CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CHICAGO, ROCK ISLAND & GULF RAILWAY

SECOND DISTRICT

4000-12-30-1923

EL PASO-AMARILLO DIVISION No. 5.-TIME TABLE-No. 5.

Taking Effect Sunday, December 30, 1923, at 12:01 A. M.

CENTRAL TIME

Superseding El Paso-Amarillo Division Time Table No. 4.

NOTE IMPORTANT CHANGES IN TIME TABLE RULES.

For the exclusive guidance of Employes, not for the information of the public. The Company reserves the right to vary from it at pleasure.

L. C. FRITCH, Vice-President.
W. J. TOLLERTON, General Supt. Motive Power.
A. W.TOWSLEY, General Supt. Transportation.
J. R. PICKERING, SuperIntendent Transportation.

Form 1126-4

A. B. WARNER, General Manager.

H. L. REED, General Superintendent.

P. J. COLLIGAN, Supt. Motive Power.

H. P. GREENOUGH. Superintendent. J. C. COLE. Master Mechanic.

			V	ESTV	NARI	D					MAIN LINE				EAS	STW.	ARI	D			
THIRD	CLASS	SEC	COND CI	LASS		FIRST	CLASS	1.	r ngs	her	SUB-DIVISION 39	toh		FIRST	CLASS		SEC	COND CL	ASS	THIRD	CLASS
81	[99	91		311	3	1	tity of Sidings	lty of Other Tracks	STATIONS. Time Table No. 5	Hering Water,	Å 312	4	2		92	94	98		80
Local Freight			Kanzas City Tucumcari Bed Ball	California Geld Ball Freight		Pase'gr	Golden State Limited	Pass'gr	Capac	aolty	December 30, 1923			Golden		Lo	<u> </u>		·		
Daily except Sunday			Daily	Daily		Daily.	Daily	Daily		Cap		Fuel,	Pass'gi		Pass'gr		e El Pase fold Ball freight	Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight		Local Freight
AM 7.30			3-4	AM 8.00		РМ 3.50	PM 1.20 4-99	AM 4.10			RI			PM 3-99 1.10	AM 1.50		РМ 9.00	РМ 9.50	AM 4.40		PM 6.30
7.45		••••••	1.55	8.25		3.59	1.30	4.22 98			RISHEL			1.01	1.38		8.40	9.30	4.22		6.15
			2.15	8.45		s 4.08		s 4.30	56	16	A. T. & S. F. Crossing	8.1	s 11.33	e 12.56	s 1.33	••••••••	 8.30	9.20	3.40	· · · · · · · · · · · · · · · ·	s 6.00
	•••••		2.40	9.10		s 4.18	e 1.51	s 4.43	58	49	HA	4.8	··· s 11.20	2 12.46	s 1.16		8.00	9.00			
s 9.00			3.10	9.40			2 2.02	s 4.55			DK DUR HAM				s 12.59		7.35	8.40	2.50		s 5.10
f 9.20 s 9.45		•••••	3.40 4.05	10.10 10.35		f 4.40 80 s 4.55		f 5.10 s 5.25		29		7.0	··· f 10,50	12.25	f 12.42	, · · · · · ·	7.05	8.15	2.30		311 f 4.40 99
s 10.20			80	1 219						.4	CNTO 703 204.8 5.9 GATO 709 210.7	13,4 19.3 V	··· s10.35	▲ 12.15 PM ▲ 12.05	s 12.25 AM s 12.11	•••••••	6 30 6.05	7.50 7.30	2.10 1.45		
	••••										6.9 								1.40		s 3.30
s 11.05			311-9\$	11.51 AM 4		92-99	2 2,50	\$ 5.50	20	02	MC	6.5	s 9.59	\$ 11.51	s 11.54		311-99 5.25	7.10	1.20		s 2.50
	·				1	· .		1		1 .											·····
s 11.59	· · · · · · · · · · · · · · · · · · ·			1 PM		s 5.40	a 3.01	f 6.03	55 55	97	GVGROVELANDTO 722 224.3 5.1 QNTO 728 229.4 6.7	3.9 W	s 9.40	£11.39	f 11.36		4.50	6.45 99	12.55		
AM			94								6.7	4.7	s 9.30	¢ 11.30	s 11.26	••••••	4.20	6.25	12.35	•••••	s 2.05
s 12,15 PM 12,25	1 1			12.50		s 6.01			55	53	DMTEDORATO 734 236.1	4.7	s 9.15	£ 11.20			3,50	311 6.01	12,15		s 1.35
				1.05	•••••		3.26 92	6.30							1		3.26	5.25	12.01		1.05
		· • • • • • • • • • • • • •					•••••					1.9				••••••	• • • • • • • • • • •	••••			• • • • • • • • • • • • • • • • • • • •
s 12.45			7.55	2.05		s 6.20) s 6.30	s 3.40	s 6.5 0	116	328	0.4 SU	3.9 W	r s 8.55	s 11.00	s 10.55		2.50	5.00	РМ 11.35		PM 81 \$12.45
								•••••				4.6									
1.30		••••••••••	8.05	2.20		6.83	3.43	 6.55	73	66	A. T. & S. F. Crossing UX 346.5 0.5 	5.0								•••••	AM
f 1.40		•••••		2.30		6.39	3.50	7.00	76	15		9.2	8.40	10.51 10.47	10.38		2.20 2,10	4.25 4.15		·····	11.55 f 11.45
s 1.55 s 2.25				2.55		s 6.50	≰ 4,00 94	f 7.10	55	-31	GR		. 0.00	e 10.41	10.90		1.55^{81}	4.00		•••••	-
					1	1			1		B.T ABLINGTON						1.30	3.20 e1	10.30	·····	s 10.55
94	·····		2-98	3.50 4.15		s 7.21	e 4.27 e 4.39	s 7.37 s 7.50	66 55	31 29	NO	9.9	s 8.03	410.16	s10.00	· · · · · · · · · · · · · · · · · · ·	1.05	1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A		·····	
<u></u>								312			Mo. Pao. CrossingUX 277.6	6.3	s 1.50	¥ 10.05	5 9.47		12,30	2,25	9:30	· · · · · · · · · · · · · · · · · · ·	
s 4 .00		•••••	10.55	4.55		s 7.50	2 4.55 91	s 8.08	55	33	RS	4.1	s 7.32	a 9.52	s 9.30		РМ 12.05	2.05			
f 4.25		·····				•••••	· • • • • • • • • • • • • • • • • • • •	•••••	•••••	••••		5.2					AM				· · · · · · ·
4.45 PM											A				311		11.30 11.00	1.45 1.25	8.40 ³¹¹ 8.15	· · · · · · · · · · · · · · · · · · ·	
								8V					AM	9.30 AM	PM		11.00 AM	1.25 PM	8.15 PM	,	8.35 AM Daily except
13.7			12.5	12.5		38.7	81.5	28.7			Averäge speed per hour.			34 .5	26.6		Daily 12.7	Daily 15.1	Daily 15, 1		Sunday 12.8
(9.15)	••••••••••••••••••••••••••••••••••••••		(10,10)	(10.10)		(4.25)	(4.00)	(4.25)	•••••	• • • • • • • • •	SCHEDULE TIME	<u> </u>	(4.45)	(3.40)	(4.45)	I	(10.00)	(8, 25)	(8, 25)	11	(9.55)

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			W	EST	WAR		· :				MAIN LINE		- 14						EAST	WA	RD				
THIR	CLASS	SEC	OND CI	LASS		FIRST	CLASS			cke	SUB-DIVISION 40		e d	÷.	ye ye		FIRST	CLASS		SEC	OND CL	ASS	THIRD	CLASS	
83			91	99	<u> </u>		3	1	r of Ings	Trac	STATIONS	nber	stance Josepl	Pratt.	Tab Tab	4	2			94	98	92		82	
Local Freigh	t		Celliornia Gold Ball Freight	Kansas City Tucumcari Red Ball			Golden State Limited	Pass'gr	pacity	pacity	Time Table No. 5 December 30, 1923.	Station		from un	Turn Bi	Golden				Lcs Angeles and El Paso Gold Ball	Los Angeles and El Paso	Los Angeles and El Paso		Local	
Daily exception Sunday	nt	-	Daily	Daily	-		Daily	Daily	C.B.	Cal	LEAVE	Sta	Ŀ.		n :	State Limited	Pass'gr	•		. Gold Ball Freight	Gold Ball Freight	Gold Ball Freight		Freight	
· AM 7.15	_		РМ 7.00	AM 1.00		-	РМ 5.30	9.00	54	700						AM 93	PM 311			РМ	РМ	AM 1-4		PM	
7.33				1.20			5.39	92 92 9.12			N PRATT TO 4.6 SMALLEY					9.20	18.35			12.55	7.45 91	9.00		4.45	
s 7.50	1		98	1.40				s 9.22			4,5 CU						8.16 91	•••••	•••••	12.40	7.30	8.40		4.20	
			201	2.05			• •	s 9.35			7.1 WF WELLSFORD TO									12.30	7.15	8.30			
s 8.48		• • • • • • • • • • • • • • • • • • •	8.50	2.20		•					HD									12.10	6.55				
f 9.15		• • • • • • • • • • • • • • • • • • • •	9.05	2.35			6.13	f 9.55			5.4 BRENHAM					8.39	7 00			12.01Pm AM 11.50	6.45 6.35	7.55 7.30	•••••		
s 10.05	•		9.25	2.55		• • • • • • • • • • • • • • • • • • • •	6.25	s10.05			GB GREENSBURG TO		1 1							11.40	6.25	7.10			
f 10.35			9.40	3.10			6.32	10.15		i	5.5 JQY									11,30	5.55				
s 11.20 94	•••••••••••••••••••••••••••••••••••••••		10.00	3.25			e 6.40	s 10.25	62	87	MUMULLINVILLE	837	338.9	40.9						11.20	5.45	6.30		PM	
11.55			11.15	4.20				al0.40	-		9.0		= ·				9 549	-		<u>-</u>				AM 83	
11.55 AM 82 s 12.20			5 C	4.45	1. A.		2-562	81-00I			BUBUCKLIN		· I – I	1				••••	•••••	10.40	5.20	5.45			
PM			РM	5.15		4		s 10.55			KGKINGSDOWN							•••••••••••	•••••	10.15	5.00	4,45		s 11,40	
	-	- <u></u>	12.20 AM			-	1.20	82		32	BMBLOOMTO	861	362.8	64.8	••••	é 7 .36	s 6.18	••••••••••	•••••	9.50	4.40	4,15	• • • • • • • • • • • • • • • • • • •	s11.04	
		1 1 1 1	12.45	5.40		•	2 7.35	s 11.19	58	39	MITC	869	370.0	72.0	W	s 7.25	s 6.02			9.30	4.20	3.45		g 10.40	
			1.05	6.00			7.44	11.30									5.50			9.05	4.00	3.20		10.15	
s 1.55		``	1.20	6,15		i i	. F.A.				FFOWLER						s 5.40			8.40	3.40	2.45			
s 2.30			2.10	6.49	[····	i i		I AM		32	VN	890	391.0	93.0	Ŵ	2 6.49	s 5.23	···· · · · · · · · · ·		8,10	3.20	1 . 1			
s 3.00 98 s 4.00			1.1.1	7.40				f 12.10 PM	55	10		1		1		6.40	f 5.10			7.40	3.00	1.40		f 8.40	
s 4.42	t i se g		3.15	8.15		•••••	· •	s 12.25			Q PLAINS TO 6.8					4 6.28	s 4.55			7.20	2.40	1,10	1	99 s 8.15	
¥			3.45	8.55		·····	<u>ເ</u> ຮ.ວອ	s 12.38	69	28	KM	912	413.2	115.2	W	s 6.17	s 4.42			7.00	2.20	12.29		s 7.40	
s 5.05	1		4.05	9.25		• • • • • • • • • • • • • • • • • • • •	· .	f 12.52	55	26	RK	9:20) 421.2	123,2		4 6.02	f 4.27			6.35	1.55	11.50P	t	s 7.10	
f 5.25	, r		4.30	10.05			9.17	f 1.02								5.53 94-91	f 4.17			6.20 4-82	1,40	11.35			
5.45 PM			5.15 4 AM	11.00 AM		·	9.35 PM	T 1.20 PM 98	95 1	1500	RA LIBERAL	933	434.2	136.2 F	WTY	5.40 AM	4.05 PM	•••••	· · · · · · · · · · · · · · · · · · ·		1.20 PM	11.15 PM		6.30 AM	
	-					·		·			136.2 LEAVE		-			Daily	Daily	<u> </u>		Daily	Daily	Daily		Daily except	
15.0	 	<u> </u>	13.2	13.6	ľ		33.3	31.4			Average speed per hour.	-	-	[37.1	30.3			19,7	21,2	13.9		Sunday	
(10,30)		<u> </u>	(10.15)	(10.00)			(4.05)	(4.20)			SCHEDULE TIME					(3.40)	(4.30,		<u> </u>	(6.55)	(6.25)	(9.45)	1	(10.15)	I
		,	• • • • • • • • • • • • • • • • • • •				WES	TWAI	RD		DODGE CITY B	R/	ANC	CH		EASTV		1							
€) CLASS				1					D CLAS			,					
2000 - A. C.		÷	· v	17				561	of ding	pacity of ther Tracks	SUB-DIVISION 40a	Nos.		Distance from Bucklin.	1.9Å	SECOR		-							
									Sid	10	Time Table No. 5	N	t J	Such Such	Vate Tab	562		_ T	. M. BR	YDEN,	Chief I	Dispatc	her, Pra	att, Kans	a s.
C. T. McHUGH, T								Mixed	pac	paci	December 30, 1923.			Itan	l'urb	Mixed		E	. F. PIP	PKIN, N	light Ch	lief Disp	patcher	, Pratt, Ka	ansa
	Pratt, I	Kansas.						Daily Ex. Sunday	ő	50	LEAVE		š zi¥	Dig	ar A				. E. RE)			
H. C.McCULLOUG	H, Roa	d Foren	nan of l	Equipm	ent.			AM		900	BUBUCKLIN		1	-		- PM 2-3			. D. WI						
	Pratt, I	Kansas.		• •				s 11.40	15		8.5 HF				FWY				. G. DO						
Herington to	liborala	and Dad		Brone	h			f 12.05		. 19	9.3					5 5.40			. A. SP B. JOH			Dispate	chers,	Pratt, Ka	nsar
nerington to	minely g		ige City	y Branc	n.			f 12.30		_	7.7 		26 273 4	25.5					. C. FAI						
								12.45 PM			1.0 RH DODGE CITY							R	. E. MI	NNIS,					
								PM PM	-	-		_		-		PM			. F. LA		, ,				
									-	-	26.5 LEAV	*	_	-		Daily En Sunday	<u>.</u>	_							
								15.1	<u> </u>	ļ 	Average speed per hour.					15.1		_							
C. R. I. & PEl Paso-Amari	llo Division.					_		(1.45)		<u> </u>		••••••	•••••			(1 45)			•			ange a s		an an A	
							· · · · · · · · · · · · · · · · · · ·																		

			WE	ESTV	VARI)					MAIN LIN	E						E	ASTI	WAR	D				
THIRD	CLASS	SEC	CI CI	ASS		FIRST	CLASS		thge	her	SUB-DIVISIO	N 41		e leph.	eral.	Åy.		FIRST	CLASS		SEC	ond Cl	A 86	THIRD	GLA
85	1		99	91			3	1	Sid	0	STATIONS. Time Table #	1 0 5	Nos	tano t. Joi	ter.		4	2	1		98	92	94		84
Local Freight	•		Lonnie City Tucupeari Red Ball	California Gold Ball Freight,			Golden State Limited	Pass'gr	Oapacity of Sidings	Capacity of Other Tracks	December 30, 19		Station 1	M. P. Distance from St. Joseph	Distance from Liberal. Fuel, Water.	Turn	Golden	Past's:			Los Angelos and El Pase	Les Augeles unt El Tass Gold Ball Treight.	Los Angeles and El Tase Gold Sall Freight		Lo
Tuesday Thursday Seturday	•		Daily	Daily			Daily	Daily		0	LHATE			×			State Limited				Treight	Gold Ball Freight.	Gold Ball Freight		Prol
AM			PM 12.01	ай 6.9 0			РМ 9.40	PM 1.45	55	1590	C. R. I. & P. R RALABERAS	7. T O	933	434.2 .	F1	TT	AM 94-91 5.35	РМ ¶ 3.4 0			PM 12.30 PM #	PM 3 9.25	AM 4 5.20		P
8.00 8.15			12.15	6.2 0	1		9.51	1.55	77		5.8 		939	449.0	5.8		5.22	3.28			12.15	9.00	4.57		. 4
s 8.35			98	6.40			f 9.59	s 2.04	55	89	RO TYRONE	T O	943	444.0	9.6	• • • • •	f 5. 15	\$ 3.20			. 11.59	8.45	4 45		5 4
s 9.10			. 1.85	7.20			s 10.18	s 2.23	55	69	HO		963	454.8	20.1	₩	s 4.5 8	\$ 3.03			11.20	8.05	4.15		* 3
s 9.40	•		2.45	7.55			\$ 10.34	s 2.45 2-99-84	55	31	MQ		963	464.6	30.4	• • • • •	g 4.40	1-99-84 s 2.45			10,45	7.25	3.4 5		1-1
510,15			· 2.45 1-2-84 · 3.30	8.30			s 10.58	2-99-84 s 3.05	55	89	9.0 GY		972	473.6	\$0.4	₩	s 1.25	s 2.30		.	10.15	6.50	3.20		s
10.30			. 8.50	8.50			11.02	3.16	55		JUNTOB	** •• •• •• • • • • • •	978	179,9	45.7		4.14	2 .13		. - .	. 9.48	6.25	3.03]	. M
s 11.05			. 4.30	9.30		· <i>.</i>	f 11.15	s 3 .30	55		10.3			1 1	49.9]		f 4.07	s 2.06		.	\$.30	6.10	2.50]	
s 12.10 PM			. 5.30 РМ 92	10.20 AM		•	s 11.35 PM	s 3.50 PM	55	8 5	HM TRXHOMA	T C	993	494.3	60.1	Ť	s 33.50	s 1,50 PM			. 8,55 AM	\$.30 T#	2.10 AM		. s 1
	•		•	•							SUB-DIVISIO														
PM s 12.10			PM 5.30	AM 10.20			PM s 11.35	PM s 3.50	55	65	C. R. I. & G. R. HM		993	494.3	60,1	Y	AM s 3.50	РМ s 1.50			AM 8. 55	PM 99 5.30	AM 2.10		. 5 1
	1		92					f 4.10	55	27	STEVENS .		1003	504.3	70.1	w	3.32	f 132			8.25	4,55	1.35		636
f 12.35			. 6.05	10.55 84		•	11.52 PM f 12.08		55		9,9				80.0		f 3.18	f 1.32 ⁸⁵ s 1.18			B.00	4.30	1.05		s 10
s 1.18 2 1.45			-	11.40 AM 12.10 PM			12.18	s 4.30 92 4.40	77		5.8			5 20 ;6	85.8		3.09	1.09			7.45	3.55	12.42		•
			7.30	1.01			12.27	f 4 .50	55	32	6.0		1025	526.0	91.8	¥	3.00	91 f. 1.01	• • • • • • • • • • • •		7.30	3.3 5	AM 3 12.27 PM		
f 2.20 f 3.90			-	1.35	1	1	94 12.42	f 5.06	1 55			EN	. 1035	596.1	101.9		2.46	f 12.46			6.54	3.90	11-44		. 1 1
3.20			0.00	1.45			12.47	5.12	55	4	3,9 <u>BITT</u> 5.4	*****	. 1089	540.0	195.8		2.40	12.39			. 6.42	2.47	11.32	1	
3-45 PM			8.50 PM	2.15 PM 92		.	1.00	5.25 PM		800	DA DALHART.	тс	2 1044	545.4	111.2 F	WTY	2.30 AM	12.30 PM			. 6,25 AM	2.30 PM	11.15 PM		•
	-		-	-		-	-	-		_	111.\$	LEAVE					Daily	Daily	-		Daily	Daily	Daily		
34.3	_		12.6	13.4		-	\$3.3	39,0		_	Average speed per	hour	-				36.1	35.1			18.3	16.1	18,3		1
(7.45)		•	(8.49)	(8,15)	•		(8,20)	(3,40)							<i></i>		(8,-95)	(3.10)			(6.05)	(6.55)	(6,95)		(8,

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C.R.I.& P. and C.R.I.& G .--- El Paso-Amarillo Division.

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				WE	STW	ARD/	}				MAIN LINE						AST	WAF	RD				
THIRD	CLASS	SE	COND CI	LASS		FIRST	CLASS			83	SUB-DIVISION 6		oseph	Dalhart	Vye	FIRST	CLASS		SEC	OND CI	LASS	THIRD) CL
87			99	91			1	3	f	of r Trach	STATIONS.	zi.	1 2 5 1	Table	2	4		1	98	92	94		8
Locai Freight			Kansas City Tucumcari Eed Ball	California Gold Ball Freight.			Pass'gr	Golden State Limited	50	pacity o Other	Time Table No. 5 December 30, 1923.	lon Nos.	M. P. Distance from St. Jo Distance	Fuel, Water, Turn Table		Golden		-	Los Angeles and El Paso	Los Angeles	Los Angeles and El Paso		L
Monday, Wednesday, Friday			Daily	Daily			Daily	Daily	Cap.	Cap	LEAVE	Station	M. F Dist	Fuel	Pass'gr	State Limited			Gold Ball Freight.	Los Angeles and El Paso Gold Ball Freight	Gold Ball Freight.		F
AM 8.15			РМ 10.20 94	РМ 3.30			РМ 5.35	AM 1.10		800	C. R. I. & G. Ry. DA	1044	545.4	FWT	РМ Y 12.25	AM 2.25			AM 5.00	РМ 1.05	PM 99 10.00		
f 8.30			10.40	3.50			5.43	1.19	55	 	Ft. W. & D. C. Ry. 4.9 WAGNEB	1	545.5 0 550.4 5	1.1	12.12	2.13			4.30	12.35	9.30	•••••	f
f 8.45			11.00	4.05		· · · · · · · · · · · · · · · · · · ·	f 5.50	é 1.27	55	24	4.7 4.7	1054	555.1 9	7	PM 92 f12.05	2 2,06	·		4.15	PM 2			
s 9.30		••••	11.45	4.45				2 1.50	55		11.5 AY MIDDLEWATER				AM s 11.49	± 1.50		·	4.15 3.45	12.05 AM 11.25	9.18 .48		
9.40			11.55 PM	4.55			6.12	1.56		17	3.9 LANK	1069	570.5 25	1	. 11.43	1.44			3.36	11.16	8.39		
s 10.50	•••••	••••••	12.35 AM	5.35	•••••			2.12	55	16	RM				·· s 11 30	e 1.31			3.10	10.50	8.13		s
11,20	••••••		1.20	6.00	· · · · ·		6.38	2.23	55	••••	BXIT		584.4 39		1	1.20		· · · · · · · · · · · · · ·	2.56	10.35	7.58		f
11.30 AM		••••	1.30 	6.08 PM			6.42 PM	2.27 AM	•			1085	586.4 41	• · · · · · ·		1.17 		•	2.52 ^M	10.31 AM	7.52 PM		
AM				РМ							SUB-DIVISION 42 C. R. I. & P. Ry.					АМ						ł	
11.30		••••••	AM 1.30	6.08			РМ 6.42	AM 2.27				1085	586.4 41	o	11.17	1.17			AM 2,52	AM 10.31	PM 7.52		
s 11.55 AM		•••••	1.50	6.30		·····	s 6.53	2.37	65	34	UN NARAVISA	1089	590.8 45	4 W	s 11.10	é 1.10		.	2.37	10.15	7.35	••••	s
s 12.20 PM			2.10 98	7.07 1-94	••••		7.07 91-94	2.49	56	10		1096	598.9 53	5 Y	s10.55	12.54		•	2.10	9.40	7.07		s
12.35			2.25	7.30			f 7.12	2.54	22	115		1099	601.8 56	4	10.49	12.47		•	1.53	9.25	6.48		
f 12.45	•••••	•• •••••	2.4 0	7.45			f 7.17	2.58	55	14			604.5 59	1	. f 10.44	12.41	·····		1.45	9.15	6.40	•••••	f
f 1.00 s 1.25		• • • • • • • • • • • • •	3.97	8.15	•••••		f 7.26	3.07	56	•••••	CANODE	ahar d	610.0 64			12.32	••••		1.32	9.00	6.27	•••••	f
f 2.00		••••••••	3.35 4.10	8.45 9.30	••••	••••		4 3.17 9 91	55		OA LOGAN	1	· ·		s 10.25	€ 12.22 12.11			1.15	8.40	6.10 5.49	•••••	
			·				7.47	3.31	- 54				621.3 75		-	AM			12.53	8.17	5.48		I
f 2.15 f 2.35	•••••	•••••	4.30 4.55	9.53	•••••		f 7.54	2 3.40		13		1	625.8 80	· •	. f 10.08	2 12.03 PM	•••••		12.42	8.05	5.37		
3.00 PM		••••••	4.55 5.30 AM	10.20	•••••		8.05 1 8 90	3.54 4.10	1	••••			631.5 86	1	9.58 42 v ¶ 9.45	11.53 98			12.28	7.45 86	5.23		
PM			AM	11.00 			¶ 8.20 PM 41	4.10 AM	-							11.40 PM		-	12.05 AM	7.20 AM	5.00 PM		
13.8								-			(93.1) LEAVE	.			Daily	Daily		_	Daily	Daily	Daily		1
10.0	l]		13.0	12.5	l	i]	33.8	31.0	ιI		Average speed per hour	l I		l	34.9	33.8	l	I	18.9	16.2	18.6	1	I

H. E. McMULLEN, Trainmaster, Dalhart, Texas.

J. A. EBECK, Road Foreman of Equipment, Dalhart, Texas.

Liberal to Tucumcari.

•

W. S. PHILLIPS, Chief Dispatcher, Dalhart, Texas. M. L. ELLIS, Night Chief Dispatcher, Dalhart, Texas.

I. C. LEGER, R.S. HOLMES, H. B. TOWNSLEY,

C. B. I. & P. and C. R. L & G. -El Paso-Amarillo Division.

Dispatchers, Dalhart, Texas.

4

	THIRD	CLASS															STW					
	87		SECONI	CLASS	FIRST	CLASS	Sidings	toity of Other Tracks	SUB.DIVISION 3	mbers.	tance uphis	n Sayre	Turn- Wye	FIRST CLA	.ss	SECOND (CLASS	THIRD	CLASS			
I I I I I I I I I I I I I I I I I I I			91		41	43	ity, of .	city of Track	STATIONS TIME TABLE No. 5	on Nu	P. Distance m Memphis	ton from	Water le and	42 4	4		92		86			
	Local 'reight		California Gold Ball Freight		Pass'gr	Pass'gr	Capao	Capa	December 30, 1923.	Stati	M. fron	Distar	Fuel. tab	Pass'gr Pas	s'gr	Lo	s Angeles El Pase Geld Ball Freight		Local Freight			
Th	ueaday, hursday,		Daily	-	Daily	Daily			Leave						****		1101810					
	AM 7.00		PM 7.30		AM 11.25	AM 1.45	61	3 55	C. B. L. & P. Ry. SASAYRETO	z 627	627.0		FWT	PM A 6.50 J	M .00		AM 10.40		PM 5.30			
	7.25		8.05		f 11.43	f 2.04	51	· · • • · ·	7.7 	z 635		7.7		f 6.30 f 1 s 6.15 s 1	38 M		10.00		}			
• • • • • • • • • • • • • • • • • • •	*		8.35		s 12.01 PM	s 2.19	30		RI	1	641.0	14.0				1 1	9.25 87 8.50	 	1 1			
5	8.5092	· · · · · · · · ·	9.07	· · · · · · · · ·	s 12.15	s 2.39	52	34	X0 TEXOLA		648.7 649.5			s 5.53 s t		<u></u>	0.00		<u>s 5.50</u>			
f	8.55	•••••••	9.12		f 12.19	2.42	35		BOBENONINE		649.9	000			.53		8.45		1 1			
f	9.07		9.28			f 2.52	51				654.0		• • • • •	1 1			8.25		f 3 10			
	10.20	• • • • • • •	10.15			s 3.18	51 50	36	SK SHAMROCK TO ^{6,1} LELA	[664.4 670.5	37.4 43.5	•••••• ₩	}	91	· · · · · · · · · · · · · · · · · · ·	7.80 6.55		s 2.40 f 1.40			
	10.50 11.15	· · · · · · · ·	10.56 44 11.23	1	f 1.05 f 1.20	f 3.31 f 3.46	46	12	6.5 MSTO).40		6.25		41			
1	11.35 AM		11 40	1	186	3.58	10				682.7	55.7	••••) .2 6		5.55		12.45			
				-	- 1.50		·]		4.6 YDTC	- 697	897.2		12707	- 4.95 / 1/	15	-	5.3 0		PM			
s	12.59 PM 1.25	•••••	12.15 AM 12.50			s 4.13 s 4.38	51 56	66 28	8.7 A ALANREED			60. 3 69.0	FW	1 1).15 9.50	1	43 4.38	• • • • • • • • •	s 12.30 AM s 10.59	•		
f	1.45		1.18		6 0.05	f 4.55	51				702.3			C O I C	9.32		3.57	<u></u> .	f 10.35			
s	2.10		1.55		f 2.40	s 5.11	51	11	Сн ЈЕВИСНО	z 70 8	70×.0	81.0	w	f 3.32 s	9.15		3.33		s 10.15			
f	2.35		2.23		f 2.51	f 5.25	••••	8	BOYDSTON		1	87. \$		41-87	9. 0 0		3.05 91					
s	3.05 41-42	· · · · · · · ·	2.47 92		42-87	s 5.34	51	40	GRTC 7.2 LARK	1		92.3	Y	1 1	3.50		2.47 2.18		6 0 10		•	
l s	3.35 3.58	· • • • • • • •	3.20 4.00		1	f 5.50 f 6.07	55 50	21 15	CU			10000	₩ 	1 i	3. 3 2 3.15	1	1.44		s 8.45			
	4.22		4.40		3.51	f 6.24	49		8,5		743.5		w	,	7.55		1.10		s 8.20			
	4.45		5.20			f 6.40	55				1	1		L 1	7.85		12.35		f 7.55			
	••••		· • • • • • •						12		759.5		• • • • •		• • • •	•	· · · · · · · ·		43			
	5.10 PM		6.00 AM	•	4.25 PM	7.00 AM 86	88	321	DSTO) z 762	760.7	133.7	FWTY	1.40 PM	7.15 PM		12.01 AM					
									133.7 LEAVE	ļ				Daily I	aily		Daily		Monday, Wednesday, Friday			
-	13.1		12.7		26, 8	2 5 .5	-		Average speed per hour.					25.9	3.5		12.6		13.4			
	(10, 10)		(10,30)		(5,00)	(5,15)			SCHEDULE TIME	·				(5.10) (i.45)		(10.39)		(10,00)			
				•	<u> </u>				<u> 27 </u>													
																				×		
				-																		

V.	A	R	D

	1			STW	1		1		MAIN LINE							STW		1	
				CLASS	FIRST			acks	SUB-DIVISION 4 STATIONS.		e phis	E .	urn- d Wye			SECONI			
, ,		·	91			41	of idings	of er Tn	Time Table No 5.	Kon.	stance Mem	ice fr	ter, T ble an	42			92 Los Angeles		
	[California Gold Ball Freight			Pass'gr	upacity S	Capacity of Other T	December 30, 1923.	Station Non.	M. P. Distance from Memphi	Distance fron Amarillo	iel, Water table	Pass'gr			Los Angeles El Paso Gold Ball Freight		
			Daily			Daily	Ö	ບັ	Leave	ž	X		ų		 				
			AM 8.00 f 8.35			РМ 4.35 f 4.48	88 50	32 1 15	C. H. I. & G. Ry. DSTO 	z 762 z 768	1 1			РМ 1.30 f 1.10			РМ 3.35 f 3.05		
			f 9.05					15	6.8		773.9	13.2	w	s 12.59	<u></u>		f 2.35		
	· · · · · · · · · · · · · · · · · · ·		s 9.40 10.10 s 10.35			5.29 s 5.42	32 6 54	30 60	WILDORADO TO 7.4 7.4 EVERETT SPUR 5.6 VEGA 1.9 1.9	z 789 z 796	789,4 795 0	28,7 34.3	 WY	s 12.18			s 1.55 1.18 s 12.50 PM		•
			f 10.43 s 11.51 AM 42-92 12.21 PM		·····		57 19	20 15	R K	z 810 z 815	808.8 815.0	48.1 54. 3	F 	AM 91-92 s 11.51 11.39			AM 42-91 \$11.51 11.15		
			f 12.51				52 65		BOISE 10.8 			1		f 11.27 s 11.06			f 10.49 s 10.05		
						s 7.08 f 7.28			C. R. I. & P. Ry.	z 833 z 846	836.9 845.3	77.2 84.6		s 10.54 f 10.34					
•			3.26 f 3.56 5.00 PM			8.00 f 8.15 8.35 PM 1	13 56 90			z 866	865,1	104.4		f 9.50			7 00		· · · · · · · · · · · · · · · · · · ·
			12.5	-	-	28.3	·		113.5 LEAVE			-		Daily 28.3	-	_	Daily 13.2		_
		1	(9,00)		<u> </u>	(4.00)	1			<u> </u>		l 		(4.00)	1		(8.35)	I	l

C. F. REDANS, Trainmaster Amarillo, Texas W. E. DANVER, Road Foreman of Equipment Amarillo, Texas

Sayre to Tucumcari.

T. S. BARNES, Chief Dispatcher, Amarillo, Texas. W. P. POWELL, J. C. HAMMACK, T. M. GAVIN, I. N. WINANS,

C. R. I. & P. and C. R. I. & G. RY .- El Paso-Amarillo Division.

6

TIME TABLE RULES

1. ON SINGLE TRACK, EASTWARD TRAINS ARE SUPERIOR TO WEST-WARD TRAINS OF THE SAME CLASS. (SEE GENERAL BULE 71.) 2. Trains date from their initial station on each sub-division. (See General Rules 4

and 83.)

2a. Rule 2 will not apply at Texhoma and Bravo.

3. A train must not leave its initial station on any sub-division without clearance form "A" unless otherwise prescribed by time table rule.

3a. Rule 3 will not apply at Texhoma and Bravo.

4. Train register books	(see General Rule 83a)	are located at	
Herington Yard Office	Bucklin (Sub-division	40a Trains)	Sayre
(Freight Trains)	Dodge City	Amarillo Yard Off	
Herington Passenger Station	nLiberal	(Freight Trains)
(Passenger Trains)	Dalhart	Amarillo Passenge	
Pratt	Tucumcari	(Passenger Trai	ins)
			-

4a. A train not scheduled to stop at a register station will be cleared of register by train order. Order to be given before reaching register station, when practicable. In such cases Conductor will register by ticket (Form 1339) and operator will record same in train register.

5. Bulletin boards and General Order books (see General Rule 83 b) are loroted of

Herington Yard Office Herington Passenger Station Hutchinson Pratt	Bucklin Liberal Dalhart Tucumcari	Sayre Amarillo Yard Office Amarillo Passenger Station
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5a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order books at intermediate points on a sub-division.

5b. Conductors and Enginemen running over more than one division must consult Bulletin board and General Order book at the initial point on each division, except where they have consulted the Bulletin board and General Order book of such division at the initial point of run.

6. Standard clocks (see Ge	eneral Rules 3,	3a, 3b and 3c) are located at
Herington Yard Office	Liberal	Sayre
Herington Passenger Station		Amarillo Yard Office
	Damare	
Pratt	Tucumcari	Amarillo Passenger Station

7. Company Surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER,	Chicago, Ill.	1020 LaSalle Station	4539 Oakenwald Ave Phone Oakland 97.
Chief Surgeon. DR. A. E. HARRISON,	Herington, Kan.	Phone Harrison 4676, Ring 53 Harrison Block. Phone, Mutual 94, City 171.	Harrison Block. Mutual 94. City 171
Surgeon and Examiner. DR. A. ENGBERG,	McPherson, Ks.	104 South Main st.	
Local Surgeon. DB. C. KLIPPEL,	Hutchinson,Ks	Rooms 705-706 Rorabaugh-Wiley Bldg. Phone 82W.	402 E. First ave., Phone 152
Consulting Surgeon. Dr. J. E. FOLTZ, Local Surgeon.	Hutchinson, Ks.	202 North Main st. Phone 235 W.	1500 North Main st. Phone 255 R.
DE. W. F. BERNSTORF, Local Surgeon and Examiner.	Pratt, Kan.	First National Bank Bldg. 223 So, Main Street. Phone 97.	702 West Third St. Phone 4139.
DB. C. E. PHILLIPS, Local Surgeon and Examiner.	Pratt, Kan.	Citizens Bank Bldg. Phone 362.	524 So. Jackson St. Phone 485.
DR. M. C. JENKINS, Oculist and Aurist.	Pratt, Kan.	First National Bank Building, Phone 492.	301 South High St. Phone 491.
DR. E. M. CARTER, Local Surgeon.	Greensburg, Ks.	Phone 9002.	Phone 9003. N. E. cor. First ave.
DR. T. L. MCCARTHY, Consulting Surgeon.	Dodge City, Kan.	Cor. Second ave. and Chestnut st.	and Locust St. Phone 58.
DR. CLAUDE E. MCCARTY, Local Surgeon	Dodge City, Kan.	Phone 53. McCarty & McCarty Hospital. 104 W. Spruce St. Phone 98.	608 West Ccdar St. Phone 71.
DR. C. E. BANDY, Local Surgeon.	Bucklin, Kan.	104 W. Spruce St. Phone 98. Ballinger Bldg. Phone 158.	Phone 146.
DR. WM. F. FEE, DR. H. W. DAVIS	Meade, Kan. Plains, Kan.	Telephone 55 3	Telephone 552
DE. A. M. MOBROW, Local Surgeon and Examiner. DR. B. M. DAY	Liberal, Kan.	Miller Bldg. Tel. 22	1st and Prospect Phone 321.
Oculist and Aurist	Liberal, Kan.	Miller Bldg. Phone 22.	19 South Prospect Phone 187.
DR. D. R. MACLEOD.	Tyrone, Okla.	Rooms 1-2, First Nat. Bank Bldg.	Florence and Sixth. Phone 82 L.
DB. W. J. RISEN, DR. W. H. LANGSTON,	Hooker, Okla. Guymon, Okla.		
DR. I. H. LAMAR,	Texhoma, Okla.	m 1 1 m	malashana 50
DR. JOHN W. NORVELL, DR. G. WALLAR DAWSON,	Stratford, Tex.	Telephone 29.	Telephone 53.
Surgeon and Examiner,	Dalhart, Tex.	104 Denrock Ave. Phone 11.	
C. R. I. & P. and C. R. I. & (3.— El Paso-Amari	ilo Division.	-

7. Company Surgeons, Continued.

DB. W. A. DAWSON,	l 1	Trans-Canadian Saanitarium	
Substitute	Dalhart, Tex.	Telephone 11.	
DR. J. T. GAINES.	Naravisa, N.M.	147 West Martinez st.	Telephone 154
DB. M. M. THOMPSON.	Logan, N.M.		
DB. J. M. DOUGHERTY	Tucumcari, N.M.	Hosnital. Phone 50.	Telephone 161.
DR. W. L. BROWN.	El Paso, Tex.	-	-
DR. H. K. SPEED	Sayre	lst Nat'l Bank Bldg. Phone 31.	5th & Locust. Tel. 188
DB. J. D. WARFORD	Erick	Over Erick State Bank. Phone 17.	Telephone 48
DR. J. B. ZEIGLFR	Shamrock	Shamrock Drug Store. Phone 185.	Telephone 40.
DR. W. C. MONTGOMERY	McLean	Phone 22.	Telephone 102.
DR. R. J. FOSTER	Groom	Beeson Building. Phone 64.	Telephone 44.
DR. I. RASCO	Amarillo	Rooms 20-21 Carson Blg. Phone 791	Telephone 855.
DR. R. S. KILLOUGH			_
Examiner Only	Amarillo	Ray Johnson Bldg, Phone 608.	Telephone 750.
DR. F. S. COLLINS	Vega	Office Phone 31.	Telephone 8.
DR. F. V. WALKER	San Jon, N. M.		-

7a. Official hospitals are located as follows:

NAME	PLACE	OFFICE LOCATION	TELEPHONE
Herington Ninnescah St. Joseph Mercy St. Anthony San. Trans Canadian San.	Herington, Kan. Pratt, Kansas Liberal Kan. Amarillo, Tex. Dalhart. Tex.	Broadway & Oak Streets. 112 North Ninnescah Corner 3d and Kansas Ave. 708 North Polk St. 104 Denrock Avenue	City 92. Mutual 209. Phone 54 Phone 318 Phone 150 and 2837 Phone 11

7b. Prompt report must be made of all accidents-personal injuries when train is not wrecked-by message to Superintendent, who will promptly advise Claim Department. In case of train wreck, Telegraph Accident Report must be made at once (Form 588) as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms according to the instructions thereon, and in the Book of Rules:

Personal Injury Report—(Form G41 or G	42 as appropriate.)
List of Passengers-(Form CT29).	Ejectment—(Form 1337).
Inspection-(Form 704).	Fire Report—(Form MW42).
Stock Report-(Enginemen-Form 1301).	Stock Report-(Sectionmen-Form 1251).

7c. SURGICAL ATTENTION. (Passengers and Employés.) Whenever passengers or employés are injured, everything must be done to care for them properly, either calling the Company's nearest surgeon to treat them (and, if seriously injured, calling the nearest competent surgeon to be had, to attend them until the Company's Surgeon can get to the place of the accident), or if they are able to be moved, taking them to the nearest place at which the Company has a surgeon and turning them over to him for care and treatment. If other than a Company Surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others.) When persons, not employés or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depots or industries, etc.), are injured, if they are unable to care for themselves and if no friends or others are at hand to care for them, the nearest Company Surgeon should be called, or if he cannot be reached, the nearest other competent surgeon, which surgeon must be advised that he is called for emergency attention only, and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred on behalf of the Company except the emergency attention above noted.

7d. Parties calling surgeons should explain fully as possible the nature of injuries so that the surgeon may know what equipment to bring with him.

7e. Claim Agents are located as follows: W. C. CARTLIDGE, Topeka, Kansas; W. P. WILLIAMS, Fort Worth, Texas; G. G. LEWIS, El Reno, Okla.

8. Explanation of characters (see General Rule 6).

Opposite Stations:
"B"-Block Station.
"TO"-Train Order Station,
"W"-Water Station.
"F"-Fuel Station.
"T"—Turntable.

"UX"-Railroad Crossing not protected by interlocking.

"Ŷ"--Wye.

- **Opposite Schedule Figures:** "s"—Regular Stop. "I"—Stop for Meals. "f"—Flag Stop.
 - -Flag Stops for any purpose as spec-"g"ified by time-table rule.

No. 3 will stop on signal to receive passengers for El Paso and beyond and will stop on signal at McPherson to discharge passengers from Topeka, Kansas City, St. Louis, Chicago, St. Paul, Minneapolis and beyond. No. 3 will stop on signal at Haviland, Greensburg, Bucklin, Mineola, Fowler, Meade and Plains to receive and discharge revenue passengers to and from points where train is scheduled to stop, and at Optima to receive passengers for Tucumcari and points west where train stops.

No. 4 will stop on signal to discharge passengers from El Paso and beyond, also to receive passengers for St. Louis, Chicago, St. Paul, Minneapolis and beyond, and at McPherson to receive passengers for Topeka, Kansas City and points east. No. 4 will stop on signal at Optima to receive passengers for Hutchinson and points east where train is scheduled to stop. No. 4 will stop on signal at Plains, Meade, Fowler, Mineola, Bucklin, Greensburg and Haviland to receive and discharge revenue passengers to and from points where train is scheduled to stop.

of Sayre.

west of Sayre.

No. 41 will stop on signal El Reno to Sayre to receive revenue passengers for points west

No. 42 will stop on signal Sayre to El Reno to discharge revenue passengers from points

Local freight trains will stop on signal at spur tracks and sidings.

TIME TABLE RULES—Continued

10. Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.

Territory	Passenger TANGENT	Trains CURVE	Freight TANGENT	Trains CURVE
				25
Sub-division 39	55	45 40	35 30	20
Except MP 256 to MP 298	50			
Sub-division 40	55	45	35	25
Except MP 355 to MP 380	35 30		$\frac{25}{20}$	
Except MP 417 to MP 421 Except MP 421 to MP 434	30 40	30	30	20
			25	20
Sub-division 40a	30	20		
Sub-divisions 41 and 5	55	45	35	25
Subdivisions 6 and 42	55	45	35	25
Except over Canadian River Bridge No. 6165	25		10	
Sub-divisions 3 and 4	40	25	25	20
Except over Red River Bridges and	40	20	20	20
Bridges 8605 and 8628	10		10	
Through yards Pratt, Liberal and Dal-			4.0	
hert	10		10	
Through yard limits Dodge City	6		6	
In or out of junction switches and turn-				
outs	4		4	
Over railroad crossings at grade inter- locked	25		20	
Except over P. & S. F. Crossing Sub- division 3 MP 759.10	20		10	
Over railroad crossings at grade not in-				
terlocked	10		10	
Trains hauling dead Engines with main				
rods down			25	15
With all rods down			15	10
Trains hauling steam derricks, pile driv-			00	
ers, steam shovel, coal hoists, etc.,			20	
Except over Sub-divisions 3 and 4			15	
Engines backing up	15		15	
Light Engines running forward, not to exceed				
Trains hauling tank cars (loaded or empty)			20	

10a. City ordinance speed limit.

Sub-Division	Town	Speed Per Hour	Sub-Division	Town	S peed Per Hour
39	Ramona	20 miles	40	Bucklin	8 miles
39	Tampa	15 miles	41	Guymon	15 miles
39	Durham	12 miles	3	Sayre	5 miles
39	Hutchinson	6 miles	3	Shamrock	5 miles
40	Greensburg	6 miles			

10b. The speed of trains and yard engines must not exceed six (6) miles an hour within the corporate limits of the City of Hutchinson, and while switching over Main street must have a flagman stationed at the street crossing. Freight trains or yard engines must not stop so that Main Street crossing or any part thereof will be blockaded. Passenger trains may blockade Main Street crossing or any part thereof, for a period of time not to exceed three (3) minutes for the purpose of taking water.

10c. All trains and engines reduce speed to five (5) miles per hour between west house track switch and west yard lead switch Amarillo yard, and to ten (10) miles per hour over Street Railway Crossing on 7th Street west of Amarillo.

C. R. I. & P	and C. R. I.	& G.—Ei	Paso-Amarillo Division.
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10d. Trains must approach and pass through the cuts known as Cap Rock Cuts, between Adrian and Boise, under control expecting to find rocks or sand on the track. Look out for sand blowing on track at MP 650-16 to 650-17 poles, MP 657-25 poles and 680-15 poles Sub-division 3.

12. A train movement authorized by a home interlocking signal (see General Rule 605) is confined to the distance between the outer home signals. A train movement authorized by slow speed signal (General Rule 601-G) when continued beyond the home signal limits into automatic block signal territory, must be made as provided for, on single track, by General Rule 509-A, on double track, by General Rule 509-B.

12a. Railroad crossings at grade are protected by interlocking signals (see General Rules 601 to 676), except as follows:

Sub- Div.	MP Location	Crossing	Remarks	Operated by
39	217.6	A.T.&S.F.	· · ·	
39	219.3	Mo.Pac.		
39	236.1	St.L.&S.F.	Gate normally across St.L.S.F. track	Trainmen
39	246.1	Mo.Pac.	Gate normally across Mo.Pac. track	Trainmen
39	246.5	A.T.&S.F.	Gate normally across A.T.&S.F. track	Trainmen
39	277.6	Mo.Pac.		
39	285.5	Mo.Pac.	Gate normally across Mo.Pac. track	Trainmen

All trains approaching the above crossings will stop at a point designated by Stop Board, and not proceed until the track is clear, except at crossings shown as equipped with gate which will be normally set across the foreign line track and at which point our trains will approach at such speed as will permit them to stop before reaching crossing in event it is occupied by foreign line train or gate is set across our track. Speed will be reduced to 10 miles per hour over railroad crossings at grade when protected by gate.

13. The following are auxiliary lines (see General Rules 14f and 14g): Tucumcari-Subdivision 4 Herington—Sub-division 39

14. Passengers may be carried on the following freight trains: Last section of local freight trains except in Texas.

16. Yard Limits are	e indicated by "Yard Limit"	boards (see General Rule 93) at
Herington	Liberal	Sayre Erick
Hutchinson	Dalhart	
Pratt	Tucumcari	Shamrock
Bucklin		McLean
Dodge City		Amarillo

16a. First class trains approaching stations used jointly with other Divisions, if the times of trains of all Divisions using the same track at such stations are not shown on the time tables of all Divisions, shall approach such stations under control prepared to stop should the track be occupied.

16b. All trains and engines passing over Missouri Pacific crossing at Herington will come to full stop and send flagman ahead, and not proceed except on signal from their own flagman.

16c. All trains and engines will move under control between east and west outside switches in Herington yard. Eastward trains will approach El Paso Division junction in Herington yard under control expecting to find switch against them; also expecting cross over from Salina main line at Walnut Street occupied. Incoming eastward trains will be held responsible for any accident that may happen while approaching Herington passenger station.

16d. Connection has been made with A.T.&S.F. at MP 373-21 on the Dodge City Branch. Dodge City yard limit board is located at a point one-half mile east of this connection, which places A.T.&S.F. junction inside of yard limit, and trains moving in this territory will govern their speed accordingly, anticipating movement of trains on our main line between junctions referred to above and Dodge City proper.

16e. All trains will move under control between passenger depot and Amarillo Division junction at Tucumcari.

16f. Eastward first-class trains will run under control between east yard lead switch and passenger station at Sayre, looking out for Pan Handle Division trains entering yard.

Main line-One long.

At Amarillo: Main line-One long.

31. Minimum clearance of bridges, tunnels, etc.: Height, 18 ft. 9 in.; width, 11 ft. 4 in. All employes are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following named bridges or viaducts (see General Rule 702):

Sub-division 39. Iron bridge at MP 235-30, will not clear man on side of car or with feet hanging over side of flat car or out of door of box car.

Derrick frames over Case track Amarillo yard, one located between Fillmore and Taylor Streets and one located at Case platform between Polk and Tyler Streets, will not clear a man on top of a car or on side of a car.

31a. All employes are hereby notified that it is dangerous to stand on the steps or other parts of a pilot of a locomotive while in motion, (see General Rule 702.) Enginemen are required to assist in the observance of this rule.

32. Track scales are located at:

Location	1	Length	Capacity	Location	Length	Capacity
Herington	4	46 feet	100 tons	Liberal	46 feet	100 tons
Hutchinson		46 feet	100 tons	Dalhart	40 feet	100 tons
Pratt		46 feet	100 tons	Tucumcari	46 feet	100 tons
Amarillo		46 feet	100 tons	Sayre	40 feet	100 tons

Sub- Div.	МР	Name	Car Capy
40	381.0	Cudahy Spur	2
40	392.0	Garlow Spur	

36. Lights on train order signals will not be displayed when train order offices are closed (see General Rule 221).

37. Derails have been located on various tracks. All employes must familiarize themselves with location and method of proper operation (see General Rule 104b).

22. At Dalhart interlocking, following whistle signals will designate route desired:

South wye-Two long, one short.

North wye-Two long, three short.

Main line to Packing House-one short, one long, one short.

From Yard to Transfer-Three short, one long.

From Yard to Main line-One long, one short, one long.

From Yard to Packing House-Two short, one long.

35. Industrial or spur tracks between stations are located at:

8

STATION	Occupation	Regular Hours Week Days	Regular Hours Sundays–Holidays	STATION	Occupation	Regular Hours Week Days	so changed all concerned will n Regular Hours Sundays-Holidays	STATION	Occupation	Regular Hours Week Days	Regular Hours Sundays-Holidays
		From To	From To			From To	From To			From To	From To
erington	1st trick. 2d trick. 3d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	Greensburg	1st trick. 2d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	8:30 am 10:30 am 4:00 pm 12:00 mid. 12:00 mid. 2:00 am	Dalhart	1st trick. 2d trick. 3d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am
amona	Agent and Tel. 2d trick. 3d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	11:00 am 4:00 pm 4:00 pm 6:00 pm 12:00 mm 2:00 am	Mullinville	3d trick. Agent and Tel.	7:30 am 4:30 pm	9:30 am 11:30 am	Middlewater	Agent and Tel.	8:30 am 5:30 pm	Closed
ampa	Agent and Tel.	8:00 am 5:00 pm	4:00 am 6:00 am 12:45 pm 3:45 pm	Bucklin	1st trick. 2d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid.	8:00 am 4:00 pm 4:00 pm 12:00 mid.	Romero Naravisa	Agent and Tel. 1st trick.	8:30 am 5:30 pm 8:00 am 4:00 pm	10:00 am 12:00 noor 8:00 am 4:00 pm
urham	Agent and Tel. 2d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid, 12:00 mid, 8:00 am	8:00 am 4:00 pm 4:00 pm 6:00 pm 12:30 am 4:30 am	Ford	3d trick. Agent and Tel.	12:00 mid. 8:00 am 8:30 am 5:45 pm	12:00 mid. 8:00 am Closed		2d trick. 3d trick.	4:00 pm 12:00 mid. 12:00 mid. 8:00 am	4:00 pm 12:00 mid. 12:00 mid. 8:00 am
anton	3d trick. Agent and Tel.	8:30 am 5:30 pm	10:15 am 12:15 pm	Dodge City	Agent and Tel.	8:00 am 5:00 pm	9:00 am 11:00 am	Logan	Agent and Tel.	8:30 am 5:30 pm	9:30 am 11:30 am
			2:30 pm 4:30 pm 8:30 am 5:30 pm	Kingsdown	Agent and Tel.	7:15 am 4:15 pm	9:30 am 11:30 am	Tucumcari	1st trick. 2d trick:	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	8:00 am 4:00 pm 4:00 pm 12:00 mid, 12:00 mid. 8:00 am
alva IcPherson	Agent and Tel. 1st trick.	8:30 am 5:30 pm 7:00 am 3:00 pm	7:00 am 3:00 pm	Bloom	Agent and Tel.	7:30 am 4:30 pm	9:30 am 11:30 am		3d trick. 1st trick.	8:00 am 4:00 pm	8:00 am 4:00 pm
	2d trick. 3d trick.	3:00 pm 11:00 pm 11:00 pm 7:00 am	3:00 pm 11:00 pm 11:00 pm 7:00 am	Mineola	1st trick. 2d trick. 3d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	9:00 am 12:00 noon 5:30 pm 11:30 pm 12:00 mid. 2:00 am 6:00 am 8:00 am	Sayre	2d trick. 3d trick.	4:00 pm 12:00 mid. 12:00 mid. 8:00 am	4:00 pm 12:00 mid. 12:00 mid. 8:00 am
roveland	Agent and Tel.	8:30 am 5:30 pm	9:30 am 11:30 am 3:00 pm 5:00 pm	Fowler	Ageut and Tel.	8:00 am 5:00 pm	10:30 am 12:30 pm	Erick	Agent and Tel. 2d Trick.	8:00 am 4:00 pm 8:00 pm 4:00 am	8:00 am 4:00 pm 8:00 pm 4:00 am
nman	Agent and Tel.	8:30 am 5:30 pm	9:00 am 12:00 noon 3:00 pm 5:00 pm	Meade	lst trick.	8:00 am 4:00 pm	9:00 am 1:00 pm	Texola	Agent and Tel.	8:00 am 5:00 pm	11:20 am 2:30 pm
1edora	Agent and Tel. 2d trick. 3d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	8:00 am 4:00 pm 4:30 pm 6:30 pm 12:00 mid. 2:00 am		2d trick. 3d trick.	4:00 pm 12:00 mid. 12:00 mid. 8:00 am	4:00 pm 12:00 mid. 12:00 mid. 2:00 am 6:00 am 8:00 am	Benonine	Agent and Tel. Telegrapher.	8:30 am 5:30 pm 8:00 am 5:00 pm	Closed 10:30 am 3:30 pm
•			6:00 am 8:00 am	Plains	Agent and Tel. 2d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid.	11:00 am 1:00 pm 4:00 pm 6:00 pm	Ramsdell	Agent and Tel.	8:30 am 5:30 pm	Closed
lutchinson	1st trick. 2d trick. 3d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am		3d trick.	12:00 mid. 8:00 am	9:00 pm 10:00 pm 12:00 mid. 2:00 am 6:00 am 8:00 am	McLean	Agent and Tel. 2d trick	8:00 am 4:00 pm 4:00 pm 12:00 mid.	9:30 am 11:30 am 2:00 pm 4:00 pm 4:00 pm 6:00 pm
artridge	Agent and Tel.	8:00 am 5:00 pm	8:00 am 10:00 am	Kismet	Agent and Tel.	8:30 am 5:30 pm	11:00 am 1:00 pm		3d trick	12:00 mid. 8:00 am	9:15 pm 11:15 pm 3:15 am 5:15 am
rlington	1st trick. 2d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid.	8:00 am 4:00 pm 4:00 pm 7:00 pm				3:30 pm 5:30 pm	Alanreed	Agent and Tel.	8:30 am 5:30 pm	9:00 am 11:00 am
	3d trick.	12:00 mid. 8:00 am	8:30 pm 10:30 pm 12:00 mid. 2:00 am 6:00 am 8:00 am	Arkalon	Agent and Tel.	8:30 am 5:30 pm	12:30 pm 2:30 pm 3:30 pm 5:30 pm	Jericho	Agent and Tel.	8:30 am 5:30 pm	Closed
angdon	Agent and Tel.	6:45 am 3:45 pm	7:00 am 12 noon	Liberal	1st trick. 2d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	Groom	Agent and Tel. 2d Trick.	10:00 am 6:00 pm 1:00 am 9:00 am	4:00 pm 6:00 pm 1:00 am 9:00 am
'uron	Agent and Tel.	7:00 am 4:00 pm	7:00 am 11:00 am	<u></u>	3d trick. Agent and Tel.	8:30 am 5:30 pm	1:45 pm 3:45 pm	Conway	Agent and Tel.	7:45 am 5:45 pm	7:45 am 9:45 am
reston	Agent and Tel. 2d trick. 3d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	8:00 am 12 noon 4:00 pm 11:00 pm 12:00 mid. 2:00 am	Tyrone	1st trick.	8:30 am 5:30 pm	2:00 pm 4:00 pm	Amarillo	1st trick. 2d trick. 3d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am
			6:00 am 8:00 am	Optima	Agent and Tel.	8:30 am 5:30 pm	1:45 pm 3:45 pm	Wildorado	Agent and Tel.	8:30 am 5:30 pm	1:30 pm 4:30 pm
atrona	Agent and Tel.	8:30 am 5:30 pm	10:00 am 12 noon 8:00 am 4:00 pm	Guymon	1st trick. 2d trick.	10:00 am 6:00 pm 10:00 pm 6:00 am	2:00 pm 4:00 pm 10:00 pm 6:00 am	Vega Adrian	Agent and Tel.	8:30 am 5:30 pm 8:30 am 5:30 pm	1:00 pm 5:00 pm 12:30 pm 5:30 pm
ratt	lst trick. 2d trick. 3d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid. 12:00 mid. 8:00 am	4:00 pm 12:00 mid. 12:00 mid. 8:00 am	Goodwell	Agent and Tel.	8:30 am 5:30 pm	2:00 ['] pm 4:00 pm	Glen Rio	Agent and Tel.	8:30 am 5:30 pm	11:00 am 1:00 pm 5:30 pm 6:30 pm
ullison	Agent and Tel.	7:30 am 4:30 pm	8:00 am 10:00 am	Texhoma	1st trick 2d trick.	9:00 am 5:00 pm 9:00 pm 5:00 am	1:15 pm 4:15 pm 9:00 pm 5:00 am	Endee	Agent and T el.	8:30 am 5:30 pm	11:00 am 1:00 pm
ellsford	Agent and Tel. 2d trick.	8:00 am 4:00 pm 4:00 pm 12:00 mid.	8:30 am 10:30 am 6:00 pm 9:00 pm	Stratford	Agent and Tel.	9:00 am 5:00 pm	1:15 pm 4:15 pm	San Jon	Agent and Tel.	8:30 am 6:45 pm	5:30 pm 6:30 pm 10:30 am 12:30 pm 6:15 pm 7:15 pm
aviland		8:00 am 5:00 pm	8:30 am 10:30 am	l	2d trick	9:30 pm 5:30 am	9:30 pm 5:30 am	<u> </u>	·		
R. I. & P. and C. R.	I. & GEl Paso-Ama										

TIME TABLE RULES—Continued.

INSTRUCTIONS FOR APPLICATION OF LOCOMOTIVE ADJUSTED TONNAGE RATING-EL PASO-AMARILLO

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OPTIMA

and LIBERAL

Through DALHART

and LIBERAL

LIBERAL

and MINEOLA

Ratings given in table below are based on tons, and indicate hauling capacity under favorable weather and operating conditions of the engines by classes as they appear opposite the

ratings, and therefore represent 100% of full rating. Should it be desired to run trains with less than 100% of full rating, on account of unfavor-able weather or operating conditions, to expedite the movement of important freight and trains performing local service, or for other reasons, the Chief Dispatcher may issue instructions authorizing.

Actual weight of loaded or empty cars must not be estimated or assumed when they are available from car stencil or record. Conductors and Yard Masters will provide themselves with statement of estimated weights of cars by classes and such estimates will be used when actual weights are not available.

Estimates may be used when actual weight cannot be determined (but not otherwise) in case of cars loaded with light commodities such as hay, cotton, or bran, using one-half the marked capacity as weight of contents, except that for cars loaded with merchandise, five tons will be estimated as weight of contents.

When converting actual tons of cars from pounds to tons by dividing weight (pounds) by 2000, omit remainder of 999 pounds or less, but consider a remainder of 1,000 pounds or more as one ton.

The caboose will be counted as one of the cars of the train. "Dead" engines hauled in train will be considered as one car in calculating Car Factor. When the total tonnage of train, including caboose, totals fifteen or more tons less than authorized rating, another car will be added

added. EXPLANATION OF TONNAGE RATING TABLES AND INSTRUCTIONS, WITH EXAMPLE OF METHOD TO BE USED IN APPLICATION OF SAME. In determining the tonnage to be hauled in trains of various lengths, the Chief Dispatcher, either by special instructions covering individual cases, or by published standing instructions, will indicate the number of cars to be hauled, represented by column "A"; from this should be subtracted the number of cars shown in column "C," the result or remainder to be multi-plied by Car Factor as shown under column "B," the product so obtained to be subtracted from adjusted rating or figure shown in column "E," and the result or remainder will give the actual tons which should be hauled. Thus, in the case of a 39 class engine, which Chief Dis-patcher instructs shall be given drag rating with 60 cars, if table shows in column "B",7, in column "C" 25, in column "E" 2,130, the tonnage to be handled would be figured : $60-25 \times 7 = 245$, which subtracted from 2130 = 1885.

· · · · · · · · · · · · · · · ·	ENGINES		CAR FACTOR	
BETWEEN	Road Class	Tons per Car	Only when train con- sists of over the following cars.	Adjusted Tons
	▲	В	C	D
HEBINGTON and RUTCHINSON	67 43 41 39 28	7 7 7 7 7	25 25 24 22 16	2280 1730 1660 1580 1130
HUTCHINSON and PRATT	57 43 41 39 28	7 7 7 7 7	25 25 25 25 25 17	2480 1890 1800 1700 1220
Through HERINGTON and PRATT	57 43 41 39 28	7 7 7 7 7	25 25 24 22 ,16	2280 1730 1660 1580 1130
PEATT and LIBERAL	57 43 41 39 28	7 7 7 7 7	25 25 25 25 17	2380 1820 1730 1640 1180
LIBERAL and TEXHOMA	57 43 41 39 28	7 7 7 7 7	25 25 25 25 25 17	2700 1870 1770 1690 1220
TEXHOMA and DALHART	57 43 41 39 28	7 7 7 7 7	25 25 25 25 25 17	3500 2400 2300 2200 1600
Through LIBERAL and DALHART	57 43 41 39 28	7 7 7 7	25 25 25 25 25 25 17	2700 1870 1770 1690 1220

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	VESTWARD	-CONTINUED).	· · · · · · · · · · · · · · · · · · ·	
	ENGINES		CAR FACTOR		
BETWEEN	Road Class	Tons per Car	Only when train con- sists of over the following cars.	Adjusted Tons	
		в	C	D · · · ·	
DALHART and TUCUMCARI	57 43 41 39	6 6 6 6	22 22 22 20	2850 1570 1500 1480	
SAVRE	- <u>28</u> 43 41 39	6 6 6		1010 1885 1820 1250	
and JERICHO	31 28	6	15	1000 870	
JERICHO and AMARILLO	43 41 39 31 28	6 6 6 6	22 22 22 15 13	1550 1500 1400 1150 970	,
Through SAVRE and AMARILLO	- 43 41 39 31 28	6 6 6 6 6	13 21 22 23 15 13	1385 1320 1250 1000 870	
AMARILLO and SAN JON	25 43 41 39 31 28		13 22 22 32 15 13	1385 1380 1250 1120 970	
SAN JON and TUCUMCARI	43 41 39 31 28	6 6 6 6 6	10 12 12 12 15 13	1790 1705 1620 1190 1190	
Through AMARILLO and TUCUMCARI	43 41 * 4 39 31 38	6666	22 22 22 15 13	1385 1320 1250 1150 970	
	EASTW		•		
TUCUMCARI and OBAR	57 43 41 39 28	6 6 6	21 22 22 20 14	2200 1570 1500 1430 1010	
OBAR and DALHART	57 43 41 39 28	6666	25 25 25 25 25 17	3000 1890 1800 1700 1230	
Through TUCUMCARI and DALHART	57 43 41 39 28	6 6 6 6	22 22 27 20 14	2200 1670 1500 1420 1010	
DALHART and GUYMON	57 43 41 39 28	7 7 7 7 7	25 25 25 25 25 25	5000 3670 3500 3320 2325	
GUYMON and OFTIMA	57 45 41 39	7 7 7 7	25 25, 25 25	3000 2250 2150 2020	

None None None None

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57 43

41 89 28

57 43 41

None None None None

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BETWEEN MINEOLA and MULLINVILLE MULLINVILLE and PRATT Through LIBERAL and PRATT and PARTRIDGE PARTRIDGE and HUTCHINSON HUTCHINSON and RAMONA RAMONA And HERINGTON Through PRATT and HERINGTON TUCUMCARI ADRIAN ADRIAN and VEGA VEGA AMARILLO Through TUCUMCARI AMABILLO AMARILLO and TEXOLA TEXOLA and ERICK ERICK and SAYRE Through AMARILLO and SAYRE

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DIVISI	ON.				·····
	STWARD-	CONTINUED	•		
i	ENGINES		CAR FACTOR	,	
	Road Class	Tons per Car B	Only when train con- sists of over the following cars.	Adjusted Tons	
	<u> </u>		- <u>C</u> 25	D 4150	
	43 41 39 28	7 7 7 7	25 25 25 25	3400 1 3220 4 3060 2150	
	57 43 - 41 39 28	None None None None None	None None None None None	6000 4400 4200 4000 2870	
	57 43 41 39	7 7 7 7 7	25 25 25 25 25	2645 1980 1870 1770	
	28 57 43 41	7 7 7 7 7	25 25 25 25	2660 2020 1920	
· · ·	39 28	7 7	25 19	1820 1310	
	57 43 41 39 28	None None None None None	None None None None None	6000 4400 4200 4000 2370	
	57 43 41 39 28	77777	25 25 25 25 25 18	2600 1980 1870 1770 1270	
	57 43 41 39	7 7 7 7	25 25 25 25	4780 3670 3500 3320	
	28 57 43 41 89	7 7 7 7 7 7	25 25 25 25 25 25 25	2325 2600 1980 1870 1770	-
	28 43 41 39 31 28		- 18 22 22 22 16 13	<u> 1270 </u>	
	43 41 39 81 28	6 6 6 6 6	13 22 22 22 15 13	2220 2115 2010 1600	
	43 41 39 31 28		- 13 22 22 22 22 15 13	 2715 2590 2465 1960 1710	
	43 41 . 39 31 28	6 6 6 6	13 22 22 22 22 15 13	1715 1785 1695 1615 1290 1120	
	43 41 39 81 28	6 6 6 6 6	13 22 22 22 22 15 13	2285 2180 2075 1650 1440	
	43 41 39 31 28	6 6 6 6 6	22 22 22 15 13	2220 2115 2010 1600 1400	
	43 41 39 31 28	6 6 6 6 6	22 29 22 22 13	3575 3410 3245 2580 2250	
	43 41 39 31 28	6 6 6 6	22 22 22 15 13	2285 2115 2010 1600 1400	10

