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

SECOND DISTRICT

EL PASO-AMARILLO DIVISION No. 12.—TIME TABLE—No. 12.

Taking Effect Sunday, May 16, 1926, at 12:01 A. M.

CENTRAL TIME

Superseding El Paso-Amarillo Division Time Table No. 11.

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.
- L. A. RICHARDSON,
 General Supt. Motive Power.
- A. W.TOWSLEY,
 General Supt. Transportation.
- J. R. PICKERING, Superintendent Transportation.

- A. B. WARNER, General Manager,
- A. E. WALKER,

 General Superintendent.
- W. B. EMBURY, Supt. Motive Power.

H. P. GREENOUGH, Superintendent.

A. HAMBLETON, Master Mechanic.

| • | WES' | TWA | RD | | | | | MAIN LINE | | | | | | | E | AST | WAR | D | |
|-------------------------|---|------------------------------------|--------------------------------|--------------------------|-----------------------------|---------------------|-----------------------------|--|------------|----------------------------------|----------------------------|---------------------------------------|------------------|----------------------------|--------------------------|--------------------|---|----------------------------------|---------------------------|
| THIRD CLASS | SECC CL | | FIR | ST CL | ASS | , | | SUB-DIVISION 39 | | | | | FIR | RST CL | ASS | SEC | OND CL | ASS | THIRD |
| 81 | 99 | 91 | 3 | 11 | 1 | | | STATIONS | | _ 4 | | | 12 | 4 | 2 | 92 | 94 | 98 | 80 |
| Local Freight | Kan. City Tucum- cari Red Ball | California Gold Ball Freight | Golden State Limited | Passenger | Passenger | city of gs | Capacity of Other Tracks | Time Table No. 12 May 16, 1926 | on oers | M. P. Distance from St. Josep | Distance from Herington | Fuel, Water, Turn Table and Wye | Passenger | Golden State Limited | Passenger | | Los Angeles and El Paso Gold Bali | Los Angeles and El Paso | Local Freight |
| Daily Ex. Sunday | Daily | Daily | Daily | Daily | Daily | Capacity Sidings | Capa | LEAVE | Station | M. P. from | Dista | Fuel, Turn and V | | | | Freight | Freight | Freight | |
| AM 7.30 | PM 1,30 | | PM 3.45 3.55 | PM 1.20 99 1.30 | AM 4.50 98 | | 2050 | RI HERINGTON TO | 670 | 171.4 | | FWTY | | PM 2.35 | AM 1.50 | PM 7.45 | PM 9.50 | AM 1 4.20 | l |
| 7.45 | 1.55 | | | | 5.00 | 77 | 10 | RISHEL | 675 | 175.8 | 6.1 | | 12.09 | 2.25 | 1.38 | 7.15 | 9.30 | 4.00 | 5.25 |
| s 8.05 s 8.30 | 2.40 2.40 | 9.08 | g 4.17 | l . | s 5.20 | 56 58 | 42 | NA RAMONA TO 6.2 HA TAMPA TO 6.1 DK DURHAM TO | 684 | 179.5 185.7 | 8.1 14.3 | 1 | 111.49 | g 2.20 g 2.10 | s 1.16 | 6.30 | 9.20 9.00 | E . | s 4 <u>;</u> 50 |
| s 9.00 f 9.20 | 3.10 3.40 80 | 10.05 | g 4.29 80 4.41 g 4.52 | i . | \$ 5.32 f 5.44 s 5.57 | 50 58 55 | 8 29 | DK DURHAM TO 6.6 | 697 | 191.8 198.4 | 27.0 | | 11.25 | 1 | f12.42 | 6.00 5.20 | 8.40 8.18 | 2.45 | s 4.29 f 3.40 |
| s 9.45 s10.10 | 4.05 4.30 92 | 11.03 11 ₁₂ | 1 92 | 1 2.37 | 1 | 77 | | 5.9 | | 204.8 210.7 | 33.4 | w | 111.13 111.03 | g 1.30 g 1.20 | \$12.25 AM \$12.11 | 4.52 99 4.30 | 7.55 7.35 | 2.25 2.05 | s 3.10 s 2.37 |
| s1 0,50 | 5,15 | 11.50 AM | g 5.15 | s 2.50 | s 6.25 | 55 | 52 | A. T. & S. F. Orossing U2 0.3 MC McPHERSON TO 1.4 | | 217.6 217.9 | 46.2 46.5 | | 81 810.50 | g 1.08 | PM \$11.54 | 3.40 | 7.00 | 1.40 | s 1.55 |
| s11.20 s11.50 | 5.45 6.20 | 12.15 PM 12.48 4-80 | | f 3.01 92 s 3.10 | f 6.35 | 55 67 | L | Mo. Pac. Crossing U2 5.0 GV GROVELAND TO 5.1 QN INMAN TO | • | 219.3 224.3 229.4 | 47.9 52.9 58.0 | w | f10.35 | g12.57 91-80 g12.48 | 111.36 s11.26 | 3.01 2.30 | 6,40 99 6.20 | 1.20 | s 120 4-91 s12.48 |
| s 12.15 | | 1.15 | | | | 55 | | 6.7 St. L. & S. F. Crossing | ٠ | 236.1 | 64.7 | | | | s11.14 | | | | PM 81 812.15 AM |
| 12,30 | 7.00 | 1.30 | 5.52 94 | 3.26 | 6.59 | 55 | | 3.5 IMOGENE 3.7 A. T. & S. F. Crossing. | 738 | 239.6 | 68.2 | | 10.08 | | | 1.30 | 5 .52 | 12.35 | 11.59 |
| | | | | | | | | Mo. Pac. Crossing | | 243.3 244.8 | 71.9 73.5 | | | | | 01 | | A3.f | |
| s 1.05 | 7.55 | 2.05 | g 6.08 | 8 3.40 | s 7.20 | 116 | 328 | Mo. Pac. CrossingU2 | | 245.4 246.1 | 73.9 74.6 | FWY | s 9.55 | g12.18 | s10.55 | 1.05 | 5.00 | 12.15 | s11.45 |
| 1.20 | 8.05 | 2.20 | 6.12 | 3.45 | | 83 | 137 | A. T. & S. F. Crossing | 746 | 246.5 247.0 | 75.0 75.7 | | 9.41 | PM. | 10.43 | | 4.25 | PM 11.50 | 11.05 |
| 1.30 s 1.50 | 8.15 | 2.30° 2.55 | 6.18 6.25 | | 7.32 1 7.40 | | 15 21 | GRPARTRIDGETO | 749 | 250.5 255.9 | 79.2 84.6 | ļ | 9.36 f 9.30 | AM | 10.38 \$10.30 | 11.50 | 4.15 11 4.00 | 11.40 11.30 | \$10.55 |
| s 2.20 | 9.15 | 3.20 | 6.35 | s 4.13 | s 7.54 | 66 | 34 | RT ARLINGTON TO | 761 | 262.5 | 91.2 | w | s 9.20 | | \$10.17 | | 3.20 | 11.10 | s10.15 |
| s 2.45 s 3.30 | 10.00 10.25 | 3.50 4.15 | | 1 | s 8.10 s 8.23 | 1 | l | NOLANGDONTO | 776 | 271.2 277.5 | 106.2 | 1 | f 9.06 f 8.52 | 1 | s10.00 s 9.47 | | 81 2.45 2.25 | | s 9.30 s 9.05 |
| 4.00 | 10.50 | 4.5 5 | 7.10 | 1 4.55 | s 8.38 | 67 | 33 | Mo. Pac. Crossing UZ 7.8 RS PRESTON TO | 784 | Ì | 114.1 | | 1-80 f 8.38 | 11.10 | s 9.30 | 10.10 | 2.05 | 9. 5 5 | 1-12 s 8.38 |
| 1 4.25 | 11.10 | 5.40 | 7.20 | g 5.07 | f 8.50 | 77 | 22 | | 1 | 285.5 292.1 | 114.2 120.8 | | g 8.26 | 11.00 | 1 9.15 | 9 _i 50 | 1.45 | 9,30 | f 7.55 |
| 4.45 PM | 11.30 •PM | 6.10 PM | 7.35 PM | 5:20 PM | 1 9.00 AM 92 | 54 | 799 | N 5.9 PRATT T | 797 | 298.0 | 126.6 | FWT | 8.16 AM | | 9.05 PM | | 1.25 PM | 9.05 PM | 7.35 AM |
| | | | | | | | | 126.6 LEAVE | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily Except Sunday |
| 13.7 | 12.7 | 12.5 | 33.0 3.50 | 31.5 4.00 | | ļ | | AVERAGE SPEED PER HOUR | · | | | _ | 31.1 4.04 | 33.8 3.45 | 26.6 4.45 | - | 15.1 8.25 | 17.4 | 12.5 |

| | | V | VEST | `WAI | RD | | | | MAIN LINE | | | | | | E | ASTW | ARD | | | |
|--------------------------------------|--|------------------------------------|---|-----------------------------|-------------------------|-----------------------------------|------------------------|-----------------------------|---------------------------------------|--------------------|-----------------------------------|-------------------------|---------------------------------------|--------------------------------|-----------------------|---------------------------------|--|--------------------------------|------------------------|-------------------------|
| | THIRD CLASS | SEC | | FIE | RST CLA | ASS | | | SUB-DIVISION 40 | | | | | FI | RST CLASS | SE | COND | LASS | THIRD | |
| | 83 | 91 | 99 | 3 | 11 | _ 1 | 5 | # SS | STATIONS | | ance | | ນ, ອ | 12 | 4 : | 94 | 98 | 92 | 82 | |
| | Local Freight | California Gold Ball Freight | Kan. City Tucum- cari Red Ball | Golden State Limited | Passenger | Passenger | Po | Capacity of Other, Track | Time Table No. 12 May 16, 1926 | Station Numbers | M. P. Distance from St. Joseph | tance n Pratt | Fuel, Water, Turn Table and Wye | Passenger | Golden State Passe | Los Angele and El Paso | Los Angeles and | Los Angeles and | Local | |
|] | Daily Ex. Sunday | Daily | Daily | Daily | Daily | Daily | Sid | రోరే | LEAVE | Sta | M. | Dista | Fue | | Limited | Gold Ba | and El Paso Il Gold Bal Freight | El Paso Gold Bal Freight | 111 - | |
| | AM 7.15 | PM 7.00 | AM 1.00 | PM 7.45 98 | PM 5.30 | l : | 54 | 799 | 4.6 | i | 298.0 | | FWT | AM 8.06 | , 1 | PM 35 12.55 | PM 8 7.45 | 8.30 | PM 4.45 | |
| , | 7.33 s 7.54 12-92 s 8.25 | 7.30 8.06 | 1.20 1.40 | 7.55 8.06 2-91 | 5.38 g 5.48 | 9.35 s 9.44 | 77 55 | | SMALLEY 4.5 CUCULLISONTO | 802 | 1 | 4.6 9.1 | | 8.00 83-92 g 7.54 | 10.27 8 10.21 8 | .16 12.40 .06 12.30 | 7.30 | 8.15 12-83 | 4.15 s 4.00 | |
| <u>.</u> | s 8.25 s 8.50 | 8.35 8.50 | 2.05 2.20 | | g 6.00 f 6.06 | | 55 55 | | WF WELLSFORD TO 4.4 HD HAVILAND TO | | 314.2 318.6 | 16.2 20.6 | 1 | g 7.42 f 7.35 | 10.10 s 7 | PM | 6.55 6.45 | 1 | 1 | |
| | 1 9.15 9.45 s10,20 | 9.05 9.25 | 2.35 2.55 | 8.32 8.42 | 6.13 f 6.25 | | 55 55 | 23 91 | 5.4 BRENHAM 4.6 GB. GREENSBURG. TO | 823 | 324.0 328.6 | 26.0 30.6 | | 7.28 f 7.22 | | .33 11.50 | 6.35 | 6.50 | f 2.25 | |
| <u>-</u> | 110.40 | 9.40 | 3.10 | 8.50 | 98 6.32 | | 77 | 40 | | | 334.1 | 36.1 | | 7.10 | | 15 11.30 | | | s 2.00 f 1.30 PM | |
| | s11.15 94 s11.55 AM 82 | 10.00 11.15 | 3.25 4.20 | | g 6.40 f 6.55 | | 62 107 | | MUMULLÎÑVILLETO 9.0 BUBUCKLINTO | | 338.9 347.9 | 40.9 49.9 | 1 | g 7.04 f 6.50 | 9.25 s 7 9.10 s 6 | 09 11 <u>.</u> 18 | 5 5.45 | 6.00 | 8 1.15 AM 83 | |
| 1 | \$12.20 PM | 11.50 PM | 4.45 92 | 9.30 | g 7.10 | s11.10 | 60 | 27 | KG KINGSDOWN TO | 854 | 355.0 | 57.0 | | g 6.38 | 8.58 s 6 | 35 10.15 | 5.00 | 99 | 811.55 811.40 | |
| | 812.45 8 1.15 | 12.20 AM 12.45 | 5.10 5.35 | 9.53 | g 7.25 f 7.40 | | 55 58 | 1 | BMBLOOMTO 7.2 MIMINEOLATO | 1 | 362.8 370.0 | 64.8 72.0 | 1 | g 6.26 f 6.14 | 8.45 s 6 8.32 s 6 | i | | 4.15 3.45 | s11.22 s10.40 | |
| _ | 1.30 | 1.05 | 6.05 | | 7.52 | | 77 | | ADVANCE4.8 | 8 75 | 376.0 | 78.0 | | 6.05 | 8.22 5 | 50 9.05 | 4.00 | 1 | 1 | |
| | s 1.55 s 2.30 | 1.20 2.10 | 6.23 7.00 | 10.12 10.27 | f 8.04 f 8.21 | \$11.55 AM \$12.12 | 55 55 | 61 32 | VNTO | 1 | 380.8 391.0 | 82.8 93.0 | | f 5.55 f 5.40 | 8.10 s 5 7.55 s 5 | 1 | | 1 91 | \$10.00 \$ 9.10 | |
| | s 3.05 98 s 4.00 | 2.40 3.10 | 7.43 4-94 | 10.38 10.53 | 1 | f12.23 | 55 | 10 48 | 5.5 MISSLER 9.9 Q. PLAINS TO | 896 | 396.5 | 98.5 | | 5.28 | 7.43 1 5 | 10 7.43 | 3.05 | 1.40 | 1 8.40 | |
| | s 4,42 | 3 .35 | 8.15 82 8.55 | 11.03 | g 8.58 | | 55 69 | 1 | Q | | 406.4 | 108.4 115.2 | w | f 5.15 g 5.03 | 7.31 s 4 7.20 s 4 |) I | 1 | 1 | 1 | |
| 1 | s 5.05 f 5.25 | 4.00 4.43 | 9.25 10.05 | 11.14 11.25 | g 9.10 9.25 | | 55 55 | 26 14 | RK ARKALON TO 4.9 HAYNE | 920 925 | 421.2 426.1 | 123.2 128.1 | | g 4.53 91 4.43 | 7.07 1 4 6.58 1 4 | | ľ | \ AM | s 7.30 f 7.15 | |
| _ | 5.45 PM | 5.15 AM | 11.00 AM | 11.40 PM 92 | 9.45 PM | 1 1.30 PM 98 | 95 | 1500 | RATO | 1 | 434.2 | ı | FWTY | l . | | 05 6.00 AM | 1 1 | PM3 | 4 | |
| _ | | | | | | | | | 136.2 LEAVE | | | | | Daily | Daily Da | 1 | Daily | Daily | Daily Ex. Sunday | |
| - | 13.0 | | 13.6 10.00 | 34.7 3.55 | | | <u> </u> | | AVERAGE SPEED PER HOURSCHEDULE TIME | | | | | 37.0 3.36 | 35.5 3 3.50 4 | 0.3 19.7 30 6.55 | | 15.4 8.50 | | |
| | | | | | WES | STW | AR | D | DODGE CITY BRANCH | | | F | AS | TWA | | | | , 0,00 | | |
| | | | A. A | | | Second | | | SUB-DIVISION 40A | | [| | | Second | | | | | | |
| | | | | | | Class | • | of | STATIONS | | ance | II II | ř.o | Class | | | | | | |
| C. T. McHUGH, Trainma | | | | | | 561 Mixed | Capacity of Sidings | Capacity of Other Trac | Time Table No. 12 May 16, 1926 | on | M. P. Distance from St. Joseph | nce Buck | Wate Tabi | 562 | | | | | | r, Pratt, Kansas. |
| | ratt, Ka | | | | | Daily Ex. Sunday | | Caps | LEAVE | Station Numbers | M. P. | Distance from Buckli | Fuel, Water, Turn Table and Wye | Mixed | | E. F. P | PKIN, 1 | Night Ch | nief Dispat | tcher, Pratt, Kansas. |
| H. C. McCULLOUGH, Ro | ad Fore | | f Equip | ment, | | 11.00 | | 160 48 | BUBUCKLINTO 8.5 HF FORD TO | 846 | 347.9 | | FWY | PM 6.15 | | A. G. D | ILLIAM OUGLAS | S. | | |
| Herington to Liberal | - | | v Branc | h. | | \$11.40 f12.05 PM f12.30 | | 19 | WILROADS | T 18 | 1 | 8.5 17.8 | | s 5.40 f 5.00 | | J. B. JC | PIECKEI HNSON | , |) Dispa | atchers, Pratt, Kansas. |
| | | | | | | 112.30 12.45 PM | | 10 66 | SOUTH DODGE 1.0 RH DODGE CITYTO | T 26 | 373.4 374.4 | 25.5 26.5 | WY | f 4.35 4.30 PM | | R. E. M | OWNSLI INNIS, | - | | ,, |
| | | | | | | | | | 26.5 LEAVE | | | | | Daily Ex. Sunday | | U. F. L | AYMAN, | • | } | |
| | | | | | | 15.1 | | | AVERAGE SPEED PER HOUR | | | | | 15.1 | | | | | | |
| C. R. I. & P.—El Paso-Amarillo Divis | sion | | | | | 1.45 | <u> </u> | <u> </u> | SCHEDULE TIME | 1 | 1 1 | | 1 | 1.45 | | | | | | |

| | W | EST | WAR | D | | | | MAIN LINE | | | | | | | EAS | TWA | ARD | | |
|---|--|--|--|---|--|----------------------------------|-----------------------------|---|------------------------------|-----------------------------------|---|---------------------------------------|---|--|---|--|--|---|-------------------------------------|
| THIRD CLASS | SECC CLA | | FIF | RST CLA | ASS | | | SUB-DIVISION 41 | | | | | FIR | ST CLA | ASS | SEC | OND CI | ASS | THIRD |
| 85 | 99 | 91 | 3 | 11 | 1 | | 100 | STATIONS | | eg qu | | | 12 | 4 | 2 | 98 | 92 | 94 | 84 |
| Local Freight | Kan. City Tucum- cari Red Ball | California Gold Ball Freight | State | Passenger | Passenger | city of | Capacity of Other Tracks | Time Table No. 12 May 16, 1926 | on | M. P. Distance from St. Joseph | Distance from Liberal | Fuel, Water, Turn Table and Wye | Passenger | Golden State | Passenger | Los Angeles and | Los Angeles and | Los Angeles and | Local |
| Tuesday Thursday Saturday | Daily | Daily | Daily | Daily | Daily | Capacity Sidings | Cap | LEAVE | Station Numbers | M. P | Dista | Fuel, Turn and | T dascing of | Limited | T assemger | Gold Ball | El Paso Gold Ball Freight | El Paso Gold Ball Freight | Freight |
| 7.00 7.15 8 7.45 8 8.40 | PM 12:01 12:15 98 12:40 1.35 | 6.45 7.20 | 12.03 | PM 9.55 92 10.05 f10.11 s10.27 | PM 1.55 2.04 s 2.12 s 2.30 | 95 77 55 55 | | 5.8 5TONE 4.0 RO TYRONE TO 10.3 KR HOOKER TO | 939 943 | 440.0 444.0 | 5.8 9.8 20.1 | | AM 4.20 4.07 f 4.01 s 3.47 | AM 85 6.40 91 6.27 6.20 6.03 | PM 1 3.40 3.27 s 3.20 s 3.04 | PM 12.30 PM 99 12.15 AM 11.59 | PM 11 9.25 9.00 8.45 8.05 | AM 5.20 5.08 5.00 4.35 | [99 |
| s 9.15 s10.15 98 10.30 s11.05 AM s12.10 PM | 2.47 1-2 3.30 3.50 4.30 5.30 PM 92 | 7.50 8.25 8.45 9.30 9.80 10.20 | 12.49 12.58 | 810.43 810.59 11.08 f11.21 811.39 PM | s 3.06 3.16 s 3.30 | 55 55 55 102 74 | 80 17 | | 972 978 983 | 473.6 479.9 484.1 | 30.4 39.4 45.7 49.9 60.1 | w FW | g 3.32 s 3.18 3.08 f 3.02 s 2.48 AM | 5.45 5.29 5.17 5.08 4.50 | s 2.47 s 2.30 2.13 s 2.06 s 1.50 PM | 10,45 10.15 9,48 91 9.30 8,55 AM | 7.25 6.50 6.25 6.10 99 5.30 PM | 4.05 3.38 3.23 3.02 2.15 AM | 11.10 s11.00 |
| PM s12.10 f12.35 s 1.18 | PM 5.30 92 6.05 6.45 | 10.20 84 10.55 | AM 1.31 1.45 94 2.00 | PM \$11.39 11.54 PM f12.11 | s 3.53 f 4.10 s 4.30 | 74 55 55 | 27 | SUB-DIVISION 5 C. R. I. & G. Ry. HM TEXHOMA TO 10.0 STEVENS 9.9 DF STRATFORD TO 5.8 | 1003 | 504.3 | 60.1 70.1 80.0 | w | s 2.48 2.33 f 2.20 | | | AM 8-55 8-30 8-00 | PM 99 5.30 4.55 4.30 | | AM 91 s10.20 f 9.30 s 9.05 |
| 1.45 f 2.20 2.35 f 3.00 92 3.20 3.45 PM | 7.05 7.30 7.45 8.05 8.20 8.50 | 11.55 AM 12.25 PM 12.53 1.20 1.45 PM 92 | 2.09 2.22 2.30 2.38 2.44 3.00 AM 4 | 1 | 4.40 f 4.50 4.58 f 5.06 5.12 | 77 55 82 55 55 85 | 22 4 19 4 726 | BRICKEL 6.0 CONLEN 4.9 IRWIN 5.2 CHAMBERLIN 3.9 HITT 5.4 | 1025 1030 1035 1039 | 530.9 536.1 540.0 | 85.8 91.8 96.7 101.9 105.8 111.2 | w | 3 2.09 2.00 1.53 1.46 1.40 11 1.25 AM | 4.05 3.55 3.45 3.37 3.30 3.20 AM | 1.09 f 1.01 12.53 f12.46 12.39 12.30 FM | 7.45 7.30 7.10 6.54 6.42 6.25 | 3.50 3.35 3.15 85 3.00 2.47 81 2.30 PM | 12.55 12.28 12.01 12.01 11.45 11.30 11.15 | 1 8.05 7.38 1 7.25 |
| | | | | | | | | 111.2 LEAVE | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Monday Wed. Friday |
| 12.7 | 12.6 | 13.4 | 34.2 | 35.1 | 31.8 | | | AVERAGE SPEED PER HOUR | | | | | 38.5 | 33.3 | 35.1 | 18.3 | 16.1 | 18.3 | 14.5 |
| 8.45 | 8.49 | 8.15 | 3.15 | 3.10 | 3.30 | | | SCHEDULE TIME | | | | | 2.55 | 3.20 | 3.10 | 6.05 | 6.55 | 6.05 | 7.40 |

| | W | EST | WAI | RD | | | | | MAIN LINE | | | | | | | | EAS | TW | ARD | | |
|-----------------------------|---|------------------------------------|----------------------------------|----------------------------|------------------------|------------------------|-----------------------------|-------|---|-------|--------------------|-----------------------------------|--------------------------|---------------------------------------|-----------------------------------|-----------------------|--------------------------------|----------------------------------|----------------------------------|----------------------------------|---------------------------------|
| THIRD | SECC | | FIR | ST CL | ASS | | | | SUB-DIVISION 6 | | | | | | FIF | RST CLA | ASS | SEC | OND CL | ASS | THIRD |
| 87 | 99 | 91 | 1 | 3 | 11 | | ,,, | | STATIONS | | | ude obh | cą. | | 4 | 2 | 12 | 98 | 92 | 94 | 86 |
| Local Freight | Kan. City Tucum- cari Red Ball | California Gold Ball Freight | Passenger | Golden State Limited | Passenger | Capacity of Sidings | Capacity of Other Tracks | | Time Table No. 12 May 16, 1926 | | Station Numbers | M. P. Distance from St. Joseph | Distance from Dalhart | Fuel, Water, Turn Table and Wye | Golden State | Passenger | Passenger | Los Angeles and El Paso | Los Angeles and El Paso | Los Angeles and El Paso | Local Freight |
| Monday Wed. Friday | Daily | Daily | Daily | Daily | Daily | Cap | Cap | LEAVE | | | Stat | I. froi | Dist | Fue Tur and | Limited | | | Gold Ball Freight | Gold Ball Freight | Gold Ball Freight | |
| AM 8.00 | PM 10.20 | PM 3.30 | РМ 5.35 | AM 3.10 | AM 1.20 | 85 | 726 | DA | C. R. I. & G. Ry. DALHART 0.1 Ft. W. & D. C. Ry. | ТО | 1044 | 545.4 545.5 | 0.1 | FWTY | AM 3 3.10 | PM 12.25 | AM 11 1.20 | AM 5.25 | PM 1.05 | PM 99 10.00 | PM 1.45 |
| f 8.15 | 10.35 | 3.45 | 5.43 | 3.19 | 1.29 | 105 | 5 | | 4.9 WAGNER | | 1049 | 550.4 | 5.0 | | 2. 5 6 | 12.12 PM | 1.10 | 5.13 | 12.45 | 9.35 | f 1.25 |
| f 8.30 8.42 | 10.50 11.02 | 4.00 4.17 | f 5.50 5.58 | 3.26 3.34 | g 1.36 1.45 | 55 77 | 24 | | REHM 5.7 KING | | 1054 1059 | 555.1 560.8 | 9.7 15.4 | | 2.49 2.41 | 112.05 AM 11.57 | g 1.03 | 5.03 4.50 | 12.30 PM 12.12 | 9.25 9.13 | 12.47 |
| s 9.10 | 11.25 | 4.45 | s 6.07 | 3.44 | g 1.55 | 77 | 17 | AY | | ТО | 1065 | 566.6 | 21.2 | w | 2.33 | s 11.49 | g12.47 | 4.37 | AM 2 11.49 | 9.00 | s12.30 |
| 9.17 | 11.35 PM 12.30 | 4.55 5.30 | 6.12 s 6.27 | 3.49 | 2.00 g 2.15 | 77 | 17 | RM | LANE7.9 ROMERO | то | 1069 1077 | 570.5 578.4 | 25.1 33.0 | | 2.28 11 2.15 | 11.43 s11.30 | 12.42 99 g 12.30 | 4.30 4.05 | 11.30 10.55 | 8.45 8.15 | 12.18 AM s11.55 |
| 10.35 | 12.30 AM 12 1.00 | 5.55 | 6.38 | 4.05 98 4.16 | 2.26 | 56 | 11 | | 6.0 EXIT | | 1083 | 584.4 | 39.0 | | 1.59 | 11.20 | 12.21 | 3.42 | 10.35 | 8.00 | f11.35 |
| 10.43 AM | 1.05 AM | 6.00 PM | 6.41 PM | 4.19 AM | 2.29 AM | | | | 2.0 BRAVO | | 1085 | 586.4 | 41.0 | | 1.5 5 AM | 11.17 AM | 12.18 AM | 3.37 AM | 10.30 AM | 7.55 PM | 11.30 AM |
| | | | | | | | | | SUB-DIVISION 42 | | | | | | | | | | | | |
| AM 10.43 | AM 1.05 | PM 6.00 | PM 6.41 | AM 4.19 | AM 2.29 | | | | C. R. I. & P. Ry. BRAVO | | 1085 | 586.4 | 41.0 | | AM 1,55 | AM 11.17 86-87 | 12.18 1AM | AM 3.37 | AM 10.30 | PM 7.55 | 11,30 |
| s11.10 | 1,48 | 6.30 | s 6.53 | 4.31 | f 2.41 | 77 | 34 | UN | NARĀVISA 8.1 OBĀR | ТО | 1089 | 590.8 | 45.4 | W | 1.48 | s11.10 | 112.12 PM | 3 ₁₂ 5 | 10.15 | 7.40 1-91 | s11.10 s10.05 |
| s11.40 | 2.12 | 7.07 1-94 7.30 | s 7.07 94-91 f 7.12 | 4.44 | 2.54 98 3.00 | 57 71 | 12 30 | | GRAVEL PIT. | | 1096 1099 | 598.9 601.8 | 53.5 56.4 | ı | 1.34 1.27 | \$10.55 10.48 | 11.59 11.53 | 2.54 2.37 | 9.40 9.15 | 7.07 6.48 | 1 |
| 11.53 AM 112.03 PM | 2.30 | 7.40 | l . | 4.53 | 3.05 | 56 | 14 | | 2.7 SAND SPRINGS 5.5 | | 1103 | 604.5 | 59.1 | | 1.22 | f10.44 | 11.49 | 2. 3 0 | 9.05 | 6.40 | f 9.30 |
| 112.20 | 2.50 | 8.00 | 1 7.25 | 5.02 | 3.15 | 57 | | | CANODE | | 1109 | 610.0 | 64.6 | | 1.13 | f10.35 | 11.41 | 2.00 | 8.50 | 6.28 | f 9.10 |
| s 1.00 | 3,27 | 8.30 | s 7.35 | 5.12 | 1 3.27 99 | 77 | 31 | OA | LOGAN | ТО | 1114 | 615.3 | 69.9 | w | 1.04 | s10.25 | g11.32 | 1.40 | 8.30 | 6.12 | s 8.50 |
| f 1.40 | 4.10 | 9.15 | 7.47 | 5 .27 | 3.40 | 55 | 5 | | MATER | | 1120 | 621.3 | 75.9 | | 12.52 | 10.12 | 11.21 | 1.15 | 8.05 | 5.55 | f 8.15 |
| 1 2.00 | 4.30 | 9.35 | 1 7.54 | 5.35 | g 3.49 | 56 | 15 | | 4.5 HUDSON 5.7 | | 1124 | 625.8 | 80.4 | | 12.46 | 110.06 | g11.15 | 1.05 | 7.55 | 5.45 | !!! |
| 2.30 | 4.55 | 10.00 | 8.04 | 5.47 | 4.00 | 77 | 5 | | ADBERG 5.3 | | 1129 1135 | 631.5 636.8 | 86.1 | | 12.37 | 9.57 | 11.07 | 12.52 | 7.40 | 5.30 5.05 | 1 |
| 2.50 3.00 PM | 5.15 5.30 AM | 10.20 10.35 12-112 PM | 8.13 1 8.20 PM | 5.57 6.05 AM | 4.10 4.20 111 AM | 90 | 1928 | CA | LAKE JUNCTION 1.7 TUCUMCARI | то | 1135 | 638.5 | 91.4 | FWTY | 12.27 98 12.25 AM | 9.47 1 9.45 | 10.57 112-91 10.55 PM | 12 ₄ 37 12.25 | 7.25 86 7.20 AM | 5.03 5.00 PM | 7:35 7:30 AM |
| PM | AM | 12-112 PM | PM | AM | III AM | | | | 93.1 | LEAVE | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Tuesday Thursday Saturday |
| 13.3 | 13.0 | 13.1 | 33.8 | 31.9 | 31.0 | | | А | VERAGE SPEED PER HOUR | ł | | | | | 33.8 | 34.9 | 38.5 | 18.6 | 16.2 | 18.6 | 14.9 |
| 7.00 | 7.10 | 7.05 | 2.45 | 2.55 | 3.00 | | | | SCHEDULE TIME | | | | | | 2.45 | 2.40 | 2.25 | 5.00 | 5.45 | 5.00 | 6.15 |

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

Liberal to Tucumcari.

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

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

I. C. LEGER,

R. S. HOLMES, T. C. FARRELL,

I. N. WINANS,

EASTWARD WESTWARD MAIN LINE Second THIRD THIRD Second CLASS Class FIRST CLASS Class SUB-DIVISION 3 CLASS STATIONS 112 **52** 992 86 991 111 51 M. P. Distance from Memphis California Oklahoma Louisiana Geld and Red Ball Capacity of Other Tracks Time Table No. 12 Fuel, Water Turn Table and Wye Distance from Sayre ö Memphis Californian Oil Special Oil Special Memphis Gold Ball Freight Local Freight Local Freight Memphis Californian Capacity of Sidings Station Numbers May 16, 1926 Tuesday Thursday Saturday Daily Daily Daily LEAVE C. R. I. & P. Ry. PM 8.05 AM 10.00 AM 5.25 PM 5.00 AM 7.15 PM 7.30 AM 2.00 AM 12.45 z627 FWT SAYRE. 627.0 61 355 SA g 9.45 112.25 8.20 g 8.20 f 2.16 111 8.55 s 8.32 s 2.31 HEXT RANCH f 7.50 **z**635 7.7 4.40 1 4.25 51 634.7 s 9.30 s12.10 s 8.20 4.15 8 4.00 30 64 RI. **z641** 641.0 14.0 W 1 9.12 811.45 3.25 s 3.25 s 8.55 9.25 g 8.48 s 2.47 52 34 XO. ..TEXOLA. **z649** 648.7 21.7 .C. R. I. & G. Ry. 649.5 f **9.08** f 9.20 g 9.08 f11.40 3.15 f 3.09 2.58 f 2.57 BENONINE. 9.30 g 8.50 f 2.50 **z**650 649.9 22.9 35 .FULLER. g 8.59 f11.30 9.45 g 8.58 f 2.58 **z**654 654.0 27.0 51 8 8.39 \$11.08 SHAMROCK 2.00 s 1.55 \$10.20 10.25 s 9.22 s 3.18 51 36 z665 664.4 g 8.22 110.50 f10.50 10,50 g 9.34 f 3.31 z671 670.5 43.5 1.25 112.55 50 s11.33 11.17 g. 9.46 f 3.43 RAMSDELL z677 677.0 50.0 g 8.10 | f10.39 1.00 s12.35 46 55.7 7.58 10.25 12.35 12.16 11.59 AM whited spur z682 682.7 11.40 PM 9.58 3.53 10 AM 991 PM 12.15 812.01 PM FWY 1 7.49 s10.08 s12.59 PM s 1.25 **12.15** | **f10.08** | **s** 4.13 AM 992 | **f10.28** | **s** 4.37 51 .McLEAN.. ..TO z687 687.3 60.3 8.7 .ALANREED. 1 7.32 s 9.43 56 z696 696.0 69.0 11.43 \$10.48 f 1.45 1.20 g10.40 f 4.53 ROCKLEDGE z702 702.3 g 7.20 f 9.29 11,17 110.15 51 JERICHO.. g 7.07 s 9.15 10.52 8 9.55 s 2.10 1.50 g10.52 s 5.08 ..TO 2708 708.0 81.0 51 11 CH. g 6.54 f 9.02 10.20 f 9.35 f 2.30 2.15 g11.04 f 5.20 BOYDSTON. 87.8 z714 713.8 8 .GROOM. f 6.43 5 8.51 10.05 8 9.20 z719 719.3 92.3 Y s 3.00 2.50 f11.14 s 5.35 40 GR g 6:27 f 8.37 9.35 f 8.50 1 3.35 3.25 g11.28 f 5.51 55 LÄRK. **z**727 726.5 99.5 W .CONWAY. 4.00 g11.46 f 6.10 ...TO **z**735 735.0 108.0 g 6.10 s 8.21 9.05 s 8.25 s 3.58 50 15 CU. g 5,50 f 8.05 8.35 s 8.00 YARNALL. 743.5 116.5 4.40 g12.02 f 6.30 5.30 g12.20 f 6.50 z744 s 4.22 g 5.30 1 7.47 752.2 125.2 8.05 1 7.35 **z**752 1 4.45 55 .P. & S. F. Ry. Crossing 759.5 132.5 992 **7.30** PM 342 DS. AMARÎLLO. **z762** 760.7 133.7 FWTY 5.15 AM 7.30 PM 7.15 AM 5.10 PM 12.40 AM 88 7.15 AM 86 Monday Wed. Friday LEAVE Daily Daily Daily 133.7 25.5 13.6 AVERAGE SPEED PER HOUR. 28.1 13.5 25.5 13.5 12.7 29.2 SCHEDULE TIME 4.45 5.15 9.55 9.45 9.55 10.30 4.35 5.15

| WEST | WAR | D | | MAIN LINE | | | | EA | STV | VARI | D . |
|-----------------------------------|------------------------|---------------------|-----------------------------|--------------------------|--------------------|---------------------|---------------------------|---------------------------------------|------------------------|---------------------------------|-----|
| Second | FIRST | | | GITD DIVISION 4 | | | | | FIRST | | |
| Class | CLASS | | | SUB-DIVISION 4 | | | | İ | CLASS | Class | |
| 991 | 111 | | | STATIONS | | σ. <u>π</u> | ٠, | | 112 | 992 | |
| California Oklahoma | Memphis | t o | of | Time Table No. 12 | | anc | arille | le. | Momphis Californian | California | |
| Louisiana Gold and Red Ball | Memphis Californian | SS | ity Tra | May 16, 1926 | on bers | Distance Memphis | nce Ama | Wat Tab Wye | Californian | Memphis Gold Ball Freight | |
| Daily | Daily | Capacity Sidings | Capacity of Other Tracks | LEAVE | Station Numbers | M. P. from | Distance from Amarillo | Fuel, Water, Turn Table and Wye | | | |
| Dany | Daily | | | | | FIN | | | | | |
| AM | AM | | | C. R. I. & G. Ry. | | | | | AM | PM | |
| 8.00 | AM 12.50 | 8 8 | 342 | DSAMARILLOTO 6.4 SONCY | 1 | 760.7 | | FWTY | 3.00 | PM 5.35 | |
| £ 8.35 | f 1.02 | 50 | 15 | SONCY 6.8 BUSHLAND | z 768 | 767.1 | 6.4 | | 1 2.45 | f 4.58 | |
| f 9.05 | s 1.13 | | 15 | BUSHLAND8.1 | z 775 | 773.9 | 13.2 | | s 2.30 | 1 4.25 | |
| s 9.40 | s 1.26 | 36 | 49 | WO WILDORADO TO | z 783 | 782.0 | 21.3 | | s 2·14 | s 3.50 | |
| 10.10 | 1.37 | 14 | | EVERETT SPUR | z 789 | 789.4 | 28.7 | | 2.02 111 | 3.15 | |
| s10.35 | s 1.50 | 54 | 60 | VA VEGA TO | z 796 | 795.0 | 84.8 | WY | s 1.50 | s 2.50 | |
| f10.43 | 1 1.54 | | 20 | 1.9 ONTARIO | z 798 | 796.9 | 36.2 | | 1 1.42 | f 2.30 | |
| 11.05 | 2.05 | | 7 | LANDERGIN | z 804 | 802.6 | 41.9 | | 1.29 | 2.10 | |
| s11.45 | s 2.17 2.29 | 57 | 15 | DRTO | z 810 | 8.808 | 48.1 | F | s 1.15 | s 1.50 | |
| 12.21 | 2.29 | 15 | | CAP ROCK SPUR | z 815 | 815.0 | 54.3 | | 1.02 | 1.20 991 | |
| 112.55 | f 2.42 | 52 | | 6.5 BOISE 10.8 | z 821 | 821.5 | 60.8 | w | 112.49 | 112.55 | |
| s 1.35 | s 3.03 | 65 | 15 | GNTO | z 833 | 832.3 | 71.6 | w | 812.28 | s12.10 | |
| | | | | C. R. I. & P. Ry. | | | | | | | |
| s 1.55 | s 3.12 | | 10 | NDTO | z 838 | 836.9 | 77.2 | | s12.17 PM | s11.55 | |
| 1 2.26 | £ 3.28 | 10 | ļ | 8.4 BARD | z 846 | 845.3 | 84.6 | | 111.59 | f11.20 | |
|) | s 3.38 | 65 | 20 | | z 851 | 850.3 | 89.6 | | 811.48 | s11.00 | |
| 3.26 | 3.53 | 7 | | 8.7 OIL SPUR | z 859 | 859.0 | 98.3 | | 11.30 | 10.20 | |
| 1 3.56 | 1 4.03 | 56 | | LESBIA | z 866 | 865.1 | 104.4 | | f11.18 | 1 9.50 | |
| 4.25 | 4.17 | ļ | | LAKE JÜNCTION | z 873 | 872.5 | 111.8 | | 11.00 12.91 | 9.05 | |
| 5.00 PM | 4.25 AM 11 | 90 | 1928 | CATUCUMCARITO | z 875 | 874.2 | 113.5 | FWTY | 10.55 PM | 9.00 AM | |
| | | | | 113.5 LEAVE | | | | | Daily | Daily | |
| 12.5 | 31.6 | | | AVERAGE SPEED PER HOUR | | | | | 27.9 | 13.2 | |
| 9.00 | 3.35 | | | SCHEDULE TIME | | | | | 4.05 | 8.35 | |
| <u> </u> | <u> </u> | l . | 1 | | <u> </u> | | | | | · ' | 1 |

W. E. DANVER, Trainmaster and Road Foreman of Equipment—Sayre to Tucumcari, Amarillo, Texas.

T. S. BARNES, Chief Dispatcher, Amarillo, Texas.

W. P. POWELL,
J. C. HAMMACK,
T. M. GAVIN,
C. M. SURRY
Dispatchers, Amarillo, Texas.

TIME TABLE RULES

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

8a. 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 Office Herington Passenger Station Liberal (Freight Trains) (Passenger Trains) Dalhart Amarillo Passenger Station Tucumcari (Passenger Trains)

- 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 lo-

Herington Yard Office Bucklin Amarillo Yard Office Herington Passenger Station Liberal Hutchinson Amarillo Passenger Station Dalhart Pratt Tucumcari

- 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 General Rules 3, 3a, 3b and 3c) are located at Herington Yard Office Liberal Sayre Herington Passenger Station Dalhart Amarillo Yard Office Tucumcari Amarillo Passenger Station
 - 7. Company Surgeons are located as follows:

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

| NAME | LOCATION | OFFICE | RESIDENCE |
|--|---------------------------------|--|--|
| DB. S. C. PLUMMER, | Chicago, Ill. | 1020 LaSalle Station | 4539 Oakenwald Ave. |
| Chief Surgeon. DR. A. E. HARRISON, Surgeon and Examiner. | Herington, Kan. | Phone Wabash 3000, Ring 53 Harrison Block. Phone, Mutual 94, City 171. | Phone Oakland 0097. Harrison Block. Mutual 94, City 171. |
| DR. A. ENGBERG, Local Surgeon. | McPherson, Ks. | 104 South Main st. | Maddan Dat. Oldy 171 |
| DR. J. E. FOLTZ, Local Surgeon. | Hutchinson, Ks. | 202 North Main st. Phone 235 W. | 1500 North Main st. Phone 255 R. |
| DR. 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. |
| DR. 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. |
| DR. T. L. MCCARTHY, Consulting Surgeon. | Dodge City, Kan. | Cor. Second ave. and Chestnut st. | N. E. cor. First ave. and Locust St. |
| DR. CLAUDE E. McCARTY, Local Surgeon | Dodge City, Kan. | Phone 53. McCarty & McCarty Hospital. | Phone 58. 608 West Ccdar St. |
| DR. C. E. BANDY, Local Surgeon. | Bucklin, Kan. | 104 W. Spruce St. Phone 98. Ballinger Bldg. Phone 158. | Phone 71. Phone 146. |
| DR. WM. F. FEE, DR. H. W. DAVIS | Meade, Kan. Plains, Kan. | Telephone 553 | Telephone 552 |
| DR. A. M. MORROW, Local Surgeon and Examiner. | Liberal, Kan. | • | 1 cicphone ous |
| DB. B. M. DAY Oculist and Aurist | | Citizens State Bank Bldg., 101 East Second St. | Phone 28. |
| | 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. |
| DR. W. J. RISEN, DR. I. H. LAMAR, | Hooker, Okla. Texhoma, Okla. | | |
| DR. JOHN W. NORVELL, DR. G. WALLAR DAWSON, | Stratford, Tex. | Telephone 29. | Telephone 53. |
| Surgeon and Examiner, | Dalhart, Tex. | 104 Denrock Ave. Phone 11. | |

7. Company Surgeons, Continued.

DR. W. A. DAWSON Substitute DB. G. O. POSEY DR. M. M. THOMPSON DR. J. M. DOUGHTY DR. J. M. DOUGHTY DR. W. L. BROWN DR. H. K. SPEED DR. J. D. WARFORD DR. J. B. ZEIGLER DR. W. C. MONTGOMERY DR. R. T. FOSTER DR. I. RASCO DR. R. S. KILLOUGH Examiner Only Dr. F. A. Collins Dr. Calvin J. K. Moore

Dalhart, Tex. Naravisa, N.M. Logan, N. M. Tucumcari, N.M El Paso, Tex. Sayre Erick Shamrock McLean Groom Amarillo Amarillo

Vega San Jon, N. M.

Trans-Canadian Sanitarium Telephone 11. 147 West Martinez st. Hospital, Phone 50. 1st Nat'l Bank Bldg. Phone 31.
Over Farmers Nat'l Bank. Phone 17.
Shamrock Drug Store. Phone 100.
Phone 22.
Beeson Building. Phone 64.
Rooms 328 to 335 Blackburn Blg.
Phone 1160
212 to 216 Amarillo Bldg.

Office Phone 31. Ozark Hotel Phone 5.

Telephone 154 Telephone 161.

5th & Locust, Tel. 188 Telephone 48.
Telephone 40.
Telephone 102.
Telephone 44.
Telephone 855. Telephone 750.

Telephone 8.
Telephone 5.

7a. Official hospitals are located as follows:

| NAME | PLACE | OFFICE LOCATION | TELEPHONE |
|--|---|---|---|
| Herington Ninnescah Epworth St. Anthony San. Trans Canadian San. | Herington, Kan. Pratt, Kansas Liberal Kan. Amarillo, Tex. Dalhart, Tex. | Broadway & Oak Streets. 112 North Ninnescah 524 North Washington St. 708 North Polk St. 104 Denrock Avenue | j City 92. l Mutual 209. Phone 54 Phone 21 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 G42 as appropriate.) Ejectment-(Form 1337).

List of Passengers—(Form CT29).

Fire Report—(Form MW42). Inspection—(Form 704).

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. " $\hat{\mathbf{T}}$ "— $\hat{\mathbf{T}}$ urntable.

"Y"-Wye. "UX"—Railroad Crossing not protected by interlocking.

Opposite Schedule Figures: "s"—Regular Stop.

"""—Stop for Meals. "f"-Flag Stop.

"g"—Flag Stops for any purpose as specified by time-table rule.

No. 3 will stop on signal at any station Hutchinson and east, except Lawrence, Kans., to take on Revenue Passengers for California who have made advance reser-

No. 4 will stop on signal at any station Hutchinson and east, except Lawrence, Kans., to let off Revenue Passengers from California.

No. 11 will stop on signal to receive Revenue Passengers for El Paso and beyond. No. 11 will stop on signal at Optima to receive Revenue Passengers for Tucumcari and points west where train is scheduled to stop.

No. 12 will stop on signal to discharge Revenue passengers from El Paso and beyond, also to receive passengers for St. Louis, Chicago, St. Paul, Minneapolis and beyond. No. 12 will stop on signal at Optima to receive Revenue Passengers for Hutchinson and points east where train is scheduled to stop. No. 12 will stop at any station between Herington and Topeka to discharge Revenue passengers from El Paso-Amarillo Division.

Nos. 111-112 will stop at any station between Sayre and Tucumcari to receive or discharge paying passengers to or from El Paso or beyond.

No. 111 will stop at Texola to receive paying passengers for points west of Amarillo.

No. 112 will stop at any station east of Amarillo to discharge paying passengers from stations west of Amarillo.

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

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.

| | Passenger | Trains | Freight | Trains |
|--|-------------|---------|----------|--------------|
| Territory | TANGENT | CURVE | TANGENT | CURVE |
| Sub-division 39 | 55 | 45 | 35 | 25 |
| Except MP 256 to MP 298 | 50 | 40 | 30 | 20 |
| Sub-division 40 | 55 | 45 | 35 | 25 |
| Except MP 355 to MP 413 | 50 | | 35 | |
| Except MP 417 to MP 421 | 30 | | 20 | |
| Sub-division 40a | 30 | 20 | 25 | 20 |
| Sub-divisions 41 and 5 | 50 | 45 | 35 | 25 |
| Subdivisions 6 and 42 | 55 | 45 | 35 | 25 |
| Except over Canadian River Bridge | | | | |
| No. 6165 | 25 | | 10 | |
| Subdivisions 3 and 4 | 40 | 25 | 25 | 20 |
| Except over Red River Bridge and Bridge 8 | | | 10 | |
| -Bridge 8605 | 20 | | 20 | |
| Through yards Pratt, Liberal and Dal- hart | . 10 | | 10 | |
| | 6 | | | |
| Through yard limits Dodge City | | | 6 | |
| In or out of junction switches and turn- | | | | |
| outs | 4 | | 4 | |
| Over railroad crossings at grade inter- locked | 25 | | 00 | |
| | | | 20 | |
| Except over P. & S. F. Crossing Sub- division 3 MP 759.10 | 20 | | 10 | |
| | | | 10 | |
| Over railroad crossings at grade not in- terlocked | 10 | | 10 | |
| | | | 10 | |
| Trains hauling dead Engines with main rods down | | | 25 | 15 |
| With all rods down | | | 25 15 | 10 |
| Trains hauling steam derricks, pile driv | | | 10 | |
| ers, steam shovel, coal hoists, etc., | - | | 20 | |
| Except over Sub-divisions 3 and 4 | | | 15 | |
| Engines backing up | 15 | | 15 | - |
| | | : J | 10 | |
| Light Engines running forward, not to excee | | • | | |
| Trains hauling tank cars (loaded or emp | ty) Sub-Div | nsion 3 | 20 | |

10a. City ordinance speed limit.

| Sub-Division | Town | Speed Per Hour | Sub-Division | Town | Speed 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.

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 | Trainmer |
| 39 | 246.1 | Mo.Pac. | Gate normally across Mo.Pac. track | Trainmer |
| 39 | 246.5 | A.T.&S.F. | Gate normally across A.T.&S.F. track | Trainmer |
| 39 | 277.6 | Mo.Pac. | | |
| 39 | 285.5 | Mo.Pac. | Gate normally across Mo.Pac. track | Trainmer |

All trains approaching these crossings will stop at point designated by Stop Board and not proceed until track is clear, except at crossings shown as equipped with gate, which will be normally set against foreign line track, at which points our trains will approach crossing at speed of not to exceed ten miles per hour and be prepared to stop before reaching the crossing in event it is occupied by foreign line train or gate is set across our track. After engine has passed over the crossing, speed of train may then be increased to maximum speed authorized under time table or other speed restrictions, over interlocked railroad crossings.

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

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

15. When locomotives are temporarily detached from standing cars of a train en route on level track, trainmen will apply their air brakes. When on grades, the air brakes must first be released and hand brakes applied at the lower portion of the grade on which cars stand and in sufficient number to insure their standing.

16. Yard Limits are indicated by "Yard Limit" boards (see General Rule 93) at

HeringtonLiberalSayreHutchinsonGoodwellErickPrattDalhartShamrockBucklinLoganMcLeanDodge CityTucumcariAmarillo

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.

TIME TABLE RULES—Continued

16c. All trains and engines will move under control between east and west outside switches in Herington yard. Eastward trains will approach El Paso-Amarillo 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.

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

Main line—One long.

South was Two long one short

South wye—Two long, one short. North wye—Two long, three short.

At Amarillo:

Main Line—one long.
Siding—one short, one long.
Industry—two short, one long, one short.
Transfer—three short, one long.
Cannot take—one short, one long, one short.
Yard to Main Line—one long, one short, one long.
Main Line to Packing House—one long, one short.
Yard to Packing House—two short, 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 | Length | Capacity | Location | Length | Capacity |
|------------|---------|----------|-----------|---------|----------|
| Herington | 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 |

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

| Sub- Div. | MP | Name | $Car \\ Capy.$ |
|----------------|--------------------------|--|----------------|
| 40 40 40 | 381.0 392.0 416.30 | Cudahy Spur Garlow Spur Perry Spur | 2 6 |

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).

38. "The rear trainman and, when a train has more than one engine, each engineman must be provided with copies of all train orders and clearances. Copies delivered to rear trainman are to enable him to be in position to assist in fulfilling them (see Rule 211-C) and does not relieve the conductor or engineman of their responsibility.

38a. On single track, when a train is stopped by a stop and proceed signal (501-A page 99) it may proceed when a caution or clear signal is displayed. If a caution or clear signal is not immediately displayed and there are no train orders or time table restrictions affecting its movement (see Rule 505) it may after waiting five minutes proceed under control, but at a speed not to exceed eight miles per hour to the next signal in advance in the direction in which the train is moving, expecting to find a train in the block, broken rail, obstruction or switch improperly set.

At night, and in foggy and stormy weather an electric headlight in good working condition must be displayed on front of engine in direction it is moving. In absence of electric headlight properly displayed a train must be preceded by flagman to next clear or caution signal. During foggy weather additional precaution must be taken and speed further reduced, sending flagman ahead if necessary.

A train having passed a signal in clear or caution position and afterwards is delayed will proceed to next signal under control but at a speed not exceeding eight miles per hour.

38b. At meeting point, when stop and proceed signal (diagram 501-A, page 99) at entrance of siding is at stop, trains having right to main track may proceed without stopping but at a speed not to exceed eight miles per hour, to clearance point of switch used by opposing train, if opposing train can be seen entering siding.

38c. The train taking siding may pass stop and proceed signal (diagram 501-A page 99) when in stop position at entrance of siding without stopping, but at a speed not to exceed eight miles per hour entering siding, if the opposing train can be seen to be clear of the route used.

38d. On double track, train or engines running against current of traffic by train order must move within yard limits under control.

38e. When the rear of a train is stopped in close proximity to a street car or highway crossing, unless such crossing is protected by a watchman, a trainman must take conspicuous place on the crossing while the engine is attached to the train. When train takes a siding to meet or be passed by another train, and it is necessary to cut one or more street crossings, such crossings must be protected by a trainman until the expected train has passed.

39. Precautions to be taken to insure safe train operation during and following severe storms:

OPERATORS

Notify Train Dispatcher promptly nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

SECTION FOREMEN

Have section patrolled day or night. Call Operator, if none on duty, and ascertain time trains will pass over section; time patrol as near fifteen (15) minutes ahead of train as possible. If necessary to hold train to patrol track, notify Operator to do so. Report promptly to Roadmaster and Train Dispatcher condition of track and speed limit. DO NOT WAIT TO BE CALLED.

TRAINMEN AND ENGINEMEN

Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is a doubt as to it being safe to move, take siding and wait for instructions or until advised track is safe.

TRAIN DISPATCHER

On receipt of report of storm, notify trains liable to be affected; see that Superintendent, Division Engineer, and Roadmaster are properly notified and that Section Foremen are patrolling track, and get all information necessary to protect safe movement of trains quickly as possible. If necessary, have Operator call Section Foreman.

TIME TABLE RULES—Continued.

40. The following hours of duty will be observed at Train Order Stations, subject to change by General Order. When so changed all concerned will note the change in pencil on their copy of the Time Table.

| Station | Occupation | Regular Hours Week Days | Regular Hours Sundays-Holidays | STATION | Occupation | Regular Hours Week Days | 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 |
| Herington | 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. 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 | 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 |
| Ramona | Agent and Tel. | 7:30 am 4:30 pm | 7:30 am 4:30 pm | Mullinville | Agent and Tel. | 7:00 am 4:00 pm | | Middlewater | Agent and Tel. 2d trick. | 8:30 am 4:30 pm 8:30 pm 4:30 am | Closed 8:30 pm 4:30 am |
| | | | | 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. 12:00 mid. 8:00 am | Romero | Agent and Tel. | 8:30 am 5:30 pm | 10:00 am 12:00 noon |
| Tampa | | 8:00 am 5:00 pm | 12:00 noon 3:00 pm | | 3d trick. | 12:00 mid. 8:00 am | | Naravisa | Agent and Tel. | 8:00 am 4:00 pm | 8:00 am 4:00 pm |
| Durham | 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 4:00 pm 6:00 pm 12:00 mid 6:00 am | Ford Dodge City | Agent and Tel. Agent and Tel. | 8:30 am 5:45 pm 8:00 am 5:00 pm | 9:00 am 11:00 am | | 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 |
| Canton | | 8:30 am 5:30 pm | 10:00 am 12:00 noon | Kingsdown | Agent and Tel. | 7:15 am 4:15 pm | | Logan | Agent and Tel. 2d trick | 9:00 am 5:00 pm 8:30 pm 4:30 am | 9:30 am 11:30 am 8:30 pm 4:30 am |
| 0.1 | A | 0.00 5.00 | 1:00 pm 3:00 pm | Bloom | Agent and Tel. | 7:30 am 4:30 pm | | Tucumeari | 1st trick. | | |
| Galva McPherson | | 8:30 am 5:30 pm 7:00 am 3:00 pm | 8:30 am 5:30 pm 7:00 am 3:00 pm | Mineola | 1st trick. | 8:00 am 4:00 pm | 8:00 am 12:00 noon | | 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 |
| Widi herson | 1st trick. 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 | Without, | 2d trick. 3d trick. | 4:00 pm 12:00 mid. 12:00 mid. 8:00 am | 5:30 pm 11:30 pm 12:00 mid. 2:00 am 5:00 am 8:00 am | Sayre | 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. |
| Groveland | Agent and Tel. | 8:30 am 5:30 pm | 9:30 am 11:30 am 2:30 pm 5:30 pm | Fowler | Agent and Tel. | 8:00 am 5:00 pm | | | 3d trick. | 12:00 mid. 8:00 am | 12:00 mid. 8:00 am |
| Inman | Agent and Tel. | 8:30 am 5:30 pm | 9:00 am 11:00 am | Meade | 1st trick. | 8:00 am 4:00 pm 4:00 pm 12:00 mid. | | Erick | Agent and Tel. 2d trick. | 8:00 am 4:00 pm 7:30 pm 3:30 am | 9:00 am 11:00 am 7:30 pm 3:30 am |
| Medora | Agent and Tel. 2d trick. | 8:00 am 4:00 pm 12:00 mid. 8:00 am | 8:00 am 4:00 pm 12:00 mid. 8:00 am | | 2d trick. 3d trick. | 12:00 mid. 8:00 am | 8:00 am 1:00 pm 4:00 pm 12:00 mid. 12:00 mid. 2:00 am | Texola | Agent and Tel. | 8:30 am 5:30 pm | Closed |
| | | | | | | | 5:00 am 8:00 am | Benonine | Agent and Tel. | 8:30 am 5:30 pm | Closed |
| Tutabingon | 1st trick. | 8:00 am 4:00 pm | 8:00 am 4:00 nm | Plains | Agent and Tel. 2d trick. | 8:00 am 4:00 pm 4:00 pm 12:00 mid. | 8:00 am 1:00 pm 4:00 pm 6:00 pm 8:00 pm 11:00 pm | Shamrock | 1st Trick 2d Trick | 8:00 am 4:00 pm 8:30 pm 4:30 am | 10:00 am 12:00 noon 8:30 pm 4:30 am |
| Hutchinson | 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 | | 3d trick. | 12:00 mid. 8:00 am | 8:00 pm 11:00 pm 12:00 mid. 8:00 am | Ramsdell | Agent and Tel. | 8:30 pm 5:30 am | 8:30 pm 5:30 am |
| Partridge | 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 | McLean | Agent and Tel. 2d trick. | 8:00 am 4:00 pm | 8:00 am 10:00 am 4:00 pm 12:00 mid. |
| Arlington | 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 7:30 pm | | | | 3:30 pm 5:30 pm | | 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 |
| | 3d trick. | 12:00 mid. 8:00 am | 4:00 pm 7:30 pm 8:30 pm 10:30 pm 12:00 mid. 2:00 am | Arkalon | Agent and Tel. 1st trick. | 8:30 am 5:30 pm | 12:30 pm 2:30 pm 8:00 am 4:00 pm | Alanreed | Agent and Tel. | 8:30 am 5:30 pm | Closed |
| | | 12.00 md. 5.00 mi | 6:00 am 8:00 am | Liberal | 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 | Jericho | Agent and Tel. | 8:30 am 5:30 pm | Closed |
| Langdon | Agent and Tel. | 7:00 am 4:00 pm | 7:00 am 12 noon | | | | | Groom | Agent and Tel. | 8:30 am 4:30 pm | Closed |
| Turon | | 7:00 am 4:00 pm | 7:00 am 12:00 noon | Tyrone | Agent and Tel. | 8:30 am 5:30 pm | | | 2d trick. | 8:30 pm 4:30 am | 8:30 pm 4:30 am |
| Preston | 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 12:00 mid | Hooker | Agent and Tel. 2nd trick | ent and Tel. 8:00 am 4:00 pm d trick 5:00 pm 1:00 am | 2:00 pm 4:00 pm 5:00 pm 1:00 am | Conway | l | 8:00 am 5:00 pm 8:00 am 4:00 pm | 8:00 am 4:00 pm |
| | | | 12:00 mid. 8:00 am | Optima | Agent and Tel. | 8:30 am 5:30 pm | 1:45 pm 3:45 pm | Amarmo | 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 |
| Natrona | Agent and Tel. | 8:00 am 5:00 pm | 8:00 am 10:30 am | Guymon | Agent and Tel. 2d trick. | 8:00 am 2:00 pm 2:00 pm 10:00 pm | Closed 2:00 pm 10:00 pm | Wildorado | Agent and Tel. | 8:30 am 5:30 pm | Closed |
| Pratt | 1st trick. | 8:00 am 4:00 pm | 8:00 am 4:00 pm | | 3d trick. | 11:00 pm 7:00 am | 11:00 pm 7:00 am | Vega | Agent and Tel. | 8:30 am 5:30 pm | Closed |
| | 2d trick. 3d trick. | 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 | Goodwell | Agent and Tel. | 8:30 am 5:30 pm | 2:00 pm 4:00 pm | Adrian | Agent and Tel. | 8:30 am 5:30 pm | Closed |
| Cullison | Agent and Tel. | 7:30 am 4:30 pm | 7:45 am 10:45 am | Texhoma | Agent and Tel. 2d trick. | 9:00 am 5:00 pm 11:00 pm 7:00 an | 1:15 pm 4:15 pm 11:00 pm 7:00 am | Glen Rio | Agent and Tel. | 8:30 am 5:30 pm | Closed |
| Wellsford | Agent and Tel. 2d trick. | 8:00 am 4:00 pm 4:00 pm 12:00 mid. | 7:45 am 10:45 am 6:00 pm 9:00 pm | Stratford | Agent and Tel. | 8:00 am 4:00 pm | 1:00 pm 4:00 pm | Endee | Agent and Tel. | 7:00 pm 4:00 am | 11:30 pm 4:00 am |
| Haviland | Agent and Tel. | 7:30 am 4:30 pm | 7:30 am 10:30 am | | 2d trick. 3d trick. | 4:00 pm 12:00 mi 12:00 mid. 8:00 am | | San Jon | Agent and Tel. | 7:30 am 4:30 pm | Closed |
| C. R. I. & P. and C. R. I. & G.—El Paso-Amarillo Division. | | | | | | | | | | | |

