

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

EL PASO-AMARILLO DIVISION

No. 17.—TIME TABLE—No. 17.

Taking Effect Sunday, Aug. 18, 1929, at 12:01 A. M.

CENTRAL TIME

Superseding Time Table No. 16.

NOTE IMPORTANT CHANGES IN TIME TABLE RULES.

For the exclusive guidance of Employees, 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.

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.

J. K. MORGAN,
Master Mechanic.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 39 STATIONS				Station Numbers	M. P. Distance from St. Joseph	Distance from Herington	Fuel, Water, Turntable and Wye	FIRST CLASS				SECOND CLASS			THIRD CLASS
81	99	91	317	3	11	1			LEAVE	12	324	4					2	92	94	98	80			
Local Freight	Kan. City California Gold Ball Freight	Chicago-California Gold Ball Freight	Passenger	Golden State Limited	Apache	Passenger			HERINGTON				Apache	Mixed	Golden State Limited	Passenger	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Local Freight				
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily																		
AM 7.30 7.45	AM 8.45 9.00	AM 2.00 2.25 ₂	PM 4.00 4.09	PM 2.05 2.12	PM 1.15 1.24	AM 4.55 ₉₈ 5.05	77	2050	RI.....	HERINGTON.....	TO 670	171.4		FWTY	PM 12.25	PM 5.55	PM 3.17 4.00	AM 2.40 2.25 ₉₁	PM 7.45	PM 9.50	AM 1 4.30	PM 6.30		
										RISHEL.....	675	175.8	4.4		12.17	5.45	3.50	2.25	7.15	9.30	4.15	6.10		
										A. T. & S. F. Crossing.....		177.5	6.1											
s 8.05	9.15	2.45	s 4.15	g 2.17	g 1.30	s 5.12	100	16	NA.....	RAMONA.....	TO 678	179.5	8.1		PM 12.10	s 5.35	g 3.44	s 2.15	7.00	9.20	4.05	s 6.00 ₃₂₄		
s 8.30	9.35	3.05	s 4.25	g 2.27	g 1.40	s 5.23	58	42	HA.....	TAMPA.....	TO 684	185.7	14.3		AM 11.59	s 5.20	g 3.33	s 2.00	6.30	9.00	3.45	s 5.20 ₃₁₇		
s 9.00	9.55	3.25 ₈₀	s 4.36 ₈₀	g 2.36	g 1.50	s 5.34	50	37	DK.....	DURHAM.....	TO 690	191.8	20.4	W	g 11.48	s 5.05	g 3.22	s 1.45	6.00	8.40	3.25	s 4.36		
f 9.20	10.25	3.50	f 4.50 ₃₂₄	2.46	2.02	f 5.46	58	8		WALDECK.....	697	198.4	27.0		11.36	f 4.50	3.10 ₃₁₇	f 1.30	5.30	8.18	3.05	f 3.45 ₃₂₄		
s 9.45	10.50	4.15	s 5.05 ₉₂	g 2.56 ₄₋₈₀	g 2.13	s 5.58	55	29	CN.....	CANTON.....	TO 703	204.8	33.4		g 11.24	s 4.25	g 2.56	s 1.16	5.05	7.55	2.45	s 2.56 ₁₁		
s 10.10	11.15 ₁₂	4.35	s 5.15	g 3.06	g 2.22 ₈₀	s 6.07	77	43	GA.....	GALVA.....	TO 709	210.7	39.3	W	g 11.15	s 4.05	g 2.45	s 1.05	4.45	7.30	2.25	s 2.22		
										A. T. & S. F. Crossing.....	UX	217.6	46.2											
s 11.03 ₁₂	11.35	4.55	s 5.28	g 3.18	s 2.33 ₄	s 6.22	100	52	MC.....	McPHERSON.....	TO 716	217.9	46.5		81 s 11.03	s 3.46	g 2.33	s 12.53	4.05	7.00	2.05	s 1.45		
										Mo. Pac. Crossing.....	UX	219.3	47.9											
s 11.25 _{AM}	11.55 _{AM}	5.15	f 5.38	g 3.29 ₃₂₄₋₉₂	g 2.42	f 6.32	55	27	GV.....	GROVELAND.....	TO 723	224.3	52.9	W	g 10.48	f 3.29 ₃₋₉₂	g 2.20	f 12.40	3.29 ₃₂₄₋₃	6.40	1.45	s 1.20		
s 12.05 _{PM}	12.15 _{PM}	5.30	s 5.48	g 3.39	g 2.51 ₈₂	s 6.42	67	34	QN.....	INMAN.....	TO 728	229.4	58.0		g 10.37	s 3.15	g 2.10	s 12.30	2.51	6.20	1.25	s 12.55		
										St. L. & S. F. Crossing.....	UX		64.7											
s 12.35 ₉₉₋₈₀	12.35 ₈₀₋₈₁	5.45	f 5.58 ₉₄	g 3.49	g 3.01 ₃₂₄	s 6.52	100	52	DM.....	MEDORA.....	TO 734	236.1	64.7		g 10.28	f 3.01	g 2.00	s 12.18	2.15	5.58 ₃₁₇	1.05	s 12.35 ₈₁₋₉₉		
1.00	12.50	6.00	6.05	3.55	3.06	7.00	55			MOGENE.....	738	239.6	68.2		10.22	2.50	1.55	12.11	1.55	5.30	12.50	12.20		
										A. T. & S. F. Crossing.....	UX	243.3	71.9											
s 1.20 ₄₋₉₂	1.10 ₉₂	6.20	s 6.25	g 4.08	s 3.20	s 7.25	116	328	SU.....	HUTCHINSON.....	TO 744	245.4	73.9	FWY	s 10.09	s 2.30	g 1.44	s 12.01	1.20 ₈₉₋₈₁	5.10	12.30	s 11.55		
										Mo. Pac. Crossing.....	UX	246.1	74.6											
										A. T. & S. F. Crossing.....	UX	246.5	75.0											
2.10 ₃₂₄	1.37 ₄	6.30	6.32	4.13	3.25	7.30	83	282		MORTON.....	746	247.0	75.7		9.55	2.10 ₈₁	1.37	11.38	12.25	4.50	12.05	11.05		
2.25	2.01 ₃₂₄	6.40	6.38	4.18	3.30	7.35	76	15		WHITESIDE.....	749	250.5	79.2		9.50	2.01	1.33	11.30	12.10	4.40	11.55	10.55		
s 2.40	2.20	6.50	f 6.45	4.25 ₉₄	g 3.38	f 7.42	55	21	GR.....	PARTIDGE.....	TO 754	255.9	84.6		g 9.43	f 1.50	1.26	s 11.23	11.55	4.25	11.45	s 10.40		
s 3.05	2.40	7.10	s 6.58	4.35	g 3.48 ₉₄	s 7.55	66	34	RT.....	ARLINGTON.....	TO 761	262.5	91.2	W	g 9.33	s 1.35	1.16	s 11.05	11.35	3.48	11.25	s 10.15		
										A. T. & S. F. Crossing.....	UX													
s 3.25 ₉₄	3.10 ₉₄	7.30	s 7.13	4.48	g 4.01	s 8.08	63	31	NO.....	LANGDON.....	TO 770	271.2	99.9		g 9.19	s 1.05	3.24 1.05	s 10.43	11.10	3.25 ₉₉₋₈₁	2 10.43	s 9.50		
s 3.50	3.30	7.50	s 7.25	5.00	g 4.13	s 8.20	77	29	KO.....	TURON.....	TO 776	277.5	106.2	W	g 9.07	s 12.43	12.53	s 10.27	10.45	3.10	10.10	s 9.30		
										Mo. Pac. Crossing.....	UX	277.6	106.3											
s 4.25 ₁₁	3.50	8.10 ₈₀	s 7.40	5.11	g 4.25 ₈₁	s 8.34 ₈₀	67	33	RS.....	PRESTON.....	TO 784	285.4	114.1		g 8.55	s 12.25	12.41	s 10.07	10.20	2.25	9.50	s 8.55		
										Mo. Pac. Crossing.....	UX	285.5	114.2											
f 4.55	4.10	8.45 ₁₋₁₂	f 7.51	5.21	g 4.36	f 8.45 ₁₂₋₉₁	77	22	A.....	NATRONA.....	TO 791	292.1	120.8		g 8.45	f 12.10	12.30	f 9.50	9.55	2.05	9.25	f 7.50		
5.15 _{PM 3}	4.35 _{PM 11}	9.10 _{AM 92}	f 8.05 _{PM}	5.31 _{PM 81}	4.50 _{PM 99}	f 9.00 _{AM 92}	54	1061	N.....	PRATT.....	TO 797	298.0	126.6	FWT	8.30 _{AM}	11.55 _{AM}	12.20 _{PM}	f 9.35 _{PM}	9.30 _{AM}	1.45 _{PM}	9.05 _{PM}	7.30 _{AM}		
										126.6					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		
13.0	16.2	17.7	31.0	36.8	35.3	31.0				AVERAGE SPEED PER HOUR.....					32.3	21.1	34.5	24.9	12.3	15.6	17.1	11.5		
9.45	7.50	7.10	4.05	3.26	3.35	4.05				SCHEDULE TIME.....					3.55	6.00	3.40	5.05	10.15	8.05	7.25	11.00		

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS	SECOND CLASS		FIRST CLASS				Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 40 STATIONS Time Table No. 17 August 18, 1929				FIRST CLASS				SECOND CLASS			THIRD CLASS
	83	99	91	317	3	11							1	12	324	4	2	94	98	92	82
	Local Freight	Kan. City California Gold Ball Freight	Chicago-California Gold Ball Freight	Passenger	Golden State Limited	Apache			Passenger	Apache	Mixed	Golden State Limited	Passenger	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Local Freight			
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	LEAVE	Station Numbers	M. P. Distance from St. Joseph	Distance from Pratt	Fuel, Water, Turn Table and Wye	Apache	Mixed	Golden State Limited	Passenger	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Local Freight	
AM 7.15	PM 5.51	AM 9.40	PM 8.25	PM 5.41	PM 5.05	AM 9.25	N..... PRATT..... TO	797	298.0		FWT	AM 8.20	AM 11.45	PM 12.10	PM 1 9.05	PM 1.10	PM 8.17	AM 1 8.45	PM 11 4.50	
7.33	6.10	9.55	8.35	5.51	5.15	9.35	..... SMALLEY..... TO	802	302.6	4.6		8.13	11.30	12.03	8.50	12.55	7.55	8.25	4.30
s 8.07	6.25	10.10	s 8.43	5.59	5.25	s 9.43	CU..... CULLISON..... TO	806	307.1	9.1		s 8.07	s 11.20	11.58	s 8.43	12.40	7.45	8.07	s 4.15	
s 8.30	6.45	10.30	s 8.55	6.09	5.37	s 9.55	WF..... WELLSFORD..... TO	813	314.2	16.2	W	s 7.56	s 11.05	11.47	s 8.28	12.25	7.25	7.25	s 3.45	
s 8.55	7.05	10.55	s 9.03	6.17	5.44	s 10.04	HD..... HAVILAND..... TO	817	318.6	20.6		s 7.49	s 10.55	11.40	s 8.18	12.15	7.05	7.10	s 3.25	
f 9.15	7.25	11.10	9.13	6.25	5.51	f 10.14	..... BRENHAM..... TO	823	324.0	26.0		7.41	10.45	11.33	f 8.05	12.05	6.50	6.50	f 3.05
s 10.27	7.55	11.27	s 9.25	6.37	6.03	s 10.27	GB..... GREENSBURG..... TO	827	328.6	30.6	W	s 7.35	s 10.27	11.27	s 7.55	11.55	6.37	6.30	s 2.45	
f 10.50	8.26	11.40	9.32	6.45	6.11	10.35	..... JOY..... TO	832	334.1	36.1		7.26	10.17	11.21	7.35	11.40	6.11	6.15	f 2.00
s 11.15	8.45	11.55	s 9.41	6.53	6.19	s 10.45	MU..... MULLINVILLE..... TO	837	338.9	40.9		s 7.18	s 10.10	11.15	s 7.25	11.30	5.45	6.00	s 1.45	
s 11.55							BU..... BUCKLIN..... TO	846	347.9	49.9	FWY	f 7.06	s 9.50	11.00	s 7.05	11.00	5.20	5.32	s 1.00	
s 1.00	9.15	12.15	s 9.53	7.05	6.32	s 11.00	KG..... KINGSDOWN..... TO	854	355.0	57.0		s 6.53	s 9.35	10.41	s 6.45	10.15	5.00	5.05	s 12.40	
s 1.30	9.40	12.40	s 10.07	7.20	6.45	s 11.15	BM..... BLOOM..... TO	861	362.8	64.8		s 6.42	s 9.15	10.30	s 6.32	9.55	4.40	4.35	s 12.10	
s 2.00	10.05	1.05	s 10.22	7.32	7.00	s 11.27	MI..... MINEOLA..... TO	869	370.0	72.0	FW	s 6.31	s 8.58	10.20	s 6.20	9.30	4.20	4.00	s 11.40	
s 2.30	10.37	1.30	s 10.37	7.44	7.16	s 11.40	..... ADVANCE..... TO	875	376.0	78.0		6.20	8.46	10.10	6.09	9.05	4.00	3.20	10.45
2.50	11.05	1.45	10.50	7.54	7.25	11.47	F..... FOWLER..... TO	879	380.8	82.8		s 6.10	s 8.37	10.02	s 5.59	8.37	3.40	2.45	s 10.30	
s 3.40	11.30	2.00	s 11.02	8.03	7.35	s 11.58	VN..... MEADE..... TO	890	391.0	93.0	W	s 5.57	s 8.20	9.49	s 5.40	7.55	3.15	2.05	s 9.49	
s 4.15	11.59	2.30	s 11.17	8.15	7.47	s 12.15	..... MISSLER..... TO	896	396.5	98.5		5.45	f 8.07	9.37	f 5.25	7.35	2.55	1.35	f 9.10
s 4.30	12.20	2.55	f 11.27	8.25	7.57	f 12.24	..... COLLANO..... TO	900	401.3	103.3		5.39	7.58	9.31	5.16	7.25	2.45	1.15	f 8.55
f 4.40	12.35	3.05	11.34	8.31	8.03	12.30	Q..... PLINS..... TO	905	406.4	108.4		s 5.33	s 7.52	9.25	s 5.10	7.15	2.35	1.00	s 8.45	
s 5.10	1.00	3.20	s 11.42	8.37	8.10	s 12.38	KM..... KISMET..... TO	912	413.2	115.2	W	s 5.23	s 7.40	9.15	s 4.55	6.55	2.15	12.40	s 8.15	
s 5.35	1.30	3.40	f 11.55	8.49	8.22	s 12.51	RK..... ARKALON..... TO	920	421.2	123.2		s 5.11	f 7.25	9.03	f 4.40	6.35	2.00	12.10	s 7.50	
s 5.50	1.55	4.00	12.10	9.01	8.35	f 1.03	..... HAYNE..... TO	925	426.1	128.1		5.03	f 7.15	8.55	f 4.30	6.20	1.45	11.45	f 7.30
f 6.00	2.30	4.30	f 12.20	9.11	8.45	f 1.13	RA..... LIBERAL..... TO	933	434.2	136.2	FWTY	4.50	7.00	8.45	f 4.15	6.00	1.30	11.15	7.15	
6.15	3.00	4.45	12.35	9.25	9.00	f 1.30						AM	AM	AM	PM	AM	PM	PM	AM	
PM	AM	PM	AM	PM	PM	PM														
12.4	15.1	19.2	32.4	36.4	34.7	32.0	136.2 LEAVE					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	
11.00	9.09	7.05	4.10	3.44	3.55	4.15	AVERAGE SPEED PER HOUR					38.9	28.6	39.9	28.0	19.0	20.4	14.3	14.2	
							SCHEDULE TIME					3.30	4.45	3.25	4.50	7.10	6.40	9.30	9.35	

WESTWARD		DODGE CITY BRANCH				EASTWARD		2ND CLASS	
563	561	SUB-DIVISION 40A STATIONS Time Table No. 17 August 18, 1929				562	564	2ND CLASS	
Mixed	Mixed	LEAVE				Mixed	Mixed	2ND CLASS	
Daily Ex. Sunday	Daily Ex. Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	M. P. Distance from St. Joseph	Distance from Bucklin	Fuel, Water, Turn Table and Wye	562	564
PM 12.45	AM 6.40	107	160	BU..... BUCKLIN..... TO	846	347.9	FWY	AM 324 9.40	PM 5.10
s 1.28	s 7.05	15	48	HF..... FORD..... TO	T 9	356.4	8.5	s 9.15	s 4.40
f 1.45	f 7.25		19	..... WILROADS..... TO	T 18	365.7	17.8	f 8.55	f 4.12
f 2.10	f 7.45		10	..... SOUTH DODGE..... TO	T 26	373.4	25.5	f 8.35	f 3.50
2.15	7.50		66	RH..... DODGE CITY..... TO	T 27	374.4	26.5	8.30	3.45
PM	AM							AM	PM
17.7	22.7			26.5 LEAVE				Daily Ex. Sunday	Daily Ex. Sunday
1.30	1.10			AVERAGE SPEED PER HOUR				22.7	18.7
				SCHEDULE TIME				1.10	1.25

C. FOWLER, Trainmaster,
Pratt, Kansas.

H. C. McCULLOUGH, Road Foreman of Equipment,
Pratt, Kansas.

Herington to Liberal and Dodge City Branch.

T. M. BRYDEN, Chief Dispatcher, Pratt, Kansas.

E. F. PIPKIN, Night Chief Dispatcher, Pratt, Kansas.

C. D. WILLIAMSON,
A. G. DOUGLAS,
R. A. SPIECKER,
J. B. JOHNSON,

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Dispatchers, Pratt, Kansas.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS	SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 41 STATIONS				Station Numbers	M. P. Distance from St. Joseph	Distance from Liberal	Fuel, Water, Turn Table and Wye	FIRST CLASS			SECOND CLASS			THIRD CLASS		
	85	99	91	3	11			1	SUB-DIVISION 41 STATIONS							12	4	2	98	92	94	84		
Local Freight	Kan. City California Gold Ball Freight	Chicago-California Gold Ball Freight	Golden State Limited	Apache	Passenger			SUB-DIVISION 41 STATIONS									Apache	Golden State Limited	Passenger	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Local Freight	
Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily			SUB-DIVISION 41 STATIONS																
AM	AM	PM	PM	PM	PM			SUB-DIVISION 41 STATIONS										AM	AM	PM	PM	PM	AM	PM
7.30	3.30	5.15	9.35	9.10	1.55	95	1610	C. R. I. & P. Ry.				933	434.2		FWTY	4.40	8.35	3.50	12.30	11-3	5.30	2.40		
7.45	3.55	5.30	9.44	9.19	2.05	77		LIBERAL				939	440.0	5.8		4.27	8.25	3.38	12.15	8.35	5.17	2.27		
s 8.20	4.20	5.40	9.52	f 9.27	s 2.15	55	39	STONE				943	444.0	9.8		f 4.20	8.20	s 3.30	12.03	8.20	5.08	s 2.15		
								TYRONE																
								B. M. & E. Crossing																
s 9.00	4.45	6.00	10.05	f 9.44	s 2.33	100	77	HOOKER				953	454.3	20.1	W	f 4.05	8.06	s 3.10	11.35	7.45	4.45	s 1.20		
								10.3																
s 9.30	5.10	6.23	10.18	9.59	s 2.50	77	21	OPTIMA				963	464.6	30.4		3.46	7.51	s 2.50	11.00	7.15	4.05	PM		
s 10.35	5.40	6.45	10.32	s 10.15	s 3.10	77	80	GUYMON				972	473.6	39.4	W	s 3.32	7.40	s 2.28	10.35	6.45	3.32	s 11.55	AM	
11.00	6.00	6.58	10.39	10.23	s 3.20	55		JUNIOR				978	479.9	45.7		3.21	7.33	2.13	10.10	6.25	3.05	11.15		
s 11.30	6.30	7.10	10.54	f 10.40	s 3.30	102	17	GOODWELL				983	484.1	49.9	FW	f 3.14	7.28	s 2.05	9.55	6.10	2.45	s 11.00		
s 12.10	7.15	7.40	11.12	f 10.58	s 3.50	74	103	TEXHOMA				993	494.3	60.1	Y	f 2.57	7.15	s 1.45	9.20	5.30	2.15	s 10.20	AM	
								SUB-DIVISION 5																
								C. R. I. & G. Ry																
PM	AM	PM	PM	PM	PM			TEXHOMA				993	494.3	60.1	Y	f 2.57	AM 99 7.15	s 1.45	AM 9.20	PM 5.30	AM 2.15	AM 10.20		
s 12.10	7.15	7.40	11.12	f 10.58	s 3.50	74	103	STEVENS				1003	504.3	70.1	W	2.42	7.02	f 1.25	8.45	4.55	1.45	f 9.30		
f 12.35	7.45	8.07	11.26	11.13	f 4.05	55	27	STRATFORD				1013	514.2	80.0		f 2.28	6.49	s 1.05	8.15	4.25	1.20	s 9.05		
s 1.05	8.15	8.35	11.43	f 11.29	s 4.25	100	45	5.8																
								BRICKEL				1020	520.0	85.8		2.18	6.42	12.53	7.45	3.55	1.05	8.35		
1.45	8.35	8.53	11.51	11.37	4.35	77		CONLEN				1025	526.0	91.8	W	2.10	6.34	f 12.45	7.30	3.35	12.45	f 8.05		
f 2.15	9.00	9.10	11.59	11.46	f 4.45	55	22	IRWIN				1030	530.9	96.7		2.03	6.28	12.38	7.10	3.15	12.30	7.38		
2.37	9.20	9.25	12.06	11.54	4.53	82	4	CHAMBERLIN				1035	536.1	101.9		1.56	6.21	f 12.30	6.54	3.00	12.14	f 7.25		
f 3.00	9.40	9.38	12.14	12.03	f 5.00	55	19	HITT				1039	540.0	105.8		1.50	6.15	12.23	6.42	2.47	11.35	7.15		
3.20	10.00	9.50	12.20	12.10	5.06	56	4	DALHART				1044	545.4	111.2	FWTY	1.40	6.05	12.15	6.25	2.30	11.15	7.00		
3.45	10.30	10.05	12.30	12.25	5.20	85	880	111.2 LEAVE								AM 1.40	AM 6.05	PM 12.15	PM 6.25	PM 2.30	PM 11.15	AM 7.00		
								AVERAGE SPEED PER HOUR								Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wed. Friday	
13.5	15.9	23.0	38.1	34.2	32.5			SCHEDULE TIME								37.1	44.4	31.0	18.3	16.7	17.7	14.5		
8.15	7.00	4.50	2.55	3.15	3.25											3.00	2.30	3.35	6.05	6.40	6.15	7.40		

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS	SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 6 STATIONS				FIRST CLASS			SECOND CLASS			THIRD CLASS			
	87	99	91	1	11			3	Time Table No. 17 August 18, 1929				4	2	12	98	92	94	86		
Local Freight	Kan. City California Gold Ball Freight	Chicago-California Gold Ball Freight	Passenger	Apache	Golden State Limited			LEAVE				Golden State Limited	Passenger	Apache	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Local Freight			
Monday Wed. Friday	Daily	Daily	Daily	Daily	Daily																
AM 9:00	AM 11:15	PM 10:35 ₉₄	PM 5:30	AM 12:47 ₃	AM 12:37 ₁₁	85	880	DA.....	C. R. I. & G. Ry.	TO	1044	545.4		F	AM 98 6:00	PM 12:01	AM 1:30	AM 4 5:30	PM 1:05	PM 91 10:30	PM 1:55
f 9:15	11:48 _{AM 2}	10:50	5:40	12:59	12:45	105	5	.....	Ft. W. & D. C. Ry.	.....	1049	550.4	0.1		5:51	AM 99 11:48	1:20 ₁₁	5:15	12:45	10:07	f 1:25
f 9:30	12:01 _{PM}	11:02	f 5:47	1:12 ₁₂	12:53	55	24	.....	WAGNER	.....	1054	555.1	9.7		5:45	f 11:40	1:12 ₃	5:05	12:30 _{PM 99}	9:55	f 1:05
9:45	12:12 ₉₂	11:15	5:55	1:22	1:01 ₁₂	77		.....	REEM	.....	1059	560.8	15.4		5:38	11:32	1:01	4:50	12:12	9:40	12:43
s 10:10	12:30 ₈₆	11:30	s 6:05	1:31	1:09	77	17	AY.....	MIDDLEWATER	TO	1065	566.6	21.2	W	5:30	s 11:23	12:50	4:30	AM 11:55	9:25	s 99 12:30 _{PM}
10:17	12:56	11:39	6:10	1:36	1:14	77		.....	LANE	.....	1069	570.5	25.1		5:25	11:17 ₈₇₋₉₂	12:45	4:18	11:40 ₂₋₈₇	9:10	12:15 _{AM}
s 11:04 ₂₋₉₂	1:25	12:00	s 6:25	1:49	1:26	77	16	RM.....	ROMERO	TO	1077	578.4	33.0		5:13	s 11:04	12:34 ₉₁	3:58	11:04	8:35	s 11:55
11:35	1:45	12:25 ₁₂	6:35	1:58	1:34	56	11	.....	EXIT	.....	1083	584.4	39.0		5:05	10:53	12:25	3:40	10:35	8:18	11:35
11:43 _{AM}	1:52 _{PM}	12:30 _{AM}	6:37 _{PM}	2:01 _{AM}	1:37 _{AM}			.....	BRAVO	.....	1085	586.4	41.0		5:02 _{AM}	10:48 _{AM}	12:22 _{AM}	3:35 _{AM}	10:30 _{AM}	8:13 _{PM}	11:30 _{AM}
AM 11:43	PM 1:52	AM 12:30	PM 6:37	AM 2:01	AM 1:37			SUB-DIVISION 42 C. R. I. & P. Ry.						AM 5:02	AM 10:48	AM 12:22	AM 3:35	AM 10:30	PM 8:13	AM 11:30	
s 12:22 _{PM}	2:10	12:40	s 6:47	f 2:09	1:43	77	34	UN.....	BRAVO	TO	1085	586.4	41.0		5:02	10:48	12:22	3:35	10:30	8:13	11:30
s 1:15	2:35	12:58	s 7:00	2:20	1:53	100	12	.....	NARAVISA	TO	1089	590.8	45.4	W	4:55	s 10:43	f 12:15	3:20	10:15	8:00	s 10:43
f 1:30	2:45	1:03	f 7:05	2:24	1:57	71	30	GT.....	OBAR	TO	1096	598.9	53.5	Y	4:45	s 10:29	12:05	2:55	9:40	7:35	s 10:05
f 1:40	2:55	1:08	f 7:09 ₉₄	2:28 ₉₈	2:00 ₉₈	56	14	.....	GRAVEL PIT	TO	1099	601.8	56.4		4:39	10:23	11:59	2:40	9:25	7:21	f 9:40
f 2:00	3:15	1:17	f 7:17	2:36	2:07	67		.....	SAND SPRINGS	.....	1103	604.5	59.1		4:36	f 10:20	11:56	2:28 ₃₋₁₁	9:15	7:09	f 9:30
s 2:30	3:40	1:27 ₉₈	s 7:27	f 2:44	2:14	77	31	GA.....	CANODE	.....	1109	610.0	64.6		4:29	f 10:10	11:49	1:40	9:00	6:47	f 9:15
f 2:55	4:05	1:52	7:40	2:56	2:26	100	5	.....	LOGAN	TO	1114	615.3	69.9	W	4:20	s 10:00	11:40	1:27 ₉₁	8:35	6:33	s 8:50
f 3:10	4:25	2:12	f 7:47	3:02	2:32	75	15	.....	MATER	.....	1120	621.3	75.9		4:11	9:48	11:31	1:05	8:15	6:17	f 8:25
3:30	4:50	2:35 ₃₋₁₁	7:55	3:10 ₉₁	2:39 ₉₁	77	5	.....	HUDSON	.....	1124	625.8	80.4		4:05	f 9:41	11:25	12:55	8:00	6:07	f 8:10
3:50	5:15	3:10 ₃₋₁₁	8:03	3:18	2:47			.....	ADBERG	.....	1129	631.5	86.1		3:57	9:33	11:17	12:40	7:45	5:53	7:55
4:00 _{PM}	5:30 _{PM 94-991}	3:45 _{AM 4}	f 8:10 _{PM}	3:25 _{AM 4-111}	2:50 _{AM 111}	90	1928	XN.....	LAKE JUNCTION	.....	1135	636.8	91.4		3:47 ₁₁₋₉₁	9:23	11:07 ₁₁₂	12:20	7:25 ₈₆	5:35 ₉₉₋₉₉₁	7:35 ₉₂
									TUCUMCARI	TO	1137	638.5	93.1	F	3:45 _{AM}	f 9:20 _{AM}	11:05 _{PM}	12:15 _{AM}	7:20 _{AM}	5:30 _{PM}	7:30 _{AM}
									93.1	LEAVE					Daily	Daily	Daily	Daily	Daily	Daily	Tuesday Thursday Saturday
13.3	14.9	18.0	34.9	35.3	42.0				AVERAGE SPEED PER HOUR					41.3	34.7	38.5	17.7	16.2	18.6	14.5	
7.00	6.15	5.10	2.40	2.38	2.13				SCHEDULE TIME					2.15	2.41	2.25	5.15	5.45	5.00	6.25	

R. R. BRAGG, 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,
T. C. FARRELL,
H. W. SMITH, } Dispatchers, Dalhart, Texas.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS	Second Class	FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 3 STATIONS				FIRST CLASS		Second Class	THIRD CLASS
		89	991			111	51	112	52	992	88		
Local Freight	California Oklahoma Louisiana Gold and Red Ball	Memphis Californian	Oil Special			SUB-DIVISION 3 STATIONS Time Table No. 17 August 18, 1929				Memphis Californian	Oil Special	California Memphis Gold Ball Freight	Local Freight
Tuesday Thursday Saturday	Daily	Daily	Daily			LEAVE							
AM 7.15	PM 7.00 ¹¹¹	PM 6.40 ⁹⁹¹	AM 3.20	61	734	C. R. I. & P. Ry.				AM 10.15	AM 12.45	AM 4.00 ⁵¹	PM 5.00
f 7.45	7.25	g 6.55	f 3.35 ⁹⁹²	51		SA..... SAYRE YARD..... TO z627	627.0		FWT	g 9.58	f 12.30	3.35	f 4.25
s 8.40	7.50	s 7.10	s 3.51	58	92	HEXT.....				s 9.47	s 12.18	2.35	s 4.00
s 9.33 ¹¹²	8.20	f 7.25	s 4.08	52	34	RI..... ERICK..... TO z641	641.0	14.0	W	f 9.33	s 12.03	1.50	s 3.25
						TEXOLA.....							
						C. R. I. & G. Ry.							
f 9.38	8.25	g 7.27	f 4.11	35		BO..... BENONINE..... TO z650	649.9	22.9		g 9.30	f 11.59	1.40	f 3.05
f 9.51	8.40	g 7.35	f 4.19	51		FULLER.....				g 9.23	f 11.52	1.25	f 2.45
s 10.45	9.30	s 7.56	s 4.42	61	200	SE..... SHAMROCK..... TO z665	664.4	37.4	W	s 9.07	s 11.35	12.45 ^{AM}	s 1.55
f 11.10	9.50	g 8.08	f 4.56	50	33	RS..... LELA..... TO z671	670.5	43.5	W	g 8.51	f 11.17	11.45 ^{PM}	f 12.55
s 11.35	10.15	g 8.20	f 5.10	46	5	MS..... RAMSDELL..... TO z677	677.0	50.0		g 8.40	f 11.06 ⁹⁹¹⁻⁹⁹²	11.20 ⁵²⁻⁹⁹¹	s 12.35
11.55 ^{AM}	10.55 ⁵²⁻⁹⁹²	8.30	5.20	55		WHITED.....				8.29	10.55	10.55	12.16
						McLEAN.....				f 8.20	s 10.45	10.15	PM 12.01 ^{AM}
s 12.59	11.55	f 8.45	s 5.38	51	96	YD..... ALANREED..... TO z696	698.0	69.0		g 8.02	s 10.27	9.33 ¹¹¹	s 10.45
s 1.25	12.40 ^{AM}	g 9.00	s 5.55	56	28	ROCKLEDGE.....				g 7.48	f 10.15	9.11	f 10.25
f 1.45	1.10	g 9.11 ⁹⁹²	f 6.08	51	32	CH..... JERICHO..... TO z708	708.0	81.0	W	g 7.36	s 10.04	8.46	s 10.10
s 2.10	1.40	g 9.21	s 6.20	51	12	BOYDSTON.....				g 7.25	f 9.53	8.30	f 9.55
f 2.30	2.00	g 9.31	f 6.30		8	GR..... GROOM..... TO z719	719.3	92.3	Y	f 7.15	s 9.42 ¹¹¹	8.15	s 9.40
s 3.00	2.25	f 9.42 ⁵²	s 6.42	51	40	LARK.....				g 7.00	f 9.23	7.50	f 9.10
f 3.35	2.55	g 9.56	f 7.00 ¹¹²	55	21	CU..... CONWAY..... TO z735	735.0	108.0		f 6.46	s 9.07	7.25	s 8.45
s 3.58	3.25	f 10.11	f 7.18	50	35	YARNALL.....				g 6.31	f 8.50	7.00	s 8.20
						ROYAL.....				g 6.16	f 8.33	6.30	f 7.52 ⁵¹
						P. & S. F. Ry. Crossing.....							
5.10 ^{PM}	5.15 ^{AM}	11.00 ^{PM}	8.10 ^{AM}	88	1500	DS..... AMARILLO..... TO z762	760.7	133.7	FWTY	6.00 ^{AM}	8.15 ^{PM}	6.00 ^{PM}	7.15 ^{AM}
						LEAVE				Daily	Daily	Daily	Monday Wed. Friday
						133.7							
						AVERAGE SPEED PER HOUR.....				31.1	29.7	13.4	13.7
						SCHEDULE TIME.....				4.15	4.30	10.00	9.45

WESTWARD

MAIN LINE

EASTWARD

Second Class	FIRST CLASS	Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 4 STATIONS Time Table No. 17 August 18, 1929				Station Numbers	M. P. Distance from Memphis	Distance from Amarillo	Fuel, Water, Turn Tables and Wye	FIRST CLASS	Second Class
991	111			112	992								
California Oklahoma Louisiana Gold and Red Ball	Memphis Californian			LEAVE							Memphis Californian	California Memphis Gold Ball Freight	
Daily	Daily			C. R. I. & G. Ry.							AM	PM	
AM 8.00	PM 11.20	88	1500	DS.....	AMARILLO.....	TO	z 762	760.7		FWTY	AM 3.00	PM 4.00	
f 8.25	f 11.32	50	15	.....	SONCY.....		z 768	767.1	6.4	.....	f 2.43	f 3.35
f 8.45	s 11.43	.....	15	.....	BUSHLAND.....		z 775	773.9	13.2	W	s 2.30	f 3.15
s 9.10	s 11.56	36	49	WO.....	WILCORADO.....	TO	z 783	782.0	21.3	.....	s 2.15	s 2.50
9.35	PM 12.07	37	.....	.....	EVERETT.....		z 789	789.4	28.7	.....	2.02	2.25
s 10.10	s 12.20	54	60	GA.....	VEGA.....	TO	z 796	795.0	34.3	WY	s 1.52	s 2.00	
f 10.15	f 12.24	.....	20	.....	ONTARIO.....		z 798	796.9	36.2	.....	f 1.46	f 1.40
10.35	12.34	.....	7	.....	LANDERGIN SPUR.....		z 804	802.6	41.9	.....	1.37	1.20
s 11.05	s 12.45	57	27	DR.....	ADRIAN.....	TO	z 810	808.8	48.1	F	s 1.27	s 12.55	
11.30	12.55	15	.....	.....	CAP ROCK SPUR.....		z 815	815.0	54.3	.....	1.17	12.30
f 12.05	f 1.05	52	.....	.....	BOISE.....		z 821	821.5	60.8	W	f 1.05	f 12.05
PM 992	112	.....	15	GN.....	GLENRIO.....	TO	z 833	832.3	71.6	W	s 12.43	s 11.15
s 1.00	s 1.22	65	.....	C. R. I. & P. Ry.								
s 1.25	s 1.30	.....	10	ND.....	ENDEE.....	TO	z 838	836.9	77.2	.....	s 12.30	s 10.45
f 2.10	f 1.43	10	.....	.....	BARD.....		z 846	845.3	84.6	.....	f 12.13	f 10.10
s 2.45	s 1.52	65	20	SJ.....	SAN JON.....	TO	z 851	850.3	89.6	.....	s 12.02	s 9.50
3.25	2.06	7	.....	.....	OIL SPUR.....		z 859	859.0	98.3	.....	11.45	9.00
f 4.00	f 2.16	56	.....	.....	LESBIA.....		z 866	865.1	104.4	.....	f 11.31	8.35
4.45	2.27	.....	.....	.....	LAKE JUNCTION.....		z 873	872.5	111.8	.....	11.15	8.05
5.00	2.30	90	1928	KN.....	TUCUMCARI.....	TO	z 875	874.2	113.5	FWTY	11.10	8.00	
PM 94-99	AM 3-11	.....	.....	113.5 LEAVE							Daily	Daily
12.6	35.8	.....	.....	AVERAGE SPEED PER HOUR.....							29.6	14.2
9.00	3.10	.....	.....	SCHEDULE TIME.....							3.50	8.00

H. E. McMULLEN, Asst. Supt.,
Amarillo, Texas. } Sayre to Tucumcari.
W.E. DANVER, Asst. Master Mechanic,
Amarillo, Texas. } Amarillo to Gruver.

T. S. BARNES, Chief Dispatcher, Amarillo, Texas.
J. C. HAMMACK,
T. M. GAVIN,
H. B. TOWNSLEY, } Dispatchers, Amarillo, Texas.
I. N. WINANS,

Amarillo-Canadian River Branch

WESTWARD EASTWARD

TIME TABLE RULES

Main track derails between Sanford and Oil City are located at
 M.P. 43 and 34 poles
 M.P. 46 and 5 poles
 M.P. 46 and 33 poles
 M.P. 48 and 13 poles
 Derails are indicated by caution boards and derail signs.

Sub-Division 7 between Sanford and Canadian River has a maximum grade of 3.6% and between Canadian River and Oil City 2.5%. Eastbound trains must stop at Sanford and westbound trains at Oil City and make standing air brake test as provided in Operating Rule 109, and pages 7 to 32, inclusive, form M.P. 141 air brake rules. Trains must not leave Sanford or Oil City to descend to Canadian River unless 85% of all air brakes are operative, retainers turned in accordance with Rule 104 M.P. 141, locomotive supplied with sand and a sufficient number of hand brakes applied to insure safety. Cars must not be shoved down these descending grades unless a sufficient number of hand brakes have been set to control the movement of every car. After descending maximum grades—stop—turn down retainers—carefully inspect wheels and brake rigging.

Should trains stall in ascending grades to Sanford or Oil City they are prohibited from backing down to make a run for the hill.

Eastbound trains doubling will, whenever rear of train clears Canadian River bridge signal, cut off to clear main track derail M.P. 46 and 33 poles and set derail in derailing position while doubling to Oil City.

Westbound, leave rear portion of train between switches Antelope and line west switch for siding while doubling to Sanford.

	Second Class		Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 7 STATIONS	Station Numbers	M. P. Distance from Memphis	Distance From Amarillo	Fuel, Water, Turn Table and Wye	Second Class
	567				Time Table No. 17					568
	Mixed				August 18, 1929					Mixed
	Tuesday Thursday Saturday				LEAVE					
	AM 6.15	55	75	75	GU..... C. R. I. & G. Ry. GRUVER..... TO	zp 91	851.4	90.7	FWY	PM 3.30
	f 6.45	58			..... CATOR.....	zp 82	842.5	81.8		f 2.55
	s 7.15	60	34	34	MB..... MORSE..... TO	zp 75	836.1	75.4		s 2.30
	f 7.40	60	34	34	..... PRINGLE.....	zp 67	828.0	67.3		f 2.00
	s 8.55	58	55	55	FN..... STINNETT..... TO	zp 57	818.2	57.5	WY	s 1.20
	f 9.25	49	42	42	..... OIL CITY.....	zp 49	809.7	49.0	W	f 11.35
	f 9.50	23			..... ANTELOPE.....	zp 46	806.6	45.9		f 11.15
	s 10.15	32	43	43	RD..... SANFORD..... TO	zp 43	804.5	43.8	W	s 11.05
	f 10.50	100	75	75	..... FRITCH.....	zp 37	798.0	37.3		f 10.35
	f 11.05	20			..... DEAL.....	zp 33	794.2	33.5		f 10.23
	f 11.25	70			..... WILHELM.....	zp 29	789.6	28.9		f 10.10
	f 11.45	62			..... GREENOUGH.....	zp 23	784.6	23.9		f 9.55
	AM 12.10	61	17	17	..... WILLTON.....	zp 19	779.8	19.1	W	f 9.40
	f 12.35	106	20	20	..... MASTERSON.....	zp 13	773.9	13.2		f 9.17
	f 1.00	61			..... MAYER.....	zp 5	767.5	6.8		f 8.55
					..... P. & S. F. Crossing..... UX		762.6	1.9		
	1.30 PM	88	1500	1500	DS..... AMARILLO..... TO	z 762	760.7		FWTY	8.30 AM
					90.7 LEAVE					Monday Wed. Friday
	12.5				..... AVERAGE SPEED PER HOUR.....					13.0
	7.15				..... SCHEDULE TIME.....					7.00

TIME TABLE RULES

On Sub-Division Number 7, between Fritch and Stinnett, due to the fact that fills are not fully settled and that there is considerable loose dirt and rock on sides of cuts, all trains must watch carefully for rock and dirt slides and fills settling—particularly after heavy rains.

TRAINS MUST MOVE THROUGH THIS TERRITORY AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.

The Canadian River bridge, between M.P. 46 and 5 poles and M.P. 46 and 33 poles is used jointly for highway travel and train operation; train operation is protected at each end of this bridge by standard Color Light Signals indicating stop (See rule 601-a) and proceed (See rule 601-c). All trains will approach Canadian River bridge prepared to stop at Signal and must not proceed until signal indicates proceed (except per rule 663) and then must move over this bridge **UNDER CONTROL AND AT A SPEED OF NOT OVER TEN (10) MILES PER HOUR.**

Before crossing Canadian River Bridge on Sub-Division 7, coal burning engines must stop, flood ash pan, inspect carefully to see that no fire can drop from engine.

Coal should not be applied to fire while crossing bridge if possible to avoid, and grates must not be shaken.

TIME TABLE RULES

1. ON SINGLE TRACK, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. (SEE GENERAL RULE 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.

3b. A train using form "G" order, example 2, may leave turning point without clearance form "A" when such point is not an open train order office and train order signal governing trains in both directions is in proceed position.

4. Train register books (see General Rule 83a) are located at

Herington Yard Office (Freight Trains)	Bucklin (Sub-division 40a Trains) Dodge City	Sayre Yard Amarillo Yard Office (Freight Trains)
Herington Passenger Station (Passenger Trains)	Liberal Dalhart	Amarillo Passenger Station (Passenger Trains)
Pratt	Tucumcari	Gruver

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 located at

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

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 Yard
Herington Passenger Station	Dalhart	Amarillo Yard Office
Pratt	Tucumcari	Amarillo Passenger Station
		Gruver

7. Company Surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER, <i>Chief Surgeon.</i>	Chicago, Ill.	1020 LaSalle Station Phone Wabash 3900, Ring 53	4539 Oakenwald Ave. Phone Oakland 0097.
DR. A. E. HARRISON, <i>Surgeon and Examiner.</i>	Herington, Kan.	Harrison Building. Phone 171.	512 S. Broadway Phone 168
DR. A. B. HARRISON, <i>Substitute.</i>	Herington, Kan.	Harrison Building. Phone 171.	
DR. CLINTON R. LITTLE, <i>Local Surgeon.</i>	McPherson, Ks.	Corner Main and Kansas Ave. Phone 353.	321 So. Walnut St. Phone 353-386.
DR. J. E. FOLTZ, <i>Local Surgeon.</i>	Hutchinson, Ks.	202 North Main st. Phone 235 W.	1500 North Main st. Phone 255 R.
DR. W. F. BERNSTORF, <i>Div'n Surgeon and Examiner.</i>	Pratt, Kan.	First National Bank Bldg. 223 So. Main Street. Phone 97.	702 West Third St. Phone 4139.
DR. M. C. JENKINS, <i>Oculist and Aurist.</i>	Pratt, Kan.	First National Bank Building, Phone 492.	301 South High St. Phone 491.
DR. E. M. CARTER, <i>Local Surgeon.</i>	Greensburg, Ks.	Phone 9002.	Phone 9003.
DR. T. L. MCCARTHY, <i>Consulting Surgeon.</i>	Dodge City, Kan.	Cor. Second ave. and Chestnut st. Phone 53.	N. E. cor. First ave. and Locust St. Phone 58.
DR. CLAUDE E. McCARTY, <i>Local Surgeon.</i>	Dodge City, Kan.	McCarty & McCarty Hospital. 104 W. Spruce St. Phone 98.	608 West Cedar St. Phone 71.
DR. C. E. BANDY, <i>Local Surgeon.</i>	Bucklin, Kan.	Ballinger Bldg. Phone 158.	Phone 146.
DR. WM. F. FEE, DR. H. W. DAVIS, DR. A. M. MORROW, <i>Local Surgeon and Examiner.</i>	Meade, Kan. Plains, Kan. Liberal, Kan.	Telephone 553 Citizens State Bank Bldg., 101 East Second St.	Telephone 552 Phone 28.
DR. D. R. MACLEOD	Tyrone, Okla.	Rooms 1-2, First Nat. Bank Bldg.	Florence and Sixth Phone 82 L.
DR. W. J. RISEN, DR. P. M. HARGRAVE, DR. JOHN W. NORVALL, DR. G. WALLAR DAWSON, <i>Surgeon and Examiner.</i>	Hooker, Okla. Texhoma, Okla. Stratford, Tex. Dalhart, Tex.	Telephone 22. Telephone 29. 104 Denrock Ave. Phone 11.	Telephone 22. Telephone 53.
DR. W. A. DAWSON, <i>Substitute</i>	Dalhart, Tex.	Trans-Canadian Sanitarium Telephone 11.	
DR. G. O. POSEY, DR. M. M. THOMPSON, DR. J. M. DOUGHTY, DR. W. L. BROWN	Naravisa, N.M. Logan, N. M. Tucumcari, N.M. El Paso, Tex.	147 West Martinez st. Hospital. Phone 50.	Telephone 154 Telephone 161.

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

7. Company Surgeons, Continued.

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 <i>Oculist and Aurist.</i>	Sayre Erick Shamrock McLean Groom Amarillo Amarillo	1st Nat'l Bank Bldg. Phone 31. Over Farmers Nat'l Bank. Phone 17. Shamrock Drug Store. Phone 185. Phone 22. Beeson Building. Phone 64. Fisk Med. & Prof. Bldg. Phone 5217 Fisk Med. & Prof. Bldg. Phone 4414
DR. F. A. COLLINS DR. C. A. WILLIAMS DR. S. A. SOUTHWELL	Vega Gruver, Tex. Stinnett, Tex.	Office Phone 31.
		5th & Locust. Tel. 188 Telephone 48 Telephone 40 Telephone 102 Telephone 44 Telephone 7031 Telephone 21822
		Telephone 8

7a. Official hospitals are located as follows:

NAME	PLACE	OFFICE LOCATION	TELEPHONE
Herington	Herington, Kan.	Broadway & Oak Streets.	City 902. Mutual 209.
Ninnescah	Pratt, Kansas	112 North Ninnescah	Phone 54
Epworth	Liberal Kan.	524 North Washington St.	Phone 21
St. Anthony San.	Amarillo, Tex.	708 North Polk St.	Phone 150 and 2837
Loretto Hospital	Dalhart, Tex.	1411 Denver Avenue	Phone 444

7b. Prompt report must be made of all accidents, including 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 (Form 588) must be made at once as per instructions thereon. Names and addresses of witnesses, particularly outside witnesses, must be secured and reported. Mail reports of all accidents and casualties must be promptly made, using the following forms.

Personal Injury Report—(Form G41 or G42 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. CARLIDGE, Topeka, Kansas; W. P. WILLIAMS, Fort Worth, Texas.

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

<p>Opposite Stations: "B"—Block Station. "TO"—Train Order Station, "W"—Water Station. "F"—Fuel Station. "T"—Turn Table. "Y"—Wye. "UX"—Railroad Crossing not protected by interlocking.</p>	<p>Opposite Schedule Figures: "g"—Regular Stop. "m"—Stop for Meals. "f"—Flag Stop. "g"—Flag Stops for any purpose as specified by time-table rule.</p>
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With advance reservation No. 3 will stop on signal at any station Hutchinson and east for revenue passengers for El Paso and points west where train is scheduled to stop, including any point in California, and will stop at Dalhart for passengers ticketed from F. W. D. C.—C. & S. Ry. points to El Paso and beyond.

No. 4 will stop at Dalhart to discharge passengers ticketed from El Paso and beyond to points on F. W. D. C.—C. & S. Ry., and will stop at Hutchinson and any point east to discharge passengers from El Paso and west.

No. 11 will stop at Greensburg to discharge revenue passengers from Hutchinson and points east where train scheduled to stop.

No. 11 will stop at all stations east of Liberal for revenue passengers destined to points Guymon and west where train is scheduled to stop and for El Paso and beyond.

No. 12 will stop at any station east of Liberal to discharge revenue passengers from stations west of Liberal and to pick up passengers destined to points on Clay Center line and Topeka and east.

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

Nos. 111-112 will stop at Alanreed to receive or discharge revenue passengers to or from El Reno and beyond where scheduled to stop; also to receive or discharge revenue passengers to or from Amarillo.

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

No. 112 will stop on flag at Lela for revenue passengers for Oklahoma City and beyond—where No. 112 is scheduled to stop.

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 Tangent Curve	PASSENGER Curve	FREIGHT Tangent Curve	FREIGHT Curve
Sub-Division 39, except as shown below	55	45	40	25
Trains handling loaded tank cars			35	25
Pratt Yard between Outside Switches	10	10		
Hutchinson through City Limits	6	6	6	6
Sub-Division 40, except as shown below	55	45	40	25
M. P. 417 to M. P. 421	30	30	20	20
Trains handling loaded tank cars			35	25
Liberal Yard between Outside Switches	10	10		
On Cudahy Silica Spur			15	15
Sub-Division 40A, except as shown below	25	20	20	15
Dodge City, through Yard Limits	6	6	6	6
Sub-Divisions 41 and 5, except as shown below	55	45	40	25
Liberal and Dalhart Yards between Outside Switches	10	10		
Trains handling loaded tank cars			35	25
Sub-Divisions 6 and 42, except as shown below	55	45	40	25
Dalhart Yard between Outside Switches	10	10		
Over Canadian River Bridge No. 6165	25		10	
Trains handling loaded tank cars			35	25
Between Amarillo Division Jct. and Passenger Depot Tucumcari	Under control			
Sub-Divisions 3 and 4, except as shown below	45	30	30	25
Trains handling loaded tank cars			25	20
Over Red River Bridge 6282	10		10	
Over P. and S. F. Crossing M. P. 759.5	20		10	
Between F. W. D. C. Viaduct and P. & S. F. Interlocker, Amarillo	Under control			
Over 7th St. M. P. 762 and Western Ave. M. P. 762 and 23 poles, Amarillo	10		10	
Over Bridge 8628	10		10	
Over Bridge 8605	20		20	
Sub-Division 7, except as shown below	45	30	30	25
Between Fritch and Sanford and between Oil City and Stinnett	20	20	20	20
Between Sanford and Oil City	15	15	15	15
Over Canadian River Bridge, M.P. 46.5	10		10	
Trains handling loaded tank cars between Amarillo and Fritch and between Stinnett and Gruver			25	20
Over two P. and S. F. Crossings M. P. 1.9	10		10	
GENERAL SPEED RESTRICTIONS				
Engines on Turnouts or Wyes		4		4
Over Railroad Crossings at Grade Interlocked	25		20	
Except Over P. and S. F. Crossing Sub-Division 3, M.P. 759.5	20		10	
Over Railroad Crossings at Grade Not Interlocked	10		10	
Passing Coal Chutes on Main Track	30		30	
Trains hauling dead engines with main rods down			25	15
Trains hauling dead engines with all rods down			15	10
Trains hauling steam derricks, pile drivers, steam shovels, coal hoists, etc.			20	20
Except between Sanford and Oil City Sub-Division 7			15	15
Engines backing up	15	15	15	15
Light engines running forward not to exceed freight train speed.				
Maximum speed of freight engines between Herington and Tucumcari:				
2-10-2 type engines 3000 class	30	20	30	20
All other freight engines	40	40	40	25
Maximum speed of freight engines Sub-Divisions 3-4 and 7	30	25	30	25

TIME TABLE RULES—Continued.

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

38. "The rear trainman and, when a train has more than one engine, each engine-man 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.

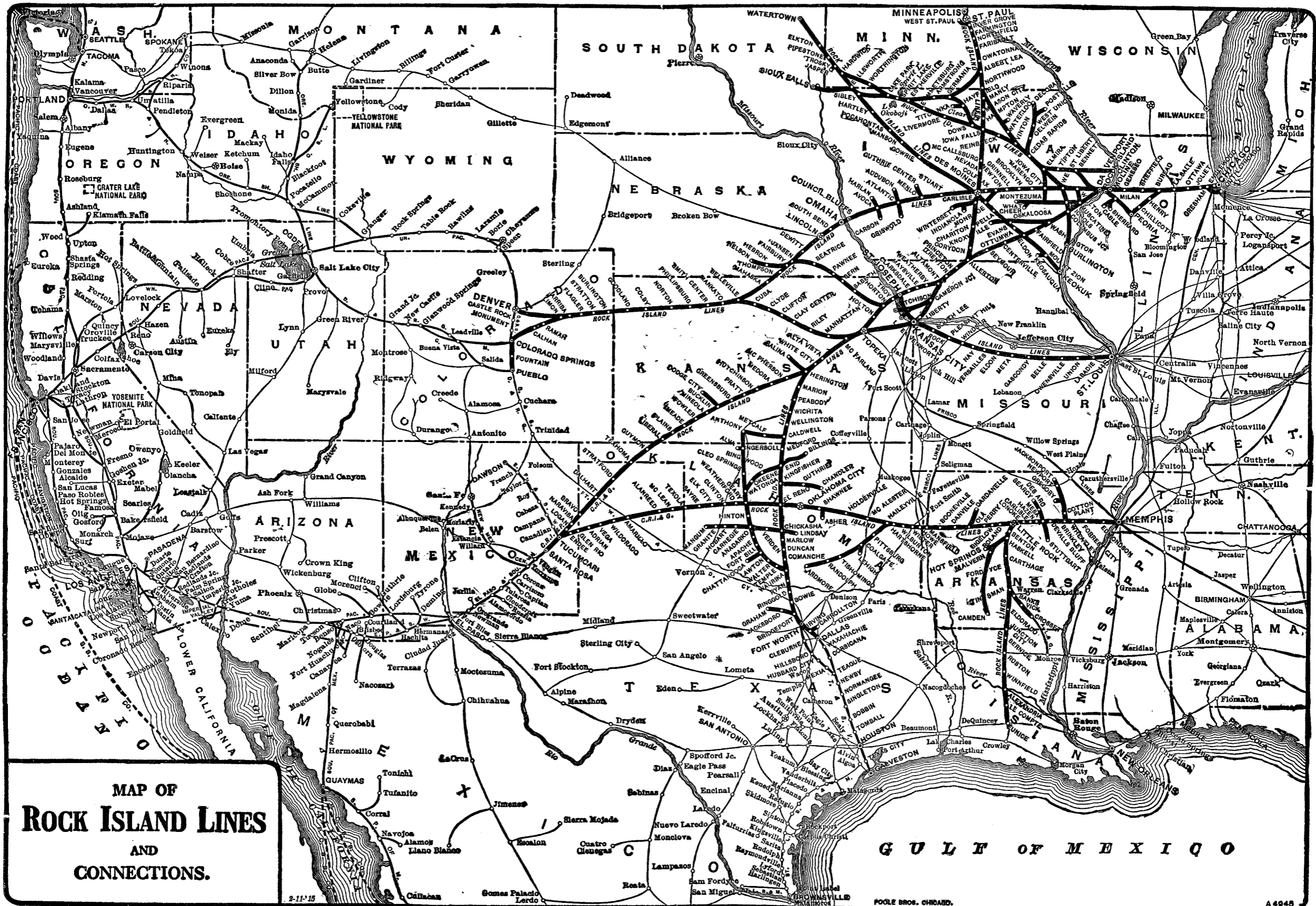
EMERGENCY TELEPHONES

— at —

Rishel	Joy	Conlen	Exit
Waldeck	Advance	Irwin	Obar
Imogene	Missler	Chamberlin	Gravel Pit
Hutchinson "Santa Fe Interlocker"	Hayne	Hitt	Sand Springs
Morton	Liberal	Dalhart	Canode
Whiteside	"East End Yard"	"East End Yard"	
Pratt "East End Yard"	Stone	Wagner	Hudson
Smalley	Junior	Rehm	Adberg
Brenham	Stevens	King	Lake Jct. Wye
	Brickel	Lane	

STATION	Occupation	Regular Hours Week Days		Regular Hours Sundays-Holidays	
		From	To	From	To
Herington.....		Continuous		Continuous	
Ramona.....	Agent and Tel.	7:30 am	4:30 pm	7:30 am	4:30 pm
Tampa.....	Agent and Tel.	8:30 am	5:30 pm	1:00 pm	5:30 pm
Durham.....	Agent and Tel. 2d trick. 3d trick.	8:00 am 4:00 pm 12:00 mid.	4:00 pm 12:00 mid. 8:00 am	8:00 am 4:00 pm 12:00 mid.	4:00 pm 12:00 mid. 8:00 am
Canton.....	Agent and Tel.	8:30 am	5:30 pm	1:30 pm	5:30 pm
Galva.....	Agent and Tel.	8:30 am	5:30 pm	8:30 am	5:30 pm
McPherson.....		Continuous		Continuous	
Groveland.....	Agent and Tel.	8:30 am	5:30 pm	12:30 pm	5:30 pm
Inman.....	Agent and Tel.	8:30 am	5:30 pm	1:30 pm	5:30 pm
Medora.....	Agent and Tel.	8:00 am	4:00 pm	8:00 am	4:00 pm
Hutchinson.....		Continuous		Continuous	
Partridge.....	Agent and Tel.	8:00 am	5:00 pm	8:00 am	10:00 am
Arlington.....	1st trick. 2d trick. 3d trick.	8:00 am 4:00 pm 12:00 mid.	4:00 pm 12:00 mid. 8:00 am	8:00 am 4:00 pm 12:00 mid.	4:00 pm 12:00 mid. 8:00 am
Langdon.....	Agent and Tel.	7:30 am	4:30 pm	12:45 pm	2:45 pm
Turon.....	Agent and Tel.	7:00 am	4:00 pm	7:30 am	9:30 am
Preston.....		Continuous		Continuous	
Natrona.....	Agent and Tel.	8:00 am	5:00 pm	8:00 am	10:00 am
Pratt.....		Continuous		Continuous	
Cullison.....	Agent and Tel.	7:30 am	4:30 pm	9:30 am	1:30 pm
Wellsford.....	Agent and Tel.	8:00 am	4:00 pm	9:30 am	1:30 pm
Haviland.....	Agent and Tel.	7:30 am	4:30 pm	9:30 am	1:30 pm
Greensburg.....		Continuous		Continuous	
Mullinville.....	Agent and Tel.	7:00 am	4:00 pm	10:00 am	1:00 pm
Bucklin.....		Continuous		Continuous	
Ford.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Dodge City.....	Agent and Tel.	8:00 am	5:00 pm	9:00 am	11:00 am
Kingsdown.....	Agent and Tel.	7:15 am	4:15 pm	11:00 am	1:00 pm
Bloom.....	Agent and Tel.	7:30 am	4:30 pm	11:00 am	1:00 pm
Minneola.....		Continuous		Continuous	
Fowler.....	Agent and Tel.	8:00 am	5:00 pm	11:00 am	1:00 pm
Meade.....		Continuous		Continuous	
Plains.....		Continuous		Continuous	
Kismet.....	Agent and Tel.	8:30 am	5:30 pm	10:00 am 3:30 pm	1:00 pm 5:30 pm
Arkalon.....	Agent and Tel.	8:30 am	5:30 pm	12:30 pm	2:30 pm
Liberal.....		Continuous		Continuous	
Tyrone.....	Agent and Tel.	8:30 am	5:30 pm	1:45 pm	4:45 pm
Hooker.....		Continuous		Continuous	

STATION	Occupation	Regular Hours Week Days		Regular Hours Sundays-Holidays	
		From	To	From	To
Optima.....	Agent and Tel.	8:30 am	5:30 pm	2:15 pm	4:15 pm
Guymon.....		9:00 am 8:30 pm	5:00 pm 4:30 am	9:00 am 8:30 pm	5:00 pm 4:30 am
Goodwell.....	Agent and Tel.	8:30 am	5:30 pm	2:30 pm	4:30 pm
Texhoma.....	Agent and Tel. 2d trick.	9:00 am 10:30 pm	5:00 pm 6:30 am	2:00 pm 10:30 pm	5:00 pm 6:30 am
Stratford.....		Continuous		Continuous	
Dalhart.....		Continuous		Continuous	
Middlewater.....	Agent and Tel. 2d trick.	9:00 am 6:00 pm	5:00 pm 2:00 am	Closed 6:00 pm 2:00 am	
Romero.....	Agent and Tel.	8:30 am	5:30 pm	11:00 am	1:00 pm
Naravisa.....		Continuous		Continuous	
Logan.....	Agent and Tel.	8:30 am	5:30 pm	10:00 am	12:00 noon
Tucumcari.....		Continuous		Continuous	
Sayre.....		Continuous		Continuous	
Erick.....	Agent and Tel. 2d trick.	8:00 am 8:00 pm	4:00 pm 4:00 am	8:00 am 8:00 pm	10:00 am 4:00 am
Texola.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Benonine.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Shamrock.....	1st trick 2d trick	8:00 am 10:45 pm	4:00 pm 6:45 am	8:00 am 10:45 pm	10:00 am 6:45 am
Lela.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Ramsdell.....	Agent and Tel.	8:30 pm	5:30 am	8:30 pm	5:30 am
McLean.....		Continuous		Continuous	
Alanreed.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Jericho.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Groom.....	Agent and Tel. 2d trick.	6:15 am 2:15 pm	2:15 pm 10:15 pm	6:15 am 8:15 pm	8:15 am 10:15 pm
Conway.....	Agent and Tel.	8:00 am	5:00 pm	Closed	
Amarillo.....		Continuous		Continuous	
Wildorado.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Vega.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Adrian.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Glen Rio.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Endee.....	Agent and Tel.	7:00 pm	4:00 am	11:30 pm	2:30 am
San Jon.....	Agent and Tel.	7:30 am	4:30 pm	Closed	
Sanford.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Stinnett.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Morse.....	Agent and Tel.	7:30 am	4:30 pm	Closed	
Gruver.....	Agent and Tel.	6:00 am	3:00 pm	Closed	



MAP OF
ROCK ISLAND LINES
AND
CONNECTIONS.

GULF OF MEXICO