

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY
CHICAGO, ROCK ISLAND & GULF RAILWAY
SECOND DISTRICT
EL PASO-AMARILLO DIVISION
No. 10.—TIME TABLE—No. 10.

Taking Effect Sunday, Sept. 13, 1925, at 12:01 A. M.

CENTRAL TIME

Superseding El Paso-Amarillo Division Time Table No. 9.

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.

W. J. TOLLERTON,
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.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS					SUB-DIVISION 39							FIRST CLASS			SECOND CLASS			THIRD CLASS		
81	99	91	3	11	1			STATIONS							12	4	2	92	94	98	80			
Local Freight	Kan. City Tucumcari Red Ball	California Gold Ball Freight	Golden State Limited	Passenger	Passenger	Capacity of Sidings	Capacity of Other Tracks	Time Table No. 10					Station Numbers	M. P. Distance from St. Joseph	Distance from Herington	Fuel, Water, Turn Table and Wye	Passenger	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			Sept. 13, 1925																
AM 7.30	PM 1.30	AM 8.00	PM 3.50	PM 1.20	AM 4.45		856	LEAVE										PM 12.20	PM 2.35	AM 1.50	PM 7.45	PM 9.50	AM 1.4.20	PM 5.45
7.45	1.55	8.25	3.58	1.30	4.55	77		RI.....	HERINGTON.....	TO	670	171.4		FWTY			12.09 PM	2.25	1.38	7.15	9.30	4.00	5.25	
									4.4		675	175.8	4.4											
									1.7			177.5	6.1											
									2.0															
s 8.05	2.20	8.45	4.05	1.36	5.03	56	16	NA.....	RAMONA.....	TO	678	179.5	8.1			12.02 AM	2.20	1.33	7.00	9.20	3.45	5.15		
s 8.30	2.40	9.08	4.17	1.46	5.15	58	42	HA.....	TAMPA.....	TO	684	185.7	14.3			11.49 AM	2.10	1.16	6.30	9.00	3.25	4.50		
s 9.00	3.10	9.30	4.29	2.00	5.27	50	37	DK.....	DURHAM.....	TO	690	191.8	20.4	W		11.37 AM	2.00	12.59	6.00	8.40	3.05	4.29		
f 9.20	3.40	10.05	4.41	2.14	5.39	58	8		6.6		697	198.4	27.0			11.25	1.45	12.42	5.20	8.18	2.45	3.40		
s 9.45	4.05	10.35	4.52	2.25	5.52	55	29	CN.....	6.4		703	204.8	33.4			11.13 AM	1.30	12.25	4.52	7.55	2.25	3.10		
s 10.10	4.30	11.03	5.02	2.37	6.03	77	43	GA.....	5.9		709	210.7	39.3	W		11.03 AM	1.20	12.11	4.30	7.35	2.05	2.37		
									6.9			217.6	46.2											
s 10.50	5.15	11.50 AM	5.15	2.50	6.20	55	52	MC.....	0.3		716	217.9	46.5			10.50 AM	1.08	11.54	3.40	7.00	1.40	1.55		
									1.4			219.3	47.9											
s 11.20	5.45	12.15 PM	5.26	3.01	6.31	55	27	GV.....	5.0		723	224.3	52.9	W		10.35 AM	12.57	11.36	3.01	6.40	1.20	1.20		
s 11.50 AM	6.20	12.48	5.36	3.10	6.41	67	34	QN.....	5.1		728	229.4	58.0			10.25 AM	12.48	11.26	2.30	6.20	1.05	12.48		
									6.7				64.7											
s 12.15 PM	6.45	1.15	5.46	3.20	6.51	55	52	DM.....	0.0		734	236.1	64.7			10.15 AM	12.38	11.14	1.55	6.02	12.45	12.15 AM		
12.30	7.00	1.30	5.52	3.26	6.57	55			3.5		738	239.6	68.2			10.08	12.30	11.08	1.30	5.52	12.35	11.59		
									3.7			243.3	71.9											
									1.6			244.8	73.5											
s 1.05	7.55	2.05	6.08	3.40	7.20	116	328	SU.....	0.4		744	245.4	73.9	FWY		9.55	12.18	10.55	1.05	5.00	12.15	11.45		
									0.7			246.1	74.6											
									0.4			246.5	75.0											
1.20	8.05	2.20	6.12	3.45	7.24	83	137		0.5		746	247.0	75.7			9.41	12.10 PM	10.43	12.10 AM	4.25	11.50	11.05		
f 1.30	8.15	2.30	6.18	3.52	7.32	76	15		3.5		749	250.5	79.2			9.36	12.05 AM	10.38	11.50	4.15	11.40	11.05		
s 1.50	8.40	2.55	6.25	4.00	7.40	55	21	GR.....	5.4		754	255.9	84.6			f 9.30	11.59	10.30	11.35	4.00	11.30	10.40		
s 2.20	9.15	3.20	6.35	4.13	7.54	66	34	RT.....	6.6		761	262.5	91.2	W		s 9.20	11.50	10.17	11.15	3.20	11.10	10.15		
									8.7															
s 2.45	10.00	3.50	6.47	4.27	8.10	66	31	NO.....			770	271.2	99.9			f 9.06	11.35	10.00	10.50	2.45	10.45	9.30		
s 3.30	10.25	4.15	6.58	4.39	8.23	55	29	KO.....	6.3		776	277.5	106.2	W		f 8.52	11.23	9.47	10.35	2.25	10.25	9.05		
									0.1			277.6	106.3											
4.00	10.50	4.55	7.10	4.55	8.38	67	33	RS.....	7.8		784	285.4	114.1			f 8.38	11.10	9.30	10.10	2.05	9.55	8.38		
									0.1			285.5	115.2											
f 4.25	11.10	5.40	7.20	5.07	8.50	55	22	A.....	6.6		791	292.1	120.8			g 8.26	11.00	f 9.15	9.50	1.45	9.30	7.55		
4.45 PM	11.30 PM	6.10 PM	7.35 PM	5.20 PM	1.9.00 AM	54	799	N.....	5.9		797	298.0	126.6	FWT		8.16 AM	10.50 AM	9.05 PM	9.30 AM	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	33.8	31.5	29.8			AVERAGE SPEED PER HOUR.....								31.1	33.8	26.6	12.3	15.1	17.4	12.5		
9.15	10.00	10.10	3.45	4.00	4.15			SCHEDULE TIME.....								4.04	3.45	4.45	10.15	8.25	7.15	10.10		

EASTWARD

EASTWARD

2

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			12	4	2	98					92	94	84				
Local Freight	Kan. City Tucum-cari Red Ball	California Gold Ball Freight	Golden State Limited	Passenger	Passenger			Time Table No. 10 Sept. 13, 1925								Passenger	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			LEAVE														
C. R. I. & P. Ry.																						
AM 7.00 ₄	PM 12.01	AM 6.00	PM 11.50 _{PM}	PM 10.10	PM 1.55	95	1500	RA.....	LIBERAL.....	TO	933	434.2	.....	FWTY	AM 4.15	AM 85 6.40 ₉₁	PM 1 3.40	PM 12.30 _{PM 99}	PM 9.25	AM 5.20	PM 2.40	
7.15	12.15 ₉₈	6.27 ₄	12.01 _{AM}	10.19	2.04	77		.....	STONE.....		939	440.0	5.8	.....	4.00	6.27	3.27	12.15 _{AM}	9.00	5.02	2.25 ₁	
s 7.45	12.40	6.45	12.08	f 10.29	s 2.12 ₈₄	55	39	RO.....	TYRONE.....	TO	943	444.0	9.8	.....	f 3.53	6.20	s 3.20	11.59	8.45	4.50	s 2.12 ₉₉	
s 8.40	1.35 ₈₄	7.20	12.23	s 10.48	s 2.30	55	69	HO.....	HOOKER.....	TO	953	454.3	20.1	W	s 3.38	6.03	s 3.04	11.20	8.05	4.25	s 1.35	
10.3																						
s 9.15	2.47 ₁₋₂	7.55	12.38	s 11.05	s 2.47 ₂₋₉₉	55	21	MQ.....	OPTIMA.....	TO	963	464.6	30.4	.....	s 3.23	5.45	s 1-99 2.47	10.45 ₈₅	7.25	3.55	s 12.20 _{AM}	
s 10.15 ₉₈	3.30	8.30	12.54	s 11.23	s 3.06	55	80	GY.....	GUYMON.....	TO	972	473.6	39.4	W	s 3.08	5.29	s 2.30	10.15	6.50	3.30	s 11.55	
10.30	3.50	8.50	1.03	11.32	3.16	55			JUNIOR.....		978	479.9	45.7	.....	2.57	5.17	2.13	9.48 ₉₁	6.25	3.15 ₁₂	11.10	
s 11.05	4.30	9.30 ₉₈	1.18	f 11.45 _{PM}	s 3.30	102	17	FM.....	GOODWELL.....	TO	983	484.1	49.9	FW	f 2.50 ₉₄	5.08	s 2.06	9.30 ₉₁	6.10 ₉₉	2.50 ₁₂	s 11.00 ₉₁	
s 12.10 _{PM}	5.30 _{PM 92}	10.20 _{AM 84}	1.36 _{AM}	s 12.05 _{AM}	s 3.53 _{PM}	74	65	HM.....	TEXHOMA.....	TO	993	494.3	60.1	Y	s 2.35 _{AM}	4.50 _{AM}	s 1.50 _{PM}	8.55 _{AM}	5.30 _{PM}	2.15 _{AM}	s 10.20 _{AM}	
SUB-DIVISION 5																						
C. R. I. & G. Ry.																						
PM 12.10	PM 5.30 ₉₂	AM 10.20 ₈₄	AM 1.36	s 12.05	s 3.53	74	65	HM.....	TEXHOMA.....	TO	993	494.3	60.1	Y	s 2.35	4.50	s 1.50	8.55	5.30	2.15 ₈	s 10.20	
f 12.35	6.05	10.55	1.50 ₉₄	12.21	f 4.10	55	27	.....	STEVENS.....		1003	504.3	70.1	W	2.19 ₃	4.32	f 1.32 ₈₅	8.25	4.55 ₁	1.50	f 9.10	
s 1.18 ₂	6.45	11.40 _{AM}	2.05 ₁₂	f 12.39	s 4.30 ₉₂	55	27	DF.....	STRATFORD.....	TO	1013	514.2	80.0	.....	f 2.05	4.15	s 1.18	8.00	4.30	1.15	s 8.45	
5.8																						
1.45	7.05	12.10 _{PM}	2.14	12.48 ₉₄	4.40	77		.....	BRICKEL.....		1020	520.0	85.8	.....	1.54	4.05	1.09 ₉₁	7.45	3.50	12.48 ₁₁	8.02	
f 2.20	7.30	1.01 ₂	2.25	12.58	f 4.50	55	22	.....	CONLEN.....		1025	526.0	91.8	W	1.45	3.55	f 1.01	7.30	3.35	12.20 _{AM}	f 7.50	
2.35	7.45	1.20	2.32	1.06	4.58	82	4	.....	IRWIN.....		1030	530.9	96.7	.....	1.38	3.45	12.53	7.10	3.15 ₈₅	12.01 _{PM}	7.35	
f 3.00 ₉₂	8.05	1.35	2.40	1.14	f 5.06	55	19	.....	CHAMBERLIN.....		1035	536.1	101.9	.....	1.31 ₁₁	3.37	f 12.46	6.54	3.00 _{PM}	11.44	f 7.25	
3.20	8.20	1.45	2.46	1.25 ₁₂	5.12	55	4	.....	HITT.....		1039	540.0	105.8	.....	1.25	3.30	12.39	6.42	2.47 ₉₁	11.32	7.15	
3.45 _{PM}	8.50 _{PM}	2.15 _{PM 92}	3.00 _{AM 4}	1.35 _{AM}	5.25 _{PM}	85	726	DA.....	DALHART.....	TO	1044	545.4	111.2	FWTY	1.15 _{AM}	3.20 ₈ _{AM}	12.30 _{PM}	6.25 _{AM}	2.30 _{PM}	11.15 _{PM}	7.00 _{AM}	
111.2 LEAVE																						
.....AVERAGE SPEED PER HOUR.....																37.7	33.3	35.1	18.3	16.1	18.3	14.5
.....SCHEDULE TIME.....																3.00	3.20	3.10	6.05	6.55	6.05	7.40

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS	SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 6 STATIONS				Station Numbers	M. P. Distance from St. Joseph	Distance from Dalhart	Fuel, Water, Turn Table and Wye	FIRST CLASS			SECOND CLASS			THIRD CLASS
87	99	91	1	3	11			Time Table No. 10 Sept. 13, 1925								4	2	12	98	92	94	86
Local Freight	Kan. City Tucumcari Red Ball	California Gold Ball Freight	Passenger	Golden State Limited	Passenger			LEAVE								Golden State Limited	Passenger	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
Monday Wed. Friday	Daily	Daily	Daily	Daily	Daily																	
AM 8.00	PM 10.20 ₉₄	PM 3.30	PM 5.35	AM 3.10 ₄	AM 1.45	85	726	DA.....	C. R. I. & G. Ry. DALHART.....	TO 1044	545.4		FWTY	AM 3 3.10	PM 12.25	AM 1.05	AM 5.25	PM 1.05	PM 9.10	PM 1.45		
									Ft. W. & D. C. Ry. WAGNER.....	1049	545.5	0.1										
f 8.15	10.35	3.50	5.43	3.19	1.54	55			REHM.....	1054	550.4	5.0		2.55	12.12 _{PM}	12.50	5.13	12.45	9.35	f 1.25		
f 8.30	10.50	4.05	f 5.50	3.26	g 2.02	55	24		KING.....	1059	555.1	9.7		2.47	f 12.05 _{AM}	g 12.43	5.03	12.30 _{PM}	9.25	f 1.15		
8.42	11.02	4.17	5.58	3.34	2.10	77			BRAVO.....	1085	560.8	15.4		2.37	11.57	12.35	4.50	12.12	9.13	1.02		
s 9.10	11.25	4.45	s 6.07	3.44	g 2.27 ₄	77	17	AY.....	MIDDLEWATER.....	TO 1065	566.6	21.2	W	11 2.27	s 11.49 ₉₂	g 12.27	4.37	AM 2 11.49	9.00	s 12.45		
9.17	11.32	4.55	6.12	3.49	2.33		17		LANE.....	1069	570.5	25.1		2.19	11.43	12.22	4.30	11.30	8.45	12.30 _{PM}		
s 10.00	12.10 _{PM}	5.35	s 6.27	4.05 ₉₈	g 2.47	55	16	RM.....	ROMERO.....	TO 1077	578.4	33.0		2.05	s 11.30	g 12.10 ₉₉	4.05 ₈	10.55	8.15	s 12.05 _{PM}		
10.35 ₉₂	12.53	6.00	6.38	4.16	2.58	55			EXIT.....	1083	584.4	39.0		1.55	11.20	12.01 _{AM}	3.37	10.35 ₈₇	8.00	f 11.40 _{AM}		
10.43 _{AM}	12.58 _{AM}	6.05 _{PM}	6.41 _{PM}	4.19 _{AM}	3.01 _{AM}				BRAVO.....	1085	586.4	41.0		1.52 _{AM}	11.17 _{AM}	11.58 _{PM}	3.32 _{AM}	10.30 _{AM}	7.55 _{PM}	11.35 _{AM}		
SUB-DIVISION 42																						
C. R. I. & P. Ry.																						
AM 10.43	AM 12.58	PM 6.05	PM 6.41	AM 4.19	AM 3.01				BRAVO.....	1085	586.4	41.0		AM 1.52 ₉₉	AM 11.17 ₈₆₋₈₇	PM 11.58	AM 3.32 ₁₁	AM 10.30	PM 7.55	AM 11.35 ₂		
s 11.10 ₂	1.45 ₄	6.30	s 6.53	4.31	f 3.12 ₉₈	77	34	UN.....	NARAVISA.....	TO 1089	590.8	45.4	W	1.45	s 11.10	f 11.52	3.12 ₉₉	10.15	7.40 ₁₋₉₁	s 11.10		
s 11.40	2.35 ₉₈	7.07 ₁₋₉₄	s 7.07 ₉₁₋₉₄	4.44	3.24	56	10		OBER.....	1096	598.9	53.5	Y	1.32	s 10.55	11.39	2.35	9.40	7.07	s 10.05		
11.53 _{AM}	2.45	7.25	7.12	4.49	3.29	22	115		GRAVEL PIT.....	1099	601.8	56.4		1.26	10.48	11.33	2.21	9.15	6.48	9.40		
f 12.03 _{PM}	2.52	7.35	f 7.16	4.53	3.33	55	14		SAND SPRINGS.....	1103	604.5	59.1		1.22	f 10.44	11.29	2.15	9.05	6.40	f 9.30		
f 12.20	3.03	7.55	f 7.25	5.02	3.42	56			CANODE.....	1109	610.0	64.6		1.13	f 10.35	11.21	2.00	8.50	6.25	f 9.10		
s 1.00	3.20	8.20	s 7.35	5.12	f 3.52	77	31	OA.....	LOGAN.....	TO 1114	615.3	69.9	W	1.04	s 10.25	g 11.12	1.40	8.30	6.10	s 8.50		
f 1.40	4.04 ₁₁	9.05	7.47	5.27	4.04 ₉₉	54			MATER.....	1120	621.3	75.9		12.52	10.12	11.01	1.15	8.05	5.45	f 8.15		
f 2.00	4.30	9.25	f 7.54	5.35	g 4.11	55	13		HUDSON.....	1124	625.8	80.4		12.46	f 10.06	g 10.55	1.05	7.55	5.35	f 8.05		
2.30	4.55	9.55	8.04	5.47	4.20	56			ADBERG.....	1129	631.5	86.1		12.37	9.57	10.47	12.52	7.40	5.20	f 7.50		
2.50	5.15	10.15	8.13	5.57	4.29				LAKE JUNCTION.....	1135	636.8	91.4		12.27	9.47	10.37	12.37	7.25	5.05	7.35 ₉₂		
3.00 _{PM}	5.30 _{AM}	10.35 _{PM 12}	f 8.20 _{PM}	6.05 _{AM}	4.35 _{111 AM}	90	1928	CA.....	TUCUMCARI.....	TO 1137	638.5	93.1	FWTY	12.25 _{AM}	f 9.45 _{AM}	10.35 _{PM}	12.25 _{AM}	7.20 _{AM}	5.00 _{PM}	7.30 _{AM}		
									LEAVE				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tuesday Thursday Saturday		
13.3	13.0	13.1	33.8	31.9	32.8				93.1				33.8	34.9	37.2	18.6	16.2	18.6	14.9			
7.00	7.10	7.05	2.45	2.55	2.50				AVERAGE SPEED PER HOUR				2.45	2.40	2.30	5.00	5.45	5.00	6.15			
									SCHEDULE TIME													

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

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

Liberal to Tucumcari.

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

I. C. LEGER,
R. S. HOLMES,
C. F. LAYMAN,
F. E. HUSER,
Dispatchers, Dalhart, Texas.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS				Second Class				FIRST CLASS				THIRD CLASS			
87				991				111				42			
Local Freight				California Oklahoma Louisiana Gold and Red Ball				Memphis Californian				Choctaw Limited			
Tuesday Thursday Saturday				Daily				Daily				Daily			
AM				PM				PM				PM			
7.15				7.30				8.05				2.00			
f 7.50				g 8.20				f 8.20				f 2.17			
s 8.20				g 8.55				f 8.32				s 2.32			
s 8.50				g 9.25				g 8.48				s 2.47			
f 8.55				g 9.30				f 8.50				f 2.50			
f 9.07				g 9.45				f 8.58				f 2.57			
s 10.20				g 10.30				s 9.22				s 3.24			
f 10.50				g 10.50				f 9.34				f 3.36			
s 11.33				g 11.17				f 9.46				f 3.48			
f 11.59				g 11.40				f 9.58				s 3.59			
s 12.59				g 12.15				f 10.08				s 4.10			
f 1.25				g 12.50				f 10.28				s 4.32			
f 1.45				g 1.20				f 10.40				f 4.47			
s 2.10				g 1.50				f 10.52				s 4.59			
f 2.30				g 2.15				f 11.04				f 5.10			
s 3.00				g 2.50				f 11.14				s 5.22			
f 3.35				g 3.51				f 11.28				f 5.37			
s 3.58				g 4.25				f 11.46				f 5.54			
s 4.22				g 4.55				f 12.02				f 6.12			
f 4.45				g 5.25				f 12.20				f 6.32			
5.10				6.00				12.40				6.50			
PM				AM				AM				PM			
13.5				12.7				29.2				27.7			
9.55				10.30				4.35				4.50			

WESTWARD

MAIN LINE

EASTWARD

Second Class	FIRST CLASS			SUB-DIVISION 4									FIRST CLASS	Second Class	
991	111			STATIONS									112	992	
California Oklahoma Louisiana Gold and Red Ball	Memphis Californian	Capacity of Sidings	Capacity of Other Tracks	Time Table No. 10						Station Numbers	M. P. Distance from Memphis	Distance from Amarillo	Fuel, Water, Turn Table and Wye	Memphis Californian	California Memphis Gold Ball Freight
Daily	Daily			LEAVE											
AM 8.00	AM 12.50	88	342	C. R. I. & G. Ry.									AM 2.30	PM 5.35	
f 8.35	f 1.02	50	15	DS.....	AMARILLO.....	TO	z 762	760.7			FWTY	f 2.17	f 4.58		
f 9.05	s 1.13		15		SONCY.....		z 768	767.1	6.4			s 2.05	f 4.25		
					BUSHLAND.....		z 775	773.9	13.2		W				
s 9.40	s 1.26	32	30	WO.....	WILDORADO.....	TO	z 783	782.0	21.3			s 1.50	s 3.50		
10.10	1.37	14			EVERETT SPUR.....		z 789	789.4	28.7			1.37	3.15		
s 10.35	s 1.50	54	60	VA.....	VEGA.....	TO	z 796	795.0	34.3		WY	s 1.24	s 2.50		
f 10.43	f 1.54		20		ONTARIO.....		z 798	796.9	36.2			f 1.18	f 2.30		
11.05	2.05		7		LANDERGIN.....		z 804	802.6	41.9			1.08	2.10		
s 11.45	s 2.17	57	15	DR.....	ADRIAN.....	TO	z 810	808.8	48.1		F	s 12.57	s 1.50		
12.21	2.29	19			CAP ROCK SPUR.....		z 815	815.0	54.3			12.45	1.20		
f 12.55	f 2.42	52			BOISE.....		z 821	821.5	60.8		W	f 12.33	f 12.55		
s 1.35	s 3.04	65	15	GN.....	GLENRIO.....	TO	z 833	832.3	71.6		W	s 12.12	s 12.10		
C. R. I. & P. Ry.															
s 1.55	s 3.14		10	ND.....	ENDEE.....	TO	z 838	836.9	77.2			AM 12.02	AM 11.55		
f 2.26	f 3.30	10			BARD.....		z 846	845.3	84.6			f 11.45	f 11.20		
s 2.50	s 3.40	65	20	SJ.....	SAN JON.....	TO	z 851	850.3	89.6			s 11.35	s 11.00		
3.26	3.56	7			OIL SPUR.....		z 859	859.0	98.3			11.17	10.20		
f 3.56	f 4.08	56			LESBIA.....		z 866	865.1	104.4			f 11.03	f 9.50		
4.25	4.22				LAKE JUNCTION.....		z 873	872.5	111.8			10.47	9.05		
5.00	4.30	90	1928	CA.....	TUCUMCARI.....	TO	z 875	874.2	113.5		FWTY	10.45	9.00		
PM	AM 11											PM	AM		
				113.5 LEAVE									Daily	Daily	
12.5	30.8			AVERAGE SPEED PER HOUR.....									30.1	13.2	
9.00	3.40			SCHEDULE TIME.....									3.45	8.35	

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,
I. N. WINANS, } Dispatchers, Amarillo, Texas.

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.

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
Pratt 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 1839) 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
Herington Passenger Station Liberal Amarillo Yard Office
Hutchinson Dalhart Amarillo Passenger Station
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
Pratt Tucumcari Amarillo Passenger Station

7. Company Surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER, Chief Surgeon.	Chicago, Ill.	1020 LaSalle Station Phone Wabash 3900, Ring 53	4539 Oakenwald Ave. Phone Oakland 0097.
DR. A. E. HARRISON, Surgeon and Examiner.	Herington, Kan.	Harrison Block. Phone, Mutual 94, City 171.	Harrison Block. Mutual 94. City 171.
DR. A. ENGBERG, Local Surgeon.	McPherson, Ks.	104 1/2 South Main st.	
DR. J. E. FOLTS, 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. Phone 53.	N. E. cor. First ave. and Locust St. Phone 53.
DR. CLAUDE E. MCCARTY, Local Surgeon.	Dodge City, Kan.	McCarty & McCarty Hospital. 104 W. Spruce St. Phone 98.	608 West Cedar St. Phone 71.
DR. C. E. BANDY, Local Surgeon.	Bucklin, Kan.	Ballinger Bldg. Phone 158.	Phone 146.
DR. WM. F. FEE, DR. H. W. DAVIS DR. A. M. MORROW, Local Surgeon and Examiner.	Meade, Kan. Plains, Kan.	Telephone 553	Telephone 552
DR. B. M. DAY, Oculist and Aurist.	Liberal, Kan.	Citizens State Bank Bldg., 101 East Second St. Miller Bldg. Phone 22.	Phone 28. 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, DR. JOHN W. NORVELL, DR. G. WALLAR DAWSON, Surgeon and Examiner.	Hooker, Okla. Texhoma, Okla. Stratford, Tex. Dalhart, Tex.	Telephone 29. 104 Denrock Ave. Phone 11.	Telephone 53.

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

7. Company Surgeons, Continued.

DR. W. A. DAWSON Substitute	Dalhart, Tex.	Trans-Canadian Sanitarium Telephone 11.	Telephone 154
DR. G. O. POSEY	Naravisa, N.M.	147 West Martinez st.	
DR. M. M. THOMPSON	Logan, N. M.	Hospital. Phone 50.	Telephone 161.
DR. J. M. DOUGHTY	Tucumcari, N.M.		
DR. W. L. BROWN	El Paso, Tex.	1st Nat'l Bank Bldg. Phone 31.	5th & Locust. Tel. 188
DR. H. K. SPEED	Sayre	Over Farmers Nat'l Bank. Phone 17.	Telephone 48
DR. J. D. WARFORD	Erick	Shamrock Drug Store. Phone 185.	Telephone 40.
DR. J. B. ZEIGLER	Shamrock	Phone 22.	Telephone 102.
DR. W. C. MONTGOMERY	McLean	Beeson Building. Phone 64.	Telephone 44.
DR. R. T. FOSTER	Groom	Rooms 328 to 335 Blackburn Bldg. Phone 1160	Telephone 855.
DR. I. RASCO	Amarillo	201 to 209 Blackburn Bldg. Phone 608.	Telephone 750.
DR. R. S. KILLOUGH Examiner Only	Amarillo	Office Phone 81.	Telephone 8.
DR. F. A. COLLINS	Vega	Ozark Hotel Phone 5.	Telephone 5.
DR. CALVIN J. K. MOORE	San Jon, N. M.		

7a. Official hospitals are located as follows:

NAME	PLACE	OFFICE LOCATION	TELEPHONE
Herington	Herington, Kan.	Broadway & Oak Streets.	City 92.
Ninnescah	Pratt, Kansas	112 North Ninnescah	Mutual 209.
Epworth	Liberal Kan.	524 North Washington St.	Phone 54
St. Anthony San.	Amarillo, Tex.	708 North Polk St.	Phone 21
Trans Canadian San.	Dalhart, Tex.	104 Denrock Avenue	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.)

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; G. G. LEWIS, El Reno, Okla.

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

Opposite Stations:

"B"—Block Station.
"TO"—Train Order Station,
"W"—Water Station.
"F"—Fuel Station.
"T"—Turntable.
"Y"—Wye.
"UX"—Railroad Crossing not protected by interlocking.

Opposite Schedule Figures:

"s"—Regular Stop.
"m"—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 reservation.

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 receive Revenue Passengers for Kansas City, Kans., from points Hutchinson and 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 and Groom 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.

Territory	Passenger Trains		Freight Trains	
	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 8628 and Bridge 8605	10		10	
	20		20	
Through yards Pratt, Liberal and Dalhart	10		10	
Through yard limits Dodge City	6		6	
In or out of junction switches and turn-outs	4		4	
Over railroad crossings at grade interlocked	25		20	
Except over P. & S. F. Crossing Sub-division 3 MP 759.10	20		10	
Over railroad crossings at grade not interlocked	10		10	
Trains hauling dead Engines with main rods down			25	15
With all rods down			15	10
Trains hauling steam derricks, pile drivers, steam shovel, coal hoists, etc.,			20	
Except over Sub-divisions 3 and 4			15	
Engines backing up	15		15	
Light Engines running forward, not to exceed freight train speed.				
Trains hauling tank cars (loaded or empty) Sub-Division 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.

TIME TABLE RULES — Continued

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

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

All trains approaching 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
Herington Liberal Sayre
Hutchinson Dalhart Erick
Pratt Logan Shamrock
Bucklin Tucumcari McLean
Dodge City Amarillo

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

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

16c. All trains and engines will move under control between east and west outside switches in Herington yard. Eastward trains will approach El Paso-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 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 employees 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 employees 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.) Engine-men 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	381.0	Cudahy Spur	
40	392.0	Garlow Spur	2

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 employees must familiarize themselves with location and method of proper operation (see General Rule 104b).

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.

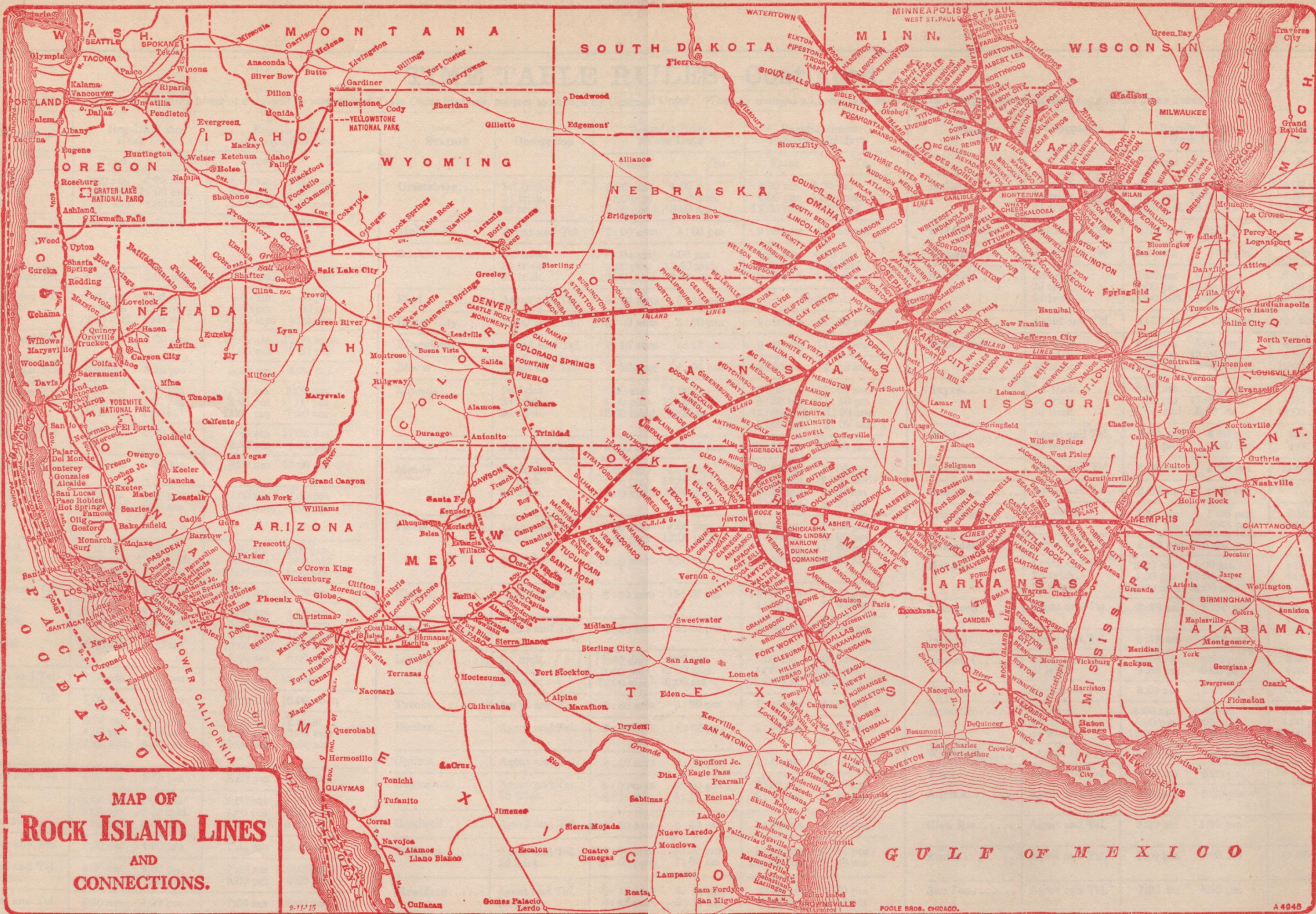
TRAIN DISPATCHER

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	8:00 am	4:00 pm	Greensburg.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm	Dalhart.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm
		4:00 pm	12:00 mid.	4:00 pm	12:00 mid.			4:00 pm	12:00 mid.	4:00 pm	12:00 mid.			4:00 pm	12:00 mid.	4:00 pm	12:00 mid.
		12:00 mid.	8:00 am	12:00 mid.	8:00 am			12:00 mid.	8:00 am	12:00 mid.	8:00 am			12:00 mid.	8:00 am	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	9:30 am	11:30 am	Middlewater....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Tampa.....	Agent and Tel.	8:00 am	5:00 pm	12:00 noon	3:00 pm	Bucklin.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm	Romero.....	Agent and Tel.	8:30 am	5:30 pm	10:00 am	12:00 noon
								4:00 pm	12:00 mid.	4:00 pm	12:00 mid.						
Durham.....	Agent and Tel.	8:00 am	4:00 pm	8:00 am	4:00 pm			12:00 mid.	8:00 am	12:00 mid.	8:00 am	Naravisa.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm
		4:00 pm	12:00 mid.	4:00 pm	6:00 pm	Ford.....	Agent and Tel.	8:30 am	5:45 pm	Closed				4:00 pm	12:00 mid.	4:00 pm	12:00 mid.
		12:00 mid.	8:00 am	12:00 mid.	6:00 am									12:00 mid.	8:00 am	12:00 mid.	8:00 am
Canton.....	Agent and Tel.	8:30 am	5:30 pm	10:00 am	12:00 noon	Dodge City.....	Agent and Tel.	8:00 am	5:00 pm	9:00 am	11:00 am	Logan.....	Agent and Tel.	8:30 am	5:30 pm	9:30 am	11:30 am
				1:00 pm	3:00 pm												
Galva.....	Agent and Tel.	8:30 am	5:30 pm	8:30 am	5:30 pm	Kingsdown.....	Agent and Tel.	7:15 am	4:15 pm	9:30 am	11:30 am	Tucumcari.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm
McPherson.....	1st trick. 2d trick. 3d trick.	7:00 am	3:00 pm	7:00 am	3:00 pm									4:00 pm	12:00 mid.	4:00 pm	12:00 mid.
		3:00 pm	11:00 pm	3:00 pm	11:00 pm	Bloom.....	Agent and Tel.	7:30 am	4:30 pm	9:30 am	11:30 am			12:00 mid.	8:00 am	12:00 mid.	8:00 am
		11:00 pm	7:00 am	11:00 pm	7:00 am							Sayre.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm
Groveland.....	Agent and Tel.	8:30 am	5:30 pm	9:30 am	11:30 am	Mineola.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	12:00 noon			4:00 pm	12:00 mid.	4:00 pm	12:00 mid.
				2:30 pm	5:30 pm			12:00 mid.	8:00 am	12:00 mid.	2:00 am			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					5:00 am	8:00 am	Erick.....	Agent and Tel.	8:00 am	4:00 pm	8:00 am	4:00 pm
Medora.....	Agent and Tel.	8:00 am	4:00 pm	8:00 am	4:00 pm	Fowler.....	Agent and Tel.	8:00 am	5:00 pm	10:30 am	12:30 pm			4:00 pm	12:00 mid.	4:00 pm	12:00 mid.
	2d trick.	12:00 mid.	8:00 am	12:00 mid.	8:00 am												
Hutchinson.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm	Meade.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	1:00 pm	Texola.....	Agent and Tel.	8:30 am	5:30 pm	12:00 noon	3:00 pm
		4:00 pm	12:00 mid.	4:00 pm	12:00 mid.			4:00 pm	12:00 mid.	4:00 pm	12:00 mid.						
		12:00 mid.	8:00 am	12:00 mid.	8:00 am			12:00 mid.	8:00 am	12:00 mid.	2:00 am	Benonine.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Partridge.....	Agent and Tel.	8:00 am	5:00 pm	8:00 am	10:00 am					5:00 am	8:00 am						
Arlington.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm	Plains.....	Agent and Tel.	8:00 am	4:00 pm	8:00 am	1:00 pm	Shamrock.....	1st Trick 2d Trick	5:30 am	1:30 pm	5:30 am	1:30 pm
		4:00 pm	12:00 mid.	4:00 pm	7:30 pm			4:00 pm	12:00 mid.	4:00 pm	6:00 pm			1:45 pm	9:45 pm	1:45 pm	9:45 pm
		12:00 mid.	8:00 am	12:00 mid.	2:00 am			12:00 mid.	8:00 am	8:00 pm	11:00 pm	Ramsdell.....	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					12:00 mid.	8:00 am						
Turon.....	Agent and Tel.	7:00 am	4:00 pm	7:00 am	12:00 noon	Kismet.....	Agent and Tel.	8:30 am	5:30 pm	11:00 am	1:00 pm	McLean.....	Agent and Tel.	8:00 am	4:00 pm	8:00 am	4:00 pm
Preston.....	Agent and Tel.	8:00 am	4:00 pm	8:00 am	12 noon					3:30 pm	5:30 pm			4:00 pm	12:00 mid.	4:00 pm	12:00 mid.
	2d trick. 3d trick.	4:00 pm	12:00 mid.	4:00 pm	12:00 mid.	Arkalon.....	Agent and Tel.	8:30 am	5:30 pm	12:30 pm	2:30 pm			12:00 mid.	8:00 am	12:00 mid.	8:00 am
		12:00 mid.	8:00 am	12:00 mid.	8:00 am							Alanreed.....	Agent and Tel.	8:30 am	5:30 pm	10:00 am	12:00 noon
Natrona.....	Agent and Tel.	8:00 am	5:00 pm	8:00 am	10:30 am	Liberal.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm					4:00 pm	6:00 pm
Pratt.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm			4:00 pm	12:00 mid.	4:00 pm	12:00 mid.	Jericho.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
		4:00 pm	12:00 mid.	4:00 pm	12:00 mid.	Tyrone.....	Agent and Tel.	8:30 am	5:30 pm	1:45 pm	3:45 pm						
		12:00 mid.	8:00 am	12:00 mid.	8:00 am							Groom.....	Agent and Tel.	8:30 am	4:30 pm	9:30 am	11:30 am
Cullison.....	Agent and Tel.	7:30 am	4:30 pm	7:45 am	10:45 am	Hooker.....	Agent and Tel.	8:00 am	5:00 pm	2:00 pm	4:00 pm			1:00 pm	9:00 pm	4:45 pm	6:45 pm
Wellsford.....	Agent and Tel.	8:00 am	4:00 pm	7:45 am	10:45 am	Optima.....	Agent and Tel.	8:30 am	5:30 pm	1:45 pm	3:45 pm	Conway.....	Agent and Tel.	8:00 am	5:00 pm	8:30 am	10:30 am
	2d trick.	4:00 pm	12:00 mid.	6:00 pm	9:00 pm												
Haviland.....	Agent and Tel.	7:30 am	4:30 pm	7:30 am	10:30 am	Goodwell.....	Agent and Tel.	8:30 am	5:30 pm	2:00 pm	4:00 pm	Amarillo.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm
														4:00 pm	12:00 mid.	4:00 pm	12:00 mid.
						Texhoma.....	Agent and Tel.	9:00 am	5:00 pm	1:15 pm	4:15 pm			12:00 mid.	8:00 am	12:00 mid.	8:00 am
								11:00 pm	7:00 am	11:00 pm	7:00 am	Wildorado.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
						Stratford.....	Agent and Tel.	9:15 am	5:15 pm	1:00 pm	5:00 pm	Vega.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
								6:15 pm	2:15 am	6:15 pm	2:15 am						
												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	4:00 am
												San Jon.....	Agent and Tel.	7:30 am	4:30 pm	Closed	



MAP OF
ROCK ISLAND LINES
AND
CONNECTIONS.

GULF OF MEXICO