

Company Surgeons

Location

T. L. HANSEN, Chief Surgeon.....	
J. M. L. JENSON, Ass't Chief Surgeon.....	Chicago
E. J. REICHLEY, Surgeon and Examiner.....	
SCHUYLER NICHOLS, Surgeon and Examiner.....	Herington
J. F. NEWELL.....	Durham
CLINTON R. LYTTLE.....	McPherson
J. W. JOHNSON.....	Inman
J. E. FOLTZ, Local Surgeon and Examiner.....	Hutchinson
G. H. GRIEVE.....	Turon
J. R. CAMPBELL, Division Surgeon.....	
W. D. PITTMAN, Oculist, Aurist and Examiner.....	Pratt
J. A. McLAUGHLIN.....	Greensburg
NAT G. BENNETT.....	Haviland
CLAUDE E. McCARTY.....	
C. L. WILLIAMS, Oculist, Aurist and Examiner.....	Dodge City
C. E. BANDY.....	Bucklin
J. C. ROBB.....	Fowler
R. M. DAUGHERTY.....	Meade
H. W. DAVIS.....	Plains
E. J. McCREIGHT.....	
ALBERT L. HILBIG, Local Surgeon and Examiner.....	Liberal
D. R. MacLEOD.....	Tyrone and Hooker
R. B. HAYES.....	Guymon
E. B. HEADY.....	Goodwell
HARRY E. THURSTON.....	Texhoma
JOHN W. NORVELL.....	Stratford
G. WALLER DAWSON, Surgeon and Examiner.....	
W. A. DAWSON, Substitute.....	
K. W. PIERATT.....	Dalhart
G. O. POSEY.....	NaraVisa
M. M. THOMPSON.....	Logan
W. M. THAXTON.....	Tucumcari
I. RASCO, Surgeon and Examiner.....	
R. D. GIST, Ass't Local Surgeon.....	
AUGUST J. STREIT, Oculist, Aurist and Examiner.....	Amarillo
D. W. CLARK.....	Vega
J. W. HEAD.....	Stinnett
J. C. JONES.....	Gruver
F. I. REID.....	Sunray

Official Hospitals are located as follows:

Name	Place	Telephone
Community.....	Pratt, Roberts Hotel.....	601
Epworth.....	Liberal, 524 No. Washington St. 21	
St. Anthony Sanitarium.....	Amarillo, 708 North Polk St.	150 and 2837
Loretto Hospital.....	Dalhart, 1411 Denver Avenue....	444
Tucumcari General Hospital.....	Tucumcari, South end 4th St.	2

E. B. HERDMAN, Superintendent
O. W. LIMESTALL, General Superintendent

B. H. SMITH, Sup't. Motive Power
J. R. PICKERING, Sup't. Transportation

G. P. TRACHTA, Asst. Chief Operating Officer
C. J. BROWN, General Manager

J. D. FARRINGTON,
Chief Operating Officer

Chicago, Rock Island & Pacific Railway

TIME TABLE

PANHANDLE DIVISION SECOND DISTRICT

No. 1

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, DECEMBER 15, 1940

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

This Time Table for the exclusive use
and guidance of Employees

Main Line Westward

SUBDIVISION 39 STATIONS Time Table No. 1 December 15, 1940		M. P. Distance from St. Joseph	Distance from Herington	FIRST CLASS				SECOND CLASS			
				3	29	13	43	97	91		
				Golden State Limited	Rocket Arizona Limited	Passenger Motor	Californian	Kan. City California Gold Ball Freight	Chicago-California Gold Ball Freight		
LEAVE				Daily	Daily	Daily	Daily	Daily	Daily		
RI...	HERINGTON.....TO	171.4	.....	A.M. 2:46	A.M. 10:55	A.M. 11:00	P.M. 1:25	A.M. 4:15	P.M. 5:00		
	RISHEL.....P	175.8	4.4	2:55	11:01	11:08	1:33	4:27	5:18		
	AT&SF Crossing.....	177.5	6.1								
NA..	RAMONA.....TO	179.5	8.1	3:00	11:05	11:14	1:37	4:38	5:25		
HA..	TAMPA.....TO	185.7	14.3	3:08	11:12	11:23	1:44	4:55	5:35		
DK..	DURHAM.....TO	191.8	20.4	3:15	11:18	11:31	1:51	5:07	5:47		
	WALDECK.....P	198.4	27.0	3:23	11:25	11:41	1:59	5:22	6:00		
CN..	CANTON.....TO	204.8	33.4	3:31	11:32	11:49	2:06	5:34	6:10		
GA..	GALVA.....TO	210.7	39.3	3:38	11:38	11:58	2:12	5:45	6:19		
	AT&SF Crossing.....UX	217.6	46.2			A.M.					
MC..	McPHERSON.....TO	217.9	46.5	3:53	11:46	12:13	2:22	6:05	6:32		
	MoPac Crossing.....	219.3	47.9			P.M.					
	GROVELAND.....P	224.3	52.9	4:02	11:53	12:22	2:30	6:20	7:02		
QN..	INMAN.....TO	229.4	58.0	4:08	11:58	12:30	2:36	6:31	7:17		
	STLSF Crossing.....	236.1	64.7		A.M. 90						
	MEDORA.....P	236.1	64.7	4:16	12:05	12:39	2:44	6:45	7:29		
	AT&SF Crossing.....P	243.6	72.2		P.M.						
	AVI Crossing.....UX	243.9	72.5								
	EAST HUTCHINSON.....	244.4	73.0	4:27	12:14	12:49	3:00	7:05	7:49		
	MoPac Crossing.....	244.9	73.5								
SU..	HUTCHINSON.....TO	245.4	74.0	4:40	12:17	1:00	3:10	7:30	7:55		
	MoPac Crossing.....UX	246.0	74.6								
	AT&SF Crossing.....UX	246.6	75.2								
	MORTON.....P	247.5	76.1	4:45	12:23	1:05	3:15	7:40	8:07		
	WHITESIDE.....P	250.5	79.1	4:49	12:26	1:09	3:19	7:50	8:13		
GR..	PARTRIDGE.....TO	255.8	84.4	4:55	12:31	1:19	3:25	8:02	8:23		
RT..	ARLINGTON.....TO	262.4	91.0	5:02	12:38	1:32	3:32	8:17	8:35		
NO..	LANGDON.....TO	271.1	99.7	5:12	12:47	1:45	3:41	8:37	8:50		
KO..	TURON.....TO	277.5	106.2	5:19	12:53	1:54	3:48	8:52	9:02		
	MoPac Crossing.....	277.8	106.5								
RS..	PRESTON.....TO	285.4	114.1	5:28	1:01	2:06	3:57	9:10	9:17		
	MoPac Crossing.....UX	285.7	114.4			4:398					
	NATRONA.....P	292.1	120.8	5:36	1:08	2:17	4:04	9:24	9:29		
N...	PRATT.....TO	298.0	126.6	5:50	1:20	2:30	4:18	9:45	9:50		
	126.6			A.M.	P.M. 998	P.M.	P.M.	A.M. 90	P.M.		
..... AVERAGE SPEED PER HOUR.....				41.3	52.4	36.1	43.9	23.0	26.0		
..... SCHEDULE TIME.....				3:04	2:25	3:30	2:53	5:30	4:50		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS WESTWARD.

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF No. 29 NOT LESS THAN 10 MINS.

Nos. 3 and 43 receive Herington to Hutchinson for Tucumcari and beyond when advance arrangements made through Passenger Department.
No. 3 receive Canton; also Hutchinson to Pratt Pullman Passengers for west of Dalhart and passengers for west of Tucumcari. Discharge Canton; also Hutchinson to Pratt, pullman passengers from east of Herington.

TIME-TABLE RULE No. 14-A IN EFFECT.

No. 29 receive for Arizona points when space available, discharge from Chicago and Englewood.

Local extra leaves Herington 10:30 A. M. daily except Sunday for Pratt.

Main Line Eastward

SUBDIVISION 39

STATIONS

Time Table No. 1

December 15, 1940

AUTOMATIC BLOCK SIGNALS

	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	Office Hours Week Days *Sundays and Holidays †Holidays Only From To	FIRST CLASS				SECOND CLASS		
						44	4	30	14	92	90	998
						Californian	Golden State Limited	Rocket Arizona Limited	Passenger Motor	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Amarillo Kan. City Chicago Red Ball Freight
HERINGTON.....	670		2050	RYdFWTY	Continuous.	P.M. 3:25	P.M. 4:45	P.M. 8:05	A.M. 3:20	A.M. 6:00	P.M. 2:30	P.M. 7:45
RISHEL.....	675	111				3:10	4:29	7:57	3:05	5:17	2:05	7:15
AT&SF Crossing.....												
RAMONA.....	678	100	16		8:30 a.m. 5:30 p.m.	g 3:06	4:24	7:53	f 3:00	5:09	1:59	7:08
TAMPA.....	684	100	42		8:30 a.m. 5:30 p.m.	g 2:59	4:17	7:46	f 2:43	4:55	1:44	6:58
DURHAM.....	690	100	37	W	8:00 a.m. 5:00 p.m. *1:30 p.m. 3:30 p.m.	g 2:52	4:09	7:39	f 2:32	4:45	1:20	6:48
WALDECK.....	697	96	8			2:45	4:02	7:32	2:21	4:35	1:10	6:36
CANTON.....	703	100	29		8:30 a.m. 5:30 p.m.	g 2:38	g 3:55	7:25	f 2:11	4:23	12:58	6:10
GALVA.....	709	125	43	W	8:00 a.m. 5:00 p.m.	g 2:31	3:48	7:19	f 1:59	4:13	12:48	5:50
AT&SF Crossing.....												
McPHERSON.....	716	100	137	Yd	Continuous.	s 2:22	f 3:39	7:10	s 1:45	3:53	12:35	5:25
MoPac Crossing.....												
GROVELAND.....	723	100	27	W		g 2:10	3:29	7:02	f 1:31	3:24	P.M. 12:22 A.M. 29	5:00
INMAN.....	728	111	34		8:00 a.m. 5:00 p.m.	g 2:00	3:19	6:57	f 1:24	3:12	11:58	4:45
StLSF Crossing.....												
MEDORA.....	734	100	52			g 1:52	3:11	6:50	s 1:14	3:00	11:36	4:30
AT&SF Crossing.....												
AVI Crossing.....												
EAST HUTCHINSON.....		115	308	Yd		1:41	3:00	6:40	1:00	2:35	11:21	4:05
MoPac Crossing.....												
HUTCHINSON.....	744	80	574	YdFW	Continuous.	s 1:38	s 2:57	g 6:38	s 12:57	2:30	11:16	4:00
MoPac Crossing.....												
AT&SF Crossing.....												
MORTON.....	746	212	789	YdY		1:28	2:47	6:32	12:35	2:15	11:06	3:25
WHITESIDE.....	749	316	11			1:25	2:44	6:29	12:30	2:10	11:01	3:19
PARTRIDGE.....	754	100	26		8:00 a.m. 5:00 p.m.	1:19	2:38	6:24	f 12:22	2:00	10:52	2:58
ARLINGTON.....	761	96	37		7:30 a.m. 4:30 p.m.	1:12	g 2:31	6:17	f 12:12 A.M.	1:47	10:42	2:48
LANGDON.....	770	100	31		8:30 a.m. 5:30 p.m.	1:03	2:22	6:08	f 11:59 P.M.	1:32	10:30	2:36
TURON.....	776	111	29	W	7:00 a.m. 4:00 p.m.	12:53	g 2:15	6:02	s 11:48	1:20	10:20	2:25
MoPac Crossing.....												
PRESTON.....	784	111	33		7:00 a.m. 4:00 p.m.	12:41	g 2:06	5:54	s 11:36	1:06	10:09	2:06
MoPac Crossing.....												
NATRONA.....	791	111	22			12:33	1:58	5:47	f 11:25	12:53	9:58	1:35
PRATT.....	797		1431	RYdFWT	Continuous.	12:25 P.M.	1:50 P.M.	5:40 P.M.	11:15 P.M.	12:40 A.M.	9:45 A.M.	1:20 P.M.
LEAVE.....						Daily	Daily	Daily	Daily	Daily	Daily	Daily
AVERAGE SPEED PER HOUR.....						42.2	43.4	52.4	31.0	23.7	26.6	19.7
SCHEDULE TIME.....						3:00	2:55	2:25	4:05	5:20	4:45	6:25

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF No. 30 NOT LESS THAN 10 MINS.
TIME TABLE RULE 14-A IN EFFECT.

No. 44 discharge from Tucumcari and beyond.

No. 4 receive Pullman passengers for east of Herington. Discharge Pullman passengers from El Paso and west.

No. 30 receive for Chicago and Englewood when space available. Discharge from Arizona points.

Main Line Westward

SUBDIVISION 40 STATIONS Time Table No. 1 December 15, 1940		M. P. Distance from St. Joseph	Distance from Pratt	FIRST CLASS				SECOND CLASS					
				3	29	13	43	97	91				
				Golden State Limited	Rocket Arizona Limited	Passenger Motor	Callornian	Kan. City California Gold Ball Freight	Chicago- California Gold Ball Freight				
LEAVE			Daily	Daily	Daily	Daily	Daily	Daily					
N.....	.....PRATT.....	TO	298.0										
	.....^{4.6} SMALLEY.....	P	302.6	4.6									
CU.....	.....^{4.5} CULLISON.....	TO	307.1	9.1									
	.....^{7.1} WELLSFORD.....	TO	314.2	16.2									
WF.....	.....^{4.4} HAVILAND.....	TO	318.6	20.6									
HD.....	.....^{5.4} BRENHAM.....	P	324.0	26.0									
	.....^{4.6} GREENSBURG.....	TO	328.6	30.6									
GB.....	.....^{5.5} JOY.....	P	334.1	36.1									
MU.....	.....^{4.8} MULLINVILLE.....	TO	338.9	40.9									
	.....^{9.0} BUCKLIN.....	TO	347.9	49.9									
BU.....	.....^{7.1} KINGSDOWN.....	TO	355.0	57.0									
KG.....	.....^{7.8} BLOOM.....	TO	362.8	64.8									
BM.....	.....^{7.2} MINEOLA.....	TO	370.0	72.0									
MI.....	.....^{6.0} ADVANCE.....	P	376.0	78.0									
F.....	.....^{4.8} FOWLER.....	TO	380.8	82.8									
	.....^{10.2} MEADE.....	TO	391.0	93.0									
M.....	.....^{5.5} MISSLER.....	P	396.5	98.5									
	.....^{4.8} COLLANO.....	P	401.3	103.3									
Q.....	.....^{5.1} PLAINS.....	TO	406.4	108.4									
KM.....	.....^{7.1} KISMET.....	TO	413.5	115.5									
	.....^{9.3} HAYNE.....	P	422.8	124.8									
RA.....	.....^{7.8} LIBERAL.....	TO	430.6	132.6									
	.....^{132.6}												
.....AVERAGE SPEED PER HOUR.....													
.....SCHEDULE TIME.....													

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF No. 29 NOT LESS THAN 10 MINS.
TIME TABLE RULE No. 14-A IN EFFECT.

No. 3 receive for west of Tucumcari and Pullman passengers for west of Dalhart.
 Discharge Pullman passengers from east of Herlington and passengers from
 Hutchinson and east at Greensburg, Meade and Plains.
 No. 43 discharge Greensburg from Kansas City and Topeka.

Main Line Eastward

SUBDIVISION 40						FIRST CLASS				SECOND CLASS				
STATIONS		Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	Office Hours Week Days *Sundays and Holidays †Holidays Only From To	44	4	30	14	90	998	92	
Time Table No. 1							Californian	Golden State Limited	Rocket Arizona Limited	Passenger Motor	Los Angeles and El Paso Gold Ball Freight	Amarillo Kan. City Chicago Red Ball Freight	Los Angeles and El Paso Gold Ball Freight	
December 15, 1940														
AUTOMATIC BLOCK SIGNALS	..... PRATT 4.6	797	.....	1431	RYdFWT	Continuous.	P.M. 12.15	P.M. 1.40	P.M. 5.40	P.M. 11.05	A.M. 9.20	P.M. 12.01 A.M.	P.M. 11.59	
	..... SMALLEY 4.5	802	111	.....			P.M. 12.02	1.26	5.31	10.52	9.01	11.49	11.30	
	..... CULLISON 7.1	806	77	41	.....	7:30 a.m. 4:30 p.m.	A.M. 11.57	1.14	5.26	10.45	8.53	11.42	11.20	
	..... WELLSFORD 4.4	813	100	37	.....	8:30 a.m. 5:30 p.m.	⁹⁷ 11.49	1.06	5.19	10.34	8.43	⁹⁷ 11.32	⁹¹ 11.00	
	..... HAVILAND 5.4	817	100	29	.....	7:30 a.m. 4:30 p.m.	11.44	1.01	5.15	10.27	8.35	11.25	10.45	
	..... BRENHAM 4.6	823	100	23	.....		11.38	12.55	5.10	10.19	8.26	11.17	10.35	
	..... GREENSBURG 5.5	827	100	91	W	{ 7:00 a.m. 3:00 p.m. 3:00 p.m. 11:00 p.m. *7:00 a.m. 3:00 p.m.	g11.33	⁹⁷ g12.50	5.05	s10.13	8.18	11.09	10.25	
	..... JOY 4.8	832	77	40	.....		11.26	12.44	5.00	10.03	8.09	11.00	10.15	
	..... MULLINVILLE 9.0	837	100	37	.....	7:30 a.m. 4:30 p.m.	11.21	12.39	4.55	f 9.56	8.00	10.50	10.05	
	..... BUCKLIN 7.1	846	^{117N} 77S	160	YdFWY	Continuous.	g11.10	g12.28	4.46	s ⁹² 9.41	7.45	10.35	¹⁴ 9.41	
	..... KINGSDOWN 7.8	854	100	27	.....	7:30 a.m. 4:30 p.m.	10.57	12.16	4.39	f 9.29	³ 7.25	10.10	9.20	
	..... BLOOM 7.2	861	100	32	.....	8:00 a.m. 5:00 p.m.	10.49	12.08	¹³ 4.31	f 9.18	6.55	9.55	9.05	
	..... MINEOLA 6.0	869	100	72	W	{ 6:30 a.m. 3:30 p.m. *7:30 a.m. 9:30 a.m.	10.42	P.M. g12.01 A.M.	4.24	s 9.08	6.37	9.35	8.45	
	..... ADVANCE 4.8	875	77	.....	.....		10.36	11.54	4.18	8.58	6.25	9.15	8.30	
	..... FOWLER 10.2	879	100	86	.....	8:30 a.m. 5:30 p.m.	10.30	g11.48	4.13	s 8.50	6.15	9.00	8.15	
	..... MEADE 5.5	890	100	66	W	{ 7:00 a.m. 3:00 p.m. 3:00 p.m. 11:00 p.m. *7:00 a.m. 3:00 p.m. *3:00 p.m. 11:00 p.m.	g10.19	g11.37	⁹⁷ 4.03	s 8.35	5.55	8.35	7.55	
	..... MISSLER 4.8	896	125	10	.....		10.12	11.30	3.58	f 8.24	5.45	³ 8.19	7.42	
	..... COLLANO 5.1	900	.....	22	.....		10.07	11.25	3.53	8.16	5.35	8.07	7.30	
	..... PLAINS 7.1	905	100	95	.....	8:20 a.m. 5:20 p.m.	10.02	g11.20	3.48	s 8.08	5.25	8.00	7.20	
	..... KISMET 9.3	912	100	39	W	6:30 a.m. 3:30 p.m.	9.55	g11.13	3.41	s 7.57	5.10	7.45	⁴³ 7.03	
	..... HAYNE 7.8	925	100	17	.....		9.42	11.00	²⁹ 3.32	7.42	4.45	7.20	6.30	
	..... LIBERAL 132.6	933	95	2055	RYdFWY	Continuous.	9.30 A.M.	10.48 A.M.	3.23 P.M.	⁴³ 7.30 P.M.	4.30 A.M.	7.05 A.M.	¹³ 6.15 P.M.	
	..... LEAVE						Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	..... AVERAGE SPEED PER HOUR.....						48.2	46.2	58.1	37.0	27.4	26.9	23.1	
	..... SCHEDULE TIME.....						2.45	2.52	2.17	3.35	4.50	4.56	5.44	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF No. 30 NOT LESS THAN 10 MINS.
TIME TABLE RULE No. 14-A IN EFFECT.

No. 44 receive for schedule stop points Hutchinson and east. Discharge from Liberal and west.

No. 4 receive Pullman passengers for east of Herington. Discharge Pullman passengers from El Paso and west.

Westward

Main Line

Eastward

SECOND CLASS	FIRST CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 41 STATIONS		Office Hours Week Days		M. P. Distance from St. Joseph	Distance from Liberal	Signs	FIRST CLASS			SECOND CLASS	
	91	43	29				3	STATIONS		*Sundays and Holidays				44	4	30	90	92
Chicago-California Gold Ball Freight	Californian	Rocket Arizona Limited	Golden State Limited				Time Table No. 1		†Holidays Only					Californian	Golden State Limited	Rocket Arizona Limited	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight
Daily	Daily	Daily	Daily				December 15, 1940		From	To								
A.M.	P.M.	P.M.	A.M.				RA..	LIBERAL, KANS.. TO	Continuous.				RYdF WY	A.M.-3	A.M.	P.M.	A.M.	P.M.
3:55	7:40	3:45	9:20	2055	95	933	RA..	5.8	.....	434.2	.....	RYdF WY	9:20	10:38	3:23	3:45	5:30
4:10	7:50	3:52	9:28	.....	77	939	.....	4.0	.....	440.0	5.8	.....	9:10	10:30	3:16	3:28	5:10
4:20	7:59	3:57	9:33	39	100	943	RO..	4.0	.....	444.0	9.8	.....	9:05	10:25	3:12	3:20	5:02
				9.1	453.1	18.9						
4:35	8:17	4:09	9:45	77	100	953	KR..	1.2	.....	454.3	20.1	W	8:53	10:13	3:02	3:02	4:42
4:52	8:33	4:20	9:58	21	125	963	MQ..	10.3	.....	464.6	30.4	.....	8:42	9:58	2:52	2:45	4:20
5:09	8:50	4:30	10:11	80	77	972	GY..	9.0	.....	473.6	39.4	W	8:31	9:42	2:43	2:30	3:53
5:19	8:58	4:37	10:18	.....	55	978	.....	6.3	.....	479.9	45.7	.....	8:24	9:33	2:37	2:14	3:41
5:35	9:06	4:42	10:27	27	102	983	FM..	4.2	.....	484.1	49.9	FW	8:19	9:26	2:33	2:05	3:30
5:59	9:22	4:53	10:40	145	74	993	HM..	10.2	.....	494.3	60.1	WY	8:08	9:11	2:23	1:40	3:05
6:14	9:35	5:03	10:53	27	100	1003	.....	10.0	.....	504.3	70.1	.....	7:57	8:59	2:14	1:25	2:50
6:30	9:51	5:13	11:07	92	100	1013	DF..	9.9	.....	514.2	80.0	W	7:46	8:46	2:05	1:10	2:35
				0.5	514.7						
6:40	9:59	5:19	11:16	.....	77	1020	.....	5.3	.....	520.0	85.8	.....	7:39	8:36	2:00	12:56	2:25
6:50	10:09	5:25	11:24	42	100	1025	.....	6.0	.....	526.0	91.8	.....	7:33	8:29	1:55	12:42	2:16
7:00	10:16	5:30	11:31	4	82	1030	.....	4.9	.....	530.9	96.7	.....	7:27	8:23	1:50	12:33	2:07
7:21	10:23	5:35	11:38	19	100	1035	.....	5.2	.....	536.1	101.9	.....	7:21	8:17	1:45	12:23	1:58
7:35	10:29	5:39	11:44	.....	100	1039	.....	3.9	.....	540.0	105.8	.....	7:17	8:12	1:41	12:15	1:50
8:05	10:40	5:47	11:59	880	100	1044	DA..	5.4	.....	545.4	111.2	RYd FWTY	7:10	8:05	1:35	12:01	1:40
A.M.-4	P.M.	P.M.	A.M.					111.2	.....				A.M.	A.M.	P.M.	A.M.	P.M.
													Daily	Daily	Daily	Daily	Daily	
26.7	37.1	54.7	42.0										51.3	43.6	61.8	29.8	29.0	
4.10	3.00	2.02	2.39										2.10	2.33	1.48	3.44	3.50	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
 SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF Nos. 29 AND 30 NOT LESS THAN 10 MINS.
 TIME TABLE RULE 14-A IN EFFECT.

No. 3 receive Pullman passengers for west of Dalhart and passengers for west of Tucumcari. Discharge Pullman passengers from east of Herington.

No. 29 discharge from Chicago and Englewood.

No. 30 receive when space available for Chicago and Englewood.

Local extra leaves Liberal 7:30 A. M. Mondays, Wednesdays and Fridays for Dalhart.

Westward

Main Line

Eastward

SECOND CLASS	FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 42 STATIONS		Office Hours Week Days		M. P. Distance from St. Joseph	Distance from Dalhart	Signs	FIRST CLASS			SECOND CLASS		
	91	43	29				3	STATIONS		*Sundays and Holidays				44	4	30	92	90	
Chicago-California Gold Ball Freight	Californian	Rocket Arizona Limited	Golden State Limited				Time Table No. 1		†Holidays Only					Californian	Golden State Limited	Rocket Arizona Limited	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	
Daily	Daily	Daily	Daily				December 15, 1940		From To										
A.M. 8.45	P.M. 10.50 ⁹⁰	P.M. 5.47	P.M. 12.10	100	880	1044	LEAVE		Continuous.	545.4			RYd FWTY	A.M. 7.00	A.M. 7.55	P.M. 1.35	A.M. 11.59	P.M. 43 10.45	
				100	.....	1049	..... DALHART..... TO			545.7	0.3							
				100	1054 FW&DC Crossing.....			550.4	4.9				6.49	7.44	1.28	11.01	10.25
9.00	10.58	5.53	12.18	100	.....	1054	..... WAGNER..... P			555.1	4.7			f 6.44	7.39	1.23	10.50	10.16
9.08	11.04	5.58	12.24	100	.....	1054	..... REHM..... P			560.8	5.7			f 6.38	7.33	1.17	10.38	10.06
9.17	11.11	6.04	12.31	77	.....	1059	..... KING..... P			566.6	5.8			f 6.32	7.27	1.11	10.25	9.56
9.26	11.18	6.10	12.38	77	.....	1065	..... MIDDLEWATER..... P			570.5	3.9		W	f 6.28	7.23	1.07	10.06	9.50
9.32	11.23	6.14	12.43	77	.....	1069	..... LANE..... P			578.4	7.9			f 6.18	7.14	12.59 ³	9.49 ⁹¹	9.35
9.49	11.34	6.23	12.59 ³⁰	77	.....	1077	..... ROMERO..... TO		{ 6:00 a.m. 3:00 p.m. *6:00 a.m. 3:00 p.m.	584.4	6.0			6.10	7.07	12.53	9.32	9.25
10.00	11.42	6.29	1.09	67	.....	1083	..... EXIT, TEX..... P		{ 8:00 a.m. 4:00 p.m. 10:15 p.m. 6:15 a.m. *8:00 a.m. 4:00 p.m. *10:15 p.m. 6:15 a.m.	590.8	5.4		W	s 6.03	6.58	12.47	9.12	9.15
10.20	11.53	6.36	1.23	77	.....	1089	..... NARAVISA, N. M. TO			598.9	8.0		Y	f 5.50	6.46	12.39	8.49	8.58
10.37	12.04	6.44	1.35	100	.....	1096	..... OBAR..... P			601.8	2.9			5.46	6.42		8.39	8.53
10.42	12.08		1.39	25	.....	1099	..... GRAVEL PIT..... P			604.5	2.7			5.42	6.39	12.33	8.28	8.48
10.47	12.12	6.50	1.43	100	.....	1103	..... SAND SPRINGS..... P			610.0	5.5			5.36	6.33	12.27	8.15	8.40
10.57	12.19	6.56	1.51	67	.....	1109	..... CANODE..... P			615.3	5.3			s 5.29	6.25	12.21	7.55	8.25
11.07	12.26	7.01	2.01	77	.....	1114	..... LOGAN..... TO		{ 7:00 a.m. 4:00 p.m. *7:00 a.m. 4:00 p.m.	621.3	6.0		W	5.21	6.16	12.15	7.31	8.10
11.27	12.37	7.09	2.13	100	.....	1120	..... MATER..... P			625.8	4.5			5.15	6.11	12.10 ^{P.M.-91}	7.22	8.00
11.35	12.43	7.14	2.21	75	.....	1124	..... HUDSON..... P			631.5	5.7			5.09	6.05	12.04	7.10	7.50
12.04	12.50	7.20	2.30	77	.....	1129	..... ADBERG..... P			638.5	7.0			5.00	5.55	11.55	6.45	7.30 ²⁹
12.30	1.05	7.30	2.43	90	1928	1137	..... TUCUMCARI..... TO		Continuous.	638.5	93.1		RYd FWTY	A.M. 5.00	A.M. 5.55	A.M. 11.55	A.M. 6.45	P.M. 7.30
							LEAVE							Daily	Daily	Daily	Daily	Daily	
24.8	41.4	54.2	36.5					AVERAGE SPEED PER HOUR.						46.6	46.6	55.8	17.8	28.6	
3.45	2.15	1.43	2.33					SCHEDULE TIME.....						2.00	2.00	1.40	5.14	3.15	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF Nos. 29 AND 30 NOT LESS THAN 10 MINS.
TIME TABLE RULE No. 14-A IN EFFECT.

No. 43 discharge from Liberal to Dalhart.
No. 29 receive when space available for Arizona points.
No. 30 discharge from Arizona points.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS		Capacity of Springs	Capacity of Other Tracts	Station Numbers	SUBDIVISION 4 STATIONS		Office Hours Week Days		M. P. Distance from Memphis	Distance from Amarillo	Signs	FIRST CLASS		SECOND CLASS	
991		111					Time Table No. 1		December 15, 1940					From	To	112		992
California Oklahoma Louisiana Gold and Red Ball		Memphis Californian					LEAVE							Memphis Californian		California Memphis Gold Ball Freight	
Daily		Daily															
A.M. 7-40		P.M. 10-00		88	1500	x 762	VN.....AMARILLO.....TO	Continuous.	760.7		RYdFWTY		A.M. 8-40		P.M. 1-30		
7-55		f10-15		50	15	x 768	.....SONCY.....		767.1	6.4			f 8-26	525	1-10		
8-17		f10-24		....	36	x 775	.....BUSHLAND.....		773.9	13.2			s 8-17	508	12-45		
8-41		s10-34		36	49	x 783	WO.....WILDORADO.....TO	7:00 a.m. 4:00 p.m.	782.0	21.3			s 8-07	459	12-20		
8-59		10-43		....	37	x 789	.....EVERETT.....		789.4	28.7			7-58	450	12-01		
9-25		s10-53		63	87	x 796	GA.....VEGA.....TO	6:45 a.m. 3:45 p.m.	795.0	34.3	WY		s 7-50	444	11-41		
9-40		11-02		....	14	x 804	.....LANDERGIN.....	*7:00 a.m. 9:00 a.m.	802.6	41.9			7-36	435	11-25		
10-05		s11-11		57	43	x 810	DR.....ADRIAN.....TO	6:30 a.m. 3:30 p.m.	808.8	48.1			s 7-27	427	11-05		
10-15		11-17		....	18	x 813	.....GRUHLKEY.....		813.0	52.3			7-20	422	10-55		
10-37		f11-29		52	....	x 821	.....BOISE.....		821.5	60.8	W		f 7-07	413	10-37		
11-02		s11-44		65	15	x 833	GN.....GLENRIO, TEX.....TO	8:30 a.m. 5:30 p.m.	832.3	71.6			s 6-53	401	10-01		
11-10		s11-51		....	15	x 838	.....ENDEE N. MEX.....	*10:30 a.m. 12:30 p.m.	836.9	77.2			s 6-45	356	9-45		
11-25		s12-03		....	6	x 846	.....BARD.....		845.3	84.6			f 6-33	346	9-20		
11-45		s12-13		65	26	x 851	SJ.....SAN JON.....TO	8:30 a.m. 5:30 p.m.	850.3	89.6			s 6-25	340	9-05		
12-10		f12-32		56	....	x 866	.....LESBIA.....		865.1	104.4			f 6-05	323	8-25		
12-45		12-50		90	1928	x 875	XN.....TUCUMCARI.....TO	Continuous.	874.2	113.5	RYdFWTY		5-50	310	8-00		
		A.M.					LEAVE						A.M.		A.M.		
22.3		40.1					.....AVERAGE SPEED PER HOUR.....						Daily		Daily		
5.05		2.50					.....SCHEDULE TIME.....						40.1		20.6		
													2.50		5.30		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE 14-A IN EFFECT.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	67	53.7	86	41.9	145	24.8
36	100.0	68	52.9	87	41.4	150	24.0
38	94.7	69	52.1	88	40.9	155	23.2
40	90.0	70	51.4	89	40.4	160	22.5
43	83.7	71	50.7	90	40.0	170	21.2
45	80.0	72	50.0	91	39.6	180	20.0
48	75.0	73	49.3	92	39.1	190	18.9
50	72.0	74	48.6	93	38.7	200	18.0
52	69.2	75	48.0	94	38.2	210	17.1
54	66.6	76	47.4	95	37.8	220	16.4
56	64.2	77	46.7	100	36.0	230	15.6
58	62.0	78	46.1	105	34.3	240	15.0
60	60.0	79	45.6	110	32.7	250	14.4
61	59.0	80	45.0	115	31.3	260	13.8
62	58.0	81	44.4	120	30.0	270	13.3
63	57.1	82	43.9	125	28.8	280	12.8
64	56.2	83	43.4	130	27.7	290	12.4
65	55.3	84	42.9	135	26.7		
66	54.5	85	42.4	140	25.7		

Westward

Dalhart-Morse Line

Eastward

				SUBDIVISION 41A STATIONS		Office Hours Week Days			
				Time Table No. 1		*Sundays and Holidays			
				December 15, 1940		†Holidays Only			
		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	From	To	Distance from Morse Jct.	Signs
					MORSE JCT.....				YdY
					0.4 WYE SWITCH.....			0.4	
		61	40	2q 10	9.3 CAPPS.....			9.7	
		61	65	2q 20	10.4 SF.....SUNRAY.....	TO	8:30 a.m. 5:30 p.m.	20.1	YdW
			162	2q 23	2.9 SHEERIN JCT.....	P		23.0	YdY
			62	2q 27	4.2 BRYDEN.....	P		27.2	W
					2.5 ETTER JCT.....			29.7	
					0.2 P&SF Crossing.....	UX		29.9	
			15	2q 33	2.8 SPANN.....	P		32.7	
			62	2q 41	8.1 EXUM.....	P		40.8	
			11	2q 46	5.5 WILCO.....			46.8	
			61	2q 51	4.5 DALMOR.....	P		50.8	
		100	880	1044	10.0 DA.....DALHART.....	TO	Continuous.	60.8	RYdFWTY
					60.8 LEAVE				
					AVERAGE SPEED PER HOUR.....				
					SCHEDULE TIME.....				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS, WESTWARD.
TIME TABLE RULE No. 14-A IN EFFECT.

Local extra leaves Morse Jct. 9:00 P. M. daily, except Sunday for Dalhart.
Local extra leaves Dalhart 1:00 P. M. daily, except Sunday, for Morse Jct.

Trains may leave Morse Jct. without clearance.

Westward

Dodge City Branch

Eastward

SECOND CLASS				SUBDIVISION 40A STATIONS		Office Hours Week Days				SECOND CLASS				
				Time Table No. 1		*Sundays and Holidays								
				December 15, 1940		†Holidays Only								
		563	561	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	From	To	M. P. Distance from St. Joseph	Distance from Bucklin	Signs	562	564
		Mixed Motor	Mixed Motor										Mixed Motor	Mixed Motor
		Daily Except Sunday	Daily Except Sunday											
		A.M. 9.45	A.M. 5.30	117N 77S	160	846	BU.....BUCKLIN.....	TO	Continuous.	347.9		RYdFWY	A.M. 8.30	P.M. 1.35
		s10.05	s 5.50	15	48	T 9	8.5 HF.....FORD.....	TO	6:45 a.m. 3:45 p.m.	356.4	8.5		s 8.08	s 1.03
		f10.25	f 6.10		19	T 18	9.3.....WILROADS.....			365.7	17.8		f 7.47	f12.52
		f10.42	f 6.27		10	T 26	7.7.....SOUTH DODGE.....			373.4	25.5		f 7.30	f12.35
		10.55 A.M.	6.40 A.M.		66	T 27	1.0 RH.....DODGE CITY.....	TO	7:30 a.m. 4:30 p.m.	374.4	26.5	RYdWY	7.25 A.M.	12.30 P.M.
							26.5 LEAVE						Daily Except Sunday	Daily Except Sunday
		22.7	22.7				AVERAGE SPEED PER HOUR.....						24.5	24.5
		1.10	1.10				SCHEDULE TIME.....						1.05	1.05

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS, WESTWARD, EXCEPT Nos. 561 AND 563 ARE SUPERIOR TO Nos. 562 AND 564.
TIME TABLE RULE No. 14 IN EFFECT.

Westward

Liberal-Amarillo Line

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 7			Office Hours Week Days *Sundays and Holidays †Holidays Only	M. P. Distance from Memphis	Distance from Amarillo	Signs	SECOND CLASS						
			997				STATIONS							From	To	998				
			Chicago Kan. City Amarillo Red Ball Freight Mixed				SUBDIVISION 7													
			Daily				STATIONS													
			A.M. 5-30				December 15, 1940													
							LEAVE													
				95	2055	933	RA.....	LIBERAL, KANS.....	TO	Continuous.	913.9	153.2	RYdFWTY					A.M. 5-15		
								13.3												
								0.0												
			f 6.00	60	35	sp 140	BA.....	BAKER, OKLA.....	TO	6:00 a.m. 3:00 p.m.	900.6	139.9						s 4-15		
			f 6.20	60	40	sp 132		ADAMS.....			892.5	131.8	W					s 3-45		
			f 6.45	60	50	sp 118	HS.....	HARDESTY, OKLA.....	TO	6:00 a.m. 3:00 p.m.	879.0	118.3						s 3-15		
			s 7.15	73	110	sp 108	HN.....	HITCHLAND, TEX.....	TO	6:00 a.m. 3:00 p.m.	868.6	107.9	W					s 2-45		
			f 7.35	60	23	sp 100		BERNSTEIN.....			860.8	100.1						f 2-20		
			s 8.00	55	125	sp 91	GU.....	GRUVER.....	TO	7:00 a.m. 4:00 p.m.	851.4	90.7	W					s 2-00		
			8.20	58		sp 82		CATOR.....			842.5	81.8						1.38		
			s 8.40	60	80	sp 75	MB.....	MORSE.....	TO	6:30 a.m. 3:30 p.m.	836.1	75.4	YdW					s 1-20		
			8.42					ROCK ISLAND JCT.....			835.1	74.4	Yd					12.56		
			8.43					MORSE JCT.....			834.6	73.9	YdY					12.55		
								WYE SWITCH.....			834.2	73.5	RY							
			f 9.00	60	34	sp 67		PRINGLE.....			828.0	67.3						f 12-45		
			s 9.30	58	55	sp 57	FN.....	STINNETT.....	TO	8:00 a.m. 5:00 p.m.	818.2	57.5	YdWY					s 12-20		
			f 9.50	22	22	sp 49		OIL CITY.....			809.7	49.0	Yd					f 11-50		
			10.05	23		sp 46		ANTELOPE.....			806.6	45.9	Yd					11.43		
			s 10.25	45	200	sp 43	RD.....	SANFORD.....	TO	8:00 a.m. 5:00 p.m.	804.5	43.8	YdFWY					s 11-25		
			f 10.45	100	165	sp 37	FH.....	FRITCH.....	TO	7:30 a.m. 4:30 p.m.	798.0	37.3	Yd					s 10-50		
			f 10.55		12	sp 33		DEAL.....			794.2	33.5						f 10-40		
			11.05	70	11	sp 29		WILHELM.....			789.6	28.9						10.31		
			f 11.28	61		sp 19		WILLTON.....			779.8	19.1	W					f 10-13		
			f 11.40		20	sp 13		MASTERSON.....			773.9	13.2						f 10-03		
			11.55 A.M.	61		sp 5		MAYER.....			767.5	6.8						9.50		
								P&SF Crossing.....			762.6	1.9								
			1.00 P.M.	88	1500	sp 762	VN.....	AMARILLO.....	TO	Continuous.	760.7		RYdFWTY					9.30 P.M.		
								153.2										Daily		
			20.4				LEAVE													
			7.30				... AVERAGE SPEED PER HOUR...												19.8	
						 SCHEDULE SPEED.....												7.45	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS, WESTWARD.
TIME TABLE RULE No. 14-A IN EFFECT.

Trains may leave Morse Jct. and Rock Island Jct. without clearance.

SPEED RESTRICTIONS.

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

Within the limits of municipalities, engineers will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and the public generally.

Steam trains operating on Rocket type train schedules will not exceed speed authorized for other passenger trains.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
3000 Class Engines with Scullin drivers.....	45	45	45	45
3000 Class Engines without Scullin drivers....	30	30	30	30
6000 Class Engines with 74 inch Drivers. Except as shown below.....	70	60		
MP 328-08 to MP 348-20				
MP 355-25 to MP 389-50				
MP 434-2 to MP 464-17	60	60		
MP 474 to MP 546				
MP 636-18 to MP 637-15				
Other 6000 Class Engines.....	60	60		
Through Switch Leads of Turnouts.....		10		10
Tangent track movement through spring switches.....	35		35	
Trains and engines making movement against current of traffic on two main tracks over facing point switches.....	30		30	
Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only).....	10	10	10	10
Trains hauling dead engines, side rods up.....			25	15
Trains hauling dead engines, side rods down.....			15	10
Switch engines without engine trucks.....			18	18
Engines running forward without cars not to exceed freight train speed.....				
Engines with drivers blocked up Series 831 to 979.....				
2300 to 2713.....				
3001 to 3035.....	30	30	30	30
4000 to 4061.....				
5000 to 5064.....				
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines, when moving on their own car or trucks:				
With boom supported.....			25	15
With boom removed or not supported.....			15	15
NOTE: These instructions will not apply to wrecking derricks, with boom supported, when trained behind engine in wreck train service. In such cases following speed on the territory involved will govern.				
Subdivision 39, 40, 41 and 42.....			40	40
40A.....			20	20
41A.....			25	25
4 and 7.....			30	30
NOTE: Where speeds on any subdivision or part thereof are lower than the above, the lower speed will govern.				
NOTE: Ditchers, or other types of spreaders, handled in trains in through movements, must have wings in trailing position when practical, while movement being made.				
NOTE: Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.				

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
Limit of locomotive or car speed in operation or when handled dead in train:				
260 HP Diesel-Electric Switchers D-B-C-W.	25	25	25	25
360 HP Diesel-Electric Switchers D-B-C-W.	25	25	25	25
600 HP Diesel-Electric Switchers in 500 Series				
900 HP Diesel-Electric Switchers in 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9050-9051 with freight gears.....				
Gas-Electric Motor Car 9012.....	40	40	40	40
All other Gas-Electric Motor Cars.....	60	60	60	60
Gas-Electric Motor Cars without trailers, approaching home signal and between home signal limits.....	10	10	10	10

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEED OF ROCKET TYPE TRAINS.

Distinctive roadway signals have been adopted to indicate maximum speeds of Rocket type trains.

A signal with crystal reflex letter "Z" thereon indicates zone territory where maximum speed is indicated by the numerals thereon, and will govern until the next zone signal is reached.

Where speed restrictions are required on curves within a zone, a signal with amber reflex diagonal bar and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

The zone and curve signals will be located approximately 4000 feet from point of curve, or point where zone speed changes, unless otherwise specified.

Other restrictions for Rocket type trains are as follows:

When using any turnout, crossover, railroad crossing or moving through municipalities not otherwise specified will not exceed speed designated for other passenger trains.

Rocket type trains approaching train order signal in stop position will sound four blasts of the whistle and must not exceed sixty miles an hour passing stations at which train orders or clearances are to be delivered. The delivery of all train orders, clearances and instructions will be made on right hand side, except at regular stops delivery will be made on station side.

Headlight on Rocket trains must be burning dimly during daylight hours.

Mars Signal Lights on Rocket locomotives shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains.

Passenger trains consisting of Rocket equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or 4000 class, and passenger trains consisting of standard equipment hauled by Diesel passenger locomotives may operate at speed of Ten (10) miles per hour less than speed authorized for Rocket type trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.

Such passenger trains will observe same speed restrictions shown in time table applicable to Rocket type trains.

Diesel passenger locomotives operating light without cars must not exceed maximum speed of fifty-five (55) miles per hour and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Maximum Height of Water Above Rail

Rocket Diesel power units and Diesel Switchers.....	4 1/2 inches
Rocket train cars only.....	7 inches
Gas-Electric motor cars.....	3 inches

When operating under own power, controller should be in Series position.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 39	70	60	50	50
(Except as shown below)				
Curve MP 217-25.....		20		20
Curve MP 218-27.....		40		40
Curve MP 219-29.....		45		35
Curve MP 244-02.....		25		25
Curve MP 244-22.....		40		40
Curve MP 245-07.....		20		20
Curve MP 246-00.....		30		30
Curve MP 246-20.....		30		30
Curve MP 247-05.....		40		35
Curve MP 262-13.....		50		45
Curve MP 263-00.....		50		45

SPEED RESTRICTIONS—Continued.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
MP 177.5 AT&SF Crossing, Rocket trains	45			
Other trains	40		35	
MP 217.6 AT&SF Crossing		20		20
MP 219.3 MoPac Crossing, Rocket trains	45			
Other trains	40		35	
MP 236.1 StLSF Crossing, Rocket trains	45			
Other trains	40		35	
MP 243.6 AT&SF Crossing	45			
MP 243.9 AVI Crossing		25		25
MP 244.9 MoPac Crossing	40		35	
MP 246.0 MoPac Crossing		30		30
MP 246.6 AT&SF Crossing		30		30
MP 277.8 MoPac Crossing, Rocket trains	45			
Other trains	40		35	
MP 285.7 MoPac Crossing	40		35	
On Sidings Morton and Whiteside	40		30	

39 class and heavier engines must not use:

Tampa—Elevator Spur from 50 feet east of Elevator to end of spur.
Inman—Mill track.
Medora—Pocket track.

The following tracks must not be used by 5000 class engines:

Hutchinson... All tracks except, Sidings, No. 2, west end team track, west end Monroe track.
Morton... Tracks 1, 2 and 3.
Whiteside... Elevator Spur.
Arlington... Sand Spur.
Natrona... House track.
Pratt... East end tracks 5, 6, 7 and 8 for 3000 feet, back tracks except stock track, and all repair tracks.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 40 (Except as shown below)	70	60	50	50
Engines on Cudahy Spur: Moving Forward			15	15
Moving Backward			10	10
Using Curves east of plant Cudahy and on both tracks at east switch				5
Bridge 4184	60		45	

Cudahy Spur. Engines must not move over scale and scale track at Cudahy Plant.
Engines heavier than 2600 class must not use first small bridge nor track beyond.

The following tracks must not be used by 5000 class engines:

Cullison... Spur track west of stock chute.
Haviland... House track.
Brenham... House track.
Greensburg... Mill track west of bridge to Main Street.
Mullinville... Elevator track.
Bucklin... All tracks except, Sidings, Wye and No. 7 track.
Kingsdown... House track.
Fowler... House track.
Meader... House track.
Missler... Elevator Spur.
Liberal... All industry tracks, Stock track west of east derail, long lead between east freight lead and west stock track switch, wrecker track, and house track.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 40-A (Except as shown below)	25	20	20	15
Trains operated by motor	30	25	30	20
Dodge City Yard Limits	6	6	6	6
SUBDIVISION 41 (Except as shown below)	70	60	50	50
MP 453.1 BM&E Crossing	40		35	
MP 514.7 P&SF Crossing, Rocket trains	45			
Other trains	40		35	
SUBDIVISION 41-A (Except as shown below)	40	40	30	30
Between MP 34 and Dalhart				25
SUBDIVISION 42 (Except as shown below)	70	60	50	50
MP 545.7 FW&DC Crossing	20		20	
Curve MP 546-25		50		50
Curve MP 637-00		50		50
Over Canadian River Bridge MP 616.5	40		30	

Dalhart—3000 and 5000 Class engines must not use west end yard tracks 6, 7, and 8 beyond clearance point.
Nara Visa—3000 class engines must not use Oil Spur or Industry Track beyond 160 feet west of frog.
Gravel Pit—2600 class and heavier engines must not use Gravel Pit track beyond gravel bank where white post on each side.

The following tracks must not be used by 5000 class engines:

Dalhart... North and South Wye, Store Room track, Tracks 6, 7 and 8, except east 2000 feet of each track.
Rehm... Back track beyond heel of frog.
Middlewater... Back track between east edge of stock chute and heel of frog of west switch.
Nara Visa... Oil Spur or Industry track beyond 160 feet west of frog.
Obar... Stock track from chute to west end of track.
Sand Springs... Back track 275 feet west of heel of east frog to 250 feet east of heel of west frog.
Gravel Pit... Crusher track beyond tippie; Up to tippie must not exceed 5 MPH.
Hudson... Back track east 1100 ft.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 4 (Except as shown below)	55	45	40	30
Over P&SF Interlocked Crossing, MP 759.3	30		30	
Over 7th St., MP 762	10		10	
Western Ave., MP 763 and 23 poles, Amarillo	10		10	
2500 Class and heavier engines over Bridges 8177, 8345, 8390 and 8605	20		20	
SUBDIVISION 7 (Except as shown below)	45	35	35	30
Between Morse Jct. and Rock Island Jct.	6		6	
Between Fritch and Sanford and between Oil City and Stinnett	30	20	20	20
MP 1.9 P&SF Crossing		20		20
MP 139.9 BM&E Crossing	25		20	
Between Sanford and Oil City	15	15	15	15
Engines backing up MP 44 to 46 and MP 49 to 47	10	10	10	10
Over Bridge 834	20		20	
MP 127-20 to MP 128-10	5		5	
Over Grade Crossing MP 152-10		10		10

SPECIAL INSTRUCTIONS

- Restricted use of Train Register books as follows:
Amarillo Passenger Station—First Class trains.
Amarillo Yard Office—All except First Class trains.
Wye Switch Subdiv. 7, MP 73.5—Regular trains.
- Bulletin Board and General Order books are located at:
Herington—Yard Office. Bucklin.
Herington—Round House. Liberal.
McPherson. Dalhart.
Hutchinson. Tucumcari.
Pratt—Yard Office. Amarillo—Yard Office.
Pratt—Round House. Amarillo—Passenger Station.
- Conductors and Enginemen are not required to consult Bulletin Boards and General Order books at intermediate points on a subdivision.
- 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.
- Standard clocks are located at:
Herington—Yard Office. Dalhart.
Hutchinson. Tucumcari.
Pratt—Yard Office. Amarillo—Yard Office.
Pratt—Round House. Amarillo—Passenger Station.
Bucklin. Morse.
Liberal.
- "g." Conditional stops for revenue passengers only.
- When doubleheading between points named below, engines must be separated by not less than five cars:

CLASS OF ENGINE	Subdiv.	BETWEEN
2500 Class and heavier engine with any class of engine	4	Amarillo and Tucumcari
2500 Class and heavier engine with any class of engine	7	Amarillo and Liberal

11. All railroad crossings at grade are protected by interlocking, except as follows:

Subdiv.	MP Loca.	Crossing	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
39	217.6	AT&SF	Gate	Trainmen	AT&SF	Red	
39	243.9	AVI	Gate	Trainmen	AVI	Red	
39	246.0	MoPac	Gate	Trainmen	MoPac	Red	
39	246.6	AT&SF	Gate	Trainmen	AT&SF	Red	
39	285.7	MoPac	Gate	Trainmen	MoPac	Red	
41	453.1	BM&E	Gate	Trainmen	BM&E	Red	
7	139.9	BM&E	Gate	Trainmen	BM&E	Red	Yellow
41a	29.9	P&SF	Stop				

SPECIAL INSTRUCTIONS—Concluded.

11a. Railroad crossings at grade are protected by automatic interlocking as shown below.

Sub-divn.	MP Loca.	Crossing	Sub-divn.	MP Loca.	Crossing
39	177.6	AT&SF.	39	244.9	MoPac.
39	219.3	MoPac.	39	277.8	MoPac.
39	236.1	StL&SF.	41	514.7	P&SF.

13. Passengers may be carried on the following freight trains:
On local extras between Herington and Pratt and on Nos. 991-992-997-998.

14. Following rule in effect on Subdivisions where so specified in footnotes of Time-table. Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned, as follows:

"C. & E. after (time) protect against Extra" Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION BOARDS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION BOARD, and thereafter proceed as the way is seen or known to be clear.

14a. Following rule in effect on Subdivisions where so specified in footnotes of Time Table: When train order is received, reading "all eastward (or westward) extras (or all eastward or westward extras) except extra wait at (a station in rear) until" the train addressed is relieved from protecting its rear against such following extras or extra until the time named in the order.

16. Trains arriving Tucumcari must observe Southern Pacific Rule No. 92 reading as follows: "A train must not arrive at a station in advance of its scheduled arriving time."

17. Subdivision 7 between Sanford and Canadian River has a maximum grade of 3.6% and between Canadian River and Oil City 2.5%. Eastward trains must stop at Sanford and westward trains at Oil City and make standing air brake test as provided in Operating Rule 706 and page 13 to and including page 37, inclusive, form MP 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 Rules 51 and 104 of MP 141, locomotive supplied with sand and 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.

Westward trains leave rear portion of train between switches, Antelope, when possible and line west switch for siding while doubling to Sanford but whenever rear of train does not clear east end of Antelope siding, set derail on west end Antelope siding in derailing position—in addition to lining west switch for siding. Normal position of Antelope derail is open and locked when not in use as provided above.

BETWEEN FRITCH AND STINNETT, WATCH CAREFULLY FOR DIRT AND ROCK SLIDES.

17a. All trains and engines must stop for Highway 283 known as South Second Avenue, Dodge City, MP 370.0 Subdivision 40-A and will move over crossing only on a signal from member of crew on ground at crossing.

18. 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 at restricted speed.

18a. AT&SF trains use Subdivision 40-A main track between Dodge City and AT&SF Junction Switch, MP 373.7. All trains and engines approaching Junction or using any part of this Joint Track will move at restricted speed that will insure absolute safety, expecting to find trains and engines moving in both directions.

18b. Signals 6380 and 6381 do not govern any section of Subdivision 4 or stock track. These signals do not govern crossover switch leading from Subdivision 42, main track, to passenger station track. Trains must approach this switch at restricted speed so that their movement will not be endangered should switch be set for station track. Subdivision 42 trains will not be required to stop at intersection of Subdivision 4 when signals are in proceed position.

21. At interlockers, following whistle signals will designate route desired:

Dalhart	Main track—One long.
	Ice House track—One long, one short.
Amarillo	Main track—One long.
	Siding—One short, one long.
	Industry—Two short, one long, one short.
	Cannot take—One short, one long, one short.
	Yard to main track—One long, one short, one long.
	Main track to Packing House—One long, one short.
	Yard to Packing House—Two short, one long.

28. Minimum clearance of bridges, tunnels, etc.: Height, 22.6 in.; width, 17 feet.

28a. 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:

Subdivn. 39, Iron bridge MP 191.9, Iron bridge at MP 236.7, will not clear man on side of car or with feet hanging over side of flat car or out of door of box car.

At Amarillo derrick frames over Case track located at platform between Polk and Tyler Streets and over depressed track east of Buchanan Street, will not clear a man on top of a car or on side of a car.

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

Sub-div.	Mile Post	Name	Car Capacity
39	209.3	Felt Spur	12
39	212.9	Shidell	13
39	216.4	Dickey Ref. Co.	12
39	219.4	Globe Ref. Co.	50
40	335.3	Mo. Valley Pipe Line Co.	40
40	379.2	Pumacite Track	10
40	381.0	Cudahy Spur	
40	417	Panhandle East. Pipe Line Co.	6
41	471.9	Gen'l Atlas Carbon Co.	39
4	764.3	Team Track	10
7	41.0	Rock Spur	7
7	42.1	Combined Carbon	30
7	43.1	United Carbon Co.	21
7	43.2	United Carbon Co.	35

32. Lights on train order signals will not be displayed when train order offices are closed.

TRAINMEN AND ENGINEMEN

34. All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

DISPATCHERS

34a. When heavy rains are reported dispatchers will give train and enginemen notification of same by train order in following form:

Heavy rains between and
All trains run carefully watching out for places likely to be affected.

35. At stations where emergency telephones are located, conductor should communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen, approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

36. Automatic Block System, Rules 505 to 519, inclusive, are in effect as follows:

Subdivisions 39, 40, 41, and 42 between Herington and Tucumcari.

36a. Dwarf automatic block color light signals are in service Tucumcari. General Rules 505 to 519 govern. Signals are numbered as follows:

Westward . . .	6379	6381	16273		
Eastward . . .	6380	6382	16268	16270	16272

The following letters indicate:

- F—Fuel Station.
- P—Train Dispatchers Telephone.
- R—Train Register Station.
- T—Turn Table.
- W—Water Station.
- Y—Wye.
- UX—Railroad Crossing not Protected by Interlocking.
- TO—Train Order Station.
- Yd—Station where Yard Limit Signs are Maintained.

C. T. ROWLEY, Trainmaster, Pratt, Kan.
Subdivisions 39, 40 and 40a.

F. B. GIBBS, Trainmaster, Dalhart, Tex.
Subdivisions 41, 41a, 42, 4 and 7.

T. P. MARONEY, Master Mechanic, Dalhart, Tex.

C. G. SCHULTZ, Road Foreman Equipment, Pratt, Kan.

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

C. D. WILLIAMSON, R. L. SHOWERS, J. B. JOHNSON, T. C. FARRELL, F. R. BOOHER,	Train Dispatchers, Pratt, Kan. Subdivisions 39, 40 and 40a.
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J. L. WILSON, Chief Dispatcher, Dalhart, Tex.

J. C. HAMMACK, I. C. LEGER, J. W. NOLAN, L. BROSSEAU, H. B. TOWNSLEY,	Train Dispatchers, Dalhart, Tex. Subdivisions 41, 41a, 42, 4 and 7
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