

Company Surgeons	Location
T. L. HANSEN, Chief Surgeon	Chicago
J. M. L. JENSEN, Ass't Chief Surgeon.....	Chicago
A. C. DANIELSON, Division Surgeon and Examiner.....	Chicago
J. O. GILLILAND, Ass't Surgeon and Examiner.....	Herington
W. R. JONES.....	Canton
CLINTON R. LYTLE.....	Chicago
GUY E. FINKLE.....	McPherson
M. NUNEMAKER, Local Surgeon and Examiner	Hutchinson-Arlington
G. H. GRIEVE.....	Turon
V. W. FILLEY, Division Surgeon and Examiner.....	Chicago
F. G. FREEMAN, Ass't Div. Surgeon and Examiner.....	Chicago
W. D. PITTMAN, Oculist, Aurist and Examiner.....	Pratt
M. H. WALDORF, Jr.....	Chicago
J. R. BRADLEY.....	Greensburg
V. B. DOWLEY.....	Dodge City
H. P. FINK.....	Bucklin
D. L. RICHARDSON.....	Mineola
J. C. ROBB.....	Fowler
R. M. DAUGHERTY.....	Meade
H. W. DAVIS.....	Plains
A. L. HILBIG, Division Surgeon and Examiner.....	Chicago
ROBERT F. BYRNE, Ass't Div. Surgeon and Examiner.....	Liberal
L. G. BLACKMER.....	Tyrone-Hooker
F. P. CAWLEY, Ass't Local Surgeon.....	Hooker
R. B. HAYES.....	Chicago
E. L. BUFORD, Ass't Local Surgeon.....	Guymon
W. N. OXLEY.....	Texhoma
HUSTON PEARSON.....	Stratford
VICTOR MOORE, Surgeon and Examiner.....	Chicago
J. A. BLASCHKE, Local Surgeon.....	Chicago
J. C. GLENN, Local Surgeon.....	Dalhart
M. M. THOMPSON.....	Logan
W. M. THAXTON.....	Tucumcari
I. RASCO, Consulting Surgeon and Examiner.....	Chicago
R. D. GIST, Surgeon and Examiner.....	Chicago
A. E. WINSETT, Surgeon and Examiner.....	Chicago
R. KEYS, Surgeon and Examiner.....	Chicago
AUGUST J. STREIT, Oculist, Aurist and Examiner.....	Chicago
G. R. CHASE.....	Chicago
W. J. CAMPBELL.....	Amarillo
J. C. JONES.....	Gruver
J. H. NELSON.....	Stinnett-Borger
O. J. RICHARDSON.....	Sunray-Dumas

Official Hospitals are located as follows:

Name	Place	Telephone
Pratt County.....	Pratt, 3rd and Commodore.....	1080
Epworth.....	Liberal, 624 No. Washington St.....	3861
St. Anthony.....	Amarillo, 707 North Polk St.....	9866 and 6677
Tucumcari General.....	Tucumcari, South End 4th St.....	2

H. G. DENNIS,
Superintendent

G. J. MULICK,
Ass't General Manager

E. E. FOULKS,
Gen'l. Sup't. Transportation

O. W. LIMESTALL,
General Manager

Chicago, Rock Island & Pacific Railroad

TIME TABLE

PANHANDLE DIVISION SECOND DISTRICT

No. 9

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

SUNDAY, SEPTEMBER 28, 1952



This Time Table for the exclusive use
and guidance of Employees

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS			Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 39 STATIONS	M. P. from St. Joseph	Distance from Herington	Signs	FIRST CLASS			SECOND CLASS		
91	291	39	43	3								Imperial	Passenger	Golden State	40	44	4	92	94
Chicago-California Gold Ball Freight	Kan. City California Gold Ball Freight							Time Table No. 9									
Daily	Daily	Daily	Daily	Daily				September 28, 1952				Daily	Daily	Daily	Daily	Daily	Daily
P.M. 5:40	A.M. 3:30	P.M. 12:25	A.M. 4:30	A.M. 2:00	670	Yard	RI...	HERINGTON TO	171.4		RYdFWTY	P.M. 3:55	P.M. 6:15	P.M. 10:35	P.M. 5:15	P.M. 10:15	
6:00	3:40	12:33	4:37	2:06	675	102	.....	RISHEL P	175.8	4.4	.....	3:43	6:00	10:23	4:00	8:46	
6:10	3:50	12:38	4:44	2:11	678	125	16	AT&SF Crossing	177.5	6.1	.....					
6:18	4:00	12:45	4:52	2:17	684	92	43	RAMONA TO	179.5	8.1	.....	3:37	5:54	10:19	3:53	8:40	
6:28	4:10	12:52	4:59	2:23	690	92	37	TAMPA TO	185.7	14.3	.....	3:31	5:46	10:13	3:43	8:30	
6:36	4:20	1:00	5:07	2:30	697	88	6	DURHAM TO	191.8	20.4	.....	3:25	5:38	10:07	3:33	8:20	
6:44	4:30	1:08	5:14	2:36	703	96	25	WALDECK P	198.4	27.0	.....	3:18	5:31	10:01	3:23	8:10	
6:51	4:40	1:15	5:21	2:41	709	115	40	CANTON TO	204.8	33.4	.....	3:12	5:24	9:55	3:12	8:00	
								GALVA TO	210.7	39.3	W	3:06	5:18	9:49	2:57	7:50	
								AT&SF Crossing	214.7	43.3	.....					
6:59	4:50	1:24	5:33	2:48	716	125	288	McPHERSON TO	216.7	45.3	YdW	3:00	5:11	9:42	2:45	7:40	
								MoPac Crossing	219.3	47.3	.....					
7:08	5:02	1:32	5:41	2:55	723	92	27	GROVELAND P	224.3	52.3	W	2:53	4:56	9:36	2:29	7:28	
7:20	5:12	1:38	5:49	3:00	728	102	34	INMAN TO	229.4	57.4	W	2:48	4:50	9:31	2:16	7:20	
								SL-SF Crossing	236.1	64.1	.....					
7:28	5:23	1:45	5:57	3:06	734	92	52	MEDORA P	236.1	64.1	.....	2:40	4:40	9:24	2:02	7:08	
7:38	5:33	1:52	6:04	3:12	741	81	71	SLADE P	242.4	70.4	Yd	2:33	4:31	9:18	1:52	6:56	
								AT&SF Crossing	243.6	71.6	.....					
7:43	5:39	1:56	6:07	3:15	743	101	Yard	EAST HUTCHINSON	244.4	72.4	Yd	2:30	4:28	9:15	1:41	6:51	
								MoPac Crossing	244.9	72.9	.....					
7:48	5:44	2:06	6:31	3:20	744	87	Yard	HUTCHINSON *TO	245.4	73.4	YdFW	2:27	4:25	9:12	1:36	6:46	
								MoPac Crossing	246.0	74.0	.....					
7:54	5:49	2:12	6:36	3:24	746	183	Yard	AT&SF Crossing	246.6	74.6	.....					
8:00	5:54	2:18	6:40	3:27	749	262	9	MORTON P	247.5	75.5	YdY	2:21	4:03	9:05	1:31	6:41	
8:08	6:03	2:23	6:47	3:33	754	92	26	WHITESIDE P	250.5	78.5	.....	2:18	3:59	9:02	1:26	6:36	
8:17	6:13	2:30	6:55	3:40	761	90	30	PARTRIDGE TO	255.8	83.8	.....	2:13	3:54	8:57	1:18	6:28	
8:43	6:25	2:40	7:05	3:48	770	92	23	ARLINGTON TO	262.4	90.4	.....	2:07	3:46	8:51	1:09	6:19	
8:52	6:35	2:48	7:13	3:55	776	102	27	LANGDON TO	271.1	99.1	.....	1:59	3:36	8:43	12:59	6:09	
								TURON TO	277.5	105.5	W	1:53	3:27	8:37	12:50	6:00	
								MoPac Crossing	277.8	105.8	.....					
9:02	6:46	2:58	7:22	4:03	784	98	31	PRESTON TO	285.4	113.4	.....	1:44	3:17	8:29	12:39	5:49	
								MoPac Crossing	285.7	113.7	.....					
9:10	6:56	3:08	7:29	4:10	791	102	22	NATRONA P	292.1	120.1	.....	1:37	3:08	8:23	12:29	5:39	
9:25	7:15	3:25	7:55	4:23	797	Yard	N...	PRATT *TO	298.0	126.0	RYdFW WT	1:30	3:00	8:15	12:20	5:30	
33.6	33.6	42.0	36.8	52.9				AVERAGE SPEED PER HOUR				52.1	38.8	54.0	25.6	26.5	
3:45	3:45	3:00	3:25	2:23				SCHEDULE TIME				2:25	3:15	2:20	4:55	4:45	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

Inman.....Engines using Mill tracks not exceed 5 MPH.
The following tracks must not be used by 5000 and 5100-series engines:
Hutchinson.....All tracks except old scale, Siding No. 2, No. 3 east end
and two rail lengths west of Adams St., west end team track, west end
Monarch track to Adams Street; east end, to one car length west of
derail.
Mo. Pac. Transfer Track, 400 feet west of derail.
Wye track speed not exceeding 5 MPH.
Morton.....Tracks 1, 2 and 3.
Preston.....Co-op Elevator Track.
Pratt.....House Track, Mill Track and all Repair Tracks.
SIDING FOR FIRST CLASS TRAINS--PRATT.
West Lead from crossover switch at Old Freight House.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL
NOT EXCEED 70 MPH.
No. 3 McPherson receive Pullman passengers for Tucumcari or beyond, revenue
coach passengers for California points. Discharge Pullman passengers from
Kansas City or beyond and coach passengers from Englewood and Chicago.
No. 39 discharge revenue passengers from Topeka and east and receive revenue
passengers Tucumcari and beyond.
No. 4 discharge Pullman passengers from El Paso and west. Receive for Engle-
wood and Chicago. Discharge Coach passengers from California points.
No. 40 receive revenue passengers Topeka and beyond and discharge revenue
passengers from Tucumcari and beyond.
No. 44 stop Natrona, Medora, Groveland for passengers or head end traffic.
No. 44 stop at flag stations for passengers only.

Westward

Main Line

Eastward

SECOND CLASS					FIRST CLASS					SUBDIVISION 40 STATIONS					FIRST CLASS			SECOND CLASS	
91	291	39	43	3						40	44	4	92	94					
Chicago-California Gold Ball Freight	Kan. City California Gold Ball Freight	Imperial	Passenger	Golden State	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	STATIONS					Imperial	Passenger	Golden State	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight		
Daily	Daily	Daily	Daily	Daily				Time Table No. 9					Daily	Daily	Daily	Daily	Daily		
								September 28, 1952											
P.M. 10:30	A.M. 7:45	P.M. 3:40	A.M. 8:05	A.M. 4:28	797	Yard	N....	PRATT	*TO	298.0		RYdF WT	P.M. 1:25	P.M. 2:50	P.M. 8:10	A.M. 11:50	P.M. 5:00		
10:45	7:55	3:47	8:14	4:36	802	102	.....	SMALLEY	P	302.6	4.6	.....	1:09	2:35	8:00	11:16	4:16
10:53	8:02	3:52	8:21	4:40	806	71	41	CULLISON	TO	307.1	9.1	.....	1:05	2:28	7:56	11:09	4:09	
11:03	8:11	3:59	8:31	4:47	813	92	35	WELLSFORD	TO	314.2	16.2	.....	12:58	2:19	7:50	10:58	3:59	
11:10	8:18	4:04	8:39	4:51	817	125	27	HAVILAND	TO	318.6	20.6	.....	12:54	2:13	7:46	10:52	3:42	
11:18	8:26	4:09	8:47	4:56	823	92	22	BREHAM	P	324.0	26.0	.....	12:49	2:07	7:41	10:45	3:35	
11:28	8:34	4:14	8:59	5:00	827	92	91	GREENSBURG	*TO	328.6	30.6	W	12:45	2:02	7:37	10:38	3:28		
11:36	8:42	4:20	9:08	5:05	832	71	34	JOY	P	334.1	36.1	.....	12:39	1:54	7:31	10:31	3:21	
11:43	8:50	4:25	9:17	5:10	837	92	35	MULLINVILLE	TO	338.9	40.9	.....	12:34	1:49	7:27	10:24	3:14	
11:55 P.M.	9:02	4:33	9:31	5:18	846	108n	142	BUCKLIN	*TO	347.9	49.9	YdFWY	12:26	1:39	7:19	10:11	3:02		
12:05 A.M.	9:11	4:40	9:41	5:24	854	92	27	KINGSDOWN	TO	355.0	57.0	.....	12:19	1:29	7:13	10:01	2:52	
12:22	9:35	4:48	9:51	5:31	861	92	37	BLOOM	TO	362.8	64.8	.....	12:12	1:21	7:07	9:51	2:42	
12:35	9:45	4:55	10:01	5:37	869	92	67	MINEOLA	*TO	370.0	72.0	W	12:05	1:12	7:01	9:20	2:32		
12:43	9:54	5:01	10:08	5:42	875	71	.....	ADVANCE	P	376.0	78.0	.....	11:59	1:05	6:56	9:12	2:24
12:49	10:00	5:06	10:15	5:46	879	92	77	FOWLER	TO	380.8	82.8	.....	11:54	1:00	6:52	9:05	2:16	
1:02	10:13	5:15	10:28	5:54	890	92	89	MEADE	*TO	391.0	93.0	W	11:44	12:47	6:44	8:49	1:59		
1:10	10:21	5:22	10:37	5:59	896	123	10	MISSLER	P	396.5	98.5	.....	11:38	12:37	6:39	8:40	1:50	
1:23	10:33	5:31	10:48	6:07	905	92	95	PLAINS	TO	406.4	108.4	W	11:29	12:27	6:31	8:27	1:37		
1:33	10:42	5:38	10:56	6:13	912	92	47	KISMET	TO	413.5	115.5	W	11:22	12:19	6:25	8:16	1:27		
1:45	11:13	5:47	11:13	6:22	925	92	17	HAYNE	P	422.8	124.8	.....	11:13	12:09	6:15	8:00	1:14	
2:45 A.M.	11:50 A.M.	6:00 P.M.	11:23 A.M.	6:35 A.M.	933	.....	Yard	LIBERAL	*TO	430.6	132.6	RYdF WTY	11:05 A.M.	12:01 P.M.	6:08 P.M.	7:50 A.M.	1:00 P.M.	
31.2	32.4	56.8	40.1	62.6	..... AVERAGE SPEED PER HOUR.....					56.8	47.0	65.2	33.1	33.1				
4.15	4.05	2.20	3.18	2.07	..... SCHEDULE TIME.....					2.20	2.49	2.02	4.00	4.00				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

The following tracks must not be used by 5000 and 5100-series engines:
Bucklin..... Fuel tracks.
Liberal..... All industry tracks,
Stock track and house track.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 MPH.

No. 43 Stop to receive or discharge passengers.

Fowler..... Cudahy Spur, larger than 2600-series steam engines must not be used.

SIDING FOR FIRST CLASS TRAINS—PRATT:
West Lead from crossover switch at Old Freight House.

SIDING FOR FIRST CLASS TRAINS—LIBERAL:
Siding extending from switch at MP 430-10 to switch at MP 434-16.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 41 STATIONS		M. P. from St. Joseph	Distance from Liberal	Signs	FIRST CLASS			SECOND CLASS	
291	91	39	43	3				40	44				4	92	94		
Kan. City California Gold Ball Freight	Chicago-Calgifornia Gold Ball Freight	Imperial	Passenger	Golden State									Imperial	Passenger	Golden State	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight
Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily
P.M. 12-25	A.M. 3-15	P.M. 6-10	A.M. 11-33	A.M. 6-40	Yard	...	933	RA..	LIBERAL, KANS. TO	434.2	...	RYdF WTY	A.M. 11-00	A.M. 11-50	P.M.-39 6-03	A.M. 7-20	P.M.-291 12-25
12-40	3-25	6-18	11-40	6-47	71	939	.....	.....	STONE, OKLA. P	440.0	5.8	.....	10-51	11-40	5-57	7-00	12-01
12-50	3-32	6-22	11-50	6-51	37	125	943	RO..	TYRONE.....TO	444.0	9.8	.....	10-47	11-32	5-54	6-51	11-50
									SM&E Crossing...UX	453.1	18.9	.....				
1-05	3-47	6-32	12-04	7-01	79	92	953	KR..	HOOKER.....TO	454.3	20.1	W	10-37	11-19	5-45	6-26	11-32
1-20	4-04	6-42	12-14	7-10	25	119	963	.....	OPTIMA.....P	464.6	30.4	.....	10-27	11-05	5-37	6-11	11-18
1-35	4-18	6-52	12-32	7-20	140	111	972	GO..	GUYMON...*TO	473.6	39.4	W	10-18	10-52	5-29	5-57	11-05
1-44	4-27	6-59	12-40	7-26	...	51	978	.....	JUNIOR.....P	479.9	45.7	.....	10-11	10-40	5-22	5-47	10-57
1-51	4-34	7-04	12-50	7-30	27	92	983	FM..	GOODWELL...TO	484.1	49.9	FW	10-07	10-34	5-18	5-40	10-51
2-06	4-51	7-16	1-05	7-39	146	E 71 W 125	993	HM..	TEXHOMA, OKLA. TO	494.3	60.1	WY	9-57	10-21	5-10	5-25	10-38
2-21	5-11	7-28	1-15	7-48	22	92	1003	.....	STEVENS, TEX. P	504.3	70.1	.....	9-47	10-08	5-02	5-11	10-25
2-35	5-25	7-38	1-30	7-57	88	92	1013	DF..	STRATFORD...TO	514.2	80.0	W	9-37	9-58	4-53	4-59	10-13
									P&SF Crossing.....	514.7	.....	.....			
2-45	5-33	7-45	1-38	8-02	...	71	1020	.....	BRICKEL.....P	520.0	85.8	.....	9-31	9-48	4-47	4-51	10-05
2-55	5-41	7-52	1-46	8-07	45	92	1025	.....	CONLEN.....P	526.0	91.8	.....	9-25	9-41	4-42	4-42	9-57
3-03	5-48	7-57	1-52	8-11	3	75	1030	.....	IRWIN.....P	530.9	96.7	.....	9-20	9-34	4-38	4-35	9-50
3-12	5-55	8-03	1-59	8-16	19	125	1035	.....	CHAMBERLIN...P	536.1	101.9	.....	9-15	9-27	4-34	4-28	9-43
3-18	6-01	8-07	2-06	8-20	...	92	1039	.....	HITT.....P	540.0	105.8	.....	9-11	9-22	4-30	4-23	9-38
4-15 P.M.-4	6-25 A.M.	8-25 P.M.	2-35 P.M.	8-29 A.M.	Yard	...	1044	WR..	DALHART.....TO	545.4	111.2	RYd FWTY	9-05 A.M.	9-15 A.M.	4-24 P.M.-291	4-15 A.M.	9-30 A.M.
29-0	35-1	49-4	36-6	61-2					AVERAGE SPEED PER HOUR...				58-0	43-0	67-4	36-0	38-1
3-50	3-10	2-15	3-02	1-49					SCHEDULE TIME.....				1-55	2-35	1-39	3-05	2-55

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

The following tracks must not be used by 5000 and 5100-series engines:
Hooker—Johnson Elevator spur.
Guymon—Western Sale Track.

SIDING FIRST CLASS TRAINS—LIBERAL:
Siding extending from switch at MP 430-10 to switch at MP 434-16.

SIDING FOR FIRST CLASS TRAINS—DALHART:
Short No. 1 Track.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 M. P. H.

No. 43 stop to receive or discharge passengers.

No. 39 and 40 receive and discharge from and to points west of Tucumcari and Kansas City and east.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS						SUBDIVISION 42 STATIONS						FIRST CLASS			SECOND CLASS	
291	91	39	43	3				Time Table No. 9						44	40	4	94	92
Kan City California Gold Ball Freight	Chicago-California Gold Ball Freight	Imperial	Passenger	Golden State	Capacity of Other Tracks	Capacity of Sidings	Station Numbers	September 28, 1952			M. P. from St. Joseph	Distance from Dalhart	Signs	Passenger	Imperial	Golden State	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight
Daily	Daily	Daily	Daily	Daily	Yd			WR	DALHART TO			RYdP WTY	Daily	Daily	Daily		Daily	Daily
P.M. 5-15	A.M. 7-45 ⁹⁴	P.M. 8-35	P.M. 3-05	A.M. 8-33					0.1	545.4	0.1		A.M.-40 s 8-55	A.M.-44 s 9-00	P.M. s 4-20		A.M.-91 7-45	A.M. 2-45
5:30	7:54	8:43	3:14	8:40			1044		FW&DC Crossing	545.5	0.1							
5:40	8:02	8:49	3:25	8:45	24	92	1049		WAGNER	550.4	5.0		8:40	8:50	4:12		7:21	2:08
5:50	8:15	8:55	3:33	8:51		71	1054		REHM	555.1	9.7		f 8:22	8:45	4:08		7:14	2:01
6:00	8:32	9:01	3:41	8:57	17	125	1059		KING	560.8	15.4		f 8:15	8:37	4:03		7:06	1:53
6:06	8:43	9:05	3:54	9:01		71	1065		MIDDLEWATER	566.6	21.2	W	f 8:08	8:32	3:58		6:58	1:45
6:20	8:53	9:15	4:06	9:09	25	108	1069		LANE	570.5	25.1		s 8-03	8-28	3-54		6:51	1:38
6:30	9:01	9:23	4:16	9:15	3	61	1077	RM	ROMERO	578.4	33.0		s 7-55	8-20	3-47		6:40	1:27
6:40	9:22	9:30	4:34	9:22	46	119	1083		EXIT, TEX.	584.4	39.0		s 7-42	8-14	3-42		6:31	1:18
6:55	9:37	9:40	4:44	9:30	12	92	1089	UN	BARAVISA, N. M.	590.8	45.4	W	s 7-42	8-08	3-36		6:21	1:08
7:05	9:50	9:46	4:54	9:36	14	92	1096		OBAR	598.9	53.5		f 7-33	8-01	3-29		6:09	12:55
7:15	10:00	9:52	5:02	9:42	3	62	1103		SAND SPRINGS	604.5	59.1		f 7-26	7-56	3-23		5:59	12:45
7:24	10:10	9:58	5:19	9:48	40	107	1109		CANODE	610.0	64.6		f 7-20	7-51	3-18		5:49	12:35
7:38	10:20	10:08	5:30	9:56		92	1114	OA	LOGAN	615.3	69.9	W	s 7-14	7-46	3-13		5:39	12:25
7:48	10:30	10:13	5:38	10:01	26	69	1120		MATER	621.3	75.9		7-06	7-40	3-07		5:29	12:15
7:58	10:45	10:19	5:45	10:07		108	1124		HUDSON	625.8	80.4		7-01	7-35	3-03		5:23	12:09
10:15 P.M.	12:15 P.M.	10:30 P.M.	6:00 P.M.	10:16 A.M.	Yd		1129		ADBERG	631.5	86.1		6-55	7-29	2-57		5:15	12:01
18.6	20.7	48.6	31.9	54.2			1137	XN	TUCUMCARI	638.5	93.1	RYdP WTY	6-45 A.M.	7-20 A.M.	2-49 P.M.		5:00 A.M.	11:45 P.M.
5.00	4.30	1.55	2.55	1.43					AVERAGESPEED PER HOUR				42.9	55.8	61.4		33.8	31.0
									SCHEDULE TIME				2.10	1.40	1.31		2.45	3.00

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORMY ORDERS AUTHORIZED.

No. 43 stop to receive or discharge passengers.

The following tracks must not be used by 5000 and 5100 series engines:
 Dalhart.....Track 8. Gravel Pit.....All tracks.
 Rehm.....Stock track. Sand Springs.....Stocktrack.
 Obar.....Stock track. Hudson.....Stocktrack.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 M.P.H.

SIDING FOR FIRST CLASS TRAINS—DALHART:
Short No. 1 Track.

Westward

Main Line

Eastward

SECOND CLASS			FIRST CLASS						FIRST CLASS			SECOND CLASS		
	991			111									994	
	California Oklahoma Louisiana Gold and Red Ball			Cherokee		Capacity of Other Tracks	Capacity of Siding	Station Numbers	SUBDIVISION 4 STATIONS Time Table No. 9 September 28, 1952				Cherokee	California Memphis Gold Ball Freight
	Daily			Daily					M. P. from Memphis	Distance from Amarillo	Signs	Daily	Daily	
	A.M. 8:30			P.M. 6:55	Yard	27762		VN AMARILLO.....TO	760.7		RYdFWTY	A.M. s10:05		A.M. 9:30
	8:50		f	7:09	71	27768		.....SONY	767.1	6.4		f	9:46	8:50
	9:07		s	7:19	36	27775		.....BUSHLAND	773.9	13.2		f	9:37	8:40
	9:27		s	7:30	47	30 27783		WO WILDCRADO.....TO	782.0	21.3		s	9:27	8:27
	9:48			7:40	32	27789		.....EVERETT	789.4	28.7			9:18	8:17
	9:56		s	7:55	82	58 27796		GA VEGA.....TO	795.0	34.3	W	s	9:10	8:09
	10:07			8:06	19	27804		.....LANDERGIN	802.6	41.9			8:59	7:58
	10:16		s	8:18	58	52 27810		DR ADRIAN.....TO	808.8	48.1		s	8:51	7:49
	10:22			8:25	19	27813		.....GRUHLKEY	813.0	52.3			8:44	7:42
	10:40		f	8:39	7	48 27821		.....BOISE	821.5	60.8	W	f	8:32	7:27
	11:00		s	8:55	13	61 27833		GN GLENRIO, TEX......TO	832.3	71.6		s	8:18	7:10
	11:07		f	9:04	15	27838		.....ENDEE, N. MEX.	836.9	76.2		s	8:10	7:02
	11:20		f	9:17		27846		.....BARD	845.3	84.6		s	7:59	6:49
	11:28		s	9:29	22	51 27851		SJ SAN JON......TO	850.3	89.6		s	7:51	6:41
	11:50		f	9:46		51 27866		.....LESSIA	865.1	104.4		f	7:33	6:18
	A.M. 12:30		s	10:00	Yard	1137		XN TUCUMCARI.....TO	874.2	113.5	RYdFWTY	7:20 A.M.		6:00 A.M.
	28.3			36.8				.....AVERAGE SPEED PER HOUR				41.3		32.4
	4.00			3.05				.....SCHEDULE TIME				2.45		3.30

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

The following tracks must not be used by larger than 2600 series steam engines:
Amarillo, Tracks 9, 10 and 11.
First class trains approach Amarillo passenger station at restricted speed.

SIDING FIRST CLASS TRAINS—AMARILLO:
Siding extending from switch near Buchanan Street to switch west of Passenger station.

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	63.7	86	41.9	145	24.8
36	100.0	68	62.9	87	41.4	150	24.0
38	94.7	69	62.1	88	40.9	155	23.2
40	90.0	70	61.4	89	40.4	160	22.6
43	83.7	71	60.7	90	40.0	170	21.7
45	80.0	72	60.0	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	37.9	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	45.5	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

Time Table No. 9

September 28, 1952

				Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 41A STATIONS Time Table No. 9 September 28, 1952		M. P. from Morse Jct.	Signs				
						87074	.....	MORSE JCT.....	0.0	YdY				
								0.5 WYE SWITCH.....P	0.5					
				34	51	88010	.....	9.6 CAPPS.....	9.6					
				44	51	88020	SF.....	10.4 SUNRAY.....TO	20.0	YdW				
				162		88023	.....	3.1 SHEERIN JCT.....P	23.1	YdY				
				54		88027	.....	4.1 BRYDEN.....P	27.2	W				
				180		88030	BR.....	2.4 ETTER.....TO	29.6	YdY				
								0.3 PASF Crossing.....UX	29.9					
				54		88041	.....	11.0 EXUM.....P	40.9					
				22		88046	.....	5.4 WILCO.....	46.3					
				54		88051	.....	4.6 DALMOR SIDING.....P	50.9					
				Yard		1044	WR.....	9.9 DALHART.....TO	60.8	BYdFWTY				
								60.8						
								AVERAGE SPEED PER HOUR.....						
								SCHEDULE TIME.....						

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

Westward

Dodge City Branch

Eastward

SECOND CLASS

SUBDIVISION 40A
STATIONS

Time Table No. 9

September 28, 1952

SECOND CLASS

				Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 40A STATIONS Time Table No. 9 September 28, 1952		M. P. from St. Joseph	Distance from Bucklin	Signs				
			561												
			Mixed												
			Daily Except Sunday												
			A.M. 6.30	142	108N 708	846	BU.....	947.9	.....	BYdFWY				
			6.55	48		21009	0.5 HF.....	366.4	8.5						
			7.30	20		21018	0.3 WILROADS.....	365.7	17.8						
			7.50	24		21026	7.7 SOUTH DODGE.....	373.4	25.8						
			8.00 A.M.	92		21027	1.0 RH.....	374.4	26.5	BYdWY					
			17.7				26.5 DODGE CITY.....TO								
			1.30				AVERAGE SPEED PER HOUR.....								
							SCHEDULE TIME.....								

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS WESTWARD, EXCEPT No. 561 IS SUPERIOR TO No. 564.
TIME TABLE RULE 14 IN EFFECT. No. 564 MAY LEAVE DODGE CITY WITHOUT CLEARANCE.

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

Westward

Liberal-Amarillo Line

Eastward

SECOND CLASS				Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 7		M. P. from Amarillo	Signs	SECOND CLASS			
997							STATIONS				998			
Mixed	Daily	A.M.	P.M.				Time Table No. 9				Mixed	Daily	A.M.	P.M.	September 28, 1952
		1.00		Yard	933	RA	LIBERAL, KANS.	153.2	RYdFWTY					
							BM&E Crossing							
f		1.30		44	51 87140		BAKER, OKLA.	140.3		f		4.11		
f		1.50		33	51 87132		ADAMS	131.8	W	s		3.53		
f		2.25		46	51 87118	HS	HARDESTY, OKLA.	118.3		s		3.20		
s		2.50		86	63 87108	HN	HITCHLAND, TEX.	107.9	W	s		2.50		
f		3.15		20	51 87100		BERNSTEIN	100.1		f		2.25		
s		3.40		148	51 87091	GU	GRUVER	90.7	YdW	s		2.00		
		4.05			49 87082		CATOR	81.8				1.15		
s		4.35		86	51 87075	MB	MORSE	75.4	RYdW	s		1.00		
		4.37					ROCK ISLAND JCT.	74.4	Yd			12.34		
		4.39					MORSE JCT.	73.8	YdY			12.30		
							WYE SWITCH	73.2	Y					
f		4.55		30	51 87067		PRINGLE	67.3	Yd	f		12.15		
s		5.25		65	51 87057	FN	STINNETT	57.5	YdWY	s		11.50		
f		5.45		18	16 87049		OIL CITY	49.0	Yd	f		11.25		
		6.00			44 87046		ANTELOPE	45.9	Yd			11.05		
s		6.50		174	40 87043	RD	SANFORD	43.8	YdFWY	s		10.55		
f		7.15		165	86 87037	FH	FRITCH	37.3	Yd	s		10.05		
f		7.25		12	87032		DEAL	33.5		f		9.50		
		7.40		9	59 87029		WILHELM	28.9				9.40		
f		8.05			51 87019		MASTERSON	19.1	W	f		9.20		
f		8.25		17	87013		ST. FRANCIS	13.2	Y	f		9.05		
		8.50			48 87005		MAYER	6.8				8.50		
		10.00			Yard	VN	AMARILLO		RYdFWTY			8.00		
		17.0					AVERAGE SPEED PER HOUR					17.5		
		9.00					SCHEDULE TIME					8.45		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

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

When doubleheading between Amarillo and Liberal, steam engines must be separated by not less than five cars.

SPEED RESTRICTIONS.

LOCATION	LOCATION	Passenger Trains	Freight Trains																												
ALL SUBDIVISIONS																															
Authorized speed through switch leads of turnouts as follows:																															
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Location No. 15 Turnouts: Sub-Division 39—MP 217 Pole 1, MP 218 Pole 37, MP 245 Pole 35. Sub-Division 41—MP 543 Pole 25.																															
MAXIMUM ENGINE SPEEDS																															
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<p>Road freight or passenger diesels, other than road switchers, backing up.....</p> <p>When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.</p>	40																														
<p>Trains hauling dead engines with main rods removed and side rods in place.....</p> <p>With all rods down.....</p>	20 10																														
<p>Steam switch engines without engine trucks.....</p>	20																														
<p>Engines running forward light or with only one car.....</p>	Freight train speed																														
<p>Steam engines running backward.....</p>	25																														
<p>Steam engines to be moved dead in trains will be placed in train ONLY when instructed by Chief Dispatcher who will advise all concerned regarding maximum speed permitted by train handling.</p>	25																														
<p>Steam engines with drivers blocked up.....</p>	30																														
<p>Diesel switch engines, series 345 to 377, must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars.</p>	30																														
<p>When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.</p>	30																														
<p>Motor cars without cars approaching interlocking signals and within interlocking limits.....</p>	10																														
<p>Trains handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer.....</p> <p>Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.</p>	25																														
NOTE: These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service, in such case speed restrictions will be as follows:																															
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NOTE: Ditcher, 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.																															
NOTE: Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.																															
SUBDIVISION 4 (except as shown below)																															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">5000 and 5100 series engines.....</td> <td style="width: 20%; text-align: center;">59</td> </tr> <tr> <td>MP 760-34 to MP 761-07.....</td> <td style="text-align: center;">40</td> </tr> <tr> <td>MP 763-23 Western Ave. Crossing.....</td> <td style="text-align: center;">45</td> </tr> <tr> <td>MP 815-08 to 818-31.....</td> <td style="text-align: center;">10</td> </tr> <tr> <td>MP 842-01 to 842-17.....</td> <td style="text-align: center;">50</td> </tr> </table>	5000 and 5100 series engines.....	59	MP 760-34 to MP 761-07.....	40	MP 763-23 Western Ave. Crossing.....	45	MP 815-08 to 818-31.....	10	MP 842-01 to 842-17.....	50	40 20 25 30																				
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SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER TRAINS

Distinctive roadway signs indicate maximum speed of Rocket trains.

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

Where the movement is from a lower to a higher speed zone, the zone sign is located at a point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible on that particular curve, after which zone speed may be resumed.

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, unless otherwise instructed by officer at location of high water a speed of 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail
Diesel engines and motor cars.....	3 Inches
Light weight passenger cars.....	7 Inches
Conventional passenger cars.....	12 Inches

4. Restricted use of Train Register books as follows:

Amarillo Passenger Station—First Class trains.
Amarillo Yard Office—All except First Class trains.

4a. First Class trains will register by Ticket Form 1339 at Dalhart Tower.

5. Bulletin Board and General Order books are located at:

Harlington—Yard Office. Harlington—Engine House. McPherson. Hutchinson. Hutchinson—Diesel House Pratt—Yard Office. Pratt—Engine House.	Buoklin. Liberal. Dalhart—Engine House. Dalhart—Yard Office. Tucumcari. Amarillo—Yard Office. Amarillo—Passenger Station.
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5a. 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 are located at:

Harlington—Yard Office. Hutchinson. Pratt. Buoklin. Liberal. Dalhart—Engine House.	Dalhart Tower. Tucumcari. Amarillo—Yard Office. Amarillo—Passenger Station. Morse.
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7. Trains approaching train order signal displaying stop indication, will sound four blasts of whistle, and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

- 8. "f" Flag stop to receive or discharge traffic.
"g" Conditional stops for revenue passengers only.
"s" Regular stop.**

11. Dwarf automatic block, color light signals are in service Tucumcari.

Signals are numbered as follows:

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

11a. 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 indication.

11b. Subdivision 40, Bridge No. 4184 is equipped with fire protection appliance which controls eastward signal No. 4198 and westward signal No. 4169. If signal No. 4169 or No. 4198 is found displaying stop indication, bridge must be inspected before passing over it.

11c. Subdivision 42, Bridge No. 6185 is equipped with fire protection appliance which controls eastward signal No. 6194 and westward Absolute Signal Logan. If westward Absolute Signal Logan, or Signal No. 6194 is found displaying a Stop indication, bridge must be inspected before passing over it.

11d. Railroad crossings at grade are protected by interlocking, except as follows:

Sub- divn.	MP Location	Crossing	Re- marks	Operated by	Normal Posi- tion Gates AGAINST	Light Ar- rangement for		
						Stop	Pro- ceed	
39	McPherson	AT&SF..	Gate.	Trainmen	CRI&P.....	Red..	.....
39		MoPac..	Gate.	Trainmen	MoPac.....	Red..	.....
39		AT&SF..	Gate.	Trainmen	AT&SF.....	Red..	.....
39		MoPac..	Gate.	Trainmen	MoPac.....	Red..	.....
41		453.1	BM&E..	Gate.	Trainmen	BM&E.....	Red..
7		140.3	BM&E..	Gate.	Trainmen	BM&E.....	Red..	Yellow
41a		29.9	P&SF....	Gate.	Trainmen	P&SF.....	Red..	Yellow

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 SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at STATION SIGN, and thereafter proceed as the way is seen or known to be clear.

16. 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 expecting to find trains and engines moving in either direction.

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 form MP 141 air brake rules pages 13 to 37 inclusive. 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.

21. Following engine whistle signals will be used at interlocking to designate route desired:

Dalhart.....	Main track—One long. Ice House track—One long, one short.
Amarillo.....	Main track—One long. 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.: at Height, 22 feet 6 inches; 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, Steel bridge MP 191.9, Steel bridge at MP 235.7, will not clear man on side of car or with feet hanging over side of flat car or out of door of box car.

Chute on Ice machine on Rico Track, Dalhart, will not clear man on side or top of car on Extension No. 5 or No. 6 yard tracks.

Concrete unloading pits at Riffe Brothers concrete elevators at Texhoma and Stratford will not clear man on side of 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.

SPECIAL INSTRUCTIONS—Concluded.

31. Industrial or spur tracks are located at:

Sub-div.	Mile Post	Name	Car Capacity
39	219.4	Cooperative Ref. Co.	50
39	240.2	Kilowatt Spur	52
40	335.3	Northern Natural Gas Co.	40
40	380.0	Cudahy Spur	
40	401.3	Collano Elevator	20
40	402.1	Hobart	27
40	419.9	Shamrock	21
40a	370.3	Renco Spur	6
41	442.6	Fluor	45
41	457.13	Panoma Spur	92
41	471.3	Cebot Carbon Co.	60
41	471.9	Gen'l Atlas Carbon Co.	39
41a	19.0	Phillips Spur	
41a	23.0	Sheerin Spur	
42	601.6	Gravel Pit	
4	764.3	Team Track	10
T	42.1	Combined Carbon	30
T	43.1	United Carbon Co.	21
T	43.2	United Carbon Co.	38

34. "Precautions, unusual conditions". When snow plows are operated preceding or following other trains Absolute Block between open stations must be maintained between such trains in territory involved. If necessary Dispatchers must call Operators to establish communication. These requirements do not modify Rule 99.

Snow plows, while in road operation, will not exceed speed of 5 MPH when meeting or passing or being passed by a passenger train.

35. At stations where 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.

35a. Emergency telephones, connected with train dispatcher circuit, are located at *pole sets*, or in booth at the following locations:

Subdivision 40, East end of Cimarron River Bridge 4184.

Subdivision 41, East end of Beaver River Bridge 4679.

The following letters and symbol 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.

*—Radio Installation.

TRAIN ORDER OFFICES

OFFICE HOURS

Week Days
 Except Saturdays
 *Sundays and Holidays
 **Saturdays

SUBDIVISION 39

Herington.....	Continuous
Ramona.....	8:30 a.m. 5:30 p.m.
Tampa.....	6:00 a.m. 3:00 p.m.
Durham.....	7:00 a.m. 4:00 p.m.
Canton.....	8:00 a.m. 5:00 p.m.
Galva.....	7:00 a.m. 4:00 p.m.
McPherson.....	Continuous
Inman.....	8:00 a.m. 5:00 p.m.
Hutchinson.....	Continuous
Partridge.....	6:30 a.m. 3:30 p.m.
Arlington.....	6:30 a.m. 3:30 p.m.
Langdon.....	7:00 a.m. 4:00 p.m.
Turon.....	7:00 a.m. 4:00 p.m.
Preston.....	7:00 a.m. 4:00 p.m.
Pratt.....	Continuous

SUBDIVISION 40

Pratt.....	Continuous
Cullison.....	8:00 a.m. 5:00 p.m.
Wellsford.....	7:00 a.m. 4:00 p.m.
Haviland.....	8:00 a.m. 5:00 p.m.
Greensburg.....	8:00 a.m. 5:00 p.m.
Mullinville.....	8:00 a.m. 5:00 p.m.
Bucklin.....	Continuous
Kingsdown.....	8:00 a.m. 5:00 p.m.
Bloom.....	8:00 a.m. 5:00 p.m.
Mineola.....	** 7:00 a.m. 4:00 p.m.
Fowler.....	8:00 a.m. 5:00 p.m.
Meade.....	Continuous
Plains.....	8:00 a.m. 5:00 p.m.
Kismet.....	8:00 a.m. 5:00 p.m.
Liberal.....	Continuous

SUBDIVISION 41

Liberal.....	Continuous
Tyrone.....	8:30 a.m. 5:30 p.m.
Hooker.....	** 8:00 a.m. 5:00 p.m.
Guyman.....	Continuous
Goodwell.....	7:30 a.m. 4:30 p.m.
Texhoma.....	** 8:30 a.m. 5:30 p.m.
Stratford.....	Continuous
Dalhart.....	Continuous

SUBDIVISION 42

Dalhart.....	Continuous
Romero.....	7:30 a.m. 4:30 p.m.
Naravisa.....	Continuous
Logan.....	** 7:00 a.m. 4:00 p.m.
Tucumcarl.....	Continuous

SUBDIVISION 4

Amarillo.....	Continuous
Wildorado.....	7:30 a.m. 4:30 p.m.
Vega.....	7:30 a.m. 4:30 p.m.
Adrian.....	7:30 a.m. 4:30 p.m.
San Jon.....	7:15 a.m. 4:15 p.m.
Glenrio.....	7:30 a.m. 4:30 p.m.
Tucumcarl.....	Continuous

SUBDIVISION 41A

Dalhart.....	Continuous
Etter.....	8:30 a.m. 5:30 p.m.
Sunray.....	7:30 a.m. 4:30 p.m.

SUBDIVISION 40A

Bucklin.....	Continuous
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SUBDIVISION 7

Liberal.....	Continuous
Hardesty.....	7:00 a.m. 4:00 p.m.
Hitchland.....	7:00 a.m. 4:00 p.m.
Gruver.....	7:00 a.m. 4:00 p.m.
Morse.....	7:30 a.m. 4:30 p.m.
Stinnett.....	7:30 a.m. 4:30 p.m.
Sanford.....	7:00 a.m. 4:00 p.m.
Fritch.....	6:30 a.m. 3:30 p.m.
Amarillo.....	Continuous

- F. NORVELL, Asst. Supt., Dalhart, Tex.
 S. CROOM, Trainmaster, Pratt, Kans.
 Subdivisions 39, 40 and 40a.
 F. B. GIBBS, Trainmaster, Amarillo, Tex.
 Subdivisions 4 and 7.
 R. C. JUDSON, Asst. Trainmaster, Dalhart, Tex.
 Subdivisions 41 and 41a.
 E. J. GWIN, Road Foreman of Equipment, Pratt, Kans.
 Subdivisions 39, 40 and 40a.
 A. L. DAVIS, Road Foreman of Equipment, Dalhart, Tex.
 Subdivisions 41, 41a, 42, 4 and 7.
 C. T. ROWLEY, Chief Dispatcher, Liberal, Kans.
 R. L. SHOWERS, Night Chief Dispatcher.

TRAIN DISPATCHERS

- | | |
|------------------|----------------|
| C. D. WILLIAMSON | S. W. DEWS |
| I. C. LEGER | G. R. BUSH |
| T. C. FARRELL | W. J. PASTA |
| G. G. MURPHY | A. H. WENDT |
| W. R. HEDRICK | C. R. FERGUSON |
| Z. ELLIS | R. W. CHAMBERS |
| R. A. HERD | |