

Company Surgeons	Location
T. L. HANSEN, Chief Surgeon	Chicago
E. J. REICHLEY, Surgeon and Examiner	
A. C. DANIELSON, Division Surgeon and Examiner	
J. O. GILLILAND, Ass't Surgeon and Examiner	Herington
J. F. NEWELL	Durham
W. R. JONES	Canton
CLINTON R. LYTLE	
GUY E. FINKLE	McPherson
J. E. FOLTZ, Local Surgeon and Examiner	Hutchinson
G. H. GRIEVE	Turon
J. R. CAMPBELL, Division Surgeon and Examiner	
W. D. PITTMAN, Oculist, Aurist and Examiner	Pratt
J. A. McLAUGHLIN	Greensburg
CLAUDE E. McCARTY	Dodge City
C. F. PUCKETT	Mullinville
C. E. BANDY	Bucklin
J. C. ROBB	Fowler
R. M. DAUGHERTY	Meade
H. W. DAVIS	Plains
A. L. HILBIG, Division Surgeon and Examiner	
O. F. PROCHOZKA, Ass't Division Surgeon and Examiner	
O. G. HOLCOMB, Ass't Division Surgeon	
L. G. BLACKMER	Tyrone and Hooker
R. B. HAYES	Guymon
HARRY E. THURSTON	Texhoma
VICTOR MOORE, Surgeon and Examiner	
A. W. COWIN, Ass't Surgeon and Examiner	Dalhart
M. M. THOMPSON	Legan
W. M. THAXTON	Tucumcari
I. RASCO, Consulting Surgeon and Examiner	
R. D. GIST, Surgeon and Examiner	
A. E. WINSETT, Surgeon and Examiner	
R. KEYS, Surgeon and Examiner	
AUGUST J. STREIT, Oculist, Aurist and Examiner	
WELDON O. MURPHY, Ass't Oculist and Aurist	Amarillo
D. W. CLARK	Vega
J. W. HEAD	Stinnett
J. C. JONES	Gruver
T. G. BROWN	Sunray

Official Hospitals are located as follows:

Name	Place	Telephone
Ninnescah	Pratt, 112 N. Ninnescah	54
Epworth	Liberal, 624 No. Washington St.	378
St. Anthony	Amarillo, 707 North Polk St.	9866 and 6677
Tucumcari General	Tucumcari, South End 4th St.	2

C. E. MEKOTA, General Claim Agent, Chicago.

G. R. HUNTOON, Superintendent	K. K. STOKES, Gen'l. Sup't. Transportation
H. C. McCULLOUGH, Sup't Motive Power	C. L. FRANKLIN, Ass't General Manager
G. P. TRACHTA, Gen'l. Supt. Motive Power	G. W. RANEY, General Manager

W. H. HILLIS,
Operating Officer

Chicago, Rock Island & Pacific Railway

TIME TABLE

PANHANDLE DIVISION SECOND DISTRICT

No. 2

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

SUNDAY, MAY 18, 1947

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		M. P. from St. Joseph	Distance from Herrington	FIRST CLASS				SECOND CLASS				
STATIONS				39	43	3			97	91		
Time Table No. 2 May 18, 1947				Imperial	Californian	Golden State Limited			Kan. City California Gold Ball Freight	Chicago- California Gold Ball Freight		
LEAVE		Daily	Daily	Daily			Daily	Daily				
RI...	HERINGTON.....TO	171.4										
	4.4											
	RISHEL.....P	175.8	4.4									
	1.7											
	AT&SF Crossing.....	177.5	6.1									
	2.0											
MA..	RAMONA.....TO	179.5	8.1									
	6.2											
HA..	TAMPA.....TO	185.7	14.3									
	6.1											
DK..	DURHAM.....TO	191.8	20.4									
	6.6											
	WALDECK.....P	198.4	27.0									
	6.4											
CN..	CANTON.....TO	204.8	33.4									
	5.9											
GA..	GALVA.....TO	210.7	39.3									
	6.9											
	AT&SF Crossing.....UX	217.6	46.2									
	0.3											
MC..	McPHERSON.....TO	217.9	46.5									
	1.4											
	MoPac Crossing.....	219.3	47.9									
	5.0											
	GROVELAND.....P	224.3	52.9									
	5.1											
QN..	INMAN.....TO	229.4	58.0									
	6.7											
	SL-SF Crossing.....	236.1	64.7									
	0.0											
DM..	MEDORA.....TO	236.1	64.7									
	6.3											
	SLADE.....	242.4	71.0									
	1.2											
	AT&SF Crossing.....P	243.6	72.2									
	0.8											
	EAST HUTCHINSON.....	244.4	73.0									
	0.5											
	MoPac Crossing.....	244.9	73.5									
	0.5											
SU..	HUTCHINSON.....TO	245.4	74.0									
	0.6											
	MoPac Crossing.....UX	246.0	74.6									
	0.6											
	AT&SF Crossing.....UX	246.6	75.2									
	0.9											
	MORTON.....P	247.5	76.1									
	3.0											
	WHITESIDE.....P	250.5	79.1									
	5.3											
GR..	PARTRIDGE.....TO	255.8	84.4									
	6.6											
RT..	ARLINGTON.....TO	262.4	91.0									
	6.7											
NO..	LANGDON.....TO	271.1	99.7									
	6.4											
KO..	TURON.....TO	277.5	106.2									
	0.3											
	MoPac Crossing.....	277.8	106.5									
	7.6											
RS..	PRESTON.....TO	285.4	114.1									
	0.3											
	MoPac Crossing.....UX	285.7	114.4									
	6.4											
	NATRONA.....P	292.1	120.8									
	5.9											
N....	PRATT.....TO	298.0	126.6									
	126.6											
.....AVERAGE SPEED PER HOUR.....												
.....SCHEDULE TIME.....												

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

No. 3 McPherson receive Pullman passengers for Tucumcari or beyond.
Discharge Pullman passengers from Kansas City or beyond.
Local extra leaves Herrington about 6:00 A. M. Wednesday, Friday, Sunday for Pratt.

Main Line Eastward

SUBDIVISION 39 STATIONS

Time Table No. 2

May 18, 1947

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	
						40	44	4	94	92
						Imperial	Californian	Golden State Limited	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight
HERINGTON.....	670		Yard	RYdFWTY	Continuous.	A.M. s 5.20	P.M. s 6.25	A.M. s 12.01	A.M. 5.00	A.M. 7.00
4.4 RISHEL.....	675	102				5.12	6.06	11.52	4.48	6.47
1.7 AT&SF Crossing.....										
2.0 RAMONA.....	678	92	16		8:00 a.m. 5:00 p.m. *12:30 p.m. 2:30 p.m.	5.07	f 5.59	11.48	4.37	6.42
6.2 TAMPA.....	684	92	42		8:00 a.m. 5:00 p.m.	5.00	f 5.50	11.41	4.27	6.32
6.1 DURHAM.....	690	92	37	W	8:00 a.m. 4:00 p.m. *8:00 a.m. 4:00 p.m. 6:00 p.m. 2:00 a.m.	4.53	f 5.39	11.34	4.17	6.22
6.6 WALDECK.....	697	88	6			4.45	5.27	11.27	4.06	6.10
6.4 CANTON.....	703	96	25		8:00 a.m. 5:00 p.m. *1:00 p.m. 3:00 p.m.	4.38	f 5.19	11.20	3.55	5.58
5.9 GALVA.....	709	115	40	W	8:30 a.m. 5:30 p.m.	4.31	f 5.09	11.14	3.45	5.45
6.9 AT&SF Crossing.....										
0.3 McPHERSON.....	716	92	118	Yd	Continuous.	g 4.20	s 4.54	g 11.05	3.29	5.23
1.4 MoPac Crossing.....										
5.0 GROVELAND.....	723	92	27	W		4.12	g 4.44	10.57	3.15	5.10
5.1 INMAN.....	728	102	34		8:00 a.m. 5:00 p.m. 1:30 p.m. 3:30 p.m.	4.07	f 4.39	10.52	2.50	4.58
6.7 SL-SF Crossing.....										
0.0 MEDORA.....	734	92	52			3.59	g 4.29	10.45	2.37	4.45
6.3 SLADE.....		81	71	Yd		3.50	4.22	10.38	2.25	4.35
1.2 AT&SF Crossing.....										
0.8 EAST HUTCHINSON.....		101		Yd		3.46	4.18	10.35	2.20	4.30
0.8 MoPac Crossing.....										
0.5 HUTCHINSON.....	744	87		YdFW	Continuous.	s 3.42	s 4.12	s 10.33	2.15	4.25
0.6 MoPac Crossing.....										
0.6 AT&SF Crossing.....										
0.9 MORTON.....	746	183		YdY		3.34	3.57	10.27	2.02	4.15
3.0 WHITESIDE.....	749	262	9			3.31	3.53	10.24	1.56	4.10
5.3 PARTRIDGE.....	754	92	26		8:00 a.m. 5:00 p.m. *12:30 p.m. 2:30 p.m.	3.25	f 3.47	10.19	1.48	3.58
6.6 ARLINGTON.....	761	90	30		7:00 a.m. 4:00 p.m.	3.18	f 3.39	10.12	1.38	3.42
8.7 LANGDON.....	770	92	23		7:00 a.m. 4:00 p.m. *12:30 p.m. 2:30 p.m.	3.10	f 3.26	10.03	1.28	3.31
6.4 TURON.....	776	102	27	W	8:00 a.m. 4:00 p.m. 4:00 p.m. 12:00 m. *8:00 a.m. 4:00 p.m. *4:00 p.m. 12:00 m.	3.04	f 3.17	9.57	1.19	3.23
0.3 MoPac Crossing.....										
7.6 PRESTON.....	784	102	31		7:00 a.m. 4:00 p.m. *12:30 p.m. 2:30 p.m.	2.56	f 3.07	9.49	1.06	3.10
0.3 MoPac Crossing.....										
6.4 NATRONA.....	791	102	22			2.48	g 2.58	9.42	12.55	2.59
5.9 PRATT.....	797			Yard	RYdFWT	2.39	2.50	9.35	12.45	2.50
126.6					Continuous.	A.M.	P.M.	P.M.	A.M.	A.M.
LEAVE						Daily	Daily	Daily	Daily	Daily
.....AVERAGE SPEED PER HOUR.....						47.2	35.3	52.0	29.8	30.3
.....SCHEDULE TIME.....						2.41	3.35	2.26	4.15	4.10

SEE FOOT NOTES ON PAGE 1.

No. 4 Discharge Pullman passengers from El Paso and west.
Receive for Englewood and Chicago.
No. 40 Discharge from El Paso or beyond.
Receive for Kansas City or beyond.

No. 44 Stop Natrona, Medora, Groveland for passenger or head end traffic.
No. 44 Stop at flag stations for passengers only.
Local extra leaves Pratt about 6:00 A. M. Tuesday, Thursday, Saturday for Herington.

Main Line Westward

SUBDIVISION 40 STATIONS Time Table No. 2 May 18, 1947		M. P. from St. Joseph	Distance from Pratt	FIRST CLASS					SECOND CLASS					
				39	3	43				97	91			
				Imperial	Golden State Limited	Californian				Kan. City California Gold Ball Freight	Chicago- California Gold Ball Freight			
LEAVE			Daily	Daily	Daily				Daily	Daily				
N....	.....PRATT.....TO	298.0	.....	A.M. 5.05	P.M. 2.00	P.M. 3.00				P.M. 2.15	P.M. 9.35			
.....	.....SMALLEY.....P	302.6	4.6	5.12	2.06	3.08				2.31	9.50			
CU..	.....CULLISON.....TO	307.1	9.1	5.17	2.11 g	3.15				2.42	9.58			
WF..	.....WELLSFORD.....TO	314.2	16.2	5.24	2.18 g	3.25				3.00	10.08			
HD..	.....HAVILAND.....TO	318.6	20.6	5.29	2.22 g	3.35				3.09	10.15			
.....	.....BRENHAM.....P	324.0	26.0	5.35	2.27	3.40				3.19	10.23			
GB..	.....GREENSBURG.....TO	328.6	30.6	5.40	2.31 s	3.52				3.28	10.33			
.....	.....JOY.....P	334.1	36.1	5.46	2.36	3.58				3.35	10.45			
MU..	.....MULLINVILLE.....TO	338.9	40.9	5.51	2.41 g	4.08				3.42	10.52			
BU..	.....BUCKLIN.....TO	347.9	49.9	6.00	2.49 s	4.21				3.54	11.03			
KG..	.....KINGSDOWN.....TO	355.0	57.0	6.07	2.56 g	4.31				4.20	11.12			
BM..	.....BLOOM.....TO	362.8	64.8	6.15	3.03 g	4.41				4.35	11.22			
MI..	.....MINEOLA.....TO	370.0	72.0	6.22	3.10 s	4.53 97				4.53 43	11.31			
.....	.....ADVANCE.....P	376.0	78.0	6.28	3.16	4.59				5.10	11.39			
F....	.....FOWLER.....TO	380.8	82.8	6.33	3.21 g	5.08				5.30	11.50 P.M. 92			
M...	.....MEADE.....TO	391.0	93.0	6.43	3.30 s	5.24				6.00	12.04 A.M.			
.....	.....MISSLER.....P	396.5	98.5	6.50	3.36 g	5.32				6.20	12.14			
Q....	.....PLAINS.....TO	406.4	108.4	7.00	3.45 g	5.48				6.55	12.29			
KM..	.....KISMET.....TO	413.5	115.5	7.08	3.52 g	5.58				7.34	12.41			
.....	.....HAYNE.....P	422.8	124.8	7.18	4.01	6.08				8.14	12.55			
RA..	.....LIBERAL.....TO	430.6	132.6	s 7.30 A.M.	s 4.10 P.M.	s 6.25 P.M.				8.40 P.M.	1.35 A.M.			
.....	.....AVERAGE SPEED PER HOUR.....			54.8	61.2	38.8				20.6	33.1			
.....	.....SCHEDULE TIME.....			2.25	2.10	3.25				6.25	4.00			

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

Local extra leaves Pratt about 6:00 A.M. Monday, Wednesday and Friday for Liberal.

No. 43 Stop to receive or discharge passengers.

Main Line Eastward

SUBDIVISION 40 STATIONS Time Table No. 2 May 18, 1947		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				
							40	44	4				94	92	
							Imperial	Californian	Golden State Limited				Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	
AUTOMATIC BLOCK SIGNALS	..... PRATT..... 4.6	797	.....	Yard	RYdFWT	Continuous.	A.M. 92 s 2.34	P.M. 43 s 2.40	P.M. 91 s 9.30					A.M. 12.01	A.M. 40 2.30
	..... SMALLEY..... 4.5	802	102	.....	.....	.....	2.23	2.31	9.18					P.M. 11.25	1.45
	..... COLLISON..... 7.1	806	71	41	.....	8:00 a.m. 5:00 p.m.	2.19	s 2.26	9.14					11.12	1.38
	..... WELLSFORD..... 4.4	813	92	35	.....	8:00 a.m. 5:00 p.m.	2.13	s 2.18	9.07					10.58	1.28
	..... HAVILAND..... 5.4	817	92	27	.....	8:00 a.m. 5:00 p.m.	2.09	s 2.06	9.03					10.52	1.22
	..... BRENHAM..... 4.6	823	92	22	.....	.....	2.04	2.00	8.58					10.45	1.15
	..... GREENSBURG..... 5.5	827	92	91	W	{ 8:30 a.m. 5:30 p.m. *8:30 a.m. 5:30 p.m.	2.00	s 1.52	8.54					91 10.33	1.09
	..... JOY..... 4.8	832	71	34	.....	.....	1.55	1.42	8.49					10.25	1.02
	..... MULLINVILLE..... 9.0	837	92	35	.....	8:00 a.m. 5:00 p.m.	1.50	s 1.36	8.45					10.18	12.55
	..... BUCKLIN..... 7.1	846	108N 70S	142	YdFWY	Continuous.	1.42	s 1.26	8.37					10.05	12.42
	..... KINGSDOWN..... 7.8	854	92	27	.....	7:30 a.m. 4:30 p.m.	1.36	s 1.14	8.30					9.55	12.32
	..... BLOOM..... 7.2	861	92	37	.....	8:00 a.m. 5:00 p.m.	1.29	s 1.05	8.23					9.45	12.22
	..... MINEOLA..... 6.0	869	92	67	W	{ 8:00 a.m. 5:00 p.m. *8:00 a.m. 5:00 p.m.	1.22	s 12.56	8.16					9.35	A.M. 12.10
	..... ADVANCE..... 4.8	875	71	.....	.....	.....	1.17	12.48	8.10					9.26	P.M. 11.57
	..... FOWLER..... 10.2	879	92	77	.....	{ 8:00 a.m. 5:00 p.m. *9:00 a.m. 11:00 a.m.	1.12	s 12.38	8.05					9.17	91 11.50
	..... MEADE..... 5.5	890	92	89	W	Continuous.	1.02	s 12.26	7.56					9.04	11.34
	..... MISSLER..... 9.9	896	123	10	.....	.....	12.56	f 12.14	7.50					8.55	11.25
	..... PLAINS..... 7.1	905	92	95	.....	{ 8:00 a.m. 5:00 p.m. *9:00 a.m. 11:00 a.m.	12.47	s P.M. 12.01	7.41					8.42	11.12
	..... KISMET..... 9.3	912	92	47	W	{ 8:00 a.m. 4:00 p.m. * 8:00 a.m. 4:00 p.m. 4:00 p.m. 11:59 p.m. * 4:00 p.m. 11:59 p.m.	91 12.41	s A.M. 11.49	97 7.34					8.31	11.01
	..... HAYNE..... 7.8	925	92	17	.....	.....	12.31	11.39	7.24					97 8.14	10.44
..... LIBERAL..... 132.6	933	.....	Yard	RYdF WTY	Continuous.	12.24 A.M.	11.30 A.M.	7.17 P.M.					8.00 P.M.	10.30 P.M.	
LEAVE							Daily	Daily	Daily					Daily	Daily
.....AVERAGE SPEED PER HOUR.....							61.2	41.8	59.8					33.0	33.1
.....SCHEDULE TIME.....							2.10	3.10	2.13					4.01	4.00

SEE FOOT NOTES ON PAGE 3.

Local extra leaves Liberal about 6:00 A.M. Tuesday, Thursday and Saturday for Pratt.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS			SUBDIVISION 41 STATIONS				FIRST CLASS			SECOND CLASS	
97	91	43	3	39	STATIONS				44	4	40	94	92
Kan. City California Gold Ball Freight	Chicago-California Gold Ball Freight	Californian	Golden State Limited	Imperial	Time Table No. 2				Californian	Golden State Limited	Imperial	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight
Daily	Daily	Daily	Daily	Daily	May 18, 1947				Daily	Daily	Daily	Daily	Daily
P.M. 10:00	A.M. 2:05	P.M. 6:35	P.M. 4:15	A.M. 7:40	LEAVE				A.M. 11:20	P.M. 7:12	A.M. 12:19	P.M. -43 6:35	P.M. -97 10:00
10:17	2:20	6:45	4:21	7:47	RA..				11:00	7:05	12:09	6:08	9:35
10:28	2:27	7:01	4:25	7:52	RO..				10:55	7:01	12:05	6:01	9:28
					KR..								
10:50	2:43	7:16	4:35	8:02	HM..				10:45	6:51	11:55	5:41	9:10
11:10	3:02	7:29	4:44	8:12	GY..				11:35	6:42	11:46	5:24	8:58
11:38	3:18	7:49	4:53	8:22	FM..				10:25	6:34	11:38	4:53	8:46
11:48	3:27	7:57	4:59	8:28	DF..				10:12	6:28	11:32	4:34	8:38
11:55 P.M.	3:33	8:04	5:03	8:32	WR..				10:08	6:24	11:28	4:27	8:32
12:25 A.M.	3:47	8:19	5:12	8:42	HM..				9:56	6:15	11:19	4:13	8:19
12:45	4:01	8:31	5:21	8:52	DF..				9:42	6:06	11:10	4:00	7:48
1:15	4:15	8:47	5:30	9:01	DF..				9:30	5:57	11:01	3:45	7:32
1:30	4:23	8:56	5:37	9:08	DF..				9:20	5:50	10:54	3:30	7:16
1:46	4:31	9:02	5:45	9:14	DF..				9:14	5:45	10:49	3:15	7:07
1:59	4:38	9:07	5:50	9:21	DF..				9:08	5:40	10:44	3:06	6:59
2:12	4:45	9:13	5:55	9:26	DF..				9:03	5:35	10:39	2:56	6:49
2:23	4:51	9:17	5:59	9:30	DF..				8:58	5:31	10:35	2:48	6:42
2:45 A.M.	5:35 A.M.	9:30 P.M.	6:10 P.M.	9:50 A.M.	WR..				8:43 A.M.	5:25 P.M.	10:29 P.M.	2:30 P.M.	6:30 P.M.
23.4	31.8	38.1	58.0	51.3	LEAVE				Daily	Daily	Daily	Daily	Daily
4.45	3.30	2.55	1.55	2.10	AVERAGE SPEED PER HOUR.				42.5	62.3	60.7	27.2	31.8
					SCHEDULE TIME.....				2.37	1.47	1.50	4.05	3.30

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

Local extra leaves Dalhart about 6:00 A. M. Monday, Wednesday and Friday for Liberal.

Local extra leaves Liberal about 6:00 A. M. Tuesday, Thursday and Saturday for Dalhart.

No. 43 stop to receive or discharge passengers.

OPERATORS HOURS OF SERVICE

.. LIBERAL KANS... TO	Continuous.		.... GOODWELL..... TO	8:00 a.m. 5:00 p.m. *11:30 a.m. 1:30 p.m.
.. TYRONE, OKLA. TO	7:45 a.m. 4:45 p.m.	Office Hours Week Days	.... TEXHOMA..... TO	{ 7:00 a.m. 3:00 p.m. *7:00 a.m. 3:00 p.m. 3:00 p.m. 11:00 p.m.
.... HOOKER..... TO	{ 7:00 a.m. 3:00 p.m. *11:00 a.m. 1:00 p.m. 3:00 p.m. 11:00 p.m. *6:00 p.m. 8:00 p.m.	*Sundays and Holidays	.... STRATFORD, TEX. TO	Continuous.
.... GUYMON..... TO	Continuous.	†Holidays Only	.... DALHART..... TO	Continuous.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 42 STATIONS				FIRST CLASS			SECOND CLASS	
91	97	43	3	39			STATIONS				44	4	40	94	92
Chicago-California Gold Ball Freight	Kan City California Gold Ball Freight	Californian	Golden State Limited	Imperial	Capacity of Other Tracks	Capacity of Sidings	Time Table No. 2		M. P. from St. Joseph	Distance from Dalhart	Californian	Golden State Limited	Imperial	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight
Daily	Daily	Daily	Daily	Daily	Yd	Station Numbers	May 18, 1947								
A.M.	A.M.	P.M.	P.M.	A.M.			LEAVE				A.M.	P.M.	P.M.	A.M.	P.M.
6.35	4.15	9.40	6.14	9.55		1044	WR..	DALHART.....TO	545 4		8.35	5.23	10.25	11.15	4.30
								FW&DC Crossing	545 7						
6.50	4.30	9.49	6.21	10.03	24	92 1749		WAGNER.....P	550 4	5 0	8.18	5.16	10.19	10.49	3.44
6.58	4.40	9.56	6.26	10.08	71	92 1064		REHM.....P	555 1	9 7	8.13	5.12	10.15	10.39	3.36
7.07	4.55	10.10	6.32	10.14	71	1059		KING.....P	560 8	15 4	8.07	5.07	10.10	10.29	3.26
7.16	5.05	10.16	6.38	10.20	17	71 1065		MIDDLEWATER...P	566 6	21 2	8.01	5.02	10.05	10.20	3.16
7.22	5.13	10.20	6.42	10.24	71	1069		LANE.....P	570 5	25 1	7.57	4.58	10.01	10.08	3.10
7.49	5.33	10.31	6.51	10.32	25	108 1077	RM..	ROMERO.....TO	578 4	33 0	7.49	4.51	9.54	9.57	2.55
7.58	5.50	10.41	6.58	10.39	3	61 1083		EXIT, TEX.....P	584 4	39 0	7.43	4.46	9.49	9.48	2.40
8.08	6.17	10.55	7.04	10.46	46	119 1089	UN..	NARAVISA, N. M. TO	590 8	45 4	7.36	4.40	9.43	9.36	2.28
8.19	6.36	11.04	7.12	10.53	12	92 1096		OBAR.....P	598 9	53 5	7.27	4.32	9.36	9.24	2.14
8.26	6.48	11.10	7.18	11.01	14	92 1103		SAND SPRINGS...P	604 5	59 1	7.20	4.26	9.30	9.13	2.04
8.33	7.14	11.16	7.24	11.07	3	62 1109		CANODE.....P	610 0	64 6	7.14	4.21	9.25	9.05	1.55
8.45	7.29	11.25	7.30	11.13	40	107 1114	OA..	LOGAN.....TO	615 3	69 9	7.07	4.15	9.19	8.45	1.42
9.02	7.45	11.38	7.39	11.21	92	1120		MATER.....P	621 3	75 9	7.00	4.09	9.13	8.35	1.31
9.20	8.00	11.44	7.45	11.27	26	69 1124		HUDSON.....P	625 8	80 4	6.55	4.04	9.08	8.25	1.25
9.45	8.20	11.52 P.M.	7.52	11.35	108	1129		ADBERG.....P	631 5	86 1	6.49	3.58	9.03	8.20	1.18
11.00 A.M.	10.30 A.M.	12.20 A.M.	8.05 P.M.	11.50 A.M.	Yd	1137	XN..	TUCUMCARI...TO	638 5	93 1	6.40 A.M.	3.50 P.M.	8.55 P.M.	8.00 A.M.	1.00 P.M.
								LEAVE			Daily	Daily	Daily	Daily	Daily
21.1	14.8	34.9	50.3	48.6				AVERAGE SPEED PER HOUR			48.6	60.1	62.1	28.6	26.6
4.25	6.15	2.40	1.51	1.55				SCHEDULE TIME.....			1.55	1.33	1.30	3.15	3.30

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

No. 43 stop to receive or discharge passengers.

OPERATORS HOURS OF SERVICE

... DALHART, TEX. TO	Continuous.	Office Hours Week Days	..... LOGAN.....TO	Continuous.
..... ROMERO.....TO	8:00 a.m. 4:00 p.m. *8:00 a.m. 4:00 p.m. 4:00 p.m. 11:59 p.m.	*Sundays and Holidays	... TUCUMCARI...TO	Continuous.
. NARAVISA, N. M. TO	Continuous.	†Holidays Only		

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS				SUBDIVISION 4 STATIONS		Office Hours Week Days				FIRST CLASS		SECOND CLASS	
991		111				Time Table No. 2		*Sundays and Holidays				112		994	
California Oklahoma Louisiana Gold and Red Ball		Memphis Californian		Capacity of Other Tracts		Station Numbers		†Holidays Only		M. P. from Memphis		Memphis Californian		California Memphis Gold Ball Freight	
Daily		Daily		Capacity of Sidings		LEAVE		From To		Distances from Amarillo					
P.M. 1.30		P.M. 8.35		Yard		VN.....AMARILLO.....TO		Continuous.		760.7		A.M. 9.35		P.M. 6.30	
2.00		f 8.49		..... 71		.....SONCY.....				767.1		f 9.17		5.40	
2.13		s 8.58		..... 36		.....BUSHLAND.....				773.9		f 9.08		5.18	
2.28		s 9.09		..... 47		WO.....WILDORADO.....TO		7:30 a.m. 4:30 p.m.		782.0		s 8.58		5.00	
2.45		9.19		..... 32		.....EVERETT.....				789.4		8.49		4.44	
3.15		s 9.32		..... 82		GA.....VEGA.....TO		7:00 a.m. 4:00 p.m.		795.0		s 8.41		4.30	
3.35		9.43		..... 14		.....LANDERGIN.....		*7:00 a.m. 9:00 a.m.		802.6		8.30		4.10	
3.53		s 9.54		..... 43		DR.....ADRIAN.....TO		7:00 a.m. 4:00 p.m.		808.8		s 8.22		3.53	
4.13		10.01		..... 19		.....GRUHLKEY.....				813.0		8.15		3.43	
4.48		f10.16		..... 7		.....BOISE.....				821.5		f 8.03		3.26	
5.28		s10.34		..... 13		GN.....GLENRIO, TEX.....TO		6:15 a.m. 3:15 p.m.		832.3		s 7.49		3.01	
5.43		s10.43		..... 15		.....ENDEE, N. MEX.....				836.9		s 7.41		2.51	
6.05		s10.56		..... 6		.....BARD.....				845.3		f 7.30		2.36	
6.30		s11.08		..... 22		SJ.....SAN JON.....TO		8:30 a.m. 5:30 p.m.		850.3		s 7.22		2.26	
7.00		f11.25		..... 51		.....LESBIA.....				865.1		f 7.03		1.50	
8.30 P.M.		11.45 P.M.		Yard		XN.....TUCUMCARI.....TO		Continuous.		874.2		6.50 A.M.		1.30 P.M.	
16.2		35.8				LEAVE						Daily		Daily	
7.00		3.10				.....AVERAGE SPEED PER HOUR.....						41.3		22.7	
						.....SCHEDULE TIME.....						2.45		5.00	

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	37.9	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	45.6	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 Time Table No. 2 May 18, 1947			Office Hours Week Days *Sundays and Holidays †Holidays Only		M. P. from Morse Jct.	Signs
Capacity of Other Tracks	Capacity of Sidings	Station Numbers	From	To		
			LEAVE			
			MORSE JCT.....		0.0	YdY
			0.5 WYE SWITCH.....P		0.5	
			10.4 CAPPS.....		9.6	
34	51	sq 10	SF.....SUNRAY.....TO		8:30 a.m. 5:30 p.m.	20.0
34	51	sq 20	3.1 SHEERIN JCT.....P			23.1
162		sq 23	4.1 BRYDEN.....P			27.2
54		sq 27	2.4 BR.....ETTER.....TO		8:30 a.m. 5:30 p.m.	29.6
180		sq 30	0.3 P&SF Crossing.....UX			29.9
			11.0 EXUM.....P			40.9
54		sq 41	5.4 WILCO.....			46.3
10		sq 46	4.6 DALMOR SIDING.....P			50.9
54		sq 51	9.9 WR.....DALHART.....TO		Continuous.	60.8
Yard		1044				RYdFWTY
			LEAVE			
			.... AVERAGE SPEED PER HOUR			
			..... SCHEDULE TIME			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS, WESTWARD.

TIME TABLE RULE 14-A IN EFFECT.

Local extra leaves Morse Jct. about 9:00 A. M. daily, except Monday for Dalhart.

Local extra leaves Dalhart about 11:00 A. M. daily, except Sunday, for Morse Jct.

Westward

Dodge City Branch

Eastward

SECOND CLASS				SUBDIVISION 40A STATIONS Time Table No. 2 May 18, 1947			Office Hours Week Days *Sundays and Holidays †Holidays Only		M. P. from St. Joseph	Distance from Bucklin	Signs	SECOND CLASS			
563		561		Capacity of Other Tracks	Capacity of Sidings	Station Numbers	From	To				Mixed Motor	Mixed Motor	562		564
							LEAVE								
							BU.....BUCKLIN.....TO		Continuous.	347.9		RYdFWY	A.M. 10.00	P.M. 2.30	
							8.5 HF.....FORD.....TO		8:00 a.m. 5:00 p.m.	356.4	8.5		s 9.30	s 2.00	
							9.3 WILROADS.....			365.7	17.8		f 9.00	f 1.30	
							7.7 SOUTH DODGE.....			373.4	25.5		f 8.40	f 1.10	
							1.0 RH.....DODGE CITY.....TO		7:30 a.m. 4:30 p.m.	374.4	26.5	RYdWY	8.30 A.M.	1.00 P.M.	
							26.5 LEAVE					Daily Except Sunday	Daily Except Sunday		
							.... AVERAGE SPEED PER HOUR					17.7	17.7	
							..... SCHEDULE TIME					1.30	1.30	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS, WESTWARD, EXCEPT No. 561 IS SUPERIOR TO Nos. 562 AND 564. No. 563 IS SUPERIOR TO No. 564.

TIME TABLE RULE 14 IN EFFECT.

Westward

Liberal-Amarillo Line

Eastward

SECOND CLASS				SUBDIVISION 7				SECOND CLASS			
997				STATIONS				998			
Chicago Kan. City Amarillo Red Ball Freight Mixed				Time Table No. 2				Amarillo Kan. City Chicago Red Ball Freight Mixed			
Daily				May 18, 1947							
A.M.				LEAVE				P.M.			
5.15								1.45			
f 5.45				RA.....LIBERAL, KANS.....TO				s 1.11			
f 6.15				.....BM&E Crossing.....UX				s 12.53			
f 6.45				.....BAKER, OKLA.....				P.M.			
s 7.10				.....ADAMS.....				s 12.20			
f 7.35				HS.....HARDESTY, OKLA.....TO				A.M.			
s 8.00				.....HITCHLAND, TEX.....				s 11.50			
8.25				.....BERNSTEIN.....				f 11.25			
s 8.55				GU.....GRUVER.....TO				s 11.00			
8.57				.....CATOR.....				10.15			
8.59				MB.....MORSE.....TO				s 10.00			
f 9.17				.....ROCK ISLAND JCT.....				9.34			
s 9.47				.....MORSE JCT.....				9.32			
f 10.10				.....WYE SWITCH.....				997			
10.25				.....PRINGLE.....				f 9.17			
s 11.15				FN.....STINNETT.....TO				s 8.45			
f 11.40				.....OIL CITY.....				f 7.55			
f 11.50				.....ANTELOPE.....				7.35			
A.M.				RD.....SANFORD.....TO				s 7.25			
12.05				FH.....FRITCH.....TO				s 6.51			
P.M.				.....DEAL.....				f 6.36			
f 12.30				.....WILHELM.....				6.25			
f 1.10				.....WILLTON.....				f 5.59			
1.35				.....ST. FRANCIS.....				f 5.42			
3.45				.....MAYER.....				5.25			
P.M.				.....P&S Crossing.....				1.9			
14.6				VN.....AMARILLO.....TO				Continuous.			
10.30				LEAVE				RYdFWTY			
				.....AVERAGE SPEED PER HOUR.....				5.00			
				.....SCHEDULE TIME.....				A.M.			
								Daily			
								17.5			
								8.45			

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

Location No. 15 Turnouts:
Sub-Division 39—MP 245-35.

SIDINGS FOR FIRST CLASS TRAINS ARE DESIGNATED AS FOLLOWS:

PRATT..... West Lead from crossover switch at Old Freight Depot.

LIBERAL..... Siding extending from Switch at Mile Post 430 Pole 10 to Switch at Mile Post 434 Pole 16.

DALHART..... Short No. 1 Track.

AMARILLO..... Siding extending between switch near Buchanan Street and switch west of passenger station.

SPEED RESTRICTIONS.

Authorized speed through switch leads of turnouts as follows: (See page 9 for location of No. 15 turnouts.)

	Rockets	Steam	
		Psg.	Fr.
No. 15.....	30	25	20
No. 10.....	15	15	10
Less than No. 10.....	10	10	10

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				
Mikado Engines.....	50	50		
5000 series engines.....	60	60		
Except engine 5040 and 5100 series.....	70	70		
3000 series engines.....	45	45	45	45
Class C-39, C-41, C-43, and Mikado engines handling passenger trains.....	Freight Train Speed			
2100 class engines used in any service will not exceed a speed of 40 MPH, and when double headed with any class of power will not exceed a speed of 35 MPH.				
Tangent track movement through spring switches.....	35		35	
Passenger trains handling freight cars.....	Freight Train Speed			
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 with main rods removed and side rods in place.....			25	20
With all rods down.....			10	10
Switch engines without engine trucks.....			18	18
Steam engines or Diesel freight engines running forward without cars, or with caboose only, must not exceed a speed of 10 MPH below authorized freight train speed.....				
Engines with drivers blocked up.....	30	30	30	30
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal holsts, 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.				
Subdivisions 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 600 Series.....				
900 HP Diesel-Electric Switchers in 700 Series.....	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9047-9057 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, or Diesel engines without cars, approaching home signal and between home signal limits.....	10	10	10	10
SUBDIVISION 39.....	70	60	50	50
(Except as shown below)				
Curve MP 217-25.....		15		15
Curve MP 218-27.....		40		40
Curve MP 219-20.....		40		40
Curve MP 243-35.....		25		25
Curve MP 246-00.....		30		30
Curve MP 246-20.....		30		30
MP 177.5 AT&SF Crossing, Rocket trains.....	45			
Other trains.....	40		35	
MP 217.6 AT&SF Crossing, Rocket trains.....		15		15
MP 219.3 MoPac Crossing, Rocket trains.....	45			
Other trains.....	40		35	
MP 236.1 SL-SF Crossing, Rocket trains.....	45			
Other trains.....	40		35	
MP 243.6 AT&SF Crossing.....	45		40	
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	

Engines using Inman—Mill tracks must 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 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.
Pratt..... House Track, Mill Track and all Repair Tracks.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 40.....	70	60	50	50
(Except as shown below)				
Greensburg over main street crossing.....	30	30	30	30
Engines on Cudahy Spur:				
Moving Forward.....			15	15
Moving Backward.....			10	10
MP 415.0 to 422.0.....	60		45	

Cudahy Spur. Engines must not move over scale.
The following must not be used by 5000 and 5100-series engines:
Bucklin..... Round House and fuel Liberal..... All industry tracks, Stock track and house track.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 40-A.....	25	20	20	15
(Except as shown below)				
Dodge City Yard Limits.....	6	5	6	6
SUBDIVISION 41.....	70	70	50	50
(Except as shown below)				
MP 453.1 BM&E Crossing.....	40		35	
MP 514.7 P&SF Crossing.....	40		35	
SUBDIVISION 41-A.....	30	30	30	30
(Except as shown below)				
MP 34 to MP 60.....	25	25	25	25
MP 29.9 P&SF Crossing.....	15		15	
SUBDIVISION 42.....	70	70	50	50
(Except as shown below)				
MP 645.7 FW&DC Crossing.....	20		20	
5100, 5000 and 3000 series engines:				
Over Canadian River Bridge 6165.....	30		30	
Other engines over Canadian River Bidge.....	40		30	
Engines of any series when doubleheaded over Bridge 6165.....	20		20	

SPEED RESTRICTIONS—Continued.

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.....Stock track.
Obar.....Stock track.	Hudson.....Stock track.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 4 (Except as shown below).	60	50	45	40
MP 760 to MP 771.....	50	40	35	30
Over Western Ave. Crossing MP 763-23.....	10	.....	10	.....
SUBDIVISION 7 (Except as shown below).	30	30	30	30
Trains handling loaded tank cars, 5 MPH below maximum permissible speed shown above.				
MP 1.9 P&SF Crossing.....		20		20
Between Fritch and Sanford and between Oil City and Stinnett.....	30	20	20	20
Engines backing up MP 44 to 48 and MP 49 to 47.....	10	10	10	10
Between Sanford and Oil City.....	15	15	15	15
Over Bridge 468.....	5	.....	5	.....
Over Bridge 706.....	20	.....	20	.....
Over Bridge 834.....	10	.....	10	.....
3000, 5000 and 5100 series engines.....	20	.....	20	.....
Other series engines.....	5	.....	5	.....
Over Grade Crossing MP 127-30.....	16	.....	15	.....
MP 139.9 BM&E Crossing.....		10		10
Over Grade Crossing MP 152-10.....				

SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER TRAINS.

Distinctive roadway signs indicate maximum speeds 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 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 for that particular curve, after which zone speed may be resumed.

Other restrictions for Rocket trains are as follows:

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

Rocket trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

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

Mars Signal Lights on Rocket engines 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 handled by steam engines of P-31, P-32, P-33, P-40, P-42 or M-50 class—and scheduled Rocket trains handling conventional type of equipment handled by passenger Diesel engines, may operate at speed of 10 MPH less than speed authorized for Rocket type trains, except will not be required to operate at lower speed than authorized for steam passenger trains.

When for any reason HSC (electric) brake equipment is operated with automatic brake control, a maximum speed of 80 MPH must not be exceeded.

Diesel passenger locomotives operating light without cars must not exceed maximum speed of 55 MPH 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 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers.....	4½ inches
Rocket train cars only.....	7 inches
Gas-Electric motor cars.....	3 inches
Conventional passenger cars.....	12 inches

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

SPECIAL INSTRUCTIONS

1. USE OF RED HEADLIGHT ON TWO OR MORE TRACKS:

When a train is disabled or stopped suddenly by an emergency application of air brakes or when engineman finds it necessary to stop train due to some defect or under circumstances which might cause derailments, resulting in fouling adjacent tracks, or when necessary to provide protection when doing station work, enginemen will immediately display Red Headlight. Enginemen on approaching train on adjacent tracks will immediately stop and proceed only after knowing track is clear. The operation and use of Red Headlight will not relieve enginemen or trainmen from complying with Rule 102.

ON SINGLE TRACK:

When head-end protection is required as provided by Rule 99, enginemen will immediately display Red Headlight. This will not relieve forward trainmen or firemen from complying with fourth paragraph of Rule 99.

When occupying main track meeting an opposing train, Red Headlight will be displayed approaching and while standing on main track awaiting arrival of opposing train.

1a. On trains equipped with Red Oscillating rear-end light, trainmen and enginemen will be governed by the following instructions:

When a train stops or is moving under circumstances in which it may be overtaken by another train, the trainman acting as flagman will immediately display the Red Oscillating light and it will not be extinguished until normal speed of train is resumed. When signal is displayed enginemen on approaching train will immediately proceed at restricted speed.

The operation and use of rear-end Red Oscillating light will not in any way relieve trainmen from complying with Rules 99 and 885.

1b. Headlight on freight Diesel engines must be burning dimly during daylight hours, except will be concealed or extinguished when train turns out to meet another and has stopped clear of main track.

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:

Herington—Yard Office.	Bucklin.
Herington—Round House.	Liberal.
McPherson.	Dalhart—Round House.
Hutchinson.	Dalhart—Yard Office.
Hutchinson Roundhouse.	Tucumcari.
Pratt—Yard Office.	Amarillo—Yard Office.
Pratt—Round House.	Amarillo—Passenger Station.

5a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order books at intermediate points on a subdivision.

5b. Conductors and Enginemen running over more than one division must consult Bulletin Board and General Order book at the initial point on each division, except where they have consulted the Bulletin Board and General Order book of such division at the initial point of run.

6. Standard clocks are located at:

Herington—Yard Office.	Dalhart Roundhouse.
Hutchinson.	Dalhart Tower.
Pratt.	Tucumcari.
Bucklin.	Amarillo—Yard Office.
Liberal.	Amarillo—Passenger Station.
	Morse.

8. "g." Conditional stops for revenue passengers only.

10. When doubleheading between points named below, engines must be separated by not less than five cars:

CLASS OF ENGINE	Subdiv.	BETWEEN
2500 and heavier engine with any other engine.....	7	Amarillo and Liberal

11. 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.

11a. 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

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. Trains finding Home Signal at P&SF crossing, MP 1.9, Subdivision 7 at "Stop" must stop and whistle for signal, and if signal does not immediately show "Proceed" indication, call towerman on telephone. Towerman's permission must be secured before passing Home Signal displaying a "Stop" indication. Telephones are located in concrete shanty at R1, PSF intersection south of crossing and in box on pole between the legs of wye east of crossing.

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

Subdiv.	MP Loca.	Crossing	Remarks	Operated by	Normal Position AGAINST	Light Arrangement for	
						Stop	Proceed
39	217.6	AT&SF.....	Gate...	Trainmen	AT&SF.....	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	140.3	BM&E.....	Gate...	Trainmen	BM&E.....	Red	Yellow
41a	29.9	P&SF.....	Gate...	Trainmen	P&SF.....	Red	Yellow

SPECIAL INSTRUCTIONS—Concluded.

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

Sub-divn.	MP Loca.	Crossing	Sub-divn.	MP Loca.	Crossing
39	177.5	AT&SF.	39	244.9	MoPac.
39	219.3	MoPac.	39	277.8	MoPac.
39	236.1	SL-SF.	41	514.7	P&SF.

13. Passengers may be carried on the following freight trains:
On local extras between Herington and Dalhart and on Nos. 991-994-997-998.

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 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.

14a. Following rule in effect on subdivisions where so specified in foot notes of schedule pages of time table:

When train order is received, reading eastward-northward (or westward-southward) extra trains or eastward-northward (or westward-southward) extra trains except extra wait at (a station in rear) until the train addressed is relieved from protecting its rear against such following extra trains, or extra train, 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."

16a. 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.

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.

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.

26. Automatic Block Signal Rules 505 to 518 inclusive, except 509 (b) are in effect as follows:

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

28. Minimum clearance of bridges, tunnels, etc.: 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.

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.	Mill Post	Name	Car Capacity
39	216.4	Bay Ref. Co.	12
39	219.4	Cooperative Ref. Co.	50
40	335.3	Northern Natural Gas Co.	40
40	401.3	Collano Elevator	20
40	417.0	Panhandle East. Pipe Line Co.	6
41	471.3	Cabot Carbon Co.	60
41	471.9	Gen'l Atlas Carbon Co.	39
41a	19.0	Phillips Spur	
41a	23.0	Sheerin Spur	
42	548.8	Dalhart Air Base	
42	552.0	Wagner Air Base	26
42	601.6	Gravel Pit	
4	764.3	Team Track	10
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.

32a. At interlocking stations where train order signal is operated by Signalman, Train Order signal will not be displayed in proceed indication for a train or engine until the route is set and Interlocking Signals cleared to permit its movement, when no train orders are held for delivery.

DISPATCHERS

34. When heavy rains are reported dispatchers will give train and engine 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.

TRAINMEN AND ENGINEERS

34a. 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.

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 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.

F. NORVELL, Asst. Supt., Dalhart, Tex.

F. R. WESTON, Trainmaster, Pratt, Kans.
Subdivisions 39, 40 and 40a.

F. B. GIBBS, Trainmaster, Amarillo, Tex.
Subdivisions 4 and 7.

R. E. LAKE, Asst. Trainmaster, Hutchinson, Kans.
Subdivision 39.

J. M. MELER, Asst. Trainmaster, Dalhart, Tex.
Subdivisions 41 and 41a.

C. M. McENROE, Master Mechanic, Dalhart, Tex.

E. J. GWIN, Road Foreman of Equipment, Pratt, Kans.
Subdivisions 39, 40 and 40a.

L. C. LONNEGREN, Road Foreman of Equipment,
Dalhart, Tex.

Subdivisions 41, 41a, 42, 4 and 7.

J. W. NOLAN, Chief Dispatcher, Liberal, Kans.

R. L. SHOWERS, Night Chief Dispatcher.

TRAIN DISPATCHERS

J. C. HAMMACK
C. D. WILLIAMSON
I. C. LEGER
T. C. FARRELL
L. BROSSAU
W. A. VANCE

R. F. JONES
C. F. LARSON
W. R. HEDRICK
R. E. WILLIAMS
G. G. MURPHY
C. W. GUENTHER