

**Company Surgeons**

**Location**

T. L. HANSEN, Chief Surgeon, La Salle St. Station.....  
 J. M. L. JENSEN, Asst. Chief Surgeon, La Salle St. Station.. Chicago  
 W. E. HALEY.....  
 C. M. ROSSER, Consulting Surgeon.....  
 CURTICE ROSSER, Consulting Surgeon.....  
 F. H. NEWTON, Oculist & Aurist..... Dallas, Texas  
 F. M. GILBERT..... Irving  
 W. C. DURINGER, General Surgeon & Examiner.....  
 J. H. BROWN, Asst.....  
 WEBB WALKER, Oculist, Aurist & Examiner..... Fort Worth  
 B. M. JONES..... Boyd  
 C. C. McCLURE..... Jacksboro  
 W. O. PADGETT..... Graham  
 E. W. WRIGHT..... Bowle  
 R. E. TYLER..... Ringgold, Texas  
 W. T. ANDRESKOWSKI..... Ryan, Okla.  
 D. B. COLLINS, Local Surgeon and Examiner..... Waurika  
 C. C. PRUITT..... Comanche  
 J. L. PATTERSON.....  
 WALLIS S. IVEY, Asst.....  
 W. T. SALMON, Oculist, Aurist & Examiner..... Duncan  
 C. N. TALLEY..... Marlow  
 J. W. FINLEY..... Rush Springs  
 H. M. McCLURE, Asst.....  
 D. S. DOWNEY.....  
 U. C. BOON, Oculist, Aurist & Examiner..... Chickasha  
 A. C. LITTLE..... Minco  
 D. P. RICHARDSON..... Union City  
 H. C. BROWN.....  
 J. T. RILEY, Local Surgeon & Examiner.....  
 P. J. CRADEN, Oculist, Aurist & Examiner.....  
 P. F. HEROD, Oculist, Aurist & Examiner..... El Reno  
 L. T. GOOCH.....  
 E. B. MITCHELL, Oculist, Aurist & Examiner..... Lawton  
 M. A. JONES..... Walters  
 G. E. HASLAM..... Anadarko  
 P. L. McCLURE..... Fort Cobb  
 C. B. SULLIVAN..... Carnegie  
 B. H. WATKINS..... Hobart  
 J. B. LANSDEN..... Granite  
 G. F. BORDER, Local Surgeon and Examiner..... Mangum, Okla.

**Official Hospitals:**

Name	Place	Telephone
El Reno Sanitarium.....	El Reno, Okla., 620 East Wade.....	114
St. Joseph's Hospital.....	Fort Worth, Tex., 1607 So. Main.....	4-1204

**Emergency Hospitals:**

Patterson Hospital.....	Duncan, Okla., 117 North 10th St.....	624
General Hospital.....	Hobart, Okla., 110 South Washington.....	178
Gaston Hospital.....	Dallas, Texas, 3505 Gaston.....	8-5145

C. E. MEKOTA, General Claim Agent, Chicago, Ill.  
 D. W. McHUGH, Claim Agent, Fort Worth, Texas.

C. C. FERTIG, Superintendent	C. L. FRANKLIN, General Superintendent
H. C. McCULLOUGH, Sup't Motive Power	K. K. STOKES, Act'g Sup't Transportation
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**

**SOUTHERN DIVISION  
THIRD DISTRICT**

**No. 9**

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

**SUNDAY, SEPTEMBER 17, 1944**

**DESTROY ALL TIME TABLES OF PREVIOUS DATE**

**PREVENT INJURY**



**SAFETY FIRST**

**This Time Table for the exclusive use  
and guidance of Employees**



# Southward

# Main Line

# Northward

SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 46 STATIONS		M. P. from St. Joseph	Distance from El Reno Yard	Station Numbers	Signs	FIRST CLASS			SECOND CLASS		
93	95	509	27	17			LEAVE	TO					510	28	18	98	96	
Texas Special	Red Ball Freight	Rocket	Passenger Motor	Mid-Continent Special									Rocket	Passenger Motor	Mid-Continent Special	Texas Chicago Red Ball Freight	Red Ball Freight	
Daily	Daily	Daily	Daily	Daily														
		P.M. 3:57		A.M. 9:45		Yard	RF.....	EL RENO.....	TO	402.6		#232	FRYdWY	P.M. 12:40		P.M. 7:10		
P.M. 4:30	A.M. 7:00					2842	FO.....	EL RENO YD.....	TO	401.7		#230	RYdFWTY				A.M. 5:00	P.M. 9:00
								CRI&P Crossing		404.0	2.3							
4:39	7:09	3:59		9:47				PACIFIC JCT.....	P	403.6	2.4		R	12:34		6:57	4:15	8:00
4:48	7:18	4:03		9:52	105			POWERS.....	P	408.3	7.1	#238		12:30		6:52	4:07	7:50
4:55	7:25	4:06	f	9:58	60	30	UN.....	UNION CITY.....	TO	412.2	11.0	#241		12:27		f 6:44	4:00	7:40
5:05	7:35	4:11		10:07	100	56	CO.....	MINCO.....	TO	418.0	16.8	#246	W	12:22		f 6:34	3:50	7:25
5:12	7:42	4:15		10:13	61			HAROLD.....	P	422.4	21.2	#250		12:18		6:25	3:42	7:13
5:18	7:48	4:18		10:18	90	19	CS.....	POCASSET.....	TO	425.9	24.7	#253		12:15		f 6:19	3:36	7:05
5:28	7:57	4:22		10:24	62			SOLITO.....	P	431.2	30.0	#258		12:10		6:11	3:25	6:53
								SL-SF Crossing	UX	435.7	34.5							
5:40	8:15	s 4:34	11:15	10:40	109	861	C.....	CHICKASHA.....	TO	436.3	35.1	#265	RYdFWTY	P.M. 12:03	P.M. 5:30	6:02	3:12	6:40
5:57	8:31	4:41	f 11:28	A.M.	54	26		NINNEKAH.....	P	443.4	42.2	#272		A.M. 11:52	f 5:00	P.M.	2:45	5:57
6:15	8:45	4:47	f 11:47		60	11		AGAWAM.....	P	449.1	47.9	#277		11:47	f 4:47		2:35	5:30
6:30	9:00	4:54	s 12:02		78	38	RS.....	RUSH SPRINGS.....	TO	456.0	54.8	#282		11:40	s 4:31		2:23	4:54
6:50	9:18	5:03	s 12:20		100	80	MR.....	MARLOW.....	TO	465.5	64.3	#294	W	11:31	s 4:11		2:06	4:25
7:00	9:30	5:08	12:29		74			McGIE.....	P	470.9	69.7			11:26	4:01		1:56	4:11
7:10	9:45	s 5:16	s 12:45		54	230	NA.....	DUNCAN.....	TO	475.5	74.3	#304	WYd	s 11:20	s 3:52		1:47	4:00
7:21	9:55	5:21	12:54		145	179		BECKETT.....	P	481.2	80.0	#310	Yd	11:11	3:36		1:36	3:46
7:28	10:04	5:25	s 1:01		56	34	OM.....	COMANCHE.....	TO	485.2	84.0	#314		11:07	s 3:31		1:30	3:31
7:46	10:22	5:33	f 1:18		104	41		ADDINGTON.....	P	493.7	92.5	#322		10:59	f 3:17		1:15	2:58
8:15	10:37	5:42	1:40				WA.....	WAURIKA.....	TO	500.1	98.9	#329	RYdY	10:52	3:05		1:01	2:40
P.M.	A.M.	P.M.	P.M.											A.M.	P.M.	A.M.	P.M.	
								LEAVE						Daily	Daily	Daily	Daily	Daily
26.5	27.3	55.7	26.4	36.8				AVERAGE SPEED PER HOUR						54.1	26.4	29.7	24.8	15.6
3.45	3.37	1.45	2.25	0.55				SCHEDULE TIME						1.48	2.25	1.08	3.59	6.20

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR Nos. 509 AND 510 NOT LESS THAN 15 MINUTES.

PASSENGER TRAINS ON SUBDIVISION 46 AND OKLAHOMA DIVISION SUBDIVISIONS 45 AND 48 WILL PROTECT AGAINST EACH OTHER BETWEEN THE INTERSECTING SWITCH THESE SUBDIVISIONS AT EL RENO AND PASSENGER STATION AT EL RENO.

TIME TABLE RULE 14a IN EFFECT.

Local extra leaves El Reno Yd. about 5:30 A. M. daily except Sunday for Chickasha.  
Local extra leaves Chickasha about 7:30 A. M. Monday, Wednesday and Friday for Waurika.

Local extra leaves Chickasha about 1:30 P. M. daily except Sunday for El Reno Yard.

See page 13 for operators hours of service.

# Southward

# Main Line

# Northward

SECOND CLASS		FIRST CLASS				SUBDIVISION 1 STATIONS				Office Hours Week Days						FIRST CLASS		SECOND CLASS	
93	95	509	17			STATIONS				"Sundays and Holidays						510	18	96	98
Texas Special	Red Ball Freight	Rocket	Mid-Continent Special			Time Table No. 9										Rocket	Mid-Continent Special	Red Ball Freight	Texas Chicago Red Ball Freight
Daily	Daily	Daily	Daily			September 17, 1944													
				Capacity of Sidings	Capacity of Other Tracks	LEAVE				From	To	M. P. from St. Joseph	Distance from Waurika	Station Numbers	Signs				
						..... WAURIKA .....						500.1	.....	329	RYdY				
P.M. 9:00	A.M. 11:50	P.M. 5:42	P.M. 3:00			..... WAURIKA YD. .... P						500.9	0 8	e330	RYdFWT	A.M. 10:49	P.M. 1:48	P.M. 2:10	A.M. 12:30
9:10	12:01	5:48	3:18	53	20	..... SUGDEN .....						506.1	6 0	e335		10:44	1:34	1:58	12:10
9:17	12:09	5:52	3:26	54	24	RN..... RYAN..... TO				8:00 a.m. 5:00 p.m.		510.6	10 5	e339		10:40	1:28	1:51	12:03
9:29	12:23	6:00	3:39	53	74	SF..... TERRAL, OKLA..... TO				8:30 a.m. 5:30 p.m.		519.3	19 2	e348		10:32	1:15	1:38	11:51
9:39	12:31	6:06	3:49	100	52	GD..... RINGGOLD, TEX..... TO				8:00 a.m. 5:00 p.m. 2:00 p.m. 4:00 p.m.		524.2	24 1	e353		10:27	1:06	1:28	11:43
9:58	12:50 10-36 1:10	6:16	4:05	85	38	..... STONEBURG .....						535.4	35 3	e364	W	10:17	12:50 <sup>95</sup>	1:10 <sup>95</sup>	11:23
						BW..... FW&DC Crossing..... TO				Continuous		543.4	43 3						
10:25	1:30	6:25	4:20	100	114	..... BOWIE .....						543.8	44 7	e372	Yd	10:08	12:39	12:56	11:10
10:49	1:51	6:38	4:36	54	37	..... PARK SPRINGS .....						555.1	55 0	e384	W	9:55	12:21	12:38	10:49 <sup>93</sup>
11:04	2:10	6:45	4:48	100	30	CN..... CHICO..... TO				7:30 a.m. 4:30 p.m.		563.0	62 9	e392		9:47	12:10 <sup>P.M.</sup>	12:26	10:34
11:30	2:35	6:51	5:01	100	209	BR..... BRIDGEPORT..... TO				Continuous		569.6	69 5	e398	YdFWY	9:39	11:59 <sup>A.M.</sup>	12:12	10:20
11:42	2:47	6:57	5:11	54	33	..... PARADISE .....						575.6	75 5	e404		9:33	11:47 <sup>P.M.</sup>	12:01	10:07
11:54	3:02	7:06	5:24	100	31	BU..... BOYD..... TO				8:30 a.m. 5:30 p.m.		584.5	84 4	e413		9:24	11:35 <sup>A.M.</sup>	11:49	9:50
12:06	3:14	7:13	5:36	54	39	NK..... NEWARK..... TO				8:00 a.m. 5:00 p.m. 10:00 p.m. 6:00 a.m.		591.7	91 6	e420	W	9:17	11:24	11:39	9:40
12:25	3:28	7:20	5:49	54	10	..... HICKS .....						599.0	98 9	e428		9:10	11:15	11:30	9:30
12:35	3:38	7:25	5:57	54	27	GN..... SAGINAW (Interlocking) TO GC&SF Crossing.....				Continuous		604.7	104 6 604.7	e433		9:04	11:08	11:22	9:20
						..... SLSW Crossing.....						609.6	109 5						
						..... Ft. Worth Belt Crossing.....						609.6	109 5						
						..... FW&DC Crossing.....						609.6	109 5						
12:45	3:48	7:31	6:05	55	265	..... NORTH FORT WORTH.....						609.8	109 7	e439	Yd	8:57	10:58	11:10	9:05
12:48	3:50	7:32	6:06			..... TRINITY RIVER (End 2 Main Tracks).....						610.0	109 9		Yd	8:56	10:57	11:08	9:02
2:00	5:30	7:35	6:18		Yard	..... FREIGHT YD..... TO				Continuous		611.5	111 4	e441	RYdFWTY	8:54	10:55	11:05	9:00
A.M.	P.M.					..... 4th ST. JCT.....						611.9	111 8			8:53	10:52		
						..... 6th ST.....						612.1	112 0						
						..... 10th ST.....						612.5	112 4						
						..... 17th ST.....						612.8	112 7			8:50	10:50		
						..... FW&DC Crossing..... UX						612.9	112 8						
						FT..... FORT WORTH..... TO				Continuous		613.2	113 1	e442	RYd	8:47	10:45		
						..... LEAVE										Daily	Daily	Daily	Daily
22.1	19.5	53.0	30.2			..... AVERAGE SPEED PER HOUR.....										54.3	35.7	36.4	31.6
5.00	5.40	2.08	3.45			..... SCHEDULE TIME.....										2.05	3.10	3.05	3.30

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR Nos. 509 AND 510 NOT LESS THAN 15 MINUTES.

TIME TABLE RULE 14a IN EFFECT.

Local extra leaves Waurika Yard about 6:00 A. M. Tuesday, Thursday and Saturday for Bridgeport.

Local extra leaves Bridgeport about 9:30 P. M. daily except Sunday for Freight Yd. No. 509 Bowie and Bridgeport discharge, see Rule 8, from El Reno and beyond. No. 509 Bridgeport on flag, see Rule 8, for Fort Worth and beyond.

Local extra leaves Freight Yd. about 9:30 P. M. daily except Saturday for Bridgeport.

Local extra leaves Bridgeport about 5:30 A. M. Monday, Wednesday and Friday for Waurika Yd. No. 510 Bridgeport and Bowie on flag, see Rule 8, for El Reno and beyond. No. 510 Bridgeport discharge, see Rule 8, from Fort Worth and beyond.

## Main Line Southward

SUBDIVISION 2 STATIONS Time Table No. 9 September 17, 1944				FIRST CLASS									
LEAVE	M. P. from St. Joseph	Distance from 4th St. Jct.	Signs	405 Frisco	1 FW&DC	17 B-RI	5 FW&DC	3 B-RI	217	509	7 FW&DC	407 Frisco	
Passenger	Passenger	Texas Rocket	Passenger	Sam Houston Zephyr	Mid- Continent Special	Rocket	Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
FT..... FORT WORTH..... TO	613.2		RYd						P.M. 6:55	P.M. 7:50		P.M. 9:30	
..... FW&DC Crossing..... UX	612.9												
..... 17th ST.....	612.8				A.M. 7:45	A.M. 8:03 406	P.M. 3:52	P.M. 4:02	6:59	7:55	P.M. 9:08	9:35	
..... 10th ST.....	612.5												
..... 6th ST.....	612.1		R									9:42 18	
..... 4th ST. JCT.....	611.9								7:04	8:00			
..... DALWOR JCT.....	612.2	0.3	RYd		7:50	8:08	3:57	4:08	7:08	8:04	9:13	9:50	
..... SYLVANIA..... P	613.5	1.6	Yd		7:53 406	8:12 6	4:00	4:11	7:11	8:07 98	9:16	9:57 8	
HU..... HURST..... TO	621.6	9.7			8:03 406	8:23 6	4:10	4:19	7:20	8:15 98	9:29 18	10:08 8	
..... TARRANT..... P	627.2	15.3			8:18 6-76	8:29 76-510	4:16	4:25	7:27	8:20	9:41 8	10:14	
..... LIGGETT..... P	630.3	18.4			8:23 510	8:32	4:20	4:28	7:31 98	8:23	9:46 8	10:18	
..... EAST CARROLLTON JCT.....	634.6	22.7											
GV..... IRVING..... TO	634.7	22.8	RYdYW		A.M. 6:40	8:28	8:36	4:26	4:32 <sup>s</sup>	7:37	8:27	9:52	10:23
..... WEST CARROLLTON JCT.....	634.9	23.0											
..... NORWOOD..... P	637.8	25.9			6:44	8:31	8:39	4:30	4:35	7:41	8:30	9:56	10:27
..... PERKINS..... P	641.3	29.4			6:48 76	8:35	8:43	4:34	4:39	7:45	8:34	10:00	10:31
..... NORTH JCT.....	643.8	31.9			6:52	8:38	8:46	4:38	4:42	7:48	8:37	10:05	10:34
..... DALLAS..... TO	644.3	32.4	RFTTYd		7:00	8:40	8:50	4:40	4:45	7:55	8:45	10:10	10:35
..... CADIZ ST. JCT..... TO	644.9	33.0	RYd		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
..... AUSTIN ST. YD..... TO	645.4	33.5	Yd										
AVERAGE SPEED PER HOUR.....				28.8	44.1	42.1	41.0	46.0	33.7	36.8	32.0	30.8	
SCHEDULE TIME.....				0:20	0:55	0:47	0:48	0:43	1:00	0:55	1:02	1:05	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR Nos. 3, 4, 17, 18, 509 AND 510 NOT LESS THAN 10 MINUTES.

TIME TABLE RULE 14a IN EFFECT.

# Main Line Southward

**SUBDIVISION 2  
STATIONS**  
Time Table No. 9  
September 17, 1944

## SECOND CLASS

		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	799	791	93	793	795	797	75				
					Frisco 38 California Fast Freight	Frisco 31 Texas Fast Freight	Red Ball Freight	Frisco 33 Texas Fast Freight	Frisco 37 Through Freight	Frisco 30 Perishable Fast Freight	Texas Special				
LEAVE					Daily	Daily	Daily	Daily	Daily	Daily	Daily				
..... FORT WORTH..... 0.3				#442											
..... FW&DC Crossing..... 0.1															
..... 17th ST..... 0.3	} TWO MAIN TRACKS														
..... 10th ST..... 0.4															
..... 6th ST..... 0.2															
..... 4th ST JCT..... 0.3						- A.M. -		- A.M. -			- P.M. -	- P.M. -			
..... DALWOR JCT..... 0.3					3.00		4.00			6.50	7.10				
..... SYLVANIA..... 5.1	66	736		#444	3.02		4.02			6.52	7.13				
..... HURST..... 5.6	58	24		#450	3.06		4.07			6.55	7.18				
..... TARRANT..... 5.6	55	24		#456	3.26 <sup>792</sup>		4.25			7.07	7.30				
..... LIGGETT..... 3.1	60			#459	3.40		4.37			7.15	7.40				
..... EAST CARROLLTON JCT..... 4.3					3.50		4.47			7.23 <sup>98</sup>	7.47 <sup>98</sup>				
..... IRVING..... 0.1	54	143		#464	4.10	- A.M. -	3.00	- A.M. -	5.10	- P.M. -	4.45	7.32	7.55		
..... WEST CARROLLTON JCT..... 0.2					A.M.	794				P.M.					
..... NORWOOD..... 2.9	63	4		#467		3.06	5.17	5.36	4.51		8.03				
..... PERKINS..... 3.5	59			#471		3.11	5.27	5.41	4.56		8.09				
..... NORTH JCT..... 2.5	} TWO MAIN TRACKS See Rules 16, 16a					3.17	5.32	5.46	5.02		8.15				
..... DALLAS..... 0.5					#474										
..... CADIZ ST. JCT..... 0.6							3.25	5.48	5.53	5.10		8.20			
..... AUSTIN ST. YD..... 0.5 33.5		100			#474		A.M.	A.M.	A.M.	P.M.		P.M.			
..... AVERAGE SPEED PER HOUR.....					19.5	24.5	18.4	26.6	24.5	32.6	28.3				
..... SCHEDULE TIME.....					1.10	0.25	1.48	0.23	0.25	0.42	1.10				

SEE FOOTNOTES ON PAGE 3.

# Main Line Northward

SUBDIVISION 2 STATIONS Time Table No. 9 September 17, 1944				FIRST CLASS											
				406	6	510	218	4	2	18	8	408			
				Frisco	FW&DC			B-RI	FW&DC	B-RI	FW&DC	Frisco			
				Passenger	Passenger	Rocket	Mid-Continent Special	Sam Houston Zephyr	Passenger	Texas Rocket	Passenger	Passenger			
				M. P. from St. Joseph	Distance from 4th St. Jct.	Distance from Dallas (Austin St. Yd.)	Signs								
FT.....	FORT WORTH.....	TO	613.2	.....	34.8	RYd	A.M. 8:15		A.M. 8:47	10:25					
	FW&DC Crossing.....	UX	612.9	.....	34.5										
	17th ST.....		612.8	.....	34.4		8:01	A.M. 8:30	8:38	10:20	P.M. 1:50	P.M. 2:03	P.M. 9:45	P.M. 10:05	
	10th ST.....		612.5	.....	34.1										
	6th ST.....		612.1	.....	33.7	R						407 9:42			
	4th ST. JCT.....		611.9		33.5				8:34	10:12					
	DALWOR JCT.....		612.2	0.3	33.2	RYd	7:55	8:21	8:32	10:10	1:45	1:58	9:40	9:59	
	SYLVANIA.....	P	613.5	1.6	31.9	Yd	7:53	8:12	8:30	10:08	1:42	1:55	9:37	9:57	
HU.....	HURST.....	TO	621.6	9.7	23.8		7:45	1:76 8:03	17-76 8:23	9:59	1:34	1:46	7 9:29	9:47	
	TARRANT.....	P	627.2	15.3	18.2	W	7:39	7:57	8:18	9:52	1:28	1:40	9:24	9:41	
	LIGGETT.....	P	630.3	18.4	15.1		7:36	7:53	8:15	9:48	1:25	1:36	9:21	9:36	
	EAST CARROLLTON JCT.....		634.6	22.7	10.8										
GV.....	IRVING.....	TO	634.7	22.8	10.7	RYdYW	7:31	7:48	8:11	9:43	1:21	1:31	9:17	9:30	
	WEST CARROLLTON JCT.....		634.9	23.0	10.5									P.M. 11:20	
	NORWOOD.....	P	637.8	25.9	7.6		7:27	7:44	8:08	9:38	1:18	1:28	9:13	9:25	
	PERKINS.....	P	641.3	29.4	4.1		7:23	7:40	8:04	9:34	1:14	1:24	9:09	9:20	
	NORTH JCT.....		643.8	31.9	1.6		7:20	7:36	8:01	9:31	1:11	1:21	9:06	9:16	
UT.....	DALLAS.....	TO	644.3	32.4	1.1	RFWTTYd	7:05	7:35	8:00	9:30	1:10	1:20	9:05	9:15	
	CADIZ ST. JCT.....	TO	644.9	33.0	0.5	RYd	A.M. -	A.M. -	A.M. -	A.M. -	P.M. -	P.M. -	P.M. -	P.M. -	
VI.....	AUSTIN ST. YD.....	TO	645.4	33.5		Yd									
	LEAVE						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	AVERAGE SPEED PER HOUR.....						28.9	35.3	43.0	36.8	49.5	48.5	49.5	39.6	28.8
	SCHEDULE TIME.....						1:10	0:55	0:47	0:55	0:40	0:43	0:40	0:50	0:20

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR Nos. 3, 4, 17, 18, 509 AND 510 NOT LESS THAN 10 MINUTES.

TIME TABLE RULE 14a IN EFFECT.

# Main Line Northward

**SUBDIVISION 2**  
**STATIONS**  
Time Table No. 9  
September 17, 1944

## SECOND CLASS

	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Office Hours Week Days		SECOND CLASS												
				*Sundays and Holidays		792	794	796	76	798	802	800	98					
				From	To	Frisco 31	Frisco 34	Frisco 33	Red Ball Freight	Frisco 32	Frisco 37	Frisco 30	Texas Chicago Red Ball Freight					
<b>FORT WORTH</b> ..... 0.3			#442	Continuous														
<b>FW&amp;DC Crossing</b> ..... 0.1																		
<b>17th ST.</b> ..... 0.3	TWO MAIN TRACKS																	
<b>10th ST.</b> ..... 0.1																		
<b>6th ST.</b> ..... 0.2																		
<b>4th ST. JCT.</b> ..... 0.3						A.M. —			A.M. —		P.M. —				P.M. —			
<b>DALWOR JCT.</b> ..... 0.3						3.45		6.06	8.55		5.18				8.15			
<b>SYLVANIA</b> ..... 3.1	66	736	#444			3.43		6.04	8.51		5.16			8.10				
<b>HURST</b> ..... 5.6	58	54	#450	4:00 a.m. 12:00 Noon *4:00 a.m. 12:00 Noon 3:00 p.m. 11:00 p.m. *3:00 p.m. 11:00 p.m.		3.41		6.01	8.48		5.13			8.07				
<b>TARRANT</b> ..... 3.1	55	24	#456			799 3.26		5.49	8.00	1-6-17-510 5.01				7.50				
<b>LIGGETT</b> ..... 4.3	60		#459			3.15		5.41	7.46		4.52			7.40				
<b>EAST CARROLLTON JCT.</b> ..... 0.1						3.08		5.36	7.36	406 4.47				7.31				
<b>IRVING</b> ..... 0.2	54	143	#464	Continuous			A.M. 93- 3.00	5.10	5.30	7.15	A.M. — 8.01	P.M. — 6.35		7.10				
<b>WEST CARROLLTON JCT.</b> ..... 2.9							A.M. —											
<b>NORWOOD</b> ..... 3.5	63	4	#467					5.00	7.00	7.55			6.30	7.04				
<b>PERKINS</b> ..... 2.5	59		#471					4.54	405 6.48	7.49			6.24	6.59				
<b>NORTH JCT.</b> ..... 0.5	TWO MAIN TRACKS See Footnote 19a							4.50		7.45			6.20	6.55				
<b>DALLAS</b> ..... 0.6				6:00 a.m. 12:30 a.m. *6:30 a.m. 12:30 a.m.														
<b>CADIZ ST. JCT.</b> ..... 0.3									4.45	6.35	7.40			6.15	6.50			
<b>AUSTIN ST. YD.</b> ..... 33.5			100	Continuous				A.M. —	A.M. —	A.M. —			P.M. —	P.M. —				
<b>LEAVE</b> .....			499	Continuous														
<b>AVERAGE SPEED PER HOUR</b> .....						Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily					
<b>SCHEDULE TIME</b> .....						30.4	24.5	38.0	18.1	29.1	36.0	30.6	22.9					
						0.45	0.25	0.36	2.20	0.21	0.38	0.20	1.25					

SEE FOOTNOTES ON PAGE 5.

**Westward**

**Mangum Branch**

**Eastward**

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 46-A STATIONS		Office Hours Week Days		M. P. from Intersection Subdivision 46	Station Numbers	Signs	FIRST CLASS		SECOND CLASS	
705	703		17			LEAVE		From	To				18		706	704
Mixed	Mixed		Mid-Continent Special										Mid-Continent Special	Mixed	Mixed	
Monday Wednesday Friday	Daily Except Sunday		Daily										Daily	Tuesday Thursday Saturday	Daily Except Sunday	
A.M. 8.45	A.M. 7.40		A.M. 11.05	109	861	C.....	CHICKASHA.....	TO	Continuous		265	FWTYRYd	P.M. 5.42	P.M. 12.45	A.M. 11.59	
							SL-SF Crossing.....	UX								
s 9.10	f 8.05		f 11.26 704	54	33	CK.....	VERDEN.....	TO	8:00 a.m. 5:00 p.m.	8.7	ad10		f 5.17	s 12.08	f 11.26	
									8:30 a.m. 7:00 p.m. *10:00 a.m. 12:00 n'n 5:00 a.m. 7:00 p.m.	17.4	ad23	RYdFWY		17-A.M. s 11.46	10.50 A.M.	
s 9.40	8.25 A.M.		11.46 706-A.M.	54	125	DO.....	ANADARKO.....	TO								
							WASHITA.....			25.0	ad25				s 10.55	
s 10.00							FORT COBB.....	TO	8:00 a.m. 5:00 p.m.	31.8	ad32				s 10.35	
s 10.20				54	32	FC.....										
s 10.50				32	57	CG.....	CARNEGIE.....	TO	8:30 a.m. 5:30 p.m.	42.1	ad43	W			s 10.05	
s 11.20				35	32	MV.....	MOUNTAIN VIEW.....	TO	8:15 a.m. 5:15 p.m.	50.6	ad51				s 9.35	
s 11.50				33	34	BO.....	GOTEBO.....	TO	8:30 a.m. 5:30 p.m.	58.1	ad59				s 9.00	
f 12.15 P.M.							KOMALTY.....			65.0	ad66				f 8.35	
							SL-SF Crossing.....	UX		70.6						
s 1.00				30	158	KO.....	HOBART.....	TO	8:00 a.m. 5:00 p.m.	70.9	ad73	YdWY			s 8.15	
f 1.15							CAHILL.....			75.8	ad76				f 7.20	
							AT&SF Crossing.....	UX		79.5						
s 1.30							LONE WOLF.....	TO	8:30 a.m. 5:30 p.m.	80.3	ad81				s 7.10	
s 2.05				30	25	GR.....	GRANITE.....	TO	8:00 a.m. 5:00 p.m.	87.9	ad89				s 6.50	
							M-K-T Crossing.....	UX		96.4						
3.00 P.M.							MANGUM.....	TO	7:00 a.m. 4:00 p.m.	96.7	ad98	RFWY			6.30 A.M.	
15.6	24.0		26.3				AVERAGE SPEED PER HOUR.....						27.0	15.6	15.3	
6.15	0.45		0.41				SCHEDULE TIME.....						0.40	6.15	1.09	

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



**Southward**

**Anadarko & Waurika Branch**

**Northward**

SECOND CLASS			FIRST CLASS	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 46-B STATIONS Time Table No. 9 September 17, 1944	Office Hours Week Days *Sundays and Holidays	M. P. from St. Joseph	Distance from Anadarko	Station Numbers	Signs	FIRST CLASS	SECOND CLASS	
701	703	17	18									702	704	
Mixed	Mixed	Mid-Continent Special	Mid-Continent Special			LEAVE	From	To					Mixed	Mixed
Tuesday Thursday Saturday	Daily Except Sunday	Daily	Daily											
	A.M. 8.35	A.M. 11.46	A.M. 11.46	54	125	DD.....ANADARKO.....TO	8:30 a.m. 7:00 p.m. *10:00 a.m. 12:00 p.m. 5:00 p.m. 7:00 p.m.	460.5	.....	sb123	RYdFWY	P.M. 5.02		A.M. 9.45
	f 9.05	f 12.06	f 12.06	.....	36	.....STECKER.....		470.4	9.9	sb133	.....	f 4.39	f 9.05	
	s 9.30	s 12.18	s 12.18	29	71	AP.....APACHE.....TO	7:00 a.m. 4:00 p.m.	476.0	15.5	sb138	YdW	s 4.28	s 8.50	
	f 9.40	f 12.28	f 12.28	.....	25	.....PARKER.....		481.9	21.4	sb144	W	f 4.17	f 8.25	
	f 9.45	f 12.34	f 12.34	50	202	RB.....RICHARDS SPUR.....TO	6:00 a.m. 3:00 p.m.	485.3	24.8	sb148	YdY	f 4.11	f 8.00	
	s 10.20	s 12.50	s 12.50	52	99	S.....FORT SILL.....TO	7:00 a.m. 6:00 p.m. 12:00 m 8:00 a.m. *10:00 a.m. 6:00 p.m. *12:00 m 8:00 a.m.	492.5	32.0	sb155	YdYW	s 3.58	s 7.00	
	P.M. 1.40	11.00 A.M.	s 1.15	47	192	WN.....LAWTON.....TO	8:00 a.m. 5:00 p.m.	496.2	35.7	sb159	RYdFWY	s 3.33	A.M. 6.30	
			s 1.30	.....	.....	.....SL-SF Crossing.....UX		496.5	36.0	.....	.....	s 3.23	A.M. 6.30	
	f 2.10	f 1.47	f 1.47	.....	30	.....GERONIMO.....		504.7	44.2	sb167	.....	f 3.03	f 5.30	
	s 2.45	s 2.03	s 2.03	.....	95	WR.....WALTERS.....TO	8:30 a.m. 5:30 p.m.	514.7	54.2	sb177	W	s 2.45	s 4.50	
	s 3.20	s 2.28	s 2.28	27	31	Z.....TEMPLE.....TO	8:30 a.m. 5:30 p.m.	521.8	61.3	sb184	.....	s 2.28	s 4.25	
	s 3.55	s 2.42	s 2.42	.....	29	.....HASTINGS.....		529.9	69.4	sb192	.....	s 2.14	s 3.55	
	4.45 P.M.	2.55 P.M.	2.55 P.M.	.....	.....	WA.....WAURIKA.....TO	Continuous	537.6	77.1	s329	RYdY	2.00 P.M.	3.30 A.M.	
						LEAVE							Monday Wednesday Friday	Daily Except Sunday
	13.4	14.7	28.5			.....AVERAGE SPEED PER HOUR.....						29.5	13.8	11.0
	3.05	2.25	3.09			.....SCHEDULE TIME.....						3.02	3.00	3.15

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
TIME TABLE RULE 14 IN EFFECT.

**Westward**

**Graham Branch**

**Eastward**

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 1-A STATIONS		Office Hours Week Days		M. P. from Bridgeport	Station Numbers	Signs	SECOND CLASS			
			<b>789</b>			Time Table No. 9 September 17, 1944		*Sundays & Holidays					<b>788</b>			
			Mixed			LEAVE	From	To					Mixed			
			Daily Except Sunday													
			A.M. 1.00	100	209	<b>BR</b> ..... <b>BRIDGEPORT</b> .....TO	Continuous		.....	sg398	<b>RYdFWY</b>		P.M. 8.30			
			s 1.35		28	..... <b>VINEYARD</b> .....			14.2	sg13			s 7.55			
			f 1.55	18		..... <b>STEWARTON</b> .....			7.5	sg20			f 7.35			
			s 2.45	34	130	<b>JS</b> ..... <b>JACKSBORO</b> .....TO	7:00 a.m. 4:00 p.m.		29.5	sg28			s 7.15			
			a 4.00		56	<b>BO</b> ..... <b>BRYSON</b> .....TO	7:30 a.m. 4:30 p.m.		43.2	sg42			s 6.00			
			5.00 A.M.	18	92	<b>GM</b> ..... <b>GRAHAM</b> .....TO	7:00 a.m. 7:00 p.m.		56.2	sg55	<b>RYdWY</b>		5.00 P.M.			
													Daily Except Sunday			
			14.1			LEAVE							16.1			
			4.00			..... <b>AVERAGE SPEED PER HOUR</b> .....							3.30			
						..... <b>SCHEDULE TIME</b> .....										

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

## 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, enginemen 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 of the public generally.

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

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>ALL SUBDIVISIONS</b>				
Class T-31: Consolidated and Mikado engines handling passenger trains.....	Author ized	Fre ight Tra in speed	Author ized	Fre ight tra in speed
Passenger trains handling freight equipment.....	Author ized	Fre ight tra in speed	Author ized	Fre ight tra in speed
3000 series engines with Scullin drivers.....	45	45	45	45
MP-403.6 to 467.0	40	40	40	40
MP-467.0 to 644.9	30	30	30	30
Without Scullin drivers.....	60	60		
5000 series engines.....				
Gas-electric motor cars without trailers, or Diesel engines without cars, approaching home signal and between home signal limits.....	10	10	10	10
Through No. 15 Turnout End Two Main Tracks, Trinity River—Subdivision 1.....		25		15
Through other Switch Leads of Turnouts.....		15		10
Tangent track movement through spring switches.....	35		35	
Through Switch Leads of Turnouts at end of two or more tracks.....		25		20
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	15
Switch engines without engine trucks.....			18	18
Engines running forward without cars.....	Author ized	Fre ight tra in speed	Author ized	Fre ight tra in speed
Engines with drivers blocked up.....	30	30	30	30
<b>Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:</b>				
260 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
350 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
600 HP Diesel-Electric Switchers, in 600 Series	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9047-9050 with Freight Gears.	35	35	35	35
Motor Car No. 9012 towed or handled dead-in-train.	40	40	40	40
Other motor cars towed or handled in train	60	60	50	45
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal holsts, ditch spreaders and any similar machines, when moving on their own car or trucks:				
With boom supported.....			25	20
With boom removed or not supported.....			15	15

### LOCATION

#### Passenger Trains      Freight Trains

Tangent      Curve      Tangent      Curve

**NOTE:**

These instructions will not apply to wrecking derricks with boom supported when trained behind engine in wreck train service. In such cases freight train speed governs (except as shown below)

Wrecking derricks must always be separated from engine or heavy loads by two or more empty or lightly loaded cars.

Subdivision 46-A MP 0 to MP 17-12.....

MP 17-12 to MP 96-21.....

Subdivision 46-B.....

Subdivision 1-A MP 0 to MP 13-9.....

MP 13-9 to MP 56-6.....

**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.

**NOTE:** Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.

SUBDIVISION 46.....	70	60	60	45
(Except as shown below)				
CRI&P Crossing, MP-404.0.....		30		30
Through Pacific Junction Switch on through movements between Pacific Junction and El Reno Passenger Station.....	20		20	
MP 413-29 to 414-0.....		50		40
MP 430-13 to 430-33.....		50		40
Chickasha: Between Yard Limit Signs.....		Restrict ed	Speed d.	
MP 448-28 to 460-23.....		50		40
MP 467-10 to 500-32.....	60	50	45	40
Waurika: Between Yard Limit Signs.....		Restrict ed	Speed d.	
SUBDIVISION 1.....	60	60	50	40
(Except as shown below)				
Waurika: Between Yard Limit Signs.....		Restrict ed	Speed d.	
MP 500-32 to 510-0.....			45	
Bridge 5204 (Engines P-40 and heavier.....	10		10	
Engines C-45 and lighter.....	20		20	
MP 543-0 to 554-31.....		50		
MP 543-14 FW&DC Crossing.....	40		30	
MP 565-24 to 569-0.....	60		45	
MP 679-0 to 607-17.....			45	
MP 682-0 to 683-3.....		45		35
MP 695-26 to 596-9.....		50		
MP 604-25 GCSF Crossing.....		20		20
MP 607-17 to 610-4.....	50	50	35	35
MP 609-21 (SL-SW Crossing.....				
FW&DC Crossing.....	40		30	
FW&DC Crossing.....				
MP 612-31 FW&DC Crossing.....	10		10	
On all tracks between 17th Street Fort Worth and end of two main tracks Trinity River 2500 series and heavier engines must not be doubleheaded over the following bridges directly coupled. When two such engines are handling train or in tow, they must be separated by not less than 3 cars:			Restrict ed	Speed d.
Bridge 5204, Red River.....	10		10	
Bridges 5713, 5868 and 6100, Trinity River.....				
SUBDIVISION 2.....	60	60	45	40
(Except as shown below)				
MP 612-31 FW&DC Crossing.....	10		10	
Fort Worth: Between 17th Street and Dalwor Jct.....			Restrict ed	Speed d.
Irving: Between Yard Limit Signs.....		Restrict ed	Speed d.	
MP 639-24 to 643-28.....		50		
3000 and 4000 series engines must not be doubleheaded directly coupled with any other class of engines but must be separated by 3 or more cars over Bridges 6125 and 6356.....				
SUBDIVISION 46a.....	35	30	30	25
(Except as shown below)				
Chickasha: Between Yard Limit Signs.....		Restrict ed	Speed d.	
Hobart to Mangum.....	30	25	25	25
Bridge 403.....		10 &	drifting	10 & drifting
Engines 1931 series and heavier must not be double headed.....				

## SPEED RESTRICTIONS—Concluded.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>SUBDIVISION 46b</b> ..... (Except as shown below). Bridges 4767 and 4824..... Lawton Wye..... MP 497, Highway crossing, engine only..... Fort Sill and Lawton, between Yard Limit Signs..... Waurika: Between Yard Limit Signs..... Engines 831 to 944 and 1600 to 2100 series inclusive, when doubleheaded, must observe the following restrictions over Bridges listed below. Bridge 4767..... Bridge 4824..... Bridges 5184 and 5340.....	35 20 10	30 5 Restrict Restrict	30 20 10 Restrict Restrict	25 5 Restrict Restrict
	Cut off	and operate	s	Ingly.
	20 35		20 35	
<b>SUBDIVISION 1a</b> ..... (Except as shown below). MP 29.5 to MP 66.2.....	30 25	20 20	30 25	20 20

### SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEED OF ROCKET 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 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 type trains are as follows:

<b>SUBDIVISION 46:</b> Chickasha: Between Yard Limit Signs..... Waurika: Between Yard Limit Signs.....		Restrict Restrict	ted Spee ted Spee	d. d.
<b>SUBDIVISION 1:</b> Waurika: Between yard limit signs..... Bridge 5204..... MP 543-14 FW&DC crossing, 40 MPH. MP 604-25 GC&SF crossing, 20 MPH. (SL-SW crossing) MP 609-21 FtW Belt crossing 40 MPH. (FW&DC crossing) Through No. 15 Turnout End Two Main Tracks, Trinity River, 30 MPH. Through all other Turnouts, 15 MPH. MP 672-31 FW&DC crossing, 10 MPH. On all tracks between 17th Street Fort Worth and end of Two Main Tracks Trinity River.....	40	Restrict	ted Spee	d.
<b>SUBDIVISION 2:</b> MP 612-31 FW&DC crossing, 10 MPH. Ft. Worth: Between 17th St. and Dalwor Jct..... Irving: Between Yard Limit Signs.....		Restrict Restrict	ted Spee ted Spee	d. d.

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

Rocket trains approaching train order signal displaying stop indication must 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 must 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 M-50 series will operate at speed of 10 MPH less than speed authorized for Rocket 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 trains.

Scheduled Rocket trains handling conventional type of equipment hauled by passenger diesel may be operated at permissible Rocket speeds. All members of crew to be informed of such equipment and must make careful inspection at regular stops.

Diesel passenger engines operating light without cars must not exceed maximum speed of 55 MPH and where rule specified a lower speed for steam passenger trains on curves, will be governed by such lower speed.

Above reference to Rocket trains also applies to Sam Houston Zephyr.

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.....	4 1/2 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 Serles position.

## SPECIAL INSTRUCTIONS

2. Freight Yd. is the initial station for Rock Island and SL-SF trains subdivisions 1 and 2 other than First Class.

2a. T&P Station Fort Worth, is initial station for FW&DC and B-RI First Class trains, and Fort Worth Union passenger station is initial station for Rock Island and SL-SF First Class trains.

2b. Cadiz St. Jct. is the initial station for Rock Island and SL-SF trains leaving Dallas other than First Class.

3. A train must not leave Anadarko or Lawton without Clearance.

4. Restricted use of register books as follows:

Pacific Jct..... When instructed by Train Dispatcher.

Chickasha..... Trains originating and terminating and Nos. 609 and 510.

Waurika Yd... Second Class and extra trains.

Fort Worth.... T and P Passenger Station/Trains originating and GC&SF yard office, 17th St. terminating.

Fort Worth.... 6th Street B-RI No. 18 only.

Dalwor Jct.... First Class trains, except No. 218.

Dallas..... Cadiz St.—Rock Island and SL-SF Second Class and extra trains only.

Dallas..... Dallas Terminal Station First Class trains only.

4b. Southward First Class trains holding form V order on Dalwor Jct. are not relieved from registering at Dalwor Jct.

4c. No. 218 will not register at Dalwor Jct., but will register by form 1339 at Freight Yd.

4d. First Class trains and trains Nos. 701, 702 will register by form 1339 at Waurika, Freight Yd. and Irving when not necessary to check against superior schedules.

4e. SL-SF trains will register at Cadiz St. Jct. by form 1339.

4f. Southward trains will register at Anadarko, on Sub-Division 46-B by form 1339 only when operator on duty.

4g. Nos. 609 and 510 will register at Chickasha by form 1339.

5. Bulletin Boards and General Order Books are located at:

El Reno	Fort Worth—Freight Yd., Yard Office.
El Reno Yard	Fort Worth—Roundhouse.
El Reno—Roundhouse.	Fort Worth—GC&SF Yard Office,
Chickasha.	17th St.
Waurika.	Fort Worth—FW&DC Yard Office
Waurika Yd. & Roundhouse.	and Roundhouse.
Anadarko.	Fort Worth—SL-SF Yard Office and
Mangum.	Roundhouse, West Yard.
Lawton.	Fort Worth—T&P Passenger Station.
Bridgeport.	Dallas—Cadiz St. Jct.
Graham.	Dallas—GC&SF Yard.
Irving.	Dallas—Union Terminal Station.

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

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

6. Standard clocks are located at:

El Reno.	Fort Worth—GC&SF Yard Office,
El Reno Yard.	17th St.
Chickasha.	Fort Worth—T&P Passenger Station.
Waurika.	Fort Worth—Freight Yard.
Lawton.	Fort Worth—FW&DC Telegraph
Bridgeport.	Office.
	Dallas—GC&SF Yard.
	Dallas—Union Terminal Station.

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

## SPECIAL INSTRUCTIONS—Continued.

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

Sub-Div.	MP	Crossing	Remarks	Operated By
46	435.7	SL-SF.....		
46a	0.0	SL-SF.....		
	70.6	SL-SF.....		
	79.6	AT&SF.....		
	96.4	MKT.....		
46b	496.6	SL-SF.....		
1	612.9	FW&DC.....		
2	612.9	FW&DC.....		

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 the 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 footnotes 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.

15. First class trains approaching stations used jointly with other divisions, if the time of trains of all divisions using the same tracks at such station are not shown on the time tables of all divisions, must approach such stations at RESTRICTED SPEED.

15a. FW&DC, B-R1 and SL-SF passenger trains use straight leg of wye Dalwor Jct., all other trains use north leg of wye.

15b. All trains or engines of CRI&P and SL-SF must move at restricted speed on SL-SF tracks between CRI&P crossing and Fourth St., Lawton, expecting to find trains or engines of either line turning on wye or making deliveries.

16. Between North Jct. and Cadiz St. Jct. trains will be governed by Dallas Union Terminal time table.

16a. Between Cadiz St. Jct. and Austin St. Yard trains will be governed by StLSW time table.

18. Branch line trains must protect against approaching main line trains at Junction points.

18a. Normal position of West Wye switch Chickasha, Okla., is for North Leg of Wye.

18b. Normal position of spring switch located at north end Two Main Tracks Trinity River, is for southward main track.

18c. Normal position of spring switch south end of Two Main Tracks 17th St. Fort Worth is for northward main track.

18e. Normal position of switches at 4th St. Jct. and 6th St. is for main track movement Subdivision 1.

18f. At Dalwor Jct. the normal position of switch is for north leg of wye.

18g. Limits of Two Main Tracks at Fort Worth are between Trinity River MP 610 and 17th St. MP 612-28.

26. Automatic Block System Rules 605 to 618 Inclusive, are in effect as follows:

Subdivision 1—between Saginaw and MP 608-33.

Subdivision 2—between North Junction, Dallas, and 4th St. Jct., Fort Worth.

Subdivisions 1 and 2 Southward Main Track between Belknap Street (signal 6115) and clearance point End of Two Main Tracks switch at Seventeenth Street. Northward main track between Tenth Street (signal 6126) and Belknap Street (end of block opposite signal 6115). Spring switch at end of two main tracks Seventeenth Street is protected by signal 6130, which governs facing point movement over switch, but does not indicate the condition of block northward main track—Rule 635 governs.

26a. Automatic Signal System is in service between Southward Absolute Home Signal at Saginaw and Northward Absolute Signal MP 608-33—Rules 290, 292, 609.

Lower arm on Southward Absolute Home Signal must be cleared only on authority of Train Dispatcher—Rules 290, 292, 609.

Southward Signals 6063, 6075, and Northward Signals 6064, 6074 are intermediate signals—Rule 609(a).

General Rules 281, 285, 290, 505 to 518, Inclusive, 605 to 605(d), Inclusive, 661 to 670, Inclusive.

Yard engines must not occupy main track within Absolute Signal limits without authority of train dispatcher and must notify Train Dispatcher when clear of main track within these limits.

Diagrams showing location of signals and plant limits are posted on General Order Boards.

Telephones are located at Saginaw Tower, Pole Boxes MP 607-4, MP 607-21 MP 607-33, MP 608-33, for communication with the Train Dispatcher.

26b. Subdivision 2—Bridge 6288 is equipped with fire protection appliance which controls eastward signals 6273 and 6285, westward signals 6300 and 6290; if signals 6273, 6285, 6300 or 6290 display stop indication bridge must be inspected before passing over it.

26c. Subdivision 46—An interlocking of electric type, remotely controlled from Dispatcher's office El Reno, is in service protecting CRI&P crossing, Texas Jct. switch, Pacific Jct. switch and Pacific Jct. wye switch.

Diagram showing location of signals, their indications, and locations of End of Block signs is posted on General Order Boards.

Telephones are located at Pacific Jct., Texas Jct., El Reno Freight Line Crossing and Harts Spur for communication with the Train Dispatcher.

28. Minimum clearance of bridges, tunnels, etc., height 16 feet; width 13 feet, 6 inches.

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:

Subdivision	MP	Kind of Structure
46	414.1	Bridge
46	416.4	OH Highway Bridge
46	435.8	Bridge
46	Chickasha	Main Track Compress Track Mill Track No. 1 Mill Track No. 2 Choctaw Viaduct
46	440.4	O. H. Bridge
46a	33.1	Bridge
46a	44.6	Bridge
46a	49.5	Bridge
46a	61.8	Bridge
46a	84.5	Bridge
46a	92.6	Bridge
46b	476.7	Bridge
46b	491.4	Bridge
46b	518.4	Bridge
46b	534.0	Bridge
1	611.2	T&P Viaduct
1	612.1	T&P Viaduct
2	612.6	Bridge
2	620.1	OH Highway Bridge
2	639.6	Bridge
1a	26.4	OH Highway Bridge
1a	29.8	Bridge

GC&SF viaduct over 7th St. Industrial track at Fort Worth will not clear man on top or side of car.

30. Private industry scales are located at Mangum, Ryan, Bowle and Graham—not equipped with dead rail, and engines must not be permitted to stand on or move over them.



**SPECIAL INSTRUCTIONS—Concluded.**

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

Sub-Div.	MP	Station No.	Name	Car Capacity
46	446.5		Pierce.....	2
46a.	66.9			10
46a.	69.4		Aviation Spur.....	6
1	564.0		Lone Star.....	47
1a.	4.5		Rickels.....	9
1a.	43.7		Bryson Refining Co.....	16
1a.	50.4		Sewell.....	21
2	620.3	449	Hart Spur.....	24
2	628.7		Dorothy.....	22

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.

32b. The use of night signals in addition to day signals on slow and resume speed signals will not be required on the following subdivisions:

46a. Between Anadarko and Mangum.

**TRAIN DISPATCHERS.**

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

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

**TRAINMEN AND ENGINEMEN**

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 emergency telephones are located, conductor should communicate with train 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.

**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	66	64.5	85	42.4	140	25.7
34	106.0	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	22.5
42	85.7	71	60.7	90	40.0	170	21.2
45	80.0	72	60.0	91	39.6	180	20.0
48	75.0	73	49.3	92	39.1	190	18.9
60	72.0	74	48.6	93	38.7	200	18.0
62	69.2	75	48.0	94	38.2	210	17.1
64	66.6	76	47.4	95	37.9	220	16.4
66	64.2	77	46.7	100	36.0	230	15.6
68	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		

The following letters in "station" and "signs" columns 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.

**TRAIN ORDER OFFICES**

**SUBDIVISION 46**

Office Hours  
Week days  
\*Sundays and  
Holidays

El Reno.....	Continuous
El Reno yard.....	Continuous
Union City.....	8:00 p.m. 5:00 a.m.
Mince.....	8:30 a.m. 5:30 p.m.
Pocasset.....	7:00 a.m. 4:00 p.m.
Chickasha.....	Continuous
Rush Springs.....	8:00 a.m. 5:00 p.m.
Marlow.....	8:30 a.m. 5:30 p.m.
Duncan.....	Continuous
Comanche.....	8:30 a.m. 5:30 p.m.
Waurika.....	Continuous

**J. E. HENDERSON, Ass't Superintendent, Fort Worth, Tex.**

**R. B. SMITH, Ass't Trainmaster, Lawton, Okla.**

**G. W. CUYLER, Master Mechanic, Fort Worth, Tex.**

**H. T. DEMPSEY, Road Foreman Equipment, Fort Worth, Tex.**

**J. SHORT, Chief Dispatcher, Fort Worth, Tex.**

**C. S. STAIG,  
J. L. HAWN,  
R. A. MOORE,  
J. A. PHILLIPS,  
G. R. REYNOLDS,  
F. R. BOOHER,  
H. W. SMITH,  
W. T. BETTS,  
S. F. DOBBS,**

} Train Dispatchers,  
Fort Worth, Tex.