

Company Surgeons

Location

T. L. HANSEN, Chief Surgeon, La Salle St. Station.....Chicago
 W. E. HALEY, Local Surgeon and Examiner.....
 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. General Surgeon and Examiner.....
 WEBB WALKER, Oculist and Aurist.....
 ARTHUR BROWN, Oculist and Aurist.....Fort Worth
 B. M. JONES.....Boyd
 D. M. WATSON.....Bridgeport
 C. C. McCLURE.....Jacksboro
 V. O. ROSSER, JR.....Graham
 E. W. WRIGHT.....Bowie
 W. T. ANDRESKOWSKI.....Ryan, Okla.
 D. B. COLLINS, Local Surgeon and Examiner.....Waurika
 C. C. PRUITT.....Comanche
 J. L. PATTERSON.....
 WALLIS S. IVEY.....Duncan
 C. N. TALLEY.....Marlow
 J. W. FINLEY.....Rush Springs
 H. M. McCLURE, Local Surgeon and Examiner.....
 D. S. DOWNEY, Local Surgeon and Examiner.....
 U. C. BOON, Oculist & Examiner.....Chickasha
 D. P. RICHARDSON.....Union City
 H. C. BROWN, Local Surgeon & Examiner.....
 J. T. RILEY, Local Surgeon & Examiner.....
 P. F. HEROD, Oculist & Aurist.....El Reno
 L. T. GOOCH, Local Surgeon & Examiner.....
 E. P. HATHAWAY, Local Surgeon.....
 E. B. MITCHELL, Oculist & Aurist.....Lawton
 M. A. JONES.....Walters
 P. H. ANDERSON, Local Surgeon.....
 G. E. HASLAM.....Anadarko
 P. L. McCLURE.....Fort Cobb
 C. B. SULLIVAN.....Carnegie
 WILLIAM BERNELL.....
 B. H. WATKINS.....Hobart
 J. B. LANSDEN.....Granite

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

W. H. HILLIS,
Operating Officer

Chicago, Rock Island & Pacific Railway

TIME TABLE

SOUTHERN DIVISION SECOND DISTRICT

No. 6

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

FRIDAY, MARCH 1, 1946

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	17	507			Time Table No. 6 March 1, 1946								508	510	18	98	96
Texas Special	Red Ball Freight	Texas Rocket	Mid-Continent Special	Twin Star Rocket	Yard	LEAVE				RYdWY	RYdFWTY	RYd	Twin Star Rocket	Texas Rocket	Mid-Continent Special	Texas Chicago Red Ball Freight	Red Ball Freight		
Daily	Daily	Daily	Daily	Daily		RF	EL RENO	TO	402.6				Yd	e232	FRYdWY	A.M. 1.45		P.M. 7.15	
P.M. 4:30	A.M. 7:00		P.M. 1:30	A.M. 3:55	2842	FO	EL RENO YD	TO	401.7	e230	RYdFWTY					A.M. 6:15	P.M. 9:00		
4:39	7:09	P.M. 5:07	1:32	3:57	105	Remotely Controlled Interlocking	CRIP Crossing		404.0	2.3									
4:47	7:18	5:11	1:38	4:01	60		PACIFIC JCT.	P	403.6	2.4		RYd	1:42	P.M. 1:10	7:04	5:45	7:55		
5:14	7:25	5:14	1:45	4:04	60	UN	UNION CITY	TO	412.2	11.0	e241		1:35	1:01	6:51	5:25	7:37		
5:31	7:35	5:19	1:54	4:09	100	CO	MINCO	TO	418.0	16.8	e246	W	1:30	12:56	6:41	5:12	7:22		
5:37	7:42	5:23	2:00	4:13	61		HAROLD	P	422.4	21.2	e250		1:26	12:51	6:32	5:03	7:10		
5:42	7:48	5:26	2:05	4:16	90	CS	POCASSET	TO	425.9	24.7	e253		1:23	12:48	6:26	4:57	7:00		
5:49	7:57	5:30	2:10	4:20	62		SOLITO	P	431.2	30.0	e259		1:18	12:43	6:18	4:45	6:45		
5:57	8:15	s 5:45	2:20	s 4:31	109	861	C	CHICKASHA	TO	436.3	35.1	e265	RYdFWTY	s 1:11	s 12:36	6:09	507-4:31	6:30	
6:12	8:31	f 5:53		4:38	54	26		NINNEKAH	P	443.4	42.2	e272		1:00	f 12:23		4:03	509-93-6:12 5:53	
6:27	8:45	5:59		4:44	60	11		AGAWAM	P	449.1	47.9	e277		12:55	12:16		3:53	5:15	
6:40	9:00	s 6:12		4:51	78	38	RS	RUSH SPRINGS	TO	456.0	54.8	e282		12:48	s 12:08		3:41	5:00	
6:57	9:15	s 6:26		5:00	100	80	MR	MARLOW	TO	465.5	64.3	e294	W	12:40	s 11:52		3:24	4:42	
7:07	9:24	6:33		5:05	74			McGIE	P	470.9	69.7			12:35	11:44		3:14	4:32	
7:17	9:35	s 6:51		s 5:13	64	230	NA	DUNCAN	TO	475.5	74.3	e304	WYd	s 12:29	s 11:36		3:05	4:21	
7:27	9:45	6:57		5:18	145	179		BECKETT	P	481.2	80.0	e310	Yd	12:20	11:23		2:54	4:11	
7:35	9:53	s 7:04		5:22	56	34	OM	COMANCHE	TO	485.2	84.0	e314		12:16	s 11:18		2:48	4:02	
7:50	10:08	f 7:13		5:30	104	41		ADDINGTON	P	493.7	92.5	e322		12:08	f 11:08		2:34	3:45	
8:00	10:25	7:25		5:40			WA	WAURIKA	TO	500.1	98.9	e329	RYdY	12:01	10:58		2:20	3:30	
P.M.	A.M.	P.M.		A.M.										A.M.	A.M.		A.M.	P.M.	
								LEAVE						Daily	Daily	Daily	Daily	Daily	
27.3	28.9	41.9	40.4	55.7				AVERAGE SPEED PER HOUR...					56.3	43.8	30.6	25.3	18.0		
3.30	3.25	2.18	0.50	1.45				SCHEDULE TIME.....					1.44	2.12	1.06	3.55	5.30		

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

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR Nos. 507, 508, 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 Chickasha about 8:30 P. M. daily for Waurika.

Local extra leaves Waurika about 11:00 A. M. daily for Chickasha.

See page 13 for operators hours of service.

Southward

Main Line

Northward

SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 1 STATIONS				M. P. from St. Joseph	Distance from Waurika	Station Numbers	Signs	FIRST CLASS			SECOND CLASS	
93	95	509	17	507			Time Table No. 6 March 1, 1946								510	18	508	96	98
Texas Special	Red Ball Freight	Texas Rocket	Mid-Continent Special	Twin Star Rocket			LEAVE							Texas Rocket	Mid-Continent Special	Twin Star Rocket	Red Ball Freight	Texas Chicago Red Ball Freight	
Daily	Daily	Daily	Daily	Daily															
P.M. 9:00	A.M. 11:50	P.M. 7:25	P.M. 5:57	A.M. 5:40			.....	.....	.....	500.1	.....	329	RYdY	A.M. 10:58	P.M. 2:20	A.M. 12:01	P.M. 3:00	A.M. 1:45
9:10	12:01	7:31	6:20	5:46	53	20	Yard	.....	.....	500.9	0.8	#330	RYdFWT	10:55	2:11	11:58	2:45	1:10
9:17	12:09	7:35	6:29	5:50	54	24	RN	.....	.....	506.1	6.0	#335	.....	10:50	1:58	11:53	2:37	1:04
9:29	12:23	7:43	6:40	5:58	53	74	SF	.....	.....	610.6	10.5	#339	.....	10:46	1:51	11:49	2:22	12:52
9:39	12:35	7:48	6:50	6:04	100	52	GD	.....	.....	519.3	19.2	#348	.....	10:38	1:38	11:41	2:10	12:42
9:58	1:10	7:58	7:05	6:14	85	38	.....	.....	.....	524.2	24.1	#353	.....	10:33	1:28	11:36	1:50	12:26
10:25	1:35	8:06	7:20	6:23	100	114	.....	.....	.....	635.4	35.3	#364	W	10:23	1:10	11:26	1:35	12:15
11:07	1:55	8:18	7:35	6:35	54	37	.....	.....	.....	543.4	43.3	.....	.....	10:14	1:00	11:18	1:10	11:54
11:40	2:10	8:25	7:46	6:42	100	30	CN	.....	.....	543.8	44.7	#372	Yd	10:01	12:43	11:07	12:55	11:40
11:53	2:30	8:31	8:00	6:48	100	209	BR	.....	.....	555.1	55.0	#384	W	9:53	12:31	11:00	12:40	11:27
12:05	2:45	8:37	8:08	6:53	54	33	.....	.....	.....	563.0	62.9	#392	.....	9:45	12:19	10:54	12:25	11:15
12:25	3:05	8:46	8:22	7:02	100	31	BU	.....	.....	569.6	69.5	#398	YdFWY	9:39	12:06	10:48	12:01	11:00
12:37	3:17	8:53	8:35	7:09	70	39	NK	.....	.....	575.6	75.5	#404	.....	9:30	11:54	10:40	12:11	11:00
12:57	3:35	9:00	8:48	7:16	54	10	.....	.....	.....	584.5	84.4	#413	.....	9:23	11:44	10:33	12:01	10:51
1:07	3:45	9:05	9:05	7:21	54	27	GN	.....	.....	599.0	98.9	#428	.....	9:16	11:31	10:26	11:50	10:42
1:17	3:55	9:10	9:20	7:27	55	265	.....	.....	.....	604.7	104.6	#433	.....	9:10	11:23	10:21	11:40	10:33
1:19	3:56	9:11	9:21	7:28	.....	.....	.....	.....	.....	604.7	104.6	.....	.....	.....	.....	.....	.....	.....
2:00	5:30	9:14	9:25	7:31	.....	.....	.....	.....	.....	609.6	109.5	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	609.6	109.5	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	609.6	109.5	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	609.8	109.7	#439	Yd	9:04	11:11	10:15	11:25	10:19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	610.0	109.9	.....	Yd	9:03	11:10	10:14	11:23	10:18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	611.5	111.4	#441	RYdFWTY	9:01	11:08	10:12	11:20	10:15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	611.9	111.8	.....	.....	9:00	11:06	10:11	11:20	10:15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	612.1	112.0	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	612.5	112.4	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	612.8	112.7	.....	.....	8:58	11:03	10:08	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	612.9	112.8	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	613.2	113.1	#442	RYd	8:55	11:00	10:05	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Daily	Daily	Daily	Daily	Daily
22.1	19.5	56.5	28.5	54.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	55.0	33.8	58.5	30.1	31.6
5.00	5.40	2.00	3.58	2.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.03	3.20	1.56	3.40	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. 507, 508, 509 AND 510 NOT LESS THAN 16 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 Chico about 10:00 A. M. daily except Sunday for Freight Yd.
 No. 509 Bowie and Bridgeport discharge, see Rule 8, from stations north of Waurika where scheduled to stop.
 See page 13 for hours of Service.

Local extra leaves Freight Yd. about 7:00 A. M. daily except Sunday for Chico.
 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 stations north of Waurika where scheduled to stop.

Main Line Southward

SUBDIVISION 2 STATIONS Time Table No. 6 March 1, 1946				FIRST CLASS									
				405	1	507	5	3	7	509	407		
				Frisco	FW&DC	Twin Star Rocket	FW&DC	B-RI	FW&DC	Texas Rocket	Frisco		
				Passenger	Passenger	Passenger	Passenger	Sam Houston Zephyr	Passenger	Passenger	Passenger		
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
FT.....	FORT WORTH.....	TO	613.2			A.M. 8.00				P.M. 9.30	P.M. 9.35		
	.....FW&DC Crossing.....	UX	612.9										
	.....17th ST.....		612.8		A.M. 7.45	8.03	P.M. 3.18	P.M. 4.02	P.M. 9.15	9.32	9.38		
	.....10th ST.....	} TWO MAIN TRACKS	612.5			406							
	.....6th ST.....		612.1		R	7.49							
	.....4th ST. JCT.....		611.9			6	8.07				9.36		
	.....DALWOR JCT.....		612.2	0.3	RYd	7.52	8.10	3.24	4.08	9.20	9.39	9.46	
	.....SYLVANIA.....	P	613.5	1.6	Yd	7.55	8.12	3.28	4.11	9.23	9.43	9.50	
HU.....	.....HURST.....	TO	621.6	9.7		8.06	8.24	3.38	4.19	9.33	9.56	10.03	
	.....TARRANT.....	P	627.2	15.3		8.18	8.28	3.44	4.25	9.50	10.04	10.12	
	.....LIGGETT.....	P	630.3	18.4		510							
	.....EAST CARROLLTON JCT.....		634.6	22.7									
GV.....	.....IRVING.....	TO	634.7	22.8	RYW	A.M. 6.45	8.25	8.35	3.54	4.32	9.58	10.13	10.22
	.....WEST CARROLLTON JCT.....		634.9	23.0			76	76					
	.....NORWOOD.....	P	637.8	26.9									
	.....PERKINS.....	P	641.3	29.4		6.53	8.31	8.42	4.02	4.39	10.05	10.20	10.31
	.....NORTH JCT.....		643.8	31.9		6.56	8.34	8.45	4.06	4.42	10.08	10.24	10.35
UT.....	.....DALLAS.....	TO	644.3	32.4	RFWYYd	7.00	8.35	8.50	4.10	4.45	10.10	10.30	10.45
CJ.....	.....CADIZ ST. JCT.....	TO	644.9	33.0	RYd	A.M. 4.06-6	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	
VI.....	.....AUSTIN ST. YD.....	TO	645.4	33.5	Yd								
	.....AVERAGE SPEED PER HOUR.....					38.4	39.9	40.4	38.2	46.0	34.6	33.7	28.9
	.....SCHEDULE TIME.....					0.15	0.50	0.50	0.52	0.43	0.55	1.00	1.10

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, 507, 508, 509 AND 510 NOT LESS THAN 10 MINUTES.

Main Line Southward

SUBDIVISION 2
STATIONS
Time Table No. 6
March 1, 1946

SECOND CLASS

LEAVE	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	799 Frisco 38 California Fast Freight Daily	791 Frisco 31 Texas Fast Freight Daily	93 Red Ball Freight Daily	793 Frisco 33 Texas Fast Freight Daily	795 Frisco 37 Through Freight Daily	75 Texas Special Daily	797 Frisco 30 Perishable Fast Freight 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. 1.3					3.00		4.00			6.00	6.50					
..... SYLVANIA 8.1	90	736	#444	3.02		4.02			6.03	6.52						
..... HURST 5.6	58	24	#450	3.06		4.07			6.06	6.55						
..... TARRANT 3.1	55	24	#456	3.26		4.25			6.20	7.07						
..... LIGGETT 4.3	60		#459	3.40		4.37			6.30	7.25 ₉₈						
..... EAST CARROLLTON JCT. 0.1																
..... IRVING 0.2	90	143	#464	4.10	A.M. —	3.00	5.00	A.M. —	P.M. —	4.45	6.40	7.40				
..... WEST CARROLLTON JCT. 2.9				A.M. —					8.00	P.M. —						
..... NORWOOD 3.5	63	4	#467													
..... PERKINS 2.5	59		#471		3.11	5.12	5.41	4.56		6.50						
..... NORTH JCT. 0.5	TWO MAIN TRACKS															
..... DALLAS 0.6																
..... CADIZ ST. JCT. 0.5			100													
..... AUSTIN ST. YD. 33.5			499	#474		3.25	5.45	5.53	5.10	P.M. —	7.05					
					A.M. —	A.M. —	A.M. —	P.M. —	P.M. —							
..... AVERAGE SPEED PER HOUR SCHEDULE TIME				19.5	24.5	19.0	26.6	24.5	30.5	27.3						
				1.10	0.25	1.45	0.23	0.25	1.05	0.50						

SEE FOOTNOTES ON PAGE 3.

Main Line Northward

SUBDIVISION 2 STATIONS Time Table No. 6 March 1, 1946				FIRST CLASS										
					406 Frisco	6 FW&DC	510	4 B-RI	2 FW&DC	508	8 FW&DC	408 Frisco		
		M. P. from St. Joseph	Distance from 4th St. Jct.	Distance from Dallas (Austin St. Yd.)	Signs	Passenger	Passenger	Texas Rocket	Sam Houston Zephyr	Passenger	Twin Star Rocket	Passenger	Passenger	
FT.....	FORT WORTH.....	TO	613.2	34.8	RYd	A.M. 8:15		A.M. 8:45			P.M. 9:55			
	0.3 FW&DC Crossing.....	UX	612.9	34.5										
	0.1 17th ST.....	} TWO MAIN TRACKS	612.8	34.4		507 8:03	A.M. 507 7:55	8:39	P.M. 507 1:50	P.M. 507 2:14	9:52	P.M. 507 10:20		
	0.3 10th ST.....		612.5	34.1										
	0.4 6th ST.....		612.1	33.7	R		1 7:49		1:47	2:10				
	0.2 4th ST. JCT.....		611.9	33.6				8:36				9:48		
	0.3 DALWOR JCT.....	612.2	0.3	33.2	RYd	7:57	7:46	8:34	1:45	2:08	407 9:46	10:16		
	1.3 SYLVANIA.....	P	613.5	1.6	31.9	Yd	7:55	7:43	8:32	1:42	2:05	509 9:43	10:14	
8.1														
HU.....	HURST.....	TO	621.6	9.7	23.8		7:45	7:35	507 8:24	1:34	1:56	7 9:33	509-407 10:03	509-407 9:56
	5.6 TARRANT.....	P	627.2	15.3	18.2	W	7:39	7:30	1 8:18	1:28	1:50	9:28	7 9:50	
	3.1 LIGGETT.....	P	630.3	18.4	15.1									
	4.3 EAST CARROLLTON JCT.....		634.6	22.7	10.8									
GV.....	IRVING.....	TO	634.7	22.8	10.7	RYWYd	7:30	7:22	76 8:10	1:21	1:41	9:21	9:42	P.M. 76 11:20
	0.2 WEST CARROLLTON JCT.....		634.9	23.0	10.5									
	2.9 NORWOOD.....	P	637.8	25.9	7.6									
	3.6 PERKINS.....	P	641.3	29.4	4.1		7:23	7:14	8:04	1:14	1:34	9:14	9:34	11:05
	2.5 NORTH JCT.....		643.8	31.9	1.6		7:20	7:11	8:01	1:11	1:31	9:11	9:31	11:01
UT.....	0.5 DALLAS.....	TO	644.3	32.4	1.1	RFWTTYd	405-6 7:05	405-406 7:10	8:00	1:10	1:30	9:10	9:30	11:00
	0.6 CADIZ ST. JCT.....	TO	644.9	33.0	0.5	RYd	A.M. 405-6 7:05	A.M. 405-406 7:10	A.M. 405-406 8:00	P.M. 405-6 1:10	P.M. 405-406 1:30	P.M. 405-6 9:10	P.M. 405-406 9:30	P.M. 405-406 11:00
CJ.....	0.5 AUSTIN ST. YD.....	TO	645.4	33.5		Yd								
VI.....	33.5													
	LEAVE					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	AVERAGE SPEED PER HOUR.....					27.4	44.1	45.3	49.5	28.8	45.3	39.6	28.8	
	SCHEDULE TIME.....					1:10	0:45	0:45	0:40	0:20	0:45	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, 507, 508, 509 AND 510 NOT LESS THAN 10 MINUTES.

Main Line Northward

SUBDIVISION 2
STATIONS
Time Table No. 6
March 1, 1946

SECOND CLASS

AUTOMATIC BLOCK SIGNALS SEE TT RULE 28

Intertwining

TWO MAIN TRACKS

 TWO MAIN TRACKS
See Rules 18, 10a

STATIONS Time Table No. 6 March 1, 1946	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Office Hours Week Days		SECOND CLASS											
				*Sundays and Holidays		792	796	76	798	802	800	98					
				From	To	Frisco 31	Frisco 33	Frisco 32	Frisco 37	Frisco 30	Texas Fast Freight	Texas Chicago Red Ball Freight					
FORT WORTH			#442	Continuous													
0.3 FW&DC Crossing																	
0.1 17th ST.																	
0.3 10th ST.																	
0.4 6th ST.																	
0.2 4th ST. JCT.																	
0.3 DALWOR JCT.																	
1.3 SYLVANIA	90	736	#444														
8.1 HURST	58	54	#450														
5.6 TARRANT	55	24	#456														
3.1 LIGGETT	60		#459														
4.3 EAST CARROLLTON JCT.																	
0.1 IRVING	90	143	#464	Continuous													
0.2 WEST CARROLLTON JCT.																	
2.9 NORWOOD	63	4	#467														
3.5 PERKINS	59		#471														
2.5 NORTH JCT.																	
0.5 DALLAS			#474														
0.6 CADIZ ST. JCT.		100		Continuous													
0.5 AUSTIN ST. YD.		499	#474	Continuous													
33.5																	
LEAVE						Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily					
AVERAGE SPEED PER HOUR						30.4	38.0	16.5	29.1	36.0	30.6	24.7					
SCHEDULE TIME						0.45	0.36	2.00	0.21	0.38	0.20	1.20					

SEE FOOTNOTES ON PAGE 5.

Westward

Mangum Branch

Eastward

SECOND CLASS		FIRST CLASS				SUBDIVISION 46-A STATIONS		Office Hours Week Days				FIRST CLASS		SECOND CLASS	
705	703		17			Time Table No. 6		*Sundays and Holidays				18		706	704
Mixed	Mixed		Mid-Continent Special	Capacity of Sidings		March 1, 1946				M. P. from Intersection Subdivision 46		Mid-Continent Special		Mixed	Mixed
Monday Wednesday Friday	Daily Except Monday		Daily	Capacity of Other Tracks	LEAVE	From	To	Station Numbers	Signs						
A.M. 8.45	A.M. 7.40		P.M. 2.40	109	C.....CHICKASHA.....TO	Continuous		265	FWTYRd			P.M. 5.49		P.M. 12.45	P.M. 12.20
					.....SL-SF Crossing.....UX										
s 9.10	f 8.05		f 2.58	54	CK.....VERDEN.....TO	8:30 a.m. 5:30 p.m.	8.7	sd10				f 5.27		- P.M. - s12.08	- A.M. - f11.40
s 9.40	8.25 A.M.		3.10 P.M.	54	DO.....ANADARKO.....TO	8:30 a.m. 5:30 p.m. 1:30 p.m. 5:30 p.m.	17.4	sd23	RYdFWY			5.15 P.M.		A.M. s11.46	11.20 A.M.
s10.00				8	.....WASHITA.....			25.0	sd25					s10.55	
s10.20				54	FC.....FORT COBB.....TO	8:00 a.m. 5:00 p.m.	31.8	sd32						s10.35	
s10.50				32	CG.....CARNEGIE.....TO	8:30 a.m. 5:30 p.m.	42.1	sd43	W					s10.05	
s11.20				35	MV.....MOUNTAIN VIEW.....TO	8:15 a.m. 5:15 p.m.	50.6	sd51						s 9.35	
s11.50 A.M.				33	BO.....GOTEBO.....TO	8:30 a.m. 5:30 p.m.	58.1	sd59						s 9.00	
f12.15 P.M.				25	.....KOMALTY.....			65.0	sd66					f 8.35	
					.....SL-SF Crossing.....UX										
s 1.00				30	KO.....HOBART.....TO	8:00 a.m. 5:00 p.m.	70.9	sd72	YdWY					s 8.15	
f 1.15				9	.....CAHILL.....			75.8	sd76					f 7.20	
					.....AT&SF Crossing.....UX										
s 1.30				62	FN.....LONE WOLF.....TO	8:30 a.m. 5:30 p.m.	80.3	sd81						s 7.10	
s 2.05				30	GR.....GRANITE.....TO	8:00 a.m. 5:00 p.m.	87.9	sd89						s 6.50	
					.....M-K-T Crossing.....UX										
3.00 P.M.				144	MG.....MANGUM.....TO	7:00 a.m. 4:00 p.m.	96.7	sd98	RPWY					6.30 A.M.	
					LEAVE									Tuesday Thursday Saturday	Daily Except Sunday
15.6	24.0		36.0		..... AVERAGE SPEED PER HOUR							Daily		15.6	18.0
6.15	0.45		0.30		..... SCHEDULE TIME							31.8		6.15	1.00

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

TIME TABLE RULE 14A IN EFFECT BETWEEN CHICKASHA AND ANADARKO.

TIME TABLE RULE 14 IN EFFECT BETWEEN ANADARKO AND MANGUM.

Southward

Anadarko & Waurika Branch

Northward

SECOND CLASS		FIRST CLASS	SUBDIVISION 46-B		Office Hours		M. P. Joseph From St. Joseph	Distance from Anadarko	Station Numbers	Signs	FIRST CLASS	SECOND CLASS	
701	703	17	STATIONS		Week Days						18	702	704
Mixed	Mixed	Mid-Continent Special	Time Table No. 6		*Sundays and Holidays						Mid-Continent Special	Mixed	Mixed
Tuesday Thursday Saturday	Daily Except Monday	Daily	March 1, 1946		From	To							
	A.M. 8.35	P.M. 3.15	54	125	DO.....ANADARKO.....TO	8:30 a.m. 5:30 p.m. 1:30 p.m. 5:30 p.m.	460.5	.....	ab123	RYdFWY	P.M. 5.15		A.M. 10.20
	f 9.05	f 3.32	.....	36	.....STECKER.....	.....	470.4	9.9	ab133	.....	f 4.55		f 9.35
	s 9.20	s 3.43	29	71	AP.....APACHE.....TO	8:00 a.m. 5:00 p.m.	476.0	15.5	ab138	YdW	s 4.45		s 9.20
	f 9.40	f 3.53	.....	25	.....PARKER.....	.....	481.9	21.4	ab144	W	f 4.36		f 8.55
	f 9.45	f 3.59	50	202	RB.....RICHARDS SPUR.....TO	6:00 a.m. 3:00 p.m.	485.3	24.8	ab148	YdY	f 4.31		f 8.45
	s 10.20	s 4.12	52	99	S.....FORT SILL.....TO	8:00 a.m. 6:00 p.m. 8:00 a.m. 6:00 p.m.	492.5	32.0	ab155	YdYW	f 4.20		s 8.15
		4.22			.....	.....					s 4.05		
P.M. 1.40	11.00 A.M.	s 4.42	47	192	WN.....LAWTON.....TO	8:00 a.m. 5:00 p.m.	496.2	35.7	ab159	RYdFWY	s 3.50	A.M. 8.00	8.00 A.M.
					.....SL-SF Crossing.....UX	.....	496.5	36.0	.....	.....	
	f 2.15	f 4.57	.....	30	.....GERONIMO.....	.....	504.7	44.2	ab167	.....	f 3.24	f 7.25	
	s 3.06	s 5.14	.....	95	WR.....WALTERS.....TO	8:30 a.m. 5:30 p.m.	514.7	54.2	ab177	W	s 3.06	s 7.00	
	s 3.30	s 5.26	27	31	Z.....TEMPLE.....TO	8:30 a.m. 5:30 p.m.	521.8	61.3	ab184	.....	s 2.53	s 6.40	
	s 3.50	s 5.39	.....	29	.....HASTINGS.....	.....	529.9	69.4	ab192	.....	s 2.39	s 6.20	
	4.35 P.M.	5.52 P.M.	.....	.....	WA.....WAURIKA.....TO	Continuous	537.6	77.1	s329	BYdY	f 2.25	6.00 A.M.	
					.....	.....					Daily	Monday Wednesday Friday	Daily Except Sunday
	14.2	14.7	31.5		.....AVERAGE SPEED PER HOUR.....	.....					29.9	20.7	15.3
	2.55	2.25	2.37		.....SCHEDULE TIME.....	.....					2.50	2.00	2.20

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
TIME TABLE RULE 14-A 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				
789						Time Table No. 6 March 1, 1946		*Sundays & Holidays					788				
Mixed				LEAVE		From To				Mixed							
Daily Except Sunday																	
A.M. 10-00				100	209	BR.....	BRIDGEPORT.....	TO	Continuous	.....	398	RYdFWY	P.M. 8-30			
s10-35				.....	28	.....	VINEYARD.....	.....	.....	14.2	ag13	.....	s 7-55			
f10-55				18	.....	.....	STEWARTON.....	.....	.....	21.7	ag20	.....	f 7-35			
s11-40				34	130	JS.....	JACKSBORO.....	TO	7:00 a.m. 4:00 p.m.	29.5	ag28	W	s 7-15				
A.M. 12-30				.....	56	BO.....	BRYSON.....	TO	7:30 a.m. 4:30 p.m.	43.2	ag42	.....	s 6-00			
P.M. 1-30				18	92	GM.....	GRAHAM.....	TO	8:00 a.m. 5:00 p.m.	56.2	ag55	RYdWY	s 5-00 P.M.				
													Daily Except Sunday				
16.1						LEAVE								16.1			
3-30					 AVERAGE SPEED PER HOUR.....								3-30			
					 SCHEDULE TIME.....											

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, engine men 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
ALL SUBDIVISIONS				
Class T-31: Consolidated and Mikado engines handling passenger trains.....	Author	ized Fre	ight Tra	In speed
Passenger trains handling freight equipment.....	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.....		26		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.....			10	10
Switch engines without engine trucks.....			18	18
Engines with drivers blocked up.....	30	30	30	30
Steam engines running forward without cars must not exceed a speed of 10 MPH less than authorized freight train speed.....				
Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:				
260 HP Diesel-Electric Switchers, D-B-C-W.....	25	25	25	25
360 HP Diesel-Electric Switchers, D-B-C-W.....	25	25	25	25
600 HP Diesel-Electric Switchers, in 500 Series.....	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series.....	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9047-9057 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 hoists, ditcher 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
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 on Subdivisions 46a, 46b, 1a and other subdivisions maximum speed must not exceed 40 MPH (except as shown below).				
Subdivision 46-A MP 0 to MP 17-12.....			20	15
MP 17-12 to MP 96-21.....			15	10
Subdivision 46-B.....			20	15
Subdivision 1-A MP 0 to MP 13-9.....			15	10
MP 13-9 to MP 56-6.....			20	15
Further speed restrictions as follows:				
Wrecking derricks must always be separated from engine or heavy loads by two or more empty or lightly loaded cars.				

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
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..... (Except as shown below)	70	60	50	45
Through Pacific Jct. switch—Main track movement.....		35		35
CRI&P Crossing, MP-404.0.....		30		30
El Reno: Between Elm Street and Absolute Signal located 800 ft. north of Passenger Station and all tracks at El Reno Passenger Station, all trains and engines.....		Restrict	ted Spee	d.
MP 413-29 to 414-0.....		60		40
MP 430-13 to 430-33.....		60		40
Chickasha: Between Yard Limit Signs.....		Restrict	ted Spee	d.
MP 448-28 to 460-23.....		50		40
MP 481-13 to 500-32.....	60	50	45	40
Waurika: Between Yard Limit Signs.....		Restrict	ted Spee	d.
SUBDIVISION 1..... (Except as shown below)	60	60	50	40
Waurika: Between Yard Limit Signs.....		Restrict	ted Spee	d.
MP 500-32 to 610-0.....			45	
Bridge 5204.....	10		10	
MP 543-0 to 554-31.....		60		
MP 543-14 FW&DC Crossing.....	40		30	
MP 565-24 to 569-0.....	60		45	
MP 579-0 to 607-17.....			45	
MP 582-0 to 583-3.....		45		35
MP 595-26 to 596-9.....		60		
MP 604-25 GCSF Crossing.....		20		20
MP 607-17 to 610-4.....	60	50	35	35
MP 609-21.....				
MP 609-21 (SL-SW Crossing).....				
MP 609-21 (F&W Belt Crossing).....	40		30	
MP 609-21 (FW&DC Crossing).....				
MP 612-31 FW&DC Crossing.....	10		10	
On all tracks between 17th Street Fort Worth and the north switch of siding at North Fort Worth.....		Restrict	ted Spee	d.
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:				
Bridges 5713, 5868 and 6100, Trinity River.				
Bridge 5204, Red River.....	10		10	
SUBDIVISION 2..... (Except as shown below)	60	60	45	40
MP 612-31 FW&DC Crossing.....	10		10	
Fort Worth: Between 17th Street and Dalwor Jct.....		Restrict	ted Spee	d.
Irving: Between Yard Limit Signs.....		Restrict	ted Spee	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 6396.				
SUBDIVISION 46a..... (Except as shown below)	35	30	30	25
Chickasha: Between Yard Limit Signs.....		Restrict	ted Spee	d.
Chickasha to Anadarko.....	50	45	35	25
Hobart to Mangum.....	30	25	25	10 &
Bridge 403.....		10 &	drifting	drifting
Engines 1931 series and heavier must not be double headed between Anadarko and Mangum.				

SPEED RESTRICTIONS—Concluded.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 46b (Except as shown below).	35	30	30	25
Anadarko and MP-465-8	60	45	35	25
MP 465-8 and Lawton	40	35	35	30
Bridges 4767 and 4824	20	5	20	5
Lawton Wye				
MP 497 Highway crossing, engine only	10		10	
Fort Sill and Lawton, between Yard Limit Signs		Restrict	ted Spee	d.
Waurika: Between Yard Limit Signs		Restrict	ted Spee	d.
Engines 831 to 944 and 1600 to 2100 series Inclusive, when doubleheaded, must observe the following restrictions over Bridge 4824	20		20	
SUBDIVISION 1a (Except as shown below).	30	20	30	20
MP 29.5 to MP 56.2	25	20	25	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:

SUBDIVISION 46: Chickasha: Between Yard Limit Signs		Restrict	ted Spee	d.
Waurika: Between Yard Limit Signs		Restrict	ted Spee	d.
SUBDIVISION 1: Waurika: Between yard limit signs		Restrict	ted Spee	d.
Bridge 5204	40			
MP 543-14 FW&DC crossing, 40 MPH.				
MP 604-25 GCSF crossing, 20 MPH.				
MP 609-21 SL-SW crossing				
FW 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 612-31 FW&DC crossing, 10 MPH.				
On all tracks between 17th Street Fort Worth and end of Two Main Tracks Trinity River.		Restrict	ted Spee	d.
SUBDIVISION 2: MP 612-31 FW&DC crossing, 10 MPH.				
Ft. Worth: Between 17th St. and Dalwor Jct.				
Irving: Between Yard Limit Signs		Restrict	ted Spee	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 65 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 1/4 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

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. 607, 508, 509, 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.

6th Street B-RI-No. 4 and FW&DC Nos. 2 and 6.

Dalwor Jct. First Class trains.

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. 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.

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

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

4f. Nos. 507, 508, 509 and 510 will register at Chickasha by form 1339.

4g. No. 512 will deliver to Opr. Yukon Form 1339 showing arrival time No. 510 at Pacific Jct. No. 509 will deliver to Opr. Chickasha Form 1339 showing leaving time Pacific Jct.

No. 510 will be furnished Oklahoma Division clearance at Chickasha for delivery to No. 512 at Texas Jct. When provided with such proper clearance No. 512 may leave Texas Jct.

No. 513 will be furnished Southern Division clearance at Oklahoma City for delivery to No. 509 at Pacific Jct. When provided with such proper clearance No. 509 may leave Pacific Jct.

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

6a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order Books at intermediate stations on a subdivision.

6b. 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, 17th St.
El Reno Yard.	Fort Worth—T&P Passenger Station.
Chickasha.	Fort Worth—Freight Yard.
Waurika.	Fort Worth—FW&DC Telegraph Office.
Lawton.	Dallas—GC&SF Yard.
Bridgeport.	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.

17. 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.

18a. 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.

25. Automatic Block System Rules 505 to 518 Inclusive, except 509(b), are in effect as follows:

Subdivision 1—Between Saginaw and MP 610 Pole 22, Fort Worth.

Subdivision 2—Between 4th St. Jct., Fort Worth and North Jct. Dallas. Northward—Between North Jct., Dallas and End of Block Sign opposite signal 6121 Dalwor Jct., Fort Worth.

Subdivisions 1 and 2—Southward, between signal 6115 Belknap St. and End of Block Sign near end of Two Main Tracks switch at 17th St., Fort Worth.

Northward—between Signal 6128 near 10th St. and End of Block Sign opposite Signal 6115 Belknap St., Fort Worth.

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 535 governs.

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, and at Dalwor Jct. for communication with the Train Dispatcher.

26b. 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., MP 404 pole 24, Subdivision 46, Texas Jct., El Reno Freight Line Crossing, Dorothy 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 } Choctaw
		Compress Track } Viaduct
		Mill Track No. 1 } Viaduct
		Mill Track No. 2 } 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	612.5	Bridge
2	620.1	OH Highway Bridge
2	639.6	Bridge
1a	25.4	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	446.6	.....	Pierce.....	2
46a.	66.9	.....	.....	10
46a.	69.4	.....	Aviation Spur.....	6
1	564.0	.....	Lone Star.....	75
1a.	4.6	.....	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	54.6	85	42.4	140	25.7
34	106.0	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
42	85.7	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
62	59.0	80	45.0	115	31.3	260	13.8
63	58.0	81	44.4	120	30.0	270	13.3
64	57.1	82	43.9	125	28.8	280	12.8
65	56.3	83	43.4	130	27.7	290	12.4
		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.....	7:45 a.m. 4:45 p.m.
Chickasha.....	Continuous
Rush Springs.....	8:00 a.m. 5:00 p.m.
Marlow.....	7:30 a.m. 4:30 p.m.
Duncan.....	Continuous
Comanche.....	8:30 a.m. 5:30 p.m.
Waurika.....	Continuous

SUBDIVISION 1.

Waurika.....	Continuous
Ryan.....	8:30 a.m. 5:30 p.m. 11:30 p.m. 5:30 p.m.
Terral.....	7:30 a.m. 4:30 p.m.
Ringgold.....	8:00 a.m. 5:00 p.m.
Bowie (F.W.& D.C. Crossing).....	Continuous
Chico.....	7:15 a.m. 4:15 p.m.
Bridgeport.....	Continuous
Boyd.....	7:45 a.m. 4:45 p.m.
Newark.....	8:00 a.m. 5:00 p.m.
Saginaw.....	Continuous
Freight Yard.....	Continuous
Fort Worth.....	Continuous

R. J. HARRISON, Trainmaster, Fort Worth, Tex.

J. M. KERWIN, Master Mechanic, Fort Worth, Tex.

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

E. F. PIPKIN, Chief Dispatcher, Fort Worth, Tex.

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

Train Dispatchers,
Fort Worth, Tex.