

**Company Surgeons**

**Location**

T. L. HANSEN, Chief Surgeon, La Salle St. Station .....	Chicago
J. M. L. JENSEN, Ass't Chief Surgeon .....	Chicago
W. E. HALEY, Local Surgeon and Examiner .....	
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 .....	
GATLIN MITCHELL, Ass't. Oculist and Aurist .....	Fort Worth
W. N. DEAN .....	Boyd
V. H. SCHOULTZ .....	Bridgeport
C. C. McCLURE .....	Jacksboro
V. O. ROSSER, JR. ....	Graham
R. E. L. GOWAN .....	
E. W. WRIGHT .....	Bowie
W. T. ANDRESKOWSKI .....	Ryan, Okla.
D. B. COLLINS, Local Surgeon and Examiner .....	Waurika
C. C. PRUITT .....	Comanche
J. L. PATTERSON .....	
E. G. KING, Ass't Local Surgeon .....	
WALLIS S. IVEY .....	Duncan
C. N. TALLEY .....	Marlow
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
A. C. LITTLE .....	Minco
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 .....	3-2371

**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 .....	T-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. 1

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

## SUNDAY, JUNE 9, 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 Sidelings	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			LEAVE								508	510	18	98	96
Rocket Freight	Red Ball Freight	Texas Rocket	Mid-Continent Special	Twin Star Rocket															
Daily	Daily	Daily	Daily	Daily															
		P.M. 3:55	P.M. 12:55 510	A.M. 3:55			RF.....	EL RENO.....	TO	402.6	Yd	232	FRYdWY	A.M. 1:45	P.M.-17 12:55	P.M. 5:15			
A.M. 11:15	A.M. 2:00						Yard	FO.....	EL RENO YD.....	TO	401.7		230	RYdFWTY				A.M. 5:45	A.M. 1:00
								Remotely Controlled Interlocking	.....	0.8									
									.....	2.3									
									.....	0.1									
11:20	2:15	3:57	12:57	3:57					.....	4.7									
11:27	2:25	4:01	1:02	4:01	105				.....	4.7									
11:33	2:35	4:04	1:07	4:04	60	30	UN.....	UNION CITY.....	TO	412.2	11.0	241		1:42	12:50	5:07	4:45	P.M. 10:50	
11:42	2:45	4:09	1:14	4:09	100	66	CO.....	MINCO.....	TO	418.0	16.8	246	W	1:38	12:45	5:00	4:36	10:40	
11:49	2:55	4:12	1:19	4:13	61				.....	3.9				1:35	12:41	4:53	4:30	10:30	
11:55	3:05	4:15	1:25	4:16	90	19	CS.....	POCASSET.....	TO	425.9	24.7	253		1:30	12:35	4:43	5:07	10:20	
A.M. 12:22 P.M. 5:10	3:15	4:20	1:32	4:20	62				.....	4.4				1:26	12:30	4:35	3:43	10:10	
									.....	3.5				1:23	12:27	4:30	3:38	10:00	
									.....	5.3				1:18	12:22	4:20	3:30	9:45	
									.....	4.5									
									.....	18									
12:31	3:22	4:30	1:45	4:31	109		Yard	C.....	CHICKASHA.....	TO	436.3	35.1	265	RYdFWTY	1:11	12:15	4:10	3:22	9:30
									.....	0.6									
12:41	4:38	4:39		4:38	54	26			.....	7.1				1:00	P.M. 12:03		3:12	8:45	
									.....	5.7									
12:50	5:00	4:46		4:44	60	11			.....	5.7				12:55	A.M. 11:56		3:04	8:30	
1:00	5:20	4:53		4:51	78	38	RS.....	RUSH SPRINGS.....	TO	456.0	64.8	282		12:48	11:48		2:54	8:05	
1:15	5:40	5:08		5:00	100	80	MR.....	MARLOW.....	TO	465.5	64.3	294	W	12:40	11:36		2:40	7:40	
1:23	5:50	5:14		5:05	74				.....	5.4				12:35	11:28		2:30	7:30	
1:30	6:05	5:22		5:13	54	230	NA.....	DUNCAN.....	TO	475.5	74.3	304	W	12:29	11:22		2:22	7:20	
1:39	6:15	5:28		5:18	145	179			.....	5.7				12:20	11:13		2:12	6:55	
1:45	6:25	5:34		5:22	56	34	OM.....	COMANCHE.....	TO	485.2	84.0	314		12:16	11:09		2:05	6:30	
1:57	6:45	5:44		5:30	104	41			.....	4.0				12:08	10:59		1:50	6:10	
2:10	7:00	5:55		5:40					.....	8.5									
P.M.	A.M.	P.M.-96		A.M.					.....	6.4				12:01	10:50		1:35	5:55	
									.....	98.9				A.M.	A.M.		A.M.	P.M.	
														Daily	Daily	Daily	Daily	Daily	
33.7	19.7	48.7	40.4	55.7										56.3	46.8	30.6	23.6	16.0	
2.55	5.00	2.00	0.50	1.45										1.44	2.05	1.05	4.10	7.05	

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 7:30 A. M. Monday, Wednesday and Friday for Waurika.

Local extra leaves Waurika about 11:00 A. M. Tuesday, Thursday and Saturday for Chickasha.

See page 13 for operators hours of service.

# Southward

# Main Line

# Northward

SECOND CLASS		FIRST CLASS			SUBDIVISION 1 STATIONS				FIRST CLASS				SECOND CLASS		
93	95	509	17	507	Time Table No. 1 June 9, 1946				510	18	6 FW&DC	508	96	98	
Rocket Freight	Red Ball Freight	Texas Rocket	Mid-Continent Special	Twin Star Rocket	LEAVE				Texas Rocket	Mid-Continent Special	Passenger	Twin Star Rocket	Red Ball Freight	Rocket Freight	
Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	
P.M. 2-20	A.M. 7-30	P.M. 5-55	P.M. 5-10	A.M. 5-40					A.M. 10-50	P.M. 12-40		A.M. 12-01	P.M. 4-25	A.M. 1-20	
2-28	7-40	6-01	5-28	5-46	53	20	WAURIKA	500.1	329	RYDY	10-46	12-35	11-58	4-15	1-11
2-35	7-50	6-05	5-36	5-50	54	24	WAURIKA YD	500.9	0.8	e330	10-41	12-26	11-53	4-05	1-04
2-48	8-10	6-13	5-47	5-58	53	74	SUGDEN	506.1	6.0	e335	10-37	12-19	11-49	4-05	1-04
2-56	8-20	6-18	5-55	6-04	100	52	RYAN	510.6	10.5	e339	10-29	12-07	11-41	3-50	12-51
3-13	8-45	6-28	6-10	6-14	85	38	TERRAL OKLA.	619.3	19.2	e348	10-24	11-58	11-36	3-40	12-44
3-26	9-10	6-35	6-23	6-23	100	114	RINGGOLD, TEX.	524.2	24.1	e353	10-14	11-40	11-26	3-13	12-27
3-43	9-54	6-48	6-37	6-35	54	37	STONEBURG	535.4	35.3	e364	10-06	11-30	11-18	2-40	12-15
3-55	10-15	6-55	6-55	6-42	100	30	FWADC Crossing	543.4	43.3		9-54	11-13	11-07	2-15	11-58
4-05	10-50	7-01	7-15	6-48	100	209	BOWIE	543.8	44.7	e372	9-47	11-01	11-00	2-00	11-46
4-14	11-05	7-07	7-25	6-53	54	33	PARK SPRINGS	555.1	55.0	e384	9-40	10-50	10-54	1-40	11-36
4-29	11-25	7-16	7-40	7-02	100	31	CHICO	563.0	62.9	e392	9-34	10-37	10-48	1-20	11-27
4-39	11-40	7-23	7-55	7-09	70	39	BRIDGEPORT	569.6	69.5	e398	9-25	10-24	10-40	1-05	11-13
4-49	11-55	7-30	8-05	7-16	54	10	PARADISE	575.6	75.5	e404	9-18	10-13	10-33	12-50	11-03
4-59	12-30	7-35	8-15	7-21	54	27	BOYD	584.5	84.4	e413	9-11	10-02	10-26	12-40	10-53
							NEWARK	591.7	91.6	e420	9-05	9-54	10-21	12-30	10-45
							HICKS	599.0	98.9	e428					
							SAGINAW	604.7	104.6	e433					
							GC&SF Crossing	604.7	104.6						
							SLSW Crossing	609.6	109.5						
							Ft. Worth Belt Crossing	609.6	109.5						
							FWADC Crossing	609.6	109.5						
5-15	12-45	7-40	8-23	7-27	55	265	NORTH FORT WORTH	609.8	109.7	e439	8-59	9-42	10-15	12-10	10-36
5-20	12-50	7-41	8-24	7-28			TRINITY RIVER	610.0	109.9		8-58	9-41	10-14	12-05	10-35
5-25	12-55	7-42	8-26	7-29			FWADC JCT.	611.1	111.0		8-57	9-39	10-00	10-13	12-02
6-30	2-00	7-44	8-30	7-31			FREIGHT YD.	611.5	111.4	e441	8-56	9-38	9-55	10-12	12-01
							4th ST. JCT.	611.9	111.8		8-55	9-36	9-53	10-11	12-01
							6th ST.	612.1	112.0						
		7-49	8-40	7-34			17th ST.	612.8	112.7		8-53	9-33		10-08	
		7-55	8-55	7-45			FORT WORTH	613.2	113.1	e442	8-50	9-30		10-05	
							LEAVE				Daily	Daily	Daily	Daily	Daily
							AVERAGE SPEED PER HOUR				56.5	35.7	7.0	58.5	25.6
							SCHEDULE TIME				2-00	3-10	0-07	1-56	4-24

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 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 Chio about 10:00 A. M. daily except Sunday for Freight Yd.  
No. 509 Bowle 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 5:00 A. M. daily except Sunday for Chio.  
Local extra leaves Bridgeport about 9:00 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. 1

June 9, 1946

SUBDIVISION 2 STATIONS Time Table No. 1 June 9, 1946			FIRST CLASS										
			405 Frisco 507	1 FW&DC	507 Twin Star Rocket	5 FW&DC	3 B-RI Sam Houston Zephyr	509 Texas Rocket	7 FW&DC	407 Frisco 117	409 Frisco 608		
LEAVE	M. P. from St. Joseph	Distance from 4th St. Jct.	Signs	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
FT..... FORT WORTH..... TO	613.2		RYd	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
..... 17th ST.....	612.8				A.M. 7:25	A.M. 8:00	P.M. 3:18	P.M. 4:02	P.M. 8:05	P.M. 8:08	P.M. 8:20	P.M. 9:35	
..... 6th ST.....	612.1		R		7:29	8:03 <sup>406</sup>						9:38	
..... 4th ST. JCT.....	611.9					8:07			8:13				
..... DALWOR JCT..... P	612.2	0.3	Yd		7:32	8:10	3:24	4:08	8:16	8:24		9:43	
..... SYLVANIA..... P	613.5	1.6	Yd		7:35	8:12	3:28	4:11	8:18	8:26		9:50 <sup>508</sup>	
..... HURST..... P	621.6	9.7			7:45 <sup>406</sup>	8:24 <sup>510</sup>	3:38	4:19	8:27 <sup>8</sup>	8:35 <sup>8</sup>		10:03	
..... TARRANT..... P	627.2	15.3			7:53	8:28	3:44	4:25	8:33	8:43		10:13	
..... NORTH CARROLLTON JCT..... P	634.6	22.7											
GV..... IRVING..... TO	634.7	22.8	YW	A.M. 6:45	8:10 <sup>510-76</sup>	8:35 <sup>76</sup>	3:54	4:32	f 8:41	8:51	P.M. 10:20 <sup>409</sup>	10:25 <sup>407</sup>	
..... SOUTH CARROLLTON JCT..... P	634.9	23.0											
..... PERKINS..... P	641.3	29.4			6:51	8:18	8:42	4:02	4:39	8:48	8:59	10:27	
..... NORTH JCT..... P	643.8	31.9			6:54	8:21	8:45	4:06	4:42	8:51	9:03	10:30	
UT..... DALLAS..... TO	644.3	32.4	RFWTTYd										
CJ..... CADIZ ST. JCT..... TO	644.9	33.0	RYd	A.M. 7:00 <sup>406</sup>	8:25 <sup>406</sup>	8:50 <sup>406</sup>	4:10	4:45	8:55	9:10 <sup>P.M. 508-6</sup>	10:35	10:45	
VI..... AUSTIN ST. YD..... TO	645.4	33.5	Yd										
..... AVERAGE SPEED PER HOUR.....					38.4	33.3	40.4	38.2	46.0	40.4	39.9	38.4	28.9
..... SCHEDULE TIME.....					0-15	1-00	0-50	0-52	0-43	0-50	0-50	0-15	1-10

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

Rule 93 is in effect at Dalwor Jct. and Sylvania within signal indication territory.  
See Rules 525-533, 535-537 incl.

# Main Line Southward

**SUBDIVISION 2  
STATIONS**  
Time Table No. 1  
June 9, 1946

**SECOND CLASS**

SIGNAL INDICATIONS TT RULE 26b Automatic Block Signals

LEAVE	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	93	791	793	795	75	797										
				Red Ball Freight	Frisco 33 Texas Fast Freight	Frisco 38 California Fast Freight	Frisco 37 Through Freight	Frisco 30 Texas Special	Frisco 30 Perishable Fast Freight										
				Daily	Daily	Daily	Daily	Daily	Daily										
<b>FORT WORTH</b>			#442																
0.4 17th ST.....																			
0.7 6th ST.....																			
0.2 4th ST. JCT.																			
0.3 DALWOR JCT.....																			
1.3 SYLVANIA.....	90	736	#444																
8.1 HURST.....	58	24	#450																
5.6 TARRANT.....	55	24	#456																
7.4 NORTH CARROLLTON JCT.																			
0.1 IRVING.....	90	143	#464																
0.2 SOUTH CARROLLTON JCT.																			
5.4 PERKINS.....	59		#471																
2.3 NORTH JCT.																			
0.5 DALLAS.....																			
0.6 CADIZ ST. JCT.....		100																	
0.5 AUSTIN ST. YD.....		499	#474																
33.5																			
<b>AVERAGE SPEED PER HOUR</b>				<b>30.5</b>	<b>26.6</b>	<b>27.3</b>	<b>24.5</b>	<b>30.5</b>	<b>39.0</b>										
<b>SCHEDULE TIME</b>				<b>1.05</b>	<b>0.23</b>	<b>0.50</b>	<b>0.25</b>	<b>1.05</b>	<b>0.35</b>										

SEE FOOTNOTES ON PAGE 3.

# Main Line Northward

<b>SUBDIVISION 2 STATIONS</b> Time Table No. 1 June 9, 1946				FIRST CLASS											
				406	408	510	4	2	8	508	6	410			
				Frisco 507	Frisco 118	Texas Rocket	Sam Houston Zephyr	Passenger	Passenger	Twin Star Rocket	Passenger	Frisco 508			
	M. P. from St. Joseph	Distances from 4th St. Jct.	Distances from Dallas (Austin St. Yd.)	Signs	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
FT.....	FORT WORTH.....	.TO	613.2	.....	34.8	RYd	A.M. 8:15	A.M. 8:45	P.M. 1:50	P.M. 2:45	P.M. 8:50	P.M. 9:55			
Automatic Block Signals SIGNAL INDICATIONS, TT RULE 28b	0.4	17th ST.....	612.8	.....	34.4	.....	507 8:03	8:39	P.M. 1:50	P.M. 2:45	P.M. 8:50	9:50			
	0.7	6th ST.....	612.1	.....	33.7	R	7:59	1:47	2:41	8:47					
	0.2	4th ST. JCT.....	611.9	.....	33.5	.....		8:36			9:45	P.M. 9:53			
	0.3	DALWOR JCT.....	P	612.2	0.3	33.2	Yd	7:56	8:34	1:45	2:39	8:45	409 9:43	9:52	
	1.3	SYLVANIA.....	P	613.5	1.6	31.9	Yd	7:54	8:32	1:42	2:37	8:43	9:41	409 9:50	
	8.1	HURST.....	P	621.6	9.7	23.8	.....	1 7:45	507 8:24	1:34	2:28	8:35 509-7 8:27	9:33	9:41	
	5.6	TARRANT.....	P	627.2	15.3	18.2	.....	7:38	8:18	1:28	2:22	8:20	9:28	9:35	
	7.4	NORTH CARROLLTON JCT.....	P	634.6	22.7	10.8	.....		A.M. 7:55	1-76-794 8:10	1:21	2:13	8:12	9:21	9:27
	0.1	IRVING.....	.TO	634.7	22.8	10.7	YW	7:30	7:55	8:10	1:21	2:13	8:12	9:21	P.M. 11:20
	0.2	SOUTH CARROLLTON JCT.....	P	634.9	23.0	10.5	.....								
6.4	PERKINS.....	P	641.3	29.4	4.1	.....	7:23	7:44	8:04	1:14	2:05	8:05	9:14	9:20	
2.5	NORTH JCT.....	P	643.8	31.9	1.8	.....	76 7:20	794 7:41	8:01	1:11	2:02	8:02	9:11	9:17	
0.5	DALLAS.....	.TO	644.3	32.4	1.1	RFWTTYd	406 7:05	7:40	8:00	1:10	2:00	8:00	7-6 9:10	7-508 9:15	
0.6	CADIZ ST. JCT.....	.TO	644.9	33.0	0.5	RYd	A.M. 7:05	A.M. 7:40	A.M. 8:00	P.M. 1:10	P.M. 2:00	P.M. 8:00	P.M. 9:10	P.M. 9:15	
0.6	AUSTIN ST. YD.....	.TO	645.4	33.5		Yd									
LEAVE							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
AVERAGE SPEED PER HOUR.....							28.9	38.4	44.8	49.5	44.8	39.9	44.8	51.2	28.8
SCHEDULE TIME.....							1:10	0:15	0:45	0:40	0:45	0:50	0:45	0:38	0:20

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

Rule 93 is in effect at Sylvania and Dalwor Jct., within Signal Indication territory. See Rules 625-533, 535-537 Inclusive.

# Main Line Northward

SUBDIVISION 2 STATIONS Time Table No. 1 June 9, 1946			SECOND CLASS											
	Capacity of Siding	Capacity of Other Tracks	Station Numbers	Office Hours Week Days		792	76	794	796	798	98			
				*Sundays and Holidays		Frisco 33	Red Ball Freight	Frisco 32	Frisco 37	Frisco 38	Perishable Fast Freight	Texas Chicago Red Ball Freight		
				From	To	Texas Fast Freight		Through Freight	Through Freight					
<b>FORT WORTH</b>														
0.4 .....17th ST..... 0.7 .....6th ST..... 0.2 .....4th ST. JCT.....														
0.3 .....DALWOR JCT.....														
1.3 .....SYLVANIA.....														
8.1 .....HURST.....														
5.6 .....TARRANT.....														
7.4 .....NORTH CARROLLTON JCT.....														
0.1														
.....IRVING.....														
0.2 .....SOUTH CARROLLTON JCT.....														
6.4 .....PERKINS.....														
2.5 .....NORTH JCT.....														
0.5 .....DALLAS.....														
0.6														
.....CADIZ ST. JCT.....														
0.5 .....AUSTIN ST. YD.....														
33.5														
<b>LEAVE</b>														
.....AVERAGE SPEED PER HOUR.....						<b>38.0</b>	<b>15.7</b>	<b>29.1</b>	<b>34.2</b>	<b>30.6</b>	<b>28.3</b>			
.....SCHEDULE TIME.....						<b>0.36</b>	<b>2.05</b>	<b>0.21</b>	<b>0.40</b>	<b>0.20</b>	<b>1.10</b>			

SIGNAL INDICATIONS, TT RULE 206  
Automatic Block Signals

TWO MAIN TRACKS

TWO MAIN TRACKS

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. 1				From	To	M. P.	Station Numbers	Signs	18		706	704	
Mixed	Mixed		Mid-Continent Special	Capacity of Sidings	Capacity of Other Tracks	LEAVE				*Sundays and Holidays		from Interconnection Subdivision 46			Mid-Continent Special		Mixed	Mixed	
Monday Wednesday Friday	Daily Except Monday		Daily																
A.M. 8.45	A.M. 7.40		P.M. 1.55	109	Yard	C.....	CHICKASHA	0.6	TO	Continuous		265	FWTRYd	P.M. 3.55		P.M. 12.45	P.M. 12.20		
							SL-SF Crossing	8.7	UX										
s 9.10	f 8.05		f 2.13	54	33	CK.....	VERDEN	8.7	TO	8:30 a.m. 5:30 p.m.	8.7	sd10		f 3.35		P.M. 12.08	f 11.40		
										8:30 a.m. 6:30 p.m.						A.M. 11.46	A.M. 11.20		
s 9.40	A.M. 8.25		2.25 P.M.	54	125	DO.....	ANADARKO	7.6	TO	2:00 p.m. 4:00 p.m.	17.4	sd23	RYdFWY	3.25 P.M.		s 10.55			
							WASHITA	6.8			25.0	sd25							
s 10.00					8														
s 10.20				54	32	FC.....	FORT COBB	10.3	TO	8:00 a.m. 6:00 p.m.	31.8	sd32				s 10.35			
							CG.....	CARNEGIE	8.5		42.1	sd43	W				s 10.05		
s 10.50				32	57					8:30 a.m. 5:30 p.m.									
s 11.20				35	32	MV.....	MOUNTAIN VIEW	7.5	TO	8:15 a.m. 5:15 p.m.	50.6	sd51				s 9.35			
							BO.....	6.9	TO	8:30 a.m. 5:30 p.m.	68.1	sd59				s 9.00			
s 11.50				33	34		GOTEBO	6.3			65.0	sd66				f 8.35			
f 12.15					25		KOMALTY	6.6			70.6								
							SL-SF Crossing	0.3	UX										
s 1.00				30	158	KO.....	HOBART	8.6	TO	8:00 a.m. 5:00 p.m.	70.9	sd72	WY			s 8.15			
							AT&SF Crossing	0.8	UX		79.5								
s 1.30					52	FN.....	LONE WOLF	7.6	TO	8:30 a.m. 5:30 p.m.	80.3	sd81				s 7.10			
s 2.05				30	25	GR.....	GRANITE	8.4	TO	8:00 a.m. 5:00 p.m.	87.9	sd89				s 6.50			
							M-K-T Crossing	0.3	UX		96.4								
3.00 P.M.					144	MG.....	MANGUM	97.3	TO	7:00 a.m. 4:00 p.m.	96.7	sd98	RFWY			6.30 A.M.			
																Tuesday Thursday Saturday	Daily Except Sunday		
														Daily					
15.6	24.0		36.0			..... AVERAGE SPEED PER HOUR .....								36.0		15.6	18.0		
6.15	0.45		0.30			..... SCHEDULE TIME .....								0.30		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 STATIONS		Office Hours Week Days						FIRST CLASS	SECOND CLASS	
701	703	17			Time Table No. 1		*Sundays and Holidays						18	702	704
Mixed	Mixed	Mid-Continent Special			June 9, 1946								Mid-Continent Special	Mixed	Mixed
Tuesday Thursday Saturday	Daily Except Monday	Daily	Capacity of Sidings	Capacity of Other Tracks	LEAVE		From	To	M. P. from St. Joseph	Distance from Anadarko	Station Numbers	Signs			
	A.M. 8.35	P.M. 2.25	54	125	DO.....ANADARKO.....TO	8:30 a.m. 5:30 p.m.	2:00 p.m. 4:00 p.m.	460.5		ab123	RYdFWY	P.M. 3.25			A.M. 10.20
	f 9.05	f 2.41		36	.....STECKER.....			470.4	9.9	ab133		f 3.05			f 9.35
	s 9.20	s 2.55	29	71	AP.....APACHE.....TO	8:00 a.m. 5:00 p.m.		476.0	15.5	ab138	YdW	s 2.55			s 9.20
	f 9.40	f 3.03		25	.....PARKER.....			481.9	21.4	ab144	W	2.40			f 8.55
	f 9.45	f 3.09	50	202	RB.....RICHARDS SPUR.....TO	7:00 a.m. 4:00 p.m.		485.3	24.8	ab148	YdY	f 2.35			f 8.45
	s 10.20	s 3.30	52	99	S.....FORT SILL.....TO	8:00 a.m. 5:00 p.m.	9:00 a.m. 5:00 p.m.	492.5	32.0	ab155	YdYW	s 2.25			s 8.15
	P.M. 2.05	11.00 A.M.	47	192	WN.....LAWTON.....TO	8:00 a.m. 5:00 p.m.		496.2	35.7	ab159	RYdFWY	s 2.05		A.M. 8.00	8.00 A.M.
					.....SL-SF Crossing.....UX			496.5	36.0						
	f 2.40	f 4.10		30	.....GERONIMO.....			504.7	44.2	ab167		f 1.40			f 7.25
	s 3.05	s 4.25		98	WR.....WALTERS.....TO	8:30 a.m. 5:30 p.m.		514.7	54.2	ab177	W	s 1.26			s 7.00
	s 3.25	s 4.40	27	31	Z.....TEMPLE.....TO	8:30 a.m. 5:30 p.m.		521.8	61.3	ab184		s 1.14			s 6.40
	s 3.50	s 4.53		29	.....HASTINGS.....			529.9	69.4	ab192		s 12.59			s 6.20
	4.30 P.M.	5.08 P.M.			WA.....WAURIKA.....TO	Continuous		537.6	77.1	s329	RYdY	12.45 P.M.			6.00 A.M.
					LEAVE							Daily	Monday Wednesday Friday	Daily Except Sunday	
	17.1	14.7	28.4		.....AVERAGE SPEED PER HOUR....							28.9	20.7	15.3	
	2.25	2.25	2.43		.....SCHEDULE TIME.....							2.40	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. 1 June 9, 1946		*Sundays & Holidays					788			
Mixed				LEAVE		From	To			Mixed						
Daily Except Sunday																
			A.M. 8:00	100	209	BR.....	BRIDGEPORT.....	TO	Continuous	.....	x398	RYdFWY				P.M. 4:30
			S 8:35	.....	28	.....	VINEYARD.....			14.2	sg13	.....	S			3:55
			f 8:55	18	.....	.....	STEWARTON.....			7.6	sg20	.....	f			3:35
			S 9:40	34	130	JS.....	JACKSBORO.....	TO	8:30 a.m. 5:30 p.m.	29.5	sg28	W	S			3:15
			S 10:30	.....	56	BO.....	BRYSON.....	TO	7:30 a.m. 4:30 p.m.	43.2	sg42	.....	S			2:00
			11:30 A.M.	18	92	GM.....	GRAHAM.....	TO	8:30 a.m. 5:30 p.m.	56.2	sg55	RWY				1:00 P.M.
																Daily Except Sunday
			16.1			AVERAGE SPEED PER HOUR.....										16.1
			3-30			SCHEDULE TIME.....										3-30

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>				
Consolidated and Mikado engines handling passenger trains.....	50	50	.....	.....
5000 series engines.....	60	50	.....	.....
5040 and 6100 series engines.....	70	60	.....	.....
3000 series engines.....	45	45	45	45
Through Switch Leads of Turnouts at end of two or more tracks, except 17th St.....	.....	25	.....	15
Through other Switch Leads of Turnouts ...	.....	15	.....	10
Tangent track movement through spring switches.....	35	.....	35	.....
Trains and engines making movement against current of traffic on two main tracks over facing point switches.....	30	.....	30	.....
Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only).....	10	10	10	10
Trains hauling dead engines, side rods up... Trains hauling dead engines, side rods down.....	.....	.....	25 10	20 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.	.....	.....	.....	.....
600 HP Diesel-Electric Switchers, in 500 Series	.....	.....	.....	.....
900 HP Diesel-Electric Switchers, in 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9047-9057 with Freight Gears.	.....	.....	.....	.....
Motor Car No. 9012.....	40	40	40	40
Other motor cars towed or handled in train	60	60	50	45
Gas-electric motor cars without trailers, or Diesel engines without cars, approaching home signal and between home signal limits.....	10	10	10	10
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines, when moving on their own car or trucks:	.....	.....	.....	.....
With boom supported.....	.....	.....	25	15
With boom removed or not supported.....	.....	.....	15	15
<b>NOTE:</b> 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 17-4 to MP 97-3.....	.....	.....	20	20
Subdivision 1-A.....	.....	.....	20	15
Wrecking derricks must always be separated from engine or heavy loads by two or more empty or lightly loaded cars, EXCEPT Subdivision 46.	.....	.....	.....	.....

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>NOTE:</b> Ditchers, or other types of spreaders, handled in trains in through movements, must have wings in trailing position when practical, while movement being made.	.....	.....	.....	.....
<b>NOTE:</b> 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.

<b>SUBDIVISION 46.....</b> (Except as shown below)	70	60	50	45
Through Pacific Jct. switch—Main track movement.....	.....	35	.....	35
CR&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.....	Restric	ted Spee	d.	.....
MP 413-25 to 414-0.....	.....	50	.....	40
MP 430-13 to 430-33.....	.....	50	.....	40
Chickasha: Within Yard Limits.....	Restric	ted Spee	d.	.....
MP 448-26 to 460-23.....	.....	50	.....	40
Waurika: Within Yard Limits.....	Restric	ted Spee	d.	.....
<b>SUBDIVISION 1.....</b> (Except as shown below)	60	60	50	40
Waurika: Within Yard Limits.....	Restric	ted Spee	d.	.....
MP 543-0 to 554-31.....	.....	50	.....	.....
MP 543-14 FW&DC Crossing.....	40	.....	30	.....
MP 582-0 to 583-3.....	.....	45	.....	35
MP 604-25 GCSF Crossing.....	.....	20	.....	20
MP 607-17 to 610-4.....	60	50	35	35
MP 609-21 SL-SW Crossing.....	.....	.....	.....	.....
MP 609-21 FW Belt Crossing.....	40	.....	30	.....
MP 609-21 FW&DC Crossing.....	.....	.....	.....	.....
Between 17th St. and the north switch of siding at North Fort Worth.....	Restric	ted Spee	d.	.....
2500 class and heavier engines must not be doubleheaded directly coupled with any engine but must be separated by three or more cars over Bridges 5713, 5868 and 6100.	.....	.....	.....	.....
2500 or heavier engines over Bridges 5713, 5868 and 6100, Trinity River.....	40	.....	40	.....
<b>SUBDIVISION 2.....</b> (Except as shown below)	60	60	45	40
Between 17th St. and Dalwor Jct.....	Restric	ted Spee	d.	.....
MP 639-24 to 643-28.....	.....	50	.....	.....
Engines heavier than 2574 must not be doubleheaded directly coupled with any engine but must be separated by three or more cars over Bridges 6125 and 6396.	.....	.....	.....	.....
<b>SUBDIVISION 46A.....</b> (Except as shown below).	35	30	30	25
Chickasha: Within Yard Limits.....	Restric	ted Spee	d.	.....
Chickasha to Anadarko.....	50	45	40	35

## SPEED RESTRICTIONS—Concluded.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 46B..... (Except as shown below). Fort Sill and Lawton, within Yard Limits... Waurika: Within Yard Limits.....	45	40	30	30
	Restricted Speed.		Restricted Speed.	
SUBDIVISION 1A.....	25	25	25	25

### SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER TRAINS

Distinctive roadway signs indicate maximum speeds of Rocket trains.

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

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone 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: Within Yard Limits..... Waurika: Within Yard Limits.....	Restricted Speed. Restricted Speed.
SUBDIVISION 1: Waurika: Within yard limits. MP 643-14 FW&DC crossing, 40 MPH. MP 604-25 GC&SF crossing, 20 MPH. MP 609-21 SL-SW crossing } } 40 MPH. } FW&DC crossing } Through No. 18 Turnout End Two Main Tracks, Trinity River, 30 MPH. Through all other Turnouts, 15 MPH. Between 17th St. and end of Two Main Tracks Trinity River.....	Restricted Speed. Restricted Speed.
SUBDIVISION 2: Between 17th St. and Dalwor Jct.....	Restricted Speed.

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.....	4½ inches
Rocket train cars only.....	7 inches
Gas-Electric motor cars.....	3 inches
Conventional passenger cars.....	12 inches

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

## SPECIAL INSTRUCTIONS

### 1. USE OF RED HEADLIGHT

#### ON TWO OR MORE TRACKS:

When a train is disabled or stopped suddenly by an emergency application of air brakes or when engineman finds it necessary to stop train due to some defect or under circumstances which might cause derailments, resulting in fouling adjacent tracks, or when necessary to provide protection when doing station work, enginemen will immediately display Red Headlight. Enginemen on approaching train on adjacent tracks will immediately stop and proceed only after knowing track is clear.

The operation and use of Red Headlight will not relieve enginemen or trainmen from complying with Rule 102.

#### ON SINGLE TRACK:

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

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

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

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

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

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

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, 608, 609, and 610.

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....No. 406.

Cadiz St. Jct...Rock Island and SL-SF Second Class and extra trains.

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

4a. First Class trains will register by Form 1339 at Waurika and Freight Yd.

4b. Nos. 701 and 702 will register by Form 1339 at Waurika.

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

4d. Nos. 607, 608, 609 and 610 will register at Chickasha by form 1339.

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

El Reno.	Teague—BRI Trainmaster's Office and Roundhouse.
El Reno Yard.	Fort Worth—Freight Yd., Yard Office.
El Reno—Roundhouse.	Fort Worth—Roundhouse.
Chickasha.	Fort Worth—GC&SF Yard Office, 17th St.
Waurika.	Fort Worth—FW&DC Yard Office, and Roundhouse.
Waurika Yd. & Roundhouse.	Fort Worth—SL-SF Yard Office and Roundhouse, West Yard.
Anadarko.	Fort Worth—T&P Passenger Station.
Mangum.	Dallas—Cadiz St. Jct.
Lawton.	Dallas—GC&SF Yard.
Bridgeport.	Dallas—Union Terminal Station.
Graham.	
Sherman—SL-SF—Yard Office and Roundhouse.	
Wichita Falls—FW&DC—Trainmaster's Office and Roundhouse.	
Childress—FW&DC—Yard Office.	

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.

## SPECIAL INSTRUCTIONS—Continued.

**6. Standard clocks are located at:**

El Reno. El Reno Yard. Chickasha. Waurika. Lawton. Bridgeport.	Fort Worth—GC&SF Yard Office, 17th St. Fort Worth—T&P Passenger Station. Fort Worth—Freight Yard. Fort Worth—FW&DC Telegraph Office. Dallas—GC&SF Yard. Dallas—Union Terminal Station.
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**8. "g" Conditional stops for revenue passengers only.**

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

Sub-Div.	MP	Crossing	Remarks	Operated By
46 46A	435.7	SL-SF.....		
	0.0	SL-SF.....		
	70.8	SL-SF.....		
	79.5	AT&SF.....		
46B	96.4	MKT.....		
	496.5	SL-SF.....		

**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. 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. 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.**

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

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

Subdivision 1—Between MP 561.1 north of Chico and MP 570.0 south of Bridgeport.

Between Saginaw and MP 610.7, Fort Worth.

Subdivision 2—Southward—Between 4th St. Jct., and North Jct.

Northward—Between North Jct., and End of Block Sign Dalwor Jct.

Subdivisions 1 and 2—Southward, between Signal 6115 and End of Block Sign near 17th St.

Northward, between Signal 6126 and End of Block Sign opposite Signal 6115.

26a. Spring switch at end of two main tracks 17th St. 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 Spring Switches governs.

26b. Rules 525-533 and 535-537 inclusive, are in effect between Dalwor Jct. and North Jct.

26c. ABS 6331 approximately 6,000 feet north of the spring switch at North Carrollton Jct. is the signal per Rule 535 Spring Switches.

Absolute northward Signal MP 635 Pole 27, approximately 3,000 feet south of the spring switch at South Carrollton Jct. is the signal per Rule 535 spring switches.

26d. 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.

26e. Block signals protecting switches are located at Rush Springs.

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	
	416.4	OH Highway Bridge	
	436.8	Bridge	
46A	Chickasha	Main Track	
		Compress Track	
		Mill Track No. 1	
		Mill Track No. 2	
		O. H. Bridge	
		33.1	Bridge
		44.8	Bridge
		49.5	Bridge
		51.8	Bridge
		84.5	Bridge
46B	Chickasha	92.6	Bridge
		476.7	Bridge
		491.4	Bridge
		518.4	Bridge
		534.0	Bridge
		611.2	T&P Viaduct
		612.1	T&P Viaduct
		612.5	Bridge
		620.1	OH Highway Bridge
		639.6	Bridge
1A	Chickasha	26.4	OH Highway Bridge
		29.8	Bridge

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

## SPECIAL INSTRUCTIONS—Concluded.

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

Sub-Div.	MP	Station No.	Name	Car Capacity
46A	66.9		Oil spur.....	10
46A	69.4		Aviation Spur.....	6
1	564.0		Lone Star.....	75
1A	4.5		Rickels.....	9
1A	43.7		Bryson Refining Co.....	16
1A	50.4		Sawell.....	21
2	620.3	449	Hart Spur.....	24
2	628.7		Dorothy.....	22

31a. Private Industry scales are located at Mangum, Anadarko and Graham— not equipped with dead rail, and engines must not be permitted to stand on or move over them.

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 pressed 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	54.5	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
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 telephones.
- 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.....	6:30 p.m. 3:30 a.m.
Minco.....	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. 6:00 p.m.
Marlow.....	8:00 a.m. 11:59 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. *12:01 p.m. 2:00 p.m. *5:30 p.m. 7:30 p.m.
Terral.....	7:00 a.m. 4:00 p.m.
Ringgold.....	8:00 a.m. 5:00 p.m.
Bowle (F.W. & D.C. Crossing).....	Continuous
Chico.....	7:15 a.m. 4:15 p.m.
Bridgeport.....	Continuous
Boyd.....	8:00 a.m. 5:00 p.m.
Newark.....	7:30 a.m. 4:30 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,  
H. B. TOWNSLEY,  
F. R. BOOMER,  
G. R. REYNOLDS,  
S. F. DOBBS,

} Train Dispatchers,  
Fort Worth, Tex.