

Company Surgeons	Location
T. L. HANSEN, Chief Surgeon, La Salle St. Station	Chicago
W. E. HALEY, Local Surgeon and Examiner	
F. H. NEWTON, Oculist & Aurlist	Dallas, Texas
F. M. GILBERT	Irving
W. C. DURINGER, General Surgeon & Examiner	
J. H. BROWN, Asst. General Surgeon and Examiner	
WEBB WALKER, Oculist and Aurlist	
GATLIN MITCHELL, Ass't. Oculist and Aurlist	Fort Worth
W. N. DEAN	Boyd
O. 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	
E. G. KING, Ass't Local Surgeon	
WALLIS S. IVEY	Duncan
C. N. TALLEY	Marlow
J. W. FINLEY, Local Surgeon	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
A. C. LITTLE	Minco
H. C. BROWN, Local Surgeon & Examiner	
J. T. RILEY, Local Surgeon & Examiner	
P. F. HEROD, Oculist & Aurlist	El Reno
E. P. HATHAWAY, Local Surgeon	
G. L. BERRY, Oculist and Aurlist	Lawton
W. B. THOMPSON	Walters
P. H. ANDERSON, Local Surgeon	
G. E. HASLAM, Oculist and Aurlist	Anadarko
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
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. P. CAHILL, 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

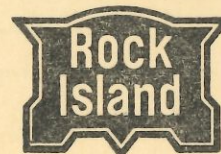
No. 2

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

SUNDAY, MARCH 16, 1947

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			LEAVE								508	18	510	98	96
Rocket Freight	Red Ball Freight	Texas Rocket	Mid-Continent Special	Twin Star Rocket					Twin Star Rocket	Mid-Continent Special	Texas Rocket	Rocket Freight	Red Ball Freight						
Daily	Daily	Daily	Daily	Daily															
		P.M. 4:00	P.M. 1:30	A.M. 4:15		Yard	RF.....EL RENO.....TO	402.6	Yd	#232	FRYdWY	A.M. 1:45	A.M. 6:30	P.M. 12:35					
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	
						Reversely Controlled Interlocking	.....CRISP Crossing.....	404.0	2.3									
11:20	2:15	4:02	1:32	4:17			.....PACIFIC JCT.....P	403.6	2.4		RYd	1:42	6:24	12:30			4:45	P.M. 10:50
11:27	2:25	4:06	1:37	4:21	105		.....POWERS.....P	408.3	7.1	#238		1:38	6:17	12:25			4:36	10:40
11:33	2:35	4:09	f 1:42	4:24	60	30	UN.....UNION CITY.....TO	412.2	11.0	#241		1:35	f 6:10	12:21			507 4:24	10:30	
11:42	2:45	4:14	f 1:49	4:29	100	56	CO.....MINCO.....TO	418.0	16.8	#246	W	1:30	f 6:01	12:15			3:50	10:20	
A.M. 12:08	3:05	4:20	f 2:00	4:36	90	19	CS.....POCASSET.....TO	425.9	24.7	#253		1:23	f 5:45	12:08			3:38	10:00	
P.M. 5:10	3:15	4:25	2:07	4:40	62		.....SOLITO.....P	431.2	30.0	#258		1:18	5:35	12:03			3:30	9:45
							.....SL-SF Crossing.....UX	435.7	34.5									
12:31	3:22	s 4:35	s 2:30	s 4:50	109	Yard	G.....CHICKASHA.....TO	436.3	35.1	#265	RYdFWTY	s 1:11	s 5:25	s A.M. 11:56			95 3:22	9:30	
						Yard	.....NINNEKAH.....P	443.4	42.2	#272		1:00	f 4:58	11:48			3:12	8:45
12:41	3:50	4:43	f 2:40	4:58	54	26	.....AGAWAM.....P	449.1	47.9	#277		12:55	4:40	11:43			3:04	8:30
12:50	4:01	4:48	2:50	5:04	60	11	RS.....RUSH SPRINGS.....TO	456.0	54.8	#282		12:48	s 4:30	11:36			2:54	8:05	
1:00	4:30	4:54	s 3:05	5:10	78	38	MR.....MARLOW.....TO	465.5	64.3	#294	W	12:40	s 4:10	11:29			2:40	7:40	
1:15	5:19	5:02	s 3:20	5:19	100	80	.....MCGIE.....P	470.9	69.7			12:35	3:55	11:24			2:30	7:30
1:23	5:35	5:07	3:28	5:24	74		NA.....DUNCAN.....TO	475.5	74.3	#304	W	s 12:29	s 3:47	s 11:18			2:22	7:20	
1:30	6:05	s 5:15	s 3:45	s 5:33	54	230	.....BECKETT.....TO	481.2	80.0	#310		12:20	3:31	11:10			2:12	6:55
1:39	6:15	5:21	3:53	5:39	145	179	OM.....COMANCHE.....TO	485.2	84.0	#314		12:16	s 3:25	11:06			2:05	6:30	
1:45	6:25	5:25	s 4:03	5:43	56	34	.....ADDINGTON.....P	493.7	92.5	#322		12:08	f 3:10	10:58			1:50	6:10
1:57	6:45	5:32	f 4:15	5:51	104	41	WA.....WAURIKA.....TO	500.1	98.9	#329	RYdY	12:01	3:00	10:50			1:35	5:40	
2:10	7:00	5:40	4:25	6:00								A.M. 12:01	A.M. 3:00	A.M. 10:50			A.M. 1:35	P.M. 5:40	
							LEAVE					Daily	Daily	Daily			Daily	Daily	
33.7	19.7	58.5	33.4	55.7			...AVERAGE SPEED PER HOUR...					56.3	27.8	55.7			23.6	13.6	
2.55	5.00	1.40	2.55	1.45			.....SCHEDULE TIME.....					1.44	3.30	1.45			4.10	7.20

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						510	508	18						96	98		
Rocket Freight	Red Ball Freight	Texas Rocket	Mid-Continent Special	Twin Star Rocket						Texas Rocket	Twin Star Rocket	Mid-Continent Special						Red Ball Freight	Rocket Freight		
Daily	Daily	Daily	Daily	Daily																	
P.M. 2:20	A.M. 7:30	P.M. 5:40	P.M. 4:30	A.M. 6:00						A.M. 10:50	A.M. 12:01	A.M. 2:55						P.M. 4:25	A.M. 1:20		
2:28	7:40	5:46	4:48	6:06						10:47	11:58	2:50						4:15	1:11		
2:35	7:50	5:50	4:56	6:10						10:42	11:53	2:41						4:05	1:04		
2:48	8:10	5:58	5:07	6:18						10:39	11:49	2:34						3:50	12:51		
2:56	8:20	6:02	5:15	6:22						10:32	11:41	2:22						3:40	12:44		
3:13 96	8:45	6:12	5:30	6:32						10:27	11:36	2:13						3:13 96	12:27		
3:26	9:10	6:20	5:43	6:40						10:10	11:18	1:45						2:40	A.M. 12:15		
3:43	9:58 510	6:31	5:57	6:51						9:58 95	11:07	1:29						2:15	P.M. 11:58		
3:55	10:15	6:38	6:08	6:58						9:51	11:00	1:17						2:00	11:46		
4:05	10:50	6:44	6:20	7:04						9:44	10:54	1:06						1:40	11:36		
4:14	11:05	6:50	6:30	7:10						9:38	10:48	12:53						1:20	11:27		
4:29	11:25	6:58	6:45	7:18						9:29	10:40	12:40						1:05	11:13		
4:39	11:40	7:04 17	7:04 509	7:24						9:21	10:33	12:29						12:50	11:03		
4:49	11:55	7:11	7:20	7:31						9:14	10:26	12:18						12:40	10:53		
4:59	12:30 A.M. 510 P.M. 96	7:16	7:30	7:36						9:08	10:21	12:10 A.M.						12:30 95	10:45		
5:20	12:50	7:23	7:40	7:42						9:02	10:15	P.M. 11:59						12:10	10:36		
5:25	12:55	7:24	7:42	7:43						9:01	10:14	11:58						12:05	10:35		
5:30	1:00	7:26	7:44	7:45						9:00	10:13	11:56						12:02	10:31		
6:30	2:00	7:28	7:55	7:46						8:59	10:12	11:55						12:01	10:30		
P.M. —	P.M. —									8:57	10:11	11:53						P.M. —	P.M. —		
		7:33	8:05	7:49						8:54	10:08	11:50									
		7:40	8:30	7:55						8:50	10:05	11:45									
		P.M.	P.M.	A.M.						A.M.	P.M.	P.M.									
26.5	17.0	56.5	28.3	59.0						Daily	Daily	Daily						Daily	Daily		
4.10	6.30	2.00	4.00	1.55						56.5	58.5	35.7						25.6	39.0		
										2.00	1.56	3.10						4.24	2.50		

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, EXCEPT IN AUTOMATIC BLOCK SIGNAL TERRITORY WILL CLEAR THEM NOT LESS THAN 10 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 5:00 A. M. daily except Sunday for Chico.
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. 2 March 16, 1947				FIRST CLASS										
LEAVE	M. P. from St. Joseph	Distance from 4th St. Jct.	Signs	405 Frisco 507 Passenger Daily	1 FW&DC Passenger Daily	507 Twin Star Rocket Daily	3 B-RI Sam Houston Zephyr Daily	509 Texas Rocket Daily	7 FW&DC Passenger Daily	407 Frisco 117 Passenger Daily	409 Frisco 508 Passenger Daily			
FT..... FORT WORTH..... TO	613.2		RYd			A.M. 8.05		P.M. 7.45				P.M. 9.35		
0.4 17th ST.....	612.8				A.M. 7.25	8.09	P.M. 4.02	7.48	P.M. 8.20			9.38		
0.7 6th ST. JCT.....	612.1				7.29	406			8.22					
0.2 PURINA JCT.....	611.9							7.52						
0.3 DALWOR JCT..... P	612.2	0.3			7.32	8.15	4.08	7.54	8.24			9.43		
0.2 SYLVANIA..... P	613.5	1.6			7.35	8.17	4.11	7.57	8.26			9.50		
0.1 HURST..... P	621.6	9.7			7.45	8.25	4.19	8.05	8.35			10.03		
0.6 TARRANT..... P	627.2	15.3			7.53	8.30	4.25	8.11	8.43			10.13		
0.7 NORTH CARROLLTON JCT..... P	634.6	22.7												
GV..... IRVING..... TO	634.7	22.8	YW	A.M. 6.45	8.10	8.38	4.32	8.19	8.51	P.M. 10.20	10.25			
0.1 SOUTH CARROLLTON JCT..... P	634.9	23.0			510-76	76				409	407			
0.4 PERKINS..... P	641.3	29.4			6.51	8.18	8.46	4.39	8.27	8.59	10.27	10.33		
0.5 NORTH JCT..... P	643.8	31.9			6.54	8.21	8.50	4.42	8.30	9.03	10.30	10.36		
UT..... DALLAS..... TO	644.3	32.4	RFWTTT	7.00	8.25	9.00	4.45	8.35	9.10	10.35	10.45			
0.6 CADIZ ST. JCT..... TO	644.9	33.0	RYd	A.M. 406	A.M.	A.M.	P.M.	P.M.	P.M. 508-8	P.M.	P.M.			
CJ..... AUSTIN ST. YD. TO	645.4	33.5	RYd											
0.5 33.5														
..... AVERAGE SPEED PER HOUR.....				38.4	33.3	36.8	46.0	40.4	39.9	38.4	28.9			
..... SCHEDULE TIME.....				0.15	1.00	0.55	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

Main Line Southward

SUBDIVISION 2
STATIONS
Time Table No. 2
March 16, 1947

SECOND CLASS

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	Texas Special	Frisco 30 Perishable Fast Freight									
FORT WORTH 0 4			#442															
17th ST. 0 7																		
6th ST. JCT. 0 2																		
PURINA JCT. 0 3																		
DALWOR JCT. 1 3																		
SYLVANIA 8 1	90	736	#444	1.00	9.20 ⁷⁶	9.22	9.25	6.10 ⁷⁹⁶	6.12	10.15								
HURST 5 6	58	54	#450	1.03	9.22	9.25	9.25	6.15	6.12	10.16								
TARRANT 7 4	55	24	#456	1.06	9.25	9.25	9.25	6.15	6.12	10.18								
NORTH CARROLLTON JCT. 0 1				1.20	9.40	9.40	9.40	6.30	6.30	10.30								
IRVING 0 2	90	143	#464	1.30	9.50	9.50	9.50	6.40	6.40	10.38								
SOUTH CARROLLTON JCT. 6 4																		
PERKINS 2 5	59		#471	1.40	5.30 ⁷⁹²	10.10	5.30	6.50 ⁷⁹⁶	6.50	10.50								
NORTH JCT. 0 5				1.50	5.41	5.40	5.40	7.00 ⁹⁸	7.00									
DALLAS 0 6			#474	1.55	5.46	5.45	5.45	7.05	7.05									
CADIZ ST. JCT. 0 5																		
AUSTIN ST. YD. 33 5	100		#474	2.05	5.53	5.55	5.55	7.15	7.15									
	499		#474	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.									
AVERAGE SPEED PER HOUR				30.5	26.6	27.3	24.5	30.5	39.0									
SCHEDULE TIME				1.05	0.23	0.50	0.25	1.05	0.35									

SIGNAL INDICATIONS TT RULE 26b Automatic Block Signals

TWO MAIN TRACKS

TWO MAIN TRACKS

See TT Rules 16, 16a

SEE FOOTNOTES ON PAGE 3

Main Line Northward

SUBDIVISION 2 STATIONS Time Table No. 2 March 16, 1947				FIRST CLASS											
				406	408	510	4	2	508	8	410				
				Frisco 507	Frisco 118		B-RI	FW&DC		FW&DC	Frisco 508				
				Passenger	Passenger	Texas Rocket	Sam Houston Zephyr	Passenger	Twin Star Rocket	Passenger	Passenger				
				M. P. from St. Joseph	Distance from 4th St. Jct.	Distance from Dallas (Austin St. Yd.)	Signs								
FT	FORT WORTH	TO		613.2		34.8	RYd	A.M. 8:15		A.M. 8:45		P.M. 9:55			
Automatic Block Signals	0.4	17th ST.	TWO MAIN TRACKS	612.8		34.4		8:09		8:38	P.M. 1:50	P.M. 2:45	9:48	P.M. 9:58	
	0.7	6th ST. JCT.		612.1		33.7		7:59			1:47	2:41		9:55	
	0.2	PURINA JCT.		611.9		33.5								9:45	
	0.3	DALWOR JCT.		612.2	0.3	33.2		7:56		8:33	1:45	2:39	4:09	9:43	9:53
	1.3	SYLVANIA		613.5	1.6	31.9		7:54		8:32	1:42	2:37	4:09	9:41	9:50
	8.1	HURST		621.6	9.7	23.8		7:45		8:25	1:34	2:28		9:33	9:41
SIGNAL INDICATIONS, TT RULE 25b	5.6	TARRANT	TWO MAIN TRACKS	627.2	15.3	18.2		7:38		8:18	1:28	2:22	9:28	9:35	
	7.4	NORTH CARROLLTON JCT.		634.6	22.7	10.8			A.M. 7:55						
	0.1	IRVING		634.7	22.8	10.7	YW	7:30		7:55	1:21	2:13	9:21	9:27	P.M. 11:20
	0.2	SOUTH CARROLLTON JCT.		634.9	23.0	10.5									
	6.4	PERKINS		641.3	29.4	4.1		7:23	7:44	8:04	1:14	2:05	9:14	9:20	11:05
	2.5	NORTH JCT.		643.8	31.9	1.6		7:20	7:41	8:01	1:11	2:02	9:11	9:17	11:02
See TT Rules 16, 16a	0.5	DALLAS	TWO MAIN TRACKS	644.3	32.4	1.1	RFWTTYd	7:05	7:40	8:00	1:10	2:00	9:10	9:15	11:00
	0.6	CADIZ ST. JCT.		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. 9:10	P.M. 9:15	P.M. 11:00
VI	AUSTIN ST. YD.	TO		645.4	33.5		RYd								
LEAVE								Daily	Daily	Daily	Daily	Daily	Daily	Daily	
AVERAGE SPEED PER HOUR								28.9	38.4	44.8	49.5	44.8	44.8	46.5	28.8
SCHEDULE TIME								1:10	0:15	0:45	0:40	0:45	0:45	0:43	0:20

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

Main Line Northward

SUBDIVISION 2
STATIONS
Time Table No. 2

March 16, 1947

SIGNAL INDICATIONS, TT RULE 26b Automatic Block Signals

STATIONS Time Table No. 2 March 16, 1947	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Office Hours Week Days		SECOND CLASS								
				*Sundays and Holidays		792 Frisco 33	76	794 Frisco 32	796 Frisco 37	798 Frisco 30	98			
				From	To	Texas Fast Freight	Red Ball Freight	Through Freight	Through Freight	Perishable Fast Freight	Texas Chicago Red Ball Freight			
FORT WORTH			#442	Continuous										
..... 0.4 17th ST.	TWO MAIN TRACKS													
..... 0.7 6th ST. JCT.														
..... 0.2 PURINA JCT.							A.M. —	A.M.-793-	P.M.-75-	P.M. —				
..... 0.3 DALWOR JCT.							6:06	9:20	6:10	8:00				
..... 1.3 SYLVANIA	90	736	#444			6:04	9:18	6:06	7:57					
..... 8.1 HURST	58	54	#450			6:01	9:15	6:03	7:55					
..... 5.6 TARRANT	55	24	#456			5:49	9:00	5:52	7:40					
..... 7.4 NORTH CARROLLTON JCT.						5:41	8:50	5:42	7:30					
..... 0.1														
IRVING	90	143	#464	Continuous										
..... 0.2 SOUTH CARROLLTON JCT.						791	8:38	A.M.	795	P.M.-75				
..... 6.4 PERKINS	59		#471			5:30	1-507-408 510 7:50	8:01	5:30	6:50	7:20			
..... 2.5 NORTH JCT.						A.M. —		P.M. —						
..... 0.5 DALLAS			#474	{ 6:00 a.m. 12:30 a.m. *6:30 a.m. 12:30 a.m.			7:30	7:50	6:40	7:00				
..... 0.6 CADIZ ST. JCT.		100		Continuous			406	408	6:35	6:55				
..... 0.6 AUSTIN ST. YD.		499	#474	Continuous			7:25	7:46	6:35	6:55				
..... 33.5														
LEAVE														
AVERAGE SPEED PER HOUR						Daily	Daily	Daily Except Sunday	Daily	Daily	Daily			
SCHEDULE TIME						38.0	15.7	29.1	34.2	30.6	28.3			
						0.36	2.05	0.21	0.40	0.20	1.10			

SEE FOOTNOTES ON PAGE 5.

Westward

Mangum Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 46-A STATIONS Time Table No. 2 March 16, 1947	Office Hours Week Days *Sundays and Holidays	M. P. Intersection from Subdivision 46	Station Numbers	Signs	SECOND CLASS			
	705	703									706	704		
	Mixed	Mixed		109	Yard	LEAVE	From To		a265	FWTRYd	P.M. 12-45	P.M. 12-20		
	Monday Wednesday Friday	Daily Except Sunday				C..... CHICKASHA..... TO	Continuous							
	A.M. 8.45	A.M. 7.40				..... SL-SF Crossing..... UX								
	s 9.10	f 8.05		54	33	CK..... VERDEN..... TO	8:30 a.m. 5:30 p.m.	8.7	ed10		s 12.08	f 11.40		
	s 9.40	8.25 A.M.		54	125	DO..... ANADARKO..... TO	8:30 a.m. 5:30 p.m. * 2:00 p.m. 4:00 p.m.	17.4	ed23	RYdFWY	A.M. 11.46	11.20 A.M.		
	s 10.00				8	..... WASHITA.....		25.0	ed25		s 10.55			
	s 10.20			54	32	FC..... FORT COBB..... TO	8:00 a.m. 5:00 p.m.	31.8	ed32		s 10.35			
	s 10.50			32	57	CG..... CARNEGIE..... TO	8:30 a.m. 5:30 p.m.	42.1	ed43	W	s 10.05			
	s 11.20			35	32	MV..... MOUNTAIN VIEW..... TO	8:15 a.m. 5:15 p.m.	50.6	ed51		s 9.35			
	s 11.50 A.M.			33	34	BO..... GOTEBO..... TO	8:30 a.m. 5:30 p.m.	58.1	ed59		s 9.00			
	f 12.15 P.M.				25	..... KOMALTY.....		65.0	ed66		f 8.35			
	s 1.00					..... SL-SF Crossing..... UX		70.6						
	s 1.30			30	158	KO..... HOBART..... TO	8:00 a.m. 5:00 p.m.	70.9	ed72	WY	s 8.15			
	s 2.05					..... AT&SF Crossing..... UX		79.5						
					52	FN..... LONE WOLF..... TO	8:00 a.m. 5:00 p.m.	80.3	ed81		s 7.10			
					30	GR..... GRANITE..... TO	8:00 a.m. 5:00 p.m.	87.9	ed89		s 6.50			
						..... M-K-T Crossing..... UX		96.4						
	3.00 P.M.				144	MG..... MANGUM..... TO	7:00 a.m. 4:00 p.m.	96.7	ed98	RFWY	6.30 A.M.			
						LEAVE					Tuesday Thursday Saturday	Daily Except Sunday		
	15.6	24.0				..... AVERAGE SPEED PER HOUR.....					15.6	18.0		
	6.15	0.45				..... SCHEDULE TIME.....					6.15	1.00		

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

Southward

Anadarko & Waurika Branch

Northward

SECOND CLASS		SUBDIVISION 46-B STATIONS		Office Hours Week Days		SECOND CLASS					
701	703	STATIONS		*Sundays and Holidays		702	704				
Mixed	Mixed	Time Table No. 2				Mixed	Mixed				
Tuesday Thursday Saturday	Daily Except Sunday	March 16, 1947									
		LEAVE		From	To	M. P. from St. Joseph	Distance from Anadarko	Station Numbers	Signs		
	A.M. 8.35	DO	ANADARKO	TO	8:30 a.m. 5:30 p.m. 2:00 p.m. 4:00 p.m.	460.5		sb123	RYdFWY		A.M. 10.20
	f 9.05		STECKER			470.4	9.9	sb133			f 9.35
	s 9.20	AP	APACHE	TO	8:00 a.m. 5:00 p.m.	476.0	15.5	sb138	W		s 9.20
	f 9.40		PARKER			481.9	21.4	sb144	W		f 8.55
	f 9.45	RB	RICHARDS SPUR	TO	7:00 a.m. 4:00 p.m.	485.3	24.8	sb148	YdY		f 8.45
	s 10.20	S	FORT SILL	TO	9:00 a.m. 5:00 p.m. * 9:00 a.m. 5:00 p.m.	492.5	32.0	sb155	YW		s 8.15
P.M. 2.05	11.00 A.M.	WN	LAWTON	TO	8:00 a.m. 5:00 p.m.	496.2	35.7	sb159	RYdFWY	A.M. 8.00	8.00 A.M.
			SL-SF Crossing	UX		496.5	36.0				
	f 2.40		GERONIMO			504.7	44.2	sb167			f 7.25
	s 3.05	WR	WALTERS	TO	8:30 a.m. 5:30 p.m.	514.7	54.2	sb177	W		s 7.00
	s 3.25	Z	TEMPLE	TO	8:30 a.m. 5:30 p.m.	521.8	61.3	sb184			s 6.40
	s 3.50		HASTINGS			529.9	69.4	sb192			s 6.20
	4.30 P.M.	WA	WAURIKA	TO	Continuous	537.6	77.1	s329	RYdY		6.00 A.M.
			LEAVE							Monday Wednesday Friday	Daily Except Sunday
	17.1		AVERAGE SPEED PER HOUR							20.7	15.3
	2.25		SCHEDULE TIME							2.00	2.20

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

Westward

Graham Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 1-A STATIONS		Office Hours Week Days		M. P. from Bridgeport	Station Numbers	Signs	SECOND CLASS				
789						Time Table No. 2 March 16, 1947		*Sundays & Holidays					788				
	Mixed	Daily Except Sunday				LEAVE		From	To				Mixed				
A.M.	8:00		100	209	BR	BRIDGEPORT	TO	Continuous		14.2	eg13	RYdFWY	P.M.	4:30			
s	8:35			28		VINEYARD							s	3:55			
f	8:55		18			STEWARTON				21.7	eg20		f	3:35			
s	9:40		34	130	JS	JACKSBORO	TO	8:00 a.m. 5:00 p.m.		29.5	eg28	W	s	3:15			
s	10:30			56	BO	BRYSON	TO	7:30 a.m. 4:30 p.m.		43.2	eg42		s	2:00			
	11:30 A.M.		18	92	GM	GRAHAM	TO	8:30 a.m. 5:30 p.m.		56.2	eg55	RWY		1:00 P.M.			
						LEAVE								Daily Except Sunday			
						AVERAGE SPEED PER HOUR									16.1		
						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
ALL SUBDIVISIONS				
Consolidated and Mikado engines handling passenger trains	50	50		
5000 series engines	60	50		
5040 and 5100 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 with main rods removed and side rods in place			25	20
With all rods down			10	10
Switch engines without engine trucks			18	18
Engines with drivers blocked up	30	30	30	30
Steam engines and diesel freight engines running forward without cars or with caboose only 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	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series				
275 HP Gas-Electric Motor Cars Nos. 9047-9057 with Freight Gears	40	40	40	40
Motor Car No. 9012	60	60	50	45
Other motor cars towed or handled in train				
Gas-electric motor cars without trallers, 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
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 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
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.	Restric	ted Spee	d.	
MP 413-29 to 414-0		50		40
MP 430-13 to 430-33		60		40
Chickasha: Within Yard Limits	Restric	ted Spee	d.	
2504 and Heavier Engines and 160 ton wrecking Derrick over Br. 4358		50	10	10
MP 448-28 to 460-23				40
Waurika: Within Yard Limits	Restric	ted Spee	d.	
SUBDIVISION 1 (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, 2600, 2700 and 3000 class over Br. 5713, 5868 and 6100	40		40	
4047 to 4061 with 20000 gal. tanks and 6000 and 5100 class engines over Br. 5713, 5868 and 6100	30		30	
SUBDIVISION 2 (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.				
SUBDIVISION 46A (Except as shown below).	35	30	30	25
Chickasha: Within Yard Limits	Restric	ted Spee	d.	
Chickasha to Anadarko	50	45	40	35
2600 and heavier engines	35	35	35	35
All engines over Bridges 496, 518 and 854	10	10	10	10

SPEED RESTRICTIONS—Concluded.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 46B..... (Except as shown below).	45	40	30	30
Waurika and Lawton, within Yard Limits.....	Restricted Speed.			
2600 and Heavier Engines.....	25	25	25	25
2575 and Heavier Engines over Bridge 4824.....	20	20	20	20
Engines heavier than 2574 when double-heading over Bridge 4824.....	10	10	10	10
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.....	Restricted Speed.
Waurika: Within Yard Limits.....	Restricted Speed.
SUBDIVISION 1: Waurika: Within yard limits, MP 543-14 FW&DC crossing, 40 MPH. MP 604-25 GC&SF crossing, 20 MPH. MP 609-21 (SL-SW crossing) (FtW Belt crossing) 40 MPH. (FW&DC crossing)	Restricted Speed.
Through No. 15 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.
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.

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

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

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

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

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

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

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

ON SINGLE TRACK:

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

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

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

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

The operation and use of rear-end 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 trains leaving Dallas other than First Class.

2c. Austin St. Yd. is the initial station for SL-SF trains leaving Dallas other than First Class.

3. A train must not leave Anadarko 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.
- Cadiz St. Jct.... Rock Island Second Class and extra trains.
- Dallas..... Dallas Terminal Station First Class trains.
- East Dallas.... GC&SF Yard Office.

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. Nos. 607, 608, 509 and 510 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.
- Anadarko. Fort Worth—T&P Passenger Station.
- Mangum. Dallas—Cadiz St. Jct.
- Lawton. Dallas—GC&SF Yard.
- Bridgeport. Dallas—Union Terminal Station.
- Graham. Childress—FW&DC—Yard Office.
- Sherman—SL-SF—Yard Office and Roundhouse.
- Wichita Falls—FW&DC—Trainmaster's Office and Roundhouse.

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.

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
46A	435.7 0.0 70.6 79.6	SL-SF.....		
		SL-SF.....		
		SL-SF.....		
		AT&SF.....		
46B	96.4 496.5	MKT.....		
		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 Rules.

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 Stoneburg and 17th St., also between Purina.

Subdivision 2—Between 6th St. Jct. and North Jct.

Between Purina Jct. and Dalwor Jct.

26a. Rules 525 to 561, inclusive, except 534(b) are in effect between Purina Jct. and North Jct. and between 6th St. Jct. and Dalwor Jct.

26b. Interlocking Rules 605 to 607, inclusive, and 620, 623, 625, 633 and 636 are in effect at Purina Jct. and 6th St. Jct.

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

26d. 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	
	435.8	Bridge	
Chickasha		Main Track	
		Compress Track	
		MIII Track No. 1	
		MIII Track No. 2	
		O. H. Bridge	
	46A	440.4	Bridge
		33.1	Bridge
		44.6	Bridge
		49.5	Bridge
		51.8	Bridge
	46B	84.5	Bridge
92.6		Bridge	
475.7		Bridge	
1	611.2	T&P Viaduct	
	612.1	T&P Viaduct	
2	612.5	Bridge	
	620.1	OH Highway Bridge	
1A	639.6	Bridge	
	25.4	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.

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

Sub-Div.	MP	Station No.	Name	Car Capacity
46A	66.9		Oil spur.....	10
1	564.0		Lone Star.....	75
1A	4.5		Rickels.....	9
2	620.3	449	Hart Spur.....	24
2	626.3		Ed Pit.....	38
2	628.7		Dorothy.....	22
2	630.3		Texas Power & Light Spur.....	8

SPECIAL INSTRUCTIONS—Concluded.

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 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	54.5	85	42.4	140	25.7
34	108.0	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 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	6:30 p.m. 3:30 a.m.
Milco	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	8:30 a.m. 5:30 p.m.
Duncan	Continuous
Beckett	8:30 a.m. 5:30 p.m.
Comanche	8:30 a.m. 5:30 p.m.
Waurika	Continuous

SUBDIVISION 1.

Waurika	Continuous
Ryan	8:30 a.m. 5:30 p.m.
Terral	7:00 a.m. 4:00 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	7:30 a.m. 4:30 p.m.
Saginaw	Continuous
Freight Yard	Continuous
Fort Worth	Continuous

I. D. MAY, 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,
R. E. MASSENGILL,
F. R. BOOHER,
G. R. REYNOLDS,
S. F. DOBBS,
J. A. HIGLEY,

} Train Dispatchers,
Fort Worth, Tex.