

Company Surgeons

Location

T. L. HANSEN, Chief Surgeon, La Salle St. Station..... 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.....
 BURKE BREWSTER, Ass't. Oculist and Aurist..... Fort Worth
 W. N. DEAN..... Boyd
 O. M. WATSON..... Bridgeport
 C. C. McCLURE..... Jacksboro
 V. O. ROSSER, JR..... Graham
 PRENTICE CRUMPLER..... 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
 W. K. WALKER..... 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
 E. P. HATHAWAY, Local Surgeon.....
 G. L. BERRY, Oculist and Aurist..... Lawton
 W. B. THOMPSON..... Walters
 P. H. ANDERSON, Local Surgeon.....
 G. E. HASLAM, Oculist and Aurist..... Anadarko
 C. B. SULLIVAN..... Carnegie
 WILLIAM BERNELL..... 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. L. FRANKLIN, Ass't General Manager
G. P. TRACHTA, Gen'l. Supt. Motive Power	G. W. RANEY, General Manager

W. H. HILLIS,
Vice President—Operations

Chicago, Rock Island & Pacific Railroad

TIME TABLE

SOUTHERN DIVISION THIRD DISTRICT

No. 6

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

SUNDAY, JUNE 20, 1948

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					SUBDIVISION 48 STATIONS						FIRST CLASS		SECOND CLASS			
93	95	509	17	507			Time Table No. 6						508	510	18	98	96	
Rocket Freight	Red Ball Freight	Texas Rocket	Mid-Continent Special	Twin Star Rocket	Capacity of Sidings	Capacity of Other Tracks	June 20, 1948						Twin Star Rocket	Texas Rocket	Mid-Continent Special	Rocket Freight	Red Ball Freight	
Daily	Daily	Daily	Daily	Daily			LEAVE											
		P.M. 4:00	A.M. 11:40	A.M. 4:08		Yard	RF	EL RENO	TO	402.6	Yd	4232	RYdWY	A.M. 1:45	P.M. 12:35	P.M. 6:15		
A.M. 11:15	A.M. 5:45					Yard	FO	EL RENO YD	TO	401.7		4230	RYdFWY				A.M. 9:50	P.M. 10:30
								CRISP Crossing		404.0	2.3							
11:20	6:00	4:02	11:42	4:10				PACIFIC JCT.	P	403.6	2.4		RYd	1:42	12:31	6:03	4:45	9:55
11:27	6:10	4:06	11:47	4:14	105			POWERS	P	408.3	7.1	4238		1:38	12:26	5:57	4:36	9:45
11:33	6:20	4:09	11:52	4:17	80	30	UN	UNION CITY	TO	412.2	11.0	4241		1:35	12:22	5:50	4:17	9:35
11:42	6:30	4:14	11:59	4:22	100	55	CO	MINCO	TO	418.0	16.8	4246	W	1:30	12:17	5:40	3:50	9:25
12:10	6:50	4:20	12:10	4:29	90	19	CS	POCASSET	TO	425.9	24.7	4253		1:23	12:10	5:30	3:38	9:05
12:23	7:00	4:25	12:18	4:33	62			SOLITO	P	431.2	30.0	4258		1:18	12:05	5:20	3:30	8:55
								SL-SF Crossing	UX	435.7	34.5							
12:45	7:15	4:35	12:40	4:43	109	Yard	C	CHICKASHA	TO	436.3	35.1	4265	RYdFWY	1:11	11:58	5:10	3:22	8:40
12:55	7:45	4:43	12:50	4:51	94	26		NINNEKAH	P	443.4	42.2	4272		1:00	11:48	5:09	3:12	8:15
1:05	7:55	4:48	12:58	4:57	80	11		AGAWAN	P	449.1	47.9	4277		12:55	11:43	4:29	3:04	8:05
1:15	8:10	4:54	1:08	5:03	78	38	RS	RUSH SPRINGS	TO	456.0	54.8	4282		12:48	11:36	4:18	2:54	7:50
1:30	8:30	5:02	1:20	5:12	100	80	MR	MARLOW	TO	465.5	64.3	4294	W	12:40	11:29	4:05	2:40	7:30
1:38	8:40	5:07	1:26	5:17	74			MCGIE	P	470.9	69.7			12:35	11:24	3:57	2:30	7:20
1:45	8:55	5:15	1:40	5:26	54	230	NA	DUNCAN	TO	475.5	74.3	4304	W	12:29	11:18	3:50	2:22	7:05
1:55	9:05	5:21	1:47	5:32	75	179		BECKETT	TO	481.2	80.0	4310		12:20	11:10	3:35	2:12	6:40
2:05	9:15	5:25	1:55	5:36	56	34	OM	COMANCHE	TO	485.2	84.0	4314		12:16	11:06	3:30	2:05	6:10
2:16	9:30	5:32	2:05	5:44	104	41		ADDINGTON	P	493.7	92.5	4322		12:08	10:58	3:18	1:50	5:55
2:30	9:45	5:40	2:15	5:53			WA	WAURIKA	TO	500.1	98.9	4329	RYdY	12:01	10:50	3:10	1:35	5:40
														A.M. 12:01	A.M. 10:50	P.M. 3:10	A.M. 1:35	P.M. 5:40
														Daily	Daily		Daily	Daily
30.4	24.7	58.5	37.9	55.7				LEAVE										
3.15	4.00	1.40	2.35	1.45				AVERAGE SPEED PER HOUR						56.3	55.7	3.16	23.8	20.4
								SCHEDULE TIME						1.44	1.45	3.05	4.10	4.50

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 10 MINUTES.

PASSENGER TRAINS ON SUBDIVISION 48 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 7:00 A. M. daily, except Sunday, for Waurika. Local extra leaves Waurika about 7:00 A. M. daily, except Sunday, 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	Capacity of Seating		Capacity of Other Tracks		SUBDIVISION 1 STATIONS		Capacity of Seating		Capacity of Other Tracks		96	98		
Rocket Freight	Red Ball Freight	Texas Rocket	Mid-Continent Special	Twin Star Rocket					Time Table No. 6						Red Ball Freight	Rocket Freight		
Daily	Daily	Daily	Daily	Daily					June 20, 1948									
					LEAVE													
		P.M. 5:40	P.M. 2:20	A.M. 5:53	Yd	WA	..... WAURIKA.....	TO	500 1	329	RYdY	A.M. 10:50	P.M. 3:05	A.M. 12:01			
P.M. 2:35	A.M. 10:47	5:41	2:25	5:54	53 20		..... WAURIKA YD.....	P	500 9	0 8	a330	10:47	2:55	11:58	P.M. 4:25	A.M. 1:20	
2:49	10:57	5:46	2:33	5:59	54 24	RN	..... SUGDEN.....	P	506 1	6 0	a335	10:42	2:49	11:53	4:15	1:11	
2:58	11:03	5:50	2:42	6:03	53 74	SF	..... RYAN.....	TO	510 6	10 5	a339	10:39	2:42	11:49	4:05	1:04	
3:10	11:15	5:58	2:53	6:11	100 52	GD	..... TERRAL OKLA.....	TO	519 3	19 2	a348	10:32	2:28	11:41	3:53	12:51	
3:17	11:22	6:02	3:01	6:15	100 38		..... RINGGOLD, TEX.....	TO	524 2	24 1	a353	10:27	2:20	11:36	3:45	12:44	
3:31	11:40	6:12	3:15	6:25	100 114	BW	..... STONEBURG.....	P	535 4	35 3	a364	10:17	2:04	11:26	17-93 3:15	12:27	
3:43	11:52	6:20	3:28	6:33	54 37		..... FW&DC Crossing.....	TO	543 4	43 3							
3:59	12:10	6:31	3:33	6:44	100 30	GN	..... BOWIE.....	P	543 8	44 7	a372	10:10	1:53	11:18	A.M. 2:57	12:15	
4:10	12:25	6:38	3:43	6:51	54 27		..... PARK SPRINGS.....	P	555 1	55 0	a384	9:58	1:37	11:07	2:38	11:58	
4:20	12:40	6:44	3:58	6:57	100 209	BR	..... CHICO.....	TO	563 0	62 9	a392	9:51	1:27	11:00	2:25	11:46	
4:28	1:01	6:50	4:08	7:03	54 33	BU	..... BRIDGEPORT.....	TO	569 6	69 5	a398	9:44	1:16	10:54	2:05	11:36	
4:42	1:15	6:58	4:22	7:11	70 39		..... PARADISE.....	P	575 6	75 5	a404	9:38	1:01	10:48	1:50	11:27	
4:52	1:25	7:04	4:32	7:17	54 10		..... BOYD.....	TO	584 5	84 4	a413	9:29	12:49	10:40	1:35	11:13	
5:02	1:40	7:11	4:42	7:24	54 27	GN	..... NEWARK.....	P	591 7	91 6	a420	9:21	12:39	10:33	1:25	11:03	
5:12	1:50	7:16	4:50	7:29	55 265		..... HICKS.....	P	599 0	98 9	a428	9:14	12:30	10:26	1:10	10:53	
5:32	2:10	7:23	5:01	7:35	604 7		..... SAGINAW.....	TO	604 7	104 6	a433	9:08	12:21	10:21	1:00	10:45	
5:34	2:12	7:24	5:02	7:36	604 7		..... GC&SF Crossing.....		604 7	104 6							
5:40	2:15	7:26	5:04	7:38	609 6		..... SLSW Crossing.....		609 6	109 5							
6:30	2:30	7:28	5:06	7:39	609 6		..... Ft. Worth Belt Crossing.....		609 6	109 5							
P.M. 2:30	P.M. 2:30	7:28	5:06	7:39	609 6		..... FW&DC Crossing.....		609 6	109 5							
		7:33	5:11	7:42	609 8		..... NORTH FORT WORTH.....		609 8	109 7	a439	9:02	12:12	10:15	12:40	10:36	
		7:40	5:30	7:50	610 0		..... TRINITY RIVER.....		610 0	109 9		9:01	12:11	10:14	12:35	10:35	
		7:40	5:30	7:50	611 1		..... FW&DC JCT.....	P	611 1	111 0		9:00	12:10	10:13	12:32	10:31	
		7:40	5:30	7:50	611 5		..... FREIGHT YD.....	TO	611 5	111 4	a441	8:59	12:09	10:12	12:30	10:30	
		7:40	5:30	7:50	611 9		..... PURINA JCT.....		611 9	111 8		8:57	12:07	10:11	P.M. 12:30	P.M. 10:30	
		7:40	5:30	7:50	612 1		..... 6th ST. JCT.....		612 1	112 0							
		7:40	5:30	7:50	612 8		..... 17th ST.....		612 8	112 7		8:54	12:04	10:08			
		7:40	5:30	7:50	613 2		..... FORT WORTH.....	TO	613 2	113 1	a442	8:50	12:01	10:05			
		7:40	5:30	7:50	LEAVE										Daily	Daily		
28.2	29.7	58.5	35.6	58.0	AVERAGE SPEED PER HOUR..										28.2	39.0		
3.55	3.43	2.00	3.10	1.57	SCHEDULE TIME.....										3.55	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 10 MINUTES,
TIME TABLE RULE 14a IN EFFECT.

Local extra leaves Waurika Yard about 8:00 A. M. Tuesday, Thursday and Saturday for Bridgeport.
Local extra leaves Chico about 10:00 A. M. daily except Sunday for Freight Yd.
No. 508 Bowie and Bridgeport discharge 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 for stations north of Waurika where scheduled to stop.

Main Line Southward

SUBDIVISION 2 STATIONS

Time Table No. 6

June 20, 1948

SUBDIVISION 2 STATIONS Time Table No. 6 June 20, 1948			FIRST CLASS																				
			405 <small>Price 607</small>	1 <small>FW&DC</small>	507 <small>Twin Star Rocket</small>	3 <small>B-RI</small>	509 <small>Texas Rocket</small>	7 <small>FW&DC</small>	409 <small>Price 608</small>														
LEAVE	M. P. from St. Joseph	Distance from Purina Jct.	Signs	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	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				8.22														
0.2 PURINA JCT.....	611.9					8.13		7.52															
0.3 DALWOR JCT..... P	612.2	0.3			7.32	8.15	4.08	7.54	8.24	9.43													
0.3 SYLVANIA..... P	613.5	1.6			7.34	8.17	4.11	7.57	8.26	9.50													
0.1 HURST..... P	621.6	9.7			7.42	8.25	4.18	8.05	8.35	10.03													
0.6 TARRANT..... P	627.2	15.3			7.48	8.30	4.23	8.11	8.43	10.13													
0.4 NORTH CARROLLTON JCT..... P	634.6	22.7																					
GV..... IRVING..... TO	634.7	22.8	YW	A. M. 7.10	8.10	8.38	4.30	8.19	8.51	10.25													
0.2 SOUTH CARROLLTON JCT..... P	634.9	23.0			510-76 406	76																	
0.4 PERKINS..... P	641.3	29.4			7.16	8.46	4.36	8.27	8.59	10.33													
0.5 NORTH JCT..... P	643.8	31.9			7.19	8.18	8.50	4.39	8.30	9.03	10.36												
UT..... DALLAS..... TO	644.3	32.4	RFWTTYd	76	8.21	9.00	4.45	8.35	9.10	10.45													
CJ..... CADIZ ST. JCT..... TO	644.9	33.0	RYd	A. M. 408	A. M. -	A. M. -	P. M. -	P. M. -	P. M. 508-8	P. M. -													
.....																							
..... AVERAGE SPEED PER HOUR.....													38.4	33.3	36.8	46.0	40.4	39.9	28.9				
..... SCHEDULE TIME.....													0.15	1.00	0.55	0.43	0.50	0.50	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. 6 June 20, 1948				SECOND CLASS									
LEAVE	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	93	793	75	797						
				Red Ball Freight	California Fast Freight	Texas Special	Perishable Fast Freight						
				Daily	Daily	Daily	Daily						
..... FORT WORTH			#442										
..... 17th ST.													
..... 6th ST. JCT.													
..... PURINA JCT.													
..... DALWOR JCT.				A.M. —	A.M. —	P.M. —	P.M. —						
..... SYLVANIA	90	736	#444	1:00	9:20 ⁷⁶	6:10	10:15						
..... HURST	58	54	#450	1:03	9:22	6:12	10:16						
..... TARRANT	55	24	#456	1:20	9:40	6:30	10:30						
..... NORTH CARROLLTON JCT.				1:30	9:50	6:40 ⁷⁹⁶	10:38						
..... IRVING	90	143	#464	1:40	10:10	6:50	10:50						
..... SOUTH CARROLLTON JCT.					A.M. —		P.M. —						
..... PERKINS	59	145	#471	1:50		7:00							
..... NORTH JCT.				1:55		7:05 ⁹⁶							
..... DALLAS			#474										
..... CADIZ ST. JCT.		100		2:05		7:15							
.....				A.M. —		P.M. —							
..... AVERAGE SPEED PER HOUR				30.5	27.3	30.5	39.0						
..... SCHEDULE TIME				1:05	0:50	1:05	0:35						

SEE FOOTNOTES ON PAGE 3.

Main Line Northward

SUBDIVISION 2 STATIONS Time Table No. 6 June 20, 1948				FIRST CLASS										
				406 <small>Frisco 507</small>	510	4 <small>B-RI</small>	2 <small>FW&DC</small>	508	8 <small>FW&DC</small>	410 <small>Frisco 508</small>				
				Passenger	Texas Rocket	Sam Houston Zephyr	Passenger	Twin Star Rocket	Passenger	Passenger				
				M. P. from St. Joseph	Distance from Purina Jct.	Distance from Dallas (Cadiz St. Jct.)	Signs							
FT..... FORT WORTH..... TO				613.2	.....	34.3	RYd	A. M. 8.40	A.M. 8.45	P.M. 9.55	P.M. 9.58			
Automatic Block Signals	SIGNAL INDICATIONS, TT RULE 28a	17th ST.....	} TWO MAIN TRACKS	612.8	.....	33.9		8.30	8.38	1.50	2.45	9.48	9.55	
				612.1	.....	33.2		8.24		1.47	2.41		9.55	
				611.9	.....	33.0			8.35				9.45	
				612.2	0.3	32.7		8.21	8.33	1.45	2.39	9.43	9.53	
				613.5	1.6	31.4		8.17	8.32	1.42	2.37	9.41	9.50	
				621.6	9.7	23.3		8.09	8.25	1.34	2.28	9.33	9.41	
				627.2	15.3	17.7		8.03	8.18	1.28	2.22	9.28	9.35	
				634.6	22.7	10.3		7.56	8.10	1.21	2.13	9.21	9.27	11.20
				634.9	23.0	10.0	YW							
				641.3	29.4	3.6		7.48	8.04	1.14	2.05	9.14	9.20	11.05
643.8	31.9	1.1		7.45	8.01	1.11	2.02	9.11	9.17	11.02				
UT..... DALLAS..... TO				644.3	32.4	0.6	RFWTTYd	7.30	8.00	1.10	2.00	9.10	9.15	11.00
CJ..... CADIZ ST. JCT. TO				644.9	33.0	0.0	RYd	7.30	8.00	1.10	2.00	9.10	9.15	11.00
LEAVE								Daily	Daily	Daily	Daily	Daily	Daily	
..... AVERAGE SPEED PER HOUR.....								28.9	44.8	49.5	44.8	44.8	46.5	28.8
..... SCHEDULE TIME.....								1.10	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. 6

June 20, 1948

SECOND CLASS

SIGNAL INDICATIONS, TT RULE 28a
Automatic Block Signals

STATIONS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Office Hours Week Days *Sundays and Holidays	SECOND CLASS							
					792 <small>Frisc 37</small>	76	796 <small>Frisc 37</small>	98				
					Texas Fast Freight	Red Ball Freight	Through Freight	Texas Chicago Red Ball Freight				
			From	To								
FORT WORTH 0.4			#442	Continuous								
17th ST. 0.7												
6th ST. JCT. 0.2												
PURINA JCT. 0.3					A.M. —	A.M. -793-	P.M.	P.M. —				
DALWOR JCT. 1.3					2.45	9.20	7.10	8.05				
SYLVANIA 0.1	90	736	#444		2.41	9.18	7.06	8.02				
HURST 5.6	58	54	#450		2.97	9.15	7.03	7.57				
TARRANT 7.4	55	24	#466		2.25	9.00	6.52	7.40				
NORTH CARROLLTON JCT. 0.1					2.16	8.50	6.40	7.30				
IRVING 0.2	90	143	#464	Continuous	2.05	1-507 510-406	6.30	P.M. —				
SOUTH CARROLLTON JCT. 6.4					A.M. —	8.38		7.20				
PERKINS 2.5	59	145	#471			7.90		7.00				
NORTH JCT. 0.5						7.19		6.55				
DALLAS 0.6			#474	6:00 a.m. 12:30 a.m. *6:30 a.m. 12:30 a.m.								
CADIZ ST. JCT. 33.0			100	Continuous		7.15		6.50				
LEAVE						A.M.		P.M.				
AVERAGE SPEED PER HOUR					Daily	Daily	Daily	Daily				
SCHEDULE TIME					34.2	15.7	34.2	26.4				
					0.40	2.05	0.40	1.15				

SEE FOOTNOTES ON PAGE 6.

Westward

Mangum Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 46-A		Office Hours Week Days *Sundays and Holidays	M. P. from Intersection Subdivision 46	Station Numbers	Signs	SECOND CLASS			
	705	703				STATIONS	From					To	706	704	
	Mixed	Mixed				LEAVE						Mixed	Mixed		
	Monday Wednesday Friday	Daily Except Sunday													
	A.M. 8.45	A.M. 7.40		109	Yard	C.....CHICKASHA.....TO	Continuous		266	FWTYBYd		P.M. 12.45	P.M. 12.20		
						.....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			P.M. 12.08	A.M. 11.40		
	s 9.40	8.25 A.M.		54	125	DO.....ANADARKO.....TO	8:30 a.m. 5:30 p.m.	17.4	ed23	BYdPFWY		A.M. 11.46	11.20 A.M.		
	s10.20			54	32	FC.....FORT COBB.....TO	8:00 a.m. 5:00 p.m.	31.8	ed32			s10.35			
	s10.50			32	57	CG.....CARNEGIE.....TO	8:30 a.m. 5:30 p.m.	42.1	ed43	W		s10.05			
	s11.20			36	32	MV.....MOUNTAIN VIEW.....TO	8:15 a.m. 5:15 p.m.	50.6	ed51			s 9.35			
	s11.50			33	34	BO.....GOTEBO.....TO	8:30 a.m. 5:30 p.m.	58.1	ed59			s 9.00			
	f12.15 P.M.				25	.....KOMALTY.....TO		65.0	ed66			f 8.35			
						.....SL-SF Crossing.....UX		70.6							
	s 1.00			30	158	KO.....HOBART.....TO	8:00 a.m. 5:00 p.m.	70.9	ed72	WY		s 8.15			
						.....AT&SF Crossing.....UX		79.5							
	s 1.30				70	FN.....LONE WOLF.....TO	8:00 a.m. 5:00 p.m.	80.3	ed81			s 7.10			
	s 2.05			30	26	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	RPWY		6.30 A.M.			
						LEAVE						Tuesday Thursday Saturday	Daily Except Sunday		
	15.6	24.0				..... AVERAGE SPEED PER HOUR						15.6	18.0		
	6.16	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 *Sundays and Holidays		SECOND CLASS					
701	703	Time Table No. 6. June 20, 1948		From	To	702	704				
Mixed	Mixed	LEAVE				Mixed	Mixed				
Tuesday Thursday Saturday	Daily Except Sunday	Capacity of Sidings	Capacity of Other Trains	M. P. from St. Joseph	Distance from Anadarko	Station Numbers	Signs				
	A.M. 8:35	54	128	DO.....ANADARKO.....TO	8:30 a.m. 5:30 p.m.	460.5	.....sb123	RYdFWY		A.M. 10:20	
	f 9:05	.....	36	.....STECKER.....		470.4	9.9	sb133		f 9:35	
	s 9:20	29	71	AP.....APACHE.....TO	8:00 a.m. 5:00 p.m.	476.0	15.5	sb138	W	s 9:20	
	f 9:40	.....	28	.....PARKER.....		481.9	21.4	sb144	W	f 8:55	
	f 9:45	50	202	RB.....RICHARDS SPUR.....TO	7:00 a.m. 4:00 p.m.	485.3	24.8	sb148	YdY	f 8:45	
	s 10:20	52	99	S.....FORT SILL.....TO	8:00 a.m. 5:00 p.m.	492.5	32.0	sb155	YdYW	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	sb159	RYdFWY	A.M. 8:00	8:00 A.M.
				.....SL-SF Crossing.....UX		496.5	36.0				
	f 2:40	.....	30	.....GERONIMO.....		504.7	44.2	sb167		f 7:25	
	s 3:05	.....	56	WR.....WALTERS.....TO	8:30 a.m. 5:30 p.m.	514.7	54.2	sb177	W	s 7:00	
	s 3:25	27	31	Z.....TEMPLE.....TO	8:30 a.m. 5:30 p.m.	521.8	61.3	sb184		s 6:40	
	s 3:50	.....	29	.....HASTINGS.....		529.9	69.4	sb192		s 6:20	
	4:30 P.M.			WA.....WAURIKA.....TO	Continuous	537.6	77.1	s23	RYdY	6:00 A.M.	
				LEAVE						Monday Wednesday Friday	Daily Except Sunday
	17.1	14.7		.....AVERAGE SPEED PER HOUR.....						20.7	15.3
	2.25	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		Office Hours Week Days *Sundays & Holidays	M. P. from Bridgeport	Station Numbers	Signs	SECOND CLASS							
789						STATIONS						From To		788					
			Mixed																
			Daily Except Sunday																
			A.M. 8-00	100	209	BR.....	BRIDGEPORT.....	TO	Continuous		s398	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	8:00 a.m. 5:00 p.m.	13.7	sg28	W	s 3-15						
			s10-30		56	BO.....	BRYSON.....	TO	7:30 a.m. 4:30 p.m.	13.0	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.						
							LEAVE						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
ALL SUBDIVISIONS				
Consolidated and Mikado engines handling passenger trains.....	50	50	.....	.....
5000 series engines.....	60	60	.....	.....
5040 and 5100 series engines.....	70	80	.....	.....
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... Tangent track movement through spring switches.....	35	15	35	10
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..... With all rods down.....	.....	.....	25 10	20 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. 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 275 HP Gas-Electric Motor Cars Nos. 9047-9057 with Freight Gears..... Motor Car No. 9012..... Other motor cars towed or handled in train Gas-electric motor cars without trailers, or Diesel engines without cars, approaching home signal and between home signal limits.....	25 35 40 60 10	25 35 40 60 10	25 35 40 50 10	25 35 40 45 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..... With boom removed or not supported.....	.....	.....	25 15	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 48a, 48b, 1a and other subdivisions maximum speed must not exceed 40 MPH (except as shown below). Subdivision 48-A MP 17-4 to MP 97-3..... Subdivision 1-A..... Wrecking derricks must always be separated from engine or heavy loads by two or more empty or lightly loaded cars, EXCEPT Subdivision 48.				

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 practicable, 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 48 (Except as shown below)	70	60	50	45
Through Pacific Jet 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.....	Restricted Speed	.....	.....	.....
MP 413-25 to 414-0.....	.....	50	.....	40
MP 430-13 to 430-33.....	.....	50	.....	40
MP 448-28 to 460-23.....	.....	50	.....	40
SUBDIVISION 1 (Except as shown below)	60	60	50	40
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.....	50	50	35	35
MP 609-21 SL-SW Crossing.....	40	.....	30	.....
MP 609-21 FtW Belt Crossing.....	40	.....	30	.....
Between 17th St. and the north switch of siding at North Fort Worth.....	Restricted Speed	.....	.....	.....
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, 5858 and 6100. 2500, 2600, 2700 and 3000 class over Br. 5713, 5858 and 6100.....	40	.....	40	.....
4047 to 4061 with 20000 gal. tanks and 5000 and 6100 class engines over Br. 5713, 5858 and 6100.....	30	.....	30	.....
SUBDIVISION 2 (Except as shown below)	60	60	45	40
Between 17th St. and Dalwor Jet.....	Restricted Speed	.....	.....	.....
MP 638-24 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 48A (Except as shown below).	35	30	30	25
Chickasha to Anadarko.....	50	45	40	35
2600 and heavier engines.....	35	35	35	35
All engines over Bridges 485, 515 and 654.....	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
2600 and Heavier Engines	25	25	25	25
2575 and Heavier Engines over Bridge 4824 Engines heavier than 2574 when double-heading over Bridge 4824	20	20	20	20
10	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 1: MP 543-14 FW&DC crossing, 40 MPH. MP 604-25 GC&SF crossing, 20 MPH. MP 609-21 <table style="display: inline-table; vertical-align: middle;"><tr><td style="border: 1px solid black; padding: 2px;">SL-SW crossing</td><td rowspan="2" style="padding: 2px;">40 MPH.</td></tr><tr><td style="border: 1px solid black; padding: 2px;">FtW Belt crossing</td></tr></table> Through No. 15 Turnout Trinity River, 30 MPH. Through all other Turnouts, 15 MPH. Between 17th St. and Trinity River.....	SL-SW crossing	40 MPH.	FtW Belt crossing	Restricted Speed.
SL-SW crossing	40 MPH.			
FtW Belt crossing				
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 handled by steam engines 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 79 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.....	4½ inches
Rocket train cars only.....	7 inches
Gas-Electric motor cars.....	3 inches
Conventional passenger cars.....	12 inches

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

SPECIAL INSTRUCTIONS

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

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

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

ON SINGLE TRACK:

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

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

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

When a train stops or is moving under circumstances in which it may be overtaken by another train, the trainman, acting as flagman, will immediately display the red oscillating light, and it will not be extinguished until normal speed of train is resumed. When signal is displayed, enginemen on approaching train will immediately proceed at LOW 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. Dallas GC&SF Yard 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.
Waurika Yd.....	Second Class and extra trains.
Bridgeport.....	Subdivision 1a.
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.
Dallas.....	GC&SF Yard Office. SL-SF extra 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.

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

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

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
48	436.7	SL-SF.....		
48A	0.0	SL-SF.....		
	70.6	SL-SF.....		
	79.5	AT&SF.....		
	86.4	MKT.....		
48B	486.5	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 LOW 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.

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 LOW SPEED.

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

26. Automatic Block Signal Rules 606 to 618 inclusive, except 609 (b) are in effect on Subdivision 1, 2, and 46.

26a. Rules 626 to 651, inclusive, except 634(b) are in effect between Purina Jct. and North Jct. and between 6th St. Jct. and Dalwor Jct.

26b. Interlocking Rules 606 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. In automatic block territory between El Reno and Saginaw, a train holding main track at meeting point must not pass beyond OVERLAP SIGN nor open a switch beyond the overlap sign until the opposing train has arrived and the siding switch has been set for entrance to the siding.

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
Chickasha		Main Track
		Compress Track
		Mill Track No. 1
		Mill Track No. 2
		O. H. Bridge
48A	440.4	Bridge
	33.1	Bridge
	44.6	Bridge
	49.6	Bridge
	61.8	Bridge
	84.6	Bridge
	92.6	Bridge
48B	476.7	Bridge
	476.7	T&P Viaduct
1	611.2	T&P Viaduct
	612.5	Bridge
2	612.5	OH Highway Bridge
	620.1	Bridge
1A	638.8	OH Highway Bridge
	26.4	Bridge
	29.6	Bridge

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

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

Sub-Div.	MP	Station No.	Name	Car Capacity
48A	86.9		Oil spur.....	10
1	664.0		Lone Star.....	76
1	665.6		ARC Spur.....	40
1	696.4		Tadlock.....	20
1A	4.5		Rickets.....	9
2	620.3	449	Hart Spur.....	24
2	626.3		Ed Pit.....	38
2	628.7		Corothy.....	22
2	630.3		Texas Power & Light Spur.....	8
2	638.8		Armstrong Cork.....	80
2	643.7		Trinity Industrial Dist.....	120

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	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 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.....	12:01 a.m. 8:30 p.m. *12:01 a.m. 8:30 p.m.
El Reno yard.....	Continuous
Union City.....	6:30 p.m. 3:30 a.m.
Minco.....	8:30 a.m. 5:30 p.m.
Pocasset.....	8:30 a.m. 5:30 p.m.
Chickasha.....	Continuous
Rush Springs.....	8:00 a.m. 5:00 p.m.
Marlow.....	8:00 a.m. 5:00 p.m.
Duncan.....	Continuous
Beckett.....	10:30 a.m. 2:30 a.m.
Comanche.....	8:30 a.m. 6:30 p.m.
Waurika.....	Continuous

SUBDIVISION 1.

Waurika.....	Continuous
Ryan.....	8:00 a.m. 5:00 p.m.
Terral.....	8:00 a.m. 5:00 p.m.
Ringgold.....	8:00 a.m. 5:00 p.m.
Bowie (F.W.& D.C. Crossing).....	Continuous
Chico.....	6:15 a.m. 3:15 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.

R. E. DETRICK, Ass't. Master Mechanic, Ft. 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,

} Train Dispatchers,
Fort Worth, Tex.