

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.....
 J. E. HOLMES, Asst. Div. Surgeon and Examiner.....
 WEBB WALKER, Oculist and Aurist.....
 BURKE BREWSTER, Ass't. Oculist and Aurist.....Fort Worth
 W. N. DEAN.....Boyd
 O. D. WARE.....
 H. C. SHILLING.....Bridgeport
 C. C. McCLURE.....Jacksboro
 V. O. ROSSER, JR.....Graham
 PRENTICE CRUMPLER.....Bowie
 W. T. ANDRESKOWSKI.....Ryan, Okla.
 O. J. HAGG, 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. STANLEY BERGER.....
 G. L. BERRY, Oculist and Aurist.....Lawton
 W. L. McGRAW.....Walters
 J. B. MILES.....
 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. 9

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

SUNDAY, MARCH 13, 1949

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

This Time Table for the exclusive use
 and guidance of Employes

Main Line Southward

| SUBDIVISION 2 STATIONS Time Table No. 9 March 13, 1949 | | | | FIRST CLASS | | | | | | | | | | |
|---|--------------------------|---------------------------|---------|-------------------|-------------------|--------------|------------------------|--------------------------|--------------|--------------|-------------------|--|--|--|
| LEAVE | M. P. from St. Joseph | Distance from Purina Jct. | Signs | 11 B-RI | 405 Frisco 607 | 1 FW&DC | 507 | 3 B-RI | 7 FW&DC | 17 | 409 Frisco 608 | | | |
| | | | | Pioneer Zephyr | Passenger | Passenger | Twin Star Rocket | Sam Houston Zephyr | Passenger | Passenger | Passenger | | | |
| | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| FT..... FORT WORTH..... TO | 613.2 | | RYd | | | | A.M. 8-20 | | | P.M. 8-50 | P.M. 9-35 | | | |
| Automatic Block Signals | | | | | | | | | | | | | | |
| 17th ST..... | 612.8 | | | A.M. 6-18 | | A.M. 6-38 | 8-24 | P.M. 4-02 | P.M. 7-23 | 8-54 | 9-38 | | | |
| 6th ST. JCT..... | 612.1 | | | 6-20 | | 6-41 | | | 7-25 | | | | | |
| PURINA JCT..... | 611.9 | | | | | | 8-28 | | | | | | | |
| DALWOR JCT..... P | 612.2 | 0.3 | | 6-22 | | 6-43 | 8-29 | 4-08 | 7-27 | 9-01 | 9-43 | | | |
| SYLVANIA..... P | 613.5 | 1.6 | | | | | | | | | 508 | | | |
| HURST..... P | 621.6 | 9.7 | | 6-33 | | 6-54 | 8-40 | 4-18 | 7-39 | 9-14 | 10-03 | | | |
| TARRANT..... P | 627.2 | 15.3 | | | | | | | | 9-28 | | | | |
| NORTH CARROLLTON JCT..... P | 634.6 | 22.7 | | | | | | | | 508-8 | 9-35 | | | |
| GV..... IRVING..... TO | 634.7 | 22.8 | YW | 6-46 | A.M. 7-10 | 7-15 | 8-53 | 4-30 | 7-54 | 9-43 | 10-25 | | | |
| SOUTH CARROLLTON JCT..... P | 634.9 | 23.0 | | | 1 | 405 | | | | | | | | |
| PERKINS..... P | 641.3 | 29.4 | | | | | | | | | | | | |
| NORTH JCT..... P | 643.8 | 31.9 | | | | | | | | | | | | |
| UT..... DALLAS..... TO | 644.3 | 32.4 | RPWTTYd | 7-00 | 7-25 | 7-30 | 9-15 | 4-45 | 8-10 | 9-55 | 10-45 | | | |
| CADIZ ST. JCT..... TO | 644.9 | 33.0 | RYd | A.M. | A.M.-406 | A.M.-406 | A.M. | P.M. | P.M. | P.M. | P.M. | | | |
| AVERAGE SPEED PER HOUR..... | | | | 47.1 | 38.4 | 38.0 | 36.7 | 46.0 | 42.1 | 31.1 | 28.9 | | | |
| SCHEDULE TIME..... | | | | 0.42 | 0.15 | 0.52 | 0.55 | 0.43 | 0.47 | 1.05 | 1.10 | | | |

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, OR WHEN OPERATING UNDER RULE 519, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Southward Freight Trains (Information only)

| | 793 | 75 | 93 | 797 | | |
|-------------------------------------|--------------|--------------|--------------|---------------|--|--|
| | Frisco 38 | Red Ball | Texas Spl. | Frisco 30 | | |
| | Daily | Daily | Daily | Daily | | |
| FORT WORTH (Purina Jct.)..... | A.M. 9-20 | P.M. 2-20 | P.M. 6-45 | P.M. 10-15 | | |
| IRVING..... | 10-10 | 3-20 | 8-00 | 10-50 | | |
| DALLAS (Cadiz St. Jct.)..... | A.M. | 4-15 P.M. | 9-00 P.M. | | | |
| SCHEDULE TIME..... | 0-50 | 1-55 | 2-15 | 0-35 | | |

Main Line Northward

| SUBDIVISION 2 STATIONS Time Table No. 9 March 13, 1949 | | | | | FIRST CLASS | | | | | | | | | | | |
|---|-----------------------|-----------------------|-------|-------|-----------------------|---------------------|--------------------------|---------------------------------------|--------------------|------------------|---------------|--------------|--------------|--------------|--------------|---------------|
| | | | | | 406 | 18 | 4 | 2 | 12 | 508 | 8 | 410 | | | | |
| | | | | | Frisco 507 | | B-RI | FW&DC | B-RI | | FW&DC | Frisco 508 | | | | |
| | | | | | Passenger | Passenger | Sam Houston Zephyr | Passenger | Pioneer Zephyr | Twin Star Rocket | Passenger | Passenger | | | | |
| | | | | | M. P. from St. Joseph | Capacity of Sidings | Capacity of Other Tracks | 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. 1.21 | P.M. 2.45 | P.M. 9.30 | P.M. 9.55 | P.M. 9.58 | |
| Automatic Block Signale | 0.4 | 17th ST. | 612.8 | | | | 33.9 | | 8.30 | 8.33 | 1.18 | 2.41 | 9.27 | 9.48 | 9.55 | |
| | 0.7 | 6th ST. JCT. | 612.1 | | | | 33.2 | | 8.24 | 8.27 | 1.18 | 2.41 | 9.27 | 9.48 | 9.55 | |
| | 0.2 | PURINA JCT. | 611.9 | | | | 33.0 | | 8.24 | 8.27 | 1.18 | 2.41 | 9.27 | 9.48 | 9.55 | |
| | 0.3 | DALWOR JCT. | 612.2 | | | | 32.7 | | 8.21 | 8.25 | 1.16 | 2.39 | 9.25 | 9.45 409 | 9.53 | |
| | 1.3 | SYLVANIA | P | 613.5 | 90 | 736 | 31.4 | | | | | | | | | |
| SIGNAL INDICATIONS, TT RULE 26a | 8.1 | HURST | P | 621.6 | 100 | 54 | 23.3 | | 8.09 | 8.15 | 1.06 | 2.28 | 9.14 | 9.33 | 9.41 | |
| | 5.6 | TARRANT | P | 627.2 | 55 | 24 | 17.7 | | | | | | 9.28 | 9.35 | | |
| | 7.4 | NORTH CARROLLTON JCT. | P | 634.6 | | | 10.3 | | | | | | | | | |
| | 0.1 | IRVING | TO | 634.7 | 90 | 143 | 10.2 | YW | 7.56 | 8.00 | 12.53 | 2.13 | 9.01 | 9.21 | 9.27 | P.M. 11.20 |
| | 0.2 | SOUTH CARROLLTON JCT. | P | 634.9 | | | 10.0 | | | | | | | | | |
| See TT Rule 16 | 6.4 | PERKINS | P | 641.3 | 59 | 145 | 3.6 | | | | | | | | | |
| | 2.5 | NORTH JCT. | P | 643.8 | | | 1.1 | | | | | | | | | |
| UT..... | DALLAS | TO | 644.3 | | | 0.6 | RFWTTYd | | 7.30 A.M. 405-1 | 7.45 A.M. | 12.42 P.M. | 2.00 P.M. | 8.50 P.M. | 9.10 P.M. | 9.15 P.M. | 11.00 P.M. |
| CJ..... | CADIZ ST. JCT. | TO | 644.9 | | Yd. | 0.0 | RYd | | | | | | | | | |
| LEAVE | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| AVERAGE SPEED PER HOUR | | | | | 28.9 | 33.7 | 49.5 | 44.8 | 49.5 | 44.8 | 46.5 | 28.8 | | | | |
| SCHEDULE TIME | | | | | 1.10 | 1.00 | 0.39 | 0.45 | 0.40 | 0.45 | 0.43 | 0.20 | | | | |

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, OR WHEN OPERATING UNDER RULE 519, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

Northward Freight Trains (Information only)

| | 792 | 76 | 796 | 98 | | |
|--------------------------------------|--------------|--------------|--------------|--------------|--|--|
| | Frisco 31 | Red Ball | Frisco 37 | Texas Spl. | | |
| FORT WORTH (Purina Jct.) | A.M. 2.45 | A.M. 7.00 | P.M. 7.10 | P.M. 8.45 | | |
| IRVING | 2.05 A.M. | 6.15 | 6.30 P.M. | 7.35 | | |
| DALLAS (Cadiz St. Jct.) | | 6.00 A.M. | | 7.20 P.M. | | |
| | Daily | Daily | Daily | Daily | | |
| SCHEDULE TIME | 0.40 | 1.00 | 0.40 | 1.25 | | |

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. 9 | | | | Mixed | Mixed | | | | |
| Wednesday Saturday | Tuesday Wednesday Friday Saturday | March 13, 1949 | | | | | | | | | |
| | | 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 | 54 | 125 | 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 8.20 | 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 | ..... | 25 |PARKER..... | ..... | 481.9 | 21.4 | sb144 | W | | f 8.55 |
| | f 9.45 | ..... | 50 | RB.....RICHARDS SPUR.....TO | 7:00 a.m. 4:00 p.m. | 485.3 | 24.8 | sb148 | YdY | | f 8.45 |
| | s 10.20 | ..... | 62 | 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 | s 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 | ..... | 95 | 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 | s329 | RYdY | | 6.00 A.M. |
| | | | | LEAVE | | | | | | Monday Thursday | Monday Tuesday Thursday Friday |
| | 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.

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: | ..... | ..... | ..... | ..... |
| 200 HP Diesel-Electric Switchers, D-B-C-W. | 25 | 25 | 25 | 25 |
| 300 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. 9047-9067 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 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 |
| NOTE: | These instructions will not apply to wrecking derricks, with boom supported, when trained behind engine in wreck train service. | | | |
| | In such cases following speed on the territory involved will govern: | | | |
| | Subdivisions 46, 1, 2..... | | 40 | 40 |
| | 46-B..... | | 25 | 25 |
| | 1-A, 46-A..... | | 20 | 20 |
| | 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 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 46 (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..... | Restrict | ted Speed. | ..... | ..... |
| MP 413-29 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 | 60 | 35 | 35 |
| MP 609-21 (SL-SW Crossing..... | ..... | ..... | ..... | ..... |
| FW Belt Crossing..... | 40 | ..... | 30 | ..... |
| FW&DC Crossing..... | ..... | ..... | ..... | ..... |
| Between 17th St. and the north switch of siding at North Fort Worth..... | Restrict | ted 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 and 6100..... | ..... | ..... | 40 | ..... |
| 2500, 2600, 2700 and 3000 class over Br. 5713 and 6100..... | 40 | ..... | 40 | ..... |
| 4047 to 4081 with 20000 gal. tanks and 5000 and 6100 class engines over Br. 5713 and 6100..... | 30 | ..... | 30 | ..... |
| SUBDIVISION 2 (Except as shown below) | 60 | 60 | 45 | 40 |
| Between 17th St. and Dalwor Jet..... | Restrict | ted Speed. | ..... | ..... |
| 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 to Anadarko..... | 50 | 45 | 40 | 35 |
| 2600 and heavier engines..... | 35 | 35 | 35 | 35 |
| All engines over Bridges 495, 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 |
| 2600 and Heavier Engines..... | 30 | 30 | 30 | 30 |
| 2575 and Heavier Engines over Bridge 4824..... | 20 | ..... | 20 | ..... |
| Engines heavier than 2574 when double-heading over Bridge 4824..... | 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 GCSF crossing, 20 MPH. MP 609-21: SL-SW crossing, 40 MPH. FtW Belt crossing, 40 MPH. FW&DC crossing Through No. 15 Turnout Trinity River, 30 MPH. Through all other Turnouts, 15 MPH. Between 17th St. and 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.

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 passenger engines and passenger trains with conventional equipment handled by diesel engines must not exceed speed 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. FW&DC Yd. office is initial station for No. 11.

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... Trains Class and extra trains.

Bridgeport.... Subdivision 1a.

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

Fort Worth.... FW&DC yard office.

First Class trains originating and terminating.

Cadiz St. Jct.. Rock Island 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, Childress—FW&DC—Yard Office.

El Reno Yard, Teague—BRI Trainmaster's Office

El Reno—Roundhouse, and Roundhouse,

Chickasha, Fort Worth—Freight Yd., Yard

Duncan, 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

and Roundhouse, Fort Worth—T&P Passenger

Wichita Falls—FW&DC—Train-

master's Office and Round-

house, Dallas—Cadiz St. Jct.

Dallas—GC&SF Yard,

Dallas—Union Terminal Station.

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

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

SPECIAL INSTRUCTIONS—Continued.

6. Standard clocks are located at:

El Reno.
El Reno Roundhouse.
El Reno Yard.
Chickasha.
Duncan.
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.
Dallas—Cadiz St. Telegraph 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 |
|----------|-------|------------|---------|-------------|
| 46 | 435.7 | SL-SF..... | | |
| 46A | 0.0 | SL-SF..... | | |
| | 70.6 | SL-SF..... | | |
| | 79.5 | AT&SF..... | | |
| | 96.4 | MKT..... | | |
| 46B | 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....."
Proceeding 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 505 to 518 Inclusive, except 509 (b) are in effect on Subdivision 1, 2, and 46.

26a. Rules 525 to 551, 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. 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 |
| | 435.8 | Bridge |
| Chickasha | | Main Track |
| | | Compress Track |
| 46A | | Mill Track No. 1 |
| | | Mill Track No. 2 |
| | | O. H. Bridge |
| | | Bridge |
| | | Bridge |
| | | Bridge |
| | | Bridge |
| | | Bridge |
| | | Bridge |
| | | Bridge |
| 1 | 611.2 | T&P Viaduct |
| | 612.1 | T&P Viaduct |
| 2 | 612.5 | Bridge |
| | 620.1 | OH Highway Bridge |
| | 639.6 | Bridge |
| 1A | 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 of car.

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

| Sub-Div. | MP | Station No. | Name | Car Capacity |
|----------|-------|-------------|---------------------------------------|--------------|
| 46 | 439.6 | ..... | Superior Oil Spur..... | 17 |
| 46 | 450.3 | ..... | Magnolia..... | 24 |
| 46A | 66.9 | ..... | Oil spur..... | 10 |
| 1 | 564.0 | ..... | Lone Star..... | 75 |
| 1 | 565.6 | ..... | ARC Spur..... | 40 |
| 1 | 596.4 | ..... | Tadlock..... | 20 |
| 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 | ..... | Liggett—Texas Power & Light Spur..... | 8 |
| 2 | 639.8 | ..... | 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 enginemen 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 | 8:00 a.m. 8:30 p.m. 10:00 p.m. 6:00 a.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 | Continuous |
| Comanche | 8:30 a.m. 5:30 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 | 6:00 a.m. 3:00 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, 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. BOOHER,

G. R. REYNOLDS,

J. A. HIGLEY,

}

Train Dispatchers,
Fort Worth, Tex.