

## Company Surgeon.

## Location

|  |               |
|--|---------------|
| T. L. HANSEN, Chief Surgeon                    | Chicago       |
| J. M. L. JENSEN, Asst. Chief Surgeon           |               |
| A. D. DANIELSON, Div. Surgeon and Examiner     | Herlington    |
| J. W. DeMAND                                   | Lincolnton    |
| R. C. SMITH                                    | Marion        |
| W. M. TATE                                     | Peabody       |
| E. H. JOHNSON                                  |               |
| E. S. EDGERTON                                 |               |
| H. R. HODSON, Ass't Local Surgeon              | Wichita       |
| PAUL A. BINTER, Local Surgeon                  |               |
| D. I. MAGGARD, Oculist, Aurist and Examiner    |               |
| KARL E. VOLDENG                                | Wellington    |
| D. E. KISECKER                                 | Caldwell      |
| D. E. SWANDA                                   | Medford       |
| F. P. ROBINSON                                 | Pond Creek    |
| H. A. STALKER                                  |               |
| P. B. CHAMPLIN                                 |               |
| G. S. WILSON, Oculist and Aurist               | Enid          |
| W. P. NEILSON, Local Surgeon and Examiner      |               |
| B. I. TOWNSEND                                 | Hennessey     |
| J. W. PENDLETON                                | Kingfisher    |
| H. C. BROWN, Div. Surgeon and Examiner         |               |
| J. T. RILEY, Div. Surgeon and Examiner         | El Reno       |
| M. E. PHELPS, Div. Surgeon                     |               |
| P. F. HEROD, Div. Oculist, Aurist              |               |
| G. S. BAXTER, Division Surgeon and Examiner    |               |
| J. W. BAXTER, Ass't Div. Surgeon and Examiner  | Shawnee       |
| C. M. HIRST, Ass't Div. Surgeon and Examiner   |               |
| J. R. HAYES, Ass't Div. Surgeon and Examiner   |               |
| W. M. GALLAHER, Oculist and Examiner           |               |
| CLINTON GALLAHER, Oculist and Examiner         |               |
| M. NEUMANN, Local Surgeon                      | McLoud        |
| VANCE F. MORGAN, Local Surgeon                 | Harrah        |
| R. A. BAYLOR, Division Surgeon and Examiner    |               |
| J. R. LITTLE, Ass't Physician and Surgeon      | Oklahoma City |
| L. C. BOATRIGHT, Asst. Local Surgeon           |               |
| O. A. WATSON, Oculist and Aurist               |               |
| JACK P. ENOS, Local Surgeon                    | Yukon         |
| D. F. STOUGH, Jr., Local Surgeon               | Geary         |
| T. A. BOYD                                     | Weatherford   |
| ELLIS LAMB                                     | Clinton       |
| ROSS DEPUTY, Ass't Local Surgeon               |               |
| L. V. BAKER                                    | Elk City      |
| H. K. SPEED, Sr., Examiner Surgeon             |               |
| W. P. SPENCE, Oculist, Aurist and Examiner     | Sayre         |
| R. L. KENDALL, Local Surgeon                   | Erick         |
| J. W. GOOCH                                    | Shamrock      |
| I. RASCO, Consulting Surgeon and Examiner      |               |
| A. E. WINSETT, Div. Surgeon and Examiner       | Amarillo      |
| R. KEYS, Div. Surgeon and Examiner             |               |
| R. D. GIST, Div. Surgeon and Examiner          |               |
| AUGUST J. STREIT, Oculist, Aurist and Examiner |               |
| T. C. GLASSCOCK, Ass't Local Surgeon           |               |
| C. E. NORTH CUTT                               | Ponca City    |
| D. L. MATHEWS                                  | Tonkawa       |
| K. E. GODFREY                                  | Okeene        |
| C. H. WILLIAMS                                 |               |
| D. B. ENSOR                                    | Alva          |
| O. E. TEMPLIN                                  |               |
| F. T. PERRY                                    | Watonga       |
| W. E. HALEY, Local Surgeon and Examiner        |               |
| F. H. NEWTON, Oculist & Aurist                 | Dallas, Texas |
| F. M. GILBERT                                  | Irving        |
| H. U. WHAYNE, Local Surgeon and Examiner       |               |
| J. T. TUCKER, Jr., Local Surgeon and Examiner  |               |
| CHAS. P. HARGIS, Local Surgeon and Examiner    |               |
| WEBB WALKER, Oculist and Aurist                | Fort Worth    |
| BURKE BREWSTER, Ass't Oculist and Aurist       |               |
| W. N. DEAN                                     | Boyd          |
| DAVID W. BRYANT                                | Bridgeport    |
| H. C. SHILLING                                 |               |
| C. C. McCLURE                                  | Jacksboro     |
| V. O. ROSSER, Jr.                              | Graham        |
| PRENTICE CRUMPLER                              | Bowie         |
| W. A. HEAFLIN, Local Surgeon                   | Ryan          |
| O. J. HAGG, Local Surgeon and Examiner         | Waurika       |
| C. C. PRUITT                                   | Comanche      |
| J. L. PATTERSON                                | Duncan        |
| J. P. KELLER, Ass't Local Surgeon              |               |
| W. K. WALKER                                   | Marlow        |
| C. N. TALLEY                                   |               |
| W. T. GYLES, Local Surgeon                     | Rush Springs  |
| H. M. McCLURE, Local Surgeon and Examiner      |               |
| D. S. DOWNEY, Local Surgeon and Examiner       | Chickasha     |
| U. C. BOON, Oculist & Examiner                 |               |
| D. P. RICHARDSON                               | Union City    |
| FRED T. FOX, Local Surgeon                     |               |
| WALTER WICKER Jr., Local Surgeon               | Lawton        |
| G. L. BERRY, Oculist and Aurist                |               |
| HENRY C. SMITH                                 | Walters       |
| J. B. MILES                                    | Anadarko      |
| G. E. HASLAM, Oculist and Aurist               |               |
| C. B. SULLIVAN                                 | Carnegie      |
| WILLIAM BERNELL                                | Hobart        |
| J. B. LANDSEN                                  | Granite       |
| C. R. WATERBURY, Local Surgeon                 | Apache        |

See page 16 for hospitals.

## Chicago, Rock Island &amp; Pacific Railroad



# TIME TABLE

## SOUTHERN DIVISION SECOND DISTRICT

# No. 2

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

SUNDAY, SEPTEMBER 27, 1953

G. R. HARTER,  
SuperintendentJ. H. LLOYD,  
Asst. Gen'l ManagerE. E. FOULKS,  
Gen'l Supt. TransportationO. W. LIMESTALL,  
General ManagerThis Time Table for the exclusive use  
and guidance of Employes



# Southward

# Main Line

# Northward

## FIRST CLASS

## SUBDIVISION 38 STATIONS

### Time Table No. 2

September 27, 1953

## FIRST CLASS

| 509          |                  | 507          |                  | Capacity of Sidings | Capacity of Other Tracks | Yard | RI | HERINGTON ... TO                |                | M. P. from St. Joseph | Station Numbers | Signs     | 508       |       | 510   |       |
|--------------|------------------|--------------|------------------|---------------------|--------------------------|------|----|---------------------------------|----------------|-----------------------|-----------------|-----------|-----------|-------|-------|-------|
| Texas Rocket | Twin Star Rocket | Texas Rocket | Twin Star Rocket |                     |                          |      |    | AT&SF Crossing                  | LOST SPRINGS P |                       |                 |           | Daily     | Daily | Daily | Daily |
| A.M. 11:35   | A.M. 12:25       |              |                  |                     |                          |      |    |                                 | 171.4          | 670                   | BYD FWTY        | A.M. 6:03 | P.M. 5:00 |       |       |       |
| 11:44 A.M.   | 12:35            | 124          | 29               | GS                  |                          |      |    | AT&SF Crossing                  | 178.4          | 20007                 |                 | 5:50      | 4:45      |       |       |       |
|              |                  | 71           | 29               | CV                  |                          |      |    | LINCOLNVILLE P                  | 183.6          | 20012                 |                 |           |           |       |       |       |
|              |                  | 71           | 21               | F.                  |                          |      |    | ANTELOPE P                      | 187.6          | 20016                 |                 |           |           |       |       |       |
| 12:01 P.M.   | 12:48            | 92           | 46               | MR                  |                          |      |    | MARION ... TO                   | 194.4          | 20023                 | W               | 5:36      | 4:28      |       |       |       |
|              |                  |              |                  |                     |                          |      |    | AT&SF Crossing                  | 194.5          |                       |                 |           |           |       |       |       |
|              |                  | 71           | 19               |                     |                          |      |    | AULNE P                         | 200.4          | 20029                 |                 |           |           |       |       |       |
| 12:17        | 1:00             | 124          | 80               | DY                  |                          |      |    | PEABODY P                       | 208.4          | 20037                 |                 | 5:24      | 4:11      |       |       |       |
|              |                  |              |                  | DX                  |                          |      |    | AT&SF Crossing TO (P. O. Tower) | 208.6          |                       |                 |           |           |       |       |       |
|              |                  | 71           | 38               | BN                  |                          |      |    | ELBING P                        | 216.2          | 20045                 |                 |           |           |       |       |       |
| 12:31        | 1:12             | 128          | 24               | WH                  |                          |      |    | WHITE WATER P                   | 222.8          | 20051                 |                 | 5:11      | 3:55      |       |       |       |
|              |                  |              |                  |                     |                          |      |    | MePac Crossing                  | 222.9          |                       |                 |           |           |       |       |       |
| 12:37        | 1:18             | 103          | 17               | UK                  |                          |      |    | FURLEY P                        | 229.5          | 20058                 |                 | 5:05      | 3:49      |       |       |       |
|              |                  | 71           | 21               |                     |                          |      |    | KECHI P                         | 236.0          | 20065                 |                 |           |           |       |       |       |
|              |                  | E 104 W118   |                  | Yard                |                          |      |    | CLINE P                         | 241.6          | 20070                 | FWT             | 4:53      | 3:38      |       |       |       |
|              |                  |              |                  |                     |                          |      |    | SL-SF Crossing                  | 241.7          |                       |                 |           |           |       |       |       |
|              |                  |              |                  |                     |                          |      |    | MePac Crossing                  | 242.0          |                       |                 |           |           |       |       |       |
| 12:53        | 1:34             |              |                  |                     |                          |      |    | North Jet                       | 243.7          | 20072                 |                 | 4:44      | 3:30      |       |       |       |
| 1:06         | 1:43             |              |                  |                     |                          |      |    | UD WICHITA                      | 244.6          | 20073                 |                 | 4:42      | 3:28      |       |       |       |
| 1:08         | 1:45             |              |                  |                     |                          |      |    | South Jet                       | 245.6          | 20074                 |                 | 4:34      | 3:16      |       |       |       |
| 1:13         | 1:49             | 146          | 77               |                     |                          |      |    | MIDLAND P                       | 249.6          | 20078                 |                 | 4:29      | 3:11      |       |       |       |
|              |                  |              |                  |                     |                          |      |    | Mid-Valley Cros's P             | 250.3          |                       |                 |           |           |       |       |       |
|              |                  |              | 43               |                     |                          |      |    | HAYSVILLE P                     | 253.1          | 20082                 |                 |           |           |       |       |       |
|              |                  |              |                  |                     |                          |      |    | PECK P                          | 259.0          | 20088                 |                 | 4:22      | 3:02      |       |       |       |
| 1:21         | 1:57             | 95           | 23               |                     |                          |      |    | RIVERDALE P                     | 266.6          | 20095                 |                 | 4:15      | 2:54      |       |       |       |
|              |                  |              |                  |                     |                          |      |    | WELLINGTON P                    | 273.9          | 20103                 | W               | 4:15      | 2:45      |       |       |       |
| 1:28         | 2:03             | 79           | 62               | WN                  |                          |      |    | PERTH P                         | 283.1          | 20112                 |                 | 4:01      | 2:34      |       |       |       |
| 1:38         |                  | 93           | 44               |                     |                          |      |    | CORBIN P                        | 286.9          | 20116                 |                 |           |           |       |       |       |
| 1:46         | 2:17             | 92           | 49               | SO                  |                          |      |    | AT&SF Crossing P                | 293.7          |                       |                 |           |           |       |       |       |
|              |                  |              |                  |                     |                          |      |    | CALDWELL ... TO                 | 294.5          | 20123                 | R FWT           | 3:49 A.M. | 2:23 P.M. |       |       |       |

WHERE RULES 400 TO 406, INCLUSIVE, ARE NOT IN EFFECT, OR WHEN OPERATING UNDER RULE 356, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Passenger trains handling conventional type equipment, except trains No. 509 and No. 510 must not exceed 70 MPH.  
 Herington: First class trains approach passenger station at RESTRICTED SPEED.

# Southward

# Main Line

# Northward

| FIRST CLASS         |                     |       |       | SUBDIVISION 45 STATIONS |                          |                       |                 | FIRST CLASS |                     |                     |       |       |
|---------------------|---------------------|-------|-------|-------------------------|--------------------------|-----------------------|-----------------|-------------|---------------------|---------------------|-------|-------|
|                     |                     |       |       | Time Table No. 2        |                          |                       |                 |             |                     |                     |       |       |
|                     |                     |       |       | September 27, 1953      |                          |                       |                 |             |                     |                     |       |       |
| 509                 |                     | 507   |       | Capacity of Siding      | Capacity of Other Tracks | M. P. from St. Joseph | Station Numbers | Signs       | 508                 |                     | 510   |       |
| Texas Rocket        | Twin Star Rocket    | Daily | Daily |                         |                          |                       |                 |             | Twin Star Rocket    | Texas Rocket        | Daily | Daily |
| P.M. 1:58           | A.M. 2:30           | ..... | Yard  | CD                      | .....                    | Yard                  | CD              | R FWT       | A.M. 3:49           | P.M. 2:23           | ..... | ..... |
| 2:10 <sup>510</sup> | 2:40                | 92    | 62    | V                       | .....                    | .....                 | V               | .....       | 3:40                | 2:10 <sup>509</sup> | ..... | ..... |
| s 2:22              |                     | 89    | 69    | MP                      | .....                    | .....                 | MP              | .....       |                     | s 1:58              | ..... | ..... |
| 2:28                | 2:53                | 125   | 47    | JN                      | .....                    | .....                 | JN              | .....       | 3:27                | 1:50                | ..... | ..... |
|                     |                     | 95    | 94    | PO                      | .....                    | .....                 | PO              | .....       |                     |                     | ..... | ..... |
| 2:38                | 3:03                | 94    | 56    | KR                      | .....                    | .....                 | KR              | .....       | 3:17                | 1:39                | ..... | ..... |
| 2:45                | 3:10 <sup>508</sup> | 122   | Yard  | HN                      | .....                    | .....                 | HN              | YdW         | 3:10 <sup>507</sup> | 1:31                | ..... | ..... |
|                     |                     |       |       | SL-SF Crossing          | .....                    | .....                 | SL-SF Crossing  | .....       |                     |                     | ..... | ..... |
| s 3:00              | s 3:16              | 191   | Yard  | ENID                    | .....                    | .....                 | ENID            | Yd FY       | s 3:01              | s 1:24              | ..... | ..... |
| 3:10                | 3:26                | 92    | 56    | W                       | .....                    | .....                 | W               | .....       | 2:51                | 1:09                | ..... | ..... |
| 3:15                | 3:31                | 125   | 31    | B                       | .....                    | .....                 | B               | .....       | 2:46                | 1:04                | ..... | ..... |
|                     |                     | 96    | 91    | HY                      | .....                    | .....                 | HY              | .....       |                     |                     | ..... | ..... |
| 3:24                | 3:40                | 92    | ..... | JACKS                   | .....                    | .....                 | JACKS           | .....       | 2:37                | 12:54               | ..... | ..... |
|                     |                     | 80    | 46    | DV                      | .....                    | .....                 | DV              | .....       |                     |                     | ..... | ..... |
| s 3:38              | 3:51                | 139   | 207   | KG                      | .....                    | .....                 | KG              | W           | 2:26                | s 12:42             | ..... | ..... |
| 3:49                | 3:59                | 100   | 51    | KS                      | .....                    | .....                 | KS              | .....       | 2:17                | 12:31               | ..... | ..... |
|                     |                     | 80    | 2     | CONCHO                  | .....                    | .....                 | CONCHO          | .....       |                     |                     | ..... | ..... |
| 4:00                | 4:09                | ..... | ..... | El Reno Jct.            | .....                    | .....                 | El Reno Jct.    | .....       | 2:06                | 12:19               | ..... | ..... |
|                     |                     | ..... | Yard  | FO                      | .....                    | .....                 | FO              | RYd FWTY    |                     |                     | ..... | ..... |
| 4:01                | 4:10                | ..... | ..... | CRI&P Crossing          | .....                    | .....                 | CRI&P Crossing  | .....       |                     |                     | ..... | ..... |
| s 4:10 P.M.         | s 4:20 A.M.         | ..... | Yard  | RF                      | .....                    | .....                 | RF              | RYd FWY     | 2:05                | 12:18               | ..... | ..... |
|                     |                     | ..... | ..... | EL RENO                 | .....                    | .....                 | EL RENO         | .....       | A.M. 2:03           | P.M. 12:15          | ..... | ..... |

WHERE RULES 400 TO 406, INCLUSIVE, ARE NOT IN EFFECT, OR WHEN OPERATING UNDER RULE 356, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Passenger Trains handling conventional type equipment, except No. 509 and No. 510 must not exceed 70 MPH.

EL RENO: First Class Trains move at Restricted Speed between Elm Street and Absolute signal 800 ft. north of passenger station.

ENID: SIDING FOR FIRST CLASS TRAINS—E&A main between first switch south of passenger station and main track switch north of passenger station.

MP 371-10 Doless Spur, engines must not go more than 350 feet beyond sand tipple.

# Southward

# Main Line

# Northward

| FIRST CLASS |  |              |                  |                    |                          | SUBDIVISION 46 STATIONS |                |      |                       |                            |                 |          |         | FIRST CLASS      |              |  |  |
|-------------|--|--------------|------------------|--------------------|--------------------------|-------------------------|----------------|------|-----------------------|----------------------------|-----------------|----------|---------|------------------|--------------|--|--|
|             |  | 509          | 507              |                    |                          | Time Table No. 2        |                |      |                       |                            |                 |          |         | 508              | 510          |  |  |
|             |  | Texas Rocket | Twin Star Rocket |                    |                          | September 27, 1953      |                |      |                       |                            |                 |          |         | Twin Star Rocket | Texas Rocket |  |  |
|             |  | Daily        | Daily            |                    |                          |                         |                |      |                       |                            |                 |          |         | Daily            | Daily        |  |  |
|             |  | P. M.        | A. M.            |                    |                          |                         |                |      |                       |                            |                 |          |         | A. M.            | A. M.        |  |  |
|             |  | 4:30         | 4:30             |                    |                          |                         |                |      |                       |                            |                 |          |         | 1:53             | 11:50        |  |  |
|             |  |              |                  | Capacity of Siding | Capacity of Other Tracks | RF                      | EL RENO        | * TO | M. P. from St. Joseph | Distance from El Reno Yard | Station Numbers | Signs    |         |                  |              |  |  |
|             |  |              |                  | Yard               | Yard                     | FO                      | EL RENO YARD   | TO   | 402.6                 | Yd                         | 20232           | RFWYdY   |         |                  |              |  |  |
|             |  |              |                  |                    |                          |                         |                |      | 401.7                 |                            | 20230           | RFWT YdY |         |                  |              |  |  |
|             |  |              |                  |                    |                          |                         |                |      | 404.0                 | 2.3                        |                 |          |         |                  |              |  |  |
|             |  | 4:32         | 4:32             |                    |                          |                         | CRI&P Crossing |      | 403.6                 | 2.4                        |                 | Yd       | 1:48    | 11:38            |              |  |  |
|             |  | 4:36         | 4:36             | 92                 |                          |                         | PACIFIC JCT.   | P    | 408.3                 | 7.1                        | 20238           |          | 1:44    | 11:34            |              |  |  |
|             |  | 4:39         | 4:39             | 60                 | 30                       | UN                      | UNION CITY     | TO   | 412.2                 | 11.0                       | 20241           |          | 1:40    | 11:30            |              |  |  |
|             |  | 4:44         | 4:44             | 93                 | 56                       | CO                      | MINCO          | TO   | 418.0                 | 16.8                       | 20246           |          | 1:35    | 11:24            |              |  |  |
|             |  | 4:51         | 4:50             | 82                 | 19                       | CS.                     | POCASSET       | TO   | 425.9                 | 24.7                       | 20253           |          | 1:28    | 11:16            |              |  |  |
|             |  |              |                  |                    |                          |                         | SL-SF Crossing |      | 435.7                 | 34.5                       |                 |          |         |                  |              |  |  |
|             |  | s 5:05       | s 5:03           |                    |                          | C                       | CHICKASHA      | TO   | 436.3                 | 35.1                       | 20265           | RFWYdY   | s 1:15  | s 11:05          |              |  |  |
|             |  |              |                  |                    |                          |                         | NINNEKAH       | P    | 443.4                 | 42.2                       | 20272           |          | 1:04    | 10:52            |              |  |  |
|             |  | 5:15         | 5:10             | 54                 | 26                       |                         | AGAWAM         | P    | 449.1                 | 47.9                       | 20277           |          | 12:59   | 10:47            |              |  |  |
|             |  | 5:21         | 5:15             | 60                 | 11                       |                         | RUSH SPRINGS   | TO   | 456.0                 | 54.8                       | 20282           |          | 12:52   | 10:41            |              |  |  |
|             |  | f 5:30       | 5:21             | 78                 | 42                       | RS.                     | MARLOW         | TO   | 465.5                 | 64.3                       | 20294           |          | 12:43   | 10:32            |              |  |  |
|             |  | f 5:39       | 5:29             | 93                 | 80                       | MR.                     | McGIE          | P    | 470.9                 | 69.7                       | 20300           |          | 12:38   | 10:26            |              |  |  |
|             |  | 5:44         | 5:34             | 74                 |                          |                         | DUNCAN         | TO   | 475.5                 | 74.3                       | 20304           | W        | s 12:31 | s 10:20          |              |  |  |
|             |  | s 5:55       | s 5:42           | 54                 | 230                      | NA                      | SUNRAY         | TO   | 481.2                 | 80.0                       | 20310           | Yd       | 12:23   | 10:10            |              |  |  |
|             |  | 6:00         | 5:48             | 75                 | Yard                     | SK.                     | COMANCHE       | TO   | 485.2                 | 84.0                       | 20314           |          | 12:19   | 10:06            |              |  |  |
|             |  | f 6:05       | 5:52             | 56                 | 34                       | OM.                     | ADDINGTON      | P    | 493.7                 | 92.5                       | 20322           |          | 12:11   | 9:58             |              |  |  |
|             |  | 6:14         | 5:59             | 93                 | 24                       |                         | WAURIKA        | TO   | 500.1                 | 98.9                       | 20329           | RYdY     | 12:04   | 9:50             |              |  |  |
|             |  | s 6:20       | s 6:08           |                    |                          | WA                      |                |      |                       |                            |                 |          | A. M.   | A. M.            |              |  |  |

EL RENO: First Class Trains move at Restricted Speed between Elm Street and absolute signal 800 ft. north of passenger station.

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

Passenger Trains handling conventional type equipment, except No. 509 and No. 510 must not exceed 70 MPH.

FORM Y ORDERS AUTHORIZED.

## Freight Trains (Information only)

### Southward

### Northward

|  |  | 93    | 95    |  |  | 96    | 98    |  |  |
|--|--|-------|-------|--|--|-------|-------|--|--|
|  |  | Daily | Daily |  |  | Daily | Daily |  |  |
|  |  | P. M. | A. M. |  |  | P. M. | P. M. |  |  |
|  |  | 5:15  | 1:55  |  |  | 1:00  | 3:15  |  |  |
|  |  |       | 4:30  |  |  | A. M. |       |  |  |
|  |  |       |       |  |  | 10:35 |       |  |  |
|  |  |       |       |  |  | 8:15  | A. M. |  |  |
|  |  |       |       |  |  |       | 10:30 |  |  |
|  |  |       | 9:30  |  |  | 5:45  |       |  |  |
|  |  | A. M. | P. M. |  |  | A. M. |       |  |  |
|  |  | 1:15  | 1:00  |  |  | 4:00  | 7:15  |  |  |
|  |  | 3:00  | 4:00  |  |  | 10:30 | 5:45  |  |  |
|  |  |       |       |  |  | P. M. |       |  |  |
|  |  |       |       |  |  | 5:40  | 1:35  |  |  |
|  |  | 10:00 | 4:00  |  |  |       | A. M. |  |  |
|  |  | A. M. | A. M. |  |  | 12:30 | 10:30 |  |  |
|  |  |       |       |  |  | P. M. | P. M. |  |  |

# Southward

# Main Line

# Northward

| FIRST CLASS  |  |                  |  |                     |  | SUBDIVISION 1 STATIONS |                               |          |       |                          |        | FIRST CLASS  |       |                  |       |
|--------------|--|------------------|--|---------------------|--|------------------------|-------------------------------|----------|-------|--------------------------|--------|--------------|-------|------------------|-------|
| 509          |  | 507              |  |                     |  | Time Table No. 2       |                               |          |       |                          |        | 510          |       | 508              |       |
| Texas Rocket |  | Twin Star Rocket |  | Capacity of Sidings |  | September 27, 1953     |                               |          |       | Capacity of Other Tracks |        | Texas Rocket |       | Twin Star Rocket |       |
| Daily        |  | Daily            |  |                     |  |                        |                               |          |       |                          |        | Daily        |       | Daily            |       |
| P. M.        |  | A. M.            |  |                     |  |                        |                               |          |       |                          |        | A. M.        |       | A. M.            |       |
|              |  |                  |  |                     |  | WA                     | ..... WAURIKA .....           | 500.1    | ..... | 20329                    | RYdY   | s            | 9-45  | s                | 12-04 |
|              |  |                  |  |                     |  |                        | 0 8                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | Yard                   | .. WAURIKA YARD .....         | P 500.9  | 0.8   | 20330                    | RYdFW  |              | 9-37  |                  | 12-01 |
|              |  |                  |  |                     |  |                        | 5 2                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | 53                     | ... SUGDEN .....              | P 506.1  | 5.0   | 20335                    |        | f            | 9-32  | f                | 11-56 |
|              |  |                  |  |                     |  |                        | 4 5                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | 125                    | .. RYAN .....                 | TO 510.6 | 10.5  | 20339                    |        | s            | 9-27  | s                | 11-52 |
|              |  |                  |  |                     |  |                        | 8 7                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | 53                     | .. TERRAL OKLA. ....          | TO 519.3 | 19.2  | 20348                    |        | f            | 9-18  | f                | 11-45 |
|              |  |                  |  |                     |  |                        | 4 5                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | 93                     | .. RINGGOLD, TEX. ....        | TO 524.2 | 24.1  | 20353                    |        | s            | 9-12  | s                | 11-40 |
|              |  |                  |  |                     |  |                        | 11 2                          |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | 99                     | .. STONEBURG .....            | P 535.4  | 35.3  | 20364                    |        | f            | 9-01  | f                | 11-30 |
|              |  |                  |  |                     |  |                        | 8 0                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | .. FW&D Crossing .....        | P 543.4  | 43.3  |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | 0 4                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | 92                     | .. BOWIE .....                | TO 543.8 | 44.7  | 20372                    |        | s            | 8-52  | s                | 11-22 |
|              |  |                  |  |                     |  |                        | 11 3                          |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | 54                     | .. PARK SPRINGS .....         | P 555.1  | 55.0  | 20384                    |        | f            | 8-41  | f                | 11-11 |
|              |  |                  |  |                     |  |                        | 7 9                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | 93                     | .. CHICO .....                | TO 563.0 | 62.9  | 20392                    |        | f            | 8-33  | f                | 11-04 |
|              |  |                  |  |                     |  |                        | 6 6                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | 93                     | .. BRIDGEPORT .....           | TO 569.6 | 69.5  | 20398                    | YdFWY  | s            | 8-25  | s                | 10-56 |
|              |  |                  |  |                     |  |                        | 6 0                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | 54                     | .. PARADISE .....             | P 575.6  | 75.5  | 20404                    |        | f            | 8-15  | f                | 10-51 |
|              |  |                  |  |                     |  |                        | 8 9                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | 93                     | .. BOYD .....                 | TO 584.5 | 84.4  | 20413                    |        | f            | 8-06  | f                | 10-43 |
|              |  |                  |  |                     |  |                        | 7 2                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | 70                     | .. NEWARK .....               | P 591.7  | 91.6  | 20420                    |        | f            | 7-59  | f                | 10-37 |
|              |  |                  |  |                     |  |                        | 7 3                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | .. HICKS .....                | P 599.0  | 98.9  | 20428                    |        |              | 7-50  |                  | 10-31 |
|              |  |                  |  |                     |  |                        | 6 7                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | .. SAGINAW .....              | TO 604.7 | 104.6 | 20435                    | Yd     | f            | 7-44  | f                | 10-25 |
|              |  |                  |  |                     |  |                        | 510                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | .. GC&SF Crossing .....       | 604.7    | 104.6 |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | 4 9                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | .. SLSW Crossing .....        |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | 0 0                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | Ft. Worth Belt Crossing ..... | 609.6    | 109.5 |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | 0 0                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | .. FW&D Crossing .....        |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | 0 2                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  | 48                     | .. NORTH FORT WORTH .....     | 609.8    | 109.7 | 20439                    | Yd     |              | 7-34  |                  | 10-17 |
|              |  |                  |  |                     |  |                        | 0 2                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | .. TRINITY RIVER .....        | P 610.0  | 109.9 |                          | Yd     |              | 7-33  |                  | 10-15 |
|              |  |                  |  |                     |  |                        | 1 1                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | .. FW&D JCT .....             | P 611.1  | 111.0 |                          | Yd     |              | 7-32  |                  | 10-14 |
|              |  |                  |  |                     |  |                        | 0 4                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | .. FREIGHT YARD .....         | TO 611.5 | 111.4 | 20441                    | RYdFWY |              | 7-31  |                  | 10-13 |
|              |  |                  |  |                     |  |                        | 0 4                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | .. PURINA JCT. ....           | P 611.9  | 111.8 |                          |        |              | 7-30  |                  | 10-12 |
|              |  |                  |  |                     |  |                        | 0 2                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | .. 6th ST. JCT. ....          | P 612.1  | 112.0 |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | 0 7                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | .. 17th ST. ....              | 612.8    | 112.7 |                          |        |              | 7-28  |                  | 10-09 |
|              |  |                  |  |                     |  |                        | 0 4                           |          |       |                          |        |              |       |                  |       |
|              |  |                  |  |                     |  |                        | .. FORT WORTH .....           | TO 613.2 | 113.1 | 20442                    | RYdY   | s            | 7-25  | s                | 10-05 |
|              |  |                  |  |                     |  |                        | 113.1                         |          |       |                          |        |              | A. M. |                  | P. M. |

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

Passenger Trains handling conventional type equipment, except No. 509 and No. 510 must not exceed 70 MPH.

FORM Y ORDERS AUTHORIZED

## Main Line Southward

| FIRST CLASS |                  |                |                    |                  |                | SUBDIVISION 2<br>STATIONS<br>Time Table No. 2<br>September 27, 1953 |                       |                           |                 |            |   |
|-------------|------------------|----------------|--------------------|------------------|----------------|---|-----------------------|---------------------------|-----------------|------------|---|
|             | 409              | 7              | 3                  | 507              | 1              | 405   |                       |                           |                 |            |   |
|             | Frisco Passenger | FW&D Passenger | Sam Houston Zephyr | Twin Star Rocket | FW&D Passenger | Frisco Passenger  | M. P. from St. Joseph | Distance from Purina Jct. | Station Numbers | Signs      |   |
|             | Daily            | Daily          | Daily              | Daily            | Daily          | Daily   |                       |                           |                 |            |   |
|             |                  |                |                    | A.M.<br>8-20     |                |   | 613.2                 | .....                     | 20442           | RYdY       | FT..... FORT WORTH..... TO                              |
|             | P.M.<br>9-35     | P.M.<br>5-10   | P.M.<br>4-07       | 8-24             | A.M.<br>6-23   |   | 612.8                 | .....                     |                 |            | 0-4<br>17th ST.....                                     |
|             | 9-38             | 5-11           |                    |                  | 6-26           |   | 612.1                 | .....                     |                 |            | 0-7<br>62th ST. JCT.....                                |
|             |                  |                |                    |                  |                |   | 611.9                 | .....                     |                 |            | 0-2<br>PURINA JCT.....                                  |
|             | 9-43<br>508      | 5-13           | 4-11               | 8-29             | 6-28           |   | 612.2                 | 0.3                       |                 |            | 0-3<br>DALWOR JCT..... P                                |
|             | 9-50<br>8        |                |                    |                  | 6-36           |   | 613.5                 | 1.6                       | 20444           |            | 1-3<br>SYLVANIA..... P                                  |
|             | 10-03            | 5-24           | 4-20               | 8-40             | 6-44           |   | 621.6                 | 9.7                       | 20450           |            | 8-1<br>HURST..... P                                     |
|             |                  |                |                    |                  |                |   | 627.2                 | 15.3                      | 20456           |            | 5-6<br>TARRANT..... P                                   |
|             |                  |                |                    |                  |                |   | 634.6                 | 22.7                      |                 |            | 7-4<br>NORTH CARROLLTON JCT..... P                      |
|             | 10-25            | 5-45           | 4-32               | 8-53             | 7-00           | A.M.<br>6-25  | 634.7                 | 22.8                      | 20464           | WY         | GV..... IRVING..... TO                                  |
|             |                  |                |                    |                  |                |   | 634.9                 | 23.0                      |                 |            | 0-2<br>SOUTH CARROLLTON JCT..... P                      |
|             |                  |                |                    |                  | 7-10<br>406    |   | 641.3                 | 29.4                      | 20471           |            | 6-4<br>PERKINS..... P                                   |
|             |                  |                |                    |                  |                |   | 643.8                 | 31.9                      |                 |            | 2-5<br>NORTH JCT..... P                                 |
|             | 10-45<br>P.M.    | 6-00<br>P.M.   | 4-45<br>P.M.       | 9-15<br>A.M.     | 7-15<br>A.M.   | 6-45<br>A.M.  | 644.3                 | 32.4                      | 20473           | RPWYd<br>Y | UT..... DALLAS..... TO                                  |
|             |                  |                |                    |                  |                |   | 644.9                 | 33.0                      | 20474           | RYd        | 0-6<br>See TT Rule 16a<br>CJ..... CADIZ ST. JCT..... TO |

Automatic Block Signals Rules 350-356

SIGNAL INDICATIONS Rules 400 to 406—MP 612.2 to MP 648.3

TWO MAIN TRACKS

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, EXCEPT WHERE RULES 400 TO 406, INCLUSIVE, ARE IN EFFECT, OR WHEN OPERATING UNDER RULE 356, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD.

Passenger trains handling conventional type equipment must not exceed 70 MPH.

### Southward Freight Trains (Information only)

|                                    | 793           | 73            | 93           | 75           | 797           |  |
|------------------------------------|---------------|---------------|--------------|--------------|---------------|--|
|                                    | Frisco        | FW&D          | RI           | FW&D         | Frisco        |  |
|                                    | Daily         | Daily         | Daily        | Daily        | Daily         |  |
|                                    | A.M.          | A. M.         | A. M.        | P.M.         | P.M.          |  |
| .....FORT WORTH (Purina Jct.)..... | 9-20          | 10-00         | 11-00        | 2-20         | 9-00          |  |
| .....IRVING.....                   | 10-10<br>A.M. | 11-25         |              | 3-20         | 10-00<br>P.M. |  |
| .....DALLAS (Cadiz St. Jct.).....  |               | 12-40<br>P.M. | 1-00<br>P.M. | 4-15<br>P.M. |               |  |

## Main Line Northward

**SUBDIVISION 2  
STATIONS  
Time Table No. 2  
September 27, 1953**

| <b>SUBDIVISION 2<br/>STATIONS<br/>Time Table No. 2<br/>September 27, 1953</b>   |                             | M. P. from<br>St. Joseph | Capacity of Sidings | Capacity of Other Tracks | Distance from Dallas<br>(Cadiz St. Jct.) | Signs       | FIRST CLASS         |                          |                   |                        |                   |                     |                |  |  |
|---|-----------------------------|--------------------------|---------------------|--------------------------|--|-------------|---------------------|--------------------------|-------------------|------------------------|-------------------|---------------------|----------------|--|--|
|   |                             |                          |                     |                          |  |             | 406                 | 4                        | 2                 | 508                    | 8                 | 410                 |                |  |  |
|   |                             |                          |                     |                          |  |             | Frisco<br>Passenger | Sam<br>Houston<br>Zephyr | FW&D<br>Passenger | Twin<br>Star<br>Rocket | FW&D<br>Passenger | Frisco<br>Passenger |                |  |  |
|   |                             |                          |                     |                          |  | Daily       | Daily               | Daily                    | Daily             | Daily                  | Daily             |                     |                |  |  |
| <b>FT</b> .....   | <b>FORT WORTH</b> .....     | TO                       | 613.2               |                          | 34.3                                     | RYdY        | A. M.<br>8:00       |                          |                   | P. M.<br>9:55          |                   |                     |                |  |  |
| Automatic Block Signals<br>Rule 400 to 406—IMP 5122 to IMP 546.3<br>SIGNAL INDICATIONS<br>Rule 400 to 406—IMP 5122 to IMP 546.3 | 0.4                         |                          | 612.8               |                          | 33.9                                     |             | 7:51                | P. M.<br>1:21            | P. M.<br>1:42     | 9:48                   | P. M.<br>9:58     |                     |                |  |  |
|   | 0.7                         |                          | 612.1               |                          | 33.2                                     |             | 7:49                | 1:18                     | 1:38              |                        | 9:55              |                     |                |  |  |
|   | 0.2                         |                          | 611.9               |                          | 33.0                                     |             |                     |                          |                   | 9:45                   |                   |                     |                |  |  |
|   | 0.3                         |                          | 612.2               |                          | 32.7                                     |             | 7:47                | 1:16                     | 1:36              | 9:43                   | 9:53              |                     |                |  |  |
|   | 1.3                         |                          | 613.5               | 90                       | Yard                                     | 31.4        |                     |                          |                   | 9:41                   | 409<br>9:50       |                     |                |  |  |
|   | 8.1                         |                          | 621.6               | 100                      | 54                                       | 23.3        |                     | 7:35                     | 1:06              | 1:25                   | 9:33              | 9:41                |                |  |  |
|   | 5.6                         |                          | 627.2               | 100                      | 20                                       | 17.7        |                     |                          |                   |                        |                   |                     |                |  |  |
|   | 7.4                         |                          | 634.6               |                          |  | 10.3        |                     |                          |                   |                        |                   |                     |                |  |  |
|   | 0.1                         |                          | 634.7               | 90                       | 143                                      | 10.2        | WY                  | 7:20                     | 12:53             | 1:12                   | 9:21              | 9:27                | P. M.<br>11:20 |  |  |
|   | 0.2                         |                          | 634.9               |                          |  | 10.0        |                     |                          |                   |                        |                   |                     |                |  |  |
| 5.4   |                             | 641.3                    | 59                  | 145                      | 3.6                                      |             | 7:10                |                          |                   |                        |                   |                     |                |  |  |
| 2.6   |                             | 643.8                    |                     |                          | 1.1                                      |             |                     |                          |                   |                        |                   |                     |                |  |  |
| 0.5   |                             | 644.3                    |                     |                          | 0.6                                      | RFWT<br>YdY | 7:05<br>A. M.       | 12:42<br>P. M.           | 1:00<br>P. M.     | 9:10<br>P. M.          | 9:15<br>P. M.     | 11:00<br>P. M.      |                |  |  |
| <b>CJ</b> .....   | <b>CADIZ ST. JCT.</b> ..... | TO                       | 644.9               |                          | 0.0                                      | RYd         |                     |                          |                   |                        |                   |                     |                |  |  |

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, EXCEPT WHERE RULES 400 TO 406, INCLUSIVE, ARE IN EFFECT, OR WHEN OPERATING UNDER RULE 356, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD.

Passenger trains handling conventional type equipment must not exceed 70 MPH.

### Northward Freight Trains (Information only)

|   | 792    | 76            | 796    | 98            |  |  |
|---|--------|---------------|--------|---------------|--|--|
|   | Frisco | FW&D          | Frisco | RI            |  |  |
|   | Daily  | Daily         | Daily  | Daily         |  |  |
|   | P. M.  | A. M.         | P. M.  | P. M.         |  |  |
| ..... <b>FORT WORTH (Purina Jct.)</b> ..... | 3:00   | 7:45          | 7:10   | 2:45          |  |  |
| ..... <b>IRVING</b> .....                   | 2:20   | 6:15          | 6:30   |               |  |  |
| ..... <b>DALLAS (Cadiz St. Jct.)</b> .....  | P. M.  | 6:00<br>A. M. | P. M.  | 1:20<br>P. M. |  |  |





# Westward

# Main Line

# Eastward

| SECOND CLASS |             |            | FIRST CLASS |           | Capacity of Sidings | Capacity of Other Tracks | Distance from El Reno Yard | SUBDIVISION 47 STATIONS |    |   | M. P. from Memphis | Station Numbers | Signs | FIRST CLASS |   | SECOND CLASS |   |           |           |     |         |         |
|--------------|-------------|------------|-------------|-----------|---------------------|--------------------------|----------------------------|-------------------------|----|---|--------------------|-----------------|-------|-------------|---|--------------|---|-----------|-----------|-----|---------|---------|
| 991          | 51          | 111        | Passenger   | Passenger |                     |                          |                            | Signal Indications      | TO | P |                    |                 |       | TO          | P | TO           | P | Passenger | Passenger | 994 | Freight | Freight |
|              |             |            |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| Freight      | Passenger   | Passenger  |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| Daily        | Daily       | Daily      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
|              | P. M. 11.50 | A. M. 9.50 |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
|              | 11.52       | 9.53       |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| P. M. 11.00  |             |            |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
|              |             |            |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 11.05        | 11.53       | 9.55       |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 11.11        | 11.58       | 10.00      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 11.19        | 12.06       | 10.07      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 11.28        | 12.15       | 10.14      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 11.38        | 12.30       | 10.20      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 11.53        | 12.45       | 10.34      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 12.03        | 12.54       | 10.43      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 12.11        | 1.03        | 10.49      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 12.23        | 1.19        | 11.00      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 12.39        | 1.34        | 11.13      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 12.52        | 2.00        | 11.31      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 1.01         | 2.06        | 11.42      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 1.14         | 2.25        | 11.54      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 1.28         | 2.38        | 12.05      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 1.55         | 3.00        | 12.20      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 2.05         | 3.12        | 12.31      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 2.13         | 3.20        | 12.40      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 2.23         | 3.30        | 12.50      |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |
| 2.23 A.M.    | 3.40 A.M.   | 1.00 P.M.  |             |           |                     |                          |                            |                         |    |   |                    |                 |       |             |   |              |   |           |           |     |         |         |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
FORM Y ORDERS AUTHORIZED

No. 111 discharge from El Reno and beyond, receive for Amarillo and beyond.

No. 112 discharge from Amarillo and beyond, receive for El Reno and beyond.

Clinton: SL-SF main track between south Yard Limits, MP K-681-15 and CRI&P connections north of Clinton Is joint.

Geary: Westward first-class trains taking siding will use crossover.

# Westward

# Main Line

# Eastward

| SECOND CLASS |           |           | FIRST CLASS |           | Capacity of Siding | Capacity of Other Tracks | Distance from Sayre | SUBDIVISION 3 STATIONS |    |       | M. P. from Memphis | Station Numbers | Signs | FIRST CLASS |           | SECOND CLASS |  |  |
|--------------|-----------|-----------|-------------|-----------|--------------------|--------------------------|---------------------|------------------------|----|-------|--------------------|-----------------|-------|-------------|-----------|--------------|--|--|
| 991          |           |           | 111         | 51        |                    |                          |                     | STATIONS               |    |       |                    |                 |       | 112         | 52        | 994          |  |  |
| Freight      | Passenger | Passenger | Passenger   | Passenger |                    |                          |                     | Time Table No. 2       |    |       |                    |                 |       | Passenger   | Passenger | Freight      |  |  |
| Daily        |           |           | Daily       | Daily     | September 27, 1953 |                          |                     | Daily                  |    | Daily |                    |                 |       |             |           |              |  |  |
| A. M.        |           |           | P. M.       | A. M.     | Yard               | 0.0                      | SA.....             | SAYRE YARD             | TO | 627.1 | 27627              | RYYd            | P. M. | A. M.       | P. M.     |              |  |  |
| 3:00         |           |           | 1:00        | 3:40      | ---                | 7.7                      | HEXT.....           |                        | P  | 634.6 | 27635              | FW              | 12:20 | 1:00        | 11:30     |              |  |  |
| 3:15         |           |           | 1:11        | 3:51      | 47                 | 7.7                      | ERICK.....          |                        | TO | 640.9 | 27641              |                 | 12:04 | 12:44       | 11:08     |              |  |  |
| 3:26         |           |           | 1:21        | 4:04      | 76                 | 80                       | 14.1                | ERICK.....             |    | 640.9 | 27641              |                 | 11:56 | 12:34       | 10:59     |              |  |  |
| 3:40         |           |           | 1:31        | 4:16      | 47                 | 32                       | 21.7                | TEXOLA, OKLA.          |    | 648.6 | 27649              |                 | 11:47 | 12:20       | 10:46     |              |  |  |
| 3:43         |           |           |             | 4:19      | 32                 | 23.0                     | BENONINE, TEXAS     |                        | P  | 650.2 | 27650              |                 |       | 12:16       | 10:43     |              |  |  |
| 3:50         |           |           | 1:38        | 4:25      | 75                 | 27.0                     | FULLER.....         |                        | P  | 653.9 | 27654              |                 | 11:40 | 12:11       | 10:37     |              |  |  |
| 4:12         |           |           | 2:00        | 4:45      | 53                 | 222                      | 37.6                | SHAMROCK               |    | 664.5 | 27665              |                 | 11:27 | 11:57       | 10:21     |              |  |  |
| 4:24         |           |           | 2:07        | 4:53      | 46                 | 38.1                     | FW&D Crossing       |                        |    | 665.0 |                    |                 |       |             |           |              |  |  |
| 4:37         |           |           | 2:15        | 5:02      | 41                 | 43.6                     | LELA.....           |                        | P  | 670.5 | 27671              |                 | 11:17 | 11:42       | 10:11     |              |  |  |
| 4:47         |           |           | 2:23        | 5:09      | 51                 | 50.1                     | RAMSDELL.....       |                        | P  | 676.9 | 27677              |                 | 11:09 | 11:33       | 10:01     |              |  |  |
| 4:57         |           |           | 2:31        | 5:25      | 73                 | 55.6                     | WHITED.....         |                        | P  | 682.5 | 27682              |                 | 11:03 | 11:26       | 9:52      |              |  |  |
| 5:12         |           |           | 2:44        | 5:40      | 51                 | 60.5                     | McLEAN              |                        | TO | 687.3 | 27687              | W               | 10:57 | 11:19       | 9:43      |              |  |  |
| 5:26         |           |           | 2:54        | 5:50      | 53                 | 69.2                     | ALANREED.....       |                        | P  | 695.9 | 27696              |                 | 10:46 | 11:02       | 9:27      |              |  |  |
| 5:36         |           |           | 3:02        | 6:00      | 47                 | 75.7                     | ROCKLEDGE.....      |                        | P  | 702.3 | 27702              |                 | 10:36 | 10:51       | 9:15      |              |  |  |
| 5:46         |           |           | 3:09        | 6:10      | ---                | 81.0                     | JERICO.....         |                        | TO | 707.9 | 27708              |                 | 10:30 | 10:42       | 9:06      |              |  |  |
| 5:58         |           |           | 3:16        | 6:21      | 82                 | 87.0                     | BOYDSTON.....       |                        |    | 713.9 | 27714              |                 | 10:23 | 10:33       | 8:57      |              |  |  |
| 6:10         |           |           | 3:25        | 6:30      | 50                 | 92.5                     | GR.....             |                        | TO | 719.4 | 27719              | Y               | 10:17 | 10:26       | 8:47      |              |  |  |
| 6:39         |           |           | 3:34        | 6:39      | 76                 | 99.9                     | LARK.....           |                        | P  | 726.6 | 27727              |                 | 10:09 | 10:14       | 8:36      |              |  |  |
| 7:02         |           |           | 3:43        | 6:51      | 44                 | 108.1                    | CONWAY.....         |                        | TO | 735.0 | 27735              |                 | 10:00 | 10:03       | 8:24      |              |  |  |
| 7:16         |           |           | 3:52        | 7:03      | 100                | 116.9                    | YARNALL.....        |                        | P  | 743.7 | 27744              |                 | 9:50  | 9:51        | 8:12      |              |  |  |
| 7:45         |           |           | 4:15        | 7:30      | ---                | 125.3                    | ROYAL.....          |                        | P  | 752.2 | 27752              |                 | 9:41  | 9:42        | 7:55      |              |  |  |
| A. M.        |           |           | P. M.       | A. M.     | ---                | 132.5                    | P&SFRY Crossing     |                        |    | 759.3 |                    |                 |       |             |           |              |  |  |
| 7:45         |           |           | 4:15        | 7:30      | ---                | 133.8                    | AMARILLO            |                        | TO | 760.7 | 27762              | RYd             | 9:30  | 9:30        | 7:30      |              |  |  |
| A. M.        |           |           | P. M.       | A. M.     | ---                | 133.8                    | AMARILLO            |                        | TO | 760.7 | 27762              | FWTY            | A. M. | P. M.       | P. M.     |              |  |  |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
FORM Y ORDERS AUTHORIZED

Nos. 111 and 112 Erick, discharge from Oklahoma City, Amarillo or stations beyond and receive for Oklahoma City, Amarillo or stations beyond.

No. 111 discharge from El Reno or beyond, receive McLean for Amarillo or beyond.

No. 112 receive for El Reno or beyond and discharge McLean from Amarillo or beyond.

Amarillo: First class trains approach passenger station at RESTRICTED SPEED.

No. 51 stop at Lela Daily except Sunday and Holidays to exchange U. S. Mail.

No. 52 will stop at Lela Daily except Sunday to exchange U. S. Mail.

No. 51 stop at Alanreed Daily except Sunday to exchange U. S. Mail.

### Southward

### Geary Branch

### Northward

| SECOND CLASS                    |                               |                                 |                               | Capacity of Sidings | Capacity of Other Tracks | M. P. from End | SUBDIVISION 47-A STATIONS |                |    | Distance from St. Joseph | Station Numbers | Signs                           | SECOND CLASS                  |         |              |       |
|---------------------------------|-------------------------------|---------------------------------|-------------------------------|---------------------|--------------------------|----------------|---------------------------|----------------|----|--------------------------|-----------------|---------------------------------|-------------------------------|---------|--------------|-------|
| 713                             |                               | 709                             |                               |                     |                          |                | Time Table No. 2          |                |    |                          |                 |                                 | 710                           |         | 714          |       |
| Freight                         | Mixed                         | Freight                         | Mixed                         |                     |                          |                | September 27, 1953        |                |    |                          |                 |                                 | Mixed                         | Freight | Freight      | Mixed |
| Tuesday<br>Thursday<br>Saturday | Monday<br>Wednesday<br>Friday | Tuesday<br>Thursday<br>Saturday | Monday<br>Wednesday<br>Friday |                     |                          |                |                           |                |    |                          |                 | Tuesday<br>Thursday<br>Saturday | Monday<br>Wednesday<br>Friday |         |              |       |
|                                 | A.M.                          |                                 | 7:00                          | 191                 | Yard                     | 0.0            | HN.....                   | ENID           | TO | 342.0                    | 20171           | RYd<br>FWY                      | A.M.                          |         |              |       |
|                                 |                               |                                 |                               |                     |                          | 2.3            |                           | SL-SF Crossing | UX | 344.3                    |                 |                                 |                               |         |              |       |
|                                 | 7:45                          |                                 |                               |                     | 36                       | 11.7           | MA.....                   | LAHOMA         | TO | 353.7                    | 71012           |                                 | 9:45                          |         |              |       |
|                                 | 8:05                          |                                 |                               |                     | 27                       | 16.7           |                           | MENO           |    | 358.7                    | 71017           |                                 | 9:25                          |         |              |       |
|                                 | 8:15                          |                                 |                               |                     | 26                       | 20.4           | WD.....                   | RINGWOOD       | TO | 362.4                    | 71021           |                                 | 9:15                          |         |              |       |
|                                 |                               |                                 |                               |                     | 7                        | 23.7           |                           | WARREN         |    | 365.7                    | 71024           |                                 |                               |         |              |       |
|                                 | 9:00                          |                                 |                               |                     | 26                       | 32.0           |                           | ISABELLA       |    | 374.0                    | 71032           |                                 | 8:30                          |         |              |       |
|                                 | 9:25                          |                                 |                               |                     |                          | 39.1           |                           | OKENE JCT.     |    | 381.1                    | 71039           | YYd                             | 8:05                          |         |              |       |
| P.M.                            | 12:15                         |                                 | 9:30<br>A.M.                  |                     | 26                       | 40.4           | K.....                    | OKENE          | TO | 382.4                    | 71041           | RWYd                            | 8:00<br>A.M.                  | A.M.    | 10:45        |       |
|                                 |                               |                                 |                               |                     |                          | 41.0           |                           | SL-SF Crossing | UX | 383.0                    |                 |                                 |                               |         |              |       |
|                                 | 12:50                         |                                 |                               |                     | 21                       | 50.8           | HK.....                   | HITCHCOCK      | TO | 392.8                    | 71051           |                                 |                               |         | 9:45         |       |
|                                 | 1:15                          |                                 |                               |                     |                          | 54.6           |                           | BUCHER         |    | 396.6                    | 71056           |                                 |                               |         | 9:30         |       |
|                                 | 1:50                          |                                 |                               |                     | 32                       | 60.9           | TG.....                   | WATONGA        | TO | 402.9                    | 71061           | W                               |                               |         | 8:45         |       |
|                                 | 2:30                          |                                 |                               |                     |                          | 63.6           | GF.....                   | GREENFIELD     | TO | 411.6                    | 71070           |                                 |                               |         | 8:10         |       |
|                                 | 3:30<br>P.M.                  |                                 |                               |                     |                          | 77.6           | GY.....                   | GEARY          | TO | 419.6                    | 27535           | RYd<br>WY                       |                               |         | 7:45<br>A.M. |       |

### Southward

### Northern Branch

### Northward

| SECOND CLASS                    |                               |                                 |                               | Capacity of Sidings | Capacity of Other Tracks | M. P. from Geary | SUBDIVISION 47-B STATIONS |                |    | Distance from Memphis | Station Numbers | Signs                           | SECOND CLASS                  |         |         |       |
|---------------------------------|-------------------------------|---------------------------------|-------------------------------|---------------------|--------------------------|------------------|---------------------------|----------------|----|-----------------------|-----------------|---------------------------------|-------------------------------|---------|---------|-------|
| 713                             |                               | 714                             |                               |                     |                          |                  | Time Table No. 2          |                |    |                       |                 |                                 | 714                           |         |         |       |
| Freight                         | Mixed                         | Freight                         | Mixed                         |                     |                          |                  | September 27, 1953        |                |    |                       |                 |                                 | Freight                       | Freight | Freight | Mixed |
| Tuesday<br>Thursday<br>Saturday | Monday<br>Wednesday<br>Friday | Tuesday<br>Thursday<br>Saturday | Monday<br>Wednesday<br>Friday |                     |                          |                  |                           |                |    |                       |                 | Tuesday<br>Thursday<br>Saturday | Monday<br>Wednesday<br>Friday |         |         |       |
|                                 | A.M.                          |                                 | 8:00                          | 5                   | 96                       | 107.1            | AO.....                   | ALVA           | TO | 642.9                 | 83639           | RFWY                            | P.M.                          |         |         |       |
|                                 | 8:23                          |                                 |                               |                     | 36                       | 99.4             |                           | ASHLEY         |    | 635.2                 | 83631           |                                 | 2:27                          |         |         |       |
|                                 | 8:48                          |                                 |                               |                     | 70                       | 91.5             |                           | INGERSOLL      |    | 627.3                 | 83623           |                                 | 2:02                          |         |         |       |
|                                 | 9:17                          |                                 |                               |                     | 17                       | 82.5             |                           | LAMBERT        |    | 618.3                 | 83614           |                                 | 1:33                          |         |         |       |
|                                 |                               |                                 |                               |                     |                          | 75.8             |                           | SL-SF Crossing | UX | 611.6                 |                 |                                 |                               |         |         |       |
|                                 | 9:47                          |                                 |                               |                     |                          | 74.4             |                           | AUGUSTA        |    | 610.2                 | 83606           |                                 | 1:03                          |         |         |       |
|                                 |                               |                                 |                               |                     |                          | 70.6             |                           | AT&SF Crossing | UX | 606.4                 |                 |                                 |                               |         |         |       |
|                                 | 10:07                         |                                 |                               |                     | 10                       | 69.0             |                           | ALINE          |    | 604.8                 | 83601           |                                 | 12:43<br>P.M.                 |         |         |       |
|                                 | 10:32                         |                                 |                               |                     | 18                       | 62.3             |                           | CLEO SPRINGS   |    | 598.1                 | 83595           |                                 | 12:18<br>A.M.                 |         |         |       |
|                                 | 11:02                         |                                 |                               |                     | 22                       | 52.8             |                           | RUSK           |    | 588.6                 | 83585           |                                 | 11:48                         |         |         |       |
|                                 | 11:32                         |                                 |                               |                     | 20                       | 42.8             |                           | HOMESTEAD      |    | 578.8                 | 83575           |                                 | 11:18                         |         |         |       |
|                                 | 11:45                         |                                 |                               |                     |                          | 38.5             |                           | OKENE JCT.     |    | 574.5                 | 71039           | YdY                             | 11:05                         |         |         |       |
|                                 | 11:50<br>A.M.                 |                                 |                               |                     | 26                       | 37.2             | K.....                    | OKENE          | TO | 573.2                 | 71041           | RYd                             | 11:00<br>A.M.                 |         |         |       |

ON SUBDIVISIONS 47A AND 47B TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
TIME TABLE RULE 14 IN EFFECT.

Subdivision 47A, Highway 81 MP 0 Pole 19, all trains and engines must flag this crossing.



**Southward**

**Lawton Branch**

**Northward**

| SECOND CLASS |       |                                 |                           | Capacity of Sidings | Capacity of Other Tracks | SUBDIVISION 46-B STATIONS   |                            |                 |       | SECOND CLASS |              |                               |                           |
|--------------|-------|---------------------------------|---------------------------|---------------------|--------------------------|-----------------------------|----------------------------|-----------------|-------|--------------|--------------|-------------------------------|---------------------------|
| 701          |       | 703                             |                           |                     |                          | Time Table No. 2            |                            |                 |       | 702          |              | 704                           |                           |
| Mixed        | Mixed | Tuesday<br>Thursday<br>Saturday | Daily<br>Except<br>Sunday |                     |                          | M. P.<br>from St. Joseph    | Distances from<br>Anadarko | Station Numbers | Signs | Mixed        | Mixed        | Monday<br>Wednesday<br>Friday | Daily<br>Except<br>Sunday |
|              |       |                                 | A.M.<br>8:35              | 54                  | 125                      | DO.....ANADARKO.....TO      | 460.5                      | 71123           | FRYdY |              |              | A.M.<br>10:20                 |                           |
|              |       |                                 | f 9:05                    |                     | 36                       | .....STECKER.....           | 470.4                      | 9.9             | 71133 |              |              | f 9:35                        |                           |
|              |       |                                 | s 9:20                    | 29                  | 71                       | AP.....APACHE.....TO        | 476.0                      | 15.5            | 71138 |              |              | s 9:20                        |                           |
|              |       |                                 | f 9:40                    |                     | 25                       | .....PARKER.....            | 481.9                      | 21.4            | 71144 |              |              | f 8:55                        |                           |
|              |       |                                 | f 9:45                    | 50                  | 202                      | RS.....RICHARDS SPUR.....TO | 485.3                      | 24.8            | 71148 | YdY          |              | f 8:45                        |                           |
|              |       |                                 | s 10:20                   | 52                  | 99                       | S.....FORT SILL.....TO      | 492.5                      | 32.0            | 71155 | YdYW         |              | s 8:15                        |                           |
|              |       | P.M.<br>2:05                    | 11:00<br>A.M.             | 25                  | 192                      | WN.....LAWTON.....TO        | 496.2                      | 35.7            | 71154 | FRYdYW       | A.M.<br>8:00 | s 8:00<br>A.M.                |                           |
|              |       |                                 |                           |                     |                          | .....SL-SF Crossing.....UX  | 496.5                      | 36.0            |       |              |              |                               |                           |
|              |       |                                 | f 2:40                    |                     | 30                       | .....GERONIMO.....          | 504.7                      | 44.2            | 71167 |              |              | f 7:25                        |                           |
|              |       |                                 | s 3:05                    |                     | 95                       | WR.....WALTERS.....TO       | 514.7                      | 54.2            | 71177 |              |              | s 7:00                        |                           |
|              |       |                                 | s 3:25                    |                     | 31                       | Z.....TEMPLE.....TO         | 521.8                      | 61.9            | 71184 |              |              | s 6:40                        |                           |
|              |       |                                 | s 3:50                    |                     | 29                       | .....HASTINGS.....          | 529.9                      | 69.4            | 71192 |              |              | s 6:20                        |                           |
|              |       |                                 | 4:30<br>P.M.              |                     |                          | WA.....WAURIKA.....TO       | 537.6                      | 77.1            | 20329 | RYdY         |              | 6:00<br>A.M.                  |                           |

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 |                              |                 |        | SECOND CLASS |         |                           |                           |
|--------------|---------|---------------------------|---------------------------|---------------------|--------------------------|--------------------------|------------------------------|-----------------|--------|--------------|---------|---------------------------|---------------------------|
| 789          |         | 788                       |                           |                     |                          | Time Table No. 2         |                              |                 |        | 788          |         | 788                       |                           |
| Freight      | Freight | Daily<br>Except<br>Sunday | Daily<br>Except<br>Sunday |                     |                          | M. P.<br>from Bridgeport | Distances from<br>Bridgeport | Station Numbers | Signs  | Freight      | Freight | Daily<br>Except<br>Sunday | Daily<br>Except<br>Sunday |
|              |         |                           | A.M.<br>8:00              | 93                  | 130                      | BR.....BRIDGEPORT.....TO |                              | 20398           | RYdFWY |              |         | P. M.<br>3:30             |                           |
|              |         |                           | 8:35                      |                     | 28                       | .....VINEYARD.....       | 14.2                         | 72013           |        |              |         | 2:05                      |                           |
|              |         |                           | 9:40                      | 34                  | 130                      | JS.....JACKSBORO.....TO  | 29.5                         | 73028           | W      |              |         | 1:35                      |                           |
|              |         |                           | 10:30                     |                     | 56                       | BO.....BRYSON.....TO     | 43.2                         | 73042           |        |              |         | 1:00                      |                           |
|              |         |                           | 11:30<br>A.M.             | 18                  | 92                       | GM.....GRAHAM.....TO     | 56.2                         | 73055           | RWY    |              |         | 12:10<br>P. M.            |                           |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD EXCEPT No. 789 IS SUPERIOR TO 788.  
TIME TABLE RULE 14 IN EFFECT.



## SPEED RESTRICTIONS.

| LOCATION   | LOCATION  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
|--|---|---|--|----------------|---|--|---|-------------------------------|---|---------------------------------|---|-----------------------------|--|---|--|-------|--|-------|---|-------------------------------|-----------------|----|-----------------------------|----|-----------------------|----------------------------------|--|---|--|----|--|--|----|------------------------------|---|----|-----------------------------|-------------------------------|-------|----------------------------|-----------------------------|----|-----------------------------|----------------------------------|----|------------------------------|----------------------------|----|-----------------------------|-----------------------------|-------|----------------------------|---------------------------|-------|-----------------------------|-----------------------------|----|----------------------------|-----------------------------|-------|----------------------------|-----------------------------|-------|-----------------------------|----|----|----------------------------|----|-------|-----------------------------|----|----|----------------------------|----|-------|-----------------------------|----|----|-----------------------------|----|-------|-----------------------------|----|-------|-----------------------------|----|-------|----------------------------|----|----|----------------------------|----|----|----------------------------|----|-------|----------------------------|----|----|--|--|
| <b>ALL SUBDIVISIONS</b><br>Authorized speed through switch leads of turnouts as follows:   | These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service, in such case speed restrictions will be as follows:  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%; border-bottom: 1px solid black;">No. 15.....</td> <td style="width: 20%; text-align: center; border-bottom: 1px solid black;">25</td> </tr> <tr> <td style="border-bottom: 1px solid black;">Others.....</td> <td style="text-align: center; border-bottom: 1px solid black;">15</td> </tr> </table>   | No. 15.....   | 25  | Others.....  | 15             | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%; border-bottom: 1px solid black;">SUBDIVISIONS 38-45-46-1-2-48-47-3.....</td> <td style="width: 20%; text-align: center; border-bottom: 1px solid black;">40</td> </tr> <tr> <td style="border-bottom: 1px solid black;">SUBDIVISION 45-A.....</td> <td style="text-align: center; border-bottom: 1px solid black;">36</td> </tr> <tr> <td style="border-bottom: 1px solid black;">SUBDIVISIONS 46-A-47-A-1-A.....</td> <td style="text-align: center; border-bottom: 1px solid black;">20</td> </tr> <tr> <td style="border-bottom: 1px solid black;">SUBDIVISIONS 46-B-47-B.....</td> <td style="text-align: center; border-bottom: 1px solid black;">25</td> </tr> </table> | SUBDIVISIONS 38-45-46-1-2-48-47-3..... | 40  | SUBDIVISION 45-A.....         | 36  | SUBDIVISIONS 46-A-47-A-1-A..... | 20  | SUBDIVISIONS 46-B-47-B..... | 25   |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| No. 15.....  | 25  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| Others.....  | 15  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| SUBDIVISIONS 38-45-46-1-2-48-47-3.....   | 40  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| SUBDIVISION 45-A.....  | 36  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| SUBDIVISIONS 46-A-47-A-1-A.....  | 20  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| SUBDIVISIONS 46-B-47-B.....  | 25  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| <b>LOCATION No. 15 TURNOUTS</b>  | Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| <b>Sub-Divn 38—MP 240.4 North Switch east siding Cline</b><br><b>Sub-Divn 45—MP 295.0 South Siding Switch Caldwell</b><br>MP 338.4 North Siding Switch North Enid<br>MP 378.1 North Siding Switch Kingfisher<br>MP 379.5 South Siding Switch Kingfisher<br>MP 388.1 North Siding Switch Okarche  | 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.  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| <b>Sub-Divn 48—MP 510.7 . . . Gulf Jet.</b><br>MP 488.4 . . . Martin<br>MP 484.3 . . . Franklin.   | Where speeds on any subdivision or part thereof are lower than the above, the lower speed will govern.  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| <b>Sub-Divn 1—MP 610.2 Trinity River</b><br>MP 603.6 North Siding Switch—Saginaw<br>MP 511.9 South Siding Switch—Ryan  | <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 80%; text-align: left;">LOCATION</th> <th style="width: 10%;">Passenger Trains</th> <th style="width: 10%;">Freight Trains</th> </tr> </table>   | LOCATION                                    | Passenger Trains   | Freight Trains |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| LOCATION   | Passenger Trains  | Freight Trains                              |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| <b>Sub-Divn 2—MP 614.4 South Siding Switch—Sylvania</b><br>MP 621.2 North Siding Switch—Hurst<br>MP 622.2 South Siding Switch—Hurst<br>MP 626.8 North Siding Switch—Tarrant<br>MP 627.8 South Siding Switch—Tarrant<br>MP 634.8 North Siding Switch—Irving<br>MP 635.8 South Siding Switch—Irving  | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%; border-bottom: 1px solid black;">SUBDIVISION 38 (except as shown below).....</td> <td style="width: 10%; text-align: center; border-bottom: 1px solid black;">79</td> <td style="width: 10%; text-align: center; border-bottom: 1px solid black;">50</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 171-40 to MP 172-0.....</td> <td style="text-align: center; border-bottom: 1px solid black;">40</td> <td style="text-align: center; border-bottom: 1px solid black;">40</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 178-16 AT&amp;SF Crossing.....</td> <td style="text-align: center; border-bottom: 1px solid black;">60</td> <td style="text-align: center; border-bottom: 1px solid black;">45</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 193-0 to MP 195-0.....</td> <td style="text-align: center; border-bottom: 1px solid black;">40</td> <td style="text-align: center; border-bottom: 1px solid black;">40</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 197-35 to MP 198-25.....</td> <td style="text-align: center; border-bottom: 1px solid black;">65</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 206-0 to MP 210-10 (except as shown below).....</td> <td style="text-align: center; border-bottom: 1px solid black;">70</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 208-22 AT&amp;SF Crossing.....</td> <td style="text-align: center; border-bottom: 1px solid black;">60</td> <td style="text-align: center; border-bottom: 1px solid black;">45</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 219-25 to MP 220-0.....</td> <td style="text-align: center; border-bottom: 1px solid black;">70</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 222-36 Mo. 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V. Crossing.....</td> <td style="text-align: center; border-bottom: 1px solid black;">50</td> <td style="text-align: center; border-bottom: 1px solid black;">40</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 262-10 to MP 262-28.....</td> <td style="text-align: center; border-bottom: 1px solid black;">75</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 266-11 Mo. Pac. Crossing.....</td> <td style="text-align: center; border-bottom: 1px solid black;">60</td> <td style="text-align: center; border-bottom: 1px solid black;">45</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 273-21 to MP 274-8.....</td> <td style="text-align: center; border-bottom: 1px solid black;">60</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 282-12 to MP 283-26.....</td> <td style="text-align: center; border-bottom: 1px solid black;">70</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 287-0 to MP 287-8.....</td> <td style="text-align: center; border-bottom: 1px solid black;">65</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 289-30 to MP 290-22.....</td> <td style="text-align: center; border-bottom: 1px solid black;">65</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 292-33 to MP 292-36.....</td> <td style="text-align: center; border-bottom: 1px solid black;">65</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 293-24 to MP 294-20.....</td> <td style="text-align: center; border-bottom: 1px solid black;">20</td> <td style="text-align: center; border-bottom: 1px solid black;">20</td> </tr> </table> | SUBDIVISION 38 (except as shown below)..... | 79   | 50             | MP 171-40 to MP 172-0.....  | 40                                     | 40  | MP 178-16 AT&SF Crossing..... | 60  | 45                              | MP 193-0 to MP 195-0.....   | 40                          | 40   | MP 197-35 to MP 198-25.....                         | 65   | ..... | MP 206-0 to MP 210-10 (except as shown below).....   | 70    | .....   | MP 208-22 AT&SF Crossing..... | 60              | 45 | MP 219-25 to MP 220-0.....  | 70 | .....                 | MP 222-36 Mo. Pac. Crossing..... | 60   | 45  | MP 240-31 to MP 247-0 (except as shown below)..... | 30 | 30   | MP 241-20 to MP 243-28 Cline to North Jct..... | 20 | 20                           | MP 243-28 to MP 245-20 North Jct. to South Jct..... | 15 | 15                          | MP 250-14 M. V. Crossing..... | 50    | 40                         | MP 262-10 to MP 262-28..... | 75 | .....                       | MP 266-11 Mo. Pac. Crossing..... | 60 | 45                           | MP 273-21 to MP 274-8..... | 60 | .....                       | MP 282-12 to MP 283-26..... | 70    | .....                      | MP 287-0 to MP 287-8..... | 65    | .....                       | MP 289-30 to MP 290-22..... | 65 | .....                      | MP 292-33 to MP 292-36..... | 65    | .....                      | MP 293-24 to MP 294-20..... | 20    | 20                          |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| SUBDIVISION 38 (except as shown below).....  | 79  | 50  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 171-40 to MP 172-0.....   | 40  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 178-16 AT&SF Crossing.....  | 60  | 45  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 193-0 to MP 195-0.....  | 40  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 197-35 to MP 198-25.....  | 65  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 206-0 to MP 210-10 (except as shown below).....   | 70  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 208-22 AT&SF Crossing.....  | 60  | 45  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 219-25 to MP 220-0.....   | 70  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 222-36 Mo. Pac. Crossing.....   | 60  | 45  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 240-31 to MP 247-0 (except as shown below).....   | 30  | 30  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 241-20 to MP 243-28 Cline to North Jct.....   | 20  | 20  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 243-28 to MP 245-20 North Jct. to South Jct.....  | 15  | 15  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 250-14 M. V. Crossing.....  | 50  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 262-10 to MP 262-28.....  | 75  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 266-11 Mo. Pac. Crossing.....   | 60  | 45  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 273-21 to MP 274-8.....   | 60  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 282-12 to MP 283-26.....  | 70  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 287-0 to MP 287-8.....  | 65  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 289-30 to MP 290-22.....  | 65  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 292-33 to MP 292-36.....  | 65  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 293-24 to MP 294-20.....  | 20  | 20  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| <b>MAXIMUM ENGINE SPEEDS</b>   | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%; border-bottom: 1px solid black;">SUBDIVISION 45 (except as shown below).....</td> <td style="width: 10%; text-align: center; border-bottom: 1px solid black;">79</td> <td style="width: 10%; text-align: center; border-bottom: 1px solid black;">50</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 294-20 to MP 295-0.....</td> <td style="text-align: center; border-bottom: 1px solid black;">20</td> <td style="text-align: center; border-bottom: 1px solid black;">20</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 295-0 to MP 296-0.....</td> <td style="text-align: center; border-bottom: 1px solid black;">55</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 311-20 AT&amp;SF Crossing.....</td> <td style="text-align: center; border-bottom: 1px solid black;">60</td> <td style="text-align: center; border-bottom: 1px solid black;">45</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 340-14 to MP 341-34 (except as shown below).....</td> <td style="text-align: center; border-bottom: 1px solid black;">30</td> <td style="text-align: center; border-bottom: 1px solid black;">30</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 340-25 SL-SF crossing.....</td> <td style="text-align: center; border-bottom: 1px solid black;">30</td> <td style="text-align: center; border-bottom: 1px solid black;">20</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 341-34 to MP 342-30.....</td> <td style="text-align: center; border-bottom: 1px solid black;">40</td> <td style="text-align: center; border-bottom: 1px solid black;">40</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 395-17 to MP 395-27.....</td> <td style="text-align: center; border-bottom: 1px solid black;">60</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">MP 400-25 to MP 402-17.....</td> <td style="text-align: center; border-bottom: 1px solid black;">60</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">EL RENO: Panhandle Freight Belt.....</td> <td style="text-align: center; border-bottom: 1px solid black;">30</td> <td style="text-align: center; border-bottom: 1px solid black;">30</td> </tr> <tr> <td style="border-bottom: 1px solid black;">EL RENO: Oklahoma Freight Belt.....</td> <td style="text-align: center; border-bottom: 1px solid black;">20</td> <td style="text-align: center; border-bottom: 1px solid black;">20</td> </tr> </table>   | SUBDIVISION 45 (except as shown below)..... | 79   | 50             | MP 294-20 to MP 295-0.....  | 20                                     | 20  | MP 295-0 to MP 296-0.....     | 55  | .....                           | MP 311-20 AT&SF Crossing.....   | 60                          | 45   | MP 340-14 to MP 341-34 (except as shown below)..... | 30   | 30    | MP 340-25 SL-SF crossing.....  | 30    | 20  | MP 341-34 to MP 342-30.....   | 40              | 40 | MP 395-17 to MP 395-27..... | 60 | .....                 | MP 400-25 to MP 402-17.....      | 60   | .....                                       | EL RENO: Panhandle Freight Belt.....               | 30 | 30   | EL RENO: Oklahoma Freight Belt.....            | 20 | 20                           |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| SUBDIVISION 45 (except as shown below).....  | 79  | 50  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 294-20 to MP 295-0.....   | 20  | 20  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 295-0 to MP 296-0.....  | 55  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 311-20 AT&SF Crossing.....  | 60  | 45  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 340-14 to MP 341-34 (except as shown below).....  | 30  | 30  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 340-25 SL-SF crossing.....  | 30  | 20  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 341-34 to MP 342-30.....  | 40  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 395-17 to MP 395-27.....  | 60  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 400-25 to MP 402-17.....  | 60  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| EL RENO: Panhandle Freight Belt.....   | 30  | 30  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| EL RENO: Oklahoma Freight Belt.....  | 20  | 20  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
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| 345 to 377, inclusive.....   | 25  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| 500 to 528, inclusive.....   | 30  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| 529 to 599; 700 to 707, inclusive.....   | 40  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| 716 to 749; 762 to 835; 1000 to 1016, inclusive.....   | 50  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| 1301, 1303, 1305, 1307 and 1309.....   | 55  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| 145 to 160; 425 to 429; 450 to 474, inclusive.....   | 65  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
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| 1200 series 1300, 1302, 1304, 1306, 1308, 1310 and 1311.....   | 70  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| 400 and 401; 485 to 499; 621 to 623, inclusive.....  | 79  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| 601 to 606; 625 to 656, inclusive; 675-A, 676-A and B, 677-A, 750, 761.....  | 90  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| 9002, 9003.....  | 65  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| 9006, 9012, 9014.....  | 40  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| Other Motor Cars.....  | 60  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| SUBDIVISION 46 (except as shown below).....  | 79  | 50  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| Through Pacific Jct. Switch—Main Track Movement.....   | 35  | 35  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| CRI&P Crossing MP 404.0.....   | 20  | 20  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 413-16 to MP 413-23.....  | 75  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 413-29 to MP 414-0.....   | 55  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 430-11 to MP 430-32.....  | 55  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 435.7—SL-SF Crossing.....   | 60  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 438-33 to MP 440-23.....  | 65  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 443-26 to MP 448-6.....   | 65  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 448-27 to MP 450-29.....  | 55  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 451-1 to MP 451-29.....   | 70  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 452-6 to MP 452-15.....   | 65  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 452-17 to MP 453-11.....  | 55  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 454-8 to MP 454-21.....   | 70  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 456-24 to MP 456-34.....  | 60  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 459-33 to MP 460-7.....   | 65  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 460-13 to MP 460-24.....  | 55  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 461-15 to MP 462-18.....  | 70  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 468-18 to MP 468-27.....  | 70  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 470-27 to MP 471-21.....  | 70  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 471-31 to MP 472-6.....   | 60  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 482-7 to MP 482-22.....   | 60  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 495-27 to MP 496-6.....   | 70  | .....                                       |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| MP 498-32 to MP 500-0.....   | 60  | 40  |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%; border-bottom: 1px solid black;">Road freight or passenger diesels, other than road switchers, backing up.....</td> <td style="width: 20%; text-align: center; border-bottom: 1px solid black;">40</td> </tr> <tr> <td style="border-bottom: 1px solid black;">When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.....</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">Trains and engines making movement against current of traffic on two main tracks over facing point switches.....</td> <td style="text-align: center; border-bottom: 1px solid black;">30</td> </tr> <tr> <td style="border-bottom: 1px solid black;">Engines running forward light or with only one car.....</td> <td style="text-align: center; border-bottom: 1px solid black;">Freight train speed</td> </tr> <tr> <td style="border-bottom: 1px solid black;">Diesel switch engines, series 345 to 350, must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars.....</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.....</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> <tr> <td style="border-bottom: 1px solid black;">Motor cars without cars approaching interlocking signals and within interlocking limits.....</td> <td style="text-align: center; border-bottom: 1px solid black;">10</td> </tr> <tr> <td style="border-bottom: 1px solid black;">Trains handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer.....</td> <td style="text-align: center; border-bottom: 1px solid black;">25</td> </tr> <tr> <td style="border-bottom: 1px solid black;">Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.....</td> <td style="text-align: center; border-bottom: 1px solid black;">.....</td> </tr> </table> | Road freight or passenger diesels, other than road switchers, backing up.....   | 40  | When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve..... | .....          | Trains and engines making movement against current of traffic on two main tracks over facing point switches.....  | 30                                     | Engines running forward light or with only one car..... | Freight train speed           | Diesel switch engines, series 345 to 350, must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars..... | .....                           | When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher..... | .....                       | Motor cars without cars approaching interlocking signals and within interlocking limits..... | 10  | Trains handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer..... | 25    | Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized..... | ..... |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| Road freight or passenger diesels, other than road switchers, backing up.....  | 40  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.....   | .....   |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| Trains and engines making movement against current of traffic on two main tracks over facing point switches.....   | 30  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| Engines running forward light or with only one car.....  | Freight train speed   |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| Diesel switch engines, series 345 to 350, must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars.....  | .....   |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.....  | .....   |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| Motor cars without cars approaching interlocking signals and within interlocking limits.....   | 10  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| Trains handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer.....   | 25  |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |
| Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.....   | .....   |   |  |                |   |  |   |                               |   |                                 |   |                             |  |   |  |       |  |       |   |                               |                 |    |                             |    |                       |                                  |  |   |  |    |  |  |    |                              |   |    |                             |                               |       |                            |                             |    |                             |                                  |    |                              |                            |    |                             |                             |       |                            |                           |       |                             |                             |    |                            |                             |       |                            |                             |       |                             |    |    |                            |    |       |                             |    |    |                            |    |       |                             |    |    |                             |    |       |                             |    |       |                             |    |       |                            |    |    |                            |    |    |                            |    |       |                            |    |    |  |  |

## SPEED RESTRICTIONS—Concluded.

| LOCATION  | Passenger<br>Trains | Freight<br>Trains   |
|---|---------------------|---------------------|
| <b>SUBDIVISION 1 (except as shown below)</b>    |                     |                     |
| MP 512-34 to MP 513-09                          | 79                  | 50                  |
| MP 533-12 to MP 533-22                          | 70                  |                     |
| MP 541-25 to MP 541-34                          | 70                  |                     |
| MP 543-14 FWD Crossing Engine only              | 60                  | 40                  |
| MP 544-21 to MP 544-30                          | 65                  | 40                  |
| MP 545-00 to MP 546-09                          | 60                  | 40                  |
| MP 547-32 to MP 548-06                          | 55                  | 40                  |
| MP 548-24 to MP 549-03                          | 70                  |                     |
| MP 551-02 to MP 551-19                          | 70                  |                     |
| MP 552-34 to MP 553-13                          | 70                  |                     |
| MP 565-30 to MP 566-11                          | 65                  | 40                  |
| MP 567-07 to MP 567-17                          | 55                  | 40                  |
| MP 568-06 to MP 569-02                          | 70                  |                     |
| MP 570-00 to MP 570-33                          | 70                  |                     |
| MP 582-00 to MP 583-02                          | 55                  | 40                  |
| MP 584-13 to MP 584-32                          | 70                  |                     |
| MP 595-26 to MP 596-09                          | 65                  |                     |
| MP 604-20 GCSF Crossing                         | 20                  | 20                  |
| MP 607-16 to MP 608-31                          | 50                  | 35                  |
| MP 608-31 to 17th Street                        | Restricted<br>Speed | Restricted<br>Speed |
| <b>SUBDIVISION 2 (except as shown below)</b>    |                     |                     |
| Between 17th Street and Dalwor Junction         | 79                  | 50                  |
| MP 634-6 to MP 636-0                            | Restricted<br>Speed | Restricted<br>Speed |
| MP 642-2 to MP 643-28 (North Junction)          | 40                  | 40                  |
|   | 60                  | 40                  |
| <b>SUBDIVISION 48 (except as shown below)</b>   |                     |                     |
| MP 448-1 to MP 448-30                           | 59                  | 45                  |
| MP 474-20 to MP 474-28                          | 25                  | 25                  |
| MP 482-18 SL-SF Crossing                        | 45                  | 35                  |
| MP 484-4 MKT Crossing                           | 20                  | 20                  |
| MP 485-22 to MP 486-28                          | 15                  | 15                  |
| MP 486-30 Santa Fe Street                       | 15                  | 15                  |
| MP 487-25 SL-SF Crossing                        | 6                   | 6                   |
| MP 488-4 to 510-7 (except as shown below)       | 15                  | 15                  |
| MP 489-2 Stock Crossing                         | 70                  | 50                  |
| MP 500-33 to MP 601-11                          | 15                  | 15                  |
| MP 510-7 to 512-5                               | 50                  | 40                  |
| Pacific Jct. Switch Main Track Movement         | 40                  | 30                  |
| Pacific Jct. to Texas Jct.                      | 35                  | 35                  |
| MP 512-14 to MP 512-33                          | 10                  | 10                  |
| EL RENO: Panhandle Freight Belt                 | 30                  | 30                  |
| EL RENO: Oklahoma Freight Belt                  | 30                  | 30                  |
|   | 20                  | 20                  |
| <b>SUBDIVISION 47 (except as shown below)</b>   |                     |                     |
| EL RENO: Panhandle Freight Belt                 | 59                  | 45                  |
| EL RENO: Oklahoma Freight Belt                  | 20                  | 20                  |
| EL RENO: Oklahoma Freight Belt                  | 20                  | 20                  |
| Rock Island Jct. to Panhandle Jct.              | 30                  | 30                  |
| MP 535-27 to MP 537-27                          | 45                  | 30                  |
| MP 539-15 to MP 539-25                          | 40                  | 30                  |
| MP 541-20 to MP 542-10                          | 15                  | 10                  |
| MP 542-34 to MP 543-11                          | 45                  | 30                  |
| MP 545-30 to MP 546-2                           | 45                  | 30                  |
| MP 549-12 to MP 549-25                          | 45                  | 30                  |
| MP 556-32 to MP 561-8                           | 45                  | 30                  |
| MP 572-4 to MP 572-26                           | 45                  | 30                  |
| MP 575-10 to MP 576-27                          | 45                  | 30                  |
| MP 580-22 SL-SF Crossing                        | 15                  | 15                  |
| MP 583-15 P&SF Crossing                         | 15                  | 15                  |
| MP 583-18 to MP 583-25                          | 40                  | 30                  |
| MP 596-0 to MP 598-4                            | 45                  | 35                  |
| MP 608-24 to MP 611-32                          | 45                  | 30                  |
| MP 613-28 to MP 614-4                           | 45                  | 30                  |
| MP 619-26 to MP 621-11                          | 45                  | 30                  |
| <b>SUBDIVISION 3 (except as shown below)</b>    |                     |                     |
| MP 627-28 to MP 628-21                          | 59                  | 45                  |
| MP 643-9 to MP 643-18                           | 40                  | 30                  |
| MP 654-7 to MP 654-23                           | 45                  | 30                  |
| MP 656-1 to MP 656-12                           | 45                  | 30                  |
| MP 660-32 to MP 661-33                          | 45                  | 30                  |
| MP 665-0 FW&D Crossing                          | 55                  | 40                  |
| MP 665-15 to MP 665-24                          | 45                  | 30                  |
| MP 671-30 to MP 672-6                           | 40                  | 30                  |
| MP 674-13 to MP 674-23                          | 40                  | 30                  |
| MP 678-1 to MP 679-9                            | 40                  | 30                  |
| MP 680-25 to MP 681-31                          | 40                  | 30                  |
| MP 685-5 to MP 686-26                           | 40                  | 30                  |
| MP 687-31 to MP 701-6                           | 45                  | 30                  |
| MP 703-2 to MP 703-10                           | 50                  | 40                  |
| MP 705-5 to MP 706-2                            | 45                  | 30                  |
| MP 759-10 to MP 760-24                          | 30                  | 30                  |
| <b>SUBDIVISION 47-A (except as shown below)</b> |                     |                     |
| Enid to Watonga                                 | 25                  | 25                  |
| Bridge E-287                                    | 20                  | 20                  |
| MP N-14-4 to MP N-14-9                          | 10                  | 10                  |
|   | 15                  | 15                  |
| <b>SUBDIVISION 47-B (except as shown below)</b> |                     |                     |
| Bridges N-655 and N-686                         | 25                  | 25                  |
| MP 42-8 to MP 107-1                             | 10                  | 10                  |
|   | 20                  | 20                  |

| LOCATION   | Passenger<br>Trains | Freight<br>Trains |
|--|---------------------|-------------------|
| <b>SUBDIVISION 45-A (except as shown below)</b>  |                     |                   |
| MP 7-11 SL-SF Crossing                           | 40                  | 35                |
| MP 26 to MP 36                                   | 15                  | 15                |
| MP 37-23 to MP 38-8                              | 30                  | 30                |
| MP 40-24 to MP 41-6                              | 30                  | 30                |
| Bridge 437                                       | 20                  | 20                |
| MP 53-9 to MP 54-24                              | 30                  | 30                |
|  | 20                  | 20                |
| <b>SUBDIVISION 46-A (except as shown below)</b>  |                     |                   |
| MP 0 to MP 0-4 and North leg of wye at Chickasha | 50                  | 40                |
| Anadarko to Mangum                               | Restricted          | Speed             |
| MP 0.00—SL-SF Crossing                           | 30                  | 30                |
| Engines—Bridge 495                               | 10                  | 10                |
|  |                     |                   |
| <b>SUBDIVISION 46-B (except as shown below)</b>  |                     |                   |
| MP 460-15 to MP 460-21                           | 40                  | 30                |
|  | 20                  | 20                |
| <b>SUBDIVISION 1-A</b>                           |                     |                   |
|  | 25                  | 25                |

## SPECIAL INSTRUCTIONS

### SPECIAL INSTRUCTIONS GOVERNING ROCKET AND ZEPHYR PASSENGER TRAINS

Distinctive roadway signs indicate maximum speed 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 a point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign 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.

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, unless otherwise instructed by officer at location of highwater. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

|                               | Maximum Height of<br>Water Above Rail |
|-------------------------------|---------------------------------------|
| RDC cars 9002 and 9003        | 5 Inches                              |
| Diesel engines and motor cars | 3 Inches                              |
| Lightweight passenger cars    | 7 Inches                              |
| Conventional passenger cars   | 12 Inches                             |

2. Freight Yd. is the initial station for Rock Island, FW&D and SL-SF trains subdivisions 1 and 2 other than First Class.

2a. T&P Station Fort Worth, is initial station for FW&D 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, FW&D 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.

2d. Shawnee Yard is initial station for first-class trains leaving Shawnee.

3. Trains on Sub. Div. 45A will receive clearance at North Enid and will leave Billings Jct. without clearance.

3a. First-class trains must not leave Oklahoma City without Clearance.

3b. Trains must not leave Anadarko without clearance.

4. Restricted use of Register Books as follows:

- Enid—First Class trains.
- North Enid—Trains originating or terminating, and first class trains.
- Oklahoma City—First-class trains.
- Geary—Trains originating and terminating.
- Clinton—First-class trains.
- Chickasha—Trains originating and terminating.
- Waurika Yd.—Second-class and extra trains.
- Bridgeport—Trains originating and terminating.
- Fort Worth—T and P passenger Station (Trains originating and term-  
GC&SF yard office, 17th St.) Inating.
- Fort Worth—FW&D yard office. 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.

## SPECIAL INSTRUCTIONS—Continued.

4a. First-class trains will register by Form 1339 at Wichita, North Enid, Waurika, Freight Yard, Shawnee Yard and Syre Yard.

4b. Not necessary for First Class, Second Class and extra trains to check Train Register at Clinton.

4c. Engineers will not be required to check Train Register at El Reno Yard. Register check will be furnished by Train Order Form V.

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

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

|   |  |
|---|--|
| Herington Yard Office.<br>Engine House.<br><br>Cline.<br>Caldwell.<br>North Enid.<br>Ponca City Yard.<br>El Reno.<br>El Reno Yard Office.<br>Engine House.<br><br>Geary.<br>Clinton.<br>Shawnee.<br>Shawnee Yard.<br>Oklahoma City.<br>East Yard.<br>Sayre Yard.<br>Amarillo Yard Office.<br>Passenger Station.<br><br>Chickasha.<br>Duncan.<br>Waurika Yard Office.<br>Engine House. | Bridgeport.<br>Sherman—SL-SF—Yard Office<br>and Roundhouse.<br>Wichita Falls—FW&D—Train-<br>master's Office and Round-<br>house.<br>47a 41.0 SL-SF<br>47b 70.2 AT&SF<br>47b 75.8 SL-SF<br>48 484.1 MKT<br>48 485.6 MKT<br>48 485.9 MKT<br>48 486.5 SL-SF<br>48 486.8 SL-SF<br>48 487.7 SL-SF<br><br>Childress—FW&D—Yard Office.<br>Teague—Trainmaster's Office<br>and Roundhouse.<br>Freight Yard—Yard Office.<br>Freight Yard—Roundhouse.<br>Fort Worth—GC&SF Yard Office,<br>17th St.<br>Fort Worth—FW&D Yard Office,<br>and Roundhouse.<br>Fort Worth—SL-SF Yard Office<br>and Roundhouse, West Yard.<br>Fort Worth—T&P Passenger<br>Station.<br>Cadiz St. Jct.<br>Dallas—Union Terminal Station. |
|---|--|

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

6. Standard clocks are located at:

|   |  |
|---|--|
| Herington Yard Office.<br>Cline.<br>Wichita Union Station.<br>Caldwell.<br>Enid.<br>Ponca City Yard.<br>El Reno Yard.<br>El Reno Engine House.<br>El Reno.<br>Shawnee Yard.<br>Shawnee.<br>East Yard.<br>Oklahoma City.<br>Geary.<br>Okene.<br>Sayre Yard.<br>Amarillo Yard Office.<br>Passenger Station. | Chickasha.<br>Duncan.<br>Waurika.<br>Lawton.<br>Bridgeport.<br>Fort Worth—GC&SF Yard Office,<br>17th St.<br>Fort Worth—T&P Passenger<br>Station.<br>Freight Yard.<br>Fort Worth—FW&D Telegraph<br>Office.<br>Dallas—GC&SF Yard.<br>Dallas—Union Terminal Station.<br>Cadiz St. Telegraph Office. |
|---|--|

7. Trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH., passing stations at which train orders or clearances are to be received.

8. "f" Flag stop to receive or discharge traffic.  
 "g" Conditional stop for revenue passengers only.  
 "s" Regular stop.

11. AT&SF Crossing, Lost Springs: Trains finding home signal at "stop" position must stop not more than 100 feet from signal.

11a. AT&SF Crossing, Marion: Push button release for southward home signal is located in box near bay window on station.

11b. Due to obscured vision to the west or AT&SF yard side of track at AT&SF crossing Ponca City, telephone, connected with AT&SF Telegraph Operator, is located near the release case on north side of crossing.

11c. Trains moved into sidings at north siding switch North Enid or the south siding switch Enid by train dispatcher must not foul or re-enter main track except upon authority of operator at North Enid. Operator at North Enid will secure such authority from train dispatcher.

11d. All railroad crossings at grade are protected by interlocking except as follows:

| Subdiv. | MP Loca. | Crossing | Remarks | Operated by | Normal Position Gates AGAINST | Light Arrangement for |         |
|---------|----------|----------|---------|-------------|-------------------------------|-----------------------|---------|
|         |          |          |         |             |                               | Stop                  | Proceed |
| 45a     | 7.5      | SL-SF    |         | Trainmen    | SL-SF                         | Red                   | Yellow  |
| 46A     | 70.6     | SL-SF    | No Gate |             |                               |                       |         |
|         | 79.5     | AT&SF    | No Gate |             |                               |                       |         |
|         | 96.4     | MKT      | No Gate |             |                               |                       |         |
| 46B     | 496.6    | SL-SF    | Gate    | Trainmen    | CRI&P                         | Red                   | Yellow  |
|         | 580.5    | SL-SF    |         | Trainmen    | SL-SF                         | Red                   | Yellow  |
| 47      | 583.2    | P&SF     |         | Trainmen    | P&SF                          | Red                   | Yellow  |
| 47a     | 2.3      | SL-SF    |         | Trainmen    | CRI&P                         | Red                   | Yellow  |
| 47b     | 41.0     | SL-SF    |         | Trainmen    | CRI&P                         | Red                   | Yellow  |
| 47b     | 70.2     | AT&SF    |         | Trainmen    | CRI&P                         | Red                   | Yellow  |
| 47b     | 75.8     | SL-SF    |         | Trainmen    | CRI&P                         | Red                   | Yellow  |
| 48      | 484.1    | MKT      | No Gate |             |                               |                       |         |
| 48      | 485.6    | MKT      |         | Trainmen    | MKT                           | Red                   | Yellow  |
| 48      | 485.9    | MKT      | No Gate |             |                               |                       |         |
| 48      | 486.5    | SL-SF    |         | Trainmen    | SL-SF                         | Red                   | Yellow  |
| 48      | 486.8    | SL-SF    |         | Trainmen    | SL-SF                         | Red                   | Yellow  |
| 48      | 487.7    | SL-SF    |         | Trainmen    | SL-SF                         | Red                   | Yellow  |

11e. Railroad crossings at grade are protected by automatic interlocking as shown below:

| Subdiv. | MP Loca. | Crossing | Subdiv. | MP Loca. | Crossing  |
|---------|----------|----------|---------|----------|-----------|
| 1       | 543.4    | FW&D     | 38      | 250.3    | MidValley |
| 38      | 178.4    | AT&SF    | 38      | 266.4    | MoPac     |
| 38      | 194.5    | AT&SF    | 46      | 435.7    | SL-SF     |
| 38      | 222.9    | MoPac    | 46A     | 0.00     | SL-SF     |
| 38      | 241.7    | SL-SF    | 48      | 482.5    | SL-SF     |
| 38      | 242.0    | MoPac    | 3       | 665.0    | FW&D      |

11f. At interlocking following whistle signals designate route desired:

**PEABODY:**  
 Main track, three longs three shorts. Siding, three shorts one long.  
 Other tracks, one short one long one short.

**ENID:**  
 Main track, one long.

**SAGINAW:**  
 Mainline, one long.  
 Siding, one long one short.

**AMARILLO:**  
 Main track, one long.  
 Cannot take, one short one long one short.  
 Yard to main track, one long one short one long.  
 Main track to packing house, one long one short.  
 Yard to packing house, two short one long.

14. Following rule in effect on Subdivisions where so specified in foot notes 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.

15. OKLAHOMA CITY between SL-SF crossing MP 486.8 Santa Fe Street and connection at Exchange Avenue viaduct inferior trains and yard engines may occupy main tracks on time of first class trains but must avoid delay thereto.

15a. All train 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.

15b. All trains or engines must move at restricted speed between depot Chickasha and North Wye Switch.

16. Between North Jct. and South Jct. Wichita trains will be governed by the Time Table and rules of WUTry.

## SPECIAL INSTRUCTIONS—Concluded.

16a. Between North Jct. and Cadiz St. Jct. trains will be governed by time table and rules of the Dallas Union Terminal.

26. Interlocking Rules 325 to 332, Inclusive, and 340 to 345 Inclusive, are in effect at Purina Jct. and 6th St. Jct.

26a. 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, and between Gulf Jct. and Martin, 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. 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 | Mile Post | Kind of Structure              |
|-------------|-----------|--------------------------------|
| 38          | 189.8     | Bridge                         |
| 38          | 194.8     | Bridge                         |
| 38          | 244.1     | Signal Bridge                  |
| 38          | 245.0     | Signal Bridge                  |
| 38          | 245.2     | Viaduct                        |
| 38          | 261.8     | Bridge                         |
| 38          | 273.8     | Viaduct                        |
| 38          | 274.2     | Overhead Bridge                |
| 45          | 296.9     | Overhead Bridge                |
| 45          | 344.4     | Viaduct                        |
| 45          | 373.9     | Overhead Bridge                |
| 45          | 400.7     | Bridge                         |
| 46          | 414.1     | Bridge                         |
|             | 416.4     | OH Highway Bridge              |
|             |           | Main Track                     |
|             |           | Compress Track                 |
|             |           | Mill Track No. 1               |
|             |           | Mill Track No. 2               |
|             |           | O. H. Bridge                   |
| 1           | 440.4     | T&P Viaduct                    |
|             | 611.2     | T&P Viaduct                    |
|             | 612.1     | T&P Viaduct                    |
| 2           | 612.5     | Bridge                         |
|             | 620.1     | OH Highway Bridge              |
|             | 639.6     | Bridge                         |
|             | 466.3     | Viaduct                        |
| 48          | 477.2     | Bridge                         |
| 48          | 483.3     | Bridge                         |
| 48          | 486.9     | Overhead Bridge                |
| 48          | 488.2     | Overhead Bridge                |
| 48          | 511.9     | Pass. Overhead Bridge, Highway |
| 47          | 542.1     | Bridge                         |
| 47          | 580.8     | Overhead Bridge                |
| 47          | 616.5     | Overhead Bridge                |
| 3           | 655.9     | Overhead Bridge                |
| 47a         | 28.7      | Bridge                         |
| 45a         | 38.8      | Bridge                         |
| 45a         | 43.7      | Bridge                         |
| 46A         | 33.1      | Bridge                         |
|             | 44.6      | Bridge                         |
|             | 49.5      | Bridge                         |
|             | 51.8      | Bridge                         |
| 1A          | 26.4      | OH Highway Bridge              |
|             | 29.8      | Bridge                         |

28a. Subdivision 47 bridges: Nos. 5485, 5526, 5568, 5801 and 5930, will not clear man on side of car.

28b. Subdivision 48 bridge No. 5099 will not clear man on side of car.

28c. GC&SF viaduct over 7th St. Industrial track at Fort Worth will not clear man on top of car.

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           | 260              | 14.4           |
| 61               | 59.0           | 80               | 45.0           | 116              | 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           |                  |                |

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

| Sub-Div. | Location | Name                             | Car Capacity |
|----------|----------|----------------------------------|--------------|
| 38       | MP 195.1 | Riddle Quarries                  | 10           |
| 38       | MP 262.1 | Zyba Spur                        | 16           |
| 38       | MP 272.3 | Frigid Mist Co.                  | 3            |
| 45       | MP 371.2 | Dover Sand Co.                   | 46           |
| 46       | MP 439.6 | Superior OH Spur                 | 17           |
| 46       | MP 450.3 | Magnolia                         | 24           |
| 46       | MP 478.2 | Chan                             | 16           |
| 46       | MP 478.3 | Alwinn                           | 15           |
| 1        | MP 561.6 | Cities Service                   | 15           |
| 1        | MP 564.0 | Lone Star                        | 75           |
| 1        | MP 565.6 | ARC Spur                         | 40           |
| 1        | MP 567.7 | Owen Spears Spur                 | 40           |
| 1        | MP 597.6 | Texas Electric Spur              |              |
| 2        | MP 620.3 | Hart Spur                        | 24           |
| 2        | MP 626.3 | Ed Pit                           | 38           |
| 2        | MP 628.7 | Dorothy                          | 22           |
| 2        | MP 630.3 | Liggett—Texas Power & Light Spur | 8            |
| 2        | MP 638.3 | Ready Hung Door Track            |              |
| 2        | MP 639.8 | Armstrong Cork                   | 80           |
| 2        | MP 641.5 | Delta Metals                     |              |
| 2        | MP 643.7 | Trinity Industrial Dist.         | 120          |
| 2        | MP 643.0 | General Cable                    | 40           |
| 48       | MP 466.7 | Huey                             |              |
| 48       | MP 481.7 | Goodner                          |              |
| 48       | MP 496.0 | OGE run around track             | 30           |
| 48       | MP 496.0 | OGE spur off run around          | 23           |
| 3        | MP 629.5 | Okla. Salt Co.                   | 8            |
| 3        | MP 666.8 | Tool Production Co.              | 7            |
| 3        | MP 656.9 | Osborne                          | 8            |
| 3        | MP 657.9 | Norrick                          | 9            |
| 3        | MP 666.2 | Gaspar                           | 10           |
| 47a      | MP 23.7  | Warren Oil Co.                   | 22           |
| 45a      | MP 50.1  | Hill & Co.                       | 3            |
| 46A      | MP 8.3   | Alfalfa Spur                     | 2            |
| 46A      | MP 26.2  | Public Service Spur              | 75           |
| 1A       | MP 4.5   | Rickels                          | 9            |

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.

34. "Precautions, unusual conditions". When snow plows are operated preceding or following other trains, Absolute Block between open stations must be maintained between such trains in territory involved. If necessary, Dispatchers must call Operators to establish communication. These requirements do not modify Rule 99.

Snow plows, while in road operation, will not exceed speed of 5 MPH when meeting or passing or being passed by a passenger train.

35. Emergency telephones, connected with train dispatcher's circuit are located at "polesets," or in booth, at the following locations:

Subdiv. 48 Huey Spur..... Pole Box.

NOTE.—The following letters and symbol indicate:

F—Fuel Station.

P—Train Dispatcher's Telephone.

R—Train Register Station.

T—Turntable.

W—Water Station—Diesel Engines.

Y—Wye.

UX—Railroad Crossing not protected by Interlocking.

TO—Train Order Station.

Yd—Station where Yard Limit Signs are Maintained.

\*—Radio Installation.

Official Hospitals are located as follows:

| Name                        | Place                              | Telephone        |
|-----------------------------|------------------------------------|------------------|
| Wichita St. Joseph Hospital | Wichita, Kansas, 928 N. Emporia    | 46301            |
| Patterson Hospital          | Duncan, Okla., 117 No. 10th St.    | 624              |
| St. Joseph's Hospital       | Ft. Worth, Texas, 1607 So. Main.   | 3-2371           |
| Baxter Hospital             | Shawnee, Okla., 134 So. Center.    | 2240, 2241, 2242 |
| Mercy Hospital              | Oklahoma City, Okla., 501 W. 12th. | 2-9171           |
| St. Anthony Hospital        | Amarillo, Tex., 708 No. Polk St.   | 150 & 2837       |
| El Reno Sanitarium          | El Reno, Okla., 620 East Wade.     | 113              |
| St. Mary's Hospital         | Enid, Okla., 502 East Okla.        | 146              |

# TRAIN ORDER OFFICES

## OFFICE HOURS

Week Days  
Except Saturday

\*Sundays and Holidays

\*\*Saturdays

### SUBDIVISION 38

|                        |                        |
|------------------------|------------------------|
| Herington              | Continuous             |
| Lost Springs           | 8:30 a.m. 5:30 p.m.    |
| Lincolnvillie          | 8:00 a.m. 5:00 p.m.    |
| Antelope               | 8:30 a.m. 5:30 p.m.    |
| Marion                 | 8:00 a.m. 5:00 p.m.    |
| Peabody—AT&SF Crossing | Continuous             |
| Ebing                  | 7:00 a.m. 4:00 p.m.    |
| Whitewater             | 8:00 a.m. 5:00 p.m.    |
| Furley                 | 7:00 a.m. 4:00 p.m.    |
| Clino                  | Continuous             |
| Wichita                | Continuous             |
| South Jet.             | Continuous             |
| Wellington             | 8:00 a.m. 5:00 p.m.    |
| Corbin                 | ** 8:00 a.m. 5:00 p.m. |
| Caldwell               | 7:30 a.m. 4:30 p.m.    |
|                        | Continuous             |

### SUBDIVISION 45

|              |                          |
|--------------|--------------------------|
| Caldwell     | Continuous               |
| Renfrow      | 7:30 a.m. 4:30 p.m.      |
| Medford      | 7:30 a.m. 4:30 p.m.      |
| Jefferson    | 7:30 a.m. 4:30 p.m.      |
| Pond Creek   | 7:30 a.m. 4:30 p.m.      |
| Kremlin      | 7:30 a.m. 4:30 p.m.      |
| North Enid   | Continuous               |
| Waukomis     | 7:30 a.m. 4:30 p.m.      |
| Bison        | 7:30 a.m. 4:30 p.m.      |
| Hennessey    | 7:30 a.m. 4:30 p.m.      |
| Dover        | 8:30 a.m. 5:30 p.m.      |
| Kingfisher   | 8:00 a.m. 5:00 p.m.      |
| Okarchie     | 7:30 a.m. 4:30 p.m.      |
| El Reno Yard | Continuous               |
| El Reno      | { **10:30 a.m. 6:30 p.m. |
|              | { *10:30 p.m. 6:30 a.m.  |

### SUBDIVISION 46

|              |                          |
|--------------|--------------------------|
| El Reno      | { **10:30 a.m. 6:30 p.m. |
|              | { *10:30 p.m. 6:30 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               |
| Sunray       | 12:00 noon 4:00 a.m.     |
| Comanche     | 7:45 a.m. 5:45 p.m.      |
| Waurika      | Continuous               |

### SUBDIVISION 1

|              |                        |
|--------------|------------------------|
| Waurika      | Continuous             |
| Ryan         | 8:00 a.m. 5:00 p.m.    |
| Terral       | 7:00 a.m. 4:00 p.m.    |
| Ringgold     | 8:00 a.m. 5:00 p.m.    |
| Bowie        | 6:45 a.m. 2:45 p.m.    |
|              | 7:00 p.m. 3:00 a.m.    |
| Chico        | ** 7:45 a.m. 4:45 p.m. |
| Bridgeport   | Continuous             |
| Boyd         | 7:00 a.m. 4:00 p.m.    |
| Saginaw      | Continuous             |
| Freight Yard | Continuous             |
| Fort Worth   | Continuous             |

### SUBDIVISION 2

|                         |            |
|-------------------------|------------|
| Fort Worth              | Continuous |
| Irving                  | Continuous |
| Dallas (Union Terminal) | Continuous |
| Cadiz St. Jct.          | Continuous |

### SUBDIVISION 48

|               |                           |
|---------------|---------------------------|
| Shawnee Yard  | Continuous                |
| McLoud        | 2:00 p.m. 11:00 p.m.      |
| Harrah        | 7:30 a.m. 4:30 p.m.       |
|               | 7:45 a.m. 3:45 p.m.       |
| East Yard     | { ** 7:45 a.m. 3:45 p.m.  |
|               | { * 4:00 p.m. 12:00 mid.  |
|               | { * 4:00 p.m. 12:00 mid.  |
| Oklahoma City | { ** 6:00 a.m. 2:00 p.m.  |
|               | { ** 3:30 p.m. 11:30 p.m. |
| Yukon         | ** 8:00 a.m. 4:00 p.m.    |
|               | ** 5:00 p.m. 1:00 a.m.    |
| El Reno       | { **10:30 a.m. 6:00 p.m.  |
|               | { *10:30 p.m. 6:30 a.m.   |
| El Reno Yard  | Continuous                |

### SUBDIVISION 47

|              |                          |
|--------------|--------------------------|
| El Reno      | { **10:30 a.m. 6:30 p.m. |
|              | { *10:30 p.m. 6:30 a.m.  |
| El Reno Yard | Continuous               |
| Calumet      | 8:30 p.m. 5:30 a.m.      |
|              | ** 8:30 a.m. 5:30 p.m.   |
| Geary        | { ** 8:30 p.m. 5:30 p.m. |
|              | { ** 8:30 a.m. 5:30 p.m. |
| Bridgeport   | ** 7:30 a.m. 4:30 p.m.   |
| Hydro        | { ** 7:30 a.m. 4:30 p.m. |
|              | { ** 7:30 a.m. 4:30 p.m. |
| Weatherford  | { ** 9:30 p.m. 5:30 a.m. |
|              | { ** 9:00 a.m. 5:00 p.m. |
| Clinton      | ** 9:00 a.m. 5:00 p.m.   |
| Foss         | 7:45 a.m. 4:45 p.m.      |
| Canute       | 8:30 a.m. 5:30 p.m.      |
|              | 8:30 a.m. 4:30 p.m.      |
| Elk City     | 8:30 a.m. 5:30 p.m.      |
|              | { ** 9:30 p.m. 5:30 a.m. |
| Sayre Yard   | Continuous               |

### SUBDIVISION 3

|            |                          |
|------------|--------------------------|
| Sayre Yard | Continuous               |
| Erick      | 8:30 a.m. 5:30 p.m.      |
| Shamrock   | { ** 7:30 a.m. 4:30 p.m. |
| McLean     | { ** 7:00 a.m. 4:00 p.m. |
| Jericho    | 6:30 p.m. 3:30 a.m.      |
| Groom      | 6:45 a.m. 3:45 p.m.      |
| Conway     | 7:00 a.m. 4:00 p.m.      |
| Amarillo   | Continuous               |

### SUBDIVISION 47-A

|            |                          |
|------------|--------------------------|
| North Enid | Continuous               |
| Lahoma     | 8:00 a.m. 5:00 p.m.      |
| Ringwood   | 8:00 a.m. 5:00 p.m.      |
| Okeene     | 8:00 a.m. 5:00 p.m.      |
| Hirchcock  | 8:00 a.m. 5:00 p.m.      |
| Watonga    | 8:00 a.m. 5:00 p.m.      |
| Greenfield | 8:00 a.m. 5:00 p.m.      |
| Geary      | { ** 8:30 a.m. 5:30 p.m. |
|            | { ** 8:30 a.m. 5:30 p.m. |

### SUBDIVISION 47-B

|        |                     |
|--------|---------------------|
| Alva   | 8:00 a.m. 5:00 p.m. |
| Okeene | 8:00 a.m. 5:00 p.m. |

### SUBDIVISION 45-A

|                 |                     |
|-----------------|---------------------|
| Ponca City Yard | 6:00 p.m. 2:00 a.m. |
| Tonkawa         | 8:00 a.m. 5:00 p.m. |
| Billings        | 8:00 a.m. 5:00 p.m. |
| Garber          | 8:30 a.m. 5:30 p.m. |

### SUBDIVISION 46-A

|                                |                          |
|--------------------------------|--------------------------|
| Chickasha                      | Continuous               |
| Verden                         | 8:30 a.m. 5:30 p.m.      |
| Anadarko                       | { ** 8:30 a.m. 5:30 p.m. |
|                                | { ** 8:00 a.m. 5:00 p.m. |
| Fort Cobb                      | 8:30 a.m. 5:30 p.m.      |
| Carnegie (except Mondays)      | { ** 8:30 a.m. 5:30 p.m. |
|                                | { ** 8:15 a.m. 5:15 p.m. |
| Mountain View (except Mondays) | { ** 8:15 a.m. 5:15 p.m. |
|                                | { ** 8:30 a.m. 5:30 p.m. |
| Gotabo                         | 8:00 a.m. 5:00 p.m.      |
| Hobart (except Mondays)        | { ** 8:00 a.m. 5:00 p.m. |
|                                | { ** 8:00 a.m. 5:00 p.m. |
| Lone Wolf                      | 8:00 a.m. 5:00 p.m.      |
| Granite                        | 8:00 a.m. 5:00 p.m.      |
| Mangum (except Mondays)        | { ** 7:00 a.m. 4:00 p.m. |
|                                | { ** 7:00 a.m. 4:00 p.m. |

### SUBDIVISION 46-B

|               |                          |
|---------------|--------------------------|
| Anadarko      | 8:30 a.m. 5:30 p.m.      |
|               | { ** 8:30 a.m. 5:30 p.m. |
| Apache        | 8:00 a.m. 5:00 p.m.      |
| Richards Spur | { ** 7:00 a.m. 4:00 p.m. |
|               | { ** 7:00 a.m. 4:00 p.m. |
| Fort Sill     | 8:00 a.m. 5:00 p.m.      |
|               | { ** 8:00 a.m. 5:00 p.m. |
| Lawton        | { ** 8:00 a.m. 5:00 p.m. |
|               | { ** 8:00 a.m. 5:00 p.m. |
| Walters       | 8:30 a.m. 5:30 p.m.      |
| Temple        | 8:30 a.m. 5:30 p.m.      |
| Waurika       | Continuous               |

### SUBDIVISION 1-A

|            |                          |
|------------|--------------------------|
| Bridgeport | Continuous               |
| Jacksboro  | 8:00 a.m. 5:00 p.m.      |
| Bryson     | 7:30 a.m. 4:30 p.m.      |
| Graham     | 8:30 a.m. 5:30 p.m.      |
|            | { ** 8:30 a.m. 5:30 p.m. |



**C. S. MINOR, Assistant Superintendent, Fort Worth, Texas**  
**B. A. FREDRICKSON, Assistant Superintendent, El Reno, Oklahoma**  
**R. E. LAKE, Trainmaster, Fort Worth, Texas**  
**C. E. KLINE, Trainmaster, El Reno, Oklahoma**  
**W. O. WALLS, Assistant Trainmaster, Oklahoma City, Oklahoma**  
**L. HENTHORN, Acting Assistant Trainmaster, El Reno, Oklahoma**  
**K. O. THOMAS, Master Mechanic, El Reno, Oklahoma**  
**J. H. KASMEIER, Assistant Master Mechanic, Fort Worth, Texas**  
**H. T. DEMPSEY, Road Foreman of Equipment, El Reno, Oklahoma**  
**A. L. DAVIS, Road Foreman of Equipment, El Reno, Oklahoma**  
**A. CHOATE, Road Foreman of Equipment, Fort Worth, Texas**  
**V. H. REISCHE, Chief Dispatcher, El Reno, Oklahoma**  
**E. J. DUNN, Chief Dispatcher, Fort Worth, Texas**  
**J. A. HAWKINS, Night Chief Dispatcher, El Reno, Oklahoma**

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H. F. LEONARD,  
G. T. RUSSELL,  
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**J. L. HAWN,  
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