

Company Surgeons.	Location
T. L. HANSEN, Chief Surgeon	
J. M. L. JENSEN, Ass't Chief Surgeon, La Salle St. Station	Chicago
R. M. EUBANKS, Dist. and Hospital Surgeon and Examiner, Donaghey Bldg.	Little Rock
S. NICHOLS, Div. Surgeon and Examiner	Herington
E. J. REICHLLEY, Ass't Div. Surgeon and Examiner	Lincolntonville
J. W. DE MAND	Marion
R. C. SMITH	Peabody
E. H. JOHNSON	Whitewater
W. E. REGIER	
E. S. EDGERTON	
H. R. HODSON, Ass't Local Surgeon	Wichita
D. I. MAGGARD, Oculist, Aurist and Examiner	Wellington
W. H. NEAL	Caldwell
D. E. KISECKER	Medford
I. V. HARDY	Pond Creek
H. A. STALKER	
D. D. ROBERTS	Enid
W. H. RHODES, Oculist, Aurist and Examiner	Hennessey
B. I. TOWNSEND	Kingfisher
J. W. FENDLETON	
H. C. BROWN, Div. Surgeon and Examiner	
J. T. RILEY, Ass't Div. Surgeon and Examiner	El Reno
P. F. HEROD, Div. Oculist, Aurist and Examiner	Booneville
S. P. MCCONNELL	Hartford
W. H. GRIGSBY	Howe
S. C. DEAN	Wister
EARL M. WOODSON	Red Oak
R. L. RICH	Wilburton
T. L. HENRY	Hartshorne
J. W. SAMES	Halleyville
J. DURROUGH, Div. Surgeon and Examiner	
J. F. PARK	
W. H. KASISER, Ass't Local Surgeon	McAlester
L. C. KUYRKENDALL, Oculist, Aurist and Examiner	Stuart
L. J. GEORGE	Holdenville
W. E. FLOYD	
G. B. VAN SANDT	Wewoka
M. M. VAN SANDT, Ass't Local Surgeon	Seminole
L. R. PACE	
G. S. BAXTER, Division Surgeon and Examiner	
M. A. BAKER, Ass't Division Surgeon and Examiner	
F. M. KEEN, Ass't Division Surgeon and Examiner	
W. M. GALLAHER, Oculist, Aurist and Examiner	
CLINTON GALLAHER, Ass't Oculist, Aurist and Examiner	Shawnee
R. C. KAYLER	McLoud
J. E. HARBISON, Division Surgeon and Examiner	
FRANK HARBISON, Ass't Division Surgeon and Examiner	
A. R. LEWIS, Ass't Division Surgeon and Examiner	
T. G. WAILS, Oculist, Aurist and Examiner	
CLYDE F. LOY, Oculist, Aurist and Examiner	Oklahoma City
E. G. FERGUSON, Oculist, Aurist and Examiner	Yukon
J. E. TOMKINS	
D. F. STOUGH, Sr.	
D. F. STOUGH, Jr., Ass't Local Surgeon	Geary
T. A. BOYD	Weatherford
McLAIN ROGERS	
ELLIS LAMB	Clinton
V. C. TISDAL	Elk City
H. K. SPEED, Sr., Examiner Surgeon	
W. P. SPENCE, Oculist, Aurist and Examiner	Sayre
G. H. SLAGNER	Erick
B. A. ZEIGLER	Shamrock
C. B. BATSON	McLean
A. E. WINSETT	
R. KEYS	
I. RASCO	
R. D. GIST	
AUGUST J. STREIT, Oculist, Aurist and Examiner	Amarillo
C. E. NORTHCUTT	
G. H. NIEMANN	Ponca City
D. L. MATHEWS	Tonkawa
E. J. BOLING	Billings
G. M. HOLCOMBE	Okeene
O. E. TEMPLIN	Alva

C. E. MEKOTA, General Claim Agent, Chicago, Ill.

C. C. FERTIG,  
Superintendent

C. L. FRANKLIN,  
General Superintendent

H. C. McCULLOUGH,  
"Sup't Motive Power

K. K. STOKES,  
Act'g Sup't Transportation

G. P. TRACHTA,  
Gen'l Supt. Motive Power

G. W. RANEY,  
General Manager

W. H. HILLIS,  
Operating Officer

## Chicago, Rock Island & Pacific Railway

# TIME TABLE

## OKLAHOMA DIVISION THIRD DISTRICT

# No. 6

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

SUNDAY, SEPTEMBER 12, 1943

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

This Time Table for the exclusive use  
and guidance of Employees

**Southward**

**Main Line**

**Northward**

SECOND CLASS			FIRST CLASS				SUBDIVISION 38 STATIONS		Office Hours Week Days				FIRST CLASS		SECOND CLASS				
95	93		509	17			Time Table No. 6		*Sundays and Holidays				510	18	96	98	94		
Missouri River-Tex. Red Ball	Texas Special		Rocket	Mid-Continent Special	Capacity of Sidings	Capacity of Other Tracks	September 12, 1943		†Holidays Only		M. P. from St. Joseph	Station Numbers	Rocket	Mid-Continent Special	Texas Kana. City Red Ball	Texas Chicago Red Ball	Okla. St. Louis-Chgo. Red Ball		
Daily	Daily		Daily	Daily			LEAVE		From	To		Signs							
P.M. 6:15	A.M. 7:00		A.M. 11:40	A.M. 2:15								RYd FWTY	P.M. 4:55	A.M. 3:10	A.M. 8:00	P.M. 2:00	P.M. 9:30		
							RI...	HERINGTON...TO	Continuous.		171.4	670		s 4:55	s 3:10				
							GS...	AT&SF Crossing... LOST SPRINGS...TO	8:30 a.m. 5:30 p.m.		178.4	s 7		f 4:44	f 2:58	93 7:12	1:10	7:20	
6:26	7:12		11:49	2:27	125	34	CV...	LINCOLNVILLE...TO	8:30 a.m. 5:30 p.m.		183.5	s 12		f 4:39	f 2:48	6:57	1:00	7:10	
6:33	7:19		11:53	2:36	74	29	F....	ANTELOPE...TO	6:00 a.m. 3:00 p.m. *6:00 a.m. 3:00 p.m. 8:30 a.m. 5:30 p.m. *8:30 a.m. 5:30 p.m.		187.5	s 16		f 4:35	f 2:42	6:50	12:52	7:00	
6:38	7:24		11:56	2:42	74	21	MR....	MARION...TO			194.4	s 23	W	s 4:29	s 2:26	6:38	12:40	95 6:45	
6:45	7:32		12:02	2:55	94	46		AT&SF Crossing... AULNE...P			194.5								
7:02	7:41		12:08	3:05	74	19	DY....	PEABODY...TO			200.4	s 29		f 4:23	f 2:14	6:25	12:27	6:30	
7:24	7:52		12:15	3:16	128	80	DX...	AT&SF Crossing... ELBING...TO	Continuous.		208.4	s 37		s 4:16	s 2:01	6:08	P.M. 509 12:15	6:20	
							BN....	ELBING...TO	8:30 a.m. 5:30 p.m.		216.2	s 45		f 4:09	f 1:48	5:55	A.M. 11:53	6:06	
7:39	8:02		12:22	3:27	75	38	WH..	WHITE WATER...TO	8:30 a.m. 5:30 p.m. *8:30 a.m. 5:30 p.m.		222.8	s 51	W	s 4:03	s 1:32	5:40	11:45	5:54	
7:49	8:11		12:28	3:37	125	24	UK....	FURLEY...TO	8:30 a.m. 5:30 p.m.		222.9			f 3:57	f 1:20	5:28	11:35	5:43	
								KECHI...P			229.5	s 58		f 3:51	f 1:09	5:15	11:25	5:32	
8:09	8:29		12:39	3:56	74	21	KN....	CLINE...TO	Continuous.		236.0	s 65		s 3:46	s 12:56	4:55	11:15	5:20 4:30	
8:40	9:00		12:43	4:04	99e 119w	444		SL-SF Crossing...UX MoPac Crossing...UX North Jct... UD...WICHITA...TO			241.6	s 70	Yd FWT	3:46	12:56	4:55	11:15	5:20 4:30	
								MoPac Crossing...UX North Jct... UD...WICHITA...TO			241.7								
8:50	9:10		12:48	4:13				MoPac Crossing...UX North Jct... UD...WICHITA...TO			242.0								
								North Jct... UD...WICHITA...TO			243.7	s 72		s 3:40	12:44	4:30	10:47	4:18	
8:54	9:12		12:59	4:15				MoPac Crossing...UX North Jct... UD...WICHITA...TO	Continuous.		244.5	s 73	Yd	s 3:38	12:42	4:24	10:44	4:15	
								MoPac Crossing...UX North Jct... UD...WICHITA...TO			244.5			s 3:38	12:42	4:24	10:44	4:15	
8:57	9:16		1:01	4:37				MoPac Crossing...UX North Jct... UD...WICHITA...TO	Continuous.		245.3	s 74		s 3:26	12:18	4:22	10:40	4:10	
								MoPac Crossing...UX North Jct... UD...WICHITA...TO			250.3	s 78							
9:07	9:26		1:09	4:47	70	22		Mid-Valley Crossing...P HAYSVILLE...P			253.1	s 82		3:18	A.M. 12:04	4:00	10:28	3:55	
9:17	9:34		1:14	4:59	95	23		MoPac Crossing... PECK...P			259.0	s 88	W	s 3:12	11:54	3:50	10:20	3:40	
								MoPac Crossing... RIVERDALE...P			266.4								
9:32	9:44		1:21	5:10	124	17		MoPac Crossing... RIVERDALE...P			266.5	s 95		s 3:05	11:40	3:34	10:10	3:26	
9:43	9:58		1:29	5:24	80	62	WN..	WELLINGTON...TO	Continuous		273.9	s 103	Yd	s 2:58	11:29	3:08	9:58	3:13	
								PERTH...P			283.1	s 112		94 2:48	11:14	2:52	9:46	510 2:48	
9:59	10:10		1:38	5:36	94	44	BO....	CORBIN...TO	7:30 a.m. 4:30 p.m. *7:30 a.m. 4:30 p.m.		286.9	s 116		s 2:45	11:07	2:45	9:40	2:20	
10:06	10:16		1:41	5:42	86	73		AT&SF Crossing...UX CD...CALDWELL...TO			293.7								
								AT&SF Crossing...UX CD...CALDWELL...TO	Continuous.		294.5	s 123	RYd FWT	2:36	10:55	2:25	9:25	509 2:00	
10:25	10:30		1:50	6:02				LEAVE					Daily	Daily	Daily	Daily	Daily		
P.M.	A.M.		P.M.-94	A.M.				LEAVE											
29.5	35.1		56.8	35.7				Average Speed Per Hour..					53.1	31.4	22.0	26.5	18.4		
4.10	3.30		2.10	3.47				Schedule Time.....					2.19	4.15	5.35	4.35	7.30		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF No. 509 AND No. 510 NOT LESS THAN 15 MINUTES.  
TIME TABLE RULE 14a IN EFFECT.

Local Extra leaves Herington about 6:00 A. M. Monday, Wednesday and Friday for Caldwell.  
No. 509 discharge from Topeka and beyond, receive for El Reno and beyond.

Local Extra leaves Caldwell about 8:00 A. M. Tuesday, Thursday and Saturday for Herington.  
No. 510 discharge from El Reno and beyond, receive for Topeka and beyond.

# Southward

# Main Line

# Northward

SECOND CLASS		FIRST CLASS				SUBDIVISION 45 STATIONS		Office Hours Week Days				FIRST CLASS		SECOND CLASS			
95	93	509	17			Time Table No. 6		*Sundays and Holidays				510	18	98	94	96	
Mo. River Texas Red Ball	Texas Special	Rocket	Mid-Continent Special			September 12, 1943		†Holidays only				Rocket	Mid-Continent Special	Texas Chicago Red Ball	Oklahoma St. Louis Chicago Red Ball	Texas Kans. City Red Ball	
Daily	Daily	Daily	Daily			LEAVE		From To									
P.M. 10:55	A.M. 10:45	P.M. 1:50	A.M. 6:07			CD..CALDWELL, KAN. TO		Continuous.		M. P. from St. Joseph		P.M. 2:36	95-P.M. 10:50	A.M. 9:10	P.M. 12:30	A.M. 2:00	
11:10	10:55	1:55	6:15	99	Yd	..... WARNER, OKLA.....P		.....		294.5 #123 RYd FWT		s 2:36	s 10:50	8:55	12:08	1:50	
11:16	11:00	1:58	6:21	99	57	V..... RENFROW .... TO		7:30 a.m. 4:30 p.m.		298.8 #127		2:31	10:35	8:49	12:02	1:43	
						..... AT&SF Crossing .....		7:30 a.m. 4:30 p.m.		302.6 #131		2:28	10:29				
11:46	11:12	2:07	6:35	91	69	MF.... MEDFORD .... TO		8:30 a.m. 5:30 p.m.		311.6		2:20	10:16	8:35	11:47	1:25	
						.....		*1:45 p.m. 3:45 p.m.		311.8 #140		g 2:20	s 10:16				
11:58	11:21	2:14	6:44	100	47	JN.... JEFFERSON .... TO		18:30 a.m. 5:30 p.m.		318.5 #148 W		509 2:14	s 10:04	8:25	11:36	1:13	
P.M.		510				.....		6:30 a.m. 3:30 p.m.									
12:09	11:26	2:19	6:54	94	94	PO.. POND CREEK ... TO		*8:30 a.m. 5:30 p.m.		322.2 #151		2:09	s 9:56	8:20	11:26	1:07	
A.M.	94					.....		8:30 a.m. 5:30 p.m.									
12:20	11:37	2:26	7:04	94	34	KR..... KREMLIN..... TO		*1:30 p.m. 3:30 p.m.		330.7 #159		2:02	s 9:42	8:07	10:59	12:52	
						..... BILLINGS JCT. .... P		7:00 a.m. 4:00 p.m.									
						..... NORTH ENID .....		*1:45 p.m. 2:45 p.m.		338.5		Yd					
12:40	11:49	2:32	7:15	98	212	..... SL-SF Crossing .....				338.6 #167		YdW	1:55	9:29	7:55	10:45	12:40
96	A.M.					.....				340.5							
1:15	12:15	s 2:42	s 7:40	188	1184	HN..... ENID ..... TO		Continuous		341.8 #171 RYd FWY		s 1:46	s 9:24	17 7:40	10:35	12:30	
	P.M.		98			.....		7:45 a.m. 4:45 p.m.									
1:35	12:31	2:50	7:52	94	56	M.... WAUKOMIS ... TO		8:30 p.m. 5:30 a.m.		349.5 #178		1:39	s 8:57	7:28	10:03	12:02	
						.....		*8:30 p.m. 5:30 a.m.									
1:45	12:39	2:55	8:02	94	31	B..... BISON..... TO		8:00 a.m. 5:00 p.m.		355.4 #184		1:34	s 8:48	7:12	9:54	11:53	
						.....		*8:00 a.m. 5:00 p.m.									
1:55	12:47	3:00	8:13	98	91	HY... HENNESSEY ... TO		*8:00 a.m. 5:00 p.m.		361.5 #190		1:29	s 8:38	7:01	9:44	11:44	
						.....											
2:02	12:53	3:04	8:19	94		..... JACKS .....				366.3 #195		1:25	8:29	6:50	9:35	11:35	
						.....											
2:10	1:21	3:08	8:25	82	46	DV.... DOVER .... TO		7:00 a.m. 4:00 p.m.		370.8 #199 WYd		93 1:21	s 8:22	6:44	9:28	11:28	
	510					.....											
2:20	1:41	g 3:16	s 8:38	114	207	KG... KINGFISHER... TO		Continuous		378.6 #207 W		g 1:14	s 8:11	6:35	9:14	11:12	
						.....											
2:30	1:50	3:21	8:45	94		..... ENGLE .....				383.4 #212		1:09	8:01	6:29	9:06	10:52	
						.....											
2:38	1:59	3:26	8:52	94	51	KS.... OKARCHE .... TO		7:30 a.m. 4:30 p.m.		388.5 #217		1:05	s 7:54	6:23	8:52	10:42	
						.....		*7:30 a.m. 4:30 p.m.									
2:48	2:10	3:34	9:02	82	2	..... CONCHO .....				396.1 #225		12:59	f 7:43	6:14	8:32	10:30	
						.....											
3:00	2:20	3:38	9:07			..... El Reno Jct. ....				400.8		RYd	12:53	7:34	6:05	8:20	10:20
						.....											
4:30	2:30					FO... El Reno Yard ... TO		Continuous.		401.7 #232 RYd FWTY							
A.M.	P.M.					.....											
						..... CRISP Crag. .... UX				400.9							
						.....											
		3:39	9:08			..... Rock Isl. Jct. ....				401.0 #229 RYd		12:52	7:33				
						.....											
		s 3:47	s 9:25			RF... EL RENO ... TO		Continuous.		402.6 #232 RYd FWY		12:50 P.M.	7:30 P.M.				
		P.M.	A.M.			.....											
						LEAVE						Daily	Daily	Daily	Daily	Daily	
						.....											
19.1	28.3	55.4	32.7			..... Average Speed Per Hour..						61.2	32.4	34.1	25.0	28.3	
5:35	3:45	1:57	3:18			..... Schedule Time.....						1:46	3:20	3:10	4:15	3:45	

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

SECOND CLASS, EXTRA TRAINS, AND ENGINES MUST CLEAR THE TIME OF No. 509 AND No. 510 NOT LESS THAN 15 MINUTES.

PASSENGER TRAINS ON SUBDIVISION 48 AND SOUTHERN DIVISION WILL PROTECT AGAINST EACH OTHER BETWEEN THE INTERSECTING SWITCH SUBDIVISION 48 AND SOUTHERN DIVISION AT EL RENO AND PASSENGER STATION AT EL RENO.

TIME TABLE RULE 14a IN EFFECT

No. 509 discharge from Wichita and beyond, receive for Oklahoma City and beyond.

Local Extra leaves Caldwell about 8:00 A. M. Tuesday, Thursday and Saturday for El Reno Yard.

No. 510 discharge from Oklahoma City and beyond, receive for Wichita and beyond.

Local Extra leaves El Reno Yard about 7:00 A. M. Monday, Wednesday and Friday for Caldwell.

# Westward

# Main Line

# Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Distance from Booneville	SUBDIVISION 50 STATIONS		Office Hours Week Days *Sundays and Holidays †Holidays only	M. P. from Memphis	Station Numbers	Signs	FIRST CLASS		SECOND CLASS	
991	993	111	51				LEAVE	From					To	112	52	992
California Oklahoma Louisiana Gold and Red Ball	Memphis Oklahoma Texas Red Ball	Memphis Californian	Choctaw Rocket				Time Table No. 6 September 12, 1943						Memphis Californian	Choctaw Rocket	Texas Oklahoma Memphis Red Ball	California Memphis Gold Ball
Daily	Daily	Daily	Daily													
A.M. 10.30	A.M. 1.49	A.M. 3.50	A.M. 1.14	0.0			BO.....BOONEVILLE.....TO	Continuous.	251.0		RYd		A.M. 5.30	A.M. 1.52	A.M. 11.55	A.M. 6.30
10.30	1.49	4.10	1.15	0.3	Yard	0.3	.....BOONEVILLE YARD.....		251.3	252	YdFWY		5.25	1.49	11.55	6.30
10.45	2.05	f 4.20	1.26	53		7.8	.....BARBER.....P		258.8	260			f 5.01	1.39	11.05	5.50
10.55	2.15	f 4.28	1.34	70	5	12.5	.....ECHO.....P		263.5	264			f 4.50	1.34	10.55	5.35
11.10	2.28	f 4.40	1.38	84	18	16.6	.....ABBOTT.....		267.6	268			f 4.40	1.29	10.45	5.22
11.25	2.40	s 4.50	1.42	42	43	19.7	MF.....MANSFIELD.....TO	8:00 a.m. 4:00 p.m. 11:00 p.m. 7:00 a.m. *8:00 a.m. 4:00 p.m. *11:00 p.m. 7:00 a.m. 6:00 a.m. 3:00 p.m. †6:00 a.m. 3:00 p.m.	270.7	272	W	s 4.28	1.25	10.37	5.15	
11.41	3.00	s 5.05	1.51	70	75	28.2	HF.....HARTFORD, ARK.....TO		279.2	280		s 4.10	1.16	10.22	4.59	
11.53	3.15	f 5.17	2.00	63	9	36.6	.....MONROE, OKLA.....P		287.6	288		f 3.52	1.06	10.07	4.43	
12.25	3.41	s 5.37	2.08	70	59	43.6	.....KCSRY Crossing.....									
P.M. 12.25	3.41	s 5.37	2.08	70	59	43.6	BX.....HOWE.....TO	Continuous.	294.6	295	YdY		s 3.41	12.56	9.45	4.25
12.45	4.30	s 5.52	2.18	85	70	50.0	.....SL-SF Crossing.....UX									
1.00	4.42	s 5.52	2.18	85	70	50.0	KY.....WISTER.....TO	8:30 a.m. 5:30 p.m. *8:30 a.m. 5:30 p.m.	301.0	302	YdW	s 3.20	12.45	9.05	4.00	
1.16	4.55	f 6.03	2.26	84		56.9	.....CASTON.....P		307.9	309		3.02	12.37	8.35	3.44	
1.30	5.05	f 6.09	2.26	84	10	60.7	.....FANSHAW.....P		311.7	313		f 2.56				
1.42	5.20	s 6.15	2.34	79	2	64.2	.....HUGHES.....P		315.2	316		2.50	12.28	8.24	3.32	
1.52	5.35	s 6.25	2.40	68	24	70.5	RO.....RED OAK.....TO	6:30 a.m. 3:30 p.m.	321.5	322		s 2.40	12.21	8.14	3.22	
2.00	5.50	s 6.35	2.48	88	31	78.2	.....PANOLA.....P		329.2	330		2.27	12.13	8.00	3.10	
2.25	6.05	s 6.46	2.55	68	92	83.8	WN.....WILBURTON.....TO	6:45 a.m. 3:45 p.m. *6:45 a.m. 3:45 p.m.	334.8	335	W	s 2.19	12.07	7.50	2.50	
3.00	6.30	s 6.53	3.00	95		88.2	.....LIMESTONE.....P		339.2	340		2.08	12.02	7.38	2.40	
3.00	6.30	s 7.06	3.11	84	57	98.1	.....GOWEN.....P		349.1	350	Yd	1.54	11.51	7.25	2.25	
		s 7.11			26	99.7	HN.....HARTSHORNE.....P		350.7	352	YYd	s 1.47				
						101.0	.....Pittsburg Co. Ry Crossing.....UX		352.0							
					Yard	101.5	HY.....HAILEYVILLE.....TO	Continuous.	352.5	353	RYd FW		1.40	11.46	7.15	2.15
													A.M. 1.40	P.M. 11.46	A.M. 7.15	P.M. 2.15
							LEAVE						Daily	Daily	Daily	Daily
22.6	21.5	29.7	50.3				.....AVERAGE SPEED PER HOUR.....						26.5	49.1	21.6	23.9
4.30	4.41	3.25	2.01				.....SCHEDULE TIME.....						3.50	2.04	4.40	4.15

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF No. 51 AND No. 52 NOT LESS THAN 15 MINUTES.  
TIME TABLE RULE 14a IN EFFECT.

Howe: No. 51 and No. 52 discharge to KCS RR, receive from KCS RR for regular stop points.  
Wilburton: Discharge from regular stop points, receive for regular stop points.  
Local Extra leaves Haileyville about 8:00 a. m. Mon., Wed., Fri. for Booneville.  
Local Extra leaves Booneville about 7:30 a. m. Tues., Thurs., Sat. for Haileyville.

# Westward

# Main Line

# Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Distance from Haileyville	SUBDIVISION 49 STATIONS		Office Hours Week Days		M. P. from Memphis	Station Numbers	Signe	FIRST CLASS		SECOND CLASS	
991	993	111	51				LEAVE	From	To	52				112	992	994	
California Oklahoma Louisiana Gold and Red Ball	Memphis Oklahoma Texas Red Ball	Memphis Californian	Choctaw Rocket											Choctaw Rocket	Memphis Californian	Texas Oklahoma Memphis Red Ball	California Memphis Gold Ball
Daily	Daily	Daily	Daily														
P.M. 4.00	A.M. 8.00	A.M. 7.25	A.M. 3.15	.....	Yard	0.0	HY.....	HAILEYVILLE.....	TO	Continuous	352.5	353	RYd FW	P.M. 11.46	A.M. 1.34	A.M. 5.30	P.M. 1.45
4.05	8.04	7.27	3.17	.....		1.0	.....	BRANCH JCT.....	P		353.5	354		11.44	1.14	5.10	1.10
4.20	8.19	7.36	3.25	74	13	7.6	.....	ALDERSON.....	P		360.1	361		11.37	1.05	5.00	1.05
						12.8	.....	Pittsburg Co. Ry Crossing.....	UX		365.3						
4.50	8.55	8.10	3.46	136	410	13.1	MA.....	McALESTER.....	TO	Continuous	365.6	366	YdWY	11.29	12.55	4.45	12.50
							.....	MKT Crossing.....	UX								
5.05	9.10	8.19	3.53	69		20.2	.....	BOLTON.....	P		372.7	374		11.12	12.24	4.17	12.23
5.15	9.20	8.24	3.57	84	56	24.1	YD.....	HAYWOOD.....	TO	Continuous	376.6	377	YdY	11.08	12.18	4.07	12.18
5.20	9.25	8.28	4.00	75		26.6	.....	WHITES.....	P		379.1	380		11.05	12.13	4.00	12.13
5.30	9.40	8.38	4.06	84	30	33.2	.....	STUART.....	P		385.7	387		10.58	12.03	3.42	12.03
5.50	10.00	8.47	4.11	47		37.8	.....	HILL TOP.....	P		390.3	391		10.53	11.53	3.35	11.55
							.....	KO&G Crossing.....			395.5						
6.05	10.30	8.59	4.18	92	64	43.9	CA.....	CALVIN.....	TO	Continuous	396.4	397	YdW	10.45	11.41	3.15	11.35
6.10	10.40	9.05	4.23	73		47.1	.....	AGUA.....	P		399.6	400		10.40	11.29	3.00	11.20
6.18	10.50	9.12	4.28	60	7	52.0	.....	BILBY.....	P		404.5	405		10.35	11.22	2.50	11.10
6.30	11.00	9.30	4.43	146	275	57.5	HD.....	HOLDENVILLE.....	TO	Continuous	410.0	411	YdWY	10.28	11.12	2.40	11.00
							.....	SL-SF Crossing.....									
6.46	11.20	9.44	4.54	114	132	65.4	WA.....	WEWOKA.....	TO	8:00 a.m. 5:00 p.m.	417.9	419		10.15	10.50	2.28	10.25
6.54	11.35	9.53	5.01	106	27	71.7	.....	LIMA.....	P	8:00 a.m. 5:00 p.m.	424.2	426		10.07	10.35	2.18	10.03
7.14	11.42	9.58	5.05	60		75.2	.....	FERTIG.....	P		427.7	429		10.03	10.29	2.13	9.58
7.21	11.50	10.14	5.11	68	225	77.9	DM.....	SEMINOLE.....	TO	8:00 a.m. 5:00 p.m.	430.4	431	YdW	10.00	10.25	2.08	9.48
7.27	12.10	10.20	5.17	91	50	82.5	.....	TRACY.....	P	8:00 a.m. 5:00 p.m.	435.0	436		9.52	10.11	2.00	9.41
7.38	12.30	10.26	5.21	63	19	86.5	RA.....	EARLSBORO.....	TO	8:00 a.m. 5:00 p.m.	439.0	440		9.48	10.05	1.53	9.35
7.48	12.45	10.34	5.24	74		88.8	.....	KING.....	P		441.3	442		9.45	9.57	1.48	9.31
		10.49	5.40			94.9	.....	SHAWNEE.....	P		447.4	448	Yd	9.37	9.47		
8.00	2.00	10.59	5.42		Yard	95.6	JE.....	SHAWNEE YARD.....	TO	Continuous	448.1	448	RYdFW Y	9.28	9.38	1.30	9.20
P.M.	P.M.	A.M.	A.M.											P.M.	P.M.	A.M.	A.M.
														Daily	Daily	Daily	Daily
23.9	16.0	27.5	39.0											41.5	24.9	23.9	21.5
4.00	6.00	3.34	2.27											2.18	3.57	4.00	4.25

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
 SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF No. 51 AND No. 52 NOT LESS THAN 15 MINUTES.  
 TIME TABLE RULE 14a IN EFFECT.

Local Extra leaves Haileyville about 5:30 a. m. daily, except Sunday, for Shawnee Yard.  
 Local Extra leaves Shawnee Yard about 6:00 a. m. daily, except Sunday for Haileyville.



# Main Line Eastward

SUBDIVISION 48 STATIONS Time Table No. 6 September 12, 1943				FIRST CLASS						SECOND CLASS					
				118	512	514	112	120	52	994	992				
				Passenger Motor	Rocket	Rocket	Memphis Californian	Passenger Motor	Choctaw Rocket	California Memphis Gold Ball	Texas Oklahoma Memphis Red Ball				
	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Signs											
				Yd			P.M. 9:40		P.M. 9:37						
JE.....	SHAWNEE YARD.....	TO		#448	RYdYFW		9:38		9:28	A.M. — 8:50	P.M. — 11:45				
	DALE.....	P	94	30	#456		f 9:31		f 9:20	8:33	11:25				
MC.....	McLOUD.....	TO	92	17	#461		f 9:26		112 9:16	8:25	11:15				
	HARRAH.....	TO	94	42	#466	W									
	CHOCTAW.....	P	93	15	#473		f 9:06		9:12	8:17	11:05				
	DICKSON.....	P	76		#479		f 8:58		9:06	8:07	10:57				
	SL-SF Crossing.....						8:48		9:00	7:58	10:45				
	MKT Crossing.....														
	END TWO MAIN TRACKS.....						8:37		8:52	7:45	991 10:35				
	MKT Crossing.....														
KX.....	EAST YARD.....	TO		860	#485	Yd WT				7:30	10:25				
	MKT Crossing.....	UX													
	SL-SF Crossing.....	UX													
	SL-SF Crossing.....	UX													
HO.....	OKLAHOMA CITY.....	TO		1482	#487	R Yd Y	A.M. 10:30	P.M. 1:40	P.M. 4:45	8:23	P.M. 8:20	8:45			
	SL-SF Crossing.....	UX					8:08								
	Oklary Crossing.....	UX													
	END TWO MAIN TRACKS.....						10:23	1:37	4:38	7:55	8:15	8:30	7:19	9:47	
	COUNCIL.....	P	94	10	#495		10:15	1:27	4:31	7:47	8:06	8:23	7:11	9:39	
	Oklary Crossing.....	UX													
	YUKON.....	TO	90	198	#501	Yd W	f 10:07	1:19	4:22	s 7:39	f 7:57	8:16	51 7:01	9:28	
	BANNER.....	P	94	20	#507		10:01	1:10	4:16	7:30	7:50	8:10	6:46	9:19	
	GULF JCT.....	P			#511	R Yd	9:55	111 1:05	4:10	7:25	993 7:45	8:06	6:40	9:12	
	EL RENO (US 66 Station).....														
	TEXAS JCT.....	P				R									
	CRISP Crossing.....	P													
	EL RENO.....	TO			#232	RYdFWY	9:50	1:00	4:05	7:20	7:40	8:00			
FO.....	EL RENO YARD.....	TO			#230	R Yd FWT	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	6:30 A.M.	9:00 P.M.	10:15 P.M.
	LEAVE.....						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	AVERAGE SPEED PER HOUR.....						40.2	40.2	40.2	30.5	40.2	42.0	27.9	23.7	
	SCHEDULE TIME.....						0.40	0.40	0.40	2.20	0.40	1.37	2.20	2.45	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

IN AUTOMATIC BLOCK TERRITORY SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF No. 512, No. 514 AND No. 52 NOT LESS THAN TEN MINUTES AND IN NON-AUTOMATIC BLOCK TERRITORY NOT LESS THAN 15 MINUTES.

PASSENGER TRAINS ON SUBDIVISION 48 AND SOUTHERN DIVISION WILL PROTECT AGAINST EACH OTHER BETWEEN THE INTERSECTING SWITCH SUBDIVISION 48 AND SOUTHERN DIVISION AT EL RENO AND PASSENGER STATION AT EL RENO.

TIME TABLE RULE 14a IN EFFECT.

No. 112 will stop when necessary, at Nicoma Park to receive or discharge parcel post.

SEE FOOT NOTES ON PAGE 5.





# Westward

# Main Line

# Eastward

SECOND CLASS			FIRST CLASS			Capacity of Stalls	Capacity of Other Tracks	Distance from Sayre	SUBDIVISION 3 STATIONS			Office Hours Week Days		M. P. from Memphis	Station Numbers	Signs	FIRST CLASS		SECOND CLASS	
991	111	51	Time Table No. 6 September 12, 1943						From	To	112	52	994							
California Oklahoma Louisiana Gold and Red Ball	Memphis Californian	Choctaw Rocket							LEAVE							Memphis Californian	Choctaw Rocket	California Memphis Gold Ball		
Daily	Daily	Daily								Continuous										
A.M. 8:30	P.M. 5:33	A.M. 9:56	15	Yard	0.0				SA.....CRI&PRy SAYRE YARD.....TO			627.8	#627	RYd FWT		P.M. 3:30	P.M. 5:23	P.M. 11:00		
8:55	5:46	10:04	50		7.7				HEXT.....TO			635.5	#635			3:15	5:14	10:26		
9:07	s 5:58	10:11	75	80	14.1				RI.....ERICK.....TO	{ 8:30 a.m. 5:30 p.m. 10:30 a.m. 12:30 p.m.		641.9	#641	W	s	3:07	5:08	10:14		
9:22	s 6:11	10:20	50	32	21.7				TEXOLA OKLA.....TO			649.5	#649		s	2:58	5:00	10:04		
					22.5				CRI&GRy.....TO			650.3								
9:25	6:14	10:22	36		23.0				BENONINE TEXAS.....TO			650.8	#650			2:53	4:58	10:01		
9:33	6:21	10:27	50		27.0				FULLER.....TO			654.8	#654			2:48	4:53	9:55		
10:03	s 6:42	s 10:40	57	222	37.6				SK.....SHAMROCK.....TO	{ 8:00 a.m. 5:00 p.m. *8:00 a.m. 5:00 p.m.		665.4	#665	YdW	s	2:35	s 4:41	9:35		
					38.1				FW&D Crossing.....TO			665.9								
10:15	6:52	10:48	50		43.6				LELA.....TO			671.4	#671		f	2:19	4:29	9:15		
10:28	7:02	10:55	45		50.1				RAMSDell.....TO			677.9	#677			2:11	4:22	9:04		
10:38	7:11	11:01	54		55.6				WHITED.....TO			683.4	#682			2:03	4:15	8:56		
11:07	s 7:27	s 11:07	75	105	60.5				YD.....McLEAN.....TO	{ 7:00 a.m. 4:00 p.m. *7:00 a.m. 4:00 p.m. 8:30 a.m. 5:30 p.m.		688.3	#687	FWYd	s	1:55	g 4:09	8:46		
11:22	f 7:43	11:18	54	24	69.2				A.....ALANREED.....TO			697.0	#696		s	1:38	3:58	8:31		
11:37	7:54	11:26	56	3	75.7				ROCKLEDGE.....TO			703.5	#702			1:28	3:50	8:20		
11:51	f 8:06	11:32	50	6	81.0				CH.....JERICHO.....TO	6:00 p.m. 3:00 a.m.		708.8	#708		s	1:20	3:43	8:06		
12:02	8:15	11:39		36	87.0				BOYDSTON.....TO			714.8	#714			1:12	3:36	7:52		
12:15	s 8:25	11:45	50	76	92.5				GR.....GROOM.....TO	8:00 a.m. 5:00 p.m.		720.3	#719	WY	s	1:05	3:30	7:43		
12:38	8:36	11:53	53	18	99.9				LARK.....TO			727.7	#727	W	f	12:55	3:23	7:30		
12:44	s 8:50	s 12:02	75	30	108.1				CU.....CONWAY.....TO	7:30 a.m. 4:30 p.m.		735.9	#735		s	12:44	g 3:14	7:16		
1:05	9:02	12:11	48		116.9				YARNALL.....TO			744.7	#744	W		12:32	3:05	7:02		
1:25	9:16	12:22	53		125.3				ROYAL.....TO			753.1	#752			12:22	2:56	6:48		
					132.6				P&SFRy Crossing.....TO			760.3								
2:45 P.M.-52	9:40 P.M.	12:35 P.M.	88	Yard	133.8				VN.....AMARILLO.....TO	Continuous		761.6	#762	RYd FWTY		12:10 P.M.	991 2:45 P.M.	6:30 P.M.		
									LEAVE							Daily	Daily	Daily		
21.4	32.5	50.5							.....AVERAGE SPEED PER HOUR.....							40.1	50.8	29.7		
6.15	4.07	2.39							.....SCHEDULE TIME.....							3:20	2:38	4:30		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF No. 51 AND No. 52 NOT LESS THAN 15 MINUTES.  
TIME TABLE RULE 14a IN EFFECT.

Local Extra leaves Sayre Yard about 6:00 a. m. Tuesday, Thursday and Saturday for Amarillo.  
No. 51 discharge from El Reno and beyond.  
No. 52 receive for El Reno and beyond.  
No. 51 receive McLean for Amarillo.  
No. 52 discharge McLean from Amarillo.

Local Extra leaves Amarillo about 6:15 a. m. Monday, Wednesday and Friday for Sayre Yard.  
No. 112 will stop at Lela when necessary to handle fragile parcel post and when picking up pouch mail from crane will reduce to 20 MPH.



### Southward

### Geary Branch

### Northward

SECOND CLASS		Capacity of Sidings	Capacity of Other Tracks	Distance from End	SUBDIVISION 47-A STATIONS Time Table No. 6 September 12, 1943		Office Hours Week Days *Sundays and Holidays †Holidays only		M. P. from St. Joseph	Station Numbers	Signs	SECOND CLASS	
777	709				LEAVE	TO	From	To				710	778
Mixed	Mixed				HN.....	ENID.....	TO					Mixed	Mixed
Monday Wed'n'day Friday	Monday Wed'n'day Friday					.....	UX	Continuous	342.0	sb 171	RYd FWY	Tuesday Thursday Saturday	Tuesday Thursday Saturday
	A.M. 9:45	188	1184	0.0		.....	UX		344.3			P.M. 12:30	
				2.3		.....	UX					A.M. 11:40	
	\$10:30		36	11.7	MA.....	LAHOMA.....			353.7	sb 12		\$11:40	
	\$10:50		27	16.7		.....			358.7	sb 17		\$11:15	
	\$11:05		26	20.4	WD.....	RINGWOOD.....	TO	8:00 a.m. 5:00 p.m.	362.4	sb 20		\$11:05	
	\$11:50		26	32.0		.....			374.0	sb 32		\$10:25	
	P.M. 12:45			39.1		.....			381.1	sb 39	Y	10:05	A.M. 10:50
	\$ 1:30		30	40.4	K.....	OKEENE.....	TO	† 8:00 a.m. 5:00 p.m.	382.4	sb 41	RW Yd	10:00 A.M.	\$10:45
				41.0		.....	UX		383.0				
	\$ 2:05		26	50.8	HK.....	HITCHCOCK.....	TO	8:00 a.m. 5:00 p.m.	392.8	sb 51		\$ 9:45	
	\$ 2:45			54.6		.....			396.6	sb 55		\$ 9:30	
	\$ 3:30		36	60.9	TG.....	WATONGA.....	TO	7:30 a.m. 4:30 p.m.	402.9	sb 61	W	\$ 8:45	
	\$ 3:45			69.6	GF.....	GREENFIELD.....	TO	8:30 a.m. 5:30 p.m.	411.6	sh543		\$ 8:10	
				77.6	GY.....	GEARY.....	TO	8:00 a.m. 4:00 p.m.	419.6	sb 535	RYd WY		7:45 A.M.
	4:00 P.M.		79			.....	LEAVE	8:00 a.m. 4:00 p.m.					
						.....	LEAVE	8:00 p.m. 4:00 a.m.					
	11.9	16.3				.....	AVERAGE SPEED PER HOUR.....					16.3	12.5
	3.15	2.30				.....	SCHEDULE TIME.....					2.30	3.05

### Southward

### Northern Branch

### Northward

SECOND CLASS		Capacity of Sidings	Capacity of Other Tracks	Distance from Geary	SUBDIVISION 47-B STATIONS Time Table No. 6 September 12, 1943		Office Hours Week Days *Sundays and Holidays †Holidays only		M. P. from Memphis	Station Numbers	Signs	SECOND CLASS	
777					LEAVE	TO	From	To				778	
Mixed					AO.....	ALVA.....	TO	8:00 a.m. 5:00 p.m.	642.9	sh639	RFWY	Mixed	
Monday Wed'n'day Friday						.....		8:00 a.m. 5:00 p.m.				Tuesday Thursday Saturday	
	A.M. 9:00	10	96	103.8		.....			635.2	sh631		P.M. 2:40	
	f10:00		35	96.1		.....			627.3	sh623		f 2:10	
	\$10:20		70	88.2		.....			624.3	sh620		\$ 1:45	
	f10:35		9	84.9		.....			618.3	sh614		f 1:30	
	f10:50		21	79.2		.....			611.6			f 1:15	
				72.5		.....	UX		610.2	sh606		\$12:55	
	\$11:10		38	71.1		.....	UX		606.4				
				67.3		.....	UX		604.8	sh601		\$12:35	
	\$11:30		25	65.7		.....			598.1	sh595		P.M. 12:15	
	\$11:45		22	59.0		.....			588.6	sh585		A.M. 11:40	
	f12:10		22	49.5		.....			578.8	sh575		f11:40	
	\$12:35		24	39.5		.....			574.5		Y	\$11:15	
	12:45 P.M.			35.2		.....	LEAVE					10:50 A.M.	
						.....	LEAVE						
	18.3					.....	AVERAGE SPEED PER HOUR.....					17.9	
	3.45					.....	SCHEDULE TIME.....					3.50	

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



**SPEED RESTRICTIONS—Continued.**

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>SUBDIVISION 50</b> .....	60	50	45	35
(Except as shown below)				
MP 252-30 to MP 253-6.....		40		35
MP 259-7 to MP 259-14.....		40		30
MP 265-22 to MP 266-0.....		40		30
MP 276-2 to MP 276-28.....		40		30
MP 281-28 to MP 282-9.....		40		30
MP 283-16 to MP 283-23.....		40		30
MP 294-0 to MP 294-6.....		40		30
MP 295.4 KCS Crossing, engine only.....	20		20	
MP 298-28 to MP 299-14.....		35		25
MP 299-23 to MP 300-4.....		20		15
MP 300-17 to MP 302-20.....		35		30
MP 335-30 to MP 336-5.....		40		30
MP 347-33 to MP 349-2.....		40		30
MP 351-10 to MP 353-3.....		35		30
MP 352.0 PC Crossing.....	20		10	
Bridge 2996 and approaches.....	20	20	15	15
Through city limits Red Oak.....	25		25	
Passing Howe Station No. 51 and No. 52.....	5			
<b>SUBDIVISION 49</b> .....	65	55	50	40
(Except as shown below)				
Engine 5040 (Except as shown below).....	65	55		
MP 439-8 to MP 448-10.....	60	50		
MP 353-11 to MP 361-9.....	60	50		
Other 5000 engines.....	55	45		
MP 353-3 to MP 354-27.....		35		30
MP 365.6 MKT Crossing.....	15		15	
MP 365.3 PC Crossing.....	10		10	
MP 387-11 to MP 387-22.....		45		30
MP 388-2 to MP 389-12.....		45		30
MP 392-33 to MP 394-10.....		45		30
MP 395-6 KO&G Crossing.....	20		20	
MP 397-22 to MP 398-9.....		30		20
MP 401-2 to MP 401-7.....		35		25
MP 403-17 to MP 404-4.....		50		30
MP 406-7 to MP 407-7.....		45		30
MP 410.0 SLSF Crossing— Eastward.....	20		20	
Westward.....	40		35	
MP 414-10 to MP 415-0.....		40		30
MP 438-0 to MP 439-8.....		45		35
MP 444-33 to MP 445-5.....		50		35
MP 447-22 to MP 448-0.....		25		15
Bowlegs Spur.....	15	15	15	15
Bridge 3978 and approaches.....	25	20	10	10
Engines must not be double-headed over Bridge 3978 except Diesel engines or Diesel engine and Consolidation engine or smaller 2500 and heavier engines over Br. 3978.....	25		10	
	10	10	10	10

Trains and Engines must not exceed speed of five (5) MPH entering or leaving main line switch, Branch Jct.

McALESTER: 3000 or heavier engines must not move over scale at East end of Oil Mill track.

HAILEYVILLE: 3000 and heavier engines will use only the following tracks:

West No. 1	West No. 5	East No. 1	East and West leads and Roundhouse leads.
West No. 2	West No. 7	East No. 2	
West No. 3	West No. 8	East No. 3	
West No. 4		East No. 5	

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>SUBDIVISION 48</b> .....	65	55	50	40
(Except as shown below)				
Engine 5040 (Except as shown below).....	65	55		
MP 448-10 to MP 456-5.....	60	50		
Other 5000 engines.....	55	45		
MP 482-5 STL&SF Crossing.....	20		20	
MP 448-0 to MP 448-30.....		25		25
MP 474-23 to MP 474-29.....		45		35
MP 480-15 to MP 481-15.....	50		35	
MP 487.3 OklaRy Crossing.....		20		20
MP 487.1 SLSF Crossing.....		20		20
MP 486.2 SLSF Crossing.....		20		20
MP 485.9 SLSF Crossing.....		20		20
MP 482.0 SLSF Crossing.....		20		20
MP 512.6 CRI&P Crossing.....		30		30
Over Santa Fe Street, MP 486-30 (engine only) Over Oklahoma Ry. crossing, Yukon (engine only).....	6		6	
OKLAHOMA CITY: Through No. 15 Turn- outs at East and West ends of Two Main Tracks.....	25		20	
Turnout at Gulf Jct.....		25		15
EL RENO: From Elm Street and Absolute Signal located 800 ft. north of Passenger station and on all tracks at El Reno Pass- enger station.....		25		15
All trains and engines.....		Restrict	ed Spee	d.....
Between Pacific Jct. and Texas Jct.....		10		10
OKLAHOMA CITY: From Eastward Cross- over switch just west of Santa Fe St. and west wye switch on Joint track at Union Station.....		Restrict	ed Spee	d.....
All trains and engines.....		Restrict	ed Spee	d.....

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>OKLAHOMA CITY:</b> Spring switches: West end Two Main Tracks, normal po- sition—for Eastward Main Track. 2300 and larger class engines will not be operated over dead rail track, track scales Oklahoma City. East End Two Main Tracks, normal po- sition—for Westward Main Track. El Reno Yard—Gulf Jct.....				
<b>SUBDIVISION 47</b> .....	65	45	40	30
(Except as shown below)				
MP 539-12 to MP 539-24.....		40		30
MP 541-8 to MP 542-2.....		15		10
Between Clinton Jct. and Clinton Mikado engines.....	10	10	10	10
Turnout, Panhandle Junction.....		25		
Crossing east and west of Weatherford sta- tion No. 51 and 52.....	30			
MP 681.5 SLSF crossing.....	15		15	
MP 683-14 P&SF Crossing.....	15		15	
4000 class engines with large tanks will not exceed speed of 20 MPH. over bridge 5801 east of Clinton Jct. Mikado engines not permitted use of follow- ing tracks: CLINTON: North leg of wye or Frisco main line between wye switches. ELK CITY: Over scales in Oil Mill track. SAYRE: All industry tracks east of East lead, except track leading Sayre Whole- sale Grocery Co. repair track. 2300 and larger class engines will not be operated over dead rail track, track scales Sayre.....				
<b>SUBDIVISION 3</b> .....	55	45	40	30
(Except as shown below)				
MP 724 and Amarillo.....	40	35	35	30
Over Bridge 6282, Red River.....	35		25	
Sayre yard to MP 650 Mikado and heavier engines.....	35	30	35	30
MP 665.9 FW&DC Crossing.....	55		40	
MP 724 to 769 Mikado and heavier engines..	35	30	35	30
Over P&SF Interlocking, MP 759-3.....	30		30	
<b>SUBDIVISION 45a</b> .....	40	40	35	25
(Except as shown below)				
MP 2.5 SLSF Crossing.....	20		20	
Curve at Tonkawa Depot.....		20		20
C-43 and heavier engines handling passenger trains.....	35	25		
Mikado engines.....	30	25	30	25
MP 53.3 AT&SF Crossing.....	20		20	
<b>PONCA CITY:</b> Mikado engines not permit- ted Continental Coke Spur, Empire Coke Spur and OG&E Spur.....				
<b>SUBDIVISION 50a</b> MP 0-0 to MP 19-0.....	18	18	18	18
<b>SUBDIVISION 47a</b> .....	20	20	20	20
(Except as shown below)				
MP 14-0 to MP 14-3.....	15	15	15	15
Over bridge E 281.....	15	15	15	15
Bridge E-287.....	10	10	10	10
GEARY: Mikado engines not permitted on two Mill tracks south of siding or industry tracks leading off west leg of wye.....				
<b>SUBDIVISION 47b</b> .....	20	20	20	20
(Except as shown below)				
Over Bridge 686.....	10	10	10	10

**SPECIAL INSTRUCTIONS GOVERNING MAXIMUM SPEED  
OF ROCKET 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.

Other restrictions for Rocket trains are as follows:

WICHITA, city limits, not exceed 30 MPH.

Between North Jct. and South Jct., and through Passenger train yard—  
Restricted speed.

## SPEED RESTRICTIONS—Concluded.

Between North Tower and Central Ave., and between South Tower and Signal bridge near Gilbert St.—15 MPH.

ENID: Between South switch, North Enid siding and Enid station not to exceed—30 MPH.

EL RENO: Between Elm St. and signal located 800 feet North of passenger station and on all passenger station tracks—Restricted speed.

OKLAHOMA CITY: From Eastward crossover switch Santa Fe St. to West wye on Joint track at union station—Restricted speed.

30 MPH—Through No. 15 Turnouts at East and West ends of Two Main Tracks.

When using any turn out, cross over, draw bridge, railroad crossing, or moving through towns or cities will not exceed speed designated for other passenger trains unless otherwise specified.

Rocket 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.

Headlight on Rocket trains must be burning dimly during daylight hours.

Mare Signal Lights on Rocket trains shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during alset, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains.

Passenger trains consisting of Rocket equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or 4000 class will operate at speed of Ten (10) miles per hour less than speed authorized for Rocket trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.

Such passenger trains will observe same speed restrictions shown in time table applicable to Rocket trains.

Scheduled Rocket trains handling conventional type of equipment hauled by passenger diesel may be operated at permissible Rocket speeds. All members of crew to be informed of such equipment and must make careful inspection at regular stops.

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

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers.....	4—Inches
Rocket train cars only.....	7—Inches
Gas-Electric motor cars.....	3—Inches
Conventional passenger cars.....	12—Inches

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

### SPECIAL INSTRUCTIONS

1. Nos. 51, 52, 111 and 112 have no time table authority on Subdivision 45.
2. Shawnee Yard is initial station for first-class trains leaving Shawnee.
3. Trains on Subdivision 45a will not be required to obtain Clearance at Billings Junction.
- 3a. First-class trains must not leave Oklahoma City without Clearance.
- 3b. First-class trains, except No. 509 and No. 510, must not leave Wichita Union Station without Clearance.
4. Restricted use of Register Books as follows:
  - Enid—Trains originating or terminating, and first-class trains.
  - El Reno Jct., Rock Island Jct., Texas Jct. and Gulf Jct.—First-class trains, when instructed by Train Dispatcher.
  - Oklahoma City—First-class trains.
  - Geary—Trains originating and terminating.
- 4a. No. 51 and No. 52 will register by Form 1339 at Halleyville, Shawnee Yard and Sayre Yard.
- 4b. No. 111 and No. 112 will register by Form 1339 at Shawnee Yard.
- 4c. No. 509 and No. 510 will register by Form 1339 at Enid, Caldwell and Herington.
- 4d. No. 509 and No. 510 will not register at Pacific Jct.
- 4e. Not necessary for second class and extra trains on Sub-Divn. 45 to check against first class trains at Enid.

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

Herington (Yard Office. (Round House.	Clinton. Booneville. Halleyville. Shawnee. Shawnee Yard. Oklahoma City. East Yard. Sayre Yard. Sayre Passenger Station. Amarillo (Yard Office. (Passenger Station.
Cline. Caldwell. Enid. Ponca City Yard. El Reno. El Reno Yard. (Yard Office. (Round House.	
Okeene. Geary.	

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

5b. 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. Cline. Wichita Union Station. Caldwell. Enid. Ponca City Yard. El Reno Yard. El Reno. Booneville. Halleyville.	Shawnee Yard. Shawnee. East Yard. Oklahoma City. Geary. Okeene. Sayre Yard. Sayre Passenger Station. Amarillo (Yard Office.   (Passenger Station.
--	--

8. "g"—Conditional stops for revenue passengers only.

9. Local freight trains will stop on signal at spur tracks and sidings.

11. Lost Springs north end of siding and north end of house track have derris, pipe connected with switch stands. Trains moving out of either of these tracks will be governed by dwarf signals.

11a. Marlon the south house track switch is located inside of home signal limits and trains moving out of this track will be governed by southward home signal protecting themselves against southward main line movement.

11b. Trains finding home signals at stop at Marlon and Lost Springs must stop not more than 100 feet from home signal and if signal does not indicate proceed after five mins. trainman must be sent to crossing and after he has observed that approaching trains on opposing route have come to stop, he may give hand signals for his train to proceed over the crossing; he must remain there until forward end of train reaches crossing.

11c. MP 311-6 AT&SF crossing. Switch key operated circuit controllers are located on Home signals for use of trainmen making reverse movement through interlocking limits. Trains finding Home Signal at Stop, must send trainman to crossing before proceeding, to protect against Santa Fe trains.

11d. The operation of interlocking plant protecting CRI&P and AT&SF crossing Ponca City for movement of CRI&P trains or engines is as follows:

Insert switch key in circuit controller located on CRI&P home signal either side of crossing, turn key and remove same. Indicator lamp will light and after two minute period home signal will clear. If indicator lamp does not light and home signal does not clear, employee will go to crossing and if no AT&SF train or engine is approaching, will clear home signal by operating release located in case on north side of tower.

When home signal is cleared and movement over crossing is not made within five minutes, home signal will go to stop and will again have to be cleared.

11e. Herington—Mo. Pac. crossing is governed by home interlocking signals (Rules 605 to 607, Inclusive).

After movement has started, reverse movement may be made provided entire train or cut of cars has not passed signal for movement in opposite direction. In event signals remain in "stop" position for which no cause can be seen the trainman should get in communication with operator and after being informed that the plant is out of order and that signals on the Missouri Pacific are at stop, trainmen may flag train over crossing.

11f. The operation for interlocking plant protecting CRI&P and SL-SF crossing Holdenville for movement CRI&P trains or engines is as follows:

Trains finding home interlocking signal at STOP on either main track or siding will send trainman ahead to crossing who will unlock Iron Release Box, and follow instructions posted therein.

If CRI&P signal does not indicate Proceed after this operation, movement of train over crossing must be protected by trainmen in both directions.

11g. Automatic Block Signal located:

Subdiv. 50-a—Branch Jct.—300 feet west.

Trains will stop clear of this signal and after handling switch, if signal does not clear, will after waiting five minutes, proceed as per Rule 609.

## SPECIAL INSTRUCTIONS—Continued.

11-i. All railroad crossings at grade are protected by Interlocking except as follows:

Sub-div.	MP Loca.	Crossing	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
38	241.7	SL-SF	No Gate				
38	242.0	MoPac.	No Gate				
45	400.9	Subdiv. 47	No Gate				
45a	7.6	SL-SF		Trainmen	CRI&P	Red	Yellow
47	514.3	Subdiv. 45	No Gate				
47	580.6	SL-SF		Trainmen	SL-SF	Red	Yellow
47	583.4	P&SF		Trainmen	P&SF	Red	Yellow
47a	2.3	SL-SF		Trainmen	CRI&P	Red	Yellow
47a	41.0	SL-SF		Trainmen	CRI&P	Red	Yellow
47b	70.2	AT&SF		Trainmen	CRI&P	Red	Yellow
47b	75.5	SL-SF		Trainmen	SL-SF	Red	Yellow
48	483.5	MKT	No Gate	Trainmen	MKT	Red	Yellow
48	485.3	MKT	No Gate				
48	485.9	SL-SF		Trainmen	SL-SF	Red	Yellow
48	486.2	SL-SF		Trainmen	SL-SF	Red	Yellow
48	487.1	SL-SF		Trainmen	SL-SF	Red	Yellow
48	487.3	OklRyCo.		Trainmen	OklRyCo.	Red	Yellow
49	365.3	PittsCoRy.	No Gate				
49	365.6	MKT		Operator		Red	Yellow
50	301.0	SL-SF	No Gate				
50	352.0	PittsCoRy.	No Gate				

13. Passengers may be carried on the following freight trains—Last section of local freight trains, except in Texas.

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.

14a. Following rule in effect on subdivisions where so specified in foot notes of schedule pages of time table:

When train order is received, reading eastward-northward (or westward-southward) extra trains or eastward-northward (or westward-southward) extra trains except extra. . . . . wait at. . . . . (a station in rear) until the train addressed is relieved from protecting its rear against such following extra trains, or extra train, until the time named in the order.

15. First-class trains approaching stations used jointly with other divisions. If the times of trains of all divisions using the same track at such stations are not shown on the time table of all divisions, shall approach such stations at RESTRICTED SPEED, prepared to stop should the track be occupied.

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

16a. Between Shawnee and Shawnee Yard, trains of Subdivision 48 will be governed by time table Subdivision 49.

19. Branch line trains must protect against approaching main line trains at junction points.

22. Following engine whistle signals will be used at interlocking to designate route desired:

**AT PEABODY:**

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

**AT ENID:**

Main track, one long.

**AT AMARILLO:**

Main track, one long. Siding, one short one long one long. Industry, two short one long one short. 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.

24. No. 1 track east yard at Haileyville is designated as siding.

24a. No. 2 track East Yard Oklahoma City is designated as siding.

24b. Westward first class trains taking siding at Shawnee will use old main track MP 447-34 to Park Street crossover.

24c. SHAWNEE: The east switch of the east crossover at Park Street is the point where time applies with respect to Rules S-87 and S-89.

24d. Westward first-class trains taking siding at Geary will use crossover.

24e. Eastward first-class trains when taking Siding Wister will use cross-over just west of depot.

24f. Conductors of trains from Pittsburg Branch, entering main track at Branch Jct. will before permitting trains to occupy main track, secure permission from Dispatcher.

25. SL-SF track between CRI&P connection north of Clinton and yard limit sign south of Clinton is joint with CRI&P.

8:00 a. m. to 5:00 p. m. SL-SF or CRI&P trains or yard engines in either direction must not occupy the track between Clinton depot and CRI&P connection without permission from the Operator at Clinton. This permission will be obtained by Conductors of all southward trains by telephone located in Freight House, Clinton Jct., and by Conductors of northward trains from Operator, Clinton Depot. Northward trains leaving block, CRI&P connection, will report clearance to Operator by telephone. In case telephone is out of order or Operator cannot be raised, train will proceed under flag.

5:00 p. m. to 8:00 a. m. SL-SF or CRI&P trains or yard engines in either direction between Clinton Depot and CRI&P connection will be governed by Rule 93 as extra trains.

26. Between El Reno passenger station and Rock Island Jct., all trains are operated per Rules 625 to 534 inclusive.

Movements within this section are controlled by operators at El Reno passenger station. Authority to pass absolute signals indicating stop may be given by these operators without train orders. Telephone is located in booth at Rock Island Jct., for communication with operator.

26a. Subdivision 48. 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. Diagram showing location of signals, their indications, and locations of End of Block Signs is posted on General Order Boards.

Telephones located at Texas Jct., Pacific Jct., and El Reno Freight Line crossing may be used to communicate with the Train Dispatcher.

27. Automatic Block System Rules 505 to 518 Inclusive, except 509 (b) are in effect as follows: Subdivision 48, between Oklahoma Railway crossing, MP 487.9 and MP 402 pole 40.

28. Minimum clearance of bridges, tunnels, etc., height 16 feet 8 inches; width 13 feet.

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	261.8	Bridge
38	274.2	Overhead Bridge
45	296.9	Overhead Bridge
45	373.9	Overhead Bridge
45	400.7	Bridge
50	259.2	Bridge
50	299.6	Bridge
50	332.3	Bridge
50	335.6	Water Crane
50	347.1	Bridge
50	353.1	Overhead Bridge
49	354.2	Bridge
49	397.8	Bridge
49	405.7	Overhead Bridge
49	446.0	Bridge
48	483.3	Bridge
48	484.5	Overhead Bridge
48	486.9	Overhead Bridge
48	488.2	Overhead Bridge
48	495.7	Bridge
48	511.9 Psgr.	Overhead Bridge, Okla. Ry.
48	511.9 Psgr.	Overhead Bridge, Highway
47	542.1	Bridge
47	580.8	Overhead Bridge
47	616.6	Overhead Bridge
3	655.9	Overhead Bridge
45a	38.6	Bridge
45a	43.7	Bridge
47a	28.7	Bridge

28a. Subdivision 47 the following bridges: No. 5485, No. 5526, No. 5568, No. 5801 and No. 5930, will not clear man on side of car or with feet hanging over side or out of door of car.

28b. Subdivision 48 bridge No. 5099 will not clear man on side of car or with feet hanging over side or out of door of car.

## SPECIAL INSTRUCTIONS—Concluded.

28e. On Subdivision 49 the following bridges: No. 3804 and No. 3955 will not clear man on side of car or with feet hanging over side or out of door of car.

28d. Subdivision 50 the following bridges: No. 2728, No. 2766, No. 2788, No. 2837, No. 2863, No. 2879, No. 2897 and No. 3014 will not clear man on side of car or with feet hanging over side or out of car.

28e. Subdivision 50a the following bridges: No. C 40, No. C 90, will not clear man on side of car or with feet hanging over side or out of door of car.

28f. Amarillo derrick frames over Case track located at platform between Polk and Tyler Streets and over depressed track east of Buchanan Street, will not clear a man on top of car or on side of car.

29. Malt cranes between stations are located as follows:  
Subdivision 48 MP 475.6, Niomsa.

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

Sub-Div.	Location	Name	Car Capacity
38	MP 248.6	Empire Oil Co.	13
38	MP 262.1	Zyba Spur	16
45	MP 371.2	Dover Sand Co.	48
50	MP 348.2	Shaft No. 3	5 miles
49	MP 407.1	Water Works	5
49	MP 421.3	Wewoka Brick & Tile Co.	5
49	MP 425.0	Bowlegs Spur	1.4 miles
49	MP 434.8	Amarado Pet. Co.	19
49	MP 434.9	Amarado Pet. Co. Nos. 2 and 3	32
49	MP 436.3	Barnsdall Oil Co.	13
48	MP 466.7	Huey	Junction foreign line
50a	MP 2.2	Craig Spur	5
50a	MP 5.5	Craig Coal Co.	28
50a	MP 15.8	Blanco Mining Co.	50
50a	MP 16.7	Pbg. Mine 4	45
3	MP 630.5	Texas Carbon Co.	20
3	MP 630.6	West Oak Gas	10
3	MP 656.8	Teel Production Co.	7
3	MP 657.9	Osborne	8
3	MP 658.6	Midwest Refining Co.	9
3	MP 667.1	Gaspar	10

32. Lights on train order signals will not be displayed when train order offices are closed.

32a. At interlocking stations where Train Order signal is operated by Signaller, Train Order signal will not be displayed in proceed indication for a train or engine until the route is set and interlocking signals cleared to permit its movement, when no train orders are held for delivery.

### TRAIN DISPATCHERS

34. When heavy rains are reported train dispatchers will give train and enginemen notification of same by train order in following form:  
"Heavy rains between..... and..... All trains run carefully watching for places likely to be affected."

### TRAINMEN AND ENGINEMEN

34a. All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and INSURE ABSOLUTE SAFETY REGARDLESS OF TIME.

35. At stations where emergency telephones are located, conductor should communicate with train dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen or heard approaching.

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

Subdiv. 38	North End Caldwell Yard	Pole Box.
Subdiv. 38	South End Caldwell Yard	In booth.
Subdiv. 45	North End	Pole box south end siding.
Subdiv. 45	North End	Lead to Southwest Terminal Elevator.
Subdiv. 45	Enid	In Enid interlocking tower.
Subdiv. 45	El Reno Jct.	Booth (block phone only).
Subdiv. 48	West End Shawnee Yard	In booth.
Subdiv. 48	Huey	In booth.
Subdiv. 48	Choctaw	Pole box near station
Subdiv. 48	Ends of sidings, Banner, Yukon, Council and west end two main tracks.	
Subdiv. 50	Booneville West Switch	In booth.
Subdiv. 50	Shaft No. 3	Pole Box.
Subdiv. 50a	MP 5.7	In booth.

### Official Hospitals.

Name	Place	Telephone
St. Francis Hospital	Wichita, Kan., 928 N. Emporia	46301
Shawnee City Hospital	Shawnee, Okla., 134 So. Center	2240, 2241, 2242
Oklahoma General Hospital	Oklahoma City, 501 West 12th	2-9171
El Reno Sanitarium	El Reno, Okla., 620 East Wade	114
St. Anthony Sanitarium	Amarillo, Tex., 708 N. Polk St.	150 & 2837

### Emergency Hospitals.

Name	Place	Telephone
Albert Pike Hospital	McAlester, Okla., 316 No. First	70
Clinton Hospital	Clinton, Okla., 8th and Hays	264
Baptist Hospital	Enid, Okla., 501 W. Randolph	428
Marion Hospital Assn.	Marion, Kan., Wheeler Bldg.	Bell 7 Mutual 117

### TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	66	54.5	85	42.4	140	25.7
34	108.0	67	53.7	86	41.9	145	24.8
36	100.0	68	52.9	87	41.4	150	24.0
38	94.7	69	52.1	88	40.9	155	23.2
40	90.0	70	51.4	89	40.4	160	22.5
42	85.7	71	50.7	90	40.0	170	21.2
45	80.0	72	50.0	91	39.6	180	20.0
48	75.0	73	49.3	92	39.1	190	18.9
50	72.0	74	48.6	93	38.7	200	18.0
52	69.2	75	48.0	94	38.2	210	17.1
54	66.6	76	47.4	95	37.9	220	16.4
56	64.2	77	46.7	100	36.0	230	15.6
58	62.0	78	46.1	105	34.3	240	15.0
60	60.0	79	45.6	110	32.7	250	14.4
61	59.0	80	45.0	115	31.3	260	13.8
62	58.0	81	44.4	120	30.0	270	13.3
63	57.1	82	43.9	125	28.8	280	12.8
64	56.2	83	43.4	130	27.7	290	12.4
65	55.3	84	42.9	135	26.7		

The following letters in "Station" and "Signs" Columns indicate—

- F—Fuel Station.
- P—Train Dispatchers Telephone.
- R—Train Register Station.
- T—Turn Table.
- W—Water Station.
- Y—Wye.
- UX—Railroad Crossing not protected by interlocking.
- TO—Train Order Station.
- Yd—Station where yard limit signs are maintained.

F. R. WESTON, Trainmaster, El Reno, Okla.  
Subdivision 38, 45, 45a, 47a, 47b, including El Reno Terminal.

F. B. GIBBS, Trainmaster, El Reno, Okla.  
Subdivision 3, 47, 48, 49, 50, 50a.

O. E. BEESON, Ass't Trainmaster, McAlester, Okla.  
Subdivision 49

H. L. DYER, Ass't Trainmaster, El Reno, Okla.,  
El Reno Passenger Station and Subdivisions 3 and 47

J. E. NEWTON, Ass't Trainmaster, Oklahoma City, Okla.  
Oklahoma City Terminal.

F. E. WHEELER, Ass't Trainmaster, Enid, Okla.,  
Subdivision 45a and Enid Terminal.

H. J. COSGROVE, Master Mechanic, El Reno, Okla.,  
A. CHOATE, Road Foreman, Equipment, El Reno, Okla.

E. F. PIPKIN, Chief Dispatcher.

J. A. HAWKINS, Night Chief Dispatcher.

J. O. KELLEY,  
J. H. WILSON,  
C. S. FORBES,  
H. G. MORK,  
R. G. PRICE,  
C. J. HALL,  
C. F. LAYMAN,  
V. H. REISCHE,  
D. W. HARMON,  
R. R. SCHMIDT,  
E. E. FRIEND,

Train Dispatchers,  
El Reno, Okla.