

**MAKE EVERY TRIP
A SAFETY TRIP**



G. C. PYLE
Chief Dispatcher

E. RIVERS
J. L. STIPE
Train Dispatchers



Missouri-Kansas-Texas Railroad Company
Missouri-Kansas-Texas Railroad
Company of Texas

EMPLOYEES'
**TIME
TABLE**
No. 24

**NORTHWESTERN
DISTRICT**

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

Sunday, May 16, 1948

Superseding Previous Time Table and Supplements

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

The Railroad Company Reserves the Right to Vary Therefrom as
Circumstances May Require

C. W. CAMPBELL,
Superintendent

J. H. LITTLE,
General Superintendent
of Transportation

H. M. WARDEN,
Vice-President and
General Manager

SOUTHWARD TRAINS

ALTUS DIVISION

NORTHWARD TRAINS

FOURTH CLASS		SECOND CLASS		Distances from Wichita Falls	TIME TABLE NO. 24		Oil, Water, Telephone Turn Tables, Wye, Scale, Car Capacity, Siding.	SECOND CLASS		FOURTH CLASS	
83	57	53	Effective 12:01 A. M. May 16, 1948		STATIONS	54		58	84		
Way	Mixed	Passenger			Passenger	Mixed	Way				
Daily Except Sunday	Daily Except Sunday	Daily			Daily	Daily Except Sunday	Daily Except Sunday				
AM 6.00	PM 4.40	PM 12.24	77.3	WELON	OWFY Yard	AM 9.25	AM 9.35	PM 3.40			
			76.2	A. T. & S. F. Crossing							
6.10	4.50	12.30	75.6	ALTUS	AS	9.20	9.30	3.20			
	PM		74.8	St. L.-S. F. Crossing							
6.36		12.44	67.7	HUMPHREYS		9.00		2.50			
* 7.00		1.01	61.1	TIPTON	ON	8.48		2.30			
7.20		1.10	56.1	BURT	Spur 11P	8.37		1.55			
7.45		1.19	51.1	GROVER	SI	8.28		1.30			
			50.3	St. L.-S. F. Crossing							
			50.2	NORTH FREDERICK JUNCT.	P						
* 8.22		1.25	50.7	FREDERICK	FI	8.22		1.25			
			50.0	SOUTH FREDERICK JUNCT.							
9.00		1.30	49.2	HUFF	SI	8.15		12.25			
9.25		1.36	46.0	KELL	72 P	8.09		12.15 PM			
* 9.55		1.47	40.9	HOLLISTER	HO	8.00		11.55			
* 10.20		1.59	34.3	LOVELAND	71 P	7.45		11.25			
* 11.00		2.15	27.1	GRANDFIELD	G	7.31		11.00			
			20.9	DEVOL	V	7.18		9.45			
* 11.40		2.26	18.4	NORTH BANK	Spur 2 P						
PM 12.30		2.45	14.0	BURKBURNETT	B	7.04		9.15			
			6.7	BACON	18 P	6.45		8.10			
1.00		2.59	4.0	OILDOM	50 P	6.40		8.00			
1.15		3.05	4.0	NORTH YARD	DI	6.35		7.50 AM			
1.50		3.12	1.4	W. F. & N. W. JUNCT.	Yard POWIS	6.33					
		3.14	0.9	W. F. & N. W. JUNCT.							
		3.20 PM		WICHITA FALLS	WF	6.30 AM					
			77.3	Average Speed Per Hour		26.5	20.4	9.7			

NO. 57 IS SUPERIOR TO NO. 84 BETWEEN WELON AND ALTUS.

No. 57 more than thirty (30) minutes behind either its scheduled arriving or leaving time loses both right and schedule and can thereafter proceed only as authorized by train order. (See rules 82 and 220.)

Welon will not be considered as initial or terminal station for second class schedules extending through between W. F. & N. W. Junction and Woodward on the Altus and Woodward Divisions. W. F. & N. W. Junction and Woodward only will be the schedule initial and terminal stations for second class schedules under provisions of Rule 4 and Rule 83.

SOUTHWARD TRAINS

WOODWARD DIVISION

NORTHWARD TRAINS

FOURTH CLASS				SECOND CLASS	TIME TABLE NO. 24 Effective 12:01 A.M. May 16, 1948	SECOND CLASS	FOURTH CLASS			
217	211	85	53	54		86	212	218		
P. & S. F. Mixed Tues., Thurs., Saturday	P. & S. F. Mixed Mon., Wed., Friday	Way Mon., Wed., Friday	Passenger Daily	Distance from Wichita Falls	Passenger Daily	Way Tues., Thurs., Saturday	P. & S. F. Mixed Mon., Wed., Friday	P. & S. F. Mixed Tues., Thurs., Saturday		
		AM 8.00		220.4						
				219.9						
		8.08	\$ 7.40	219.6						
		8.10	7.41	219.3						
		8.50	8.04	206.3						
		9.35	8.23	195.6						
		10.10	8.40	185.2						
		10.33	8.52	181.0						
		11.08	9.10	171.5						
		11.32	9.27	162.2						
				154.3						
PM 12.56	AM 8.02	11.54	9.40	154.2						
1.00	8.05	11.57	9.42	153.2						
				152.7						
		12.22	9.44	152.7						
		12.45	9.58	145.0						
		2.15	10.14	135.0						
		2.35	10.46	129.0						
		3.15	11.02	119.5						
		3.40	11.17	112.8						
		3.58	11.29	108.1						
		4.10	11.34	105.2						
		4.50	11.51	95.3						
		5.15	12.02	89.2						
		5.35	12.13	83.3						
		6.00	12.24	77.3						
15.0	20.0	14.3	30.1							

No. 211 IS SUPERIOR TO NO. 212.

No. 217 IS SUPERIOR TO NO. 218.

No's. 211, 212, 217 and 218 more than thirty (30) minutes behind either their scheduled arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order. (See rules 82 and 220).

Welon will not be considered as initial or terminal station for second class schedules extending through between W. F. & N. W. Junction and Woodward on the Altus and Woodward Divisions. W. F. & N. W. Junction and Woodward only will be the schedule initial and terminal stations for second class schedules under provisions of Rule 4 and Rule 83.

SOUTHWARD TRAINS

FORGAN DIVISION

NORTHWARD TRAINS

FOURTH CLASS				TIME TABLE NO. 24 Effective 12:01 A.M. May 16, 1948	STATIONS	FOURTH CLASS				
						87	88			
				Mixed Tues., Thurs., Saturday	Distance from Wichita Falls	Mixed Mon., Wed., Friday				
				AM 7.15	303.0	FO	Yard	PM 1.30		
				f 7.43	292.5		WOY	f12.50		
				s 8.10	281.9			\$12.05		
				s 8.39	271.0			\$11.20		
				s 8.58	263.4			\$10.40		
				s 9.32	255.8			\$10.00		
				\$10.02	245.7			\$ 8.24		
				\$10.14	241.0			f 7.39		
				\$10.35	235.1			f 7.19		
				11.15	220.4	Arrive	Leave	6.30		
				20.8			Yard	AM 6.30		
Average Speed Per Hour										11.9

SOUTHWARD TRAINS

WELLINGTON DIVISION

NORTHWARD TRAINS

FOURTH CLASS				TIME TABLE NO. 24 Effective 12:01 A.M. May 16, 1948	STATIONS	FOURTH CLASS				
						57	58			
				Mixed Daily Except Sunday	Distance from Wichita Falls	Mixed Daily Except Sunday				
				PM 1.30	132.7	D	W	PM 12.45		
					132.3					
				s 2.10	119.5	D	SN	\$12.05		
				s 2.50	110.7	D	Q	\$11.35		
				s 3.20	102.5	D	GO	\$10.55		
				s 3.35	98.0			\$10.40		
				s 4.00	90.6	D	DU	\$10.15		
					82.8					
				4.40	77.3			9.35		
				17.5				AM 9.35		
Average Speed Per Hour										17.5

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS:

a. NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.

b. No. 211 is superior to No. 212.

c. No. 217 is superior to No. 218.

d. Nos. 53 and 54 will pull by and back in at Frederick.

e. No. 57 is superior to No. 84.

f. On Altus Division, No. 57 more than 30 minutes behind either its scheduled arriving or leaving time loses both right and schedule and can thereafter proceed only as authorized by train order.

g. Nos. 211, 212, 217, and 218 more than 30 minutes behind either their scheduled arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order.

2. CLEARING TRAINS:

a. When taking siding to meet opposing train, stop not less than 200 feet from fouling point if length of train will permit. When standing on main track for train to enter siding, stop 200 feet from clearance point.

b. Car capacities of tracks are exclusive of engine and caboose and based on average of 45 feet per car.

3. WHERE TRAINS WILL REPORT FOR ORDERS:

a. All trains before leaving North Yard.

All trains before leaving Wellington.

All trains before leaving Altus or Welton; Altus and Welton to be considered a unit. Southward trains that receive orders at Welton must get clearance card Form 117 before passing Altus if train order signal at Altus is in stop position.

All trains before leaving Woodward or Guest.

All trains before leaving Forgan.

4. REGISTER STATIONS:

a. When not practicable to comply with Rule 3(b) it will not be necessary for conductor to compare same with engineer before departing from terminal, but will compare same as soon as practicable after departing.

b. Conductors will register and check the train register at all register stations unless relieved from doing so by train orders or by special instructions.

c. Second class trains and passenger extras will register by slip at North Yard.

d. Southward and Eastward trains, yard engines and light engines operating between WF&NW Jct. and South Yard, Wichita Falls, will get register check on overdue FW&DC first-class trains before occupying joint track at WF&NW Jct. (FW&DC Rule S-83). FW&DC first class trains will be shown on register in Telegraph Office, North Yard.

e. Second class trains and passenger extras will not register at Welton.

f. Nos. 57 and 58 will register at Altus and not at Welton.

g. Train register for Guest is in Freight Station, Woodward.

5. MAXIMUM SPEED (MPH) OBSERVING PERMANENT

SLOW BOARDS, SLOW ORDERS AND OTHER RESTRICTIONS:

Between:

	Passenger Trains	Freight and Mixed Trains
North Yard and Burkburnett	40	25
Burkburnett and Altus	35	20
Altus and Forgan	40	25
Welton and Wellington	40	25

EXCEPTIONS:

Southward freight trains with more than 80% of engine rating may run not to exceed 30 MPH from MP 32 to MP 28 and from MP 12 to MP 9.

Switch engines 0-6-0 type with or without cars, 15 MPH.

Road engines backing up, 15 MPH.

Entering or leaving main track turnouts, 10 MPH.

Trains handling Scale Test Car X-1658, 15 MPH, and handle just ahead of caboose.

6. SPEED AND OTHER RESTRICTIONS:

a. 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 losing time if necessary.

b. Over P&SF railroad crossing MP 154.3, 15 MPH.

c. ALL TRAINS AND ENGINES RUN AT YARD SPEED APPROACHING WOODWARD SIDING.

d. Speed not in excess of 8 MPH, and less rate of speed if weather conditions affect visibility, must be observed over the following highway crossings:

Altus Division:

North Yard, Iowa Park
Burkburnett, first crossing south and first crossing north of depot
Altus, first crossing south and first crossing north of depot

Woodward Division:

Elk City, Main Street Crossing.
Woodward, all crossings from south distant signal to Santa Fe Transfer Switch.

Forgan Division:

Forgan, Main Street Crossing.

7. NORMAL POSITION OF SWITCHES:

a. At WF&NW Jct. is for FW&DC Railroad.

b. Unless otherwise instructed, Nos. 53 and 54 will leave main track switches at Frederick lined for the Wye while at station. All trains approach expecting to find main track switches lined for the wye during the time Nos. 53 and 54 are at Frederick.

8. RAILROAD CROSSINGS:

a. Altus Division:

Frederick—MP 50.3—StLSF Stop Signs (Rule 556)
Altus—MP 74.8—StLSF Stop Signs (Rule 556)
Altus—MP 76.2—P&SF Stop Signs (Rule 556)

b. Wellington Division:

Wellington—MP P-132.3—FW&DN—Gate—Normal position against FW&DN (Rule 556-a).

RAILROAD CROSSINGS—Continued:

c. Woodward Division:

Mangum—MP 96.3—CRI&P Stop Signs (Rule 556).

Hammont Jct.—MP 154.3—P&SF Gate—Normal position against P&SF. When gate is normal, MKT trains may proceed without stopping for crossing. (Rules 98 and 556-a).

Woodward—MP 219.9—AT&SF Interlocker (CTC). Operations over MKT-ATSF crossing at Woodward will be governed by color light signals. (See Transportation Rules 302 and 309), located approximately 300 ft. each side of crossing, and controlled from Santa Fe Dispatcher's Office, Amarillo, Texas.

Switch point DERAILS located approximately fifty feet from signals, with DUAL CONTROL SWITCH machines that may be operated by motor or hand. NORMAL POSITION OF DERAILS IS AGAINST MKT TRAINS. They may be hand operated only on authority of Santa Fe Dispatcher. When this permission is received, selector lever will be changed from motor to hand position and machine operated and locked the same as any other handthrow switch stand. In such cases, the interlocked signals protecting derails will remain in stop position and the train may pass these home signals in stop position to cross the crossing, when authorized to do so by Santa Fe Dispatcher. Trainmen must notify the enginemen that the selector lever is in hand position, giving him the information as secured from Santa Fe Dispatcher. The derail must be returned to normal position and the selector lever must be restored to motor position and locked after movement over crossing is complete, and dispatcher will then be notified that selector lever has been returned to motor position.

All information or instructions issued by the dispatcher to the crews on the telephone must be repeated to him for verification, and such information must contain a clear understanding of the movement authorized.

In case of failure of communications, before attempting to operate derails by hand, trainmen will proceed to crossing, and if no Santa Fe trains approaching, and Santa Fe home signals protecting crossing are in stop position, derail may then be hand operated and train proceed across crossing. AFTER FULL FLAG PROTECTION IS PROVIDED. (Full flag protection at this crossing will require one member of crew, with flagman's signals, except torpedoes (See Rule 35) to be stationed at each Santa Fe home signal until after MKT trains have crossed crossing and cleared home signal limits).

In making these movements by hand control, crews will see that both derails are properly lined before the train passes the home signals so continuous movement may be made over the plant.

Telephones and PUSH BUTTONS located at South Lead switch, Guest, in box North of transfer track switch, southbound home signal, platform at passenger station and northbound home signal. These TELEPHONES do not have ringer equipment, but are arranged to call the dispatcher by whistling or making some loud or shrill noise into the transmitter. PUSH BUTTONS will operate annunciator on the dispatcher's control machine. These PUSH BUTTONS will be used only when immediate movement over crossing is desired and it will not be necessary to otherwise communicate with dispatcher unless, after reasonable time interval, signal fails to clear.

In case any train is unprepared to promptly accept proceed signal for any reason, the dispatcher must be immediately informed so other trains may be moved. Northbound trains should not proceed over Main Street crossing, and Southward trains over street crossing at Transfer switch, until clear signal is received or emergency instructions have been complied with.

Dual control machines will be secured with double-lock arrangement, with MKT switch lock and Santa Fe signal lock. Doors to telephone boxes will be secured in similar manner and must be kept locked when not in use.

If main track south of transfer track switch is to be used, while switching transfer track, Santa Fe Dispatcher must be notified and cars must not be shoved into home signal limits.

9. YARDS PROTECTED BY YARD LIMIT BOARDS:

Wichita Falls Terminal	Woodward Division
North Yard	Welton
Wichita Falls } One Yard	Mangum
	Elk City
	Woodward } One Yard
	Guest
Altus Division	Forgan Division
Burkburnett	Guest
Grandfield	Forgan
Frederick	Wellington Division
Altus	Welton
Welton } One Yard	Wellington

10. WATER STATIONS OTHER THAN THOSE SHOWN ON

SCHEDULE PAGE:

Frederick—MP 52.3

Leedey—MP 173.2

11. BULLETIN BOOKS LOCATED AT:

Wichita Falls	Guest
Telegraph Office	Enginehouse
North Yard	Welton
Telegraph Office	Yard Office
Enginehouse (Oil Supply House)	Enginehouse
Altus	Forgan
Telegraph Office	Telegraph Office
Woodward	
Telegraph Office	

12. STANDARD CLOCKS LOCATED AT:

Wichita Falls	Woodward
Telegraph Office	Telegraph Office
North Yard	Guest
Telegraph Office	Enginehouse Office
Altus	Forgan
Telegraph Office	Telegraph Office
Welton	
Yard Office	

13. IMPAIRED CLEARANCES:

a. Main track bridges and structures having horizontal clearance between points 4 ft. and 16 ft. above top of rail less than 8 feet and 6 inches.

Altus Division:
FW&DC Joint Track Bridge 114.73, Wichita River, Wichita Falls, Texas.

Woodward Division:
Overhead Bridge 150.8
Washita River Bridge 154.9
All swinging spouts on water tanks.
All mail cranes when pouches are hung.

b. Main track bridges and structures having a vertical clearance above top of rail less than 21 ft. and 6 in.

Woodward Division:
CRI&P Railroad Overhead Crossing—MP 136.1

c. Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also, that it is dangerous to be on the side of a car while passing through bridges, by buildings, platforms and other structures alongside main and other tracks.

14. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE

PAGE:

Station	Location	End Connected	Capacity
Cole	MP 72.0	North	8
Gyp	MP 198.0	North	5
Scott	MP 234.0	South	33
Lonar	MP P-114.1	South	15

15. GOVERNING TIME TABLES AND RULES:

FW&DC Railway Rules and Time Table govern movements between Wichita Falls and WF&NW Jct.

16. WATCH INSPECTORS:

St. Louis, Mo.	American Railroad Time Service, 720 Olive Street
Wichita Falls, Texas	C. E. Pfeifer
Altus, Oklahoma	E. E. Russell
Elk City, Oklahoma	John L. Anderson
Woodward, Oklahoma	Northrup Jewelry Company
Forgan, Oklahoma	Jacklyn Jewelry Company Charles Suttle

17. ABBREVIATIONS:

W—Water	P—Telephone
T—Turn Table	D—Day Telegraph Office
S—Track Scale	N—Day and Night Telegraph Office
Y—Wye	NO—Night Telegraph Office Only
O—Oil	MPH—Miles Per Hour

a. ABBREVIATIONS IN CONNECTION

WITH MILE POST LOCATIONS:

P—Wellington Division

9. When stencilled tare weights on foreign cars are not obtained, use figures below:

Kind	Non-Devised Auto		Devised Auto		Box	Flat	Refrigerator	Stock	Tank	Coal	Hopper
	25	26	22	21							
Tons	25	26	22	21	26			Bedded 22 Clean 20	22	24	28

10. When actual tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly, for information of Assistant Auditor.

TONNAGE RATING INSTRUCTIONS

When actual weight of load not obtainable, use following tonnage figures.

	Weight of car and contents Tons	Weight of freight Tons
(a) Carload perishable under ice	45	16
Carload perishable not under ice	42	16
Refrs. loaded with LCL mdse.	35	8
Other cars with LCL mdse.	30	8
Live Stock	37	15
Live Poultry	36	10

When actual weights obtained on perishable loads in refrigerator, add three tons for ice when moving under refrigeration.

(b) Use following tonnage for tare weights on system cars:

1. Caboose	Tons
341 to 350 incl.	27
361 to 370, 796 to 820 incl.	25
375 and 524 to 591 incl.	18
411 to 523, 700 to 795, 871 to 907 incl.	21
821 to 870 incl.	22
2. Auto Cars	
45000 Series	27
46000 Series	30
60001 to 69100 incl.	26
61001 to 62100 incl.	30
63000 to 63025 incl.	31
3. Box Cars	
74000 and 170000 series	19
76001 to 78000 incl.	22
80001 to 80494 incl.	25
79001 to 79157, 95000 to 96499, incl.	23
4. Coal and Hopper Cars	
23000 to 25380 incl.	17
32000 to 33499 incl.	20
41000 to 41500 incl.	24
43001 to 43500 incl.	21
40001 to 40050 incl.	26
40501 to 40950 incl. covered hoppers	25
5. Flat Cars	
13000 to 13139, 113000 to 113120 incl.	21
13201 to 13500 incl.	19
6. Stock Cars	
47000 to 47500 incl.	22
7. Tank Cars	
116000 to 117019 incl.	22
8. For loaded and empty stock cars, add two tons for bedding.	

TONNAGE RATINGS

Locomotives		47%		41%		32%		31%		
From	To	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars
Burkburnett	Altus	8			1600	40	1275	32	1235	31
Altus	Woodward	7			1600	40	1275	32	1235	31
Woodward	Forgan	7			1600	40	1275	32	1235	31
Forgan	Woodward	7			1600	40	1275	32	1235	31
Woodward	Altus	7			1600	40	1275	32	1235	31
Altus	Burkburnett	8			2330	58	1820	46	1765	44
Wichita Falls	Burkburnett	7	2200	55	1600	40	1275	32	1235	31
Grandfield	Altus	9			2000	50	1600	40	1550	39
Altus	Mangum	9			2325	58	1800	45	1745	44
Mocane	Supply	12			4500	113	3500	88	3380	85
Supply	Woodward	8			2250	56	1750	44	1700	43
Leedy	Hammon	12			4000	100	3100	78	3000	75
Willow	Mangum	10			3100	78	2400	60	2325	58
Mangum	Altus	12			5700	143	4500	113	4350	109
Altus	Tipton	10			3200	80	2470	62	2390	60
Burkburnett	Wichita Falls	10	2950	69	2700	60	2050	47	2000	45
Carter	Willow	9			2110	53	1650	41	1600	40
Altus	Wellington	7			1600	40	1275	32	1235	31
Wellington	Altus	7			1780	45	1390	35	1350	34
Hollis	Duke	8			2180	55	1710	43	1600	42
Duke	Altus	10			2465	62	1925	48	1865	47
Altus	Hollis	8			1920	48	1500	38	1450	36

Ratings are for trains containing number of cars listed. For each additional car deduct from rating, or for each car less, add to rating the amount shown in adjustment column to give correct rating for trains of varying length.

SPEED TABLE

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	..	28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6	..	30	2	..	47	1	17
12	5	..	31	1	56	48	1	15
15	4	..	32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	46	51	1	11
18	3	20	35	1	43	52	1	9
19	3	9	36	1	40	53	1	8
20	3	..	37	1	37	54	1	7
21	2	51	38	1	35	55	1	6
22	2	43	39	1	32	56	1	5
23	2	36	40	1	30	57	1	4
24	2	30	41	1	28	58	1	3
25	2	24	42	1	26	59	1	2
26	2	18	43	1	24	60	1	1
27	2	13	44	1	22			..

TONNAGE RATINGS

STATION	NAME	STATION	NAME
Altus	Dr. H. N. Bussey	Mangum	Dr. L. E. Pearson
Burkburnett	Dr. E. A. Abernathy, Oculist	Tipton	Dr. J. E. Childers
Elk City	Dr. Harley C. Sullivan	Vici	Dr. D. W. Vincent
Frederick	Dr. V. C. Tisdal	Wellington	Dr. E. W. Jones
Gould	Dr. L. V. Baker	Wichita Falls	Dr. L. F. Stripling, Oculist Dr. J. A. Johnson, Oculist Dr. W. T. Wells, Oral Surgeon Dr. R. L. Hargrave, Division Surgeon Dr. B. R. Collins, Division Surgeon Dr. O. T. Kimbrough, Urologist Dr. L. B. Holland
Grandfield	Dr. W. A. Fuqua	Woodward	Dr. T. C. Leachman Dr. C. E. Williams, Oculist Dr. Joe L. Duer Dr. Corliss C. Kepler
Hollis	Dr. R. H. Lynch Dr. C. N. Talley		
Laverne	Dr. H. K. Hill		
Leedey	Dr. W. E. Seba		

EMPLOYEES HOSPITAL ASSOCIATION

Dr. Roland S. Kieffer, Chief Surgeon, 1831 Railway Exchange Building, St. Louis 1, Mo.

STATION	NAME	STATION	NAME
Altus	Dr. H. N. Bussey	Mangum	Dr. L. E. Pearson
Burkburnett	Dr. E. A. Abernathy, Oculist	Tipton	Dr. J. E. Childers
Elk City	Dr. Harley C. Sullivan	Vici	Dr. D. W. Vincent
Frederick	Dr. V. C. Tisdal	Wellington	Dr. E. W. Jones
Gould	Dr. L. V. Baker	Wichita Falls	Dr. L. F. Stripling, Oculist Dr. J. A. Johnson, Oculist Dr. W. T. Wells, Oral Surgeon Dr. R. L. Hargrave, Division Surgeon Dr. B. R. Collins, Division Surgeon Dr. O. T. Kimbrough, Urologist Dr. L. B. Holland
Grandfield	Dr. W. A. Fuqua	Woodward	Dr. T. C. Leachman Dr. C. E. Williams, Oculist Dr. Joe L. Duer Dr. Corliss C. Kepler
Hollis	Dr. R. H. Lynch Dr. C. N. Talley		
Laverne	Dr. H. K. Hill		
Leedey	Dr. W. E. Seba		