Company Surgeons.	Location
T. L. HANSEN, Chief Surgeon	Chicago
A. D. DANIELSON, Div. Surgeon and Examiner	
E. J. REICHLEY, Ass't Div. Surgeon and Examiner	Herington
J. W. DE MAND	Lincolnville
R. C. SMITH	Marion
E. H. JOHNSON	Peabody
W. E. REGIER	Whitewater
E. S. EDGERTON	
H. R. HODSON, Ass't Local Surgeon	
D. I. MAGGARD, Oculist, Aurist and Examiner	Wichita
KARL E. VOLDENG	Wellington
D. E. KISECKER	Caldwell
I. V. HARDY	Medford
H. A. STALKER	Pond Creek
W. H. RHODES, Oculist and Aurist	
D. D. ROBERTS	
W. P. NEILSON	Enid
B. I. TOWNSEND	Hennessey
J. W. PENDLETON	Kingfisher
H. C. BROWN, Div. Surgeon and Examiner	
J. T. RILEY, Ass't Div. Surgeon and Examiner	
P. F. HEROD, Div. Oculist, Aurist and Examiner	El Reno
S. P. McCONNELL	Booneville
E. J. BROWN	Mansfield
W. H. GRIGSBY	Hartford
S. C. DEAN	Howe
EARL M. WOODSON	Wister
R. L. RICH	Red Oak
T. L. HENRY	Wilburton
W. W. SAMES	Hartshorne
J. DURROUGH, Div. Surgeon and Examiner	Halleyville
M. L. HENRY, Asst. Local Surgeon	
LOUIS DAKIL	
L. C. KUYRKENDALL, Oculist, Aurist and Examiner	McAlester
L. J. GEORGE	Stuart
IMOGENE B. MAYFIFLD, Local Surgeon	
CLYDE KERNEK, Local Surgeon	Holdenville
G. B. VAN SANDT	Wewoka
L. R. PACE	Seminole
G. S. BAXTER, Division Surgeon and Examiner	
J. W. BAXTER, Ass't Div. Surgeon and Examiner	
F. M. KEEN, Ass't Division Surgeon and Examiner	
W. M. GALLAHER, Oculist and Examiner	
CLINTON GALLAHER, Oculist and Examiner	Shawnee
J. E. HARBISON, Division Surgeon and Examiner	
FRANK HARBISON, Ass't Division Surgeon and Examiner.	
J. R. LITTLE, Ass't Physician and Surgeon	
L. C. BOATRIGHT, Asst. Local Surgeon	
CLYDE F LOY, Oculist, Aurist	
O. A. WATSON, Oculist and Aurist	Oklahoma City
D. F. STOUGH, Jr., Local Surgeon	Geary
T. A. BOYD	Weatherford
ELLIS LAMB	
ROSS DEPUTY, Ass't Local Surgeon	Clinton
V. C. TISDAL	Elk City
H. K. SPEED, Sr., Examiner Surgeon	
W. P. SPENCE, Oculist, Aurist and Examiner	Sayre
G. H. SLAGNER	Erick
J. W. GOOCH	Shamrock
H. W. FINLEY	McLean
I. RASCO, Consulting Surgeon and Examiner	
A. E. WINSETT, Div. Surgeon and Examiner	
R. KEYS, Div. Surgeon and Examiner	
R. D. GIST, Div. Surgeon and Examiner	
AUGUST J. STREIT, Oculist, Aurist and Examiner	Amarillo
C. E. NORTHCUTT	Ponca City
D. L. MATHEWS	Tonkawa
E. J. BOLING	Billings
G. M. HOLCOMBE	Okeene
W. L. STEPHENSON	Aline
O. E. TEMPLIN	Alva

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

C. T. ROWLEY,
Superintendent

K. K. STOKES,
Gen'l Supt. Transportation

H. C. McCULLOUGH,
Sup't Motive Power

C. P. CAHILL,
Asst. Gen'l Manager

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

C. L. FRANKLIN,
General Manager

W. H. HILLIS,
Operating Officer

4000—3-16-47

Chicago, Rock Island & Pacific Railway

TIME TABLE

OKLAHOMA DIVISION
SECOND DISTRICT

No. 4

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

SUNDAY, MARCH 16, 1947

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY

Rock Island

SAFETY FIRST

This Time Table for the exclusive use and guidance of Employes

THE DUNTHORP-WARREN PRINTING COMPANY, CHICAGO

Southward — Main Line — Northward

SUBDIVISION 38 STATIONS
Time Table No. 4
March 16, 1947

SECOND CLASS		FIRST CLASS					LEAVE	M. P. from St. Joseph	Station Numbers	Signs	FIRST CLASS			SECOND CLASS		
95	93	509	17	507	Capacity of Sidings	Capacity of Other Tracks					508	18	510	98	96	
Missouri River-Tex. Red Ball	Rocket Freight	Texas Rocket	Mid-Continent Special	Twin Star Rocket							Twin Star Rocket	Mid-Continent Special	Texas Rocket	Rocket Freight	Okla. St. Louis Chgo. Red Ball	
Daily	Daily	Daily	Daily	Daily												
P.M. 9.30	A.M. 1.45	A.M. 11.45	A.M. 5.30	A.M. 12.10	.....	Yd	RI....HERINGTON...TO	171.4	670	RYd FWTY	s 5.55	P.M. s 2.30	P.M. s 4.50	P.M. 2.05	P.M. 9.00	
							7.0 AT&SF Crossing									
9.53	2.03	11.54	f 5.43	12.19	124	29	GS...LOST SPRINGS..TO	178.4	s 7	.....	17 5.43	f 2.17	4.37	1.42	8.25	
			508				5.1									
10.03	2.11	11.58 A.M.	f 5.55	12.23	71	29	CV...LINCOLNVILLE..TO	183.5	s 12	.....	5.37	f 2.08	4.32	1.35	8.10	
							4.0									
10.10	2.18	12.01 P.M.	f 6.03	12.26	71	21	F.....ANTELOPE....TO	187.5	s 16	.....	5.33	f 2.01	4.28	1.29	7.55	
							6.9									
10.21	2.29	g 12.06	s 6.13	12.31	92	46	MR....MARION.....TO	194.4	s 23	W	5.27	s 1.50	4.22	1.20	7.36	
							0.1									
							.....AT&SF Crossing.....	194.5	.....	.....						
							5.9									
10.31	2.39	12.12	f 6.23	12.37	71	19	.....AULNE.....P	200.4	s 29	.....	5.20	f 1.40	4.15	1.12	7.16	
							8.0									
10.46	2.51	12.18	s 6.34	12.43	124	80	DY....PEABODY.....P	208.4	s 37	.....	5.13	s 1.29	4.08	1.01	7.02	
							0.2									
							DX..AT&SF Crossing..TO (P. O. Tower)	208.6	.....	.....						
							7.6									
10.57	3.02	12.24	f 6.46	12.49	71	38	BN.....ELBING.....TO	216.2	s 45	.....	5.06	f 1.16	4.01	12.50 509	6.50	
							6.6									
11.07	3.13	12.29 98	s 6.57	12.54	124	24	WH..WHITE WATER..TO	222.8	s 51	W	4.59	s 1.05	3.55	12.29	6.35	
							0.1									
							.....MoPac Crossing.....	222.9	.....	.....						
							6.6									
11.19	3.25	12.35	f 7.07	1.00	92	17	UK.....FURLEY.....TO	229.5	s 58	.....	4.53	f 12.53 509	3.49	12.10 P.M.	6.22	
							6.5									
11.30 P.M.	3.35	12.40 18	f 7.16	1.05	71	21	.....KECHI.....P	236.0	s 65	.....	4.47	f 12.40	3.43	12.01 A.M.	6.05	
							5.5									
12.01 A.M.	3.45	12.45	7.26	1.10	E 106 W 118	444	KN.....CLINE.....TO	241.5	s 70	Yd FWT	4.41	12.25	3.38	11.54	5.45	
							0.2									
							.....SL-SF Crossing..UX	241.7	.....	.....						
							0.3									
							.....MoPac Crossing..UX	242.0	.....	.....						
							1.7									
12.11	*3.55*	*12.51*	*7.34*	*1.16*			.....North Jct... See T. T. Rule 16	243.7	s 72	Yd	*4.32*	*12.13* P.M.	*3.29*	*11.45*	*4.40*	
							0.8									
		s *12.59*	s 7.37 *7.57*	s *1.25*		512	UD....WICHITA..See T. T. Rule 16 .TO	244.5	s 73		s *4.29*	*12.10* A.M. s *11.50*	s *3.26*			
							0.8									
		1.01	*8.02*	*1.27*		....	SJ.....South Jct. .TO	245.3	s 74	.....	*4.20*	*11.40*	*3.18*			
							4.1									
		1.05	8.09	1.31	146	....	.MIDLAND.....P	249.6	s 78	.....	4.16	11.32	3.13			
							0.7									
						....	Mid.-Valley Cros'g P	250.3	.....	.....						
							2.8									
		1.08	f 8.14	1.34		22	..HAYSVILLE....P	253.1	s 82	.....	4.13	s 11.27	3.10			
							5.9									
		1.12	f 8.30	1.38	93	23	.....PECK.....P	259.0	s 88	W	4.08	s 11.17	3.05			
							7.4									
						....	MoPac Crossing...	266.4	.....	.....						
							0.1									
		1.18	f 8.44	1.44	118	17	..RIVERDALE.....P	266.5	s 95	.....	4.02	s 11.03	2.58			
							7.4									
		g 1.25	s 8.57	1.51	78	62	WN .WELLINGTON...P	273.9	s 103	W	3.55	s 10.50	g 2.50			
							8.6									
		1.33	f 9.10	1.58	93	44	....PERTH.....P	283.1	s 112	.....	3.48	s 10.35	2.41			
							3.8									
		1.36	f 9.16	2.01	80	73	BO ...CORBIN.....P	286.9	s 116	.....	3.45	s 10.28	2.38			
							6.8									
					.....	....	AT&SF Crossing.UX	293.7	.....	.....						
							0.8									
1.45 A.M.	5.35 A.M.	s 1.44 P.M.	s 9.25 A.M.	s 2.10 A.M.	.....	Yd	CD .CALDWELL...TO	294.5	s 123	R FWT	3.37 A.M.	10.15 A.M.	2.30 P.M.	10.30 A.M.	2.00 P.M.	
							122.5									
							LEAVE									
											Daily	Daily	Daily	Daily	Daily	
28.8	31.9	61.8	34.2	61.2			..Average Speed Per Hour..				53.3	31.3	52.5	34.2	17.5	
4.15	3.50	1.59	3.55	2.00			.....Schedule Time.....				2.18	4.15	2.20	3.35	7.00	

Signal Indications See T. T. Rule 26d

EXCEPT WHERE RULES 525 TO 551 EXCEPT 534 (b), INCLUSIVE, ARE IN EFFECT, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 507, 508, 509 and 510 NOT LESS THAN 15 MINUTES BETWEEN NORTH JCT. AND HERINGTON.

TIME TABLE RULE 14a IN EFFECT BETWEEN NORTH JCT. AND HERINGTON.

Local Extra leave Herington about 7:00 A. M. Monday, Wednesday and Friday for Cline.

Local Extra leaves Cline about 10:00 A. M. Monday, Wednesday and Friday for Caldwell.

No. 509 discharge from Topeka and beyond, receive for El Reno and beyond.
(Marion, discharge passengers from Topeka and east.)

See page 9 for hours of service.

Local Extra leaves Caldwell about 7:00 A. M. Tuesday, Thursday and Saturday for Cline.

Local Extra leaves Cline about 7:00 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 Time Table No. 4 March 16, 1947				FIRST CLASS			SECOND CLASS	
93	95		509	17	507	Capacity of Sidings	Capacity of Other Tracks	LEAVE	M. P. from St. Joseph	Station Numbers	Signs	508	18	510	98	96
Rocket Freight	Mo. River Texas Red Ball		Texas Rocket	Mid-Continent Special	Twin Star Rocket							Twin Star Rocket	Mid-Continent Special	Texas Rocket	Rocket Freight	Oklahoma St. Louis Chicago Red Ball
Daily	Daily		Daily	Daily	Daily											
A.M. 5.50	A.M. 2.15		P.M. 1.44	A.M. 9.30	A.M. 2.10	.....	Yd	CD .CALDWELL, KAN. TO	294.5	s123	R FWT	s A.M. 3.37	s A.M. 10.05	s P.M. 2.30	A.M. 10.15	P.M. 12.30
6.09	2.30		1.52	s 9.50 (18-98)	2.18	92	57	V. . .RENFROW . . . TO	302.6	s131	.....	3.28	s 17 9.50	2.22	17 9.50	P.M. 12.02
								. . . .AT&SF Crossing .	311.6	.....	.....					A.M.
6.21	2.50		g 2.00 (510)	s10.04	2.26	89	69	MF . . MEDFORD . . . TO	311.8	s140	.....	3.20 (95)	s 9.31	g 2.14 (509)	9.36	11.47
6.30	3.14 (508)		2.07 (510)	s10.15	2.32	98	47	JN .JEFFERSON . . TO	318.5	s148	W	3.14	s 9.19	2.07	9.24	11.36
6.35	3.25		2.11	s10.21	2.35	92	94	PO. . .POND CREEK . . . TO	322.2	s151	.....	3.11	s 9.11	2.01	9.16	11.26
6.46	3.36		2.19	s10.35	2.42	92	34	KR. . . . .KREMLIN. . . . . TO	330.7	s159	.....	3.04	s 8.58	1.54	9.03	11.05
								. . . . . .BILLINGS JCT. . . . P	338.5	.....	Yd					
6.57	3.56		2.27	10.48 (96)	2.49	96	212	. . . . . .NORTH ENID	338.6	s167	YdW	2.57	8.46	1.47	8.51	17 10.48
								. . . . . .SL-SF Crossing.	340.5	.....	.....					
7.08	4.31		s 2.37	s11.10	s 2.53 (508)	191	1184	HN. . . . . .ENID . . . . . TO	341.8	s171	RYd FWY	s 507 2.53	s 8.40	s 1.42	8.45	10.30
7.18	4.51		2.46	s11.23	3.06	92	56	M. . . . .WAUKOMIS . . . . TO	349.5	s178	.....	2.43	s 8.12	1.32	8.32	9.55
7.26	5.01		2.52	s11.34	3.11	92	31	B. . . . . BISON. . . . . TO	355.4	s184	.....	2.38	s 8.02	1.28	8.24	9.45
7.34	5.11		2.58	s11.42	3.17	96	91	HY. . . .HENNESSEY . . . . TO	361.5	s190	.....	2.33	s 7.52 (93)	1.23	8.16	9.35
7.45 (18)	5.18		3.03	11.50	3.21	92	....	. . . . . .JACKS. . . . . P	366.3	s195	.....	2.29	7.45	1.19	8.09 (93)	9.25
8.02 (98)	5.28		3.07	s11.58 A.M.	3.25	80	46	DV. . . . . .DOVER . . . . . TO	370.8	s199	W	2.25	s 7.39	1.15	8.02	9.15
8.19	5.39		g 3.16	s12.13 P.M.	3.33	109	207	KG. . . .KINGFISHER . . . . TO	378.6	s207	W	2.18	s 7.26	g 1.08	7.52	8.59
8.29	5.49		3.21	12.19	3.38	92	....	. . . . . .ENGLE . . . . . P	383.4	s212	.....	2.13	7.17	1.03	7.46	8.51 (93)
8.43 (96)	5.57		3.26	s12.30	3.43	92	51	KS. . . . .OKARCHE . . . . . TO	388.5	s217	.....	2.09	s 7.11	12.59	7.39	8.43
8.55	6.07		3.33	f12.53 (510)	3.51	80	2	. . . . . .CONCHO . . . . . P	396.1	s225	.....	2.03	f 7.01	17 12.53	7.30	8.32
9.05	6.15		3.38	1.00	3.56	.....	....	. . . . . .El Reno Jct. . . . P	400.8	.....	RYd	1.58	6.54	12.48	7.20 (95)	8.20
9.45 A.M.	7.15 (98) A.M.					.....	Yd	FO. . .El Reno Yard . . . TO	401.7	s232	RYd FWTY				7.15 A.M.	8.15 A.M.
						.....	....	. . . . . .CRI&P Crsg. . . . P	400.9	.....	.....					
			3.39	1.01	3.57	.....	....	. . . . . .Rock Isl. Jct. . . . P	401.0	s229	RYd	1.57	6.53	12.47		
			s 3.50 P.M.	s 1.10 P.M.	s 4.08 A.M.	.....	Yd	RF. . .EL RENO. . . . TO	402.6	s232	RYd FWY	1.55 A.M.	6.50 A.M.	12.45 P.M.		
								108.1								
								LEAVE				Daily	Daily	Daily	Daily	Daily
27.4	21.4		51.5	29.5	55.0			..Average Speed Per Hour..				63.6	33.3	61.8	35.7	25.2
3.55	5.00		2.06	3.40	1.58			. . . . .Schedule Time.				1.42	3.15	1.45	3.00	4.15

Signal Indications See T. T. Rule 26d

EXCEPT WHERE RULES 525 TO 551 EXCEPT 534b INCLUSIVE ARE IN EFFECT, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

SECOND CLASS, EXTRA TRAINS, AND ENGINES MUST CLEAR THE TIME OF Nos. 507, 508, 509 AND 510 NOT LESS THAN 15 MINUTES. BETWEEN EL RENO JCT. AND JEFFERSON.

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 BETWEEN EL RENO JCT AND JEFFERSON.

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

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

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

See page 9 for hours of service.

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 Enid.

Local Extra leaves Enid about 12:00 Noon Tuesday, Thursday and Saturday for Caldwell.

Westward — Main Line — Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 50 STATIONS Time Table No. 4 March 16, 1947	Office Hours Week Days *Sundays and Holidays †Holidays only					FIRST CLASS		SECOND CLASS	
993	991	111	51	Capacity of Sidings	Capacity of Other Tracks	Distance from Booneville			M. P. from Memphis	Station Numbers	Signs	112	52	992	994
Memphis Oklahoma Texas Red Ball	California Oklahoma Louisiana Gold and Red Ball	Memphis Californian	Choctaw Rocket				LEAVE	From To				Memphis Californian	Choctaw Rocket	Texas Oklahoma Memphis Red Ball	California Memphis Gold Ball
Daily	Daily	Daily	Daily												
		A.M. 4.45	A.M. 1.11	.....	.....	0.0	BO.....::BOONEVILLE.:.....TO	Continuous.	251.0	.....	RYd	P.M. s11.10	A.M. s 1.52		
						0.3								— A.M. —	— P.M. —
— P.M. — 10.25	— A.M. — 10.00	4.55	1.12	.....	Yard	0.3	..... BOONEVILLE YARD	.....	251.3	s252	YdFWY	11.00	1.49	11.55	7.00
						7.5						993			
10.43	10.15	f 5.05	1.20	50	.....	7.8	.....:::BARBER..:.....P	.....	258.8	s260	.....	f10.43	1.38	11.06	6.20
112						4.7							51		
11.05	10.25	5.13	1.27	73	5	12.5	.....:.ECHO.....P	.....	263.5	s264	.....	10.36	1.27	10.56	6.10
			52			4.1									
11.13	10.32	f 5.19	1.31	50	18	16.6	.....::.ABBOTT.....	.....	267.6	s268	.....	f10.31	1.17	10.46	5.57
						3.1								991	
11.20	10.39 992	s 5.29	1.34	39	43	19.7	MF.....::MANSFIELD.:.....TO	8:00 a.m. 4:00 p.m. 10:00 p.m. 6:00 a.m. *10:00 p.m. 6:00 a.m.	270.7	s272	W	s10.23	1.14	10.39	5.50
						8.5									
11.34	10.53	s 5.43	1.43	73	75	28.2	HF..::::.HARTFORD, ARK.....TO	8:00 a.m. 5:00 p.m.	279.2	s280	.....	s10.13	1.05	10.14	5.34
						8.4									
11.46 — P.M. —	11.05	f 5.55	1.52	60	9	36.6	..... .MONROE, OKLA .....P	.....	287.6	s288	.....	s10.00	12.55	9.58	5.18
						7.0									
							.....:::.KCSRy Crossing.....	.....	.....	.....	.....				
						0.0									
12.10 — A.M. —	11.23	s 6.03	s 1.59	73	59	43.6	BX.....:::.HOWE:.....TO	Continuous.	294.6	s295	Y	s 9.49	s12.46	9.40	5.00
						6.4									
							.....:.SL-SF Crossing.....UX	.....							
						0.0							993		
12.36	11.38	s 6.28	2.11	83	70	50.0	KY..... :::WISTER :.....TO	{ 8:30 a.m. 5:30p.m. *8:30 a.m. 5:30p.m.	301.0	s302	W	s 9.30	12.36	9.05	4.36
			52			6.9									
1.00	11.53 — A.M. —	6.37	2.19	82	.....	56.9	..... :.CASTON :.....P	.....	307.9	s309	.....	9.17	12.29	8.40	4.20
						3.8									
		f 6.42			10	60.7	.....::.FANSHAWE.....P	.....	311.7	s313	.....	f 9.13			
						3.5									
1.16	12.06 — P.M. —	6.47	2.26	76	2	64.2	..... :.HUGHES .....P	.....	315.2	s316	.....	9.09	12.23	8.30	4.09
						6.3									
1.30	12.17	s 6.56	2.32	71	24	70.5	RO.....:.RED OAK.....TO	8:30 a.m. 5:30 p.m.	321.5	s322	.....	s 9.01	12.17	8.20	3.59
						7.7									
1.42	12.27	7.06	2.39	82	31	78.2	.....PANOLA.....P	.....	329.2	s330	.....	8.51	12.09	8.07	3.45
						5.6							— A.M. —		
1.52	12.36	s 7.15	g 2.45	64	92	83.8	WN.....WILBURTON .....TO	{ 6:30 a.m. 3:30 p.m. *6:30 a.m. 8:30 a.m.	334.8	s335	W	s 8.43	g12.03	7.57	3.35
						4.4							— P.M. —		
2.08	12.44	7.21	2.49	92	.....	88.2	.....LIMESTONE.....P	.....	339.2	s340	.....	8.35	11.58	7.47	3.25
						9.9								111	
2.25	1.00	7.32	3.00	82	57	98.1	.....GOWEN.....P	.....	349.1	s350	Yd	8.24	11.47	7.32	3.10
		992				1.6									
		s 7.35		.....	26	99.7	HN.....HARTSHORNE.....P	.....	350.7	s352	YdY	s 8.21			
						1.3									
				.....	.....	101.0	....Pittsburg Co. Ry Crossing.....UX	.....	352.0	.....	.....				
						0.5									
2.45 A.M.	1.30 P.M.	s 7.40 A.M.	3.04 A.M.	.....	Yard	101.5	HY.....:.HAILEYVILLE.....TO	Continuous.	352.5	s353	RYd FW	8.15 P.M.	11.42 P.M.	7.00 A.M.	3.00 P.M.
						101.5									
							LEAVE					Daily	Daily	Daily	Daily
21.8	29.0	34.8	53.9				....AVERAGE SPEED PER HOUR:...					34.8	46.8	20.6	25.4
4.20	3.30	2.55	1.53				.....SCHEDULE TIME.....					2.55	2.10	4.55	4.00

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.

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

Westward — Main Line — Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 49 STATIONS Time Table No. 4 March 16, 1947	Office Hours Week Days *Sundays and Holidays †Holidays Only				FIRST CLASS		SECOND CLASS	
991	993	111	51									112	52	992	994
California Oklahoma Louisiana Gold and Red Ball	Memphis Oklahoma Texas Red Ball	Memphis Californian	Choctaw Rocket	Capacity of Sidings	Capacity of Other Tracks	Distance from Halleyville	LEAVE	From To	M. P. from Memphis	Station Numbers	Signs	Memphis Californian	Choctaw Rocket	Texas Oklahoma Memphis Red Ball	California Memphis Gold Ball
Daily	Daily	Daily	Daily												
P.M.	A.M.	A.M.	A.M.									P.M.	P.M.	A.M.	P.M.–991
2.00	4.01	7.40	3.04	.....	Yard	0.0	HY....::.HAILEYVILLE.....TO	Continuous	352.5		RYd FW	s 8.10	11.42	5.30	2.00
994						1.0									
2.02	4.03	7.42	3.05	.....	.....	1.0	.....BRANCH JCT.....P		353.5	x354	.....	8.08	11.41	5.10	1.27
						6.6									
2.17	4.18	7.50	3.13	71	13	7.6	.....ALDERSON.....P		360.1	x361	.....	8.01	11.35	5.00	1.17
						5.2									
					.....	12.8	.....Pittsburg Co. Ry Crossing....UX		365.3	.....	.....				
						0.3								993	
2.35	4.45	s 8.20	s 3.28	138	410	13.1	MA.....McALESTER.....TO	Continuous	365.6	x366	YdWY	s 7.53	s11.27	4.45	1.07
	992						.....MKT Crossing.....UX								
						7.1									
2.50	5.00	8.29	3.35	68		20.2	.....BOLTON.....P		372.7	x374	.....	7.27	11.12	4.17	12.49
						3.9									
2.58	5.10	f 8.34	3.39	76	56	24.1	YD.....HAYWOOD.....P		376.6	x377	Y	f 7.22	11.08	4.07	12.44
						2.5									
3.03	5.15	8.38	3.42	72	.....	26.6	.....WHITES.....P		379.1	x380	.....	7.18	11.05	4.02	12.39
						6.6								51	
3.13	5.30	s 8.48	3.49	81	11	33.2	.....STUART.....P		385.7	x387	.....	f 7.10	10.58	3.49	12.29
			992			4.6									
3.28	5.45	8.57	3.56	43	.....	37.8	.....HILL TOP.....P		390.3	x391	.....	7.03	10.53	3.25	12.22
						5.2									
					.....	.....	.....KO&G Crossing.....		395.5	.....	.....				
						0.9									P.M. –
3.40	6.15	s 9.07	4.03	90	64	43.9	CA.....CALVIN.....TO	8:00 a.m. 5:00 p.m. *8:00 a.m. 5:00 p.m.	396.4	x397	W	s 6.54	10.45	3.10	12.06
						3.2									A.M. –
3.46	6.25	9.12	4.07	70	.....	47.1	.....AGUA.....P		399.6	x400	.....	6.47	10.40	3.00	11.51
						4.9									
3.55	6.35	9.19	4.13	57	7	52.0	.....BILBY.....P		404.5	x405	.....	6.41	10.35	2.50	11.41
						5.5									
4.07	6.48	s 9.34	s 4.28	147	275	57.5	HD.....HOLDENVILLE.....TO	Continuous	410.0	x411	WY	s 6.34	s10.28	2.40	11.31
						0.0									
					.....	.....	.....SL-SF Crossing.....		.....	.....	.....				
						7.9									
4.21	7.05	s 9.48	s 4.39	113	132	65.4	WA.....WEWOKA.....TO	7:00 a.m. 4:00 p.m.	417.9	x419	.....	s 6.15	s10.15	2.28	11.18
						6.3									
4.30	7.14	f 9.57	4.46	105	27	71.7	.....LIMA.....P		424.2	x426	.....	f 6.04	10.07	2.18	11.08
						3.5									
4.36	7.21	10.02	4.49	58	.....	75.2	.....FERTIG.....P		427.7	x429	Yd	6.00	10.03	2.13	11.03
						2.7									
4.43	7.30	s10.12	s 4.56	65	225	77.9	DM.....SEMINOLE.....TO	8:00 a.m. 5:00 p.m. *9:00 a.m. 11:00 a.m.	430.4	x431	YdW	s 5.56	s10.00	2.08	10.58
						4.6									
4.51	7.42	10.18	5.02	89	50	82.5	.....TRACY.....P		435.0	x436	.....	5.42	9.52	2.00	10.48
						4.0									
5.00	8.00	s10.26	5.06	60	19	86.5	RA.....EARLSBORO.....TO	8:00 a.m. 5:00 p.m.	439.0	x440	.....	s 5.37	9.48	1.53	10.41
						2.3									111
5.07	8.08	10.31	5.10	71	.....	88.8	.....KING.....P		441.3	x442	.....	5.32	9.45	1.48	10.31
		994				6.1									
5.22		s10.44	s 5.25	.....	.....	94.9	.....SHAWNEE.....P		447.4	x448	Yd	5.22 991	s 9.36		
112		10.50										s 5.14			
						0.7									
6.00	9.10	10.53	5.27	.....	Yard	95.6	JE.....SHAWNEE YARD.....TO	Continuous	448.1	x448	RYdFW Y	5.10	9.27	1.30	10.15
P.M.	A.M.	A.M.	A.M.				95.6					P.M.	P.M.	A.M.	A.M.
							LEAVE					Daily	Daily	Daily	Daily
23.9	18.6	30.7	40.1				....AVERAGE SPEED PER HOUR....					33.3	42.5	23.9	25.5
4.00	5.09	3.13	2.23				.....SCHEDULE TIME.....					3.00	2.15	4.00	3.45

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 Halleyville 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 Halleyville.

Main Line Westward

SUBDIVISION 48

STATIONS

Time Table No. 4

March 16, 1947

	LEAVE	M. P. from Memphis	Distance from Shawnee Yard	Office Hours Week Days / *Sundays and Holidays / †Holidays only — From To	FIRST CLASS 51 Choctaw Rocket — Daily	511 Texas Rocket — Daily	111 Memphis Californian — Daily	513 Texas Rocket — Daily	SECOND CLASS 993 Memphis Oklahoma Texas Red Ball — Daily	991 California Oklahoma Louisiana Gold and Red Ball — Daily
SHAWNEE	See T T. Rule 16a ...P	447.4			A.M. 5.25		A.M. 10.50			
0.7									A.M.	P.M.
JE SHAWNEE YARD	TO	448.1	0.0	Continuous	5.27		10.53		10.35	6.30
7.7										
DALE	P	455.8	7.7		5.35		f11.03		10.50	6.45
4.6										
MC McLOUD	TO	460.4	12.3	8:00 a.m. 5:00 p.m.	5.39		**f11.10** 993		**11.10** 111	6.52
5.1										
RH HARRAH	TO	465.5	17.4	6:30 a.m. 3:30 p.m. / †6:30 a.m. 3:30 p.m.	5.44		f11.19		11.25	7.02
6.5										
CHOCTAW	P	472.0	23.9		5.51		f11.30		11.40	7.14
6.3										
DICKSON	P	478.3	30.2		5.58		11.40		11.50 A.M.	7.26
3.7										
SL-SF Crossing		482.5								
1.5										
MKT Crossing	UX	484.1								
0.3										
END TWO MAIN TRACKS	TWO MAIN TRACKS	484.3	35.7		6.05		11.50 A.M.		12.10 P.M.	7.40
1.2										
MKT Crossing	UX	485.6								
0.0										
KX EAST YARD	TO	485.6	36.9	Continuous.					12.50	8.15
0.3										
MKT Crossing	UX	485.9								
0.6										
SL-SF Crossing	UX	486.5								
0.3										
SL-SF Crossing	UX	486.8								
0.4										
HO OKLAHOMA CITY	TO	487.2	38.5	6 15 a.m. 10:15 p.m. / *6:15 a.m. 10:15 p.m.	s 6.30 6.35	A.M. 11.45	s12.05 P.M. 12.25	P.M 2.55		
0.5										
SL-SF Crossing	UX	487.7								
0.2										
OklaRy Crossing	UX	487.9								
1.1										
END TWO MAIN TRACKS	P	488.4	40.3		6.38	11.49	12.28	2.59	**1.31** 512	**8.40** 52
5.8										
COUNCIL	P	494.5	46.4		6.44	11.56 A.M.	12.35	3.06	1.43	8.52
6.2										
KU YUKON	TO	500.7	52.6	8:00 a.m. 10:00 p.m. / *8:00 a.m. 10:00 p.m.	6.51	g12.03 P.M.	s12.45	g 3.13	1.58	9.07
5.8										
BANNER	P	506.5	58.4		6.57	12.10	12.54	3.20	2.08	**9.19** 992
4.2										
GULF JCT	P	510.7	62.6		**7.01** 994	12.15	1.00	3.25	2.18	9.25
1.8										
TEXAS JCT		512.5					**1.02** 512	**3.28** 112		
0.1										
CRI&P Crossing	P	512.6								
0.8										
RF EL RENO	TO	513.4	65.3	12:00 m.n. 8:30 p.m. / *12:00 m.n. 8:30 p.m.	7.10 A.M.	12.25 P.M.	1.10 P.M.	3.40 P.M.		
2.6										
FO EL RENO YARD	TO	513.3	65.2	Continuous					3.30 P.M.	10.00 P.M.
65.3										
AVERAGE SPEED PER HOUR					**39.6**	**39.3**	**33.0**	**34.9**	**13.3**	**18.6**
SCHEDULE TIME					**1.45**	**0.40**	**2.20**	**0.45**	**4.55**	**3.30**

AUTOMATIC BLOCK SIGNALS — Remotely Controlled Switches — See T. T. Rule 28A

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

ON TWO MAIN TRACKS WHEN EITHER IS USED AS A SINGLE TRACK, 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 Nos. 51, 511 AND 513 NOT LESS THAN TEN MINUTES AND IN NON-AUTOMATIC BLOCK TERRITORY NOT LESS THAN 15 MINUTES.

TIME TABLE RULE 14a IN EFFECT.

Local Extra leaves Shawnee Yard about 6:00 a. m. daily, except Sunday, for El Reno Yard.

SEE FOOTNOTES ON PAGE 6.

No. 111 will stop when necessary, at Banner to receive or discharge U. S. Mail.

No. 511 Yukon receive for Wichita and beyond.

No. 513 Yukon receive for Ft. Worth and beyond.

Main Line Eastward

SUBDIVISION 48

STATIONS

Time Table No. 4

March 16, 1947

			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Signs	FIRST CLASS 512 Texas Rocket	112 Memphis Californian	514 Texas Rocket	52 Choctaw Rocket			SECOND CLASS 994 California Memphis Gold Ball	992 Texas Oklahoma Memphis Red Ball		
	SHAWNEE ..... See T.T. Rule 16a	P	.....	.....	.....	Yd		P.M. 5.14		P.M. 9.36					
0.7													— A.M. —	— P.M. —		
JE	SHAWNEE YARD	TO	.....	Yard	s448	RYdYFW		5.10		9.27			9.45	11.45		
7.7																
	DALE	P	92	10	s456	.....		f 5.01		9.19			9.22	11.25		
4.6																
MC	McLOUD	TO	90	17	s461	.....		f 4.56		9.14			9.15	11.15		
5.1																
RH	HARRAH	TO	92	42	s466	W		f 4.51		9.09			9.06	11.05		
6.5																
	CHOCTAW	P	91	15	s473	.....		f 4.43		9.02			8.57	10.57		
6.3																
	DICKSON	P	73		s479	.....		4.35		8.55			8.47	10.45		
3.7																
	SL-SF Crossing		.....	.....	.....	.....										
1.5																
	MKT Crossing	UX	.....	.....	.....	.....										
0.3																
	END TWO MAIN TRACKS	....	.....	.....	.....	.....		4.27		8.47			8.34	10.30		
1.2																
	MKT Crossing	.UX	.....	.....	.....	.....										
0.0																
KX	EAST YARD	.TO	.....	860	s485	Yd WT							8.30	10.25		
0.3																
	MKT Crossing	.UX	.....	.....	.....	.....										
0.6																
	SL-SF Crossing	.UX	.....	.....	.....	.....										
0.3																
	SL-SF Crossing	.UX	.....	.....	.....	.....										
0.4																
HO	OKLAHOMA CITY	.TO	.....	1482	s487	R Yd Y	P.M. 1.38	s 4.20 4.00	P.M. 4.40	8.40 991 s 8.30						
0.5																
	SL-SF Crossing	.UX	.....	.....	.....	.....										
0.2																
	OklaRy Crossing	.UX	.....	.....	.....	.....										
1.1							993									
	END TWO MAIN TRACKS	..P	.....	.....	.....	.....	1.31	3.56	4.33	8.20			7.47	9.47		
5.8																
	COUNCIL	P	92	10	s495	.....	1.24	3.50	4.27	8.15			7.39	9.39		
6.2																
KU	YUKON	TO	89	198	s501	Yd W	g 1.16	s 3.41	g 4.18	8.08			7.28	9.28		
5.8														991		
	BANNER	P	92	20	s507	.....	1.09	3.35	4.11	8.02			7.19	9.19		
4.2													51			
	GULF JCT	P	.....	.....	s511	R Yd	1.04	3.31	4.05	7.58			7.12	9.12		
1.8							111	513								
	TEXAS JCT	.....	.....	.....	.....	.....	1.02	3.28								
0.1																
	CRI&P Crossing	P	.....	.....	.....	.....										
0.8																
RF	EL RENO	TO	.....	.....	s232	RYdFWY	12.50	3.25	4.00	7.53						
2.6							— P.M. —	— P.M. —	— P.M. —	— P.M. —						
FO	EL RENO YARD	TO	.....	Yard	s230	R Yd FWT							7.00 A.M.	9.00 P.M.		
65.3																
	LEAVE						Daily	Daily	Daily	Daily			Daily	Daily		
	AVERAGE SPEED PER HOUR						32.7	44.5	39.3	42.6			23.7	23.7		
	SCHEDULE TIME						0.48	1.49	0.40	1.43			2.45	2.45		

AUTOMATIC BLOCK SIGNALS — TWO MAIN TRACKS — Remotely Controlled Switches

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.

Local Extra leaves El Reno yard about 7:00 A. M. Daily except Sunday for Shawnee yard.

No. 512 Yukon discharge from Ft. Worth and beyond.

No. 514 Yukon discharge from Wichita and beyond.

SEE FOOT NOTES ON PAGE 5.

Westward — Main Line — Eastward

SECOND CLASS	FIRST CLASS						SUBDIVISION 47 STATIONS Time Table No. 4 March 16, 1947					FIRST CLASS		SECOND CLASS
991	111	51	Capacity of Sidings	Capacity of Other Tracks	Distance from El Reno Yard	LEAVE	Office Hours Week Days *Sundays and Holidays †Holidays only	M. P. from Memphis	Station Numbers	Signs		112	52	994
California Oklahoma Louisiana Gold and Red Ball	Memphis Californian	Choctaw Rocket										Memphis Californian	Choctaw Rocket	California Memphis Gold Ball
Daily	Daily	Daily					From To							
	P.M. 1.30	A.M. 7.15	.....	Yard	.....	RF.....EL RENO..... TO (Signal Indications; See T. T. Rule 26d)	12:00 mn. 8:30 p.m. / *12:00 mn. 8:30 p.m.	513.4	s232	RYd FWY		P.M. 3.05	P.M. 7.45	
	1.32	7.17	.....	.....	.....	1.6 ROCK ISLAND JCT ...P		515.0	.....	RYd		2.59	7.41	
P.M. 11.30			.....	Yard	0.0	0.3 FO.....EL RENO YARD..... TO	Continuous	513.3	s230	RYd FWT				A.M. 5.30
			.....	.....	1.0	1.0 .....CRI&P Crossing..... ...P		514.3	.....	.....				
11.35	1.33	7.18	.....	.....	1.2	0.2 .....PANHANDLE JCT.....		514.5	.....	Yd		2.58	7.40	5.10
11.42	1.37	7.22	69	90	5.2	4.0 RN.....FORT RENO.....P		518.5	s518	.....		2.54	7.36	5.02
11.51	f 1.44	7.28	51	36	10.8	5.6 UT.....CALUMET.....TO	8:00 a.m. 5:00p.m.	524.1	s523	.....		f 2.48	7.31	4.54
P.M. 12.01 A.M.	1.51	7.34	62	.....	17.3	6.5 .....KARNS.....P		530.6	s529	.....		2.41	7.25	4.45
12.16	s 2.05	7.40	87	107	22.5	5.2 GY.....GEARY.....TO	8:30 a.m. 5:30 p.m. / *8:30 a.m. 5:30 p.m.	535.8	s535	RYd WY		s 2.35	7.20	4.35
12.34	f 2.20	7.51	24	47	31.0	8.5 PT.....BRIDGEPORT.....TO	7:30 a.m. 4:30 p.m. / *1:30 p.m. 3:30 p.m.	544.3	s544	.....	111	f 2.20	7.08	4.17
12.45	112 2.30	7.58	57	.....	37.7	6.7 .....McCOOL.....P		551.0	s551	.....		2.07	7.00	4.06
12.53	s 2.38	8.03	77	43	42.3	4.6 CO.....HYDRO.....TO	7:30 a.m. 4:30 p.m. / *1:30 p.m. 3:30 p.m.	555.6	s554	.....		s 2.01	6.54	3.58
1.06	s 2.55	g 8.13	49	152	50.3	8.0 WF.....WEATHERFORD.....TO	8:00 a.m. 5:00 p.m. / *8:00 a.m. 5:00 p.m.	563.6	s563	W		s 1.50	g 6.44	3.45
1.26	f 3.10	8.25	47	26	60.7	10.4 .....INDIANAPOLIS.....P		574.0	s573	.....		f 1.32	6.32	3.25
1.36	3.18	8.33	48	.....	67.4	6.7 .....COCHRAN.....		580.7	s581	.....		1.22	6.25	3.13
				.....	68.2	0.8 ..... SL-SF Crossing .....UX		581.5	.....	.....				
			27	32	.....	0.2 CN.....Clinton..... (See T. T. Rule 25) TO	8:00 a.m. 5:00 p.m. / * 8:00 a.m. 5:00 p.m.	582.9	s583	YdW				
1.40	s 3.32	s 8.39	50	94	68.4	1.2 JN.....CLINTON JCT.....TO	6:00 p.m. 3:00 a.m. / * 6:00 p.m. 8:00 p.m.	581.7	s582	RYdY		s 1.13	s 6.19	3.10
				....	71.0	2.6 .....P&SF Crossing.....UX		584.3	.....	.....				
				12	71.0	0.0 .....RALPH.....		584.3	s584	.....				
1.55	3.41	8.46	47	.....	72.7	1.7 .....PARKERSBURG.....P		586.0	s586	.....		1.08	6.14	2.59
2.10	f 3.56	8.55	50	83	82.0	9.3 F.....FOSS.....TO	8:30 a.m. 5:30 p.m.	595.3	s594	W		f12.57	6.04	2.44
2.30	f 4.05	9.05	50	29	89.4	7.4 AN.....CANUTE.....TO	8:30 a.m. 5:30 p.m.	602.7	s602	.....		f12.47	5.56	991 2.30
994 2.45	s 4.31	s 9.19	76	179	97.0	7.6 KC.....ELK CITY.....TO	9:00 a.m. 1:00 a.m. / *9:00 a.m. 1:00 a.m.	610.3	s609	WYd		s12.36	s 5.46	2.15
3.03	4.41	9.29	47	.....	103.8	6.8 .....MERRITT .....P		617.1	s616	.....		12.19	5.34	1.59
3.15	4.49	9.36	46	.....	109.7	5.9 .....DOXEY.....P		623.0	s622	.....		12.12	5.26	1.45
	s 4.57	s 9.42	.....	.....	114.0	4.3 .....SAYRE		627.3	.....	Yd		s12.05	s 5.20	
4.00 A.M.	5.05 P.M.-52	9.44 A.M.	.....	Yard	114.5	0.5 SA.....SAYRE YARD.....TO 114.5	Continuous	627.8	s627	RYd FWT	111	12.01 P.M.	5.15 P.M.	1.30 A.M.
						LEAVE						Daily	Daily	Daily
25.4	32.0	46.1				....AVERAGE SPEED PER HOUR....						37.3	45.8	28.6
4.30	3.35	2.29				.....SCHEDULE TIME.....						3.04	2.30	4.00

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 El Reno Yard about 7:00 a. m., Monday, Wednesday, Friday, for Sayre Yard.
Local Extra leaves Sayre Yard about 7:00 a. m., Tuesday, Thursday, Saturday, for El Reno Yard.

No. 51 discharge from El Reno and beyond, receive for Amarillo and beyond.
No. 52 discharge from Amarillo and beyond, receive for El Reno and beyond.

Westward — Main Line — Eastward

SECOND CLASS	FIRST CLASS					SUBDIVISION 3 STATIONS Time Table No. 4 March 16, 1947	Office Hours Week Days *Sundays and Holidays †Holidays only				FIRST CLASS		SECOND CLASS	
991	111	51	Capacity of Sidings	Capacity of Other Tracks	Distance from Sayre	LEAVE	From To	M. P. from Memphis	Station Numbers	Signs	112	52	994	
California Oklahoma Louisiana Gold and Red Ball	Memphis Californian	Choctaw Rocket									Memphis Californian	Choctaw Rocket	California Memphis Gold Ball	
Daily	Daily	Daily												
A.M. 4.30	P.M. 5.15	A.M. 9.44	.....	Yard	0.0	SA.....SAYRE YARD.....TO	Continuous	627.8	s627	RYd FWT	A.M. 11.50	P.M.-111 5.15	A.M. 1.00	
	52					7.7								
4.50	5.27	9.55	47	.....	7.7	.....HEXT.....P		635.5	s635	.....	11.36	5.07	12.27	
						6.4								
5.02	s 5.40	g10.03	76	80	14.1	RI.....ERICK.....TO	8:30 a.m. 5:30 p.m.	641.9	s641	W	s11.29	g 5.01	12.15	
						7.6							A.M.	
5.17	f 5.50	10.11	47	32	21.7	.....TEXOLA, OKLA.....P	.....	649.5	s649	.....	s11.17	4.52	12.01	
						1.3							P.M.	
5.20	5.52	10.13	32	.....	23.0	.....BENONINE, TEXAS.....P	.....	650.8	s650	.....	11.14	4.50	11.57	
						4.0								
5.28	6.00	10.17	75	.....	27.0	.....FULLER.....P	.....	654.8	s654	.....	11.08	4.45	11.50	
						10.6								
5.58	s 6.20	s10.30	53	222	37.6	SK.....SHAMROCK.....TO	8:30 a.m. 5:30 p.m. *8:30 a.m. 5:30 p.m.	665.4	s665	W	s10.54	s 4.33	11.33	
						0.5								
			.....	.....	38.1	.....FW&D Crossing.....	.....	665.9	.....	.....				
						5.5					51			
6.10	6.30	10.37	46		43.6	.....LELA.....P	.....	671.4	s671	.....	f10.37	4.23	11.23	
		112				6.5								
6.23	6.38	10.45	41	.....	50.1	.....RAMSDELL.....P	.....	677.9	s677	.....	10.26	4.15	11.14	
						5.5								
6.33	6.45	10.53	51	.....	55.6	.....WHITED.....P	.....	683.4	s682	.....	10.19	4.08	11.05	
						4.9								
6.43	s 7.00	g11.01	73	105	60.5	YD.....McLEAN.....TO	8:00 a.m. 5:00 p.m. *9:30 a.m. 11:30 a.m.	688.3	s687	FW	s10.12	g 4.02	10.55	
						8.7								
6.58	f 7.16	11.14	51	24	69.2	A.....ALANREED.....TO	7:00 a.m. 4:00 p.m.	697.0	s696	.....	s 9.57	3.51	10.39	
						6.5								
7.12	7.25	11.24	54	3	75.7	.....ROCKLEDGE.....P	.....	703.5	s702	.....	9.48	3.43	10.28	
						5.3								
7.22	f 7.33	11.31	47	6	81.0	CH.....JERICHO.....TO	6:00 p.m. 3:00 a.m.	708.8	s708	.....	s 9.39	3.37	10.18	
						6.0								
7.34	7.40	11.38	.....	36	87.0	.....BOYDSTON.....	.....	714.8	s714	.....	9.30	3.31	10.09	
						5.5								
7.44	s 7.50	11.45	82	76	92.5	GR.....GROOM.....TO	8:00 a.m. 5:00 p.m. *8:30 a.m. 10:30 a.m.	720.3	s719	WY	s 9.23	3.26	10.01	
						7.4								
7.55	8.01	11.53	50	18	99.9	.....LARK.....P	.....	727.7	s727	W	f 9.13	3.19	9.51	
		A.M.				8.2								
8.09	f 8.12	g12.02	76	40	108.1	CU.....CONWAY.....TO	7:30 a.m. 4:30 p.m.	735.9	s735	.....	s 9.03	g 3.11	9.39	
		P.M.				8.8								
8.24	8.23	12.11	44	.....	116.9	.....YARNALL.....P	.....	744.7	s744	W	8.52	3.03	9.27	
						8.4					991			
8.43	8.33	12.20	50	.....	125.3	.....ROYAL.....P	.....	753.1	s752	.....	8.43	2.55	9.15	
112						7.2								
			.....	.....	132.5	.....P&SFRy Crossing.....	.....	760.3	.....	.....				
						1.3								
10.00 A.M.	8.55 P.M.-994	12.35 P.M.	.....	Yard	133.8	VN.....AMARILLO.....	Continuous	761.6	s762	RYd FWTY	8.30 A.M.	2.45 P.M.	111 9.00 P.M.	
						133.8								
						LEAVE					Daily	Daily	Daily	
24.3	36.5	46.9				....AVERAGE SPEED PER HOUR....					40.1	53.5	33.5	
5.30	3.40	2.51				.....SCHEDULE TIME.....					3.20	2.30	4.00	

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.
Nos. 51 and 52 Erick, discharge revenue passengers from Oklahoma City, Amarillo or stations beyond and receive revenue passengers for Oklahoma City, Amarillo or stations beyond when seat space is available and reservations have been made in advance, also stop to discharge or receive a corpse.

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 — Ponca City Branch — Northward

SECOND CLASS 711 Mixed Daily	Capacity of Sidings	Capacity of Other Tracks	Distance from Billings Junction	SUBDIVISION 45-A STATIONS Time Table No. 4 March 16, 1947 LEAVE	Office Hours Week Days *Sundays and Holidays †Holidays only From To	M. P. from St. Joseph	Station Numbers	Signs	SECOND CLASS 712 Mixed Daily
	.....	16	54.8	.....PONCA CITY.....		395.3	sa55	Yd	
				1 5					
	.....	.....	53.3	.....AT&SF Crossing.....		393.7	.....	.....	
				0 8					
— P.M. — 8.00	.....	Yard	52.5	AY....PONCA CITY YARD.....TO	6:00 p.m. 2:00 a.m.	393.0	sa53	RYd FWY	— P.M. — 6.00
				4 8					
f 8.20	52	9	47.7	.....EDKELLY.....		388.0	sa47	.....	f 5.45
				6 6					
s 8.40	50	62	41.1	KN.....TONKAWA.....TO	8:00 a.m. 5:00 p.m.	381.6	sa41	.....	s 5.30
				8 3					
f 9.00	51	32	32.8	.....ALCORN.....		371.3	sa33	.....	f 4.45
				6 7					
s 9.30	54	53	26.1	BI.....BILLINGS.....TO	8:00 a.m. 5:00 p.m.	364.5	sa26	.....	s 4.25
				10 4					
s10.15	14	93	15.7	GB.....GARBER.....TO	8:30 a.m. 5:30 p.m.	354.1	sa15	W	s 4.00
				6 0					
f10.45	57	27	9.7	.....CROPPER.....		348.1	sa10	.....	f 3.20
				2 2					
	.....	.....	7.5	..... SL-SF Crossing .....UX		346.1	.....	.....	
				7 5					
11.30 P.M	.....	.....	0.0	.....BILLINGS JUNCTION.....		338.5	.....	.....	3.00 P.M.
				54 8 LEAVE					
15.6				....AVERAGE SPEED PER HOUR....					18.4
3.30				.....SCHEDULE TIME.....					3.00

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. TIME TABLE RULE 14 IN EFFECT.

Westward — Pittsburg Branch — Eastward

Capacity of Sidings	Capacity of Other Tranks	Distance from Branch Jct.	SUBDIVISION 50-A STATIONS Time Table No. 4 March 16, 1947 LEAVE	Office Hours Week Days *Sundays and Holidays †Holidays only From To	M. P. from Memphis	Station Numbers	Signs
.....	Yard	.....	HY.....HAILEYVILLE.....TO	Continuous	352.5	s 353	RYd FW
			1 0				
.....	.....	0.0	.....BRANCH JUNCTION.....P		353.5	s 354	.....
			4 6				
.....	10	4.6	.....BOND.....		358.1	sc359	.....
			8 3				
.....	14	12.9	.....BLANCO.....		366.4	sc367	.....
			5 1				
.....	22	18.0	.....PITTSBURG.....		371.5	sc372	
			19.0 LEAVE				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. TIME TABLE RULE 14 IN EFFECT.

OPERATORS HOURS OF SERVICE WEEK DAYS
*SUNDAYS AND HOLIDAYS
†HOLIDAYS ONLY

Sub Div. 38

Herington	Continuous	
Lost Springs	8:30 a.m.	5:30 p.m.
Lincolnville	8:30 a.m.	5:30 p.m.
Antelope	8:30 p.m.	5:30 a.m.
	*8:30 p.m.	5:30 a.m.
Marion	8:00 a.m.	5:00 p.m.
Peabody—		
AT&SF Crossing	Continuous	
Elbing	7:00 a.m.	4:00 p.m.
Whitewater	8:30 a.m.	5:30 p.m.
Furley	8:30 p.m.	5:30 a.m.
	*8:30 p.m.	5:30 a.m.
Cline	Continuous	
Wichita	Continuous	
South Jct.	Continuous	
Wellington	8:00 a.m.	12 m.n.
	*8:30 p.m.	10:30 p.m.
Corbin	8:00 a.m.	5:00 p.m.
Caldwell	Continuous	

Sub Div. 45

Caldwell	Continuous	
Renfrow	7:30 a.m.	4:30 p.m.
Medford	8:30 a.m.	5:30 p.m.
	†8:30 a.m.	5:30 p.m.
Jefferson	8:00 a.m.	5:00 p.m.
	*9:00 a.m.	11:00 a.m.
	8:30 a.m.	4:30 p.m.
Pond Creek	8:00 p.m.	4:00 a.m.
	*8:45 a.m.	10:45 a.m.
	*8:00 p.m.	4:00 a.m.
Kremlin	8:00 a.m.	5:00 p.m.
Enid	Continuous	
Waukomis	7:30 a.m.	4:30 p.m.
Bison	6:15 p.m.	3:15 a.m.
	*6:15 p.m.	8:15 p.m.
Hennessey	8:00 a.m.	5:00 p.m.
	*11:00 a.m.	1:00 p.m.
Dover	7:00 a.m.	4:00 p.m.
	*7:00 a.m.	10:00 a.m.
Kingfisher	Continuous	
Okarche	7:00 a.m.	4:00 p.m.
	*11:15 a.m.	1:15 p.m.
El Reno Yard	Continuous	
El Reno	7:00 a.m.	4:20 a.m.
	*7:00 a.m.	4:20 a.m.

LOCATION No. 15 TURNOUTS

Sub-Divn 38—MP 240.4...North end east siding Cline

Sub-Divn 45—MP 295.0 South end Siding Caldwell.

Sub-Divn 48—MP 510.7...Gulf Jct.
MP 488.4...West end two main tracks
MP 484.3...East end two main tracks

Southward — Geary Branch — Northward

SECOND CLASS Southward				Capacity of Sidings	Capacity of Other Tracks	Distance from Enid	SUBDIVISION 47-A STATIONS Time Table No. 4 March 16, 1947 LEAVE	Office Hours Week Days *Sundays and Holidays †Holidays only From	To	M. P. from St. Joseph	Station Numbers	Signs	SECOND CLASS Northward			
		777	709										710	778		
		Mixed	Mixed										Mixed	Mixed		
		Monday Wedn'sday Friday	Monday Wedn'sday Friday										Tuesday Thursday Saturday	Sunday Tuesday Thursday		
			A.M. 7.00	191	1184	0.0	HN ENID TO	Continuous		342.0	s 171	RYd FWY	A.M. 10.00			
				.....	.....	2.3	SL-SF Crossing UX			344.3		.....				
			s 7.45	.....	36	11.7	MA LAHOMA TO	8:00 a.m.	5:00 p.m.	353.7	sb 12	.....	s 9.45			
			s 8.05	.....	27	16.7	MENO			358.7	sb 17	.....	s 9.25			
			s 8.15	.....	26	20.4	WD RINGWOOD TO	8:00 a.m.	5:00 p.m.	362.4	sb 20	.....	s 9.15			
			s 9.00	.....	26	32.0	ISABELLA			374.0	sb 32	W	s 8.30			
			9.25	.....	.....	39.1	OKEENE JCT.			381.1	sb 39	YYd	8.05			
		P.M. 12.15	9.30 A.M.	26	89	40.4	K OKEENE TO	7:00 a.m. 4:00 p.m. † 7:00 a.m.	4:00 p.m.	382.4	sb 41	RW Yd	A.M. 8.00 A.M.	A.M. 10.45		
				.....	.....	41.0	SL-SF Crossing UX			383.0	.....	.....				
		s12.50		21	26	50.8	HK HITCHCOCK TO	8:00 a.m.	5:00 p.m.	392.8	sb 51	.....		s 9.45		
		s 1.15		.....	60	54.6	BUCHER			396.6	sb 55	.....		s 9.30		
		s 1.50		32	126	60.9	TG WATONGA TO	7:30 a.m.	4:30 p.m.	402.9	sb 61	W		s 8.45		
		s 2.30		.....	34	69.6	GF GREENFIELD TO	8.00 a.m.	5.00 p.m.	411.6	sb 70	.....		s 8.10		
		3.30 P.M.		.....	79	77.6	GY GEARY TO 77.6 LEAVE	8:30 a.m *8:30 a.m.	5:30 p.m. 5:30 p.m.	419.6	s 535	RYd WY		7.45 A.M.		
		11.4	16.2				AVERAGE SPEED PER HOUR						20.2	12.4		
		3.15	2.30				SCHEDULE TIME						2.00	3.00		

Southward — Northern Branch — Northward

SECOND CLASS Southward			Capacity of Sidings	Capacity of Other Tracks	Distance from Geary	SUBDIVISION 47-B STATIONS Time Table No. 4 March 16, 1947 LEAVE	Office Hours Week Days *Sundays and Holidays †Holidays only From	To	M. P. from Memphis	Station Numbers	Signs	SECOND CLASS Northward			
		709										710			
		Mixed										Mixed			
		Monday Wedn'sday Friday										Sunday Tuesday Thursday			
		A.M. 8.00	5	96	103.8	AO ALVA TO	8:00 a.m.	5:00 p.m.	642.9	sh639	RFWY	P.M. 2.50			
		f 8.23	.....	36	96.1	ASHLEY			635.2	sh631	.....	f 2.27			
		s 8.48	.....	70	88.2	INGERSOLL			627.3	sh623	.....	s 2.02			
		f 9.17	18	.....	79.2	LAMBERT			618.3	sh614	.....	f 1.33			
			.....	.....	72.5	SL-SF Crossing UX			611.6	.....	.....				
		s 9.47	.....	38	71.1	AUGUSTA			610.2	sh606	W	s 1.03			
			.....	.....	67.3	AT&SF Crossing UX			606.4	.....	.....				
		s10.07	10	32	65.7	ALINE			604.8	sh601	.....	s12.43 P.M.			
		s10.32	18	35	59.0	CLEO SPRINGS			598.1	sh595	.....	s12.18 A.M.			
		f11.02	.....	22	49.5	RUSK			588.6	sh585	.....	f11.48			
		s11.32	20	56	39.5	HOMESTEAD			578.8	sh575	.....	s11.18			
		11.45	.....	.....	35.2	OKEENE JCT.			574.5	.....	YYd	11.05			
		11.50 A.M.	26	89	33.9	K OKEENE TO 69.9 LEAVE	7:00 a.m. †7:00 a.m.	4:00 p.m. 4:00 p.m.	573.2	sb41	RWYd	11.00 A.M.			
		18.2				AVERAGE SPEED PER HOUR						18.2			
		3.50				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.

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.

Within the limits of municipalities, engineers will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and the public generally.

Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

Authorized speed through switch leads of turnouts: (See page 9 for location of No. 15 turnouts).

	Rockets	Steam	
		Psgr.	Frt.
No. 15	30	25	20
No. 10	15	15	10
Less than No. 10	10	10	10

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Mikado Engines	50	50	.....	.....
5000 series engines	60	50	.....	.....
Except engine 5040 and 5100 series	70	60	.....	.....
3000 series engines	45	40	45	40
Class C-39, C-41, C-43 and Mikado engines handling passenger trains	Freight Train Speed			
2100 class engines used in any service will not exceed a speed of 40MPH., and when double headed with any class of power will not exceed a speed of 35 MPH.				
Tangent track movement through spring switches	35	.....	35	.....
Passenger trains handling freight cars	Freight Train Speed			
Trains and engines making movement against current of traffic on two main tracks over facing point switches	30	.....	30	.....
Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only)	10	10	10	10
Trains hauling dead engines with main rods removed and side rods in place	.....	.....	25	20
With all rods down	.....	.....	10	10
Switch engines without engine trucks	.....	.....	18	18
Steam engines or diesel freight engines running forward without cars, or with caboose only, must not exceed a speed of 10 MPH below authorized freight train speed	.....	.....	.....	.....
Engines with drivers blocked up	30	30	30	30
Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:				
260 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
360 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
600 HP Diesel-Electric Switchers, In 500 Series	35	35	35	35
900 HP Diesel-Electric Switchers, In 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9050-9051 with Freight Gears	35	35	35	35
Motor Car No. 9012 towed or handled dead-in-train	40	40	40	40
Other motor cars towed or handled in train	60	60	50	45
Gas-electric motor cars without trailers, or Diesel engines without cars, approaching home signal and between home signal limits	10	10	10	10
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines, when moving on their own car or trucks:				
With boom supported	.....	.....	25	15
Except Subdivisions 47a and 47b	.....	.....	15	15
With boom removed or not supported (All Subdivisions)	.....	.....	15	15

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
NOTE: These instructions will not apply to wrecking derricks with boom supported when trained behind engine in wreck train service, in such cases freight train speed governs on Subdivisions 47, 45a, 47a, and 47b, other Subdivisions maximum speed must not exceed 40 MPH. NOTE: Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.				
NOTE: Ditchers, or other types of spreaders, handled in trains in through movements, must have wings in trailing position when practical, while movement being made. 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.				
SUBDIVISION 38	70	55	50	45
(Except as shown below)				
MP 194.5 AT&SF Crossing	40	.....	35	.....
MP 239.16 to 245.54	60	50	.....	.....
MP 193 to 195	50	40	.....	.....
Between North Junction and South Junction, Wichita Union Terminal	.....	Restricted Speed		
Between North Tower and Central Avenue, Wichita Union Terminal	15	15	15	15
MP 208.6 AT&SF Crossing	60	.....	50	.....
Between South Tower and signal bridge near Gilbert Street, W. U. T.	15	15	15	15
Through passenger train yard, Wichita Union Station	.....	Restricted Speed		
Through city limits, Wichita, unless otherwise restricted	30	30	30	30
Caldwell, engines must not operate over Consolidated Flour Mills track scale.				
Caldwell: Between north siding switch and south siding switch	20	20	20	20
MP 178-4 AT&SF Crossing	20	.....	20	.....
MP 222-9 M. P. "	20	.....	20	.....
MP 250-3 M. V. "	40	.....	35	.....
MP 266-4 M. P. "	40	.....	35	.....
MP 293-7 AT&SF "	20	.....	20	.....
3000, 4000 and 5000 engines not permitted on the following tracks: Kechi —House track, Caldwell—High Line Light Plant spur, Peabody —Industry track.				
SUBDIVISION 45	70	55	50	45
(Except as shown below)				
MP 340.5 SLSF Crossing	20	.....	20	.....
North and south leg of wye Enid K-60 class and heavier	.....	5	.....	5
Between South Switch North Enid siding and Enid passenger station	30	30	.....	.....
Yard tracks El Reno Yard, K-60 class and heavier	10	.....	10	.....
On Panhandle freight belt	30	30	30	30
On Oklahoma freight belt	25	25	25	25
At Dolese Spur, MP 371-10 near Dover, engines must not use track further than 350 feet beyond sand tipple.				
MP 311-21 AT&SF Crossing	40	.....	35	.....
MP 400-9 CRI&P Crossing	60	.....	50	.....
Caldwell: Between North Siding Switch and South Siding Switch	20	20	20	20
SUBDIVISION 50	60	50	45	35
(Except as shown below)				
Approaching Booneville Psgr. Station	Restricted	Speed	.....	.....
MP 252-26 to MP 253-1	.....	35	.....	30
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	.....
Gaither Spur	10	10	10	10
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
Shaft No. 3	5	5	5	5
MP 351-10 to MP 353-3	.....	35	.....	30
MP 352.0 PC Crossing	.....	10	.....	10
Bridge 2996 and approaches	20	20	15	15
Sinclair Mine Spur Red Oak	.....	.....	10	10

SPEED RESTRICTIONS—Continued.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 49 (Except as shown below)	65	55	50	40
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 365.3 PC Crossing	10	.....	10	.....
MP 365.6 MKT Crossing	15	.....	15	.....
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 398-8	.....	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	20	.....	20	.....
MP 414-10 to MP 415-0	.....	40	.....	30
MP 438-0 to MP 439-8	.....	45	.....	35
MP 444-33 to MP 445-8	.....	50	.....	35
MP 447-22 to MP 448-0	.....	25	.....	25
Bridge 3978 and approaches	25	20	10	10
Engines must not be double-headed over Bridge 3978 except Diesel engines or Diesel engine and Consolidated engine or smaller.	25	.....	10	.....
2500 and heavier engines over Br. 3978	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
West No. 2	West No. 7	East No. 2	Roundhouse leads.
West No. 3	West No. 8	East No. 3	
West No. 4		East No. 5	

SUBDIVISION 48 (Except as shown below)	65	55	50	40
Engine 5040 (Except as shown below).	65	55	.....	.....
MP 448-10 to MP 456-5	60	50	.....	.....
Other 5000 engines	55	45	.....	.....
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 482.5 SLSF Crossing	20	.....	20	.....
MP 484.1 MKT Crossing	20	.....	20	.....
MP 485.6 MKT Crossing	20	.....	20	.....
MP 485.9 MKT Crossing	20	.....	20	.....
MP 486.5 SLSF Crossing	20	.....	20	.....
MP 486.8 SLSF Crossing	20	.....	20	.....
MP 487.7 SLSF Crossing	20	.....	20	.....
MP 487.9 Okla Ry. Crossing	20	.....	20	.....
MP 488-22	.....	Restricted Speed.		
MP 512.6 CRI&P Crossing	.....	30	.....	30
Over Santa Fe Street, MP 486-30 (engine only)	6	.....	6	.....
Through Pacific Jct. switch main track movement	.....	35	.....	35
EL RENO: Between Elm Street and Absolute Signal located 800 ft. North of Passenger station and on all tracks at El Reno Passenger station. All trains and engines	.....	Restricted Speed.		
Between Pacific Jct. and Texas Jct.	.....	10	.....	10
OKLAHOMA CITY: Between SLSF crossing MP 486.8 Santa Fe Street and connection at Exchange Avenue viaduct first-class trains must move at RESTRICTED SPEED.				
Spring Switches: Oklahoma City, East End Two Main Tracks, normal position—for Westward Main Track. West end Two Main Tracks normal position—for Eastward Main Tracks. El Reno Yard—Gulf Jct..				

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 47 (Except as shown below)	55	45	40	30
MP 524 to MP 567	60	50	45	35
MP 604 to MP 627.8	60	50	45	35
MP 535.8 to MP 536.0	.....	45	.....	30
MP 537.4 to MP 537.8	.....	45	.....	30
MP 539.3 to MP 539.7	.....	40	.....	30
MP 541.6 to MP 542.2	.....	15	.....	10
MP 583.5 to MP 583.8	.....	40	.....	30
MP 609.9 to MP 610.4	.....	40	.....	30
MP 611.5 to MP 611.9	.....	45	.....	30
MP 613.8 to MP 614.1	.....	45	.....	30
MP 619.8 to MP 621.4	.....	45	.....	30
Between Clinton Jct. and Clinton Mikado engines	10	10	10	10
Crossing east and west of Weatherford station No. 51 and 52	30	.....	.....	.....
MP 581.5 SLSF crossing	15	.....	15	.....
MP 583-14 P&SF Crossing	15	.....	15	.....
Mikado engines not permitted use of following tracks: ELK CITY: Over scales in Oil Mill track. SAYRE: All industry tracks east of East lead, except track leading Sayre Wholesale Grocery Co. repair track. 2300 and larger class engines will not be operated over dead rail track, track scales Sayre.				
SUBDIVISION 3 (Except as shown below)	60	50	45	35
MP 649 to MP 665	55	50	40	30
Over Bridge 6282, Red River	35	.....	25	.....
MP 643.3 to MP 643.5	.....	45	.....	30
MP 654.1 to MP 654.7	.....	45	.....	30
MP 656.0 to MP 656.4	.....	45	.....	30
MP 660.9 to MP 661.9	.....	45	.....	30
MP 671.3 to MP 672.1	.....	40	.....	30
MP 674.4 to MP 674.7	.....	40	.....	30
MP 678.0 to MP 678.2	.....	40	.....	30
MP 680.7 to MP 681.9	.....	40	.....	30
MP 685.1 to MP 685.4	.....	40	.....	30
MP 686.3 to MP 686.7	.....	40	.....	30
MP 687.8 to MP 698.4	.....	45	.....	30
MP 699.9 to MP 700.7	.....	45	.....	30
MP 705.0 to MP 706.0	.....	45	.....	30
MP 665.9 FWDC Crossing	55	.....	40	.....
MP 759.3 P&SF Crossing	30	.....	30	.....
SUBDIVISION 45a (Except as shown below)	40	40	35	25
MP 7.5 SLSF Crossing	15	.....	15	.....
Curve at Tonkawa Depot	.....	20	.....	20
Bridge 437	30	.....	30	.....
C-43 and heavier engines handling passenger trains	35	25	.....	.....
Ponca City yard office and passenger station	20	15	20	15
Mikado engines	30	25	30	25
MP 53.3 AT&SF Crossing	20	.....	20	.....
PONCA CITY: Mikado engines not permitted Continental Coke Spur, Empire Coke Spur and OG&E Spur.				
SUBDIVISION 50a MP 0-0 to MP 19-0	18	18	18	18
SUBDIVISION 47a (Except as shown below)	20	20	20	20
Geary to Watonga	25	20	25	20
MP 14-0 to MP 14-3	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.				
SUBDIVISION 47b (Except as shown below)	25	20	25	20
Over Bridge 686	10	10	10	10

SPECIAL INSTRUCTIONS GOVERNING ROCKET 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.

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.

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

Caldwell: Between North Siding switch and South Siding switch not exceed 20 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: Between Eastward crossover switch Santa Fe St. and connection just west of Exchange Ave. viaduct—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.

Mars 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 sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains.

Passenger trains consisting of Rocket equipment handled by steam engines of P-31, P-32, P-33, P-40 or M-50 class, and scheduled Rocket trains handling conventional type of equipment handled by passenger diesel engines, may operate at speed of 10 MPH less than speed authorized for Rocket type trains, Except will not be required to operate at a lower speed than authorized for steam passenger trains.

When for any reason HSC (electric) brake equipment is operated with automatic brake control, a maximum speed of 80 MPH must not be exceeded.

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	4½ Inches
Rocket train cars only	7 Inches
Gas-Electric motor cars	3 Inches
Conventional passenger cars	12 Inches

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

SPECIAL INSTRUCTIONS

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

When a train is disabled or stopped suddenly by an emergency application of air brakes or when engineman finds it necessary to stop train due to some defect or under circumstances which might cause derailments, resulting in fouling adjacent tracks, or when necessary to provide protection when doing station work, enginemen will immediately display Red Headlight. Enginemen on approaching train on adjacent tracks will immediately stop and proceed only after knowing track is clear. The operation and use of Red Headlight will not relieve enginemen or trainmen from complying with Rule 102.

ON SINGLE TRACK:

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

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

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

When a train stops or is moving under circumstances in which it may be overtaken by another train, the trainman acting as flagman will immediately display the Red Oscilating light and it will not be extinguished until normal speed of train is resumed. When signal is displayed enginemen on approaching train will immediately proceed at restricted speed.

The operation and use of rear-end Red Oscilating light will not in any way relieve trainmen from complying with Rules 99 and 885.

1b. Headlight on freight Diesel engines must be burning dimly during daylight hours, except will be concealed or extinguished when train turns out to meet another and has stopped clear of main track.

2. Booneville Yard is initial station for second class and extra trains.

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

3. Trains on Sub Div. 45A may leave Billings Jct. without clearance.

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

3b. First-class trains, except Nos. 507, 508, 509 and 510, must not leave Wichita Union Station without Clearance.

3c. Second class and extra trains will register and obtain clearance at Booneville.

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.
Pacific Jct. when instructed by Train Dispatcher.
Oklahoma City—First-class trains.
Geary—Trains originating and terminating.
Clinton Jct.—Trains 111, 112.

4a. Nos. 51, 52, 111 and 112 will register by Form 1339 at Haileyville, Shawnee yard.

4b. No. 51 and No. 52 will register by form 1339 at Sayre Yard.

4c. Nos. 507, 508, 509 and 510 will register by Form 1339 at Enid, Caldwell and Herington.

4d. Not necessary for trains 507, 508, 509 and 510 to check register at Enid.

4e. Not necessary for second class and extra trains on Sub-Divn. 45 to check against first class trains at Enid.

4f. First Class trains will register by ticket Form 1339 at Wichita.

4g. Not necessary for first class trains to check against first class trains at Wichita.

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

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

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

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.	Shawnee Yard.
Cline.	Shawnee.
Wichita Union Station.	East Yard.
Caldwell.	Oklahoma City.
Enid.	Geary.
Ponca City Yard.	Okeene.
El Reno Yard.	Sayre Passenger Station.
El Reno.	Sayre Yard.
Booneville.	Amarillo (Yard Office. Passenger Station.)
Haileyville.	

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 derails, pipe connected with switch stands. Trains moving out of either of these tracks will be governed by dwarf signals.

11a. Marion 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. Lost Springs Interlocking:
Trainmen when making Northward movement from siding will operate push button installed in wooden box fastened to instrment case, approximately ninety (90) feet south of the head out dwarf signal.

11b. Trains finding home signals at stop at Marion 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. All trains and engines will stop and flag South Ave. crossing at Ponca City before proceeding over crossing.

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

Due to obscured vision to the west or Santa Fe yard side of track at Santa Fe crossing Ponca City, telephone connected with Santa Fe Telegraph Operator has been installed near the Release Case on north side of crossing.

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 (2) minute period home signal will clear if no Santa Fe train approaching.

If indicator lamp does not light and home signal does not clear, employe will go to crossing, and if no Santa Fe train or engine 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 (5) 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 trainmen 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. 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 509.

11g. 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	Light Arrangement for Proceed
38	241.7	SL-SF.....	No Gate	.....	.....	.....	.....
38	242.0	MoPac.....	No Gate	.....	.....	.....	.....
45a	7.6	SL-SF	.....	Trainmen	SL-SF.....	Red	Yellow
47	580.5	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	72.5	SL-SF.....	.....	Trainmen	CRI&P	Red	Yellow
48	484 1	MKT.....	No Gate	Trainmen	MKT.....	Red	Yellow
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
48	487.9	OklaRyCo...	.....	Trainmen	OklaRyCo...	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	.....	.....	.....	.....

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

Subdiv.	MP Loca.	Crossing	Subdiv.	MP Loca.	Crossing
38	178.4	AT&SF	45	311.6	AT&SF
38	194.5	AT&SF	49	395.5	KO&G
38	222.9	MoPac	48	482.5	SL&SF
38	250.3	MidValley	48	500.6	OklaRy
38	266.4	MoPac	3	665.9	FW&DC

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.

15a. OKLAHOMA CITY between SLSF 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.

15b. EL RENO between Elm Street and absolute signal located 800 feet north of passenger station inferior trains and yard engines may occupy main track on time of first class trains but must avoid delay thereto.

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.
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 Halleyville 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.

24g. Enid: First-class trains meeting or passing will use that part of track known as E&A main between first switch south of south water crane Enid passenger station and main track switch north of Enid passenger station.

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. In case telephone is out of order or operator can not be raised, train will proceed under flag. Northward trains leaving block, CRI&P connection, will report clearance to operator by telephone.

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. 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 Subdivision 45 MP 402, pole 40.

Subdivisions 38 and 45 between South Jct. and South Siding Switch Jefferson.

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.

26b. At Booneville:

HMT (Hold Main Track) color-light dwarf signal MP 251 pole 24 for Westward movements. This signal displays yellow light only and when yellow light is displayed it authorizes movement on main track to yard entrance switch at MP 251, pole 31. When yellow signal not displayed, proceed per Rule 99.

Eastward Home signal (color-light dwarf signal located MP 251, pole 34. These signals are not automatic block signals

26c Block Signals at isolated locations protecting switches and curves, located as follows:

Subdivision 38: Cline.
Subdivision 50: Gowen, Halleyville.

26d. Rules 525 to 551, inclusive, except Rule 534 (b) are in effect:

Subdivisions 45 and 47 between MP 402, pole 17, north of El Reno Passenger Station and El Reno Jct.

Subdivisions 38 and 45 between South Jct. and South Siding Switch Jefferson.

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	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
50	259.2	Bridge
50	299.6	Bridge
50	332.3	Bridge
50	347.1	Bridge
50	353.1	Overhead Bridge
49	366.2	Trolley Wire
49	397.8	Bridge
49	405.7	Overhead Bridge
49	446.0	Bridge
48	466.3	Viaduct
48	477.2	Bridge
48	483.3	Bridge
48	486.9	Overhead Bridge
48	487.9	Trolley Wire
48	488.2	Overhead Bridge
48	500.8	Trolley Wire
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
45a	38.8	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.

28c. On Subdivision 49 the following bridges: No. 3804 and No. 3855 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. 2897, No. 3014 and Water Crane MP 335.6 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 Buchannan Street, will not clear a man on top of car or on side of car.

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 248.8	Empire Oil Co	13
38	MP 262.1	Zyba Spur	16
38	MP 272.3	Frigid Mist Co	3
45	MP 371.2	Dover Sand Co	46
50	MP 298.2	Gaither Spur	60
50	MP 300.1	Groves Lunden Cox - Spur	10
50	MP 300.1	Groves Lunden Cox - run around track	13
49	MP 407.1	Water Works	5
49	MP 421.3	Wewoka Brick & Tile Co	8
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	
50a	MP 2.2	Craig Spur	5
50a	MP 5.5	Craig Coal Co	28
50a	MP 15.8	Blanco Mining Co	50
3	MP 630.5	Okla. Salt Co	8
3	MP 656.8	Teci Production Co	7
3	MP 657.9	Osborne	8
3	MP 658.6	Midwest Refining Co	9
3	MP 667.1	Gasper	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 Signalman, Train Order signal will not be displayed in proceed indication for a train or engine until the route is set and Interlocking Signals cleared to permit its movement, when no train orders are held for delivery.

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 at "polesets," 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 Enid	Pole box south end siding.
Subdiv. 45	North Enid	Lead to Southwest Terminal Elevator.
Subdiv. 45	Enid	In Enid interlocking tower.
Subdiv. 45	Jct. Switch Govt. Airport Enid	Pole Box.
Subdiv. 45	El Reno Jct	Booth.
Subdiv. 48	Huey Spur	Pole Box.
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	Branch Jct	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
St. Mary's Hospital Annex	Enid, Okla., 501 W. Randolph.	428

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	66	54.5	85	42.4	140	25.7
34	106.0	67	53.7	86	41.9	145	24.8
36	100.0	68	52.9	87	41.4	150	24.0
38	94.7	69	52.1	88	40.9	155	23.2
40	90.0	70	51.4	89	40.4	160	22.5
42	85.7	71	50.7	90	40.0	170	21.2
45	80.0	72	50.0	91	39.6	180	20.0
48	75.0	73	49.3	92	39.1	190	18.9
50	72.0	74	48.6	93	38.7	200	18.0
52	69.2	75	48.0	94	38.2	210	17.1
54	66.6	76	47.4	95	37.9	220	16.4
56	64.2	77	46.7	100	36.0	230	15.6
58	62.0	78	46.1	105	34.3	240	15.0
60	60.0	79	45.6	110	32.7	250	14.4
61	59.0	80	45.0	115	31.3	260	13.8
62	58.0	81	44.4	120	30.0	270	13.3
63	57.1	82	43.9	125	28.8	280	12.8
64	56.2	83	43.4	130	27.7	290	12.4
65	55.3	84	42.9	135	26.7		

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

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

J. L. STEPHENSON, Trainmaster, El Reno, Okla.
Subdivision 47, 48, 49, 50, 50a.

J. C. GEARY, Trainmaster, El Reno, Okla.
Subdivision 38, 45, 45a, 47a, 47b, including El Reno Terminal.

F. B. GIBBS, Trainmaster, Amarillo, Texas.
Subdivision 3.

L. HENTHORNE, Ass't Trainmaster, Oklahoma City, Okla.
Oklahoma City Terminal.

S. CROOM, Ass't Trainmaster, Enid, Okla.
Subdivision 45a and Enid Terminal.

H. J. COSGROVE, Master Mechanic, El Reno, Okla.

C. R. CASSODY, Road Foreman Equipment, El Reno, Okla.
Subdivisions 3, 47, 48, 49, 50 and 50a.

L. B. KILPATRICK, Road Foreman Equipment, El Reno, Okla.
Subdivisions 38, 45, 45a, 47a and 47b.

R. J. PRICE, Chief Dispatcher.

J. A. HAWKINS, Night Chief Dispatcher.

J. H. WILSON,
C. S. FORBES,
H. G. MORK,
C. J. HALL,
C. F. LAYMAN,
H. W. SMITH,
V. H. REISCHE,
J. H. HIGLEY,
Train Dispatchers, El Reno, Okla.

H. N. PENNY,
J. E. FRASER,
H. F. LEONARD,
Train Dispatchers, Caldwell, Kans.