Company Surgeons	Location
T. L. HANSEN, Chief Surgeon, La Salle St. Station	
J. M. L. JENSEN, Asst. Chief Surgeon, La Salle St. Station	Chicago
D. M. BUSH	
C. M. ROSSER, Consulting Surgeon	
CURTICE ROSSER, Consulting Surgeon	
J. O. McREYNOLDS, Oculist & Aurist	Dallas, Texas
F. M. GILBERT	Irving
W. C. DURINGER, General Surgeon & Examiner	
J. H. BROWN, Asst.	
WEBB WALKER, Oculist, Aurist & Examiner	
GATLIN MITCHELL, Asst.	Fort Worth
B. M. JONES	Bridgeport
C. C. McCLURE	Jacksboro
W. O. PADGETT	Graham
E. W. WRIGHT	Bowie
R. E. TYLER	Ringgold, Texas
W. T. ANDRESKOWSKI	Ryan, Okla.
D. B. COLLINS, Local Surgeon and Examiner	Waurika
C. C. PRUITT	Comanche
J. L. PATTERSON	
E. G. KING, Asst.	
W. T. SALMON, Oculist, Aurist & Examiner	Duncan
C. N. TALLEY	Marlow
J. W. FINLEY	Rush Springs
H. M. McCLURE, Asst.	
D. S. DOWNEY	
U. C. BOON, Oculist, Aurist & Examiner	Chickasha
A. C. LITTLE	Minco
D. P. RICHARDSON	Union City
H. C. BROWN	
J. T. RILEY, Local Surgeon & Examiner	
P. J. CRADEN, Oculist, Aurist & Examiner	
P. F. HEROD, Oculist, Aurist & Examiner	El Reno
L. T. GOOCH	
E. B. MITCHELL, Oculist, Aurist & Examiner	Lawton
W. A. FUQUA	Grandfield
HUGH MONROE	Lindsay
M. A. JONES	Walters
P. L. McCLURE	Fort Cobb
E. W. HAWKINS	Carnegie
B. H. WATKINS	Hobart
J. B. LANSDEN	Granite
G. F. BORDER, Local Surgeon and Examiner	Mangum, Okla.

Official Hospitals:

Name	Place	Telephone
El Reno Sanitarium	El Reno, Okla., 620 East Wade	114
St. Joseph's Hospital	Fort Worth, Tex., 1607 So. Main	4-1204

Emergency Hospitals:

Patterson Hospital	Duncan, Okla., 117 North 10th St.	624
General Hospital	Hobart, Okla., 110 South Washington	178
Gaston Hospital	Dallas, Texas, 3505 Gaston	8-5145

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

Claim Agent:
D. W. McHUGH, Fort Worth, Texas.

W. E. HEIMERDINGER, Superintendent

C. L. BAKKE, General Superintendent

B. H. SMITH, Sup't. Motive Power

J. R. PICKERING, Sup't. Transportation

G. P. TRACHTA, Asst. Chief Operating Officer (Mechanical)

J. D. FARRINGTON, Chief Operating Officer

3000—8-3-41

Chicago, Rock Island & Pacific Railway

TIME TABLE

SOUTHERN DIVISION

THIRD DISTRICT

No. 2

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

SUNDAY, AUGUST 3, 1941

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY

Rock Island

SAFETY FIRST

This Time Table for the exclusive use and guidance of Employes

HALL LITHO. CO. TOPEKA 3921

Southward — Main Line — Northward

SECOND CLASS		FIRST CLASS				SUBDIVISION 46 STATIONS Time Table No. 2 August 3, 1941						FIRST CLASS		SECOND CLASS	
95	93	509	17	Capacity of Sidings	Capacity of Other Tracks		Office Hours Week Days *Sundays and Holidays	M. P. Distance from St. Joseph	Distance from El Reno Yard	Station Numbers	Signs	18	510	98	96
Red Ball Freight	Texas Special	Rocket	Mid-Continent Special									Mid-Continent Special	Rocket	Texas Chicago Red Ball Freight	Red Ball Freight
Daily	Daily	Daily	Daily			LEAVE	From To								
		P.M. 3.45	A.M. 12.20	.....	Yard	RF.....EL RENO.....TO	7:30 a.m. 12:30 a.m. / *7:30 a.m. 12:30 a.m.	402.6		s232	FRYdWY		P.M. 1.45		
						0.8									
P.M. 4.30	A.M. 8.30			.....	2842	FO.....EL RENO YD.....TO	Continuous	401.7		s230	RYdFWTY			A.M. 3.45	P.M. 8.00
						1.0									
4.35	8.35			.....	.....	.....BELT JCT.....	.....	402.7	1.0	.....	.....			3.20	7.05
						1.3									
				.....	.....	Remotely Controlled Interlocking: ...CRI&P Crossing.....	.....	404.0	2.3	.....	.....				
						0.1									
4.42	8.40	3.47	12.22	.....	.....	Remotely Controlled Interlocking: ...PACIFIC JCT.....P	.....	403.6	2.4	.....	R	A.M. 5.45	1.43	3.15	7.00
						4.7									
4.50	8.48	3.51	12.27	105	.....	.....POWERS.....P	.....	408.3	7.1	s238	.....	5.32	1.39	3.06	6.50
						3.9									
4.55	8.53	3.54	f12.33	60	30	UN.....UNION CITY.....TO	8:00 a.m. 5:00 p.m.	412.2	11.0	s241	.....	f 5.27	1.36	3.00	6.40
						5.8									
5.05	9.01	3.59	f12.42	100	70	CO.....MINCO.....TO	8:30 a.m. 5:30 p.m.	418.0	16.8	s246	W	f 5.16	1.31	2.50	6.25
						4.4									
5.12	9.07	4.03	12.47	61	.....	.....HAROLD.....P	.....	422.4	21.2	s250	.....	5.08	1.27	2.44	6.15
						3.5									
5.17	9.12	4.06	f12.52	60	41	CS.....POCASSET.....TO	7:00 a.m. 4:00 p.m.	425.9	24.7	s253	.....	f 5.02	1.24	2.39	6.05
						5.3									
5.25	9.20	4.11	12.58	62	.....	.....SOLITO.....P	.....	431.2	30.0	s258	.....	4.53	1.19	2.30	5.55
						4.5									
				.....	.....	.....SL-SF Crossing.....UX	.....	435.7	34.5	.....	.....				
						0.0									
				.....	.....	.....AT&SF Crossing.....UX	.....	435.7	34.5	.....	.....				
						0.6									95
5.40	9.33	s 4.18	s 1.25	109	861	C.....CHICKASHA.....TO	Continuous	436.3	35.1	s265	YdFWTY	s 4.45	s 1.12	2.20	5.40
96						7.1									
5.55	9.43	4.25	f 1.36	54	26	.....NINNEKAH.....P	.....	443.4	42.2	s272	.....	f 4.21	1.05	1.57	5.22
						5.7								17	
6.08	9.53	4.31	f 1.48	60	11	.....AGAWAM.....P	.....	449.1	47.9	s277	.....	f 4.13	12.59	1.48	5.10
						6.9									509
6.20	10.05	4.38	f 1.58	78	38	RS.....RUSH SPRINGS.....TO	8:00 a.m. 5:00 p.m.	456.0	54.8	s282	.....	f 4.05	12.52	1.39	4.38
96			98												
6.35	10.18	4.47	s 2.13	54	80	MR.....MARLOW.....TO	8:30 a.m. 5:30 p.m.	465.5	64.3	s294	W	s 3.52	12.43	1.25	4.06
						9.5									
6.45	10.26	4.52	2.19	74	.....	.....McGIE.....P	10:30 a.m. 6:30 p.m. / *10:30 a.m. 6:30 p.m.	470.9	69.7	.....	.....	3.39	12.38	1.18	3.58
						5.4									
7.01	10.33	s 4.58	s 2.33	54	230	NA.....DUNCAN.....TO	11:00 p.m. 7:00 a.m. / *11:00 p.m. 7:00 a.m.	475.5	74.3	s304	WYd	s 3.33	s12.32	1.10	3.50
						5.7									
7.13	10.41	5.03	2.39	60	96	.....BECKETT.....P	.....	481.2	80.0	s310	Yd	3.14	12.26	1.01	3.35
						4.0									
7.20	10.47	5.06	s 2.44	56	34	OM.....COMANCHE.....TO	8:30 a.m. 5:30 p.m.	485.2	84.0	s314	.....	s 3.08	12.22	12.55	3.15
						8.5						17			
7.34	10.59	5.14	f 2.55	104	41	.....ADDINGTON.....P	.....	493.7	92.5	s322	.....	f 2.55	12.14	12.43	3.00
			18												
7.45	11.10	s 5.22	s 3.08	.....	.....	WA.....WAURIKA.....TO	Continuous	500.1	98.9	s329	RYdY	s 2.40	s12.08	12.33	2.45
						6.4									
8.00 P.M.	11.15 A.M.	5.23 P.M.	3.13 A.M.	.....	366	.....WAURIKA YD.....P	.....	500.9	99.7	s330	RYdFWT	2.27 A.M.	12.06 P.M.	12.30 A.M.	2.40 P.M.
						99.7									
						LEAVE						Daily	Daily	Daily	Daily
28.5	36.3	60.2	34.1			...AVERAGE SPEED PER HOUR...						29.5	59.6	30.8	18.7
3.30	2.45	1.38	2.53			.....SCHEDULE TIME.....						3.18	1.39	3.15	5.20

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT No. 509 IS SUPERIOR TO No. 510 ON SUBDIVISION 46.
SECOND CLASS AND EXTRA TRAINS MUST CLEAR Nos. 509 AND 510 NOT LESS THAN FIFTEEN MINUTES.
PASSENGER TRAINS ON SUBDIVISION 46 AND OKLAHOMA DIVISION SUBDIVISIONS 45 AND 48 WILL PROTECT AGAINST EACH OTHER BETWEEN THE INTERSECTING SWITCH THESE SUBDIVISIONS AT EL RENO AND PASSENGER STATION AT EL RENO.
TIME TABLE RULE 14a IN EFFECT.

Local Extra leaves Chickasha 8:45 A. M. Monday, Wednesday and Friday for Waurika Yd.

Local Extra leaves El Reno Yd. 6:00 A. M. Daily except Sunday for Chickasha.

Local Extra leaves Waurika Yd. 10:30 A. M. Tuesday, Thursday and Saturday for Chickasha.

Local Extra leaves Chickasha 1:30 P. M. Daily except Sunday for El Reno Yd.

Southward — Main Line — Northward

SECOND CLASS		FIRST CLASS				SUBDIVISION 1 STATIONS Time Table No. 2 August 3, 1941	Office Hours Week Days *Sundays and Holidays					FIRST CLASS		SECOND CLASS	
95	93	509	17									510	18	96	98
Red Ball Freight	Texas Special	Rocket	Mid-Continent Special	Capacity of Sidings	Capacity of Other Tracks	LEAVE	From To	M. P. Distance from St. Joseph	Distance from Waurika Yard	Station Numbers	Signs	Rocket	Mid-Continent Special	Red Ball Freight	Texas Chicago Red Ball Freight
Daily	Daily	Daily	Daily												
P.M.	A.M.	P.M.	A.M.									P.M.	A.M.	P.M.	P.M.
8·30	11·35	5.23	3.13	.....	Yard	WAURIKA YD ..... P	.....	500.9		s330	RYdFWT	12.06	2·27	2·10	11·59
	A.M.					5.2						93 P.M.			
8·40	12.01	5.28	f 3.21	53	20	SUGDEN ..... P	.....	506.1	5.2	s335	.....	12.01	f 2.14	1·50	11·40
	P.M. 510					4.5						A.M.			
8·50	12.26	5.32	f 3.31	54	24	RN..... RYAN ..... TO	8:00 a.m. 5:00 p.m.	510.6	9.7	s339	.....	11.57	f 2.08	1·43	11·33
						8.7									
9·05	12·41	5.40	f 3.45	53	74	SF..... TERRAL, OKLA. ..... TO	8:30 a.m. 5:30 p.m.	519.3	18.4	s348	.....	11.49	f 1.54	1·30	11·21
						4.9									
9·15	12·50	5.46	s 3.55	100	52	GD..... RINGGOLD, TEX. ..... TO	8:00 a.m. 5:00 p.m. *12:01 p.m. 2:01 p.m.	524.2	23.3	s353		11.43	s 1.45	1·20	11·13
						11.2								93	
9·35	1·05	5.56	f 4.11	85	38	..... STONEBURG ..... P	.....	535.4	34.5	s364	W	11.33	f 1.27	1·05	10·58
	96					8.0									
.....	.....	.....	.....	.....	.....	BW..... FW&DC Crossing ..... TO	Continuous	543.4	42.5	.....	.....				
						0.4									
9·55	1·22	s 6.06	s 4.27	100	134	..... BOWIE ..... P	.....	543.8	43.9	s372	Yd	s11.25	s 1·16	12·45	10·46
						11.3									95
10·29	1·41	6.19	f 4.43	54	37	..... PARK SPRINGS ..... P	.....	555.1	54.2	s384	W	11.12	f12·58	12·19	10·29
98						7.9								P.M.	
10·45	1·52	6.26	f 4.54	54	80	CN..... CHICO ..... TO	7:30 a.m. 4:30 p.m.	563.0	62.1	s392	.....	11.05	f12·47	12·07	10·18
						6.6								A.M.	
11·01	2·04	s 6.34	s 5.10	100	209	BR..... BRIDGEPORT ..... TO	Continuous	569.6	68.7	s398	YdFWY	s10.55	s12·35	11·52	10·05
						6.0									
11·15	2·14	6.39	f 5.19	54	33	..... PARADISE ..... P	.....	575.6	74.7	s404	.....	10.49	f12·15	11·40	9·55
						8.9							A.M.		
11·30	2·26	6.48	f 5.31	100	31	BU ..... BOYD ..... TO	8:00 a.m. 5:00 p.m.	584.5	83.6	s413	.....	10.40	f12·04	11·29	9·43
						7.2							P.M. 95		
11·54	2·36	6.54	f 5.40	54	39	.... NEWARK ..... P	.....	591.7	90.8	s420	.....	10.34	f11·54	11·19	9·33
P.M. 18						7.3									
12·25	2·50	7.01	f 5.50	54	10	.... HICKS ..... P	.....	599.0	98.1	s428	.....	10.27	f11·45	11·10	9·23
A.M.						5.7									
12·40	3·03	7.06	f 5.59	54	31	GN APB Signals Saginaw—MP 608-33 SAGINAW (Interlocking) TO	Continuous	604.7	103.8	s433	.....	10.21	f11·38	11·02	9·15
.....	.....	.....	.....	.....	.....	.... GC&SF Crossing	.....	604.7	103.8	.....	.....				
						4.9									
.....	.....	.....	.....	.....	.....	Interlocking ..... SLSW Crossing	.....	609.6	108.7	.....	.....				
						0.0									
.....	.....	.....	.....	.....	.....	Ft. Worth Belt Crossing	.....	609.6	108.7	.....	.....				
						0.0									
.....	.....	.....	.....	.....	.....	.... FW&DC Crossing	.....	609.6	108.7	.....	.....				
						0.2									
12·59	3·15	7.12	6.06	55	265	..... NORTH FORT WORTH	.....	609.8	108.9	s439	Yd	10.14	11·28	10·50	9·05
						0.2									
1·02	3·20	7.13	6.07	.....	.....	.. TRINITY RIVER .. (End 2 Main Tracks)	.....	610.0	109.1	.....	Yd	10.13	11·27	10·48	9·02
						1.5									
2·30	4·00	7.16	6.20	.....	428	F AUTOMATIC BLOCK SIGNALS .. FREIGHT YD. .. TWO MAIN TRACKS AUTOMATIC BLOCK SIGNALS TO	Continuous	611.5	110.6	s441	RYdFWTY	10.11	11·25	10·45	9·00
A.M.	P.M.					0.4								A.M.	P.M.
.....	.....			.....	.....	.. 4th ST. JCT. ..	.....	611.9	111.0	.....	.....	10.10	11·22		
						0.2									
.....	.....			.....	.....	..... 6th ST.	.....	612.1	111.2	.....	.....				
						0.4									
.....	.....			.....	.....	.... 10th ST.	.....	612.5	111.6	.....	.....				
						0.3									
.....	.....	7.18	6.29	.....	.....	.... 17th ST.	.....	612.8	111.9	.....	.....	10.07	11·20		
						0.1									
.....	.....	.....	.....	.....	.....	..... FW&DC Crossing ..... UX	.....	612.9	112.0	.....	.....				
						0.3									
		7.25	6.35	.....	.....	FT..... FORT WORTH ..... TO	Continuous	613.2	112.3	s442	RYd	10.05	11.15		
		P.M.	A.M.			112.3						A.M.	P.M.		
						LEAVE						Daily	Daily	Daily	Daily
18·5	26·2	55.2	26.8			AVERAGE SPEED PER HOUR						55.7	35·0	32·3	37·2
6·00	4·15	2.02	3.22			SCHEDULE TIME						2·01	3·12	3·25	2·59

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
SECOND CLASS AND EXTRA TRAINS MUST CLEAR Nos. 509 AND 510 NOT LESS THAN FIFTEEN MINUTES.
TIME TABLE RULE 14a IN EFFECT.

Local Extra leaves Bridgeport 5:30 A. M. Monday, Wednesday and Friday for Waurika Yd.
Local Extra leaves Waurika Yd. 6:00 A. M. Tuesday, Thursday and Saturday for Bridgeport.
Local Extra leaves Freight Yd. 9:30 P. M. Daily except Saturday for Bridgeport.
Local Extra leaves Bridgeport 9:00 P. M. Daily except Sunday for Freight Yd.

Main Line Southward

SUBDIVISION 2 STATIONS Time Table No. 2 August 3, 1941 — LEAVE	M. P. Distance from St. Joseph	Distance from 4th St. Jct.	Signs	FIRST CLASS 217 Mid-Continent Special Daily	1 FW&DC Passenger Daily	17 B-RI Texas Rocket Daily	3 B-RI Sam Houston Zephyr Daily	509 Rocket Daily	7 FW&DC Passenger Daily
FT.....FORT WORTH.....TO	613.2	.....	RYd	A.M. 6.45				P.M. 7.25	
0.3									
.....FW&DC Crossing.....UX	612.9	.....	.....						
0.1					— A.M. —	— A.M. —	— P.M. —		— P.M. —
.....17th ST..... (TWO MAIN TRACKS)	612.8	.....	.....	6.48	7.00	7.17	4.02	7.28	8.10
0.3									
.....10th ST..... (TWO MAIN TRACKS)	612.5	.....	.....						
0.4									
.....6th ST..... (TWO MAIN TRACKS)	612.1	.....	.....						
0.2									
.....4th ST. JCT..... (TWO MAIN TRACKS)	611.9		.....	6.52				7.32	
0.3									
.....DALWOR JCT..... (AUTOMATIC BLOCK SIGNALS)	612.2	0.3	RYd	6.55	7.05	7.24	4.08	7.34	8.17
1.3									
.....SYLVANIA.....P	613.5	1.6	Yd	6.58	7.08	7.27	4.11	7.37	8.20
8.1									
HU..HURST.....TO	621.6	9.7	.....	7.08	7.17	7.34	4.19	7.44	8.30
5.6								98	
.....TARRANT.....P	627.2	15.3	W	7.15	7.23	7.39	4.25	7.49	8.37
3.1									
.....LIGGETT.....P	630.3	18.4	.....	7.19	7.26	7.42	4.28	7.52	8.41
4.3									
.....EAST CARROLLTON JCT.....	634.6	22.7	.....						
0.1									
GV...IRVING.....TO	634.7	22.8	RYdY	s 7.25	7.31	7.46	4.32	7.56	8.46
0.2									
.....WEST CARROLLTON JCT.....	634.9	23.0	.....						
2.9									
.....NORWOOD.....P	637.8	25.9	.....	7.29	7.35	7.49	4.35	7.59	8.51
3.5									
.....PERKINS.....P	641.3	29.4	.....	7.33	7.39	7.53	4.39	8.03	8.56
1.1									
.....M-K-T Crossing.....UX	642.4	30.5	.....						
1.4									
.....NORTH JCT..... (Interlocking, See Rules 16, 16a; TWO MAIN TRACKS)	643.8	31.9	.....	7.38	7.43	7.56	4.42	8.07	9.00
0.5									
UT...DALLAS.....TO	644.3	32.4	RFWTYYd	7.45	7.48	8.00	4.45	8.15	**9.05**
0.6				— A.M. —	— A.M. —	— A.M. —	— P.M. —	— P.M. —	— P.M. 18 —
CJ...CADIZ ST. JCT.....TO	644.9	33.0	RYd						
0.5									
VI...AUSTIN ST. YD.....TO	645.4	33.5	Yd						
33.5									
.....AVERAGE SPEED PER HOUR.....				31.1	41.3	46.0	46.0	40.4	36.0
.....SCHEDULE TIME.....				1.00	0.48	0.43	0.43	0.50	0.55

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

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

SECOND CLASS AND EXTRA TRAINS MUST CLEAR Nos. 3, 4, 17, 18, 509 AND 510 NOT LESS THAN TEN MINUTES.

TIME TABLE RULE 14a IN EFFECT.

Main Line Southward

SUBDIVISION 2

STATIONS

Time Table No. 2

August 3, 1941

SECOND CLASS

	LEAVE	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	791 Frisco 31 Texas Fast Freight Daily	93 Red Ball Freight Daily	793 Frisco 33 Texas Fast Freight Daily	795 Frisco 37 Through Freight Daily	797 Frisco 30 Perishable Fast Freight Daily	75 Texas Special Daily	799 Frisco 38 California Fast Freight Daily
FT	FORT WORTH			s442							
	0.3										
	FW&DC Crossing										
	0.1										
	17th ST. (TWO MAIN TRACKS)										
	0.3										
	10th ST. (TWO MAIN TRACKS)										
	0.4										
	6th ST. (TWO MAIN TRACKS)										
	0.2										
	4th ST. JCT. (TWO MAIN TRACKS)					A.M. 3.45			P.M. 6.20	P.M. 6.30	P.M. 10.45
	0.3					792					
	DALWOR JCT.					3.47			6.25	6.33	10.50
	1.3										
	SYLVANIA P	66	736	s444		3.53			6.30	6.38	10.55
	8.1										
HU	HURST T	58	24	s450		4.10			6.43	6.50	11.09
	5.6										
	TARRANT P	55	24	s456		4.20			6.52	6.58	11.20
	3.1										
	LIGGETT P	60		s459		4.30			6.57	7.03	11.28
	4.3										
	EAST CARROLLTON JCT.				A.M.		A.M.	P.M.			
	0.1										
GV	IRVING T	54	143	s464	3.00	4.45	5.30	4.45	7.05 P.M.	7.13 98	11.40 P.M.
	0.2										
	WEST CARROLLTON JCT.										
	2.9										
	NORWOOD P	63	4	s467	3.06	5.00 794	5.36	4.51		7.22	
	3.5										
	PERKINS P	59		s471	3.11	5.10	5.41	4.56		7.28	
	1.1										
	M-K-T Crossing UX										
	1.4										
	NORTH JCT. (Interlocking, See Rules 16, 16a, TWO MAIN TRACKS)				3.17	5.15	5.46	5.02		7.35	
	0.5										
UT	DALLAS T			s474							
	0.6										
CJ	CADIZ ST. JCT. T				3.25 A.M.	6.00 A.M.	5.53 A.M.	5.10 P.M.		8.00 P.M.	
	0.5										
VI	AUSTIN ST. YD. T		499	s474							
	33.5										
	AVERAGE SPEED PER HOUR				24.5	14.7	26.6	24.5	30.4	22.0	24.9
	SCHEDULE TIME				0.25	2.15	0.23	0.25	0.45	1.30	0.55

AUTOMATIC BLOCK SIGNALS

SEE FOOTNOTES ON PAGE 3.

Main Line Northward

SUBDIVISION 2

STATIONS

Time Table No. 2

August 3, 1941

			M. P. Distance from St. Joseph	Distance from 4th St. Jct.	Distance from Dallas (Austin St. Yd.)	Signs	FIRST CLASS									
							510	4 B-RI	2 FW&DC	18 B-RI	8 FW&DC	218				
							Rocket	Sam Houston Zephyr	Passenger	Texas Rocket	Passenger	Mid-Continent Special				
FT	FORT WORTH	TO	613.2	.....	34.8	RYd	A.M. 10.05					P.M. 10.55				
	0.3															
	FW&DC Crossing	UX	612.9	.....	34.5	.....										
	0.1							— P.M. —	— P.M. —	— P.M. —	— P.M. —					
.....	17th ST.	....	612.8	.....	34.4	.....	9.56	1.05	2.40	9.45	10.05	10.50				
	0.3															
.....	10th ST.	....	612.5	.....	34.1	.....										
	0.4															
.....	6th ST.	....	612.1	.....	33.7	.....										
	0.2															
.....	4th ST. JCT.	....	611.9		33.5	.....	9.51					10.39				
	0.3															
.....	DALWOR JCT.		612.2	0.3	33.2	RYd	9.49	1.00	2.35	9.40	9.59	10.37				
	1.3															
.....	SYLVANIA	P	613.5	1.6	31.9	Yd	9.46	12.57	2.33	9.37	9.57	10.35				
	8.1															
HU	HURST	TO	621.6	9.7	23.8	.....	9.39	12.49	2.25	9.29	9.47	10.26				
	5.6															
.....	TARRANT	P	627.2	15.3	18.2	W	9.34	12.43	2.19	9.24	9.41	10.20				
	3.1															
.....	LIGGETT	P	630.3	18.4	15.1	.....	9.31	12.40	2.16	9.21	9.36	10.17				
	4.3															
.....	EAST CARROLLTON JCT.		634.6	22.7	10.8	.....										
	0.1															
GV	IRVING	TO	634.7	22.8	10.7	RYdY	9.27	12.36	2.11	9.17	9.30	s10.12				
	0.2															
.....	WEST CARROLLTON JCT.		634.9	23.0	10.5	.....										
	2.9															
.....	NORWOOD	P	637.8	25.9	7.6	.....	9.24	12.33	2.08	9.13	9.25	10.08				
	3.5															
.....	PERKINS	P	641.3	29.4	4.1	.....	9.20	12.29	2.04	9.09	9.20	10.04				
	1.1															
.....	M-K-T Crossing	UX	642.4	30.5	3.0	.....										
	1.4															
.....	NORTH JCT.	....	643.8	31.9	1.6	.....	9.16	12.26	2.01	9.06	9.16	10.01				
	0.5										7					
UT	DALLAS	TO	644.3	32.4	1.1	RFWTYYd	9.15	12.25	2.00	9.05	9.15	10.00				
	0.6						— A.M. —	— P.M. —	— P.M. —	— P.M. —	— P.M. —	— P.M. —				
CJ	CADIZ ST. JCT.	TO	644.9	33.0	0.5	RYd										
	0.5															
VI	AUSTIN ST. YD.	TO	645.4	33.5		Yd										
	33.5															
	LEAVE						Daily	Daily	Daily	Daily	Daily	Daily				
	AVERAGE SPEED PER HOUR						40.4	49.5	49.5	49.5	39.6	36.0				
	SCHEDULE TIME						0.50	0.40	0.40	0.40	0.50	0.55				

AUTOMATIC BLOCK SIGNALS — TWO MAIN TRACKS

Interlocking — See Rules 16, 16a — TWO MAIN TRACKS

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

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

SECOND CLASS AND EXTRA TRAINS MUST CLEAR Nos. 3, 4, 17, 18, 509 AND 510 NOT LESS THAN TEN MINUTES.

TIME TABLE RULE 14a IN EFFECT.

Main Line Northward

SUBDIVISION 2
STATIONS
Time Table No. 2
August 3, 1941

			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Office Hours Week Days *Sundays and Holidays — From To
FT	FORT WORTH	TO			s442	Continuous
	0.3					
	FW&DC Crossing	UX				
	0.1					
	17th ST.					
	0.3					
	10th ST.					
	0.4					
	6th ST.					
	0.2					
	4th ST. JCT.					
	0.3					
	DALWOR JCT.					
	1.3					
	SYLVANIA	P	66	736	s444	
	8.1					
HU	HURST	TO	58	24	s450	6:00 p.m. 2:00 a.m. / *6:00 p.m. 2:00 a.m.
	5.6					
	TARRANT	P	55	24	s456	
	3.1					
	LIGGETT	P	60		s459	
	4.3					
	EAST CARROLLTON JCT.					
	0.1					
GV	IRVING	TO	54	143	s464	Continuous
	0.2					
	WEST CARROLLTON JCT.					
	2.9					
	NORWOOD	P	63	4	s467	
	3.5					
	PERKINS	P	59		s471	
	1.1					
	M-K-T Crossing	UX				
	1.4					
	NORTH JCT.					
	0.5					
UT	DALLAS	TO			s474	6:30 a.m. 12:30 a.m.
	0.6					
CJ	CADIZ ST. JCT.	TO				4:00 a.m. 12 Noon / 4:00 p.m. 12 Night
	0.5					
VI	AUSTIN ST. YD.	TO		499	s474	Continuous
	33.5					

AUTOMATIC BLOCK SIGNALS — TWO MAIN TRACKS

Interlocking — See Rules 16, 16a — TWO MAIN TRACKS

	SECOND CLASS							
	792 Frisco 31	794 Frisco 34	796 Frisco 33	76	798 Frisco 32	800 Frisco 30	802 Frisco 37	98
LEAVE	Texas Fast Freight	Through Freight	Texas Fast Freight	Red Ball Freight	Through Freight	Perishable Fast Freight	Through Freight	Texas Chicago Red Ball Freight
	A.M. 93 3.45		A.M. 6.06	A.M. 9.30			P.M. 5.18	P.M. 8.05
	3.43		6.04	9.27			5.16	8.01
	3.41		6.01	9.22			5.13	7.58
	3.26		5.49	9.10			5.01	509 7.44
	3.15		5.41	8.52			4.52	7.25
	3.08		5.36	8.37			4.47	7.20
		A.M.			A.M.	P.M.		75
	3.00 A.M.	5.10	5.30 A.M.	8.27	8.35	6.35	4.40 P.M.	7.13
		93 5.00		8.17	8.25	6.30		7.04
		4.54		8.10	8.20	6.24		6.59
		4.50		8.05	8.15	6.20		6.55
		4.45 A.M.		8.00 A.M.	8.10 A.M.	6.15 P.M.		6.50 P.M.
	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily
AVERAGE SPEED PER HOUR	30.4	24.5	38.0	22.0	24.5	30.6	36.0	26.4
SCHEDULE TIME	0.45	0.25	0.36	1.30	0.25	0.20	0.38	1.15

SEE FOOTNOTES ON PAGE 5.

Westward — Mangum Branch — Eastward

SECOND CLASS												SECOND CLASS			
		705	703	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 46-A STATIONS Time Table No. 2 August 3, 1941	Office Hours Week Days *Sundays and Holidays	M. P. Distance from Intersection Subdivision 46	Station Numbers	Signs		706	704		
		Mixed	Mixed									Mixed	Mixed		
		Monday Wednesday Friday	Daily Except Sunday			LEAVE	From To					Tuesday Thursday Saturday	Daily Except Sunday		
			A.M. 8.00	109	861	C.....CHICKASHA.....TO	Continuous	.....	s265	FWTYRYd			A.M. 11.59		
						0.6									
						.....AT&SF Crossing.....UX									
				.....	.....	.....SL-SF Crossing.....UX	.....	.....	.....	.....					
						8.7									
			s 8.25	54	33	CK.....VERDEN.....TO	8:00 a.m. 5:00 p.m.	8.7	sd10	.....			s11.10		
		A.M. 9.40	8.45 A.M.	54	125	8.7 DO.....ANADARKO.....TO	7:00 a.m. 4:00 p.m.	17.4	sd23	RYdFWY		A.M. 10.20	10.50 A.M.		
		s10.00		.....	30	7.6 .....WASHITA.....	.....	25.0	sd25	.....		s10.00			
		s10.20		54	32	6.8 FC.....FORT COBB.....TO	8:00 a.m. 5:00 p.m.	31.8	sd32	.....		s 9.35			
		s10.50		32	57	10.3 CG.....CARNEGIE.....TO	8:30 a.m. 5:30 p.m.	42.1	sd43	W		s 9.15			
		s11.20		35	32	8.5 MV.....MOUNTAIN VIEW.....TO	8:15 a.m. 5:15 p.m.	50.6	sd51	.....		s 8.50			
		s11.50 A.M.		33	34	7.5 BO.....GOTEBO.....TO	8:00 a.m. 5:00 p.m.	58.1	sd59	.....		s 8.25			
		f12.15 P.M.		.....	25	6.9 .....KOMALTY.....	.....	65.0	sd66	.....		f 8.05			
						5.6									
				.....	.....	.....SL-SF Crossing.....UX	.....	70.6	.....	.....					
		s 1.00		30	158	0.3 KO.....HOBART.....TO	8:00 a.m. 5:00 p.m.	70.9	sd72	YdWY		s 7.45			
		f 1.15		.....	9	4.9 .....CAHILL.....	.....	75.8	sd76	.....		f 7.20			
				.....	.....	3.7 .....AT&SF Crossing.....UX	.....	79.5	.....	.....					
		s 1.30		.....	52	0.8 FN.....LONE WOLF.....TO	8:30 a.m. 5:30 p.m.	80.3	sd81	.....		s 7.10			
		s 2.05		30	25	7.6 GR.....GRANITE.....TO	8:00 a.m. 5:00 p.m.	87.9	sd89	.....		s 6.50			
				.....	.....	8.4 .....M-K-T Crossing.....UX	.....	96.4	.....	.....					
		3.00 P.M.		.....	144	0.3 MG.....MANGUM.....TO 97.3 LEAVE	7:00 a.m. 4:00 p.m.	96.7	sd98	RFWY		6.30 A.M.			
		14.9	23.2			..... AVERAGE SPEED PER HOUR						20.8	15.3		
		5.20	0.45			..... SCHEDULE TIME						3.50	1.09		

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

Westward — Lindsay Branch — Eastward

SECOND CLASS												SECOND CLASS			
			713	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 46-D STATIONS Time Table No. 2 August 3, 1941	Office Hours Week Days *Sundays and Holidays	M. P. Distance from St. Joseph	Station Numbers	Distance from Chickasha	Signs	714			
			Mixed									Mixed			
			Daily Except Sunday			LEAVE	From To					Daily Except Sunday			
			A.M. 11.00	.....	.....	SA.....LINDSAY.....TO	8:00 a.m. 5:00 p.m.	462.6	sf 26	26.3	RYdWY	A.M. 10.00			
						7.2									
			s11.25	.....	24	.....BRADLEY.....	.....	455.4	sf 19	19.1	.....	s 9.30			
						4.8									
			s11.40 A.M.	.....	28	AX.....ALEX.....TO	8:30 a.m. 5:30 p.m.	450.6	sf 14	14.3	.....	s 9.15			
						10.6									
				.....	.....	.....AT&SF Crossing.....UX	.....	440.0	.....	3.7	.....				
						2.3									
				.....	.....	.....AT&SF Crossing.....UX	.....	437.7	.....	1.4	.....				
						1.4									
			12.30 P.M.	109	861	C.....CHICKASHA.....TO 26.3 LEAVE	Continuous	436.3	s 265		RYdFWTY	8.30 A.M.			
			17.5			.... AVERAGE SPEED PER HOUR						17.5			
			1.30			..... SCHEDULE TIME						1.30			

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

Southward — Anadarko & Waurika Branch — Northward

SECOND CLASS 701	SECOND CLASS 703	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 46-B STATIONS Time Table No. 2 August 3, 1941	Office Hours Week Days *Sundays and Holidays	M. P. Distance from St. Joseph	Distance from Anadarko	Station Numbers	Signs	SECOND CLASS 702	SECOND CLASS 704
Mixed	Mixed									Mixed	Mixed
Tuesday Thursday Saturday	Daily Except Sunday			LEAVE	From To						
	A.M. 9.45	54	125	DO.....ANADARKO.....TO	7:00 a.m. 4:00 p.m.	460.5	.....	sb123	RYdFWY		A.M. 703 9.45
	704 f10.05	.....	36	9.9 .....STECKER.....		470.4	9.9	sb133	.....		f 9.20
	s10.25	29	56	5.6 AP.....APACHE.....TO	7:00 a.m. 4:00 p.m.	476.0	15.5	sb138	Yd		s 9.00
	f10.40	.....	25	5.9 .....PARKER.....		481.9	21.4	sb144	W		f 8.30
	f11.00	30	186	3.4 .....RICHARDS SPUR.....		485.3	24.8	sb148	YdY		f 8.00
	s11.20	52	47	7.2 S.....FORT SILL.....TO	7:00 a.m. 6:00 p.m.	492.5	32.0	sb155	YdY		s 7.00
P.M. 12.30	A.M. 12.30 P.M.	47	192	3.7 WN.....LAWTON.....TO	7:00 a.m. 4:00 p.m.	496.2	35.7	sb159	RYdFWY	A.M. 6.30	6.30 A.M.
		.....	.....	0.3 .....SL-SF Crossing.....UX		496.5	36.0	.....	.....		
f12.55		.....	30	8.2 .....GERONIMO.....		504.7	44.2	sb167	.....	f 5.30	
s 1.30		.....	95	10.0 WR.....WALTERS.....TO	8:30 a.m. 5:30 p.m.	514.7	54.2	sb177	.....	s 4.50	
s 2.15		27	31	7.1 Z.....TEMPLE.....TO	8:30 a.m. 5:30 p.m.	521.8	61.3	sb184	.....	s 4.25	
s 3.00		.....	29	8.1 HA.....HASTINGS.....		529.9	69.4	sb192	.....	s 3.55	
s 3.30		.....	.....	7.7 WA.....WAURIKA.....TO	Continuous	537.6	77.1	s329	RYdY	s 3.35	
4.00 P.M.		.....	366	0.7 .....WAURIKA YD.....P 77.8		538.3	77.8	s330	RYdFWT	3.30 A.M.	
				LEAVE						Monday Wednesday Friday	Daily Except Sunday
12.1	13.0			....AVERAGE SPEED PER HOUR....						14.0	11.0
3.30	2.45			.....SCHEDULE TIME.....						3.00	3.15

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

Southward — Grandfield Branch — Northward

SECOND CLASS 785	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 46-C STATIONS Time Table No. 2 August 3, 1941	Office Hours Week Days *Sundays and Holidays	M. P. Distance from Intersection Subdivision 46-b	Station Numbers	Signs	SECOND CLASS 786
Mixed								Mixed
Daily Except Sunday			LEAVE	From To				Daily Except Sunday
A.M. 6.30	47	192	WN.....LAWTON.....TO	7:00 a.m. 4:00 p.m.	.....	sb159	RYdFWY	A.M. 11.00
	.....	.....	0.3 .....SL-SF Crossing.....UX		.....	.....	.....	
f 6.55	.....	4	8.2 .....TINNEY.....		7.8	.....	.....	f10.35
f 7.07	.....	29	3.8 .....HOLLIDAY.....		11.6	se12	.....	f10.20
s 7.25	.....	26	3.3 .....FAXON.....		14.9	se16	.....	s10.10
s 7.50	39	17	5.1 GA.....CHATTANOOGA.....TO	7:15 a.m. 4:15 p.m.	20.0	se21	.....	s 9.50
s 8.15	48	20	7.5 .....TILLMAN.....		27.5	se28	.....	s 9.20
	.....	.....	6.1 .....M-K-T Crossing.....UX		33.6	.....	.....	
8.35 A.M.	24	77	0.4 GK.....GRANDFIELD.....TO 34.7 LEAVE	7:30 a.m. 4:30 p.m.	34.0	se35	RWY	9.00 A.M.
16.7			..... AVERAGE SPEED PER HOUR					17.4
2.05			..... SCHEDULE TIME					2.00

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT No. 785 IS SUPERIOR TO No. 786.
TIME TABLE RULE 14 IN EFFECT.

Westward — Graham Branch — Eastward

SECOND CLASS	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 1-A STATIONS Time Table No. 2 August 3, 1941	Office Hours Week Days *Sundays & Holidays	M. P. Distances from Bridgeport	Station Numbers	Signs	SECOND CLASS
789								788
Mixed								Mixed
Daily Except Sunday			LEAVE	From To				
A.M. 2·00	100	209	BR.....BRIDGEPORT.....TO	Continuous	.....	s398	RYdFWY	P.M. 8·30
			14.2					
s 2·35	.....	28	.....VINEYARD.....	.....	14.2	sg13	.....	s 7·55
			7.5					
f 2·55	18	.....	.....STEWARTON.....	.....	21.7	sg20	.....	f 7·35
			7.8					
s 3·45	34	130	JS.....JACKSBORO.....TO	7:00 a.m. 4:00 p.m.	29.5	sg28	Y	s 7·15
			13.7					
s 5·00	.....	56	BO.....BRYSON.....TO	7:30 a.m. 4:30 p.m.	43.2	sg42	.....	s 6·00
			13.0					
6·00 A.M.	18	92	GM.....GRAHAM.....TO	7:00 a.m. 7:00 p.m.	56.2	sg55	RYdWY	5·00 P.M.
			56.2					
			LEAVE					Daily Except Sunday
14·1			.....AVERAGE SPEED PER HOUR.....					16·1
4·00			.....SCHEDULE TIME.....					3·30

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

Westward — Seymour Branch — Eastward

SECOND CLASS	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 1-B STATIONS Time Table No. 2 August 3, 1941	Office Hours Week Days *Sundays & Holidays	Distance from Jacksboro	Station Numbers	Signs	SECOND CLASS
783								784
Mixed								Mixed
Daily Except Sunday			LEAVE	From To				
A.M. 5·30	34	362	JS.....JACKSBORO.....TO	7:00 a.m. 4:00 p.m.	.....	.....	RYYd	P.M. 5·00
			7.5					
	.....	3	.....BERWICK.....	.....	7.5	sh 8	.....	
			8.7					
s 6·35	.....	.....	.....JERMYN.....	.....	16.2	sh16	.....W.....	s 3·40
			7.1					
s 6·55	.....	40	.....LOVING.....	.....	23.3	sh23	.....	s 3·20
			6.8					
s 7·10	.....	46	.....JEAN.....	.....	30.1	sh30	.....	s 3·05
			9.7					
	.....	.....	.....WFS Crossing.....UX	.....	39.8	.....	.....	
			0.2					
s 8·01	58	88	.....OLNEY.....TO	8:00 a.m. 5:00 p.m.	40.0	sh40	.....	s 2·40
			12.1					
s 8·30	68	59	.....MEGARGEL.....	.....	52.1	sh52	.....	s 2·05
			5.6					
s 8·45	.....	34	.....WESTOVER.....	.....	57.7	sh58	.....W.....	s 1·45
			6.4					
f 9·01	.....	29	.....RENDHAM.....	.....	64.1	sh64	.....	f 1·30
			10.7					
	.....	.....	.....WVRy Crossing.....UX	.....	74.8	.....	.....	
			0.5					
10·00 A.M.	.....	.....	.....SEYMOUR.....TO	8:00 a.m. 5:00 p.m.	75.3	sh75	RYYd	1·00 P.M.
			75.3					
			LEAVE					Daily Except Sunday
16·7			.....AVERAGE SPEED PER HOUR.....					18·8
4·30			.....SCHEDULE TIME.....					4·00

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 783 IS SUPERIOR TO No. 784.
783 and 784 may leave Jacksboro and Seymour without Clearance when no operator on duty.
TIME TABLE RULE 14 IN EFFECT.

SPEED RESTRICTIONS.

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

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

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

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Class T-31: Consolidated and Mikado engines handling passenger trains	Author	ized Fre	ight Tra	in speed
Passenger trains handling freight equipment	Author	ized Fre	ight trai	n speed
3000 series engines with Scullin drivers	45	45	45	45
Without Scullin drivers	30	30	30	30
5000 series engines with 74-inch drivers in passenger service when maximum speed of 60 and 70 miles per hour for passenger trains is authorized	70	60	.....	.....
Other 5000 series engines	50	50	.....	.....
Gas-electric motor cars without trailers, or Diesel engines without cars, approaching home signal and between home signal limits	10	10	10	10
Through Switch Leads of Turnouts	.....	10	.....	10
Tangent track movement through spring switches	35	.....	35	.....
Through Switch Leads of Turnouts at end of two or more tracks	.....	25	.....	20
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, side rods up	.....	.....	25	15
Trains hauling dead engines, side rods down	.....	.....	15	15
Switch engines without engine trucks	.....	.....	18	18
Engines running forward without cars	Author	ized Fre	ight trai	n 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
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	20
With boom removed or not supported	.....	.....	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 (except as shown below) Wrecking derricks must always be separated from engine or heavy loads by two or more empty or lightly loaded cars.				
Subdivision 46-A MP 0 to MP 17-12	.....	.....	20	15
MP 17-12 to MP 96-21	.....	.....	15	10
Subdivision 46-B	.....	.....	20	15
Subdivision 46-C	.....	.....	10	10
Subdivision 46-D	.....	.....	10	10
Subdivision 1-A MP 0 to MP 13-9	.....	.....	15	10
MP 13-9 to MP 56-6	.....	.....	20	15

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.

NOTE: Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.

NOTE: Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.

SUBDIVISION 46	70	60	50	45
(Except as shown below)				
MP 413-29 to 414-0	.....	50	.....	40
MP 430-13 to 430-33	.....	50	.....	40
Chickasha: 2300 series engines and heavier not permitted on Bridge 02; located 104 feet west of west wye switch. Subdivision 46a Mangum Branch.				
Chickasha: Between Yard Limit Signs		Restrict	ed Spee	d.
MP 448-28 to 460-23	.....	50	.....	40
MP 467-10 to 500-32	60	50	45	40
Waurika: Between Yard Limit Signs		Restric	ted Spee	d.
Waurika: Engines 2300 series and heavier not permitted on Bridge 5370, located 422 ft. north of headblock of wye switch on A&W Branch, Subdivision 46b.				
SUBDIVISION 1	60	60	50	40
(Except as shown below)				
Waurika: Between Yard Limit Signs		Restric	ted Spee	d.
MP 500-32 to 510-0	.....	.....	45	.....
Bridge 5204.....(Engine only)	15	.....	15	.....
Bridge 5222.....(Engine only)	.....	.....	40	.....
MP 543-0 to 554-31	.....	50	.....	.....
MP 543-14 FW&DC Crossing	40	.....	30	.....
MP 565-24 to 569-0	.....	50	45	.....
Bridge 5713.....(Engine only)	.....	.....	40	.....
MP 579-0 to 607-17	.....	.....	45	.....
MP 582-0 to 583-3	.....	45	.....	35
MP 595-26 to 596-9	.....	50	.....	.....
MP 604-25 GCSF Crossing	.....	20	.....	20
MP 607-17 to 610-4	50	50	35	35
MP 609-21 (SL-SW Crossing, FtW Belt Crossing, FW&DC Crossing)	40	.....	30	.....
MP 612-31 FW&DC Crossing	10	.....	10	.....
On all tracks between 17th Street Fort Worth and end of two main tracks Trinity River.		Restric	ted Spee	d.
SUBDIVISION 2	60	60	45	40
(Except as shown below)				
MP 612-31 FW&DC Crossing	10	.....	10	.....
Fort Worth: Between 17th Street and Dalwor Jct		Restric	ted Spee	d.
Irving: Between Yard Limit Signs		Restric	ted Spee	d.
MP 639-24 to 643-28	.....	50	.....	.....
MP 642-14 MK&T Crossing	25	.....	25	.....
SUBDIVISION 46a	40	35	35	30
(Except as shown below).				
MP 28 to Hobart	35	30	30	25
Hobart to Mangum	30	25	25	25
Bridge 403	.....	10 &	drifting	10 & drifting
SUBDIVISION 46b	40	35	35	30
(Except as shown below).				
Bridge 4824, 1700 series and heavier engines	20	.....	20	.....
Lawton Wye	.....	5	.....	5
MP 497, Highway crossing, engine only	10	.....	10	.....
Fort Sill and Lawton, between Yard Limit Signs		Restric	ted Spee	d.

SPEED RESTRICTIONS—Concluded.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 46c (Except as shown below).	20	15	20	15
Bridge 139	10 &	drifting	10 &	drifting
SUBDIVISION 46d	20	20	20	20
SUBDIVISION 1a (Except as shown below).	30	20	30	20
MP 4 to MP 13-28	25	20	25	20
SUBDIVISION 1b	35	30	35	30

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEED OF ROCKET TRAINS.

Distinctive roadway signs indicate maximum speeds of Rocket trains.

A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

Other restrictions for Rocket type trains are as follows:

SUBDIVISION 46:				
Chickasha: Between Yard Limit Signs	.....	Restric	ted Spee	d.
Waurika: Between Yard Limit Signs	.....	Restric	ted Spee	d.
SUBDIVISION 1:				
Waurika: Between yard limit signs	.....	Restric	ted Spee	d.
Bridge 5204; 30 MPH.				
MP 543-14 FW&DC crossing, 40 MPH.				
MP 604-25 GCSF crossing, 20 MPH.				
MP 609-21 (SL-SW crossing, FtW Belt crossing, FW&DC crossing) 40 MPH.				
MP 612-31 FW&DC crossing, 10 MPH.				
On all tracks between 17th Street Fort Worth and end of Two Main Tracks Trinity River.	.....	Restric	ted Spee	d.
SUBDIVISION 2:				
MP 612-31 FW&DC crossing, 10 MPH.				
Ft. Worth: Between 17th St. and Dalwor Jct.	.....	Restric	ted Spee	d.
Irving: Between Yard Limit Signs	.....	Restric	ted Spee	d.
MP 642-14 MKT crossing 25 MPH.				

When using any turnout, crossover, railroad crossing, or moving through towns or cities must not exceed speed designated for other passenger trains unless otherwise specified.

Rocket trains approaching train order signal displaying stop indication must sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received. The delivery of train orders or clearances will be made on right hand side, except at regular stops delivery will be made on station side.

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

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

Passenger trains consisting of Rocket equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or M-50 series and passenger trains consisting of standard equipment hauled by Diesel passenger locomotives may operate at speed of 10 MPH less than speed authorized for Rocket trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.

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

Diesel passenger engines operating light without cars must not exceed maximum speed of 55 MPH and where rule specified 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 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers	4½ Inches
Rocket train cars only	7 Inches
Gas-Electric motor cars	3 Inches

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

SPECIAL INSTRUCTIONS

2. Freight Yd. is the initial station for Rock Island and SL-SF trains subdivisions 1 and 2 other than first Class.

2a. T&P Station Fort Worth, is initial station for FW&DC and B-RI First Class trains, and Fort Worth Union passenger station is initial station for Rock Island First Class trains.

2b. Cadiz St. Jct. is the initial station for Rock Island and SL-SF trains leaving Dallas other than first class.

2c. Waurika is initial and final terminal station for first class trains subdivisions 1 and 46.

3. A train must not leave Anadarko or Lawton without Clearance.

4. Restricted use of register books as follows:

Pacific Jct.....For first class trains, except Nos. 17, 509 and 510.
Waurika Yd...Second class and extra trains except Nos. 701 and 702.
Fort Worth....GC&SF yard office, 17th St.—First Class trains only.
Fort Worth....T&P Station—First Class trains only.
Dalwor Jct.....First class trains, except No. 218.
Dallas.....Cadiz St.—Rock Island and SL-SF second class and extra trains only.
Dallas.....Dallas Terminal Station First Class trains only.

No. 18 will register at Pacific Jct. unless otherwise instructed. No. 120 will deliver to Opr. Yukon form 1339 showing arrival time No. 18 at Pacific Jct.

No. 18 will be furnished Oklahoma Division Clearance at Chickasha for delivery to No. 120 at Texas Jct.

4b. Southward First Class trains holding form V order on Dalwor Jct. are not relieved from registering at Dalwor Jct.

4c. No. 218 will not register at Dalwor Jct., but will register by form 1339 at Freight Yd.

4d. First class trains and trains Nos. 701, 702 may register by form 1339 at Waurika, Freight Yd. and Irving when not necessary to check against superior schedules.

4e. SL-SF trains may register at Cadiz St. Jct. by form 1339 only when Operator on duty.

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

El Reno	Fort Worth—Freight Yd., Yard Office.
El Reno Yard	Fort Worth—Roundhouse.
El Reno—Roundhouse.	Fort Worth—GC&SF Yard Office, 17th St.
Chickasha.	Fort Worth—FW&DC Yard Office and Roundhouse.
Waurika.	Fort Worth—SL-SF Yard Office and Roundhouse, West Yard.
Waurika Yd. & Roundhouse.	Fort Worth—T&P Passenger Station.
Anadarko.	Dallas—Cadiz St. Jct.
Mangum.	Dallas—GC&SF Yard.
Lawton.	Dallas—Union Terminal Station.
Bridgeport.	
Graham.	
Irving.	

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

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

6. Standard clocks are located at:

El Reno.	Fort Worth—GC&SF Yard Office, 17th St.
El Reno Yard.	Fort Worth—T&P Passenger Station.
Chickasha.	Fort Worth—Freight Yard.
Waurika.	Fort Worth—FW&DC Telegraph Office.
Lawton.	Dallas—GC&SF Yard.
Bridgeport.	Dallas—Union Terminal Station.

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

11. Railroad crossings at grade are protected by interlocking signals, except as follows:

Sub-Div.	MP	Crossing	Remarks	Operated By
46	435.7	SL-SF.....		
	435.7	AT&SF.....		
46a	0.0	AT&SF.....		
	0.0	SL-SF.....		
	70.6	SL-SF.....		
	79.5	AT&SF.....		
	96.4	MKT.....		
46b	496.5	SL-SF.....		
46c	33.6	MKT.....	Gate normally across CRI&P.....	Trainmen
46d	437.7	AT&SF.....		
	440.0	AT&SF.....		
1	612.9	FW&DC.....		
1b	39.8	WFS.....		
1b	74.8	WY.....		
2	612.9	FW&DC.....		
2	642.4	MKT.....	Gate normally across MKT.....	Trainmen

14. Following rule in effect on subdivisions where so specified in footnotes of Time Table.

Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned as follows:

"C. & E.....after (time) protect against Extra....." 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 footnotes of schedule pages of time table.

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

15. First class trains approaching stations used jointly with other divisions, if the time of trains of all divisions using the same tracks at such station are not shown on the time tables of all divisions, must approach such stations at RESTRICTED SPEED.

15a. FW&DC and B-RI passenger trains use straight leg of wye Dalwor Jct., all other trains use north leg of wye.

15b. Operations of all trains and engines between Belt Junction and Pacific Junction, Subdivision 46, will be governed by Rule 93.

15c. First class trains on Subdivisions 45, 46 and 48 will protect against each other between intersection switch within Subdivisions 45, 46 and 48 at El Reno and passenger station El Reno.

When back-up movements are made on old Oklahoma main track for purpose of turning on wye at Pacific Jct., trains and engines must come to a stop before fouling switch leading to freight belt.

All trains and engines will move at restricted speed when moving on any track at El Reno passenger station.

15d. First class trains approach Pacific Jct. Wye at restricted speed expecting to find engines or trains turning on wye.

15f. All trains or engines of CRI&P and SL-SF must move at restricted speed on SL-SF tracks between CRI&P crossing and Fourth St., Lawton, expecting to find trains or engines of either line turning on wye or making deliveries.

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

16a. Between Cadiz St. Jct. and Austin St. Yard trains will be governed by StLSW time table.

18. Branch line trains must protect against approaching main line trains at Junction points.

18a. Normal position of West Wye switch Chickasha, Okla., is for North Leg of Wye.

18b. Normal position of spring switch located at north end Two Main Tracks Trinity River, is for southward main track.

18c. Normal position of spring switch south end of Two Main Tracks 17th St. Fort Worth is for northward main track.

18e. Normal position of switches at 4th St. Jct. and 6th St. is for main track movement Subdivision 1.

18f. At Dalwor Jct. the normal position of switch is for north leg of wye.

18g. Limits of Two Main Tracks at Fort Worth are between Trinity River MP 610 and 17th St. MP 612-28.

26. Automatic Block System Rules 505 to 518 inclusive, are in effect as follows:

Subdivision 1—between Saginaw and MP 608-33.

Subdivision 2—between North Junction, Dallas, and 4th St. Jct., Fort Worth.

Subdivisions 1 and 2 Southward Main Track between Belknap Street (signal 6115) and clearance point End of Two Main Tracks switch at Seventeenth Street. Northward main track between Tenth Street (signal 6128) and Belknap Street (end of block opposite signal 6115). Spring switch at end of two main tracks Seventeenth Street is protected by signal 6130, which governs facing point movement over switch, but does not indicate the condition of block northward main track—Rule 535 governs.

26a. Automatic Signal System is in service between Southward Absolute Home Signal at Saginaw and Northward Absolute Signal MP 608-33—Rules 290, 292, 509.

Lower arm on Southward Absolute Home Signal must be cleared only on authority of Train Dispatcher—Rules 290, 292, 509.

Southward Signals 6063, 6075, and Northward Signals 6064, 6074 are intermediate signals—Rule 509(a).

General Rules 281, 285, 290, 505 to 518, inclusive, 605 to 605(d), inclusive, 661 to 670, inclusive.

Yard engines must not occupy main track within Absolute Signal limits without authority of train dispatcher and must notify Train Dispatcher when clear of main track within these limits.

Diagrams showing location of signals and plant limits are posted on General Order Boards.

Telephones are located at Saginaw Tower, Pole Boxes MP 607-4, MP 607-21 MP 607-33, MP 608-33, for communication with the Train Dispatcher.

26b. Subdivision 2—Bridge 6288 is equipped with fire protection appliance which controls eastward signals 6273 and 6285, westward signals 6300 and 6290; if signals 6273, 6285, 6300 or 6290 display stop indication bridge must be inspected before passing over it.

26c. Subdivision 46—An interlocking of electric type, remotely controlled from Dispatcher's office El Reno, is in service protecting CRI&P crossing, Texas Jct. switch, Pacific Jct. switch and Pacific Jct. wye switch.

Diagram showing location of signals, their indications, and locations of End of Block signs is posted on General Order Boards.

Telephones are located at Pacific Jct., Texas Jct. and El Reno Freight Line Crossing for communication with the Train Dispatcher.

28. Minimum clearance of bridges, tunnels, etc., height 16 feet; width 13 feet, 6 inches.

28a. All employes are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following named bridges or viaducts:

Subdivision	MP	Kind of Structure	Height Above Top of Rail	Width of Load at Height Shown
46	414.1	Bridge.....	22 ft. 8 in.	7 ft.
46	416.4	OH Highway Bridge.....	22 ft.	14 ft.
46	435.8	Bridge.....	22 ft.	6 ft.
		Main Track	22 ft.	14 ft.
46	Chickasha	Compress Track (Choctaw Viaduct)	16 ft. 11 in.	14 ft.
		Mill Track No. 1 (Choctaw Viaduct)	17 ft. 8 in.	14 ft.
		Mill Track No. 2 (Choctaw Viaduct)	16 ft. 11 in.	14 ft.
46	440.4	O. H. Bridge.....	23 ft. 4 in.	14 ft.
46a	33.1	Bridge.....	23 ft. 6 in.	7 ft. 4 in.
46a	44.6	Bridge.....	23 ft. 2 in.	7 ft. 4 in.
46a	49.5	Bridge.....	22 ft. 6 in.	7 ft.
46a	51.8	Bridge.....	21 ft.	7 ft.
46a	84.5	Bridge.....	22 ft.	6 ft.
46a	92.6	Bridge.....	22 ft.	7 ft.
46b	476.7	Bridge.....	22 ft.	6 ft. 6 in.
46b	491.4	Bridge.....	20 ft. 6 in.	8 ft.
46b	518.4	Bridge.....	21 ft. 5 in.	7 ft.
46b	534.0	Bridge.....	21 ft. 10 in.	7 ft.
46c	13.9	Bridge.....	21 ft. 2 in.	7 ft.
46d	438.5	Bridge.....	21 ft.	9 ft.
46d	443.5	Bridge.....	20 ft. 11 in.	6 ft. 2 in.
46d	445.5	Bridge.....	20 ft. 11 in.	9 ft.
46d	454.3	Bridge.....	20 ft. 11 in.	6 ft. 2 in.
46d	457.5	Bridge.....	20 ft. 4 in.	8 ft. 6 in.
1	611.2	T&P Viaduct.....	18 ft. 8 in.	7 ft. 2 in.
1	612.1	T&P Viaduct.....	17 ft. 10 in.	6 ft. 5 in.
2	612.5	Bridge.....	21 ft. 9 in.	6 ft. 7 in.
2	620.1	OH Highway Bridge.....	21 ft. 3 in.	14 ft.
2	689.6	Bridge.....	21 ft. 9 in.	7 ft. 4 in.
1a	26.4	OH Highway Bridge.....	21 ft. 10 in.	14 ft.
1a	29.8	Bridge.....	20 ft. 10 in.	4 ft. 11 in.

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

30. Private industry scales are located at Mangum, Ryan, Bowie and Graham—not equipped with dead rail, and engines must not be permitted to stand on or move over them.

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

Sub-Div.	MP	Station No.	Name	Car Capacity
46	439.5	.....	Mariash	2
46	446.5	.....	Pierce	2
1	564.0	.....	Lone Star	25
1a.	4.5	.....	Rickels	9
1a.	39	.....	Mar-Tex	10
1a.	43.7	.....	Bryson Refining Co	16
1a.	50.4	.....	Sewell	21
2	620.3	449	Hart Spur	24
2	628.7	.....	Dorothy	22
46a.	66.9	.....	.....	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.

32b. The use of night signals in addition to day signals on slow and resume speed signals will not be required on the following subdivisions:

46a. Between Anadarko and Mangum.
46c.
46d.
1b.

TRAIN DISPATCHERS.

34. When heavy rains are reported train dispatchers will give train and enginemen notification of same by train order in following form:

"Heavy rains between ..... and ..... All trains run carefully watching for places likely to be affected."

TRAINMEN AND ENGINEMEN

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

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

TABLE OF TRAIN SPEEDS

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

The following letters in "station" and "signs" columns indicate

F—Fuel station.
P—Train dispatchers telephone.
R—Train register station.
T—Turn table.
W—Water station.
Y—Wye.
UX—Railroad crossing not protected by interlocking.
TO—Train order station.
Yd—Station where Yard Limit signs are maintained.

J. E. HENDERSON, Ass't Superintendent, Fort Worth, Tex.

G. W. CUYLER, Master Mechanic, Fort Worth, Tex.

J. A. EBECK, Road Foreman Equipment, El Reno, Okla.

J. SHORT, Chief Dispatcher, Forth Worth, Tex.

C. S. STAIG,
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