Company Surgeons	Location
T. L. HANSEN, Chief Surgeon, La Salle St. Station	
J. M. L. JENSEN, Ass't Chief Surgeon	Chicago
W. E. HALEY, Local Surgeon and Examiner	
F. H. NEWTON, Oculist & Aurist	Dallas, Texas
F. M. GILBERT	Irving
W. C. DURINGER, General Surgeon & Examiner	
J. H. BROWN, Asst. General Surgeon and Examiner	
WEBB WALKER, Oculist and Aurist	
GATLIN MITCHELL, Ass't. Oculist and Aurist	Fort Worth
W. N. DEAN	Boyd
V. H. SCHOULTZ	Bridgeport
C. C. McCLURE	Jacksboro
V. O. ROSSER, JR.	Graham
R. E. L. GOWAN	
E. W. WRIGHT	Bowie
W. T. ANDRESKOWSKI	Ryan, Okla.
D. B. COLLINS, Local Surgeon and Examiner	Waurika
C. C. PRUITT	Comanche
J. L. PATTERSON	
E. G. KING, Ass't Local Surgeon	
WALLIS S. IVEY	Duncan
C. N. TALLEY	Marlow
H. M. McCLURE, Local Surgeon and Examiner	
D. S. DOWNEY, Local Surgeon and Examiner	
U. C. BOON, Oculist & Examiner	Chickasha
D. P. RICHARDSON	Union City
A. C. LITTLE	Minco
H. C. BROWN, Local Surgeon & Examiner	
J. T. RILEY, Local Surgeon & Examiner	
P. F. HEROD, Oculist & Aurist	El Reno
L. T. GOOCH, Local Surgeon & Examiner	
E. P. HATHAWAY, Local Surgeon	
E. B. MITCHELL, Oculist & Aurist	Lawton
M. A. JONES	Walters
P. H. ANDERSON, Local Surgeon	
G. E. HASLAM	Anadarko
P. L. McCLURE	Fort Cobb
C. B. SULLIVAN	Carnegie
WILLIAM BERNELL	
B. H. WATKINS	Hobart
J. B. LANSDEN	Granite

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	3-2371

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	T-5145

C. E. MEKOTA, General Claim Agent, Chicago, Ill.
D. W. McHUGH, Claim Agent, Fort Worth, Texas.

C. C. CUNNINGHAM,
Superintendent

K. K. STOKES,
Gen'l. Sup't Transportation

H. C. McCULLOUGH,
Sup't Motive Power

C. L. BAKKE,
Ass't General Manager

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

C. L. FRANKLIN,
General Manager

W. H. HILLIS,
Operating Officer

FW&DC—3000—6-9-46

Chicago, Rock Island & Pacific Railway

TIME TABLE

SOUTHERN DIVISION
SECOND DISTRICT

No. 1

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

SUNDAY, JUNE 9, 1946

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 GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

Southward — Main Line — Northward

SUBDIVISION 46
STATIONS
Time Table No. 1
June 9, 1946

SECOND CLASS		FIRST CLASS											FIRST CLASS			SECOND CLASS	
93	95	509	17	507	Capacity of Sidings	Capacity of Other Tracks	LEAVE	M. P. from St. Joseph	Distance from El Reno Yard	Station Numbers	Signs		508	510	18	98	96
Rocket Freight	Red Ball Freight	Texas Rocket	Mid-Continent Special	Twin Star Rocket									Twin Star Rocket	Texas Rocket	Mid-Continent Special	Rocket Freight	Red Ball Freight
Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily
		P.M. 3.55	P.M. 12.55 (510)	A.M. 3.55	.....	Yard	RF.....EL RENO.....TO	402.6	Yd	s232	FRYdWY		A.M. 1.45	P.M.-17 12.55	P.M. 5.15		
— A.M. — 11.15	— A.M. — 2.00				.....	Yard	FO.....EL RENO YD.....TO (0.8)	401.7		s230	RYdFWTY					— A.M. — 5.45	— A.M. — 1.00
					.....	.....	...CRI&P Crossing..... (2.3)	404.0	2.3	.....	.....						
11.20	2.15	3.57	12.57	3.57	.....	.....	....PACIFIC JCT.....P (0.1)	403.6	2.4		RYd		1.42	12.50	5.07	4.45	— P.M. — 10.50
11.27	2.25	4.01	1.02	4.01	105	.....	.....POWERS.....P (4.7)	408.3	7.1	s238	.....		1.38	12.45	5.00	4.36	10.40
11.33	2.35	4.04	f 1.07	4.04	60	30	UN.....UNION CITY.....TO (3.9)	412.2	11.0	s241	.....		1.35	12.41	f 4.53	4.30 (507)	10.30
11.42	2.45	4.09	f 1.14	4.09 (98)	100	56	CO.....MINCO.....TO (5.8)	418.0	16.8	s246	W		1.30	12.35	f 4.43	4.09	10.20
11.49	2.55	4.12	1.19	4.13	61	.....	.....HAROLD.....P (4.4)	422.4	21.2	s250	.....		1.26	12.30	4.35	3.43	10.10
11.55	3.05	4.15	f 1.25	4.16	90	19	CS.....POCASSET.....TO (3.5)	425.9	24.7	s253	.....		1.23	12.27 (93)	f 4.30 (509)	3.38	10.00
— A.M. — 12.22 P.M.-510	3.15	4.20 (18)	1.32	4.20	62	.....	.....SOLITO.....P (5.3)	431.2	30.0	s258	.....		1.18	12.22	4.20	3.30	9.45
					.....	.....	.....SL-SF Crossing.....UX (4.5)	435.7	34.5	.....	.....						
12.31	3.22 (98)	s 4.30	1.45 P.M.	s 4.31	109	Yard	C.....CHICKASHA.....TO (0.6)	436.3	35.1	s265	RYdFWTY		s 1.11	s12.15	4.10 P.M.	3.22 (95)	9.30
12.41	4.38 (507)	f 4.39		4.38 (95)	54	26	.....NINNEKAH.....P (7.1)	443.4	42.2	s272	.....		1.00	P.M. f12.03		3.12	8.45
12.50	5.00	4.46		4.44	60	11	.....AGAWAM.....P (5.7)	449.1	47.9	s277	.....		12.55	A.M. 11.56		3.04	8.30
1.00	5.20	s 4.53		4.51	78	38	RS.....RUSH SPRINGS.....TO (6.9)	456.0	54.8	s282	.....		12.48	s11.48		2.54	8.05
1.15	5.40	s 5.08		5.00	100	80	MR.....MARLOW.....TO (9.5)	465.5	64.3	s294	W		12.40	s11.36		2.40	7.40
1.23	5.50	5.14		5.05	74	.....	.....McGIE.....P (5.4)	470.9	69.7	.....	.....		12.35	11.28		2.30	7.30
1.30	6.05	s 5.22		s 5.13	54	230	NA.....DUNCAN.....TO (4.6)	475.5	74.3	s304	W		s12.29	s11.22		2.22	7.20
1.39	6.15	5.28		5.18	145	179	.....BECKETT.....P (5.7)	481.2	80.0	s310	.....		12.20	11.13		2.12	6.55
1.45	6.25	s 5.34		5.22	56	34	OM.....COMANCHE.....TO (4.0)	485.2	84.0	s314	.....		12.16	s11.09		2.05	6.30
1.57	6.45	f 5.44		5.30	104	41	.....ADDINGTON.....P (8.5)	493.7	92.5	s322	.....		12.08	f10.59		1.50	6.10 (509)
2.10 P.M.	7.00 A.M.	5.55 P.M.-96		5.40 A.M.	.....	.....	WA.....WAURIKA.....TO (6.4) 98.9	500.1	98.9	s329	RYdY		12.01 A.M.	10.50 A.M.		1.35 A.M.	5.55 P.M.
							LEAVE						Daily	Daily	Daily	Daily	Daily
33.7	19.7	48.7	40.4	55.7			...AVERAGE SPEED PER HOUR...						56.3	46.8	30.6	23.6	16.0
2.55	5.00	2.00	0.50	1.45			.....SCHEDULE TIME.....						1.44	2.05	1.05	4.10	7.05

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

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR Nos. 507, 508, 509 AND 510 NOT LESS THAN 15 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 about 7:30 A. M. Monday, Wednesday and Friday for Waurika.

Local extra leaves Waurika about 11:00 A. M. Tuesday, Thursday and Saturday for Chickasha.

See page 13 for operators hours of service.

Southward — Main Line — Northward

SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 1 STATIONS Time Table No. 1 June 9, 1946 LEAVE	M. P. from St. Joseph	Distance from Waurika	Station Numbers	Signs	FIRST CLASS				SECOND CLASS	
93	95	509	17	507								510	18	6 FW&DC	508	96	98
Rocket Freight	Red Ball Freight	Texas Rocket	Mid-Continent Special	Twin Star Rocket								Texas Rocket	Mid-Continent Special	Passenger	Twin Star Rocket	Red Ball Freight	Rocket Freight
Daily	Daily	Daily	Daily	Daily													
		P.M.	P.M.	A.M.								A.M.	P.M.		A.M.		
— P.M. —	— A.M. —	5.55	5.10	5.40	...	...	WAURIKA	500.1	.....	329	RYdY	10.50	12.40		12.01	— P.M. —	— A.M. —
							0.8								— P.M. —		
2.20	7.30	5.56	5.20	5.41	...	Yd	WAURIKA YD P	500.9	0.8	s330	RYdFWT	10.46	12.35		11.58	4.25	1.20
							5.2										
2.28	7.40	6.01	f 5.28	5.46	53	20	SUGDEN P	506.1	6.0	s335	.....	10.41	f12.26		11.53	4.15	1.11
							4.5										
2.35	7.50	6.05	s 5.36	5.50	54	24	RN RYAN TO	510.6	10.5	s339	.....	10.37	f12.19		11.49	4.05	1.04
							8.7						— P.M. —				
2.48	8.10	6.13	f 5.47	5.58	53	74	SF TERRAL, OKLA. TO	519.3	19.2	s348	.....	10.29	f12.07		11.41	3.50	12.51
							4.9						— A.M. —				
2.56	8.20	6.18	s 5.55	6.04	100	52	GD RINGGOLD, TEX. TO	524.2	24.1	s353	.....	10.24	s11.58		11.36	3.40	12.44
							11.2									93	
3.13	8.45	6.28	f 6.10	6.14	85	38	STONEBURG P	535.4	35.3	s364	W	10.14	f11.40		11.26	3.13	12.27
96							8.0										
					...	...	BW FW&DC Crossing TO	543.4	43.3	....	.....						
							0.4										— A.M. —
3.26	9.10	g 6.35	s 6.23	6.23	100	114	BOWIE P	543.8	44.7	s372	.....	g10.06	s11.30		11.18	2.40	12.15
							11.3					95					— P.M. —
3.43	9.54	6.48	f 6.37	6.35	54	37	PARK SPRINGS P	555.1	55.0	s384	W	9.54	f11.13		11.07	2.15	11.58
	— 510 —						7.9										
3.55	10.15	6.55	f 6.55	6.42	100	30	CN. Automatic Block Signals CHICO TO	563.0	62.9	s392	.....	9.47	f11.01		11.00	2.00	11.46
		— 17 —	509				6.6										
4.05	10.50	g 7.01	s 7.15	6.48	100	209	BR. Automatic Block Signals BRIDGEPORT TO	569.6	69.5	s398	YdFWY	g 9.40	95 s10.50		10.54	1.40	11.36
	18						6.0										
4.14	11.05	7.07	f 7.25	6.53	54	33	PARADISE P	575.6	75.5	s404	.....	9.34	f10.37		10.48	1.20	11.27
							8.9										
4.29	11.25	7.16	f 7.40	7.02	100	31	BU BOYD TO	584.5	84.4	s413	.....	9.25	f10.24		10.40	1.05	11.13
							7.2										
4.39	11.40	7.23	f 7.55	7.09	70	39	NK NEWARK TO	591.7	91.6	s420	W	9.18	f10.13		10.33	12.50	11.03
							7.3										
4.49	11.55	7.30	f 8.05	7.16	54	10	HICKS P	599.0	98.9	s428	.....	9.11	f10.02		10.26	12.40	10.53
	— A.M. —						5.7										
4.59	12.30	7.35	f 8.15	7.21	54	27	GN SAGINAW TO	604.7	104.6	s433	.....	9.05	f 9.54		10.21	95 12.30	10.45
	P.M.-96				...	...	Automatic Block Signals GC&SF Crossing	604.7	104.6	....	.....						
							4.9										
					...	...	SLSW Crossing	609.6	109.5	....	.....						
							0.0										
					...	...	Ft. Worth Belt Crossing	609.6	109.5	....	.....						
							0.0										
					...	...	FW&DC Crossing	609.6	109.5	....	.....						
							0.2										
5.15	12.45	7.40	8.23	7.27	55	265	NORTH FORT WORTH	609.8	109.7	s439	Yd	8.59	9.42		10.15	12.10	10.36
							0.2										
5.20	12.50	7.41	8.24	7.28	...	...	TRINITY RIVER	610.0	109.9	....	Yd	8.58	9.41		10.14	12.05	10.35
							1.1							— P.M. —			
5.25	12.55	7.42	8.26	7.29	...	...	FW&DC JCT. P	611.1	111.0	....	Yd	8.57	9.39	10.00	10.13	12.02	10.31
							0.4										
6.30	2.00	7.44	8.30	7.31	...	Yd	F FREIGHT YD. TO	611.5	111.4	s441	RYdFWTY	8.56	9.38	9.55	10.12	12.01	10.30
— P.M. —	— P.M. —						0.4									— P.M. —	— P.M. —
					...	...	Automatic Block Signals 4th ST. JCT. TWO MAIN TRACKS	611.9	111.8	....	.....	8.55	9.36	9.53	10.11		
							0.2							— P.M. —			
					...	...	6th ST.	612.1	112.0	....	.....						
							0.7										
		7.49	8.40	7.34	...	...	17th ST.	612.8	112.7	....	.....	8.53	9.33		10.08		
							0.4										
		7.55	8.55	7.45	...	...	FT FORT WORTH TO	613.2	113.1	s442	RYd	8.50	9.30		10.05		
		P.M.	P.M.	A.M.			113.1					A.M.	A.M.		P.M.		
							LEAVE					Daily	Daily	Daily	Daily	Daily	Daily
26.5	17.0	56.5	30.2	54.3			AVERAGE SPEED PER HOUR					56.5	35.7	7.0	58.5	25.6	39.0
4.10	6.30	2.00	3.45	2.05			SCHEDULE TIME					2.00	3.10	0.07	1.56	4.24	2.50

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, EXTRA TRAINS AND ENGINES MUST CLEAR Nos. 507, 508, 509 AND 510 NOT LESS THAN 15 MINUTES.
TIME TABLE RULE 14a IN EFFECT.

Local extra leaves Waurika Yard about 6:00 A. M. Tuesday, Thursday and Saturday for Bridgeport.
Local extra leaves Chico about 10:00 A. M. daily except Sunday for Freight Yd.
No. 509 Bowie and Bridgeport discharge, see Rule 8, from stations north of Waurika where scheduled to stop.
See page 13 for hours of Service.

Local extra leaves Freight Yd. about 5:00 A. M. daily except Sunday for Chico.
Local extra leaves Bridgeport about 9:00 A. M. Monday, Wednesday and Friday for Waurika Yd.
No. 510 Bridgeport and Bowie on flag, see Rule 8, for stations north of Waurika where scheduled to stop.

Main Line Southward

SUBDIVISION 2

STATIONS

Time Table No. 1

June 9, 1946

LEAVE		M. P. from St. Joseph	Distance from 4th St. Jct.	Signs	FIRST CLASS 405 Frisco 507 Passenger Daily	1 FW&DC Passenger Daily	507 Twin Star Rocket Daily	5 FW&DC Passenger Daily	3 B-RI Sam Houston Zephyr Daily	509 Texas Rocket Daily	7 FW&DC Passenger Daily	407 Frisco 117 Passenger Daily	409 Frisco 508 Passenger Daily
FT	FORT WORTH TO	613.2	.....	RYd			A.M. 8.00			P.M. 8.05			P.M. 9.35
	0.4					A.M.		P.M.	P.M.		P.M.		
	17th ST.	612.8	.....	.....		7.25	8.03 (406)	3.18	4.02	8.08	8.20		9.38
	0.7												
	6th ST.	612.1	.....	R		7.29					8.22		
	0.2												
	4th ST. JCT.	611.9		.....			8.07			8.13			
	0.3												
	DALWOR JCT. P	612.2	0.3	Yd		7.32	8.10	3.24	4.08	8.16	8.24		9.43 (508)
	1.3												
	SYLVANIA P	613.5	1.6	Yd		7.35	8.12	3.28	4.11	8.18	8.26		9.50 (6)
	8.1												
	HURST P	621.6	9.7	.....		7.45 (406)	8.24 (510)	3.38	4.19	8.27 (8)	8.35 (8)		10.03
	5.6												
	TARRANT P	627.2	15.3	.....		7.53	8.28	3.44	4.25	8.33	8.43		10.13
	7.4												
	NORTH CARROLLTON JCT. P	634.6	22.7	.....								P.M.	
	0.1				A.M.								
GV	IRVING TO	634.7	22.8	YW	6.45	8.10 (510-76)	8.35 (76)	3.54	4.32	f 8.41	8.51	10.20 (409)	10.25 (407)
	0.2												
	SOUTH CARROLLTON JCT. P	634.9	23.0	.....									
	6.4												
	PERKINS P	641.3	29.4	.....	6.51	8.18	8.42	4.02	4.39	8.48	8.59	10.27	10.33
	2.5												
	NORTH JCT. P	643.8	31.9	.....	6.54	8.21	8.45	4.06	4.42	8.51	9.03	10.30	10.36
	0.5												
UT	DALLAS TO	644.3	32.4	RFWTYYd	7.00 A.M. (406)	8.25 A.M.	8.50 A.M.	4.10 P.M.	4.45 P.M.	8.55 P.M.	9.10 P.M. (508-6)	10.35 P.M.	10.45 P.M.
	0.6												
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				38.4	33.3	40.4	38.2	46.0	40.4	39.9	38.4	28.9
	SCHEDULE TIME				0.15	1.00	0.50	0.52	0.43	0.50	0.50	0.15	1.10

Automatic Block Signals — TWO MAIN TRACKS

SIGNAL INDICATIONS, TT RULE 26b

UT, CJ, VI: See TT Rules 16, 16a — TWO MAIN TRACKS

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

Rule 93 is in effect at Dalwor Jct. and Sylvania within signal indication territory.
See Rules 525-533, 535-537 Incl.

Main Line Southward

SUBDIVISION 2

STATIONS

Time Table No. 1

June 9, 1946

SIGNAL INDICATIONS TT RULE 26b

LEAVE	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SECOND CLASS 93 Red Ball Freight Daily	791 Frisco 33 Texas Fast Freight Daily	793 Frisco 38 California Fast Freight Daily	795 Frisco 37 Through Freight Daily	75 Texas Special Daily	797 Frisco 30 Perishable Fast Freight Daily
FORT WORTH			s442						
0.4									
17th ST. (Automatic Block Signals, TWO MAIN TRACKS)									
0.7									
6th ST. (Automatic Block Signals, TWO MAIN TRACKS)									
0.2									
4th ST. JCT. (Automatic Block Signals, TWO MAIN TRACKS)				A.M. 1.00		A.M. 9.20 (76)		P.M. 6.10 (796)	P.M. 10.15
0.3									
DALWOR JCT.				1.03		9.22		6.12	10.16
1.3									
SYLVANIA	90	736	s444	1.06		9.25		6.15	10.18
8.1									
HURST	58	24	s450	1.20		9.40		6.30	10.30
5.6									
TARRANT	55	24	s456	1.30		9.50		6.40	10.38
7.4									
NORTH CARROLLTON JCT.									
0.1					A.M.		P.M		
IRVING	90	143	s464	1.40	5.30 (792)	10.10 A.M.	5.30 (796)	6.50 (798)	10.50 P.M.
0.2									
SOUTH CARROLLTON JCT.									
6.4									
PERKINS	59		s471	1.50	5.41		5.40	7.00 (98)	
2.5									
NORTH JCT. (See TT Rules 16, 16a, TWO MAIN TRACKS)				1.55	5.46		5.45	7.05	
0.5									
DALLAS (See TT Rules 16, 16a, TWO MAIN TRACKS)			s474						
0.6									
CADIZ ST. JCT. (See TT Rules 16, 16a, TWO MAIN TRACKS)		100		2.05 A.M.	5.53 A.M.		5.55 P.M.	7.15 P.M.	
0.5									
AUSTIN ST. YD. (See TT Rules 16, 16a, TWO MAIN TRACKS)		499	s474						
33.5									
AVERAGE SPEED PER HOUR				30.5	26.6	27.3	24.5	30.5	39.0
SCHEDULE TIME				1.05	0.23	0.50	0.25	1.05	0.35

SEE FOOTNOTES ON PAGE 3.

Main Line Northward

SUBDIVISION 2

STATIONS

Time Table No. 1

June 9, 1946

		M. P. from St. Joseph	Distance from 4th St. Jct.	Distance from Dallas (Austin St. Yd.)	Signs	FIRST CLASS 406 Frisco 507 Passenger	408 Frisco 118 Passenger	510 Texas Rocket	4 B-RI Sam Houston Zephyr	2 FW&DC Passenger	8 FW&DC Passenger	508 Twin Star Rocket	6 FW&DC Passenger	410 Frisco 508 Passenger
FT	FORT WORTH TO	613.2	.....	34.8	RYd	A.M. 8.15		A.M. 8.45				P.M. 9.55		
	0.4					507			P.M.	P.M.	P.M.			
	17th ST.	612.8	.....	34.4	.....	**8.03**		8.39	1.50	2.45	8.50	9.50		
	0.7												P.M.	
	6th ST.	612.1	.....	33.7	R	7.59			1.47	2.41	8.47		9.53	
	0.2							8.36				9.45		
	4th ST. JCT.	611.9		33.5	.....							409		
	0.3											**9.43**	9.52	
	DALWOR JCT. P	612.2	0.3	33.2	Yd	7.56		8.34	1.45	2.39	8.45		409	
	1.3												**9.50**	
	SYLVANIA. P	613.5	1.6	31.9	Yd	7.54		8.32	1.42	2.37	8.43	9.41		
	8.1					1		507			**8.35**			
	HURST. P	621.6	9.7	23.8	.....	**7.45**		**8.24**	1.34	2.28	509-7 **8.27**	9.33	9.41	
	5.6													
	TARRANT. P	627.2	15.3	18.2	.....	7.38		8.18	1.28	2.22	8.20	9.28	9.35	
	7.4													
	NORTH CARROLLTON JCT. P	634.6	22.7	10.8	.....		A.M. 76	-1-76-794-						P.M.
GV	IRVING TO	634.7	22.8	10.7	YW	7.30	**7.55**	f **8.10**	1.21	2.13	8.12	9.21	9.27	11.20
	0.2													
	SOUTH CARROLLTON JCT. P	634.9	23.0	10.5	.....									
	6.4													
	PERKINS. P	641.3	29.4	4.1	.....	7.23	7.44	8.04	1.14	2.05	8.05	9.14	9.20	11.05
	2.5					76	794							
	NORTH JCT. P	643.8	31.9	1.6	.....	**7.20**	**7.41**	8.01	1.11	2.02	8.02	9.11	9.17	11.02
	0.5					405						7-6	7-508	
UT	DALLAS TO	644.3	32.4	1.1	RFWTYYd	**7.05**	7.40	8.00	1.10	2.00	8.00	**9.10**	**9.15**	11.00
	0.6					A.M.	A.M.	A.M.	P.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	Daily	Daily	Daily
	AVERAGE SPEED PER HOUR					28.9	38.4	44.8	49.5	44.8	39.9	44.8	51.2	28.8
	SCHEDULE TIME					1.10	0.15	0.45	0.40	0.45	0.50	0.45	0.38	0.20

Automatic Block Signals — TWO MAIN TRACKS

SIGNAL INDICATIONS, TT RULE 26b

See TT Rules 16, 16a — TWO MAIN TRACKS

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

Rule 93 is in effect at Sylvania and Dalwor Jct., within Signal Indication territory. See Rules 525-533, 535-537 inclusive.

Main Line Northward

SUBDIVISION 2
STATIONS
Time Table No. 1
June 9, 1946

SIGNAL INDICATIONS, TT RULE 26b — Automatic Block Signals — TWO MAIN TRACKS

	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Office Hours Week Days / *Sundays and Holidays — From	To	SECOND CLASS 792 Frisco 33 Texas Fast Freight	76 Frisco 33 Red Ball Freight	794 Frisco 32 Through Freight	796 Frisco 37 Through Freight	798 Frisco 30 Perishable Fast Freight	98 Frisco 30 Texas Chicago Red Ball Freight
FORT WORTH			s442	Continuous							
0.4											
17th ST.											
0.7											
6th ST.											
0.2											
4th ST. JCT.						— A.M. —	-A.M.-793-		-P.M.-75-		— P.M. —
0.3						6.06	9.20		6.10		8.00
DALWOR JCT.						6.04	9.18		6.06		7.57
1.3											
SYLVANIA	90	736	s444			6.01	9.15		6.03		7.55
8.1											
HURST	58	54	s450			5.49	9.00		5.52		7.40
5.6											
TARRANT	55	24	s456			5.41	8.50		5.42		7.30
7.4											
NORTH CARROLLTON JCT.											
0.1											
IRVING	90	143	s464	Continuous		791 — A.M. — 5.30	8.35 1-507-408 510 7.50	A.M. 510 8.01	795 — P.M. — 5.30	P.M.-75 6.50	7.20
0.2											
SOUTH CARROLLTON JCT.											
6.4											-75-
PERKINS	59		s471				7.30 406	7.50 408		6.40	7.00
2.5							7.25	7.46		6.35	6.55
NORTH JCT.											
0.5											
DALLAS			s474	6:00 a.m. 12:30 a.m. / *6:30 a.m. 12:30 a.m.							
0.6											
CADIZ ST. JCT.		100		Continuous			7.15 — A.M. —	7.40 — A.M. —		6.30 — P.M. —	6.50 — P.M. —
0.5											
AUSTIN ST. YD.		499	s474	Continuous							
33.5											
LEAVE						Daily	Daily	Daily Except Sunday	Daily	Daily	Daily
AVERAGE SPEED PER HOUR						38.0	15.7	29.1	34.2	30.6	28.3
SCHEDULE TIME						0.36	2.05	0.21	0.40	0.20	1.10

Brackets: See TT Rules 16, 18a — TWO MAIN TRACKS (DALLAS – CADIZ ST. JCT.)

SEE FOOTNOTES ON PAGE 5.

Westward — Mangum Branch — Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 46-A STATIONS Time Table No. 1 June 9, 1946	Office Hours Week Days *Sundays and Holidays	M. P. from Intersection Subdivision 46	Station Numbers	Signs	FIRST CLASS		SECOND CLASS	
705	703		17								18		706	704
Mixed	Mixed		Mid-Continent Special								Mid-Continent Special		Mixed	Mixed
Monday Wednesday Friday	Daily Except Monday		Daily			LEAVE	From To							
A.M. 8.45	A.M. 7.40		P.M. 1.55	109	Yard	C.....CHICKASHA.....TO	Continuous	.....	s265	FWTYRYd	P.M. 3.55		P.M. 12.45	P.M. 12.20
						0.6								
				.....	.....	.....SL-SF Crossing.....UX	.....	.....	.....	.....				
						8.7							— P.M. —	— A.M. —
s 9.10	f 8.05		f 2.13	54	33	CK.....VERDEN.....TO	8:30 a.m. 5:30 p.m.	8.7	sd10	.....	f 3.35		s12.08	f11.40
						8.7								
s 9.40	8.25 A.M.		2.25 P.M.	54	125	DO.....ANADARKO.....TO	8:30 a.m. 5:30 p.m. * 2:00 p.m. 4:00 p.m.	17.4	sd23	RYdFWY	3.25 P.M.		A.M. s11.46	11.20 A.M.
						7.6								
s10.00				.....	8	.....WASHITA.....	.....	25.0	sd25	.....			s10.55	
						6.8								
s10.20				54	32	FC.....FORT COBB.....TO	8:00 a.m. 5:00 p.m.	31.8	sd32	.....			s10.35	
						10.3								
s10.50				32	57	CG.....CARNEGIE.....TO	8:30 a.m. 5:30 p.m.	42.1	sd43	W			s10.05	
						8.5								
s11.20				35	32	MV.....MOUNTAIN VIEW.....TO	8:15 a.m. 5:15 p.m.	50.6	sd51	.....			s 9.35	
						7.5								
s11.50				33	34	BO.....GOTEBO.....TO	8:30 a.m. 5:30 p.m.	58.1	sd59	.....			s 9.00	
— A.M. —						6.9								
f12.15 — P.M. —				.....	25	.....KOMALTY.....	.....	65.0	sd66	.....			f 8.35	
						5.6								
				.....	.....	.....SL-SF Crossing.....UX	.....	70.6	.....	.....				
						0.3								
s 1.00				30	158	KO.....HOBART.....TO	8:00 a.m. 5:00 p.m.	70.9	sd72	WY			s 8.15	
						8.6								
				.....	.....	.....AT&SF Crossing.....UX	.....	79.5	.....	.....				
						0.8								
s 1.30				.....	52	FN.....LONE WOLF.....TO	8:30 a.m. 5:30 p.m.	80.3	sd81	.....			s 7.10	
						7.6								
s 2.05				30	25	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	.....	.....				
						0.3								
3.00 P.M.				.....	144	MG.....MANGUM.....TO	7:00 a.m. 4:00 p.m.	96.7	sd98	RFWY			6.30 A.M.	
						97.3								
						LEAVE					Daily		Tuesday Thursday Saturday	Daily Except Sunday
15.6	24.0		36.0			..... AVERAGE SPEED PER HOUR					36.0		15.6	18.0
6.15	0.45		0.30			.... SCHEDULE TIME					0.30		6.15	1.00

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

TIME TABLE RULE 14A IN EFFECT BETWEEN CHICKASHA AND ANADARKO.

TIME TABLE RULE 14 IN EFFECT BETWEEN ANADARKO AND MANGUM.

Southward — Anadarko & Waurika Branch — Northward

SECOND CLASS			FIRST CLASS	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 46-B STATIONS Time Table No. 1 June 9, 1946	Office Hours Week Days / *Sundays and Holidays	M. P. from St. Joseph	Distance from Anadarko	Station Numbers	Signs	FIRST CLASS	SECOND CLASS	
701	703		17									18	702	704
Mixed	Mixed		Mid-Continent Special									Mid-Continent Special	Mixed	Mixed
Tuesday Thursday Saturday	Daily Except Monday		Daily			LEAVE	From To							
	A.M. 8.35		P.M. 2.25	54	125	DO.....ANADARKO.....TO	* 8:30 a.m. 5:30 p.m. 2:00 p.m. 4:00 p.m.	460.5	.....	sb123	RYdFWY	P.M. 3.25		A.M. 10.20
						9.9								
	f 9.05		f 2.41	.....	36	.....STECKER.....		470.4	9.9	sb133	.....	f 3.05		f 9.35
						5.6						17		703
	s 9.20		s 2.55	29	71	AP.....APACHE.....TO	8:00 a.m. 5:00 p.m.	476.0	15.5	sb138	YdW	s 2.55		s 9.20
	704		18			5.9								
	f 9.40		3.03	.....	25	.....PARKER.....		481.9	21.4	sb144	W	2.40		f 8.55
						3.4								
	f 9.45		f 3.09	50	202	RB.....RICHARDS SPUR.....TO	7:00 a.m. 4:00 p.m.	485.3	24.8	sb148	YdY	f 2.35		f 8.45
						7.2								
	s10.20		s 3.30	52	99	S.....FORT SILL.....TO	8:00 a.m. 5:00 p.m. * 9:00 a.m. 5:00 p.m.	492.5	32.0	sb155	YdYW	s 2.25		s 8.15
						3.7								
P.M. 2.05 18	11.00 A.M.		s 3.55	47	192	WN.....LAWTON.....TO	8:00 a.m. 5:00 p.m.	496.2	35.7	sb159	RYdFWY	701 s 2.05	A.M. 8.00	8.00 A.M.
						0.3								
				.....	.....	.....SL-SF Crossing.....UX		496.5	36.0	.....	.....			
						8.2								
f 2.40			f 4.10	.....	30	.....GERONIMO.....		504.7	44.2	sb167	.....	f 1.40	f 7.25	
						10.0								
s 3.05			s 4.25	.....	95	WR.....WALTERS.....TO	8:30 a.m. 5:30 p.m.	514.7	54.2	sb177	W	s 1.26	s 7.00	
						7.1								
s 3.25			s 4.40	27	31	Z.....TEMPLE.....TO	8:30 a.m. 5:30 p.m.	521.8	61.3	sb184	.....	s 1.14	s 6.40	
						8.1								
s 3.50			s 4.53	.....	29	.....HASTINGS.....		529.9	69.4	sb192	.....	s12.59	s 6.20	
						7.7								
4.30 P.M.			5.08 P.M.	.....	.....	WA.....WAURIKA.....TO	Continuous	537.6	77.1	s329	RYdY	12.45 P.M.	6.00 A.M.	
						77.1								
						LEAVE						Daily	Monday Wednesday Friday	Daily Except Sunday
17.1	14.7		28.4			....AVERAGE SPEED PER HOUR....						28.9	20.7	15.3
2.25	2.25		2.43			.....SCHEDULE TIME.....						2.40	2.00	2.20

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

Westward — Graham Branch — Eastward

SECOND CLASS	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 1-A STATIONS Time Table No. 1 June 9, 1946	Office Hours Week Days *Sundays & Holidays	M. P. from Bridgeport	Station Numbers	Signs	SECOND CLASS
789								788
Mixed								Mixed
Daily Except Sunday			LEAVE	From To				
A.M. 8.00	100	209	BR.....BRIDGEPORT.....TO	Continuous	.....	s398	RYdFWY	P.M. 4.30
			14.2					
s 8.35	.....	28	.....VINEYARD.....	.....	14.2	sg13	.....	s 3.55
			7.5					
f 8.55	18	.....	.....STEWARTON.....	.....	21.7	sg20	.....	f 3.35
			7.8					
s 9.40	34	130	JS.....JACKSBORO.....TO	8:30 a.m. 5:30 p.m.	29.5	sg28	W	s 3.15
			13.7					
s10.30	.....	56	BO.....BRYSON.....TO	7:30 a.m. 4:30 p.m.	43.2	sg42	.....	s 2.00
			13.0					
11.30 A.M.	18	92	GM.....GRAHAM.....TO	8:30 a.m. 5:30 p.m.	56.2	sg55	RWY	1.00 P.M.
			56.2					
			LEAVE					Daily Except Sunday
16.1			...AVERAGE SPEED PER HOUR.....					16.1
3.30			.....SCHEDULE TIME.....					3.30

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
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				
Consolidated and Mikado engines handling passenger trains	50	50	.....	.....
5000 series engines	60	50	.....	.....
5040 and 5100 series engines	70	60	.....	.....
3000 series engines	45	45	45	45
Through Switch Leads of Turnouts at end of two or more tracks, except 17th St.	.....	25	.....	15
Through other Switch Leads of Turnouts	.....	15	.....	10
Tangent track movement through spring switches	35	.....	35	.....
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	20
Trains hauling dead engines, side rods down	.....	.....	10	10
Switch engines without engine trucks	.....	.....	18	18
Engines with drivers blocked up	30	30	30	30
Steam engines running forward without cars must not exceed a speed of 10 MPH less than authorized freight train speed.				
Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:				
260 HP Diesel-Electric Switchers, D-B-C-W. 360 HP Diesel-Electric Switchers, D-B-C-W. 600 HP Diesel-Electric Switchers, in 500 Series 900 HP Diesel-Electric Switchers, in 700 Series 275 HP Gas-Electric Motor Cars Nos. 9047-9057 with Freight Gears	25 35	25 35	25 35	25 35
Motor Car No. 9012	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
With boom removed or not supported	.....	.....	15	15
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 46a, 46b, 1a and other subdivisions maximum speed must not exceed 40 MPH (except as shown below).				
Subdivision 46-A MP 17-4 to MP 97-3	.....	.....	20	20
Subdivision 1-A	.....	.....	20	15
Wrecking derricks must always be separated from engine or heavy loads by two or more empty or lightly loaded cars, EXCEPT Subdivision 46.				

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
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 (Except as shown below)	70	60	50	45
Through Pacific Jct. switch—Main track movement	.....	35	.....	35
CRI&P Crossing, MP-404.0	.....	30	.....	30
El Reno: Between Elm Street and Absolute Signal located 800 ft. north of Passenger Station and all tracks at El Reno Passenger Station, all trains and engines	Restric	ted Spee	d.	
MP 413-29 to 414-0	.....	50	.....	40
MP 430-13 to 430-33	.....	50	.....	40
Chickasha: Within Yard Limits	Restric	ted Spee	d.	
MP 448-28 to 460-23	.....	50	.....	40
Waurika: Within Yard Limits	Restric	ted Spee	d.	
SUBDIVISION 1 (Except as shown below)	60	60	50	40
Waurika: Within Yard Limits	Restric	ted Spee	d.	
MP 543-0 to 554-31	.....	50	.....	.....
MP 543-14 FW&DC Crossing	40	.....	30	.....
MP 582-0 to 583-3	.....	45	.....	35
MP 604-25 GCSF Crossing	.....	20	.....	20
MP 607-17 to 610-4	50	50	35	35
MP 609-21 SL-SW Crossing MP 609-21 FtW Belt Crossing MP 609-21 FW&DC Crossing	40	.....	30	.....
Between 17th St. and the north switch of siding at North Fort Worth	Restric	ted Spee	d.	
2500 class and heavier engines must not be doubleheaded directly coupled with any engine but must be separated by three or more cars over Bridges 5713, 5868 and 6100.				
2500 or heavier engines over Bridges 5713, 5868 and 6100, Trinity River	40	.....	40	.....
SUBDIVISION 2 (Except as shown below)	60	60	45	40
Between 17th St. and Dalwor Jct.	Restric	ted Spee	d.	
MP 639-24 to 643-28	.....	50	.....	.....
Engines heavier than 2574 must not be doubleheaded directly coupled with any engine but must be separated by three or more cars over Bridges 6125 and 6396.				
SUBDIVISION 46A (Except as shown below).	35	30	30	25
Chickasha: Within Yard Limits	Restric	ted Spee	d.	
Chickasha to Anadarko	50	45	40	35

SPEED RESTRICTIONS—Concluded.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 46B..... (Except as shown below).	45	40	30	30
Fort Sill and Lawton, within Yard Limits...	Restricted Speed.			
Waurika: Within Yard Limits.....	Restricted Speed.			
SUBDIVISION 1A.....	25	25	25	25

SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER 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: Within Yard Limits.....	Restricted Speed.
Waurika: Within Yard Limits.....	Restricted Speed.
SUBDIVISION 1:	
Waurika: Within yard limits.	Restricted Speed.
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.	
Through No. 15 Turnout End Two Main Tracks, Trinity River, 30 MPH.	
Through all other Turnouts, 15 MPH.	
Between 17th St. and end of Two Main Tracks Trinity River.....	Restricted Speed.
SUBDIVISION 2:	
Between 17th St. and Dalwor Jct.....	Restricted Speed.

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.

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 will 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.

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

Diesel passenger 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.

Above reference to Rocket trains also applies to Sam Houston Zephyr.

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
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 oscillating rear-end light, trainmen and enginemen will be governed by the following instructions:
When a train comes to a stop or is moving under circumstances in which it may be overtaken by another train, the trainman, acting as flagman, will immediately display the red oscillating 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 oscillating 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. 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 and SL-SF First Class trains.

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

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

4. Restricted use of register books as follows:

Pacific Jct.....	When instructed by Train Dispatcher.
Chickasha	Trains originating and terminating and Nos. 507, 508, 509, and 510.
Waurika Yd...	Second Class and extra trains.
Fort Worth....	T and P Passenger Station, GC&SF yard office, 17th St. } Trains originating and terminating.
6th Street.....	No. 406.
Cadiz St. Jct...	Rock Island and SL-SF Second Class and extra trains.
Dallas.....	Dallas Terminal Station First Class trains.

4a. First Class trains will register by Form 1339 at Waurika and Freight Yd.

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

4c. SL-SF trains will register at Cadiz St. Jct. by form 1339.

4d. Nos. 507, 508, 509 and 510 will register at Chickasha by form 1339.

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

El Reno.
El Reno Yard.
El Reno—Roundhouse.
Chickasha.
Waurika.
Waurika Yd. & Roundhouse.
Anadarko.
Mangum.
Lawton.
Bridgeport.
Graham.
Sherman—SL-SF—Yard Office and Roundhouse.
Wichita Falls—FW&DC—Trainmaster's Office and Roundhouse.
Childress—FW&DC—Yard Office.
Teague—BRI Trainmaster's Office and Roundhouse.
Fort Worth—Freight Yd., Yard Office.
Fort Worth—Roundhouse.
Fort Worth—GC&SF Yard Office, 17th St.
Fort Worth—FW&DC Yard Office, and Roundhouse.
Fort Worth—SL-SF Yard Office and Roundhouse, West Yard.
Fort Worth—T&P Passenger Station.
Dallas—Cadiz St. Jct.
Dallas—GC&SF Yard.
Dallas—Union Terminal Station.

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.

SPECIAL INSTRUCTIONS—Continued.

6. Standard clocks are located at:

El Reno.
El Reno Yard.
Chickasha.
Waurika.
Lawton.
Bridgeport.
Fort Worth—GC&SF Yard Office, 17th St.
Fort Worth—T&P Passenger Station.
Fort Worth—Freight Yard.
Fort Worth—FW&DC Telegraph Office.
Dallas—GC&SF Yard.
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.....		
46A	0.0	SL-SF.....		
	70.6	SL-SF.....		
	79.5	AT&SF.....		
	96.4	MKT.....		
46B	496.5	SL-SF.....		

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. 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. 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.

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

26. Automatic Block Signal Rules 505 to 518 inclusive, except 509 (b) are in effect as follows:

Subdivision 1—Between MP 561.1 north of Chico and MP 570.0 south of Bridgeport.

Between Saginaw and MP 610.7, Fort Worth.

Subdivision 2—Southward—Between 4th St. Jct., and North Jct.

Northward—Between North Jct., and End of Block Sign Dalwor Jct.

Subdivisions 1 and 2—Southward, between Signal 6115 and End of Block Sign near 17th St.

Northward, between Signal 6128 and End of Block Sign opposite Signal 6115.

26a. Spring switch at end of two main tracks 17th St. 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 Spring Switches governs.

26b. Rules 525-533 and 535-537 inclusive, are in effect between Dalwor Jct. and North Jct.

26c. ABS 6331 approximately 6,000 feet north of the spring switch at North Carrollton Jct. is the signal per Rule 535 Spring Switches.

Absolute northward Signal MP 635 Pole 27, approximately 3,000 feet south of the spring switch at South Carrollton Jct. is the signal per Rule 535 spring switches.

26d. 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.

26e. Block signals protecting switches are located at Rush Springs.

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
46	414.1	Bridge
	416.4	OH Highway Bridge
	435.8	Bridge
	Chickasha	Main Track, Compress Track, Mill Track No. 1, Mill Track No. 2 — Choctaw Viaduct
	440.4	O. H. Bridge
46A	33.1	Bridge
	44.6	Bridge
	49.5	Bridge
	51.8	Bridge
	84.5	Bridge
	92.6	Bridge
46B	476.7	Bridge
	491.4	Bridge
	518.4	Bridge
	534.0	Bridge
1	611.2	T&P Viaduct
	612.1	T&P Viaduct
2	612.5	Bridge
	620.1	OH Highway Bridge
	639.6	Bridge
1A	26.4	OH Highway Bridge
	29.8	Bridge

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

SPECIAL INSTRUCTIONS—Concluded.

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

Sub-Div.	MP	Station No.	Name	Car Capacity
46A	66.9	.....	Oil spur	10
46A	69.4	.....	Aviation Spur	6
1	564.0	.....	Lone Star	75
1A	4.5	.....	Rickels	9
1A	43.7	.....	Bryson Refining Co	16
1A	50.4	.....	Sewell	21
2	620.3	449	Hart Spur	24
2	628.7	.....	Dorothy	22

31a. Private industry scales are located at Mangum, Anadarko and Graham—not equipped with dead rail, and engines must not be permitted to stand on or move over them.

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.

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.

TRAIN ORDER OFFICES

SUBDIVISION 46

	Office Hours Week days *Sundays and Holidays
El Reno	Continuous
El Reno yard	Continuous
Union City	6:30 p.m. 3:30 a.m.
Minco	8:30 a.m. 5:30 p.m.
Pocasset	7:45 a.m. 4:45 p.m.
Chickasha	Continuous
Rush Springs	8:00 a.m. 5:00 p.m.
Marlow	8:00 a.m. 11:59 p.m.
Duncan	Continuous
Comanche	8:30 a.m. 5:30 p.m.
Waurika	Continuous

SUBDIVISION 1.

Waurika	Continuous
Ryan	8:30 a.m. 5:30 p.m. *12:01 p.m. 2:00 p.m. *5:30 p.m. 7:30 p.m.
Terral	7:00 a.m. 4:00 p.m.
Ringgold	8:00 a.m. 5:00 p.m.
Bowie (F.W.& D.C. Crossing)	Continuous
Chico	7:15 a.m. 4:15 p.m.
Bridgeport	Continuous
Boyd	8:00 a.m. 5:00 p.m.
Newark	7:30 a.m. 4:30 p.m.
Saginaw	Continuous
Freight Yard	Continuous
Fort Worth	Continuous

R. J. HARRISON, Trainmaster, Fort Worth, Tex.

J. M. KERWIN, Master Mechanic, Fort Worth, Tex.

H. T. DEMPSEY, Road Foreman Equipment, Fort Worth, Tex.

E. F. PIPKIN, Chief Dispatcher, Forth Worth, Tex.

C. S. STAIG,
J. L. HAWN,
J. A. PHILLIPS,
H. B. TOWNSLEY,
F. R. BOOHER,
G. R. REYNOLDS,
S. F. DOBBS,
} Train Dispatchers, Fort Worth, Tex.