

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

TIME TABLE

OF THE
SOUTHERN DIVISION
OF THE
THIRD DISTRICT

No. 7

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

SUNDAY, JUNE 30, 1940

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table for the Exclusive Use and Guidance of Employees

J. D. FARRINGTON,
CHIEF OPERATING OFFICER

J. R. PICKERING,
SUPT. TRANSPORTATION

C. J. BROWN,
GENERAL MANAGER

G. W. RANEY,
GENERAL SUPERINTENDENT

B. H. SMITH,
SUPERINTENDENT MOTIVE POWER

C. B. PRATT,
SUPERINTENDENT

SOUTHWARD

MAIN LINE

NORTHWARD

Second Class		First Class		Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 46 STATIONS Time Table No. 7 June 30, 1940	OFFICE HOURS WEEK DAYS *Sundays and Holidays †Holidays Only	FROM	TO	M. P. Distance from St. Joseph	Distance from El Reno Yard	Station Numbers	Signs	First Class		Second Class	
93	95	509	17											18	510	98	96
Texas Special	Red Ball Freight	Rocket	Mid-Continent Special											Mid-Continent Special	Rocket	Texas Chicago Red Ball Freight	Red Ball Freight
Daily	Daily	Daily	Daily														
					622	RF.....EL RENO.....TO	Continuous			402.6	0.0	2328	FR Yd WY				
						0.8											
AM 10.30	AM 6.15				2842	FO.....EL RENO YD.....TO	Continuous			401.7	0.0	2330	R Yd FWY			AM 3.45	PM 8.00
10.35	6.20					1.0				402.7	1.0					3.25	7.01
						BELT JCT.....				404.0	2.3						
						1.3				403.6	2.4						
						O. R. I. & P. CROSSING.....UX				408.3	7.1	2338	R	AM 5.30	PM 2.25		
		PM 4.05	AM 12.14		105	PACIFIC JCT.....P				412.2	11.0	2341		5.17	2.17	3.12	6.50
10.50	6.40	4.10	12.20		30	POWERS.....P				418.0	16.8	2346		5.12	2.13	3.05	6.40
10.55	6.48	4.13	12.26		70	UN.....UNION CITY.....TO	6.15AM 3.15PM			422.4	21.2	2350	W	5.01	2.07	2.52	6.25
11.05	7.00	4.19	12.37			5.8								4.53	2.08	2.45	6.15
11.11	7.07	4.23	12.42		61	CO.....MINCO.....TO	8.30AM 5.30PM										
						4.4											
						HAROLD.....P											
						3.5											
11.16	7.13	4.26	12.48		60	CS.....POCASSET.....TO	7.00AM 4.00PM			425.9	24.7	2353		4.47	2.00	2.39	6.05
11.22	7.20	4.31	12.53		62	5.3				431.2	30.0	2358		4.38	1.55	2.30	5.55
						SOLITO.....P				435.7	34.5						
						4.5				435.7	34.5						
						SL-SF CROSSING.....UX				435.7	34.5						
						0.0											
						A. T. & S. F. CROSSING.....UX				436.3	35.1	2355	Yd FWY	4.30	1.48	2.20	5.40
11.35	7.40	4.38	1.25		109	0.6											
					870	C.....CHICKASHA.....TO	Continuous			443.4	42.2	2372		4.06	1.39	1.57	5.22
						7.1				449.1	47.9	2377		3.58	1.33	1.48	5.10
11.45	7.55	4.46	1.38		54	NINNEKAH.....P				456.0	54.8	2382		3.50	1.26	1.39	5.09
11.54	8.10	4.52	1.48		60	5.7				456.5	54.3	2394	W	3.35	1.16	1.25	4.12
12.04	8.25	4.59	1.58		78	6.9				470.9	69.7			3.21	1.10	1.18	4.00
12.17	8.45	5.09	2.15		54	8.5				475.5	74.3	2304	W Yd	3.15	1.05	1.10	3.50
12.24	8.53	5.14	2.21		74	9.5				481.2	80.0	2310	Yd	2.57	12.58	1.01	3.35
12.35	9.05	5.20	2.35		54	McGIE.....P	10.30AM 6.30PM										
12.58	9.25	5.26	2.42		60	4.6											
510					230	NA.....DUNCAN.....TO	11.00PM 7.00AM										
					96	5.7											
						BECKETT.....P											
						4.0											
1.10	9.35	5.30	2.50		56	OM.....COMANCHE.....TO	8.30AM 5.30PM			485.2	84.0	2314		17 2.50	12.54	12.54	3.15
1.23	9.50	5.39	3.01		104	8.5				493.7	92.5	2322		2.37	12.44	12.43	3.00
1.32	10.00	5.47	3.10			6.4				500.1	98.9	2329	R Yd Y	2.27	12.38	12.33	2.45
1.45	10.30	5.48	3.15		408	0.8				500.9	99.7	2330	R Yd FWT	2.17	12.36	12.30	2.40
PM	AM	PM	AM			WA.....WAURIKA YD.....P	Continuous							AM	PM	AM	PM
						99.7	LEAVE							Daily	Daily	Daily	Daily
30.7	23.5	56.7	32.1			AVERAGE SPEED PER HOUR.....								30.1	53.6	30.8	18.7
3.15	4.15	1.43	3.01			SCHEDULE TIME.....								3.13	1.49	3.15	5.20

Passenger trains on Sub-Division 46 and Oklahoma Division Sub-Divisions 45 and 48 will protect against each other between the intersecting switch these Sub-Divisions at El Reno and passenger station at El Reno. (See Time Table Rule 15c.) TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT NO. 509 IS SUPERIOR TO NO. 510 ON SUB-DIVISION 46. 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 Chickasha 8.45 A. M. Monday, Wednesday and Friday for Waurika Yd.
Local Extra leaves Waurika Yd. 10.30 A. M. Tuesday, Thursday and Saturday for Chickasha.
Local Extra leaves El Reno Yd. 6.00 A. M. Daily except Sunday 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		Capacity of Siding	Capacity of Other Tracks	SUB-DIVISION 1 STATIONS		OFFICE HOURS WEEK DAYS *Sundays and Holidays		M. F. Distance from St. Joseph	Distance from Waurika Yard	Station Numbers	Signs	First Class		Second Class	
93	95	509	17			STATIONS		WEEK DAYS						510	18	96	98
Texas Special	Red Ball Freight	Rocket	Mid-Con- tinent Special			STATIONS		*Sundays and Holidays						Rocket	Mid-Con- tinent Special	Red Ball Freight	Texas Chicago Red Ball Freight
Daily	Daily	Daily	Daily			LEAVE		FROM TO									
PM 2.15 ⁹⁶	AM 11.01	PM 5.48	AM 3.15	.....	408	.....	WAURIKA YD.....P	.....	.....	500.9	0.0	330	R Yd FWT	PM 12.36	AM 2.17	PM ⁹³ 2.10	PM 11.59
2.25	11.10	5.53	3.23	53	20	.....	SUGDEN.....P	.....	.....	506.1	5.2	335	.....	12.31	2.07	1.42	11.46
2.33	11.20	5.58	3.35	54	24	RN.....	RYAN.....TO	8.30AM	5.30PM	510.6	9.7	339	.....	12.26	2.01	1.35	11.37
2.45	11.35 ^{AM}	6.07	3.48	53	137	SF.....	TERRAL, OKLA.....TO	8.30AM	5.30PM	519.3	18.4	348	.....	12.17	1.48	1.22	11.25
2.55	12.12 ^{PM 510}	6.12	3.58	100	52	GD.....	RINGGOLD, TEX.....TO	8.30AM 5.30PM *12.01PM 2.01PM	.....	524.2	23.3	353	Yd	12.12 ⁹⁵ PM	1.39	1.12	11.17
3.12	12.32	6.23	4.12	85	38	.....	STONEBURG.....P	.....	.....	535.4	34.5	364	W	12.01	1.24	12.57	11.01
3.25	12.45 ⁹⁶	6.33	4.25	100	134	BW.....	F. W. & D. C. Crossing.....TO	Continuous	.....	543.4	42.5	372	Yd	11.52 ^{AM}	1.13	12.45 ⁹⁵	10.50
3.45	1.10	6.46	4.39	84	37	.....	BOWIE.....P	.....	.....	543.8	43.9	372	W	11.39	12.57	12.19 ^{PM}	10.35
3.59	1.25	6.54	4.50	84	30	ON.....	PARK SPRINGS.....P	.....	.....	555.1	54.2	384	.....	11.31	12.47	12.07 ^{PM}	10.23
4.15	1.50	7.02	5.10	100	209	BR.....	CHICO.....TO	7.30AM	4.30PM	563.0	62.1	392	Yd FWY	11.31	12.47	12.07 ^{AM}	10.23
4.30	2.05	7.09	5.22	84	33	.....	BRIDGEPORT.....TO	Continuous	.....	569.6	68.7	398	.....	11.22	12.35	11.52	10.10
4.42	2.20	7.19	5.36	84	31	.....	PARADISE.....P	.....	.....	575.6	74.7	404	.....	11.15	12.12 ^{AM}	11.40	9.55
4.53	2.35	7.26	5.45	84	39	BU.....	BOYD.....TO	8.00AM	5.00PM	584.5	83.6	413	.....	11.05	12.01 ^{PM}	11.29	9.43
5.05	2.55	7.33	5.54	84	10	.....	NEWARK.....P	.....	.....	591.7	90.8	420	.....	10.58	11.50	11.19	9.33
5.14	3.10	7.39	6.03	84	31	GN.....	HICKS.....P	.....	.....	599.0	98.1	428	.....	10.51	11.40	11.10	9.23
5.25	3.25	7.45	6.12	55	265	.....	SAGINAW.....TO	Continuous	.....	604.7	103.8	433	.....	10.45	11.33	11.02	9.15
5.28	3.27	7.46	6.13	.....	.....	.....	G. O. & S. F. Crossing.....	.....	.....	604.7	103.8	.....	.....	.....	.....	.....	.....
6.00 ^{PM}	4.00 ^{PM}	7.48	6.25	.....	428	F.....	S. L. S. W. Crossing.....	.....	.....	609.6	108.7	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	Ft. Worth Belt Crossing.....	.....	.....	609.6	108.7	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	F. W. & D. C. Crossing.....	.....	.....	609.6	108.7	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	NORTH FORT WORTH.....	.....	.....	609.8	108.9	439	Yd	10.34	11.23	10.50	9.05
.....	.....	.....	.....	.....	.....	.....	TRINITY RIVER (End Two Main Tracks).....	.....	.....	610.0	109.1	.....	Yd	10.33	11.22	10.48	9.02
.....	.....	.....	.....	.....	.....	.....	FREIGHT YD.....TO	Continuous	.....	611.5	110.8	441	R Yd FWTY	10.31	11.20	10.45 ^{AM}	9.00 ^{PM}
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	611.9	111.0	.....	.....	10.30	11.17	.....	.....
.....	.....	.....	.....	.....	.....	.....	4TH ST. JCT.....	.....	.....	612.1	111.2	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	6TH ST.....	.....	.....	612.5	111.6	.....	.....	.....	.....	.....	.....
.....	.....	7.52	6.30	.....	.....	.....	10TH ST.....	.....	.....	612.8	111.9	.....	.....	10.27	11.15	.....	.....
.....	.....	8.00 ^{PM}	6.40 ^{AM}	.....	.....	.....	17TH ST.....	.....	.....	612.9	112.0	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	F. W. & D. C. Crossing.....UX	.....	.....	613.2	112.3	442	R Yd	10.25 ^{AM}	11.10 ^{PM}	.....	.....
.....	.....	.....	.....	.....	.....	.....	FT.....FORT WORTH.....TO	Continuous	.....	.....	.....	.....	.....	Daily	Daily	Daily	Daily
29.6	22.3	51.0	32.8	.....	.....	.....	112.3 LEAVE	.....	.....	.....	.....	.....	.....	51.4	36.0	32.3	37.2
3.45	4.59	2.12	3.25	.....	.....	.....	AVERAGE SPEED PER HOUR.....	.....	.....	.....	.....	.....	.....	2.11	3.07	3.25	2.59
.....	.....	.....	.....	.....	.....	.....	SCHEDULE TIME.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

ON SINGLE TRACK, NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS.
ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, NORTHWARD TRAINS ARE SUPERIOR
TO SOUTHWARD TRAINS OF THE SAME CLASS.
SECOND CLASS AND EXTRA TRAINS MUST CLEAR NOS. 509 and 510 NOT LESS THAN FIFTEEN MIN-
UTES.
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. 11.30 P. M. Daily except Saturday for Bridgeport.
Local Extra leaves Bridgeport 9.00 P. M. Daily except Sunday for Freight Yd.

MAIN LINE SOUTHWARD

Second Class							Capacity of Stations	Capacity of Other Tracks	SUB-DIVISION 2 STATIONS				M. P. Distance from St. Joseph	Distance from 4th St. Jct.	Station Numbers	Signs	First Class					
799	797	75	795	793	93	791			217	1	17	3					509	7				
Frisco 38	Frisco 30		Frisco 37	Frisco 33		Frisco 31				FW&DC	B-RI	B-RI										
California Fast Freight	Perishable Fast Freight	Texas Special	Through Freight	Texas Fast Freight	Texas Special	Texas Fast Freight			Mid-Con- tinent Special	Passenger	Texas Rocket	Sam Houston Zephyr					Rocket	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily										

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

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

First Class								SUB-DIVISION 2 STATIONS		OFFICE HOURS								Second Class								
218	8	18	2	4	510			Time Table No. 7		WEEK DAYS								792	794	796	76	798	800	802	98	
Mid-Con-tinent Special	FW&DC Passenger	B-RI Texas Rocket	FW&DC Passenger	B-RI Sam Houston Zephyr	Rocket			June 30, 1940		*Sundays and Holidays								Frisco 31 Texas Fast Freight	Frisco 34 Through Freight	Frisco 33 Texas Fast Freight	Texas, Chicago Red Ball Freight	Frisco 32 Through Freight	Frisco 30 Perishable Fast Freight	Frisco 37 Through Freight	Texas Chicago Red Ball Freight	
										FROM		TO		M. P. Distance from St. Joseph		Distance from 4th St. Jct.		Distance from Dallas (Austin St. Yd.)		Signs						
PM 10.50					AM 10.25			FT.	FORT WORTH	TO	Continuous			613.2		34.8		R Yd								
									0.3 F. W. & D. C. Crossing	UX				612.9		34.6										
10.45	PM 10.05	PM 9.45	PM 2.40	PM 1.05	10.15				0.1 17TH ST	Two Main Tracks				612.8		34.4										
									0.3 10TH ST						612.5		34.1									
									0.4 6TH ST						612.1		33.7									
									0.2 4TH ST. JCT.						611.9	0.0	33.5		AM 93 3.45	AM 6.52	AM 9.30			PM 7.35	PM 7.57	
10.39					10.06				0.3 DALWOR JCT.					612.2	0.3	33.2		R Yd 3.43	6.39	9.27				7.33	7.50	
10.37	9.59	9.40	2.35	1.00	10.03				1.3 SYLVANIA	P				613.5	1.6	31.9		Yd 3.41	6.36	9.22				7.30	7.46	
10.35	9.57	9.37	2.33	12.57	10.00	66 736			8.1 HURST	TO	6.00PM 2.00AM			621.6	9.7	23.8		3.26	6.24	9.10				7.15	7.35	
10.26	9.47	9.29	2.25	12.49	9.53	58 24			5.6																	
10.20	9.41	9.24	2.19	12.43	9.48	55 20			3.1 TARRANT	P				627.2	15.3	18.2		W 3.15	6.16	8.52				7.02	7.27	
10.17	9.36	9.21	2.16	12.40	9.45	60			4.3 LIGGETT	P				630.3	18.4	15.1								7.07 6.57	7.22	
									0.1 EAST CARROLLTON JCT.					634.6	22.7	10.8										
10.12	9.30	9.17	2.11	12.36	9.41	54 143			0.2 IRVING	TO	Continuous			634.7	22.8	10.7		R Yd Y 3.00	AM 5.10	6.05	8.27	AM 8.55	PM 6.35	6.45	7.15	
									2.9 WEST CARROLLTON JCT.					634.9	23.0	10.5										
10.08	9.25	9.13	2.08	12.33	9.38	63 4			3.6 NORWOOD	P				637.8	25.9	7.6			5.00	8.17	8.46	6.30			7.06	
10.04	9.20	9.09	2.04	12.29	9.34	59			1.1 PERKINS	P				641.3	29.4	4.1			4.54	8.10	8.41	6.24			7.01	
									1.4 M-K-T CROSSING	UX				642.4	30.5											
10.01	9.16	9.06	2.01	12.26	9.31				0.6 NORTH JCT.					643.8	31.9	1.6		RFWTY Yd	4.50	8.05	8.36	6.20			6.56	
10.00	9.15	9.05	2.00	12.25	9.30				0.6 DALLAS	TO	6.30AM 12.30AM			644.3	32.4	1.1										
PM	PM	PM	PM	PM	AM				0.5 CADIZ ST. JCT.	TO	4.00AM 12. Noon			644.9	33.0	0.5		R Yd	4.45	8.00	8.30	6.15			6.50	
									0.5		4.00PM 12. Night								AM	AM	PM				PM	
									499 VI.	TO	Continuous			645.4	33.5	0.0		Yd								
Daily	Daily	Daily	Daily	Daily	Daily				33.5 LEAVE										Daily	Daily	Daily	Daily	Daily	Daily	Daily	
39.6	39.6	49.5	49.5	49.5	36.0				AVERAGE SPEED PER HOUR										30.4	24.5	29.1	22.0	24.5	30.6	27.4	29.5
0.50	0.50	0.40	0.40	0.40	0.55				SCHEDULE TIME										0.45	0.25	0.47	1.30	0.25	0.20	0.50	1.07

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

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.

Westward		MANGUM BRANCH										Eastward		Southward		ANADARKO & WAURIKA BRANCH										Northward	
Second Class		Capacity of Siding	Capacity of other Tracks	SUB-DIVISION 46-A STATIONS		OFFICE HOURS		M. F. Distance from Intersection Sub-Division 46	Station Numbers	Signs	Second Class		Capacity of Siding	Capacity of other Tracks	SUB-DIVISION 46-B STATIONS		OFFICE HOURS		M. F. Distance from St. Joseph	Distance from Anadarko	Station Numbers	Signs	Second Class				
705	703			Time Table No. 7		WEEK DAYS					706	704			Time Table No. 7		WEEK DAYS						702	704			
Mixed	Mixed			June 30, 1940		*Sundays & Holidays					Mixed	Mixed			June 30, 1940		*Sundays & Holidays						Mixed	Mixed			
Monday Wed. Friday	Daily Except Sunday			LEAVE		FROM	TO									LEAVE		FROM	TO								
	AM 8.00	109	870	C.....CHICKASHA.....TO		Continuous		235	FWTYRYd		AM 11.59					DO.....ANADARKO.....TO		8.00AM	5.00PM	460.5		sb123	R Yd		AM 7.03		
				A. T. & S. F. CROSSING. UX				0.0								STEOKER.....				470.4	9.9	sb133	FWY		9.45		
				SL-SF CROSSING.....UX				0.0								AP.....APACHE.....TO		7.00AM	4.00PM	476.0	15.5	sb138	Yd		9.00		
	8.25	54	33	OK.....VERDEN.....TO	8.00AM	5.00PM	8.7	sd10			11.10					PARKER.....				481.9	21.4	sb144	W		8.30		
AM 9.40	8.45 AM	54	125	DO.....ANADARKO.....TO	8.00AM	5.00PM	17.4	sd23	R Yd FWY		10.20					RICHARDS SPUR.....				485.3	24.8	sb148	Yd		8.00		
				7.6												S.....FORT SILL.....TO		8.00AM	5.00PM	492.5	32.0	sb155	Yd Y		7.00		
10.00			30	WASHITA.....			25.0	sd25			10.00					WN.....LAWTON.....TO		8.00AM	5.00PM	496.2	35.7	sb159	RYdFWY		6.30		
10.20		54	32	FO.....FORT COBB.....TO	8.00AM	5.00PM	31.8	sd32			9.35														6.30 AM		
10.50		32	57	CG.....CARNEGIE.....TO	8.30AM	5.30PM	42.1	sd43	W		9.15																
11.20		35	32	MV.....MOUNTAIN VIEW.....TO	8.15AM	5.15PM	50.6	sd51			8.50					SL-SF CROSSING.....UX				496.5	36.0						
11.50 AM		33	34	BO.....GOTERO.....TO	8.00AM	5.00PM	58.1	sd59			8.25					GERONIMO.....				504.7	44.2	sb167			5.30		
				KOMALTY.....			65.0	sd66			8.05					WR.....WALTERS.....TO		8.30AM	5.30PM	514.7	54.2	sb177			4.50		
12.15 PM			25	SL-SF CROSSING.....UX			70.6									Z.....TEMPLE.....TO		8.30AM	5.30PM	521.8	61.3	sb184			4.25		
1.00		30	158	KO.....HOBART.....TO	8.00AM	5.00PM	70.9	sd72	Yd WY		7.45					HA.....HASTINGS.....TO				529.9	69.4	sb192			3.55		
1.15			9	CAHILL.....			75.8	sd76			7.20					WA.....WAURIKA.....TO		Continuous		537.6	77.1	s329	R Yd Y		3.35		
				A. T. & S. F. CROSSING. UX			79.5									WAURIKA YD.....P				538.3	77.8	s330	R Yd FWT		3.30 AM		
1.30			52	FN.....LONE WOLF.....TO	8.30AM	5.30PM	80.3	sd81			7.10																
2.05		30	25	GR.....GRANITE.....TO	8.00AM	5.00PM	87.9	sd89			6.50																
				M. K. T. CROSSING.....UX			96.4																				
3.00 PM			144	MG.....MANGUM.....TO	7:30 AM	4:30 PM	96.7	sd98	R FWY		6.30 AM																
				97.3																							
14.9	23.2			AVERAGE SPEED PER HOUR							Tuesday Thursday Saturday	Daily Except Sunday				AVERAGE SPEED PER HOUR											
5.20	0.45			SCHEDULE TIME							20.8	15.3				SCHEDULE TIME											
											3.50	1.09															

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

TIME TABLE RULES 14 AND 14a IN EFFECT.

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

TIME TABLE RULES 14 AND 14a IN EFFECT.

GRANDFIELD BRANCH										LINDSAY BRANCH											
Southward					Northward					Westward					Eastward						
Second Class	Capacity of Sidings	Capacity of other Tracks	SUB-DIVISION 46-C STATIONS		OFFICE HOURS WEEK DAYS		M. P. Distance from Intersection Sub-Division 46-B	Station Numbers	Signs	Second Class	Capacity of Sidings	Capacity of other Tracks	SUB-DIVISION 46-D STATIONS		OFFICE HOURS WEEK DAYS		M. P. Distance from St. Joseph	Station Numbers	Distance from Chickasha	Signs	Second Class
785			Time Table No. 7		*Sundays & Holidays					786			Time Table No. 7		*Sundays & Holidays						714
Mixed			June 30, 1940		†Holidays Only					Mixed			June 30, 1940		†Holidays Only						Mixed
Daily Except Sunday			LEAVE	FROM	TO								LEAVE	FROM	TO						
AM 6.30	47	192	WN.....LAWTON.....TO	8.00AM	5.00PM	0.3	sb159	R Yd FWY	AM 11.00				SA.....LINDSAY.....TO	8.00AM	5.00PM	482.6	sf 26	26.3	R Yd WY	AM 10.00	
			SL-SF CROSSING.....UX			0.3							BRADLEY.....			455.4	sf 19	19.1		9.30	
6.55		4	TINNEY.....			7.8			10.35			24	ALEX.....								
7.07		29	HOLLIDAY.....			11.6	se12		10.20			28	LUCILE.....	8.30AM	5.30PM	450.6	sf 14	14.3		9.15	
7.25		26	FAXON.....			14.9	se16	W	10.10			20	A. T. & S. F. CROSSING..UX			442.7	sf 6	6.4		8.50	
7.50	39	17	GA.....CHATTANOOGA.....TO	7.15AM	4.15PM	20.0	se21		9.50				A. T. & S. F. CROSSING..UX			440.0		3.7			
8.15	48	20	TILLMAN.....			27.5	se28		9.20				CHICKASHA.....TO		Continuous	437.7		1.4			
			M. K. T. CROSSING.....UX			33.6										436.3	sf 265	0.0	R Yd FWTY	8.30 AM	
8.35 AM	24	77	OK.....GRANDFIELD.....TO	7.30AM	4.30PM	34.0	se35	R WY	9.00 AM											Daily Except Sunday	
				†8.00AM	10.00AM																
			34.7 LEAVE						Daily Except Sunday				26.3 LEAVE								
16.7			AVERAGE SPEED PER HOUR						17.4				AVERAGE SPEED PER HOUR							17.5	
2.05			SCHEDULE TIME						2.00				SCHEDULE TIME							1.30	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT NO. 785 IS SUPERIOR TO NO. 786.

TIME TABLE RULES 14 AND 14a IN EFFECT.

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

TIME TABLE RULES 14 AND 14a IN EFFECT.

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT NO. 785 IS SUPERIOR TO NO. 786.
TIME TABLE RULES 14 AND 14a IN EFFECT.

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

Westward			GRAHAM BRANCH				Eastward			
Second Class	Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 1-A STATIONS		OFFICE HOURS		M. P. Distance from Bridgeport	Station Numbers	Signs	Second Class
789			Time Table No. 7		WEEK DAYS					788
Mixed			June 30, 1940		*Sundays and Holidays					Mixed
Daily Except Sunday			LEAVE		FROM TO					
AM 2.00	100	209	BR.....BRIDGEPORT.....TO		Continuous	0.0	sg38	R Yd FWY	PM 8.30	
2.35		28	VINEYARD.....			14.2	sg13		7.55	
2.55	18		STEWARTON.....			21.7	sg20		7.35	
3.45	34	130	JS.....JACKSBORO.....TO		7.00AM 4.00PM	29.5	sg28	WY	7.15	
5.00		56	BO.....BRYSON.....TO		7.30AM 4.30PM	43.2	sg42		6.00	
6.00 AM	18	92	GM.....GRAHAM.....TO		7.00AM 7.00PM	56.2	sg55	R Yd WY	5.00 PM	
									Daily Except Sunday	
				56.2 LEAVE						
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 RULES 14 AND 14a IN EFFECT.

TIME TABLE RULES

2. Freight Yd. is the initial station for Rock Island and S. L.-S. F. trains Sub-Divisions 1 and 2 other than first class.
- 2a. T&P Depot, Fort Worth, is initial station for F. W. & D. C. and B.-R. I. passenger trains and Fort Worth Union passenger depot is initial station for Rock Island passenger trains.
- 2b. Cadiz St. Jct. is the initial station for Rock Island and S. L.-S. F. trains leaving Dallas other than first class.
- 2c. Waurika is initial and final terminal for first class trains sub-divisions 1 and 46.
3. Crew of No. 514 will be furnished Southern Division Clearance Form A at El Reno passenger depot daily for delivery to crew of No. 509. When provided with proper clearance No. 509 may leave Pacific Jct.
Crew of No. 118 will be furnished Southern Division clearance form A at El Reno passenger depot daily for delivery to crew of No. 17. When provided with proper clearance No. 17 may leave Pacific Jct.
- 3a. A train must not leave Anadarko or Lawton without clearance form "A."
4. Restricted use of register books as follows:
Pacific Jct.....For first class trains, except Nos. 509 and 510.
Waurika Yd.....Second class and extra trains except Nos. 701 and 702.
Fort Worth.....GC&SF yard office, 17th St.—Passenger trains only.
T&P Depot—Passenger trains only.
Dalwor Jct.....First class trains, except No. 218.
Dallas.....Cadiz St.—Rock Island freight trains and S. L.-S. F. trains only.
Dallas Terminal Depot—Passenger trains only.
- 4a. Nos. 509 and 510 will not register at Pacific Jct. No. 512 will deliver to Opr. Yukon form 1339 showing arrival with time of No. 510 at Pacific Jct. No. 509 will deliver to Opr. Chickasha form 1339 showing time Pacific Jct.
Nos. 17 and 18 will register at Pacific Jct. unless otherwise instructed, No. 120 will deliver to Opr. Yukon form 1339 showing arrival with time No. 18 at Pacific Jct. No. 17 will deliver to Opr. Chickasha form 1339 showing time Pacific Jct. C-K order does not relieve No. 17 from registering at Pacific Jct.
- 4b. Southward First Class trains holding C-K 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.
5. Bulletin Boards and General order books are located at:
El Reno
El Reno Yd.
El Reno Roundhouse
Chickasha
Waurika
Waurika Yd. & Roundhouse
Anadarko
Mangum
Lawton
Fort Worth.....Freight Yd.....Yard Office
Roundhouse
GC&SF yard office, 17th St.
FW&DC.....Yard Office and Roundhouse
SL-SF Yard Office and Roundhouse, West Yard
T&P Passenger Depot
Dallas.....Cadiz St. Jct.
GC&SF yard
Union Terminal Depot
- 5a. Conductors and Enginemen are not required to consult Bulletin boards and General Order books at intermediate stations on a Sub-Division.
- 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
El Reno Yd.
Chickasha
Waurika
Lawton
Bridgeport
Fort Worth.....GC&SF yard office, 17th St.
T&P passenger depot
Freight Yd.
FW&DC Telegraph office
Dallas.....GC&SF yard
Union Terminal Depot
7. Company surgeons are located as follows:

Name	Location	Office	Residence
T. L. Hansen, Chief Surgeon.....		1020 LaSalle St. Depot. Tel. Wab. 3200, Local 220	9128 Loomis St. Tel. Cedarcrest 0154
J. M. L. Jensen, Asst. Chief Surgeon	Chicago	1020 LaSalle St. Depot. Tel. Wab. 3200, Local 268	

Name	Location	Name	Location
D. M. Bush		C. N. Talley.....Marlow	
C. M. Rosser Consulting Surgeon		J. W. Finley .....Rush Springs	
		H. M. McClure, Asst.	
Curtice Rosser Consulting Surgeon		D. S. Downey, Local Surgeon	
J. O. McReynolds Oculist & Aurist.....Dallas, Texas		U. C. Boon Oculist, Aurist & Examiner.....Chickasha	
F. M. Gilbert.....Irving		A. C. Little.....Minco	
W. C. Durringer General Surgeon & Examiner		D. P. Richardson.....Union City	
J. H. Brown, Asst.		H. C. Brown Division Surgeon	
Webb Walker Oculist, Aurist & Examiner		J. T. Riley Local Surgeon & Examiner	
Gatlin Mitchell, Asst.....Fort Worth		P. J. Craden Oculist, Aurist & Examiner	
B. M. Jones.....Bridgeport		P. F. Herod Oculist, Aurist & Examiner.....El Reno	
C. C. McClure.....Jacksboro		L. T. Gooch	
W. O. Padgett.....Graham		E. B. Mitchell Oculist, Aurist & Examiner.....Lawton	
E. W. Wright.....Bowie		G. E. Kerr.....Chattanooga	
R. E. Tyler.....Ringgold, Texas		W. A. Fuqua.....Grandfield	
W. T. Andreskowski.....Ryan, Oklahoma		Hugh Monroe .....Lindsay	
D. B. Collins.....Waurika Local Surgeon and Examiner		M. A. Jones.....Walters	
C. C. Pruitt.....Comanche		P. L. McClure.....Fort Cobb	
J. L. Patterson		E. W. Hawkins.....Carnegie	
E. G. King, Asst.		B. H. Watkins.....Hobart	
W. T. Salmon Oculist, Aurist & Examiner.....Duncan		J. B. Lansden.....Granite	
		G. F. Border.....Mangum, Oklahoma Local Surgeon and Examiner	

7a. Official hospitals are located as follows:

Name	Place	Office Location	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

- 7b. General Claim Agent—C. E. Mekota, Chicago, Ills.
Claim Agent—D. W. McHugh, Fort Worth, Texas.

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

Train	Purpose	PASSENGERS
509 and	Receive	Discharge from north and receive for Ft. Worth and Dallas.
510	Discharge	Discharge from Dallas and Ft. Worth and receive for regular stops north.

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

TERRITORY	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
Sub-Division 46 (except as shown below).....	70	60	50	40
Between Yard Limit Boards Chickasha.....	Restricted Speed			
M. P. 467.3 to Waurika.....	60	50	45	40
Between Yard Limit Board Waurika and Yard Office, Waurika Yard.....	Restricted Speed			
Sub-Division 1 (except as shown below).....	60	60	45	40
M. P. 510 to M. P. 548.2.....	60	50	45	40
M. P. 543.4 F. W. & D. C. crossing.....	40		30	
M. P. 567.2 to M. P. 567.5.....		50		35
M. P. 582.0 to M. P. 583.0.....	50	50	35	35
M. P. 595.8 to M. P. 596.3.....		50		35
M. P. 604.7 G. C. S. F. crossing.....		25		25
M. P. 607.5 to M. P. 610.....	50	50	35	35
M. P. 609.6 S. L. S. W. crossing.....	40		35	
Ft. Worth Belt crossing.....	40		35	
F. W. & D. C. crossing.....	40		35	
M. P. 612.9 F. W. & D. C. crossing.....	10		10	
On all running tracks between 17th St., Fort Worth, and end two main tracks, Trinity River..	Restricted Speed			
Sub-Division 2 (except as shown below).....	60	60	45	40
M. P. 642.4 M-K-T Crossing.....	25		20	
FW&DC engines 551 to 557 inclusive and FW&DC engines 451 to 465 inclusive, C&S engine 629 and CB&Q 5500 class engines and Rock Island 2500 class engines and heavier over Bridge 6121-B, which is on straight leg of Dalwor Jct. Wye, Fort Worth.....	15		15	
Between crossover and 6th St. and Dalwor Jct., Fort Worth	Restricted Speed			
Between Yard Limit Boards Irving.....	Restricted Speed			
Sub-Division 46a (except as shown below).....	40	35	35	30
M. P. 28 to Hobart.....	35	30	30	25
Hobart to Mangum.....	30	25	25	25
Bridge 403		10 & drifting		10 & drifting
Sub-Division 46b (Except as shown below).....	40	35	35	30
Lawton to Waurika.....	30	25	25	25
Bridge 4824, 1700 class and heavier engines.....	10		10	
Passenger trains handling freight equipment.....	35	30		
Turning on wye, Lawton.....		5		5
Mile Post 497, Highway crossing, engine only.....	10		10	
Between Yard Limit Boards Fort Sill and Lawton	Restricted Speed			
Sub-Division 46c (Except as shown below).....	20	15	20	15
Bridge 139	10 & drifting		10 & drifting	
Sub-Division 46d	20	20	20	20
Sub-Division 1a (except as shown below).....	30	20	30	20
M. P. 4 to M. P. 13.28.....	25	20	25	20

TERRITORY	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
All Sub-Divisions				
5000 class engines in passenger service when maximum speed of 60 and 70 miles per hour for passenger trains is authorized 5000 class with 74" drivers.....	70	60		
Other 5000 class engines.....	50	50		
Mikado engines handling passenger trains.....	45	45		
Consolidation type engines handling passenger trains	Authorized Freight Train Speed			
Through switch leads of turn outs.....		10		10
Through turn out and over spring switch north end two main tracks, Trinity River.....		25		20
Facing point movements over spring switch north end two main tracks, Trinity River.....	30		30	
Railroad crossings not protected by interlocking, except where higher speed authorized in this rule (engine only).....	10	10	10	10
When necessary to relieve weight on drivers by applying block between driving box saddle and frame	30	30	30	30
Trains hauling dead engines (side rods up).....			20	20
Trains hauling dead engines (side rods down).....			15	15
Switch engines without engine trucks.....			18	18
Engines running backward in road movement with or without cars.....	15	15	15	15
3000 class engines not equipped with Scullin wheel centers	30	30	30	30
Other 3000 class engines equipped with Scullin wheel centers	Authorized Freight Train Speed			
Engines without cars running forward not to exceed freight train speed.....				
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders or any similar machines, when moving on their own car or trucks:				
With boom supported.....			20	20
With boom removed or not supported.....			15	15
NOTE—Air Rail Loaders must not be moved in thru trains with booms up. When moved in thru trains the booms must be disconnected, taken down and securely fastened to the floor of the car.				
NOTE—Where speeds on any sub-division or part thereof are lower than the above, the lower speed will govern.				
NOTE—These instructions will not apply to wrecking derricks with boom supported, when trained behind engine in wreck train service. In such cases 5 miles below speed allowed on the territory involved will govern.				
All motor cars, except 9012, towed or handled in train, may be operated at speeds up to 60 miles per hour. Motor Car No. 9012 should not be handled at speeds above 40 miles per hour.				
600 H. P. Series Diesel-Electric Switchers, in 500 series, and 900 H. P. Diesel-Electric Switchers, in 700 series, maximum speed 35 miles per hour.				
260 H. P. Diesel Electric No. 351 and 360 H. P. Diesel Electric No. 361, maximum speed 25 miles per hour.				
275 H. P. Gas-Electric Motor Cars Nos. 9050-9051 with freight gears, maximum speed 35 miles per hour.				
NOTE—Where speeds on any sub-division or part thereof are lower than the above, the lower speed will govern.				
2500 class and heavier engines turning on wye at Waurika must not be permitted on Bridge 5370 located 422 feet north of headblock of wye on A. & W. Line.				
10a. Within the limits of municipalities engineers will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and of public generally.				
10b. Steam trains operating on Rocket and Zephyr type train schedules will not exceed speed authorized for other passenger trains.				
10c. SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEEDS OF ROCKET AND ZEPHYR TYPE TRAINS				
Passenger trains consisting of rocket equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or 4000 class, and passenger trains consisting of stand-				

ard equipment hauled by Diesel passenger locomotives may operate at speed of Ten (10) miles per hour less than speed authorized for Rocket type trains, except will not be required to operate at a lower speed than authorized by Rule 10 for steam passenger trains.

"Such passenger trains will observe same speed restrictions shown in timetable rule 10 (c) as applicable to Rocket type trains.)

"Diesel passenger locomotives operating light without cars must not exceed maximum speed of fifty-five (55) miles per hour and where Rule 10 specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed."

Distinctive roadway signals have been adopted to indicate maximum speeds of such trains.

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

Where speed restrictions are required on curves within a zone, a signal with amber reflex diagonal bar and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

The zone and curve signals will be located approximately 4000 feet from point of curve, or point where zone speed changes, unless otherwise specified.

When using any turnout, crossover, railroad crossing or moving through municipalities not otherwise specified will not exceed speed designated for other passenger trains.

Rocket or Zephyr type trains approaching train order signal in stop position will sound four blasts of the whistle and must not exceed speed of sixty miles per hour passing stations at which train orders or clearances are to be delivered. The delivery of all train orders, clearances and instructions will be made on right hand side, except at regular stops may be delivered on station side.

Head lights on Rocket and Zephyr trains must be burning dim during daylight hours.

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

10d. The following equipment must not be towed or operated under own power at speed exceeding three miles per hour through water in excess of that shown below:

	Maximum height of water above rail
Rocket Diesel power units and Diesel switchers.....	4½ inches
Rocket train cars only	7 "
Gas-electric motor cars	3 "

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

12. At gated crossings, no engine, train or car on the track against which the gate is normally set will approach within or stand at a distance closer than 50 feet from fouling point of railroad crossing while gate is in normal position.

12a. Railroad crossings at grade are protected by interlocking signals, except as follows:

SUB-DIV.	M. P. LOCATION	CROSSING	REMARKS	OPERATED BY
46	404.0	Sub-div. 48	Gate normally across Sub-div. 46	Trainmen
	435.7	S L-S F		
46a	435.7	A T & S F		
	0.0	A T & S F		
	0.0	S L-S F		
	70.8	S L-S F		
	79.5	A T & S F		
	96.4	M K T		
46b	496.5	S L-S F		
46c	33.6	M K T	Gate normally across C. R. I. & P.	Trainmen
46d	437.7	A T & S F		
	440.0	A T & S F		
1	612.9	F W & D C		
2	612.9	F W & D C		
2	642.4	M K T	Gate normally across M. K. T.	Trainmen

13. The following are auxiliary lines:

El Reno.....	Oklahoma Division Sub-Divisions 47 and 48.
Chickasha	Sub-Divisions 46a and 46d.
Anadarko	Sub-Division 46b.
Lawton	Sub-Division 46c.
Waurika	Sub-Division 46b.
Bridgeport	Sub-Division 1a.

14. Following rule in effect on sub-divisions where so specified in foot notes of Time-table:

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

"C. & E.....after (time) protect against.....Extra....."

Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between station boards protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the station board, and thereafter proceed as the way is seen or known to be clear.

14a. Following rule in effect on Sub-Divisions where so specified in foot notes of Time Table:

When train order is received, reading eastward—northward (or westward—southward) extras (or eastward—northward or westward—southward extras) except extra.....wait at.....(a station in rear) until.....the train addressed is relieved from protecting its rear against such following extras or extra 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, will approach such stations at restricted speed.

15a. F. W. & D. C. and B.-R. I. passenger trains use straight leg of wye Fort Worth, all other trains use north leg of wye.

15b. Operations of trains and engines between Belt Junction and Pacific Junction, Sub-Division 46, will be handled under Operating Department Rule 93.

15c. First class trains on Sub-Divisions 45, 46 and 48 will protect against each other between intersection switch within Sub-Divisions 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.

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 C. R. I. & P. and S. L.-S. F. will run at restricted speed on S. L.-S. F. tracks between C. R. I. & 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 St. L. S. W. 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 will be for southward main track.

18c. Normal position of spring switch south end of two main tracks 17th St. Fort Worth will be for northward main track.

18d. A trainman of train trailing through spring switch must be on rear to observe whether or not block signal governing opposing direction located in advance of spring switch clears. If signal fails to clear and there is no other condition such as, train on main track or another switch open, wire report must be made to chief dispatcher from first open office.

18e. Normal position of switches at 4th St. Jct. and 6th St. will be for main track movement Sub-Division 1. At these points Dallas Line connections are auxiliary lines.

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 612.8).

- 26 Automatic Block System Rules 501 and 516, inclusive, are in effect as follows:
Sub-Division 2—between North Junction, Dallas, and Fourth Street Junction, Fort Worth.
Sub-Divisions 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—General rule 104-G governs.
- 26a. Slow speed as indicated in rule 601-G of rules and regulations of the operating department is defined as "Restricted Speed."
28. Minimum clearance of bridges, tunnels, etc., height 16 feet; width 13 feet, 6 inches.
- 28a. All employees are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following named bridges or viaducts:

Sub-Division	M. P.	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	O. H. Highway Bridge	22 ft.	14 ft.
46	435.8	Bridge	22 ft.	6 ft.
46	Chickasha	Main Track	22 ft.	14 ft.
		Compress Track	16 ft. 11 in.	14 ft.
		Mill Track No. 1	17 ft. 8 in.	14 ft.
		Mill Track No. 2	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. 9 in.	1 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	611.0	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	22 ft. 4 in.	7 ft. 2 in.
2	620.7	O. H. Highway Bridge	22 ft. 2 in.	14 ft.
2	639.0	Bridge	21 ft. 9 in.	7 ft. 4 in.
1	29.8	Bridge	21 ft. 0 in.	4 ft. 11 in.

G. C. & S. F. 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 pass over them.

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

Sub-Div.	M. P.	Station No.	Name	Car Cap.
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
46d	444.3		Speedy	12

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

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

- 34a. Trainmen and Enginemen
"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 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.

NOTE: General Rule 6 is extended to include the use of "R" and "Yd," opposite stations on schedule pages: R—indicates Train register stations. Yd—Stations where yard limit boards are maintained.

TABLE OF TRAIN SPEEDS

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
33	100.0	11	54.5	33	100.0
34	97.0	12	50.0	34	97.0
35	94.1	13	46.2	35	94.1
36	91.4	14	42.9	36	91.4
37	88.8	15	40.0	37	88.8
38	86.3	16	37.5	38	86.3
39	83.9	17	35.3	39	83.9
40	81.6	18	33.3	40	81.6
41	79.4	19	31.6	41	79.4
42	77.3	20	30.0	42	77.3
43	75.3	21	28.6	43	75.3
44	73.4	22	27.3	44	73.4
45	71.6	23	26.1	45	71.6
46	69.8	24	25.0	46	69.8
47	68.1	25	24.0	47	68.1
48	66.4	26	23.1	48	66.4
49	64.8	27	22.2	49	64.8
50	63.2	28	21.4	50	63.2
51	61.7	29	20.6	51	61.7
52	60.2	30	20.0	52	60.2
53	58.8	31	19.4	53	58.8
54	57.4	32	18.8	54	57.4
55	56.0	33	18.2	55	56.0
56	54.7	34	17.6	56	54.7
57	53.4	35	17.1	57	53.4
58	52.1	36	16.6	58	52.1
59	50.9	37	16.1	59	50.9
60	49.7	38	15.6	60	49.7
61	48.5	39	15.2	61	48.5
62	47.4	40	14.7	62	47.4
63	46.3	41	14.3	63	46.3
64	45.2	42	13.9	64	45.2
65	44.1	43	13.5	65	44.1
66	43.1	44	13.2	66	43.1
67	42.1	45	12.8	67	42.1
68	41.1	46	12.5	68	41.1
69	40.1	47	12.2	69	40.1
70	39.1	48	11.9	70	39.1
71	38.2	49	11.6	71	38.2
72	37.3	50	11.3	72	37.3
73	36.4	51	11.0	73	36.4
74	35.5	52	10.8	74	35.5
75	34.6	53	10.5	75	34.6
76	33.8	54	10.3	76	33.8
77	32.9	55	10.0	77	32.9
78	32.1	56	9.8	78	32.1
79	31.3	57	9.6	79	31.3
80	30.5	58	9.4	80	30.5
81	29.7	59	9.2	81	29.7
82	28.9	60	9.0	82	28.9
83	28.1	61	8.8	83	28.1
84	27.4	62	8.6	84	27.4
85	26.6	63	8.4	85	26.6
86	25.9	64	8.2	86	25.9
87	25.2	65	8.0	87	25.2
88	24.5	66	7.8	88	24.5
89	23.8	67	7.6	89	23.8
90	23.1	68	7.4	90	23.1
91	22.4	69	7.2	91	22.4
92	21.7	70	7.0	92	21.7
93	21.1	71	6.8	93	21.1
94	20.4	72	6.6	94	20.4
95	19.8	73	6.4	95	19.8
96	19.2	74	6.2	96	19.2
97	18.6	75	6.0	97	18.6
98	18.0	76	5.8	98	18.0
99	17.4	77	5.6	99	17.4
100	16.9	78	5.4	100	16.9
101	16.3	79	5.2	101	16.3
102	15.8	80	5.0	102	15.8
103	15.3	81	4.8	103	15.3
104	14.8	82	4.6	104	14.8
105	14.3	83	4.4	105	14.3
106	13.8	84	4.2	106	13.8
107	13.3	85	4.0	107	13.3
108	12.8	86	3.8	108	12.8
109	12.3	87	3.6	109	12.3
110	11.8	88	3.4	110	11.8
111	11.3	89	3.2	111	11.3
112	10.8	90	3.0	112	10.8
113	10.3	91	2.8	113	10.3
114	9.8	92	2.6	114	9.8
115	9.3	93	2.4	115	9.3
116	8.8	94	2.2	116	8.8
117	8.3	95	2.0	117	8.3
118	7.8	96	1.8	118	7.8
119	7.3	97	1.6	119	7.3
120	6.8	98	1.4	120	6.8
121	6.3	99	1.2	121	6.3
122	5.8	100	1.0	122	5.8

C. O. RICHARDSON
Train Master, Fort Worth, Texas

J. M. KERWIN,
Master Mechanic, Shawnee, Okla.

C. A. WELCH,
Asst. Master Mechanic
Fort Worth, Texas

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

J. SHORT,
Chief Dispatcher, Fort Worth, Texas

C. S. STAIG
R. A. MOORE
J. L. HAWN
J. A. PHILLIPS
T. M. WALLACE

Dispatchers,
FORT WORTH,
TEXAS