

MAKE EVERY TRIP A SAFETY TRIP



A. G. HANAU
Trainmaster

C. E. GREENWOOD
Road Foreman of Engines

E. RIVERS
Chief Dispatcher

R. R. HOLDEN
G. M. ERICKSON
Train Dispatchers



ROAD FOREMAN OF ENGINES HAS THE SAME
AUTHORITY AS TRAINMASTER
WHILE ON LINE OF ROAD

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

EMPLOYEES'

TIME TABLE No. 27

NORTHWESTERN DIVISION

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

Sunday, May 1, 1955

Superseding Previous Timetable

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

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

B. A. McDONALD, Superintendent of Rules-Safety
C. W. CAMPBELL, Superintendent
L. M. STUART, General Superintendent Transportation
C. T. WILLIAMS, Ass't. Vice President and General Manager
H. M. WARDEN, Vice President and General Manager

SOUTHWARD

ALTUS SUBDIVISION

NORTHWARD

| FOURTH CLASS | | | Distance from Wichita Falls | TIMETABLE No. 27 | | Symbols, Car Capacity, Siding, | FOURTH CLASS | | |
|-----------------------------|---------------------------|------------------------------|--------------------------------|--------------------------------------|---------------------------|---|------------------------------|-------------|-------------|
| 85 Mixed | 57 Mixed | 83 Mixed & Way Freight | | Effective 12:01 A. M. May 1, 1955 | | | 84 Mixed & Way Freight | 58 Mixed | 86 Mixed |
| Daily Except Saturday | Daily Except Sunday | Daily Except Sunday | STATIONS | | Daily Except Sunday | Daily Except Sunday | Daily Except Saturday | | |
| AM 2.35 | PM 4.40 | AM 7.10 | 77.3 | WELON | WN | PM 2.00 | AM 9.35 | PM 7.35 | |
| | | | 76.2 | A. T. & S. F. Crossing-Unprotected | | | | | |
| 2.45 | 4.50 | s 7.20 | 75.6 | ALTUS | AS | s 1.50 | 9.30 | 7.15 | |
| AM | PM | | 74.8 | S. L.-S. F. Crossing-Gate | | | AM | PM | |
| | | f 7.45 | 67.7 | HUMPHREYS | | 23 P | f 1.25 | | |
| | | s 8.05 | 61.1 | TIPTON | ON | 44 P | s 1.05 | | |
| | | f 8.20 | 56.1 | BURT | | NS P | f 12.50 | | |
| | | 8.35 | 51.1 | GROVER | | 46 | 12.35 | | |
| | | | 50.3 | S. L.-S. F. Crossing-Unprotected | | | | | |
| | | | 50.2 | NORTH FREDERICK JCT. | | P | | | |
| | | s 8.45 | 50.7 | FREDERICK | FI | 14 PY | s 12.25 | | |
| | | | 50.0 | SOUTH FREDERICK JCT. | | | | | |
| | | 8.50 | 49.2 | HUFF | | 42 | 11.55 | | |
| | | 9.00 | 46.0 | KELL | | 65 P | 11.45 | | |
| | | s 9.17 | 40.9 | HOLLISTER | HO | 66 P | s 11.28 | | |
| | | f 9.40 | 34.3 | LOVELAND | | 65 P | f 11.05 | | |
| | | s 10.25 | 27.1 | GRANDFIELD | G | 86 P | s 10.25 | | |
| | | | 20.9 | DEVOL | V | 50 P | s 9.50 | | |
| | | | 18.4 | NORTH BANK | | NS P | | | |
| | | s 11.20 | 14.0 | BURKBURNETT | B | 68 P | s 9.25 | | |
| | | f 11.40 | 6.7 | BACON | | 30 P | f 8.35 | | |
| | | 11.50 | 4.0 | OILDOM | | 45 P | 8.25 | | |
| | | 12.01 PM | 1.4 | NORTH YARD | YD | WGTSFP Yard | 8.15 AM | | |
| | | | 0.9 | W. F. & N. W. JCT. | | | | | |
| | | | | WICHITA FALLS | WF | GWYP Yard | | | |
| 85 | 57 | 83 | | | | 84 | 58 | 86 | |
| 10.2 | 10.2 | 15.7 | | 77.3 | | 13.2 | 20.4 | 5.1 | |
| | | | Average Speed Per Hour | | | | | | |

BETWEEN YARD LIMIT SIGNS ALTUS-WELON TRAINS HAVE NO TIMETABLE SUPERIORITY

OPERATING RULES

Rule 2. Supplement to:

Watches that have been examined and certified to by a designated watch inspector must be used by Superintendents, Assistant Superintendents, Trainmasters, Road Foremen of Engines, District Engineers, Roadmasters, Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Flagmen, Firemen, Hostlers, Engine Foremen, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen, and any employe in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment.

The above employes, upon entering service, and annually in May, must provide themselves with Form CT-90 Standard, to be issued by designated watch inspector on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. They must submit watch for inspection and Card CT-90 Standard for making record thereon, to designated watch inspector as provided for in Rule 2 of the Uniform Code of Operating Rules (or similar Maintenance of Way Rules); except, such Maintenance of Way and Bridge and Building employes who are unable to comply with this Rule monthly, must do so as nearly monthly as possible. Form CT-90 Standard must be in employe's possession while on duty and presented for examination when called for by an officer.

Rule 10 (h). Supplement to:**Permanent Speed Restriction Signs:**

(a) Where in service in certain territories, (Yellow Sign Black Numbers) located as near one (1) mile as conditions will permit in advance of where speed restricted. Resume Speed Sign (Green) as point where restrictions end.

(b) Where in service in certain territories, (Reflector Type), Advance Warning Sign (P) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign (Q or R) at point where speed restricted and Resume Speed Sign (Q or R) at end of restriction. Passenger trains not exceed speed shown on Speed Restriction Signs. Freight trains and Light engines reduce to 10 MPH below speed shown on Speed Restriction Signs, but not exceed maximum speed provided for Freight trains and Light engines.

(c) All territories are protected by Permanent Speed Signs indicated in either item (a) or item (b).

Rule 12(j). Supplement to:

Yellow fuses may be used in giving hand signals except must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

Rule 14. Supplement to:

In making outgoing terminal brake test, one long and one short sound of engine whistle or horn will be sounded after a signal has been received from the car inspector to apply the brakes.

Rule 17(f). Amendment to:

Front engines will display standard white headlight to the front and rear by day.

Rule 35. Amendment to:

| | |
|--------------|----------------|
| Day Signals. | Night Signals. |
| Red Flag | White Light |
| Torpedoes | Torpedoes |
| Red Fuses | Red Fuses |

Rule 99(j). Supplement to:

The following units of equipment do not actuate block signals at all times. Unless otherwise provided, flag protection must be afforded in accordance with Rule 99, including territory covered by the provisions of Rule 99(j):

Pile Drivers
Ballast Plows
Sperry Detector Cars
Weed Burners and Weed Mowers
Clam Shell and other Material Handling Cranes

Rule 209. Amendment to:

Second paragraph is cancelled. Form "X" orders must be in handwriting.

Rule 221(d). Operators Signal Supplies. Amendment to:

| | |
|-------------|-------------------|
| Red Flag | Six (6) Torpedoes |
| White Flag | Six (6) Red Fuses |
| White Light | |

Rules 230 and 232. Supplement to:**Nunn Type Train Order Signal**

Aspect—Parallel with track, Green light.
Indication—Proceed, "No Orders".
Name—Clear Train Order Signal.



Aspect—At right angle to track, Red light.
Indication—Stop, unless clearance received.
Name—Stop Train Order Signal.

Rule 356. Supplement to:

When one or more signals are taken out of service temporarily due to extending siding, moving signals to new locations, or when signals have been knocked down or damaged, and the territory involved is less than five (5) miles, the following Form of Order may be issued:

"Signal (or signals) at (station) or (Mile Post) is (or are) temporarily out of service. The territory protected by these signals is now protected by Signals _____ and _____ between (station) and (station) or between (Mile post) and (Mile post)."

Before issuing this order, Signal Supervisor must confirm in writing that the control section has been properly extended and that proper protection will be afforded all movements. This order must not be used to cover signals nor territory involving spring or remote control switches. It must not be are out of service due to lightning burned out relays, or not be used for short periods of time.

Forms of Train orders. Supplement to Form S-E:

The following form is authorized:

"No 6 Engine 106C wait at B until 930 a m for Extra 207A South.
No 6 take siding B for Extra 207A South"

When a superior train is directed by Train Order Form S-E (Wait Order) to take siding for another train, such instructions, unless annulled by a subsequent Train Order, are in effect after the time stated in the order has expired, and the superior train must approach the designated point at RE-

STRICTED SPEED prepared to stop, expecting to find the inferior train on the main track between the siding switches without flag protection, and must take siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding.

This form of train order must not be combined with any other form of order, and may contain only one waiting point.

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS:

- NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- Between Yard Limit Signs Altus-Welton Yard and Woodward-Guest Yard trains have no timetable superiority.
- Trains Nos. 211-212-217-218, between Hammon Jct. and City Jct. have no timetable superiority.
- On FW&D R. R. tracks, between MP G-790, Wichita Falls, & WF&NW Jct., trains have no timetable superiority; trains and engines must run at REDUCED SPEED in accordance with FW&D R. R. timetable and rules, which govern. FW&D first class trains must not be unnecessarily delayed by MKT movements. (See Special Instructions, Rule 14.)

2. WHERE TRAINS WILL REPORT FOR CLEARANCE OTHER THAN AS REQUIRED BY RULE 83(a) (last paragraph)

- Passenger extras, North Yard instead of Wichita Falls.
- All trains at Woodward instead of Guest.
- No. 83 and passenger extras, Altus instead of Welton.

3. REGISTER STATIONS:

- Passenger extras register North Yard instead of Wichita Falls.
- Welton for extra trains except passenger extras; Altus for fourth class trains and passenger extras.

4. FORM "Y" TRAIN ORDERS AUTHORIZED ON:

All Subdivisions.

5. SPEED AND OTHER RESTRICTIONS:**All Subdivisions**

Wichita Falls—First class trains run at RESTRICTED SPEED between yard limit sign east of South Yard and entrance to FW&D R.R. tracks MP G-790.
Altus—All trains and engines run at speed not exceeding 8 MPH between Main St. and Blaine St. inclusive.

8 MPH, or less if weather conditions affect visibility, must not be exceeded over the following grade crossings:

Forgam—Main Street.

Woodward—All crossings between south interlocking approach signal and AT&SF transfer switch.

Elk City—Main Street.

Burk Burnett—First crossing north and south of station.

North Yard—Jefferson Street.

Wellington—U. S. Hiway 83, MP P-131.9.

15 MPH over following Crossings:

Grandfield—Bell Oil and Gas Crossing at MP 28.

North Yard—Crossing at MP 2.1 north of Panhandle Refinery.

20 MPH over Sheppard Field Access Road Crossing (U. S. 277A), MP 3.2.

Diesel-Electric engines shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail greater than 3 inches. Maximum speed 3 MPH.

Storage track at MP 125 (Shell Rack) may be found blocked with cars.

"Capacity of Sidings" shown on schedule pages is figured on basis of 48 ft. cars and allowing for two 56 ft. units and 40 ft. cabooses.

Trains or engines approaching street or highway crossing protected by automatic crossing signals observe the following:

When train or engine has stopped before crossing is reached or if movement has been made over crossing, it must be known crossing signals are operating before crossing is occupied. If the crossing signals are not operating, crossing must be protected by flagman. Flashing light signal units are equipped with side lights which will indicate when the lights are burning. Otherwise, the crossing bell will indicate signal operation.

At MP 125, in switching loading rack tracks, engines must not come nearer than two car lengths from loading rack. Each track will hold 18 car spot. If necessary, hold on to enough cars while switching to prevent coming closer than two car lengths with engine.

Cars with gross weight exceeding 105 tons must not be handled.

Nos. 83 and 84 are way freight trains between North Yard and North Bank; mixed trains between North Bank and Welton.

6. NORMAL POSITION OF SWITCHES:

All trains and engines approaching South Lead Switch, North Yard, will do so at RESTRICTED SPEED expecting to find this switch lined for either main or lead track.
WF&NW Jct. for FW&D R. R.

7. FLOOD INDICATORS (Automatic Block Signals):

Color Light Signals numbered 986 and 997 near Bridge 99.2 and Color Light Signals numbered 1156 and 1167 near Bridge 116.2. Rules 281 and 291 govern except when "Red" aspect displayed (Stop and Proceed) bridges protected must not be occupied until it is seen or known that they are in safe condition. Report at next telegraph station.

8. AUXILIARY SIGNALS:

Stations at Grandfield and Mangum have semaphore type Train Order Signals. Trains restricted at these stations for another train, finding these signals displaying aspect per rule 231, this will indicate that no train orders will be received that will restrict trains at this point and that such trains will receive at this point train order authority to proceed ahead of or against superior trains. Rule 221(a) governs.

9. RAILROAD CROSSINGS:

a. Altus Subdivision

Frederick—MP 50.3, SL-SF R.R. Stop Sign. Rule 98.
Altus—MP 74.8, SL-SF R.R. Gate. Normally against MKT. Rule 98.
Altus—MP 76.2, AT&SF R.R. Stop Sign. Rule 98.

b. Wellington Subdivision

Wellington—MP P-132.3, FW&D R.R. Gate. Normally against FW&D. Rule 98.

c. Woodward Subdivision

Mangum—MP 96.3, CRI&P R.R. Stop Sign. Rule 98.
Hammon Jct.—MP 154.3, P&SF R.R. Gate. Normally against P&SF. Rule 98. Maximum Speed 15 MPH.
Woodward—MP 219.9—AT&SF interlocking (CTC.)

Emergency operating instructions posted in telephone boxes located at south switch Guest, transfer switch, and at passenger and freight stations.

10. YARDS PROTECTED BY YARD LIMIT SIGNS:

| Wichita Falls Terminal | Woodward Subdivision |
|------------------------|------------------------|
| North Yard | Welon |
| Wichita Falls | Mangum |
| South Yard | Elk City |
| | Woodward |
| | Guest |
| Altus Subdivision | Forgan Subdivision |
| Burkburnett | Guest |
| Grandfield | Forgan |
| Frederick | Wellington Subdivision |
| Altus | Welon |
| Welon | Wellington |

11. STANDARD TIME:

a. Standard Clocks Located at

| | |
|------------------|--------------------|
| Wichita Falls | Elk City |
| Telegraph Office | Telegraph Office |
| North Yard | Woodward |
| Telegraph Office | Telegraph Office |
| Altus | Guest |
| Telegraph Office | Enginehouse Office |
| Welon | Forgan |
| Yard Office | Telegraph Office |

b. Watch Inspectors

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

12. IMPAIRED CLEARANCES:

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

| Subdivision | Mile Post |
|-------------|--|
| Altus | Bridge 114.73, Wichita Falls, Joint Track. |
| Woodward | M.P. 150.8. Overhead Bridge. |
| Woodward | Bridge 154.9, Washita River. |
| All | Mail cranes when pouches are hung. |

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

| Subdivision | Mile Post |
|-------------|--|
| Woodward | M.P. 136.1 CRI&P Overpass. GYP M.P. 198.0 Loading Dock. |

c. Because clearance may be impaired it is dangerous to stand erect on top of engine, a high load on open car, or on top of a covered car, also on side of a car or engine while passing through bridges, by buildings, platforms and other structures along side main and other tracks, due to the fact that engines, cars and loads on open top cars are of various heights and widths.

13. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:

| Station | Location | End Connected | Capacity |
|---------|------------|---------------|----------|
| North | | | |
| Bank | MP 18.3 | South | 4 |
| Burt | MP 56.1 | South | 6 |
| Cole | MP 72.0 | North | 7 |
| | MP 125 | Both | 38 |
| Gyp | MP 198.0 | North | 5 |
| Scott | MP 234.0 | South | 33 |
| Lonar | MP P-114.1 | South | 15 |

14. GOVERNING TIMETABLE AND RULES:

- a. FW&D R.R.—between entrance to their tracks MP G-790 (600 feet north of WV crossing) Wichita Falls and WF&NW Jct.; and on Wichita Falls and Abilene Subdivision (Wichita Valley R.R.).
- b. Small figures shown at Hammon Jct. and City Jct. are for information only.

15. GENERAL ORDER BOOKS LOCATED AT:

| | |
|--|------------------|
| Wichita Falls | Elk City |
| Telegraph Office | Station |
| North Yard | Woodward |
| Telegraph Office | Telegraph Office |
| Enginehouse (Enginemen's Locker & Register Room) | Guest |
| Altus | Enginehouse |
| Telegraph Office | Forgan |
| Welon | Telegraph Office |
| Yard Office | |
| Enginehouse | |

16. ABBREVIATIONS:

- a.

| | |
|-----------------------|----------------------------------|
| W—Diesel engine water | Y—Wye |
| G—Generator water | P—Telephone |
| F—Diesel Fuel | D—Day Telegraph Office |
| T—Turntable | N—Night and Day Telegraph Office |
| S—Track Scales | NO—Night Telegraph office only |
| | NS—No Siding |
- b. The following letters before figures of schedule indicate:
 - "s"—Regular Stop.
 - "f"—Flag Stop to receive or discharge passengers or freight.

c. Abbreviations in connection with MP Locations

P—Wellington Subdivision.

STOP
Damage to Freight
By Coupling Cars
NOT OVER 4 MPH

MAXIMUM SPEED MPH—DIESEL OPERATION
OBSERVING PERMANENT SPEED RESTRICTION SIGNS,
SPEED RESTRICTIONS OR OTHER
RESTRICTIVE CONDITIONS.

| BETWEEN: | North Yard | Burkburnett | Burkburnett | Devol | Devol | Loveland | Loveland | Altus | Altus | Forgan | Wichita | Wellington |
|---------------------------------------|------------|-------------|-------------|-------|-------|----------|----------|-------|-------|--------|---------|------------|
| Passenger Trains..... | 40 | 35 | 40 | 35 | 40 | 35 | 40 | 35 | 40 | 40 | | |
| Freight Trains and Light Engines..... | 25 | 20 | 25 | 20 | 25 | 20 | 25 | 20 | 25 | 25 | | |

Southward freight trains with more than 80% of engine rating may run not to exceed 30 MPH from MP 34 to MP 28 and from MP 12 to MP 9.

Freight engines handling Passenger Trains—Authorized passenger train speed.

Road and Switch Engines or Road Switchers

| | | | | | | |
|---------------------|----|----|----|----|----|----|
| Towed in train..... | 25 | 20 | 25 | 20 | 25 | 25 |
|---------------------|----|----|----|----|----|----|

Yard Service—All Yards 20 MPH.

Trains Handling—

| | | | | | | |
|--|----|----|----|----|----|----|
| Steam Derrick on Tangent Track (See Note 4)..... | 15 | 15 | 15 | 15 | 15 | 15 |
| Ditchers (Boom Attached)..... | 15 | 15 | 15 | 15 | 15 | 15 |
| Scale Test Car X-1658 (See Note 3)..... | 15 | 15 | 15 | 15 | 15 | 15 |
| Scale Test Car X-1659 (See Note 3)..... | 25 | 20 | 25 | 20 | 25 | 25 |
| Pile Drivers..... | 15 | 15 | 15 | 15 | 15 | 15 |

Road, Switch or Road Switchers—Handle next to pulling engine of through train and behind short cars of trains setting out or picking up. (Exception—as provided in Note 1 and Note 2).

Any Engine—Must have air brakes in operation and when set out must be coupled to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and engine must not be placed next to cars containing pipe, poles, piling or loads liable to shift.

- Note 1: When more than one unit of Switch engine or Road Switcher space 5 cars apart.
- Note 2: All 70-ton Road Switchers to be handled next ahead of caboose.
- Note 3: Scale Test Car X-1658 or X-1659 to be handled next ahead of Caboose—Two or more scale test cars handled in same train must be spaced three cars apart on rear of train with rear scale test car next to caboose and maximum speed governing X-1658 must be observed.
- Note 4: Trains handling steam derrick avoid run-in of slack while derrick on curve. Except for short distances derrick to be handled with boom trailing and car placed between engine and derrick.

ENTERING AND LEAVING ALL TURNOUTS—
ALL TRAINS—10 MPH

CLASSIFICATION OF ENGINES

| Diesel Unit Number | Tonnage Class | Designation | Class Of Service | Steam Generator | Equipped For Multiple Unit Control | Geared For Max. Speed MPH |
|--------------------|---------------|-------------|------------------|-----------------|------------------------------------|---------------------------|
| 101 | 21 | EA-7 | PASS. | Yes | Yes | 85 |
| 106-107 | 27 | E-8 | PASS. | Yes | Yes | 85 |
| 121-124 | 34 | FP-7 | FRT.-PASS. | Yes | Yes | 77 |
| 131-135 | 27 | E-8 | PASS. | Yes | Yes | 85 |
| 151-152 | 27 | ALCO | PASS. | Yes | Yes | 90 |
| 153-157 | 34 | ALCO | PASS. | Yes | Yes | 90 |
| 201-207 | 40 | F-3 | FRT. | No | Yes | 65 |
| 208-211 | 40 | F-7 | FRT. | No | Yes | 65 |
| 226-229 | 40 | F-7 | FRT. | No | Yes | 65 |
| 326-334 | 40 | ALCO | FRT. | No | Yes | 65 |
| 1000-1010 | 34 | BALD. | SW | No | No | 60 |
| 1026-1030 | 34 | NW-2 | SW | No | No | 60 |
| 1201-1215 | 34 | BALD. | SW | No | No | 60 |
| 1226-1235 | 34 | SW-9 | SW | No | No | 65 |
| 1501-1509 | 40 | GP-7 | RD-SW | No | No | 65 |
| 1510-1529 | 40 | GP-7 | RD-SW | No | Yes | 65 |
| 1551-1563 | 48 | ALCO | RD-SW | No | Yes | 65 |
| 1571-1586 | 48 | BALD. | RD-SW | No | Yes | 70 |
| 1591 | 48 | F.M. | RD-SW | No | No | 70 |
| 1651-1654 | 21 | G.E. | RD-SW | No | No | 55 |
| 1701-1702 | 40 | ALCO | RD-SW | Yes | Yes | 80 |
| 1731-1734 | 40 | F.M. | RD-SW | Yes | Yes | 80 |
| 1761-1764 | 40 | GP-7 | RD-SW | Yes | Yes | 65 |
| 1787-1788 | 48 | BALD. | RD-SW | Yes | Yes | 70 |

Note:—When unit of different make or model is operated with another unit or units, tonnage rating for all units will be that of the lowest rating of any unit of the combination except EMD E-8 unit will not be operated in combination with other units in freight service.

TONNAGE RATING OF ENGINES BY CLASS PER UNIT

ALTUS SUBDIVISION

| Tonnage Class of Engines | 21 | 27 | 34 | 40 | 48 |
|------------------------------------|------|------|------|------|------|
| FROM TO | | | | | |
| Wichita Falls..... Altus..... | 1425 | 1825 | 2300 | 2700 | 3250 |
| Altus..... Grandfield..... | 1900 | 2425 | 3050 | 3600 | 4325 |
| Grandfield..... Wichita Falls..... | 1575 | 2025 | 2550 | 3000 | 3600 |

WOODWARD SUBDIVISION

| Tonnage Class of Engines | 21 | 27 | 34 | 40 | 48 |
|---------------------------|------|------|------|------|------|
| FROM TO | | | | | |
| Altus..... Mangum..... | 1575 | 2025 | 2550 | 3000 | 3600 |
| Mangum..... Hammon..... | 1175 | 1525 | 1925 | 2250 | 2700 |
| Hammon..... Woodward..... | 1275 | 1650 | 2075 | 2450 | 2950 |
| Woodward..... Hocker..... | 1325 | 1700 | 2125 | 2500 | 3000 |
| Hocker..... Mangum..... | 1575 | 2025 | 2550 | 3000 | 3600 |
| Mangum..... Altus..... | 3675 | 4725 | 5950 | 7000 | 8400 |

FORGAN SUBDIVISION

| Tonnage Class of Engines | 21 | 27 | 34 | 40 | 48 |
|---------------------------|------|------|------|------|------|
| FROM TO | | | | | |
| Woodward..... Forgan..... | 1325 | 1700 | 2125 | 2500 | 3000 |
| Forgan..... Mocane..... | 1425 | 1825 | 2300 | 2700 | 3250 |
| Mocane..... Supply..... | 3675 | 4725 | 5950 | 7000 | 8400 |
| Supply..... Woodward..... | 1675 | 2150 | 2725 | 3200 | 3850 |

WELLINGTON SUBDIVISION

| Tonnage Class of Engines | 21 | 27 | 34 | 40 | 48 |
|---------------------------|------|------|------|------|------|
| FROM TO | | | | | |
| Welton..... Duke..... | 1575 | 2025 | 2550 | 3000 | 3600 |
| Duke..... Wellington..... | 1425 | 1825 | 2300 | 2700 | 3250 |
| Wellington..... Duke..... | 1575 | 2025 | 2550 | 3000 | 3600 |
| Duke..... Welton..... | 2100 | 2700 | 3400 | 4000 | 4800 |

EMPLOYEES HOSPITAL ASSOCIATION

Dr. Roland S. Kieffer, Chief Surgeon, 1832 Railway Exchange Building, St. Louis 1, Mo.

| STATION | NAME | TITLE | STATION | NAME | TITLE |
|------------------|-------------------------------|---------------|--------------------|----------------------------|------------------|
| Altus..... | Dr. H. N. Bussey..... | Local Surgeon | Mangum..... | Dr. Tom L. Wainwright..... | |
| Altus..... | Dr. C. L. Tiefertiller..... | Oculist | Tipton..... | Dr. J. H. Holman..... | |
| Altus..... | Dr. E. A. Abernethy..... | Local Surgeon | Wellington..... | Dr. E. W. Jones..... | |
| Burkburnett..... | Dr. J. A. Davey..... | | Wichita Falls..... | Dr. J. A. Johnson..... | Oculist |
| Burkburnett..... | Dr. Phillip A. Carpenter..... | | Wichita Falls..... | Dr. R. L. Hargrave..... | Division Surgeon |
| Elk City..... | Dr. L. V. Baker..... | | Wichita Falls..... | Dr. B. R. Collins..... | Division Surgeon |
| Grandfield..... | Dr. W. A. Fuqua..... | | Woodward..... | Dr. C. E. Williams..... | Oculist |
| Hollis..... | Dr. R. H. Lynch..... | | Woodward..... | Dr. Joe L. Duer..... | Local Surgeon |
| Hollis..... | Dr. Robert S. Srigley..... | | Beaver..... | Dr. E. A. McGrew..... | |
| Leedey..... | Dr. W. E. Seba..... | | Beaver..... | Dr. Ed S. Calhoon..... | |
| Mangum..... | Dr. L. E. Pearson..... | | Hooker..... | Dr. L. G. Blackmer..... | |
| Mangum..... | Dr. Fred W. Sellers..... | | Hooker..... | Dr. F. P. Cawley..... | |

TO BE SAFE

Be Where

You Are

With All

Your Mind