

ADDITIONAL STOPS FOR TRAINS CARRYING PASSENGERS

- No. 3 Stop on signal at Seneca and Fairland to discharge revenue passengers from Springfield and beyond and to receive passengers for Tulsa and beyond.
Stop at Ritchey, Granby, Racine, Seneca, Wyandotte and Fairland when requested by postal clerk for purpose of handling registered mail of exceptional value, including shipments of coin.
- No. 4 Stop at Fairland to discharge revenue passengers from Tulsa and beyond and on signal to receive revenue passengers for Springfield and beyond and for milk, cream and express.
Stop at Seneca on signal to receive or discharge revenue passengers and for milk, express and cream.
- No. 9 Stop on signal at Afton to discharge revenue passengers from St. Louis and beyond and to receive revenue passengers for Oklahoma City and beyond.
- No. 10 Stop at Afton to discharge revenue passengers and stop on signal to receive revenue passengers.

SURGEONS

The following Surgeons of the Frisco Employees' Hospital Association are authorized Surgeons.

GENERAL HOSPITAL, 4960 LACLEDE AVE., ST. LOUIS 8, MISSOURI

- Vencel W. Hollis, M. D. Chief Surgeon
- James P. Murphy, M. D. Physician-in-Charge
- Daniel L. Sexton, M. D. Physician-in-Charge
- Harry A. Wittler, M. D. Attending Surgeon
- John J. Keenoy, M. D. Attending Surgeon
- Louis F. Stephens, M. D. Attending Surgeon
- W. D. Schierman, M. D. Attending Physician
- James C. Redington, Jr., M. D. Attending Physician
- Robert H. Ramsey, M. D. Attending Physician
- Hugh C. Crowell, M. D. Attending Physician and Dispensary Surgeon
- Robert C. Hoppe, M. D. Dispensary Surgeon
- Gus J. Furla, M. D. Dispensary Surgeon
- Norman C. Miller, M. D. Dispensary Surgeon
- A. G. Boldizar, M. D. Oculist

SPRINGFIELD, MISSOURI

- H. A. Lowe, Jr., M. D. Surgeon-in-Charge
- H. A. Lowe, Sr., M. D. Division Surgeon
- John W. Williams, M. D. Oculist
- R. B. Stewart, M. D. Oculist

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|--|---|
| <ul style="list-style-type: none"> E. W. Mabry, M. D. (L) Altus Charles T. Kent, M. D. (L) Bristow C. W. Robertson, M. D. (LE) Chandler W. J. Baze, M. D. (LE) Chickasha Joseph J. Swan, M. D. (L) Chickasha Harvey D. Elkouri, M. D. (L) Chickasha W. D. Anderson, M. D. (L) Claremore David Carson, M. D. (L) Fairland C. W. Joyce, M. D. (L) Fletcher H. C. Smith, M. D. (L) Lawton F. T. Kerr, M. D. (DE) Monett C. M. O'Leary, M. D. (DE) Oklahoma City Dick Lowry, M. D. (O) Oklahoma City M. B. Glismann, M. D. (LE) Oklahoma City C. E. Clymer, M. D. (LE) Oklahoma City John Clymer, M. D. (LE) Oklahoma City Robert R. McDaniel, M. D. (L) Quannah J. F. Curry, M. D. (DE) Sapulpa E. A. Allgood, M. D. (L) Snyder Carl Bailey, M. D. (L) Stroud Eric M. White, M. D. (D) Tulsa John V. White, M. D. (D) Tulsa | <ul style="list-style-type: none"> Fred Perry, M. D. (CE) Tulsa Hugh Perry, M. D. (DE) Tulsa Theodore Turnbull, M. D. (AI) Tulsa Joseph Fulcher, M. D. (CU) Tulsa Hugh Evans, M. D. (O) Tulsa J. F. Renegar, M. D. (L) Tuttle W. R. Marks, M. D. (LE) Vinita |
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- | | |
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| <ul style="list-style-type: none"> D—Division Surgeon L—Local Surgeon DI—Division Internist AI—Associate-Internist DE—Division Examining Surgeon LE—Local Examining Surgeon O—Oculist AL—Alternate Local Surgeon CE—Consulting Examining Surgeon AO—Assistant Oculist CU—Consulting Urologist AS—Associate Surgeon | |
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St. Louis-San Francisco Railway Company

SOUTHWESTERN DIVISION

TIME TABLE

No.

43

EFFECTIVE

Sunday, December 3, 1961

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

FOR EMPLOYEES ONLY

The Railway Company reserves the right to vary from the schedules contained herein as circumstances require.

C. C. LANE
Superintendent

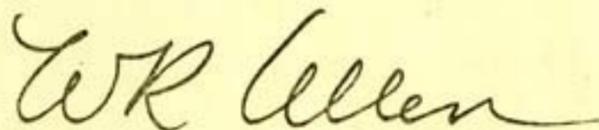
A REMINDER

Please remember that your customers, whether receivers of the freight you haul or passengers on your train, are—in the final analysis—your employers. They, and they alone, pay your wages. Through the Frisco, they hire you to perform transportation service, the only product we have for sale and the only reason for the existence of the Frisco—and your job!

The all-important measure of the quality of the service we provide is the number of satisfied customers we have. It is therefore, our job and our responsibility to make every customer a satisfied customer. Whether they are satisfied customers or not depends to a very great extent on the personal attitude of the Frisco people with whom they come in contact.

How can we insure customer satisfaction in performing our daily tasks? Here are a few suggestions:

1. Avoid arguments or friction with customers. A calm and pleasant manner, regardless of circumstances, will win friends for you and the railroad.
2. Be courteous under all circumstances.
3. Be informed on matters that pertain to your line of work and answer questions to the best of your ability.
4. Take pride in your work. Railroading is a respected profession through which you contribute to the welfare of your community.
5. Be neat in appearance and attentive to business.
6. On-time performance and smooth handling of passenger trains are essential to continued patronage.
7. Always exercise care in the operation and switching of freight trains. Rough handling results in damage to our customers' goods and in delays to their shipments due to damaged equipment. Such damage and delay is a sure way to lose customer good will and must be avoided.
8. Endeavor to excel. There is no substitute for a job well done.



General Manager

SPECIAL INSTRUCTIONS

1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS.

Train order signal Pierce City governs westward Northern Division trains only.

Northern Division trains leaving Monett must secure clearance from both Southwestern and Northern Division.

Trains originating Afton will not require clearance except when operator on duty.

First class trains will register by Form 1339 Standard at Cherokee Yard and East Yard.

Tulsa and Oklahoma City are register stations for first class trains and trains originating or terminating at these points only.

All trains must secure clearance at Tulsa Tower.

Trains originating Tulsa will not require clearance.

Westward trains originating Tulsa will secure clearance at Cherokee Yard.

Eastward trains originating Cherokee Yard will not require clearance.

Red River Division northward trains will assume corresponding schedule on Southwestern Division between Sapulpa and Tulsa.

Trains finding light out in train order signal at Sapulpa may proceed after securing clearance or on authority of dispatcher.

Westward trains will not require clearance at Sapulpa unless train order signal is displaying stop indication.

2. USE OF TRACKS OF OTHER DIVISIONS AND FOREIGN LINES.

S.L.-S.F. trains will use Q. A. & P. tracks between Red River and Quanah and be governed by S.L.-S.F. time table and Q. A. & P. rules and instructions.

Cherokee Subdivision trains will be governed by Oklahoma Subdivision time table between Tulsa and Cherokee Yard.

Chickasha Subdivision trains will be governed by Oklahoma Subdivision time table between Oklahoma City and East Yard.

Rock Island special instructions read as follows: "All trains and engines will move at restricted speed on Rock Island tracks within yard limits at Lawton, Fort Sill and Oklahoma City."

3. MAXIMUM SPEED.

Cherokee Subdivision:

	Miles Per Hour Pgr.	Per Hour Freight
Between Monett and Pierce City—North track.....	70	50
Between Monett and Pierce City—South track.....	50	45
Between Pierce City and Tulsa.....	70	50
Except regular connections Trains 37 and 437.....		55
Except regular connection Train 435		60

Oklahoma Subdivision

.....	70	50
Except regular connections Trains 37, 435 and 437.....		55

Chickasha Subdivision:

Between Oklahoma City and MP G-544-22.....	40	25
MP G-544-22 and MP G-637-20.....	50	45
MP G-637-20 and Quanah.....	45	45

4. SPEED RESTRICTIONS.

Troop trains handling mixed freight and passenger equipment, when any part of passenger equipment being handled behind freight equipment 45

CHEROKEE SUBDIVISION:

First class trains move at restricted speed between MP G-282-20 and Monett passenger station expecting to find main track occupied. Main track between these points may be used without protection against first class trains.

4. SPEED RESTRICTIONS (Continued).

	Miles Per Hour Pgr.	Per Hour Freight
Engine of westward trains North Track passing MP G-283-34		50
MP G-285-8 through turnouts both ends crossover.....	25	25
Pierce City:		
Through turnout end two main tracks	50	50
Through turnout Northern Division Junction.....	25	25
Through turnouts all sidings except Seneca, Claremore and Garnett	25	25
Curves between.....MP G-292-27 and MP G-293	65	55
G-295-4 G-295-17.....	60	50
G-299 G-299-18.....	60	50
G-300-12 G-304-20.....	65	55
G-305-39 G-306-30.....	65	55
Engine of westward trains passing MP G-307-29.....		45
Neosho, between MP G-309-24 and MP G-310-11 until engine over street crossings	30	30
Curves between.....MP G-310-4 and MP G-310-21.....	50	45
G-311-37 G-313-5	60	50
G-313-38 G-314-14.....	65	55
G-337-12 G-338	65	55
Fairland, through interlocking	60	
KO&G connection	10	10
Todd, eastward trains through turnout, west end siding.....	30	30
Between MP G-359-20 and MP G-360-11 until engine over street crossings	30	30
Curves between.....MP G-364-11 and MP G-364-22.....	55	50
G-364-37 G-365-5	65	55
G-370-1 G-370-21.....	65	55
G-375-35 G-376-8	45	45
G-376-20 G-377-5	65	55
Engine of westward trains passing MP G-395-24.....		50
Claremore, between MP G-397-8 and MP G-397-31 until engine through these limits	20	20
Curves between.....MP G-406-26 and MP G-406-35.....	55	50
G-408-38 G-411-10.....	55	50
East Tulsa, through turnout end two main tracks	50	50
Between MP G-418-12 and MP G-428-14 until engine over street crossings	25	25
Eastward trains on westward track between MP G-422-36 and MP G-422-32 until engine or lead car over crossing	15	15
Tulsa, through interlocking	15	15
First class trains move at restricted speed between MP G-423 and MP G-425 expecting to find main track occupied. Main track between these points may be used without protection against first class trains. Trains must not be unnecessarily delayed.		
Through turnout and crossover MP G-425-6.....	20	20
Between MP G-427-14 and MP G-428-14.....	40	40
Through turnout and crossover MP G-428-27.....	25	25
Between MP G-428-31 and MP G-429-3 westward trains....	40	40
Between MP G-428-39 and MP G-429-13 on north track until engine through these limits	20	20

(Continued on page 12)

WESTWARD

SOUTHWESTERN DIVISION — CHEROKEE SUBDIVISION

Distance from St. Louis	STATIONS	Communicating Office	FIRST CLASS	
			9 Meteor	3 The Will Rogers
Miles			Leave Daily	Leave Daily
282.0	MONETT	DN	A M 1 35	P M 4 05
286.9	PIERCE CITY	D	1 42	4 12
297.2	RITCHEY		1 52	4 22
302.0	GRANBY			4 27
308.5	JEFF		2 04	4 34
309.2	K. C. S. CROSSING			
309.8	NEOSHO	2S	2 16	4 51
319.2	RACINE		2 28	5 02
325.4	SENECA, MO.	D	2 34	5 08
332.9	WYANDOTTE, OKLA.		2 41	5 15
340.4	K. O. & G. CROSSING			
340.6	FAIRLAND		2 49	5 23
347.0	KAHOGA		2 55	5 30
348.1	AFTON	D	2 56	5 32
353.6	TODD		3 01	5 38
359.7	M.-K.-T. CROSSING			
359.7	VINITA	D	3 18	5 55
366.7	WHITE OAK	D	3 26	6 02
374.0	CATALE		3 33	6 09
379.1	CHELSEA	D	3 38	6 14
384.8	BUSHYHEAD		3 43	6 20
387.5	FOYIL			
391.6	SEQUOYAH		3 49	6 27
396.4	DEGROAT		3 54	6 32
397.0	M. P. CROSSING			
397.6	CLAREMORE	D	3 59	6 37
404.3	VERDIGRIS		4 07	6 45
409.1	CATOOSA	D	4 12	6 50
412.6	TIGER		4 16	6 54
414.0	GARNETT		4 17	6 56
417.0	DOUGLAS		4 20	6 59
418.7	DAWSON			
420.4	EAST TULSA		4 25	7 07
423.0	TULSA TOWER	DN		
423.0	A. T. & S. F. CR. M. V.-M.-K.-T. CR.			
423.5	TULSA		4 40 A M	7 30 P M
426.9	CHEROKEE YARD	DN		
	(141.5) (144.9)		Arrive Daily	Arrive Daily
			9	3

Eastward trains are superior to westward trains of the same class.

SOUTHWESTERN DIVISION—CHEROKEE SUBDIVISION

WESTWARD

SECOND CLASS							Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	THIRD CLASS
31	33	437	337	137	435	37			Siding	Other		441
Leave Daily						Local						
PM 2 30		AM 3 45	AM 5 30		AM 3 10	AM 1 50	282	Two Main Tracks	YA	RD	RGTY CBO	AM 6 10
			5 40 AM				G287		MONETT 4.9			
							G297	PIERCE CITY 10.3		219		
							G302	RITCHEY 4.8	114	29		
							G309	GRANBY 6.5		17		
								JEFF 0.7	114			
								K. C. S. CROSSING 0.6	Interlocking			
							G310	NEOSHO 9.4	91	59	R	
							G319	RACINE 6.2	114	10		
							G325	SENECA, MO. 7.5	60	75		
							G333	WYANDOTTE, OKLA. 7.5	133	10		
								K. O. & G. CROSSING 0.2	Interlocking			
							G341	FAIRLAND 6.4	131	63		
							G347	KAHOGA 1.1	114			
	PM 5 30			AM 4 00			G348	AFTON 5.5	YA	RD	YC BO	
							G354	TODD 6.1	120	6		
								M.-K.-T. CROSSING 0.0	Interlocking			
							G360	VINITA 7.0	161	174	RGY	
							G367	WHITE OAK 7.3	115	152		
							G374	CATALE 5.1	114	18		
							G379	CHELSEA 5.7	92	148		
							G385	BUSHYHEAD 2.7	126	18		
							G388	FOYIL 4.1		28		
							G392	SEQUOYAH 4.8	91	100		
							G396	DEGROAT 0.6	128			
								M. P. CROSSING 0.6	Interlocking			
							G398	CLAREMORE 6.7		182	RY	
							G404	VERDIGRIS 4.8	118	29		
							G409	CATOOSA 3.5	86	175		
							G412	TIGER 1.4	112		Y	
							G414	GARNETT 3.0	68	370		
							G417	DOUGLAS 1.7		77		
							G419	DAWSON 1.7		71	Y	
							G420	EAST TULSA 2.6				
								TULSA TOWER 0.0			R	
								A. T. & S. F. CR. 0.5	Interlocking			
							G424	M.V.-M.-K.-T. CR. 3.4	YA	RD	RGTY CBO	
								TULSA	YA	RD	RGTY CBO	PM 2 30 PM
							G426	CHEROKEE YARD	YA	RD	RGTY CBO	PM 2 30 PM
Arrive Daily		(141.5) (144.9)				Arrive Daily Ex. Sunday						
31	33	437	337	137	435	37						441

Eastward trains are superior to westward trains of the same class.

EASTWARD

SOUTHWESTERN DIVISION — CHEROKEE SUBDIVISION

Distance from St. Louis	STATIONS	Communicating Office	FIRST CLASS	
			4 The Will Rogers	10 Meteor
			Arrive Daily	Arrive Daily
Miles				
282.0	Two Main Tracks MONETT 4.9	DN	PM 1 25	AM 12 15
286.9	PIERCE CITY 10.3	D	1 16	12 04 AM
297.2	RITCHEY 4.8		1 05	11 53
302.0	GRANBY 6.5		1 00	
308.5	JEFF 0.7		12 53	11 41
309.2	K. C. S. CROSSING 0.6			
309.8	NEOSHO 9.4	2S	12 50	11 38
319.2	RACINE 6.2		12 35	11 20
325.4	SENECA, MO. 7.5	D	12 28	11 14
332.9	WYANDOTTE, OKLA. 7.5		12 19	11 06
340.4	K. O. & G. CROSSING 0.2			
340.6	FAIRLAND 6.4		12 11	10 58
347.0	KAHOGA 1.1		12 04	10 51
348.1	AFTON 5.5	D	12 02 PM	10 48
353.6	TODD 6.1		11 55	10 42
359.7	M.-K.-T. CROSSING 0.0			
359.7	VINITA 7.0	CTC D	11 48	10 35
366.7	WHITE OAK 7.3	D	11 38	10 19
374.0	CATALE 5.1		11 31	10 12
379.1	CHELSEA 5.7	D	11 25	10 07
384.8	BUSHYHEAD 2.7		11 20	10 02
387.5	FOYIL 4.1			
391.6	SEQUOYAH 4.8		11 13	9 55
396.4	DEGROAT 0.6		11 08	9 50
397.0	M. P. CROSSING 0.6			
397.6	CLAREMORE 6.7	D	11 06	9 47
404.3	VERDIGRIS 4.8		10 56	9 37
409.1	CATOOSA 3.6	D	10 51	9 32
412.6	TIGER 1.4		10 47	9 28
414.0	GARNETT 3.0		10 45	9 26
417.0	DOUGLAS 1.7		10 41	9 23
418.7	DAWSON 1.7			
420.4	EAST TULSA 2.6	ABS	10 33	9 17
423.0	TULSA TOWER 0.0	DN		
423.0	A. T. & S. F. CR. M.V.-M-K-T CR. 0.5			
423.5	TULSA 3.4		10 25 AM	9 10 PM
426.9	CHEROKEE YARD (141.5) (144.9)	DN		
			Leave Daily	Leave Daily
			4	10

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TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS.

Cherokee Subdivision					Chickasha Subdivision				
Mile	Car Capacity	Station Number	End Connection		Mile	Car Capacity	Station Number	End Connection	
Niles.....	313.3	7	G-313	East	Swanda.....	545.9	20	G-546	West
W. Seneca.....	326.0	30	G-326	Both	Spur.....	547.1	333	G-547	East
Asylum.....	358.2	13	G-358	East	Lecox.....	548.2	31	G-548	West
Peabody Spur.....	381.0	270	G-381	Wye	Selena.....	558.8	13	G-559	East
Oklahoma Subdivision					Bell.....	561.7	38	G-562	East
Red Horse.....	534.3	29	G-534	East	Lige.....	668.2	2	G-668	East

WESTWARD

SOUTHWESTERN DIVISION — OKLAHOMA SUBDIVISION

THIRD CLASS 445 Local Leave Tues., Thurs., Sat.	SECOND CLASS		Distance from St. Louis Miles	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	FIRST CLASS				
	33 Leave Daily	31 Leave Daily					9 Meteor Leave Daily	435 Freight Leave Daily	37 Freight Leave Daily	437 Freight Leave Daily	3 The Will Rogers Leave Daily
A M 6 00	P M 11 50	A M 4 00	423.5		TULSA 3.4	ABS RGCBO	A M 5 10				P M 7 55
			426.9	DN	CHEROKEE YARD 3.6	RGTY CBO	5 16	A M 7 00	A M 9 30	A M 10 45	8 02
			430.5		NORRIS 5.0	CTC	5 21				8 08
			435.5		OMA 1.7		5 26				8 13
A M 6 35	A M 12 15	A M 4 20	437.2	D	SAPULPA 8.4	Y	f 5 28	7 20	A M 9 50	11 05	s 8 15 10
7 10		4 31	445.6		KELLYVILLE 13.4		5 41	7 31		11 16	f 8 39
7 48 ¹³⁵		4 51	459.0	D	BRISTOW 7.6	RY	f 6 00	7 48 ⁴⁴⁵		11 36 ⁴⁴⁴	s 8 58 30
8 40 ⁴		5 00	466.6		DEPEW 5.6		6 09	7 57		11 45	f 9 08
			472.2		MILFAY 5.3						9 15
9 33		5 15	477.5	D	STROUD 5.5		6 22	8 09		11 58 P M	f 9 23
10 30		5 23	483.0	P	BINKLEY 2.4		6 28	8 15 ⁴		12 05	9 30
10 50		5 27	485.4	D	DAVENPORT 8.5	ABS (Rule 510(a))	6 31	8 18		12 08	f 9 34
11 49 P M		5 39	493.9	D	CHANDLER 4.1		f 6 44	8 27 ⁴⁴⁴		12 19	s 9 47
12 25 ¹³⁷		5 46	498.0	P	GOW 4.8		6 50	8 32		12 25 ⁴⁴⁵	9 52
12 55		5 53	502.8		WARWICK 2.7		6 55	8 38		12 31	f 9 58
			505.5		WELLSTON 4.3						f 10 01
1 10		6 03	509.8	P	HIBSAW 4.9		7 04 ⁴⁴⁴	8 46		12 39	10 06
1 20			514.7		LUTHER 9.5						f 10 11
1 40		6 25 ⁴⁴⁴	524.2		JONES 5.9		7 20 ⁴	9 02		12 58	f 10 23
1 50		6 33	530.1	P	MUNGER 0.6		7 27	9 09		1 07	10 31 ³²
			530.7		SPENCER 4.9						
2 00		6 43	535.6		GREIG 0.2		7 36	9 15		1 15	10 37
			535.8		C. R. I. & P. CROSS. O. C. A. & A. CROSS. 3.7						
2 30 P M		7 00 ⁴ A M	539.5	2S	EAST YARD 1.0	RGT CBO	7 45	9 25 A M		1 40 P M	10 43
			540.5	2S	OKLAHOMA CITY	YCB	s 8 00 A M				10 55 P M
Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily			(113.6) (117.0)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
445	33	31					9	435	37	437	3

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17. TONNAGE RATING OF ENGINES BY CLASSES.

TONNAGE CLASS OF ENGINE	WESTWARD						
	21	26	27	34	42	50	52
Monett to Neosho	2660	1770	2990	2660	4000	4680	4915
Neosho to Racine	1150	765	1280	1150	1725	2015	2115
Racine to Vinita	1665	1105	1870	1665	2750	2925	3070
Vinita to Catale	1465	975	1645	1465	2200	2570	2700
Catale to Catoosa	1500	995	1685	1500	2250	2630	2760
Catoosa to Tiger	1100	730	1235	1100	1650	1930	2025
Tiger to Cherokee Yard	1365	905	1535	1365	2050	2395	2515
Cherokee Yard to Sapulpa	1200	795	1350	1200	1800	2105	2210
Sapulpa to Bristow	1150	765	1280	1150	1725	2015	2115
Bristow to Luther	1265	840	1420	1265	1900	2220	2330
Luther to Munger	1150	765	1280	1150	1725	2015	2115
Munger to East Yard	2000	1330	2250	2000	3000	3510	3685
East Yard to Snyder	1300	865	1460	1300	1950	2275	2390
Snyder to Altus	1865	1245	2100	1865	2800	3265	3430
Altus to Quanah	1430	995	1560	1430	2150	2510	2635

TONNAGE CLASS OF ENGINE	EASTWARD						
	21	26	27	34	42	50	52
Quanah to Olustee	1240	825	1395	1240	1850	2100	2205
Olustee to Snyder	1600	1065	1800	1600	2400	2800	2940
Snyder to Cache	1265	845	1420	1265	1900	2215	2325
Cache to Fort Sill	1865	1245	2100	1865	2800	3265	3430
Fort Sill to Chickasha	1280	855	1440	1280	1925	2245	2355
Chickasha to Wheatland	1240	825	1395	1240	1850	2100	2205
Wheatland to East Yard	2000	1330	2250	2000	3000	3500	3675
East Yard to Chandler	1330	885	1495	1330	2000	2340	2455
Chandler to Stroud	1150	765	1280	1150	1725	2015	2115
Stroud to Depew	1215	805	1365	1215	1825	2135	2240
Depew to Sapulpa	1665	1105	1870	1665	2500	2925	3070
Sapulpa to Cherokee Yard	1465	975	1645	1465	2200	2570	2700
Cherokee Yard to Catoosa	1330	885	1495	1330	2000	2340	2455
Catoosa to Chelsea	1550	1030	1790	1550	2325	2720	2855
Chelsea to White Oak	1465	975	1645	1465	2200	2570	2700
White Oak to Seneca	1665	1105	1870	1665	2500	2925	3070
Seneca to Neosho	1200	795	1350	1200	1800	2105	2210
Neosho to Monett	2000	1330	2250	2000	3000	3510	3685

SOUTHWESTERN DIVISION — OKLAHOMA SUBDIVISION

EASTWARD

FIRST CLASS		Station Number	STATIONS	Track Capacity		SECOND CLASS						THIRD CLASS	
10 Meteor	4 The Will Rogers			Siding	Other	530	34	38	30	36	32	444 Local	
Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	
PM 8 45	AM 10 00	G424	TULSA 3.4	ABS		YARD							
8 30	9 37	G426	CHEROKEE YARD 3.6	CTC		YARD	AM 4 00	AM 11 30	PM 7 00	PM 7 30	PM 7 40	AM 1 30	PM 2 40
8 22	9 29	G431	NORRIS 5.0										
8 17	9 23	G436	OMA 1.7										
f 8 15 ³	s 9 20	G438	SAPULPA 8.4	ABS		YARD	AM 2 40	AM 10 50	PM 6 15	PM 6 10	PM 6 45	AM 12 42	PM 1 10
8 05	f 9 08	G446	KELLYVILLE 13.4	CTC		84				5 57	6 30	12 30	12 10 PM
f 7 51	s 8 50	G459	BRISTOW 7.6	ABS (Rule 510(a))		143				5 37	6 10	12 12	11 36 ⁴³⁷
7 43	f 8 40 ⁴⁴⁵	G467	DEPEW 5.6			61				5 25	5 55	12 02 AM	10 30
	8 32	G472	MILFAY 5.3										
7 33	s 8 25	G478	STROUD 5.5			73				5 10	5 40	11 48	10 10
7 27	8 15 ⁴³⁵	G483	BINKLEY 2.4			105				5 01	5 30	11 38	9 20
7 24	s 8 11	G485	DAVENPORT 8.5							4 53	5 25	11 34	9 10
s 7 15	s 8 00	G494	CHANDLER 4.1			42				4 42	5 13	11 23	8 27 ⁴³⁵
7 09	7 52 ⁴⁴⁴	G498	GOW 4.8			94				4 36	5 07	11 16	7 52 ⁴
7 05	f 7 47	G503	WARWICK 2.7							4 30	4 58	11 10	7 25
	f 7 43	G506	WELLSTON 4.3										7 15
6 58	7 38	G510	HIBSAW 4.9			118				4 19	4 48	11 00	7 04 ⁹
	f 7 33	G515	LUTHER 9.5										6 40
6 45	f 7 20 ⁹	G524	JONES 5.9			70				3 59	4 28	10 40	6 25 ³¹
6 40	7 12	G530	MUNGER 0.6			57				3 50	4 20	10 31 ³	6 16
	7 11	G531	SPENCER 4.9										
		G536	GREIG 0.2										6 08
			C. R. I. & P. CROSS. O. C. A. & A. CROSS. 3.7	Interlocking									
6 28	7 03 ³¹	G540	EAST YARD 1.0							3 30 PM	4 00 PM	10 00 PM	6 00 AM
6 25 PM	7 00 AM	G541	OKLAHOMA CITY										
Leave Daily	Leave Daily		(113.6) (117.0)										Leave Mon., Wed., Fri.
10	4						530	34	38	30	36	32	444

Eastward trains are superior to westward trains of the same class.

- L. J. KING, Superintendent Terminals.....Tulsa, Oklahoma
- R. E. BEATTY, Terminal Trainmaster.....Tulsa, Oklahoma
- G. S. POLLARD, Terminal Trainmaster.....Tulsa, Oklahoma
- F. LANCE, Terminal Trainmaster.....Tulsa, Oklahoma
- P. L. MOREY, Assistant Terminal Trainmaster.....Tulsa, Oklahoma
- L. T. ABLES, Assistant Superintendent.....Tulsa, Oklahoma
- G. R. CLINKENBEARD, Assistant Superintendent.....Oklahoma City, Oklahoma
- E. H. JAMES, Assistant Trainmaster.....Tulsa, Oklahoma
- E. W. BROWN, Road Foreman of Equipment.....Tulsa, Oklahoma
- N. C. SWEETIN, Road Foreman of Equipment.....Tulsa, Oklahoma
- A. L. PURSLEY, Chief Dispatcher.....Tulsa, Oklahoma

WESTWARD

SOUTHWESTERN DIVISION — CHICKASHA SUBDIVISION

THIRD CLASS	SECOND CLASS			Distance from St. Louis Miles	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	FIRST CLASS
	451 Local	31	437					435
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily					Leave Daily
	P M 4 00	P M 1 45	A M 9 25	539.5	2S	EAST YARD	RGT CBO	
				540.5	2S	1.0 OKLAHOMA CITY	YCB	A M 9 00
				542.5		2.0 STOCK YARDS JCT.		
				542.8		0.3 A. T. & S. F. CROSSING		
	4 33	1 56	9 36	545.3		2.5 LILLARD PARK		9 08
	4 40 ¹⁰	2 02 ³⁰	9 42	549.3		4.0 WHEATLAND		s 9 15
	4 47	2 08	9 48	553.9		4.6 MUSTANG		f 9 22
	5 10 ³²	2 19	9 59	562.8	D	8.9 TUTTLE		s 9 34
	5 20	2 26	10 10 ³⁶	567.5		4.7 SOONER		9 40
	5 30	2 33	10 17	572.7		5.2 AMBER		f 9 48 ³⁶
				580.5		7.8 C. R. I. & P. CROSSING		
	6 15	2 43	10 27	580.8	D	0.3 CHICKASHA		s 10 08
	7 25	2 51	10 35	586.9		6.1 NORGE		f 10 16
	7 35	2 59	10 43	592.4		5.5 LAVERTY		f 10 24
	7 45	3 15 ¹⁰	10 52	599.5		7.1 CEMENT		f 10 34
	8 25	3 25 ³²	10 59	605.0	D	5.5 CYRIL		s 10 45
	8 35	3 33	11 06	610.6		5.8 FLETCHER		f 10 53
	8 43	3 39	11 12	614.6		4.0 ELGIN		f 11 00
	9 01	3 53	11 35 ³⁰	625.5		10.9 FORT SILL	Y	s 11 25 ³⁰
				629.7		4.2 C. R. I. & P. CROSSING		
A M	3 00	4 00	11 43	630.2	2S	0.5 LAWTON	RGY CB	11 35
				636.7		6.5 TAUPA		A M
	3 11	4 09	11 51	638.7		7.2 CACHE		
	3 25	4 19	12 01	643.9		8.1 INDIAHOMA		
	3 40	4 29	12 11	652.0		6.2 ODETTA		
	4 00	4 37	12 19	658.2		5.9 WESTERN DIV. CROSS.		
				664.1		0.3		
	4 25	4 46	12 28	664.4	D	5.1 SNYDER	RYC	
	4 35	4 53	12 35	669.5		6.5 VICKERS		
	4 45	5 02	12 43	676.0		6.7 HEADRICK		
	5 00	5 11	12 51	682.7		3.9 HIGHTOWER		
				686.6		0.6 M.-K.-T. CROSSING		
	5 20 ³⁶	5 19	12 59	687.2	D	0.9 ALTUS		
				688.1		7.4 A. T. & S. F. CROSSING		
	6 10 ⁴⁵⁰	5 30	1 10	695.5		7.2 OLUSTEE		
	6 20	5 40	1 20	702.7		6.7 CRETA		
	6 35	5 50	1 30	709.4		6.8 ELDORADO, OKLA.		
				716.2		0.9 RED RIVER		
	6 50	6 00	1 40	717.1		6.9 CARNES, TEX.		
				724.0		0.2 F. W. & D. CROSSING		
	7 00 A M	6 45 P M	2 15 P M	724.2	DN	0.2 QUANAH	RGYT CBO	
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(183.7) (184.7)		Arrive Daily
451	31	437	435					9

Eastward trains are superior to westward trains of the same class.

SOUTHWESTERN DIVISION — CHICKASHA SUBDIVISION

EASTWARD

FIRST CLASS	Station Number	STATIONS	Track Capacity		SECOND CLASS			THIRD CLASS
			Sliding	Other	36	30	32	450 Local
10 Meteor								
Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
	G540	EAST YARD 1.0	YA	RD	P M 1 00	P M 3 00	P M 8 00	
	G541	OKLAHOMA CITY 2.0	YA	RD				
	G543	STOCK YARDS JCT. 0.3						
		A. T. & S. F. CROSSING 2.5	GA	TE				
4 46	G545	LILLARD PARK 4.0		69	10 45	2 10	5 50	
f 4 40 ³¹	G549	WHEATLAND 4.6	34	20	10 39	2 02 ⁴³⁷	5 40	
f 4 33	G554	MUSTANG 8.9	80	24	10 32	1 30	5 30	
b 4 19	G563	TUTTLE 4.7	24	45	10 20	1 18	5 10 ³¹	
4 10	G567	SOONER 5.2	54		10 10 ⁴³⁵	1 10	4 58	
f 4 03	G573	AMBER 7.8	35		9 48 ⁹	1 00	4 50	
		C. R. I. & P. CROSSING 0.3	Interl	ocking				
b 3 52	G581	CHICKASHA 6.1	38	139	9 24	12 46	4 35	
f 3 38	G587	NORGE 5.5	29		8 34	12 34	4 20	
f 3 28	G592	LAVERTY 7.1	53		8 24	12 25	4 10	
f 3 15 ⁴³⁷	G600	CEMENT 5.5	31	74	8 09	12 15	4 00	
b 3 08 ³²	G605	CYRIL 5.6	77	211	7 59	12 07	3 25 ⁴³⁷ 3 08 ¹⁰	
f 2 57	G611	FLETCHER 4.0	83	28	7 39	11 59	1 30	
f 2 51	G615	ELGIN 10.9	26	26	7 31	11 54	1 24	
b 2 37	G628	FORT SILL 4.2	40	76	7 10	11 35 ⁴³⁵ 11 25 ⁹	1 08	
		C. R. I. & P. CROSSING 0.5	GA	TE				
2 30	G630	LAWTON 6.5	39	YARD	7 00	11 10	1 00 P M	A M 9 25
P M	G637	TAUPA 7.2	26		6 40	11 01		9 10
	G644	CACHE 8.1	82	35	6 27	10 51		8 55
	G652	INDIAHOMA 6.2		35	6 15	10 39		8 40
	G658	ODETTA 5.9	26		6 06	10 31		8 25
		WESTERN DIV. CROSS. 0.3	GA	TE				
	G684	SNYDER 5.1	YA	RD	5 57	10 22		8 10
	G670	VICKERS 6.5	25		5 48	10 15		8 00
	G676	HEADRICK 6.7	36	23	5 39	10 06		7 50
	G683	HIGHTOWER 3.9	26		5 30	9 57		7 40
		M.-K.-T. CROSSING 0.6	GA	TE				
	G687	ALTUS 0.9	28	YARD	5 20 ⁴⁵¹	9 51		7 10
		A. T. & S. F. CROSSING 7.4	Interl	ocking				
	G695	OLUSTEE 7.2	28	44	4 40	9 39		6 10 ⁴⁵¹
	G703	CRETA 6.7	26		4 30	9 30		5 55
	G709	ELDORADO, OKLA. 6.8	26	116	4 21	9 21		5 40
	G716	RED RIVER 0.9						
	G717	CARNES, TEX. 6.9	34		4 10	9 10		5 20
		F. W. & D. CROSSING 0.2	Interl	ocking				
	G724	QUANAH	YA	RD	4 00 A M	9 00 A M		5 00 A M
Leave Daily		(183.7) (184.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
10					36	30	32	450

Eastward trains are superior to westward trains of the same class.

4. SPEED RESTRICTIONS (Continued).

Miles Per Hour
Psgr. Freight

OKLAHOMA SUBDIVISION:

First class trains move at restricted speed between MP G-423 and MP G-425 expecting to find main track occupied. Main track between these points may be used without protection against first class trains. Trains must not be unnecessarily delayed.

Between MP G-418-12 and MP G-428-14 until engine over street crossings	25	25
Through turnout and crossover MP G-425-6	20	20
Between MP G-427-14 and MP G-428-14.....	40	40
Through turnout and crossover MP G-428-27.....	25	25
Between MP G-428-31 and MP G-429-3 westward trains....	40	40
Between MP G-428-39 and MP G-429-13 on north track until engine through these limits	20	20
Norris, through turnout end two main tracks.....	50	50
Oma, through turnout end two main tracks.....	50	50
Both main tracks, curves between MP G-436-33 and MP G-437	60	50
Between MP G-437 and MP G-437-17.....	35	35
Engine of eastward trains passing MP G-438-10.....		50
Curves between.....MP G-437-37 and MP G-439-35.....	55	50
G-441-4 G-442-24.....	55	50
Kellyville, through turnout both ends siding.....	25	25
Curves between.....MP G-447-34 and MP G-448-13.....	60	50
G-449-14 G-451-16.....	55	50
G-452-15 G-452-23.....	50	50
G-452-23 G-457-35.....	55	50
G-458-10 G-458-15.....	65	55
Bristow, through turnout both ends siding.....	25	25
Between MP G-458-20 and MP G-459-15.....	20	20
Curves between.....MP G-461-28 and MP G-468-26.....	55	50
G-469-28 G-470-5	55	50
G-471-26 G-472-34.....	55	50
G-478-8 G-479-14.....	55	50
G-481-25 G-482-1	60	50
Binkley, through turnout east end siding.....	25	25
Curves between.....MP G-483-3 and MP G-483-23.....	60	50
G-486-27 G-487-5	60	50
G-488-5 G-488-16.....	55	50
G-489-31 G-490-15.....	55	50
G-491-30 G-492-32.....	60	50
G-493-6 G-494-13.....	55	50
G-495-16 G-495-28.....	60	50
G-498-26 G-499-17.....	60	50
G-503-31 G-504-6	60	50
G-505-20 G-506-32.....	60	50
G-514-33 G-515-20.....	65	55
G-519-1 G-522-11.....	55	50
Jones, through turnout east end siding.....	25	25
Curves between.....MP G-524-23 and MP G-524-30.....	65	55
G-530-22 G-531-9	55	50
Greig, through interlocking	45	45
Curves between.....MP G-536-15 and MP G-536-25.....	55	50
G-538-21 G-538-29.....	55	50
East Yard, through turnout east end drill track.....	25	25

First class trains move at restricted speed between MP G-538-18 and MP G-541-15, expecting to find main track occupied. Main track between these points may be used without protection against first class trains. Trains must not be unnecessarily delayed.

4. SPEED RESTRICTIONS (Continued).

Miles Per Hour
Psgr. Freight

CHICKASHA SUBDIVISION:

First class trains move at restricted speed between MP G-538-18 and MP G-541-15, expecting to find main track occupied. Main track between these points may be used without protection against first class trains. Trains must not be unnecessarily delayed.

Between MP G-540-6 and MP G-544-22 until engine over street crossings	25	25
Over South Canadian River Bridge G-557.9	40	40
Chickasha, through interlocking, until engine over crossing....	20	20
Between MP G-580-37 and MP G-581-26 until engine over street crossings	20	20
MP G-601 and MP G-602	35	35
Lawton, first class trains move at restricted speed between Rock Island crossing and MP G-630-3.		
Between MP G-628-31 and MP G-631-6 until engine over street crossings	20	20
Altus, between MP G-686-10 and MP G-687-10 until engine over street crossings	30	30
Through interlocking until engine over crossing.....	20	20

5. OTHER SPEED RESTRICTIONS.

Circus trains:		MPH
Cherokee and Oklahoma Subdivisions.....	{On Tangent	35
	{On Curves	25
Chickasha Subdivision.....	{On Tangent	30
	{On Curves	25

Trains Handling:

Scale Test (4-wheel) Cars, Company-owned Hoists, Pile Drivers, Air Dump Cars (except air dump cars 96610 to 96627), *Locomotive-Cranes or Spreader Ditchers, moving on own wheels:

*—Except movement of Bridge Crane BC-209 (converted derrick) will be governed by instructions governing movement of 100-ton derricks.

Cherokee, Oklahoma and Chickasha Subdivisions..... 30
Revenue equipment of this type will be handled on written instructions of chief dispatcher.

Company-owned Bull Dozers, Cranes, Tractor Ditchers and Scrapers, Dumpsters, Speed Swing, Track Cleaners, Motor Graders, Wheel Tractors with attachments, Rail Layers, or Shovels, loaded on cars, at intermediate stations from point of loading to nearest terminal where car inspectors are on duty:

Cherokee, Oklahoma and Chickasha Subdivisions..... 30
Company-owned equipment of this type, when moving from terminals where car inspectors are on duty, will be handled without restrictions unless otherwise instructed.

Loaded cars equipped with arch bar trucks..... 45

Triple loads on curves except where further restricted..... 35

Movement of Frisco derricks (wreckers) is authorized as follows:

	100 Ton or Lighter Derricks MPH	160 Ton Derricks 99024 99029 MPH	250 Ton Derricks 99021 99022 99025 MPH
Cherokee Subdivision	35	35	45
Oklahoma Subdivision	35	35	45
Chickasha Subdivision:			
MP G-540-6 to MP G-545-25	15	15	15
G-545-25 G-617	25	25	25
G-617 G-664	20	20	20
G-664 to Quanah	25	25	25
Except over Bridges G-557.9, G-579.7, G-581.3, G-624.4, G-644.7, G-649.3, G-710.4 and G-720.3	20	10	10

Note: Over Bridge G-557.9 separate 160 and 250 ton derricks from engine by five cars not exceeding 100,000 pounds gross weight. Over Bridges G-581.3, G-624.4, G-644.7, G-649.3, G-710.4 and G-720.3, separate 160 and 250 ton derricks from engine by 2 cars not exceeding 100,000 pounds gross weight.

6. SWITCH LIGHTS.

(BLANK).

7. BLOCK SIGNALS.

CTC—MP G-282-20 to MP G-420-20
 ABS—MP G-420-20 to MP G-423
 ABS—MP G-424- 2 to MP G-425
 CTC—MP G-425 to MP G-437-9
 ABS—MP G-437- 9 to MP G-540- 4 (Rule 510(a))

8. BLOCK SIGNALS, REMOTE CONTROL SWITCHES AND SPRING SWITCHES.

Two main tracks between Monett and Pierce City are signalled for traffic in both directions and designated as south track and north track.

Two main tracks between Cherokee Yard and Norris are signalled for traffic in both directions and designated as south track and north track.

Two main tracks between Oma and Sapulpa are signalled for traffic in both directions and designated as south track and north track.

LOCATION OF SPRING SWITCHES

Afton, MP G-347-25.....East end belt tracks
 Kellyville.....Both ends siding
 Bristow.....West end siding
 Binkley.....East end siding
 Jones.....East end siding
 East Yard.....East end drill track
 Oklahoma City.....East end passenger station lead

Electric switch light for spring switch east end passenger station lead Oklahoma City will display:

Green indication when switch lined for freight main.

Yellow indication when switch lined for passenger station lead.

No light when switch points misplaced.

When no light displayed train or engine making facing point movement will stop, examine switch and see points fit properly before passing over.

Kahoga: Dwarf signal west end siding MP G-347-20 governs movements through crossover to main track. White light type indicator on north side of dwarf signal permits straight track movements on yard tracks either direction. When this indicator displays a white light, crossover switches and yard tracks between switches and fouling point may be used. If no light displayed, trains or engines will stop short of these switches and fouling points and call dispatcher.

Afton: Dwarf signal at crossover MP G-347-32 governs movements to Southwestern Division main track. White light type indicator near west end crossover MP G-347-32 permits movements on No. 1 track. When indicator displays white light, No. 1 track between east switch of crossover and fouling point may be used. If no light displayed, trains or engines will stop short of fouling point and call dispatcher.

Between East Tulsa and Tulsa Tower movements of trains on both tracks with current of traffic will be as prescribed by Rules 251 to 254, inclusive.

High water detector on South Canadian River Bridge G-557.9. Westward indicator located MP G-556-24, and eastward indicator located MP G-559-6. When word "STOP" displayed on indicator, trains will stop short of Bridge G-557.9 and know bridge safe before passing over.

9. INTERLOCKINGS.

CTC—AUTOMATIC

(After communicating with dispatcher be governed by Rules 663 and 664).

KCS Crossing, Neosho, Mile G-309.2
 KO&G Crossing, Fairland, Mile G-340.4
 MKT Crossing, Vinita, Mile G-359.7
 MP Crossing, Claremore, Mile G-397.0

9. INTERLOCKINGS (Continued).

AUTOMATIC (Rules 663 and 664).

CRI&P-OCA&A Crossings Greig, Mile G-535.8

CRI&P Crossing Chickasha, Mile G-580.5

AT&SF Crossing, Mile G-688.1

10. CROSSING GATES (Rules 98 and 98(a)).

Mile	Intersecting Line	Normal Position
Oklahoma Subdivision:		
Freight House Lead	C.R.I. & P.Ry.	Against S.L.-S.F.Ry.
Oklahoma City	Two Tracks	
Terminal Oil Mill	C.R.I. & P.Ry.	Against S.L.-S.F.Ry.
Lead, Okla. City	Two Tracks	
Chickasha Subdivision:		
West Leg of Wye,	C.R.I. & P.Ry.	Against S.L.-S.F.Ry.
Okla. City	Two Tracks	
G-542.8	A.T. & S.F.Ry.	Against A.T. & S.F.Ry.
G-629-23	C.R.I. & P.Ry.	Against C.R.I. & P.Ry.
G-629-24	Industry	Against industry track
	track	
G-664.1	Western Division	Against Western Division
G-686.6	M.K. & T.Ry.	Against M.K. & T. Ry.

11. LOCATION OF YARD LIMITS.

Monett	Cyril
Afton (Northern Div. only)	Lawton
MP G-420-20 to MP G-425	Snyder
Sapulpa	Altus
East Yard to Oklahoma City	Quanah

12. DRAWBRIDGES. (Blank).

13. AUXILIARY LINES (Rule 14, W and X).

Monett—Central Division	Cherokee Yard—Western Division
Pierce City—Northern Division	Sapulpa—Red River Division
Afton—Northern Division	Snyder—Western Division

14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

Diesel engines must not be handled without air being coupled and brakes on diesel fully released.

To prevent damage to traction motor gear, before coupling into train with diesel engines composed of two or more units, stop must be made between 5 and 20 feet of coupling.

When necessary to shove train or cars forward with an engine composed of following units, be governed as follows:

4 units—All RD-SW units— isolate rear unit.
 5 units—1 road—1 RD-SW—3 road— isolate two rear units.
 6 units—All road units— isolate rear unit.
 6 units—1 road—1 RD-SW—4 road— isolate three rear units.

HANDLING ENGINES IN TRAINS.

Diesel engines 1 to 8 inclusive will be handled only in short trains, not over 40 cars and placed 15 cars ahead of caboose. Other diesel engines of one or more units will be handled next to engine of through trains and behind short loads and short empties on trains picking up or setting out en route, but not more than 25 cars from head end, (or more than 12 seventy-foot or longer flat, bi-level or tri-level cars), except diesel yard or road switcher units shall not be coupled directly behind engine handling train and each unit shall be separated by one or more cars. The minimum total brake pipe reduction when handling diesel units in tow shall be not less than 12 pounds.

14. INSTRUCTIONS RELATING TO DIESEL OPERATION. (Continued).

Diesel engines must not be handled unless air brakes in operation. When diesel engines are set out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold them; if no cars available, hand brakes on diesels must be set. Do not set hand brakes on diesel engines when towed in train. Diesel engines, in service or in tow, except when switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

MAKE UP OF ENGINES.

Not more than the following number of diesel units will be used in road service and in following combinations:

- 3 AT&N units
- 3 RD-SW units
- *4 RD-SW units
- *1 Road—3 RD-SW units
- 1 Road—2 RD-SW units
- *1 Road—2 RD-SW units—1 Road
- 1 Road—1 RD-SW unit —1 Road
- *1 Road—1 RD-SW—1 Road—1 RD-SW—1 Road
- 1 Road—1 RD-SW unit —2 Road
- 1 Road—1 RD-SW unit —3 Road
- 1 Road—2 RD-SW units—2 Road
- **1 Road—3 RD-SW units—1 Road
- 2 Road—1 RD-SW unit
- 2 Road—1 RD-SW unit —1 Road
- 2 Road—1 RD-SW unit —2 Road
- *2 Road—2 RD-SW units—1 Road
- *3 Road—1 RD-SW unit —1 Road
- 4 Road 800 to 807, inclusive, units
- *6 Road units (except units 800 to 807, incl.)
- **1 Road—1 RD-SW—4 Road

*When making back up movement or taking slack, isolate lead unit.

**When making back up movement or taking slack, isolate 2 lead units.

NOTE: Term "road" refers to EA7, E8A, F9B, F37 (A&B), F39A, F7 (A&B), FP-7-A, Alco freight (A&B) and U25 units.
Term "RD-SW" refers to GP7 and Alco road switchers (550-554) only.

Road units 800 to 807, inclusive, will not be combined with other units.

When an Alco unit (series 5200-5231, except unit 5225) used in a six road unit consist, Alco unit must be rear unit or isolated. When Alco unit (series 5200-5231, except unit 5225) used in a six unit consist (1 road—1 RD-SW—4 road) Alco unit must be rear unit. Alco unit 5225 may be used as a "B" unit or as rear unit in six unit consist.

A RD-SW unit must not be used as the lead unit of an engine containing road units.

An engine containing or composed of RD-SW units must not be doubleheaded with another engine composed of or containing such units.

An engine containing or composed of RD-SW units shall be the lead engine when doubleheaded with an engine composed of road units.

Alco road switchers units 550 to 554 inclusive, must not be coupled to nose end of freight "A" units equipped with nose receptacles.

An engine composed of one, two or three AT&N units (Nos. 101-111, inclusive) shall be the lead engine when doubleheaded with an engine composed of road units, and shall not be doubleheaded with an engine composed of or containing RD-SW units.

15. GENERAL INSTRUCTIONS.

Road foreman of equipment has authority of an assistant superintendent when on line.

Rule 17(b) amended:

Oscillating white headlight, on engines equipped, must be displayed by day and by night, except it must be extinguished when standard white headlight is dimmed or extinguished.

Rule 17(d) amended:

When a train is equipped with oscillating red light on rear and train is moving on two main tracks signalled for traffic in both directions, oscillating red light will, except in emergency, be set in stationary position while moving on such tracks. In an emergency the light must be set in oscillating position.

15. GENERAL INSTRUCTIONS (Continued).

Rule 27, note amended:

NOTE: Within block signal limits in the states of Arkansas and Missouri, switch lights are not required on switches where block signal protecting facing-point movement is 500 feet or less in advance of the switch.

In other states, switch lights are not required:

- (1) On switches where block signal protecting facing-point movement is 1,000 feet or less in advance of the switch.
- (2) On electrically locked, hand-operated switches within CTC limits.
- (3) On trailing-point switches on two main tracks signalled for traffic in one direction.

Rule 746 amended in part:

- (b) As soon as the flames have been extinguished, open doors and remove fire-damaged bales from car. When fire-damaged bales have been removed, where all surfaces can be examined, smouldering fires must be extinguished.
- (c) Care must be used to be sure that all bales remaining in the car are free from fire.
- (f) After all fire has been extinguished, watchman service will be provided as necessary to control fire and keep trespassers away. Damaged cotton will be forwarded or disposed of only on instructions from Freight Claim Department and in accordance with federal regulations.

When operating Sperry rail detector car, air brake test and running test of brakes must be made when commencing each trip.

Loaded cars equipped with arch bar trucks will not be handled in important freight trains, except on instructions of chief dispatcher.

Steam engines will not be moved dead in train except on instructions from chief dispatcher to conductor and engineman as to where engine is to be handled in train and speed restrictions.

When coupling cars in TOFC ramp track or spotting cars to TOFC ramp, stop must be made between 5 and 20 feet from standing cars or TOFC ramp.

During hail storm, when handling automobiles in TOFC service, or on tri-level or bi-level cars, reduce speed to 10 MPH until storm is over.

Loaded TOFC cars and/or tri-level and bi-level cars handling automobiles, except in switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

When loaded TOFC cars or multi-level cars loaded with automobiles are derailed, jacks or blocking must be used to rerail. The use of rerailing frogs will not be permitted except when authorized by qualified Transportation or Mechanical Department officer at scene of derailment.

MDC 583 is a caterpillar-bulldozer assigned to Mechanical Department at Springfield and will move on SF 105500, gross weight will be 153,800 and will be an oversized load that will not clear man riding on side of cars or engines of trains met or passed. SF 105500 will not be handled in road movement until train orders received specifying speed restrictions required.

CONELRAD WARNING SYSTEM

During periods of imminent air attack, enemy planes will try to use radio stations for navigational purposes. Accordingly, the FCC has directed that radio stations, including those on railroads, be operated in a manner designed to prevent such use. When a CONELRAD RADIO ALERT is received, as outlined in current circulars, all wayside and yard radio stations will broadcast the word "CONELRAD" (3) three times at (5) five second intervals. During the time of such alert, radios will only be used when absolutely necessary, and no station will give their location by name but will use milepost numbers only. The "CONELRAD" alert message will not be acknowledged by mobile units when received, but will be acknowledged by them when cancellation of alert is received.

Regular connections of the following trains will not handle triple loads and will not handle cars restricted to speed below maximum:

Nos. 435, 437, 37, 30 and 34

No. 32 between Cherokee Yard and Monett

No. 137 between Afton and Cherokee Yard

15. GENERAL INSTRUCTIONS (Continued).

All train and engine movements over the following highway crossings will protect crossing from ground position before occupying it, and in addition at night display lighted fusee on each side of track:

Claremore	Highway 66
Sapulpa	Highway 66
Chandler lead to north yard	Highway 66
Spur MP G-547-7	Highway 152
Ft. Sill Government tracks	Four paved Highways
Airfield Spur, Altus	Highway 62

Blowing out steam heat on passenger trains passing over Arkansas River Bridge prohibited.

Freight trains arriving Cherokee Yard will not exceed 10 MPH until entire train passes car checker's offices located opposite crest of hump and at 2½st Street.

Time shown in time table schedules and in train orders at Sapulpa will apply at end of two main tracks, and meeting points at Sapulpa will be on two main tracks.

Trains using industry track at MP G-437 must have portion of its train occupying main track or leave main track switch open while using such track.

Spring switch at heating plant spur leading out of south main track Monett MP 282 equipped with electric switch light, which will display stop indication, for westward movement, when lined for movement to spur track and proceed indication when lined for main track movement. Normal position of this spring switch will be from the south main track to the heating plant spur. Spring switch rule 104 (e) will govern.

Except when in use, switch at east end of crossover from south main track to north main track at MP 282 Monett must be left lined for the south track.

On trains arriving at Monett, train man must set sufficient hand brakes, not less than eight, on west end to prevent cars from rolling out. When required to double over, this applies to each cut. When outbound trains are required to double over and the double over does not include all of the cars in that track, sufficient hand brakes, not less than eight must be set on remaining cars to prevent cars from rolling out.

Train Men must not release hand brakes in Monett until engine is attached and train line charged.

TRACK RESTRICTIONS.

Sequoyah:

West end of coal track cannot be used by engines east of a point 270 feet east of frog.

Do not exceed 10 MPH when using Peabody Coal Company tracks MP G-381.

19. RESTRICTIONS ON DOUBLE HEADING OVER BRIDGES.

(BLANK).

20. PERMISSIBLE LOAD LIMITS.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
Monett to Sapulpa	251,000 lbs.	70.4
Sapulpa to Oklahoma City	251,000 lbs.	70.4
Oklahoma City to Quanah	**210,000 lbs.	53

**Except cars shorter than 44 feet between pulling faces of couplers must be limited to 200,000 lbs. gross weight over South Canadian River Bridge G-557.9.

21. LIST OF TIME INSPECTORS.

R. E. Huesgen, Pres., American Railroad Time Service Co., General Time Inspector	St. Louis, Mo.
Hocklander Jewelry Co. South at Walnut,	Springfield, Mo.
Gammon Jewelry Co. 326 E. Commercial,	Springfield, Mo.
Ross E. Shadel	409 Broadway, Monett, Mo.
Vinita Jewelry Co.	Vinita, Okla.
Sherrill Jewelry Co. 18 E. 2nd St.,	Tulsa, Okla.
M. L. Hardesty	1726 S. Southwest Blvd., Tulsa, Okla.
W. J. Miller	100 E. Dewey St., Sapulpa, Okla.
The House of Time	1328 N. W. 23rd, Oklahoma City, Okla.
B. C. Clark	113 N. Harvey, Oklahoma City, Okla.
Robinson Jewelry Co. 204 W. Commerce,	Oklahoma City, Okla.
Tindel's Jewelry Co.	Chickasha, Okla.
Oliver Jewelry Co.	Lawton, Okla.
R. L. Huff	Snyder, Okla.
Dixon Jewelry Co. 220 S. Main.	Quanah, Texas

16. CLASSIFICATION OF ENGINES.

DIESEL UNIT NUMBER	DESIGNATION	CLASS OF SERVICE	TONNAGE CLASS	STEAM GENERATOR	MAX. SPEED IN SERVICE OR IN TOW UNLESS OTHERWISE PROVIDED (MPH)	BRIDGE CLASS (Cooper's Rating)	TONS LIGHT WEIGHT
1—3		SW	11	No	30	16	42
4—8		SW	13	No	35	16	42
A.T.&N. 11		SW	13	No	20	19.1	44
60—61		SW	26	No	45	36	94
A.T.&N. 101—111		RD-SW	34	No	60	39.5	114
200—237		SW	34	No	45	39.5	116
238—241		SW	34	No	45	38	110
250—265	NW-2	SW	34	No	45	40.3	119
270—281		SW	34	No	45	39.5	115
282—285		SW	34	No	45	40.3	118
290—294		SW	34	No	45	38	111
300—304	SW-7	SW	34	No	45	40.3	119
305—314	SW-9	SW	34	No	45	40.3	119
500—514	GP-7	RD-SW	42	Yes	65	39.5	115
515—549	GP-7	RD-SW	42	No	65	39.5	115
550—554		RD-SW	42	No	65	39.5	113
555—556	GP-7	RD-SW	42	No	65	39.5	115
557—572	GP-7	RD-SW	42	Yes	65	39.5	115
573—597	GP-7	RD-SW	42	No	65	39.5	115
598—618	GP-7	RD-SW	42	Yes	65	39.5	115
619—632	GP-7	RD-SW	42	No	65	39.5	115
800—807	U-25	FRT.	52	No	70	41.7	115
2000—2005	EA-7	PASS.	21	Yes	85	41.9	149
2006—2022	E8-A	PASS.	27	Yes	85	43.7	151
5000—5004 5006 5008—5017	F37-A	FRT.	42	No	65	36.8	109
5005 & 5007	F39-A	FRT.	50	No	65	38.4	114
5018—5039	F7-A	FRT.	42	No	65	36.8	110
5040—5051	FP-7-A	FRT. PASS.	42	Yes	65	42.4	114
5100—5116	F37-B	FRT.	42	No	65	36.8	109
5117	F37-B	FRT. PASS.	42	No	65	36.8	109
5118—5125	F7-B	FRT.	42	No	65	36.8	110
5126—5139	F7-B	FRT. PASS.	42	No	65	36.8	109
5140—5144	F9-B	FRT. PASS.	50	No	65	38.0	112
5145—5152	F9-B	FRT. PASS.	50	No	65	39.0	113
5200—5231	A.L.Co. A	FRT.	42	No	65	38.3	111
5300—5315	A.L.Co. B	FRT.	42	No	65	38.3	108

(Above tonnage class is rating for one diesel unit, when more than one unit used combined rating of all units will apply).

**STOP DAMAGE TO FREIGHT
BY COUPLING CARS
NOT OVER 4 MPH**

**ALERT TODAY . . .
ALIVE TOMORROW**

22. AVERAGE WEIGHT OF PASSENGER CARS.

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Instruction Car	50	80		Baggage	352	69	
Steam Generator	{51 52	88		"	353	68	
Instruction Car	54	73		"	355	67	
Baggage	101	79		"	359	69	
"	106	78		"	360	68	
"	134	78		"	362-365	72	
"	135	78		"	367	74	
"	194	68		"	368	71	
"	195	75		"	369	66	
Mail & Baggage	201	68		"	370	73	
"	202-204	71		"	371	75	
"	205	68		"	372	74	
"	206 & 208	71		"	373-374	76	
"	209	72		"	375	70	
"	210-212	70		"	376	73	
"	214	68		"	378-379	76	
"	216	69		"	380-390	67	
"	217	73		"	393	58	
"	218-225	71		"	394	65	
"	251-252	55		"	395	66	
Baggage	304	66		"	412	68	
"	306 & 309	61		"	425-439	69	
"	312	67		"	440	75	
"	315	62		"	441-443	66	
"	322	59		"	444-445	68	
"	325	61		"	450-451	35	
"	333	61		Non-working Baggage	452-464	34	102
"	336	69		Box-Express	465-469	23	97
"	337 & 339	70		Dining Car	638		99
"	341	76		"	640		68
"	342	70		"	641		84
"	343	71		"	650		80
"	344	73		"	641		82
"	346	70		"	751-757		82
"	348	69		"	759		82
"	349	61		"	761		79
				"	762		82
				"	765-770		82
				"	771		81
				"	772-775		81
				Coach	1053-1060		84
				"	1062		83
				"	-1064		81
				"	1068		83
				"	1071-1074		81
				"	1081-1085		81

22. AVERAGE WEIGHT OF PASSENGER CARS (Continued).

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Dormitory-Coach	1095-1096	64		Coach-Lge.- Buffet	1650-1652	65	
Coach	1102 & 1103	81		Postal	2041 & 2043	58	
"	1107-1108	82		"	2045	69	
"	1203	82		"	2049	74	
"	1206	79		"	2050	65	
"	1207-1208	82		Storage Mail- De Luxe	2054	60	
"	1209-1211	78		Coach	Wichita	83	
"	1213	78		"	Enid	90	
"	1250-1258	64		"	Ft. Smith	87	
"	1259	68		"	Okmulgee	80	
Sleeper-Observation				"	Joplin	82	
Lounge	1350	66		Lounge-Diner	Kan. City	104	
"	1401-1402	102		"	Birm'ham	103	
Sleeper	1450-1466	69		"	Memphis	105	
Cafe-Lounge	1506	109		"	Saint Louis	94	
Diner-Lounge				"	S. Francisco	115	
Observation	1550 & 1551	68		"	Tennessee	109	
Buffet	1601-1603	85		"	Missouri	107	
Buffet-Lge.	Glendale	89		"	Springfield	109	
				"	Alabama	106	
				"	Oklahoma	110	
				"	Kansas	105	

23. TABLE OF SPEEDS.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		31	1	56	51	1	10
8	7	30	32	1	52	52	1	9
10	6		33	1	49	53	1	7
12	5		34	1	45	54	1	6
15	4		35	1	42	55	1	5
16	3	45	36	1	40	56	1	4
17	3	31	37	1	37	57	1	3
18	3	20	38	1	34	58	1	2
19	3	9	39	1	33	59	1	1
20	3		40	1	30	60	1	
21	2	51	41	1	27	61	0	59
22	2	43	42	1	25	62	0	58
23	2	36	43	1	23	63	0	57
24	2	30	44	1	21	64	0	56
25	2	24	45	1	20	65	0	55 1/2
26	2	18	46	1	18	66	0	54 1/2
27	2	13	47	1	16	67	0	54
28	2	8	48	1	15	68	0	53
29	2	4	49	1	13	69	0	52
30	2		50	1	12	70	0	51 1/2

24. BRIDGE CLASS OF DERRICKS AND BRIDGE CRANE 209

Number	Weight Lbs.	Cap'y Tons	Br. Class	Number	Weight Lbs.	Cap'y Tons	Br. Class
*99021	385,600	250	E-62.9	99029	266,940	160	E-60.0
*99022	385,600	250	E-62.9	99030	196,000	100	E-48.3
99024	273,300	160	E-61.2	99032	197,100	100	E-48.2
*99025	388,000	250	E-63.3	99033	191,500	100	E-47.1
BC-209	189,300	100	E-46.7	99034	200,000	100	E-49.2

(Converted Derrick)

* Diesel Electric.

