

# St. Louis-San Francisco Railway Company

## WESTERN 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.

**W. T. BRYAN**  
Superintendent

### SURGEONS

The following surgeons of the Frisco Employees Hospital Association are authorized surgeons.

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

Vencel W. Hollo, 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

E. W. Hellweg, M. D.	(LE) Arkansas City	E. A. Allgood, M. D.	(L) Snyder
George C. Meek, M. D.	(L) Arkansas City	B. T. Brundage, M. D.	(L) Thomas
Bruce G. Smith, M. D.	(L) Arkansas City	W. A. Ryan, M. D.	(LE) Thomas
R. R. Kinsinger, M. D.	(LE) Blackwell	Hugh Perry, M. D.	(DE) Tulsa
Ross Deputy, M. D.	(L) Clinton	Eric M. White, M. D.	(D) Tulsa
Ellis Lamb, M. D.	(L) Clinton	John V. White, M. D.	(D) Tulsa
A. H. Bungardt, M. D.	(L) Cordell	Theodore Turnbull, M. D.	(AI) Tulsa
Lawrence G. Livingston, M. D.	(L) Cordell	Joseph Fuicher, M. D.	(CU) Tulsa
A. E. Wilkins, M. D.	(L) Covington	Hugh Evans, M. D.	(D) Tulsa
A. F. Dougan, M. D.	(O) Enid	W. F. Bernstorf, M. D.	(L) Winfield
W. P. Nielson, M. D.	(DE) Enid		
Earl M. Robinson, M. D.	(DE) Enid		
Marion W. Mahone, M. D.	(L) Hobart		
Ralph S. Phelan, M. D.	(L) Hobart		
D. B. Ensor, M. D.	(LE) Hopeton		
C. H. Williams, M. D.	(L) Okeene		
C. H. Haddox, M. D.	(L) Pawnee		
J. L. Lehw, M. D.	(LE) Pawnee		
R. D. Hargrove, M. D.	(L) Pawnee		
D. F. Coldiron, M. D.	(LE) Perry		
A. M. Evans, M. D.	(L) Perry		

D—Division Surgeon  
L—Local Surgeon  
O—Oculist  
DE—Division Examining Surgeon  
LE—Local Examining Surgeon  
CU—Consulting Urologist  
AI—Associate Internist  
AS—Associate Surgeon

## 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.

Trains will not require clearance at Steen.

Southward A. T. & S. F. trains will secure S. L.-S. F. clearance at A. T. & S. F. station, Thomas and will not require clearance at Foley.

No. 662 will register at Foley.

No. 661 will register at Ewing.

Northward A. T. & S. F. trains will secure S. L.-S. F. clearance at Clinton and will not require clearance at Ewing.

Westward A. T. & S. F. trains securing clearance at 10th Street or A. T. & S. F. passenger station, Enid, will not require clearance or register at S. L.-S. F. telegraph office, Enid.

Eastward A. T. & S. F. trains will not require clearance at Blanton.

Eastward C. R. I. & P. trains will not require clearance at Carmen unless train order signal is displaying stop indication.

No. 630 will not require clearance at Avard.

Enid yard office is register station for S. L.-S. F. trains arriving from Enid-Hobart and Avard subdivisions, all other trains will register at telegraph office, Enid.

No lights in train order signals on the Enid-Hobart, Beaumont and Avard Subdivisions.

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

Time shown at Enid for Perry Subdivision trains is for information only.

Western Division trains will use Northern Division main track at Beaumont and be governed by Northern Division time table and instructions.

A. T. & S. F. trains will use S. L.-S. F. main track between Blanton and south house track switch Enid and be governed by S. L.-S. F. time table, rules and instructions.

C. R. I. & P. trains will use S. L.-S. F. track between MP K-584-18 and MP Z-582-23 and between MP K-584-18 and MP K-588-12 and be governed by S. L.-S. F. time table, rules and instructions.

Track between Foley and Ewing is joint with the A. T. & S. F. and A. T. & S. F. trains be governed by S. L.-S. F. time table, rules and instructions.

S. L.-S. F. main track between MP K-681-15, and C. R. I. & P. connection north of Clinton is joint with C. R. I. & P.

Western Division trains will use Southwestern Division main track at Snyder and be governed by Southwestern Division time table and instructions.

## 3. MAXIMUM SPEED.

	MPH	Frt.
	Psg.	
<b>Beaumont Subdivision</b>		
Between Beaumont and Blackwell .....	35	35
Between Blackwell and Breckinridge.....	25	25
Between Breckinridge and Enid.....	30	30
<b>Perry and Avard Subdivisions</b>		
Between Cherokee Yard and Shirk.....	30	30
Between Shirk and Hallett .....	45	45
Between Hallett and Hayward .....	35	35
Between Hayward and Steen .....	45	45
Between Enid and Blanton .....	30	30
Between Blanton and Avard .....	25	25
<b>Enid-Hobart Subdivision</b>		
Between Enid and Southard .....	25	25
Between Southard and Foley .....	30	30
Between Foley and Ewing .....	40	40
Between Ewing and Bessie .....	35	35
Between Bessie and MP K-769-0 .....	30	30
Between MP K-769-0 and Davidson .....	20	20

## 4. SPEED RESTRICTIONS.

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

45

## 4. SPEED RESTRICTIONS (Continued).

	MPH	Frt.
	Psg.	
<b>Perry Subdivision</b>		
Cherokee Yard, trains entering yard, until train over 21st Street .....		10
Hallett interlocking, until engine or lead car over crossing .....	20	20
Mile Z-471.6, interlocking, until engine or lead car over crossing .....	20	20
Mile Z-479.7, interlocking, until engine or lead car over crossing:		
Westward .....	20	20
Black Bear interlocking, until engine or lead car over crossing .....	20	20
Perry, between MP Z-507-17 and MP Z-509-15.....	20	20
Mile Z-533.3, interlocking, until engine or lead car over crossing .....	20	20
Enid, between MP Z-542-8 and MP K-585-2, until engine through these limits .....	25	25
Between MP K-585-2 and MP K-586-6.....	15	15
Between MP K-586-6 and MP K587-24, until engine through these limits .....	25	25
Enid interlocking, until engine or lead car over crossing .....	20	20
<b>Avard Subdivision</b>		
Enid, between MP K-585-2 and MP K-586-6.....	15	15
Between MP K-586-6 and MP Z-546-7, until engine through these limits .....	25	25
Blanton, over switch.....	20	20
<b>Beaumont Subdivision</b>		
Winfield interlocking, until engine or lead car over crossing .....	20	20
Between MP K-501-20 and MP K-502-5.....	20	20
Between MP K-504-0 and MP K-511-0.....	25	25
Arkansas City, between MP K-513-14 and MP K-515-12, until engine through these limits.....	15	15
Blackwell, between MP K-537-15 and MP K-539-6, until engine through these limits.....	10	10
Enid interlocking, until engine or lead car over crossing .....	20	20
Enid, between MP K-583-17 and MP K-585-2, until engine through these limits .....	25	25
Between MP K-585-2 and MP K-586-6.....	15	15
Between MP K-586-6 and MP K-587-24, until engine through these limits.....	25	25
<b>Enid-Hobart Subdivision</b>		
Enid, between MP K-585-2 and MP K-586-6.....	15	15
Between MP K-586-6 and MP K-587-24, until engine through these limits.....	25	25
Okeene, between MP K-617-26 and MP K-618-26, until engine through these limits .....	25	25
South Canadian River bridge K-652.8 .....	25	25
Foley, southward trains and engines approach at restricted speed expecting to find spring switch occupied.		
A. T. & S. F. southward trains and engines over spring switch .....	25	25
Custer City, between MP K-668-0 and MP K-668-25, until engine through these limits .....	35	35
Ewing, northward trains and engines approach at restricted speed expecting to find spring switch occupied.		
S. L.-S. F. northward trains and engines over spring switch .....	25	25

(Continued on page 8)

**WESTWARD**

**WESTERN DIVISION — PERRY SUBDIVISION**

**EASTWARD**

Second Class <b>637</b>	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Second Class
					Siding	Other		<b>630</b>
Leave Daily	Miles							Arrive Daily
P M 5 00	426.9	DN	<b>CHEROKEE YARD</b>	G426	YA	RD	OGRT YCB	A M 3 30
	428.0		KENGLER	Z428		20		
	428.6		PRICE	Z429		147		
	432.0		SHIRK	Z432A		20		
5 25	433.6		FISHER	Z434	48	7		2 35
5 50	445.8	D	MANNFORD	Z446	108	7		2 02
6 05	455.4		TERLTON	Z455	49	24		1 49
	460.9		M.-K.-T. CROSSING		Interlocking			
6 25	461.5		HALLETT	Z462		40		1 34
6 30	463.3		GREENUP	Z463	50			1 30
6 42	469.3		CASEY	Z469	48			1 16
	471.6		A. T. & S. F. CROSSING		Interlocking			
7 15	478.0	D	PAWNEE	Z478	58	95		12 56
	479.7		A. T. & S. F. CROSSING		Interlocking			
7 30	485.5		LELA	Z485	49	9		12 41
7 40	490.6	D	MORRISON	Z491	48	67		12 31
7 53	497.1		SUMNER	Z497	46	23		12 18
8 05	502.5		BLACK BEAR	Z502	26			12 08
	502.7		A. T. & S. F. CROSSING		Interlocking			
8 08	503.4		FISK	Z503	29			12 05 A M
	508.7		A. T. & S. F. CROSSING		GATE			
8 20	508.8	D	PERRY	Z509	34	128		11 50
8 30	513.5		GANSEL	Z514	23			11 40
8 40	518.4	D	LUCIEN	Z518	40	49		11 29
8 48	522.1		HAYWARD	Z522		37		11 21
8 58	526.7	D	COVINGTON	Z527	32	78		11 12
	533.3		A. T. & S. F. CROSSING		Interlocking			
9 10	534.0		FAIRMONT	Z534	48	24		10 57
9 23	538.7		SHEA	Z539	38			10 50
	543.0		A. T. & S. F. CROSSING					
9 35 P M	543.1	P	STEEN	K584				10 40 P M
10 20 P M	544.9	2S	ENID	K588	YA	RD	OGRT YCB	10 30 P M
Arrive Daily			(117.9) (119.7)					Leave Daily
<b>637</b>								<b>630</b>

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

SOUTHWARD

WESTERN DIVISION — BEAUMONT SUBDIVISION

NORTHWARD

SECOND CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid- e, Clock, Bulletin	SECOND CLASS	
637	631					Sliding	Other		632	630
Leave Daily	Leave Daily Ex. Monday	Miles						Arrive Daily Except Sunday	Arrive Daily	
	A M 6 30	458.2	D	BEAUMONT	F458	YA	RD	YCB	P M 4 00	
	7 01	470.9	D	LATHAM	K471	30	26		3 20	
	7 15	476.1		WINGATE	K476	44			3 11	
	7 30	480.8	D	ATLANTA	K481	28	24		3 01	
	7 45	488.3		WILMOT	K488	61			2 45	
	7 55	491.6		FLORAL	K492		23		2 35	
	8 45	600.4	D	WINFIELD	K500	19	132		2 15	
		500.5		A. T. & S. F. CROSSING						
		501.0		A. T. & S. F. CROSSING				Interlocking		
	9 05	507.1		TRESHAM	K507		34		1 15	
	9 30	514.7	D	ARKANSAS CITY	K515		10	C	12 55	
		514.9		M. V. CROSSING				GATE		
	9 40	615.0		WEST YARD, KAN.		YA	RD	OR YB	12 50	
	9 55	520.3		ERIE, OKLA.	K520		36		12 35	
	10 02	523.9		MIDDLETON	K524		21		12 28	
	10 10	527.5		CLIFFORD	K528	57	20		12 20	
	10 15	529.9		PECKHAM	K530	40			12 15	
	11 59 <sup>632</sup>	537.9	D	BLACKWELL	K538	28	288	Y	11 59 <sup>631</sup>	
		538.2		A. T. & S. F. CROSSING				GATE		
		538.9		A. T. & S. F. CROSSING						
	P M 12 15	544.1		RETTA	K544		22		9 25	
	12 30	549.4		EDDY	K549		36		9 12	
	12 50	556.5	D	LAMONT	K555	34	45		8 56	
	1 05	560.3		SALT FORK	K560		32		8 43	
	1 25	566.9		HUNTER	K567	27	48		8 25	
		576.5		C. R. I. & P. CROSSING				GATE		
	1 50	577.0		BRECKINRIDGE	K577		40		7 59	
		583.8		A. T. & S. F. CROSSING				GATE		
P M 9 35	2 10	583.9	P	STEEN	K584				7 40	P M 10 40
		585.0		C. R. I. & P. CROSSING				Interlocking		
10 20 P M	2 30 P M	585.7	2S	ENID	K586	YA	RD	OGRT YCB	7 30 A M	10 30 P M
Arrive Daily	Arrive Daily Ex. Monday			(127.5)					Leave Daily Except Sunday	Leave Daily
637	631								632	630

Northward trains are superior to southward trains of the same class.

SOUTHWARD

WESTERN DIVISION — ENID-HOBART SUBDIVISION

NORTHWARD

THIRD CLASS 661 Local	Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	THIRD CLASS 662 Local
					Siding	Other		
Leave Daily Ex. Sunday								
A M 5 00	586.7	2S	ENID 8.6	K586	YA	RD	OGRT YCB	P M 7 30
5 25	592.3		IMO 4.0	K592	17	25		6 45
5 40	597.2	D	DRUMMOND 9.5	K597	35	27		6 30
6 05	606.7	D	AMES 3.3	K607	90	54		6 05
	610.0		MAGRUDER 8.2	K610		37		
6 40	618.2	D	OKEENE 0.8	K618	36	93		5 35
	619.0		C. R. I. & P. CROSSING 10.4			GATE		
11 50	629.4	2S	SOUTHARD	K629	30	120		5 01
11 59 P M	633.3		CARLETON 3.9	K633		59		2 02
12 15	640.2		EAGLE CITY 8.9	K640	42	39		1 47
12 35	649.7		FAY 9.5	K650		39		1 17
12 59 <sup>662</sup>	658.1	D	THOMAS 8.4	K659	58	80		12 59 <sup>661</sup>
1 20	666.2		FOLEY 8.1	K666				12 35
1 30	668.4	D	CUSTER CITY 2.2	K668	47	125		12 30
1 45	675.6		ARAPAHO 7.2	K678	27	73		12 15
1 55	679.0		EWING 3.4	K679				12 06
	679.7		C. R. I. & P. CROSSING 0.7			GATE	Y	
2 10	680.6	D	CLINTON 0.9	K681	33	210	R	12 01 P M
2 35	690.0		BESSIE 9.4	K690	53	174	Y	11 30
2 55	696.8	D	CORDELL 8.8	K697	29	132		11 15
3 20	707.4	D	ROCKY 10.6	K707	38	62		10 50
3 50	716.8	D	HOBART 9.4	K717	34	174	Y	10 25
	716.9		C. R. I. & P. CROSSING 0.1					
4 02	722.3		BABBS 5.4	K722		24		10 12
4 20	729.5	D	ROOSEVELT 7.2	K729	57	37		9 55
4 30	734.0		COLD SPRINGS 4.5	K734		20		9 45
4 45	741.5		MOUNTAIN PARK 7.5	K742	42	48		9 28
5 20	744.1	D	SNYDER 2.6	G664	YA	RD	OR YCB	9 23
	744.1		S.-W. DIV. CROSSING 0.0			GATE		
5 30	748.0		TAYLOR 3.9	K748	36			9 01
5 45	755.0		MANITOU 7.0	K755		30		8 40
5 55	759.4		HINKLE 4.4	K759	36			8 30
6 05	763.4	D	FREDERICK 4.0	K763	36	288	Y	8 20
	763.9		M.-K.-T. CROSSING 0.5					
6 45 P M	774.2	D	DAVIDSON, OKLA. 10.3	K774	YA	RD	CB	7 45 A M
Arrive Daily Ex. Sunday			(188.2)					Leave Daily Ex. Sunday
661								662

Northward trains are superior to southward trains of the same class

WESTWARD

WESTERN DIVISION — AVARD SUBDIVISION

EASTWARD

THIRD CLASS 1341 A. T. & S. F. No. 182	SECOND CLASS 637	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid, Creek, Bulletin	SECOND CLASS	THIRD CLASS
						Siding	Other		630	1340 A. T. & S. F. No. 181
Leave Daily	Leave Daily Ex. Sunday	Miles							Arrive Daily Ex. Sunday	Arrive Daily
A M 5 00	A M 5 15	544.9	2S	ENID 3.2	K586	YARD	OGRT YCB	A M 10 30	A M 11 45	
5 15 A M	5 22	548.1	P	BLANTON 4.7	Z548			10 18	11 30 A M	
	5 27	549.8		JONAH 5.7	Z550	46		10 14		
	5 39	554.5	D	CARRIER 6.3	Z555	56	17	10 02		
	5 59	562.8	D	GOLTRY 8.5	Z563	46	44	9 41		
	6 15	569.3	D	HELENA 9.1	Z569	49	44	9 25		
	6 27	574.4		McWILLIE 9.8	Z574		68	9 11		
		580.2		A. T. & S. F. CROSSING 10.3			GATE			
	6 42	580.5	D	CARMEN 11.1	Z581	52	49	8 55		
	7 04	588.6		DAOMA 12.1	Z589	51	43	8 34		
	7 22	595.0		HOPETON 13.9	Z595		44	8 18		
	7 45 A M	601.0		AVARD 15.0	Z602	58	99	8 00 A M		
Arrive Daily	Arrive Daily Ex. Sunday			(57.0)				Leave Daily Ex. Sunday	Leave Daily	
1341	637							630	1340	

Eastward trains are superior to westward trains of the same class except, No. 637 is superior to No. 630.

17. TONNAGE RATING OF ENGINES BY CLASSES.

SOUTHWARD AND WESTWARD

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Beaumont to Atlanta	1000	665	1125	1000	1500	1755	1840
Atlanta to Blackwell	1215	805	1365	1215	1825	2135	2240
Blackwell to Enid	1450	965	1630	1450	2175	2540	2665
Enid to Thomas	1215	805	1365	1215	1825	2135	2240
Thomas to Clinton	2000	1330	2250	2000	3000	3510	3685
Clinton to Davidson	1300	865	1460	1300	1950	2280	2395
Cherokee Yard to Fisher	2200	1450	2475	2200	3300	3850	4055
Fisher to Enid	1500	1000	1675	1500	2150	2500	2730
Enid to Jonah	1350	895	1515	1350	2025	2365	2485
Jonah to Avard	2000	1330	2250	2000	3000	3510	3685

NORTHWARD AND EASTWARD

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Davidson to Clinton	1500	995	1685	1500	2250	2630	2760
Clinton to Southard	1300	865	1460	1300	1950	2280	2395
Southard to Enid	1600	1065	1800	1600	2500	2925	3070
Enid to Arkansas City	1600	1065	1800	1600	2400	2805	2945
Arkansas City to Beaumont	1300	865	1460	1300	1950	2280	2395
Avard to Helena	1400	930	1575	1400	2100	2455	2575
Helena to Jonah	2660	1770	2990	2660	4000	4680	4915
Jonah to Enid	3500	2330	3250	3500	5000	5850	6140
Enid to Pawnee	2200	1465	2475	2200	3300	3860	4055
Pawnee to Hallett	1250	830	1405	1250	1880	2195	2305
Hallett to Fisher	1600	1050	1800	1600	2500	2925	3070
Fisher to Cherokee Yard	2600	2775	3000	2600	4000	4680	4915

19. RESTRICTIONS ON DOUBLE HEADING OVER BRIDGES.

(Blank)

20. PERMISSIBLE LOAD LIMITS.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
Cherokee Yard to Steen	210,000	53
Enid to Avard	210,000	53
Beaumont to Enid	210,000	53
Enid to Davidson	210,000	53

21. LIST OF TIME INSPECTORS.

R. E. Huesgen, President, American Railroad Time Service Company	St. Louis, Mo.
Hugh E. Metzler	115 S. Summit St., Arkansas City, Kans.
R. W. Jackson	Blackwell, Okla.
F. O. Gumm	6522 East King, Tulsa, Okla.
Hardesty Jewelry Co.	1726 S. Quannah, West Tulsa, Okla.
Lyons Jewelry Co.	Pawnee, Okla.
Rene Pallissard	Perry, Okla.
Riley Atkinson	203 West Randolph, Enid, Okla.
Northup's Jewelry Co.	Clinton, Okla.
L. L. Dillingham	Hobart, Okla.
R. L. Huff	Snyder, Okla.
Clyde Erwin	Frederick, Okla.

L. J. King	Superintendent Terminals, Tulsa, Okla.
R. E. Beatty	Terminal Trainmaster, Tulsa, Okla.
G. S. Pollard	Terminal Trainmaster, Tulsa, Okla.
F. Lance	Terminal Trainmaster, Tulsa, Okla.
P. L. Morey	Assistant Terminal Trainmaster, Tulsa, Okla.
N. C. Sweeten	Road Foreman of Equipment, Tulsa, Okla.
A. L. Pursley	Chief Dispatcher, Tulsa, Okla.

**4. SPEED RESTRICTIONS (Continued).**

	MPH	
	Psg.	Frt.
Clinton, between MP K-680-20 and MP K-680-21, northward trains, until engine through these limits.....	10	10
Hobart, between MP K-716-14 and MP K-717-14, until engine through these limits .....	25	25
Over 3rd, 4th and 5th Sts. ....	15	15
Frederick, between MP K-762-19 and MP K-764-6, until engine through these limits .....	10	10

**5. OTHER SPEED RESTRICTIONS.****Circus Trains:**

On Perry, Avard, Beaumont and Enid-Hobart Subdivisions.....	MPH	
	Tangent	Curves
	25	20

**Trains Handling:**

	MPH
Scale Test (4-wheel) Cars, Company-owned Hoists, Pile Drivers, Air Dump Cars, (except Air Dump Cars SF 96610 to 96627), *Locomotive Cranes or Spreader-Ditchers, Snow Plows SF 99096, 99097 and 105288, moving on own wheels .....	25

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

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 .....	25
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Company-owned equipment of this type, when moving from terminals, where Car Inspectors are on duty, will be handled without restrictions unless otherwise instructed.

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
Perry Subdiv., Cherokee Yard to Steen.....	25	No	No
Beaumont Subdiv., Beaumont to Enid.....	20	No	No
Enid-Hobart Subdiv., Enid to Davidson.....	20	No	No
Avard Subdiv., Enid to Avard .....	20	No	No

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

Triple loads on curves except where further restricted:

Perry Subdivision .....	30
Avard, Beaumont, Enid-Hobart Subdivisions.....	20

**6. SWITCH LIGHTS. (Blank)****7. BLOCK SIGNALS. (Blank)****8. BLOCK SIGNALS, REMOTE CONTROL SWITCHES AND SPRING SWITCHES.****LOCATION OF SPRING SWITCHES**

Foley .....	A. T. & S. F. Junction
Ewing.....	A. T. & S. F. Junction

Between Enid, MP Z-546 plus 2 poles and Blanton, MP Z-548 plus 3 poles, movement of trains will be as prescribed by Rules 261 and 264. Trains finding signals displaying stop indication, after waiting 15 minutes, may proceed through the block when preceded by a flagman a sufficient distance to insure full protection against opposing trains. A. T. & S. F. train finding switch indicator displaying stop indication will wait five minutes, then if no train is approaching, open switch and be governed by signal indication.

**9. INTERLOCKINGS.**

AUTOMATIC (Rules 663 and 664).

M.-K.-T. crossing, mile Z-460.9
A. T. & S. F. crossing, mile Z-471.6
A. T. & S. F. crossing, mile Z-479.7
A. T. & S. F. crossing, mile Z-502.7
A. T. & S. F. crossing, mile Z-533.3
A. T. & S. F. crossing, mile K-501.0
A. T. & S. F. crossing, Ark. City, (Canal track)
C. R. I. & P. crossing, mile K-585.0

Train desiring to move out of mill track Winfield will stop before reaching dwarf signal, train man will reverse switch and dwarf signal will display proceed indication if route is clear. If either S.L.-S.F. home signal is displaying proceed indication when it is desired to make this move the signal will display stop indication as soon as switch is reversed and it will be one minute before dwarf signal will display proceed indication.

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

Mile	Intersecting Line	Normal Position
<b>Beaumont Subdivision:</b>		
K-514.9	M. V. Ry.	Against M. V. Ry.
K-538.2	A. T. & S. F. Ry.	Against A. T. & S. F. Ry.
K-576.5	C. R. I. & P. Ry.	Against S. L.-S. F. Ry.
K-583.8	A. T. & S. F. Ry. (2 tracks)	Against A. T. & S. F. Ry.
<b>Enid-Hobart Subdivision:</b>		
K-619.0	C. R. I. & P. Ry.	Against C. R. I. & P. Ry.
K-679.7	C. R. I. & P. Ry.	Against S. L.-S. F. Ry.
K-744.1	Southwestern Division	Against Western Division
<b>Perry Subdivision:</b>		
Z-508.7	A. T. & S. F. Ry. (2 tracks)	Against A. T. & S. F. Ry.
<b>Avard Subdivision:</b>		
Z-580.2	A. T. & S. F. Ry.	Against S. L.-S. F. Ry.

**11. LOCATION OF YARD LIMITS.**

Cherokee Yard	Custer City
Perry	Clinton
Steen to Enid	Bessie
Beaumont	Cordell
Winfield	Hobart
Arkansas City to West Yard	Snyder
Blackwell	Frederick
Okeene	Davidson
Southard	Carmen
Thomas	Avard

**12. DRAW BRIDGES.**

(Blank)

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

Cherokee Yard.....	Western Division
Steen.....	Perry Subdivision
Enid.....	Avard Subdivision
Beaumont.....	Western 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.

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 unit —2 Road
- 1 Road—1 RD-SW unit —3 Road
- 1 Road—2 RD-SW units—2 Road
- \*1 Road—1 RD-SW—1 Road—1 RD-SW—1 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 units

\*—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 double-headed 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.

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 rerailling 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.

## 15. GENERAL INSTRUCTIONS (Continued).

## 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.

A. T. & S. F. trains will display markers showing yellow indication where green is prescribed in Rule 19(a).

A. T. & S. F. extra trains authorized to display two white lights only. (Rule 20(a)).

Account heavy grade on track serving Prague Lumber Co., Enid, air must be coupled and working on all cars handled in and out of this track. Cars left on this track between turnout and Third Street must have hand brakes securely set. Before coupling into or cutting off any cars left at this location, it must be known that hand brakes are set on all such cars.

Following crossings must be flagged from ground position:

Enid: Oak and Walnut Ave., (City tracks)

Jefferson Street (4 north tracks)

Blackwell: West Blackwell Avenue.

Winfield: 9th Avenue.

## TRACK RESTRICTIONS

Winfield.....Do not switch Duck Track with more than one unit.

Enid.....Do not put engine over car unloader on track No. 1, Union Equity Cooperative Exchange Elevator Z.

Southard.....When switching U. S. G. Company plant with more than one diesel unit, do not put engine beyond frog on any track except Spur track leading out of Mill Lead and Panel Board track.

Svoboda Spur.....Do not put engine beyond 50 feet from clearance point.

## TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

	Mile	Car Capacity	Station Number	End Connection
<b>PERRY SUBDIVISION</b>				
Callahan.....	Z-525.3	40	Z-525	Both
Etna.....	Z-536.6	8	Z-537	Both
<b>BEAUMONT SUBDIVISION</b>				
Grainville.....	K-534.2	5	K-534	South
Byrd.....	K-557.1	4	K-557	South
<b>ENID-HOBART SUBDIVISION</b>				
Lindley.....	K-610.6	24	K-611	South
Piper.....	K-613.5	20	K-613	Both
Darrow.....	K-623.0	14	K-623	North
Gyp.....	K-627.1	11	K-627	Both
Cody.....	K-652.0	17	K-652	North
Fransen.....	K-683.5	19	K-683	Both
Svoboda.....	K-740.6	4	K-741	North

## 16. CLASSIFICATION OF ENGINES.

1

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	
"	336	69		Box-Express	465-469	23	
"	337 & 339	70		Dining Car	638	102	
"	341	76		"	640	97	
"	342	70		"	641	99	
"	343	71		"	650	68	
"	344	73		Coach	751-757	84	
"	346	70		"	759	80	
"	348	69		"	761	82	
"	349	61		"	762	82	
				"	765-770	79	
				"	771	82	
				"	772-775	81	
				Coach	1053-1060	81	
				"	1062	84	
				"	-1064	83	
				"	1068	81	
				"	1071-1074	83	
				"	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	2054	60	
"	1209-1211	78		De Luxe 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		Business Car	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 1/3
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.