

MISSOURI, KANSAS & TEXAS RAILWAY

CHARLES E. SCHAFF, Receiver

SAFETY

FIRST

McALESTER DISTRICT

EMPLOYEES TIME TABLE NO. 1-B

EFFECTIVE SUNDAY, JANUARY 9, 1921

AT 12:01 O'CLOCK A. M. CENTRAL STANDARD TIME

Superseding Previous Time Tables and Supplements

THIS TIME TABLE IS FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

D. S. MURPHY,
Superintendent.

A. S. JOHNSON,
General Manager.

W. M. WHITENTON,
Assistant Chief Operating Officer

C. N. WHITEHEAD,
Chief Operating Officer

FOURTH CLASS			THIRD CLASS		Distance from St. Louis	Time Table No. 1-B Effective 12:01 A. M. January 9, 1921	Car Capacity Passing Tracks Fuel, Water, Turn Table Telephone, Track Scales, Wye,	FIRST CLASS				SECOND CLASS					
95 Way	91 Way	93 Joplin Way	73 K F F	71 Mdse.				1 Texas Special	5 Flyer	3 St. Louis Limited	23 Kansas City Limited	7 Passenger	9 Passenger	115 Joplin Passenger	21 Tulsa Passenger	25 Tulsa Passenger	27 Tulsa Passenger
Mon. Friday	Wed. Fri-day	Daily Except Sunday	Daily	Daily													
9.15AM		4.00AM	11.00AM	9.00AM	386.0	Leave N NORTH YARDS SY	POC TYW										
s 9.20		s 4.10	11.05	9.05	386.6	N PARSONS Lv. W	P		8.05AM	8.50PM	9.00PM	2.05AM	3.45PM 70	8.30AM			
					387.1	0.6 St. L.-S. F. Interlocker											
f 9.35		4.25	11.20	9.20	390.2	0.5 OLIVE	P 90		8.12	8.55	9.07	2.12	3.52	8.37			
s 9.50		A 4.45AM	11.35	9.35	394.4	3.1 N CHEROKEE JUNCT. UN	PWY130		8.20	9.02	9.15	2.20	4.00	A 8.45AM			
s 10.00		93 11.2	11.40	9.40	395.5	4.2 D LABETTE LB	P 100		8.22	9.04	9.17	f 2.22	s 4.03				
					400.8	5.3 St. L.-S. F. Interlocker											
s 10.50			12.01PM	10.00	400.9	0.1 N OSWEGO OW	P 110		s 8.31	9.11	s 9.26	s 2.32	s 4.14				
11.15			12.10	10.10	403.9	3.0 CONDON	P 110		8.36	9.16	9.30	2.40	8 4.20				
					409.9	6.0 Mo. Pac. Interlocker											
s 12.10PM			12.35 96	10.35	410.2	0.3 N CHETOPA CP	PW 50		s 8.46	9.24	s 9.39	s 2.53	s 4.40 10				
s 1.00 73 70			1.00 95 70	11.06 96	416.1	5.9 D RUSSELL CREEK RC	P 60		8.53	9.32	9.47	f 3.03	f 4.53				
s 1.50			1.25	11.25	421.4	5.3 N WELCH WH	P 110		9.00	9.40	9.55	s 3.12	s 5.02				
s 2.40			1.40	11.40	426.6	5.2 N BLUE JACKET BJ	PW 90		9.07 96	9.46 72	10.02 72	s 3.23	s 5.11				
f 3.10			2.05	12.05PM 70	433.9	7.3 D KELSO KO	P 110		9.17	9.55	10.12	f 3.36	f 5.23				
					438.8	4.9 St. L.-S. F. Interlocker											
A 3.42PM 10	L 8.00AM		2.45	12.40	439.0	0.2 N VINTA VI	PCW110	L 5.30AM	s 9.30	s 10.05	s 10.26	s 3.58	s 5.37				
	8.15		3.00 90	12.50	441.9	2.9 HULWE	P 80	5.34	9.34	10.13	10.30	4.04	5.42				
s 8.35			3.20 10	1.05	446.8	4.9 N BIG CABIN BG	P 110	5.40 24	9.41	10.19	10.37	s 4.15	s 5.59 6				
s 9.00			3.50	1.30 90	454.4	7.6 D ADAIR X	P 92	5.49 4	9.52	10.28	10.47	s 4.30	s 6.14				
f 9.15			4.05	1.40	457.9	3.5 DAWES	P 100	5.55	9.57	10.33	10.52	4.37	6.20				
s 10.06 5 70			4.30	2.00	463.7	5.8 N PRYOR C	PW 90	6.01	10.06 91 70	10.40	11.00	s 4.48	s 6.35				
s 10.25			4.55	2.15	468.6	4.9 LUSTA	P 110	6.06	10.12	10.47	11.07	5.03 24	6.45 72				
s 10.50			5.18 6	2.24 10	472.2	3.6 N CHOTEAU AU	P 110	6.10	10.17	10.52	11.11	s 5.18 4	s 6.55				
s 11.15		85	5.40 72	2.45	477.7	5.5 D MAZIE MZ	P 110	6.16	10.25	10.58	11.17	f 5.27	f 7.07				
f 11.30	Tulsa Way		6.00	3.05	483.7	6.0 LELIAETTA	P 110	6.23	10.33 90	11.05	11.25	5.38	7.20				
f 11.45	Daily Except Sunday		6.20	3.25	487.0	3.3 NORTH WAGONER	WP 100	6.27	10.37	11.09	11.35 2	5.44	7.26				
s 12.30PM			6.25	3.30	488.1	1.1 N WAGONER A	P 110	6.28	s 10.40	11.11	s 11.38	s 5.50	s 7.32				
					488.2	0.1 Mo. Pac. Interlocker											
s 1.00			6.40	3.45	494.1	5.9 D GIBSON GI	P 110	6.34	10.48	11.24 2	11.47 8f	s 5.59	s 7.41				
f 1.30 10	L 2.40PM		6.50	4.00 72	498.6	4.5 N WYBARK BK	P 70	6.40	10.54	11.30 8	11.54	6.08	7.50	L 7.45AM	L 6.40PM		
					501.8	3.2 K. O. & G. Interlocker											
	2.00PM	3.00PM	7.10PM	4.30PM 6	503.6	1.8 N MUSKOGEE M	Y P 100	6.50AM	11.05AM	11.40PM	12.05AM	f 6.20AM	f 8.00PM	8.00AM	6.50PM		
95	91	85	73	71		117.6		1	5	3	23	7	9	115	21	25	27
8.7	11.2	15.0	14.3	15.6		Average speed per hour.....		48.4	39.0	41.3	37.9	27.5	27.5	31.2	20.0	30.0	30.0

Nos. 115, 21, 25, 27, 85 and 93 two hours or more behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order (See Rule 82 and 220.)

Northward trains are superior to trains of the same class in opposite direction unless otherwise specified. No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2.

No's 93, and 95 carry passengers.
No. 23 stops at Pryor on flag to discharge passengers from Kansas City or St. Louis and pick up passengers for Texas.

Northward Trains

CHEROKEE DIVISION

Northward Trains

SECOND CLASS					FIRST CLASS					Time Table No.1-B Effective 12:01 A. M. January 9, 1921	Station Numbers	THIRD CLASS		FOURTH CLASS			
18 Tulsa Passenger	26 Tulsa Passenger	20 Tulsa Passenger	116 Joplin Passenger	8 Passenger	10 Passenger	2 Texas Special	6 Flyer	4 St. Louis Limited	24 Kansas City Limited			72 Meat	70 K. F. F.	90 Way	96 Way	92 Joplin Way	80 Tulsa Way
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Tues. Thurs. Saturday	Tues. Thurs. Saturday	Daily Except Sunday	Daily Except Sunday
										Automatic Block	Arrive N NORTH YARDS SY	386	1.00AM	4.00PM			
			7.25PM	3.20AM	5.40PM			7.35PM	7.50AM	7.30AM	N Arrive PARSONS W	387	12.50	3.45	2.50	6.00	
											St. L.-S. F. Interlocker						
			7.15	3.10	5.26			7.28	7.42	7.20	OLIVE	390	12.40	3.25	2.30	5.50	
			L 7.07PM	3.02	5.19			7.22	7.35	7.12	N CHEROKEE JUNCT. UN	395	12.28	3.00	2.15	L 5.35PM	
				f 2.59	s 5.15			7.20	7.32	7.10	D LABETTE LB	396	12.23	2.50	2.05		
											St. L.-S. F. Interlocker						
				s 2.48	s 5.02			7.13	7.22	7.00	N OSWEGO OW	401	12.05AM	2.20	1.30		
				2.40	4.53			7.08	7.15	6.53	CONDON	404	11.45	2.00	1.00		
											Mo. Pac. Interlocker						
				s 2.27	s 4.40			6.58	7.05	6.43	N CHETOPA CP	410	11.15	1.25	12.35PM	73	
				2.13	4.28			6.50	6.56	6.32	D RUSSELL CREEK RC	416	10.50	1.00	11.06	71	
				s 2.02	s 4.16			6.43	6.47	6.23	N WELCH WH	421	10.25	12.40	9.57		
				f 1.51	s 4.04			6.37	6.39	6.16	N BLUE JACKET BJ	427	10.02 9.46	12.25	9.07	5	
				1.36	s 3.52			6.26	6.28	6.05	D KELSO KO	434	9.10	12.05PM	8.00		
											St. L.-S. F. Interlocker						
				s 1.26	s 3.42	95A 12.50AM	s 6.16	s 6.18	s 5.56		N VINITA VI	439	8.45	11.45	A 3.30PM	L 7.30AM	
				1.15	3.28	12.42	6.06	6.04	5.46		HULWE	442	8.20	11.25	3.00	73	
				f 1.07	s 3.20	73 12.35	5.59	5.58	5.40	1	N BIG CABIN BG	447	8.00	11.08	2.30		
				s 12.53	s 3.05	12.25	5.48	5.49	5.26	1	D ADAIR X	454	7.35	10.43	1.30	71	
				12.45	f 2.57	12.20	5.42	5.38	5.20		DAWES	458	7.25	10.30	1.10		
				s 12.38	s 2.45	12.11	s 5.33	5.30	s 5.11		N PRYOR C	464	7.05	10.06	12.45PM		
				12.30	2.30	12.05AM	5.23	5.23	5.03	7	LUSTA	469	6.45	9.35	11.55		
				s 12.25	s 2.24	71 11.59	5.18	5.18	4.57		N CHOTEAU AU	472	6.15	9.20	11.25		
				f 12.17	s 2.14	11.50	5.11	5.10	4.50		D MAZIE MZ	478	5.40	8.55	11.05		
				12.08	2.03	11.40	5.02	5.03	4.42		LELIAETTA	484	5.15	8.30	10.33	5	
				12.03	1.57	11.35	4.57	4.59	4.37		NORTH WAGONER	487	4.57	8.15	9.40		
				s 12.01AM	s 1.54	11.33	s 4.54	4.57	s 4.35		N WAGONER A	488	4.42	8.10	9.30		
											Mo. Pac. Interlocker						
				f 11.47	23s 1.39	11.24	3 4.45	4.49	4.26		D GIBSON GI	494	4.20	7.45	8.50		
A 11.23PM	A 5.10PM	A 7.10AM		11.30	3s 1.30	91 11.17	4.38	4.43	4.20		N WYBARK BK	499	4.00	7.30	8.25	A 8.40AM	
											K. O. & G. Interlocker						
											N MUSKOGEE M	504	3.30PM	7.10AM	8.10AM	8.20AM	
											Leave						
18	26	20	116	8	10	2	6	4	24		117.6	72	70	90	96	92	80
30.0	30.0	30.0	30.0	30.0	27.1	38.7	36.9	36.9	35.1		Average speed per hour.....	12.1	13.3	8.7	6.6	14.2	15.0

Northward trains are superior to trains of the same class in opposite direction unless otherwise specified. No. 2. is superior to all trains. No. 1 is superior to all trains except No. 2.

No. 4 stop at Wagoner, Pryor, Chetopa and Oswego to discharge passengers from south of Denison.

All fourth class and extra trains approach Cherokee Junction under control expecting to find Joplin Division trains using main track and approach Wybark under control expecting to find Tulsa Division trains using main track. Cherokee Division trains approach cross over immediately south of St. L.-S. F. Crossing, Parsons, expecting to find Osage Division trains crossing over.

Southward Trains

CHOCTAW DIVISION

Southward Trains

Northward freight trains use main line through Denison from Ray to Warner Jct.

Southward freight trains use Warner Cut off from Warner Jct. to Ray.

In using double track, trains keep to the right.

All Northward trains except Nos. 8, 10 and 94, use right hand track from Red River to Stringtown.

Nos. 8, 10 and 94 use Southward track, St. L.-S. F., North Junction to cross over North of Calera depot, mile 646.2 and will there register and enter the North-track.

Northward third class and inferior trains use the West track, between First Cross over South of R. I. & P. Crossing, McAlester, and the north passing track switch North McAlester, Switches will be kept for Main Line or east track.

Hailey, M. P. 572.1 is flag stop for Nos. 7, 8, 9 and 10.

Rentiesville, M. P. 520.5 is flag stop for Nos. 7, 8, 9, and 10.

Armstrong M. P. 636.6 is flag stop for Nos. 7, 8, and 10.

Table with columns for Fourth Class (99, 97, 95) and 3d Class (73, 71) showing departure times and distances from St. Louis.

Time Table No. 1-B Effective 12:01 A. M. January 9, 1921

STATIONS table listing stations from Muskogee to Ray with distances and directions.

Main schedule table with columns for First Class (23, 1, 5, 3) and Second Class (7, 9, 33, 35) showing arrival and departure times.

Northward trains are superior to trains of same class in the opposite direction unless otherwise specified. No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2.

Northward Trains

CHOCTAW DIVISION

Northward Trains

SECOND CLASS				FIRST CLASS				Time Table No. 1-B Effective 12:01 A. M. January 9, 1921	Station Numbers	THIRD CLASS			FOURTH CLASS		
34	32	8	10	24	2	6	4			72	70		94	96	98
Passenger	Passenger	Passenger	Passenger	Kansas City Limited	Texas Special	Flyer	St. Louis Limited			Meat	K.F.F.		Way	Way	Way
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Friday	Tues. Saturday	Tues. Saturday		
		10.40PM	12.55PM	4.00AM	11.05PM	4.20PM	4.25AM	504	2.30PM	5.30AM			2.15PM		
		10.17	12.40	3.48	10.51	4.07	4.15	511	2.00	5.10			2.40		
		10.05	12.28	3.38	10.43	3.57	4.05	517	1.40	4.55			1.15		
		9.50	12.12PM	3.29	10.34	3.47	3.55	525	1.20	4.35			12.50PM		
		9.39	11.57	3.23	10.27	3.38	3.43	530	1.00	4.20			11.57		
		9.30	11.40	3.17	10.21	3.32	3.37	534	12.30	3.55			11.05		
		9.19	11.33	3.13	10.16	3.27	3.33	538	12.10PM	3.33			10.50		
		9.08	11.22	3.07	10.10	3.19	3.27	543	11.40	3.07			9.30		
		9.00	11.16	3.01	10.04	3.13	3.21	547	11.16	2.40			9.15		
		8.51	11.09	2.56	10.00	3.08	3.17	550	11.00	2.30			8.44 8.00		
		8.50	11.08	2.55	9.59	3.07	3.16	551	10.57	2.25			7.50		
		8.41	11.00	2.50	9.54	3.01	3.11	555	10.45	2.10			7.25		
		8.31	10.50	2.43	9.47	2.53	3.04	561	10.25	1.50			7.00		
A 2.15PM	A 6.20AM	8.25	10.45	2.38	9.43	2.48	3.00	564	10.15	1.43 1.17		A 2.00PM	L 6.45AM		
L 2.10PM	L 6.15AM	8.10	10.30	2.28	9.32	2.39	2.50	566	9.35	1.05		1.50			
		7.55	10.16	2.18	9.24	2.30	2.39	569	9.15	12.55		1.40			
		7.45	10.06	2.11	9.17	2.23	2.32	575	9.00	12.35		1.23			
		7.40	10.00	2.04	9.14	2.21	2.29	576	8.51	12.30		12.30PM			
		7.27	9.46	1.55	9.06	2.12	2.21	583	8.25	12.10AM		10.13 9.46			
		7.15	9.36	1.48	9.01	2.06	2.14	587	8.05	11.54		9.06			
		7.07	9.25	1.41	8.55	1.57	2.08	591	7.52	11.38		8.45			
		7.02	9.17	1.38	8.51	1.54	2.03	594	7.45	11.30		8.30			
		6.52	9.05	1.32	8.45	1.48	1.57	598	7.32	11.15		7.45			
		6.43	8.58	1.25	8.39	1.42	1.51	603	7.20	11.05		7.20			
		6.30	8.47	1.14	8.28	1.32	1.40	610	7.00	10.45		2.30PM	L 6.30AM		
		6.16	8.35	1.02	8.21	1.19	1.25	615	6.10	9.55		1.55			
		6.04	8.23	12.54	8.13	1.10	1.17	621	5.55	9.40		1.10			
		5.48	8.08	12.41	8.02	12.57	1.04	630	5.35	9.20		12.01PM			
		5.40	8.00	12.36	7.57	12.52	12.59	633	5.25	9.10		11.25			
		5.25	7.45	12.24	7.47	12.40	12.49	641	4.55	8.45		10.55			
		5.13	7.34	12.17	7.40	12.30	12.41	646	4.40	8.25		9.25			
		5.00	7.20					653				8.30			
		4.51	7.12	12.01AM	7.25	12.16	12.25	656	4.15	7.55		7.58			
		4.47	7.08	11.58	7.23	12.13	12.22	656							
		4.40PM	7.00AM	11.50PM	7.15PM	12.05PM	12.15AM	657	4.01	7.50		7.45			
								661	3.45AM	7.30PM		7.30AM			
								664							
34	32	8	10	24	2	6	4		72	70		94	96	98	
21.6	21.6	26.2	26.6	37.8	41.2	37.0	37.6	159.9	14.6	15.7		7.7	6.0	8.2	
Average speed per hour															

Northward freight trains use main line through Denison from Ray to Warner Jct.

Southward freight trains use Warner Cut Off from Warner Jct. to Ray.

No. 4 stops at Durant to discharge passengers from South of Denison.

Trains 8, 10 and 94 will use Southward Track St. L. S. F. North Jct. to cross over North of Calera depot Mile 646-2

Northward trains are superior to trains of the same class in the opposite direction unless otherwise specified. No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2.

Westward Trains

WILBURTON BRANCH

Eastward Trains

Nos. 32, 33, 34 and 35 stop on flag at Coles Crossing, Dodson, and Chilli.

Extra trains north or east bound, will use the last half of each hour during each twenty-four hours, and extra trains south or west bound will use the first half of each hour, during each twenty four hours, between Krebs Junction and Mine 78. Extra trains moving in direction indicated are superior to extra trains in the opposite direction for the half hours designated above.

	Mile	Car Capacity	Station Number
Gaines	11.5	9	R 11
Chilli	18.3	7	R 18

		SECOND CLASS		Distance from North McAlester	Time Table No. 1-B Effective 12:01 A. M. January 9, 1921	Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS				
		35 Passenger Daily	33 Passenger Daily					32 Passenger Daily	34 Passenger Daily			
		4.05PM	8.00AM	27.8	Leave D	WILBURTON	Arrive WN	R 28	Yard PYW	7.50AM	3.50PM	
		4.15	8.10	24.4		DEGNAN		R 24	20	7.40	3.37	
		4.22	8.17	21.8	D	PATTERSON	NO	R 22	20 P	7.33	3.30	
		4.41	8.35	16.4		DRUMB		R 16	10	7.17	3.12	
		4.51	8.44	13.1	D	ADAMSON	AD	R 13	30 PYW	7.09	3.03	
		5.11	9.02	6.7		CARBON		R 7		6.51	2.45	
		5.14	9.05	6.3		RICHVILLE		R 6.3	150	6.49	2.42	
		5.19	9.10	5.1		BUCK		R 6	60	6.44	2.37	
		5.24	9.13	3.4		KREBS JUNCT.			34	6.37	2.32	
		5.27	9.17	3.9	D	KREBS	BS	R 4	54 P	6.35	2.30	
		5.29	9.19	3.4		KREBS JUNCT.				6.32	2.28	
		5.40PM	9.30AM	.0	N Arrive	NORTH MCALESTER	MC Leave	564	Yard POYCW	6.25AM	2.20PM	
		35	33							32	34	
		19.0	19.0							19.3	19.0	
					Average speed per hour.....							

Westward Trains

TULSA DIVISION

Eastward Trains

FLAG STOPS
 Haynes Nos. 227, 224, 225 and 226.
 Indian Nos. 225, 224 and 226.
 Piatt Nos. 225, 224, 223, 226 and 81.
 Rudd Nos. 225, 226, 84 and 81.
 Pulare Nos. 223, 224, 225 and 226.
 Flipper Key Nos. 225 and 226

	Mile	Car Capacity	Station Number
Indian	249.8	7	Z 250
Pulare	257.0		
Piatt	263.2	6	Z 263
Kendall	280.0	7	Z 280
Rudd	281.0	22	Z 282
Weir	294.7	Mine tracks	Z 295
Haynes	320.4	4	Z 320
Huchie	322.9	6	Z 323
Flipper Key	319.1		

		4TH CLASS	SECOND CLASS			Distance from Kansas City Via Osage	Time Table No. 1-B Effective 12:01 A. M. January 9, 1921	Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS			4TH CLASS			
		81 Way Daily Except Sunday	227 Passenger Daily	223 Passenger Daily	225 Passenger Daily					224 Passenger Daily	226 Passenger Daily	228 Passenger Daily	84 Way Daily Except Sunday			
		8.40AM	5.10PM	11.25PM	7.15AM	324.3	Leave N	WYBARK	Arrive BK	Z 499	30 P	7.45AM	6.40PM	10.40PM	1.45PM	
		9.15	5.20	11.37	7.30	317.9		TULLAHASSEE		Z 318	20 P	7.30	6.25	10.27	1.10	
		9.40	5.29	11.50	7.44	312.8	D	PORTER	PO	Z 313	60 P	7.20	6.12	10.15	12.35	
		10.00	5.36	11.59	7.54	308.7		RED BIRD		Z 309	10 P	7.11	6.02	10.05	12.10PM	
		10.30	5.50	12.15AM	8.07	303.1	D	COWETA	MO	Z 303	60 PW	7.00	5.50	9.55	11.35	
		11.00	6.07	12.30	8.22	296.9		ONETA		Z 297	20 P	6.45	5.36	9.42	11.00	
		11.25	6.24	12.45	8.35	291.8	D	BROKEN ARROW	BA	Z 292	70 PW	6.34	5.25	9.29	10.30	
		11.55	6.40	1.00	8.45	286.3	D	ALSUMA	SU	Z 286	60 PWY	6.20	5.11	9.18	10.00	
		12.40PM	7.10PM	1.30	9.10 10.45	277.7	N	TULSA	SA	Z 278	40 P	6.00 5.50	4.50 4.40	9.00PM	9.10	
						272.46		Midland Valley St. L.-S. F. A. T. & S. F. S. S. I. R. R.	Interlocker Interlocker Interlocker Crossing							
		1.30	1.45	11.00		270.8		S. S. I. R. R. Crossing		Z 271	10 P	5.30	4.25		8.20	
		2.00	1.55	11.13		267.0		SAND SPRINGS		Z 267	70 PW	5.17	4.13		7.55	
		2.35	2.08	11.25		262.0		WEKIWA		Z 262	30 P	5.05	4.01		7.30	
		3.35	2.33	11.54		252.7	D	APPALACHIA		Z 253	60 P	4.40	3.35		6.40	
		4.00PM	2.50AM	12.15PM		245.2	N Arrive	PRUE	RU	A 245	Yard OWCYP	4.15AM	3.15PM		6.00AM	
		81	227	223	225							224	226	228	84	
		13.	24.1	25.6	19.8							26.5	26.6	26.8	12.3	
					Average speed per hour.....											

Eastward trains are superior to trains of the same class in the opposite direction unless otherwise specified.

Southward Trains

JOPLIN DIVISION

Northward Trains

FOURTH CLASS		SECOND CLASS		Distance from St. Louis	Time Table No.1-B		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS		FOURTH CLASS	
93	Way	115	Passenger		Effective 12:01 A. M.	January 9, 1921			116	Passenger	92	Way
	Daily Except Sunday		Daily		STATIONS						Daily Except Sunday	
	4.45AM		8.45AM	394.4	Leave N	CHEROKEE JUNCT.	395	PY Yard	7.07PM			5.30PM
s	5.10		s 9.03	402.1		SHERMAN CITY	S 7	50	s 6.48			f 4.25
s	5.40		s 9.22	410.0	D	WEST MINERAL MY	S 16	OWY Yard	s 6.30			s 3.25
				412.9		Mo. Pac. Crossing						
f	5.55		9.32	414.2		FLEMING	S 20	50	6.20			f 2.50
				418.72		St. L.-S. F. Interlocker						
				418.72		St. L.-S. F. Interlocker						
s	6.37		s 9.45	419.0	D	COLUMBUS CO	S 25	20	s 6.10			s 2.15
f	7.10		f 10.00	424.2		QUAKER	S 30	10	f 6.00			f 1.35
				431.5		St. L.-S. F. Crossing						
s	8.00		s 10.23	432.1	D	GALENA GA	S 38	O 30	s 5.40			s 12.35
f	8.10		f 10.30	433.6		CAVE SPRINGS	S 39		s 5.35			f 12.25PM
				434.1		St. L.-S. F. Crossing						
				435.3		St. L.-S. F. Crossing						
				437.1		J. & P. E. Ry. Crossing						
f	8.30		f 10.40	437.3		CHITWOOD	S 43	20	s 5.25			f 11.55
	8.55AM		10.50AM	440.7	N Arrive	JOPLIN	S 45	OTCW Yard	5.15PM			11.30AM
	93		115			46.3			116			92
	11.1		22.2			Average speed per hour.....			24.8			7.7

Northward trains are superior to trains of the same class in the opposite direction unless otherwise specified.

All Joplin Division Northward trains approach Cherokee Jct., under control expecting to find main track occupied.

Montana mile 397, Dickson mile 400, Star Valley mile 405, Cokedale mile 413, Military mile 427 and Playter mile 429 are flag stops for passenger trains. Nos. 93 and 92 carry passengers.

Fourth class and Extra trains run carefully between West Mineral and Fleming expecting to find mine engines occupying Main track.

Reduce to 10 miles per hour crossing Neosho River Bridge.

	Mile	Car Capacity	Station Number		Mile	Car Capacity	Station Number
Star Valley	404.5	12	S 10	Muskingum	436.2	10	S 42
Military	427.7	7	S 33	Sampson	436.3	8	S 42
Big Brownie	433.6	10	S 39	Ramage	436.4	45	S 42
Central City	435.2	15	S 41	Falls City	436.5	20	S 42
Hackett	435.9	30	S 42	John Jackson	436.5	50	S 42
Sampson	436.0	3	S 42	Martha Ball	436.6	8	S 42

TONNAGE RATING

Engine Percents	26	27	30	33	41	44	54	60
STATIONS	Rating	Rating	Rating	Rating	Rating	Rating	Rating	Rating
CHEROKEE DIVISION								
387 to 504.....		1300	1700	1850	2100	2200	2500	2800
504 to 387.....		1500	1600	1700	2200	2300	2400	2700
When tonnage is available								
421 to 488.....	Add 10 per cent							
488 to 504.....	Add 20 per cent							
504 to 488.....	Add 20 per cent							
395 to 387.....	Add 25 per cent							
CHOCTAW DIVISION								
504 to 565.....		1000	1250	1350	1800	1900	2100	2300
565 to 610.....		1250	1550	1700	2300	2400	2600	2800
610 to 664.....		1700	1950	2100	2900	3000	3450	3650
664 to 610.....		1700	1950	2100	2900	3000	3250	3450
610 to 565.....		1100	1300	1400	1950	2100	2600	2800
565 to 504.....		1030	1150	1250	1700	1800	2000	2200
657 to 653 (South Bound Track)			950	1050	1400	1575	2300	2600
JOPLIN DIVISION								
395 to 545.....	960	1000	1100	1210	1600	1700		
545 to 395.....	1200	1250	1450	1595	2100	2200		
TULSA DIVISION								
499 to Z278.....	990	1050	1200	1300	1550	1650		
Z278 to A245.....	1170	1250	1450	1550	2000	2100		
A245 to Z313.....	865	900	1050	1150	1450	1550		
Z313 to 499.....	1040	1100	1300	1450	1600	1750		
WILBURTON DIVISION								
565 to R28.....	1080	1100						
R28 to 565.....	1080	1100						

SPEED TABLE

Speed Per Hour	Time of Performance			Speed Per Hour	Time of Performance		
	¼ Mile	½ Mile	1 Mile		¼ Mile	½ Mile	1 Mile
Miles	M S	M S	M S	Miles	M S	M S	M S
10	1 30	3 00	6 00	36	0 25	0 50	1 40
11	1 21	2 43	5 27	37	0 24	0 48	1 37
12	1 15	2 30	5 00	38	0 23	0 47	1 34
13	1 09	2 18	4 37	39	0 23	0 46	1 32
14	1 04	2 08	4 17	40	0 22	0 45	1 30
15	1 00	2 00	4 00	41	0 21	0 43	1 27
16	0 56	1 52	3 45	42	0 21	0 42	1 25
17	0 52	1 46	3 31	43	0 20	0 41	1 23
18	0 50	1 40	3 20	44	0 20	0 40	1 21
19	0 47	1 34	3 09	45	0 20	0 40	1 20
20	0 45	1 30	3 00	46	0 19	0 39	1 18
21	0 42	1 25	2 51	47	0 19	0 38	1 16
22	0 40	1 21	2 43	48	0 18	0 37	1 15
23	0 39	1 18	2 36	49	0 18	0 36	1 13
24	0 37	1 15	2 30	50	0 18	0 36	1 12
25	0 36	1 12	2 24	51	0 17	0 35	1 10
26	0 34	1 09	2 18	52	0 17	0 34	1 09
27	0 33	1 06	2 13	53	0 17	0 34	1 07
28	0 32	1 04	2 08	54	0 16	0 33	1 06
29	0 31	1 02	2 04	55	0 16	0 32	1 05
30	0 30	1 00	2 00	56	0 16	0 32	1 04
31	0 29	0 58	1 56	57	0 15	0 31	1 03
32	0 28	0 56	1 52	58	0 15	0 31	1 02
33	0 27	0 54	1 49	59	0 15	0 30	1 01
34	0 26	0 53	1 45	60	0 15	0 30	1 00
35	0 25	0 51	1 42				

SPECIAL INSTRUCTIONS

"Each time table from the moment it takes effect, supersedes the preceding time table, and its schedules take effect on any division at the leaving time at their initial stations on such division. But when a schedule of a preceding time table corresponds in number, class, day leaving, direction and initial and terminal stations with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of the corresponding number of the new time table.

Schedules on each division date from their initial stations on such division. Not more than one schedule of the same number and day shall be in effect on any division."

Time Table and Train Order time shown at Stringtown applies to End of Double Track.

Normal position of switch at end of double track Stringtown is for southbound track.

Passing track Car Capacity is Exclusive of Engine and Caboose.

Engines backing up with or without train must not exceed a speed of 15 miles per hour.

The maximum speed of trains entering and leaving Main Line turn-outs passenger trains 20 and Freight 15 miles per hour.

Third and Fourth Class and Extra Trains and Yard Engines will clear First Class Trains ten minutes.

Third and inferior class trains, not exceed 15 miles per hour over Ray cut off between Warner Junction and Ray.

Trainmen of south-bound freight trains must immediately after leaving Colbert, turn up on head end of train 10 or more retainers, (on cars with brakes in good working order,) to enable Enginemen to keep trains under control, or stop, if necessary, at home signal St. L. & S. F. north junction.

Trainmen of north-bound freight trains must immediately after leaving Ray, turn up on head end of train 10 or more retainers, (on cars with brakes in good order) to enable Enginemen to keep train under control. When more than 50 cars in train a minimum of 15 retainers will be turned up.

Switch at end of double track, Sun, will be set for north-bound track. All trains and engines must approach end of double track under control, expecting to find cross-over being used by other trains.

All trains must run under control through Muskogee, North McAlester, and Atoka yards, expecting to find main track occupied.

Yard limit boards maintained at Parsons, West Mineral, Joplin, Vinita, Wagoner, Tulsa, Osage, Muskogee, North McAlester, McAlester, Atoka, Durant, Denison and Ray.

Yard Limit Boards protect yard engines working within yard limit against third and fourth class and extra trains only. See Rules 98-C and 98-E.

Passenger trains meeting at North McAlester will use passing track between crossover south of North McAlester depot and crossover south of coal chute.

At least 10 brakes must be set on all freight trains on arrival Muskogee Yard, by train crew and must be kept set by yard men to prevent cars from rolling out on main track at North end of yard.

First and Second class trains throw off register on form 68 at Muskogee yard office.

FLAGGING ON DOUBLE TRACK.

When a train crosses over to opposite track for any reason, it must PROTECT IN BOTH DIRECTIONS on that track.

When by reason of accident on one track, the opposite track is obstructed, the same precaution must be taken.

Block Signals

(See Rule 341)

Between Ray and Sun.

Between Denison and Colbert, including both directions on Southward track.

Between M. P. 608.1 and M. P. 647.3 governing approaches to crossovers only with current of traffic.

Between Parsons and Labette.

Between Wybark and C. R. I. & P. Crossing McAlester.

Trains between Warner Junction and Frisco Junction interlocker and through interlocker will be operated under protection of electric signals Nos. 6574 and 6576 and interlocker signals instead of on time table or train order rights.

When signals 6574 or 6576 indicate caution or clear, north bound trains may proceed to interlocker without orders against over due superior trains, and then be governed by interlocker signals.

When south bound interlocker signals indicate clear south bound trains may proceed to Warner Junction without orders against over due superior trains.

Do not pass fouling point sign until signals 6574 or 6576 indicate caution or clear. Should signals not indicate caution or clear within 5 minutes confer with operator at tower by telephone or proceed under protection of flag.

The normal position of switch at Warner Junction is for main line.

	Mile	Car Capacity	Station Number
Rentiesville	520.5	4	521
Hailey	572.1	10	572

MISSOURI, KANSAS AND TEXAS RAILWAY EMPLOYES' HOSPITAL ASSOCIATION

DR. E. F. YANCEY Chief Surgeon, Sedalia, Mo.
 DR. M. P. SHY, First House Surgeon, Sedalia, Mo. DR. D. E. SHY, Second House Surgeon, Sedalia, Mo.
 DR. U. E. HARTLEY, House Surgeon, Sedalia, Mo.

CONSULTING SURGEONS

Dr. W. J. Ferguson, Sedalia, Mo.
 Dr. Chas. A. McNeil, Sedalia, Mo.
 Dr. E. A. Wood, Sedalia, Mo.
 Dr. Frank Morley, Sedalia, Mo.
 Dr. W. A. Beckemeyer, Sedalia, Mo.

CONSULTING SPECIALISTS

Dr. Robt. Barclay, St. Louis, Mo., 3894 Washington Blvd.
 Drs. J. G. & R. T. Ehrhardt, St. Louis, Mo.
 University Club Bldg. Grand & Washington Aves.
 Dr. Frank R. Fry, St. Louis, Mo. Humboldt Building
 Dr. J. J. Houwink, St. Louis, Mo.
 Metropolitan Bldg. Grand & Olive.
 Dr. Guy Titsworth, Sedalia, Mo.
 Dr. Jos. W. Howard, Kansas City, Mo.
 910 Rialto Building.
 Dr. A. R. Kieffer, St. Louis, Mo.
 4480 Westminster Place
 Dr. J. G. Love, Sedalia, Mo., Ilgenfritz Bldg.
 Dr. Hanau W. Loeb, St. Louis, Mo., 537 N. Grand.

LOCAL SURGEONS

MISSOURI	NAME	OFFICE	RESIDENCE
JOPLIN	Dr. R. L. Neff	224 Main St.	224 Main St.
OKLAHOMA			
WELCH	Dr. J. O. Bradshaw		
VINITA	Dr. Louis Bagby		
	Dr. C. S. Neer	Over First National Bank	311 S. Smith St.
WAGONER	Dr. T. J. Shinn		
	Dr. G. W. Jobe		
PRYOR	Dr. J. L. Adams		
	Dr. Carl Puckett		
MUSKOGEE	Dr. F. B. Fite	Fite-Rowsey Building	16th and Emporia
	Dr. W. P. Fite		
	Dr. C. A. Thompson	508 Barnes Bldg.	16th and Court
	Dr. J. L. Blakemore		15th and Emporia
	Dr. M. K. Thompson, (Oculist)		
CROWDER	Dr. W. E. Crowder	Bond St. opposite Stone Block	Cor. Bond & H Sts.
	Dr. T. T. Norris	Bond St. oppsite Stone Block	Missouri Hotel
N. MCALESTER	Dr. J. O. Grubbs	Grubbs Bldg. Main St.	N. W. Cor. 2nd & Smith
	Dr. J. C. Schlicht		
MCALESTER	Dr. E. N. Allen		
	Dr. Geo. A. Kilpatrick		
	Dr. T. H. McCarley	108½ N. 2nd St.	
	Dr. L. C. Kuyrkendall, (Oculist)		
	Dr. L. S. Willour		
ATOKA	Dr. J. S. Fulton	Over Samples Grocery on Court	Cor. Court St. & Penn
	Dr. Chas. C. Gardner	Oklahoma Building	
CADDO	Dr. C. D. Dale		
COALGATE	Dr. F. E. Rushing		

OKLAHOMA	NAME	OFFICE	RESIDENCE
DURANT	Dr. Jas. L. Shuler		
SAVANNA	Dr. F. J. Baum		
EUFULA	Dr. Geo. W. West	Morhart Building	Over Kelly's Store
TULSA	Dr. Fred S. Clinton	Suite 411-412 New World Bldg	Cor. 4th & S. Boston
PORTER	Dr. W. R. Joblin		
BROKEN ARROW	Dr. J. N. Shippey	Up stairs in Laws Building	S. W. Cor. Ave. D & 1st St.
KIOWA	Dr. C. T. Harris	Edwards-Cubertson Bldg. Rm2-3	8th Street
	Dr. J. M. Harris		
CHECOTAH	Dr. A. J. Snelson		
	Dr. J. H. McCulloch		
OSAGE	Dr. H. L. Summers		
WILBURTON	Dr. Garnett A. Kilpatrick		

TEXAS	NAME	OFFICE	RESIDENCE
DENISON	Dr. A. A. Blessingame (Oculist)	221-23 Security Bldg	630 W. Woodward St.
	Dr. T. J. Long	Security Building	

KANSAS	NAME	OFFICE	RESIDENCE
PARSONS	Dr. C. McGinnis	Shop Surgeon	
	Dr. Albert Smith	1812½ Main	1610 Main St.
	Dr. J. C. Creel	1812½ Main	320 N. Central
	Dr. T. D. Blasdel (Oculist)	New State Bank Bldg	1717 Appleton
	Dr. G. A. Landes (Oculist)	Suite 10, Steele Bldg	
COLUMBUS	Dr. W. N. Johnson		
GALENA	Dr. F. L. McKinney		
CHECTOPA	Dr. R. L. Von Trebra	Over Bushes Drug Store	Bet. 7th & Walnut St.
WEST MINERAL	Dr. C. T. Reid		

SPECIAL INSTRUCTIONS

STANDARD CLOCKS

North Yard	North McAlester	Ray
Parsons	Atoka	Osage
Muskogee	Denison	Joplin

MAIL CRANES

North of Muskogee, Mile 501.0. East side main track.
 South of Reams, Mile 555.7. West side main track.

Maximum Speed Passenger trains	60 miles	and	Freight trains	25 miles	per hour.
Joplin Division passenger trains	40	"	"	"	18
Tulsa	"	"	"	"	18
Wilburton	"	"	"	"	15

Trains will not exceed 5 miles per hour through city limits of Wilburton—6 miles per hour Tulsa, North McAlester, McAlester—7 miles per hour, Muskogee—8 miles per hour, Joplin—15 miles per hour Chetopa,—10 miles per hour Pryor, Galena, Durant, Lehigh, Coalgate, Checotah—5 miles per hour, crossing main street Wagoner—4 miles per hour over Broadway and Okmulgee Ave., and within 200 feet of passenger station, Muskogee.

WATCH INSPECTORS

Webb C. Ball, Gen'l Time Inspector, Railway Exchange Bldg., Chicago Ill.	
W. F. Hayes, Sup't Time Service, Railway Exchange Bldg., Chicago, Ill.	
J. S. Pfeiffer, Parsons, Kans.	Newton & Co., McAlester, Okla.
M. F. Kohler, Parsons, Kans.	M. D. Chapman, Atoka, Okla.
H. L. Stern, Muskogee, Okla.	J. Stauffacher, Mineral, Kans.
Fred E. Neece, Tulsa, Okla.	J. B. Rockwall, Denison, Texas.

EXPLANATION OF SYMBOLS

W—Water	D—Day Telegraph Station.
Y—Wye.	N-O—Night Telegraph Station.
C—Coal.	N—Day and Night Telegraph Station.
P—Telephone.	R—Register.
O—Track Scales.	†—Meals.
T—Turntable.	S. B.—South Bound. N. B. North Bound.

TRAIN REGISTERS

Train Register Stations—Shown in full face type, except Calera. Calera is register station for trains 8, 10 and 94 only.

BULLETIN BOOKS

North Yard.....	Yard Office
North Yard.....	Round House Office
Parsons.....	Telegraph office
Muskogee.....	Yard Office
Muskogee.....	Telegraph Office
Muskogee.....	Round House Office
North McAlester.....	Telegraph Office
North McAlester.....	Round House Office
Atoka.....	Telegraph Office
Atoka.....	Round House Office
Denison.....	Telegraph Office
Denison.....	Round House Office
Joplin.....	Telegraph Office
Osage.....	Telegraph Office
Osage.....	Round House Office

EXTRACTS FROM RULING OF THE KANSAS STATE BOARD OF RAILROAD COMMISSIONERS.

Trains carrying passengers exclusively, or passenger, mail or express shall be designated as first-class trains. Mixed freight and passenger trains, and all other trains, switch engines and engines without trains, shall be designated as second-class trains.

All trains and engines without trains shall sound one long blast of the whistle the same as for a station, at least two thousand six hundred (2,600) feet before reaching the crossing, except in the case of crossing within the limits of incorporated cities whose regulations forbid such whistling.

All trains and locomotives without trains shall come to a full stop at least two hundred (200) feet and not more than four hundred (400) feet from the crossing of other roads, and if the way is clear, shall sound one long blast of the whistle, in case of first class trains, and two similar blasts in case of second-class trains, before starting forward.

First-class trains shall always have precedence over second-class trains of any company.

In case of trains of the same class approaching simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start forward until the first train has cleared the crossing.

NOTE.—In connection with this rule, it must be understood that the first road built over the crossing to be stopped for is the "older" road.

No train or locomotive without train shall cross the track of another road at a greater rate of speed than eight (8) miles an hour.

In case where a railroad crosses the track of another within the yard limits of said other road, the track of such other road is not plainly visible for at least five hundred (500) feet either way from the point of crossing, the crossing train shall send a flagman ahead from the point of stopping before crossing, to see that the crossing is clear; and no train, or engine without train, shall move forward to cross until the track is clear, and the train has the right under its class to the right of way, and the flagman has given the signal in compliance with this order.

No cars shall be left standing on the side track of any yard through which there is a railroad crossing, nearer than sixty (60) feet of the center line of such crossing

No train upon any road crossing the yard of another road shall stop on such crossing (after it has started forward to cross), nor until it has cleared such crossing by at least sixty (60) feet: *Provided*, This shall not apply where crossings are so near to depots, water tanks, or other places where stops are required to be made, as to render it impracticable.

Yard limits are defined as meaning not only the ground covered by side tracks but so much beyond at each end, not exceeding three thousand (3,000) feet, as may be used at will by switch engines, and such limits shall be marked by posts with the words "Yard Limits" thereon.

Crossings protected by watchmen at all times, or by interlocking signal and derailing apparatus, not to be governed by foregoing rules, but engineers are required under any and all circumstances to approach crossing with their trains under full control.

J. B. McCaffrey	F. P. Blount	B. A. McDonald	J. R. Sanford	A. H. Rothmeyer	J. H. Henley
Train Master.	Train Master.	Day Chief Dispatcher.	Night Chief Dispatcher	Road Foreman of Engines.	Road Foreman of Engines

TRAIN DISPATCHERS

W. L. Shaner	H. O. Winders	M. R. Carter	L. Lynch
J. D. Garrison	R. H. Budd	J. W. Harvey	

**McALESTER
DISTRICT**

**TIME TABLE
No. 1-B**

Effective

January 9, 1921