

MISSOURI-KANSAS-TEXAS RAILROAD CO.

SAFETY

McALESTER DISTRICT

FIRST

EMPLOYEES TIME TABLE NO. 7

Effective Sunday, February 20, 1927

At 12:01 O'clock A. M. Central Standard Time

Superseding Previous Time Table and Supplements

FOR EMPLOYEES ONLY.

G. C. BYERS

Superintendent

O. W. CAMPBELL

Superintendent Transportation

F. W. GRACE

General Superintendent

H. E. MCGEE

Vice President and General Manager

Southward Trains

CHEROKEE DIVISION

Southward Trains

| FOURTH CLASS | | | | | THIRD CLASS | | Distance from St. Louis | Time Table No. 7 Effective 12:01 A. M. February 20, 1927 | Capacity Passing Tables, Track Scales, Wye. | FIRST CLASS | | | SECOND CLASS | | | | |
|--------------------------|------------------------------|----------------------|----------------------|------------------------|---------------------|--------------------|----------------------------|---|--|------------------------|----------------------------|---------------------|----------------------|--|---------------------------|---------------------------|---------------------------|
| 85 Tulsa Way | 373 Tulsa Thru Freight | 89 Way | 91 Way | 87 Joplin Way | 73 K. F. F. | 71 Mdse. | | | | 1 Texas Special | 5 Flyer | 3 Limited | 7 Passenger | 115 Joplin Passenger | 225 Tulsa Passenger | 221 Tulsa Passenger | 223 Tulsa Passenger |
| Tues. Thurs. Saturday | Daily | Mon. Wed. Friday | Mon. Wed. Friday | Daily Except Sunday | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| | | 8.15 ^{AM} | | 4.20 ^{AM} | 10.00 ^{AM} | 3.30 ^{AM} | 386.0 | N NORTH YARD SY | SPC TYW | | | | | | | | |
| | | 8.20 | | 4.25 | 10.05 | 3.40 | 386.6 | N PARSONS Lv. W | P | 8.10 ^{AM} | 8.20 ^{AM} | 2.15 ^{AM} | 9.30 ^{AM} | | | | |
| | | | | | | | 387.1 | S L.-S. F. Interlocker | | | | | | | | | |
| | | 8.30 | | 4 35 | 10.15 | 3.48 | 390.2 | OLIVE | P 90 | 8.16 | 8.27 | 2.22 | 9.37 | | | | |
| | | 8.40 | | A 4.45 ^{AM} | 10.27 | 3.58 | 394.4 | SHANER | PY 130 | 8.21 | 8.33 | 2.28 | A 9.45 ^{AM} | | | | |
| | | 8.54 | | | 10.31 | 4.03 | 395.5 | D LABETTE LB | P 100 | 8.23 | 8.35 | 2.30 | | | | | |
| | | | | | | | 400.8 | N SL.-S. F. Interlocker OW | | | | | | | | | |
| | | 9.15 | | | 10.46 | 4.15 | 400.9 | OSWEGO | P 110 | 8.31 | 8.43 | 2.43 | | | | | |
| | | 9.50 | | | 10.55 | 4.21 | 403.9 | CONDON | P 110 | 8.42 | 8.56 | 2.56 | | | | | |
| | | | | | | | 409.9 | N Mo. Pac. Interlocker CP | | | | | | | | | |
| | | 10.30 | | | 11.15 ⁸⁸ | 4.33 | 410.2 | CHEYEA | P 105 | 8.51 | 9.09 | 3.06 | | | | | |
| | | 10.50 | | | 11.30 | 4.45 | 416.1 | RUSSELL CREEK | P 65 | 9.00 | 9.19 | 3.16 | | | | | |
| | | 11.15 | | | 11.43 | 4.56 | 421.4 | N WELCH WH | P 110 | 9.09 ⁸⁸ | 9.26 ⁷⁴ | 3.26 | | | | | |
| | | 11.57 ⁷³ | | | 11.57 ⁸⁹ | 5.07 | 426.6 | D BLUE JACKET BJ | P 90 | 9.17 | 9.32 | 3.34 | | | | | |
| | | 12.45 ^{PM} | | | 12.15 ^{PM} | 5.22 | 433.9 | KELSO | P 110 | 9.27 | 9.40 | 3.43 | | | | | |
| | | | | | | | 438.8 | N S L.-S. F. Interlocker VN | | | | | | | | | |
| | | A 1.15 ^{PM} | L 7.00 ^{AM} | | 12.45 | 5.45 | 439.0 | VINITA | PCWY 110 | L 4.45 ^{AM} | 9.40 | 9.52 | 3.55 | | | | |
| | | | 7.10 | | 1.00 | 6.05 | 441.9 | HULWE | P 80 | 4.49 | 9.45 | 9.57 | 4.00 | | | | |
| | | | 7.36 ⁴ | | 1.12 ⁹⁰ | 6.20 | 446.8 | D BIG CABIN BG | P 110 | 4.55 | 9.53 | 10.04 | 4.08 | | | | |
| | | | 8.15 | | 1.40 | 6.36 | 454.4 | D ADAIR X | P 100 | 5.04 | 10.07 | 10.14 | 4.20 | | | | |
| | | | 8.30 | | 1.55 ⁷² | 6.43 | 457.9 | DAWES | P 100 | 5.08 | 10.12 | 10.18 | 4.25 | | | | |
| | | | 9.55 | | 2.25 | 6.55 | 463.7 | PRYOR | CU PW 105 | 5.15 | 10.23 | 10.26 | 4.35 | | | | |
| | | | 10.32 ⁵ | | 2.41 | 7.06 ⁴ | 468.6 | LUSTA | P 110 | 5.21 | 10.32 ^{90 91} | 10.32 | 4.43 | | | | |
| | | | 11.15 | | 2.52 | 7.20 | 472.2 | D CHOATEAU AU | P 110 | 5.26 | 10.38 | 10.37 | 4.49 | | | | |
| | | | 11.45 | | 3.07 | 7.35 | 477.7 | D MAZIE MZ | P 110 | 5.32 | 10.46 | 10.43 | 4.56 | | | | |
| | | | 12.01 ^{PM} | | 3.22 | 7.50 | 483.7 | LELIAETTA | P 110 | 5.40 | 10.53 | 10.50 | 5.04 | | | | |
| | | | 12.15 | | 3.30 | 8.00 | 487.0 | NORTH WAGONER | WP 100 | 5.45 | 10.59 | 10.55 | 5.09 | | | | |
| | | | 12.40 ⁷² | | 3.40 | 8.05 ⁹⁰ | 488.1 | WAGONER | P 110 | 5.47 | 11.05 | 11.03 | 5.14 | | | | |
| | | | | | | | 488.2 | N Mo. Pac. Interlocker A | | | | | | | | | |
| | | | 1.18 | | 4.05 | 8.20 | 494.1 | GIBSON | P 110 | 5.54 | 11.15 | 11.12 | 5.24 | | | | |
| | | | | | 4.20 | 8.30 | 498.6 | WYBARK | P 70 | 6.00 | 11.21 | 11.18 | 5.30 | L 11.25 ^{AM} L 7.10 ^{PM} L 11.25 ^{PM} | | | |
| | | | | | | | 501.8 | N K. O. & G. Interlocker UX | P | | | | | | | | |
| | | | | | 4.40 ^{PM} | 8.45 ^{AM} | 503.6 | N MUSKOGEE M YD | SPCW TY Yd | 6.10 ^{AM} 224 | 11.30 ^{AM} | 11.30 ^{PM} | 5.40 ^{AM} | 11.35 ^{AM} 7.20 ^{PM} 11.35 ^{PM} | | | |
| | | 85 | 373 | 89 | 91 | 87 | 73 | 71 | | 1 | 5 | 3 | 7 | 115 | 225 | 221 | 223 |
| | | 10.0 | 20.0 | 10.6 | 8.6 | 20.1 | 17.6 | 22.1 | 117.6 | 45.6 | 25.1 | 37.0 | 34.2 | 31.2 | 30.0 | 30.0 | 30.0 |

Nos. 115 and 87 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).

No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2.



| Northward Trains | | | | | CHEROKEE DIVISION | | | | Northward Trains | | | | | | | 3 |
|---------------------------|---------------------------|---------------------------|----------------------------|----------------|-------------------|--------------|--------------------|--|------------------|------------------------------|--------------------------|--------------------------|------------------------|---------------------|------------------------------|---|
| SECOND CLASS | | | | | FIRST CLASS | | | Time Table No. 7 Effective 12:01 A. M. February 20, 1927 | THIRD CLASS | | FOURTH CLASS | | | | | |
| 226 Tulsa Passenger | 222 Tulsa Passenger | 224 Tulsa Passenger | 116 Joplin Passenger | 8 Passenger | 6 Flyer | 4 Limited | 2 Texas Special | | 72 Stock | 74 California Red Star | 90 Way | 88 Way | 86 Joplin Way | 84 Tulsa Way | 374 Tulsa Thru Freight | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | Daily | Daily | Tues. Thurs. Saturday | Tues. Thurs. Saturday | Daily Except Sunday | Mon. Wed. Friday | Daily | |
| | | | | | | | | | | | | | | | | |
| | | | 7.10PM | 3.30AM | 8.20PM | 9.10AM | | | | | | | | | | |
| | | | 7.02 | 3.22 | 8.12 | 9.02 | | | | | | | | | | |
| | | | 6.55PM | 3.16 | 8.05 | 8.56 | | | | | | | | | | |
| | | | | 3.14 | 8.03 | 8.54 | | | | | | | | | | |
| | | | | 3.04 | 7.56 | 8.47 | | | | | | | | | | |
| | | | | 2.56 | 7.50 | 8.42 | | | | | | | | | | |
| | | | | 2.45 | 7.41 | 8.34 | | | | | | | | | | |
| | | | | 2.35 | 7.33 | 8.28 | | | | | | | | | | |
| | | | | 2.25 | 7.24 | 8.21 | | | | | | | | | | |
| | | | | 2.16 | 7.15 | 8.14 | | | | | | | | | | |
| | | | | 2.06 | 7.05 | 8.05 | | | | | | | | | | |
| | | | | 1.49 | 6.47 | 7.48 | 1.30AM | | | | | | | | | |
| | | | | 1.44 | 6.42 | 7.43 | 1.24 | | | | | | | | | |
| | | | | 1.38 | 6.35 | 7.36 | 1.16 | | | | | | | | | |
| | | | | 1.24 | 6.23 | 7.26 | 1.05 | | | | | | | | | |
| | | | | 1.18 | 6.16 | 7.20 | 1.00 | | | | | | | | | |
| | | | | 1.09 | 6.06 | 7.13 | 12.53 | | | | | | | | | |
| | | | | 1.01 | 5.53 | 7.06 | 12.47 | | | | | | | | | |
| | | | | 12.54 | 5.47 | 7.01 | 12.42 | | | | | | | | | |
| | | | | 12.44 | 5.37 | 6.53 | 12.35 | | | | | | | | | |
| | | | | 12.37 | 5.28 | 6.45 | 12.28 | | | | | | | | | |
| | | | | 12.32 | 5.23 | 6.39 | 12.24 | | | | | | | | | |
| | | | | 12.26 | 5.17 | 6.37 | 12.22 | | | | | | | | | |
| | | | | 12.18 | 5.09 | 6.29 | 12.14 | | | | | | | | | |
| A 5.10PM | A 8.40AM | A 6.20AM | | 12.13 | 5.03 | 6.23 | 12.09 | | | | | | | | | |
| | | | | 5.00PM | 8.30AM | 6.10AM | 12.05AM | 4.55PM | 6.15AM | 12.01AM | | | | | | |
| 226 | 222 | 224 | 116 | 8 | 6 | 4 | 2 | | | | | | | | | |
| 30.0 | 30.0 | 30.0 | 31.2 | 31.2 | 31.2 | 40.1 | 43.8 | | | | | | | | | |

Time Table No. 7
Effective 12:01 A. M.
February 20, 1927

| STATIONS | | Station Numbers |
|----------|-------------------------|--------------------|
| N | NORTH YARD | 386 |
| N | Arrive PARSONS | 387 |
| | S. L.-S. F. Interlocker | |
| | OLIVE | 390 |
| | SHANER | 395 |
| D | LABETTE | 396 |
| N | S. L.-S. F. Interlocker | |
| | OSWEGO | 401 |
| | CONDON | 404 |
| N | Mo. Pac. Interlocker | |
| | CHETOPA | 410 |
| | RUSSELL CREEK | 416 |
| N | WELCH | 421 |
| D | BLUE JACKET | 427 |
| | KELSO | 434 |
| N | S. L.-S. F. Interlocker | |
| | VINITA | 439 |
| | HULWE | 442 |
| D | BIG CABIN | 447 |
| D | ADAIR | 454 |
| | DAWES | 458 |
| N | PRYOR | 464 |
| | LUSTA | 469 |
| D | CHOTEAU | 472 |
| D | MAZIE | 478 |
| | LELIABETTA | 484 |
| | NORTH WAGONER | 487 |
| | WAGONER | 488 |
| N | Mo. Pac. Interlocker | |
| | GIBSON | 494 |
| | WYBARK | 499 |
| N | K. O. & G. Interlocker | |
| N | MUSKOGEE | 504 |
| | Leave | |

Automatic Block

Nos. 116, and 86 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).

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Southward Trains

CHOCTAW DIVISION

Southward Trains

| FOURTH CLASS | | | THIRD CLASS | | Distance from St. Louis | TimeTable No. 7 Effective 12:01 A. M. February 20, 1927 | Car Capacity Passing Tracks Fuel, Water, Telephone, Track Scales, Wye. | FIRST CLASS | | | SECOND CLASS | |
|---------------------------------------|----------------------------------|----------------------------------|-------------------------|----------------------|-------------------------|---|---|-----------------------------|---------------------|-----------------------|--------------|------|
| 99 Way Tues. Thurs. Saturday | 97 Way Mon. Wed. Friday | 95 Way Mon. Wed. Friday | 73 K. F. F. Daily | 71 Mdse. Daily | | | | 1 Texas Special Daily | 5 Flyer Daily | 3 Limited Daily | | |
| | | 7.30AM | 6.40PM | 9.45AM | 503.6 | Leave MUSKOGEE | Y W Yard | 6.20AM | 11.40AM | 11.50PM | | |
| | | 8.00 | 7.00 | 10.05 | 510.4 | SP-MV. 6.8 Interlocker | P 110 | 6.35 | 11.53 | 12.03PM | | |
| | | 8.30 | 7.15 | 10.20 | 517.0 | D OKTAHA OA | P 110 | 6.43 | 12.02PM | 12.11 | | |
| | | 10.00 | 7.35 | 10.37 | 524.8 | N CHECOTAH VR | PW 90 | 6.52 | 12.15 | 12.20 | | |
| | | 10.15 | 7.50 | 10.50 | 529.8 | ONAPA | P 110 | 6.59 | 12.25 | 12.27 | | |
| | | 10.30 | 8.00 | 11.00 | 534.3 | WELLS | P 90 | 7.04 | 12.30 | 12.32 | | |
| | | 11.15 | 8.15 | 11.15 | 538.1 | N EUFAULA EA | P W 105 | 7.09 | 12.38 | 12.37 | | |
| | | 11.35 | 8.30 | 11.25 | 542.7 | WIRTH | P 90 | 7.15 | 12.46 | 12.43 | | |
| | | 12.05PM | 8.50 | 11.38 | 547.2 | D CANADIAN SI | P 130 | 7.22 | 12.55 | 12.50 | | |
| | | 1.00 | 9.00 | 11.46 | 550.6 | TURKEY CREEK | P W 100 | 7.26 | 1.00 | 12.54 | | |
| | | 1.45 | 9.05 | 11.48 | 551.2 | CROWDER | P | 7.27 | 1.05 | 12.55 | | |
| | | 2.00 | 9.15 | 11.59 | 555.3 | N FtS&W 4.1 Interlocker CW | P 90 | 7.32 | 1.11 | 1.00 | | |
| | | 2.20 | 9.30 | 12.13PM | 561.1 | REAMS | P 90 | 7.39 | 1.19 | 1.08 | | |
| | L 7.00AM | A 2.30PM | 9.40 | 12.55 | 564.2 | MEKKO | P 90 | 7.44 | 1.24 | 1.13 | L 2.50PM | |
| | 7.18 | | 9.50 | 1.05 | 566.0 | N NORTH McALESTER MC | Y W SCP Yard | 7.50 | 1.40 | 1.40 | A 3.00PM | |
| | 7.30 | | 10.14 | 1.15 | 569.0 | C.R.I.&P. 1.8 Crossing MA | P 100 | 7.57 | 1.48 | 1.48 | | |
| | 8.04 | | 10.25 | 1.30 | 574. | FRINK | P 110 | 8.04 | 1.57 | 1.55 | | |
| | 8.50 | | 10.30 | 1.35 | 576.3 | D SAVANNA SN | P 40 | 8.06 | 2.00 | 1.57 | | |
| | 10.20 | | 10.50 | 1.50 | 582.8 | BREWER | P 90 | 8.15 | 2.11 | 2.05 | | |
| | 11.00 | | 11.10 | 2.18 | 587.6 | N KIOWA KY | P 125 | 8.20 | 2.18 | 2.10 | | |
| | 11.25 | | 11.25 | 2.35 | 591.7 | REYNOLDS | P W 125 | 8.26 | 2.25 | 2.15 | | |
| | 11.55 | | 11.40 | 2.40 | 594.0 | GAP | P 50 | 8.30 | 2.29 | 2.19 | | |
| | 12.10PM | | 11.50 | 2.50 | 598.4 | D CHOOKIE CH | P 125 | 8.35 | 2.35 | 2.24 | | |
| | 2.30 | | 12.05AM | 3.00 | 602.6 | FLORA | P 120 | 8.41 | 2.42 | 2.29 | | |
| | 6.00AM | A 2.50PM | 1.15 | 3.30 | 609.6 | (End of Double Track) N STRINGTOWN ST | P 100 | 8.51 | 3.00 | 2.49 | | |
| | 6.20 | | 1.50 | 3.50 | 615.0 | N ATOKA DK | Y W CP Yard | 9.00 | 3.14 | 3.00 | | |
| | 7.30 | | 2.10 | 4.05 | 621.6 | D TUSHKA KA | P | 9.08 | 3.24 | 3.08 | | |
| | 8.30 | | 2.50 | 4.35 | 630.2 | D CANEY CA | P | 9.20 | 3.39 | 3.22 | | |
| | 8.45 | | 3.27 | 4.45 | 633.4 | D CADDO DC | P | 9.24 | 3.44 | 3.27 | | |
| | 9.35 | | 4.10 | 5.15 | 641.4 | WASSETA | P 100 SB | 9.35 | 3.58 | 3.47 | | |
| | 12.35PM | | 4.30 | 5.30 | 646.4 | K. O. & G. Interlocker N SLSF DURANT Int DU | P W 30 NB | 9.43 | 4.08 | 3.57 | | |
| | 1.10 | | 4.50 | 5.50 | 653.2 | D CALERA J | P 100 SB | 9.53 | 4.18 | 4.05 | | |
| | 1.20PM | | 5.00AM | 6.00PM | 655.9 | D COLBERT Q | P 53 SB 40 (HT) | 9.56 | 4.21 | 4.08 | | |
| | | | | | 656.2 | N S.L.-S. F. NO. JCT. Interloc ker BP | P | | | | | |
| | | | | | 660.9 | Arrive 0.3 S. L.-S. F. South Jct. Interlocker | | | | | | |
| | | | | | 661.9 | 4.7 N DENISON Arrive WD | SCP WTY Yard | 10.05AM | 4.30PM | 4.20 AM | | |
| | | | | | | N RAY RA | | | | | | |
| 99 | 97 | 95 | 73 | 71 | | 158.3 | | 1 | 5 | 3 | | 33 |
| 6.5 | 5.7 | 8.7 | 13.0 | 17.1 | | Average speed per hour..... | | 41.9 | 32.5 | 31.9 | | 10.8 |



Trains 6 and 97 will use Southward
Track St. L. & N. J. to depot
North of Calera

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. 7
Effective 12:01 A. M.
February 20, 1927

THIRD CLASS

FOURTH CLASS

32
Mixed
Daily
Except Sunday

2 Texas Special
Daily
6 Flyer
Daily
4 Limited
Daily

Station
Numbers

72 Stock
Daily
74 California
Red Star
Daily

94 Way
Mon. Wed. Friday
96 Way
Tues. Thurs. Saturday
98 Way
Tues. Thurs. Saturday

STATIONS

| | | | |
|-------------------------|-----------------|----------------|-----|
| Arrive N | MUSKOGEE | Arrive M YD | 504 |
| SF-MV. | 6.8 | Interlocker | |
| | SUMMIT | | 511 |
| D | OKTAHA | OA | 517 |
| N | CHECOTAH | VR | 525 |
| | ONAPA | | 530 |
| | WELLS | | 534 |
| N | EUFULA | EA | 538 |
| | WIRTH | | 543 |
| D | CANADIAN | SI | 547 |
| | TURKEY CREEK | | 550 |
| | CROWDER | | 551 |
| N Ft.S. & W. | REAMS | interlocker CW | 555 |
| | MEKKO | | 561 |
| N | NORTH McALESTER | MC | 564 |
| C.R.I. & P. | McALESTER | Crossing MA | 566 |
| D | FRANK | | 569 |
| D | SAVANNA | SN | 575 |
| | BREWER | | 576 |
| N | KIOWA | KY | 583 |
| | REYNOLDS | | 587 |
| | GAP | | 591 |
| D | CHOCKIE | CH | 594 |
| | FLORA | | 598 |
| N | STRINGTOWN | ST | 603 |
| N | ATOKA | DK | 610 |
| D | TUSHKA | KA | 615 |
| D | CANEY | CA | 621 |
| D | CADDO | DC | 630 |
| | WASSETA | | 633 |
| N | DURANT | Int DU | 641 |
| D | CALERA | J | 646 |
| D | COLBERT | Q | 653 |
| N S. L. - S. F. N. Jct. | DENISON | Interlocker BF | 656 |
| N Leave | RAY | Interlockers | 661 |
| N | RAY | RA | 662 |

Automatic Blocks—See Special Instructions.

Double Track

32
21.6

2 41.8
6 32.5
4 40.1

158.3

.....Average speed per hour.....

72 17.6
74 21.6

94 6.5
96 7.7
98 8.7

MKT FOR SAFETY
 Trains 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
 Trains 92 will use Southward
 Trains 93, 94, 95, 96, 97, 98, 99, 100 cross over
 North of Calera depot mile 646-2

No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2.

Southward Trains

WILBURTON BRANCH

Northward Trains

| SECOND CLASS | | Distance from North McAlester | Time Table No. 7 Effective 12:01 A. M. February 20, 1927 | | Station Numbers | Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye | SECOND CLASS | |
|------------------------------------|------------|-------------------------------|--|-----------------|-----------------|---|------------------------------------|------------|
| 33 Mixed Daily Except Sunday | 1.00PM | | 27.8 | STATIONS | | | 32 Mixed Daily Except Sunday | 11.00AM |
| | | | Leave D | WILBURTON | Arrive WN | R 28 | Yard PYW | |
| | f 1.10 | 24.4 | | DEGNAN | | R 24 | 20 | f 10.45 |
| | f 1.20 | 21.8 | | PATTERSON | | R 22 | 20 P | f 10.35 |
| | f 1.28 | 16.4 | | DRUMB | | R 16 | 10 | f 10.27 |
| | s 1.39 | 13.1 | | ADAMSON | | R 13 | 30 PY | s 10.16 |
| | f 1.55 | 6.7 | | CARBON | | R 7 | | f 10.00 |
| | f 1.59 | 6.3 | | RICHVILLE | | R 6.3 | 150 | f 9.55 |
| | 2.06 | 5.1 | | BUCK | | R 6 | 60 | 9.47 |
| | 2.24 | 3.4 | | KREBS JUNCT. | | | 34 | 9.37 |
| | s 2.28 | 3.9 | D | KREBS | BS | R 4 | 54 P | s 9.33 |
| | 2.32 | 3.4 | | KREBS JUNCT. | | | | 9.29 |
| | 2.40PM | .0 | N | NORTH McALESTER | MC Leave | 564 | Yard PSYCW | 9.20AM |
| | 33 16.7 | | Arrive | 27.8 | | | | 32 16.7 |
| Average speed per hour..... | | | | | | | | |

Southward Trains

TULSA DIVISION

Northward Trains

| FOURTH CLASS | | SECOND CLASS | | | Distance from Kansas City Via Osage | Time Table No. 7 Effective 12:01 A. M. February 20, 1927 | | Station Numbers | Car Capacity Passing Tracks Fuel, Water, Turntable, Telephone, Track Scales, Wye | SECOND CLASS | | | FOURTH CLASS | | |
|---------------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|-------------------------------------|--|---------------------------|-----------------|--|---------------------------|---------------------------|-------------------------|----------------------------------|---------|-----------|
| 85 Way Tues. Thurs. Saturday | 373 Through Daily | 223 Passenger Daily | 221 Passenger Daily | 225 Passenger Daily | | STATIONS | 224 Passenger Daily | | | 222 Passenger Daily | 226 Passenger Daily | 374 Through Daily | 84 Way Mon. Wed. Friday | | |
| 6.00AM | 6.00PM | | | | 245.2 | Leave N | OSAGE | Arrive JN | A 245 | Yard SWCYPT | | 11.40AM | | 1.45AM | 1.30PM |
| s 6.30 | 6.30 | | s 4.35 | | 252.7 | D | PRUE | RU | Z 253 | 60 P | | s 11.20 | | 1.05 | s 1.00 |
| f 7.00 | 7.15 | | f 4.52 | | 262.0 | | APPALACHIA | | Z 262 | 30 P | | f 11.00 | | 12.35 | f 12.30PM |
| f 7.20 | 7.35 | | f 5.02 | | 267.0 | | WEKIWA | | Z 267 | 70 PW | | f 10.52 | | 12.20 | f 11.59 |
| s 8.00 | 8.15 | | s 5.09 | | 270.8 | | SAND SPRINGS | | Z 271 | 10 P | | s 10.45 | | 12.05AM | f 11.40 |
| | | | | | 272.46 | S. S. I. R. R. 1.6 Crossing | | | | | | | | | |
| s 9.15 | 9.00 | L 10.00PM | s 5.30 | L 9.45AM | 277.7 | N | TULSA | SA | Z 278 | 40 SP | A 7.45AM | s 10.35 | A 6.45PM | 11.50 | f 11.15 |
| | | | | | 278.1 | S. S. I. R. R. Crossing | | | | | | | | | |
| | | | | | 278.22 | A. T. & S. F. Interlocker | | | | | | | | | |
| | | | | | 278.24 | S. L. & S. F. Interlocker | | | | | | | | | |
| | | | | | 278.25 | Midland Valley Interlocker | | | | | | | | | |
| f 10.05 | 9.30 | 10.16 | f 5.45 | f 10.05 | 286.3 | | ALSUMA | | Z 286 | 60 PWY | 7.27 | f 10.05 | s 6.26 | 11.15 | f 10.45 |
| s 10.30 | 10.00 | f 10.25 | s 5.58 | s 10.17 | 291.8 | D | BROKEN ARROW | BA | Z 292 | 70 P | f 7.18 | s 9.54 | s 6.16 | 10.55 | s 10.17 |
| f 11.00 | 10.34 | 10.34 | f 6.06 | f 10.27 | 296.9 | | ONETA | | Z 297 | 20 P | 7.08 | f 9.43 | s 6.06 | 10.34 | f 9.43 |
| s 11.30 | 11.05 | f 10.46 | s 6.18 | s 10.39 | 303.1 | D | COWETA | MO | Z 303 | 60 PW | f 6.58 | s 9.30 | s 5.52 | 9.30 | s 9.00 |
| f 11.60 | 11.25 | 10.56 | f 6.29 | f 10.50 | 308.7 | | RED BIRD | | Z 309 | 10 P | 6.48 | f 9.17 | f 5.41 | 9.05 | f 8.40 |
| s 12.15PM | 11.38 | f 11.04 | s 6.42 | f 11.02 | 312.8 | D | PORTER | PO | Z 313 | 60 P | 6.40 | f 9.07 | f 5.32 | 8.50 | s 8.25 |
| f 12.50 | 11.55 | 11.14 | f 6.53 | f 11.13 | 317.9 | | TULLAHASSEE | | Z 318 | 20 P | 6.31 | f 8.55 | f 5.22 | 8.35 | f 8.00 |
| s 1.30PM | 12.20AM | 11.25PM | s 7.10PM | s 11.25AM | 324.3 | Arrive | WYBARK | Leave | 499 | 30 P | 6.20AM | s 8.40AM | s 5.10PM | 8.15PM | s 7.30AM |
| 85 | 373 | 223 | 221 | 225 | | | | | | | 224 | 222 | 226 | 374 | 84 |
| 10.5 | 12.4 | 32.9 | 27.1 | 28.0 | | | | | | | 32.9 | 26.4 | 29.4 | 14.4 | 13.2 |
| Average speed per hour..... | | | | | | | | | | | | | | | |

SPECIAL INSTRUCTIONS

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

- 1(A). No. 2 is superior to all trains.
- 1(B). No. 1 is superior to all trains except No. 2
- 1(C). Other first class trains will clear time of No. 1 and No. 2 at least five minutes.
- 1(D). Third and fourth class and extra trains and yard engines will clear time of first class trains at least ten minutes.
- 1(E). On Cherokee Division No. 116 and No. 115, No. 86 and No. 87 more than two hours behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order (See Rules 82 and 220).

2. First and Second class trains and passenger extras report for orders before leaving Denison, Muskogee passenger station and Parsons.

2(A). Branch trains report for orders before leaving North McAlester, Wilburton, and Osage. No. 32 report for orders before leaving McAlester.

2(B). First and second class trains and passenger extras register at Muskogee Yard office by form 68. First Class trains and passenger extras register at North McAlester by form 68. No. 1 and 2 register at Atoka by form 68. No. 6 register at Calera by form 68.

3. Trains and engines will run at restricted speed through Muskogee, North McAlester and Atoka Yards, expecting to find main track occupied.

3(A). Denison-Ray Terminal Time Table governs movements between Ray and SLSF North Junction.

3(B). Maximum speed (miles per hour).

| Division | Passenger | Freight |
|--------------------------------|-----------|---------|
| Checotah | 60 | 30 |
| Cherokee | 60 | 30 |
| Tulsa | 40 | 18 |
| Tulsa (Between MP 277 and 249) | 50 | 25 |
| Wilburton | 30 | 15 |

- 3(C). Maximum speed 44% engines on Tulsa Division 15 miles per hour.
- 3(D). Maximum speed engines backing up with or without cars 15 miles per hour.
- 3(E). Maximum speed through main line turn outs (except Stringtown and North Frisco Jct.) and through sidings 15 miles per hour.
- 3(F). Maximum Speed Freight Engines on Passenger trains or running light 61 per cent 35 miles per hour. 54, 44 and 41 per cent 40 miles per hour. 30 per cent and smaller 45 miles per hour.
- 3(G). Maximum speed yard engines with or without cars 15 miles per hour.
- 3(H). City ordinance speed restrictions:

| Station— | | Station— | |
|-----------|-------------------|----------------------------|-------------------|
| Checotah | 10 miles per hour | North McAlester | 20 miles per hour |
| Chepota | 10 " " " | Pryor | 10 " " " |
| Durant | 10 " " " | Tulsa | 12 " " " |
| McAlester | 20 " " " | Wagoner (over Main Street) | 15 " " " |
| Muskogee | 7 " " " | Wilburton | 6 " " " |

(except over Broadway and Okmulgee Ave and within 200 feet of passenger station) 4 " " "

3(J). Trains and engines not exceed 15 miles an hour over Puzzle switch North of passenger station Denison.

4. Time table and train order restrictions at Stringtown apply at end of double track.

4(A). Passenger trains meeting at North McAlester will use passing track between crossover south of North McAlester Depot and crossover south of coal chute.

4(B). Stations, tracks and spurs not shown on schedule page:

| Station— | MP | End Connected | Car Capacity |
|----------------|-------------|---------------|--------------|
| Armstrong | MP 636.6. | South | 7 |
| Caledonia | MP 578. | South | 40 |
| Hailey | MP 572.1 | South | 10 |
| Rentiesville | MP 520.5 | South | 15 |
| Gaines | MP R- 11.5. | North | 9 |
| Chilli | MP R- 18.3. | North | 7 |
| Coles Crossing | MP R- 8.8. | No Track | 0 |
| Dodson | MP R- 11.0. | No Track | 0 |
| Indian | MP 2-249.8. | South | 7 |
| Platt | MP 2-257.0. | No Track | 0 |
| Rudd | MP 2-263.2. | South | 6 |
| Weir | MP 2-281.0. | North | 22 |
| Haynes | MP 2-294. | (Mine Track) | 0 |
| Hutchie | MP 2-320.4. | South | 4 |
| | MP 2-322.9. | South | 15 |

4(C). Trains cannot meet or pass at Cowder.

4(D). Water stations other than those at stations shown on schedule page:

| Name | Mile | Post Location |
|--------------|-----------|---------------|
| Blue Jacket | MP 425. | |
| Big Labette | MP 497.4 | |
| Armstrong | MP 636.6 | |
| Gaines Creek | MP R 11.5 | |

4(E). Following Yards are protected by yard limit boards: Denison, Ray, Durant, Atoka, McAlester, North McAlester, Muskogee, Tulsa, Osage, Vinita, Parsons.

5. Bulletin books located at: Telegraph office Denison Passenger Station, Ray, Atoka, North McAlester, Muskogee Passenger Station, Muskogee Yard Office, Osage, Parsons Passenger Station and North Yard. Roundhouse Denison, Atoka, North McAlester, Muskogee, Osage and North Yard.

6. Standard Clocks located at: Denison, North McAlester, Ray, Muskogee, Parsons, Atoka, Osage and North Yard.

7. Watch Inspectors:

| Name | Location | Name | Location |
|------------------------|----------|-------------------|-----------|
| Sidney Y. Ball | Chicago | Ray DeLaMater | McAlester |
| General Time Inspector | Chicago | W. L. Russell | Atoka |
| J. S. Pfeiffer | Parsons | J. B. Rockwell | Denison |
| M. F. Kohler | Parsons | Mack and Company | Tulsa |
| Chas. Reideman | Muskogee | Rob't. Noonkesten | Osage |
| Standard Jewelry Co. | Muskogee | | |

8. Automatic Block Signals in Service: Between Denison and Colbert including both directions on Southward track. Between MP 647.3 and MP 608.1 (governing approaches to crossovers only with current of traffic).

Between Stringtown and Muskogee. Between Muskogee and Parsons.

8(A). Auxiliary signals in service: Take siding color light signal on mast with signal 4985 north switch Wybark when burning red indicates take siding. Color light signal at south end siding Wybark governing movement from siding to main track.

Color light signal 4987 Tulsa Division main track 225 feet west of junction switch governing movements from Tulsa Division to Cherokee Division main track.

9. Train movements between north switch Wybark and Fondulac street Muskogee will be made on signal indication superseding time table and train order superiority.

9(A). Passenger trains held by signal 5032 must stand back to clear southward movements into other tracks.

9(B). When it can be clearly seen that cross over switch located in the main track about 200 feet north of automatic home signal 5032 is lined up for a cross over northward movements for the train yard through the cross over may pass signal 5032 when it is in stop position and without making stop at the signal. The cross over switch must not be changed from main track to crossover position while a southward movement is approaching in adjoining block north of switch.

9(C). Northward Tulsa Division trains stopped by automatic block signal 4992 and it can be clearly seen that southward train is standing at depot to clear Tulsa Division junction switch, standing at signal 4985, or is entering north end of siding may proceed to Tulsa Division junction switch without flagman preceding train.

9(D). Train order semaphore KO&G interlocking tower Muskogee for Northward trains only.

10. Flag stops not shown on schedule page:

| Train Numbers | Station | Train Numbers | Station |
|---------------|-------------------|---------------|--------------------|
| 32, 33, | Carbon Mine No. 2 | 32, 33, | Degnan Mine No. 21 |
| 32, 33, | Carbon Mine No. 5 | 32, 33, | Coles Crossing |
| 32, 33, | Chilli | 32, 33, | Dodson |
| | | 222, 221 | Platt |
| | | | Pulare |

No. 3 stop at Pryor to discharge revenue passengers from Kansas City or St. Louis, and stop at Pryor on flag to receive revenue passengers for Ft. Worth, Dallas or beyond.

11. Abbreviations: "W." Water; "Y." Wye; "C." Fuel; "P." Telephone; "S." Track Scales; "T." Turntable; "D." Day Telegraph Station only; "NO." Night Telegraph Station only; "N." Day and Night Telegraph station.

12. No. 6 and No. 94 use Southward track STL-SF North Junction to Cross Over North of Calera Depot MP 646.2 and will there register and enter Northward Track.

12(A). Northward third and fourth class and Extra trains except passenger extras use the west track between first cross over south of CRI&P Crossing McAlester and the first crossover south of Depot North McAlester.

13. On Wilburton Branch extra trains northward will use the last half of each hour during each twenty-four (24) hours and extra trains southward will use the first half of each hour during each twenty-four (24) hours between Krebs Junction and Carbon Mine No. 2. Extra trains moving in direction indicated are superior to extra trains in the opposite direction for the half hours designated above.

14. At least ten hand brakes must be set on all freight trains on arrival Muskogee Yard by trainmen and must be kept set by yardmen until cars are to be moved.

15. Mail Cranes located between stations: MP 501.0 East Side Main Track.

16. The following will not clear man on side of car on main track: Coal chute Vinita, east side main track. Coal chute North McAlester, west side main track; Coal chute Atoka, east side main track. Mail Cranes, when pouch is hung.

16(A). The following will not clear man standing on top of high cars: Overhead viaduct, Court street, Muskogee.

17. All trains will approach the crossing with the Chicago Rock Island & Pacific railroad at McAlester at restricted speed and obtain proceed signal from crossing flagman before passing over the crossing. If the flagman does not give a proceed signal, train will be brought to a stop and the rules observed with reference to the procedure at railroad crossings.

18. Where view of public crossing is in any manner obscured so engineers cannot see vehicles or persons approaching such crossing, the engineman must in all cases, (in addition to the regulation whistle which must be sounded 1,320 feet from crossing) start blowing the whistle at a distance of 500 feet from the crossing and continue until engine has passed over crossing.

TONNAGE RATINGS.

| | | 61% Booster | | | | | | | | | | | |
|----------------|----------------|-------------------|-------------|----------|-------------|----------|-------------|----------|------------------------------|----------|-------------|----------|----|
| | | 61% | | 61% | | 54% | | 44% | | 30% | | | |
| From | To | Ad-just-ment Tons | Rating Tons | No. Cars | Rating Tons | No. Cars | Rating Tons | No. Cars | Rating Tons | No. Cars | Rating Tons | No. Cars | |
| Parsons | Muskogee | 8 | 3600 | 109 | 3100 | 94 | 2800 | 85 | 2200 | 67 | 1500 | 45 | |
| Welch | Muskogee | 9 | 4200 | 127 | 3600 | 109 | 3250 | 98 | 2600 | 79 | 1750 | 53* | |
| Muskogee | Parsons | 8 | 3480 | 105 | 3000 | 91 | 2750 | 83 | 2100 | 64 | 1400 | 42 | |
| Muskogee | Wagoner | 9 | 4180 | 126 | 3600 | 109 | 3250 | 98 | 2550 | 77 | 1700 | 51* | |
| Shaner | Parsons | 10 | 4255 | 129 | 3670 | 111 | 3300 | 100 | 2550 | 77 | 1700 | 51* | |
| Muskogee | N. Frisco Jct. | 7 | 2785 | 84 | 2400 | 73 | 2200 | 67 | 1800 | 54 | 1200 | 36* | |
| McAlester | N. Frisco Jct. | 12 | 4500 | 136 | 3000 | 118 | 3400 | 103 | 2800 | 85 | 1800 | 54* | |
| N. Frisco Jct. | Ray | 5 | 2500 | 76 | 2150 | 65 | 1950 | 59 | 1500 | 45 | 1100 | 33 | |
| Ray | Muskogee | 7 | 2670 | 81 | 2300 | 70 | 2100 | 64 | 1700 | 51 | 1100 | 33 | |
| Ray | Stringtown | 12 | 4500 | 136 | 3000 | 118 | 3400 | 103 | 2800 | 85 | 1800 | 54* | |
| Stringtown | Chockie | 8 | 3250 | 98 | 2800 | 85 | 2500 | 76 | 2000 | 61 | 1400 | 42* | |
| Chockie | McAlester | 9 | 4000 | 121 | 3400 | 103 | 2900 | 88 | 2300 | 70 | 1800 | 54* | |
| Ray | Colbert | 7 | 3015 | 91 | 2500 | 76 | 2300 | 70 | 1600 | 49 | 1000 | 30† | |
| Wybark | Osage | 8 | | | | | | | 1650 | 50 | 1300 | 39 | |
| Tulsa | Osage | 12 | | | | | | | 2400 | 73 | 1800 | 54* | |
| Osage | Wybark | 6 | | | | | | | 1650 | 50 | 1200 | 36 | |
| Porter | Wybark | 8 | | | | | | | 1950 | 59 | 1400 | 42* | |
| Osage | Wybark | 8 | | | | | | | 1950 | 59 | 1400 | 42* | |
| No. McAlester | Wilburton | 5 | | | | | | | (Pusher Service MP. 275-281) | 1950 | 59 | 1250 | 38 |
| Wilburton | N. McAlester | 5 | | | | | | | | | 1250 | 38 | |

* Excess rating. † Southward track only.

Ratings are for trains containing number of cars listed. For each additional car deduct from rating, or for each car less, add to rating, the amount shown in adjustment column, to give correct rating for trains of varying length.

When actual weight of load not obtainable use following tonnage figures:
Refrigerators loaded Merchandise 42 tons.
Other cars loaded Merchandise 27 tons.
Live stock 30 tons.
Live poultry 36 tons.

Disregard stenciled weights, use tonnage figures below for empty cars:

| Kind | Auto | Box | Coal | Flat | LPT | Rfrg | Stock | Tank | Ballast | Cinder | Caboose |
|------|------|-----|------|------|-----|------|-------|------|---------|--------|---------|
| Tons | 22 | 20 | 18 | 26 | 26 | 20 | 22 | 21 | 19 | 18 | |

20. SURGEONS M-K-T. RAILROAD COMPANY AND M-K-T. RAILROAD EMPLOYEES' HOSPITAL ASSOCIATION.

| STATION | NAME | OFFICE |
|-----------------|---|-----------------------|
| Atoka | Sedalla, E. F. Yancey, Medical Director | M-K-T. Hospital |
| | Atoka, J. S. Fulton, Examiner | Court St. and Penn. |
| | Broken Arrow, J. N. Shippey | Over Laws Bldg. |
| | Caddo, C. D. Dale | |
| | Checotah, A. J. Snelson | Over Bush Drug Store |
| | Chepota, R. L. Von Trebra | M-K-T. Hospital |
| Denison | Denison, T. J. Long, Div. Surgeon-Examiner | |
| | Durant, James L. Shuler | |
| | Eufaula, George W. West | |
| Klown | Klown, C. T. Harris | |
| | McAlester, L. S. Willhour, Examiner | 109-111 Cambren Bldg. |
| Muskogee | McAlester, T. H. McCarley, Examiner | 100 1/2 East Choctaw |
| | Geo. A. Kilpatrick | |
| | Muskogee, L. C. Kuykendall, Oculist | Barnes Building |
| | F. B. Fite, Examiner | Barnes Building |
| | W. P. Fite, Examiner | Barnes Building |
| North McAlester | J. L. Blakemore, Examiner | Barnes Building |
| | C. A. Thompson, Examiner | Barnes Building |
| | M. K. Thompson, Oculist | Surety Building |
| Osage | N. O. Grubbs, Examiner | |
| | J. C. Schlicht, Examiner | |
| Parsons | Osage, W. O. Smith, Examiner | M-K-T. Hospital |
| | Parsons, Albert Smith, Divn. Surgeon-Examiner | M-K-T. Hospital |
| Pryor | J. C. Green, Divn. Surgeon-Examiner | |
| | W. R. Joblin | |
| Tulsa | Pryor, Sylba Adams | |
| | Tulsa, Fred S. Clinton, Examiner | New World Building |
| Vinita | W. G. Hartshorn, Oculist | |
| | Louis Bagby | |
| | C. S. Neer | |
| Wagoner | Wagoner, S. R. Bates, Examiner | |
| | Welch, O. Bradshaw | |
| Wilburton | J. M. Harris | |

J. B. McCAFFREY
F. P. BLOUNT
Train Masters.
J. H. HENLEY
S. ARMSTRONG
Road Foremen of Engines.

J. D. GARRISON
Chief Dispatcher

W. L. SHANER
M. A. WOLEVER
H. O. WINDERS
J. R. SANFORD
W. KEARNS
J. L. SHEDDY
W. E. SHOCKLEY
G. R. FRENCH
Train Dispatchers.

