

MISSOURI-KANSAS-TEXAS RAILROAD CO.

McALESTER DISTRICT

EMPLOYEES TIME TABLE NO. 10

Effective Sunday, November 4, 1928

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

SAFETY
10

FIRST
10

FOURTH CLASS					THIRD CLASS		Distance from St. Louis	Time Table No. 10 Effective 12:01 A. M. November 4, 1928	STATIONS	FIRST CLASS				SECOND CLASS				
85 Tulsa Way	373 Tulsa Thru Freight	89 Way	91 Way	87 Joplin Way	73 K. F. F.	71 Mdse.				7 Blue- bonnet	1 Texas Special	5 Flyer	3 Limited	11 Passenger	115 Joplin Passenger	225 Tulsa Passenger	221 Tulsa Passenger	227 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	Daily
		8.15 ^{AM}		4.20 ^{AM}	10.00 ^{AM}	3.30 ^{AM}	386.0	N NORTH YARD SY										
		8.20		4.25	10.05	3.45	386.6	N PARSONS Lv. W			8.10 ^{AM}	9.15 ^{PM}	2.00 ^{AM}	9.40 ^{AM}				
							387.1	N S L.-S. F. Interlocker										
		8.30		4.35	10.15	3.53	390.2	OLIVE	P 90		8.16	9.21	2.06	9.47				
		8.40		A 4.45 ^{AM}	10.27	4.00	394.4	SHANER	PY 130		8.21	9.26	2.12	A 9.55 ^{AM}				
		9.15			10.31	4.03	395.5	D LABETTE LB	P 100		8.23	9.28	2.15					
							400.8	N SL.-S. F. Interlocker OW										
		9.45			10.46	4.15	400.9	OSWEGO	P 110		8.31	9.35	2.24					
		10.00			10.55	4.21	403.9	CONDON	P 110		8.40	9.42	2.31					
							409.9	N Mo. Pac. Interlocker CP										
		10.30			11.15	4.33	410.2	CHETOPA	P 105		8.51	9.51	2.42					
		10.50			11.30	4.45	416.1	RUSSELL CREEK	P 85		9.00	9.58	2.50					
		11.15			11.43	4.56	421.4	N WELCH WH	P 110		9.09	10.04	3.00					
		11.57	73		11.57	5.07	426.6	D BLUE JACKET BJ	P 90		9.17	10.10	3.10					
		12.45 ^{PM}			12.15 ^{PM}	5.22	433.9	KELSO	P 110		9.27	10.18	3.24					
							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 12.05 ^{AM}	L 4.45 ^{AM}	9.40	10.30	3.40				
				7.10	1.00	6.05	441.9	HULWE	P 80	12.09	4.49	9.45	10.34	3.48				
				7.55	1.12	6.20	446.8	D BIG CABIN BG	P 110	12.15	4.55	9.53	10.42	3.57				
				8.15	1.40	6.36	454.4	D ADAIR X	P 100	12.23	5.04	10.07	10.52	4.10				
				8.30	1.55	6.43	457.9	DAWES	P 100	12.27	5.08	10.12	10.57	4.17				
				9.55	2.25	6.55	463.7	N PRYOR CU	PW 105	12.34	5.15	10.23	11.05	4.27				
				10.32	2.41	7.27	468.6	LUSTA	P 110	12.40	5.21	10.32	11.12	4.36				
				11.15	2.52	7.37	472.2	D CHOTEAU AU	P 110	12.48	5.26	10.38	11.17	4.43				
				11.45	3.07	7.47	477.7	D MAZIE MZ	P 110	12.54	5.32	10.46	11.24	4.53				
				12.01 ^{PM}	3.22	7.57	483.7	LELIAETTA	P 110	1.00	5.40	10.53	11.32	5.04				
				12.15	3.30	8.02	487.0	NORTH WAGONER	WP 100	1.04	5.45	10.59	11.36	5.09				
				12.40	3.40	8.05	488.1	WAGONER	P 110	1.06	5.47	11.05	11.45	5.15				
							488.2	N Mo. Pac. Interlocker A										
				1.18	4.05	8.20	494.1	GIBSON	P 110	1.12	5.54	11.15	11.55	5.24				
					4.20	8.30	498.6	WYBARK	P 70	1.17	6.00	11.21	12.01 ^{AM}	5.30	L 11.15 ^{AM}	L 7.00 ^{PM}	L 12.25 ^{AM}	
							501.8	N K. O. & G. Interlocker UX										
							503.6	N MUSKOGEE M YD	SPCW TY Yd	1.25 ^{AM}	6.10 ^{AM}	11.30 ^{AM}	12.10 ^{AM}	5.40 ^{AM}	11.25 ^{AM}	7.10 ^{PM}	12.35 ^{AM}	
85	373	89	91	87	73	71		117.6		7	1	5	3	11	115	225	221	227
10.0	20.0	10.0	8.0	20.1	17.0	22.4		Average speed per hour.....		48.5	45.6	35.1	40.3	32.0	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

SECOND CLASS					FIRST CLASS				Time Table No. 10 Effective 12:01 A. M. November 4, 1928	STATIONS	THIRD CLASS		FOURTH CLASS				
228	222	224	116	12	8	6	4	2			72	74	90	88	86	84	374
Tulsa Passenger	Tulsa Passenger	Tulsa Passenger	Joplin Passenger	Passenger	Blue-bonnet	Flyer	Limited	Texas Special			Stock	California Red Star	Way	Way	Joplin Way	Tulsa Way	Tulsa Thru Freight
Daily	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	3.45AM 71		8.35PM	9.30AM		N NORTH YARD	386	5.30PM	11.00PM		1.00PM	12.30PM		
									N Arrive PARSONS	387	5.20	10.55		12.55	12.25		
			7.02	3.38		8.28	9.23		N S. L.-S. F. Interlocker								
			L 6.55PM	3.30		8.23	9.18		OLIVE	390	5.10	10.48		12.40	12.15		
				f 3.27		f 8.20	9.15 89		SHANER	395	5.00	10.38		L 12.25	L 12.05PM		
									D LABETTE	396	4.55	10.35		12.20			
				s 3.17		s 8.10	9.07		N S. L.-S. F. Interlocker	OW							
				3.09		8.01	8.59		OSWEGO	401	4.40	10.20		12.01PM			
									CONDON	404	4.27	10.10		11.40			
				s 2.59		s 7.52	8.51 5		N Mo. Pac. Interlocker	CP							
				2.50 11		7.43	8.40		CHETOPA	410	4.10	9.51 3		11.15 73			
									RUSSELL CREEK	416	3.55	9.15		f 9.40			
				s 2.40		f 7.35	8.33		N WELCH	WH	421	3.30	9.00		s 9.09 5		
				f 2.30		f 7.24	8.27 88		D BLUE JACKET	BJ	427	3.15	8.50		s 8.27 4		
				2.16		7.10	8.19		KELSO	434	3.00	8.30		f 7.15			
									N S. L.-S. F. Interlocker	VN							
				s 2.02	A 10.00PM	s 6.51	8.07	A 1.30AM	VINITA	439	2.45	8.15	A 2.00PM	L 7.00AM			
				1.55	9.55	6.47	8.01	1.24	HULWE	442	2.35	8.05	1.40				
				f 1.47	9.50	s 6.41	7.55 91	1.19	D BIG CABIN	BG	447	2.25	7.50	s 1.12 73			
				f 1.35	9.42	s 6.29	7.45	1.11	D ADAIR	X	454	2.05	7.30	12.15			
				1.29	9.38	6.21	7.40	1.06	DAWES	458	1.55 73	7.20	12.01PM				
				s 1.19	9.32	s 6.14	7.33	12.59	N PRYOR	CU	464	1.40	7.05	s 11.30			
				1.11	9.26	6.03	7.27 71	12.53	LUSTA	469	1.24	6.50	10.32 5				
				f 1.05	9.21	s 5.58	7.22	12.48 7	D CHOITEAU	AU	472	1.17	6.40	s 10.00			
				f 12.54 7	9.14	f 5.48	7.15	12.42	D MAZIE	MZ	478	1.05	6.22	s 9.45			
				12.46	9.07	5.38	7.08	12.36	LELIAETTA	484	12.52	6.07	9.30				
				12.41	9.02	5.33	7.03	12.32	NORTH WAGONER	487	12.45	6.00	9.15				
				s 12.36	9.00	s 5.26	7.01	12.30	WAGONER	488	12.40 91	5.55	s 8.05 71				
									N Mo. Pac. Interlocker	A							
				12.28	8.53	5.19	6.53	12.23	GIBSON	494	12.25	5.40	f 7.35				
A 8.55PM	A 9.10AM	A 6.45AM		12.23	8.48	5.13	6.48	12.18	WYBARK	499	12.15	5.30	7.15		A 7.25AM A 8.15PM		
									N K. O. & G. Interlocker	UX							
8.45PM	9.00AM	6.35AM		12.15AM	8.40PM	5.05PM	6.40AM	12.10AM 373	N MUSKOGEE	M YD Leave	504	12.01PM	5.15PM	7.00AM	7.10AM 8.00PM		
228	222	224	116	12	8	6	4	2	117.6		72	74	90	88	86	84	374
30.0	30.0	30.0	31.2	33.6	48.5	33.6	41.5	48.5	Average speed per hour		21.3	20.5	9.3	8.8	21.6	20.0	20.0

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).

Automatic Block See Rule 9

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



Southward Trains

CHOCTAW DIVISION

Southward Trains

FOURTH CLASS			THIRD CLASS		Distance from St. Louis	STATIONS	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			3 Limited Daily	7 Blue-bonnet Daily	1 Texas Special Daily	5 Flyer Daily	33 Mixed Daily Except Sunday	
		7.30 ^{AM}	6.30 ^{PM}	9.45 ^{AM}	503.6	Leave D MUSKOGEE NO SF-MV. 6.3 Interlocker SU	SPT VV Yard	12.30 ^{AM}	1.35 ^{AM}	6.25 ^{AM}	11.40 ^{AM}	
		f 8.00	7.00	10.05	510.4	D SUMMIT 7.8	P 110	12.43	1.50	6.40	11.55	
		s 8.30	7.15	10.20	517.0	D OKTAHA 7.8 OA	P 110	12.51	1.58	6.48	12.02 ^{PM}	
		s 10.00	7.35	10.37	524.8	N CHECOTAH 5.0 VR	PW 90	1.00	2.07	6.57	12.22	
		f 10.15	7.58	10.50	529.8	ONAPA 4.5	P 110	1.07	2.14	7.04	12.32	
		f 10.30	8.10	11.00	534.3	WELLS 3.3	P 90	1.12	2.19	7.09	12.37	
		s 11.15	8.20	11.15	538.1	N EUFAULA 4.6 EA	P 105	1.17	2.24	7.14	12.47	
		f 11.35	8.35	11.25	542.7	WIRTH 4.5	P 90	1.23	2.30	7.20	12.54	
		f 12.05 ^{PM}	8.50	11.38	547.2	D CANADIAN 3.4 SI	P 130	1.30	2.37	7.27	1.02	
		1.07	9.00	11.46	550.6	TURKEY CREEK 3.6	W P 100	1.34	2.42	7.31	1.07	
		s 1.45	9.05	11.48	551.2	CROWDER 4.1 Interlocker CW	P	1.35	2.43	7.32	1.15	
		f 2.00	9.15	11.59	555.3	REAMS 5.5	P 90	1.40	2.48	7.37	1.21	
		f 2.20	9.30	12.13 ^{PM}	561.1	MEKKO 3.1	P 90	1.47	2.55	7.44	1.29	
	L 7.00 ^{AM}	A 2.30 ^{PM}	9.40	12.55	564.2	N NORTH McALESTER 1.8 Crossing MA	SCP YW Yard	1.52	3.00	7.49	1.35	L 2.35 ^{PM}
	7.18		9.50	1.05	566.0	N McALESTER 3.0	P 100	1.55	3.10	7.59	1.40	A 2.40 ^{PM}
	f 7.30		10.14	1.20	569.0	FRINK 5.5	P 110	2.23	3.17	8.06	2.02	
	s 8.13		10.25	1.35	574.	D SAVANNA 3.8 SN	P 40	2.30	3.23	8.13	2.10	
	f 8.50		10.30	1.40	576.3	BREWER 6.5	P 90	2.32	3.25	8.16	2.13	
	s 10.20		10.50	2.24	582.8	N KIOWA 4.3 KY	P 125	2.40	3.33	8.23	2.24	
	f 11.00		11.10	2.40	587.6	REYNOLDS 6.9	W 125	2.45	3.38	8.28	2.30	
	f 11.55		11.40	3.00	594.0	D CHOOKIE 4.4 CH	P 125	2.54	3.46	8.37	2.41	
	f 12.10 ^{PM}		11.50	3.10	598.4	FLORA 4.2	P 120	2.59	3.51	8.42	2.47	
	s 1.49		12.05 ^{AM}	3.20	602.6	(End of Double Track) STRINGTOWN 7.0 ST	P 100	3.05	3.56	8.47	2.55	
L 6.00 ^{AM}	A 2.15 ^{PM}		1.15	3.35	609.6	N ATOKA 5.4 DK	CP YW Yard	3.20	4.06	8.55	3.10	
s 6.40			1.50	3.55	615.0	D TUSKA 6.6 KA	P	3.35	4.14	9.03	3.21	
s 7.30			2.10	4.10	621.6	D CANBY 8.6 CA	P	3.43	4.22	9.10	3.32	
s 8.30			2.50	4.40	630.2	D CADDO 3.2 DC	P	3.57	4.35	9.22	3.50	
f 8.45			3.05	4.50	633.4	WASSETA 8.0	P 100 Sb	4.02	4.40	9.26	3.55	
s 9.36			3.40	5.15	641.4	K. O. & G. Interlocker N SLSF DURANT 5.0 Int DU	P W 30 NB	4.17	4.53	9.36	4.10	
s 12.35 ^{PM}			4.00	5.30	646.4	D CALERA 6.3 J	P 100 Sb	4.27	5.02	9.43	4.22	
s 1.10			4.20	5.50	653.2	D COLBERT 2.7 Q	P 40 (HT)	4.37	5.12	9.53	4.33	
1.20			4.30	6.00	655.9	N REDTEX 4.7 BF	P	4.40	5.15	9.56	4.38	
					656.2	S.L.-S.F. No. 0.3 Jct. Inter. S.L.-S.F. South Jet. Interlocker						
					660.9	N DENISON 4.7 Arrive WD	SCP WTY Yard	4.50 ^{AM}	5.25 ^{AM}	10.05 ^{AM}	4.50 ^{PM}	
2.00 ^{PM}			5.30 ^{AM}	7.00 ^{PM}	661.0	N Arrive RAY RA						
99	97	95	73	71				3	7	1	5	33
6.5	6.3	8.7	14.4	17.1				36.3	41.0	42.9	39.5	21.6



Automatic Block—See Special Instructions

Double Track

No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2.
 No. 6 and No. 94 run via Southward track Redtex to crossover Calera. (See rule 1f).

Southward Trains

TULSA DIVISION

Northward Trains

Time Table No. 10

Effective 12:01 A. M.
November 4, 1928

STATIONS

FOURTH CLASS			SECOND CLASS			Distance from Kansas City Via Osage	Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turntable Telephone, Track Scales, Wye	SECOND CLASS			FOURTH CLASS		
85 Way	373 Through		227 Passenger	221 Passenger	225 Passenger				224 Passenger	222 Passenger	228 Passenger	374 Through	84 Way	
Tues. Thurs. Saturday	Daily		Daily	Daily	Daily		Leave N	Arrive JN				Daily	Mon. Wed. Friday	
6.00AM	6.00PM			4.20PM		245.2	OSAGE		Yard SWCYPT			11.50AM	1.45AM	1.30PM
6.30	6.30		4.35			252.7	PRUE	RU	60 P			11.35	1.10	1.00
7.00	7.15		4.52			262.0	APPALACHIA		30 P			11.15	12.50	12.30PM
7.20	7.35		5.02			267.0	WEKIWA		70 PW			11.05	12.35	11.59
7.40	8.15		5.09			270.8	SAND SPRINGS		10 P			10.59	12.20AM	11.40
						272.46	S. S. I. R. R. Crossing							
8.15	9.00		11.00PM	5.30	9.55AM	277.7	TULSA	SA	40 SP	7.59AM	10.45 10.30	10.15PM	11.59	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							
8.45	9.25		11.15 374	5.45	10.10 222	286.3	ALSUMA		60 PWY	7.41	10.10 225	9.55	11.15 227	10.45
10.01 222	9.47 225		11.26	5.55	10.22 84	291.8	BROKEN ARROW	BA	70 P	7.32	10.01 85	9.47 373	10.50	10.22 225
10.29 225	10.20 374		11.35	6.02	10.29 85	296.9	ONETA		20 P	7.25	9.51 84	9.37	10.20 373	9.51 222
11.30	10.40		11.46	6.15	10.39	303.1	COWETA	MO	60 PW	7.17	9.43	9.29 374	9.29 228	9.00
11.50	11.00		11.55	6.25	10.47	308.7	RED BIRD		10 P	7.08	9.34	9.20	9.05	8.40
12.15PM	11.15		12.03AM	6.35	10.55	312.8	PORTER	PO	60 P	7.01	9.27	9.13	8.50	8.25
12.50	11.35		12.13	6.45	11.04	317.9	TULLAHASSEE		20 P	6.53	9.18	9.05	8.35	8.00
1.30PM	11.55PM		12.25AM	7.00PM	11.15AM	324.3	WYBARK	Leave	30 P	6.45AM	9.10AM	8.55PM	8.15PM	7.30AM
85 10.5	373 13.4		227 32.9	221 29.7	225 35.0		19.1			224 35.0	222 35.0	228 35.0	374 14.4	84 18.2
Average speed per hour.....														

Southward Trains WILBURTON BRANCH Northward Trains

SECOND CLASS	Distance from North McAlester	Time Table No. 10 Effective 12:01 A. M. November 4, 1928	Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS
33 Mixed Daily Except Sunday		STATIONS			32 Mixed Daily Except Sunday
1.00PM	27.8	WILBURTON	R 28	Yard PYW	11.00AM
1.10	24.4	DEONAN	R 24	20	10.45
1.17	21.8	PATTERSON	R 22	20 P	10.35
1.28	16.4	DRUMB	R 16	10	10.27
1.37	13.1	ADAMSON	R 13	30 PY	10.16
1.51	6.7	CARBON	R 7		10.00
1.54	6.3	RICHVILLE	R 6.3	150	9.55
1.59	5.1	BUCK	R 6	60	9.47
2.14	3.4	KRESS JUNCT.		34	9.37
2.16	3.9	KREBS	R 4	54 P	9.33
2.21	3.4	KRESS JUNCT.			9.29
2.30PM	.0	NORTH MCALESTER	R 664	Yard PSYCW	9.20AM
33 16.7	27.8				32 16.7
Average speed per hour.....					

LOCOMOTIVES		TONNAGE RATINGS												
FROM	TO	Adjustment Tons	64% Booster Rating Tons	No. Cars	64% Rating Tons	No. Cars	57% Rating Tons	No. Cars	47% Rating Tons	No. Cars	32% Rating Tons	No. Cars	30% Rating Tons	No. Cars
Parsons	Muskogee	8	3780	114	3255	98	2940	88	2330	70	1605	48	1500	45
Welch	Muskogee	9	4410	132	3780	114	3410	102	2755	83	1870	56	1750	53
Muskogee	Parsons	8	3650	110	3150	95	2885	87	2225	67	1500	45	1400	42
Muskogee	Wagoner	9	4380	132	3780	114	3410	102	2700	81	1820	55	1700	51
Shaner	Parsons	10	4465	134	3850	116	3465	104	2810	84	1890	57	1770	53
Muskogee	Redtex	7	2925	88	2520	76	2310	69	1910	57	1285	39	1200	36
No. McAlester	Redtex	12	4700	141	4100	123	3570	107	2960	89	1925	58	1800	54
Redtex	Ray	5	2600	78	2250	68	2050	61	1590	48	1180	35	1100	33
Ray	Muskogee	7	2800	84	2415	73	2205	66	1800	54	1180	35	1100	33
Ray	Stringtown	12	4725	142	4100	123	3570	107	2960	89	1925	58	1800	54
Stringtown	Chockie	8	3400	102	2940	88	2625	79	2120	64	1500	45	1400	42
Chockie	No. McAlester	9	1200	126	3570	107	3045	91	2440	73	1700	51	1590	48
Ray	Colbert	7	3165	95	2625	79	2415	72	1700	51	1170	32	1100	30
Muskogee	Osage	8							1750	53	1390	42	1300	39
Osage	Muskogee	8							2545	76	1925	58	1800	54
Porter	Muskogee	8							1750	53	1390	42	1300	39
Osage	Muskogee	8							2070	62	1500	45	1400	42
No. McAlester	Wilburton	5							2070	62	1500	45	1400	42
Wilburton	No. McAlester	5									1340	40	1250	37
											1340	40	1250	37

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 20 18 26 26 20 22 21 19 18

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 5 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's. 115, 116, 86 and 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 62 and 226).

1(f). No. 6 and No. 94 will run via southward track. Redtex to crossover north of Calera depot. Single track time table authority will govern these movements.

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

2(a). No. 32 report for orders before leaving McAlester. Wilburton branch trains report for orders before leaving North McAlester and Wilburton. Tulsa Division trains report for orders before leaving Osage.

2(b). Southward trains cleared on train order signal at North Yard need not secure clearance on train order signal at Parsons passenger station.

2(c). No's. 1, 2, 7 and 8 register by form 68 at Atoka.

3. Unless automatic block signals indicate main track to be clear, all trains and engines will move at restricted speed through Muskogee, North McAlester and Atoka yards. There are no signals to indicate whether or not main track is clear between signal 5032 and SF-MV interlocker Muskogee nor for movements against the current of traffic at Atoka.

3(a). First and second class trains, passenger extras and engines approaching Parsons passenger station will run at restricted speed between Crawford Ave. and SL-SF interlocker so that under no circumstances will it be possible for such trains or engines to strike any cars, trains or passenger extras or passengers from one depot track to another.

3(b). All trains and engines will approach the crossing with the Chicago Rock Island and 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 proceed signal, train or engine will be brought to a stop and the rules observed with reference to the procedure at railroad crossings.

4. Denison-Ray terminal time table governs movements between Ray and Redtex.

4(a). Block signal 6608 is located on West side of main track just North of passenger station, Denison.

4(b). Trains and engines will not exceed 15 miles per hour over puzzle switch North of passenger station, Denison.

4(c). Trains and engines will approach SL-SF connection North of Denison passenger station at restricted speed expecting to find SL-SF trains occupying main track.

4(d). Derailing switch on main track between North end Denison passenger station and SL-SF connection. Southward trains trail through point and Northward trains line switch before passing over it and reset for derail, unless switch in charge of yard men.

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

5(a). First and second class trains and passenger extras meeting at North McAlester, inferior train will use passing track between crossover south of North McAlester depot and cross over South of coal chute.

5(b). Northward Third and Fourth class and extra trains except passenger extras, use the West track between the first cross over South of CRI&P crossing McAlester and the first cross over South of North McAlester depot.

6. Maximum speed (MILES PER HOUR):

Division	Passenger	Freight
Choctaw	60	30
Cherokee	50	25
Tulsa	50	25
Wilburton	30	15

6(a). Maximum speed engines backing up with or without cars 15 miles per hour.

6(b). Maximum speed through main line turnouts (except Stringtown and Redtex) and through sidings, 15 miles per hour.

6(c). Maximum speed freight engines on passenger trains 45 miles per hour, running light 30 miles per hour.

6(d). City Ordinance speed restrictions:

Station	Miles per hour
Choctaw	15
Chetopa	10
Durant	10
McAlester	20 Passenger 8 for freight.
Muskogee	25 Boulevard 12 miles per hour.
North McAlester	20 Passenger 8 for freight.
Pryor	20
Tulsa	12
Wagoner	15
Atoka	10
Choctaw	15

6(e). Stations, Tracks and Spurs not shown on schedule page:

Station	End Connected	Car Capacity
Armstrong	MP 636.6. (Southward track) South	7
Broken Arrow	MP Z-294.7	Mine Track
Coal Co.	MP 578	South
Caledonia	MP 572.1	South
Halley	MP 520.5	South
Rentiesville	MP R-11.5	North
Chilili	MP R-18.3	North
Coles Crossing	MP R-8.8	No. Track
Dodson	MP R-11.8	South
Gap	MP 591.6	South
Haynes	MP Z-320.4	South
Indian	MP Z-249.8	Both ends
Payne	MP Z-309.8	North
Pullare	MP Z-237.0	South
Platt	MP Z-263.2	South
Reed-Adams	MP 407.8	North
Coal Company	MP Z-281.0	North
Rudd	MP Z-294.7	North
Saneck Mine Track	MP Z-294.7	South
Hutchie	MP Z-322.9	South

6(f). Water stations other than those at stations shown on schedule page:

Name	Blue Jacket	Big Labette	Armstrong
Blue Jacket	MP 425	MP 407.4	MP 636.6

6(g). Following Yards are protected by Yard Limit Boards: Denison, Ray, Durant, Atoka, North McAlester, Muskogee, Broken Arrow, Tulsa, Osage, Vinita, Parsons.

6(h). 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.

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

7(a). Watch Inspectors:

Name	Location	Name	Location
Sidney Y. Ball	Chicago, Ill.	Standard Jewelry Company	Muskogee, Okla.
General Time Inspector	Chicago, Ill.	Ray DeLaMatte	McAlester, Okla.
J. S. Pfeiffer	Parsons, Kansas	J. B. Rockwell	Denison, Texas
M. F. Kohler	Parsons, Kansas	Maack and Company	Tulsa, Okla.
Chas. Reidemann	Vinita, Oklahoma	A. Scritchfield	Osage, Okla.

8. Following automatic block signals in service: Between Denison and Colbert including both directions on southward track. Between mile post 647.3 and 608.1 (governing approaches to crossovers only with current of traffic).

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 on east side at south end of siding at Wybark governs movement from siding to main track. Color light signal 4987 Tulsa division main track 225 feet north of junction switch governs movements from Tulsa division to Cherokee division main track. Between 4 p. m. and 8 a. m. color light signal located on scale house near Fondulac street Muskogee will indicate green when southward third and fourth class and extra trains (except passenger extras) may proceed from yard to SF-MV interlocker without orders and receive orders at interlocker tower. This will not relieve third and fourth class and extra trains from clearing block for southward first and second class trains approaching from the north (see rule 9b).

9. Movements between North switch Wybark and Fondulac Street Muskogee will be made on signal indication superseding time table and train order superiority.

9(a). Northward passenger trains must stand back to clear southward movements to other tracks while signal 5032 remains at stop.

9(b). When it can be clearly seen that crossover switch located in the main track about 200 feet north of signal 5032 is lined for the crossover, northward movements to the train yard through the crossover may be made without stopping at signal 5032. When the crossover switch is not lined for the crossover and signal 5032 is at stop the track for southward movements must not be fouled until it can be seen no southward movements are approaching. The crossover switch must not be changed from main track to crossover position while a southward movement is approaching in adjoining block.

9(c). Trains must move to within 100 feet of signal 4987 and south end siding signal Wybark to receive a signal indication.

9(d). Trains must remain back of fouling point indicated by insulated rail joints at signals to permit clearing signals.

9(e). 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(f). Automatic block signals with home signal or square end blades must not be passed in stop position, without first communicating with those indicated to ascertain if any opposing movement and if no opposing movements, will proceed by having flagman precede train through the block.

Home Signal at: 5032 Communicate With Towerman at KO&G Interlocker Tower by telephone in yard office. 5028 Stop at KO&G Interlocker Tower and secure information from Towerman. 4985 4987 4993 Towerman, KO&G Interlocker Tower by Telephone located at this signal.

Leave siding signal south end of siding Wybark. Communicate with Towerman KO&G Interlocker by telephone located on signal 4993.

9(g). Reverse movements must not be made between signals 4993 and 5018 except under protection of flagman and trains stopping between these signals must protect against trains moving in the same direction as prescribed by rule 99.

10. Flag stops not shown on schedule page:

Train Nos.	Station	Train Nos.	Station
32, 33	Carbon Mine No. 2	32, 33	Coles Crossing
32, 33	Carbon Mine No. 5	32, 33	Dodson
32, 33	Chilili	222, 221	Platt
32, 33	Dugan Mine No. 21	222, 221	Haynes

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

Road foremen of Engines have the same authority as trainmasters while on line of road.

Rentiesville is regular stop for No. 5 and No. 6. 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. No. 4 stops at Wagoner, Oswego and Chetopa to discharge revenue passengers from Ft. Worth and Dallas and stops at Wagoner, Oswego and Chetopa to receive revenue passengers for Kansas City, Sedalia or St. Louis and points between Sedalia and St. Louis where this train is scheduled to stop.

No. 227 stop at Broken Arrow, and No. 227 and No. 224 stop at Coweta and Porter, to receive or discharge revenue passengers to or from Texas points and to or from St. Louis or Kansas City.

11. Abbreviation "W" Water, "Y" Wye, "C" Fuel, "P" Telephone, "S" Track Scales, "T" Turntable, "D" Day Telegraph Station only, "N" Night Telegraph Station only, "A" Day and Night Telegraph Station.

12. At least ten hand brakes must be set on all freight trains on arrival Muskogee yard, by trainmen, and train stretched for inspection, and must be kept set by Yardmen until cars are to be moved.

13. Mail Cranes located between stations: MP 501.0 East side Main Track.

14. The following will not clear main 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, between Northward and Southward main tracks. Mail Cranes, when pouch is hung.

14(a). The following will not clear main standing on top of high cars: Overhead viaduct, Court Street, Muskogee.

15. The engine whistle must be sounded at all whistle sign posts and approaching every public crossing from a point 80 rods (1320 feet) from the crossing and, except where crossing watchmen are on duty, when automobiles or other vehicles are seen approaching the track and when or where view is obscured so engine men cannot see approaches to crossings, the signals will be sounded so as to permit the whistle signal 1-4 to be sounded a second time beginning 600 feet from the crossing, the last sound to continue until the engine passes over the crossing.

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

STATION	NAME	OFFICE
Sedalia	E. F. Yancey, Medical Director	M-K-T. Hospital
Atoka	J. S. Fulton, Examiner	Court St. and Penn.
	C. C. Gardner	
Broken Arrow	J. N. Shippey	Over Laws Bldg.
Caddo	Roy L. Cochran, Local Surgeon	
Choctaw	A. J. Snelton	
Chetopa	R. L. Von Trebra	Over Bush Drug Store
Denison	T. J. Long, Div. Surgeon-Examiner	M-K-T. Hospital
Durant	James L. Shuler	
Eufaula	George W. West	
Kiowa	C. T. Harris	
McAlester	L. S. Willour, Examiner	109-111 Cambron Bldg.
	T. H. McCarley, Examiner	100 1/2 East Choctaw
	Geo. A. Kipatuck	
	L. C. Kuykendall, Oculist	
Muskogee	F. B. Fite, Examiner	Barnes Building
	W. P. Fite, Examiner	Barnes Building
	E. H. Fite, Examiner	
	J. L. Blakemore, Examiner	Barnes Building
	M. K. Thompson, Oculist	Surety Building
North McAlester	J. O. Grubbs, Examiner	
	J. C. Schlicht, Examiner	
Osage	Herman Fagin, Examiner	
Parsons	Albert Smith, Divn. Surgeon-Examiner	M-K-T. Hospital
Porter	J. C. Crest, Divn. Surgeon-Examiner	M-K-T. Hospital
Pryor	W. R. Joblin	
	Sylba Adams	
Tulsa	Fred S. Clinton, Examiner	New World Building
Vinita	G. E. Hartsborne, Oculist	
	Louis Bagby	
Wagoner	S. R. Bates, Examiner	
Welch	J. O. Bradshaw	
Wilburton	J. M. Harris	

J. D. GARRISON
Chief Dispatcher

W. L. SHANER
M. A. WOLEVER
H. O. WINDERS
W. KEARNS
J. L. SHEDDY
W. E. SHOCKLEY
E. A. BIRGE
Train Dispatchers.

**McALESTER
DISTRICT**

**TIME TABLE
NO. 10**

**Effective
November 4, 1928**