

MISSOURI-KANSAS-TEXAS RAILROAD CO.

SOUTHERN DISTRICT

SAFETY

FIRST

EMPLOYEES' TIME TABLE NO. 17-F

17-F

Effective Sunday, January 23, 1938

17-F

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

Superseding Previous Time Table and Supplements

FOR EMPLOYEES ONLY.

F. H. SCHALLER,

Superintendent

J. H. LITTLE,

Superintendent of Transportation

F. W. GRACE,

Vice-President and General Manager

Northward Trains

CHEROKEE DIVISION

Northward Trains

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SECOND CLASS			FIRST CLASS					Time Table No. 17-F		THIRD CLASS			FOURTH CLASS			
36 Joplin Passenger	34 Tulsa Passenger		2 Texas Special	6 Katy Flyer	4 Katy Limited	18 Bluebonnet	8 Bluebonnet	Effective 12:01 A. M. January 23, 1938	Station Numbers	76 Fast Freight	72 Fast Freight	74 Fast Freight	90 Way	474 Tulsa Freight		
Daily	Daily		Daily	Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Tues. Thurs. Saturday	Daily		
6.30PM				6.40PM	9.45AM	3.50AM		NORTH YARD Arrive 386	1.00PM	8.30PM	1.00AM	12.15PM 71				
6.22				6.32	9.36	3.43		Arrive PARSONS 387	12.50	8.20	12.40 78	12.05PM 5				
L 6.15PM				6.25	9.30	3.38		N SLSF Parsons Tower Inter JG 3.1								
				6.23	9.28	3.36		OLIVE 4.2	390	12.42	8.09	12.05AM	11.59			
				6.12	9.19	3.28		SHANER 1.1	395	12.34 71	7.59	11.50	11.50			
				6.07	9.14	3.24		D LABETTE LB 3.0	398	12.18 5	7.57	11.46	11.45			
				5.58	9.05	3.17		N S. L.-S. F. Interlocker OW 0.1								
				5.49	8.56	3.09		OSWEGO 3.0	401	12.01PM	7.45	11.35	11.30			
				5.42	8.47	3.02		CONDON 6.0	404	11.48	7.37	11.23	11.20			
				5.35	8.38 91	2.56		N Mo. Pac. Interlocker CP 0.2								
				5.27	8.26	2.45 3		CHEFOPA 5.9	410	11.36	7.23	11.06	11.05			
			A 11.50PM	5.18	8.15	2.30 78	2.15AM	RUSSELL 5.3	416	11.24	7.10	10.50	10.45			
			11.46	5.11	8.05	2.22	2.09 1	D WELCH WH 5.2	421	11.13	6.58	10.37	10.28			
			11.40	5.04	7.57	2.14 1	1.59	D BLUE JACKET BJ 7.3	427	11.02	6.47	10.25	9.40			
			11.31 7	4.54	7.47 90	2.02	1.50	D KILGO 4.9	434	10.47	6.31	10.19 27	9.15			
			11.25	4.49 271	7.40	1.57	1.46	N S. L.-S. F. Interlocker VN 0.2								
			11.18	4.39	7.32	1.49	1.39	VINITA 2.9	439	10.35	6.15	9.50	9.00			
			11.11 27	4.31	7.25	1.41	1.32	HULWE 4.9	442	10.27	6.06	9.41	8.25			
			11.07	4.26	7.20	1.37	1.28	D BIG CABIN BG 7.6	447	10.17	5.56	9.32	8.12			
			11.00	4.18	7.11	1.30	1.21	D ADAIR X 3.5	454	10.02 91	5.41	9.17	7.47 4			
			10.53	4.10	7.03	1.23	1.14	DAWES 5.8	458	9.53	5.33	9.10	7.23			
			10.48	4.05	6.59	1.18	1.10	N PRYOR CU 4.9	464	9.39	5.20	8.58	6.50			
			10.46	4.01	6.55	1.15	1.08	LUSTA 3.6	469	9.27	5.10 271	8.48	6.39			
			10.39	3.53 71	6.47	1.09	1.02	D CHOTEAU AU 5.5	472	9.18	5.02	8.41	6.32			
A 7.50AM			10.33	3.47	6.42	1.03	12.57	MAZIE 6.0	478	9.03	4.51	8.29	6.20			
								LELIAETTA 3.3	484	8.48	4.40	8.16	6.07			
								NORTH WAGONER 1.1	487	8.40	4.33	8.08	6.00			
								WAGONER 0.1	488	8.35	4.30	8.05	5.55			
								N Mo. Pac. Interlocker A 5.9								
								GIBSON 4.5	494	8.20	4.15	7.51	5.45			
								WYBARK 3.2	499	8.10	4.03 71	7.40	5.35	A 8.15PM		
								N K.O.G. TOWER Inter. UX 1.8								
								Leave MUSKOGEE Leave 504		8.00AM	3.45PM	7.30PM	5.20AM	8.00PM		
36 81.2	34 80.0		2 48.6	6 89.0	4 86.9	18 40.1	8 45.6	117.6		76	72	74	90	474		
Average speed per hour.....										28.5	24.8	21.4	15.8	20.0		

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	Time Table No. 17-F Effective 12:01 A. M. January 23, 1938	Car Capacity Sidings, Fuel, Water, Turn Table, Telephone, Track Scales, Wye.	FIRST CLASS			
95 Way Tues. Thurs. Saturday	93 Way Mon. Wed. Friday	271 Fast Freight Daily	71 Fast Freight Daily	73 Fast Freight Daily	7 Bluebonnet Daily				1 Texas Special Daily	3 Katy Limited Daily	5 Katy Flyer Daily	
	7.30AM 76	6.40PM 74	4.45PM	6.15AM 4	503.6	MUSKOGEE	Y W SCOPT Yard	12.45AM	3.25AM	4.45AM	3.05PM 72	
	f 7.45	6.56	5.00	6.30	510.4	N SF-MV TOWER Inter. SU	P 110	12.55	3.35	4.55	3.17 6	
	s 8.05	7.08	5.13	6.45 76	517.0	D OKTAHA OA	P 110	1.04	3.43	f 5.04	3.27	
	s 8.20	7.23	5.32	7.01	524.8	N CHECOTAH VR	PW 90	1.15	3.53	s 5.17	s 3.38	
	f 8.35	7.35	5.45 74	7.11	529.8	ONAPA	P 110	1.21	3.59	5.28 4	3.45	
	f 8.50	7.50	5.54	7.20	534.3	WELLS	P 90	1.27	4.05	5.34	3.92	
	s 9.20	8.05	6.01	7.28	538.1	D EUGAULA EA	P 105	1.32	4.10	s 5.41	s 3.58 ✓	
	f 9.35	8.14	6.10	7.38	542.7	WIRTH	P 90	1.38	4.16	5.47 76	4.05	
	s 9.50	8.23	6.18	7.48	547.2	D CANADIAN SI	P 110	1.44	4.22	f 5.53	4.10	
	10.01	8.30	6.25	7.56	550.6	TURK	W P 100	1.48	4.26	5.58	4.15	
	s 10.05	8.32	6.26	7.58	551.2	CROWDER	P	1.49	4.27	s 6.01	4.16	
	10.15	8.40	6.43	8.06	555.3	N FIS&W 4.1 Interlocker CW	P 90	1.54	4.32	6.07	4.22	
	10.30	8.59 2	6.54	8.18	561.1	REAMS	P 90	2.01	4.38 4	6.13	4.28	
L 5.01AM 76	A 10.40AM	9.10	7.05	8.35	564.2	D NORTH MCALESTER MC	Y W SCOP Yard	2.05	4.42	f 6.18	4.33 74	
5.10		9.15	7.15	8.50	566.0	C.R.I.&P. 1.8 Gate Crossing	P	2.15	4.45	s 6.30	s 4.45	
5.20		9.21	7.25	9.03	569.0	N MCALESTER MA	P 110	2.19	4.49 76	6.35	4.50	
f 5.35		9.30	7.36	9.12	574.5	FRINK	P 40	2.25	4.56	f 6.42	4.57	
5.40		9.33	7.40	9.16	578.3	SAVANNA	P 90	2.27	4.58	6.44	4.59	
s 6.00		9.43	7.51	9.27	582.8	BREWER	P	2.35	5.05	f 6.53	5.07	
6.19		9.50	8.22 2	9.34	587.6	D KIOWA KY	P 125	2.40	5.12	6.59	5.12	
f 7.00		10.02	8.32	9.47	594.0	REYNOLDS	P W 125	2.48	5.20	7.07	5.20	
f 7.12 3		10.10	8.41	9.57	598.4	CHOCKIE	P 125	2.53	5.26	7.12 95	5.25	
s 7.46		10.19 8	8.49	10.06	602.6	FLORA	P 120	2.58	5.32	f 7.18	5.30	
s 8.03		10.44	9.03	10.24	609.6	N STRINGTOWN ST (End of Double Track)	P 100	3.07	5.41	s 7.30	s 5.41	
f 8.35		10.55	9.14	10.34	615.0	D ATOKA DK	Crossovers Y W P Yard	3.15	5.48	f 7.40	5.50	
f 9.00		11.10	9.27	10.45	621.6	TUSHKA	P Crossover	3.23	5.56	f 7.51	5.59	
s 9.45		11.30	9.45	11.01	630.2	CANEY	P Crossover	3.35	6.07	f 8.06	6.11	
s 10.30		11.55	10.08	11.20	641.4	D CADDO DC	P Crossover	3.50	6.20	s 8.26	s 6.28	
f 10.50		12.05AM	10.18	11.30	646.4	K. O. & G. Interlocker N SLEF DURANT Int DU	P W Crossover	4.00	6.27	f 8.37	6.36	
s 11.10		12.20	10.33	11.42 6	653.2	D CALERA J	Crossover 100 Sid	4.10	6.35	f 8.48	6.45	
11.20AM		12.30AM	10.40PM	12.01PM	655.9	D COLBERT Q	P 53	4.15	6.40	8.53	6.52 2	
					656.2	N AR. REDTEX BF	P	4.25AM	6.50AM	9.05AM	7.05PM	
					660.9	S.L.-S.F. No. 0.3 Jct. Inter. S.L.-S.F. South Jct. Interlocker	SCOP WTY Yard					
		1.80AM	11.15PM	12.30PM	661.9	N DENISON Arrive WD						
95	93	271	71	73		Arrive RAY		7	1	3	5	
18.6	19.1	28.2	24.4	25.8		158.3		42.9	46.0	36.3	39.7	

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 special rule 1(f).)

Northward Trains

CHOCTAW DIVISION

Northward Trains

FIRST CLASS				Time Table No. 17-F Effective 12:01 A. M. January 23, 1938	STATIONS	Station Numbers	THIRD CLASS			FOURTH CLASS	
8 Bluebonnet Daily	2 Texas Special Daily	6 Katy Flyer Daily	4 Katy Limited Daily				76 Fast Freight Daily	72 Fast Freight Daily	74 Fast Freight Daily	94 Way Mon. Wed. Friday	92 Way Tues. Thurs. Saturday
12.30AM	10.15PM	3.30PM	6.15AM 73				7.30AM 93	3.05PM 5	6.40PM 271		12.40PM
				Arrive	MUSKOGEE	504					
				0.5	N SF-MV TOWER Inter. SU						
				6.6	SUMMIT	511	7.00	2.52	6.22		f 12.10PM
				7.8	D OKTAHA OA	517	6.45 73	2.39	6.10		s 11.55
				5.0	N CHECOTAH VR	525	6.30	2.25	5.55		s 11.30
				4.5	ONAPA	530	6.20	2.16	5.45 71		f 10.50
				3.8	WELLS	534	6.09	2.07	5.36		f 10.35
				4.6	D EUPAULA EA	538	5.59	2.00	5.30		s 10.25
				4.5	WIRTH	543	5.47 3	1.51	5.20		10.01
				3.4	D CANADIAN BI	547	5.35	1.42	5.12		s 9.50
				0.6	TURK	550	5.29	1.35	5.05		9.40
				4.1	CROWDER	551	5.27	1.34	5.03		s 9.35
				5.8	N Ft S. & W. 4.1 Interlocker CW	555	5.19	1.26	4.55		9.25
				3.1	REAMS	561	5.09	1.16	4.45		9.10
				1.8	MEKKO	564	5.01 95	1.10	4.33 5	A 12.55PM	L 9.00AM
				3.0	D NORTH McALESTER MC	566	4.57	12.59	4.15	12.45	
				5.5	C.R.I.&P. 1.8 Gate Crossing	569	4.49 1	12.53	4.09	12.35	
				1.8	N McALESTER MA	575	4.33	12.42	3.58	f 12.20	
				6.5	FRINK	576	4.30	12.38	3.54	12.15	
				4.3	SAVANNA	583	4.18	12.25	3.40	s 12.01PM	
				6.9	BREWER	587	4.10	12.16	3.30	11.40	
				4.4	D KIOWA KY	594	3.57	12.02PM	3.15	f 11.20	
				4.2	REYNOLDS	598	3.49	11.53	3.05	f 11.05	
				1.0	CHOCKIE	603	3.40	11.45	2.55	s 10.45	
				5.4	N FLORA	610	3.25 4	11.31	2.40	s 10.30	
				8.5	D ATOKA DK	615	3.05	11.20	2.27	f 10.15	
				11.3	TUSHKA	621	2.53	11.07	2.14	f 10.00	
				6.8	CANEY	630	2.37	10.50	1.57	s 9.30	
				2.7	D CADDO DC	641	2.15	10.28	1.35	s 9.00	
				4.7	K.O.&G. Interlocker	646	2.05	10.18	1.25	f 8.00	
				4.7	N SF DURANT Int DU	653				f 7.40	
				4.7	D CALERA J	656	1.50AM	10.00AM	1.05PM	7.30AM	
				4.7	N REDTEX LV BF						
				4.7	S.L.-S.F. No. 8.3 Jct. Inter.						
				4.7	S.L.-S.F. South Jct. Interlocker						
				4.7	N Leave DENISON WD	661					
				4.7	RAY Leave	662	1.30AM	9.45AM	12.45PM	7.00AM	
				158.3			76	72	74	94	92
				Average speed per hour.....			26.4	29.7	26.8	16.5	16.6

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 special rule 1(f).)

SOUTHWARD TRAINS

OKLAHOMA DIVISION

NORTHWARD TRAINS

THIRD CLASS			FIRST CLASS		Distance from Kansas City	Time Table No. 17-F		Station Numbers	Car Capacity Siding Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS		THIRD CLASS		
371 Fast Freight Daily	273 Fast Freight Daily Except Sunday	551 F. S. & W. Mixed Daily	25 Katy Flyer Daily	23 Sooner Daily		Effective 12:01 A. M. January 23, 1938	STATIONS			26 Katy Flyer Daily	28 Sooner Daily	270 Fast Freight Daily	552 F. S. & W. Mixed Daily	276 Fast Freight Daily Except Sunday
8.45PM	7.00AM		3.10PM	4.50AM	245.2	Leave OSAGE	A 245	Yard WCOYP S	3.20PM	12.35AM		12.20AM		3.00AM
8.52	7.10		s 3.15 26	s 4.55	248.2	Arrive CLEVELAND	CN A 248	P 90	s 3.15 26	s 12.30		12.10AM		2.50
9.15	7.30		s 3.30	5.08	256.5	HALLETT	A 257	P 65	s 3.01	12.16		11.51		2.30
					257.5	HALLETT TOWER	EJ							
9.22	7.36		s 3.36	5.14	260.2	JENNINGS	NS A 260	P 85	s 2.54	12.11AM		11.41		2.20
9.48	8.05		s 3.53	5.29	270.4	YALE	YA A 279	P	s 2.37	11.55		11.16		1.55
9.50	8.07		3.54	5.30	271.0	SUN-CO.		79	2.36	11.54		11.15		1.42
					271.4	A.T.&S.F. Gauntlet Track								
9.58	8.15		4.00	5.36	273.9	NORFOLK	A 273	P 53	2.30	11.48		11.05		1.33
10.10	8.25		4.08	5.43	279.4	DEEP ROCK		Yard T1 YW	2.22	11.40		10.50		1.20
10.40 270	8.45		s 4.17	s 5.50	280.2	CUSHING	CH A 280	P	s 2.17	s 11.35		10.40 871		12.55
10.59	9.05		4.29	6.02	286.0	WILD HORSE	A 286	P 53	2.05	11.22		10.28		12.40
11.16 28	9.16		s 4.36	6.09	290.6	AGRA	GR A 291	P 65	s 1.57	11.16 871		10.18		12.27
11.35	9.30		s 4.47	6.18	297.2	TRYON	RN A 297	P 17	s 1.48	11.06		10.05		12.10AM
11.55 276	9.45		s 4.56	6.25	301.8	CARNEY	RA A 302	P 14	s 1.39	10.59		9.55		11.55 871
12.25AM	10.05	L 5.00AM	s 5.11	6.37	310.3	FALLIS	Crossing FA A 311	P 83 Y	s 1.26	10.48		9.38	A 9.50PM	11.30
12.45	10.19	5.16	s 5.22	6.46	317.0	LUTHER	A 317	P 46	s 1.15	10.39		9.25	9.36	11.14
1.10	10.34	5.32	s 5.34	6.56	324.7	ARCADIA	A 324	P 64	s 1.03	10.29		9.09	9.19	10.56
1.30	10.49	5.50	f 5.46	7.06	332.2	WITCHER	A 332	P 59	f 12.52	10.19		8.53	9.03	10.39
1.50	11.04	6.04	5.57	7.15	339.1	OWANDA	A 339	P 22	12.41	10.10		8.38	8.49	10.22
					341.5	C. R. I. & P. Crossing								
2.01AM	11.10AM	6.10AM	6.01PM	7.19AM	341.6	HOMA	Leave A 342		12.36PM	10.05PM		8.33PM	8.43PM	10.17PM
2.80AM	11.45AM	6.15AM	6.03PM	7.23AM	342.8	SHAW	Lv. SX A 343	Yard SWOTP	12.33PM	10.03PM		8.30PM	8.40PM	10.13PM
					343.2	C. R. I. & P. Crossing								
		6.30AM	6.10PM	7.30AM	343.9	OKLAHOMA CITY	Lv. A 344	P Yard Y	12.30PM	10.00PM			8.20PM	
371	273	551	25	23		98.7			26	28		270	552	276
16.9	20.5	22.4	32.9	37.0		Average speed per hour.....			34.8	33.2		25.3	22.4	20.4

8 Southward Trains			TULSA DIVISION		Northward Trains				
THIRD CLASS	FIRST CLASS	Distance from Kansas City Via Osage	Time Table No. 17-F		Station Numbers	Car Capacity Sidings Fuel, Water, Turntable, Telephone, Track Scales, Wye	FIRST CLASS	THIRD CLASS	
473 Fast Freight	37 Passenger		Effective 12:01 A. M. January 23, 1938				34 Passenger	474 Fast Freight	
Daily	Daily	STATIONS							
6.45M	3.25PM	245.2	Leave N	OSAGE 7.5	Arrive TN	A 245	Yard SWCOYPT	2.50PM	12.30M
f 7.05	s 3.38	252.7		PRUE 9.3		Z 253	60 P	s 2.30	f 12.10M
7.25	f 3.52	262.0		APPALACHIA 5.0		Z 262	30 P	f 2.13	11.50
7.35	f 3.59	267.0		WEKIWA 8.8		Z 267	70 PW	f 2.06	11.40
s 7.45	s 4.05	270.8	D	SAND SPRINGS 1.6	Crossing	Z 271	10 P	s 2.01	s 11.30
		272.46		S. S. I. R. R. Crossing 5.3					
s 8.15	f 4.15	277.7	N	TULSA 0.5	KA	Z 278	40 SPYW	f 1.45	s 11.00
				S. S. I. R. R. Crossing 8.6					
				ATSF, SLSF, MV Interlocker 0.5					
				Tulsa Union Depot Connection 8.6					
	4.25PM 4.30PM			TULSA UNION DEPOT 5.5				1.40PM 9.20AM	
f 8.58	f 4.45	286.3		ALSUMA 5.1		Z 286	60 PW	f 8.58	473 f 9.50
s 9.30	s 4.56	291.8	D	BROKEN ARROW 6.2	BA	Z 292	70 P	s 8.49	s 9.35
9.50	f 5.05	296.9		ONETA 6.2		Z 297	20 P	f 8.39	9.18
s 10.30	s 5.15	303.1	D	COWETA 5.6	MO	Z 303	60 PW	s 8.30	s 9.05
f 10.45	s 5.24	308.7		RED BIRD 4.1		Z 309	10 P	s 8.19	f 8.52
s 10.55	s 5.32	312.8	D	PORTER 5.1	PO	Z 313	60 P	s 8.12	f 8.42
f 11.15	s 5.42	317.9		TULAHASSEE 6.4		Z 318	20 P	s 8.02	f 8.30
11.59M	s 5.55PM	324.3	Arrive	WYBARK 79.1	Leave	499	30 P	s 7.50M	8.15PM
473	37							34	474
16.1	31.6							28.7	18.6
Average speed per hour.....									

Southward Trains			JOPLIN DIVISION		Northward Trains				
FOURTH CLASS	SECOND CLASS	Distance from St. Louis	Time Table No. 17-F		Station Numbers	Car Capacity Sidings Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS	FOURTH CLASS	
97 Way	35 Passenger		Effective 12:01 A. M. January 23, 1938				36 Passenger	96 Way	
Daily Except Sunday	Daily	STATIONS							
2.50M	12.25PM	394.4	Leave	SHANER 7.7	Arrive	395	P Yard	6.15PM	10.30PM
f 3.25	s 12.45	402.1		SHERMAN CITY 7.9		S 7	40	s 5.56	f 9.50
s 4.25	s 1.04	410.0	D	WEST MINERAL 2.9	MY	S 16	SWY Yard	s 5.37	s 9.15
		412.9		Mo. Pac. Crossing 5.4					
		418.3		J. & P. E. Ry. Crossing 0.4					
		418.70		S.L.-S.F. Interlocker 0.3					
s 5.40	s 1.29	419.0	D	COLUMBUS 5.2	CO	S 25	30	s 5.15	s 7.20
f 6.01	f 1.43	424.2		QUAKER 2.6		S 30	21	f 5.02	f 6.20
		426.8		KO&G Gate Crossing 4.7					
		431.5		S.L.-S.F. Crossing 0.6					
s 6.45	s 2.03	432.1	D	GALENA 3.9	AN	S 38	25	s 4.44	s 5.45
f 6.57	f 2.16	436.0		FALL CITY 1.1		S 42	Y 30	f 4.32	f 5.25
		437.1		J. & P. E. Ry. Crossing 0.2					
f 7.05	f 2.25	437.3		CHITWOOD 3.4		S 43	20	f 4.29	f 5.10
7.30M	2.35PM	440.7	N Arrive	JOPLIN 46.3	Leave	JO 45	STOW Yard	4.20PM	5.00PM
97	35							36	96
9.9	21.3							24.1	8.4
Average speed per hour.....									

No. 35 is Superior to No. 36 No. 97 is Superior to No. 96.

Southward Trains			WILBURTON BRANCH		Northward Trains		
FOURTH CLASS	Distance from North McAlester	Time Table No. 17-F		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FOURTH CLASS	
93 Way		Effective 12:01 A. M. January 23, 1938				92 Way	
Mon. Wed., Fri.	STATIONS						Tues. Thu., Sat.
10.45M	.0	Leave D	NORTH MCALESTER 8.4	Arrive MC	564	Yard PSYCW	8.00M
11.00	3.4		KREBS JUNCT. 0.5				7.50
s 11.05	3.9	D	KREBS 2.2	BS	4		s 7.45
f 11.15	5.1		BUCK 1.3		6		f 7.35
f 11.20	6.3		RICHVILLE 0.4		6.3		f 7.30
f 11.25	6.7		CARBON 6.4		7		f 7.25
f 11.50	13.1		ADAMSON 3.3		13	PY	f 7.05
f 12.05PM	16.4		DRUMB 5.4		16		f 6.50
f 12.30	21.8		PATTERSON 2.6		23	20 P	f 6.25
f 12.40	24.4		DEGNAN 3.4		24		f 6.15
1.00PM	27.8	D	WILBURTON 27.8	WN	28	PYW	6.00M
93		Arrive		Leave			92
12.8							13.9
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). No. 35 is superior to No. 36. No. 97 is superior to No. 96.
- 1(d). Third and fourth class and extra trains and engines clear time of first class trains at least ten minutes.

1(e). On Cherokee Division No's. 35 and 36 more than two hours behind either their schedule arriving or leaving time, use the right and left hand scheduled and can thereafter proceed only as authorized by train order. (See Rules 82 and 220).

- 1(f). No's. 6 and 94 will run via southward track Redtex to crossover north of Calera depot. Single track time table authority will govern these movements.
- 1(g). Denison-Ray Terminal time table governs movements between Ray and Redtex.
- 1(h). AT&SF rules and current time table governs movements between "D. Y." Junction and "B. E." Junction.

1(i). F&SW trains use M-K-T tracks between Falls and Oklahoma City, and OCAA trains use M-K-T tracks between Homa and Oklahoma City; both are governed by M-K-T time table, rules and regulations.

2. First and second class and extra trains originating Denison, report for orders before leaving.

- 2(a). All southward Choctaw Division trains report for orders at SF-MV Tower Muskogee, nor for movements against current of traffic at Atoka.
- 2(b). Train orders for Northward Cherokee Division trains will be placed at K.O.G. Tower, Muskogee.
- 2(c). Train orders for Southward Cherokee and Osage Division trains will be placed at Parsons Tower.

2(d). Tulsa Division trains report for orders before leaving Osage.

- 2(e). All trains report for orders before leaving Bartlesville.
- 2(f). First and Third Class and Extra trains originating at Oklahoma City will report for orders at Shaw.
- 2(g). Parsons and Muskogee are register stations for first and second class trains and passenger extras only.

3. Unless automatic block signals indicate main track to be clear all trains and engines will move at restricted speed through Muskogee 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 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 crossover 1000 feet north of Crawford Ave. and Parsons tower so that under no circumstances will it be possible for such train or engine to strike any cars, trains, engines, or passengers crossing over from one track to another. Southward first and second class trains and passenger extras must stand back to clear Northward movements into other tracks at Parsons, until home signal indicate proceed for such train.

3(b). All trains and engines will approach the crossing with the Chicago Rock Island and Pacific Railroad at McAlester prepared to stop unless crossing gate arm is in procecd position for such train or engine. When crossing gate arm is in horizontal position across tracks it indicates stop. When crossing gate arm is in vertical position it indicates proceed at restricted speed. When crossing gate arm is in stop position at night red light is displayed over each track on arm and when crossing gate arm is in proceed position at night yellow light is displayed on arm.

3(c). K&O&G crossing MP S426.8 protected by crossing gate normally set against K&O&G trains.

3(d). MV crossing Nelagony protected by crossing gate normally set against MV trains.

3(e). Spring switch at "B. E." Junction connects M-K-T and AT&SF main tracks. This is a hand operated switch. Back up movements by northward trains must not be made without throwing switch by hand.

3(f). S.L.-S.F. crossing Mound Valley protected by automatic signal indications. Interlocked crossing rules will govern. Do not exceed 20 miles per hour until engine has passed over the crossing.

When signal does not clear and no train approaching on S.L.-S.F. and signals can be seen to indicate stop against S.L.-S.F. trains, unlock iron relay box (M-K-T switch lock) turn knob inside of box far as it will go, and release it; signal should clear in two minutes. If signal fails to clear and signals indicate stop against S.L.-S.F. trains may proceed over crossing. If signals do not show stop against S.L.-S.F. flagmen must protect in each direction on S.L.-S.F. tracks before proceeding over crossing.

3(g). Gauntlet track, Oklahoma Division, mile post A-271.9, just south of Yale, Oklahoma, governed by automatic signal indications. Trains will approach home signal prepared to stop. Passenger trains will not exceed speed of 20 miles per hour and freight trains 15 m.p.h. between home signal limits. Home signals on M-K-T are located 700 feet east and 625 feet west of Bridge from clearance point. Track release clearing sections extend 100 feet in advance of each home signal. Approach track sections for M-K-T extend 1500 feet in advance of home signals. Movements over the Bridge will be governed by home signals. If routes are clear when train moves onto approach section, the home signal will change to proceed indication and unless passed, remain in that position for (5) minutes. Signal will then change to stop indication. It must be known that this signal indicates proceed at the time it is passed by the first part of train. To clear M-K-T home signal indicating stop on account of M-K-T train occupying approach section over (5) minutes or to clear M-K-T home signal, the train must occupy release clearing section (2) minutes. If a signal fails to indicate proceed, and if no conflicting train movements are evident, a member of the crew shall proceed across the bridge and after becoming satisfied that no train is approaching on the opposing line a hand lamp signal may be given for the train to move up on to the track section between the home signal and Bridge. Then, after having made certain that home signals on opposing line are at stop, hand or lamp signal may be given for train to proceed over Bridge. If signals do not show stop against AT&SF flagmen must protect in each direction on AT&SF tracks before proceeding over Bridge. In case signals are inoperative, party flagging over Bridge will call M-K-T Dispatcher on telephone, located at east end of Bridge, and advise him accordingly.

3(h). Yard movements between Mile Post A-276 and south switch Sun-Co., and between yard limit board south of Helmeick and block signals A-247.0, will not be made when third or fourth class trains are overdue and must be protected against extra trains, except as authorized by train order. Third and fourth class trains and extra trains will not run prepared to stop between these points as prescribed by Rule 93. All movements delayed between these points must be protected as prescribed by Rule 99, the same as between stations not within yard limits.

3(i). Trains and engines will move at restricted speed between a point 500 feet south of West Mineral Water Tank and West Mineral Depot and between a point one mile South of Galena Smelter and one mile north McAlester Depot expecting to find main track occupied.

4. Maximum speed (miles per hour).

Division	Passenger	Freight
Choctaw	60	45
Cherokee	60	45
Osage (tangent track)	50	35
Osage (curves except as specified in special rule 4(c).)	45	30
Oklahoma (tangent track)	50	40
Oklahoma (curves except as specified in special rule 4(d).)	45	30
Joplin	50	15
Tulsa	50	40
Wilburton	35	20

4(a). Maximum speed passenger trains around curve Mile Post 401.4, 50 miles per hour.

4(b). Maximum speed passenger trains around curves Mile Post 519.8, Mile Post 520.0, Mile Post 533.3, Mile Post 540.4, Mile Post 541.0, Mile Post 557.1, and Mile Post 558.8, 50 miles per hour.

4(c). Maximum speed passenger trains around curves on Osage division as follows:

Mile Post	Miles per Hour	Mile Post	Miles per Hour
244.5	35	206.8	35
244.2	35	205.4	40
243.6	35	205.1	40
243.4	35	204.5	40
219.2	40	203.8	40
218.8	40	203.4	35
218.6	40	203.4	35
217.2	35	203.1	35
215.4	40	201.8	35
211.4	35	170.4	35
211.1	35	154.3	35
210.9	35	138.5	40
207.3	40		

4(d). Maximum speed passenger trains around curves on Oklahoma division as follows:

Mile Post	Miles per Hour	Mile Post	Miles per Hour
303.4	40	287.1	40
285.2	35	257.7	40
280.9	35	250.5	40
280.8	35	250.2	40
279.9	35	247.8	40
276.5	40	246.3	35
269.7	40	245.8	35

4(e). Maximum speed between 4 poles north of Mile Post A-144 and 15 poles south of Mile Post A-145, passenger trains forty miles per hour, freight trains twenty miles per hour.

4(f). Maximum speed passenger trains around curves Mile Posts Z-259.5, Z-267.2, and Z-267.5 45 miles per hour.

4(g). Maximum speed over Neesho River bridge Mile Post S400.1 ten miles per hour. Engines must not be coupled together but separated by not less than 6 cars when moving over this bridge.

4(h). Maximum speed over Boiling Springs bridge R19.2 ten miles per hour.

4(i). Maximum speed through turnout Redtex and Stringtown, 45 miles per hour, through spring switch "B. E." Junction 10 miles per hour, over switch "D. Y." Junction, 15 miles per hour, through all other main track turnouts and through sidings 15 miles per hour.

4(j). Maximum speed over puzzle switch north of Denison passenger station 15 miles per hour.

4(k). Maximum speed road engines backing up with or without cars 15 miles per hour.

4(l). Maximum speed for yard engines with or without cars 18 miles per hour.

4(m). Maximum speed freight engines on passenger trains 40 miles per hour and running light 30 miles per hour.

4(n). Maximum speed passenger trains over S.L.-S.F.-M-K-T crossing, MP-A257.5 40 miles per hour.

4(o). Maximum speed trains handling scale test car X-1658 25 miles per hour, to be moved only on local freight trains, just ahead of caboose.

4(p). City ordinance speed restrictions (miles per hour).

Atoka	25	McAlester-North McAlester (freight)	8
Cheotah	15	Muskogee	25
Choctaw	15	(except between Fondulac street and Southside Boulevard)	12
Coffeyville	25	Oklahoma City	12
Dewey	25	Tulsa	12
Cushing	20	Wagoner	15
Galena	10	Yale	25
Joplin	15		
McAlester-North McAlester (passenger)	20		

5. Derailing switch on main track between Denison passenger station and S.L.-S.F. connection. Southward trains trail through point and northward trains line switch before passing over it and reset for derail unless switch in charge of yardman.

6. Time table and train order restrictions at Stringtown apply at end of double track unless otherwise specified.

6(a). First 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, unless otherwise directed. Southward third and fourth class trains and extras (except passenger extras) taking siding at North McAlester or McAlester will use track No. 8 between north switch North McAlester and crossover south of coal chute

unless otherwise directed. Northward third and fourth class and extra trains (except passenger extras) taking siding at McAlester will use first track west of main track between south switch McAlester and first crossover south of North McAlester depot unless otherwise directed. First class trains and passenger extras meeting at McAlester will use first track west of main track between south switch McAlester and first crossover north of McAlester depot unless otherwise directed.

7. Automatic block signals in service as follows:

Between Denison and Colbert including both directions on southward track. Between mile post 647.3 and mile post 603.1 (governing approaches to crossovers only). Between Stringtown and Atoka on southward track. Between mile post 605.6 and Stringtown on northward track. Between Stringtown and SF-MV interlocker Muskogee. Between Fondulac Street Muskogee and Parsons.

Between mile post A192.9 and mile post A194.4. Two position color light signal 414 located 392 feet south of spring switch at "B. E." Junction governs northward movements over switch and is provided with clearing section three rail lengths south of signal which will operate to proceed indication when this section is occupied by train or engine and opposing train on AT&SF have passed switch.

Between Mile Post A240.9 and Mile Post A247.0. Between home signals located Mile Post A271.8 and Mile Post A272.2. Between south end of Shaw Yard and Homa. Northward signal 6608 located on west side of main track north end Denison Yard.

7(a). Auxiliary signals in service as follows:

Take siding color light signal on mast with automatic block signal 4985 displayed white indicates take siding. Take siding color light signal on mast with automatic block signal 4992 displayed white indicates take siding.

Color light signal on pole just west of scale house Muskogee Yard when displaying green will be authority for southward third and fourth class and extra trains to proceed from yard to SF-MV interlocker without orders observing rule 93 and special rule 8(b).

Color light signal located on north end of scale house near office North Yard displaying green for Cherokee division and yellow for Osage division trains will be authority for third and fourth class and extra trains to move from North Yard to Parsons Tower without orders observing rule 93.

7(b). Trains stopped by home signals 6203, 6293 and 6453 will communicate with dispatcher by telephone located near signal and if signal apparently out of order proceed at restricted speed for one and one half miles. If unable to communicate and signal does not clear, wait twenty minutes from time signal first observed in stop position then proceed at restricted speed for one and one half miles expecting to find broken rail, switch improperly set or car within fouling point on siding.

7(c). Northward trains holding main track to meet opposing trains at Brewer will remain back of fouling point until opposing train has passed south switch Savanna.

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

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

8(b). A "Take Siding" color light signal is located on mast with automatic block signal 5032, Muskogee. This signal, when displaying "white" indicates that crossover switch located in main track about 200 feet north of signal 5032, and No. 4 track switch located at signal 5032, are lined for the train yard, and northward movements may be made without stopping at block signal 5032. If "take siding" color light signal is not burning, northward trains, or engines, must come to a full stop before passing signal 503.2 and, if it can be clearly seen, or known, that no opposing main line movements are approaching and, or route is unobstructed, may proceed into train yard with flagman preceding engine to crossover switch. Switch No. 4, or the crossover switch to yard must not be changed from main track position while a main track movement is approaching in adjoining block.

8(c). Northward Tulsa Division trains stopped by block signal 4992 may proceed to Tulsa Division Junction Switch without flagman preceding train when it is seen opposing trains are standing to clear Tulsa Division or standing at signal 4985.

8(d). Trains must move to within 100 feet of signal 4987 and south end siding signal Wyback to receive a signal indication.

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

8(f). Telephone located at signals 4985, 4987, 4992 for communication with levermen K&O&G interlocker tower Muskogee. Rules 367(a) and 367(b) govern.

8(g). Trains and engines may proceed against overdue superior trains between south end of Shaw Yard and Homa when automatic block signals or indicators are at proceed but must comply with rule 343 when signals indicate stop. Rule 93 will apply to all trains between Oklahoma City passenger station and south end Shaw Yard.

8(h). Switches at both ends Vinita passing track are electrically controlled from S.L.-S.F. interlocking tower. If signals do not clear communicate with levermen by telephone located at each end of siding.

9. Normal position of switch at "D. Y." Junction is for the AT&SF Railway.

9(a). Normal position of switch at "B. E." Junction is for the AT&SF Railway.

9(b). Normal position of switch at Homa is for M-K-T Railroad.

10. All trains will flag Main Street Crossing at Columbus.

11. Yards protected by yard limit boards:

- Denison-Ray.
- Dewey stock yards inclusive.
- Atoka.
- Frank to Mekko inclusive.
- Muskogee.
- Vinita.
- Parsons-North Yard.
- Oklahoma City to Owanda inclusive.
- Cushing to Yale inclusive.
- (see special rule 3(h).)
- Helmeick to Homa inclusive.
- Galena.
- Joplin.

"D. Y." Junction to Dewey stock yards inclusive.

"B. E." Junction to Osborne stock yards inclusive.

South Coffeyville to O'Herin inclusive.

Tulsa.

Broken Arrow.

West Mineral.

Columbus.

Galena.

Joplin.

SPECIAL INSTRUCTIONS---Continued

12. The following main line bridges and structures will not clear man on side of car as the horizontal clearance between points 4 feet and 16 feet above top of rail is less than 14 feet 9 inches.

Bridge No. 620.1—both tracks.
Swinging spouts on water tanks.
All mail cranes when pouches are hung.

- 12a. The following main line bridges and structures will not clear man on top of car as they do not have a vertical clearance of 21 feet 6 inches.

Overhead viaduct Court Street, Muskogee, all tracks.
Overpass MP-623, south of Caney, Northbound Track.
Overpass 644.6, south of Durant, both tracks.
Overpass Union Avenue, Tulsa, MP-Z-276.6.
Bridge 2-400.1.
Joplin—Union Station Passenger shed.

13. Stations, tracks and spurs not shown on schedule page:

Station	Location	End Connected	Capacity
Armstrong	MP 636.6	South	7
Wasseta	MP 633.4	North	2
Gap	MP 591.6	North	4
Hailey	MP 572.1	South	10
Rentiesville	MP 520.1	No Track	
Gano	MP A277.6	Both	40
Helmick	MP A249.0	South	20
Tidal Oil Co.	MP A232.2	South	25
Manion	MP A232.0	North	20
Kiheki	MP A213.6	North	17
Fite	MP A204.3	North	10
Torpedo	MP A201.1	North	4
Osborne Stock Yards	MP A200.0	Both	30
Dewey Stock Yards	MP A192.0	Both	6
South Coffeyville Stock Yards	MP A171.1	North	18
Penfield	MP A152.3	South	7
Dickson	MP S400.0	No Track	
Star Valley	MP S404.5	South	7
Cokedale	MP S412.9	No Track	
Fleming	MP S414.2	No Track	
Military	MP S427.2	North	7
Playter	MP S428.5	No Track	
Indian	MP Z249.8	South	2
Rudd	MP Z281.0	North	22
Seneca Coal Co.	MP Z294.7	South	Mine Tracks
Payne	MP Z309.3	Both	16
Benmartin	MP Z320.4	South	5
Hutchie	MP Z322.9	South	15
Potato Spur	MP Z323.5	South	7
Carbon Mine No. 5	MP R 8.9	North	Mine Tracks
Gaines	MP R 11.5	North	9
Chilli	MP R 18.3	North	Mine Tracks

- 13(a). Three crossovers at Atoka numbered as follows: Double crossover north of coal chute No. 1, crossover just south of Court Street No. 2, and crossover south end of yard No. 3.

14. Water stations other than those shown on schedule page:

Name	Location
Armstrong	MP 636.6—Southward Track Only

15. Mail cranes, other than those located at stations:
East side main track Mile Post 591.

16. Bulletin Books located at:

Denison—Telegraph office.	Parsons—Crawford Avenue.
Ray—Telegraph office.	North Yard—Yard office.
Ray—Enginehouse.	Oklahoma City—Passenger station.
North McAlester—Telegraph office.	Shaw—Yard office.
North McAlester—Enginehouse.	Shaw—Enginehouse.
Muskogee—Telegraph office.	Cushing—Yard office.
Muskogee—Yard office.	Osage—Yard office.
Muskogee—Enginemens wash room.	Osage—Enginehouse.
Parsons—Telegraph office.	Coffeyville—Telegraph office.
Parsons—Enginehouse.	Tulsa—Telegraph office.

17. Standard clocks located at:

Denison—Telegraph office.
Ray—Telegraph office.
North McAlester—Telegraph office.
Muskogee—Telegraph office.
Muskogee—Yard office.
Parsons—Train Dispatcher's office.
North Yard—Yard Office.
Coffeyville—Telegraph office.
Osage—Telegraph office.
Cushing—Telegraph office.
Shaw—Yard office.

Oklahoma City—Passenger Station.
Tulsa—Telegraph office.
Joplin—Telegraph office.

- 17(a). Watch Inspectors:

American Railroad Time Service, 720 Olive St., St. Louis, Mo.

J. B. Rockwell, Denison.
Ray Delameter, McAlester.
Standard Jewelry Co., Muskogee.
C. H. Reidemann, Vinita.
M. F. Kohler, Parsons.
Pfeiffer Jewelry Co., Parsons.
A. C. Hamlin, Coffeyville.
J. N. Taber, Osage.
D. A. Houston, Cushing.
Klar and Goldstein, Tulsa.
S. M. Molley, Joplin.
L. G. Meyerding Co., Oklahoma City.
C. M. Smith, Atoka.

18. Flag Stops not shown on Schedule Page for Revenue Passengers only, except when otherwise stated:

No. 5 at Labette, Welch, Blue Jacket, Big Cabin, Adair, Choteau and Mazie to receive or discharge.

No. 5 stop at any station south of Muskogee to discharge revenue passengers from points north of Muskogee and pick up revenue passengers for south of Denison where Nos. 5 and 25 are scheduled to stop.

No. 6 at any station between Muskogee and Parsons to receive for Kansas City and stations South Mound to St. Louis inclusive; also to discharge from south of Muskogee.

Nos. 3 and 6 at Rentiesville to discharge or receive and to unload parcel post when request is made by postal clerk to do so.

No. 8 at Wagoner receive mail from Missouri Pacific.

No. 18 at Oswego to receive for Kansas City and stations on Neosho Division.

No. 27 at any station between Parsons and Muskogee to discharge from Kansas City and to receive for Dallas and Ft. Worth.

No. 25 at any station to discharge from Parsons and North.

No. 26 at any station to receive for Kansas City and stations South Mound to St. Louis inclusive.

No. 28 at Yale, Osage, Wynona, Dewey, Mound Valley to discharge from Oklahoma City, and to receive for regular stops north of Parsons including Kincaid and Parker, also for Neosho Division.

No. 23 at Mound Valley, Dewey, Wynona, Osage, Agrn, Tryon and Carney to discharge from Kansas City and Paola.

No. 23 at Mound Valley, Dewey, Wynona, Osage to receive for Oklahoma City.

Nos. 35 and 36 at Montana, Dickson, Star Valley, Fleming, Cokedale and Playter to discharge and receive.

Nos. 34 and 37 at Ben Martin to discharge and receive.

- 18(a). Following freight trains will carry passengers:

No. 96 and No. 97 Joplin Division.
No. 92 and No. 93 Wilburton Branch.

19. Engine whistle signal code, S.L.-S.P. Interlocker; Parsons.

Cherokee Division main track _____
Osage Division main track _____
Joplin Track to Cherokee Division main track _____
Through South Crossover _____
Through North Crossover to or from Hold 4 _____
Joplin track to Osage Division Main _____
Cherokee Division Main to Hold 5 _____

20. Abbreviations:

W—Water.	C—Coal.
T—Turntable.	O—Oil.
S—Track Scales.	D—Day Telegraph Office only.
Y—Wye.	N—Day and Night Telegraph Office.
P—Telephone.	NO—Night Telegraph Office only.

- 20(a). Abbreviations for divisions used in connection with Mile Post locations:

A—Indicates Osage and Oklahoma Divisions.
Z—Indicates Tulsa Division.
S—Indicates Joplin Division.
R—Indicates Wilburton Branch.

21. EMPLOYEES' HOSPITAL ASSOCIATION:

Dr. R. S. Yancey, Chief Surgeon, Medical Arts Bldg., Dallas, Texas.

STATION	NAME
Denison	T. J. Long, Div. Surgeon-Examiner
Parsons	N. C. Morrow, Divn. Surgeon-Examiner
Adair	A. C. Baird, Divn. Surgeon-Examiner
Atoka	L. C. White
Atoka	J. S. Fulton, Examiner
Bartlesville	H. G. Crawford
Broken Arrow	Forrest S. Eetter
Caddo	Roy L. Cochran
Checotah	A. J. Snelson
Chetopa	R. L. Von Trebra
Cleveland	E. T. Robinson, Examiner
Coffeyville	W. A. Hayward
Columbus	
Cushing	E. M. Harris
Dewey	Benjamin Davis
Durant	L. D. Hudson
Durant	James L. Shuler
Eufaula	Wm. A. Tolleson
Galena	George W. West
Hominy	P. W. Uphaw
Hominy	G. I. Walker
Joplin	B. L. Neff
McAlester	L. S. Willour, Examiner
McAlester	T. H. McCarley, Examiner
McAlester	Geo. A. Kilpatrick
Muskogee	F. B. Fite, Examiner
Muskogee	W. P. Fite, Examiner
Muskogee	E. H. Fite, Examiner
Muskogee	J. L. Blakemore, Examiner
Muskogee	F. G. Dorwart
North McAlester	Ehbert H. Shuller
Oklahoma City	Geo. LaMotte, Examiner
Oklahoma City	LeRoy Long, Examiner
Oklahoma City	LeRoy Long Jr., Local Surgeon
Oklahoma City	P. E. Hasket, Examiner
Oklahoma City	Grider Penick
Porter	W. R. Joblin
Pryor	W. J. Whitaker
Tulsa	Fred S. Clinton, Examiner
Tulsa	Benj. W. Ward
Tulsa	Fred E. Woodson
Tulsa	Fred A. Glass
Vinita	Louis Barby
Wagoner	S. R. Bates
Welch	J. O. Bradshaw
West Mineral	Geo. C. Haughey
Wilburton	J. M. Harris

E. J. Grace, Trainmaster.
J. B. McCaffrey, Chief Dispatcher.
J. D. Garrison.
H. O. Winders.
M. A. Wolever.
U. Moore, Train Dispatchers.
Muskogee.

J. H. Henley,
Road Foreman of Engines.

B. A. McDonald, Trainmaster.
J. I. Poole, Chief Dispatcher.
H. L. Bender.
J. A. Peterson.
J. A. Barnard.
Wm. Hooe, Train Dispatchers.
Parsons.

ROAD FOREMAN OF ENGINES HAS THE SAME AUTHORITY AS TRAINMASTER WHILE ON LINE OF ROAD.

SPECIAL INSTRUCTIONS---Continued

22.

TONNAGE RATINGS

LOCOMOTIVES		64% Booster		64%		57%		47%		32%		
FROM	TO	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars
Parsons	Muskogee	8	3800	95	3255	82	2940	74	2440	61	1660	42
Welch	Muskogee	9	4500	113	3780	95	3410	85	2810	70	1910	48
Muskogee	Parsons	8	3780	95	3150	79	2385	71	2370	60	1620	41
Muskogee	Wagoner	9	4500	113	3780	95	3410	85	2810	70	1910	48
Shaner	Parsons	10	4500	113	3780	95	3410	85	2810	70	1910	48
Muskogee	Redtex	7	3025	76	2520	63	2310	58	1910	41	1300	33
No. McAlester	Redtex	12	4725	118	4100	103	3600	90	3000	74	2040	51
Redtex	Ray	5	2700	67	2250	56	2050	51	1680	42	1180	30
Ray	Muskogee	7	2900	73	2415	61	2205	55	1820	46	1240	31
Ray	Stringtown	12	4725	118	4100	103	3600	90	3000	74	2040	51
Stringtown	Chockie	8	3530	88	2940	73	2605	66	2165	54	1500	38
Chockie	No. McAlester	9	4285	107	3570	88	3180	80	2625	66	1785	45
Ray	Colbert	7	3165	80	2625	66	2415	60	2000	50	1360	34
Parsons	Osage	5	2450	61	2100	53	1890	47	1600	40	1070	27
Parsons	Coffeyville	8	3310	84	2890	72	2600	65	2080	52	1450	36
Coffeyville	Bartlesville	7	2920	73	2520	63	2270	57	1820	46	1285	32
Osage	Parsons	8	3310	83	2940	74	2650	66	2120	53	1500	38
Bartlesville	Coffeyville	9	3570	89	3100	78	2790	70	2280	57	1605	40
Coffeyville	Parsons	10	5000	125	4250	106	3825	96	3060	77	2125	53
Osage	Oklahoma City	5	2375	59	2050	51	1850	46	1480	37	1040	26
Cushing	Fallis	9	4200	105	3675	92	3300	82	2640	66	1850	46
Oklahoma City	Osage	6	2470	62	2125	53	1995	50	1590	40	1070	27
Cushing	Osage	8	3450	86	3000	75	2700	68	2160	54	1500	38
Parsons	Joplin	8							1800	45	1260	31
Joplin	Parsons	10							2330	58	1630	41
Columbus	Parsons	10							3000	87	1855	46
Muskogee	Osage	8	3700	92	3080	77	2300	70	2310	58	1570	39
Tulsa	Osage	12	4600	115	3850	96	3500	87	2880	72	1960	49
Osage	Muskogee	8	3930	90	3410	85	3100	71	2500	62	1700	42
Porter	Muskogee	8	4375	109	3850	96	3500	87	2800	70	1800	45
No. McAlester	Wilburton	5									1340	34
Wilburton	No. McAlester	5									1340	34

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

22(a). When actual weight of load not obtainable, use following tonnage figures:

	Weight of Car & Contents	Wt. of Freight
Carload perishable moving under ice	45 tons	16 tons
Carload perishables in refrigerators not under ice	42 tons	16 tons
Refrigerators loaded with LCL merchandise	35 tons	7 tons
Other cars loaded with LCL merchandise	27 tons	7 tons
Live stock without bedding	35 tons	15 tons
Live stock—bedded car	37 tons	15 tons
Live Poultry	36 tons	10 tons

When actual weights obtained on perishable loads in refrigerators add 3 tons for ice when moving under refrigeration.

22(b). For loaded or empty stock cars containing bedding add 2 tons to light weight of car.

22(c). Use following tonnage for Caboose:

Caboose 350 to 723, Incl. and 100011 to 100063, Incl.	18 tons
Caboose 751 to 795, Incl.	21 tons
Caboose 796 to 820, Incl.	25 tons

22(d). Use following tonnage figures for light weights of system cars in the series shown, and on foreign cars of similar types:

40,000 series—hopper bottom	23 tons
40,500 series—hopper bottom	31 tons
40,651-40,700—ballast	30 tons
41,000 series—flat bottom	24 tons
42,000 series—flat bottom	21 tons
Other system coal cars	20 tons
47,000 series—stock	22 tons
60,001—60,100 auto (40"6")	26 tons
61,001—61,025 auto (50"6")	30 tons
62,001—62,100 auto (50"6")	30 tons
63,001—63,025 auto (50"6")	31 tons

22(e). When stenciled tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly. When actual tare weights are not obtained, use tonnage figures below for empty cars.

Kind	Box	Flat	LPT	Rfgr.	Stock	Tank	Ballast	Cinder
Tons	Evans 27 26	22	18	26	26 Clean 20 Bedded 22	21	21	19

SPEED TABLE

Speed Per Hour	Time of Performance					
	¼ Mile		½ Mile		1 Mile	
	M	S	M	S	M	S
10	1	30	8	0	6	00
11	1	21	2	43	5	27
12	1	15	2	30	5	00
13	1	09	2	18	4	37
14	1	04	2	08	4	17
15	1	00	2	00	4	00
16	0	56	1	52	3	45
17	0	52	1	46	3	31
18	0	50	1	40	3	20
19	0	47	1	34	3	09
20	0	45	1	30	3	00
21	0	42	1	25	2	51
22	0	40	1	21	2	43
23	0	39	1	18	2	36
24	0	37	1	15	2	30
25	0	36	1	12	2	24
26	0	34	1	09	2	18
27	0	33	1	06	2	13
28	0	32	1	04	2	08
29	0	31	1	02	2	04
30	0	30	1	00	2	00
31	0	29	0	58	1	56
32	0	28	0	56	1	52
33	0	27	0	54	1	49
34	0	26	0	53	1	45
35	0	25	0	51	1	42
36	0	25	0	50	1	40
37	0	24	0	48	1	37
38	0	23	0	47	1	34
39	0	23	0	46	1	32
40	0	22	0	45	1	30
41	0	21	0	43	1	27
42	0	21	0	42	1	25
43	0	20	0	41	1	23
44	0	20	0	40	1	21
45	0	20	0	40	1	20
46	0	19	0	39	1	18
47	0	19	0	38	1	16
48	0	18	0	37	1	15
49	0	18	0	36	1	13
50	0	18	0	36	1	12
51	0	17	0	35	1	10
52	0	17	0	34	1	09
53	0	17	0	34	1	08
54	0	16	0	33	1	07
55	0	16	0	32	1	06
56	0	16	0	32	1	05
57	0	15	0	31	1	04
58	0	15	0	31	1	03
59	0	15	0	30	1	02
60	0	15	0	30	1	00

**SOUTHERN
DISTRICT**

**TIME TABLE
NO. 17-F**

**Effective
January 23, 1938**