

MISSOURI-KANSAS-TEXAS RAILROAD CO.

SAFETY

SOUTHERN DISTRICT

FIRST

EMPLOYEES' TIME TABLE NO. 17-H

17-H

Effective Sunday, March 9, 1941

17-H

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								3
SECOND CLASS			FIRST CLASS					Time Table No. 17-H	THIRD CLASS			FOURTH CLASS												
54 Tulsa Mixed			2 Texas Special	6 Katy Flyer	4 Katy Limited	18 Bluebonnet	8 Bluebonnet	Effective 12:01 A. M. March 9, 1941	74 Katy Packer	76 Rocket	72 Fast Freight	90 Way	474 Tulsa Freight	96 Way										
Daily			Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Tues. Thurs. Saturday	Daily	Daily Except Sunday										
								Arrive NORTH YARD	386	8.00AM	1.00PM	8.30PM	12.15PM		11.15PM									
								0.6 Arrive PARSONS	387	7.50	12.50	8.20	12.05PM 5		11.01									
								0.5 N SLSF Parsons Tower Inter JG																
								3.1 OLIVE	390	7.44	12.42	8.09	11.59		10.45									
								4.2 SHANER	395	7.36 91	12.34	7.59	11.50		11.0.30PM									
								1.1 D LABETTE LB	396	7.34	12.18 5	7.57	11.45											
								5.3 N S. L.-S. F. Interlocker OW																
								0.1 OSWEGO	401	7.24 81	12.01PM	7.45	11.30											
								3.0 CONDON	404	7.16	11.48	7.37	11.20											
								6.0 N Mo. Pac. Interlocker CP																
								0.3 CHETOPA	410	7.07	11.36	7.23	11.05											
								6.9 RUSSELL	416	6.58	11.24	7.10	10.45											
								5.5 D WELCH WH	421	6.49	11.13	6.58	11.0.28											
								6.2 D BLUE JACKET BJ	427	6.41	11.02	6.47	11.00											
								7.3 KELSO	434	6.30	10.47	6.31	9.30											
								4.9 N S. L.-S. F. Interlocker VN																
								0.2 VINTA	439	6.21	10.35	6.15	9.00											
								2.9 HULWE	442	6.16 75	10.27	6.06	8.19 81											
								4.9 D BIG CABIN BG	447	6.07	10.17	5.56	7.55											
								7.6 D ADAIR X	454	5.55	10.02 91	5.41	7.36 4											
								3.5 DAWES	458	5.49	9.53	5.33	7.20											
								4.9 N PRYOR CU	464	5.39	9.39	5.20	6.53 75											
								4.9 LUSTA	469	5.31	9.29	5.09 71	6.35											
								3.6 D CHOTEAU AU	472	5.25	9.20	5.02	6.28											
								6.5 MAZIE	478	5.16	9.08 81	4.51	6.18											
								6.0 LELIAETTA	484	5.06	8.48	4.40	6.07											
								3.3 NORTH WAGONER	487	5.01	8.40	4.33	6.00											
								1.1 WAGONER	488	4.59	8.35	4.30	5.55											
								0.1 N Mo. Pac. Interlocker A																
								5.9 GIBSON	494	4.48	8.20	4.15	5.45											
								4.5 WYBARK	499	4.41	8.10 75	4.03	5.35	A 6.55PM										
								3.2 N.K.O.G. TOWER Inter. UX																
								1.8 Leave MUSKOGEE Leave	504	4.30AM 8	8.00AM	3.45PM	5.20AM	6.40PM 57										
								117.6		74	76	72	90	474	96									
								Average speed per hour.....		33.6	23.5	24.8	17.0	20.0	11.2									

No. 96 two hours or more behind schedule arriving or leaving time loses both right and schedule and can thereafter proceed only as authorized by train order. (See Transp. Rules 82 and 220).

Automatic Block Signals
See Rule 8

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-H Effective 12:01 A. M. March 9, 1941	Car Capacity Sidings, Fuel, Water, Turn Table, Telephone, Track Scales, Wye.	FIRST CLASS			
95 Way Tues. Thurs. Saturday	93 Way Mon. Wed. Friday		71 Bullet Daily	75 Katy Klipper Daily	81 Katy Komet Daily				STATIONS	7 Bluebonnet Daily	1 Texas Special Daily	3 Katy Limited Daily
	7.30 AM 76		6.55 PM	10.00 AM	9.55 AM	508.6	Leave MUSKOGEE	Y W SCOPT Yard	12.45 AM	3.25 AM	4.45 AM	3.05 PM 72
	7.45		7.10	10.15	10.07	510.4	N SF-MV TOWER Inter. SU					
	f 7.59		7.20	10.25	10.17	517.0	6.6 SUMMIT	P 110	12.55	3.35 74	4.55	3.17 6
	s 8.15		7.35	10.37	10.28	524.8	D OKTAHA OA	P 110	1.04	3.43	f 5.04	3.27
	8.30		7.45	10.47	10.37	529.8	N CHECOTAH VR	PW 90	1.15	3.53	s 5.17	s 3.38
	8.40		7.55	10.55	10.45	534.8	BOND	P 110	1.21	3.59	5.28 4	3.45
	s 8.59		8.05	11.03 92	10.52 92	538.1	4.5 WELLS	P 90	1.27	4.05	5.34	3.52
	9.15		8.14	11.11	10.59	542.7	N EUFAULA EA	P 105	1.32	4.10	s 5.41	s 3.58
	s 9.30		8.23	11.21	11.06	547.2	4.6 WIRTH	P 90	1.38	4.16	5.47 76	4.05
	9.45		8.30	11.26	11.11	550.6	D CANADIAN SI	P 110	1.44	4.22	f 5.53	4.10
	f 9.50		8.32	11.27	11.12	551.2	8.4 TURK	W P 100	1.48	4.26	5.58	4.15
	10.01		8.40	11.35	11.19	555.8	0.6 CROWDER	P	1.49	4.27	f 6.01	4.16
	10.15		8.59 2	11.45	11.28	561.1	4.1 REAMS	P 90	1.54	4.32	6.07	4.22
L 5.01 AM 76	A 10.30 AM		9.10	11.55	11.35	564.2	6.5 MEKKO	P 90	2.01	4.38 4	6.13	4.28
5.10			9.15	12.05 PM	11.40	568.0	3.1 NORTH McALESTER MC	Y W SCOP Yard	2.05 74	4.42	6.18	4.33
5.20			9.20	12.12	11.46	569.0	C.R.I.&P. 1.8 Gate Crossing	P	s 2.15	4.45	s 6.30	s 4.45
f 5.35			9.29	12.22 94	11.56	574.5	N McALESTER MA	P 110	2.19	4.49 76	6.35	4.50
5.40			9.32	12.38 72	11.59 94	576.3	5.5 FRANK	P 40	2.25	4.56	f 6.42	4.57
s 5.55			9.41	12.52	12.09 PM	582.8	1.8 SAVANNA	P 90	2.27	4.58	6.44	4.59
6.10			9.48	12.59	12.17 72	587.6	6.5 BREWER	P 125	2.35	5.05	s 6.53	5.07
6.25			9.58	1.14 6	12.25	594.0	4.8 KIOWA KY	P	2.40	5.12	6.59	5.12
6.37			10.06	1.25	12.31	598.4	6.4 REYNOLDS	W 125	2.48	5.20	7.07	5.20
s 7.18 3			10.18 8	1.32	12.38	602.6	4.4 CHOCKIE	P 125	2.53	5.26	7.12	5.25
s 8.03			10.44	1.45	12.50	609.6	4.2 FLORA	P 120	2.58	5.32	f 7.18 95	5.30
f 8.35			10.55	1.56	12.59	615.0	N STRINGTOWN ST (End of Double Track)	P 100	3.07	5.41	s 7.30	s 5.41
f 9.00			11.10	2.10	1.10	621.0	7.0 ATOKA DK	Y W P Yard	3.15	5.48	f 7.40	5.50
s 9.45			11.30	2.30	1.25	630.2	5.4 TUSHKA	P Crossover	3.23	5.56	f 7.51	5.59
s 10.30			11.55	2.50	1.40	641.4	8.5 CANEY	P Crossover	3.35	6.07	s 8.06	6.11
f 10.50			12.05 AM	3.01	1.48	646.4	D CADDO DC	P Crossover	s 3.50	6.20	s 8.26	s 6.28
11.10			12.20	3.15	1.59	653.2	11.2 K.O. & G. Interlocker	P W Crossover	4.00	6.27	f 8.37	6.36
11.20 AM			12.30 AM	3.25 PM	2.05 PM	655.0	N SLSF DURANT Int DU	P W Crossover	4.10	6.35	f 8.48	6.45
						656.2	5.0 CALERA	P 58	4.15	6.40	8.53	6.52 2
						660.0	D COLBERT Q	P	4.25 AM	6.50 AM	9.05 AM	7.05 PM
12.15 PM			1.30 AM	4.00 PM	2.30 PM	661.0	N Ar. REDTEX BF	SCOP WTY Yard				
95	93		71	75	81		Arrive RAY		7	1	3	5
18.5	20.2		24.0	26.4	34.5		158.3		42.9	46.0	36.8	39.3
							Average speed per hour					

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

No. 6 run via Southward track Redtex to Durant. (See special rule 1 (E).)

SOUTHWARD TRAINS

OSAGE DIVISION

NORTHWARD TRAINS

THIRD CLASS		FIRST CLASS		Distance from Kansas City	Time Table No. 17-H Effective 12:01 A. M. March 9, 1941	Station Numbers	Car Capacity Siding Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS		THIRD CLASS		
371 Bullet Daily	273 Fast Freight Daily Except Sunday	25 Katy Flyer Daily	23 Sooner Daily					28 Sooner Daily	26 Katy Flyer Daily	270 Fast Freight Daily	276 Rocket Daily	
2.30PM	1.01AM			136.2	Leave NORTH YARD	888	WCOYSP Yard			5.30AM	12.45PM	
2.35	1.03		11.55AM	136.8	0.6	Arrive		3.45AM	6.15PM	5.22	12.40	
				137.3	Leave PARSONS	887						
				137.3	0.5	Arrive						
2.48	1.10		12.04PM	141.6	N PARSONS TOWER	JG						
3.05	1.26		12.15 276	149.0	0.5 S.L.-S.F. Interlocker							
				149.1	4.3 IDENBRO	A 142	P 80	3.36	6.03	5.12	12.32	
				149.1	7.4 D MOUND VALLEY	MD	A 149	P 80	3.24	5.51	4.57	12.15PM 275
				149.1	0.1 S.L.-S.F. Crossing							
3.23	1.41		12.27	157.2	8.1 ANGOLA	A 157	P 109	3.10	5.38	4.39	11.40	
3.37	1.52		12.36	163.8	6.6 O'HERIN	A 164	P 43	2.59	5.28	4.25	11.20	
3.43	1.57		12.40	166.8	3.0 NARCO		P 80	2.53	5.23	4.15	11.05	
				167.2	0.4 A. T. & S. F. Gate Crossing							
3.48	2.01		12.47	167.7	0.5 N COFFEYVILLE	FY	A 168	P 59 YW	2.50	5.20	4.10	10.59
				168.3	0.5 Mo. Pac. Crossing							
				168.7	0.4 KORP	A 169	P 76	2.38 23	5.13	3.59	10.33	
4.05	2.06		12.51	168.7	2.2 N SOUTH COFFEYVILLE	SC	A 171	P 80	2.33	5.09	3.54	10.22
4.15	2.10		12.54	170.9	5.5 Mo. Pac. Interlocker			2.33	5.09	3.54	10.22	
4.30	2.26 28		f 1.03	176.4	6.5 NOXIE	A 176	P 77	2.26 273	f 5.00	3.42	10.04	
4.50 26	2.42		s 1.13	182.9	6.5 WANN	A 183	P 84	2.17	4.50 271	3.27	9.46	
5.10	3.09 23 270		f 1.23	189.1	6.2 WAYSIDE	A 189	P 80	2.08	f 4.40	3.09 23 273	9.28	
5.30	3.29		s 1.30	193.7	4.6 D DEWEY	DE	A 194	P 80	2.01	s 4.32	2.49	9.10
5.35PM	3.30AM		1.32PM	194.5	0.8 Ar. "D. Y." JCT.	Lv.		1.59AM	4.28PM	2.47AM	9.01AM	
					3.2							
				197.7	Joint Track With A. T. & S. F. R. R. BARTLESVILLE	B	A 198	P WYS Yard	s 1.53AM	s 4.22PM	2.88AM	8.50AM
5.45PM	3.38AM		s 1.43PM	198.2	0.5 "B. E." JCT.	Ar.		1.45AM	4.15	2.32AM	8.35AM	
5.50PM	3.42AM		1.46PM	198.7	0.5 OSBORNE	A 199	P 95	1.43	4.14	2.30	8.10	
5.55	3.44		1.49	198.7	9.3 OKESA	A 208	P 96	1.29	f 4.01	2.08	7.46	
6.20	4.07		f 2.03	208.0	4.2 HORN	A 219	P 65	1.22	3.55	1.57	7.28	
6.30	4.19		2.12	212.3	5.3 D M.V. Gate NELAGONY Crossing	GY	A 218	P 70 WY	1.15	s 3.45	1.47	7.00
6.42	4.29		s 2.19	217.5	3.5 PERSHING	A 221	P 32	1.09	s 3.39	1.40	6.30	
6.52	4.36		s 2.29	221.0	4.7 WYNONA	WY	A 226	P 60	s 1.02	s 3.30	1.31	6.15
7.05	4.46		s 2.39	225.7	10.3 HOMINY	HY	A 236	P 98	f 12.48	s 3.14	1.09	5.46
7.30	5.04		s 2.55	236.0	4.7 MAHAN	A 241	P 81	12.42	3.05 25	12.59	5.15 275	
7.43	5.15 276		3.05 26	240.7	4.5 N Arrive OSAGE	Leave JN	A 245	Yard WCOYSP	12.35AM	2.57PM	12.45AM	5.00AM
7.55PM	5.45AM		3.15PM	245.3	109.0			28	26	270	276	
20.1	23.0		32.5	34.2	Average speed per hour.			34.2	32.8	22.9	14.1	

SOUTHWARD TRAINS

OKLAHOMA DIVISION

NORTHWARD TRAINS

Time Table No. 17-H

Effective 12:01 A. M.
March 9, 1941

STATIONS

THIRD CLASS			FIRST CLASS		Distance from Kansas City	Station Numbers	Car Capacity Siding Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS		THIRD CLASS		
371 Bullet	273 Fast Freight		25 Katy Flyer	23 Sooner				26 Katy Flyer	28 Sooner	270 Fast Freight	276 Rocket	
Daily	Daily Except Sunday		Daily	Daily			Daily	Daily	Daily	Daily Except Sunday		
8.45PM	7.00PM		3.19PM	4.50PM	245.2	OSAGE	Yard WCOYP 8	2.53PM	12.35AM		12.20AM	3.00AM
8.52	7.10		3.25	4.55	248.2	CLEVELAND	P 45	2.45	12.30		12.10AM	2.50
9.15	7.30		3.40	5.08	258.5	HALLETT	P 65	2.29	12.16		11.51	2.30
					257.3	HALLETT TOWER	HJ					
					260.2	JENNINGS	NS	2.23	12.11AM		11.41	2.20
9.22	7.36		3.46	5.14	260.2	JENNINGS	NS	2.23	12.11AM		11.41	2.20
9.48	8.05		4.03	5.29	270.4	YALE	YA	2.06	11.55		11.16	1.55
9.50	8.07		4.05	5.30	271.0	SUN-CO.		2.05	11.54		11.15	1.42
					271.4	A.T.&S.F. Gauntlet Track						
9.58	8.15		4.11	5.36	273.9	NOHOLK	A 273	1.59	11.48		11.05	1.33
10.10	8.25		4.18	5.43	274.4	DEEP ROCK	Yard 71 YW	1.51	11.40		10.50	1.20
10.40 270	8.45		4.25	5.50	280.2	CUSHING	A 280	1.45	11.35		10.40 271	12.55
10.59	9.05		4.36	6.02	286.0	WILD HORSE	A 286	1.34	11.22		10.28	12.40
11.16 28	9.16		4.43	6.09	290.6	AGRA	A 291	1.27	11.16 271		10.18	12.27
11.35	9.30		4.52	6.18	297.2	TRYON	RN	1.17	11.06		10.05	12.10AM
11.55 276	9.45		5.00	6.25	301.8	CARNEY	A 303	1.10	10.59		9.55	11.55 271
					310.3	FALLIS	A 311	12.57	10.48		9.38	11.30
12.25AM	10.05		5.13	6.37	310.3	FALLIS	A 311	12.57	10.48		9.38	11.30
12.45	10.19		5.23	6.46	317.0	LUTHER	A 317	12.47	10.39		9.25	11.14
1.10	10.34		5.34	6.56	324.7	ARCADIA	A 324	12.36	10.29		9.09	10.56
1.30	10.49		5.45	7.06	332.2	WITCHER	A 332	12.25	10.19		8.53	10.39
1.50	11.04		5.56	7.15	339.1	OWANDA	A 339	12.15	10.10		8.38	10.22
					341.5	OWANDA	A 339					
2.01AM	11.10AM		6.00PM	7.19AM	341.6	C. R. I. & P. Crossing	A 342	12.10PM	10.05PM		8.33PM	10.17PM
2.30AM	11.45AM		6.05PM	7.23AM	342.8	HOMA	A 343	12.08PM	10.03PM		8.30PM	10.13PM
					343.2	SHAW	A 343					
					343.9	OKLAHOMA CITY	A 344	12.05PM	10.00PM			
371	273		25	23				26	28		270	276
16.9	20.5		34.6	37.0	98.7			35.2	38.2		25.5	20.4
						Average speed per hour.....						

8 Southward Trains			TULSA DIVISION		Northward Trains				
FOURTH CLASS	SECOND CLASS	Distance from Kansas City Via Osage	Time Table No. 17-H		Station Numbers	Car Capacity Siding Fuel, Water, Turntable, Telephone, Track Scales, Wye	SECOND CLASS	FOURTH CLASS	
473 Fast Freight	57 Mixed		Effective 12:01 A. M. March 9, 1941				54 Mixed	474 Fast Freight	
Daily	Daily		STATIONS				Daily	Daily	
6.45AM	3.20PM	245.2	Leave N	OSAGE	Arrive JN	A 245	Yard SWCOYPT	2.10PM	10.30PM
f 7.05	s 3.35	252.7		7.5 PUE		Z 253	60 P	s 1.50	9.50
7.25	f 3.54	262.0		9.3 APPALACHIA		Z 262	30 P	f 1.30	9.30
7.35	f 4.05	267.0		5.0 WEKIWA		Z 267	70 PW	f 1.20	9.20
s 7.45	s 4.15	270.8		3.8 SAND SPRINGS		Z 271	10 P	s 1.10	s 9.05
		272.46		1.6 S. S. I. R. R. Crossing					
				5.3 S. S. I. R. R. Crossing					
s 8.15	f 4.30	277.7		5.3 TULSA		Z 278	40 SPYW	f 12.50	s 8.40
	4.40PM 4.45PM			5.0 S. S. I. R. R. Crossing ATSF, SLSE, MV Interlocker Tulsa Union Depot				12.45PM 8.50AM	
				6.5 TULSA U. D. CONNECTION				8.45	473
8.45 54		278.3		8.5 ALSUMA		Z 286	60 PW	f 8.20	8.16
9.10	f 5.05	286.3		5.5 BROKEN ARROW		Z 292	70 P	s 8.08	f 8.05
s 9.30	s 5.15	291.8		5.1 ONETA		Z 297	20 P	f 7.55	7.55
9.50	f 5.26	296.9		6.2 COWETA		Z 303	60 PW	s 7.42	f 7.43
s 10.30	s 5.38	303.1		5.6 RED BIRD		Z 309	10 P	s 7.30	f 7.30
f 10.45	s 5.50	308.7		4.1 PORTER		Z 313	60 P	s 7.21	f 7.20
f 10.55	s 5.59	312.8		5.1 TULLAHASSEE		Z 318	20 P	s 7.09	7.10
11.15	s 6.10	317.9		6.4 WYBARK		Z 499	30 P	s 6.55AM	6.55PM
11.59AM	s 6.25PM	324.3	Arrive	79.1	Leave			54	474
15.1	25.6		Average speed per hour.....					22.6	22.1

Southward Trains			JOPLIN DIVISION		Northward Trains			
FOURTH CLASS	Distance from St. Louis	Time Table No. 17-H	Station Numbers	Car Capacity Siding Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FOURTH CLASS		FOURTH CLASS	
97 Way		Effective 12:01 A. M. March 9, 1941			96 Way		96	
Daily Except Sunday		STATIONS			Daily Except Sunday			
2.50AM	394.4	Leave SHANER	Arrive	895	P Yard	10.30PM		
f 3.25	402.1	7.7 SHERMAN CITY	S 7	40		f 9.50		
s 4.25	410.0	7.9 WEST MINERAL	MY S 16	SWY Yard		s 9.15		
	412.9	2.9 Mo. Pac. Crossing						
	418.3	5.4 J. & P. E. Ry. Crossing						
	418.70	0.4 S.L.-S.F. Interlocker						
s 5.40	419.0	0.3 COLUMBUS	CO S 25	30		s 7.20		
f 6.01	424.2	5.2 QUAKER	S 30	21		f 6.20		
	426.8	2.9 KO&G Gate Crossing						
	431.5	4.7 S.L.-S.F. Crossing						
s 6.45	432.1	0.6 GALENA	AN S 38	25		s 5.45		
f 6.57	436.0	3.9 FALL CITY	S 42	Y 30		f 5.25		
	437.1	1.1 J. & P. E. Ry. Crossing						
f 7.05	437.3	0.2 CHITWOOD	S 43	20		f 5.10		
7.30AM	440.7	3.4 N Arrive JOPLIN	Leave JO	S 45	STOW Yard	5.00PM		
97		46.3				96		
9.9		Average speed per hour.....				8.4		

No. 97 is Superior to No. 96.

Southward Trains			WILBURTON BRANCH		Northward Trains		
FOURTH CLASS	Distance from North McAlester	Time Table No. 17-H	Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FOURTH CLASS		
93 Way		Effective 12:01 A. M. March 9, 1941			92 Way		
Mon. Wed., Fri.		STATIONS			Tues., Thu., Sat.		
10.45AM	.0	Leave D	Arrive MC	564	Yard PSYCW	8.00AM	
		8.4 NORTH McALESTER					
11.00	3.4	0.5 KREBS JUNCT.				7.50	
s 11.05	3.9	2.2 KREBS	BS R 4			s 7.45	
f 11.15	5.1	1.5 BUCK	R 6			f 7.35	
f 11.20	6.3	1.5 RICHVILLE	R 6.3			f 7.30	
f 11.25	6.7	0.4 CARBON	R 7			f 7.25	
f 11.50	13.1	6.4 ADAMSON	R 13	PY		f 7.05	
f 12.05PM	16.4	3.3 DRUMB	R 16			f 6.50	
f 12.30	21.8	5.4 PATTERSON	R 22	30 P		f 6.25	
f 12.40	24.4	2.6 DEGNAN	R 24			f 6.15	
1.00PM	27.8	3.4 WILBURTON	R 28	PYW		6.00AM	
93		27.8				92	
12.3		Average speed per hour.....				13.9	

SPECIAL INSTRUCTIONS

9

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. 97 is superior to No. 96 on Joplin Division only.
- 1(d). Third and fourth class and extra trains, and yard engines, clear first and second class trains at least ten minutes, except between and including Parsons and Wybarck and between and including Muskogee and Stringtown inferior trains clear first and second class trains sufficiently in advance of leaving time to avoid delay by automatic block signal indication.

- 1(e). No. 6 run via southward track Redtex to cross-over south of Frisco Crossing Durant. Single track time table authority will govern this movement.
- 1(f). Denison-Ray Terminal time table governs movements between Ray and Redtex.
- 1(g). AT&SF rules and current time table governs movements between "D. Y." Junction and "B. E." Junction.

- 1(h). OCAA trains use M-K-T tracks between Homa and Oklahoma City; M-K-T time table, rules and regulations govern.
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.
- 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 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 first and second class trains will move at restricted speed through Muskogee yards. There are no signals to indicate whether or not main track is clear between signal 503.2 and SF-MV Interlocker, Muskogee.

- 3(a). Trains running against current of traffic between Crossovers Nos. 1 and 3, Atoka, must move at restricted speed.
- 3(b). 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 indicates proceed for such train.

- 3(c). 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 proceed 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(d). KOG crossing M.P. S-426.8 protected by crossing gate normally set against KOG trains.
- 3(e). A.T.&S.F. Crossing M.P. A-167.2 Coffeyville protected by gate normally set against A.T.&S.F. Approach crossing at restricted speed and do not exceed 15 miles per hour over crossing.

- 3(f). M.V. crossing Nelagony protected by crossing gate normally set against M.V. trains. Approach crossing at restricted speed and do not exceed 15 miles per hour over crossing.
- 3(g). Spring switch at "B. E." Junction connects M-K-T and AT&SF main tracks. This is a hand throw switch for southward movements. Back up movements by northward trains must not be made without throwing switch by hand.

- 3(h). S.L.-S.F. crossing Hound Valley is controlled by automatic interlocker. Interlocking rules and following instructions govern: Do not exceed 20 miles per hour between home signals. The track circuit, that should clear home signal, when train moves onto it, extends from distant signal to home signal. In case home signal does not clear and no train approaching on S.L.-S.F. tracks, a member of crew will throw knob in relay box at crossing (M-K-T switch lock) as far as it will go and release it. Signal should clear in 2 minutes. If home signal then does not clear and no train approaching on S.L.-S.F. tracks, train will move forward beyond home signal but remain clear of crossing. If member of crew then finds home signals on S.L.-S.F. in both directions indicate STOP, he may give signal then to proceed.

- 3(i). If a home signal on S.L.-S.F. does not indicate STOP, flagman must protect against train movements in that direction on S.L.-S.F. track before train fouls crossing. If both home signals on S.L.-S.F. tracks do not indicate STOP, flagman must protect in both directions on S.L.-S.F. tracks before train fouls crossing.

- 3(j). Southward trains holding main track against Northward trains will stop clear of fouling point sign opposite distant signal and wait until Northward train has entered siding.
- 3(k). AT&SF ganillet track, Oklahoma Division, M.P. A-271.9 just south of Sunco, is controlled by automatic interlocker. Interlocking rules and following instructions will govern: Passenger trains not exceed 20 miles per hour, and freight trains 15 miles per hour between home signals.

- 3(l). Track circuit that should clear home signal when train moves onto it, extends from distant signal to last 100 feet before reaching home signal.

3(i) Cont'd. In case home signal does not clear, trains will move to within 100 feet of home signal.

In case home signal does not clear after moving onto track circuit 100 feet from home signal and no train approaching on AT&SF, train will move forward beyond home signal but remain clear of AT&SF track. If home signal in same direction on AT&SF is at STOP, flagman will cross bridge and, if flagman finds opposing home signal on AT&SF at STOP, will give his train signal to proceed.

If a home signal on AT&SF does not indicate stop, flagman must protect against train movements in that direction on AT&SF track before train fouls crossing. If both home signals on AT&SF track do not indicate STOP, flagman must protect in both directions on AT&SF track before train fouls crossing.

Should it be necessary for train to stop between distant and home signals, for reasons other than home signal at STOP, the track circuit 100 feet before reaching home signal must not be occupied until it is desired to proceed through interlocker. In case signal is inoperative, notify M-K-T Dispatcher on telephone located at north end of bridge.

3(j). Movements between yard limit boards shown below will not be made when third class trains are overdue and must be protected against extras, except as authorized by train orders. Third class trains and extras will not run prepared to stop between points shown as prescribed by rule 93. All movements delayed between these points must be protected per rule 99 the same as between stations not within yard limits.

Yard limit board north of O'Herin and MP A-166.
MP A-170 and yard limit board south of South Coffeyville.
South switch Osborne and yard limit board near MP A-201.
South Switch Sunco and MP A-276.
Block signal 247.0 and yard limit board south of Mindemna.

3(k). First class trains will run at restricted speed between Missouri Pacific crossing, Coffeyville, and the "Restricted" sign located 12 poles north of MP A-169.

3(l). 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 Galena Depot expecting to find main track occupied.

4. MAXIMUM SPEED (Miles per Hour):

Division	Passenger	Mixed	Freight
Choctaw	60	45	45
Cherokee	60	45	45
Osage	50	40	40
Oklahoma	50	40	40
Joplin	35	15	15
Tulsa	50	40	40
Wilburton	35	20	20

4(a). Permanent Slow Boards with black numerals on yellow face are located on engineers side 12 feet from center line of Main Track, one-half mile in advance of that portion of track where speed is restricted. The first number indicates Speed Restriction for passenger trains, the second number Speed Restriction for freight trains. Where only one number is shown, it indicates the Speed Restriction for all trains. Resume speed boards, green face on black post is located at a point where normal speed is to be resumed.

4(b). Maximum speeds over Red River bridge 656.0 thirty (30) miles per hour for passenger trains and twenty (20) miles per hour for freight trains.

4(c). Maximum speed over Neasho River bridge Mile Post S-400.1 ten miles per hour. Engines must not be coupled together but separated by not less than 6 cars when moving over this bridge.

4(d). Maximum speed over Boiling Springs bridge R-19.2 ten miles per hour.

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

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

4(h). Maximum speed for switch engines with or without cars 20 miles per hour.

4(i). Maximum speed freight engines on passenger trains 40 miles per hour and running light 25 miles per hour.

4(j). Trains reduce speed to 30 miles per hour between interlockers Durant, and to 10 miles per hour when running against current of traffic.

4(k). Freight trains reduce speed when passing passenger trains on double track or on sidings.

4(l). Trains reduce speed to 20 miles per hour passing Deep Rock Refinery, Cushing.

4(m). Maximum speed trains handling scale test car X-1658 25 miles per hour, and handle just ahead of caboose.

4(n). CITY ORDINANCE SPEED RESTRICTIONS (Miles per Hour):

Atoka	25	Muskogee	25
Coffeau	35	(except bet. Fondulac St. and Coffeyville)	12
Coffeyville	25	Southside Boulevard	12
Dewey	35	Oklahoma City	25
Cushing	29	Tulsa	12
Galena	10	Wagoner	15
Joplin	15	Yale	25
McAlester-North McAlester	25		

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 siding between crossover south of North McAlester depot and crossover south of coal chute.

Third and Fourth class trains and extras (except passenger extras) meeting at North McAlester, inferior train will use Track No. 8 between north switch North McAlester and crossover south of coal chute.

6(b). First class trains and passenger extras meeting at McAlester, inferior train will use first track west of main track between south switch McAlester and first crossover north of McAlester depot.

Third and Fourth class trains and extras (except passenger extras) meeting at McAlester, inferior train will use first track west of main track between south switch McAlester and crossover south of coal chute North McAlester.

6(c). At Osage, time table and train order restrictions for first class trains and passenger extras apply at the track immediately east of depot extending from the first main track switch north of depot to first main track switch south of depot.

6(d). At Cushing, time table and train order restrictions for all trains apply at track opposite passenger station known as Coach Track.

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 608.1 (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. 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 660.8 located on west side of main track north end Denison Yard. 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 has passed switch.

7(a). AUXILIARY SIGNALS IN SERVICE AS FOLLOWS:

Take siding color light signal on mast with automatic block signal 498.5 displayed white indicates take siding.

Take siding color light signal on mast with automatic block signal 499.2 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 Choctaw 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 629.3, 629.3 and 645.3 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.

INSTRUCTIONS COVERING MOVEMENTS AND SIGNAL OPERATION BETWEEN WYBARCK AND MUSKOGEE

8. Movements between North switch Wybarck 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 503.2 remains at stop.

8(b). A "Take Siding" color light signal is located on mast with automatic block signal 503.2, Muskogee. This signal, when displaying "white" indicates that crossover switch located in main track about 200 feet north of signal 503.2, and No. 4 track switch located at signal 503.2, are lined for the train yard, and northward movements may be made without stopping at block signal 503.2. 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 499.2 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 498.5.

8(d). Southward Tulsa Division trains must move to within 100 feet of signal 498.7 to receive signal indication.

Southward Cherokee Division trains using siding Wybarck must move to within 100 feet of dwarf signal, located east side of siding, to receive signal indication.

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

8(f). Trains stopped by signals 498.5, 498.7, 499.2, 499.3, 500.1, 500.8 and 501.8 between north switch Wybarck and KOG Tower will immediately communicate with towerman, and, if no opposing movement, will receive train order instructions before proceeding.

Above signals, except signal 501.8, equipped with phone for communicating with KOG Tower—trains stopped at signal 501.8 report direct to tower for instructions. If unable to communicate with towerman, rules 367 (a) and 367 (b) will apply. Above instructions do NOT apply between KOG Tower and Muskogee passenger station.

9. 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 Shaw Yard.

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

11. When those in charge of remote control switches cannot display the proper signal indication, switches must be spiked before any movement passes over them. Spikes, mail and claw bar are in the telephone booth near switch for that purpose.

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

12(a). Normal position of switch at B. E. Junction is for AT&SF Ry.

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

13. All trains flag Main Street Crossing at Columbia.

SPECIAL INSTRUCTIONS—Continued

14. YARDS PROTECTED BY YARD LIMIT BOARDS:

Denison-Ray. "B. E." Junction to Osborne stock yards inclusive (see special rule 3(j)).
 Frink to Mekko inclusive. Muskogee. South Coffeyville to O'Herin inclusive (see special rule 3(j)).
 Parsons—North Yard. Tulsa. Broken Arrow. West Mineral. Columbus. Galena. Joplin.
 Oklahoma City to Owanda inclusive (see special rule 3(j)).
 Cushing to Yale inclusive (see special rule 3(j)).
 Mindeman to Mahan inclusive (see special rule 3(j)).
 "D. Y." Junction to Dewey stock yards inclusive.

15. 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 7 feet 4½ inches.

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

15(a). 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 S-400.1.
 Joplin—Union Station Passenger shed.

15(b). Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, buildings, platforms and other structures alongside main and other tracks.

16. 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
Halley	MP 572.1	South		10
Rentiesville	MP 520.1	No Track		
Gano	MP A277.6	Both		40
Mindeman	MP A249.3	Both		20
Manion	MP A231.6	North		20
Kiheki	MP A213.6	North		17
Fite	MP A204.3	North		10
Torpedo	MP A201.8	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
Star Valley	MP S404.5	South		7
Military	MP S427.2	North		7
Indian	MP Z249.8	South		2
Fair Grounds Spur	MP Z281.0	North		50
Seneca Coal Co	MP Z294.3	North	Mine Tracks	
Seneca Coal Co.	MP Z294.6	South	Mine Tracks	
Payne	MP Z309.8	Both		15
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	
Galnes	MP R 11.5	North		9
Chill	MP R 18.3	North	Mine Tracks	

16(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.

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

Name	Location
Armstrong	MP 636.6—Southward Track Only

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

19. BULLETIN BOOKS LOCATED AT:

Denison—Telegraph office.
 Ray—Telegraph office.
 Ray—Enginehouse.
 North McAlester—Telegraph office.
 North McAlester—Enginehouse.
 Muskogee—Telegraph office.
 Muskogee—Yard office.
 Muskogee—Enginemens wash room.
 Parsons—Telegraph office.
 Parsons—Enginehouse.

Parsons—Crawford Avenue.
 North Yard—Yard office.
 Oklahoma City—Passenger station.
 Shaw—Yard office.
 Shaw—Enginehouse.
 Cushing—Yard office.
 Osage—Yard office.
 Osage—Enginehouse.
 Coffeyville—Telegraph office.
 Tulsa—Telegraph office.

20. 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.

20(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. Molloy, Joplin.
 L. G. Meyerding Co., Oklahoma City.
 C. M. Smith, Atoka.

21. 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.
 Nos. 7 and 8 at Wagoner unload and receive Missouri Pacific mail.
 No. 18 at Oswego to receive for Kansas City and stations in 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, Pershing, Dewey, Mound Valley to discharge from Oklahoma City, and to receive for regular stops north of Parsons including Kincaid and Parker, and Neosho Division points.
 No. 23 at Mound Valley, Dewey, Pershing, Osage, Agro, Tryon and Carney to discharge from Kansas City and Paola.
 No. 23 at Mound Valley, Dewey, Pershing, Osage to receive for Oklahoma City.

21(a). FOLLOWING FREIGHT TRAINS WILL CARRY PASSENGERS:

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

22. ENGINE WHISTLE SIGNAL CODE, S.L.-S.F. INTERLOCKER; PARSONS.

Cherokee Division main track	_____	_____
Osage Division main track	_____	_____
Joplin Track to Cherokee Division main track	_____	0
Through South Crossover	_____	0
Through North Crossover	_____	0
Joplin track to Osage Division main track	_____	0

23. 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.

23(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.

24. 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
Bartlesville	J. S. Fulton, Examiner
Caddo	H. G. Crawford
Checotah	Roy L. Cochran
Chetopa	A. J. Snelson
Cleveland	R. L. Von Trebra
Coffeyville	E. T. Robinson, Examiner
Columbus	J. D. McMillion
Cushing	F. A. Westbrook
Dewey	Benjamin Davis
Durant	L. D. Hudson
Eufaula	J. A. Haynie
Hominy	Wm. A. Tolleson
Joplin	G. I. Walker
Kiowa	R. L. Neff
McAlester	H. A. Ellis
Muskogee	L. S. Willour, Examiner
	T. H. McCarley, Examiner
	W. P. Fite, Examiner
	E. H. Fite, Examiner
	J. L. Blakemore, Examiner
	F. G. Dorwart
North McAlester	Elbert H. Shuller
Oklahoma City	Geo. LaMotte, Examiner
	P. E. Haskett, Examiner
Osage	M. M. Carmichael
Porter	W. R. Joblin
Fryor	W. J. Whitaker
Tryon	H. B. Jenkins
Tulsa	Benj. W. Ward
	Fred E. Woodson
	Fred A. Glass
Vinita	James B. Darrrough
Wagoner	S. R. Bates
Welch	J. O. Bradshaw
Wilburton	J. M. Harris
West Mineral	H. M. Bonniwell

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

E. L. Hanks,
 Road Foreman of Engines.

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

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

SPECIAL INSTRUCTIONS-Continued

25.

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	Rating Tons	No. Cars
Parsons.....	Muskogee.....	8	3800	70	3255	70	2940	70	2440	61	1660	42		
Welch.....	Muskogee.....	9	4500	70	3780	70	3410	70	2810	70	1910	48	Excess	
Muskogee.....	Parsons.....	8	3780	70	3150	70	2885	70	2370	60	1620	41		
Muskogee.....	Wagoner.....	9	4500	70	3780	70	3410	70	2810	70	1910	48	Excess	
Shaner.....	Parsons.....	10	4500	113	3780	95	3410	85	2810	70	1910	48	Excess	
Muskogee.....	Redtex.....	7	3025	70	2520	63	2310	58	1910	41	1300	33		
No. McAlester..	Redtex.....	12	4725	70	4100	70	3600	70	3000	70	2040	51	Excess	
Redtex.....	Ray.....	5	2700	67	2250	56	2050	51	1680	42	1180	30		
Ray.....	Muskogee.....	7	2900	70	2415	61	2205	55	1820	46	1240	31		
Ray.....	Stringtown.....	12	4725	70	4100	70	3600	70	3000	70	2040	51	Excess	
Stringtown.....	Chockie.....	8	3530	70	2940	70	2605	66	2165	54	1500	38	Excess	
Chockie.....	No. McAlester..	9	4285	70	3570	70	3180	70	2625	66	1785	45	Excess	
Ray.....	Colbert.....	7	3165	70	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	Excess	
Coffeyville.....	Bartlesville.....	7	2920	70	2520	63	2270	57	1820	46	1285	32	Excess	
Osage.....	Parsons.....	8	3310	70	2940	70	2650	66	2120	53	1500	38		
Bartlesville.....	Coffeyville.....	9	3570	70	3100	70	2790	70	2280	57	1605	40	Excess	
Coffeyville.....	Parsons.....	10	5000	125	4250	106	3825	96	3060	77	2125	53	Excess	
Osage.....	Oklahoma City.	5	2375	59	2050	51	1850	46	1480	37	1040	26		
Cushing.....	Fallis.....	9	4200	70	3675	70	3300	70	2640	66	1850	46	Excess	
Oklahoma City.	Osage.....	6	2470	62	2125	53	1995	50	1590	40	1070	27		
Cushing.....	Osage.....	8	3450	70	3000	70	2700	68	2160	54	1500	38	Excess	
Parsons.....	Joplin.....	8							1800	45	1260	31		
Joplin.....	Parsons.....	10							2330	58	1630	41		
Columbus.....	Parsons.....	10							3200	87	2000	46	Excess	
Muskogee.....	Osage.....	8	3700	70	3080	70	2800	70	2310	58	1570	39		
Tulsa.....	Osage.....	12	4600	70	3850	70	3500	70	2880	70	1960	49	Excess	
Osage.....	Muskogee.....	8	3930	70	3410	70	3100	70	2500	62	1700	42		
Porter.....	Muskogee.....	8	4375	70	3850	70	3500	70	2800	70	1800	45	Excess	
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.

25(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	3 tons
Other cars loaded with LCL merchandise.....	27 tons	3 tons
Live stock without bedding.....	35 tons	11 tons
Live stock-bedded car.....	37 tons	11 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.

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

25(c). Use following tonnage for Caboose:

Caboose 375 to 723, Incl. and 100014 to 100051, Incl.....	18 tons
Caboose 751 to 795, Incl.....	21 tons
Caboose 796 to 820, Incl.....	25 tons

25(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.....	28 tons
40,500 series-hopper bottom.....	31 tons
40,651-40,700-ballast.....	30 tons
41,000 series-flat bottom.....	24 tons
43,000 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

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

SPEED TABLE

Speed Per Hour Miles	Time of Performance					
	¼ Mile		½ Mile		1 Mile	
	M	S	M	S	M	S
10	1	30	2	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

