



E. J. GRACE, Assistant Superintendent,  
J. D. GARRISON, Assistant Superintendent,  
H. O. WINDERS, Chief Dispatcher,  
H. A. MORRIS, Night Chief Dispatcher,  
U. MOORE,  
J. L. SHEDDY,  
WM. HOOE,  
WM. O'DELL,  
R. L. KAY, Jr.,  
W. L. NIGH,  
L. C. GENTRY,  
CLEO CRAIN,  
Dispatchers,  
Muskogee, Okla.

O. L. CRAIN, Assistant Superintendent,  
J. A. BARNARD, Chief Dispatcher,  
H. L. BENDER,  
J. W. ATHY,  
N. G. JONES,  
R. O. MORRIS, Dispatchers,  
Parsons, Kansas

E. L. HANKS, Road Foreman of Engines.



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

SAFETY FIRST



## Missouri-Kansas-Texas Railroad Company

EMPLOYEES'

# TIME TABLE

## No. 21

OF THE

## SOUTHERN DISTRICT

EFFECTIVE AT 12:01 A. M.  
CENTRAL STANDARD TIME

## Sunday, Feb. 4, 1945

Superseding Previous Time Table and Supplements

— For Employes Only —

F. H. SCHALLER,  
Superintendent

J. H. LITTLE,  
Superintendent of  
Transportation

F. W. GRACE,  
Vice-President and  
General Manager

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	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
Garvin.....	Parsons.....	10	4500	113	3780	95	3410	85	2810	70	1910	48 Excess
Muskogee.....	Staley.....	7	3025	70	2520	63	2310	58	1910	41	1300	33
North McAlester.....	Staley.....	12	4725	70	4100	70	3600	70	3000	70	2040	51 Excess
Staley.....	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.....	Burg.....	8	3530	70	2940	70	2605	66	2165	54	1500	38 Excess
Burg.....	North 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.....	Joplin.....	8							1800	45	1260	31
Columbus.....	Military.....	10							2800	80	1800	45 Excess
Joplin.....	Parsons.....	10							2330	58	1630	41
Columbus.....	Parsons.....	10							3100	87	1950	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
North McAlester.....	Wilburton.....	5									1340	34
Wilburton.....	North McAlester.....	5									1340	34

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

When actual weight of load not obtainable, use following tonnage figures:

	Weight of Car & Contents	Wt. of Freight
Carload perishable moving under ice...	45 tons	16 tons
Carload per. in refrs. not under ice...	42 tons	16 tons
Refrigerators loaded with LCL mdse...	35 tons	8 tons
Other cars loaded with LCL mdse.....	30 tons	8 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.

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

Use following tonnage for Caboose:

341 to 350 Incl.....	27 tons
361 to 370 Incl.....	25 tons
375 to 723 Incl.....	18 tons
751 to 795 Incl.....	21 tons
796 to 820 Incl.....	25 tons
821 to 870 Incl.....	22 tons
871 to 907 Incl. and 100,000 to 100,070.....	21 tons

Use following tonnage figures for light weights of system cars in the series shown.

Box Cars	Tons
74000 and 170000 series.....	19
76001 to 78000, incl.....	22
80001 to 80494, incl.....	25
79001 to 79157, 95000 to 96499, incl.....	23

Auto Cars	Tons
60001 to 60100, incl.....	26
61001 to 62100, incl.....	30
63000 to 63025, incl.....	31

Coal and Hopper Cars	Tons
23000 to 25380, incl.....	17
32000 to 33499, incl.....	20
41000 to 41500, incl.....	24
43001 to 43500, incl.....	21
40001 to 40050, incl.....	26
40500 to 40700, incl.....	30

Flat Cars	Tons
13000 to 13139, 113000 to 113120, incl.....	21
13201 to 13500, incl.....	19

Stock Cars	Tons
47000 to 47500, incl.....	22

Tank Cars	Tons
116000 to 117019, incl.....	22
For loaded and empty stock cars, add two tons for bedding. When stencilled tare weights on foreign cars are not obtained, use figures below:	

When stencilled 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	Non-Devised Auto	Devised Auto	Box	Flat	Refrigerator	Stock Bedded 22 Clean 20	Tank	Coal	Hopper
TONS	25	26	22	21	26	22	24	23	

FOURTH CLASS	THIRD CLASS					Distance from St. Louis	TIME TABLE NO. 21		Signs and Car Capacity	FIRST CLASS				
	91 Way Mon.-Wed.-Fri.	71 Bullet Daily	77 Freight Daily	81 Katy Komet Daily	75 Katy Klipper Daily		Effective 12:01 A. M. February 4, 1945	STATIONS		7 Blue-bonnet Daily	27 Blue-bonnet Daily	1 Texas Special Daily	3 Katy Limited Daily	5 Katy Flyer Daily
	AM 3.45	PM 7.00	PM 2.30	AM 10.00	AM 2.30	386.0	NORTH YARD							
	3.55	7.15	2.35	10.05	2.40	386.6	0.6 PARSONS W	P		AM 12.30		AM 2.15	AM 11.45	
						387.1	0.5 PARSONS TOWER N S.L.-S.F. Interlocker JG							
	4.05	7.21	2.42	10.12	2.50	390.2	3.1 MORRIS	P 90		12.35		2.21	11.51	
	4.15	7.30	2.49	10.19	3.01	394.4	4.2 N GARVIN SR	P 90		12.40		2.27	11.57	
	4.20	7.32	2.51	10.21	3.05	395.5	1.1 D LABETTE LB	P 100		12.41		2.29	11.59	
	4.35	7.41	3.01	10.30	3.15	400.9	5.4 OSWEGO N S.L.-S.F. Interlocker OW	P 100		12.47		s 2.35	PM 12.05	
	5.09	7.47	3.07	10.35	3.25	403.9	3.0 SHAFFER	P 110		12.50		2.43	12.12	
						410.2	6.3 CHETOPA N Mo. Pac. Interlocker CP	PW105		12.57		s 2.53	s 12.22	
	5.50	8.08	3.31	10.55	3.52	416.1	5.9 GARRISON	P 115		1.03		3.03	12.32	
	6.05	8.18	3.40	11.05	4.01	421.4	5.3 D WELCH WH	P 110		1.09		3.11	12.40	
	6.25	8.28	3.50	11.15	4.10	426.6	5.2 N BLUE JACKET BJ	P 120		1.15		3.19	f 12.47	
	6.45	8.41	4.03	11.28	4.21	433.9	7.3 MONTGOMERY	P 110		1.23		3.29	12.57	
	6.55	8.49	4.11	11.35	4.33	438.0	4.1 WINDERS	PW100		1.27		3.34	1.02	
						439.0	1.0 VINITA N S.L.S.F. Interlocker VN	PWY 110	AM 1.05	1.30	AM 3.15	s 3.40	s 1.10	
	7.10	8.55	4.13	11.38	4.40	441.9	2.9 JOHNSON	P 80	1.09	1.34	3.18	3.44	1.16	
	7.55	9.01	4.21	11.44	4.46	446.8	4.9 N BIG CABIN BG	P 110	1.15	1.40	3.23	3.50	1.24	
	8.32	9.20	4.45	PM 12.05	5.12	454.4	7.6 N ADAIR X	P 115	1.23	1.49	3.31	3.59	1.34	
	8.50	9.27	5.08	12.11	5.20	457.9	3.5 GREEN	P 105	1.27	1.54	3.35	4.10	1.39	
	9.25	9.37	5.18	12.20	5.32	463.7	5.8 N PRYOR CU	PW105	1.33	2.02	3.41	s 4.23	s 1.49	
	9.55	9.45	5.27	12.28	5.45	468.6	4.9 D SMITH QM	P 110	1.38	2.08	3.46	4.29	1.56	
	10.15	9.51	5.35	12.35	5.52	472.2	3.6 N CHOUTEAU AU	P 110	1.42	2.12	3.50	s 4.34	2.02	
	10.45	10.01	5.45	12.45	6.05	477.7	5.5 MAZIE	P 110	1.48	2.18	3.56	4.42	2.10	
	11.15	10.17	6.01	12.59	6.25	487.0	9.3 NORTH WAGONER WAGONER	P 100	1.59	2.28	4.06	4.52	2.20	
	11.30	10.20	6.03	1.01	6.30	488.1	1.1 N Mo. Pac. Interlocker A	P 110	2.02	2.29	4.07	s 4.55	s 2.25	
	11.45	10.30	6.13	1.13	6.42	494.1	6.0 KUHN	P 110	2.10	2.36	4.13	5.05	2.34	
	11.55	10.40	6.21	1.21	6.50	498.6	4.5 CHASE	P 70	2.15	2.41	4.18	5.10	2.40	
	12.15	11.00	6.30	1.30	7.00	501.8	3.2 N KOG Interlocker MUSKOGEE YD.	SPOW TY Yd						
						503.6	1.8 MUSKOGEE M	PW Yard	2.25 AM	2.50 AM	4.25 AM	5.20 AM	2.50 PM	
	13.6	29.0	29.0	38.1	25.7		117.6		48.5	50.3	55.4	38.0	38.0	

NO. 2 IS SUPERIOR TO ALL TRAINS.

NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 2.

Schedules of Tulsa Division trains as shown on Page 6 are in effect on Cherokee Division between Chase and Muskogee.

FIRST CLASS					TIME TABLE NO. 21	THIRD CLASS				FOURTH CLASS	
	18 Bluc- bonnet	8 Bluc- bonnet	2 Texas Special	6 Katy Flyer	4 Katy Limited	Effective 12:01 A. M. February 4, 1945	74 Katy Packer	76 Focket	72 Fast Freight	78 Freight	90 Way
	Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily	Tues. Thur.-Sat.
						NORTH YARD	AM 11.00	PM 2.00	PM 6.30	AM 5.15	PM 12.30
	AM 2.55			PM 7.10	AM 5.30	0.6 PARSONS W	10.53	1.52	6.22	5.05	12.25
						0.5 PARSONS TOWER S.L.-S.F. Interlocker JG					
	2.50			7.01	5.25	3.1 MORRIS	10.47	1.46	6.15	4.55	12.15
	2.45			6.55	5.19	4.2 GARVIN SR	10.41	1.38	6.05	4.47	12.05 PM
	2.44			6.53	5.18	1.1 LABETTE LB	10.39	1.36	6.03	4.45	11.59
	f 2.35			s 6.43	5.12	5.4 OSWEGO					
	2.26			6.37	5.09	N S.L.-S.F. Interlocker OW	10.30	1.25	5.52	4.35	11.45
	f 2.19			s 6.27	5.02	3.0 SHAFFER	10.18	1.18	5.45	4.25	11.35
	2.08			6.16	4.56	6.3 CHETOPA Mo. Pac. Interlocker CP	10.06	1.05	5.30	4.10	11.15
	f 2.01			6.09	4.50	5.9 GARRISON	9.55	12.50	5.12	3.52	10.55
	f 1.53			f 6.01	4.45	5.3 WELCH WH	9.45	12.40	4.59	3.40	10.35
	1.43			5.50	4.38	5.2 BLUE JACKET BJ	9.35	12.16	4.45	3.19	10.05
	1/36			5.42	4.33	7.3 MONTGOMERY	9.20	12.01 PM	4.25	2.58	9.45
	s 1.30	AM 12.40	PM 11.15	s 5.35	4.31	4.1 WINDERS	9.12	11.47	4.15	2.47	9.32
	1.25	12.33	11.10	5.30	4.28	1.0 VINITA S.L.S.F. Interlocker VN	9.10	11.38	4.13	2.45	9.30
	f 1.15	12.25	11.05	5.24	4.23	2.9 JOHNSON	8.55	11.22	3.52	2.30	9.01
	f 12.55	12.15	10.55	5.14	4.15	4.9 BIG CABIN BG	8.45	11.10	3.42	2.15	8.45
	12.45	12.09	10.50	5.08	4.10	7.6 ADAIR X	8.32	10.52	3.25	1.59	8.15
	s 12.30	AM 12.01	10.43	s 4.59	4.02	3.5 GREEN	8.25	10.43	3.18	1.54	8.05
	12.22	11.55	10.37	4.51	3.55	5.8 PRYOR CU	8.16	10.30	3.07	1.33	7.52
	f 12.16	11.51	10.33	4.45	3.50	4.9 SMITH QM	8.08	10.21	2.56	1.14	7.42
	f 12.07 AM	11.45	10.27	4.38	3.42	3.6 CHOUTEAU AU	8.02	10.15	2.50	1.05	7.15
	11.55	11.33	10.17	4.25	3.33	5.5 MAZIE	7.50	9.57	2.40	12.47	7.05
	s 11.50	11.30	10.15	s 4.20	3.32	9.3 NORTH WAGONER	7.32	9.40	2.20	12.28	6.45
	11.44	11.23	10.08	4.14	3.26	1.1 WAGONER Mo. Pac. Interlocker A	7.30	9.35	2.10	12.25	6.30
	11.38	11.17	10.02	4.08	3.21	6.0 KUHN	7.20	9.20	1.55	12.10	6.01
						4.5 CHASE	7.10	9.10	1.45	12.01 AM	5.45
	11.30 PM	11.10 PM	9.55 PM	4.00 PM	3.15 AM	3.2 KOG Interlocker UX MUSKOGEE YARD	7.00 AM	9.00 AM	1.30 PM	11.45 PM	5.30 AM
	34.2	43.1	48.5	37.0	52.0	1.8 MUSKOGEE M					
						117.6	29.0	23.2	23.2	19.3	16.3

NO. 2 IS SUPERIOR TO ALL TRAINS.

NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 2.

Schedules of Tulsa Division trains as shown on Page 6 are in effect on Cherokee Division between Chase and Muskogee.

FOURTH CLASS		THIRD CLASS				Distance From St. Louis	TIME TABLE NO. 21		Signs and Car Capa- city	FIRST CLASS			
95 Way	93 Way	77 Freight	81 Katy Komert	75 Katy Klipper	71 Bullet		Effective 12:01 A. M. February 4, 1945	STATIONS		7 Blue- bonnet	1 Texas Special	3 Katy Limited	5 Katy Flyer
Daily Ex- cept Mon.	Mon.-Wed Friday	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily		
	AM 7.30	PM 7.00	PM 2.00	AM 8.00	AM 12.05	502.8	MUSKOGEE YARD	SOFT YW Yard					
						503.3	MUSKOGEE M	Yard	AM 3.05	AM 4.35	AM 5.35	PM 3.05	
							NSF-MV TOWER Inter. SU						
	7.45	7.15	2.15	8.15	12.25	510.4	MEYER	P 110	3.13	4.45	5.45	3.15	
	8.03	7.25	2.27	8.25	12.45	517.0	N OKTAHA OA	P 110	3.20	4.53	s 5.55	3.25	
	8.20	7.40	2.40	8.40	1.05	524.8	N CHECOTAH VR	PW 90	3.29	5.03	s 6.08	s 3.37	
	8.35	7.50	2.57	8.50	1.20	529.8	WHEELER	P 110	3.35	5.09	6.16	3.45	
	8.45	7.55	3.15	9.01	1.30	534.3	EVANS	P 90	3.40	5.15	6.22	3.51	
	9.05	8.05	3.35	9.10	1.42	538.1	N EUFAULA EA	P 105	3.45	5.21	s 6.30	s 3.59	
	9.20	8.15	3.52	9.20	1.55	542.7	HENLEY	P 90	3.50	5.28	6.37	4.06	
	9.35	8.23	4.02	9.30	2.16	547.2	N CANADIAN SI	P 110	3.55	5.35	s 6.45	4.12	
	10.01	8.30	4.08	9.48	2.30	551.2	CROWDER		3.59	5.39	f 6.52	4.16	
	10.20	8.42	4.12	9.52	2.40	553.3	SCHALLER	P 125	4.01	5.42	6.56	4.19	
	10.35	8.56	4.27	10.05	2.55	561.1	HANKS	P 90	4.09	5.51	7.06	4.28	
AM 6.00	10.45 AM	9.02	4.32	10.15	3.05	564.2	N NORTH McALESTER MC	SOP YW Yard	4.12	5.55	7.10	4.33	
6.15		9.08	4.35	10.35	3.15	566.0	N McALESTER MA		s 4.15	5.58	s 7.20	s 4.40	
6.34		9.19	4.40	10.42	3.25	569.0	C.R.I. & P Gate Crossing						
6.45		9.33	4.55	10.50	3.35	573.1	CRUMLEY	P 110	4.19	6.03	7.26	4.50	
6.50		9.35	5.01	10.53	3.37	574.5	N NAVY SN	P	4.23	6.08	7.31	4.55	
6.55		9.39	5.05	10.57	3.51	576.3	SAVANNA	P 40	4.25	6.10	f 7.34	4.57	
7.30		9.50	5.17	11.11	4.04	582.8	UNDERWOOD	P 90	4.27	6.12	7.37	4.59	
7.42		10.01	5.25	11.20	4.15	587.6	N KIOWA KY	P 125	4.34	6.19	s 7.46	5.07	
8.01		10.14	5.35	11.32	4.46	594.0	GRACE	PW 125	4.39	6.24	7.53	5.13	
8.26		10.25	5.46	11.40	4.59	598.4	BURG	P 125	4.46	6.31	8.01	5.21	
8.36		10.35	5.55	11.52	5.10	602.6	BRAIN	P 120	4.50	6.36	8.06	5.26	
8.55		10.50	6.10	12.05	5.30	609.6	N STRINGTOWN ST	P 100	4.55	6.41	s 8.13	5.32	
9.05		11.02	6.20	12.20	5.45	615.0	(End of Double Track)						
9.15		11.15	6.30	12.35	6.01	621.6	N ATOKA DK	Crossovers YW P Yd	5.03	6.51	s 8.27	s 5.45	
9.35		11.35	6.45	12.53	6.25	630.2	TUSHKA	P Cr'over	5.09	7.01	f 8.37	5.55	
10.01		11.55	7.05	1.13	6.55	641.4	CANEY	P Cr'over	5.16	7.09	f 8.48	6.05	
10.30		12.05	7.15	1.23	7.10	646.4	D CADDO DC	P Cr'over	5.26	7.21	s 9.03	6.20	
10.45		12.20	7.28	1.40	7.25	653.2	K.O. & G. Interlocker	Crossover PW	5.39	7.35	s 9.25	s 6.35	
11.01 AM		12.30 AM	7.35 PM	1.50 PM	7.30 AM	655.9	N SLSF DURANT Int DU	Crossover P 50 SB	5.45	7.45	f 9.37	6.47	
						656.2	CALERA	P 53	5.53	7.54	f 9.50	6.57	
						660.9	D COLBERT Q	P	5.56	7.57	9.55	7.02	
11.30 AM		1.00 AM	8.00 PM	3.00 PM	8.00 AM	661.9	N STALEY BF						
17.8	19.1	26.0	27.9	26.4	20.1		S.L.-S.F. No. Jct. Inter.						
							S.L.-S.F. South Jct. Inter.						
							N DENISON WD	SOP WTY Yard	6.05 AM	8.10 AM	10.05 AM	7.15 PM	
							RAY RA						
									62.5	43.8	35.0	37.7	

NO. 2 IS SUPERIOR TO ALL TRAINS.

NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 2.

NO. 6 RUN VIA SOUTHWARD TRACK STALEY TO DURANT. (SEE SPECIAL RULE 1-F).



## Southward Trains

## TULSA DIVISION

## Northward Trains

FOURTH CLASS	SECOND CLASS	Distance from Kansas City Via Osage	TIME TABLE NO. 21	Signs and Car Capacity	SECOND CLASS	FOURTH CLASS
<b>475</b> Frcht Daily	<b>57</b> Mixed Daily		Effective 12:01 A. M. February 4, 1945		<b>54</b> Mixed Daily	<b>470</b> Frcht Daily
<b>STATIONS</b>						
AM 6.45	PM 3.20	245.2	N OSAGE JN	Yard WOYPT	PM 2.10	PM 10.30
f 7.05	s 3.35	252.7	7.5 PRUE	60 P	s 1.50	9.50
7.35	f 4.05	267.0	9.3 WEKIWA	70 PW	f 1.20	9.20
s 7.45	s 4.15	270.8	3.5 S. S. I. SAND SPRINGS Cross'g	10 P	s 1.10	s 9.05
		272.4	1.6 S. S. I. R. R. Crossing			
			5.3 N TULSA KA	Yard SPYW	f 12.50	s 8.40
s 8.15	f 4.30	277.7	S. S. I. R. R. Crossing			
	4.40PM 4.45PM		ATSF, SLSF, MV Interlocker Tulsa Union Depot		12.45PM 10.10AM	
9.05		278.3	0.5 TULSA U. D. CONNECTION		10.05	
<b>9.40</b>	f 5.05	286.3	8.6 TREVILLION	80 PW	f <b>9.40</b>	8.16
s 9.55	s 5.15	291.8	5.5 D BROKEN ARROW BA	70 P	s 9.28	f 8.05
s 10.30	s 5.38	303.1	11.3 D COWETA MO	60 PW	s 9.02	f 7.43
f 10.45	s 5.50	308.7	5.6 RED BIRD	10 P	s 8.50	f 7.30
f 10.55	s 5.59	312.8	4.1 D PORTER PO	60 P	s 8.41	f 7.20
11.15	s 6.10	317.9	5.1 TULLAHASSEE	20 P	s 8.29	7.10
11.59	s 6.25	324.3	6.4 CHASE	30 P	s 8.15	6.55
12.15 PM			3.2 KOG Interlocker MUSKOGEE YARD UX			6.40 PM
	6.40 PM		1.8 MUSKOGEE M		8.00 AM	
15.1	25.6		84.1		22.6	22.1

Schedules of Tulsa Division trains as shown on Page 6 are in effect on Cherokee Division between Chase and Muskogee.

## WILBURTON BRANCH

## Southward Trains

## Northward Trains

FOURTH CLASS	Distance from North McAlester	TIME TABLE NO. 21	Signs and Car Capacity	FOURTH CLASS
<b>93</b> Way Mon. Wed., Fri.		Effective 12:01 A. M. February 4, 1945		<b>92</b> Way Tues. Thu., Sat.
<b>STATIONS</b>				
AM 10.45	.0	N N. McALESTER MC	Yard PSYW	AM 8.00
11.00	3.4	3.4 KREBS JUNCT.		7.50
s 11.05	3.9	0.5 D KREBS BS	s 7.45	
f 11.15	5.1	2.2 BUCK	f 7.35	
f 11.20	6.3	1.2 RICHVILLE	f 7.30	
f 11.25	8.0	1.7 CARBON	f 7.25	
f 11.50	13.1	5.1 ADAMSON	P f 7.05	
PM f 12.05	16.4	3.3 DRUMB	P f 6.50	
f 12.30	21.8	5.4 PATTERSON	P f 6.25	
f 12.40	24.4	2.6 DEGNAN	f 6.15	
1.00 PM	27.8	3.4 D WILBURTON WN	PYW 6.00 AM	
12.8		27.8		13.9

## SOUTHWARD TRAINS

## JOPLIN DIVISION

## NORTHWARD TRAINS

FOURTH CLASS	Distance from St. Louis	TIME TABLE NO. 21	Signs and Car Capacity	FOURTH CLASS
<b>97</b> Way Daily Except Sunday		Effective 12:01 A. M. February 4, 1945		<b>96</b> Way Daily Except Sunday
<b>STATIONS</b>				
AM 2.50	394.4	N GARVIN SR	P	PM 10.30
f 3.25	402.1	7.7 SHERMAN CITY	P 40	f 9.50
3.49	406.2	4.1 NETTELS	P	9.31
s 4.25	410.0	3.8 N WEST MINERAL MY	SWY Yard	s 9.15
	412.9	2.9 Mo. Pac. Crossing		
	418.3	5.4 NEO Gate Crossing		
	418.7	0.4 S. L.-S. F. Interlocker		
s 5.40	419.0	0.3 N COLUMBUS CO	W Yard	s 7.20
	427.6	8.6 KCS Gate Crossing		
s 6.25	429.3	1.7 D MILITARY RI	Y 25	s 5.58
	431.5	2.2 S. L.-S. F. Crossing		
s 6.45	432.1	0.6 D GALENA AN	Yard	s 5.45
f 6.57	436.0	3.9 FALL CITY	PY 30	f 5.25
7.30 AM	440.7	4.7 N JOPLIN JO	STOW Yard	5.00 PM
9.9		46.3		8.4

NO. 97 IS SUPERIOR TO NO. 96.

1. NORTHWARD 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.

1-d. Freight trains clear trains 1, 2, 4, 7, 27 ten minutes.

1-e. 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 Chase 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-f. No. 6 run via southward track Staley to cross-over south of Frisco Crossing Durant. Single track time table authority will govern this movement.

1-g. Denison-Ray Terminal time table governs movements between Ray and Staley.

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 Division trains will be placed at Parsons Tower.

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

2-e. All Joplin Division trains report for orders at Garvin.

2-f. Parsons and Muskogee are register stations for first and second class trains and passenger extras only.

3. All trains and engines must run at restricted speed through Muskogee Yard between Fon du Lac Street (M. P. 503.2) and SF-MV Tower (M. P. 504.1).

3-a. Trains running against current of traffic between Crossovers Nos. 1 and 3, Atoka, must move at restricted speed.

3-b. From and to the northward home signals Cherokee Division first class trains and passenger extras entering and leaving Parsons must run prepared to stop the same as required of third and fourth class and extra trains under provisions of rule 93. Responsibility rests with the approaching train or engine regardless of superiority or class.

3-c. All trains must approach gated crossing with CRI&P, Mc-Alester, at restricted speed and engine not exceed 20 M. P. H. over crossing. 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. KCS crossing M.P. S-427.6 protected by crossing gate normally set against KCS trains.  
NEO crossing M.P. S-418.3 protected by crossing gate normally set against the NEO trains.

3-e. 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 (M. P. H.): Mixed and

Division	Passenger	Freight
Choctaw—Muskogee to Stringtown.	70	45
Choctaw—Stringtown to Staley....	60	45
Cherokee .....	70	45
Joplin .....	35	15
Tulsa .....	45	30
Wilburton .....	35	20

4-a. Trains handling scale test car X-1658, 25 M. P. H., and handle just ahead of caboose.

4-b. When taking siding to meet opposing train stop must be made not less than 200 feet from fouling point. When standing on main track for train to enter siding stop 200 feet from clearance point.

4-c. Over Red River bridge 656.0 forty-five (45) M. P. H. for passenger trains and thirty (30) M. P. H. for freight trains. Over bridges 557.5 and 542.2 twenty-five (25) M. P. H. when double heading on freight or passenger.

4-d. Over Neosho River bridge Mile Post S-400.1 ten M. P. H. Engines must not be coupled together but separated by not less than 6 cars when moving over this bridge. From MP S-396 (Joplin Division) to Garvin all trains run restricted speed account K.O.P. engines using main track.

4-e. Over Boiling Springs bridge R-19.2 ten M. P. H.

4-f. Through turnout Staley and Stringtown, 45 M. P. H., through all other main track turnouts and through sidings 15 M. P. H.

4-g. Over puzzle switch north of Denison passenger station 15 M. P. H.

4-h. Road engines backing up with or without cars 15 M. P. H.

4-i. For switch engines with or without cars 20 M. P. H.

4-j. Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.  
Engines running light, 25 miles per hour.

4-k. Passenger trains 40 M. P. H. and freight trains to 20 M. P. H. between KO&G and SLSF crossings Durant when running with current traffic and to 10 M. P. H. between these locations when running against current traffic.

4-l. Southward trains between home signals S.L.-S.F. crossing Parsons and between home signals S.F.-M.V. crossing Muskogee (M. P. 504.1) 20 M. P. H. Maximum speed all trains through Tulsa interlocker (M. P. Z-278.3), 20 M. P. H.

4-m. Freight trains reduce speed when passing passenger trains on double track or on sidings.



#### 4-n. CITY ORDINANCE SPEED RESTRICTIONS (M. P. H.):

Chouteau .....	35	Muskogee .....	25
Galena .....	10	(except bet. Fondulac St.	
Joplin .....	15	and Southside Blvd.).....	12
McAlester-N McAlester ....	25	Tulsa .....	12

5. Derailing switch on main track north of Denison passenger station and 280 feet north of signal 6608. 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. Schedules of Tulsa Division trains as shown on Page 6 are in effect on Cherokee Division between Chase and Muskogee.

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

6-b. First class trains and passenger extras meeting at North McAlester, inferior train will use siding between crossover south of Stonewall Ave. 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-c. 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.

#### 7. AUTOMATIC BLOCK SIGNALS AS FOLLOWS:

Between Denison and Colbert including both directions on southward track.

Crossovers at Calera, Caddo and Tushka are protected with automatic signal located one mile each side.

On northward track M. P. 6272 to 6222. Signals protect track to a point one half mile north of Caney.

Signal located at M. P. 6253 on southward track protects one and one half mile of track.

Signals located along southward track at 6171, 6191, 6203 protect southward track to a point one half mile south of crossover at Caney.

Signal located at M. P. 6190 on northward track protects mile and half of track.

Signals located at 6126, 6112, 6100 and 6092 protect movements to a point one mile north of signal 6092.

Automatic block signals protect train movements on southward track Stringtown to M. P. 6112.

M. P. 6056 and Stringtown on northward track.

Stringtown and SF-MV Interlocker Muskogee.

Fondulac Street Muskogee and Parsons.

7-a. Trains stopped by home signals 620.3, 622.2, 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-b. Trains must remain back of fouling point indicated by insulated rail joints at signals to permit clearing signals.

#### 8. AUXILIARY SIGNALS IN SERVICE AS FOLLOWS:

8-a. "Take siding" color light signal on mast of automatic block signals 498.5 and 499.2 when displaying "white" indicates take siding.

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 fouling No. 3 track 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. Southward signal 5637 at north switch North McAlester is equipped with a light unit on mast below semaphore arm. When this unit is lighted and letter "M" displayed southward trains will proceed on main track to train order signal North McAlester. This does not supersede rule 300 and 343.

#### 9. INSTRUCTIONS COVERING MOVEMENTS AND SIGNAL OPERATION BETWEEN CHASE AND MUSKOGEE

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

9-b. 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.

9-c. Southward Tulsa Division trains must move to within 600 feet of signal 4987 to receive signal indication. If signal fails to clear communicate with towerman (phone on signal mast) for instructions. If unable to communicate with towerman, train may enter Cherokee Division after providing protection per Rule 99 and it is clearly seen or known that no main line movements are approaching, and then proceed to first clear signal per Rule 351.

9-d. Southward trains using siding at Chase must move to within 100 feet of dwarf signal, located east side at south end of siding, to receive signal indication.

9-e. Train stopped by signals 498.5, 499.2, 499.3, 500.1, 500.8 and 501.8, between north switch Chase 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, rule 351 will apply. Above instructions do NOT apply between KOG Tower and Muskogee passenger station.

9-f. Northward passenger trains must stand back to clear southward movements to other tracks while signal 503.2 remains at stop. In case signal is inoperative movement will be made on instructions of yardmaster.

10. 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 Tower without orders observing rule 93. In absence of light, trains be governed by instructions of yardmaster.

- 10-a. Color light signal located on pole opposite Muskogee stock yards will be authority for third and fourth class and extra trains to move north from Muskogee yard as follows:  
Signal displaying green will be authority for Cherokee Division trains; Signal displaying yellow will be authority for Tulsa Division trains; Auxiliary signal displaying a black "S" with a lighted background will advise trains moving to either the Cherokee or Tulsa Division to display green classification signals. Auxiliary signal displaying a black "X" with a lighted background will advise trains moving to either Cherokee or Tulsa Division to display white classification signals.
- 10-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. In absence of light, trains be governed by instructions of yardmaster.
11. 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-a. At Vinita, Interlocker controls switches and signals at each end of siding, trains may, upon receipt of proceed indication proceed against opposing overdue superior trains within the limits of the siding. When on siding respect second paragraph rule 98.
- 11-b. Exception to rule 344 at Winders in connection with observing southward dwarf signal at south switch as a switch indicator.  
A southward train on siding at Winders may, after a northward train clears the south switch and while moving north in the block, pass the southward dwarf signal at stop upon receiving an indication on southward interlocking home signal permitting them to move and track is clear between south switch at Winders and the home signal, but under no circumstances may this dwarf signal be passed at stop while a southward movement is in the block or closely approaching the southward signal at the north end of the siding.
- 11-c. Southward trains using siding at Winders must move to within 100 feet of dwarf signal, located west side at south end of siding, to receive signal indication.
- 11-d. 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, maul and claw bar are in the telephone booth near switch for that purpose.
- 11-e. Spring Switches:  
South end Winders siding.  
South end Wagoner siding.  
Both ends Schaller siding.  
See rules 104-F.
12. All trains flag Main Street Crossing Columbus.
- 12-a. Engines must not go beyond sign located on elevator spur Columbus.
13. Three crossovers at Atoka numbered as follows: Crossover north of Boggy Creek No. 1, crossover just south of Court Street No. 2, and at crossover south end of yard No. 3.
14. WATER STATIONS OTHER THAN THOSE SHOWN ON SCHEDULE PAGE:  
Name Location  
Armstrong .....MP 636.6—Both Tracks
15. MAIL CRANES, OTHER THAN THOSE LOCATED AT STATIONS:  
East side main track M. P. 501.

16. YARDS PROTECTED BY YARD LIMIT BOARDS:  
Denison-Ray.  
Crumley to Hanks inclusive.  
No. McAlester-Wilburton Division.  
Muskogee. West Mineral.  
Parsons—North Yard. Columbus.  
Tulsa. Galena.  
Broken Arrow. Joplin.
17. 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.
- 17-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.
- 17-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.
18. STATIONS, TRACKS AND SPURS NOT SHOWN ON SCHEDULE PAGE:
- | Station           | Location       | End Connected | Capacity          |
|-------------------|----------------|---------------|-------------------|
| Horner            | .....MP 483.7  | North         | ..... 10          |
| Rentiesville      | .....MP 520.1  | No Track      | .....             |
| Gap               | .....MP 591.6  | North         | ..... 4           |
| Wasseta           | .....MP 633.4  | North         | ..... 2           |
| Armstrong         | .....MP 636.6  | South         | ..... 7           |
| Star Valley       | .....MP S404.5 | South         | ..... 7           |
| Abbey             | .....MP S418.0 | Both          | ..... 52          |
| Crain             | .....MP S427.8 | North         | ..... 7           |
| Chitwood          | .....MP S437.3 | North         | ..... 20          |
| Bear Mountain     | ...MP S437.5   | Both          | ..... 5           |
| Indian            | .....MP Z249.8 | South         | ..... 2           |
| Ellis             | .....MP Z262.0 | Both          | ..... 20          |
| Fair Grounds Spur | MP Z281.0      | North         | ..... 50          |
| Oneta             | .....MP Z286.9 | Both          | ..... 20          |
| Seneca Coal Co.   | ...MP Z294.3   | North         | ..... Mine Tracks |
| Seneca Coal Co.   | ...MP Z294.6   | South         | ..... Mine Tracks |
| Benmartin         | .....MP Z320.4 | South         | ..... 5           |
| 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 |
- Muskogee Sand Co. track breaks out of Potato Spur MP Z323.5.
19. ABBREVIATIONS:  
W—Water.  
T—Turntable.  
S—Track Scales.  
Y—Wye.  
P—Telephone.  
C—Coal.  
O—Oil.  
D—Day Telegraph Office only.  
N—Day and Night Telegraph Office.  
NO—Night Telegraph Office only.  
M. P. H.—Miles per hour.

20. FLAG STOPS NOT SHOWN ON SCHEDULE PAGE FOR REVENUE PASSENGERS ONLY, EXCEPT WHEN OTHERWISE STATED:

No. 5 at any station to discharge from Kansas City and from stations South Mound to St. Louis inclusive.

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.

No. 3 at any station to discharge or receive.

No. 3 at Rentiesville unload parcel post when request is made by postal clerk to do so.

No. 7 and No. 8 at Wagoner unload and receive Missouri Pacific mail.

No. 4 at Durant and Vinita to receive for Kansas City and discharge revenue passengers from south of Denison.

No. 27 at Vinita to receive revenue passengers for Denison and beyond and discharge from Kansas City.

No. 7 at Durant to receive revenue passengers for Dallas and beyond and discharge revenue passengers from Muskogee and north.

21. FOLLOWING FREIGHT TRAINS CARRY PASSENGERS:

Nos. 96 and 97 Joplin Division.

Nos. 92 and 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	—	o	
Through South Crossover.....		o	—
Through North Crossover.....	o	o	o
Joplin track to Osage Division main track....	—	—	o

23. STANDARD CLOCKS LOCATED AT:

Telegraph Offices—Denison.

Ray.  
North McAlester.  
Muskogee.  
Parsons—Passenger Station.  
Joplin.

Yard Offices—

Muskogee.  
North Yard.

24. WATCH INSPECTORS:

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

J. B. Rockwell, Denison.

Ray Delameter, McAlester.

Standard Jewelry Co., Muskogee.

F. G. Winkler, Parsons.

Pfeiffer Jewelry Co., Parsons.

Grays Jewelers, Tulsa.

S. M. Molloy, Joplin.

25. ABBREVIATIONS IN CONNECTION WITH M. P. LOCATIONS:

Z—Tulsa Division.

S—Joplin Division.

R—Wilburton Branch.

26. BULLETIN BOARDS LOCATED AT:

Telegraph Offices—Denison.

Ray.  
North McAlester.  
Muskogee.  
Parsons.  
Tulsa.

Enginehouses—

Ray.  
North McAlester.

## EMPLOYEES' HOSPITAL ASSOCIATION:

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

STATION	NAME
Denison.....	D. K. Jamison, Divn. Surgeon.....
	W. D. Blassingame.....
	J. E. Meador, Oral Surgeon.....
	F. F. Fowler, Divn. Oculist.....
Parsons.....	N. C. Morrow, Divn. Surgeon-Examiner....
	J. D. Pace, Divn. Surgeon.....
	T. D. Blasdel, Oculist.....
	G. J. Giessmann, Oral Surgeon.....
	A. D. Lucas, Oral Surgeon.....
Adair.....	L. C. White.....
Atoka.....	J. S. Fulton.....
	T. H. Briggs.....
Caddo.....	Roy L. Cochran.....
Checotah.....	A. J. Snelson.....
Chetopa.....	R. L. Von Trebra.....
Coffeyville.....	J. D. McMillion.....
Columbus.....	C. C. Fuller.....
Durant.....	J. A. Haynie.....
	W. K. Haynie.....
Eufaula.....	Wm. A. Tolleson.....
Joplin.....	R. L. Neff.....
Kiowa.....	H. A. Ellis.....
McAlester.....	L. S. Willour.....
	T. H. McCarley.....
	L. C. Kuyrekendall, Oculist.....
Muskogee.....	I. B. Oldham, Divn. Surgeon.....
	J. R. Rafter, Asst. Divn. Surgeon.....
	J. L. Blakemore.....
	J. Mayes Thompson, Oral Surgeon.....
	M. K. Thompson, Oculist.....
North McAlester.....	Elbert H. Shuller.....
Osage.....	M. M. Carmichael.....
Porter.....	W. R. Joblin.....
Pryor.....	E. H. Werling.....
Tulsa.....	Benj. W. Ward.....
	Fred E. Woodson.....
	Fred A. Glass.....
	J. F. Gorrell, Oculist.....
Vinita.....	W. R. Marks.....
Wagoner.....	S. R. Bates.....
Welch.....	J. O. Bradshaw.....
Wilburton.....	G. R. Booth.....
West Mineral.....	

## SPEED TABLE.

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	Min.	Sec.		Min.	Sec.
6	10		41	1	27
8	7	30	42	1	25
10	6		43	1	23
12	5		44	1	21
15	4		45	1	20
16	3	45	46	1	18
17	3	31	47	1	16
18	3	20	48	1	15
19	3	9	49	1	13
20	3		50	1	12
21	2	51	51	1	10
22	2	43	52	1	9
23	2	36	53	1	7
24	2	30	54	1	6
25	2	24	55	1	5
26	2	18	56	1	4
27	2	13	57	1	3
28	2	8	58	1	2
29	2	4	59	1	1
30	2		60	1	
31	1	56	61	0	59
32	1	52	62	0	58
33	1	49	63	0	57
34	1	45	64	0	56
35	1	42	65	0	55½
36	1	40	66	0	54
37	1	37	67	0	54
38	1	34	68	0	53
39	1	33	69	0	52
40	1	30	70	0	51½