



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. 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,  
N. G. JONES,  
R. O. MORRIS,  
M. N. HALE,  
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. 22

OF THE

## SOUTHERN DISTRICT

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

## Sunday, Dec. 2, 1945

Superseding Previous Time Table and Supplements

— For Employes Only —

F. H. SCHALLER,  
Superintendent

J. H. LITTLE,  
General Superintendent  
of Transportation

H. M. WARDEN,  
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	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	2885	71	2370	60	1620	41
Muskogee.....	Wagoner.....	9	4500	113	3780	95	3410	85	2810	70	1910	48
Garvin.....	Parsons.....	10	4500	113	3780	95	3410	85	2810	70	1910	48
Muskogee.....	Staley.....	7	3025	76	2520	63	2310	58	1910	41	1300	33
North McAlester.....	Staley.....	12	4725	118	4100	103	3600	90	3000	74	2040	51
Staley.....	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.....	Burg.....	8	3530	88	2940	73	2605	66	2165	54	1500	38
Burg.....	North 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.....	Joplin.....	8							1800	45	1260	31
Columbus.....	Military.....	10							2800	80	1800	45
Joplin.....	Parsons.....	10							2330	58	1630	41
Columbus.....	Parsons.....	10							3100	87	1950	46
Muskogee.....	Osage.....	8	3700	92	3080	77	2800	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
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:

(a)	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 .....	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.

(b)	Use following tonnage for tare weights on system cars:	Tons
1. Caboose		
341 to 350, incl.....		27
361 to 370, 796 to 820, incl.....		25
375 and 524 to 591, incl.....		18
411 to 523, 700 to 795, 871 to 907, incl.....		21
821 to 870, incl.....		22
2. Auto Cars		
60001 to 60100, incl.....		26
61001 to 62100, incl.....		30
63000 to 63025, incl.....		31

(b) Continued.

3. 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
4. Coal and Hopper Cars		
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
5. Flat Cars		
13000 to 13139, 113000 to 113120, incl.....		21
13201 to 13500, incl.....		19
6. Stock Cars		
47000 to 47500, incl.....		22
7. Tank Cars		
116000 to 117019, incl.....		22
8. For loaded and empty stock cars, add two tons for bedding.		
9. When stencilled tare weights on foreign cars are not obtained, use figures below:		

KIND	Non-Devised Auto	Devised Auto	Box	Flat	Refrigerator	Stock Bedded 22 Clean 20	Tank	Coal	Hopper
TONS	25	26	22	21	26	20	22	24	28

10. When actual tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports endorsed accordingly, for information of Assistant Auditor.



FOURTH CLASS		THIRD CLASS					Distance from St. Louis	TIME TABLE NO. 22		Signs and Car Capacity	FIRST CLASS				
91	77	71	75	81		Effective 12:01 A. M. December 2, 1945			7		27	1	3	5	
Way	Freight	Bullet	Katy Klipper	Katy Komet				Blue-bonnet	Blue-bonnet	Texas Special	Katy Limited	Katy Flyer			
Mon. Wed.-Fri.	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily			
AM	PM	PM	AM	AM											
3.45	7.00	2.30	7.30	7.00	386.0										
3.55	<b>7.10</b>	2.35	7.35	7.03	386.6										
					387.1										
4.05	7.16	2.40	7.41	7.09	390.2										
4.15	7.24	2.46	7.47	7.15	394.4										
4.20	7.26	2.48	7.49	7.17	395.5										
4.35	7.35	2.57	7.57	7.25	400.9										
<b>4.59</b>	7.40	<b>3.02</b>	8.01	7.29	403.9										
5.30	7.50	3.12	8.10	7.38	410.2										
5.50	8.01	3.22	8.20	7.46	416.1										
6.05	8.10	<b>3.31</b>	8.28	7.54	421.4										
6.25	8.19	3.40	8.36	8.02	426.6										
6.45	8.31	3.52	8.46	8.12	433.9										
6.55	8.37	3.58	8.52	8.18	438.0										
7.30	8.40	4.01	8.54	8.20	439.0										
7.45	8.46	4.06	<b>9.02</b>	8.24	441.9										
8.00	8.55	4.15	9.09	8.31	446.8										
<b>8.42</b>	9.07	4.25	9.20	<b>8.42</b>	454.4										
8.55	9.12	4.30	9.25	8.47	457.9										
9.10	9.21	4.38	9.33	8.55	463.7										
<b>9.40</b>	9.29	<b>4.51</b>	<b>9.40</b>	9.02	468.6										
10.15	9.35	5.00	9.45	<b>9.07</b>	472.2										
10.45	<b>9.43</b>	5.09	9.53	9.15	477.7										
<b>11.15</b>	10.01	5.24	10.06	9.28	487.0										
11.30	<b>10.15</b>	5.26	10.08	9.30	488.1										
11.45	10.30	5.40	10.16	9.38	494.1										
11.59	10.43	5.48	10.22	9.44	498.6										
12.15 PM	11.00 PM	6.00 PM	<b>10.30 AM</b>	9.50 AM	502.8										
					503.6										
13.7	29.2	33.4	38.9	41.2											
							117.6								
								51.7	54.0	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. 22					THIRD CLASS				FOURTH CLASS
18 Blue- bonnet	8 Blue- bonnet	2 Texas Special	6 Katy Flyer	4 Katy Limited	Effective 12:01 A. M. December 2, 1945					74 Katy Packer	76 Freight	72 Fast Freight	78 Freight	90 Way
Daily	Daily	Daily	Daily	Daily	STATIONS					Daily	Daily	Daily	Daily	Tues. Thur.-Sat.
					NORTH YARD					AM 10.30	PM 4.00	PM 5.00	AM 2.00	PM 2.10
					0.6 PARSONS W					10.25	3.50	4.52	1.45	2.05
					0.5 N PARSONS TOWER S.L.-S.F. Interlocker JG									
					3.1 MORRIS					10.20	3.40	4.45	1.35	1.55
					4.2 N GARVIN SR					10.14	3.30	4.37	1.20	1.46
					1.1 D LABETTE LB					10.12	3.25	4.35	1.15	1.40
					5.4 OSWEGO									
					3.0 N S.L.-S.F. Interlocker OW					10.04	3.10	4.25	1.01	1.20
					6.3 SHAFFER					9.59	3.02	4.15	12.49	1.05
					5.9 N Mo. Pac. Interlocker CP					9.50	2.43	4.01	12.25	12.50
					5.3 GARRISON					9.41	2.30	3.45	12.10 AM	12.32
					5.2 D WELCH WH					9.33	2.15	3.31	11.55	12.05 PM
					7.3 N BLUE JACKET BJ					9.25	1.55	3.10	11.40	11.50
					4.1 MONTGOMERY					9.15	1.30	2.55	11.16	11.30
					1.0 WINDERS					9.09	1.20	2.45	11.05	11.15
					2.9 N S.L.S.F. Interlocker VN					9.07	1.10	2.40	11.00	11.01
					4.9 JOHNSON					9.02	1.04	2.30	10.54	10.50
					7.6 N BIG CABIN BG					8.55	12.55	2.20	10.45	10.40
					3.5 N ADAIR X					8.42	12.40	2.08	10.30	10.25
					5.8 GREEN					8.20	12.30	2.01	10.23	10.15
					4.9 N PRYOR CU					8.07	12.20	1.49	10.11	9.55
					3.6 SMITH					7.59	12.08 PM	1.35	10.01	9.40
					5.5 N CHOUTEAU AU					7.53	11.58	1.29	9.55	9.07
					9.3 MAZIE					7.44	11.40	1.19	9.43	8.30
					1.1 NORTH WAGONER					7.29	11.15	1.03	9.10	8.15
					6.0 N Mo. Pac. Interlocker A					7.27	11.05	1.01	9.03	8.01
					4.5 KUHN					7.18	10.48	12.50	8.50	7.40
					4.2 CHASE					7.10	10.40	12.40	8.40	7.30
					1.8 N KOG Interlocker UX MUSKOGEE YARD					7.00 AM	10.30 AM	12.30 PM	8.30 PM	7.15 AM
					MUSKOGEE M									
					117.6					83.4	21.2	26.0	21.2	16.9

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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 S.L. Louis	TIME TABLE NO. 22		Signs and Car Capa- city	FIRST CLASS			
95 Way	93 Way	71 Bullet	75 Katy Klipper	81 Katy Komet	77 Freight		Effective 12:01 A. M. December 2, 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 6.30	AM 10.45	AM 10.00	AM 12.05	502.8	MUSKOGEE YARD	SOPT YW Yard					
						503.3	0.5 MUSKOGEE M	Yard	AM 2.55	AM 4.35	AM 5.35	PM 3.05	
							0.3 NSF-MV TOWER Inter. SU						
	7.45	6.45	11.00	10.12	12.20	510.4	6.3 MEYER	P 110	3.03	4.45	5.45	3.15	
	8.03	6.57	11.10	10.21	12.35	517.0	6.6 N OKTAHA OA	P 110	3.10	4.53	s 5.55	3.25	
	8.20	7.10	11.26	10.32	12.55	524.8	7.3 N CHECOTAH VR	PW 90	3.18	5.03	s 6.08	s 3.37	
	8.35	7.20	11.36	10.39	1.08	529.8	5.0 WHEELER	P 110	3.23	5.09	6.16	3.45	
	8.45	7.30	11.46	10.45	1.17	534.3	4.5 EVANS	P 90	3.29	5.15	6.22	3.51	
	9.05	7.45	11.59	10.53	1.30	538.1	3.8 N EUFAULA EA	P 105	3.37	5.21	s 6.30	s 3.59	
			PM 12.08	11.01	1.40	542.7	4.6 HENLEY	P 90	3.42	5.28	6.37	4.06	
	9.35	8.05	12.18	11.08	2.02	547.2	4.5 N CANADIAN SI	P 110	3.47	5.35	s 6.45	4.12	
	10.01	8.13	12.26	11.14	2.15	551.2	4.0 CROWDER		3.51	5.39	f 6.52	4.16	
	10.10	8.32	12.30	11.17	2.20	553.3	2.1 SCHALLER	P 125	3.53	5.42	6.56	4.19	
	10.35	8.50	12.45	11.29	2.35	561.1	7.8 HANKS	P 90	4.01	5.51	7.06	4.28	
AM 6.00	10.45 AM	9.01	12.55	11.35	2.45	564.2	3.1 N NORTH MALESTER MC	SOP YW Yard	4.04	5.55	7.10	4.33	
							1.8 McALESTER MA						
6.10		9.20	1.05	11.40	2.50	566.0	3.0 C.R.I. & P Gate Crossing		s 4.10	s 5.58	s 7.20	s 4.40	
6.30		9.31	1.11	11.45	2.59	569.0	4.1 CRUMLEY	P 110	4.15	6.03	7.26	4.50	
6.45		9.40	1.18	11.51	3.07	573.1	1.4 N NAVY SN	P	4.20	6.08	7.31	4.55	
6.50		9.45	1.22	11.53	3.10	574.5	1.8 SAVANNA	P	4.22	6.10	f 7.34	4.57	
6.55		9.50	1.38	11.56	3.15	576.3	6.5 UNDERWOOD	P 90	4.24	6.12	7.37	4.59	
7.30		10.03	1.53	12.06	3.33	582.8	4.8 N KIOWA KY	P 125	4.31	6.19	s 7.46	5.07	
7.42		10.13	2.01	12.14	3.55	587.6	6.4 GRACE	PW 125	4.36	6.24	7.53	5.13	
8.01		10.25	2.12	12.23	4.10	594.0	4.4 BURG	P 125	4.43	6.31	8.01	5.21	
8.26		10.32	2.21	12.30	4.20	598.4	4.2 BRAIN	P 120	4.48	6.36	8.06	5.26	
8.36		10.42	2.31	12.37	4.31	602.6	7.0 N STRINGTOWN ST (End of Double Track)	P 100	4.53	6.41	s 8.13	5.32	
8.55		10.55	2.45	12.47	5.01	609.6	5.4 N ATOKA DK	Crossovers YW P Yd	5.01	6.51	s 8.27	s 5.45	
9.05		11.03	2.59	12.56	5.20	615.0	6.6 TUSHKA	P Cr'over	5.07	7.01	f 8.37	5.55	
9.15		11.13	3.10	1.06	5.30	621.6	8.6 CANEY	P Cr'over	5.14	7.09	f 8.48	6.05	
9.35		11.30	3.26	1.22	5.48	630.2	11.2 D CADDO DC	P Cr'over	5.24	7.21	s 9.03	6.20	
10.01		11.50	3.46	1.38	6.08	641.4	5.0 K.O. & G. Interlocker N SLSF DURANT Int DU	Crossover PW	5.38	7.35	s 9.25	s 6.35	
10.30		11.58	3.56	1.46	6.18	646.4	6.8 CALERA	Crossover P 50 SB	5.44	7.45	f 9.37	6.47	
10.45		AM 12.10	4.10	1.57	6.30	653.2	2.7 D COLBERT Q	P 53	5.52	7.54	f 9.50	6.57	
11 01 AM		AM 12.20	4.15 PM	2.01 PM	6.35 AM	655.9	0.3 N STALEY BF S.L.-S.F. No. Jct. Inter.	P	5.56	7.57	9.55	7.02	
						656.2	4.7 S.L.-S.F. South Jct. Inter.						
						660.9	4.7 N DENISON WD						
11.30 AM		1.00 AM	4.45 PM	2.30 PM	7.00 AM	661.9	RAY RA	SOP WTY Yard	6.05 AM	8.10 AM	10.05 AM	7.15 PM	
17.8	18.9	24.5	26.5	35.3	28.0		158.3		49.8	44.0	35.0	37.8	

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).



FIRST CLASS				TIME TABLE NO. 22 Effective 12:01 A. M. December 2, 1945	THIRD CLASS				FOURTH CLASS	
4 Katy Limited	8 Bluc- bonnet	2 Texas Special	6 Katy Flyer		74 Katy Packer	76 Freight	72 Fast Freight	78 Freight	94 Way	92 Way
Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily	Daily Ex- cept Sun.	Tuesday Thur.-Sat.
AM 2.55	PM 10.55	PM 9.45	PM 3.45		MUSKOGEE YARD	AM 6.30	AM 9.30	PM 12.01	PM 8.00	
				MUSKOGEE						
				N SF-MV TOWER Inter. SU						
				MEYER	6.16	9.15	11.50	7.50		12.35
				N OKTAHA OA	5.55	9.01	11.40	7.40		12.15 PM
				N CHECOTAH VR	5.38	8.45	11.26	7.30		11.50
				WHEELER	5.27	8.35	11.15	7.20		11.36
				EVANS	5.15	8.25	11.05	7.05		11.10
				N EUFAULA EA	4.57	8.12	10.53	6.50		10.53
				HENLEY	4.50	8.01	10.32	6.40		10.10
				N CANADIAN SI	4.43	7.50	10.24	6.33		9.55
				CROWDER	4.36	7.40	10.14	6.26		9.30
				SCHALLER	4.33	7.35	10.10	6.23		9.25
				HANKS	4.21	7.20	9.55	6.11		9.10
				N NORTH McALESTER MC	4.15	7.10	9.45	6.05	PM 12.55	9.00 AM
				N McALESTER MA C.R.I.& P Gate Crossing	4.10	6.45	9.32	5.53	12.45	
				CRUMLEY	3.54	6.30	9.22	5.45	12.35	
				N NAVY SN	3.48	6.20	9.13	5.35	12.25	
				SAVANNA	3.45	6.16	9.11	5.30	12.01 PM	
				UNDERWOOD	3.42	6.12	9.07	5.25	11.56	
				N KIOWA KY	3.33	5.42	8.55	5.07	11.30	
				GRACE	3.25	5.32	8.46	4.53	11.15	
				BURG	3.13	5.20	8.35	4.42	11.05	
				BRAIN	3.05	5.10	8.26	4.35	10.55	
				N STRINGTOWN ST (End of Double Track)	2.55	5.01	8.19	4.27	10.45	
				N ATOKA DK	2.40	4.45	8.01	4.15	10.30	
				TUSHKA	2.30	4.35	7.48	4.05	10.15	
				CANEY	2.19	4.20	7.32	3.53	10.00	
				D CADDO DC	2.03	3.59	7.15	3.38	9.30	
				K.O.& G. Interlocker N SF DURANT Int DU	1.42	3.30	6.52	3.18	9.00	
				CALERA	1.32	3.20	6.42	3.08	7.50	
				D COLBERT Q						
				N STALEY BF S.L.-S.F. No. Jct. Inter.	1.15 AM	2.55 AM	6.25 AM	2.50 PM	7.30 AM	
				S.L.-S.F. South Jct. Inter.						
				N DENISON WD						
				RAY RA	1.00 AM	2.30 AM	6.00 AM	2.30 PM	7.00 AM	
52.5	44.0	45.0	35.0	158.3	28.9	22.7	26.4	28.9	16.5	15.4

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. 22		Signs and Car Capacity	SECOND CLASS	FOURTH CLASS
475 Katy Klipper	57 Mixed		Effective 12:01 A. M. December 2, 1945			54 Mixed	470 Freight
Daily	Daily		STATIONS			Daily	Daily
AM 6.45	PM 3.20	245.2	N	OSAGE	JN	Yard WOYPT	PM 10.30
f 7.05	s 3.35	252.7		7.5 PRUE		60 P	s 9.50
7.35	f 4.05	267.0		14.3 WEKIWA		70 PW	f 9.20
s 7.45	e 4.15	270.8		3.8 S. S. I. SAND SPRINGS Cross'g		10 P	s 9.05
		272.4		5.3 S. S. I. R. R. Crossing			
s 8.15	f 4.30	277.7	N	TULSA	KA	Yard SPYW	f 8.40
	4.40 PM 4.45 PM			1.6 S. S. I. R. R. Crossing			
		278.3		0.5 ATSE, SLSF, MV Interlocker Tulsa Union Depot			
9.05		278.3		8.6 TULSA U. D. CONNECTION			
9.40	f 5.05	286.3		5.5 TROVILLION		80 PW	f 8.16
s 9.55	s 5.15	291.8	D	BROKEN ARROW	BA	70 P	s 8.05
s 10.30	s 5.38	303.1	D	COWETA	MO	60 PW	f 7.43
f 10.45	s 5.50	308.7		5.6 RED BIRD		10 P	f 7.30
f 10.55	s 5.59	312.8	D	PORTER	PO	60 P	f 7.20
11.15	s 6.10	317.9		4.1 TULLAHASSEE		20 P	7.10
11.50	s 6.25	324.3		6.4 CHASE		30 P	6.55
12.05 PM			N	KOG Interlocker MUSKOGEE YARD	UX		6.40 PM
	6.40 PM			1.8 MUSKOGEE	M		
15.8	25.2			84.1		8.00 AM	
						23.5	21.9

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. 22		Signs and Car Capacity	FOURTH CLASS
93 Way		Effective 12:01 A. M. December 2, 1945			92 Way
Mon. Wed., Fri.		STATIONS			Tues. Thu., Sat.
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	D	0.5 KREBS BS		s 7.45
f 11.20	6.3		2.4 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 12.05	16.4		3.3 DRUMB	P	f 6.50
f 12.40	24.4		8.0 DEGNAN		f 6.15
1.00 PM	27.8	D	3.4 WILBURTON WN	PYW	6.00 AM
12.4			27.8		13.9

## SOUTHWARD TRAINS

## JOPLIN DIVISION

## NORTHWARD TRAINS

FOURTH CLASS	Distance from St. Louis	TIME TABLE NO. 22		Signs and Car Capacity	FOURTH CLASS
97 Way		Effective 12:01 A. M. December 2, 1945			96 Way
Daily Except Sunday		STATIONS			Daily Except Sunday
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	N	3.8 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	N	0.3 COLUMBUS CO	W Yard	s 7.20
	427.6		8.6 KCS Gate Crossing		
s 6.25	429.3	D	1.7 MILITARY RI	Y 25	s 5.58
	431.5		2.2 S. L.-S. F. Crossing		
s 6.45	432.1	D	0.6 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	N	4-7 JOPLIN JO	STOW Yard	5.00 PM
9.9			46.3		8.4

NO. 97 IS SUPERIOR TO NO. 96.



# SPECIAL INSTRUCTIONS

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 (except passenger extras), 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, except as shown in item 1-d above.
  - 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. P&M engines use MK&T track between West Mineral and Nettels and are governed by MK&T rules and regulations.
2. Denison-Ray Terminal time table governs movements between Ray and Staley.
  - 2-a. Trains originating at Ray report for train orders at Staley.
  - 2-b. Trains originating Denison, report for orders before leaving.
  - 2-c. All southward Choctaw Division trains report for orders at SF-MV Tower Muskogee.
  - 2-d. Train orders for Northward Cherokee Division trains will be placed at K.O.G. Tower, Muskogee.
  - 2-e. Train orders for Southward Cherokee Division trains will be placed at Parsons Tower.
  - 2-f. Tulsa Division trains report for orders before leaving Osage.
  - 2-g. All Joplin Division trains report for orders at Garvin.
  - 2-h. 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, McAlester, 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.
4. MAXIMUM SPEED (M. P. H.):
 

Division	Passenger	Freight
Choctaw—Muskogee to Stringtown.	70	45
Choctaw—Stringtown to Staley...	60	45
Cherokee .....	70	45
Joplin—Garvin to Military .....	35	25
Joplin—Military to 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 bridge 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.
  - 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 25 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.

- 5-a. Spring switches will be designated by white bracket with letters S. S. attached to switch stand below target.
- 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.

Track signals located at KOG Ry. Crossing Durant, and signal 6388 protects from M. P. 640.9 to M. P. 636 Armstrong.

7-a. Trains stopped by home signal 620.3, 622.2, 629.3 and 645.3 will unless signal clears wait ten (10) minutes from time first observed in stop position and then proceed at restricted speed to end of circuit shown by marker about one and one-half mile south of block.

If signal does not clear, notify dispatcher by phone located near the block signal.

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.

8-d. Train order semaphore when in 45 degree position or displaying yellow light will be authority for trains to advance on main track to train order signal and will indicate "Stop" for which clearance form 117 is required.

8-e. Grade signal, black letter "G" on yellow disc, on mast of automatic block signal, will be authority for trains to proceed without stopping for such automatic block signal displaying "Stop" indication not exceeding ten M. P. H. observing Rule 343 Provision "P" through the block.

#### 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 interlocker tower. If signals do not clear communicate with leverman by telephone located at each end of siding. If leverman instructs to crank the switch and switch has been cranked to position desired, the switch points must be spiked for all facing movements. (Spike maul and spikes for this purpose in telephone booth.)

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. 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. Above is exception to Rule 344.

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.

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 4 1/2 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
Quaker	MP S424.2	Both	23
Crain	MP S427.8	North	7
Chitwood	MP S437.3	North	20
Bear Mountain	MP S437.5	Both	5
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.