

MAKE EVERY TRIP A SAFETY TRIP



H. C. PAGEL
Assistant Superintendent

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Trainmaster

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Road Foreman of Engines

H. O. WINDERS **J. A. BARNARD**
Chief Dispatchers

U. MOORE **CHAS. WEBB**
WM. O'DELL **R. O. MORRIS**
R. L. KAY **N. G. JONES**
J. E. DWYER **W. N. TAYLOR**
D. MILLER
Train Dispatchers



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

Missouri-Kansas-Texas Railroad Company

EMPLOYES'

TIME TABLE

No. 24

SOUTHERN DISTRICT

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

Sunday, May 16, 1948

Superseding Previous Time Table and Supplements

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYES ONLY

The Railroad Company Reserves the Right to Vary Therefrom as
Circumstances May Require

F. H. SCHALLER, **J. H. LITTLE** **H. M. WARDEN,**
Superintendent General Superintendent Vice-President and
of Transportation General Manager

**TONNAGE RATINGS
LOCOMOTIVES**

FROM	TO	DIESEL		STEAM									
		4500 HP	3000 HP	64% Booster		64%		57%		47%		32%	
				Adj. Rating No.	Rating No.	Rating No.	Rating No.	Rating No.	Rating No.	Rating No.	Rating No.	Tons Cars.	Tons Cars.
Parsons.....	Muskogee.....	5180	3450	8	3800 95	3255 82	2940 74	2440 61	1660 42				
Welch.....	Muskogee.....	8900	5160	9	4500 113	3780 95	3410 85	2810 70	1910 48	Excess			
Muskogee.....	Parsons.....	6130	3800	8	3780 95	3150 79	2885 71	2370 60	1620 41				
Muskogee.....	Wagoner.....	8350	4980	9	4500 113	3780 95	3410 85	2810 70	1910 48	Excess			
Garvin.....	Parsons.....	9200	4980	10	4500 113	3780 95	3410 85	4200 70	3000 43	Excess			
Muskogee.....	Staley.....	5100	3400	7	3025 76	2520 63	2310 58	1910 41	1300 33	Excess			
No. McAlester.....	Staley.....	7600	5070	12	4725 118	4100 103	3600 90	3000 74	2040 51	Excess			
Staley.....	Ray.....	3780	2520	5	2700 67	2250 56	2050 51	1680 42	1180 30				
Ray.....	Muskogee.....	5030	3360	7	2900 73	2415 61	2205 55	1820 46	1240 31				
Ray.....	Stringtown.....	5830	3880	12	4725 118	4100 103	3600 90	3000 74	2040 51	Excess			
Stringtown.....	Burg.....	5230	3480	8	3530 88	2940 73	2065 66	2165 54	1500 38	Excess			
Burg.....	No. McAlester.....	6500	4330	9	4285 107	3570 88	3180 80	2625 66	1785 45	Excess			
Ray.....	Colbert.....	5230	3480	7	3165 80	2625 66	2415 60	2000 50	1360 34				
Parsons.....	Joplin.....			8				2500 45	1620 31				
Columbus.....	Military.....			10				3400 80	2400 45	Excess			
Joplin.....	Parsons.....			10				2530 58	1630 41				
Columbus.....	Parsons.....			10				3250 87	2150 46	Excess			
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	Excess			
Osage.....	Muskogee.....			8	3930 90	3100 85	3100 71	2500 62	1700 42				
Porter.....	Muskogee.....			8	4375 109	3850 96	3500 87	2800 70	1800 45	Excess			
No. McAlester.....	Wilburton.....			5					1340 34				
Wilburton.....	No. 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) | 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:
- | | |
|---|------|
| 1. Caboose | Tons |
| 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 | Tons |
| 45000..... | 27 |
| 46000..... | 30 |
| 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 | Tons |
| 29000 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 |
| 40801 to 40949, incl..... | 25 |
| 5. Flat Cars | Tons |
| 13000 to 13130, 113000 to 113120, incl..... | 21 |
| 13201 to 13500, incl..... | 19 |
| 6. Stock Cars | Tons |
| 47000 to 47500, incl..... | 22 |
| 7. Tank Cars | Tons |
| 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-Deviced Auto	Deviced Auto	Box	Flat	Refrigerator	Stock Bedded Clean	Tank	Coal	Hopper
TONS	25	28	22	21	26	22	22	24	23

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.

SOUTHWARD TRAINS CHOCTAW DIVISION SOUTHWARD TRAINS

TIME TABLE NO. 24 Effective 12:01 A.M. May 16, 1948. STATIONS MUSKOGEE YARD, MUSKOGEE, MEYER, OKTAHA, CHECOTAH, BOND, EVANS, EUPAULA, HENLEY, CANADIAN, REAMS, HANKS, NORTH McALESTER, McALESTER, FRANK, NAVY, BREWER, KIOWA, GRACE, BURG, FLORA, STRINGTOWN, ATOKA, TUSHKA, CANEY, CADDO, ROG DURANT, CALERA, COLBERT, STALEY, DENISON, RAY. Includes class times for 95 Way, 93 Way, 71 Bullet, 81 Katy Komet, 75 Katy Klipper, and 1st Class (1, 7, 3, 5).

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 CALERA. (SEE TIME TABLE RULE 1-E).

NORTHWARD TRAINS CHOCTAW DIVISION NORTHWARD TRAINS

TIME TABLE NO. 24 Effective 12:01 A.M. May 16, 1948. STATIONS MUSKOGEE YARD, MUSKOGEE, MEYER, OKTAHA, CHECOTAH, BOND, EVANS, EUPAULA, HENLEY, CANADIAN, REAMS, HANKS, NORTH McALESTER, McALESTER, FRANK, NAVY, BREWER, KIOWA, GRACE, BURG, FLORA, STRINGTOWN, ATOKA, TUSHKA, CANEY, CADDO, ROG DURANT, CALERA, COLBERT, STALEY, DENISON, RAY. Includes class times for 8 Blue-bonnet, 6 Katy Flyer, 4 Katy Limited, 2 Texas Special, 74 Katy Packer, 72 Fast Freight, 78 Freight, 94 Way, 92 Way.

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 CALERA. (SEE TIME TABLE RULE 1-E).

Southward Trains			TULSA DIVISION			Northward Trains		
FOURTH CLASS	SECOND CLASS	Distance from Tulsa via Okmulgee	TIME TABLE NO. 24			SECOND CLASS	FOURTH CLASS	
475 Katy Klipper	57 Mixed		Effective 12:01 A.M. May 16, 1948			54 Mixed	470 Freight	
STATIONS								
M 6.00	P 3.50	245.2	N OSAGE	JN	Yard WOYPT	M 1.25	P 11.00	
6.20	4.05	252.7	7.5 PRUE		60 P	1.10	10.25	
6.50	4.32	267.0	14.5 WERIWA		70 PW	12.40	9.55	
7.01	4.42	270.8	S. S. L. SAND SPRINGS	Cross'g	30 P	12.30	9.40	
		272.4	S. S. L. R. Crossing					
7.30	4.57	277.7	N TULSA	KA	Yard SPYW	12.10	9.20	
	5.10PM		S. S. L. R. Crossing			12.01PM		
	5.15PM		ATSP, SLSP, MV Interlocker			10.10AM		
		278.3	Tulsa Union Depot			10.05		
8.01			TULSA U. D. CONNECTION			9.40	8.56	
8.20	5.35	284.8	ALSTMA		80 PW	9.28	8.45	
8.35	5.45	292.3	D BROKEN ARROW	BA	70 P	9.02	8.21	
9.02	6.05	303.6	D COWETA	MO	60 PW	8.50	8.10	
9.20	6.18	309.2	RED BIRD		10 P	8.41	7.59	
9.30	6.29	313.3	D PORTER	PO	60 P	8.17	7.32	
10.05	6.53	324.0	WYHARK		30 P	8.15	7.30	
10.10	6.55	324.8	CHASE		P		7.15 PM	
10.25		329.3	N KOG Interlocker	UX				
	7.10		MUSKOGEE YARD					
		329.8	MUSKOGEE	M				
19.1	25.4					8.50 AM	22.4	
						23.5	22.4	

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

WILBURTON DIVISION

Southward Trains		Northward Trains	
FOURTH CLASS	TIME TABLE NO. 24	FOURTH CLASS	TIME TABLE NO. 24
93 Way	Effective 12:01 A.M. May 16, 1948	92 Way	Effective 12:01 A.M. May 16, 1948
STATIONS			
M 10.45	D N. McALESTER	M 8.00	M 8.00
11.00	3.4 KREBS JUNCT.		7.50
11.05	6.5 KREBS		7.45
1.00	23.9 WILBURTON		6.00
12.4	27.8		13.9

JOPLIN DIVISION

SOUTHWARD TRAINS		TIME TABLE No. 24		NORTHWARD TRAINS	
FOURTH CLASS	Effective 12:01 A.M. May 16, 1948	FOURTH CLASS	Effective 12:01 A.M. May 16, 1948	FOURTH CLASS	Effective 12:01 A.M. May 16, 1948
97 Way	STATIONS	96 Way	STATIONS	96 Way	STATIONS
1.30	394.4 GARVIN	P 90	10.30		
1.55	402.1 SHEERMAN CITY	P 40	9.50		
2.07	406.2 NETTELS	P	9.31		
2.29	410.0 N WEST MINERAL	MY	9.15		
	412.9 Mo. Pac. Crossing				
	418.3 NEO Gate Crossing				
	418.7 S. L.-S. F. Interlocker				
4.15	419.0 N COLUMBUS	CO	7.20		
	427.6 KCS Gate Crossing				
5.30	429.3 D MILITARY	RI	6.01		
	431.5 S. L.-S. F. Crossing				
6.15	432.1 D GALENA	AN	5.48		
6.45	436.0 FALL CITY		5.25		
7.30	440.7 N JOPLIN	JO	5.00		
7.7	443.3		8.1		

NO. 97 IS SUPERIOR TO NO. 96.

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS:

- a. NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- b. No. 2 is superior to all trains.
- c. No. 1 is superior to all trains except No. 2.
- d. No. 97 is superior to No. 96.
- e. No. 6 run via Southward track Staley to Calera. Single track time table authority will govern this movement.
- f. Schedules of Tulsa Division trains as shown on Page 6 are in effect on Cherokee Division between Chase and Muskogee.

2. CLEARING TRAINS:

- a. Other first class trains and extra passenger trains clear Nos. 1 and 2 five minutes.
- b. Third, fourth class and extra trains and yard engines clear Nos. 1 and 2 fifteen minutes.
- c. First class trains and extra passenger trains meeting at NORTH McALESTER, inferior train use siding between crossover No. 1 and crossover No. 2.
- d. First class trains and extra passenger trains meeting McALESTER, inferior train use first track west of main track between south switch McALESTER and crossover No. 4.

(NOTE) Crossovers from main track to siding, North McAlester-McAlester are located and numbered as follows:
 No. 1. Just south of Stonewall Ave.
 No. 2. Just south of Coal Chute.
 No. 3. At Monroe Ave.
 No. 4. Just north of Overpass north of Rock Island crossing.

- e. When taking siding to meet opposing train, stop not less than 200 feet from fouling point, if length of train permits. When standing on main track for opposing train to enter siding, stop 200 feet from clearance point.

3. DOUBLE TRACK:

- a. Between Stringtown (MP 602.6) and Staley (MP 655.9). Double track rules apply, exception—Special Instructions 1-c.
- b. Three crossovers at Atoka numbered as follows:
 Crossover north of Boggy Creek, No. 1.
 Crossover just south of Court Street, No. 2.
 Crossover south end of yard, No. 3.

4. UNLESS OTHERWISE SPECIFIED, TIME TABLE OR TRAIN ORDER RESTRICTIONS WILL APPLY:

StringtownEnd of double track.
 DenisonPassenger Station.

5. GOVERNING TIME TABLES AND RULES:

- a. North Texas District time table governs movements between Ray and Staley.
- b. Small figures shown at Ray indicate the advertised leaving and arriving time only.
- c. P&M engines use MKT track between West Mineral and Nettles and are governed by MKT rules and regulations.

6. WHERE TRAINS WILL REPORT FOR ORDERS:

- a. Parsons Tower—Southward Cherokee and Joplin Division trains.
- b. Vinita—trains originating.
- c. Muskogee KOG Tower—Northward Cherokee and Tulsa Division trains.
- d. Muskogee SL-SF-MV Tower — Southward Choctaw Division trains.
- e. Staley—trains originating Ray.
- f. Denison—trains originating.
- g. Osage—trains originating.
- h. Joplin—trains originating.

7. REGISTER STATIONS:

- a. Conductors will register and check the train register at all register stations unless relieved from doing so by train order or by special instructions.
 - b. When not practicable to comply with Rule 3-b, it will not be necessary for conductor to compare time with engineer before departing from terminal but will compare as soon as practicable after departing.
 - c. Parsons and Denison are register stations for first and second class trains and extras handling passenger trains only.
 - d. For information those concerned, following trains will register at other than register station.
- | Station | Arrival | Departure |
|------------------------------|-----------------|-----------------|
| North Yard | All freight | All freight |
| Muskogee Yard | All freight | All freight |
| Muskogee Psg. Station | No. 57 | No. 54 |
| No. McAlester (Choctaw Div.) | All terminating | All originating |
| Ray | All terminating | All originating |

8. MAXIMUM SPEED (M.P.H.) OBSERVING PERMANENT SLOW BOARDS, SLOW ORDERS AND OTHER RESTRICTIONS:

	Passenger			Freight, Mixed & Light Engines		
	Between	Diesel	Steam	Diesel	Steam	Diesel
a. Parsons and Muskogee	75	70	55	45	45	45
Muskogee and Stringtown	75	70	55	45	45	45
Stringtown and Staley via Southward track	75	70	55	45	45	45
Stringtown and Staley via Northward Track	70	60	55	45	45	45
Staley and Denison	70	60	35	35	35	35
Staley and Ray	30	30	30	30	30	30
Garvin and Galena	35	25	15	25	15	15
Galena and Joplin	35	25	15	25	15	15
Osage and Chase	45	25	20	35	20	20
N. McAlester and Wilburton	25	25	20	25	20	20
b. Diesel switch engines in yard service	25	25	20	25	20	20
c. Diesel switch engines operating in road service will not exceed speed authorized over that division for type of train being handled but will not exceed	55	55	55	55	55	55
d. Trains handling Diesel switch or road engines dead in train	45	45	45	45	45	45

- c. Steam freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.
- f. Road engines backing up, with or without cars, 25 M.P.H. except on Joplin, Tulsa and Wilburton Divisions, 15 M.P.H.
- g. Steam switch engines, with or without cars, 20 M.P.H.
- h. Entering or leaving main track turnouts, 15 M.P.H., except through turnouts Staley and Stringtown, 40 M.P.H., and South Siding switch Vinita, 35 M.P.H.
- i. Trains handling scale test car X-1658, 25 M.P.H., except where maximum speed less than 25 M.P.H., and handle just ahead of engine.

9. SPEED AND OTHER RESTRICTIONS:

- a. WHEN FOGS, STORMS OR OTHER CONDITIONS OBSCURE TRACK OR SIGNALS, SPEED OF TRAIN MUST BE REDUCED TO PERMIT STRICT OBSERVANCE OF SIGNALS AND INSURE ABSOLUTE SAFETY LOSING TIME IF NECESSARY.
- b. Dead engines hauled in train be handled not more than 10 cars from hauling engine and not less than 5 cars shall be used to separate hauling engine and dead engine or between dead engines.
- c. **CHEROKEE DIVISION:**

- ALL TRAINS AND ENGINES RUN AT YARD SPEED BETWEEN NORTHWARD HOME SIGNAL PARSONS TOWER AND NORTH YARD. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93 (b), EXCEPT WHEN STANDING AT PASSENGER STATION. ANY TRAIN OR ENGINE, STANDING OR MOVING UNDER OBSCURE CONDITIONS, MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b).

- 15 M.P.H. through SL-SF connection Vinita.

- 35 M.P.H. between Frisco crossing and depot Vinita.

- d. CHEROKEE AND CHOCTAW DIVISIONS:**

ALL TRAINS AND ENGINES RUN AT YARD SPEED MUSKOGEE BETWEEN K. O. & G. INTERLOCKER (MP 501.8) AND SL-SF-MV INTERLOCKER (MP 503.9). THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(b) EXCEPT WHEN STANDING AT PASSENGER STATION. ANY TRAIN OR ENGINE, STANDING OR MOVING UNDER OBSCURE CONDITIONS, MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b).

- e. CHOCTAW DIVISION:**

When double heading on freight or passenger trains engines not exceed 25 M.P.H. over Bridge 542.2.

All trains approach C.R.I. & P. Ry. crossing, McAlester, at restricted speed and engine not exceed 20 M.P.H. over crossing.

First class trains running against current of traffic between crossovers Nos. 1 and 3 Atoka, must move at restricted speed. Speed through Durant between KOG & SL-SF interlockers, 45 M.P.H. with current of traffic and 10 M.P.H. against current of traffic.

Passenger trains 45 M.P.H. and freight trains 30 M.P.H. over Red River Bridge 656.0.

Derailing switch on main track 280 feet north of signal 6008 (See Time Table Rule 13).

Restrict speed between derailing switch 280 feet north of signal 6008 and passenger station Denison.

15 M.P.H. over puzzle switch north of Denison passenger station.

15 M.P.H. over humps at Ray.

Do not put engines over bridge 656.5 on Excess track, Warner Cutoff.

Spring type derail located on inbound track, Warner cutoff, 200 feet South of overhead bridge, M.P. 660.7, North end Ray yard. Northward movements can not be made without derail being thrown by hand. Southward movements can trail through derail.

Hand throw derail located 90 feet north of running track, No. 1 switch, Warner cutoff, on outbound track.

f. WILBURTON DIVISION:

6 M.P.H. over Boiling Springs Bridge R-19.2.

g. JOPLIN DIVISION:

10 M.P.H. over Neosho River Bridge S-400.1. Engines must not be coupled but separated by not less than 6 cars when moving over this bridge.

All trains flag Main Street Crossing, Columbus. Engines must not go beyond sign located on elevator spur, Columbus.

10. AUTOMATIC BLOCK SIGNALS:

CHEROKEE DIVISION:

Between Parsons Tower and Fon du Lac Street, Muskogee.

CHOCTAW DIVISION:

Between SL-SF-MV Interlocker Muskogee and Stringtown.

Between Stringtown and Staley (both tracks) with current of traffic ONLY—exception, between Calera and Staley on southward track signals protect in both directions.

Between Staley and Denison.

Between Staley and Ray.

a. FLOOD DETECTORS:

Location MP	Affects Signals
388.5	3875 and 3888
407.2	4069 and 4076
413.6	4131 and 4148
434.0	4333 and 4344
440.2	4401 and 4410
443.6	4433 and 4450
455.5	4547 and 4562
460.2	4595 and 4618
465.0	4639 and 4656
493.2	4921 and 4938
518.1	5179 and 5186
519.4	5179 and 5200
521.8	5211 and 5232
612.4	6103 and 6138
638.0	6365 and 6388

Trains finding these signals displaying STOP indication will be governed by Rule 343 and in addition will expect to find track washed out or damaged by high water.

- b. When automatic block signal under provisions of letter "A" at departing end of siding, yard or end of double track in direction train is moving is displaying STOP indication, train or engine will stop short of signal. If signal remains at STOP and cause is unknown, conductor or engineer will communicate with dispatcher. Upon information from dispatcher that there is no opposing train in block, train or engine will be governed by Rule 343 provision "P". Dispatcher will make record of information given.

If means of communication fails or dispatcher does not know that no opposing movement is involved, the train or engine may proceed, preceded by flagman, except that it must wait five minutes after departure of flagman before proceeding, but when the next governing signal can be plainly seen to indicate proceed and track is seen to be clear, train or engine will pick up flagman and be governed by Rule 343 provision "P".

- c. Northward train holding main track at Brewer must stand back of fouling point at battery box, near center of siding until opposing train has started to enter siding; northward train may then move to north switch.

- d. Southward train holding main track at Flora must stand back of fouling point at battery box, near center of siding, until opposing train has started to enter siding; southward train may then move to south switch.

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

f. MOVEMENTS GOVERNED BY SIGNAL INDICATIONS:

Movements between Parsons Tower and North switch Labette will be made on signal indication, superseding time-table and train order superiority.

Southward Cherokee Division trains stopped by signal 3871 report direct to Parsons tower for instructions.

Northward Cherokee Division trains stopped by signal 3950 or signal 3942 communicate with dispatcher or towerman for instructions.

Northward train in siding Labette observe position of signal 3951 to see there is no following movement, and then be governed by indication of signal 3950.

Northward Joplin Division trains must move to within 500 feet of signal 3942, located on East side of Garvin siding at fouling point Cherokee Division Main Track, to receive signal indication. If signal fails to clear communicate with towerman. If unable to communicate with towerman, will provide protection against Cherokee Division trains as per rule 99 and be governed by rule 851.

Movements between north switch Chase and Fon du Lac Street, Muskogee, will be made on signal indication, superseding time table and train order superiority. Signals 4985, 4992 and 4493 equipped with phone connected with KOG Tower, Rule 351 governs.

Northward Tulsa Division trains stopped by block signal 4992 proceed to Junction switch Chase without flagman preceding train when it is seen opposing trains are standing to clear Tulsa Division or standing at signal 4985.

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 Cherokee Division movements are approaching, and then proceed to first clear signal per Rule 351.

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.

Northward passenger trains must stand back to clear southward movements to other tracks while signal 5032 remains at "Stop". In case signal is inoperative movement will be made on instructions of yardmaster.

Movements between end of double track Staley and Ray will be made on signal indication superseding time table and train order superiority.

11. AUXILIARY SIGNALS:

- a. Color light signal located on pole north of scale house near office North Yard when displaying "green" will be authority for third and fourth class and extra trains to move from North Yard to Parsons Tower without orders. In absence of light, trains be governed by instructions of yardmaster.

- b. Southward train on siding at Winders may, after a northward train clears south switch and while moving north in the block, pass the southward dwarf signal at "Stop" upon receiving an

indication on southward interlocker home signal permitting train 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 southward train or engine is in the block or closely approaching the southward signal at the north end of the siding. Above is exception to Rule 344.

Southward trains using siding at Winders must move to within 100 feet of dwarf signal, located at south end of siding, to receive signal indication.

Northward home signal just south of SL-SF crossing Vinita also protects northward movements over spring switch south end siding Winders when this signal displays indication as per rule 311, Rule 104(f) governs.

- c. Light unit on mast of automatic block signal 3960, South switch Labette, when displaying "white" indicates take siding.
- d. Light unit on mast of automatic block signals 4885 north switch Chase and 4992 south switch Chase, when displaying "white" indicates take siding.

- e. 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 Divisions to display white classification signals. If signal inoperative movement will be made on hand signal from tower.

- f. 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 SL-SF-MV Tower without orders. In absence of light, trains be governed by instructions of yardmaster.

- g. Light unit located on mast of automatic block signal 5032 Muskogee, when displaying "white" indicates that crossover switch located in main track about 200 feet north of signal 5032, and No. 4 track switch located at signal 5032, are lined for the train yard, and northward movements may be made without stopping at block signal 5032. If white unit is not burning, northward trains must come to a full stop before fouling No. 3 track and, if it can be clearly seen, or known, that no opposing main track movements are approaching and 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.

- h. Northward signal 4108 south switch Chetopa; northward signal 6388 south switch Eufaula, and southward signal 5637 north switch North McAlester, equipped with light unit on mast below semaphore arm. When unit lighted and letter "M" displayed, trains proceed on main track to train order signal. This does not supersede Rules 300 and 343.

- i. Train order semaphore when in 45 degrees 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.

- j. 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, observing the 10 or 5 miles per hour speed restriction and other requirements of Rule 343, paragraph "P".

k. In automatic block signal territory, where switch indicators not provided, and it cannot be determined from automatic block signal indication whether or not block is clear, a train or engine will not pass fouling point from any track onto main track until it is reasonably sure there is no train approaching, then immediately line main track switch, and wait four minutes before fouling main track. This time element to eliminate the likelihood of a train passing a proceed indication and to permit relining the main track switch should a train approach. This does not relieve crew from protecting their train in accordance with Rule 99.

12. REMOTE CONTROL SWITCHES:

a. At Vinita, Interlocker controls switches and signals at each end of siding, and upon receipt of "proceed" indication, trains proceed against opposing overdrive superior trains within limits of siding. When on siding respect second paragraph Rule 98. If signals do not clear, communicate with towerman by telephone located at each end of siding. If towerman instructs to crank switch and switch has been cranked to position desired, switch points must be spiked for all facing movements. (Spike maul and spikes for this purpose in telephone booth.)

b. Staley—south end double track and switch leading to Warner cutoff (See Time Table Rule 10-4).

13. NORMAL POSITION OF SWITCHES:

Derailing switch on main track 280 feet north of signal 6608. Southward trains trail through point and northward trains line switch before passing over it and reset for demal unless switch in charge of yardman.

14. SPRING SWITCHES:—Designated by letter "S", on disk, attached to switch stand below target. (Rule 104-f).

Garvin	North switch	Checotah	South switch
Labette	North switch	Bond	North switch
Chetopa	South switch	Henley	North switch
Welch	North switch	Reams	Both switches
Winders	South switch	Hanks	Both switches
Chouteau	South switch	McAlester	South switch
Wagoner	South switch	Grace	North switch
Gibson	North switch	Kiowa	South switch
Chase	Tulsa Divn.	Burg	Both switches
Meyer	Both switches		

Intersection of inbound track with Warner cutoff, east end Ray Yard, M.P. 603.1.

15. RAILROAD CROSSINGS:

a. CHEROKEE DIVISION:

Parsons
Tower MP 387.1, SL-SF Ry., interlocking.
Osawego MP 400.8, SL-SF Ry., interlocking.
Chetopa MP 409.9, Mo. Pac. RR., interlocking.
Vinita MP 438.9, SL-SF Ry., interlocking.
Wagoner MP 438.2, Mo. Pac. RR., interlocking.
Muskoogee MP 501.8, KOG RR., interlocking.

b. CHOCTAW DIVISION:

Muskoogee MP 508.9, SL-SF-MV Ry., interlocking.
McAlester MP 566.0, CRIP Ry., protected by crossing gate. When gate is set against CRIP, MKT trains may proceed without stopping for the crossing. (Rules 98 and 556-A).

Durant MP 639.9, K.O.G. RR., interlocking.
Durant MP 641.4, SL-SF Ry., interlocking.
Staley MP 655.9, SL-SF Ry., North Junction Interlocking.
Staley MP 656.2, SL-SF Ry., South Junction Interlocking.

c. TULSA DIVISION:

Sand Spgs. MP 2270.8, S.S.I.R.R., "Stop" signs (Rule 556).
Sand Spgs. MP 2272.4, S.S.I.R.R., "Stop" signs (Rule 556).
Tulsa MP 2278.1, S.S.I.R.R., street car crossing.
Tulsa MP 2278.2, AT&SF-SL-SF-MV Ry., interlocking.

d. JOPLIN DIVISION:

Cokedale MP S-412.9, Mo. Pac. RR., "Stop" Signs (Rule 556).
Columbus MP S-418.3, N.E.O. Ry., protected by crossing gate normally set against N.E.O. When gate is normal, MKT trains may proceed without stopping for the crossing. (Rules 98 and 556-A).

Columbus MP S-418.7, SL-SF Ry., interlocker.
Crain MP S-427.6, KCS RR., protected by crossing gate normally set against KCS. When gate is normal, MKT trains may proceed without stopping for the crossing. (Rules 98 and 556-a).

Galena MP S-431.5, SL-SF Ry., "Stop" Signs (Rule 556).

16. YARDS PROTECTED BY YARD LIMIT BOARDS:

a. CHEROKEE DIVISION:

Parsons-North Yard, inclusive.
Muskoogee Yard-Muskoogee, inclusive.

b. CHOCTAW DIVISION:

Staley-Denison-Ray, inclusive.
Durant.
Atoka.
Stringtown.
North McAlester-Wilburton Division (MP R-1.4).
Muskoogee Yard-Muskoogee, inclusive.

c. TULSA DIVISION:

Osage.
Tulsa.

d. JOPLIN DIVISION:

Garvin.
West Mineral.
Columbus.
Military.
Galena.
Joplin.

17. WATER STATIONS OTHER THAN THOSE SHOWN ON SCHEDULE PAGES:

Name	Location
Armstrong	MP 636.6. Both tracks with current of traffic

18. BULLETIN BOOKS LOCATED AT:

Parsons: Telegraph Office Yard Office Enginehouse Crawford Avenue Psg. Station Basement	Denison: Telegraph Office Callers' Office Engineers Washroom	Ray: Telegraph Office Enginehouse	Muskoogee: Telegraph Office Yard Office Callers' Office	Osage: Telegraph Office	Tulsa: Telegraph Office Locker Room Dump Track	No. McAlester: Telegraph Office Enginehouse	Joplin: Telegraph Office
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19. STANDARD CLOCKS LOCATED AT:

Parsons: Telegraph Office, Psg. Sta. Dispatchers' Office Yard Office	Denison: Telegraph Office, Psg. Sta. Dispatchers' Office	Ray: Yard Office Enginehouse Office	Osage: Telegraph Office	Tulsa: Telegraph Office	Joplin: Telegraph Office
Muskoogee: Telegraph Office Yard Office	No. McAlester: Telegraph Office				

20. IMPAIRED CLEARANCES:

a. Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4-1/2 inches.

Division	Mile Post	Clearance
Choctaw	620.1	Bridge—both tracks.
All	Various	Swing spouts on water tanks.
All	Various	All mail cranes when pouches are hung.

b. Main track bridges and structures having vertical clearance above top of rails less than 21 feet 6 inches.

Division	Mile Post	Clearance
Choctaw	503.6	Viaduct Court Street, all tracks.
Choctaw	623.8	Overpass, northward track.
Choctaw	644.6	Overpass, both tracks.
Tulsa	Z-276.6	Overpass, Union Avenue.
Joplin	S-400.1	Bridge S-400.1
Joplin	S-440.7	Train shed, Joplin Union Station.

c. 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 side of a car while passing through bridges, by buildings, platforms and other structures alongside main and other tracks.

21. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:

Station	Location	End	Capacity
Hornor	MP 483.7	North	10
Sand Spur No. 3	MP 499.6	North	36
Rentiesville	MP 520.8	No Tracks	
Crowder	MP 551.2	North	6
Savanna	MP 574.5	North	4
Gap	MP 591.6	North	4
Horn	MP 595.9	Both	20
Wasseta (Northward track)	MP 633.4	North	2
Armstrong (Southward track)	MP 636.6	Both	14
Star Valley	MP S-404.5	North	7
Abbey	MP S-418.0	Both	52
Quaker	MP S-424.2	Both	23
Crain	MP S-427.8	North	7

Chitwood	MP S-437.3	North	20
Bear Mountain	MP S-437.5	Both	5
Ellis	MP Z-262.4	Both	20
Fair Grounds Spur	MP Z-281.0	North	50
Oneta	MP Z-296.9	Both	20
Tulahassee	MP Z-318.4	Both	20
Anchor	MP Z-319.8	North	15
Benmartin	MP Z-320.4	South	5
Sand Spur No. 1	MP Z-322.6	South	50
Potato Spur	MP Z-323.5	South	7
Sand Spur No. 2	MP Z-323.6	South	80
Richville	MP R- 6.3	South	Mine Track
Carbon	MP R- 8.0	Both	Mine Track
Gaines	MP R-11.5	North	9
Manning	MP R-15.0	South	Mine Track
Drumb	MP R-18.3	South	Mine Track
Degman	MP R-24.4	North	Mine Track

22. MAIL CRANES LOCATED AT OTHER THAN STATIONS

SHOWN ON SCHEDULE PAGES:
Cherokee Division—East side main trackM.P. 501.
Choctaw Division—RentiesvilleM.P. 520.8
CrowderM.P. 551.2
SavannaM.P. 574.5

23. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES: (For revenue passengers only, unless otherwise provided).

a. CHEROKEE DIVISION:

No. 3 at any station to discharge or receive.
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 Muskoogee and Parsons to receive for Kansas City and stations South Mound to St. Louis, inclusive.
No. 7 at Vinita and Pryor to receive for south of Denison and discharge from Kansas City.
No. 8 at Pryor and Vinita to receive for Kansas City and discharge from south of Denison.

b. CHOCTAW DIVISION:

Train	Station
3, 4	MP 520.8 Rentiesville
3	MP 551.2 Crowder
3	MP 574.5 Savanna

No. 1 at Durant to discharge from St. Louis.
No. 2 at Durant to receive for St. Louis.
No. 5 at any station to discharge from Kansas City and from stations South Mound to St. Louis, inclusive.
No. 6 at any station to receive for Kansas City and stations South Mound to St. Louis, inclusive.
No. 7 at Durant to receive for Wichita Falls, Ft. Worth, Dallas and beyond and discharge from Muskoogee and north.
No. 8 at Durant to receive for Kansas City and discharge from south of Denison.

c. FOLLOWING FREIGHT TRAINS CARRY PASSENGERS:

Nos. 96 and 97—Joplin Division
Nos. 92 and 93—Wilburton Branch

24. ENGINE WHISTLE SIGNAL CODE, INTERLOCKER PLANTS:

a. SL-SF Interlocker, Parsons:

Cherokee Division main track	o	o	o
Osage Division main track	o	o	o
Joplin track to Cherokee Division main track	o	o	o
Through South Crossover	o	o	o
Through North Crossover	o	o	o
Joplin track to Osage Division main track	o	o	o

25. WATCH INSPECTORS:

St. Louis, Mo.	American Railroad Time Service, 720 Olive Street.
Parsons, Kansas	Pfeiffer Jewelry Co., 1810 Main St. F. G. Winkler, 1802 Main St.
Vinita, Okla.	Vinita Jewelry Shoppe.
Muskogee, Okla.	Standard Jewelry Co.
McAlester, Okla.	C. A. White.
Denison, Texas	J. B. Rockwell.
Joplin, Mo.	S. M. Molloy.
Tulsa, Okla.	Grays Jewelers.

26. 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

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

- Z—Tulsa Division
- S—Joplin Division
- R—Wilburton Branch

27. RULES GOVERNING OPERATION OF DIESEL POWER AND OSCILLATING SIGNAL LIGHT.

a. Headlight on Diesel engines in road service must be burning dimly during daylight hours except will be extinguished when train turns out to meet another and has stopped clear of main track.

b. Unless authorized Diesel-Electric locomotives shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail greater than shown below:

Type of Diesel Locomotive	Depth of Water over Top of Rail
Passenger (36" wheels)	.3 inches
Freight (40" wheels)	.5 inches
Switch (40" wheels)	.5 inches
Rail Cars (M-11 and M-12) (36" wheels)	.3 inches
Maximum speed in all cases shall not exceed three miles per hour.	

c. MARS OSCILLATING HEADLIGHT.

Certain Diesel engines are equipped with both a straight beam headlight and Mars Oscillating signal light. The straight beam headlight will be displayed in conformity with Rules 17 and 17(a) of Rules and Instructions of the Transportation Department. Mars Oscillating signal light is arranged to display either an oscillating white or red light. Except when display of oscillating red light is required by these special instructions, oscillating white light will be displayed between hours of sunset and sunrise and during daylight hours when weather conditions would impair vision and obscure the observance of an approaching train.

When a train becomes disabled or makes a sudden stop due to unusual occurrence or when an adjacent track is obstructed, or there is possibility of adjacent track being obstructed, if oscillating red light is not displayed automatically, enginemen must immediately display it by manual operation.

When protection of front of train is required, enginemen will immediately display oscillating red light.

When occupying main track meeting an opposing train, oscillating red light will be displayed. This operation automatically cutting out the regular headlight. Oscillating red light may be extinguished after switch has been set for opposing train to enter siding, this operation automatically cutting in the regular headlight unless it has been cut out by its regular control switch.

Oscillating signal light will be extinguished:

When train turns out to meet another and has stopped clear of main track or is standing to meet a train at end of double track or junction. When standing or moving backwards in yards where yard engines are employed.

d. MARS OSCILLATING EMERGENCY REAR END LIGHT will be

displayed automatically, when control switch is in the "AUTOMATIC" position, either by an emergency application of the air brakes or by a reduction in train speed to approximately 20 miles per hour, depending on which type of control is used. Should automatic feature fail to function from an emergency application of the air brakes or at reduced train speed when control device is actuated by axle generator voltage, a trainman will display the light manually. Enginemen observing the emergency red light displayed on head or rear end must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for movement of the train. This rule in effect at all hours.

The use of the emergency red headlight and rear end light does not in any way relieve enginemen and trainmen from complying with Rules 99 and 442.

Enginemen and trainmen must familiarize themselves with the operation of these lights.

EMPLOYEES' HOSPITAL ASSOCIATION:

Dr. Roland S. Kieffer, Chief Surgeon, 1831 Railway Exchange Bldg., St. Louis, 1, Mo.

STATION	NAME	
Adair	L. C. White	
Atoka	J. S. Fulton	
	C. D. Dale	
Broken Arrow	W. H. Newlin	
Caddo	Roy. L. Cochran	
Checotah	R. W. Stoner	
	A. J. Snelson	
Chetopa	R. L. Von Trebra	
Columbus	C. C. Fuller	
Denison	Charles B. Truett, Divn. Surgeon Security Bldg.	
	W. D. Blassingame, Asst. Division Surgeon	
	M. R. T. Hospital	
	J. E. Meador, Oral Surgeon, Security Bldg.	
	F. F. Fowler, Divn. Oculist, Security Bldg.	
Durant	W. K. Haynie	
	Charles G. Price	
Eufaula	Wm. A. Tolleson	
Galena	J. Howard Baker	
Joplin	Dr. Frank James	
Kiowa	R. L. Neff	
McAlester	H. A. Ellis	
	L. S. Willour	
	T. H. McCarley	
	L. C. Kuyrekendall, Oculist	
Muskogee	I. B. Oldham, Jr., Divn. Surgeon	
	426 N. Sixth St.	
	J. A. Rafter, Asst. Divn Surgeon,	
	210 Manhattan Bldg.	
	I. C. Wolfe, Asst. Divn Surgeon,	
	426 N. Sixth St.	
	J. L. Blakemore, Commercial Bk. Bldg.	
	30 1 56	
	F. G. Dorwart, 510 South 11th St.	
	J. Meyes Thompson, Oral Surgeon,	
	Commercial Bank Bldg.	
	M. K. Thompson, Oculist, Surety Bldg.	
North McAlester	Elbert H. Shuller	
Osage	I. J. Waxie	
Parsons	M. M. Carmichael, Divn. Surgeon	
	N. C. Morrow, Divn. Surgeon, MKT Hospital	
	A. C. Baird, Divn. Surgeon	
	J. D. Pace, Asst. Divn. Surg., MKT Hospital	
	T. D. Blasdel, Oculist, 110 S. 18th St.	
	G. K. Giessmann, Oral Surgeon,	
	122½ Main	
	J. E. Lightfoot, Oral Surg., 115½ S. 18th St.	
Porter	W. R. Joblin	
Pryor	E. H. Werling	
	V. D. Herrington	
Tulsa	Fred E. Woodson, Medical Arts Bldg.	
	Fred A. Glass, Medical Arts Bldg.	
	J. F. Gorrell, Oculist, Medical Arts Bldg.	
	W. Albert Cook, Oculist, Medical Arts Bldg	
Vinita	W. R. Marks	
	J. B. Darrough	
Wagoner	D. G. Divine	
Welch	J. O. Bradshaw	
Wilburton	G. R. Booth	

SPEED TABLE.

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	Min.	Sec.		Min.	Sec.
6	10		46	1	18
8	7	30	47	1	17
10	6		48	1	15
12	5		49	1	13
15	4		50	1	12
16	3	45	51	1	11
17	3	31	52	1	09
18	3	20	53	1	08
19	3	9	54	1	07
20	3		55	1	06
21	2	51	56	1	05
22	2	43	57	1	03
23	2	36	58	1	02
24	2	30	59	1	01
25	2	24	60	1	
26	2	18	61	0	59
27	2	13	62	0	58
28	2	8	63	0	57
29	2	4	64	0	56
30	2		65	0	55
31	1	56	66	0	55
32	1	52	67	0	54
33	1	49	68	0	53
34	1	46	69	0	52
35	1	43	70	0	51
36	1	40	71	0	51
37	1	37	72	0	50
38	1	35	73	0	49
39	1	32	74	0	49
40	1	30	75	0	48
41	1	28	76	0	47
42	1	26	77	0	47
43	1	24	78	0	46
44	1	22	79	0	46
45	1	20	80	0	45