

MAKE EVERY TRIP A SAFETY TRIP



H. C. PAGEL - A. B. McCORMICK
Assistant Superintendents

H. L. CRITTENDEN
Road Foreman of Engines

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

| | |
|-----------------------|----------------------|
| J. D. GARRISON | R. O. MORRIS |
| U. MOORE | W. N. TAYLOR |
| WM. O'DELL | F. C. DAVIS |
| D. MILLER | Q. W. SCHROER |
| J. E. DWYER | B. F. DALEY |

Train Dispatchers



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

Missouri-Kansas-Texas Railroad Company

EMPLOYEES'

TIME TABLE

No. 26-A

SOUTHERN DIVISION

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

Sunday, June 1, 1952

Superseding Previous Time Table

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

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

C. T. WILLIAMS, Superintendent **L. M. STUART,** General Superintendent of Transportation **H. M. WARDEN,** Vice-President and General Manager

B. A. McDONALD,
Superintendent of Rules-Safety

MAXIMUM SPEED MPH—DIESEL OPERATION

OBSERVING PERMANENT SPEED RESTRICTION SIGNS, SPEED RESTRICTIONS OR OTHER RESTRICTIVE CONDITIONS.

| Between | Parsons & Staley | Stringtown & Staley Northward Track | Staley & Denison | Staley & Ray | Garvin & MP S-435.6 | MP S-435.6 & Joplin | Osage & Chase | Wilburton Sub-Div. | All Sub-Divisions |
|---|--|-------------------------------------|------------------|--------------|---------------------|---------------------|---------------|--------------------|-------------------|
| Passenger Trains | 75 | 60 | 70 | 30 | 35 | 15 | 45 | 20 | |
| Freight Trains and Light Engines | 55 | 50 | 30 | 30 | 35 | 15 | 40 | 20 | |
| Freight engines handling passenger trains— Road and Switch Engines or Road switchers | Authorized passenger train speed, but not exceeding 65 MPH. | | | | | | | | |
| Yard Service | | | | | | | | | 25 |
| Towed in Train | 45 | 45 | 30 | 30 | 20 | 15 | 20 | 15 | |
| <u>Trains Handling—</u> | | | | | | | | | |
| Steam Derrick | 40 | 40 | 30 | 30 | 20 | 10 | 30 | 10 | |
| Ditchers (Boom attached) | 30 | 30 | 30 | 20 | 20 | 10 | 30 | 10 | |
| Scale Test Car X-1658 See Note 3)..... | 25 | 25 | 25 | 20 | 20 | 10 | 25 | 10 | |
| Pile Drivers | 30 | 30 | 30 | 20 | 20 | 10 | 30 | 10 | |
| <u>Through Turnouts</u> | Staley and Stringtown, 40 MPH; South Switch Siding, Vinita, 35 MPH. All Others: Psgr. 20 MPH, Frt. 15 MPH. | | | | | | | | |

Road and Switch Engines or Road Switchers

Handle next to pulling locomotive of through train and behind short cars of train setting out or picking up. Exception—as provided in Note 1 and Note 2.

Any Engine

Must have air brakes in operation and when set out, coupled to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and it must not be placed next to cars of pipe, poles, piling or loads liable to shift.

Supplement to Rule 10(h), Permanent Speed Restriction Signs:

(a) Where in service in certain territories, (Yellow Sign Black Numerals) located as near one (1) mile as conditions will permit in advance of where speed restricted. Resume Speed Sign (Green) at point where restrictions end.

(b) Where in service in certain territories, (Reflector Type), Advance Warning sign (⚡) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign (⚡), at point where speed restricted and Resume Speed Sign (⚡) at end of restriction. Psgr. trains not exceed speed shown on Speed Restriction Signs. Frt. trains and light engines reduce to 10 MPH below speed shown on Speed Restriction Signs, but not exceed maximum speed provided for Frt. trains and Light engines.

(c) All territories are protected by Permanent Speed Signs indicated in either item (a) or item (b).

NOTE 1—When more than one unit of switch engine or road switcher space 5 cars apart.

NOTE 2—All 70-ton Road Switchers to be handled next ahead of caboose.

NOTE 3—Scale test car X-1658 to be handled next ahead of caboose.

TONNAGE RATINGS

ENGINES

| FROM | TO | Frt. 4500 HP | Cars | Frt. 3000 HP ALCO | Cars | Road Switchers | Cars |
|--------------------|--------------------|--------------|------|-------------------|------|----------------|------|
| Parsons..... | Muskogee..... | 7200 | 180 | 5600 | 120 | 1900 | 60 |
| Welch..... | Muskogee..... | 8900 | 180 | 6400 | 120 | 2500 | 60 |
| Muskogee..... | Parsons..... | 7200 | 180 | 5600 | 120 | 2400 | 60 |
| Muskogee..... | Wagoner..... | 8350 | 180 | 7350 | 120 | 2750 | 60 |
| Garvin..... | Parsons..... | 9200 | 180 | 8700 | 120 | 3600 | 90 |
| Muskogee..... | Staley..... | 6520 | 163 | 4100 | 105 | 2175 | 50 |
| No. McAlester..... | Staley..... | 7600 | 180 | 6975 | 120 | 3000 | 60 |
| Staley..... | Ray..... | 4320 | 108 | 3600 | 72 | 1440 | 36 |
| Ray..... | Muskogee..... | 5400 | 135 | 4000 | 90 | 1800 | 45 |
| Ray..... | Stringtown..... | 7200 | 180 | 5600 | 120 | 2400 | 60 |
| Stringtown..... | Burg..... | 6400 | 160 | 4000 | 105 | 2125 | 53 |
| Burg..... | No. McAlester..... | 7200 | 180 | 5600 | 120 | 2400 | 60 |
| Ray..... | Colbert..... | 5230 | 150 | 4200 | 100 | 1740 | 50 |
| Checotah..... | Muskogee..... | | | | | 3000 | 75 |
| Parsons..... | Joplin..... | | | | | 1760 | 44 |
| Columbus..... | Military..... | | | | | 3000 | 75 |
| Joplin..... | Parsons..... | | | | | 2240 | 56 |
| Military..... | Columbus..... | | | | | 3000 | 75 |
| Columbus..... | Garvin..... | | | | | 3120 | 78 |
| Muskogee..... | Osage..... | | | | | 1850 | 45 |
| Tulsa..... | Osage..... | | | | | 2800 | 70 |
| Osage..... | Muskogee..... | | | | | 1950 | 45 |
| Osage..... | MP Z-275..... | | | | | 3500 | 88 |
| Chase..... | Muskogee..... | | | | | 2800 | 70 |
| No. McAlester..... | Chilli..... | | | | | 1500 | 40 |
| Chilli..... | No. McAlester..... | | | | | 1500 | 40 |

For each car in excess of number shown deduct 10 tons from the rating, and for each car less than the number shown add 10 tons to the rating shown above.

| THIRD CLASS | | | Second Class | FIRST CLASS | | | Distance from St. Louis | TIME TABLE No. 26-A | | Symbols and Capacity of Sidings | FIRST CLASS | | | THIRD CLASS | | |
|-------------|----------|---------|--------------|-------------|----------|---------|-------------------------|-------------------------------------|--|---------------------------------|-------------|---------|---------|-------------|---------|---------|
| 71 | 75 | 81 | | 5 | 7 | 1 | | Effective 12:01 A. M. June 1, 1952 | | | 2 | 8 | 6 | 74 | 78 | 72 |
| Freight | Freight | Freight | | Psg. | Psg. | Psg. | | STATIONS | | | Psg. | Psg. | Psg. | Freight | Freight | Freight |
| Daily | Daily | Daily | | Daily | Daily | Daily | | | | | Daily | Daily | Daily | Daily | Daily | Daily |
| PM 4.00 | AM 12.40 | AM 7.30 | | | | | 386.0 | NORTH YARD | | DFSOP TYW Yd | | | | AM 10.00 | PM 6.00 | PM 8.30 |
| | | | | PM 12.10 | AM 12.35 | | 386.6 | PARSONS W | | P Yd | | AM 5.35 | PM 6.05 | | | |
| 4.06 | 12.45 | 7.35 | | 12.12 | 12.37 | | 387.1 | N POOLE SL-SF Interlocking JG | | | | 5.29 | 5.56 | 9.49 | 5.37 | 8.07 |
| | | | | | | | 394.4 | GARVIN | | PY | | | | | | |
| 4.20 | 12.55 | 7.45 | f | 12.20 | 12.45 | | 395.5 | LABETTE | | P 121 | | 5.20 | f 5.45 | 9.37 | 5.25 | 7.55 |
| 4.29 | 1.03 | 7.53 | s | 12.25 | 12.50 | | 400.9 | N OSWEGO SL-SF Interlocking OW | | PY 100 | | 5.14 | s 5.33 | 9.28 | 5.15 | 7.46 |
| 4.51 | 1.15 | 8.05 | s | 12.38 | 12.59 | | 410.2 | N CHETOPA Mo. Pac. Interlocking CP | | P 96 | | 5.03 | s 5.15 | 9.13 | 4.51 | 7.30 |
| 5.05 | 1.23 | 8.13 | | 12.46 | 1.04 | | 416.1 | RUSSELL | | P 118 | | 4.56 | 5.05 | 9.04 | 4.40 | 7.20 |
| 5.18 | 1.30 | 8.20 | f | 12.51 | 1.09 | | 421.4 | D WELCH WH | | P 100 | | 4.51 | f 4.57 | 8.55 | 4.28 | 7.12 |
| 5.27 | 1.37 | 8.27 | s | 12.58 | 1.14 | | 426.6 | D BLUE JACKET BJ | | P 112 | | 4.46 | s 4.49 | 8.47 | 4.12 | 7.00 |
| 5.37 | 1.46 | 8.36 | | 1.07 | 1.20 | | 433.9 | KELSO | | P 100 | | 4.39 | 4.38 | 8.36 | 3.52 | 6.48 |
| 5.43 | 1.51 | 8.41 | | 1.11 | 1.24 | | 438.0 | WINDERS | | P 94 | | 4.35 | 4.32 | 8.20 | 3.40 | 6.35 |
| 5.45 | 1.53 | 8.43 | s | 1.14 | s 1.25 | AM 1.05 | 439.0 | N VINITA SL-SF Interlocking VN | | PWY 98 | AM 12.40 | s 4.33 | s 4.28 | 8.15 | 3.35 | 6.30 |
| 6.10 | 2.04 | 8.53 | f | 1.26 | 1.32 | 1.12 | 446.8 | D BIG CABIN BG | | P 102 | 12.28 | f 4.15 | 8.03 | 3.11 | 6.10 | |
| 6.21 | 2.14 | 9.02 | f | 1.35 | 1.39 | 1.19 | 454.4 | D ADAIR X | | P 150 | 12.20 | f 4.07 | 7.52 | 2.56 | 5.59 | |
| 6.27 | 2.19 | 9.06 | | 1.39 | 1.42 | 1.22 | 457.9 | GREEN | | P 91 | 12.16 | 4.13 | 4.03 | 7.46 | 2.46 | 5.53 |
| 6.34 | 2.27 | 9.13 | s | 1.48 | s 1.49 | 1.27 | 463.7 | N PRYOR CU | | PW100 | 12.10 | 4.06 | s 3.57 | 7.37 | 2.30 | 5.45 |
| 6.41 | 2.34 | 9.19 | | 1.53 | 1.54 | 1.32 | 468.6 | SMITH | | P 100 | 12.05 | 3.58 | 3.47 | 7.28 | 2.21 | 5.37 |
| 6.47 | 2.39 | 9.23 | f | 1.57 | 1.57 | 1.35 | 472.2 | D CHOUTEAU AU | | P 99 | AM 12.01 | f 3.54 | f 3.42 | 7.23 | 2.15 | 5.25 |
| 6.55 | 2.47 | 9.29 | f | 2.04 | 2.02 | 1.40 | 477.7 | MAZIE | | P 102 | 11.56 | f 3.49 | f 3.37 | 7.15 | 2.04 | 5.15 |
| 7.10 | 3.01 | 9.40 | | 2.14 | 2.10 | 1.48 | 487.0 | VANN | | P 98 | 11.47 | 3.39 | 3.26 | 7.02 | 1.35 | 5.03 |
| 7.12 | 3.03 | 9.42 | s | 2.19 | 2.11 | 1.49 | 488.1 | N WAGONER Mo. Pac. Interlocking A | | PY 97 | 11.46 | s 3.37 | s 3.22 | 7.00 | 1.30 | 5.01 |
| 7.21 | 3.11 | 9.49 | | 2.25 | 2.17 | 1.54 | 494.1 | GIBSON | | P 100 | 11.41 | 3.31 | 3.16 | 6.51 | 1.20 | 4.50 |
| 7.30 | 3.26 | 9.54 | | 2.30 | 2.21 | 1.58 | 498.6 | CHASE | | P 64 | 11.36 | 3.26 | 3.11 | 6.43 | 1.10 | 4.40 |
| 7.40 | 3.40 | 10.00 | | | | | 503.1 | N KOG Interlocking MUSKOGEE YARD UX | | SPOW DFTY Yd | | | | 6.35 AM | 1.00 PM | 4.30 PM |
| | | | | 2.40 PM | 2.30 AM | 2.05 AM | 503.6 | MUSKOGEE M | | PW Yard | 11.30 PM | 3.20 AM | 3.05 PM | | | |
| 71 | 75 | 81 | | 5 | 7 | 1 | | 117.6 | | | | | | | | |
| 81.9 | 89.0 | 47.0 | | 46.8 | 61.0 | 64.6 | | Average Speed Per Hour | | | | | | | | |
| | | | | | | | | | | | 55.4 | 52.0 | 39.2 | 34.4 | 23.5 | 29.4 |

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

SOUTHWARD TRAINS CHOCTAW SUBDIVISION

SOUTHWARD TRAINS

NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 2.
 NO. 2 IS SUPERIOR TO ALL TRAINS.
 NO. 6 RUN VIA SOUTHWARD TRACK STALEY TO DURANT. (SEE TIME TABLE INSTRUCTION 1-E).

| FOURTH CLASS | | THIRD CLASS | | Distance from St. Louis | TIME TABLE No. 26-A Effective 12:01 A. M. June 1, 1952 | STATIONS | Symbols and Capacity of Sidings | FIRST CLASS | | | SECOND CLASS |
|-------------------|-----------------|-------------|---------|-------------------------|--|--------------------|---------------------------------|-------------|-----------|-----------|--------------|
| 95 | 93 | 71 | 75 | | | | | 1 | 7 | 5 | 81 |
| Way | Way | Freight | Freight | | | | | Passenger | Passenger | Passenger | Freight |
| Daily except Sun. | Mon.-Wed Friday | Daily | Daily | | | | | Daily | Daily | Daily | Daily |
| | AM 7.30 | PM 8.10 | AM 4.10 | 503.1 | MUSKOGEE YARD | DFSOPT YW Yard | | | | | AM 10.15 |
| | | | | 503.6 | 0.5 MUSKOGEE M | W Yard | AM 2.20 | AM 2.40 | PM 2.55 | | |
| | | | | 503.9 | 0.3 N SL-SF—MV Interlocking SU | | | | | | |
| | | | | 510.4 | 6.5 MEYER | P 101 | 2.27 | 2.55 | 3.04 | | 10.27 |
| | 7.45 | 8.25 | 4.25 | 517.0 | 6.6 OKTAHA | P 100 | 2.33 | 3.03 | f 3.11 | | 10.36 |
| | | | | 524.8 | 7.8 N CHECOTAH VR | PW 150 | 2.40 | 3.11 | s 3.24 | | 10.46 |
| | 8.03 | 8.35 | 4.35 | 529.8 | 5.0 BOND | P 97 | 2.45 | 3.16 | 3.30 | | 10.52 |
| | | | | 538.1 | 8.3 N EUFAULA EA | P 95 | 2.54 | 3.24 | s 3.42 | | 11.03 |
| | 8.20 | 8.47 | 4.47 | 542.7 | 4.6 HENLEY | P 81 | 2.59 | 3.29 | 3.47 | | 11.10 |
| | 8.35 | 8.54 | 5.08 | 547.2 | 4.5 D CANADIAN SI | P 99 | 3.04 | 3.33 | f 3.53 | | 11.17 |
| | 9.05 | 9.10 | 5.20 | 553.3 | 6.1 REAMS | P 106 | 3.10 | 3.39 | 4.02 | | 11.25 |
| | 9.30 | 9.20 | 5.27 | 561.1 | 7.8 HANKS | P 80 | 3.17 | 3.46 | 4.10 | | 11.36 |
| | 9.45 | 9.28 | 5.36 | 564.2 | 3.1 D NORTH McALESTER MC | SOP YW Yard | 3.20 | 3.50 | 4.15 | | 11.41 |
| AM 6.15 | 10.35 AM | 10.13 | 6.02 | 566.0 | 1.8 N McALESTER MA | Y Yard | s 3.24 | s 4.10 | s 4.30 | | 11.45 |
| | | | | 569.0 | 3.0 C.R.I. & P. Crossing—Gate | P 96 | 3.27 | 4.14 | 4.35 | | 11.49 |
| 6.25 | | 10.50 | 6.07 | 573.1 | 4.1 FRINK | P 95 | 3.31 | 4.18 | 4.39 | | 11.55 |
| 6.35 | | 11.05 | 6.14 | 576.3 | 3.2 NAVY | P 81 | 3.34 | 4.21 | 4.43 | | 11.59 |
| 6.45 | | 11.16 | 6.20 | 582.8 | 6.5 D BREWER | P 111 | 3.40 | 4.27 | f 4.54 | | PM 12.07 |
| 6.55 | | 11.39 | 6.25 | 587.6 | 4.8 KIOWA KY | PW111 | 3.45 | 4.32 | 4.59 | | 12.13 |
| 7.35 | | 11.54 | 6.35 | 594.0 | 6.4 GRACE | P 123 | 3.51 | 4.38 | 5.05 | | 12.20 |
| 7.50 | AM 12.05 | 6.43 | | 598.4 | 4.4 BURG | P 106 | 3.55 | 4.42 | 5.10 | | 12.32 |
| 8.13 | | 12.20 | 6.52 | 602.6 | 4.2 N FLORA | Yard | 4.00 | 4.46 | f 5.15 | | 12.38 |
| 8.23 | | 12.35 | 6.59 | 609.6 | 7.0 N STRINGTOWN ST | P 112 | 4.07 | 4.53 | s 5.23 | | 12.49 |
| 8.55 | | 12.50 | 7.05 | 615.0 | 5.4 D ATOKA DK | C'overs 97 YW P Yd | 4.13 | 4.58 | f 5.29 | | 12.58 |
| 9.15 | | 1.15 | 7.16 | 621.6 | 6.6 TUSHKA | P Cr'over | 4.19 | 5.04 | f 5.36 | | 1.09 |
| 9.30 | | 1.35 | 7.28 | 630.2 | 8.6 CANEY | P Cr'over | 4.28 | 5.12 | f 5.46 | | 1.24 |
| 9.45 | | 1.50 | 7.40 | 641.4 | 11.2 CADDO | Crossover PW Yd | 4.41 | s 5.35 | s 6.07 | | 1.41 |
| 10.01 | | 2.05 | 8.00 | 646.4 | 5.0 KOG Interlocking N SL-SF DURANT Int DU | Crossover P 45-SB | 4.47 | 5.43 | f 6.17 | | 1.50 |
| 10.30 | | 2.35 | 8.21 | 653.2 | 6.8 CALERA | P 48 | 4.54 | 5.50 | f 6.29 | | 2.00 |
| 10.40 | | 2.50 | 8.30 | 655.9 | 2.7 COLBERT | P Yd | 4.57 | 5.54 | 6.34 | | 2.05 PM |
| 10.52 | | 3.10 | 8.42 | 656.2 | 0.3 N SL-SF North Jct. Inter. | | | | | | |
| 11.01 AM | | 3.20 AM | 8.50 AM | 660.9 | 0.3 SL-SF South Jct. Inter. | | | | | | |
| | | | | 661.9 | 4.7 N DENISON WD | DF SOP WTY Yard | 5.05 AM | 6.05 AM | 6.45 PM | | 2.30 PM |
| 12.01 PM | | 4.00 AM | 9.30 AM | | N RAY RA | | | | | | |
| 95 | 93 | 71 | 75 | | 158.8 | | 1 | 7 | 5 | 81 | |
| 16.9 | 19.8 | 20.3 | 29.8 | | Average Speed Per Hour | | 57.2 | 46.0 | 41.0 | 37.4 | |

Automatic Block Signals

Two Main Tracks

| FIRST CLASS | | | TIME TABLE No. 26-A Effective 12:01 A. M. June 1, 1952 | THIRD CLASS | | | FOURTH CLASS | |
|-------------|-----------|-----------|--|-------------|--------------|--------------|------------------------|-----------------------|
| 2 | 6 | 8 | | 74 | 78 | 72 | 94 | 92 |
| Passenger | Passenger | Passenger | | Freight | Freight | Freight | Way | Way |
| Daily | Daily | Daily | | Daily | Daily | Daily | Daily Ex- cept Sun. | Tuesday Thur.-Sat. |
| | | | MUSKOGEE YARD 0.5 | AM 5.50 | PM 12.01 | PM 4.00 | | PM 1.00 |
| | | | MUSKOGEE M 0.3 | | | | | |
| | | | N SL-SF—MV Interlocking SU 6.5 | | | | | |
| | | | MEYER 6.6 | 5.34 | 11.45 | 3.47 | | 12.35 |
| | | | OKTAHA 7.8 | 5.25 | 11.34 | 3.38 | | 12.15 PM |
| | | | N CHECOTAH VR 5.0 | 5.15 | 11.20 | 3.24 | | 11.50 |
| | | | BOND 8.3 | 5.08 | 10.52 | 3.03 | | 11.36 |
| | | | N EUPAULA EA 4.6 | 4.52 | 10.29 | 2.52 | | 11.03 |
| | | | HENLEY 4.6 | 4.45 | 10.18 | 2.45 | | 10.18 |
| | | | D CANADIAN SI 6.1 | 4.39 | 10.10 | 2.38 | | 9.50 |
| | | | REAMS 7.8 | 4.31 | 10.01 | 2.29 | | 9.25 |
| | | | HANKS 3.1 | 4.20 | 9.47 | 2.17 | | 9.10 |
| | | | D NORTH McALESTER MC 1.8 | 4.14 | 9.40 | 2.10 | PM 1.00 | 9.00 AM |
| | | | N McALESTER MA C.R.I.&P. Crossing - Gate 3.0 | 4.10 | 9.30 | 2.01 | 12.45 | |
| | | | FRINK 4.1 | 3.46 | 9.20 | 1.50 | 12.35 | |
| | | | NAVY 3.2 | 3.31 | 9.10 | 1.40 | 12.10 PM | |
| | | | BREWER 6.5 | 3.16 | 9.02 | 1.30 | 11.59 | |
| | | | D KIOWA KY 4.8 | 3.08 | 8.40 | 1.18 | 11.30 | |
| | | | GRACE 6.4 | 3.01 | 8.25 | 1.08 | 11.18 | |
| | | | BURG 4.4 | 2.51 | 8.13 | 12.54 | 11.05 | |
| | | | FLORA 4.2 | 2.44 | 8.03 | 12.46 | 10.55 | |
| | | | N STRINGTOWN ST End Two Main Tracks 7.0 | 2.37 | 7.53 | 12.38 | 10.45 | |
| | | | D ATOKA DK 5.4 | 2.28 | 7.40 | 12.19 PM | 10.30 | |
| | | | TUSHKA 6.6 | 2.20 | 7.29 | 11.57 | 10.15 | |
| | | | CANEY 8.6 | 2.10 | 7.19 | 11.45 | 10.00 | |
| | | | CADDO 11.2 | 1.57 | 7.06 | 11.30 | 9.30 | |
| | | | KOG Interlocking N SL-SF DURANT Int DU 5.0 | 1.39 | 6.48 | 11.16 | 9.00 | |
| | | | CALERA 6.8 | 1.30 | 6.38 | 11.05 | 7.50 | |
| | | | COLBERT 2.7 | | | | | |
| | | | N STALEY BF SL-SF North Jct. Inter. 0.3 | 1.15 AM | 6.20 AM | 10.50 AM | 7.30 AM | |
| | | | SL-SF South Jct. Inter. 4.7 | | | | | |
| | | | N DENISON WD | | | | | |
| | | | N RAY RA | 1.00 AM | 6.00 AM | 10.30 AM | 7.00 AM | |
| | | | 158.8 | 74 | 78 | 72 | 94 | 92 |
| | | | Average Speed Per Hour | 32.9 | 26.4 | 28.9 | 16.3 | 15.3 |
| | | | 2 | 6 | 8 | | | |
| | | | 59.0 | 42.9 | 51.3 | | | |

NO. 2 IS SUPERIOR TO ALL TRAINS.
 No. 6 RUN VIA SOUTHWARD TRACK STALEY TO DURANT. (SEE TIME TABLE INSTRUCTION 1-E).
 NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 2.

| Southward Trains | | | TULSA SUBDIVISION | | Northward Trains | | |
|------------------|--|--------------------|---------------------------------------|--|---------------------------------|----------------------|--------------|
| Fourth Class | | Second Class | TIME TABLE No. 26-A | | | Second Class | Fourth Class |
| 475 | | 57 | Effective 12:01 A. M. June 1, 1952 | | Symbols and Capacity of Sidings | 54 | 470 |
| Freight | | Mixed | STATIONS | | | Mixed | Freight |
| Daily | | Daily | | | | Daily | Daily |
| AM 6.00 | | PM 3.25 | 245.2 | N OSAGE JN | Yard WOYPT | PM 1.25 | AM 12.10 |
| 6.20 | | s 3.40 | 252.7 | 7.5 PRUE | P 60 | s 1.10 | 11.50 |
| 6.50 | | f 4.05 | 267.0 | 14.3 WEKIWA | P 70 | f 12.40 | 11.20 |
| 7.01 | | s 4.12 | 270.8 | 3.8 SAND SPRINGS | P 80 | s 12.30 | 11.10 |
| | | | 272.4 | S. S. I. Crossing-Unprotected | | | |
| 7.30 | | f 4.27 | 277.7 | 1.6 S. S. I. Crossing-Unprotected | Yard SPYW | f 12.10 PM | 10.45 |
| | | 4.40 PM 4.45 PM | | 5.3 N TULSA KA | | 12.01 PM 10.10 AM | |
| 8.01 | | | 278.2 | 0.5 ATSF. SLSF. MV Interlocking Tulsa Union Depot | | 10.05 | |
| 8.20 | | f 5.05 | 286.8 | 8.6 TULSA U. D. CONNECTION | PW 80 | f 9.40 | 10.05 |
| 8.35 | | s 5.15 | 292.3 | 5.5 ALSUMA | P 70 | s 9.28 | 9.35 |
| 9.02 | | s 5.35 | 303.6 | 11.3 D BROKEN ARROW BA | PW 60 | s 9.02 | 9.08 |
| 9.20 | | s 5.48 | 309.2 | 5.6 D COWETA MO | P 10 | s 8.50 | 8.55 |
| 9.30 | | s 5.59 | 313.3 | 4.1 RED BIRD | P 60 | s 8.41 | 8.44 |
| 10.05 | | 6.23 | 324.0 | 10.7 D PORTER PO | 80 | 8.17 | 8.17 |
| 10.10 | | f 6.25 | 324.8 | 0.8 WYBARK | P | f 8.15 | 8.15 |
| 10.25 AM | | | 329.3 | 4.5 CHASE | Yard | | 8.00 PM |
| | | 6.40 PM | 329.8 | N KOG Interlocking UX MUSKOGEE YARD | | 8.00 AM | |
| 475 | | 57 | | 0.5 MUSKOGEE M | | | |
| 19.1 | | 26.0 | | 84.6 | | 54 | 470 |
| | | | Average Speed Per Hour | | | 15.6 | 20.3 |

WILBURTON SUBDIVISION

Southward Trains

Northward Trains

| FOURTH CLASS | | TIME TABLE No. 26-A | FOURTH CLASS |
|-----------------|-------------------------------|---------------------------------------|------------------|
| 93 | Distance from North McAlester | Effective 12:01 A. M. June 1, 1952 | 92 |
| Way | | STATIONS | Way |
| Mon. Wed., Fri. | | | Tues. Thu., Sat. |
| AM 10.45 | .0 | D N. McALESTER MC | 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 |
| 12.45 PM | 19.0 | 15.6 CHILLI | 6.30 AM |
| 93 | | 19.0 | 92 |
| 9.4 | | Average Speed Per Hour | 12.7 |

SOUTHWARD TRAINS

JOPLIN SUBDIV.

NORTHWARD TRAINS

| FOURTH CLASS | | TIME TABLE No. 26-A | Symbols and Capacity of Sidings | FOURTH CLASS |
|---------------------|-------------------------|---------------------------------------|---------------------------------|---------------------|
| 97 | Distance from St. Louis | Effective 12:01 A. M. June 1, 1952 | | 96 |
| Way | | STATIONS | | Way |
| Daily Except Sunday | | | | Daily Except Sunday |
| AM 1.30 | 394.4 | GARVIN | PY 90 | PM 10.30 |
| f 1.55 | 402.1 | 7.7 SHERMAN CITY | P 40 | f 9.50 |
| 2.07 | 406.2 | 4.1 NETTELS | P | 9.31 |
| s 2.29 | 410.0 | 3.8 N WEST MINERAL MY | SY Yd. 40 | s 9.15 |
| | 412.9 | 2.9 Mo. P. Crossing-Unprotected | | |
| | 418.3 | 5.4 NEO Crossing - Gate | | |
| | 418.7 | 0.4 SLSF Interlocking | | |
| s 4.15 | 419.0 | 0.3 N COLUMBUS CO | W Yd 21 | s 7.20 |
| | 427.6 | 8.6 KCS Crossing - Gate | | |
| s 5.30 | 429.3 | 1.7 D MILITARY RI | Y Yd 25 | s 6.01 |
| | 431.5 | 2.2 SL-SF Crossing - Gate | | |
| s 6.15 | 432.1 | 0.6 D GALENA AN | Yd. 28 | s 5.48 |
| f 6.45 | 436.0 | 3.9 FALL CITY | PY 80 | f 5.25 |
| 7.30 AM | 440.7 | 4.7 N JOPLIN JO | STOW Yard | 5.00 PM |
| 7.7 | | 46.8 | | 8.4 |

OPERATING RULES

Rule 2. Supplement to: Watches that have been examined and certified to by a designated watch inspector must be used by Superintendents, Assistant Superintendents, Trainmasters, Road Foremen of Engines, District Engineers, Roadmasters, Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Flagmen, Firemen, Hostlers, Engine Foremen, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen and any employe in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment.

The above employes, upon entering service, and annually in May, must provide themselves with Form CT-90-Standard, to be issued by designated watch inspector on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. They must submit watch for inspection and Card CT-90 Standard for making record thereon, to designated watch inspector as provided for in Rule 2 of the Uniform Code of Operating Rules (or similar Maintenance of Way Rules); except such Maintenance of Way and Bridge and Building employes who are unable to comply with this Rule monthly, must do so as nearly monthly as possible. Form CT-90 Standard must be in employe's possession while on duty and presented for examination when called for by an officer.

Rule 12(j). Supplement to: Five (5) minute yellow fuses may be used in giving hand signals as prescribed by Rule 12(j) except yellow fuses must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

Rule 14. Supplement to: In making outgoing terminal brake test, one long and one short sound of engine horn or whistle will be sounded after a signal has been received from the car inspector to apply the brakes.

Rule 17(f). Amendment to: Yard engines will display standard white headlight to the front and rear by day.



Rule 99(j). Supplement to: The following units of equipment do not actuate block signals at all times. Unless otherwise provided, flag protection must be afforded in accordance with Rule 99, including territory covered by the provisions of Rule 99(j);

- Pile Drivers
- Ballast Plows
- Sperry Detector Cars
- Weed Burners and Weed Mowers
- Clam Shell and other Material Handling Cranes.

Rule 209. Amendment to: Second paragraph is cancelled. Form "X" orders must be in handwriting.

Rules 230 and 232. Supplement to:

Nunn Type Train Order Signal

-  Aspect—Parallel with track, Green light.
Indication—Proceed, "No Orders".
Name—Clear Train Order Signal.
-  Aspect—At right angle to track, Red light.
Indication—Stop, unless clearance received.
Name—Stop Train Order Signal.

Rule 290(1). Supplement to: In ABS territory, in the absence of an Absolute Signal immediately beyond interlocking or remote control switch limits (the limits in each case being the track between the Absolute Signals) movement through interlocking or remote control switch limits under the provision of Rule 290(1) (Lunar), must comply with the provisions of Rule 350 in moving to next governing signal.

Rule 356. Supplement to: When one or more signals are taken out of service temporarily due to extending sidings, moving signals to new locations, or when signals have been knocked down or damaged, and the territory involved is less than five (5) miles, the following Form of Order may be issued:

"Signal (or signals) at (station) or (Mile Post) is (or are) temporarily out of service. The territory protected by these signals is now protected by Signals and between (Station) and (Station) (or between (Mile Post)) and (Mile Post)."

Before issuing this order, Signal Supervisor must confirm in writing that the control section has been properly extended and that proper protection will be afforded all movements. This order must not be used to cover signals nor territory involving spring or remote control switches. It must not be used except under conditions mentioned, and not when signals are out of service due to lightning burned out relays, or when waiting for material to make quick repairs, and must not be used for short periods of time.

Forms of Train Orders. Supplement to Form S-E: The following form is authorized:

"No 6 Engine 378 wait at C until 930 am for Extra 107 south
No 6 take siding C for Extra 107 south"

When a superior train is directed by Train Order Form S-E (Wait Order) to take siding for another train, such instructions, unless annulled by a subsequent Train Order, are in effect after the time stated in the order has expired, and the superior train must approach the designated point at RESTRICTED SPEED prepared to stop, expecting to find the inferior train on the main track between the siding switches without flag protection, and must take siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding.

This form of train order must not be combined with any other form of order, and may contain only one waiting point.

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 Durant. Single Track rules govern.
- f. Between Poole and Signal 3862 (Sedalia Subdivision), and between Poole and Signal 1357 (Kansas City Subdivision); trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains, engines or cars standing or moving in either direction on any track.
- g. Between SL-SF—MV Interlocking and Fon du Lac Street, Muskogee, trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains and engines or cars standing or moving in either direction on any track.
- h. Between Signal 6605 (Denison) and Denison Passenger Station trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains and engines or cars standing or moving in either direction on any track.

- i. Between Nettels and M.P. S-413 trains have no timetable superiority. Trains and engines will run at RESTRICTED SPEED expecting to find other trains and engines or cars standing or moving in either direction.

2. EXCEPTION TO RULE 5: TIMETABLE OR TRAIN ORDER

RESTRICTIONS APPLY AT:

NORTH McALESTER

(1) For first class trains and Psgr. Extras at siding between Crossovers Nos. 1 and 2.

(2) For second, third and fourth class trains and Frt. Extras, Track 8 between North switch and Crossover No. 2.

McALESTER

(1) For first class trains and Psgr. Extras at first track West of main track between South switch and Crossover No. 4.

(2) For second, third and fourth class trains and Frt. Extras at first track West of main track between South switch and Crossover No. 2.

STRINGTOWN

End of Two Main Tracks.

3. WHERE TRAINS WILL REPORT FOR CLEARANCE OTHER

THAN REQUIRED BY RULE 83(a) (last paragraph):

- Poole, instead of North Yard and Parsons—Southward Cherokee and Joplin Subdivision trains.
- Muskogee KOG Interlocking Station, instead of Muskogee and Muskogee Yard—Northward Cherokee and Tulsa Subdivision trains.
- Muskogee SL-SF-MV Interlocking Station, instead of Muskogee and Muskogee Yard—Southward Choctaw Subdivision trains.
- Staley, instead of Ray.

4. REGISTER STATIONS:

- Parsons for first class trains and passenger extras only.
- Following trains will register at other than register stations.

| <u>Station</u> | <u>Arrival</u> | <u>Departure</u> |
|--|-----------------|------------------|
| North Yard | All freight | All freight |
| Muskogee Yard | All freight | All freight |
| Muskogee Psgr. Station | No. 57 | No. 54 |
| North McAlester (Choctaw Subdivision) | All terminating | All originating |
| Ray | All terminating | All originating |

5. EXCEPTIONS TO RULE 93:

Main track yard engine and hostler movements must have train order authority between:

North yard limit sign, Hanks, and Stonewall Avenue, North McAlester.

Between M.P. 567 and South yard limit sign, Frink.

Between Signal 6573 (Staley) and Signal 6605, (Denison).

Main track yard engine and hostler movements must secure train order Form E against opposing second and inferior class trains and extra trains, or move under flag protection when unable to do so, or when time in train order has expired. A train or engine must not enter or foul a main track until main track switch has been opened three (3) minutes; then protection must be afforded against following trains except when

block signals governing movement to main track indicate proceed, or block indicator indicates "block clear", and under these conditions yard engine and hostler movements may be made ahead of overdue second and inferior class trains and extra trains. A train or engine having passed beyond the limits of a block must not back into that block without flag protection against opposing trains and engines, except on train order authority permitting reverse movement and a clear signal indication as per Rule 281 is displayed to re-enter the block. Except that train order authority not required for yard engine and hostler movements to move against other yard engine and hostler movements.

6. EXCEPTIONS TO RULE 93(a):

In the following territories, second and inferior class trains, extra trains and engines may accept a "clear" indication per Rule 281 of a block signal to supersede requirements of Rule 93(a). Rule 99(c) must be complied with.

CHOCTAW SUBDIVISION

Between North Yard limit sign, Hanks, and Stonewall Avenue, North McAlester.

Between M.P. 567 and South yard limit sign, Frink, Stringtown.

Atoka.

Durant.

Between Signal at M.P. 657.3 (Staley) and Signal at M.P. 660.5 (Denison).

Between Signal at M.P. 657.5 (Staley) and Signal at M.P. 660.0 (Freight main track, Warner Cutoff).

7. RULE 99(j) AUTHORIZED ON:

Cherokee Subdivision.

Choctaw Subdivision.

8. FORM Y TRAIN ORDER AUTHORIZED ON:

All Subdivisions.

9. SPEED AND OTHER RESTRICTIONS:

a. CHEROKEE SUBDIVISION

Oswego—Nos. 7 and 8—40 MPH passing station to dispatch mail. Vinita—15 MPH through SL-SF Connection.

40 MPH between SL-SF Interlocking Station and Station.

Muskogee—40 MPH between KOG Interlocking Station and Fon du Lac Street.

b. CHOCTAW SUBDIVISION

Muskogee—40 MPH between SL-SF-MV Interlocking Station and MP 505.

North McAlester—Engine of all trains 20 MPH over Stonewall Avenue.

McAlester—Approach CRI&P R.R. Crossing at restricted speed and engine not exceed 20 MPH over crossing.

Atoka—No. 7—50 MPH passing station to dispatch mail.

No. 8—10 MPH passing station to pick-up mail.

Durant—40 MPH with current of traffic; 10 MPH against current of traffic between KOG and SL-SF Interlocking Stations.

c. TULSA SUBDIVISION

Tulsa—20 MPH between Absolute Signals ATSF—SL-SF—MV Interlocking Station, and restricted speed between ATSF—SL-SF—MV Interlocking Station and Tulsa Union Depot.

d. DENISON-RAY TERMINAL

Denison—20 MPH over Street Crossings.
15 MPH over Puzzle Switch North of Psgr. Station.
Ray—15 MPH over Humps.
Derailing switch on main track 280 feet North of Signal 6608, North of Denison Passenger Station, is trailing for southward movements and hand operated for northward movements. It must be handled by crew of northward movements unless in charge of yardmen. This derailing switch does not actuate block signals.

Spring type derail on inbound track, Warner cutoff, 200 feet South of overhead bridge, M.P. 660.7, is trailing for southward movements, hand operated for northward movements.

Hand throw derail, 90 feet North of running track, No. 1 switch, on outbound track, Warner cutoff.
Engines must not be operated through tunnel at Ray.

e. JOPLIN SUBDIVISION

Columbus—all trains flag main street crossing.

f. ALL SUBDIVISIONS

Unless authorized, Diesel-Electric engines 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 Engine | Depth |
|--|----------|
| 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 3 M.P.H.

Capacity of Sidings as shown on schedule pages are based on 48 feet per car less 160 feet allowable for 3 unit Diesel engines.

10. CROSSOVERS:

CHECOTAH—Near center of siding.

NORTH McALESTER-MCALESTER

- 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 CRI&P R.R. Crossing.

ATOKA

- No. 1—just North of Boggy Creek.
- No. 2—just South of Court Street.
- No. 3—South end of yard.

11. MOVEMENTS BY SIGNAL INDICATION (Rules 400, 403 and 404):

- a. Between Poole and North switch siding, Labette.
- b. Between North switch siding, Chase, and Fon du Lac Street, Muskogee.
- c. Between Interlocking limits of Staley and Ray via Freight main track Warner Cutoff.

12. REMOTE CONTROL SIDINGS (Rule 425):

Vinita.

13. SPRING SWITCHES: Designated by letter "S" attached to switch stand.

| | | | |
|---------------|---------------------|----------------|----------------------|
| Garvin | North switch siding | Checotah | South switch siding |
| Chetopa | South switch siding | Bond | Both switches siding |
| Welch | North switch siding | Henley | North switch siding |
| Winders | South switch siding | Reams | Both switches siding |

| | | | |
|----------------|----------------------|------------------|----------------------|
| Adair | Both switches siding | Hanks | Both switches siding |
| Chouteau | South switch siding | McAlester | South switch siding |
| Wagoner | South switch siding | Kiowa | South switch siding |
| Gibson | North switch siding | Grace | North switch siding |
| Chase | Tulsa Subdivn. Jet. | Burg | Both switches siding |
| Meyer | Both switches siding | Stringtown | North switch siding |

East End Ray Yard, intersection of inbound track with Warner cutoff M.P. 660.1.

West End Ray Yard, West end of crossover from Pottsboro cutoff to tail track, M.P. 662.8. (Color light signal 6630, protecting this switch is affected by position of the switch, or by movement between the signal and East end of crossover, or by switch at East end of crossover, intersecting tail track, being lined for crossover. Block indicator at East end crossover must be examined before movements are made from "B" Yard onto the Pottsboro cutoff through spring switch. This indicator displays "block occupied" indication when a movement is between point one mile West of signal 6648 and spring switch at West end of crossover).

14. TWO MAIN TRACKS:

Stringtown M.P. 602.6 and Staley M.P. 655.9. Exception, timetable Rule 1(c).

15. AUTOMATIC BLOCK SIGNALS BETWEEN:

CHEROKEE SUBDIVISION

Poole and Fon du Lac Street, Muskogee.

CHOCTAW SUBDIVISION

SL-SF—MV Interlocking, Muskogee, and Stringtown.

Stringtown and Staley (Both tracks) with current of traffic ONLY—exception, between Calera and Staley, southward track both directions.

Staley and Signal 6608, Denison.

Staley and Signal 6601, Ray via Warner Cutoff.

DENISON—RAY TERMINAL

Southward movements from any point South of Signal 6585, just South of Reddam Spur, to North end of Ray Yard over Warner cutoff, must be completed by moving through spring switch on inbound track, in clear of Signal 6600, before beginning northward movement.

ALL SUBDIVISIONS

Locations where trains on siding must move to within 100 feet of low signal to receive indication.

| | |
|---------------|-----------|
| Winders | South end |
| Adair | Both ends |
| Chase | South end |

Southward trains on siding Winders may, after a northward train clears South switch and while moving North in the block, pass the southward low signal at "STOP" upon receiving an indication on southward Interlocking absolute signal permitting train to move and track is clear between South switch at Winders and absolute signal, but under no circumstances may this low signal be passed at "STOP" while southward train or engine is in block or closely approaching southward signal at North end of siding.

Northward absolute signal just South SL-SF Interlocking, Vinita, also protects northward movements over spring switch South end siding Winders.

Northward signal 4992, South end siding Chase, also protects northward movements over spring switch Tulsa Subdivision Jet.

Northward Psgr. trains stand back to clear southward movements to other tracks while absolute signal at Fon du Lac Street Muskogee remains at "STOP". If Signal is inoperative movement will be made on instructions of Yardmaster.

Northward trains holding main track at meeting point Brewer and southward trains holding main track at meeting point Flora, remain back of fouling point until approaching train passes last block signal in advance of siding switch.

a. FLOOD INDICATORS

| Location | Affects Signals |
|----------------|-----------------|
| MP 388.5 | 3871 and 3886 |
| 391.0 | 3907 and 3924 |
| 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 also lookout for track washed out or damaged by high water.

b. SLIDE INDICATORS

| Location | Affects Signals |
|----------|-----------------|
| MP 592.0 | 5905 and 5922 |
| 592.1 | 5905 and 5922 |

Trains finding these signals displaying "STOP" indication will also lookout for boulders or earth slides on track.

c. AUXILIARY SIGNALS

Color light signal on pole North of scale house near North Yard Office indicates operator Poole ready for movement;

- (1) "Green" Cherokee Subdivision.
- (2) "Yellow" Osage Subdivision.

If light absent be governed by instructions of Yardmaster.

Color light signal on pole just West of scale house, Muskogee Yard, displaying "Green", will authorize southward movements from yard to SL-SF-MV Interlocking without train orders. When light absent, be governed by instructions of Yardmaster. Light Unit located on mast of absolute signal at Fon du Lac Street, Muskogee, when displaying "Lunar" indicates No. 4 track switch located at this signal and crossover switch located in main track about 200 feet north of signal are lined for train yard, northward movements may then be made without stopping at signal. If Lunar unit is not burning, northward trains must "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 under flag protection 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.

Color lights on pole, opposite Stock Yard, Muskogee, indicates operator is ready for movement and classification signals to be displayed:

- (1) "Green"—Cherokee Subdivision.
- (2) "Yellow"—Tulsa Subdivision.

(3) "Black letter S" lighted back ground—display green classification signals.

(4) "Black letter X" lighted back ground—display white classification signals.

If light absent be governed by hand or lamp signal from Operator.

16. RAILROAD CROSSINGS:

CHEROKEE SUBDIVISION

Poole—M.P. 387.1, SL-SF R.R., Interlocking.
 Oswego—M.P. 400.9, SL-SF R.R., Interlocking.
 Chetopa—M.P. 410.2, Mo. Pac. R.R., Interlocking.
 Vinita—M.P. 439.0, SL-SF R.R., Interlocking.
 Wagoner—M.P. 488.1, Mo. Pac. R.R., Interlocking.
 Muskogee Yard—M.P. 503.1, KOG R.R., Interlocking.

CHOCTAW SUBDIVISION

Muskogee—M.P. 503.9, SL-SF—MV R.R., Interlocking.
 McAlester—M.P. 566.0, CRI&P R.R., Gate. Rule 98.
 Durant—M.P. 640.8, KOG R.R., Interlocking.
 Durant—M.P. 641.4, SL-SF R.R., Interlocking.
 Staley—M.P. 655.9, SL-SF R.R., Interlocking.

TULSA SUBDIVISION

Sand Springs—M.P. Z-270.8, SSI R.R. Stop Signs. Rule 98.
 Sand Springs—M.P. Z-272.4, SSI R.R. Stop Signs. Rule 98.
 Tulsa—M.P. Z-278.1, SSI R.R. Street Car Crossing.
 Tulsa—M.P. Z-278.2, AT&SF-SL-SF-MV R.Rs., Interlocking.

JOPLIN SUBDIVISION

Cokedale—M.P. S-412.9, Mo. Pac. R.R. Stop Signs. Rule 98.
 Columbus—M.P. S-418.3, NEO R.R. Gate. Normally against NEO. Rule 98.
 Columbus—M.P. S-419.0, SL-SF R.R., Interlocking.
 Crain—M.P. S-426.7, KCS R.R. Gate. Normally against KCS. Rule 98.
 Galena—M.P. S-431.5, SL-SF R.R. Gate. Normally against SL-SF. Rule 98.

17. YARDS PROTECTED BY YARD LIMIT SIGNS:

CHEROKEE SUBDIVISION

| | | | |
|------------|------------|---------|------------|
| Parsons | } One Yard | Staley | } One Yard |
| North Yard | | Denison | |
| | | Ray | |

| | |
|---------------|------------|
| Muskogee Yard | } One Yard |
| Muskogee | |

TULSA SUBDIVISION

Osage
 Tulsa
 Wybark

CHOCTAW SUBDIVISION

| | |
|---------------|------------|
| Muskogee Yard | } One Yard |
| Muskogee | |

JOPLIN SUBDIVISION

Garvin

| | |
|------------------------------|------------|
| Hanks | } One Yard |
| Frink | |
| M.P. R-14 Wilbur-ton Subdiv. | |

| | |
|--------------|------------|
| Nettels | } One Yard |
| West Mineral | |
| M.P. S-413 | |
| Columbus | |
| Military | |
| Galena | |
| Joplin | |

Stringtown
 Atoka
 Durant

18. STANDARD TIME:

a. STANDARD CLOCKS LOCATED AT:

| | |
|------------------------------|------------------------------|
| Parsons: | Denison: |
| Telegraph Office, Psgr. Sta. | Telegraph Office, Psgr. Sta. |
| Dispatchers' Office | |
| Yard Office | |
| Diesel Shop | |
| | Ray: |
| | Yard Office |
| | Enginehouse Office |
| Muskogee: | Osage: |
| Telegraph Office | Telegraph Office |
| Yard Office | |
| | Tulsa: |
| | Telegraph Office |
| No. McAlester: | Joplin: |
| Telegraph Office | Telegraph Office |

b. WATCH INSPECTORS:

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

Parsons, KansasPfeiffer Jewelry Co 1810 Main St.
F. G. Winkler. 1802 Main St.

Vinita, Okla.M. Silva.

Muskogee, Okla.Standard Jewelry Co.

McAlester, Okla.C. A. White.

Denison, TexasJ. B. Rockwell.

Joplin, Mo.S. M. Molloy.

Tulsa, Okla.Zale Jewelry Co.

19. GENERAL ORDER BOOKS LOCATED AT:

| | |
|------------------------|-------------------------|
| Parsons: | Denison: |
| Telegraph Office | Telegraph Office |
| Yard Office | Callers' Office |
| Crawford Avenue | Engineers Washroom |
| Psgr. Station Basement | |
| Diesel Shop | |
| | Ray: |
| | Telegraph Office |
| | Enginehouse |
| Muskogee: | Osage: |
| Telegraph Office | Telegraph Office |
| Yard Office | |
| Callers' Office | |
| No. McAlester: | Tulsa: |
| Telegraph Office | Telegraph Office |
| Enginehouse | Dump Track, Locker Room |

20. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:

| Station | Location | End Connected | Capacity |
|-----------------------------|------------|---------------|----------|
| Horner | MP 483.7 | North | 10 |
| Rentiesville | MP 520.8 | NS | |
| Evans | MP 534.8 | South | 25 |
| Crowder | MP 551.2 | NS | |
| Savanna | MP 574.5 | North | 4 |
| Gap | MP 591.6 | North | 6 |
| 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 | Both | 11 |

| | | | |
|-------------------|------------|-------|------------|
| 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 |
| Budd | MP Z-282.7 | South | 7 |
| Lane | MP Z-284.0 | South | 20 |
| Oneta | MP Z-296.9 | Both | 20 |
| Tullahassee | MP Z-318.4 | Both | 20 |
| Anchor | MP Z-319.8 | North | 15 |
| Benmartin | MP Z-320.4 | South | 5 |
| Sand Spur No. 2. | MP Z-323.6 | South | 30 |
| 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 |

21. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

For Revenue Passengers only unless otherwise provided.

a. CHEROKEE SUBDIVISION:

No. 5 any station to discharge or receive.
No. 6 any station to discharge or receive.
No. 7 Oswego, Chetopa and Wagoner to receive for South of Denison and discharge from Kansas City.
No. 8 Pryor, Chetopa and Oswego to receive for Kansas City and discharge from South of Denison.

b. CHOCTAW SUBDIVISION:

No. 1 Durant to receive for points South of Denison that are regular stops for No. 1 and to discharge from points that are regular stops for No. 1.
No. 2 Durant to discharge from points South of Denison that are regular stops for No. 2 and to receive for points that are regular stops for No. 2.
No. 5 any station to discharge or receive.
No. 6 any station to discharge or receive.
No. 7 Atoka to discharge or receive to and from points that are regular stops for No. 7.
No. 8 Atoka to discharge or receive to and from points that are regular stops for No. 8.

c. TULSA SUBDIVISION:

Nos. 54 and 57 Tullahassee and Benmartin to discharge or receive.

d. FOLLOWING FREIGHT TRAINS CARRY PASSENGERS:

Nos. 96 and 97—Joplin Subdivision.
Nos. 92 and 93—Wilburton Subdivision.

22. GOVERNING TIMETABLE AND RULES:

North Texas Division between Staley, Ray and Denison.

23. 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 4-½ inches.

| Sub. Div. | Mile Post | |
|-----------|-----------|--|
| 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.

| Sub. Div. | Mile Post | |
|-----------|-----------|-----------------------------------|
| 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 | Neosho River Bridge |
| Joplin | S-440.7 | Train shed, Joplin Union Station. |

- c. It is dangerous to stand erect on top of engine, a high load on open top car, or on top of a covered car, also on side of a car or engine while passing through bridges, by buildings, platforms and other structures along side main and other tracks, due to the fact that engines, cars and loads on open top cars are various heights and widths, which impairs clearances.

24. ENGINE HORN OR WHISTLE SIGNAL AT INTERLOCKINGS:

a. Poole:

| | | | | |
|---|-------|---|---|---|
| Cherokee Subdivision main track | ..... | — | — | — |
| Osage Subdivision main track | ..... | — | — | — |
| Joplin track to Cherokee Subdivision main track | ..... | — | o | — |
| Through South Crossover | ..... | o | o | — |
| Through North Crossover | ..... | o | o | o |
| Joplin track to Osage Subdivision main track. | ..... | — | — | o |

b. ALL OTHER INTERLOCKINGS:

| | | | | |
|------------------------------------|-------|---|---|---|
| Main Track to Main Track | ..... | — | — | — |
| Main Track to Siding, or Reverse | ..... | — | o | — |
| Main Track to Industry or Transfer | ..... | — | — | — |
| Track, or reverse | ..... | — | o | o |
| Main Track to Branch Line or to | ..... | — | — | — |
| Main Track of Other Railroad, or | ..... | — | — | — |
| reverse | ..... | o | o | — |

25. ABBREVIATIONS:

W—Water
 T—Turntable
 S—Track Scales
 Y—Wye
 P—Telephone
 O—Fuel Oil
 DF—Diesel Fuel
 D—Day Telegraph Office only
 N—Day and Night Telegraph Office
 NO—Night Telegraph Office only
 NS—No Siding

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

Z—Tulsa Subdivision
 S—Joplin Subdivision
 R—Wilburton Subdivision

b. THE FOLLOWING LETTERS WHEN PLACED BEFORE THE FIGURES OF THE SCHEDULE INDICATE:

S—Regular Stop
 F—Flag stop to receive or discharge passengers or freight

EMPLOYEES' HOSPITAL ASSOCIATION

Dr. Roland S. Kieffer, Chief Surgeon, 1831 Railway Exchange Building, St. Louis 1, Missouri

LOCAL SURGEONS

| STATION | NAME | |
|----------------------|---------------------------|---|
| Atoka..... | T. H. Briggs..... | Local Surgeon..... |
| Atoka..... | A. C. Fina..... | Local Surgeon..... |
| Atoka..... | C. D. Dale..... | Local Surgeon..... |
| Atoka..... | Jas. B. Thompson..... | Local Surgeon..... |
| Broken Arrow..... | W. H. Newlin..... | Local Surgeon..... |
| Caddo..... | Roy L. Cochran..... | Local Surgeon..... |
| Checotah..... | A. J. Snelson..... | Local Surgeon..... |
| Checotah..... | F. R. First..... | Local Surgeon..... |
| Chetopa..... | Saul Zizmor..... | Local Surgeon..... |
| Columbus..... | C. C. Fuller..... | Local Surgeon..... |
| Columbus..... | G. B. Athy..... | Local Surgeon..... |
| Denison..... | Thomas A. Moorman..... | Asst. to Chief Surgeon..... |
| Denison..... | Leonard J. Flohr..... | Asst. Div. Surgeon..... |
| Denison..... | Rene G. Gerard..... | Asst. Div. Surgeon..... |
| Denison..... | M. A. Weisberg..... | Consulting Radiologist..... |
| Denison..... | J. E. Meador..... | Oral Surgeon..... |
| Denison..... | F. F. Fowler..... | Division Oculist..... |
| Durant..... | W. K. Haynie..... | Local Surgeon..... |
| Durant..... | R. E. Sawyer..... | Local Surgeon..... |
| Durant..... | Chas. A. Hess..... | Oral Surgeon..... |
| Eufaula..... | Wm. A. Tolleson..... | Local Surgeon..... |
| Galena..... | Frank James..... | Local Surgeon..... |
| Joplin..... | C. E. Schoeberl..... | Local Surgeon..... |
| Kiowa..... | H. A. Ellis..... | Local Surgeon..... |
| McAlester..... | L. S. Willour..... | Local Surgeon..... |
| McAlester..... | T. H. McCarley..... | Local Surgeon..... |
| McAlester..... | L. C. Kuyrkendall..... | Oculist..... |
| Muskogee..... | I. B. Oldham, Jr..... | Division Surgeon..... |
| Muskogee..... | I. C. Wolfe..... | Asst. Division Surgeon..... |
| Muskogee..... | J. L. Blakemore..... | Local Surgeon..... |
| Muskogee..... | F. G. Dorwart..... | Local Surgeon..... |
| Muskogee..... | J. Mayes Thompson..... | Oral Surgeon..... |
| Muskogee..... | M. K. Thompson..... | Oculist..... |
| North McAlester..... | Elbert H. Shuller..... | Local Surgeon..... |
| Oswego..... | I. J. Waxse..... | Local Surgeon..... |
| Osage..... | M. M. Carmichael..... | Division Surgeon..... |
| Parsons..... | Hal. A. Burnett..... | Asst. to Chief Surgeon..... |
| Parsons..... | N. C. Morrow..... | Division Surgeon..... |
| Parsons..... | A. C. Baird..... | Division Surgeon..... |
| Parsons..... | J. D. Pace..... | Asst. Division Surgeon..... |
| Parsons..... | T. D. Blasdel..... | Oculist..... |
| Parsons..... | G. K. Giessmann..... | Oral Surgeon..... |
| Parsons..... | J. E. Lightfoot..... | Oral Surgeon..... |
| Pryor..... | E. H. Werling..... | Local Surgeon..... |
| Tulsa..... | Fred E. Woodson..... | Local Surgeon..... |
| Tulsa..... | Fred A. Glass..... | Local Surgeon..... |
| Tulsa..... | Ben F. Gorrell..... | Eye, Ear, Nose & Throat Specialist..... |
| Tulsa..... | J. F. Gorrell..... | Oculist..... |
| Tulsa..... | W. Albert Cook..... | Oculist..... |
| Tulsa..... | Maxwell A. Johnson..... | Consulting Urologist..... |
| Tulsa..... | Thomas H. Davis..... | Local Surgeon..... |
| Tulsa..... | William Burke Swartz..... | Local Surgeon..... |
| Vinita..... | W. R. Marks..... | Local Surgeon..... |
| Vinita..... | J. B. Darrough..... | Local Surgeon..... |
| Wagoner..... | Edward A Jones..... | Local Surgeon..... |
| Welch..... | J. O. Bradshaw..... | Local Surgeon..... |
| Wilburton..... | G. R. Booth..... | Local Surgeon..... |