

# KANSAS, OKLAHOMA & GULF RAILWAY

## EMPLOYEES' TIME TABLE No. 10

EFFECTIVE SUNDAY, JULY 18, 1926

AT 12:01 O'CLOCK A. M.

All Previous Time Tables Are Void And Must Be Destroyed

This Time Table is for the GOVERNMENT AND INFORMATION OF EMPLOYEES of this Railway Only

The Management Reserves the Right to Vary from it at Pleasure

A. W. LEFEBER,  
Vice President,  
Muskogee, Okla.

E. C. BULLARD,  
Acting General Manager,  
Muskogee, Okla.

C. L. BUSHNELL,  
Superintendent Transportation,  
Muskogee, Okla.



Southward

SECOND DISTRICT

Northward

3

Capacity Passing Track	Capacity of Other Sidings	THIRD CLASS				SECOND CLASS		FIRST CLASS		Miles from Joplin	Day or Night Office	TIME TABLE No. 10 Effective 12:01 A. M. July 18, 1926		Fuel, Water, Turn Table and Wye	Miles from Allen	FIRST CLASS		SECOND CLASS		THIRD CLASS		Station Numbers		
		53 Local Freight Daily Except Sunday	57 Through Freight Daily				5 Passenger Daily					6 Passenger Daily						58 Through Freight Daily	54 Local Freight Daily Except Sunday					
Yard		7.10 AM	6.20 PM																					
10																								
		Lv. 7.20 AM	Lv. 6.30 PM					Lv. 7.55 AM	133.3															
									133.7															
25		7.35	6.45					f 8.07	137.4															
46	15	8.10	7.20					s 8.25	145.9	DP														
24	12	8.40	7.45					s 8.40	152.3	D														
42	8	9.15	8.10					s 8.55	158.5	D														
24		9.35	8.35					s 9.07	164.7	D														
20		9.50	8.50					s 9.16	168.6															
	15							s 9.20	170.7	D														
18	Yard	10.05	9.05					s 9.23	171.6	DP														
									172.6															
99	Yard	10.35	9.15 10.00					s 9.30	174.1	DNP														
35		11.05	10.40					f 9.48	180.7	P														
16		11.25	11.00					s 10.00	185.0															
29	30	11.35 AM	11.10					s 10.05	186.9	D														
14		12.01 PM	11.40 PM					s 10.23	194.2															
29	15	12.25	12.05 AM					s 10.38	200.1	D														
46		12.53	12.40					f 10.56	207.8	P														
17		1.15	1.00					f 11.09	213.2															
									215.3															
36	8	1.50	1.15					s 11.17	216.3	D														
46	18	2.20	1.40					s 11.32	222.3	D														
Yard	Yard	Ar. 3.00 PM	Ar. 2.25 AM					Ar. 11.50 AM	230.0	DNP														
		53	57					5																
		12.5	12.3					24.8																
											AVERAGE SPEED PER HOUR		24.8				12.9		12.5					

Capacity of Siding	THIRD CLASS		FIRST CLASS		Miles from Joplin	Day or Night Office	COALTON BRANCH Time Table No. 10 July 18, 1926		Fuel, Water, Turn Table and Wye	Miles from Dewar	FIRST CLASS		THIRD CLASS		Station Numbers			
15																		
Yard																		
											AVERAGE SPEED PER HOUR		7.5					

NORTHWARD TRAINS are SUPERIOR to SOUTHWARD TRAINS of the SAME CLASS, EXCEPT NO. 57 IS SUPERIOR TO NO. 58.  
Trains 53 and 54 Carry Passengers.  
M. V. R. R. time table and rules govern Joint track between South M. V. Junction and Muskogee

Additional Water Tanks at Mile Posts 154.8 Council Hill, 205.4 Coal Creek, 219.6, Big Creek  
Additional Flag Stop Stations—Coal Creek M. P. 205.4, North Fork M. P. 183.0 and Beland M. P. 141.0, for Trains 5, and 6.

Industry Tracks	M.P.	Capacity in Cars
Fluscho	141.6	6-N
Kusa	170.9	254-S
Henryetta Smelter	173.0	40-S
Western Spelter	173.3	102-S

Capacity Passing Track	Capacity Other Sidings	THIRD CLASS			SECOND CLASS			FIRST CLASS			Miles from Joplin	Day or Night Office	TIME TABLE No. 10 Effective 12:01 A. M. July 18, 1926			Fuel, Water, Turn Table and Wye	Miles from Denison	FIRST CLASS			SECOND CLASS			THIRD CLASS			Station Numbers
		155		55	57			5					6					58	56	156							
		Local Freight Daily Except Sunday		Local Freight Daily Except Sunday	Through Freight Daily			Passenger Daily					Passenger Daily					Through Freight Daily	Local Freight Daily Except Sunday	Local Freight Daily Except Sunday							
67	Yard			Lv. 6.30 AM	Lv. 3.00 AM			Lv. 12.10 PM	230.0	DNP			ALLEN	RN	WFY	94.6	Ar. 11.35 AM			Ar. 5.15 PM	Ar. 3.35 PM				230		
46				7.00	3.25			12.27	236.5	P			STEEDMAN			88.1	11.19			4.45	3.10				237		
24				7.35	4.00			12.49	245.1	D			LULA	MD		79.5	10.57			4.15	2.40				245		
	10			8.05	4.30			1.07	252.5	D			TUPELO	KB		72.1	10.38			3.50	2.10				252		
									252.5				M. K. & T. CROSSING			72.1											
40				8.10	4.35			1.10	253.1				A. T. & S. F. CROSSING			71.5	10.36			3.45	2.05				254		
24	18			9.00	5.10			1.32	261.6	D			CLARITA	G		63.0	10.14			3.10	1.32				262		
		Lv. 11.15 AM		9.20	5.30			1.47	267.4				BROMIDE JUNCTION	RY		57.2	9.58			2.50	12.55	Ar. 10.10 AM			267		
44	40	Ar. 11.25 AM		9.30 11.30 AM	5.45			1.52	269.5	D			WAPANUCKA	WC	WF	55.1	9.52			2.42	12.45	Lv. 10.00 AM			270		
									270.3				C. R. I. & P. CROSSING			54.3									271		
35	11			12.05 PM	6.25			2.12	277.4	D			COLEMAN	FD		47.2	9.32			2.12	12.05 PM				278		
34	34			12.35	7.00			2.35	286.8	D			KENETICK	K		37.8	9.09			1.30	11.25 AM				287		
17				1.05	7.30			2.52	293.5				URY			31.1	8.53			1.05	10.50				294		
									297.8	DN			M. K. T. INTERLOCKER	DW		26.8											
43	9			2.00	7.50			3.05	298.3				DURANT	DU	W	26.3	8.40			12.45	10.30				298		
									298.4				ST. L. - S. F. CROSSING			26.2											
35				2.25	8.23			3.22	304.8				ALLISON			19.8	8.23			12.18	9.10				305		
25	16			2.50	8.45			3.34	309.4	D			ACHILLE	CH		15.2	8.11			12.01 PM	8.45				309		
2				3.10	9.05			3.45	313.8	D			HENDRIX	KC		10.8	8.00			11.44 AM	8.25				314		
									315.5				RED RIVER, OKLA.			9.1									315		
13				3.17	9.15			3.50	315.5	D			CARPENTER'S BLUFF, TEX. CB			9.1	7.55			11.37	8.15				316		
55				3.25	9.25			3.55	317.4	P			GOVER			7.2	7.50			11.30	8.05				317		
													T. & P. RY. CROSSING														
32	Yard			Ar. 4.00 PM	Ar. 10.10 AM			Ar. 4.15 PM	324.6	PD			DENISON	MO	WFY	.0	Lv. 7.30 AM			Lv. 11.00 AM	Lv. 7.35 AM				325		
		155		55	57			5					94.6				6			58	56	156					
		12.6		13.2	13.2			23.3					AVERAGE SPEED PER HOUR				23.3			15.2	11.8	12.6					

SOUTHWARD				BROMIDE BRANCH				NORTHWARD																		
Capacity of Siding	THIRD CLASS			SECOND CLASS			FIRST CLASS			Miles from Joplin	Day or Night Office	TIME TABLE No. 10 Effective 12:01 A. M. JULY 18, 1926			Fuel, Water, Turn Table and Wye	Miles from Denison	FIRST CLASS			SECOND CLASS			THIRD CLASS			Station Numbers
	155																									
13									272.7				ORUSHER			62.5										B5
40	Lv. 10.45 AM								271.4	D			BROMIDE	BR	R	61.2								Ar. 10.40 AM		B4
									269.8				GALBREATH			59.6										B2
	Ar. 11.15 AM								267.4				BROMIDE JUNCTION	RY		57.2								Lv. 10.10 AM		267
	155												5.3											156		
	8.0												AVERAGE SPEED PER HOUR											8.0		

NORTHWARD TRAINS are SUPERIOR to SOUTHWARD TRAINS of the SAME CLASS, EXCEPT NO. 57 IS SUPERIOR TO NO. 58 and NO. 55 IS SUPERIOR TO NO. 156. Trains 55, 56 and 155-156 carry Passengers. Additional Water Tanks at Mile Posts 236.0 Steedman, 256.7 Clear Boggy.

All trains must report for orders and get Clearance at M. K. T. Interlocker, Durant. No. 156 must get clearance at Wapanucka. Tupelo passing track, mile post 253.1, capacity 40 cars. Barton's Crossing, first main highway crossing north of Bromide Jct. is regular stop for No. 6 and flag stop for No. 5.

**SPECIAL INSTRUCTIONS**

1. All trains must receive clearance card before leaving Baxter Springs, Miami, Henryetta, Allen, Bromide, Denison, MKT Interlocker at Durant and St. L. S. F. Interlocker at Fairland. Trains No. 156 must get clearance before leaving Wapanucka.
2. **TRAIN REGISTER STATIONS SHOWN IN FULL FACED TYPE. All trains will register at these stations.**
3. Standard Clocks are located at Miami, Henryetta, Allen, Wapanucka and Denison.
4. Bulletin Books are located at Miami, Baxter, Muskogee, Henryetta, Allen, and Denison.
5. **Track Scales**—Muskogee (80 ton), and Dewar (100 ton), and Wapanucka (100 ton).
6. **Yard Limit Boards** define yard limits. All trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.
7. All trains and engines must approach Red River toll Bridge No. 315.5 prepared to stop within range of vision.  
All trains and engines must approach Bridge 44.8 (Hickory Creek) 77.1-87.7-107.2 (Grand River) 167.5 (Deep Fork) 184.2-193.1-214.8 (South Canadian) 307.2 (Island Bayou) 312.0 and 313.7 under full control and not exceed a speed of fifteen miles per hour over the above bridges.
8. Speed Ordinances are in force at the following points and must be observed:  
Gover—Southward trains not exceed 15 miles per hour over switch leading to DB&NO connection at Gover.  
Durant—All trains fifteen miles per hour.  
Wagoner—All trains over Main and Cherokee Streets five miles per hour.  
Miami—All trains ten miles and not to exceed six miles per hour between Neosho and Second Avenue.
9. All trains must reduce speed to five (5) miles per hour over all crossings in vicinity of Alta Vista and ten (10) miles per hour over Frisco crossings at MP 172.6.  
Passenger trains must not exceed speed of thirty-five (35) miles per hour at any point.  
Freight trains must not exceed speed of twenty-five (25) miles per hour at any point, fifteen (15) miles per hour between Dewar and Monarch.  
Freight trains must not exceed five miles per hour around first curve north of MKT crossing, Muskogee.
10. All trains must run carefully during and after heavy storm, particularly where track or bridges are liable to be affected, and around bluffs between Locust Grove and Strang.
11. Rule 26-a of Transportation Department, Book of Rules is modified as follows:  
“When a yellow flag or light is displayed at the side of the track on the Enginemen’s side, whistle signal must be given as per Rule 14 (n), and speed reduced to bring train immediately under control for two thousand (2000) feet, unless proceed signal is received from Foreman in charge of work.”
12. Cars must not be set out on passing tracks when other tracks are available.
13. All employes are hereby notified that there are coal chutes, stock pens and other structures on main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that will not clear a man riding on the side of a car and all employes must protect themselves from injury in

- passing such structures; also that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing through overhead bridges and under trolley wires located in Shop yards and over main line at M. P. 131; and necessary precaution must be used by all employes to protect themselves from injury from over head structures at such points while riding on top of cars.
14. Explanation of Characters: “D” day telegraph office; “DN” day and night telegraph office; “N” night only; “P” telephone; “S” regular stop; “F” flag stop; “T” stop for meals; “F” fuel; “W” water; “T” turn table; “Y” wye.
15. Local freight trains must stop on signal at spur tracks and blind sidings.
16. Only such freight trains as are designated will be allowed to carry passengers and then only to and from points at which stops are made in the usual course of business. Passengers boarding at agency stations, freight trains authorized to carry passengers must be provided with proper transportation. Trains will not be required to stop the caboose at depot to receive or discharge passengers.
17. Personal injuries must be immediately reported by wire to Acting General Manager, Trainmaster, Chief Surgeon and Claim Agent and complete reports on Form 57, mailed to Claim Agent.
18. Accidents of all kinds must be reported to Acting General Manager, Trainmaster, and all concerned by wire, using Form 58 to be followed by complete report in writing on Form 30 from Conductor, Engineer and Section Foreman or others in charge of company property.
19. Engineers will make report to Claim Agent by wire of all stock struck; also make complete report on Form 56 and mail to Claim Agent.
20. When double heading or towing engines, at least five cars will be placed between engines.
21. Crossing gates are located at:  
Okay intersection of the K. O. & G. with Mo. Pac. and Muskogee intersection of K. O. & G. with Midland Valley.  
The normal position of these gates is against the K. O. & G., and conductors on all trains are held responsible for the clearing of these gates for the passage of K. O. & G. trains and the securing of them against K. O. & G. track after passage of train.
22. The meeting point switch will be the first switch approached by the inferior train, unless otherwise designated.
23. Dampers of ash pans must be closed when passing over bridges and trestles, and when passing exposed cotton at stations or in trains.
24. Passenger trains must test air just previous to starting and a running test made just after starting from any point where a change is made, also when leaving terminals.
25. Tank cars placarded inflammable must be placed, if possible, at least five car lengths from engine and five car lengths from caboose, but must not be placed next to a car placarded explosives.
26. Switch engines Denison will not handle more than twelve loads or exceed six miles per hour when making delivery from lower yard to H. & T. C. Denison.
27. All except 1st Class Trains must approach all Water Stations under absolute control.
28. When an engine is incapable of handling published rating, Engineer must so report from first open telegraph office, stating disability of engine and tonnage same will handle.

**LOCOMOTIVE TONNAGE RATING**

200 Class	{ Northward 1450 tons Southward 1550 tons }	not to exceed 50 cars
300 Class	{ Northward 2500 tons Southward 2650 tons }	not to exceed 75 cars
400 Class	{ Northward 1900 tons Southward 2100 tons }	

**When temperature is between:**

- 25 and 45 degrees above, reduce 8%.
- 10 and 25 degrees above, reduce 16%.
- below 10 degrees above, reduce 22%.

**Above rating subject to change by bulletin.**

**TABLE OF SPEEDS:**

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	23	2 36
8	7 30	24	2 30
10	6	25	2 24
12	5	26	2 18
15	4	27	2 13
16	3 45	28	2 8
17	3 31	29	2 4
18	3 20	30	2
19	3 9	31	1 56
20	3	32	1 52
21	2 51	33	1 49
22	2 43	34	1 45
		35	1 42

## EXTRACTS FROM RULING OF THE KANSAS STATE BOARD OF RAILROAD COMMISSIONERS

Trains carrying passengers exclusively, or passenger, mail or express shall be designated as first-class trains. Mixed freight and passenger trains and all other trains, switch engines and engines without trains, shall be designated as second-class trains.

All trains and engines without trains shall sound one long blast of the whistle the same as for a station, at least two thousand six hundred (2,600) feet before reaching the crossing, except in case of crossing within the limits of incorporated cities whose regulations forbid such whistling.

All trains and locomotives without trains shall come to a full stop at least two hundred (200) feet and not more than four hundred (400) feet from the crossing of other roads, and if the way is clear, shall sound one long blast of the whistle, in case of first-class trains, and two similar blasts in case of second-class trains, before starting forward.

First-class train shall always have precedence over second-class trains of any company.

In case of trains of the same class approaching simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start forward until the first train has cleared the crossing.

**NOTE.**—In connection with this rule, it must be understood that the first road built over the crossing to be stopped for is the "Older" road.

No train or locomotive without train shall cross the track of another road at a greater rate of speed than eight (8) miles an hour.

In case where a railroad crosses the track of another within the yard limits of said other road, the track of such other road is not plainly visible for at least five hundred (500) feet either way from the point of crossing, the crossing train shall send a flagman ahead from the point of stopping before crossing, to see that the crossing is clear; and no train or engine without train, shall move forward to cross until the track is clear, and the train has the right under its class to the right of way, and the flagman has given the signal in compliance with this order.

No cars shall be left standing on the side track of any yard through which there is a railroad crossing, nearer than sixty (60) feet of the center line of such crossing.

No train upon any road crossing the yard of another road shall stop on such crossing (after it has started forward to cross), nor until it has cleared such crossing by at least sixty (60) feet: **Provided**, This shall not apply where crossings are so near to depots, water tanks, or other places where stops are required to be made, as to render it impracticable.

Yard limits are defined as meaning not only the ground covered by side tracks but so much beyond at each end, not exceeding three thousand (3,000) feet, as may be used at will by switch engines, and such limits shall be marked by posts with the words "Yard Limits" thereon.

Crossings protected by watchmen at all times, or by interlocking signal and derailing apparatus, not to be governed by foregoing rules, but engineers are required under any and all circumstances to approach crossing with their trains under full control.

## RULES GOVERNING HOURS OF SERVICE

No crew or any member of train or engine crew, hostlers or on engine messengers shall work or be permitted to work or remain on duty or be responsible for work to exceed 16 hours in any 24 hour period.

Crews or members, hostlers or engine messengers on duty 16 hours consecutively shall not again go on duty or be permitted to go on duty until they shall have had at least 10 hours off duty.

Crews or members of crews, hostlers or engine messengers on duty 16 hours in aggregate in any 24 hour period shall not again

go on duty or be permitted to go on duty until they shall have had at least 8 hours off duty.

Crews messengering engines are on duty and must take required rest before again going on duty. Such crews also must not exceed number hours on duty performing such service as set forth above.

In order to avoid violations no crews can work in excess of 15'30" from time called for, except under special instructions.

Freight crews on duty 15'30" or less may again go on duty after 8'30" rest and on duty in excess of 15'30" must have 10'30"

rest before again resuming duty.

Passenger crews on duty 15'25" or less may again go on duty after 8'30" rest, and on duty in excess of 15'25" must have 10'30" rest before again resuming duty.

When tying up both conductor and engineer must confer together and be very careful to notify dispatchers as to exact time tying up, and shall be held responsible for failure to furnish such notice of any member of crew on duty in excess of 15'55" consecutively including preparatory and inspection time allowed enginemen.

## Interlocking Plants Protecting Crossings at Grade Are Located as Follows:

**FAIRLAND, OKLA.**, Crossing with Frisco. Two home signals: One 310 feet south and one 310 feet north of the crossing, controls all train movements through the interlocking plant.

**MUSKOGEE, OKLA.**, Crossing with the M. K. T. Two home signals. One 592 feet south, other 618 feet north of crossing, controls all train movements through the interlocking plant.

The semaphore arm displayed to right of signal mast, south of crossing and top semaphore arm displayed to right of signal mast, north of crossing, as seen from approaching trains will govern the crossing and lower semaphore arm displayed to right of signal mast, north of crossing, as seen from approaching trains will govern the M. K. T. connection.

**DURANT, OKLA.**, Crossing with M. K. T. Two home signals: One 500 feet north, other 500 feet south of crossing, controls all train movements through the interlocking plant.

**DURANT, OKLA.**, Crossing with St. L. & S. F. Two home signals. One 480 feet north other 445 feet south of crossing, control all train movement through interlocking plant.

The semaphore arm displayed to right of signal mast, north of crossing and top semaphore displayed to right of signal mast, south of crossing, as seen from approaching trains will govern the crossing and lower semaphore arm displayed to right of signal mast, south of crossing, as seen from approaching trains will govern the south switch of the passing track.

The semaphore arm displayed to right of signal mast as seen from the approaching train will govern. Normal indication of signal STOP.

Signal indications:

By Day: Semaphore in horizontal position indicates route not clear, STOP.  
Semaphore in vertical position indicates route clear, PROCEED.

By Night: Red light indicates route not clear, STOP.  
Green light indicates route clear, PROCEED.

Interlocking signals, unless otherwise provided, do not affect the rights of trains under the time table or train rules, and do not dispense with the use or the observance of other signals, whenever or wherever they may be required.

All trains must approach interlocking plants under such control that they can stop within the limit of vision if signals are against them.

Trains or engines may be run to, but not beyond, a signal indicating "STOP."

If, after accepting a "PROCEED" signal, it is changed to a "STOP" signal before it is reached, the stop shall be made at once. Such occurrences shall be reported to the General Superintendent.

Enginemen and trainmen must not accept "PROCEED" hand signals as against fixed signals until they are fully informed of the situation and know that they are protected. Where fixed signals are in operation "PROCEED" hand signals must not be given or accepted against them.

**NOTE**—At Durant the mast supporting the home signal which controls the southbound movement also carries bracket signal to the right on which is displayed a blue light. This indicates that switch leading to M. K. T. connection and "High Line" is not within the limits of or controlled by the interlocking plant. It has no other significance.

### INTERLOCKER WHISTLE SIGNAL CODE

At all Interlockers—

When on Main Line for Crossing—1 Long.

M. K. T. Interlocker, Muskogee—

When on Main Line for Connection—1 Long, 1 Short, 1 Long.

When on M. K. T. Connection for Main Line and Crossing—4 Shorts.

St. L. & S. F. Interlocker, Durant—

For south passing track switch—1 long, 2 short.

## HOSPITAL DEPARTMENT INSTRUCTIONS

1. Whenever passengers or employes are injured everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they can not be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon can not be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.

No surgical operation must be performed until the arrival of the Company surgeon and consent of Chief Surgeon, unless it may be required for the immediate safety of the patient.

2. In case of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from the sleepers for this purpose, the conductor keeping careful account of all material so taken and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.

When a number of persons are injured the service

of competent surgeons in the vicinity should at once be secured and every possible effort made to care for the injured, the Local Surgeon being notified by wire to come immediately to the place of the accident.

3. When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.

4. A report of all accidents involving personal injury, must be immediately sent by wire, addressed to Chief Surgeon, Acting General Manager, General Attorney and Claim Agent giving full information.

Promptly after an accident to trains involving passengers, secure from all passengers their signatures on Form 28, and in cases where passengers are injured Form 28 must be telegraphed to the Claim Agent and Acting General Manager, and all Forms 28 shall promptly be forwarded to the Claim Agent.

In reporting accidents to trains carrying passengers, conductor should use telegraph Form 58, giving the correct names of the injured and uninjured, the addresses and destinations of all persons on the

train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the Claim Agent and Acting General Manager.

As soon as possible thereafter, Form 57 should be made out by each employe and forwarded to the Claim Agent: a separate report being made for each person injured.

5. Every effort must be made to secure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.

6. In every case of personal injury in any Department, a full and complete report must be made at once on Form 57 by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible, and sent to the Claim Agent.

7. When persons are injured in an accident which may have been caused by defective cars or appliances, tools or machinery, the cars or appliances, tools, or machinery must be immediately examined by the person in charge to ascertain the condition, and re-

port made of the inspection, giving the numbers, initials of cars examined, with name, occupation and address of the person making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Acting General Manager to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified and immediately turned over to the Acting General Manager.

8. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention, except for the emergency service required under Rules 1 and 2, unless authorized by the Acting General Manager, Claim Agent, or a general officer of the Company, and when so authorized the Chief Surgeon should at once be notified.

9. The remains of trespassers killed or found dead upon the Railroad's Right-of-way should be "turned over" to the city or county authorities.

10. Case of contagious diseases handle as per rule 9.

## COMPANY SURGEONS LOCATED AS FOLLOWS:

**K. O. & G. Hospital, D and Okmulgee, Muskogee. Phones 301 and 1446, Ambulance Phone 265**

DR. W. T. TILLY, Chief Surgeon, Muskogee, Okla.  
Office, 708-9 Barnes Bldg.  
Phone 406; Res. phone 1685.

Dr. J. S. Vittum, Assistant Chief Surgeon.  
Office 708-9 Barnes Bldg., Phone 176-J  
Res. Phone 176-M

Dr. F. S. King, Oculist, Muskogee, Okla.  
Office 311 Surety Bldg.  
Phone 1395; Res. Phone 2350.

Dr. F. L. Walton, local surgeon, Muskogee, Okla.  
Office 300 Surety Bldg.  
Phone 589; Res. 1107 W. Broadway. Res. Phone 3896.

Dr. L. D. Bruton, Local Surgeon, Muskogee, Okla.  
Office, 200 Exchange Natl. Bank Bldg. Phone 2287, Res. Phone 1639

Dr. A. L. Stocks, X-ray, Muskogee, Okla.  
Office 205 Barnes Bldg.  
Phone 2495, Res. Phone 2496.

### LOCAL SURGEONS

Dr. J. H. Boswell, Baxter Springs, Kans.  
Dr. Chas. McCallum, Quapaw, Okla.  
Dr. F. L. Wormington, Miami, Okla.  
Dr. DeTarr, Miami, Okla.  
Dr. G. Pinnell, Oculist, Miami, Okla.

Dr. A. A. Blassingame, Denison, Tex.  
Dr. H. K. Miller, Fairland, Okla.  
Dr. Chas. Martin, Ketchum, Okla.  
Dr. J. T. Hollingsworth, Strang, Okla.  
Dr. B. C. Morrow, Salina, Okla.  
Dr. S. C. Rutherford, Locust Grove, Okla.  
Dr. S. R. Bates, Wagoner, Okla.  
Dr. J. H. Plunkett, Wagoner, Okla.  
Dr. J. E. Murphy, Hitchita, Okla.  
Dr. J. M. McShannon, Dewar, Okla.  
Dr. F. E. Sadler, Henryetta, Okla.  
Dr. C. E. Parker, Dustin, Okla.  
Dr. L. M. Lett, Dustin, Okla.

Dr. G. M. Combest, Lamar, Okla.  
Dr. W. B. Bently, Calvin, Okla.  
Dr. N. J. Johnston, Atwood, Okla.  
Dr. R. J. Crobill, Allen, Okla.  
Dr. W. T. Blount, Tupelo, Okla.  
Dr. J. H. Germany, Bromide, Okla.  
Dr. S. S. Haberly, Wapanucka, Okla.  
Dr. J. S. Read, Coleman, Okla.  
Dr. Jno. A. Haynie, Durant, Okla.  
Dr. R. P. Dickey, Kenefick, Okla.  
Dr. W. H. Klosterman, Achille, Okla.  
Dr. T. J. Long, Denison, Texas  
Dr. A. L. Freels, Denison, Texas

COHENOUR - RYSEL, General Time Inspectors, Muskogee, OKLA.

### LOCAL TIME INSPECTORS

J. B. ROCKWELL, Denison, Texas

JONES BROS. JEWELRY CO., Miami, Oklahoma

E. M. MITCHELL, Baxter Springs, Kansas

T. M. BLACK, Henryetta, Oklahoma

LUTHER WOOD, Allen, Okla.

C. E. Robertson,  
Trainmaster,  
Muskogee, Oklahoma.

E. M. Tanner,  
Trainmaster,  
Denison, Texas.

J. A. Caldwell,  
Chief Dispatcher,  
Muskogee, Okla.

HOSPITAL DEPARTMENT INSTRUCTIONS

# Kansas, Oklahoma & Gulf Railway

# SAFETY

# ALWAYS

## Employees' Time Table No. 10

Obedience to Rules is first qualification of a safe employe.

A safe employe is an asset to both himself and his fellowman.

Effective 12:01 A. M.

Sunday, July 18, 1926