

MIDLAND VALLEY RAILROAD

EMPLOYEES' TIME TABLE No. 42

IN EFFECT SUNDAY, JULY 18, 1926
AT 12:01 A. M.

SUPERSEDING TIME TABLE No. 41

CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

During the year just closed many important Standard Rules were violated, a good portion of which were important safety rules and in some of these instances the employes responsible seemed to feel that it was a good excuse on their part to say that such important rules had not been observed previously.

Complaints are made that proper use is not made of bell and whistle at public crossings as provided for in such rules.

It should not be necessary, but this is written as an extraordinary action to definitely say to all employes that the Standard Rules must be observed from now on and that no excuse can be accepted that such rules were not enforced previously or other reasons. (Circular Jan. 1, 1922).

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

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

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

SPECIAL INSTRUCTIONS FOR ALL DISTRICTS AND BRANCHES

SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

1. **SPEED MUST BE REGULATED TO INSURE SAFETY.** Passenger trains will NOT EXCEED SCHEDULE TIME when late unless track and weather conditions fully warrant and special passenger trains and light engines will not exceed speed permitted first class trains. ALL TRAINS MUST REDUCE SPEED where necessary to INSURE ABSOLUTE SAFETY.

Speed must be reduced and all speed ordinances fully observed by all trains within corporate limits of towns and cities.

2. When running over track or bridge covered by slow order, the Conductor must have a man on the steps of the last car of a passenger train and on top of the last car of a freight train, who will give proceed signal when rear end of train has passed over place covered by slow order.

3. REGISTER STATIONS are shown in full faced type.

4. All trains and yard engines must approach ALL RAILROAD CROSSINGS except Sand Springs Ry. crossing at mile post 152.3 under absolute control and will stop not less than 200 feet from the crossing. At all points where railroad crossing gates are located they must be set and locked across M. V. R. R. tracks when not in use by M. V. R. R. trains. At Sand Springs Ry. crossing mile post 152.3 gate sets against Sand Springs Ry, Rule 98 will govern. Signal lamps on crossing gates must be kept lighted between sunset and sunrise.

M. K. & T. and St. L.-S. F. crossing, mile post 97, Muskogee and M. K. & T. and St. L.-S. F. crossing, mile post 151.8, Tulsa; governed by Standard interlocking plants.

At K. O. & G. RY. CROSSING M. P. 100.2, gate will be set against K. O. & G. RY., MIDLAND VALLEY RAILROAD COMPANY trains will not be required to stop, but will be governed by Rule 98.

LOCATION OF RAILROAD CROSSINGS are shown on time table, except at Garland Avenue in Ft. Smith Terminal Yard where K. C. S. and St. L.-S. F. tracks cross M. V. R. R. House and Team Tracks. All concerned must know the location and method of handling these crossings.

AT ALL RAILROAD CROSSINGS trains of the opposing line will cross ahead of M. V. R. R. trains of the same or inferior class. M. V. R. R. trains will cross ahead of trains of the opposing line of inferior class. EXCEPTION: Sand Springs Ry. crossing mile post 152.3, where M. V. R. R. trains will cross ahead of trains of opposing line of the same or inferior class. See Special Instructions governing crossing C. R. I & P. M. P. 308.6

5. ALL FREIGHT TRAINS in the States of ARKANSAS and KANSAS will carry passengers.

6. Conductors will make proper wire as well as written reports of all cars set out account defects, and in addition make necessary notation on way bills and switch list.

7. Engineers as well as Firemen are responsible for defects in ash pans or dampers that may cause fires to be set out and all train and engine employees are required to keep careful watch for fires on or near right-of-way, taking such action at all times as will protect the property of this Company or that of others.

8. WHEN A TRAIN IS DETOURED it must not leave the station at which it returns to its own rails without a running order.

9. It is expected and required of the men in charge of trains occupying main track in yard limits that they protect their trains during fog, storm or unusual conditions. This does not in any wise relieve train and enginemen from full compliance with Rule 93 of the Rules of the Transportation Department.

FIRST DISTRICT

WEST BOUND						FORT SMITH AND MUSKOGEE						EAST BOUND												
THIRD CLASS						FIRST CLASS						FIRST CLASS			THIRD CLASS									
41						3						2			42									
Local Freight						Passenger						Passenger			Local Freight									
Daily Ex. Sunday						Daily						Daily			Daily Ex. Sunday									
						Lv. 1.10 PM			Lv. 5.55 AM			Ar. 11.10 AM			Ar. 8.35 PM									
TIME	TABLE	AND	RULES	ST. L.-S. F.	RY.	GOVERN	JOINT	TRACK	Miles from Excelsior	Water, Coal, Turn Table and Wye	STATIONS	Station Number	Capacity of Siding	TIME	TABLE	AND	RULES	ST. L.-S. F.	RY.	GOVERN	JOINT	TRACK		
											FT. SMITH	C25	Yard											
											JOINT TRACK 16.3 ST. L.-S. F. RY.													
											ROCK ISLAND	9	Yard											
									8.9	Y	0.0 ST. L.-S. F. CROSSING													
									8.9		4.4 WILLIAMS	14	80	s 10.23	s 7.48									
									20.8		7.5 K. C. S. CROSSING													
											PANAMA	21	Yard	s 10.08	s 7.33									Ar. 3.15 PM
									29.3	WCY	8.5 FT. S. & W. CROSSING													
									29.3	D	0.0 BOKOSHE	30	100	s 9.50	s 7.16									2.27 3
									35.6		6.3 CARTERSVILLE	35	64	s 9.36	f 7.01									1.55
									40.9	W.M.P.	5.3 KEOTA	41	95	s 9.22	s 6.48									1.35
									48.2		7.3 KANIMA	48	40	s 9.07	s 6.33									1.00
									55.2	D	7.0 STIGLER	55	100	s 8.51	s 6.18									12.30 PM 41
									63.0	W.M.P.	7.8 BRIARTOWN	63	55	s 8.33	s 6.00									10.50 AM
									67.5	D	4.5 PORUM	67	63	s 8.23	s 5.50									10.35
									72.0		4.5 TROJAN	72												
									77.2	D	5.2 WARNER	77	55	s 8.08	s 5.30									9.55
									85.2	W.M.P.	8.0 KEEFETON	85	64	s 7.53	s 5.15									9.20 1
									95.8	WCY	10.8 SHOPTON	96	Yard	7.35	4.55									Lv. 8.30 AM
									96.9		1.1 ST. L.-S. F. CROSSING													
									96.9		0.0 ST. L.-S. F. CROSSING													
									96.9		0.0 M. K. & T. CROSSING													
									97.0	DN	0.1 MUSKOGEE	97	Yard	Lv. 7.30 AM	Lv. 4.50 PM									Daily Ex. Sunday
														Daily	Daily									42
														4	2									6.45
														3.40	3.45									

SPECIAL INSTRUCTIONS, FIRST DISTRICT

1. EAST BOUND trains are SUPERIOR to WEST BOUND trains of the same class.
2. Train and Enginemen will provide themselves with St. L.-S. F. Ry. Rules, and Time Tables and be governed thereby between FT. SMITH and ROCK ISLAND.
3. All trains will require clearance cards at Rock Island, Muskogee and Panama.
4. Nos. 1, 2, 3, and 4 stop on flag to receive and discharge passengers at Tahona.
5. The junction switch St. L.-S. F. main line at Rock Island will be set and locked for the St. L.-S. F. Ry. main line when not in use by M. V. R. R. trains.
6. The switch at Junction west leg of Wye and M. V. R. R. main line at Rock Island will be set and locked for the Wye.
7. Yard Limit Stations at Rock Island, Panama, Bokoshe, Keota Tank, Kanima, Stigler, Briartown Tank, Dirty Creek Tank and Muskogee. ALL 2nd and 3rd class trains and extras will protect against 1st class trains within yard limits, and must move prepared to stop unless main line is seen to be clear.
8. BULLETIN BOOKS at Fort Smith, Rock Island, Muskogee and Panama, STANDARD CLOCKS at Ft. Smith and Muskogee.
9. Freight trains will not exceed 25 miles per hour between Rock Island and Muskogee.
10. Freight trains will not exceed 10 miles per hour over west leg of wye, Rock Island.

R. L. SPRINKEL,
Trainmaster

J. A. CALDWELL,
Chief Dispatcher

R. L. HUMM,
W. T. HANNAN,
J. D. BOOTH,
J. F. HOHNSBEEN,

} Dispatchers.

SIDINGS AND SPURS NOT SHOWN ON TIME TABLE

FIRST DISTRICT				
Name	Mile Post	Station No.	Car Capacity	Switch Connection
Cameron Mine.....	15.0	15	85	East and West
Superior.....	16.4	17	80	West End
Tahona.....	16.6	17	6	East End
Tahona Smokeless Coal Co.....	17.0	17	30	East and West
Hanraty.....	22.8	22	7	West End
Bedwell No. 1.....	23	23	15	East End
Bedwell No. 2.....	23.5	24	26	East End
Acme.....	53.7	54	8	East End

SECOND DISTRICT

WEST BOUND							MUSKOGEE AND PAWHUSKA							EAST BOUND						
THIRD CLASS		FIRST CLASS					Miles from Excelsior Water, Coal, Turn Table and Wye	TIME TABLE No. 42 JULY 18, 1926	STATIONS	Station Number	Capacity of Siding	FIRST CLASS					THIRD CLASS			
43	5	1	105	103	7	6						106	2	104	8	44	46			
Local Freight	Passenger	Passenger	K. O. & G. Passenger	K. O. & G. Passenger	Passenger	Passenger						K. O. & G. Passenger	Passenger	K. O. & G. Passenger	Passenger	Local Freight	Local Freight			
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday								
Lv. 6.00 AM	Lv. 5.10 PM	Lv. 10.00 AM	Lv. 7.50 AM	Lv. 7.20 AM	Lv. 7.10 AM	97.0	WCY DN	MUSKOGEE	97	Yard	Ar. 10.25 AM	Ar. 3.55 PM	Ar. 4.25 PM	Ar. 5.40 PM	Ar. 8.25 PM	Ar. 12.45 PM				
6.07	5.14	10.05	7.54	Ar. 7.25 AM	7.14	99.5		NORTH JCT. K. O. & G.	100		10.19	3.48	4.19	Lv. 5.35 PM	8.18	12.32				
6.09	5.15	10.06	Ar. 7.55 AM		7.15	100		SOUTH JCT. K. O. & G.	100		10.18	Lv. 3.46 PM	4.18		8.17	12.30				
						100.2		K. O. & G. CROSSING	100	7										
6.15	5.22	10.12			7.21	102.3		PEOAN	102	32	10.12		4.12		8.12	12.20 PM				
6.35	s 5.37	f 10.22			s 7.31	107.8		TAFT	108	90	s 10.01		s 4.02	f 8.03		11.55 AM				
6.50	f 5.45	f 10.29			f 7.40	111.5	W	YAHOLA	111	44	f 9.53		f 3.55	f 7.55		11.40				
7.30	s 6.02	s 10.44			s 7.54	117.3	D	HASKELL	117	125	s 9.40		s 3.44	s 7.43		11.20				
7.50	f 6.12	10.54			f 8.03	121.9		KAIGHN	122	38	f 9.30		f 3.33	f 7.33		10.54				
						124.6		STONE BLUFF	125	N S										
8.19	s 6.30	f 11.05			s 8.19	128.7	W.M.P. 128.1	LEONARD	129	127	s 9.14		s 3.20	f 7.20		10.35				
9.01	s 6.40	s 11.16			s 8.30	134.0	D	BIXBY	134	80	s 9.01		s 3.10	s 7.10		10.15				
9.45	s 6.55	s 11.30			s 8.46	141.5	WY D	JENKS	142	180	s 8.46		s 2.55	s 6.55		Lv. 9.45 AM Ar. 6.55 PM				
Ar. 10.10 Lv. 10.45	f 7.10	11.42			f 8.59	148.1	WCY DN	LEFEBER	148	Yard	f 8.34		f 2.40	f 6.40		Lv. 6.30 AM Ar. 2.30 PM				
11.00	Ar. 7.20 Lv. 7.30	Ar. 11.50 AM Lv. 12.10 PM			Ar. 9.10 Lv. 9.20	151.5		TULSA	152	Yard	Lv. 8.25 Ar. 8.15		Lv. 2.30 Ar. 2.05	Lv. 6.30 Ar. 6.15		2.00				
						151.8		M. K. & T. CROSSING												
						151.8		ST. L.-S. F. CROSSING												
						151.8		ST. L.-S. F. CROSSING												
						151.8		FRISCO JOT.												
						151.9	Y	SANTA FE JOT.	152											
						152.3		S. S. RY. CROSSING	152	20										
11.20	s 7.45	f 12.25			f 9.35	157.5		TURLEY	158	30	s 7.55		f 1.50	f 5.57		1.15				
11.40 AM	s 7.55	s 12.35			s 9.45	161.7	D	SPERRY	162	99	s 7.45		s 1.42	s 5.47		12.35				
12.05 PM	s 8.05	s 12.48			s 9.57	166.6	D	SKIATOOK	167	134	s 7.35		s 1.32	s 5.35		12.05 PM				
12.20	f 8.15	f 12.57			f 10.08	171.0	W	BRAD	171	36	f 7.22		f 1.22	f 5.25		11.30 AM				
12.35		8.25	1.05		10.19	175.2		ORUSHER	175		7.15		1.13	5.15		10.30				
1.10	s 8.29	s 1.10			s 10.23	176.7	D	AVANT	177	70	s 7.10		s 1.10	s 5.10		10.23				
1.30	f 8.44	f 1.25			f 10.39	182.8		NICHOLS	183	47	f 6.55		f 12.56	f 4.54		9.30				
1.45	s 8.55	s 1.37			s 10.49	187.2	WY D	BARNSDALL	187	81	s 6.45		s 12.47	s 4.44		7.45				
2.15	s 9.15	s 1.55			s 11.10	194.8	DN	NELAGONY	195	75	s 6.27		s 12.30	s 4.25		7.10				
						194.8		M. K. & T. CROSSING												
Ar. 2.45 PM	Ar. 9.30 PM	Ar. 2.10 PM			Ar. 11.25 AM	200.6	WCY DN	PAWHUSKA	201	Yard	Lv. 6.10 AM		Lv. 12.15 PM	Lv. 4.10 PM		Lv. 6.30 AM				

SPECIAL INSTRUCTIONS, SECOND DISTRICT

1. EAST BOUND TRAINS are SUPERIOR to WEST BOUND TRAINS of the same class.
2. All trains will require clearance Cards at Muskogee, Lefebber and Pawhuska.
3. All trains will run under control between St. L.-S. F. Ry. crossing and West Wye switch at Mile Post 152.5, Tulsa Yard.
4. Trains Nos. 1, 2, 5, 6, 7 and 8 will stop on flag at Tallant, Mile Post 190.2.
5. Train No. 2 stops at any station on Second district to discharge passengers handled thru from the Third District.
6. Passenger Trains, both east and westbound, will stop at 18th Street, Tulsa on flag to pick up or discharge passengers.
7. BULLETIN BOOKS and STANDARD CLOCKS at MUSKOGEE, LEFEBBER and PAWHUSKA.
8. Yard Limit Stations at MUSKOGEE, JENKS, LEFEBBER, TULSA, AVANT, BARNSDALL, NELAGONY and PAWHUSKA. ALL 2nd and 3rd Class trains and Extras will protect against 1st Class Trains within Yard Limits and must move prepared to stop unless the main line is seen to be clear.
9. Freight Trains will not exceed 30 miles per hour between Muskogee and Mile Post 160, 25 miles per hour on straight track Mile Post 160 and Pawhuska, ten miles per hour first curve east Mile Post 173, first curve west Mile Post 181, and all curves between Tallant and Mile Post 193, and 20 miles per hour on other curves.
10. North Jct. K. O. & G. register station for passenger trains only.

SIDINGS AND SPURS NOT SHOWN ON TIME TABLE

Name	Mile Post	Station No.	Car Capacity	Switch Connection	Name	Mile Pos	Station No.	Car Capacity	Switch Connection
Southwestern	115.9	116	12	West End	Tyrell	146	146	10	West End
Pine	115.9	116	14	West End	Nirine	146.3	146	4	West End
McKay	119	119	6	West End	Edgar	146.8	147	4	West End
Cornell	123.6	123	33	West End	West Tulsa Team	153.3	153	9	West End
Cosden	124.6	124	9	West End	Law	157.0	157	10	East End
Sinclair	124.9	124	7	East End	Rotary	162.6	163	9	East End
Kadashan	125.8	126	5	West End	Smith	170.4	170	8	West End
Robinson	127.2	127	6	East End	Ayers	175.7	176	8	East End
Atlantic	129.9	130	7	West End	Giland	185.1	185	10	East End
Gypsy	142.1	142	15	East End	Texas	188.3	188	10	West End
New State	142.1	142	11	East End	Tallant	190.2	190	14	West End
Totem	142.5	143	8	East End					

THIRD DISTRICT

WEST BOUND										PAWHUSKA AND WICHITA										EAST BOUND									
THIRD CLASS					FIRST CLASS					THIRD CLASS					FIRST CLASS					THIRD CLASS									
47					1					48					2					48									
Local Freight					Passenger					Local Freight					Passenger					Local Freight									
Daily					Daily					Daily					Daily					Daily									
Lv. 12.30 AM					Lv. 2.30 PM					Ar. 11.55 AM					Ar. 9.25 AM														
1.00					2.49					8.55					11.34														
1.20					3.04					8.40					11.23														
1.35					3.13					8.30					11.17														
2.30					3.34					8.05					11.02														
3.00					3.52					7.40					10.37														
3.15					4.03					7.25					10.28														
3.45					4.20					7.00					10.10														
Ar. 4.20 AM					Ar. 4.40 PM					Lv. 9.50 AM					Lv. 6.15 AM														
TIME	TABLE	AND	RULES	MO. PAC.	R. R.	GOVERN	JOINT	TRACK					TIME	TABLE	AND	RULES	MO. PAC.	R. R.	GOVERN	JOINT	TRACK								
Lv. 5.45 AM					Lv. 5.10 PM					Ar. 9.25 AM					Ar. 4.00 AM														
6.05					5.30					9.04					3.35														
6.20					5.40					8.53					3.15														
6.32					5.50					8.46					3.00														
6.44					6.00					8.38					2.50														
6.59					6.15					8.27					2.30														
7.15					6.27					8.15					2.15														
7.55					6.47					7.55					1.40														
Ar. 8.30 AM					Ar. 7.15 PM					Lv. 7.30 AM					Lv. 1.00 AM														
Daily					Daily					Daily					Daily														
47					1					2					48														
8.00					4.45					4.25					8.25														

SPECIAL INSTRUCTIONS, THIRD DISTRICT

1. EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND trains of the same class.
2. All trains will require clearance cards at Pawhuska, Silverdale, Arkansas City and Wichita.
3. All Trains and Engines must be preceded by a FLAGMAN over DOUGLAS AVE., WICHITA.
4. Train and Enginemen will provide themselves with MO. PAC. R. R. Rules and current time table and be governed thereby between SILVERDALE and ARKANSAS CITY.
5. BULLETIN BOOKS at PAWHUSKA and WICHITA. STANDARD CLOCKS at PAWHUSKA and WICHITA.
6. ALL TRAINS will run under control between the east and west yard limit boards at FORAKER, expecting to find the main line occupied.

7. YARD LIMIT STATIONS at PAWHUSKA, FORAKER, ARKANSAS CITY and WICHITA.

- ALL 2nd and 3rd class trains and extras will protect against 1st class trains within YARD LIMITS and, must move prepared to stop unless the main line is seen to be clear.
8. ALL TRAINS and LIGHT ENGINES will run under control between K. C. M. & O. Junction Mile Post 313.5 and MO. PAC. Junction at Mile Post 314.7, expecting to find main line occupied.
9. Albright Stock Pens on Main Line at Mile Post 247.7.
10. FREIGHT TRAINS will not exceed 20 miles per hour between PAWHUSKA and FORAKER and 25 miles per hour FORAKER to WICHITA.
11. All trains reduce speed to 6 miles per hour over MAPLE AVE., WICHITA.

SIDINGS AND SPURS NOT SHOWN ON TIME TABLE

Name	Mile Post	Station No.	Car Capacity	Switch Connections
Brick Yard	201.7	202	15	East End
Foraker Stock Yards	223.5	224	30	East and West
Orchard	266.2	266	5	West End
Aumann	269.1	269	9	East End
Light Plant	293.5	294	3	East End
Belle Plaine Apple Spur	295.3	295	4	West End
Sumpter	297.2	297	7	West End
Somers	304.4	304	3	West End

EXCELSIOR DISTRICT

WEST BOUND				FIDELITY and ROCK ISLAND				EAST BOUND					
SECOND CLASS				Miles from Excelsior	Water, Coal, Turn Table and Wye	TIME TABLE No. 42 JULY 18, 1926	Station Number	Capacity of Siding	SECOND CLASS				
	35	31							30				
	Mixed	Mixed											
	Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday				
				B6.0		FIDELITY	B7	50					
				B5.0		GUNTER NO. 2	B6	80					
			Lv. 9.00 AM	B4.3	D	GREENWOOD	B4	5	Ar. 9.00 AM				
				B3.1		IRON MTN. JOT.	B3	15					
			Ar. 9.15 AM	0.0	WCY D	EXCELSIOR	0	Yard	s 8.45				
				4.8		ST. L.-S. F. CROSSING							
			s 6.50	5.5		HACKETT	5	25	s 8.20				
				7.0		ARK-OKLA. STATE LINE							
			Ar. 7.00 AM	8.9	Y D	ROCK ISLAND	9	80	Lv. 8.10 AM				
	Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday				
	35	31							30				
	0.15	0.30							0.50				

East Bound trains are Superior to West Bound trains of the same class, except No. 31 is Superior to No. 30.

HARTFORD BRANCH

WEST BOUND				PATTERSON and EXCELSIOR				EAST BOUND				
SECOND CLASS				Miles from Excelsior	Water, Coal, Turn Table and Wye	TIME TABLE No. 42 JULY 18, 1926	Station Number	Capacity of Siding	SECOND CLASS			
	33								32			
	Mixed								Mixed			
	Daily Ex. Sunday								Daily Ex. Sunday			
				A19.9		HILCREST	A20	25				
				A19.0		HOLBROOK	A19	40				
				A16.7	W.M.P. A17.7	O. R. I. & P. CROSSING						
				A16.7	Y	HARTFORD JOT.	A17	60				
			Lv. 11.30 AM	A14.7	D	HARTFORD	A15	25	Ar. 10.00 AM			
				A13.3		ELLARD	A13	7				
			s 12.15 PM	A12.1		PRAIRIE CREEK	A11	21	9.48			
				A11.6		CENTRAL NO. 11	A10	80				
			s 12.45	A8.9		MIDLAND	A9	35	s 9.40			
				A6.0		ST. L.-S. F. CROSSING						
				A1.5		JONES	A2	10				
			Ar. 2.00 PM	0.0	CYW D	EXCELSIOR	A0	Yard	Lv. 9.15 AM			
	Daily Ex. Sunday								Daily Ex. Sunday			
	33								32			
	2.30								0.45			

East Bound trains are Superior to West Bound trains of the same class.

GLENPOOL BRANCH

WEST BOUND				KEIFER and JENKS				EAST BOUND				
THIRD CLASS				Miles from Jenks	Water, Coal, Turn Table and Wye	TIME TABLE No. 42 JULY 18, 1926	Station Numbers	Capacity of Siding	THIRD CLASS			
	37								34			
	Mixed								Mixed			
	Daily Ex. Sunday								Daily Ex. Sunday			
						O & G GASO. PLANT						
			Lv. 6.50 AM	8.9		KEIFER	D9	0	Ar. 6.35 AM			
			s 7.05	6.1	D	GLENPOOL	D6	47	s 6.20			
				4.5		WATKINS	D5	25				
				3.6		TRIBES	D4	10				
				2.6		PERRYMAN	D2	12				
			Ar. 8.00 AM	0.0	WY D	JENKS	142	180	Lv. 5.35 AM			
	37								34			
	1.10								1.00			

East Bound trains are Superior to West Bound trains of the same class.

SPECIAL INSTRUCTIONS

HARTFORD BRANCH AND EXCELSIOR DISTRICT

All trains will require clearance cards at Excelsior and Rock Island. The switch at Junction, West leg of Wye and M. V. R. R. main line at Rock Island will be set and locked for the Wye. Yard Limit stations at HARTFORD, EXCELSIOR and ROCK ISLAND. 2nd and 3rd class trains and extras will protect against 1st class trains within yard limits, and will move prepared to stop unless the main line is seen to be clear. BULLETIN BOOK at Excelsior. STANDARD CLOCK at Excelsior. FREIGHT TRAINS will not exceed 15 miles per hour on Excelsior and Hartford Districts.

GLENPOOL BRANCH

All trains will require Clearance Cards at Jenks. Rules and Regulations of the Sapulpa Electric Interurban Company will govern the operation of Midland Valley trains between our connection with that Company at Keifer and Crosby and Gillespie Spur. Midland Valley trains will look out carefully for Oklahoma Union Ry. trains at crossing just east of the Crosby Gillespie Plant. Overhead trolley wire will not clear man on top of car, and poles alongside of track will not clear men on side of car, on that line.

**SIDINGS AND SPURS NOT SHOWN ON TIME TABLE
HARTFORD BRANCH**

Name	Mile Post	Station No.	Car Capacity	Switch Connection
New Excelsior Coal Co.	A 0.86	A 1	9	West End
Jackson	A 4.6	A 4	5	West End
Majestic Coal Co.	A 6.8	A 7	45	East End
Smedley	A 11.4	A 11.4	3	West End
Mammoth Vein	A 12.5	A 12	150	West End
Enterprise	A 13.5	A 13	56	East & West
Rush	A 19.5	A 19	4	West End

EXCELSIOR DISTRICT

Name	Mile Post	Station No.	Car Capacity	Switch Connection
Sunshine Smokeless Cl. Co.	1.9	2	22	East End
Hackett-Excel. Coal Co.	2.5	3	7	West End

GLENPOOL BRANCH

Name	Mile Post	Station No.	Car Capacity	Switch Connection
Brady	0.6	0.6	7	West End
Berryhill	7.3	7.0	30	West End
Donovan	7.7	8.0	15	West End
Crosbie	8.9	8.9	20	West End

TONNAGE RATING OF ENGINES

TRACK SCALES

DISTRICT	Direction	From Station	To Station	Engines 4-26	Engines 50-54	Engines 60-61	Engines 70-76	Engine 80-81	Engine 90-94	Location	Track	Length	Capacity	Owner
FIRST	West	Hartford Greenwood Excelsior	Muskogee	1500 1500	1080 1080	1440 1440	2150	1850		Gunther No. 2	Mine	60 feet	160,000	Greenwood Coal Co.
	East	Muskogee	Hartford Greenwood Excelsior	1500 1500	1080 1080	1440 1440	2150	1900		Shaft Six	Mine	40 feet	160,000	Katy Coal Co.
SECOND	West	Muskogee Tulsa	Tulsa Pawhuska	1620 1500	1140 1080	1560 1440	2400	1900	4000	Excelsior	Scale	40 feet	200,000	M. V. R. R.
	East	Pawhuska Tulsa	Tulsa Muskogee	1500 1620	1080 1140	1440 1560	2400	2000	4000	Ft. Smith	Scale	40 feet	160,000	M. V. R. R.
THIRD	West	Pawhuska Silverdale Arkansas City	Silverdale Arkansas City Wichita	1260 1200 1500	960 900 1080	1200 1140 1440	2250 1900 2500			Cameron No. 2	Mine	46 feet	160,000	Cameron Coal Co.
	East	Wichita Arkansas City Silverdale	Arkansas City Silverdale Pawhuska	1500 1260 1380	1080 960 1020	1440 1200 1320	2500 1950 2250			Bokoshe (Choctaw lead)	Mine No. 1	40 feet	160,000	Bokoshe S. C. Co.
										Muskogee	Shop	40 feet	160,000	M. V. R. R.
										Lefebber	Scale	40 feet	200,000	M. V. R. R.
										Tulsa	House	40 feet	160,000	M. V. R. R.
										Arkansas City	Storage	40 feet	160,000	M. V. R. R.

NOTE—(a) The foregoing equated tonnage ratings are for single locomotives on slow freight trains between points named.
 (b) Dead locomotives hauled in trains should be figured to weigh twice their actual weight for tonnage rating purposes.
 (c) Newly built and newly repaired locomotives will be rated on their first trip in road service at not less than seventy-five (75%) per cent of the established tonnage rating and this rating will be increased to the established rating after the first trip or as soon thereafter as may be practicable, the Master Mechanic to be the judge.

MILEAGE

FIRST DISTRICT	FORT SMITH AND MUSKOGEE.....	104.4 Miles
SECOND DISTRICT	MUSKOGEE AND PAWHUSKA.....	103.6 Miles
THIRD DISTRICT	PAWHUSKA AND WICHITA.....	114.4 Miles
EXCELSIOR DISTRICT	FIDELITY AND ROCK ISLAND.....	15.0 Miles
HARTFORD BRANCH	PATTERSON AND EXCELSIOR.....	19.9 Miles
GLENPOOL BRANCH	KEIFER AND JENKS.....	8.9 Miles
TOTAL		366.2 Miles

CONNECTIONS AND INTERCHANGE POINTS

FORT SMITH, K. C. S. Ry., St. L.-S. F. Ry., Mo. P. R. R. & Ft. S. & W. R. R.
 GREENWOOD, Mo. P. R. R.
 HARTFORD, C. R. I. & P. Ry.
 ROCK ISLAND, St. L.-S. F. Ry.
 PANAMA, K. C. S. Ry.
 BOKOSHE, Ft. S. & W. R. R.
 MUSKOGEE, St. L.-S. F. Ry., M. K. & T. Ry.
 MUSKOGEE (at M. P. 100), K. O. & G. R. R.
 GLENPOOL, O. U. Ry. Co.
 LEFEBER, St. L.-S. F. Ry., O. U. Ry. Co.
 TULSA, M. K. & T. Ry., SAND SPRINGS Ry., A. T. & S. F. Ry.
 NELAGONY, M. K. & T. R. R.
 FORAKER, OSAGE Ry. Co.
 SILVERDALE, Mo. Pac. R. R.
 ARKANSAS CITY, Mo. Pac. R. R., A. T. & S. F. Ry., Kas.S. W., St. L.-S. F. Ry.
 MIDLAND TOWER, C. R. I. & P. Ry.
 WICHITA, K. C. M. & O. R. R., Mo. Pac. R. R.

COMPANY SURGEONS AND HOSPITALS

HOSPITAL STAFF

DR. H. T. BALLANTINE.....Chief Surgeon.....Muskogee, Okla.
DR. P. P. NESBITT.....Asst. Chief Surgeon.....Muskogee, Okla.
DR. H. C. ROGERS.....Local Surgeon.....Muskogee, Okla.
DR. S. J. FRYER.....Local Surgeon.....Muskogee, Okla.
DR. R. N. HOLCOMBE.....Roentgenologist.....Muskogee, Okla.
DR. M. K. THOMPSON.....Oculist.....Muskogee, Okla.
DR. FLOYD E. WARTERFIELD.....Urologist.....Muskogee, Okla.
DR. F. E. FISHER.....Emergency Dentist.....Muskogee, Okla.
DR. H. A. SCOTT.....Emergency Surgeon.....Muskogee, Okla.

LOCAL SURGEONS

DR. WALTER G. EBERLE.....Div. Surgeon.....Ft. Smith, Ark.
DR. ST. CLOUD COOPER.....Cons. Surgeon.....Ft. Smith, Ark.
DR. H. MOULTON.....Oculist.....Ft. Smith, Ark.
DR. C. W. HALL.....Local Surgeon.....Greenwood, Ark.
DR. W. H. GRIGSBY.....Local Surgeon.....Hartford, Ark.
DR. B. W. HOWARD.....Local Surgeon.....Midland, Ark.
DR. J. R. STEPHENS.....Local Surgeon.....Hackett, Ark.
DR. E. L. COLLINS.....Local Surgeon.....Panama, Okla.
DR. J. T. KING.....Local Surgeon.....Bokoshe, Okla.
DR. ROSS F. TERRELL.....Local Surgeon.....Stigler, Okla.
DR. F. A. FANNIN.....Local Surgeon.....Stigler, Okla.
DR. J. H. GAINES.....Local Surgeon.....Porum, Okla.

DR. T. T. SHACKLEFORD.....Local Surgeon.....Haskell, Okla.
DR. A. HUTCHINSON.....Local Surgeon.....Bixby, Okla.
DR. B. W. McLEAN.....Local Surgeon.....Jenks, Okla.
DR. FRED S. CLINTON.....Div. Surgeon.....Tulsa, Okla.
DR. W. A. COOK.....Oculist.....Tulsa, Okla.
DR. ROY A. WEBB.....Local Surgeon.....Skiatook, Okla.
DR. D. A. YATES.....Local Surgeon.....Avant, Okla.
DR. E. T. ALEXANDER.....Local Surgeon.....Barnsdall, Okla.
DR. FRED. F. JONES.....Local Surgeon.....Pawhuska, Okla.
DR. R. A. BYRD.....Local Surgeon.....Foraker, Okla.
DR. E. L. MILLER.....Local Surgeon.....Grainola, Okla.
DR. E. F. DAY.....Local Surgeon.....Arkansas City, Kans.
DR. W. T. McKAY.....Local Surgeon.....Arkansas City, Kans.
DR. M. COLLINS.....Local Surgeon.....Oxford, Kans.
DR. A. E. GARDNER.....Local Surgeon.....Wichita, Kans.
DR. T. WALKER WEAVER.....Oculist.....Wichita, Kans.

COMPANY HOSPITALS

Oklahoma Baptist Hospital, General.....Muskogee, Okla.
 Spark's Memorial Hospital, Emergency.....Ft. Smith, Ark.
 The Oklahoma Hospital, Emergency.....Tulsa, Okla.
 Mercy Hospital, Emergency.....Arkansas City, Kans.
 Wichita Hospital, Emergency.....Wichita, Kans.

SAFETY

The best safety device is a careful man.
The employee who thinks before he acts and
who by advice and example teaches others
to do likewise, is a real safety man.

Every employee is a committee of one to
report unsafe practices and conditions to
safety committee members or proper officer.
Are you doing your part? If not, start now and
help "Make every employee a safety man."
He owes it to himself! He owes it to his
family.