

ADDITIONAL STOPS FOR TRAINS CARRYING PASSENGERS

- No. 1 Stop on signal Neosho to receive revenue passengers for Oklahoma and Texas.
- No. 2 Stop on signal at Monett to discharge revenue passengers from Texas and Oklahoma and stop on signal to receive revenue passengers for St. Louis and beyond.
Stop on signal Neosho to discharge revenue passengers from Texas and Oklahoma.
- No. 3 Stop on signal at Seneca, Fairland and Chelsea to discharge revenue passengers from Springfield and beyond and to receive revenue passengers for Tulsa and beyond.
Stop at Ritchey, Granby, Racine, Seneca, Wyandotte and Fairland when requested by postal clerk for purpose of handling registered mail of exceptional value, including shipments of coin.
- No. 4 Stop at Chelsea and Fairland to discharge revenue passengers from Tulsa and beyond and stop on signal to receive revenue passengers for Springfield and beyond.
Stop on signal at Seneca to receive or discharge revenue passengers.
- No. 9 Stop on signal at Neosho to receive and discharge revenue passengers and first class mail. Stop on signal at Afton, Sapulpa, Bristow and Chandler to discharge revenue passengers from St. Louis and beyond and to receive revenue passengers for Oklahoma City and beyond.
- No. 10 Stop at Chandler, Bristow, Sapulpa, Claremore, Vinita, Afton and Neosho to discharge revenue passengers and stop on signal to receive revenue passengers.
- No. 117 Stop at Afton, Vinita and Claremore to discharge revenue passengers and stop on signal to receive revenue passengers.
Stop at Chelsea to discharge revenue passengers from Kansas City and beyond.
- No. 118 Stop on signal at Chelsea to receive revenue passengers for Kansas City and beyond.
Stop at Claremore, Vinita and Afton to discharge revenue passengers from Tulsa and beyond and on signal to receive revenue passengers for Kansas City and beyond.
- No. 517 Stop at Kiefer, Mounds, Beggs, Preston and Schuler to discharge revenue passengers from Tulsa and beyond and stop on signal to receive revenue passengers for scheduled stops Fitzhugh and beyond.
- No. 518 Stop at Preston to receive and discharge revenue passengers and U. S. Mail.
- Nos. 517 and 518 stop on signal at Hickory and Platter.

SURGEONS

The following Surgeons of the Frisco Employees' Hospital Association are authorized Surgeons.

GENERAL HOSPITAL, 4960 LACLEDE AVE., ST. LOUIS 8, MISSOURI

Vencel W. Hollo, M. D.	Chief Surgeon
H. S. Liggett, M. D.	Physician in Charge
James C. Redington, Jr., M. D.	Attending Physician
John J. Keenoy, M. D.	Attending Surgeon
J. F. McFadden, Jr., M. D.	Attending Surgeon
Harry A. Wittler, M. D.	Attending Surgeon
Norman C. Miller, M. D.	Dispensary Surgeon
John J. Riley, M. D.	Dispensary Surgeon
G. A. Mahe, Jr., M. D.	Attending Physician
Paul U. Larson, M. D.	Dispensary Surgeon
W. D. Schierman, M. D.	Attending Physician
A. G. Boldizar, M. D.	Oculist

SPRINGFIELD, MISSOURI

H. A. Lowe, Jr., M. D.	Surgeon-in-Charge
H. A. Lowe, Sr., M. D.	Division Surgeon
James W. Clawson, M. D.	Attending Surgeon
John W. Williams, M. D.	Oculist
T. E. Atkinson, Jr., M. D.	Oculist

Ollie McBride, M. D.	(LE)	Ada	John Clymer, M. D.	(LE)	Oklahoma City
A. R. Sugg, M. D.	(L)	Ada	J. P. Meyers, M. D.	(L)	Okmulgee
E. W. Mabry, M. D.	(L)	Altus	C. M. Ming, M. D.	(LE)	Okmulgee
Charles T. Kent, M. D.	(L)	Bristow	A. L. Buell, M. D.	(L)	Okmulgee
Walter L. Fiegel, M. D.	(L)	Carrollton	C. A. Spears, M. D.	(L)	Pierce City
C. W. Robertson, M. D.	(LE)	Chandler	Robert R. McDaniel, M. D.	(L)	Quanah
Denton B. Thomas, M. D.	(L)	Chelsea	E. K. Norfleet, M. D.	(DE)	Sapulpa
W. J. Baze, M. D.	(LE)	Chickasha	J. F. Curry, M. D.	(DE)	Sapulpa
W. H. Cook, M. D.	(LE)	Chickasha	H. L. Brown, M. D.	(DE)	Sherman
R. D. Shelby, M. D.	(L)	Chickasha	G. S. Rowlett, Jr., M. D.	(DE)	Sherman
W. D. Anderson, M. D.	(L)	Claremore	E. F. Etter, M. D.	(CU)	Sherman
C. F. Hamilton, M. D.	(DI)	Dallas	Wilbur Carter, M. D.	(O)	Sherman
W. O. Tschumy, Jr., M. D.	(DI)	Dallas	E. A. Allgood, M. D.	(L)	Snyder
T. H. Harvill, M. D.	(DI)	Dallas	Carl Bailey, M. D.	(L)	Stroud
William H. Brown, M. D.	(L)	Denison	Hugh Perry, M. D.	(DE)	Tulsa
O. S. Coppedge, M. D.	(L)	Depew	R. E. McDowell, M. D.	(AS)	Tulsa
David Carson, M. D.	(L)	Fairland	Theodore Turnbull, M. D.	(AI)	Tulsa
T. M. Berry, M. D.	(L)	Eldorado	M. H. Donovan, M. D.	(AI)	Tulsa
C. W. Joyce, M. D.	(L)	Fletcher	Joseph Fulcher, M. D.	(CU)	Tulsa
G. C. Wallis, M. D.	(L)	Ft. Gibson	Hugh Evans, M. D.	(O)	Tulsa
F. L. Snyder, M. D.	(DE)	Ft. Worth	J. F. Renegar, M. D.	(L)	Tuttle
Cooper M. Conner, M. D.	(CE)	Ft. Worth	W. R. Marks, M. D.	(LE)	Vinita
J. Robert Harris, M. D.	(AO)	Ft. Worth	Everett L. Wiggins, M. D.	(L)	Weleetika
R. E. Snyder, M. D.	(CE)	Ft. Worth	C. H. Morris, M. D.	(L)	Wetumka
E. C. Pink, M. D.	(LE)	Frisco			
L. E. Rolens, M. D.	(L)	Granby			
C. E. Smith, M. D.	(L)	Henryetta			
Paul Kerneck, M. D.	(LE)	Holdenville			
H. C. Smith, M. D.	(L)	Lawton			
J. F. York, M. D.	(LE)	Madill			
F. T. Kerr, M. D.	(DE)	Monett			
H. T. Ballantine, M. D.	(LE)	Muskogee			
C. E. Maness, M. D.	(L)	Neosho			
C. M. O'Leary, M. D.	(DE)	Oklahoma City			
R. F. Loughmiller, M. D.	(O)	Oklahoma City			
M. B. Glismann, M. D.	(LE)	Oklahoma City			
C. E. Clymer, M. D.	(LE)	Oklahoma City			

D	Division Surgeon
L	Local Surgeon
DI	Division Internist
AI	Associate-Internist
DE	Division Examining Surgeon
LE	Local Examining Surgeon
O	Oculist
AL	Alternate Local Surgeon
CE	Consulting Examining Surgeon
AO	Assistant Oculist
CU	Consulting Urologist
AS	Associate Surgeon

St. Louis-San Francisco Railway Company

SOUTHWESTERN DIVISION

St. Louis, San Francisco and Texas Railway Company

TIME TABLE

No.

40

EFFECTIVE

Friday, March 1, 1957

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

FOR EMPLOYEES ONLY

R. J. STONE

Vice President—Operation

J. P. CASEY

Vice President

L. W. MENK

General Manager

H. H. DeBERRY

Asst. General Manager

H. W. HALE

General Supt. Transportation

W. W. FRANCIS

Superintendent

SPECIAL INSTRUCTIONS

1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS.

Train order signal Pierce City governs westward Northern Division trains only.

Northern Division trains leaving Monett must secure clearance from both Southwestern and Northern Division.

All trains will register by Form 1339 Standard at Sapulpa and Denison.

First class trains will register by Form 1339 Standard at West Tulsa, East Yard and Francis.

Tulsa and Oklahoma City are register stations for first class trains and trains originating or terminating at these points only.

Westward trains, except first class trains, must secure register check Form "V" on Tulsa train register at Tulsa Tower.

All trains must secure clearance at Sapulpa.

Southward Central Division trains must secure clearance from Central Division at Madill.

Train orders restricting southward Southwestern Division trains holding main track at Lakeside will apply at "Stop" signal MP E-620-14.

Color light train order signal Staley. Top unit governs S.L.-S.F. trains, bottom unit governs M.K.T. trains.

Northward trains originating at North Sherman must secure clearance.

Tower 16 is a register station for first class trains only.

Train order signal Tower 16, T&P crossing, governs movement of southward trains Fort Worth Subdivision.

No. 517 will secure both Rock Island and Frisco clearance at Carrollton when train order signal displays stop indication.

No. 517 will not register at Irving when receives Rock Island order at Carrollton to leave Irving without clearance.

Trains originating Fort Worth, must secure clearance addressed to their engine.

No. 518 will secure S.L.-S.F. clearance at Dallas.

2. USE OF TRACKS OF OTHER DIVISIONS AND FOREIGN LINES.

S.L.-S.F. trains will use Q. A. & P. tracks between Red River and Quanah and be governed by S.L.-S.F. time table and Q. A. & P. rules and instructions.

Trains will use M. K. T. main track between Staley and M. K. T. Junction and be governed by interlocking rules between these points.

Trains will use T. & N. O. main track between T. & N. O. Junction Denison and Tower 16 and be governed by time table, rules and instructions of that line.

Time shown between Denison and Tower 16 is for information only.

Trains and engines will use G. C. & S. F. tracks between Santa Fe Junction and East Dallas and between Belt Junction and Birds, Fort Worth and will be governed by time table, rules and instructions of that line.

Trains and engines will use C. R. I. & P. tracks between North Ft. Worth and North Jct. at Dallas and will be governed by time table, rules and instructions of that line.

Trains and engines will use St. L. S. W. tracks between junction near S.L.-S.F. and St. L. S. W. station at North Fort Worth and point near NE 29th Street opposite Temple Grain Company and will move at restricted speed expecting to find yard engine occupying main track.

Trains will use tracks of Union Terminal R. R. at Dallas between North Junction and Santa Fe Junction and will be governed by time table, rules and instructions of that line.

Time shown Fort Worth Subdivision between Fort Worth and East Dallas is for information only.

Cherokee Subdivision trains will be governed by Oklahoma Subdivision time table between Tulsa and West Tulsa.

Chickasha Subdivision trains will be governed by Oklahoma Subdivision time table between Oklahoma City and East Yard.

2. USE OF TRACKS OF OTHER DIVISIONS AND FOREIGN LINES (Continued).

Rock Island special instructions read as follows: "All trains and engines will move at restricted speed on Rock Island tracks within yard limits at Lawton, Fort Sill and Oklahoma City."

3. MAXIMUM SPEED.

	Miles Psg.	Per Hour Freight
Cherokee Subdivision	70	60
Oklahoma Subdivision	70	60
Creek and Sherman Subdivisions	70	60
Fort Worth Subdivision	55	45
Chickasha Subdivision:		
Between Oklahoma City and MP G-545-25.....	40	25
MP G-545-25 and MP G-584-29.....	50	45
MP G-584-29 and MP G-591-15.....	45	35
MP G-591-15 and MP G-605-18.....	50	45
MP G-605-18 and MP G-616-30.....	45	35
MP G-616-30 and Quanah	50	45
Granby Branch	10	10
Shamrock Branch	10	10
Sulphur Branch	20	15
Muskogee Branch:		
Between Okmulgee and Muskogee	45	35
Between Muskogee and Dills	30	20

4. SPEED RESTRICTIONS.

Troop trains handling mixed freight and passenger equipment, when any part of passenger equipment being handled behind freight equipment

45

CHEROKEE SUBDIVISION:

First class trains move at restricted speed between MP G-282-20 and Monett passenger station expecting to find main track occupied. Main track between these points may be used without protection against first class trains.

Engine of westward trains North Track passing MP G-283-34		50
MP G-285 plus 8 poles, through turnouts both ends crossover	25	25
Pierce City:		
Through turnout end two main tracks	50	50
Through turnout Northern Division Junction.....	25	25
Through turnouts all sidings except Seneca, West End Todd, Claremore and Garnett	25	25
Curves between	Mile Post and Mile Post	
G-292-27	G-293	65
G-295-4	G-295-17	60
G-299	G-299-18	60
G-300-12	G-304-20	65
G-305-39	G-306-30	65
Engine of westward trains passing MP G-307-29.....		50
Neosho, between MP G-309-24 and MP G-310-11 until engine over street crossings		
No. 9 on Sundays to discharge mail.....	15	30
No. 9 on week days to discharge mail.....	30	
No. 10 to discharge mail.....	15	
Curves between	G-310-4	G-310-21
G-311-37	G-313-5	50
G-313-38	G-314-14	65
Wyandotte, No. 10 Saturday night to discharge papers.....	30	

4. SPEED RESTRICTIONS (Continued).

	Mile Post and Mile Post:	Miles Psgr.	Per Hour Freight
Curves between	G-337-12 G-338	65	55
Fairland, through interlocking		60	
KO&G connection		10	10
Afton, trains Nos. 1 and 2 to discharge mail.....		30	30
Northern Division first class trains move at restricted speed between MP L-186 plus 4 poles and "Stop" signal, MP G-347 plus 32 poles, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.			
Todd, eastward trains through turnout, west end siding.....		30	30
Vinita, through south S.L.-S.F.-M-K-T connection.....		15	15
Between MP G-359-20 and MP G-360-11 until engine over street crossings		30	30
Curves between	G-364-11 G-364-22	55	50
	G-364-37 G-365-5	65	55
	G-370-1 G-370-21	65	55
	G-375-35 G-376-8	45	45
	G-376-20 G-377-5	65	55
Chelsea, No. 118 to discharge mail daily, except Sunday.....		30	
No. 118 to discharge mail when requested by mail clerk		20	
Engine of westward trains passing MP G-395-24.....			50
Claremore, between MP G-397-8 and MP G-397-31 until engine through these limits		20	20
Curves between	G-406-26 G-406-35	55	50
	G-408-38 G-411-10	55	50
East Tulsa, through turnout end two main tracks		50	50
Tulsa, through interlocking		15	15
Between MP G-418-12 and MP G-428-14 until engine over street crossings		25	25
First class trains move at restricted speed between Madison Street and First Street, Tulsa expecting to find main track occupied. Main track between these points may be used without protection against first class trains.			

OKLAHOMA SUBDIVISION:

First class trains move at restricted speed between Madison Street and First Street, Tulsa expecting to find main track occupied. Main track between these points may be used without protection against first class trains.

Between MP G-418-12 and MP G-428-14 until engine over street crossings		25	25
Both tracks, MP G-425-13 to MP G-425-15.....		25	
Nos. 30, 32, 37 and 437 move at restricted speed between MP G-426-23 and MP G-429-39 expecting to find main track occupied. Main track between these points may be used without protection against these trains.			
Both tracks, MP G-426-25 to MP G-427-5		40	
MP G-427-5, trains or engines moving against current of traffic over spring switch		10	10
	Mile Post and Mile Post:		
Both main tracks, curves between.....	G-436-33 G-437-1	60	50
Sapulpa through crossovers		35	35
Curves between	G-437-6 G-437-17	35	35
Engine of eastward trains passing MP G-438-10.....			50

4. SPEED RESTRICTIONS (Continued).

	Mile Post and Mile Post:	Miles Psgr.	Per Hour Freight
Curves between	G-437-37 G-439-35	55	50
	G-441-4 G-442-24	55	50
Kellyville, through turnout both ends siding.....		25	25
Curves between	G-447-34 G-448-13	60	50
	G-449-14 G-451-16	55	50
Between	G-452-15 G-452-23	50	50
Curves between	G-452-23 G-457-35	55	50
	G-458-10 G-458-15	65	55
Bristow, through turnout west end siding.....		25	25
Between MP G-458-25 and MP G-459-15 until engine over street crossings		40	40
Curves between	G-459-1 G-459-14	55	50
	G-461-28 G-468-26	55	50
	G-469-28 G-470-5	55	50
	G-471-26 G-472-34	55	50
	G-478-8 G-479-14	55	50
	G-481-25 G-482-1	60	50
Binkley, through turnout east end siding.....		25	25
Curves between	G-483-3 G-483-23	60	50
	G-486-27 G-487-5	60	50
	G-488-5 G-488-16	55	50
	G-489-31 G-490-15	55	50
	G-491-30 G-492-32	60	50
	G-493-6 G-494-13	55	50
	G-495-16 G-495-28	60	50
	G-498-26 G-499-17	60	50
	G-503-31 G-504-6	60	50
	G-505-20 G-506-32	60	50
	G-514-33 G-515-20	65	55
	G-519-1 G-522-11	55	50
Jones, through turnout east end siding.....		25	25
Curves between	G-524-23 G-524-30	65	55
	G-530-22 G-531-9	55	50
Greig, through interlocking		45	45
Curves between	G-536-15 G-536-25	55	50
	G-538-21 G-538-29	55	50
East Yard, through turnout east end drill track.....		25	25
First class trains move at restricted speed between MP G-539-0 and Oklahoma City, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.			

CHICKASHA SUBDIVISION:

First class trains move at restricted speed between MP G-541-15 and Oklahoma City expecting to find main track occupied. Main track between these points may be used without protection against first class trains.

Between MP G-540-6 and MP G-544-22 until engine over road and street crossings		25	25
Over South Canadian River Bridge G-557.9		40	40
Chickasha, through interlocking, until engine over crossing....		20	20
Between MP G-580-37 and MP G-581-26 until engine over street crossings		20	20
Lawton, first class trains move at restricted speed between Rock Island crossing and MP G-630-3.			
Between MP G-628-31 and MP G-631-6 until engine over street crossings		20	20
Altus, between MP G-686-10 and MP G-687-10 until engine over street crossings		30	30
Through interlocking until engine over crossing.....		20	20

(Continued on Page 17)

WESTWARD

SOUTHWESTERN DIVISION — CHEROKEE SUBDIVISION

Distance from St. Louis	Miles	STATIONS	Communicating Office	FIRST CLASS						
				9	111	303	3	117	1	
				Meteor	Oklahoman	Kansas Mail	The Will Rogers	The Firefly	Texas Special	
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
282.0	Two Main Tracks	MONETT	DN	AM 1 50		AM 7 15	AM 7 30			PM 11 35
286.9		PIERCE CITY		D	1 57		s 7 21 AM	7 37		11 41
297.2		RITCHEY		2 08			7 47		11 51	
302.0		GRANBY	D	2 14			7 52			
308.5		JEFF		2 22			7 59		AM 12 02	
309.2		K. C. S. CROSSING								
309.8		NEOSHO	2S	2 30			s 8 14		12 03 10	
319.2		RACINE		2 41			8 26		12 14	
325.4		SENECA, MO.	D	2 48			8 32		12 20	
332.9		WYANDOTTE, OKLA.		2 56			8 40		12 28	
340.4		K. O. & G. CROSSING								
340.6		FAIRLAND	D	3 05			8 48		12 35	
347.0		KAHOGA		3 12			8 55		12 48 2	
348.1		AFTON	2S	3 14	s AM 4 59		s 8 59	PM 12 35	12 50	
353.6		TODD		3 20	5 05		9 05	12 41	12 57 112	
359.7		M.-K.-T. CROSSING	CTC	DN						
359.7		VINITA		s 3 28	s 5 21		s 9 19	12 50	1 10 AM	
366.7		WHITE OAK	D	3 35	f 5 29		9 26	12 58		
374.0		CATALE		3 43	5 37		9 34	1 06		
379.1		CHELSEA	D	3 49	f 5 44		9 40	1 11		
384.8		BUSHYHEAD		3 55	f 5 50		9 46	1 17		
387.6		FOYIL			f 5 53					
391.6		SEQUOYAH		4 02	5 58		9 53	1 23		
396.4		DEGROAT		4 07	6 03		9 58	1 28		
397.0		M. P. CROSSING								
397.6		CLAREMORE	2S	s 4 08	s 6 04		s 9 59	1 29		
404.3		VERDIGRIS		4 18	f 6 18		10 10	1 40		
409.1		CATOOSA	D	4 24	f 6 28		10 15	1 46		
412.6		TIGER		4 29	6 33		10 19	1 50		
414.0		GARNETT		4 31	6 35		10 21	1 52		
417.0		DOUGLAS		4 34	6 38		10 24	1 55		
418.7		DAWSON								
420.4	Two Main Tracks	EAST TULSA	ABS		4 38	6 42	10 28	1 59		
423.0		TULSA TOWER		DN						
423.0		A. T. & S. F. CR. M. V.-M.-K.-T. CR.								
423.6		TULSA	DN	s 4 50 AM	7 00 AM		s 10 35 AM	2 10 PM		
425.2		WEST TULSA	DN							
		(141.5) (143.2)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
				9	111	303	3	117	1	

Eastward trains are superior to westward trains of the same class.

SOUTHWESTERN DIVISION—CHEROKEE SUBDIVISION

WESTWARD

SECOND CLASS						Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	THIRD CLASS		
331 Northern Division Freight	33	31	437	39	37			Siding	Other		337 Local	441 Local	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
P M 6 30		P M 3 05	A M 8 55		A M 4 20	282	Two Main Tracks	MONETT	YA	RD	RGTY CBO	A M 6 00	A M 6 10
6 40 P M						G287		PIERCE CITY					6 10 A M
						G297	RITCHEY	138	29				
						G302	GRANBY		52				
						G309	JEFF	138					
							K. C. S. CROSSING	Interlocking					
						G310	NEOSHO	103	59	R			
						G319	RACINE	133	10				
						G325	SENECA, MO.	71	76				
						G333	WYANDOTTE, OKLA.	181	10				
							K. O. & G. CROSSING	Interlocking					
						G341	FAIRLAND	154	63				
	P M 5 30			A M 3 40		G347	KAHOGA	134			TYC BO		
						G348	AFTON	YA	RD				
						G354	TODD	140	30				
							M.-K.-T. CROSSING	Interlocking					
						G360	VINITA	182	174	RGY			
						G367	WHITE OAK	136	152				
						G374	CATALE	132	18				
						G379	CHELSEA	111	148				
						G385	BUSHYHEAD	147	18				
						G388	FOYIL		28				
						G392	SEQUOYAH	109	100				
						G396	DEGROAT	154					
							M. P. CROSSING	Interlocking					
						G398	CLAREMORE	51	131	RY			
						G404	VERDIGRIS	141	29				
						G409	CATOOSA	91	175				
						G412	TIGER	126					
						G414	GARNETT	74	110				
						G417	DOUGLAS		77				
						G419	DAWSON		71				
						G420	EAST TULSA						
							TULSA TOWER				R		
							A. T. & S. F. CR. M.V.-M.-K.-T. CR.	Interlocking					
						G424	TULSA	YA	RD	BRGC			P M 2 30
	8 30 P M	8 00 P M	P M 12 55 P M	6 30 A M	8 20 A M	G426	WEST TULSA	YA	RD	RGTY CBO			P M 2 30 P M
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(141.5) (143.2)					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
331	33	31	437	39	37							337	441

Eastward trains are superior to westward trains of the same class.

EASTWARD

SOUTHWESTERN DIVISION — CHEROKEE SUBDIVISION

Distance from St. Louis	STATIONS	Communicating Office	FIRST CLASS					
			2 Texas Special	118 The Firefly	4 The Will Rogers	304 St. Louis Special	10 Meteor	112 Oklahoman
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
282.0	Two Main Tracks MONETT 4.9	DN	A M 1 55		P M 10 50	P M 11 05	A M 12 40	
286.9		D	1 46		10 38	10 50 P M	12 27	
297.2	10.3 RITCHIEY 4.8		1 36		10 27		12 17	
302.0	GRANBY 6.5	D			10 22		12 12	
308.5	JEFF 0.7		1 25		10 15		12 05	
309.2	K. C. S. CROSSING 0.6							
309.8	NEOSHO 9.4	2S	1 24		s10 12		12 03 A M	
319.2	RACINE 6.2		1 14		9 48		11 43	
325.4	SENECA, MO. 7.5	D	1 08		9 41		11 37	
332.9	WYANDOTTE, OKLA. 7.5		1 01		9 32		11 30	
340.4	K. O. & G. CROSSING 0.2							
340.6	FAIRLAND 6.4	D	12 54		9 24		11 22	
347.0	KAHOGA 1.1		12 48 A M		9 17		11 16	
348.1	AFTON 5.5	2S	12 47	P M 4 20	s 9 15		11 14	s A M 1 07
353.6	TODD 6.1		12 42	4 10	9 04		11 07	12 57 A M
359.7	M.-K.-T. CROSSING 0.0	DN						
359.7	VINITA 7.0		12 35 A M	4 03	s 8 54		11 00	s12 44
366.7	WHITE OAK 7.3	D		3 52	8 43		10 48	f12 30
374.0	CATALE 5.1			3 44	8 35		10 41	12 20
379.1	CHELSEA 5.7	D		3 38	8 29		10 35	s12 15
384.8	BUSHYHEAD 2.7			3 32	8 23		10 30	f12 02 A M
387.5	FOYIL 4.1							f11 57
391.6	SEQUOYAH 4.8			3 25	8 15		10 24	11 50
396.4	DEGROAT 0.6			3 20	8 10		10 19	11 45
397.0	M. P. CROSSING 0.6							
397.6	CLAREMORE 6.7	2S		3 18	s 8 08		10 17	s11 43
404.3	VERDIGRIS 4.8			3 08	7 56		10 08	f11 29
409.1	CATOOSA 3.5	D		3 03	7 50		10 03	f11 23
412.6	TIGER 1.4			3 00	7 46		10 00	11 15
414.0	GARNETT 3.0			2 58	7 44		9 58	11 13
417.0	DOUGLAS 1.7			2 55	7 41		9 55	11 10
418.7	DAWSON 1.7							
420.4	EAST TULSA 2.6			2 51	7 37		9 52	11 06
423.0	TULSA TOWER 0.0	DN						
423.0	A. T. & S. F. CR. M.V.-M.-K.-T. CR. 0.5							
423.5	TULSA 1.7	DN		2 45 P M	7 30 P M		9 45 P M	11 00 P M
425.2	WEST TULSA	DN						
	(141.5) (143.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			2	118	4	304	10	112

Eastward trains are superior to westward trains of the same class.

SOUTHWESTERN DIVISION — CHEROKEE SUBDIVISION

EASTWARD

SECOND CLASS					Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	THIRD CLASS	
38	130	30	330 Northern Division Freight	32			Siding	Other		332 Local	440 Local
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	
		P M 2 45 P M	A M 10 00	A M 6 30	292	MONETT 4.9	YA	RD	RGTY CBO	A M 2 00	P M 3 00 P M
			9 00 A M		G287	PIERCE CITY 10.3		219		12 15 A M	
					G297	RITCHEY 4.8	138	29			
					G302	GRANBY 6.5		52			
					G309	JEFF 0.7	138				
						K. C. S. CROSSING 0.6	Interlocking				
					G310	NEOSHO 9.4	103	59	R		
					G319	RACINE 8.2	133	10			
					G325	SENECA, MO. 7.5	71	75			
					G333	WYANDOTTE, OKLA. 7.5	161	10			
						K. O. & G. CROSSING 0.2	Interlocking				
					G341	FAIRLAND 8.4	154	63			
					G347	KAHOGA 1.1	134				
A M 1 55 A M	P M 2 25				G348	AFTON 5.5	YA	RD	TYC BO		
					G354	TODD 6.1	140	30			
						M.-K.-T. CROSSING 0.0	Interlocking				
					G360	VINITA 7.0	182	174	RGY		
					G367	WHITE OAK 7.3	136	152			
					G374	CATALE 5.1	132	18			
					G379	CHELSEA 5.7	111	148			
					G385	BUSHYHEAD 2.7	147	18			
					G388	FOYIL 4.1		28			
					G392	SEQUOYAH 4.8	109	100			
					G396	DEGROAT 0.6	154				
						M. P. CROSSING 0.6	Interlocking				
					G398	CLAREMORE 8.7	51	131	RY		
					G404	VERDIGRIS 4.8	141	29			
					G409	CATOOSA 3.5	91	175			
					G412	TIGER 1.4	126				
					G414	GARNETT 3.0	74	110			
					G417	DOUGLAS 1.7		77			
					G419	DAWSON 1.7		71			
10 20	12 05 P M	10 20		1 45	G420	EAST TULSA 2.6					6 30
						TULSA TOWER 0.0			R		
						A. T. & S. F. CR. M.V.-M.-K.-T. CR. 0.5	Interlocking				
					G424	TULSA 1.7	YA	RD	RGCB		6 10
10 00 P M	11 45 A M	10 00 A M		1 30 A M	G426	WEST TULSA	YA	RD	RGTY CBO		6 00 A M
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		(141.5) (143.2)				Leave Daily Ex. Monday	Leave Daily Ex. Sunday
38	130	30	330	32						332	440

Eastward trains are superior to westward trains of the same class.

WESTWARD

SOUTHWESTERN DIVISION — OKLAHOMA SUBDIVISION

THIRD CLASS		SECOND CLASS			Distance from St. Louis	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	FIRST CLASS				
541 Local	445	31	33	39					Miles	9 Meteor	37 Freight	3 The Will Rogers	437 Freight
Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
A M	A M	P M	P M	P M	423.5	DN	TULSA -1.7	RGCB	A M 5 20	A M 10 55	P M	P M 10 40	
6 30	6 00	11 45	10 50	2 30	426.2	DN	WEST TULSA -2.3	RGTY CBO	5 25	9 50	11 00	1 25	10 46
					427.5		RED FORK -3.1		5 28	9 57	11 03	1 30	10 50
					430.6		OAKHURST -1.9		5 31		11 06		10 53
					432.5		BOWDEN -4.7		5 33		11 08		10 55
7 20 A M	6 35	A M 12 15	11 15 P M	3 00 P M	437.2	DN	SAPULPA -8.4		5 38	10 15 A M	11 13	1 45	11 00 P M
	7 10	12 30			445.6		KELLYVILLE -13.4		5 50		11 27	1 58	
	8 15	12 55			459.0	D	BRISTOW -7.6	RY	6 07		11 47	2 19	
	8 45	1 07			466.6		DEPEW -5.6	Y	6 16		11 57 P M	2 30	
					472.2		MILFAY -5.3				12 03		
	10 00	1 25			477.5	2S	STROUD -5.5		6 28		12 12 ⁴⁴⁴	2 45	
	10 30	1 35			483.0	P	BINKLEY -2.4		6 35		12 19	2 53	
	10 50	1 40			485.4		DAVENPORT -8.5		6 38		12 22	2 57	
	11 40 P M	1 55			493.9	D	CHANDLER -4.1		6 50		12 37	3 11	
	12 43 ^s	2 04			498.0	P	GOW -4.8		6 56		12 43 ⁴⁴⁵	3 17	
	12 55	2 11			502.8		WARWICK -2.7		7 01		12 49	3 23	
	1 00	2 16			505.5	D	WELLSTON -4.3		7 04		12 52	3 26	
	1 10	2 23			509.8	P	HIBSAW -4.9		7 09		12 58	3 32	
	1 20	2 31			514.7		LUTHER -0.5		7 14		1 05	3 38	
	1 40	2 51			524.2	D	JONES -5.9		7 25		1 16	3 53	
	1 50	3 18 ⁴³⁰			530.1		MUNGER -0.6		7 31 ⁴⁴⁴		1 24	4 15 ⁴	
					530.7		SPENCER -0.6				1 25		
	2 00				535.6		GREIG -0.2		7 38		1 31	4 22	
					535.8		C. R. I. & P. CROSS. O. C. A. & A. CROSS. -3.7						
	2 30 P M	3 45 A M			539.5	DN	EAST YARD -1.0	RGT CBO	7 44		1 38	4 35 P M	
					540.5	2S	OKLAHOMA CITY	YCB	7 50 A M		1 45 P M		
Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily			(114.3) (117.0)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
541	445	31	33	39					9	37	3	437	517

Eastward trains are superior to westward trains of the same class.

WESTWARD

SHAMROCK BRANCH

EASTWARD

Service Rendered By Extras	Distance from St. Louis	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Station Number	Track Capacity		Service Rendered By Extras
						Siding	Other	
	466.6		DEPEW -8.9	Y	G 467			
	475.5		SHAMROCK -3.7		GA476		27	
	479.2		TIDAL		GA479		42	
			(12.6)					

SOUTHWESTERN DIVISION — OKLAHOMA SUBDIVISION

EASTWARD

FIRST CLASS					Station Number	STATIONS	Track Capacity		SECOND CLASS		THIRD CLASS	
32 Freight	10 Meteor	4 The Will Rogers	518 The Black Gold	30 Freight			Siding	Other	430	38	444 Local	540 Local
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.		
					G424	TULSA 1.7	YARD					
					G426	WEST TULSA 2.3	YARD	A M 7 00	P M 8 00	P M 2 40	P M 2 00	
					G428	RED FORK 3.1						
					G431	OAKHURST 1.9						
					G433	BOWDEN 4.7						
					G438	SAPALPA 8.4	Interlocking YARD	5 30	7 05 P M	1 30	1 00 P M	
					G446	KELLYVILLE 13.4	103 25	5 16		1 00		
					G459	BRISTOW 7.6	170 315	4 59		12 40		
					G467	DEPEW 5.6	74 81	4 45		12 30		
					G472	MILFAY 5.3						
					G478	STROUD 5.5	85 174	4 30		12 12 P M	3	
					G483	BINKLEY 2.4	124 9	4 20		9 05		
					G485	DAVENPORT 8.5		4 16		9 00		
					G494	CHANDLER 4.1	52 126	4 05		8 45		
					G498	GOW 4.8	111	3 59		8 35		
					G503	WARWICK 2.7		3 53		8 25		
					G506	WELLSTON 4.3		3 49		8 20		
					G510	HIBSAW 4.9	140	3 43		8 10		
					G515	LUTHER 9.1		3 37		8 00		
					G524	JONES 5.9	83 13	3 25		7 45		
					G530	MUNGER 0.6	70	3 18 31		7 31 9		
					G531	SPENCER 4.9						
					G536	GREIG 0.2				7 10		
						C. R. I. & P. CROSS. O. C. A. & A. CROSS. 3.7	Interlocking					
					G540	EAST YARD 1.0	YARD	3 00 A M		7 00 A M		
					G541	OKLAHOMA CITY	YARD					
						(114.3) (117.0)		Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	
32	10	4	518	30				430	38	444	540	

Eastward trains are superior to westward trains of the same class.

V. J. DECKARD, Superintendent Terminals.....West Tulsa, Okla.
 R. E. BEATTY, Terminal Trainmaster.....West Tulsa, Okla.
 P. E. ODOM, Terminal Trainmaster.....West Tulsa, Okla.
 J. C. COWLES, Assistant Superintendent.....Oklahoma City, Okla.
 R. P. SHOAF, Assistant Superintendent.....Tulsa, Okla.
 J. F. CHRISTIAN, Assistant Superintendent.....Tulsa, Okla.
 E. A. OSBORNE, Assistant Superintendent.....Sherman, Texas.
 M. E. TRAYWICK, Terminal Trainmaster.....Ft. Worth, Texas.
 G. R. CLINKENBEARD, Assistant Trainmaster.....Tulsa, Okla.
 E. R. TYLER, Trainmaster-Road Foreman of Equipment.....Enid, Okla.
 E. W. BROWN, Road Foreman of Equipment.....Tulsa, Okla.
 W. M. MORRISON, Road Foreman of Equipment.....Sherman, Texas.
 C. L. EVERSON, Chief Dispatcher.....Tulsa, Okla.

WESTWARD

SOUTHWESTERN DIVISION — CHICKASHA SUBDIVISION

THIRD CLASS		SECOND CLASS		Distance from St. Louis	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Stg. Clock, Bulletin	FIRST CLASS
449 Local	451 Local	435	437					9 Meteor
Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sat.	Leave Daily	Miles				Leave Daily
A M 6 00		P M 10 00	P M 5 20	539.5	DN	EAST YARD	RGT CBO	
			5 30 ¹⁰	540.5	2S	OKLAHOMA CITY	YCB	A M 8 35
				542.5		STOCK YARDS JCT.		
				542.8		A. T. & S. F. CROSSING		
6 30		10 45	5 42	545.3		LILLARD PARK		8 43
6 40		11 15	5 48	549.3		WHEATLAND		s 8 50
6 50		11 25	5 55	553.9		MUSTANG		f 8 57
7 25		A M 12 01	6 08	562.8	D	TUTTLE		s 9 09
7 40		12 10	6 15	567.5		SOONER		9 15
7 55		12 20	6 22	572.7		AMBER		s 9 23 ⁴⁴⁸
				580.5		C. R. I. & P. CROSSING		
8 50		1 00	6 35	580.8	D	CHICKASHA		s 9 43
9 05		1 10	6 47	586.9		NORGE		f 9 51
9 20		1 20	6 57	592.4		LAVERTY		f 9 59
9 45		1 30	7 07	599.5	D	CEMENT		s 10 09
10 20 ⁹		2 10	7 16	605.0	2S	CYRIL		s 10 20 ⁴⁴⁹
11 47		2 20	7 26	610.6		FLETCHER		s 10 28
P M 12 45 ³²		2 30	7 33	614.6		ELGIN		s 10 35
12 59		2 40	7 45	622.0		RIDLEY		10 44
1 10		2 50	7 52	625.5	D	FORT SILL	Y	s 11 00
	A M			629.7		C. R. I. & P. CROSSING		
1 30	6 00	3 00	8 03	630.2	2S	LAWTON	RGTY CB	11 15
P M	6 25	A M	8 13	636.7		TAUPA		A M
	6 50		8 23	643.9		CACHE		
	7 15		8 34	652.0		INDIAHOMA		
	7 45		8 43	658.2		ODETTA		
				664.1		WESTERN DIV. CROSS.		
	8 25		8 55	664.4	D	SNYDER	RYC	
	8 40		9 03	669.5		VICKERS		
	9 10		9 12	676.0		HEADRICK		
	9 25		9 21	682.7		HIGHTOWER		
				686.6		M.-K.-T. CROSSING		
	10 43 ³²		9 30	687.2	D	ALTUS		
				688.1		A. T. & S. F. CROSSING		
	10 59		9 42	695.5		OLUSTEE		
	11 18		9 52	702.7		CRETA		
	11 45		10 01	709.4	D	ELDORADO, OKLA.		
	P M 12 20		10 10	716.2		RED RIVER		
			10 12	717.1		CARNES, TEX.		
				724.0		F. W. & D. CROSSING		
	1 00 P M		11 00 P M	724.2	DN	QUANAH	RGYT CBO	
Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily			(183.7) (184.7)		Arrive Daily
449	451	435	437					9

Eastward trains are superior to westward trains of the same class.

SOUTHWESTERN DIVISION — CHICKASHA SUBDIVISION

EASTWARD

FIRST CLASS	Station Number	STATIONS	Track Capacity		SECOND CLASS	THIRD CLASS	
			Siding	Other	32	448 Local	450 Local
10 Meteor					32	448 Local	450 Local
Arrive Daily					Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Tues., Thurs., Sat.
	G540	EAST YARD	YA	RD	P M 3 45	A M 11 55	
	G541	OKLAHOMA CITY	YA	RD			
	G543	STOCK YARDS JCT.					
		A. T. & S. F. CROSSING	GATE				
5 10	G545	LILLARD PARK		89	2 50	11 30	
f 5 04	G549	WHEATLAND	42	20	2 40	11 15	
f 4 57	G554	MUSTANG	90	24	2 33	11 05	
s 4 44	G563	TUTTLE	32	45	2 21	10 35	
4 35	G567	SOONER	66		2 13	10 16	
f 4 28	G573	AMBER	48		2 04	9 23	
		C. R. I. & P. CROSSING	Interlocking				
s 4 15	G581	CHICKASHA	52	139	1 53	8 50	
f 3 59	G587	NORGE		97	1 38	8 25	
f 3 52	G592	LAVERTY	66		1 28	8 10	
s 3 43	G600	CEMENT	40	74	1 17	7 50	
s 3 33	G605	CYRIL	90	211	1 06	7 35	
s 3 23	G611	FLETCHER	98	28	12 52	7 20	
s 3 16	G615	ELGIN	36	26	12 45 ⁴⁴⁹	7 10	
3 06	G622	RIDLEY	95		12 35	6 55	
s 2 52	G626	FORT SILL	55	76	12 30	6 45	
		C. R. I. & P. CROSSING	GATE				
2 45	G630	LAWTON	68	YARD	12 20	6 00	10 15
P M	G637	TAUPA	33		12 04	A M	9 45
	G644	CACHE	97	35	11 54		9 25
	G652	INDIAHOMA		35	11 42		9 00
	G658	ODETTA	34		11 33		8 45
		WESTERN DIV. CROSS.	GATE				
	G664	SNYDER	YA	RD	11 24		8 25
	G670	VICKERS	33		11 10		8 10
	G676	HEADRICK	35	23	11 01		8 00
	G683	HIGHTOWER	34		10 51		7 50
		M.-K.-T. CROSSING	GATE				
	G697	ALTUS	36	238	10 43 ⁴⁵¹		7 40
		A. T. & S. F. CROSSING	Interlocking				
	G695	OLUSTEE	34	44	10 27		6 10
	G703	CRETA	35		10 17		5 55
	G709	ELDORADO, OKLA.	30	116	10 07		5 40
	G716	RED RIVER			9 58		5 25
	G717	CARNES, TEX.	43		9 56		5 20
		F. W. & D. CROSSING	Interlocking				
	G724	QUANAH	YA	RD	9 45 A M		5 00 A M
Leave Daily		(183.7) (184.7)			Leave Daily	Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.
10					32	448	450

Eastward trains are superior to westward trains of the same class.

SOUTHWARD

SOUTHWESTERN DIVISION — CREEK SUBDIVISION

THIRD CLASS	SECOND CLASS		Distance from St. Louis	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	FIRST CLASS	
	541 Local	33					39	37 Freight
Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Miles			Leave Daily	Leave Daily	
A M 7 20	P M 11 15	P M 3 00	437.2	DN	SAPULPA	Y	A M 10 15	P M 11 00
7 33	11 23	3 10	442.2		KEIFER		10 24	11 07
8 08	11 30	3 18	446.7		MOUNDS		10 31	11 11
8 30	11 42	3 32	456.2	D	BEGGS		10 42	11 20
8 50	11 57	3 50	467.2		BUTLER		10 56 ⁵⁴⁰	11 31
			467.9	P	MUSKOGEE BR. CR.			
9 15	12 05	4 10	468.6	2S	OKMULGEE	RYCB	10 58	11 42
9 30	12 16	4 25	476.2		SCHULTER		11 07	11 50
10 23	12 25	5 15	492.1	DN	HENRYETTA	RYCB	11 14	11 56
11 00	12 42	5 44 ³⁸	494.7	D	FRED (WELEETKA)		11 28	12 16
11 40 ³⁷	12 55	5 58	504.4	D	WETUMKA		11 40 ⁵⁴¹	12 28
11 59	1 06	6 10	513.0		YEAGER		11 50	12 39
12 10	1 15	6 30	519.8	DN	HOLDENVILLE	RYG	11 59	12 47
			519.6		C. R. I. & P. CROSS.			
12 21	1 16	6 33	520.1		SISSON		P M 12 01	1 02
12 32	1 23	6 41	525.0		SPAULDING		12 07	1 10
12 55			532.3		SASAKWA			1 19
1 15	1 45	7 30	539.1	DN	FRANCIS	RGY CB	12 25	1 28
Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily			(101.9)		Arrive Daily	Arrive Daily
541	33	39					37	517

Northward trains are superior to southward trains of the same class.

SOUTHWARD

MUSKOGEE BRANCH — CREEK SUBDIVISION

NORTHWARD

THIRD CLASS	Communicating Office	Distance from St. Louis	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	THIRD CLASS
					Siding	Other		
543 Local								542 Local
Leave Daily Ex. Sunday		Miles						Arrive Daily Ex. Sunday
Service between Okmulgee and Northern Jct. rendered by extras		469.6	NORTHERN JCT.	EA470				Service between Okmulgee and Northern Jct. rendered by extras
A M 2 15	2S	467.9	CREEK SUB-DIV. CRS.		GATE			A M 1 35
		468.0	SEAMAN JCT.	EA468				
		468.6	OKMULGEE	EA469	YA	RD	RYCB	
		468.0	SEAMAN JCT.	EA468				
2 35	D	474.8	MORRIS	EA475		28		1 20
3 00		487.5	BOYNTON	EA488		46		12 45
		502.9	K. O. & G. CROSSING			Interlocking		
		504.2	WEST MUSKOGEE	EA504		17		
3 45		506.4	MUSKOGEE	EA506	YA	RD	RCB	12 01
A M	DN	506.6	M.-K.-T. CROSSING					A M
		506.6	M. V. CROSSING			Interlocking		
Service between Muskogee and Dills rendered by extras		509.2	BACONE	EA509		13	Y	Service between Muskogee and Dills rendered by extras
	D	514.9	FORT GIBSON	EA515	34	22		
		515.4	M. P. CROSSING	EA516	GATE	11		
		516.7	DILLS	EA517		130	Y	
Arrive Daily Ex. Sunday			(50.5) (49.3)					Leave Daily Ex. Sunday
543								542

Northward trains are superior to southward trains of the same class.

SOUTHWESTERN DIVISION — CREEK SUBDIVISION

NORTHWARD

FIRST CLASS		Station Number	STATIONS	Track Capacity		SECOND CLASS	THIRD CLASS
518 The Black Gold	30 Freight			38	540	Arrive Daily	Local Arrive Tues., Thurs., Sat.
Arrive Daily	Arrive Daily	Siding	Other	Arrive Daily	Arrive Daily		
A M 6 20	A M 4 35	G438	SAPULPA	YA	RD	P M 7 05	P M 1 00
s 6 08	4 28	E442	KIEFER	134	12	6 55	11 45
s 6 00	4 22	E447	MOUNDS	83	13	6 48	11 35
s 5 46	4 11	E456	BEGGS	131	42	6 37	11 20
5 30	3 57	E467	BUTLER	135		6 21	10 56 ³⁷
			MUSKOGEE BR. CR.		GATE		
a 5 27	3 55	E489	OKMULGEE	YA	RD	6 18	10 07
f 5 11	3 45	E476	SCHULTER	132	15	6 08	9 47
s 5 02	3 38	E482	HENRYETTA	114	YARD	6 00	8 58
s 4 42	3 22	E495	FRED (WELETKA)	136	110	5 44 ³⁸	8 30
s 4 27	3 10	E504	WETUMKA	103	80	5 32	8 00
f 4 15	2 59	E513	YEAGER	115	4	5 22	7 30
s 4 05	2 50	E520	HOLDENVILLE	27	100	5 13	7 15
			C. R. I. & P. CROSS.		Interlocking		
3 41	2 48	E520A	SISSON	115		5 12	6 50
f 3 35	2 40	E525	SPAULDING	139	10	5 05	6 35
s 3 25		E532	SASAKWA		26		6 20
3 15 A M	2 20 A M	E539	FRANCIS	YA	RD	4 45 P M	6 00 A M
Leave Daily	Leave Daily		(101.9)			Leave Daily	Leave Tues., Thurs., Sat.
518	30					38	540

Northward trains are superior to southward trains of the same class.

17. TONNAGE RATING OF ENGINES BY CLASSES.

TONNAGE CLASS OF ENGINE	WESTWARD—SOUTHWARD					
	21	26	27	34	42	50
Monett to Neosho.....	2600	1770	2990	2660	4000	4680
Neosho to Racine.....	1150	765	1280	1150	1725	2015
Racine to Vinita.....	1665	1105	1870	1665	2500	2925
Vinita to Catale.....	1465	975	1645	1465	2200	2570
Catale to Catoosa.....	1500	995	1685	1500	2250	2630
Catoosa to Tiger.....	1100	730	1235	1100	1650	1930
Tiger to West Tulsa.....	1365	905	1535	1365	2050	2395
West Tulsa to Sapulpa.....	1200	795	1350	1200	1800	2105
Sapulpa to Fred.....	1200	795	1350	1200	1800	2105
Fred to Spaulding.....	1300	865	1460	1300	1925	2250
Spaulding to Francis.....	1130	750	1270	1130	1700	1985
Francis to Fitzhugh.....	1200	795	1350	1200	1800	2105
Fitzhugh to Ravia.....	1330	885	1495	1330	2000	2340
Ravia to Sherman.....	1150	765	1280	1150	1725	2015
Sherman to Dorchester.....		1065		1600	2400	2805
Dorchester to Gribble.....		1220		1830	2750	3215
Gribble to Irving.....		1085		1630	2450	2865
Irving to North Ft. Worth.....		1220		1830	2750	3215
North Ft. Worth to Ft. Worth.....		885		1330	2000	2340
Irving to Dallas.....		1330		2000	3000	3510
Sapulpa to Bristow.....	1150	765	1280	1150	1725	2015
Bristow to Luther.....	1265	840	1420	1265	1900	2220
Luther to Munger.....	1150	765	1280	1150	1725	2015
Munger to East Yard.....	2000	1330	2250	2000	3000	3510
East Yard to Snyder.....	1300	865	1460	1300	1950	2275
Snyder to Altus.....	1865	1245	2100	1865	2800	3265
Altus to Quanah.....	1430	995	1560	1430	2150	2510
Okmulgee to Muskogee.....	2150	1430	2415	2150	3225	3760
Muskogee to Dills.....	2750	1830	2540	2750	4125	4800
Scullin to Sulphur.....		556		835	1250	1460
Depew to Tidal.....		730		1100	1650	1930

EASTWARD—NORTHWARD

TONNAGE CLASS OF ENGINE	21	26	27	34	42	50
Quanah to Olustee.....	1240	825	1395	1240	1850	2100
Olustee to Snyder.....	1600	1065	1800	1600	2400	2800
Snyder to Cache.....	1265	845	1420	1265	1900	2215
Cache to Fort Sill.....	1865	1245	2100	1865	2800	3265
Fort Sill to Chickasha.....	1280	855	1440	1280	1925	2245
Chickasha to Wheatland.....	1240	825	1395	1240	1850	2100
Wheatland to East Yard.....	2000	1330	2250	2000	3000	3500
East Yard to Chandler.....	1330	885	1495	1330	2000	2340
Chandler to Stroud.....	1150	765	1280	1150	1725	2015
Stroud to Depew.....	1215	805	1365	1215	1825	2135
Depew to Sapulpa.....	1665	1105	1870	1665	2500	2925
Sapulpa to West Tulsa.....	1465	975	1645	1465	2200	2570
Dallas to Irving.....		1220		1830	2750	3215
Ft. Worth to Irving.....		1220		1830	2750	3215
Irving to Sherman.....		1065		1600	2400	2805
Sherman to Scullin.....	1150	765	1280	1150	1725	2015
Scullin to Ada.....	1330	885	1495	1330	2000	2340
Ada to Francis.....	1600	1065	1800	1600	2400	2805
Francis to Yeager.....	1150	765	1280	1150	1725	2015
Yeager to Sapulpa.....	1330	885	1495	1330	2000	2340
West Tulsa to Catoosa.....	1330	885	1495	1330	2000	2340
Catoosa to Chelsea.....	1350	1030	1790	1350	2325	2720
Chelsea to White Oak.....	1465	975	1645	1465	2200	2570
White Oak to Seneca.....	1665	1105	1870	1665	2500	2925
Seneca to Neosho.....	1200	795	1350	1200	1800	2105
Neosho to Monett.....	2000	1330	2250	2000	3000	3510
Dills to Muskogee.....	2200	1465	2475	2200	3300	3850
Muskogee to Morris.....	1950	1295	2195	1950	2925	3410
Morris to Okmulgee.....	2750	1850	3090	2750	4125	4810
Sulphur to Scullin.....		620		930	1400	1635
Tidal to Shamrock.....		685		1030	1550	1810
Shamrock to Depew.....		1375		2065	3100	3625

SOUTHWARD

SOUTHWESTERN DIVISION — SHERMAN SUBDIVISION

THIRD CLASS	SECOND CLASS		Distance from St. Louis	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	FIRST CLASS		
	547	39					33	517	37
	Local							The Black Gold	Freight
Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Miles				Leave Daily	Leave Daily	
A M	P M	A M					A M	P M	
6 00	9 15	1 50	539.1	DN	FRANCIS	RGY CB	1 30	12 30	
6 10	9 34	2 08 ³⁰	544.0		4.9 FORDS		1 35	12 38	
			547.7		3.7 O.C.A. & A. CROSSING				
6 45	10 00	2 16	548.2	2S	0.5 ADA	RCBO	s 2 00 ³⁰	12 45	
			555.0	P	8.8 LAWRENCE				
7 00	10 30	2 36 ⁵¹⁸	558.2		3.2 FITZHUGH	ABS	f 2 16	1 02	
7 30	10 45	3 09	563.3	D	5.1 ROFF		f 2 28 ⁵¹⁸	1 09	
9 30	11 00	3 21	571.0	D	7.7 SCULLIN	Y	f 2 39	1 18	
10 05	11 20	3 32	579.3	D	8.3 MILL CREEK		f 2 50	1 28	
10 40	11 45	3 49	591.8	D	12.5 RAVIA		s 3 04	1 42	
11 40	12 45 ³⁰ 1 28 ⁵¹⁸	4 15	603.4	DN	11.6 MADILL	RYC	s 3 24	1 59	
			610.6	D	7.2 KINGSTON	CTC	f 3 33		
P M	2 10	4 40	620.2		9.6 LAKE SIDE		3 43	2 24	
12 05	2 20	4 46	624.8		4.6 BARRY		3 48	2 30 ³⁸	
12 15	2 30	4 55	631.1	DN	8.3 STALEY, OKLA.		3 55	2 37	
			631.4		0.3 RED RIVER M.-K.-T. JCT.	ABS			
12 30	2 35	5 00	632.6	P	1.2 JOE, TEXAS		3 58	2 41	
12 55	2 45	5 15	636.5	2S	3.9 DENISON		s 4 15	2 50	
P M	AM	AM	636.6		0.1 T. & N. O. JCT.		AM	P M	
			644.0		7.4 NO. SHERMAN JCT.		4 29		
1 20	3 15	6 00	644.6	DN	0.6 NORTH SHERMAN	RGY CBO		3 30	
P M	A M	A M	645.7	DN	1.1 TOWER 16		4 32	P M	
			646.0		0.0 T. & P. CROSSING		A M		
					0.3 SHERMAN	RG			
Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily			(97.4)		Arrive Daily	Arrive Daily	
547	39	33					517	37	

Northward trains are superior to southward trains of the same class.

SOUTHWARD

SULPHUR BRANCH — SHERMAN SUBDIVISION

NORTHWARD

Service Rendered By Extras	Distance from St. Louis	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Station Number	Track Capacity	Service Rendered By Extras	
								Miles
	571.0	D	SCULLIN	Y	E 571			
	579.8	D	8.8 SULPHUR		EA580	30		
			(8.8)					

SOUTHWESTERN DIVISION — SHERMAN SUBDIVISION

NORTHWARD

FIRST CLASS		Station Number	STATIONS	Track Capacity		SECOND CLASS	THIRD CLASS
30 Freight	518 The Black Gold			Siding	Other	38	546 Local
Arrive Daily	Arrive Daily				Arrive Daily	Arrive Tues., Thurs., Sat.	
A M 2 15	A M 3 13	E539	FRANCIS 4.9	YARD	P M 4 40	A M 11 30	
2 08 ³³	3 08	E544	FORDS 3.7	Interlocking	4 30	11 15	
2 00 ⁵¹⁷	s 2 48	E548	O.C.A. & A. CROSSING 0.5	140 YARD	4 22	11 00	
		E555	ADA 6.8	346			
1 41	f 2 36 ³³	E558	LAWRENCE 3.2	120 3	4 08	10 25	
1 34	f 2 28 ⁵¹⁷	E564	FITZHUGH 5.1	72 27	4 01	9 50	
1 25	f 2 16	E571	ROFF 7.7	114 14	3 51	9 30	
1 13	f 2 03	E580	SCULLIN 8.3	118 68	3 38	9 00	
12 59	s 1 44	E582	MILL CREEK 12.5	145 22	3 22	8 30	
12 45 ³⁰	s 1 28 ³⁹	E603	RAVIA 11.6	139 YARD	3 04	8 00	
	f 1 14	E610	MADILL 7.2	122 44			
12 20	1 03	E620	KINGSTON 9.6	87	2 37	7 10	
12 14	12 58	E625	LAKESIDE 4.6	120 6	2 30 ³⁷	7 01	
12 05	12 50	E631	BARRY 6.3	Interlocking	2 05	6 51	
			STALEY, OKLA. 0.3				
12 01 A M	12 47	E633	RED RIVER M.-K.-T. JCT. 1.2	51	2 01	6 47	
11 55 P M	s 12 42 A M	E637	JOE, TEXAS 3.9	128 105	1 55 P M	6 40 A M	
			DENISON 0.1				
	12 18		T. & N. O. JCT. 7.4				
11 30 P M		E644	NO. SHERMAN JCT. 0.6	YARD	1 35 P M	6 10 A M	
	12 16 A M		NORTH SHERMAN 1.1	Interlocking			
			TOWER 16 0.0				
		E646	T. & P. CROSSING 0.3				
			SHERMAN				
Leave Daily	Leave Daily		(97.4)		Leave Daily	Leave Tues., Thurs., Sat.	
30	518				38	546	

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SOUTHWARD

ST. L. S. F. & T. RAILWAY — FORT WORTH SUBDIVISION

NORTHWARD

SECOND CLASS		FIRST CLASS	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Fuel, Water, Turn Table, Wye, Sid- ing, Clock, Bulletin	Track Capacity		FIRST CLASS	SECOND CLASS	
37	33	517 The Black Gold						518 The Black Gold	38	30		
Leave Daily	Leave Daily	Leave Daily	Miles				Siding	Other	Arrive Daily	Arrive Daily	Arrive Daily	
P M 4 30	A M 8 00		644.6	DN	NORTH SHERMAN 1.1	E644	RGY CBO	YA RD		P M 12 30	P M 10 30	
		A M 4 32	645.7	DN	TOWER 16 0.0			Interlocking	A M 12 16			
			646.0		T. & P. CROSSING 0.3							
		s 4 50	646.3		SHERMAN 0.3	E646	RG		12 15 A M			
			647.1		ST. L. S. W. CROSSING 0.8			GA TE				
4 40	8 10	4 53	647.1		STOCK TRACK 10.6			57	11 51	12 20	9 50	
5 00	8 30	5 06	657.7		DORCHESTER 7.1	658		103 11	11 40	12 01	9 30	
5 10	8 41	5 14	664.8	D	GUNTER 8.8	665		77 41	11 32	11 41	9 19	
5 22	8 54	f 5 25	673.6	D	GELINA 6.1	674		76 50	11 22	11 22	9 06	
5 30	9 04	5 33	679.7		PROSPER 5.9	680		72 42	11 13	11 11	8 58	
5 39	9 15	f 5 42	685.6	D	FRISCO 14.3	686	R	74 76	11 05	10 57	8 50	
6 00	9 35	6 01	699.9		BLISS 0.6	700		102	10 49	10 30	8 30	
		6 02	700.5	DN	CARROLLTON 0.0	701		Interlocking	10 47			
					M. K. & T. CROSSING 0.0							
					ST. L. S. W. CROSSING 3.7							
6 07	9 45	6 08	704.2		GRIBBLE 8.5	704		58	10 42	10 23	8 22	
6 30 P M	10 15 A M	6 25 A M 6 45 A M	710.7	DN	IRVING 10.2	711	Y	108 112	10 35 P M 10 15 P M	10 15 A M	8 15 P M	
			720.9	DN	<i>DALLAS (Pass. Depot)</i> 2.6						6 30 P M	
7 15 P M	P M 4 30 P M		723.5	DN	<i>EAST DALLAS</i>	P722						
			710.7	DN	IRVING 24.9	711	Y	108 112				
7 15	P M 12 15		735.6		NORTH FT. WORTH 5.6	736		YA RD		9 30	7 15	
8 15 P M	1 00 P M		741.2	2S	FT. WORTH (64.7) (66.1)	741	RGTY CBO	YA RD		9 15 A M	7 00 P M	
Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	
37	33	517							518	38	30	

Northward trains are superior to southward trains of the same class.

TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS.

	Mile	Car Capacity	Station Number	End Connection		Mile	Car Capacity	Station Number	End Connection
Cherokee Subdivision					Sherman Subdivision (Continued)				
Granby Branch	302.6	1.8 miles	G-303	West	Platter	625.3	Platform	E -626	None
Niles	313.3	7	G-313	East	Fort Worth Subdivision				
W. Seneca	326.0	30	G-326	Both	Collin	682.4	24	682	South
Asylum	358.2	13	G-358	East	Hebron	694.8	18	695	Both
Oklahoma Subdivision					Highland	706.0	180	706	Wye
Red Horse	534.3	29	G-534	East	Humble	709.0	11	709	North
Creek Subdivision					Chickasha Subdivision				
Preston	462.3	Platform	E-462	None	Spur	547.1	162	G -547	East
Dewar	478.5	40	E-478	South	Lecox	548.2	31	G -548	West
Atlas	479.0	37	E-479	Both	Selena	558.8	13	G -559	East
Blackstone Mine	479.8	83	E-480	Both	Bell	561.7	38	G -562	East
Sherman Subdivision					Lige	668.2	2	G -668	East
Sand Spur	562.0	14	E-562	North	Muskogee Branch				
Denny	567.4	37	E-568	Both	Eram	481.1	7	EA-481	South
Hickory	568.0	Platform	E-568	None	Beland	496.0	4	EA-496	North
Ryder	584.5	54	E-584	Both	Crekola	499.0	6	EA-499	South
Hulse	603.5	18	E-603A	West	Riverbank	511.9	41	EA-512	South
					Sulphur Branch				
					Arbuckle	578.2	47	EA-578	South

4. SPEED RESTRICTIONS (Continued).

	Mile Post and Mile Post:	Miles Per Hour Psgr.	Per Hour Freight
CREEK SUBDIVISION:			
Curves between	E-437-6 E-437-17	35	35
Engine of northward trains passing MP	E-437-32		40
Curves between	E-438-7 E-440-6	55	50
Kiefer, through turnout north end siding		25	25
Curves between	E-457-25 E-458-4	60	50
	E-461-31 E-462-10	65	55
Butler, through turnout north end siding		25	25
Okmulgee, between MP E-468-20 and MP E-469-8 until engine over street crossings		25	25
Curves between	E-471-12 E-471-28	60	50
Schulter, through turnout south end siding		25	25
Curves between	E-478-17 E-479-6	55	50
	E-480-5 E-480-20	60	50
Henryetta, between MP E-481-16 and MP E-482-20 until engine over street crossings		25	25
Through turnout south end siding		25	25
Curves between	E-483-15 E-483-25	65	55
	E-484-9 E-484-20	60	50
	E-492-2 E-492-18	50	45
	E-494-15 E-494-26	55	50
Fred, through turnout both ends siding		25	25
Curves between	E-498-24 E-498-34	65	55
	E-506-0 E-506-12	65	55
	E-506-33 E-507-8	60	50
	E-509-31 E-510-11	60	50
	E-511-19 E-511-27	65	55
	E-516-12 E-519-15	55	50
Holdenville, between MP E-518-17 and MP E-520-22 until engine over street crossings		40	40
Sisson, through turnout south end siding		25	25
Curves between	E-521-5 E-521-26	60	50
	E-522-28 E-523-5	65	55
Spaulding, through turnout both ends siding		25	25
Curves between	E-526-18 E-526-27	65	55
	E-529-7 E-529-20	60	50
	E-531-34 E-532-10	60	50
	E-532-20 E-533-2	65	55
	E-533-24 E-534-21	50	45
SHERMAN SUBDIVISION:			
Francis, through turnout south end yard lead		25	25
Curves between	E-539-32 E-540-6	55	50
	E-543-6 E-543-16	60	50
	E-544-9 E-544-20	60	50
Ada, through interlocking		35	35
Between MP E-547-8 and MP E-548-29 until engine over street crossings		15	15
Through turnout south end of siding		25	25
Curves between	E-551-6 E-551-14	65	55
	E-551-30 E-552-3	55	50
	E-554-26 E-556-20	55	50
Engine of southward trains passing MP	E-557-14		55
Pitzhugh, through turnout north end siding		25	25
Curves between	E-559-9 E-559-31	60	50
	E-569-1 E-569-10	60	50
Scullin, through turnout north end siding		25	25
Curves between	E-574-8 E-574-33	60	50
	E-576-5 E-577-11	60	50
Mill Creek, through turnout north end siding		25	25
Curves between	E-581-13 E-582-14	55	50
	E-583-11 E-583-19	55	50
	E-589-7 E-589-23	55	50
	E-592-18 E-592-27	65	55
	E-594-28 E-595-10	65	55
	E-595-19 E-596-11	65	55
	E-596-24 E-596-33	55	50

4. SPEED RESTRICTIONS (Continued).

	Mile Post and Mile Post:	Miles Per Hour Psgr.	Per Hour Freight
Curves between	E-598-0 E-599-34	55	50
	E-601-17 E-601-35	65	55
	E-602-6 E-602-31	55	45
Madill, through turnout both ends siding		25	25
MP E-603-0 to MP E-604-6		45	45
Curves between	E-605-15 E-605-23	55	50
Kingston, through turnout both ends siding		25	25
Curves between	E-621-16 E-623-24	60	50
	E-625-15 E-625-24	65	55
	E-630-3 E-630-36	45	30
Through turnouts and across Red River Bridge, Staley-M.K.T. Junction		15	15
Engine of northward trains passing MP	E-632-18		50
Joe, through turnouts both ends siding		25	25
Curves between	E-633-6 E-636-2	45	45
Denton, through turnout north end siding		25	25
M.K.T. connection			5
Between MP E-636-1 and MP E-636-20 until engine over street crossings		12	12
First class trains move at restricted speed between MP E-636-5 and south siding switch expecting to find main track occupied. Main track between these points may be used without protection against first class trains.			
First class trains move at restricted speed between Tower 16 and MP 647 expecting to find main track occupied. Main track between these points may be used without protection against first class trains.			
FORT WORTH SUBDIVISION:			
North Sherman, over south derail switch		15	15
Sherman, between MP E-644-15 and MP E-646-27 until engine over street crossings		15	15
Tower 16, through interlocking		35	35
First class trains move at restricted speed between Tower 16 and MP 647 expecting to find main track occupied. Main track between these points may be used without protection against first class trains.			
Curves between	699-32 700-28	30	30
Carrollton, between MP 700-10 and MP 701-5 until engine over street crossings		20	20
Through interlocking until engine over crossing		20	20
Irving, between MP 709-28 and MP 710-24 until engine over street crossings		40	40
Dallas leg of wye		30	30
Fort Worth leg of wye		35	35
North Ft. Worth over two Ft. Worth Belt Railway crossings on connecting track between StLSW Ry and CRI&P Ry			10
North Ft. Worth, trains or engines move at restricted speed not exceeding 15 MPH through connecting track.			
Fort Worth, street crossings		18	18
Over spring switch at north end of yard		15	15
Belt Junction, north leg of wye		10	10
	south leg of wye	15	15
MUSKOGEE BRANCH, CREEK SUBDIVISION:			
KO&G crossing, MP EA-502-25, through interlocking		20	20
Muskogee:			
Between MP EA-505-11 and MP EA-505-24		25	25
MP EA-505-24 and MP EA-508-15		12	12
MP EA-508-15 and MP EA-508-21		25	25
Over Arkansas River Bridge EA-511.6		20	20

5. OTHER SPEED RESTRICTIONS.

	MPH
Circus trains:	
Cherokee, Oklahoma, Creek, Sherman, and Ft. Worth Subdivisions	35
	25
Chickasha Subdivision	30
	25
Muskogee Branch	25
	20
Sulphur Branch	10
	10
Trains Handling:	
Scale Test (4-Wheel) Cars, Company-owned Hoists, Pile Drivers, Air Dump Cars, Locomotive Cranes or Spreader-Ditchers, moving on own wheels:	
Cherokee, Oklahoma, Creek, Sherman, Chickasha and Fort Worth Subdivisions	30
Muskogee Branch	20
Revenue equipment of this type will be handled on written instructions of chief dispatcher.	
Company-owned Bull Dozers, Cranes, Tractor Ditchers and Scrapers, Dumpsters, Speed Swing, Track Cleaners, Motor Graders, Wheel Tractors with attachments, Rail Layers, or Shovels, loaded on cars, at intermediate stations from point of loading to nearest terminal where car inspectors are on duty:	
Cherokee, Oklahoma, Creek, Sherman, Chickasha and Fort Worth Subdivisions	30
Muskogee Branch	20
Company-owned equipment of this type, when moving from terminals where car inspectors are on duty, will be handled without restrictions unless otherwise instructed.	
Diesel derricks (wreckers), 99021, 99022, and 99025:	
Cherokee, Oklahoma, Creek and Sherman Subdivisions	45
Other derricks (wreckers):	
Cherokee, Oklahoma, Creek, Sherman and Fort Worth Subdivisions	35
Muskogee Branch	20
Sulphur Branch	10
Chickasha Subdivision:	
Between Oklahoma City and MP G-545-25	15
MP G-545-25 and MP G-584-29	25
MP G-584-29 and MP G-591-15	20
MP G-591-15 and Quanah	25
Loaded cars equipped with arch bar trucks	45
Triple loads on curves except where further restricted	35

6. SWITCH LIGHTS.

No switch lights on Muskogee Branch between Riverbank and Dills.
No switch lights on Shamrock and Sulphur Branches.

7. BLOCK SIGNALS.

CTC—MP G-282-20 to MP G-420-20
ABS—MP G-420-20 to MP G-423-0
ABS—MP G-424-2 to MP G-437-1
ABS—MP G-437-1 to MP G-540-4 (Rule 510(a))
ABS—MP G-437-1 to MP E-482-9 (Rule 510(a))
ABS—MP E-482-9 to MP E-604-6
CTC—MP E-604-6 to MP E-621-7
ABS—MP E-621-7 to MP E-635-9

TRAIN MEET SIGNS

Creek Subdivision

Kiefer, MP E-442-20 Southward trains
Butler, MP E-466-32 Southward trains

Sherman Subdivision

Ada, MP E-548-30 Northward trains
Fitzhugh, MP E-558-18 Southward trains

Trains on main track waiting for or to meet opposing trains will stop back of sign until opposing train reaches switch. If train on main track passes sign opposing approach signal will display stop indication.

8. BLOCK SIGNALS, REMOTE CONTROL SWITCHES AND SPRING SWITCHES.

LOCATION OF SPRING SWITCHES

Afton, MP G-347-25	East end belt tracks
West Tulsa, MP G-427-5	West lead westward track
Kellyville	Both ends siding
Bristow	West end siding
Binkley	East end siding
Jones	East end siding
East Yard	East end drill track
Oklahoma City	East end passenger station lead
Kiefer	North end siding
Butler	North end siding
Schulter	South end siding
Henryetta	South end siding
Fred	Both ends siding
Wetumka	North end siding
Sisson	Both ends siding
Spaulding	Both ends siding
Francis	South end yard lead
Ada	South end siding
Fitzhugh	North end siding
Scullin	North end siding
Mill Creek	North end siding
Madill	Both ends siding
Kingston	Both ends siding
Lakeside	Both ends siding
Lakeside	Central Division Jct.
Joe	South end siding
Denison	North end siding
North Sherman	North end yards
North Sherman	South end yards (Spring switch derail)
Fort Worth	North end yards

Electric switch light for spring switch east end passenger station lead Oklahoma City will display:

Green indication when switch lined for freight main.

Yellow indication when switch lined for passenger station lead.

No light when switch points misplaced.

When no light displayed train or engine making facing point movement will stop, examine switch and see points fit properly before passing over.

Electric switch light on spring switch north end siding Denison shows an indication for southward trains only. Southward trains finding grade signal 6353 at "Stop" indication will approach this switch prepared to stop until engine man can observe and be governed by indication of this light. If switch light does not display green indication, stop will be made and switch examined before passing over.

Normal position of spring switch, south end North Sherman Yard, lined for northward movements.

Spring switch north end North Sherman yard equipped with electric light, green light permits movement on lead, yellow light permits movement to No. 6 track. When no light displayed, train or engine making facing point movement will stop, examine switch and see points fit properly before passing over.

StL-SW end of connecting track North Ft. Worth equipped with spring switch. Signal governing facing point movements over this switch will display:

Yellow indication when switch lined for StL-SW main track.

Lunar indication when switch lined for connecting track.

Red indication when switch points misplaced.

Spring switch may be left as last used.

Spring switch north end Ft. Worth Yard equipped with electric light, green light permits movements to city lead, yellow light permits movements to North Ft. Worth. When no light displayed train or engine making facing point movement will stop, examine switch and see points fit properly before passing over.

8. BLOCK SIGNALS, REMOTE CONTROL SWITCHES AND SPRING SWITCHES (Continued).

Kahoga: Dwarf signal west end siding MP G-347-20 governs movements through crossover to main track. White light type indicator on north side of dwarf signal permits straight track movements on yard tracks either direction. When this indicator displays a white light, crossover switches and yard tracks between switches and fouling point may be used. If no light displayed, trains or engines will stop short of these switches and fouling points and call dispatcher.

Afton: Dwarf signal at crossover MP G-347-32 governs movements to Southwestern Division main track. White light type indicator near west end crossover MP G-347-32 permits movements on No. 1 track. When indicator displays white light, No. 1 track between east switch of crossover and fouling point may be used. If no light displayed, trains or engines will stop short of fouling point and call dispatcher.

Garnett: Dwarf signal located next to siding, west end, governs moves from both siding and spur to main track.

Between East Tulsa and Tulsa Tower movements of trains on both tracks with current of traffic will be as prescribed by Rules 251 to 254, inclusive.

High water detector on South Canadian River Bridge G-557.9. Westward indicator located MP G-556 plus 24 poles, and eastward indicator located MP G-559 plus 6 poles. When word "STOP" displayed on indicator, trains will stop short of Bridge G-557.9 and know bridge safe before passing over.

Bridge detector devices on Bridge E-478.0 connected with block signal system. When signals 4786 and 4779 display stop indication, in addition to observing block signal rules, trains will stop short of bridge and know bridge safe before passing over.

Bridge detector devices on Bridge E-503.4 connected with block signal system. When signals 5048 and 5035 display stop indication, in addition to observing block signal rules, trains will stop short of bridge and know bridge safe before passing over.

9. INTERLOCKINGS.

CTC—AUTOMATIC

(After communicating with dispatcher be governed by Rules 663 and 664).

KCS Crossing, Neosho, Mile G-309.2

KO&G Crossing, Fairland, Mile G-340.4

MP Crossing, Claremore, Mile G-397.0

Birds (Ft. Worth).

Signals controlled from GC&SF Polks Interlocking. Eastward StLSF&T movements authorized when home signal displays red over yellow indication. Westward StLSF&T movements authorized when home signal displays proceed indication. If do not receive proceed indication communicate with towerman at Polks Interlocking and be governed by his instructions.

AUTOMATIC (Rules 663 and 664).

OCA&A Crossing, Ada, Mile E-547.7

CRI&P-OCA&A Crossings Greig, Mile G-535.8

CRI&P Crossing Chickasha, Mile G-580.5

AT&SF Crossing, Mile G-688.1

KO&G Crossing, Mile EA-502.9

Trains finding home signal displaying stop indication at KO&G crossing, Mile EA-502.9 will contact KO&G dispatcher by telephone before operating release.

10. CROSSING GATES (Rules 98 and 98(a)).

Mile	Intersecting Line	Normal Position
Oklahoma Subdivision:		
Freight House Lead	C.R.I. & P.Ry.	Against S.L.-S.F.Ry.
Oklahoma City	Two Tracks	
Terminal Oil Mill	C.R.I. & P.Ry.	Against S.L.-S.F.Ry.
Lead, Okla. City	Two Tracks	
Chickasha Subdivision:		
West Leg of Wye, Okla. City	C.R.I. & P.Ry.	Against S.L.-S.F.Ry.
	Two Tracks	
G-542.8	A.T. & S.F.Ry.	Against A.T. & S.F.Ry.
G-629-23	C.R.I. & P.Ry.	Against C.R.I. & P.Ry.
G-629-24	Industry track	Against industry track
G-664.1	Western Division	Against Western Division
G-686.6	M.K. & T.Ry.	Against M.K. & T.Ry.
Creek Subdivision:		
E-467.9	Muskogee Branch	Against Muskogee Branch
Fort Worth Subdivision:		
646.3	St.L.S.W.Ry.	Against St.L.S.W.Ry.
Muskogee Branch:		
EA-467.9	Creek Subdivn.	Against Muskogee Branch
EA-515.4	Mo. Pac. Ry.	Against S.L.-S.F.Ry.

11. LOCATION OF YARD LIMITS.

Monett	Butler to Okmulgee
Afton (Northern Div. only)	(Creek Subdivision)
East Tulsa to Red Fork	Henryetta
Sapulpa	Francis
East Yard to Oklahoma City	Ada
Cyril	Madill
Lawton	Denison
Snyder	Sherman
Altus	Irving
Quanah	North Ft. Worth to MKT Conn.
	Ft. Worth to Freight House
	Okmulgee (Muskogee Branch)
	Muskogee

12. (Blank).

13. AUXILIARY LINES (Rule 14, W and X).

Monett—Central Division	Snyder—Western Division
Pierce City—Northern Division	Okmulgee—Muskogee Branch
Afton—Northern Division	Scullin—Sulphur Branch
West Tulsa—Western Division	Madill—Central Division
Sapulpa—Creek Subdivision	Lakeside—Central Division
Depew—Shamrock Branch	

14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

Diesel engines must not be handled without air being coupled and brakes on diesel fully released.

To prevent damage to traction motor gear, before coupling into train with diesel engines composed of two or more units, stop must be made between 5 and 20 feet of coupling.

If necessary to shove train or cars forward with five-unit engine in which the second unit is a road switcher, the second and third units behind the road switcher unit must be isolated while such shove is being made.

HANDLING ENGINES IN TRAINS.

Diesel engines 1 to 8 inclusive will be handled only in short trains, not over 40 cars and placed 5 cars ahead of caboose. Other diesel engines of one or more units will be handled next to engine of through trains and behind short loads and short empties on trains picking up or setting out

14. INSTRUCTIONS RELATING TO DIESEL OPERATION. (Continued).

en route, but not more than 35 cars from head end, except diesel yard or road switcher units shall not be coupled directly behind engine handling train and each unit shall be separated by one or more cars.

Diesel engines must not be handled unless air brakes in operation. When diesel engines are set out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold them; if no cars available, hand brakes on diesels must be set. Do not set hand brakes on diesel engines when towed in train. Diesel engines, in service or in tow, except when switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

MAKE UP OF ENGINES.

Road switcher diesel units, except AT&N units, will be used when handling tonnage in road service in following combinations only:

- 2 or 3 RD-SW units
- *4 RD-SW units (not more than 4 units)
- *1 Road—3 RD-SW units
 - 1 Road—2 RD-SW units
- *1 Road—2 RD-SW units—1 Road
 - 1 Road—1 RD-SW unit —1 Road
 - 1 Road—1 RD-SW unit —2 Road
 - 1 Road—1 RD-SW unit —3 Road
- **1 Road—3 RD-SW units—1 Road
 - 2 Road—1 RD-SW unit
 - 2 Road—1 RD-SW unit —1 Road
 - 2 Road—1 RD-SW unit —2 Road
- *2 Road—2 RD-SW units—1 Road
- *3 Road—1 RD-SW unit —1 Road

*When making back up movement or taking slack, isolate lead unit.

**When making back up movement or taking slack, isolate 2 lead units.

NOTE: Term "Road" refers to F9B, F37 (A&B), F39A, F7 (A&B), FP-7-A, and Alco freight A&B units.

Term "RD-SW" refers to GP7 and Alco road switchers (550-554) only.

A RD-SW unit must not be used as the lead unit of an engine containing road units.

An engine containing or composed of RD-SW units must not be doubleheaded with another engine composed of or containing such units.

An engine containing or composed of RD-SW units shall be the lead engine when doubleheaded with an engine composed of road units.

When an engine is composed of Alco road switcher and GP7 units, Alco road switcher unit or units shall be, when possible, placed in lead. When impossible to place Alco unit or units in lead, the engine control knob on the Alco units must be placed in No. 4 position and tonnage rating of such Alco units will be reduced to 35 percent of established rating.

An engine composed of one, two or three AT&N units (Nos. 101-111, inclusive) shall be the lead engine when doubleheaded with an engine composed of road units, and shall not be doubleheaded with an engine composed of or containing RD-SW units.

15. GENERAL INSTRUCTIONS.

Road foreman of equipment has authority of an assistant superintendent when on line.

Rule 17(b) amended:

Oscillating white headlight, on engines equipped, must be displayed by day and by night, except it must be extinguished when standard white headlight is dimmed or extinguished.

When operating Sperry rail detector car, air brake test and running test of brakes must be made when commencing each trip.

15. GENERAL INSTRUCTIONS (Continued).

Loaded cars equipped with arch bar trucks will not be handled in important freight trains, except on instructions of chief dispatcher.

Steam engines will not be moved dead in train except on instructions from chief dispatcher to conductor and engineman as to where engine is to be handled in train and speed restrictions.

Regular connections of the following trains will not handle triple loads and will not handle cars restricted to speed below maximum:

Nos. 437, 37 and 30

No. 32 between Oklahoma City and Monett

No. 33 between West Tulsa and Sherman

No. 39 between Afton and West Tulsa

Automatic public crossing signals equipped with automatic cut out feature at following crossings:

Seneca:	State Highway 43 (Eastward trains and engines only)	MP G-325-23
Afton:	Main Street	MP G-348-4
Vinita:	Wilson Street	MP G-359-30
	Scraper Street	MP G-359-32
	Miller Street	MP G-360-5
	Foreman Street	MP G-360-11
Dawson:	Sheridan Road (Eastward trains or engines only)	MP G-418-12
Lillard Park:	McArthur Blvd. (Westward trains and engines only)	MP G-546-33
Fletcher:	Cole Ave.	MP G-610-9
Sapulpa:	Dewey Ave.	MP E-437-17
Okmulgee:	Second Street	MP E-468-12
	Sixth Street	MP E-468-31
Holdenville:	Main Street	MP E-519-22
Sherman:	Houston Street	MP 646-1

All train and engine movements over the following highway crossings will protect crossing from ground position before occupying it, and in addition at night display lighted fusee on each side of track:

Claremore	Highway 66
Depew both legs of wye	Highway 66
Chandler lead to north yard	Highway 66
Spur MP G-547-7	Highway 152
Ft. Sill Government tracks	Four paved Highways
Airfield Spur, Altus	Highway 62
Sulphur Branch MP EA-579-2	Highway 18

Blowing out steam heat on passenger trains passing over Arkansas River Bridge between Tulsa and West Tulsa prohibited.

Time shown in time table schedules and in train orders at West Tulsa will apply for westward first-class trains at crossover, MP G-426 plus 24 poles, and for eastward first-class trains at crossover, MP G-425 plus 20 poles.

Time shown in time table schedules and in train orders at Sapulpa will apply at end of two main tracks, and meeting points at Sapulpa will be on two main tracks.

Crews switching Bartlett-Collins Glass Plant, Sapulpa, must come to a stop before coupling into or moving any cars and safely place men in order that signals may be properly passed and extra precaution taken to avoid accident or personal injury.

Time shown in time table schedules and in train orders at Francis will apply for southward trains at the south No. 1 switch and for northward trains at the north No. 1 switch.

15. GENERAL INSTRUCTIONS (Continued).

On trains arriving Francis where train is not pulled into clear of main track on arrival, inbound train crew will not tie up, and will be responsible for protection of train, until relieved by member of out-going train crew unless relieved by yard crew or by instructions from chief dispatcher.

Eastward trains will not pass Central Avenue, Monett, MP G-282-13, until receive proceed signal from yardman.

On trains arriving at Monett, train man must set sufficient hand brakes, not less than eight, on west end to prevent cars from rolling out. When required to double over, this applies to each cut. When outbound trains are required to double over and the double over does not include all of the cars in that track, sufficient hand brakes, not less than eight must be set on remaining cars to prevent cars from rolling out.

Train Men must not release hand brakes in Monett until engine is attached and train line charged.

Cars will not be kicked or cut off in clear tracks while moving south in Sherman Yard, but will be shoved to a stop and sufficient hand brakes set before uncoupling. Not less than two (2) cars with good hand brakes set will be required in any track, when cars with rider are kicked or cut off in such tracks. Cars will not be kicked or cut off without rider unless track is occupied by cars with sufficient hand brakes set not less than five (5) cars in one cut.

When switching South Lead Sherman Yard, in order to have sufficient braking power to insure stopping, air will be cut in on cars as follows:

When handling:	Cut air in:
7 to 10 cars.....	3 cars
11 to 15 cars.....	6 cars
16 to 20 cars.....	9 cars
21 to 25 cars.....	12 cars
26 to 30 cars.....	16 cars

North wye switch Irving will be left lined for Ft. Worth leg of wye.

Time shown in time table schedules for southward first-class trains at Irving enroute Dallas will apply at junction switch with CRI&P Ry. Dallas leg of wye.

TRACK RESTRICTIONS.**Sequoyah:**

West end of coal track cannot be used by engines east of a point 270 feet east of frog.

Ada:

Ada Milling Company, no engine must be operated under shed at this mill.

Sherman:

Engines must not be operated over track scales, No. 7 track, Quaker Oats Co.

Dills:

Muskogee Material Co. track, engines must not be operated south of tipple.

19. RESTRICTIONS ON DOUBLE HEADING OVER BRIDGES.**Muskogee Branch:**

Engines of 45 bridge class must not be double-headed over Arkansas River Bridge EA-511.6.

20. PERMISSIBLE LOAD LIMITS.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
Monett to Sapulpa	251,000 lbs.	70.4
Sapulpa to Oklahoma City	251,000 lbs.	70.4
Oklahoma City to Quanah	**210,000 lbs.	53
Sapulpa to Denison	*251,000 lbs.	63
Denison to Sherman	*250,000 lbs.	63
Sherman to Irving	*251,000 lbs.	56
North Ft. Worth to Ft. Worth	*251,000 lbs.	53.8

*Except cars shorter than 35 feet to be limited to 210,000 lbs.

**Except cars shorter than 44 feet between pulling faces of couplers must be limited to 200,000 lbs. gross weight over South Canadian River Bridge G-557.9.

Muskogee Branch:

Northern Jct. to MP EA-470.....	251,000 lbs.	62
MP EA-470 to Bacone	210,000 lbs.	53.8
Bacone to Dills	***180,000 lbs.	45
Sulphur Branch	210,000 lbs.	45
Shamrock Branch	210,000 lbs.	45

***Exceptions.

Between Bacone and Dills 210,000 lb. gross weight cars may be handled with restrictions over Arkansas River Bridge EA-511.6 as follows:

Single 210,000 pound gross car loads must be separated in train from engine and from any other single car of 210,000 pounds by at least two separator cars that do not exceed 154,000 pounds gross weight each.

Limit of two 210,000 pound gross car loads coupled together may be handled by separating such cars from engine and from any other pair of 210,000 pound cars by at least two cars that do not exceed 102,000 pounds gross weight each.

Restrict speed to 10 MPH over this bridge when handling any 210,000 pound gross car load.

21. LIST OF TIME INSPECTORS.

L. S. Bauman, Pres. American Railroad Time Service Co., General Time Inspector	St. Louis, Mo.
Ernest Jewelry Co. 320 College St.,	Springfield, Mo.
Gammon Jewelry Co. 326 E. Commercial,	Springfield, Mo.
Ross E. Shadel	409 Broadway, Monett, Mo.
W. H. Shedlebar, Agent	Afton, Okla.
Vinita Jewelry Co.	Vinita, Okla.
F. O. Gumm	6522 East King, Tulsa, Okla.
A. Padovic	18 E. 2nd St., Tulsa, Okla.
M. L. Hardesty	1726 S. Quanah, West Tulsa, Okla.
W. J. Miller	100 E. Dewey St., Sapulpa, Okla.
The House of Time	1328 N. W. 23rd, Oklahoma City, Okla.
B. C. Clark	113 N. Harvey, Oklahoma City, Okla.
Robinson Jewelry Co.	204 W. Commerce, Oklahoma City, Okla.
Tindel's Jewelry Co.	Chickasha, Okla.
Oliver Jewelry Co.	Lawton, Okla.
R. L. Huff	Snyder, Okla.
E. F. Stevenson	Quanah, Texas
John Q. Reinhardt	113 W. Main St., Okmulgee, Okla.
Standard Jewelry Co.	Muskogee, Okla.
B. H. Terry, Yardmaster	Henryetta, Okla.
Argus Chaffin	Francis, Okla.
Wilson Jewelers	Ada, Okla.
Toll Dickenson	Madill, Okla.
J. B. Rockwell	326 West Main St., Denison, Texas
Van Pelt Jewelry Co.	119 N. Travis, Sherman, Texas
Haltom's Jewelers	614 Main St., Ft. Worth, Texas
Wheeler's Jewelers	1708 8th Ave., Ft. Worth, Texas

16. CLASSIFICATION OF ENGINES.

DIESEL UNIT NUMBER	DESIGNATION	CLASS OF SERVICE	TONNAGE CLASS	STEAM GENERATOR	MAX. SPEED IN SERVICE OR IN TOW UNLESS OTHERWISE PROVIDED (MPH)	BRIDGE CLASS	TONS LIGHT WEIGHT
1-3		SW	11	No	30	16	42
4-8		SW	13	No	35	16	42
A.T.&N. 11		SW	13	No	20	19.1	44
60-61		SW	26	No	45	36	94
A.T.&N. 101-111		RD-SW	34	No	60	39.5	114
200-237		SW	34	No	45	39	115
238-241		SW	34	No	45	38	110
250-265	NW-2	SW	34	No	45	40.3	119
270-281		SW	34	No	45	39.5	115
282-285		SW	34	No	45	40.3	118
290-294		SW	34	No	45	38	111
300-304	SW-7	SW	34	No	45	40.3	119
305-314	SW-9	SW	34	No	45	40.3	119
500-514	GP-7	RD-SW	42	Yes	65	39.5	115
515-549	GP-7	RD-SW	42	No	65	39.5	115
550-554		RD-SW	42	No	65	39.5	113
555-556	GP-7	RD-SW	42	No	65	39.5	115
557-572	GP-7	RD-SW	42	Yes	65	39.5	115
573-597	GP-7	RD-SW	42	No	65	39.5	115
598-618	GP-7	RD-SW	42	Yes	65	39.5	115
619-632	GP-7	RD-SW	42	No	65	39.5	115
2000-2005	EA-7	PASS.	21	Yes	85	41.9	149
2006-2022	E8-A	PASS.	27	Yes	85	43.7	151
5000-5004 5006 5008-5017	F37-A	FRT.	42	No	65	36.8	109
5005 & 5007	F39-A	FRT.	50	No	65	38.4	114
5018-5039	F7-A	FRT.	42	No	65	36.8	110
5040-5051	FP-7-A	FRT. PASS.	42	Yes	65	42.4	114
5100-5116	F37-B	FRT.	42	No	65	36.8	109
5117	F37-B	FRT. PASS.	42	No	65	36.8	109
5118-5125	F7-B	FRT.	42	No	65	36.8	110
5126-5139	F7-B	FRT. PASS.	42	No	65	36.8	109
5140-5144	F9-B	FRT. PASS.	50	No	65	38.0	112
5200-5231	A.L.Co. A	FRT.	42	No	65	38.3	111
5300-5315	A.L.Co. B	FRT.	42	No	65	38.3	108

(Above tonnage class is rating for one diesel unit, when more than one unit used combined rating of all units will apply).

**STOP Damage to Freight
BY COUPLING CARS
NOT OVER 4 MPH**

22. AVERAGE WEIGHT OF PASSENGER CARS.

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Instruction Car	50	80		Baggage	352	69	
Steam Generator	{51 52	88		"	353	68	
Instruction Car	54	73		"	355	67	
Coach & Mail	61		82	"	359	69	
"	62—64		83	"	360	68	
"	65		79	"	362—365	72	
"	67		83	"	366	73	
"	68		76	"	367	74	
Coach, Mail & Baggage	82—83		84	"	368	71	
Baggage	101		79	"	369	66	
"	103		71	"	370	73	
"	105		73	"	371	75	
"	106		78	"	372	74	
"	108—109		66	"	373—374	76	
"	114		70	"	375	70	
"	117		69	"	376	73	
"	122		64	"	378—379	76	
"	126		65	"	380—390	67	
"	134		78	"	393	58	
"	135		78	"	394	65	
"	138		46	"	395	66	
Coach & Baggage	166		43	Non-working Baggage	452—464	34	
"	184		60	Box-Express	465—469	23	
"	189—193		81	Refrig.	492	52	
"	194		68	Coach	514	44	
"	195		75	Dining Car	638	102	
Mail & Baggage	201		68	"	640	100	
"	202—204		71	"	641—642	99	
"	205		68	"	650	73	
"	206 & 208		71	Coach	742	66	
"	209		72	"	751—757	84	
"	210—212		70	"	758	85	
"	214		68	"	759	80	
"	216		69	"	760—761	82	
"	217		73	"	762—763	81	
"	218—225		71	"	765—770	79	
"	251—252		55	"	771	82	
Baggage	301		58	"	772—775	81	
"	304		66	Coach-Caboose	843	48	
"	306 & 309		61	"	844	44	
"	312		67	"	924	49	
"	313		60	"	956	67	
"	315		62	"	983	68	
"	316		59	Coach	1033	63	
"	322		59	"	1037	76	
"	325		61	"	1052	75	
"	331 & 333		61	"	1053—1060	81	
"	336		69	"	1061	74	
"	337 & 339		70	"	1062	84	
"	341		76	"	1063—1064	83	
"	342		70	"	1065—1066	74	
"	343		71	"	1067	82	
"	344		73	"	1068	81	
"	346		70	"	1069—1074	83	
"	348		69	"	1078	77	
"	349		61	Coach	1079—1080	84	
				"	1081—1085	81	
				Coach-Bunk	1090—1091	79	
				"	1092—1094	77	

22. AVERAGE WEIGHT OF PASSENGER CARS (Continued).

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Dormitory-Coach	1095—1096		64	Coach-Lge.-Buffet	1650—1652		65
Coach	1102 & 1103		81	Postal	2041—2043		58
"	1107—1108		82	"	2045		69
"	1203		82	"	2049		74
"	1206		79	"	2050		65
"	1207—1208		82	Storage Mail-De Luxe	2054		60
"	1209—1212		78	Coach	Wichita		83
"	1213—1214		82	"	Enid		90
"	1250—1258		64	"	Ft. Smith		87
"	1259		68	"	Okmulgee		80
Sleeper-Observation Lounge	1350		66	"	Joplin		82
"	1401—1402		101	Lounge-Diner	Kan. City		104
Sleeper	1450—1466		69	"	Birm'ham		103
Cafe-Lounge	1501		103	"	Memphis		103
"	1502		105	Coach-Sleeper	Pensacola		98
"	1503		105	Business Car	Saint Louis		94
"	1504		106	"	S. Francisco		115
"	1505		103	"	Tennessee		109
"	1506		109	"	Missouri		107
"	1507		104	"	Springfield		109
Diner-Lounge	1550 & 1551		68	"	Alabama		106
Buffet	1601—1606		85	"	Oklahoma		110
"	1607		90	"	Kansas		105
"	1610		85	"	Arkansas		104
"	1611		83	"	Mississippi		92
Buffet-Lge.	Glendale		89	"	Florida		93
				"	Texas		107

23. TABLE OF SPEEDS.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		31	1	56	51	1	10
8	7	30	32	1	52	52	1	9
10	6		33	1	49	53	1	7
12	5		34	1	45	54	1	6
15	4		35	1	42	55	1	5
16	3	45	36	1	40	56	1	4
17	3	31	37	1	37	57	1	3
18	3	20	38	1	34	58	1	2
19	3	9	39	1	33	59	1	1
20	3		40	1	30	60	1	
21	2	51	41	1	27	61	0	59
22	2	43	42	1	25	62	0	58
23	2	36	43	1	23	63	0	57
24	2	30	44	1	21	64	0	56
25	2	24	45	1	20	65	0	55½
26	2	18	46	1	18	66	0	54½
27	2	13	47	1	16	67	0	54
28	2	8	48	1	15	68	0	53
29	2	4	49	1	13	69	0	52
30	2		50	1	12	70	0	51½

24. BRIDGE CLASS OF DERRICKS.

Number	Weight Lbs.	Cap'y Tons	Br. Class	Number	Weight Lbs.	Cap'y Tons	Br. Class
*99021	385,600	250	E-62.9	99029		160	
*99022	385,600	250	E-62.9	99030	196,000	100	E-48.3
99023	164,700	60	E-40.9	99031	189,300	100	E-46.7
99024	273,300	160	E-61.2	99032	197,100	100	E-48.2
*99025	388,000	250	E-63.3	99033	191,500	100	E-47.1
99027	142,900	50	E-35.3	99034	200,000	100	E-49.2
99028	168,500	60	E-41.6				

* Diesel Electric.