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
James P. Murphy, M. D. — Physician-in-Charge
Daniel L. Sexton, M. D. — Physician-in-Charge
Harry A. Wittler, M. D. — Attending Surgeon
John J. Keenoy, M. D. — Attending Surgeon
Louis F. Stephens, M. D. — Attending Surgeon
W. D. Schierman, M. D. — Attending Physician
James C. Redington, Jr., M. D. — Attending Physician
Robert H. Ramsey, M. D. — Attending Physician
Hugh C. Crowell, M. D. — Attending Physician and Dispensary Surgeon
Robert C. Hoppe, M. D. — Dispensary Surgeon
Gus J. Furia, M. D. — Dispensary Surgeon
Norman C. Miller, M. D. — Dispensary Surgeon
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
John W. Williams, M. D. — Oculist
R. B. Stewart, M. D. — Oculist

Ollie McBride, M. D.	(LE)	Ada
A. R. Sugg, M. D.	(L)	Ada
Walter L. Fiegel, M. D.	(L)	Carrollton
R. J. Puls, M. D.	(DI)	Dallas
William H. Brown, M. D.	(L)	Denison
G. C. Wallis, M. D.	(L)	Ft. Gibson
F. L. Snyder, M. D.	(DE)	Ft. Worth
Cooper M. Conner, M. D.	(CE)	Ft. Worth
J. Robert Harris, M. D.	(AO)	Ft. Worth
R. E. Snyder, M. D.	(CE)	Ft. Worth
E. C. Pink, M. D.	(LE)	Frisco
C. E. Smith, M. D.	(L)	Henryetta
J. F. York, M. D.	(LE)	Madill
H. T. Ballantine, M. D.	(LE)	Muskogee
J. P. Meyers, M. D.	(L)	Okmulgee
A. L. Buell, M. D.	(L)	Okmulgee
H. B. Powell, M. D.	(L)	Okmulgee
J. F. Curry, M. D.	(DE)	Sapulpa
H. L. Brown, M. D.	(DE)	Sherman
E. F. Etter, M. D.	(CU)	Sherman
Wilbur Carter, M. D.	(O)	Sherman
Hugh Perry, M. D.	(DE)	Tulsa
Eric M. White, M. D.	(D)	Tulsa
John V. White, M. D.	(D)	Tulsa
Theodore Turnbull, M. D.	(AI)	Tulsa
Joseph Fulcher, M. D.	(CU)	Tulsa
Hugh Evans, M. D.	(O)	Tulsa

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

RED RIVER DIVISION

St. Louis, San Francisco and Texas Railway Company

TIME TABLE No. 43

EFFECTIVE

Sunday, December 3, 1961

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

FOR EMPLOYES ONLY

The Railway Company reserves the right to vary from the schedules contained herein as circumstances require.

R. A. RORIE
Superintendent

A REMINDER

Please remember that your customers, whether receivers of the freight you haul or passengers on your train, are—in the final analysis—your employers. They, and they alone, pay your wages. Through the Frisco, they hire you to perform transportation service, the only product we have for sale and the only reason for the existence of the Frisco—and your job!

The all-important measure of the quality of the service we provide is the number of satisfied customers we have. It is therefore, our job and our responsibility to make every customer a satisfied customer. Whether they are satisfied customers or not depends to a very great extent on the personal attitude of the Frisco people with whom they come in contact.

How can we insure customer satisfaction in performing our daily tasks? Here are a few suggestions:

1. Avoid arguments or friction with customers. A calm and pleasant manner, regardless of circumstances, will win friends for you and the railroad.

2. Be courteous under all circumstances.

3. Be informed on matters that pertain to your line of work and answer questions to the best of your ability.

4. Take pride in your work. Railroading is a respected profession through which you contribute to the welfare of your community.

5. Be neat in appearance and attentive to business.

6. On-time performance and smooth handling of passenger trains are essential to continued patronage.

7. Always exercise care in the operation and switching of freight trains. Rough handling results in damage to our customers' goods and in delays to their shipments due to damaged equipment. Such damage and delay is a sure way to lose customer good will and must be avoided.

8. Endeavor to excel. There is no substitute for a job well done.

W R Allen

General Manager

SPECIAL INSTRUCTIONS

1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS.

Red River Division trains originating Tulsa or Cherokee Yard will secure clearance from both Southwestern Division and Red River Division, and will not require clearance at Sapulpa unless train order signal is displaying stop indication.

Red River Division Northward trains entering CTC territory at Sapulpa will not require clearance.

Central Division trains entering CTC at Lakeside will leave Lakeside as an extra without clearance.

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

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

Northward trains originating at North Sherman must secure clearance.

Fort Worth Subdivision Southward trains must secure clearance at Tower 16.

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

Trains finding light out in color light train order signals may proceed after securing clearance or on authority of dispatcher.

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

Creek Subdivision trains will use tracks of Southwestern Division between Sapulpa and Tulsa and will be governed by Southwestern Division Time Table and instructions.

Red River Division northward trains will assume corresponding schedule on Southwestern Division between Sapulpa and Tulsa.

Time shown at Cherokee Yard is for information only.

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.

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 at Fort Worth and East Dallas is for information only.

3. MAXIMUM SPEED.

	Miles Per Hour Psgr.	Freight
Creek and Sherman Subdivisions	70	50
Except Regular Connection Train 37 is authorized		55
Fort Worth Subdivision	55	45
Muskogee Branch:		
Between Okmulgee and Muskogee	25	25
Between Muskogee and Dills	20	20
Sulphur Branch	15	15
Troop trains handling mixed freight and passenger equipment, when any part of passenger equipment being handled behind freight equipment		45

4. SPEED RESTRICTIONS.

	Mile Post and Mile Post:		MPH Psgr.	Freight
CREEK SUBDIVISION:				
Curves between	E-437-6	E-437-17	35	35
Engine of northward trains passing	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	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
Over Rock Island crossings			25	25
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

First class trains move at restricted speed between MP E-538 and MP E-540-30 (Francis), expecting to find main track occupied. Main track between these points may be used without protection against first class trains.

MUSKOGEE BRANCH:

KO&G crossing, MP EA-502-25, through interlocking			20	20
Muskogee:				
Between MP EA-505-24 and MP EA-508-15			12	12

SHERMAN SUBDIVISION:

First class trains move at restricted speed between MP E-538 and MP E-540-30 (Francis), expecting to find main track occupied. Main track between these points may be used without protection against first class trains.

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

(Continued on page 7)

SOUTHWARD — RED RIVER DIVISION — CREEK SUBDIVISION — NORTHWARD

SECOND CLASS 33 Leave Daily	FIRST CLASS 37 Freight Leave Daily	Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity Siding	Track Capacity Other	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS 34 Arrive Daily	SECOND CLASS 38 Arrive Daily	SECOND CLASS 530 Arrive Daily
		423.5		*TULSA*	G424	YA	RD	RGBCO			
				3.4							
PM 11 50 AM	AM 9 30 AM	426.9	DN	*CHEROKEE YARD*	G426	YA	RD	RGT YCBO	AM 11 30 AM	PM 7 00 PM	AM 4 00 AM
				10.3							
12 15	9 50	437.2	D	SAPULPA	G438	YA	RD	Y	10 50	6 15	2 40
				5.0							
12 23	9 57	442.2		KIEFER	E442	116	12		10 38	6 06	2 30
				4.5							
12 31	10 04	446.7		MOUNDS	E447	69			10 30	5 58	2 20
				9.5							
12 44	**10 15** 34	456.2	D	BEGGS	E456	118	42		**10 15** 37	5 45	2 05
				11.0							
1 02	10 29	467.2		BUTLER	E467	117			9 53	5 25	1 45
				0.7							
		467.9	P	MUSKOGEE BR. CR.		GA	TE				
				0.7							
1 10	10 31	468.6	2S	OKMULGEE	E469	YA	RD	RYCBO	9 51	5 23	1 40
				7.6							
1 25 530	10 40	476.2		SCHULTER	E478	116	15		9 40	5 12	**1 25** 32
				5.9							
1 40	10 47	482.1	D	HENRYETTA	E482	94	YARD	RYCB	9 31	5 03	1 13
				12.6							
1 58	11 03	494.7	D	FRED (WELEETKA)	E495	119	110		9 13	4 43	12 43
				9.7							
2 12	11 14	504.4	D	WETUMKA	E504	87	80		8 58	4 28	12 28
				8.6							
2 24	11 24	513.0		YEAGER	E513	98	4		8 45	4 15	12 13
				6.6							
2 34	11 34	519.6	D	HOLDENVILLE	E520	27	100	Y	8 35	4 05	12 03
				0.0							
		519.6		C. R. I. & P. CROSS.		Interl	ocking				
				0.5							
2 36	11 36	520.1		SISSON	E520A	100			8 33	4 03	12 01 AM
				4.9							
2 44	11 43 PM	525.0		SPAULDING	E525	121	10		8 25	3 55	11 50
				14.1							
3 10 AM	12 10 PM	539.1	DN	**FRANCIS**	E539	YA	RD	RGY CB	8 05 AM	3 35 PM	11 30 PM
Arrive Daily	Arrive Daily			(115.6) (112.2) (101.9)					Leave Daily	Leave Daily	Leave Daily
33	**37**								**34**	**38**	**530**

ABS (Rule 510(a)) — ABS

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

SOUTHWARD — MUSKOGEE BRANCH — CREEK SUBDIVISION — NORTHWARD

THIRD CLASS 543 Local Leave Daily Ex. Saturday	Communicating Office	Distance from St. Louis Miles	STATIONS	Station Number	Track Capacity Siding	Track Capacity Other	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	THIRD CLASS 542 Local Arrive Daily Ex. Saturday
Service between Okmulgee and Northern Jct. rendered by extras		469.6	NORTHERN JCT.	EA470				Service between Okmulgee and Northern Jct. rendered by extras
			1.7					
		467.9	CREEK SUB-DIV. CRS.		GATE			
			0.1					
		468.0	SEAMAN JCT.	EA468				
PM 11 59 AM	2S	468.6	0.6 OKMULGEE	E469	YA	RD	RYCBO	PM 8 55
		468.0	SEAMAN JCT.	EA468				
			6.8					
12 25	D	474.8	MORRIS	EA475		28		8 35
			12.7					
1 05		487.5	BOYNTON	EA488		46		7 55
			15.4					
		502.9	K. O. & G. CROSSING		Interl	ocking		
			1.3					
		504.2	WEST MUSKOGEE	EA504		17		
			2.2					
1 55 AM		506.4	MUSKOGEE	EA506	YA	RD	RCB	7 00 PM
	DN	506.6	0.2 M.-K.-T. CROSSING					
			0.0		Interl	ocking		
Service between Muskogee and Dills rendered by extras		506.6	M. V. CROSSING					Service between Muskogee and Dills rendered by extras
			2.6					
		509.2	BACONE	EA509		13	Y	
			5.7					
		514.9	FORT GIBSON	EA515	34	22		
			0.5					
		515.4	M. P. CROSSING	EA516	GATE	11		
			1.3					
		516.7	DILLS	EA517		130		
Arrive Daily Ex. Sunday			(50.5) (49.3)					Leave Daily Ex. Saturday
543								**542**

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

SOUTHWARD — RED RIVER DIVISION — SHERMAN SUBDIVISION — NORTHWARD

SECOND CLASS 33 Leave Daily	FIRST CLASS 37 Freight Leave Daily	Distance from St. Louis Miles	Communicating Office	STATIONS		Station Number	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Track Capacity Siding	Track Capacity Other	SECOND CLASS 34 Arrive Daily	SECOND CLASS 38 Arrive Daily	SECOND CLASS 530 Arrive Daily
A M 3 15	P M 12 15	539.1	DN	**FRANCIS**		E639	RGY CB	YARD		A M 8 01	P M 3 30	P M 10 00
3 23	12 23	544.0		4.9 FORDS		E544		60		7 53	3 20	9 34
		547.7		3.7 O.C.A. & A. CROSSING				Interlocking				
3 40	12 30	548.2	2S	0.5 ADA		E548	RCBO	118	YARD	7 45	3 10	8 55
4 00	12 47	558.2		10.0 FITZHUGH	ABS	E558		99		7 28	2 56	7 50
4 08	12 54	563.3	D	5.1 ROFF	ABS	E564		60	27	7 20	2 48	7 43
4 19	1 05	571.0	D	7.7 SCULLIN	ABS	E571	Y	95	14	7 10	2 38	7 33
4 31	1 15	579.3	D	8.3 MILL CREEK	ABS	E580		104	68	6 55	2 26	7 18
4 49	1 29	591.8	D	12.5 RAVIA	ABS	E592		124	22	6 35	2 06	6 45
5 10	1 46 38	603.4	2S	11.6 MADILL	CTC	E603	BRY	111	YARD	6 15	1 46 37	6 25
		610.6	D	7.2 KINGSTON	CTC	E610		99	44			
5 45 34	2 11	620.2		9.6 LAKESIDE	CTC	E620		70		5 45 33	12 58	5 35
5 53	2 17	624.8		4.6 BARRY	CTC	E625		100	6	5 30	12 50	5 25
6 02	2 24	631.1		6.3 STALEY, OKLA.	CTC	E631		Interlocking		5 20	12 40	5 15
		631.4		0.3 RED RIVER M.-K.-T. JCT.	Via StLSF&T ABS							
	2 28	632.6	P	1.2 JOE, TEXAS	Via StLSF&T ABS	E633			51			
6 10 AM	2 35 PM	636.5	D	3.9 DENISON	Via StLSF&T ABS	E637		108	105	5 10 A M	12 30 P M	5 05 P M
		636.6		0.1 *T. & N. O. JCT.*	Via T&NORR							
		644.0		7.4 *NO. SHERMAN JCT.*	Via T&NORR							
6 30 A M	3 25 P M	644.6	2S	0.6 **NORTH SHERMAN**	Via T&NORR	E644	RGY CBO	YARD		4 50 A M	11 45 A M	4 00 P M
Arrive Daily	Arrive Daily			(97.4)						Leave Daily	Leave Daily	Leave Daily
33	**37**									**34**	**38**	**530**

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

SULPHUR BRANCH — SHERMAN SUBDIVISION

SOUTHWARD — NORTHWARD

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

L. J. KING, Superintendent Terminals.....Tulsa, Oklahoma
R. E. BEATTY, Terminal Trainmaster.....Tulsa, Oklahoma
G. S. POLLARD, JR., Terminal Trainmaster.....Tulsa, Oklahoma
FELIX LANCE, Terminal Trainmaster.....Tulsa, Oklahoma
P. L. MOREY, Assistant Terminal Trainmaster.....Tulsa, Oklahoma
F. E. WAIT, JR., Assistant Superintendent.....Ada, Oklahoma
T. M. GALLOWAY, Assistant Superintendent.....Fort Worth, Texas
H. I. WEBB, JR., Road Foreman of Equipment.....Sherman, Texas
A. L. PURSLEY, Chief Dispatcher.....Tulsa, Oklahoma

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

SECOND CLASS 37	SECOND CLASS 33	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Track Capacity: Siding	Track Capacity: Other	SECOND CLASS 34	SECOND CLASS 38
Leave Daily	Leave Daily	Miles							Arrive Daily	Arrive Daily
PM 5 10	AM 8 00	644.6	2S	**NORTH SHERMAN**	E644	RGY CBO	YA	RD	AM 4 50	AM 10 45
				1.1						
		645.7	DN	TOWER 18			Interl	ocking		
				0.0						
				T. & P. CROSSING						
				0.3						
		646.0		SHERMAN	E646					
				0.3						
		646.3		ST. L. S. W. CROSSING			GA	TE		
				0.8						
5 20	8 10	647.1		STOCK TRACK			47		4 35	10 25
				10.6						
5 40	8 30	657.7		DORCHESTER	658		91	11	4 17	10 05
				7.1						
5 50	8 40	664.8		GUNTER	665		66	41	4 07	9 50
				8.8						
6 02	8 52	673.6	D	CELINA	674		66	50	3 55	9 35
				6.1						
6 12	9 02	679.7		PROSPER	680		62	42	3 46	9 23
				5.9						
6 22	9 10 38	685.6	D	FRISCO	686	R	66	76	3 37	9 10 33
				14.3						
6 42	9 30	699.9		BLISS	700		86		3 17	8 35
				0.8						
		700.5	D	CARROLLTON	701		Interl	57 ocking		
				0.0						
				M. K. & T. CROSSING						
				0.0						
				ST. L. S. W. CROSSING						
				3.7						
6 49	9 36	704.2		GRIBBLE	704		45		3 08	8 25
				6.5						
7 10 PM	10 00 AM	710.7	DN	**IRVING**	711	YB	92	YARD	3 00 AM	8 15 AM
				10.2						
		720.9	2S	*DALLAS (Pass. Depot)*						
				2.6						
10 00 PM	10 00 PM	723.5	DN	*EAST DALLAS*	P722					
		710.7	DN	**IRVING**	711	YB	92	YARD		
				24.9						
		735.6		*NORTH FT. WORTH*	736		YA	RD		
				5.6						
10 00 PM	1 00 PM	741.2	2S	**FT. WORTH**	741	RGTY CBO	YA	RD	1 30 AM	5 00 AM
				(66.1)						
Arrive Daily	Arrive Daily								Leave Daily	Leave Daily
37	33								34	38

Via C. R. I. & P. Ry.

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
Creek Subdivision				
Blackstone Mine	479.8	83	E-480	South
Sasakwa	532.3	26	E-532	North
Sherman Subdivision				
Lawrence	555.0	20	E-555	North
Denny	567.4	37	E-568	Both
Ryder	584.5	54	E-584	Both

	Mile	Car Capacity	Station Number	End Connection
Fort Worth Subdivision				
Collin	682.4	24	682	South
Hebron	694.8	18	695	Both
Muskogee Branch				
Eram	481.1	7	EA-481	South
Beland	496.0	4	EA-496	North
Crekola	499.0	6	EA-499	South
Riverbank	511.9	41	EA-512	South
Sulphur Branch				
Arbuckle	578.2	47	EA-578	South

4. SPEED RESTRICTIONS (Continued).

			Miles Per Hour Psgr.	Freight
Fitzhugh, 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
	E-598	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 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
Curves between	E-633-6	E-636-2	45	45
Between	E-634-31	E-634-33	30	30
Denison, 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.				
North Sherman, over scales				10

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
Curves between MP 699-32 and MP 700-28			30	30
Carrolton, through interlocking			20	20
MP 702-26½, until engine over street crossing			10	10
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

5. OTHER SPEED RESTRICTIONS.

		MPH
Circus trains:		
Creek, Sherman and Ft. Worth Subdivisions	On Tangent	35
	On Curves	25
Muskogee Branch	On Tangent	25
	On Curves	20
Sulphur Branch	On Tangent	10
	On Curves	10

Trains Handling:

Scale Test (4-wheel) Cars, Company-owned Hoists, Pile Drivers, Air Dump Cars (except air dump cars 96610 to 96627), *Locomotive-Cranes or Spreader Ditchers, moving on own wheels:

*—Except movement of Bridge Crane BC-209 (converted derrick) will be governed by instructions governing movement of 100-ton derricks.

Creek, Sherman and Forth Worth Subdivisions	30
Muskogee Branch	20

Revenue equipment of this type will be handled on written instructions of chief dispatcher.

Creek, Sherman and Forth 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.

Loaded cars equipped with arch bar trucks	45
Triple loads on curves except where further restricted	35

Movement of Frisco derricks (wreckers) is authorized as follows:

	100 Ton or Lighter Derricks MPH	160 Ton Derricks 99024 99029 MPH	250 Ton Derricks 99021 99022 99025 MPH
Creek Subdivision:			
Sapulpa to Francis	35	35	45
Okmulgee to Bacone	20	15	15
Bacone to Dills	20	No	No
Sherman Subdivision:			
Francis to Sherman	35	35	45
Scullin to Sulphur	10	No	No
Fort Worth Subdivision:			
Sherman to Irving	35	35	35
No. Fort Worth to Fort Worth	15	15	15
Except over Bridges 737.5 and 739.2	15	10	10

Note: Over bridges 737.5 and 739.2, separate 160 and 250 ton derricks from engine by 2 cars not exceeding 100,000 pounds gross weight.

6. SWITCH LIGHTS.

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

7. BLOCK SIGNALS.

ABS—MP G-437- 9 to MP E-481- 5 Rule 510(a))
ABS—MP E-481- 5 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

Mounds, MP E-446-27 ..... Northward trains
Okmulgee, MP E-468-15 ..... Northward 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

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.
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 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 No. 2 track, yellow light permits movement to No. 1 track. When no light displayed, train or engine making facing point movement will stop, examine switch and see point 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).

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.

AUTOMATIC (Rules 663 and 664).

CRI&P Crossing, Holdenville, Mile E-519.6.
OCA&A Crossing, Ada. Mile E-547.7
MKT-StL-SW Crossing, Carrollton, Mile 700.5
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
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.

Sapulpa	Denison
Butler to Okmulgee	Sherman
Henryetta	Irving
Francis	North Ft. Worth to MKT Conn.
Ada	Ft. Worth to Freight House
Sulphur Branch	Okmulgee (Muskogee Branch)
Madill	Muskogee to Dills

12. DRAWBRIDGES. (Blank).

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

Sapulpa—Red River Division	Scullin—Sulphur Branch
Okmulgee—Muskogee Branch	Madill—Central Division
	Lakeside—Central Division

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.

HANDLING ENGINES IN TRAINS.

Diesel engines 1 to 8 inclusive will be handled only in short trains, not over 40 cars and placed 15 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 en route, but not more than 25 cars from head end, (or more than 12 seventy-foot or longer flat, bi-level or tri-level cars), 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. The minimum total brake pipe reduction when handling diesel units in tow shall be not less than 12 pounds.

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

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.

When necessary to shove train or cars forward with an engine composed of following units, be governed as follows:

4 units—All RD-SW units—isolate rear unit.
5 units—1 road—1 RD-SW—3 road—isolate two rear units.
6 units—All road units—isolate rear unit.
6 units—1 road—1 RD-SW—4 road—isolate three rear units.

MAKE UP OF ENGINES.

Not more than the following number of diesel units will be used in road service and in following combinations:

3 AT&N units
3 RD-SW units
*4 RD-SW 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—1 Road—1 RD-SW—1 Road
1 Road—1 RD-SW unit —2 Road
1 Road—1 RD-SW unit —3 Road
1 Road—2 RD-SW units—2 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
4 Road 800 to 807, inclusive, units
*6 Road units (except units 800 to 807, incl.)
**1 Road—1 RD-SW—4 Road units

*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 EA7, E8A, F9B, F37 (A&B), F39A, F7 (A&B), FP-7-A, Alco freight (A&B) and U25 units.
Term "RD-SW" refers to GP7 and Alco road switchers (550-554) only.

Road units 800 to 807, inclusive, will not be combined with other units.

When an Alco unit (series 5200-5231, except unit 5225) used in a six road unit consist, Alco unit must be rear unit or isolated. When Alco unit (series 5200-5231, except unit 5225) used in a six unit consist (1 road—1 RD-SW—4 road) Alco unit must be rear unit. Alco unit 5225 may be used as a "B" unit or as rear unit in six unit consist.

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.

Alco road switcher units 550 to 554, inclusive, must not be coupled to nose end of freight "A" units equipped with nose receptacles.

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.

15. GENERAL INSTRUCTIONS (Continued).

Rule 17(d) amended:

When a train is equipped with oscillating red light on rear and train is moving on two main tracks signalled for traffic in both directions, oscillating red light will, except in emergency, be set in stationary position while moving on such tracks. In an emergency the light must be set in oscillating position.

Rule 27, note amended:

NOTE: Within block signal limits in the states of Arkansas and Missouri, switch lights are not required on switches where block signal protecting facing-point movement is 500 feet or less in advance of the switch.

In other states, switch lights are not required:

(1) On switches where block signal protecting facing-point movement is 1,000 feet or less in advance of the switch.
(2) On electrically locked, hand-operated switches within CTC limits.
(3) On trailing-point switches on two main tracks signalled for traffic in one direction.

Rule 746 amended in part:

(b) As soon as the flames have been extinguished, open doors and remove fire-damaged bales from car. When fire-damaged bales have been removed, where all surfaces can be examined, smouldering fires must be extinguished.
(c) Care must be used to be sure that all bales remaining in the car are free from fire.
(f) After all fire has been extinguished, watchman service will be provided as necessary to control fire and keep trespassers away. Damaged cotton will be forwarded or disposed of only on instructions from Freight Claim Department and in accordance with federal regulations.

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

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.

When coupling cars in TOFC ramp track or spotting cars to TOFC ramp, stop must be made between 5 and 20 feet from standing cars or TOFC ramp.

During hail storm, when handling automobiles in TOFC service, or on tri-level or bi-level cars, reduce speed to 10 MPH until storm is over.

Loaded TOFC cars and/or tri-level and bi-level cars handling automobiles, except in switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

When loaded TOFC cars or multi-level cars loaded with automobiles are derailed, jacks or blocking must be used to rerail. The use of rerailing frogs will not be permitted except when authorized by qualified Transportation or Mechanical Department officer at scene of derailment.

MDC 583 is a caterpillar-bulldozer assigned to Mechanical Department at Springfield and will move on SF 105500, gross weight will be 153,800 and will be an oversized load that will not clear man riding on side of cars or engines of trains met or passed. SF 105500 will not be handled in road movement until train orders received specifying speed restrictions required.

CONELRAD WARNING SYSTEM

During periods of imminent air attack, enemy planes will try to use radio stations for navigational purposes. Accordingly, the FCC has directed that radio stations, including those on railroads, be operated in a manner designed to prevent such use. When a CONELRAD RADIO ALERT is received, as outlined in current circulars, all wayside and yard radio stations will broadcast the word "CONELRAD" (3) three times at (5) five second intervals. During the time of such alert, radios will only be used when absolutely necessary, and no station will give their location by name but will use milepost numbers only. The "CONELRAD" alert message will not be acknowledged by mobile units when received, but will be acknowledged by them when cancellation of alert is received.

Regular connections of Nos. 34 and 37 will not handle triple loads or cars restricted to speed below maximum on Creek and Sherman Subdivisions.

15. GENERAL INSTRUCTIONS (Continued).

Ft. Worth, movements on sidings, and other auxiliary tracks, over public crossings protected by automatic crossing signals, must be protected from ground position unless signals are operating.

Movements over the following crossings will be protected from ground position before occupying crossing, and in addition at night display lighted red fusee on each side of track.

Mill Creek:	Highway 12	
Sulphur Branch:	Highway 18	MP EA-579-2

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.

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.

TRACK RESTRICTIONS.

Ada:

Engines must not be operated over track scales Ideal Cement Plant.

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

Sherman:

Engines must not be operated over track scales, No. 219-3 track, Quaker Oats Co..

19. RESTRICTIONS ON DOUBLE HEADING OVER BRIDGES. (Blank).

20. PERMISSIBLE LOAD LIMITS.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
Sapulpa to Denison	*251,000 lbs.	63
Denison to Sherman	251,000 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.

Muskogee Branch:

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

R. E. Huesgen, Pres. American Railroad Time Service Co., General Time Inspector		St. Louis, Mo.
F. O. Gumm	6522 East King,	Tulsa, Okla.
Sherrill Jewelry Co.	18 E. 2nd St.,	Tulsa, Okla.
M. L. Hardesty	1726 S. Southwest Blvd.,	Tulsa, Okla.
W. J. Miller	100 E. Dewey St.,	Sapulpa, Okla.
John Q. Reinhardt	113 W. Main St.,	Okmulgee, Okla.
Standard Jewelry Co.		Muskogee, Okla.
B. H. Terry		Henryetta, Okla.
Argus Chaffin		Francis, Okla.
O. G. Edgar	130 W. Main,	Ada, Okla.
Toll Dickenson		Madill, Okla.
Gray's Jewelrs		Denison, Texas
J. E. L. Jewelry Co.	104 S. Crockett,	Sherman, Texas
Wheeler's Jewelers	1708 8th Ave.,	Ft. Worth, Texas
J. B. Riddle	106 W. 5th,	Ft. Worth, Texas

17. TONNAGE RATING OF ENGINES BY CLASSES.

WESTWARD AND SOUTHWARD

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Sapulpa to Fred	1200	795	1350	1200	1800	2105	2210
Fred to Spaulding	1300	865	1460	1300	1925	2250	2360
Spaulding to Francis	1130	750	1270	1130	1700	1985	2080
Francis to Fitzhugh	1200	795	1350	1200	1800	2105	2210
Fitzhugh to Ravia	1330	885	1495	1330	2000	2340	2455
Ravia to Sherman	1150	765	1280	1150	1725	2015	2115
Sherman to Dorchester		1065		1600	2400	2805	2945
Dorchester to Gribble		1220		1830	2750	3215	3375
Gribble to Irving		1085		1630	2450	2865	3010
Irving to North Ft. Worth		1220		1830	2750	3215	3375
North Ft. Worth to Ft. Worth		885		1330	2000	2340	2455
Irving to Dallas		1330		2000	3000	3510	3685
Okmulgee to Muskogee	2150	1430	2415	2150	3225	3760	3950
Muskogee to Dills	2750	1830	2540	2750	4125	4800	5040
Scullin to Sulphur		556		835	1250	1460	1535

EASTWARD AND NORTHWARD

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Dallas to Irving		1220		1830	2750	3215	3375
Ft. Worth to Irving		1220		1830	2750	3215	3375
Irving to Sherman		1065		1600	2400	2805	2945
Sherman to Scullin	1150	765	1280	1150	1725	2015	2115
Scullin to Ada	1330	885	1495	1330	2000	2340	2455
Ada to Francis	1600	1065	1800	1600	2400	2805	2945
Francis to Yeager	1150	765	1280	1150	1725	2015	2115
Yeager to Sapulpa	1330	885	1495	1330	2000	2340	2455
Dills to Muskogee	2200	1465	2475	2200	3300	3850	4040
Muskogee to Morris	1950	1295	2195	1950	2925	3410	3580
Morris to Okmulgee	2750	1850	3090	2750	4125	4810	5050
Sulphur to Scullin		620		930	1400	1635	1715

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 (Cooper's Rating)	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	39.5	116
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
800—807	U-25	FRT.	52	No	70	41.7	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
5145—5152	F9-B	FRT. PASS.	50	No	65	39.0	113
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).

22. AVERAGE WEIGHT OF PASSENGER CARS.

KIND	Numbers	Air Conditioned No. Tons	Air Conditioned Yes Tons
Instruction Car	50		80
Steam Generator	51		88
	52		88
Instruction Car	54		73
Baggage	101		79
"	106		78
"	134		78
"	135		78
"	194		68
"	195		75
Mail & Baggage	201		68
"	202— 204		71
"	205		68
"	206 & 208		71
"	209		72
"	210— 212		70
"	214		68
"	216		69
"	217		73
"	218— 225		71
"	251— 252		55
Baggage	304		66
"	306 & 309		61
"	312		67
"	315		62
"	322		59
"	325		61
"	333		61
"	336		69
"	337 & 339		70
"	341		76
"	342		70
"	343		71
"	344		73
"	346		70
"	348		69
"	349		61
Baggage	352		69
"	353		68
"	355		67
"	359		69
"	360		68
"	362— 365		72
"	367		74
"	368		71
"	369		66
"	370		73
"	371		75
"	372		74
"	373— 374		76
"	375		70
"	376		73
"	378— 379		76
"	380— 390		67
"	393		58
"	394		65
"	395		66
"	412		68
"	425— 439		69
"	440		75
"	441— 443		66
"	444— 445		68
"	450— 451		35
Non-working Baggage	452— 464		34
Box-Express	465— 469		23
Dining Car	638		102
" "	640		97
" "	641		99
" "	650		68
Coach	751— 757		84
"	759		80
"	761		82
"	762		82
"	765— 770		79
"	771		82
"	772— 775		81
Coach	1053—1060		81
"	1062		84
"	—1064		83
"	1068		81
"	1071—1074		83
"	1081—1085		81

22. AVERAGE WEIGHT OF PASSENGER CARS (Continued).

KIND	Numbers	Air Conditioned No. Tons	Air Conditioned Yes Tons
Dormitory-Coach	1095—1096		64
Coach	1102 & 1103		81
"	1107—1108		82
"	1203		82
"	1206		79
"	1207—1208		82
"	1209—1211		78
"	1213		78
"	1250—1258		64
"	1259		68
Sleeper-Observation Lounge	1350		66
"	1401—1402		102
Sleeper	1450—1466		69
Cafe-Lounge	1506		109
Diner-Lounge Observation	1550 & 1551		68
Buffet	1601—1603		85
Buffet-Lge.	Glendale		89
Coach-Lge.-Buffet	1650—1652		65
Postal	2041 & 2043	58	
"	2045	69	
"	2049	74	
"	2050	65	
Storage Mail	2054	60	
De Luxe Coach	Wichita		83
"	Enid		90
"	Ft. Smith		87
"	Okmulgee		80
"	Joplin		82
Lounge-Diner	Kan. City		104
"	Birm'ham		103
"	Memphis		105
Business Car	Saint Louis		94
" "	S. Francisco		115
" "	Tennessee		109
" "	Missouri		107
" "	Springfield		109
" "	Alabama		106
" "	Oklahoma		110
" "	Kansas		105

23. TABLE OF SPEEDS.

Miles per Hour	1 Mile in Min.	1 Mile in Sec.	Miles per Hour	1 Mile in Min.	1 Mile in Sec.	Miles per Hour	1 Mile in Min.	1 Mile in 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 AND BRIDGE CRANE 209

Number	Weight Lbs.	Cap'y Tons	Br. Class	Number	Weight Lbs.	Cap'y Tons	Br. Class
*99021	385,600	250	E-62.9	99029	266,940	160	E-60.0
*99022	385,600	250	E-62.9	99030	196,000	100	E-48.3
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
BC-209	189,300 (Converted Derrick)	100	E-46.7	99034	200,000	100	E-49.2

* Diesel Electric.