

## 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
Arthur I. Auer, 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
Paul J. Bettonville, M. D.	.....	Attending Physician and Dispensary Surgeon
Augustin Jones, M. D.	.....	Dispensary Surgeon
Gus J. Furza, 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
Peter H'Doubler, M. D.	.....	Consulting Surgeon
Carle H. Schroff, M. D.	.....	Associate Division Surgeon
D. E. Menchetti, M. D.	.....	Associate Division Surgeon
John W. Williams, M. D.	.....	Oculist
R. B. Stewart, M. D.	.....	Oculist

Ollie McBride, M. D.	(LE)	Ada	E. A. Johnson, M. D.	(DE)	Hugo
David C. Ramsey, M. D.	(CS)	Ada	H. C. Smith, M. D.	(L)	Lawton
E. W. Mabry, M. D.	(L)	Altus	J. F. York, M. D.	(LE)	Madill
B. M. Huckabay, M. D.	(L)	Antlers	Frank T. Kerr, M. D.	(DE)	Monett
A. W. Haddox, M. D.	(L)	Antlers	H. T. Ballantine, M. D.	(LE)	Muskogee
Thornton Kell, M. D.	(L)	Ardmore	C. H. Williams, M. D.	(L)	Okeene
Tom C. Sparks, M. D.	(L)	Ardmore	C. M. O'Leary, M. D.	(DE)	Oklahoma City
Norman W. Peacock, Jr., M. D.	(L)	Ashdown	Dick Lowry, M. D.	(O)	Oklahoma City
E. W. Hellweg, M. D.	(LE)	Arkansas City	M. B. Glismann, M. D.	(LE)	Oklahoma City
George C. Meek, M. D.	(L)	Arkansas City	C. E. Clymer, M. D.	(LE)	Oklahoma City
Bruce G. Smith, M. D.	(L)	Arkansas City	John Clymer, M. D.	(LE)	Oklahoma City
L. W. Ghormley, M. D.	(L)	Blackwell	J. P. Meyers, M. D.	(L)	Okmulgee
Wm. E. Jones, M. D.	(L)	Bristow	A. L. Buell, M. D.	(L)	Okmulgee
Walter L. Fiegel, M. D.	(L)	Carrollton	H. B. Powell, M. D.	(L)	Okmulgee
R. O. McNabb, M. D.	(L)	Celena	O. R. O'Neill, M. D.	(O)	Paris
C. W. Robertson, M. D.	(LE)	Chandler	R. L. Lewis, M. D.	(DE)	Paris
Aubrey C. Smith, M. D.	(L)	Chelsea	D. L. Lewis, M. D.	(DE)	Paris
W. J. Baze, M. D.	(LE)	Chickasha	C. H. Haddox, M. D.	(L)	Pawnee
W. D. Anderson, M. D.	(L)	Claremore	R. D. Hargrove, M. D.	(L)	Pawnee
Ross Deputy, M. D.	(L)	Clinton	A. M. Evans, M. D.	(L)	Perry
Ellis Lamb, M. D.	(L)	Clinton	E. M. Woodson, M. D.	(LE)	Poteau
A. H. Bungeardt, M. D.	(L)	Cordell	John E. Bell, M. D.	(LE)	Quanah
Lawrence G. Livingston, M. D.	(L)	Cordell	G. D. Warren, M. D.	(LE)	Rogers
A. E. Wilkins, M. D.	(L)	Covington	Louis A. Martin, M. D.	(DE)	Sapulpa
R. J. Puls, M. D.	(DI)	Dallas	Tom E. Miller, M. D.	(CE)	Sherman
William H. Brown, M. D.	(L)	Demison	J. E. B. Berry, M. D.	(DE)	Sherman
W. K. Haynie, M. D.	(L)	Durant	Wilbur Carter, M. D.	(O)	Sherman
A. F. Dougan, M. D.	(O)	Enid	E. A. Allgood, M. D.	(L)	Snyder
Doyle E. Johnson, M. D.	(DE)	Enid	A. J. Harrison, M. D.	(L)	Springdale
C. T. Ross, M. D.	(DE)	Enid	Friedman Sisco, M. D.	(L)	Springdale
Hope A. Ross, M. D.	(DE)	Enid	Carl Balley, M. D.	(L)	Stroud
C. R. Roberts, II, M. D.	(DE)	Enid	B. T. Brundage, M. D.	(L)	Thomas
Earl M. Robinson, M. D.	(DE)	Enid	W. A. Ryan, M. D.	(LE)	Thomas
David Carson, M. D.	(L)	Fairland	Fred Perry, M. D.	(CS)	Tulsa
A. A. Gilbert, M. D.	(L)	Fayetteville	Hugh Perry, M. D.	(DE)	Tulsa
V. O. Lesh, M. D.	(DE)	Fayetteville	Theodore Turnbull, M. D.	(AI)	Tulsa
Wm. J. Butt, M. D.	(L)	Fayetteville	Joseph Fletcher, M. D.	(CU)	Tulsa
R. E. Lesh, M. D.	(CS)	Fayetteville	Hugh Evans, M. D.	(O)	Tulsa
C. W. Joyce, M. D.	(L)	Fletcher	J. F. Renegar, M. D.	(L)	Tuttle
G. C. Wallis, M. D.	(L)	Ft. Gibson	H. W. Savary, M. D.	(L)	Van Buren
W. R. Brooksher, M. D.	(CS)	Ft. Smith	D. H. Olson, M. D.	(LE)	Vinita
Thos. P. Feltz, M. D.	(DE)	Ft. Smith	W. F. Bernstorff, M. D.	(L)	Winfield
M. B. Hoge, M. D.	(L)	Ft. Smith			
E. C. Moulton, M. D.	(O)	Ft. Smith			
E. Z. Hornberger, M. D.	(DI)	Ft. Smith			
Hugh S. Lewing, M. D.	(DI)	Ft. Smith			
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			
Marion W. Mahone, M. D.	(L)	Hobart			
Ralph S. Phelan, M. D.	(L)	Hobart			
Paul Kernek, M. D.	(LE)	Holdenville			
Jim McKenzie, M. D.	(LE)	Hope			

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  
CS—Consulting Surgeon

# St. Louis-San Francisco Railway Company

## SOUTHWEST DISTRICT

Southwestern, Red River, Central  
and Western Divisions

# TIME TABLE

## No.

# 45

EFFECTIVE

## Sunday, August 9, 1964

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

FOR EMPLOYEES ONLY

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

## YOU ARE THE FRISCO

Each year YOU and other Frisco employees move approximately 29 million tons of freight. This figure represents literally hundreds of customers. Some of them you've met, or know personally, some you have never met but they know you for . . . YOU ARE THE FRISCO . . . and the opinion people have of you is the opinion they have of the company.

Our Traffic Department plays an important role in helping to secure cars of freight. Radio and newspaper advertising also help. But the best advertisement any company can have is its satisfied customers who, through your efforts, have received safe, on time, courteous service and attention to their shipping needs.

It isn't just the big things but the total of all the little things and how and when they are done that cause people to decide what we really are. Every contact is important!

What Frisco does in the future is up to you for . . .

YOU ARE THE FRISCO!



General Manager

# OFFICERS

## DISTRICT OFFICERS

H. C. Bitner.....	Asst. General Manager.....	Tulsa
H. F. Richardson.....	District Master Mechanic.....	Tulsa
K. I. Dyche.....	Master Mechanic.....	Ft. Smith
C. L. Peacher.....	General Car Foreman.....	Tulsa
F. E. Short.....	District Engineer.....	Tulsa
N. C. Sweetin.....	Road Foreman of Equip.....	Tulsa
E. W. Brown.....	Road Foreman of Equip.....	Tulsa
H. I. Webb.....	Road Foreman of Equip.....	Sherman
B. O. Blankenship.....	Safety Supervisor.....	Tulsa

## DIVISION AND TERMINAL OFFICERS

### Southwestern Division

H. A. Linderer.....	Superintendent.....	Tulsa
L. T. Ables.....	Trainmaster.....	Tulsa
G. S. Pollard.....	Trainmaster.....	Oklahoma City
R. Stapp.....	Chief Dispatcher.....	Tulsa

### Red River Division

B. C. Davidson.....	Superintendent.....	Ft. Worth
T. S. Sullivan.....	Trainmaster.....	Ft. Worth
R. S. Fuller.....	Trainmaster.....	Ada
R. Stapp.....	Chief Dispatcher.....	Tulsa

### Central Division

T. M. Mabon.....	Superintendent.....	Ft. Smith
J. W. Dollar.....	Trainmaster.....	Hugo
J. R. Marlowe.....	Trainmaster-Genl. Agt.....	Ft. Smith
E. J. Nelson.....	Asst. Trainmaster.....	Fayetteville
R. Stapp.....	Chief Dispatcher.....	Tulsa
L. E. Eldridge.....	Chief Dispatcher.....	Springfield

### Western Division

W. T. Bryan.....	Superintendent.....	Enid
R. Stapp.....	Chief Dispatcher.....	Tulsa

### Tulsa Terminal

R. A. Rorie.....	Superintendent.....	Tulsa
R. E. Beatty.....	Trainmaster.....	Tulsa
F. Lance.....	Trainmaster.....	Tulsa
W. H. Hulsey.....	Trainmaster.....	Tulsa
W. R. Wallace.....	Asst. Trainmaster-Genl. Agt.....	Tulsa

## ADDITIONAL STOPS FOR TRAINS CARRYING PASSENGERS

- No. 3 Stop on signal at Seneca and Fairland to discharge revenue passengers from Springfield and beyond and to receive passengers for Tulsa and beyond.  
Stop at Ritchey, Granby, Racine, 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 Fairland to discharge revenue passengers from Tulsa and beyond and on signal to receive revenue passengers for Springfield and beyond and for milk, cream and express.  
Stop at Seneca on signal to receive or discharge revenue passengers and for milk, express and cream.  
Stop on signal at Milfay to receive or discharge U. S. mail.
- No. 9 Stop on signal at Afton to discharge revenue passengers from St. Louis and beyond and to receive revenue passengers for Oklahoma City and beyond.
- No. 10 Stop at Afton to discharge revenue passengers and stop on signal to receive revenue passengers.
- Nos. 709 and 710 stop on signal at Avoca and Chester to receive and discharge revenue passengers.

# SPECIAL INSTRUCTIONS

## 1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS.

Carthage Subdivision trains leaving Monett must secure clearance from both Southwestern and Eastern Division.

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

Trains originating Afton will not require clearance except when train order signal displays stop indication.

All trains must secure clearance at Tulsa Tower.

Tulsa is register station for first class trains and trains originating or terminating at this point only.

Trains originating Tulsa will not require clearance.

Westward trains originating Tulsa will secure clearance at Cherokee Yard.

Eastward trains originating Cherokee Yard will not require clearance.

First class trains will register by Form 1339 Standard at Cherokee Yard and East Yard.

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

Westward trains will not require clearance at Sapulpa unless train order signal is displaying stop indication.

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.

Eastward trains originating Oklahoma City will not require clearance at Oklahoma City but will secure clearance at East Yard.

Chickasha sub trains originating or terminating at Oklahoma City will secure clearance, register and go on or off duty at East Yard.

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

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.

Nos. 709 and 710 will register at Springdale and Fayetteville.

Trains originating or terminating at Fort Smith will not register at North Yard.

No. 731 will register at Rock Island.

No. 730 will register at SF Junction.

Central Division trains will secure clearance at Madill authorizing movement east from Lakeside and will not require clearance at Lakeside.

No lights in train order signals Bentonville and Mansfield Branches.

Trains will not require clearance at Steen.

Southward A. T. & S. F. trains will secure S. L.-S. F. clearance at A. T. & S. F. station, Thomas and will not require clearance at Foley.

Nos. 662 and 664 will register at Foley.

Nos. 661 and 663 will register at Ewing.

Northward A. T. & S. F. trains will secure S. L.-S. F. clearance at Clinton and will not require clearance at Ewing.

Westward A. T. & S. F. trains securing clearance at 10th Street or A. T. & S. F. passenger station, Enid, will not require clearance or register at S. L.-S. F. telegraph office, Enid.

Eastward A. T. & S. F. trains will not require clearance at Blanton.

(Continued on page 19)

## WESTWARD

## SOUTHWESTERN DIVISION — CHEROKEE SUBDIVISION

THIRD CLASS		SECOND CLASS						Distance from St. Louis	STATIONS	Communicating Office	FIRST CLASS	
441	31	33	437	337	137	435	37				9 Meteor	3 The Will Rogers
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles		Leave Daily	Leave Daily	
A M 6 10	P M 3 30		A M 3 30	A M 5 30		A M 3 10	A M 12 50	282.0	Two Main Tracks	DN	A M 1 35	P M 4 20
				A M 5 40 A M				286.9			MONETT 4 9	D
								287.2	PIERCE CITY 10 3		1 52	4 37
								302.0	RITCHEY 4 8			4 42
								308.6	GRANBY 8 6		2 04	4 49
								309.2	JEFF 0 7			
								309.8	K. C. S. CROSSING 0 6	2S	2 16	5 02
								319.2	NEOSHO 9 4		2 28	5 13
								325.4	RACINE 8 2	D	2 34	5 19
								332.9	SENECA, MO. 7 6		2 41	5 26
								340.4	WYANDOTTE, OKLA. 7 7		2 49	5 34
								347.0	FAIRLAND 8 4		2 55	5 40
		P M 5 30				A M 4 00		348.1	KAHOGA 1.1	N	2 56	5 43
								353.8	AFTON 5 5		3 01	5 49
								359.7	TODD 8 1			
								359.7	M.-K.-T. CROSSING 0.0			
								366.7	VINITA 7 0	D	3 18	6 12
								374.0	WHITE OAK 7 3	D	3 26	6 20
								379.1	CATALE 5 1		3 33	6 27
								384.8	CHELSEA 5 7	D	3 38	6 33
								387.5	BUSHYHEAD 2 7		3 43	6 39
								391.6	FOYIL 4 1		3 49	6 46
								396.4	SEQUOYAH 4 8		3 54	6 51
								397.0	DEGROAT 0 6			
								397.6	M. P. CROSSING 0 6	D	3 59	6 57
								404.3	CLAREMORE 8 7		4 07	7 05
								409.1	VERDIGRIS 4 8		4 12	7 10
								412.6	CATOOSA 3 6		4 16	7 14
								414.0	TIGER 1 7		4 17	7 16
								417.0	GARNETT 3 0		4 20	7 19
								418.7	DOUGLAS 1 7			
								420.4	DAWSON 1 7			
								423.0	EAST TULSA 2 6	ABS	4 25	7 24
								423.0	TULSA TOWER 0 0		DN	
								423.5	A. T. & S. F. CR. M. V.-M.-K.-T. CR. 0 5		4 40 A M	7 45 P M
P M 2 30 P M	8 30 P M	8 00 P M	7 30 A M			7 00 A M	6 35 A M	426.9	TULSA 3 4	ABS		
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		CHEROKEE YARD		DN	
									(141.5) (144.8)		Arrive Daily	Arrive Daily
441	31	33	437	337	137	435	37				9	3

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

## SOUTHWESTERN DIVISION — CHEROKEE SUBDIVISION

EASTWARD

FIRST CLASS		Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Check, Bulletin	SECOND CLASS							THIRD CLASS	
10	4			Siding	Other		30	32	330	130	34	36	38	440	
Meteor	The Will Rogers						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
AM 12 10	PM 1 35	282	MONETT 4.9	YA	RD	RGTY CBO	AM 9 00	AM 11 30	AM 10 45		PM 8 25	PM 11 30	PM 3 00		
12 03	1 24	G287	PIERCE CITY 10.5			219			10 00 AM				PM		
11 53	1 13	G297	RITCHEY 4.8	114		29									
	1 07	G302	GRANBY 4.8			17									
11 42	1 01	G309	JEFF 6.8	114											
			K. C. S. CROSSING 0.6	Interlocking											
11 40	12 56	G310	NEOSHO 8.4	91		59	R								
11 25	12 40	G318	RACINE 8.4	114		10									
11 19	12 34	G325	SENECA, MO. 6.2	50		75									
11 12	12 26	G333	WYANDOTTE, OKLA. 7.5	133		10									
11 04	12 18	G341	FAIRLAND 7.7	131		63									
10 58	12 12	G347	KAHOGA 6.4	114											
10 57	12 10	G348	AFTON 5.5	YA	RD	YC B			PM 5 00			AM 2 50	AM		
10 52	12 03	G354	TODD 6.1	120		6									
	PM		M.-K.-T. CROSSING 0.0	Interlocking											
10 45	11 56	G360	VINITA 7.0	161		174	RGY								
10 28	11 46	G367	WHITE OAK 7.3	115		152									
10 21	11 39	G374	CATALE 5.1	114		18									
10 16	11 33	G379	CHELSEA 5.7	92		148									
10 11	11 27	G385	BUSHYHEAD 2.7	126		18									
		G388	FOYIL 4.1			28									
10 04	11 20	G392	SEQUOYAH 4.8	91		100									
9 59	11 15	G396	DEGROAT 0.6	128											
			M. P. CROSSING 0.6	Interlocking											
9 56	11 13	G398	CLAREMORE 6.7			182	RY								
9 47	11 03	G404	VERDIGRIS 4.8	118		29									
9 42	10 58	G409	CATOOSA 3.5	86		25									
9 38	10 54	G412	TIGER 1.4	112			Y								
9 36	10 52	G414	GARNETT 3.0	68		370									
9 33	10 49	G417	DOUGLAS 1.7			77									
		G419	DAWSON 1.7			71	Y								
9 27	10 43	G420	EAST TULSA 2.6					4 20	7 20		2 50	4 20	4 50	10 20	6 20
			TULSA TOWER 0.0				R								
			A. T. & S. F. CR. 0.5	Interlocking											
9 20	10 35	G424	M.V.-M-K-T. CR. 0.5	YA	RD	RGTY CBO									
PM	AM	G428	TULSA 3.4	YA	RD	RGTY CBO	4 00 AM	7 00 AM		2 30 PM	4 00 PM	4 30 PM	10 00 PM	6 00 AM	
			CHEROKEE YARD	YA	RD	RGTY CBO									
Leave Daily	Leave Daily		(141.5) (144.9)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
10	4						30	32	330	130	34	36	38	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 Miles	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye Sid. Chock, Bullhead	FIRST CLASS				
445	33	9					435	37	437	3	
Leave Daily Except Sunday	Leave Daily					Meteor	Freight	Freight	Freight	The Will Rogers	
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
A M	P M	423.5		Two Main Tracts	TULSA 3.4	RGCBO	A M 5 10			P M 8 10	
6 00	11 50	426.9	DN	Two Main Tracts	CHEROKEE YARD 3.6	RGTY CBO	5 16	A M 7 00	A M 9 30	A M 10 45	
		430.5		Two Main Tracts	NORRIS 5.0						
		435.5		Two Main Tracts	OMA 1.7						
6 25	12 15 A M	437.2	D	Two Main Tracts	SAPULPA 8.4	Y	s 5 28	7 20	9 50 A M	11 05	
6 38		445.6			KELLYVILLE 13.4		5 41	7 30		11 16	
6 58		459.0	D		BRISTOW 7.6	RY	s 6 00	7 45		11 36	
7 09		466.6			DEPEW 5.6		6 09	7 53		11 45	
		472.2			MILFAY 5.3					9 15	
7 24		477.5	2S		STROUD 5.5		6 22	8 03		11 58 <sup>444</sup>	
7 31		483.0	P		BINKLEY 2.4		6 28	8 15 <sup>4</sup>		12 05	
7 35		485.4			DAVENPORT 8.5		6 31	8 18		12 08	
8 01 <sup>4</sup>		493.9	D		CHANDLER 4.1		f 6 44	8 27		12 19	
8 07		498.0	P		GOW 4.8		6 50	8 32		12 25	
		502.8			WARWICK 2.7		6 56	8 38		12 31	
		505.5			WELLSTON 4.3					f 9 59	
8 46 <sup>435</sup>		509.8	P		HIBSAW 4.9		7 03	8 46 <sup>445</sup>		12 39	
		514.7			LUTHER 9.5					f 10 08	
		524.2			JONES 5.8		7 17	9 02		12 58	
9 46 <sup>444</sup>		530.1	P		MUNGER 0.6		7 24 <sup>4</sup>	9 09		1 07	
		530.7			SPENCER 4.8					10 28 <sup>32</sup>	
9 55		535.6			GREIG 0.2		7 30	9 15		1 15	
		535.8			C. R. I. & P. CROSS. O. C. A. & A. CROSS. 3.7						
10 15 A M		539.5	2S		EAST YARD 1.0	RGTY CBO	7 34	9 25 <sup>444</sup> A M		1 40 P M	
		540.5			OKLAHOMA CITY	YB	s 7 40 A M			10 41	
Arrive Daily Except Sunday	Arrive Daily				(113.6) (117.0)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
<b>445</b>	<b>33</b>						<b>9</b>	<b>435</b>	<b>37</b>	<b>437</b>	<b>3</b>

Eastward trains are superior to westward trains of the same class, except No. 9 is superior to No. 4.

**SOUTHWESTERN DIVISION — OKLAHOMA SUBDIVISION**

**EASTWARD**

FIRST CLASS		Station Number	STATIONS	Track Capacity		SECOND CLASS					THIRD CLASS	
10 Meteor	4 The Will Rogers			Siding	Other	530	30	34	38	32	444	
Arrive Daily	Arrive Daily										Arrive Daily Ex. Sunday	
<del>PM</del> 8 55	<del>AM</del> 10 10	G424	TULSA 3.4	ABS	YARD	<del>AM</del>	<del>PM</del>	<del>AM</del>	<del>PM</del>	<del>AM</del>	<del>PM</del>	
8 40	9 36	G428	CHEROKEE YARD 3.6	OTC	YARD	5 00	8 00	11 30	7 00	1 30	2 40	
		G431	NORRIS 5.0									
		G436	OMA 1.7									
<del>PM</del> 8 25	<del>AM</del> 9 18	G438	SAPULPA 8.4		YARD	<del>AM</del> 3 55	7 06	<del>AM</del> 10 50	<del>PM</del> 6 15	12 39	1 45	
8 15	9 06	G446	KELLYVILLE 13.4		84	25	6 57			12 27	1 30	
<del>PM</del> 8 01	<del>AM</del> 8 51	G459	BRISTOW 7.6		143	315	6 40			<del>AM</del> 12 09	1 05	
7 52	8 39	G467	DEPEW 5.6		61	32	6 30			11 59	12 20	
	8 31	G472	MILFAY 5.3									
7 42	8 25	G478	STROUD 5.5		73	174	6 17			11 45	<del>PM</del> 11 58 <sup>437</sup>	
7 36	8 15 <sup>435</sup>	G483	BINKLEY 2.4		105	9	6 11			11 35		
7 33	8 11	G485	DAVENPORT 8.5			32						
<del>PM</del> 7 24	<del>AM</del> 8 01 <sup>445</sup>	G494	CHANDLER 4.1	ABS	42	128	5 57			11 20		
7 17	7 54	G498	GOW 4.8	(Rule 510(a))	94		5 52			11 13	10 35	
7 13	7 50	G503	WARWICK 2.7			29						
	7 47	G506	WELLSTON 4.3			22						
7 06	7 43	G510	HIBSAW 4.9		118		5 37			10 57	10 20	
	7 39	G515	LUTHER 9.5			29						
6 53	7 30	G524	JONES 5.9		70	13	5 20			10 37	10 01	
6 47	7 24 <sup>9</sup>	G530	MUNGER 0.6		57		5 13			10 28 <sup>3</sup>	9 46 <sup>445</sup>	
	7 17	G531	SPENCER 4.9			6						
		G536	GREIG 0.2			47					9 38	
			C. R. I. & P. CROSS. O. C. A. & A. CROSS. 3.7		Interlocking							
6 38	7 08	G540	EAST YARD 1.0		YARD		5 00 PM			10 00 PM	9 30 <sup>435</sup> AM	
6 35 PM	7 05 AM	G541	OKLAHOMA CITY		YARD							
Leave Daily	Leave Daily		(113.6) (117.0)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
<b>10</b>	<b>4</b>						<b>530</b>	<b>30</b>	<b>34</b>	<b>38</b>	<b>32</b>	<b>444</b>

Eastward trains are superior to westward trains of the same class, except No. 9 is superior to No. 4.

**WESTWARD**

**SOUTHWESTERN DIVISION — CHICKASHA SUBDIVISION**

THIRD CLASS	SECOND CLASS			Distance from St. Louis	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin
	451	31	437				
Leave Mon., Wed., Fri.	Leave Daily Except Sat.	Leave Daily	Leave Daily				
	P M 8 30	P M 1 45 <sup>30</sup>	A M 9 25	639.5	2S	EAST YARD	RGT CBO
				540.5		1.0 OKLAHOMA CITY	YB
				542.8		2.3 A .T. & S. F. CROSSING	
	9 15	1 56	9 36	545.3	P	2.5 LILLARD PARK	
	10 00	2 02	9 41	549.3		4.0 WHEATLAND	
	10 07	2 08	9 47	553.9		4.6 MUSTANG	
	10 30	2 19	9 58	562.8	D	8.9 TUTTLE	
	10 40	2 26	10 04	567.5	P	4.7 SOONER	
	10 50	2 33	10 10	572.7		5.2 AMBER	
				580.5		7.8 C. R. I. & P. CROSSING	
	11 30	2 43	10 22	580.8	D	0.3 CHICKASHA	
	11 40	2 51	10 30	586.9		6.1 NORGE	
	A M 12 01	3 08	10 53 <sup>30</sup>	599.5		12.6 CEMENT	
	12 40	3 15 <sup>32</sup>	11 05 <sup>38</sup>	605.0	D	5.5 CYRIL	
	12 50	3 22	11 12	610.6		5.6 FLETCHER	
	1 00	3 28	11 17	614.6		4.0 ELGIN	
	1 15	3 42	11 30	625.5		10.9 FORT SILL	Y
				629.7		4.2 C. R. I. & P. CROSSING	
A M						0.6	
5 00	1 30	3 50	11 36	630.2	D	LAWTON	RGY CB
	A M					8.5	
5 11		3 59	11 44	636.7	P	TAUPA	
						7.2	
5 27		4 09	11 53	643.8		CACHE	
			P M			8.1	
5 40		4 19	12 03	652.0		INDIAHOMA	
						6.2	
5 55		4 27	12 11	658.2	P	ODETTA	
				664.1		5.9 WESTERN DIV. CROSS.	
						0.3	
6 15		4 36	12 19	664.4	D	SNYDER	RYC
						11.6	
6 35		4 51	12 34	676.0		HEADRICK	
						6.7	
6 50		5 00	12 42	682.7	P	HIGHTOWER	
						3.9	
				686.6		M.-K.-T. CROSSING	
						0.6	
8 20 <sup>30</sup> 8 40 <sup>36</sup>		5 08	12 50	687.2	D	ALTUS	
				688.1		0.9 A. T. & S. F. CROSSING	
						7.4	
9 00		5 20	1 01	695.5		OLUSTEE	
						7.2	
9 15		5 30	1 11	702.7	P	CRETA	
						6.7	
9 30		5 40	1 21	708.4		ELDORADO, OKLA.	
				716.2	P	8.8 RED RIVER	
						0.9	
9 45		5 50	1 31	717.1		CARNES, TEX.	
						6.9	
				724.0		F. W. & D. CROSSING	
						0.2	
10 30 A M		6 30 P M	2 15 P M	724.2	DN	QUANAH	RGY CBO
Arrive Mon., Wed., Fri.	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily			(183.7) (184.7)	
<b>451</b>	<b>31</b>	<b>437</b>	<b>435</b>				

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



## SOUTHWESTERN DIVISION — CHICKASHA SUBDIVISION

EASTWARD

Station Number	STATIONS	Track Capacity		SECOND CLASS			THIRD CLASS
		Siding	Other	30	36	32	450
				Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Tues., Thurs., Sat.
G540	EAST YARD 1.0	YA	RD	P M 1 30	P M 1 45 <sup>437</sup>	P M 8 00	
G541	OKLAHOMA CITY 2.3	YA	RD				
	A. T. & S. F. CROSSING 2.5		GA				
G545	LILLARD PARK 4.0	YA	RD	12 20	12 40	5 50	
G549	WHEATLAND 4.6	34	20	12 14	12 34	5 40	
G554	MUSTANG 8.9	80	24	12 07 P M	12 27	5 30	
G563	TUTTLE 4.7	24	45	11 55	12 15	5 10	
G567	SOONER 5.2	98		11 47	12 07 P M	4 58	
G573	AMBER 7.8		35	11 37	11 57	4 50	
	C. R. I. & P. CROSSING 0.3	Interl	ocking				
G581	CHICKASHA 6.1	38	139	11 24	11 44	4 35	
G587	NORGE 12.6	29		11 11	11 31	4 20	
G600	CEMENT 5.6	31	15	10 53 <sup>435</sup>	11 13	4 00	
G605	CYRIL 5.6	77	211	10 25	11 05 <sup>435</sup>	3 15 <sup>437</sup>	
G611	FLETCHER 4.0	83	28	10 08	10 52	1 30	
G615	ELGIN 10.9	28	28	10 01	10 47	1 24	
G626	FORT SILL 4.2	40	76	9 44	10 30	1 08	
	C. R. I. & P. CROSSING 0.6		GA				A M 11 15
G630	LAWTON 8.5		YARD	9 34	10 20	1 00 P M	
G637	TAUPA 7.2	26		9 24	10 00		10 55
G644	CACHE 8.1	82	35	9 15	9 47		10 40
G652	INDIAHOMA 6.2		35	9 07	9 35		10 25
G658	ODETTA 5.6	26		8 59	9 26		10 10
	WESTERN DIV. CROSS. 0.3		GA				
G664	SNYDER 11.6	YA	RD	8 50	9 17		10 00
G676	HEADRICK 8.7	36	23	8 35	9 00		9 35
G683	HIGHTOWER 3.8	26		8 26	8 50		9 20
	M.-K.-T. CROSSING 0.6		GA				
G687	ALTUS 0.9	28	YARD	8 20 <sup>450</sup> <sub>451</sub>	8 40 <sup>450</sup> <sub>451</sub>		8 40 <sup>38</sup> 8 20 <sup>30</sup>
	A. T. & S. F. CROSSING 7.4	Interl	ocking				
G695	OLUSTEE 7.2	28	44	8 09	8 25		7 10
G703	CRETA 6.7	28		8 00	8 15		6 55
G709	ELDORADO, OKLA. 6.8	26	118	7 51	8 06		6 40
G716	RED RIVER 0.9						
G717	CARNES, TEX. 6.8	34		7 40	7 55		6 20
	F. W. & D. CROSSING 0.2	Interl	ocking				
G724	QUANAH (183.7) (184.7)	YA	RD	7 30 A M	7 45 A M		6 00 A M
				Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Tues., Thurs., Sat.
				30	36	32	450

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

## SOUTHWARD

## RED RIVER DIVISION — CREEK SUBDIVISION

## NORTHWARD

SECOND CLASS		FIRST CLASS	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid., Clock, Bulletin	SECOND CLASS		
33	37 Freight	34					38	530		Siding	Other	Arrive Daily
Leave Daily	Leave Daily	Miles										
		423.6			TULSA	G424	YA	RD	RGBCO			
		426.9	DN		3.4 CHEROKEE YARD	G426	YA	RD	RGT YCBO	AM 11 30	PM 7 00	AM 5 00
PM 11 50 AM	AM 9 30 AM	437.2	D		10.3 SAPULPA	G438	YA	RD	Y	10 50	6 15	3 55
12 15	9 50	442.2			5.0 KIEFER	E442	118	12		10 38	6 06	3 45
12 23	9 57	446.7			4.6 MOUNDS	E447	69			10 30	5 58	3 35
12 31	10 04	456.2	D		9.5 BEGGS	E456	118	42		10 15 <sup>34</sup>	5 45	3 20
12 44	10 15 <sup>34</sup>	467.2			11.0 BUTLER	E467	117			9 46	5 25	3 01
1 02	10 29	467.9	P		0.7 MUSKOGEE BR. CR.			GATE				
1 10	10 31	468.6	N		0.7 OKMULGEE	E469	YA	RD	RYCBO	9 44	5 23	2 55
1 20	10 40	476.2			7.6 SCHULTER	E476	116	15		9 34	5 12	2 40
1 28	10 47	482.1	D		6.9 HENRYETTA	E482	94	YARD	RYB	9 26	5 03	2 28
1 58 <sup>30</sup>	11 03	484.7	D		12.6 FRED (WELEETKA)	E495	119	110		9 08	4 43	1 58 <sup>33</sup>
2 12	11 14	504.4	D		9.7 WETUMKA	E504	87	80		8 53	4 28	1 28
2 24	11 24	513.0			8.6 YEAGER	E513	98	4		8 40	4 15	1 13
2 34	11 34	519.6	D		8.6 HOLDENVILLE	E520	27	100		8 30	4 05	1 03
		519.6			0.0 C. R. I. & P. CROSS.			Interlocking				
2 36	11 36	520.1			0.6 SISSON	E520A	100			8 28	4 03	1 01
2 44	11 43 <sup>PM</sup>	525.0			4.9 SPAULDING	E525	121	10		8 20	3 55	12 50
3 10 <sup>AM</sup>	12 05 <sup>PM</sup>	539.1	2S		14.1 FRANCIS	E539	YA	RD	RGY CB	8 01 <sup>AM</sup>	3 35 <sup>PM</sup>	12 30 <sup>AM</sup>
Arrive Daily	Arrive Daily				(115.6) (112.2) (101.9)					Leave Daily	Leave Daily	Leave Daily
33	37									34	38	530

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, Sid., Clock, Bulletin	THIRD CLASS	
543	542					Siding	Other		Arrive Daily Ex. Saturday	542
Leave Daily Ex. Saturday	Arrive Daily Ex. Saturday	Miles								
		469.6		NORTHERN JCT.	EA470					
		467.9		1.7 CREEK SUB-DIV. CRS.			GATE			
		468.0		0.1 SEAMAN JCT.	EA468					
Service between Okmulgee and Northern Jct. rendered by extras PM		468.6	N	0.6 OKMULGEE	E469	YA	RD	RYCBO	Service between Okmulgee and Northern Jct. rendered by extras PM 8 55	
11 59		468.0		0.6 SEAMAN JCT.	EA468					
AM		474.8	D	6.6 MORRIS	EA476		28		8 35	
12 25		487.5		12.7 BOYNTON	EA488		46		7 55	
1 05		502.9		15.4 K. O. & G. CROSSING			Interlocking			
		504.2		1.3 WEST MUSKOGEE	EA504		17			
		506.4		2.2 MUSKOGEE	EA506	YA	RD	RCB	7 00 PM	
1 55 AM		506.6	DN	0.2 M.-K.-T. CROSSING						
		506.6		0.0 M. V. CROSSING			Interlocking			
		509.2		2.6 BACONE	EA509		13	Y	Service between Muskogee and Dills rendered by extras	
Service between Muskogee and Dills rendered by extras		514.9		5.7 FORT GIBSON	EA515	34	22			
		515.4		0.6 M. P. CROSSING	EA516	GATE	11			
		516.7		1.3 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	FIRST CLASS 37 Freight	Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Track Capacity		SECOND CLASS		
							Siding	Other	34	38	530
Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily
A M 3 15	P M 12 05	536.1	2S	FRANCIS 8.8	E639	RGY CB	YA	RD	A M 8 01	P M 3 30	P M 8 00
		547.7		O.C.A. & A. CROSSING 0.5			Interlocking				
4 10	12 20	548.2	2S	ADA 10.0	E648	RCBO	118	YARD	7 45	3 10	6 31
4 30	12 37	568.2		FITZHUGH 5.1	E558		99		7 28	2 56	5 26
4 38	12 44	563.3	D	ROFF 7.7	E664		60	27	7 20	2 48	5 19
4 49	12 54	571.0		SCULLIN 8.3	E671	Y	95	14	7 10	2 38	5 09
5 01	1 04	579.3	D	MILL CREEK 12.5	E680		104	68	6 55	2 26	4 54
5 19	1 18	591.8	D	RAVIA 11.6	E692		124	22	6 35	2 06	4 21
5 45	1 37 <sup>38</sup>	603.4	D	MADILL 7.2	E609	RY	111	YARD	6 15	1 37 <sup>37</sup>	4 01
6 01 <sup>34</sup>		610.6		KINGSTON 9.8	E610		99	44	6 01 <sup>38</sup>		
6 20	2 05	620.2		LAKE SIDE 4.8	E620		70		5 37	1 05	3 01
6 28	2 11	624.8		BARRY 6.3	E625		100	6	5 30	12 50	2 50
6 37	2 18	631.1		STALEY, OKLA. 0.3	E631		Interlocking		5 20	12 40	2 40
		631.4		RED RIVER M.-K.-T. JCT. 5.1							
6 45	2 30 <sup>530</sup>	636.6	D	DENISON, TEXAS 0.1	E637		108	105	5 10	12 30 <sup>37</sup> P M	2 30 <sup>37</sup>
		636.8		T. & N. O. JCT. 7.4							
		644.0		NO. SHERMAN JCT. 0.6							
8 00 A M	3 25 P M	644.6	2S	NORTH SHERMAN (97.4)	E644	RGY CBO	YA	RD	4 50 A M	11 45 A M	2 00 P M
Arrive Daily	Arrive Daily								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, Sid. Clock, Bulletin	Station Number	Track Capacity	Service Rendered By Extras
	571.0	D	SCULLIN 8.8	Y	E 571		
	579.8	D	SULPHUR		EA680	30	
			(8.8)				

SOUTHWARD

## RED RIVER DIVISION — FORT WORTH SUBDIVISION

NORTHWARD

Second Class <b>37</b>	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Track Capacity		SECOND CLASS	
						Siding	Other	34	38
Leave Daily	Miles							Arrive Daily	Arrive Daily
<b>P M</b> <b>5 10</b>	644.6	<b>2S</b>	<b>NORTH SHERMAN</b> 1.1	E644	RGY CBO	YA	RD	<b>AM</b> <b>4 50</b>	<b>AM</b> <b>10 45</b>
	645.7	DN	TOWER 16 0.0			Interlocking			
			T. & P. CROSSING 0.3						
	646.0		SHERMAN 0.3	E646					
	648.3		ST. L. S. W. CROSSING 0.8			GA	TE		
	647.1		STOCK TRACK 0.7	647		47			
<b>5 20</b>	647.8		FRISCO JUNCTION 2.1					<b>4 35</b>	<b>10 25</b>
<b>5 24</b>	649.9		SO. SHERMAN JCT. 7.8					<b>4 31</b>	<b>10 21</b>
<b>5 40</b>	657.7		DORCHESTER 7.1	658		81	11	<b>4 17</b>	<b>10 05</b>
<b>5 50</b>	664.8		GUNTER 8.8	665		68	41	<b>4 07</b>	<b>9 50</b>
<b>6 02</b>	673.6	D	CELINA 6.1	674		68	60	<b>3 55</b>	<b>9 35</b>
<b>6 12</b>	679.7		PROSPER 5.8	680		62	42	<b>3 46</b>	<b>9 23</b>
<b>6 22</b>	685.6	D	FRISCO 14.3	686	R	69	76	<b>3 37</b>	<b>9 10</b>
<b>6 42</b>	699.9		BLISS 0.6	700		86		<b>3 17</b>	<b>8 35</b>
	700.5	D	CARROLLTON 0.0	701		Interlocking	57		
			M. K. & T. CROSSING 0.0						
			ST. L. S. W. CROSSING 3.7						
<b>6 49</b>	704.2		GRIBBLE 6.5	704		45		<b>3 08</b>	<b>8 25</b>
<b>7 10</b>	710.7	DN	IRVING 10.2	711	YB	78	YARD	<b>3 00</b>	<b>8 15</b>
	720.9	<b>2S</b>	DALLAS (Pass. Depot) 2.6						
<b>10 00</b>	723.5	DN	EAST DALLAS	P722					
	710.7	DN	IRVING 24.9	711	YB	78	YARD		
	735.6		NORTH FT. WORTH 5.6	736		YA	RD		
<b>10 00</b> <b>P M</b>	741.2	<b>2S</b>	<b>FT. WORTH</b> (68.1)	741	RGTY CBO	YA	RD	<b>1 30</b> <b>AM</b>	<b>5 00</b> <b>AM</b>
Arrive Daily								Leave Daily	Leave Daily
<b>37</b>								<b>34</b>	<b>38</b>

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



## SOUTHWARD

## CENTRAL DIVISION — ARTHUR SUBDIVISION

## NORTHWARD

SECOND CLASS	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS
					Siding	Other		
<b>731</b>								<b>730</b>
Leave Mon. Wed., Fri.	Miles							Arrive Tues., Thurs., Sat.
<b>A M</b>			<b>NORTH YARD</b>	415	YARD		RGO TCB	<b>P M</b>
<b>10 45</b>	414.9		0.6					<b>3 30</b>
	415.4	<b>2S</b>	<b>FORT SMITH</b>	416	YARD		Y RGC B	
	418.1		0.7					
<b>11 00</b>	418.7		M. V. JUNCTION					
	417.0		0.3		GATE			
	417.1		0.1		GATE			
<b>11 05</b>	417.1		S. F. JUNCTION	417				<b>2 20</b>
<b>11 15</b>	421.0		3.9	421		22		<b>2 10</b>
<b>11 20</b>	423.5	<b>P</b>	2.5	424	50			<b>2 05</b>
<b>11 35</b>	429.3		5.3	429	37	97	Y	<b>1 50</b>
<b>11 40</b>	431.7		2.4	432		64		<b>1 45</b>
	431.7		0.0		GATE			
<b>11 50</b>	438.6		M. V. CROSSING	437	32	27		<b>1 35</b>
	443.6		7.0		Interlocking			
<b>P M</b>	444.5	<b>D</b>	0.9	445	30	101		<b>1 20</b>
<b>12 25</b>	451.1		8.6	451		28	Y	<b>12 45</b>
<b>12 40</b>	453.0		1.9		GATE			
	453.0		0.0	453	36	32		<b>12 27</b>
<b>12 55</b>	458.4		3.4	458		34		<b>12 22</b>
<b>1 08</b>	468.6	<b>P</b>	12.2	469	27	8		<b>12 05</b>
<b>1 28</b>	476.4	<b>P</b>	5.8	475		25		<b>P M</b>
<b>1 38</b>	478.9	<b>P</b>	3.8	479	18			<b>11 52</b>
<b>1 59</b>	483.6	<b>D</b>	4.7	484	15	87		<b>11 45</b>
<b>2 22</b>	490.3		6.7	490		28		<b>11 20</b>
<b>2 33</b>	495.7		5.4	496		27		<b>11 10</b>
<b>2 42</b>	501.4	<b>P</b>	5.7	501		28		<b>11 00</b>
<b>2 55</b>	508.7	<b>D</b>	5.3	507	40	18		<b>10 30</b>
<b>3 17</b>	514.2		7.5	514		28		<b>10 15</b>
<b>3 32</b>	522.6	<b>P</b>	8.4	523	50			<b>10 00</b>
<b>3 52</b>	530.7	<b>P</b>	8.1	531		27		<b>9 45</b>
<b>4 07</b>	533.4		2.7	533		5		
	541.6	<b>P D</b>	8.2	542	28	45		<b>9 30</b>
<b>4 52</b>	548.7		7.1	549	30			<b>9 15</b>
<b>5 07</b>	558.2		7.5	556		28		<b>9 05</b>
<b>5 22</b>	559.0	<b>D</b>	2.8	559	YARD		ORGT YCB	<b>9 00</b>
	559.3		0.3		GATE			
<b>6 02</b>	564.0		4.7	564		22		<b>8 40</b>
	568.8	<b>P</b>	4.8					
<b>6 12</b>	569.1		0.3	569	37			<b>8 30</b>
<b>6 22</b>	573.3		4.2	573		22		<b>8 20</b>
<b>6 32</b>	575.6		2.3	576		12		<b>8 15</b>
<b>7 00</b>	583.8	<b>D</b>	8.2	584	YARD		T	<b>8 00</b>
Arrive Mon. Wed., Fri.			(168.4)					Leave Tues., Thurs., Sat.
<b>731</b>			(168.9)					<b>730</b>

MANSFIELD BRANCH—ARTHUR SUBDIVISION  
SOUTHWARD NORTHWARD

Communicating Office	Distance from St. Louis	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin
				Siding	Other	
	Miles					
	429.3	JENSON	429	37	97	Y
<b>D</b>	431.0	HACKETT	B431		423	
	431.4	M. V. CROSSING		GATE		
	438.7	MONTREAL	B439		301	
	440.2	MIDLAND	B440		58	
	444.0	CENTRAL	B444	YARD		
		(14.7)				

Service rendered by extras.

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

WESTWARD

CENTRAL DIVISION — ARKINDA — ARDMORE SUBDIVISION

EASTWARD

SECOND CLASS		Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wire, Sid Clock, Bulletin	SECOND CLASS	
735	735					Siding	Other		736	736
Leave Daily	Leave Daily								Arrive Daily	Arrive Daily
	A M 8 00	679.6	D	HOPE 0.1	W680	YA	RD	CB RY	P M 9 00	
		679.5		MO. P. CROSSING		GA	TE			
	8 25	671.4		POWERS	W671		31		7 30	
	8 45	665.3		MENAB 5.1	W665		30		7 10	
	9 00	659.4		ORTON 5.8	W659		41		6 55	
	9 15	653.4		LONG 5.0	W653		31		6 40	
		647.5		G. N. & A. CROSSING 5.9		GA	TE			
	9 35	647.4	D	ASHDOWN 0.1	W647	34	97		6 20	
		647.0		K. C. S. CROSSING 0.4		Inter	locking			
	10 00	638.1		ARDEN 5.7	W638		15		5 55	
	10 20	631.4	D	FOREMAN 5.2	W631		47		5 35	
	10 40	625.2		ARKINDA, ARK. 5.2	W625	22	47		5 15	
	11 00	618.1		BOKHOMA, OKLA. 7.1	W618		39		4 55	
	11 10	613.5		HAWORTH 4.6	W614		48		4 45	
	11 20	609.7		KULLI 3.8	W610		10		4 35	
	11 40 P M	602.1	D	IDABEL 7.0	W602	32	162		4 15	
	12 05	593.7		GARVIN 8.4	W594		25		3 50	
	12 15	589.2		MILLERTON 4.5	W589		28		3 40	
	12 30	584.3	D	VALLIANT 4.0	W584	59	85	Y	3 30	
	1 05	574.3		FORT TOWSON 10.0	W574	26	17		3 05	
	1 25	567.5		SAWYER 8.0	W568		32		2 50	
		559.3		ARTHUR S.-DIV. CROSS. 8.2		GA	TE			
PM 11 30	2 00 P M	559.0	D	HUGO 0.3	559	YA	RD	RGO TYC B	2 30 P M	P M 1 00
AM 12 01		570.2		SOPER 11.2	V570		18			12 05
		573.1		JASPER 2.9	V573		31			
12 25		560.1		BOSWELL 7.0	V560	25	21			P M 11 35
12 50		560.4		BENNINGTON 10.3	V560		28			11 10
1 05		596.8		BOKCHITO 6.4	V567		31			10 55
		604.4		PIRTLE 7.8	V604		37			
		610.9		K. O. & G. CROSSING 8.5		Inter	locking			
		611.0		M.-K.-T. CROSSING 0.1		Inter	locking			
1 50		611.0	D	DURANT 0.0	V611	34	65			10 10
2 10		619.0		MEAD 8.0	V619	44				9 40
2 25 A M		623.7		LAKESIDE 4.7	E620					9 30 A M
		633.3		KINGSTON 9.6	E610					
3 30 A M		640.5	2S	MADILL 7.2	E603	YA	RD	RY		9 00 A M
Service between Madill and Ardmore rendered by extras		640.6		ARDMORE JUNCTION 0.1						Service between Madill and Ardmore rendered by extras
		649.1		SIMPSON 8.5	V649		16			
		665.0	D	ARDMORE 15.9	V665	YA	RD			
Arrive Daily	Arrive Daily			(120.6) (106.0)					Leave Daily	Leave Daily
735	735								736	736

Eastward trains are superior to westward trains of the same class, except No. 735 is superior to No. 736 between Hugo and Lakeside.

WESTWARD

## WESTERN DIVISION — PERRY SUBDIVISION

EASTWARD

Second Class <b>637</b>	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Second Class
					Siding	Other		<b>630</b>
Leave Daily	Miles							Arrive Daily
<b>P M</b> <b>5 00</b>	426.9	DN	<b>CHEROKEE YARD</b>	G428	YARD		OGRT YCB	<b>A M</b> <b>3 30</b>
	428.0		1.1 KENGLE	Z428		20		
	428.6		0.6 PRICE	Z429		147		
	432.0		3.4 SHIRK	Z432A		20		
<b>5 25</b>	433.6		1.6 FISHER	Z434	48	7		<b>2 35</b>
<b>5 50</b>	445.8	D	12.2 MANNFORD	Z446	108	7		<b>2 02</b>
<b>6 05</b>	455.4		9.8 TERLTON	Z455	49	24		<b>1 49</b>
	460.9		5.5 M.-K.-T. CROSSING		Interlocking			
<b>6 25</b>	461.5		0.6 HALLETT	Z462		40		<b>1 34</b>
<b>6 30</b>	463.3		1.8 GREENUP	Z463	50			<b>1 30</b>
<b>6 42</b>	469.3		6.0 CASEY	Z469	48			<b>1 16</b>
	471.6		2.3 A. T. & S. F. CROSSING		Interlocking			
<b>7 15</b>	478.0	D	6.4 PAWNEE	Z478	58	95		<b>12 56</b>
	479.7		1.7 A. T. & S. F. CROSSING		Interlocking			
<b>7 30</b>	485.5		5.8 LELA	Z485	49	9		<b>12 41</b>
<b>7 40</b>	490.6	D	5.1 MORRISON	Z491	48	57		<b>12 31</b>
<b>7 53</b>	497.1		6.5 SUMNER	Z497	48	23		<b>12 18</b>
<b>8 05</b>	502.5		5.4 BLACK BEAR	Z502	28			<b>12 08</b>
	502.7		0.2 A. T. & S. F. CROSSING		Interlocking			<b>A M</b>
	508.7		6.0 A. T. & S. F. CROSSING		GATE			
<b>8 20</b>	508.8	D	0.1 PERRY	Z509	34	128		<b>11 50</b>
<b>8 30</b>	513.5		4.7 GANSEL	Z514	23			<b>11 40</b>
<b>8 40</b>	518.4	D	4.8 LUCIEN	Z518	40	49		<b>11 29</b>
<b>8 58</b>	526.7	D	8.3 COVINGTON	Z527	32	78		<b>11 12</b>
	533.3		8.6 A. T. & S. F. CROSSING		Interlocking			
<b>9 10</b>	534.0		0.7 FAIRMONT	Z534	48	24		<b>10 57</b>
<b>9 23</b>	538.7		4.7 SHEA	Z539	36			<b>10 50</b>
	543.0		4.3 A. T. & S. F. CROSSING					
<b>9 35</b>	543.1	P	0.1 STEEN	K584				<b>10 40</b>
<b>P M</b> <b>10 20</b> <b>P M</b>	544.9	2S	1.8 ENID	K588	YARD		OGRT YCB	<b>P M</b> <b>10 30</b> <b>P M</b>
Arrive Daily			(118.0) (119.7)					Leave Daily
<b>637</b>								<b>630</b>

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



SOUTHWARD

WESTERN DIVISION — BEAUMONT SUBDIVISION

NORTHWARD

SECOND CLASS		Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS	
637	631					Siding	Other		632	630
Leave Daily	Leave Daily Ex. Monday							Arrive Daily Except Sunday	Arrive Daily	
	A M 6 30	458.2	D	BEAUMONT 12.7	F458	YARD		YCB	P M 4 00	
	7 01	470.9	D	LATHAM 5.2	K471	30	28		3 20	
	7 15	476.1		WINGATE 7.7	K476	44			3 11	
	7 30	480.8	D	ATLANTA 7.7	K481	28	24		3 01	
	7 45	488.3		WILMOT 12.1	K488	61			2 45	
	8 45	500.4	D	WINFIELD 0.1	K500	19	132		2 15	
		500.5		A. T. & S. F. CROSSING 0.5						
		501.0		A. T. & S. F. CROSSING 0.1		Interlocking				
	9 05	507.1		TRESHAM 7.6	K507		34		1 15	
	9 30	514.7	D	ARKANSAS CITY 0.2	K515		10		12 55	
		514.9		M. V. CROSSING 0.1		GATE				
	9 40	515.0		WEST YARD, KAN. 5.3		YARD		OR YB	12 50	
	9 55	520.3		ERIE OKLA. 3.6	K520		35		12 35	
	10 02	523.9		MIDDLETON 2.0	K524		21		12 28	
	10 10	527.5		CLIFFORD 2.4	K528	57	20		12 20	
	10 15	529.9		PECKHAM 8.0	K530	40			12 15 P M	
	11 59 <sup>632</sup>	537.9	D	BLACKWELL 0.3	K538	28	288	Y	11 59 <sup>631</sup>	
		538.2		A. T. & S. F. CROSSING 0.7		GATE				
		538.9		A. T. & S. F. CROSSING 10.5						
	P M 12 30	549.4		EDDY 8.1	K549		36		9 12	
	12 50	555.5	D	LAMONT 4.8	K555	34	45		8 56	
	1 05	560.3		SALT FORK 8.6	K560		32		8 43	
	1 25	566.9		HUNTER 9.6	K567	46	47		8 25	
		576.5		C. R. I. & P. CROSSING 0.6		GATE				
	1 50	577.0		BRECKINRIDGE 8.8	K577		40		7 59	
		583.8		A. T. & S. F. CROSSING 0.1		GATE				
	P M 9 35	583.9	P	STEEN 1.1	K584				7 40	P M 10 40
		585.0		C. R. I. & P. CROSSING 0.7		Interlocking				
	10 20 P M	585.7	2S	ENID (127.5)	K586	YARD		OGRT YCB	7 30 A M	10 30 P M
Arrive Daily	Arrive Daily Ex. Monday								Leave Daily Except Sunday	Leave Daily
<b>637</b>	<b>631</b>								<b>632</b>	<b>630</b>

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

SOUTHWARD

WESTERN DIVISION — ENID-HOBART SUBDIVISION

NORTHWARD

THIRD CLASS		Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	THIRD CLASS	
663	661					Siding	Other		662	664
Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.							Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	
A M 5 00	A M 5 00	586.7	2S	ENID 6.6	K586	YA	RD	OGRT YCB	P M 7 30	P M 7 30
5 25	5 25	592.3		IMO 4.9	K592	17	25		6 45	6 45
5 40	5 40	597.2	D	DRUMMOND 8.5	K597	35	27		6 30	6 30
6 05	6 05	608.7	D	AMES 11.5	K607	90	54		6 05	6 05
6 40	6 40	618.2	D	OKEENE 0.8	K618	36	93		5 35	5 35
		619.0		C. R. I. & P. CROSSING 10.4			GATE			
11 50	11 50	629.4	2S	SOUTHARD 3.9	K629	30	120		5 01	5 01
11 59 P M	11 59 P M	633.3		CARLETON 6.8	K633		69		1 02	1 02
12 15 <sup>662</sup> P M	12 15 <sup>664</sup> P M	640.2		EAGLE CITY 9.5	K640	42	39		12 15 <sup>663</sup> P M	12 15 <sup>661</sup> P M
12 35	12 35	649.7		FAY 8.4	K650		39		11 35	11 35
12 59	12 59	658.1	D	THOMAS 8.1	K658	58	80		11 15	11 15
1 20	1 20	668.2		FOLEY 2.2	K666				10 55	10 55
1 30	1 30	668.4	D	CUSTER CITY 7.2	K668	47	125		10 45	10 45
1 45	1 45	675.6		ARAPAH 3.4	K676	27	73		10 30	10 30
1 55	1 55	679.0		EWING 0.7	K679				10 06	10 06
		679.7		C. R. I. & P. CROSSING 0.9			GATE	Y		
2 10	2 10	680.6	D	CLINTON 9.4	K681	33	210	R	10 01	10 01
2 35	2 35	690.0		BESSIE 8.8	K690	53	174	Y	8 30	8 30
2 55	2 55	698.8	D	CORDELL 10.6	K697	29	132		8 15	8 15
3 20	3 20	707.4	D	ROCKY 9.4	K707	38	62		7 50	7 50
3 50	3 50	716.8	D	HOBART 0.1	K717	34	174	Y	7 25	7 25
		716.9		C. R. I. & P. CROSSING 5.4						
4 02	4 02	722.3		BABBS 7.2	K722		24		7 12	7 12
4 20	4 20	729.5	D	ROOSEVELT 4.6	K729	57	37		6 55	6 55
4 30	4 30	734.0		COLD SPRINGS 7.5	K734		20		6 45	6 45
4 45	4 45	741.5		MOUNTAIN PARK 2.6	K742	42	48		6 30	6 30
5 20 P M	5 20	744.1	D	SNYDER 0.0	G664	YA	RD	OR YCB	6 25	6 25 A M
		744.1		S.-W. DIV. CROSSING 3.9			GATE			
	5 30	748.0		TAYLOR 7.0	K748	36			6 01	
	5 45	755.0		MANITOU 4.4	K755		30		5 40	
	5 55	759.4		HINKLE 4.0	K759	36			5 30	
	6 05	763.4	D	FREDERICK 0.6	K763	36	288	Y	5 20	
		763.9		M.-K.-T. CROSSING 10.3						
	6 45 P M	774.2	D	DAVIDSON (188.2)	K774	YA	RD	CB	4 45 A M	
Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.								Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
663	661								662	664

Northward trains are superior to southward trains of the same class

**WESTWARD**

**WESTERN DIVISION — AVARD SUBDIVISION**

**EASTWARD**

THIRD CLASS <b>1341</b> A. T. & S. F. No. 182	SECOND CLASS <b>637</b>	Distance from S.L. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS	THIRD CLASS
						Siding	Other		<b>630</b>	<b>1340</b> A. T. & S. F. No. 181
Leave Daily	Leave Daily Ex. Sunday							Arrive Daily Ex. Sunday	Arrive Daily	
A M 5 00	A M 5 15	644.8	2S	ENID 3.2	K686	YARD	OGRT YCB	A M 10 30	A M 11 45	
5 15 A M	5 22	548.1	P	BLANTON 1.7	Z648			10 18	11 30 A M	
	5 27	549.8		JONAH 4.7	Z650	46		10 14		
	5 39	554.5	D	CARRIER 8.3	Z655	68	17	10 02		
	5 59	562.8	D	GOLTRY 6.5	Z663	46	44	9 41		
	6 15	569.3	D	HELENA 5.1	Z669	49	44	9 25		
	6 27	574.4		McWILLIE 5.8	Z674		68	9 11		
		580.2		A. T. & S. F. CROSSING 0.3			GATE			
	6 42	580.5	D	CARMEN 8.1	Z681	52	49	8 55		
	7 04	588.6		DACOMA 8.4	Z689	51	43	8 34		
	7 22	595.0		HOPETON 6.9	Z695		44	8 18		
	7 45 A M	601.9		AVARD	Z602	58	99	Y 8 00 A M		
Arrive Daily	Arrive Daily Ex. Sunday			(57.0)				Leave Daily Ex. Sunday	Leave Daily	
<b>1341</b>	<b>637</b>							<b>630</b>	<b>1340</b>	

Eastward trains are superior to westward trains of the same class except, No. 637 is superior to No. 630.

**1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS (Continued).**

Eastward C. R. I. & P. trains will not require clearance at Carmen unless train order signal is displaying stop indication.

No. 630 will not require clearance at Avard.

Enid yard office is register station for S. L.-S. F. trains arriving from Enid-Hobart and Avard subdivisions, all other trains will register at telegraph office, Enid.

No lights in train order signals on the Enid-Hobart, Beaumont and Avard Subdivisions.

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

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

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

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."

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.

Red River Division trains will use tracks of Southwestern Division between Sapulpa and Tulsa and will be governed by Southwest District Time Table and instructions.

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

SL-SF trains will use Southern Pacific track between T&NO Jct. Denison and Tower 16 and between Frisco Jct. and South Sherman Jct., 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 Jct. and East Dallas and between Belt Jct. and Birds, Forth 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 of S.L.-S.F. and St. L. S. W. track 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.

Central Division trains will use Sherman Subdivision tracks between Lakeside and Madill, and be governed by Southwest District time table.

Time shown on Ardmore Subdivision at Madill for Nos. 736 and 735, is for information only.

KCS Special Instructions read as follows:

Ashdown: First class trains run at restricted speed between SL-SF Railway crossing and south house track switch expecting to find SL-SF Railway trains or engines using KCS main track.

Time shown at Enid for Perry Subdivision trains is for information only.

Western Division trains will use Eastern Division main track at Beaumont and be governed by Central District time table and instructions.

A. T. & S. F. trains will use S. L.-S. F. main track between Blanton and south house track switch Enid and be governed by S. L.-S. F. time table, rules and instructions.

C. R. I. & P. trains will use S. L.-S. F. track between MP K-584-18 and MP Z-582-23 and between MP K-584-18 and MP K-588-12 and be governed by S. L.-S. F. time table, rules and instructions.

Track between Foley and Ewing is joint with the A. T. & S. F. and A. T. & S. F. trains be governed by S. L.-S. F. time table, rules and instructions.

S. L.-S. F. main track between MP K-681-2 and C. R. I. & P. connection north of Clinton is joint with C. R. I. & P.

Western Division trains will use Southwestern Division main track at Snyder and be governed by Southwest District time table and instructions.

## 3. MAXIMUM SPEED.

	Miles Pagr.	Per Hour Freight
<b>Cherokee Subdivision:</b>		
Between Monett and Pierce City-North Track.....	70	50
Except Regular Connection Train 37 .....		55
Except Regular Connections Trains 435, 437 and trains handling Auto Rack Cars and TOFC only.....		65
Between Monett and Pierce City-South track .....	50	45
Between Pierce City and Tulsa .....	70	50
Except Regular Connections Trains 37 and 137.....		55
Except Regular Connections Trains 435, 437 and trains handling Auto Rack Cars and TOFC only.....		65
<b>Oklahoma Subdivision .....</b>	<b>70</b>	<b>50</b>
Except regular connections Trains 37, 435, 437 and trains handling Auto Rack Cars and TOFC only....		55
<b>Chickasha Subdivision:</b>		
Between Oklahoma City and MP G-544-22.....	25	25
*MP G-544-22 and Quanah .....	45	45
*Exceptions		
Regular Connections Trains 435 and 437 MP G-558 to Quanah .....		49
<b>Creek and Sherman Subdivisions.....</b>	<b>55</b>	<b>50</b>
Except Regular Connection Trains 34, 37 and 38.....		55
<b>Fort Worth Subdivision .....</b>	<b>49</b>	<b>49</b>
<b>Muskogee Branch:</b>		
Between Okmulgee and Muskogee .....	25	25
Between Muskogee and Dills .....	20	20
<b>Sulphur Branch .....</b>	<b>15</b>	<b>15</b>
<b>Ft. Smith Subdivision .....</b>	<b>55</b>	<b>45</b>
<b>Bentonville Branch .....</b>	<b>20</b>	<b>20</b>
<b>Arthur Subdivision .....</b>	<b>45</b>	<b>45</b>
<b>Mansfield Branch .....</b>	<b>25</b>	<b>25</b>
<b>Ardmore Subdivision:</b>		
Between MP 559 and MP V-599 .....	30	30
V-599 V-605 .....	35	35
V-605 V-619.7 .....	30	30
V-619.7 V-623.7 .....	35	35
V-640.6 V-665.0 .....	30	30
<b>Arkinda Subdivision:</b>		
Between MP 559 and MP W-582-10.....	25	25
W-582-10 W-619 .....	35	35
W-619 W-625 .....	30	30
W-625 W-633 .....	35	35
W-633 W-680 .....	30	30
<b>Beaumont Subdivision</b>		
Between Beaumont and Blackwell .....	30	30
Between Blackwell and Breckinridge.....	25	25
Between Breckinridge and Enid.....	30	30
<b>Perry and Avard Subdivisions</b>		
Between Cherokee Yard and Shirk .....	30	30
Shirk and MP Z-470-18.....	45	45
MP Z-470-18 MP Z-519-15.....	25	25
MP Z-519-15 Hayward.....	35	35
Hayward Steen.....	45	45
Enid Blanton .....	30	30
Blanton Avard .....	25	25
<b>Enid-Hobart Subdivision</b>		
Between Enid and Southard .....	25	25
Between Southard and Foley .....	30	30
Between Foley and Ewing .....	40	40
Between Ewing and Bessie .....	35	35
Between Bessie and MP K-769-0 .....	30	30
Between MP K-769-0 and Davidson .....	20	20

## 4. SPEED RESTRICTIONS.

## CHEROKEE SUBDIVISION:

	Miles Pagr.	Per Hour Freight
<b>CHEROKEE SUBDIVISION:</b>		
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-285-8 through turnouts both ends crossover.....	25	25
<b>Pierce City:</b>		
Through turnout end two main tracks .....	50	50
Through turnout Eastern Division Junction.....	25	25
Through turnouts all sidings except Seneca, Claremore and Garnett .....	25	25
Curves between.....MP G-292-27 and MP G-293 .....	65	55
G-295-4 G-295-17.....	60	50
G-299 G-299-18.....	60	50
G-300-12 G-304-20.....	65	55
G-305-39 G-306-30.....	65	55
Engine of westward trains passing MP G-307-29.....		45
Between MP G-309-24 and MP G-310-11 until engine over street crossings .....	30	30
Curves between.....MP G-310-11 and MP G-310-21.....	50	45
G-311-37 G-313-5 .....	60	50
G-313-38 G-314-14.....	65	55
Engine of westward trains passing MP G-329-20.....		60
Curves between.....MP G-337-12 and MP G-338 .....	65	55
Todd, eastward trains through turnout, west end siding.....	30	30
Between MP G-359-20 and MP G-360-11 until engine over street crossings .....	30	30
Curves between.....MP G-364-11 and MP 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
Engine of westward trains passing MP G-389-15.....		60
Engine of westward trains passing MP G-393-32.....		60
Engine of westward trains passing MP G-395-24.....		50
Between MP G-397-8 and MP G-397-31 until engine through these limits .....	20	20
Curves between.....MP G-406-26 and MP G-406-35.....	55	50
G-408-38 G-411-10.....	55	50
East Tulsa, through turnout end two main tracks .....	50	50
Between MP G-418-12 and MP G-428-14 until engine over street crossings .....	25	25
Eastward trains on westward track between MP G-422-36 and MP G-422-32 until engine or lead car over crossing .....	15	15
Tulsa, through interlocking .....	15	15
First class trains move at restricted speed between MP G-423 and MP G-425 expecting to find main track occupied. Main track between these points may be used without protection against first class trains. Trains must not be unnecessarily delayed.		
Through turnout and crossover MP G-425-6.....	20	20
Between MP G-427-14 and MP G-428-14.....	40	40
Through turnout and crossover MP G-428-27.....	25	25
Between MP G-428-31 and MP G-429-3 westward trains....	40	40
Between MP G-428-39 and MP G-429-35 on north track until engine through these limits .....	20	20
<b>OKLAHOMA SUBDIVISION:</b>		
First class trains move at restricted speed between MP G-423 and MP G-425 expecting to find main track occupied. Main track between these points may be used without protection against first class trains. Trains must not be unnecessarily delayed.		
Between MP G-418-12 and MP G-428-14 until engine over street crossings .....	25	25
Through turnout and crossover MP G-425-6 .....	20	20
Between MP G-427-14 and MP G-428-14.....	40	40
Through turnout and crossover MP G-428-27.....	25	25
Between MP G-428-31 and MP G-429-3 westward trains....	40	40

**4. SPEED RESTRICTIONS (Continued).**

	Miles Pgr.	Per Hour Freight
Between MP G-428-39 and MP G-429-35 on north track until engine through these limits .....	20	20
Norris, through turnout end two main tracks.....	50	50
Oma, through turnout end two main tracks.....	50	50
Both main tracks, curves between MP G-436-33 and MP G-437 .....	60	50
Between MP G-437 and MP G 437-17.....	35	35
Engine of eastward trains passing MP G-438-10.....	50	50
Curves between.....MP G-437-37 and MP G-439-35.....	55	50
G-441-4 G-442-24.....	55	50
Kellyville, through turnout both ends siding.....	25	25
Curves between.....MP G-447-34 and MP G-448-13.....	60	50
G-449-14 G-451-16.....	55	50
G-452-15 G-452-23.....	50	50
G-452-23 G-457-35.....	55	50
G-458-10 G-458-15.....	65	55
Bristow, through turnout both ends siding.....	25	25
Between MP G-458-20 and MP G-459-15.....	20	20
Curves between.....MP G-461-28 and MP 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.....MP G-483-3 and MP 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.....MP G-524-23 and MP G-524-30.....	65	55
G-530-22 G-531-9 .....	55	50
Between MP G-527-16 and MP G-532-18 until engine over street crossings .....	50	50
Grelg, through interlocking .....	45	45
Curves between.....MP G-536-15 and MP G-536-25.....	55	50
MP G-537-33 until engine over street crossing.....	25	25
Curves between.....MP G-538-21 and MP G-538-29.....	55	50
East Yard, through turnout east end drill track.....	25	25
MP G-539-6 until engine over crossing.....	10	10
First class trains move at restricted speed between MP G-538-18 and MP G-541-15, expecting to find main track occupied. Main track between these points may be used without protection against first class trains. Trains must not be unnecessarily delayed.		
<b>CHICKASHA SUBDIVISION:</b>		
First class trains move at restricted speed between MP G-538-18 and MP G-541-15, expecting to find main track occupied. Main track between these points may be used without protection against first class trains. Trains must not be unnecessarily delayed.		
Between MP G-540-6 and MP G-544-25 until engine over street crossings .....	25	25
Over South Canadian River Bridge G-557.9 .....	40	40
When handling cars with gross weight over 220,000 pounds .....	30	30
Chickasha, through interlocking, until engine over crossing....	20	20
Between MP G-580-29 and MP G-582-11 until engine over street crossings .....	20	20
Between MP G-591-17 and MP G-592-17.....	35	35
G-601 G-602 .....	35	35
Between MP G-628-31 and MP G-631-6 until engine over street crossings .....	20	20
Between MP G-686-10 and MP G-687-17 until engine over street crossings .....	30	30
MP G-688.1, through interlocking until engine over crossing	20	20

**CREEK SUBDIVISION:**

	Miles Pgr.	Per Hour Freight
Curves between ..... E-437-6 E-437-17	35	35
Engine of northward trains passing E-437-32	40	40
Curves between ..... E-438-7 E-440-6	50	50
Kiefer, through turnout north end siding .....	25	25
Between MP E-441-25 and MP E-442-30 until engine over crossings .....	30	30
Curves between ..... E-457-25 E-458-4	50	50
Butler, through turnout north end siding .....	25	25
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	50	50
Schulter, through turnout south end siding .....	25	25
Curves between ..... E-478-17 E-479-6	50	50
E-480-5 E-480-20	50	50
Between MP E-481-16 and MP E-482-20 until engine over street crossings .....	25	25
Henryetta, through turnout south end siding.....	25	25
Curves between ..... E-484-9 E-484-20	50	50
E-492-2 E-492-18	50	45
E-494-15 E-494-26	50	50
Fred, through turnout both ends siding .....	25	25
Curves between ..... E-506-33 E-507-8	50	50
E-509-31 E-510-11	50	50
E-516-12 E-519-15	50	50
Between MP E-518-17 and MP E-520-22 until engine over street crossings .....	40	40
Holdenville, over Rock Island crossings .....	25	25
Sisson, through turnout south end siding .....	25	25
Curves between ..... E-521-5 E-521-26	50	50
Spaulding, through turnout both ends siding.....	25	25
Curves between ..... E-529-7 E-529-20	50	50
E-531-34 E-532-10	50	50
E-533-24 E-534-21	50	45
First class trains move at restricted speed between MP E-538 and MP E-540-30 expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
<b>MUSKOGEE BRANCH:</b>		
KO&G crossing, MP EA-502-25, through interlocking.....	20	20
Muskogee:		
Between MP EA-505-24 and MP EA-508-15.....	12	12
Over Bridge EA-511.6 when handling cars with gross weight over 177,000 pounds .....	10	10
<b>SHERMAN SUBDIVISION:</b>		
First class trains move at restricted speed between MP E-538 and MP E-540-30 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	50	50
E-543-6 E-543-16	50	50
E-544-9 E-544-20	50	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-551-30 E-552-3	50	50
E-554-26 E-556-20	50	50
Fitzhugh, through turnout north end siding .....	25	25
Curves between ..... E-559-9 E-559-31	50	50
E-569-1 E-569-10	50	50
Scullin, through turnout north end siding .....	25	25
Curves between ..... E-574-8 E-574-33	50	50
E-576-5 E-577-11	50	50
Mill Creek, through turnout north end siding .....	25	25
Curves between ..... E-581-13 E-582-14	50	50
E-583-11 E-583-19	50	50
E-589-7 E-589-23	50	50
E-596-24 E-596-33	50	50
E-598 E-599-34	50	50
E-602-6 E-602-31	45	45
Madill, through turnout both ends siding.....	25	25
MP E-603 to MP E-604-6 .....	45	45

SOUTHWEST

Miles Per Hour  
Pgr. Freight

## 4. SPEED RESTRICTIONS (Continued).

	MPH	
	Pagr.	Freight
Curves between E-605-15 E-605-23		50
Kingston, through turnout both ends siding	25	25
Curves between E-621-16 E-623-24		50
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 MP E-636-16, 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
North Sherman Yards, when handling seventy-foot or longer TOFC cars and/or multi-level automobile cars, loaded or empty		5

## FORT WORTH SUBDIVISION:

North Sherman, over south derail switch	15	15
Between MP E-644-15 and MP E-646-27	15	15
Tower 16, through interlocking	35	35
Frisco Jct. through turnout	35	35
South Sherman Jct. through turnout	35	35
Curves between MP 699-32 and MP 700-28	30	30
Carrollton, through interlocking	20	20
MP 702-26 and MP 704-24 until engine over crossings	10	10
Irving, over crossings not protected by flashing lights	30	30
MP 709-24 and MP 710-3 until engine over street crossings	20	20
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

## Fort Smith Subdivision:

First class trains move at restricted speed between MP 281-29 and MP 282-10.		
Between MP 282-5 and MP 282-11	12	12
Curves between MP 316-4 and MP 325-5	45	
325-5 327-5	40	40
Between MP 331-37 and MP 333-12 until engine over street crossings	25	25
Between MP 343-8 and MP 343-13 until engine over street crossings	15	15
Curves between MP 345-1 and MP 348	45	
Between MP 352-14 and MP 352-26	10	10
Curves between MP 352-26 and MP 352-33	45	
362-14 362-27	45	
Curves between MP 368-7 and MP 368-35	40	40
Between MP 368-35 and MP 368-37	30	30
Curves between MP 368-37 and MP 370-29	40	40
Between MP 370-29 and MP 370-30	30	30
Curves between MP 370-30 and MP 371-22	40	40
371-22 371-30	35	35
371-30 374-24	40	40
374-24 375-22	15	15
Southward trains Winslow to Schaberg when average weight exceeds 40 tons per car, retainers on all cars must be used and brake system charged to 90 pounds		25
Curves between MP 375-22 and MP 383-35	35	35
Curves between MP 386-36 and MP 400-23	40	40
400-23 404-8	45	

## 4. SPEED RESTRICTIONS (Continued).

	SOUTHWEST MPH	
	Pagr.	Freight
Between MP 408-25 and MP 410-15 until engine over street crossings	20	20
Missouri Pacific Crossing MP 410-21	15	15
Over Bridge 410.6	25	25
Between MP 411-20 and MP 415 until engine over street crossings	20	20
Between MP 415 and MP 415-21—Main Track	20	20
South No. 3 Track	10	10
Between MP 415-21 and MP 415-26	10	10
First class trains move at restricted speed between MP 411-6 and MP 415-25, expecting to find main track occupied. Main track between these points may be used without protection against first-class trains.		
<b>Arthur Subdivision:</b>		
First class trains move at restricted speed between MP 411-6 and MP 415-25, expecting to find main track occupied. Main track between these points may be used without protection against first-class trains.		
Between MP 415-26 and MP 417-32 until engine over street crossings	20	20
Between MP 427-26 and MP 428-11	15	15
429-1 429-25	25	25
MP 431-26 until engine or lead car over crossing	20	20
MP 443-27 until engine or lead car over crossing	20	20
Between MP 443-29 and MP 445-18 until engine over crossings	15	15
Curves between MP 477-5 and MP 480-28	30	30
Southward trains between MP 483-22 and MP 483-29 until engine over crossings	20	20
Between MP 501-15 and MP 527-9	35	35
Curves between MP 529- 2 and MP 530- 7	40	40
Between MP 558-10 and MP 559-9 until engine over crossings	20	20
Between MP 559-9 and MP 559-14 until engine over crossings	5	5
Between MP 559-14 and MP 559-20 until engine over crossings	20	20
<b>Arkinda and Ardmore Subdivisions:</b>		
Between MP W-559-24 and V-559-27 until engine over street crossings	20	20
Between MP W-601-29 and MP W-602-26	30	30
MP W-647 until engine or lead car over crossing	20	20
Between MP W-666-10 and MP W-674-5	20	20
MP W-667-15	10	10
Between MP W-678-25 and L&A Lead	8	8
Between MP V-610-25 and MP V-612-5 until engine over street crossings	15	15
Between MP V-640-15 and MP V-641-15 until engine over street crossings	15	15
Bridge V-664.3	10	10
<b>Perry Subdivision:</b>		
Cherokee Yard, trains entering yard, until train over 21st Street		10
Mile Z-460.9 interlocking until engine or lead car over crossing	20	20
Mile Z-471.6, interlocking, until engine or lead car over crossing	20	20
Between MP Z-472-22 and MP Z-472-24	15	15
Between MP Z-473-14 and MP Z-473-16	15	15
Mile Z-479.7, interlocking, until engine or lead car over crossing:		
Westward	20	20
Mile Z-502.7 interlocking until engine or lead car over crossing	20	20
Between MP Z-507-17 and MP Z-509-15	20	20
Mile Z-533.3, interlocking, until engine or lead car over crossing	20	20

**4. SPEED RESTRICTIONS (Continued).**

	MPH Pgtr.	Frt.
<b>Perry Subdivision: (Continued)</b>		
Between MP Z-542-8 and MP K-585-2, until engine through these limits .....	25	25
Between MP K-585-2 and MP K-586-6.....	15	15
Between MP K-586-6 and MP K587-24, until engine through these limits .....	25	25
Enid interlocking, until engine or lead car over crossing .....	20	20
<b>Avard Subdivision:</b>		
Between MP K-585-2 and MP K-586-6 .....	15	15
Between MP K-586-6 and MP Z-546-7, until engine through these limits .....	25	25
Blanton, over switch.....	20	20
<b>Beaumont Subdivision:</b>		
Between MP K-500-7 and MP K-500-14, until engine through these limits .....	15	15
Winfield interlocking, until engine or lead car over crossing .....	20	20
Between MP K-501-20 and MP K-502-5.....	20	20
Between MP K-504 and MP K-511 .....	25	25
Between MP K-513-14 and MP K-515-12, until engine through these limits .....	15	15
Between MP K-537-15 and MP K-539-6, until engine through these limits .....	10	10
Enid interlocking, until engine or lead car over crossing .....	20	20
Between MP K-583-17 and MP K-585-2, until engine through these limits .....	25	25
Between MP K-585-2 and MP K-586-6.....	15	15
Between MP K-586-6 and MP K-587-24, until engine through these limits .....	25	25
<b>Enid-Hobart Subdivision:</b>		
Between MP K-585-2 and MP K-586-6.....	15	15
Between MP K-586-6 and MP K-587-24, until engine through these limits .....	25	25
Between MP K-617-26 and MP K-618-26, until engine through these limits .....	25	25
South Canadian River bridge K-652.8 .....	25	25
Foley, southward trains and engines approach at restricted speed expecting to find spring switch occupied.		
A. T. & S. F. southward trains and engines over spring switch .....	25	25
Between MP K-668 and MP K-668-25, until engine through these limits .....	35	35
Ewing, northward trains and engines approach at restricted speed expecting to find spring switch occupied.		
S. L.-S. F. northward trains and engines over spring switch .....	25	25
Between MP K-680-20 and MP K-680-21, northward trains, until engine through these limits.....	10	10
Between MP K-716-14 and MP K 717-14, until engine through these limits .....	25	25
Hobart, over 3rd, 4th and 5th Sts. ....	15	15
Between MP K-762-19 and MP K-764-6, until engine through these limits .....	10	10

**5. OTHER SPEED RESTRICTIONS.**

MPH

Troop trains handling mixed freight and passenger equipment, when any part of passenger equipment being handled behind freight equipment .....	45
Restrict speed to 10 MPH below speed board markings on curves when handling loaded DUPX "Dry-Flow-Chem" cars DUPX 35400-35419, RTRX 35420-35469 and DUPX 35470-35999.	

When temperature is 10 degrees above zero or lower and where authorized speed is:

45 MPH reduce speed to 40 MPH
50 MPH reduce speed to 45 MPH
55 MPH reduce speed to 45 MPH
60 MPH reduce speed to 50 MPH
65 MPH reduce speed to 55 MPH
70 MPH reduce speed to 60 MPH

**Trains Handling:**

MPH

Scale Test (4-wheel) Cars, Company-owned Hoists, Pole Drivers, Air Dump Cars, (except Air Dump Cars SF 96610 to 96627), \*Locomotive Cranes or Spreader-Ditchers, Snow Plows SF 99096, 99097 and 105288, moving on own wheels .....

25

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

Cherokee, Oklahoma and Chickasha Subdivisions.....	30
Creek, Sherman and Forth Worth Subdivisions.....	30
Muskogee Branch .....	20
Ft. Smith and Arthur Subdivisions.....	25
Arkinda and Ardmore Subdivisions .....	20
Bentonville and Mansfield Branches .....	15
Western Division .....	25

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 and Chickasha Subdivisions.....	30
Creek, Sherman and Forth Worth Subdivisions.....	30
Muskogee Branch .....	20
Ft. Smith and Arthur Subdivisions .....	25
Arkinda and Ardmore Subdivisions .....	20
Bentonville and Mansfield Branches .....	15
Western Division .....	25

Company-owned equipment of this type, when moving from terminals where car inspectors are on duty, will be handled without restrictions unless otherwise instructed.

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

	100 Ton or Lighter Derricks MPH	160 Ton Derricks 99024 99028 99025 MPH	250 Ton Derricks 99021 99023 99025 MPH
Cherokee Subdivision .....	35	35	45
Oklahoma Subdivision .....	35	35	45
<b>Chickasha Subdivision:</b>			
MP G-540-6 to MP G-545-25 .....	15	15	15
G-545-25 G-617 .....	25	25	25
G-617 G-664 .....	20	20	20
G-664 to Quanah .....	25	25	25
Except over Bridges .....	20	10	10

Note: Over Bridge G-557.9 separate 160 and 250 ton derricks from engine by five cars not exceeding 100,000 pounds gross weight. Over Bridges G-581.3, G-624.4, G-644.7, G-649.3, G-710.4 and G-720.3, separate 160 and 250 ton derricks from engine by 2 cars not exceeding 100,000 pounds gross weight.

**Creek Subdivision:**

Sapulpa to Francis .....	35	35	45
Okmulgee to Bacone .....	20	10	10
Bacone to Dills .....	20	No	No

## 5. OTHER SPEED RESTRICTIONS (Continued).

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
<b>Sherman Subdivision:</b>			
Francis to Sherman .....	35	35	45
Scullin to Sulphur .....	10	No	No
<b>Fort Worth Subdivision:</b>			
Sherman to Irving .....	35	25	25
Over Bridges .....	35	10	10
No. Fort Worth to Fort Worth.....	15	10	10
<b>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.</b>			
Ft. Smith Subdiv., Monett to Ft. Smith.....	25	20	20
*Except over Bridges 388.8 and 410.6.....	25	10	10
Bentonville Branch, Rogers to Bentonville.....	15	No	No
Arthur Subdiv., Ft. Smith to Paris.....	25	No	No
Mansfield Branch .....	15	No	No
Arkinda Subdiv., Hope to Hugo.....	20	No	No
Ardmore Subdiv., Hugo to Madill.....	20	No	No
Madill to Ardmore .....	20	No	No
*Perry Subdiv., Cherokee Yard to Steen .....	25	20	20
Over Bridges .....	25	10	10
Beaumont Subdiv., Beaumont to Enid .....	20	No	No
Enid-Hobart Subdiv., Enid to Davidson .....	20	No	No
Avard Subdiv., Enid to Avard .....	20	No	No

\*Note: Over following bridges separate 160 and 250 ton derricks from engine by cars not exceeding 100,000 pounds gross weight:

Bridge 388.8—2 cars.

Bridge 410.6—5 cars.

Bridge Z-476.5 and Z-477.4—3 cars.

## 6. SWITCH LIGHTS.

No switch lights on Muskogee Branch between Riverbank and Dills, on Sulphur, Bentonville and Mansfield Branches and in Paris yard.

## 7. BLOCK SIGNALS.

CTC—MP G-282-20 to MP G-420-20

ABS—MP G-420-20 to MP G-423

ABS—MP G-424- 2 to MP G-425

CTC—MP G-425 to MP G437-9

ABS—MP G-437- 9 to MP G-540- 4 (Rule 510(a) )

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

ABS—MP 374-35 to MP 380-34

ABS—MP 427-21 to MP 428-16 (Rule 510(a) )

### 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.

"TRAIN MEET SIGN" opposite south end of siding Schaberg. Northward train holding main track to meet southward train will not pass this sign until opposing train reaches switch.

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

Two main tracks between Monett and Pierce City are signalled for traffic in both directions and designated as south track and north track.

Two main tracks between Cherokee Yard and Norris are signalled for traffic in both directions and designated as south track and north track.

Two main tracks between Oma and Sapulpa are signalled for traffic in both directions and designated as south track and north track.

## LOCATION OF SPRING SWITCHES

**Monett.....	West end freight yard lead
Afton, MP G-347-25.....	East end belt tracks
Cherokee Yard.....	MP G-428-28
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.
Denison.....	North end siding
North Sherman.....	North end yards
North Sherman.....	South end yards (Spring switch derail)
Frisco Jct.....	S. P. Junction
Fort Worth.....	North end yards
Foley.....	A. T. & S. F. Junction
Ewing.....	A. T. & S. F. Junction

\*\*When not in use, leave switch lined for heating plant spur.

\*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.

Eastward trains originating Oklahoma City will not leave Passenger Station until white light is displayed in white light type indicator located near spring switch east and passenger station.

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.

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.

Walkaway Lift Bridge installed No. 2 Track, Bartlett-Collins Co., Sapulpa. Do not operate engines over this bridge. Signal lights located at the entrance to this track displays green when bridge is in lowered position and red when bridge is in raised position. When red light displayed or no light displayed, engines or cars will not occupy this track.

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



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

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 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.

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.

Between Enid, MP Z-546-2 and Blanton, MP Z-548-3, movement of trains will be as prescribed by Rules 261 and 264. Trains finding signals displaying stop indication, after waiting 15 minutes, may proceed through the block when preceded by a flagman a sufficient distance to insure full protection against opposing trains. A. T. & S. F. train finding switch indicator displaying stop indication will wait five minutes, then if no train is approaching, open switch and be governed by signal indication.

### 9. INTERLOCKINGS.

#### CTC—AUTOMATIC

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

KCS Crossing, Neosho, Mile G-309.2

MKT Crossing, Vinita, Mile G-359.7

MP Crossing, Claremore, Mile G-397.0

#### AUTOMATIC (Rules 663 and 664).

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

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.

Mo. Pacific crossing, mile 410.4.

K. C. S. crossing, mile 443.6

\*K. O. & G crossing, mile V-610.9.

\*M. K. T. crossing, mile V-611.0.

K. C. S. crossing, mile W-647.0.

\*K. O. & G. and M. K. T. interlocking equipped with a special push-button located at 9th Street MP V-611-19 that may be operated to clear eastward home signal. If train does not occupy the 600 foot track section in approach to home signal within a period of 6 minutes after push-button operated, home signal will return to "STOP" and train must occupy the 600 foot track section or again operate the pushbutton to reclear the home signal. Time releases located on side of relay house at MKT-Frisco crossing and in instrument case near KO&G-Frisco crossing.

M.-K.-T. crossing, mile Z-460.9

A. T. & S. F. crossing, mile Z-471.6

A. T. & S. F. crossing, mile Z-479.7

A. T. & S. F. crossing, mile Z-502.7

A. T. & S. F. crossing, mile Z-533.3

\*A. T. & S. F. crossing, mile K-501.0

\*\*A. T. & S. F. crossing, Ark. City, (Canal track)  
C. R. I. & P. crossing, mile K-585.0

\*Train desiring to move out of Mill Track, Winfield, will stop at dwarf signal, and communicate with AT&SF dispatcher for instructions. Upon instructions from dispatcher, or in the event of failure of communication, trainman will reverse switch and dwarf signal should indicate proceed, if route is clear. If either SL-SF home signal displaying proceed indication, when switch reversed, dwarf signal will display stop indication, and will be two minutes before it displays proceed indication.

\*\*When movement to be made over crossing, train will stop short of home signal and member of crew will operate push button, located near the signal, which indicates to the dispatcher train desires to move over the crossing. If home signal does not promptly display proceed indication, communicate with AT&SF dispatcher for instructions by means of telephone near the crossing. If communication fails, member of crew will operate emergency push button time release located in box near the crossing.

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

Mile	Intersecting Line	Normal Position
<b>Oklahoma Subdivision:</b>		
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	
<b>Chickasha Subdivision:</b>		
West Leg of Wye.	C.R.I. & P.Ry.	Against S.L.-S.F.Ry.
Okla. City	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	Against industry track
	track	
G-664.1	Western Division	Against Western Division
G-686.6	M.K. & T.Ry.	Against M.K. & T. Ry.
<b>Creek Subdivision:</b>		
E-467.9	Muskogee Branch	Against Muskogee Branch
<b>Fort Worth Subdivision:</b>		
646.3	St.L.S.W.Ry.	Against St.L.S.W.Ry.
<b>Muskogee Branch:</b>		
EA-467.9	Creek Subdivn.	Against Muskogee Branch
EA-515.4	Mo. Pac. Ry.	Against S.L.-S.F.Ry.
<b>Fort Smith Subdivision:</b>		
414.1	F. S. S. R. R.	Against F. S. S. R. R.
<b>Arthur Subdivision:</b>		
416.7	K. C. S. Ry.	Against K. C. S. Ry.
417.0	Mo. Pac. Ry.	Against Mo. Pac. Ry.
431.7	M. V. Ry.	Against M. V. Ry.
453.0	C. R. I. & P. Ry.	Against S. L.-S. F. Ry.
559.3	Arkinda Subdivision	Against Arthur Subdivision
584.3	Sou. Pacific	Against S. L.-S. F. Ry.
<b>Mansfield Branch:</b>		
B-431.4	M. V. Ry.	Against M. V. Ry.
<b>Arkinda Subdivision:</b>		
559.3	Arthur Subdivision	Against Arthur Subdivision
W-647.5	G. N. & A. Ry.	Against G. N. & A. Ry.
W-679.5	Mo. Pac. Ry.	Against S. L.-S. F. Ry.
<b>Beaumont Subdivision:</b>		
K-514.9	M. V. Ry.	Against M. V. Ry.
K-538.2	A. T. & S. F. Ry.	Against A. T. & S. F. Ry.
K-576.5	C. R. I. & P. Ry.	Against S. L.-S. F. Ry.
K-583.8	A. T. & S. F. Ry.	Against A. T. & S. F. Ry.
	(2 tracks)	
<b>Enid-Hobart Subdivision:</b>		
K-619.0	C. R. I. & P. Ry.	Against C. R. I. & P. Ry.
K-679.7	C. R. I. & P. Ry.	Against S. L.-S. F. Ry.
K-744.1	Southwestern Division	Against Western Division
<b>Perry Subdivision:</b>		
Z-508.7	A. T. & S. F. Ry.	Against A. T. & S. F. Ry.
	(2 tracks)	
<b>Avard Subdivision:</b>		
Z-580.2	A. T. & S. F. Ry.	Against S. L.-S. F. Ry.

## 11. LOCATION OF YARD LIMITS.

Monett	Mansfield Branch
Afton (Northern Div. only)	Rock Island
MP G-420-20 to MP G-425	Poteau
Sapulpa	Hugo
East Yard to Oklahoma City	Paris
Cyril	Madill to Ardmore
Lawton	Idabel
Snyder	Valliant
Altus	Arkco to Foreman
Quanah	Ashdown
Sapulpa	Hope
Butler to Okmulgee	Cherokee Yard
Henryetta	Perry
Francis	Steen to Enid
Ada	Beaumont
Sulphur Branch	Winfield
Madill	Arkansas City to West Yard
Denison	Blackwell
Sherman	Okeene
Irving	Southard
North Ft. Worth to MKT Conn.	Thomas
Ft. Worth to Freight House	Custer City
Okmulgee (Muskogee Branch)	Clinton
Muskogee to Dills	Bessie
Seligman	Cordell
Rogers	Hobart
Bentonville Branch	Snyder
Springdale	Frederick
Efay to Fayette Jct.	Davidson
Van Buren	Carmen
Ft. Smith	Avard
Jenson	

## 12. DRAWBRIDGES.

Mile W-660.4      Arkinda Subdivision.      Little River

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

Monett—Central Division	Cherokee Yard—Western Division
Pierce City—Eastern Division	Sapulpa—Red River Division
Afton—Northern Division	Snyder—Western Division
Okmulgee—Muskogee Branch	Scullin—Sulphur Branch
Rogers—Bentonville Branch.	Madill—Central Division
Jenson—Mansfield Branch.	Lakeside—Central Division
Hugo—Arkinda and Ardmore Subdivisions.	
Steen.....	Perry Subdivision
Enid.....	Avard Subdivision
Beaumont.....	Western 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.

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 700-716, 800-815, units

\*6 Road units except units (700-715, 800-815)

\*\*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, F9 (A&B), F-3 (A&B), F7 (A&B), FP-7-A, Alco freight (A&B), GP-35, and U25 units.

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

Road Units, 800-815, may be combined with F-9-B units to make 2, 3 or 4 unit engine.

Units 700—716 may be combined with 800—815 units only to make a 2, 3, or 4 unit engine.

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 a Trainmaster 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 99, note amended:

Within ABS and CTC limits, trains will not be required to furnish rear end flag protection against a following movement on the same track. **EXCEPTION:** When instructed to furnish rear end flag protection, protection will have been afforded when a member of the crew has gone back a sufficient distance to insure full protection against trains or engines moving at restricted speed.

### 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.

### Rule 883, amended:

Conductors must not allow other duties to interfere with the proper protection of their train.

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.

Rock, ore, coal, crushed stone or other commodities which might damage automobiles must not be moved in trains ahead of loaded multi-level cars.

Loaded TOFC cars and multi-level cars loaded with automobiles must not be kicked or dropped and, if moved over hump, must go into a clear track. Other cars must not be humped, kicked or dropped into a track on which loaded TOFC cars or multi-level cars loaded with automobiles are standing.

On Ft. Smith, Arthur, Perry and Beaumont Subdivisions when have other type cars in train, empty flat cars 85 ft. long or longer without multi-level racks or flat car 85 ft. long or longer loaded with empty trailers will be handled in rear half of train only.

Employees are prohibited from riding or walking on the roof of any moving car, except where it is not practicable to do otherwise, and must not step or jump from a moving car to another. If necessary to go over tops of cars not in motion, employees must use caution in stepping from one car to another.

IN CTC where maximum speed permitted is in excess of 20 MPH trains using a main track switch, not equipped with electric lock, must have a portion of its train occupying main track or leave main track switch open while using such track.

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.

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

Nos. 435, 437, 37, 30 and 34.

No. 32 between Cherokee Yard and Monett.

No. 137 between Afton and Cherokee Yard.

On trains arriving Monett, train men 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.

Except when in use, switch at east end of crossover from south main track to north main track at MP 282 Monett must be left lined for the south track.

Blowing out steam heat on passenger trains passing over Arkansas River Bridge, Tulsa, is prohibited.

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.

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.

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.

A. T. & S. F. trains will display markers showing yellow indication where green is prescribed in Rule 19(a).

A. T. & S. F. extra trains authorized to display two white lights only. (Rule 20(a)).

KCS trains operating between Poteau and Ft. Smith will have two electric markers of prescribed type fastened on top of caboose, one of which will, when lighted, display red aspect to front and green to rear or green to front and red to rear as rules require—with no aspect shown to side.

Account heavy grade on track serving Prague Lumber Co., Enid, air must be coupled and working on all cars handled in and out of this track. Cars left on this track between turnout and Third Street must have hand brakes securely set. Before coupling into or cutting off any cars left at this location, it must be known that hand brakes are set on all such cars.

## 15. GENERAL INSTRUCTIONS (Continued).

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.

Claremore	Highway 66
Sapulpa	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
Mill Creek	Highway 12
Sulphur Branch	Highway 18 MP EA-579-2
Rogers, three crossings	Highway 62
Bentonville	Highway 71
Fayette Jct.	Highway 71
Fayetteville, PG track	Highway 62
Fenn	Highway 45
Curtin	Highway 70
Arkco Spur	Highway 32
Hope	3rd St.
Paris	Bonham and Graham Sts.

Ft. Smith movements over "I", "E", "D", "C", "A" Streets and Garrison Ave. on other than main track must be protected from ground position unless signals are operating.

Following crossings must be flagged from ground position:

Enid: Oak and Walnut Ave., (City tracks)  
Jefferson Street (4 north tracks)

Blackwell: West Blackwell Avenue.

Winfield: 9th Avenue.

## TRACK RESTRICTIONS.

**Sequoyah:**

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

Do not exceed 10 MPH when using Peabody Coal Company tracks MP G-381.

**Ada:**

Engines must not be operated over track scales Ideal Cement Plant.  
Ada Milling Company, no engine must be operated under shed.

**Sherman:**

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

Rogers, Daisy Spur, do not drop or kick cars into spur track. Trainmen must work on east side of track and not ride cars entering building.  
Cars not spotted will be left north of derail.

Van Buren, do not use engine beyond street crossing, Spencer Spur.

Idabel, do not use Oil Mill Track east of seed house.

Arkco, restrict speed to 10 MPH on all tracks.

Winfield.....Do not switch Duck Track with more than one unit.

Enid.....Do not put engine over car unloader on track No. 1, Union Equity Cooperative Exchange Elevator Z.

Southard.....When switching U. S. G. Company plant with more than one diesel unit, do not put engine beyond frog on any track except Spur track leading out of Mill Lead and Panel Board track.

Svoboda Spur.....Do not put engine beyond 50 feet from clearance point.

## TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS.

	Mile	Car Capacity	Station Number	End Connection
<b>Cherokee Subdivision</b>				
Niles.....	313.3	7	G-313	East
W. Seneca.....	326.0	30	G-326	Both
Asylum.....	358.2	13	G-358	East
Peabody Spur.....	381.0	270	G-381	Wye
<b>Oklahoma Subdivision</b>				
Red Horse.....	534.3	29	G-534	East
<b>Chickasha Subdivision</b>				
Selena.....	558.8	13	G-559	East
Bell.....	561.7	38	G-562	East
Lige.....	668.2	2	G-668	East

	Mile	Car Capacity	Station Number	End Connection
<b>Creek Subdivision</b>				
Sasakwa.....	532.3	26	E-532	North
<b>Sherman Subdivision</b>				
Denny.....	567.4	37	E-568	Both
Ryder.....	584.5	54	E-584	Both
<b>Fort Worth Subdivision</b>				
Collin.....	682.4	24	682	South
Hebron.....	694.8	18	695	Both
<b>Muskogee Branch</b>				
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
<b>Sulphur Branch</b>				
Arbuckle.....	578.2	47	EA-578	North
<b>Ft. Smith Subdivision</b>				
Gateway.....	314.8	16	315	Both
<b>Arthur Subdivision:</b>				
Ruge.....	419.1	2	419	South
Fenn.....	420.4	93	420	Wye
Smacker.....	448.3	175	448	Wye
Yerby.....	449.3	49	450	North
Speer.....	551.1	Platform	551	
Betner.....	582.8	104	583	North
<b>Arkinda Subdivision:</b>				
Red Bluff.....	657.4	7	W-657	West
Arkco.....	629.5	2.8 Miles	W-629	West
Log Spur.....	622.7	12	W-623	West
America.....	620.0	9	W-620	East
Curtin.....	598.1	20	W-598	East
<b>Perry Subdivision:</b>				
Callahan.....	Z-525.3	40	Z-525	Both
Etna.....	Z-536.6	8	Z-537	Both
<b>Beaumont Subdivision:</b>				
Grainville.....	K-534.2	11	K-534	South
<b>Enid-Hobart Subdivision:</b>				
Piper.....	K-613.5	20	K-613	Both
Darrow.....	K-623.0	14	K-623	North
Gyp.....	K-627.1	11	K-627	Both
Cody.....	K-652.0	17	K-652	North
Fransen.....	K-683.5	19	K-683	Both
Svoboda.....	K-740.6	4	K-741	North

## 20. PERMISSIBLE LOAD LIMITS.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
<b>Southwestern Division:</b>		
Monett to Oklahoma City.....	263,000	70.4
Oklahoma City to Quanah.....	*263,000	53

\*Cars 38-ft. or shorter must be limited to 220,000 pounds. Restrict speed to 30 MPH over Bridge G-557.9 when handling any car with gross weight in excess of 220,000 pounds.

**Red River Division:**

Sapulpa-Denison.....	*263,000	63
Denison-Sherman.....	263,000	63
Sherman-Irving.....	263,000	56
North Ft. Worth - Ft. Worth.....	*263,000	53.8
Northern Jct. - MP EA-470.....	263,000	62
MP EA-470 - Bacone.....	263,000	53.8
Bacone - Dills.....	**177,000	45
Sulphur Branch.....	220,000	45

\*Except cars shorter than 33-ft. to be limited to 220,000 pounds.

\*\*Between Bacone and Dills cars having gross weight between 177,000 and 220,000 pounds may be handled with following restrictions over Arkansas River Bridge EA-511.6:

Single Cars: Must be separated in train from engine and from any other single car having gross weight between 177,000 and 220,000 pounds by at least two cars that do not exceed 154,000 pounds gross weight each.

Limit of two cars coupled together: May be handled by separating such cars from engine and from any other pair of cars having gross weight between 177,000 and 220,000 pounds each, 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 car with gross weight in excess of 177,000 pounds.

**Central Division:**

Monett to Ft. Smith.....	*263,000	53
Ft. Smith to Paris.....	**235,000	53
Bentonville Branch.....	220,000	53
Mansfield Branch.....	220,000	53
Arkinda Subdivision.....	220,000	45
Hugo - Lakeside.....	220,000	53
Madill - Ardmore.....	220,000	42.4

\*Cars shorter than 38 feet..... 220,000

\*\*Cars shorter than 47 feet..... 220,000

**Western Division:**

Cherokee Yard - Enid.....	*263,000	53.8
Enid - Avard.....	**230,000	53
Enid - Beaumont.....	**235,000	53
Enid - Davidson.....	220,000	53

\*Cars shorter than 38 feet..... 220,000

\*\*Cars shorter than 47 feet..... 220,000

NOTE: Length of cars are determined by listings in "The Official Railway Equipment Register" under headings Dimensions, Outside, Length.

## 21. LIST OF TIME INSPECTORS.

R. E. Huesgen, Pres., American Railroad Time Service Co., General Time Inspector.....	St. Louis, Mo.
Hocklander Jewelry Co.....	South at Walnut, Springfield, Mo.
Gammon Jewelry Co.....	326 E. Commercial, Quanah, Mo.
Ross E. Shadel.....	409 Broadway, Monett, Mo.
Vinita Jewelry Co.....	Vinita, Okla.
Vern Jewelry & Home Store.....	706 S. 49th W. Ave., Tulsa, Okla.
M. L. Hardesty.....	1726 S. Southwest Blvd., Tulsa, Okla.
F. O. Gumm.....	6522 East King, 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. W. Reeves.....	Snyder, Okla.
Dixon Jewelry Co.....	220 S. Main, Quanah, Texas
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 Jewelers.....	Denison, Texas
Wheeler's Jewelers.....	1708 8th Ave., Ft. Worth, Texas
J. B. Riddle.....	106 W. 5th, Ft. Worth, Texas
John Fink Jewelry Co.....	701 Garrison Ave., Ft. Smith, Ark.
Pat Malone Jewelry Co.....	921 Garrison Ave., Ft. Smith, Ark.
Beebe's Jewelry.....	8 East Central St., Fayetteville, Ark.
A. M. Irwin.....	1447 Old Wire Road, Fayetteville, Ark.
C. H. Davidson Jewelry Co.....	Hugo, Okla.
E. P. Stewart.....	Hope, Ark.
M. V. Larsen.....	Ardmore, Okla.
Stanley Riggs.....	Paris, Texas
J. F. Mills Jewelry Co.....	Ashdown, Ark.
Hugh E. Metzler.....	115 S. Summit St., Arkansas City, Kans.
R. W. Jackson.....	Blackwell, Okla.
Lyons Jewelry Co.....	Pawnee, Okla.
Rene Pallissard.....	Perry, Okla.
Riley Atkinson.....	203 West Randolph, Enid, Okla.
Northup's Jewelry Co.....	Clinton, Okla.
L. L. Dillingham.....	Hobart, Okla.
Clyde Erwin.....	Frederick, Okla.

## 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
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	No	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
556	GP-7	RD-SW	42	No	65	39.5	115
557-567	GP-7	RD-SW	42	Yes	65	39.5	115
568-597	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
700-716	GP-35	FRT.	52	No	70	41.4	115
800-815	U-25	FRT.	52	No	70	41.7	115
2000-2005	EA-7	PASS.	34	Yes	85	41.9	149
2006-2022	E8-A	PASS.	27	Yes	85	43.7	151
5000-5004 5006 5008-5017	F3-A	FRT.	42	No	65	36.8	109
5005&5007	F9-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
5100-5114	F3-B	FRT.	42	No	65	36.8	109
5117	F3-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).

**STOP DAMAGE TO FREIGHT  
BY COUPLING CARS  
NOT OVER 4 MPH**

**ALERT TODAY . . .  
ALIVE TOMORROW**

## 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		Non-working Baggage	452—464	34	
Steam Generator	{ 51 52	88		Box-Express Dining Car	465—469	23	
Instruction Car	54	73		" "	638	102	
Baggage	101	79		" "	640	97	
"	106	78		Coach	650	68	
"	134	78		"	751—757	84	
"	135	78		"	759	80	
Mail & Baggage	201	68		"	761	82	
"	202—204	71		"	765—770	79	
"	205	68		"	771	82	
"	206 & 208	71		"	772—774	81	
"	209	72		"	1053—1060	81	
"	210—212	70		"	1062	84	
"	214	68		"	1064	83	
"	216	69		"	1068	81	
"	217	73		"	1071—1073	82	
"	218—221	71		Coach	1074	86	
"	251—252	55		"	1081—1085	81	
Baggage	304	66		"	1095—1096	64	
"	312	67		"	1102 & 1103	81	
"	315	62		"	1203	82	
"	322	59		"	1206	79	
"	325	61		"	1207—1208	82	
"	333	61		"	1213	78	
"	336	69		"	1250—1258	64	
"	337 & 339	70		"	1259	68	
"	341	76		Sleeper-Observation Lounge	1350	66	
"	342	70		"	1401—1402	102	
"	343	71		Sleeper	1450—1466	69	
"	344	73		Cafe-Lounge	1506	109	
"	346	70		Diner-Lounge	1550 & 1551	68	
"	348	69		Buffet	1601—1603	85	
Baggage	352	69		Coach-Lge.			
"	353	68		Buffet	1650—1652	65	
"	355	67		Postal	2041 & 2043	58	
"	359	69		"	2045	69	
"	360	68		"	2049	74	
"	362—365	72		"	2050	65	
"	367	74		Storage Mail	2054—2056	60	
"	368	71		De Luxe			
"	369	66		Coach	Wichita	83	
"	370	73		"	Enid	90	
"	371	75		"	Ft. Smith	87	
"	372	74		"	Okmulgee	80	
"	373—374	76		"	Joplin	82	
"	375	70		Lounge-Diner	Kan. City	104	
"	376	73		"	Birm'ham	103	
"	378	76		"	Memphis	105	
"	380—390	67		Business Car.	1	110	
"	393	58		" "	2	94	
"	394	65		" "	3	110	
"	395	66					
"	412	68					
"	425—439	69					
"	440	75					
"	441—443	66					
"	444—445	68					
"	446	76					
"	450—451	35					

## 23. TABLE OF SPEEDS.

Miles per Hour	1 Mile in		Miles Hour per	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 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	256,500	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	100	E-46.7	99034	200,000	100	E-49.2

(Converted Derrick)

\* Diesel.