

SURGEONS

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

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

Vencei 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. Furla, 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
Edward M. Schaeffer, M. D.	.....	Oculist

Ollie McBride, M. D.	(LE)	Ada	H. C. Smith, M. D.	(L)	Lawton
David C. Ramsey, M. D.	(CS)	Ada	J. F. York, M. D.	(LE)	Madill
E. W. Mabry, M. D.	(L)	Altus	Frank T. Kerr, M. D.	(DE)	Monett
B. M. Huchabay, M. D.	(L)	Antlers	H. T. Ballantine, M. D.	(LE)	Muskogee
A. W. Haddox, M. D.	(L)	Antlers	C. H. Williams, M. D.	(L)	Okeene
Thornton Kell, M. D.	(L)	Ardmore	C. M. O'Leary, M. D.	(DE)	Oklahoma City
Tom C. Sparks, M. D.	(L)	Ardmore	Dick Lowry, M. D.	(O)	Oklahoma City
Norman W. Puzcek, Jr., M. D.	(L)	Ashdown	M. B. Glismann, M. D.	(LE)	Oklahoma City
George C. Meek, M. D.	(L)	Arkansas City	John Clymer, M. D.	(LE)	Oklahoma City
Bruce G. Smith, M. D.	(L)	Arkansas City	J. P. Meyers, M. D.	(L)	Okmulgee
L. W. Ghormley, M. D.	(L)	Blackwell	A. L. Buell, M. D.	(L)	Okmulgee
Wm. E. Jones, M. D.	(L)	Bristow	H. B. Powell, M. D.	(L)	Okmulgee
Walter L. Fiegel, M. D.	(L)	Carrollton	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. Baza, 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
Ralph Simon, M. D.	(L)	Clinton	E. M. Woodson, M. D.	(LE)	Poteau
A. H. Bumgardt, M. D.	(L)	Cordell	John E. Bell, M. D.	(LE)	Quannah
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. Puh, M. D.	(DI)	Dallas	Tom E. Miller, M. D.	(DE)	Sherman
William H. Brown, M. D.	(L)	Denison	Thomas R. Shea, M. D.	(O)	Sherman
W. K. Haynie, M. D.	(L)	Durant	E. A. Allgood, M. D.	(L)	Snyder
A. F. Dougan, M. D.	(O)	Enid	Friedman Sisco, M. D.	(L)	Springdale
Doyle E. Johnson, M. D.	(DE)	Enid	Wm. I. Jones, M. D.	(L)	Stroud
C. T. Ross, M. D.	(DE)	Enid	B. T. Brundage, M. D.	(L)	Thomas
Hope A. Ross, M. D.	(DE)	Enid	W. A. Ryan, M. D.	(LE)	Thomas
C. R. Roberts, II, M. D.	(DE)	Enid	Fred Perry, M. D.	(CS)	Tulsa
Earl M. Robinson, M. D.	(DE)	Enid	Hugh Perry, Jr., M. D.	(DE)	Tulsa
David Carson, M. D.	(L)	Fairland	Theodore Turnbull, M. D.	(AI)	Tulsa
A. A. Gilbert, M. D.	(L)	Fayetteville	Joseph Fulcher, M. D.	(CU)	Tulsa
V. O. Lash, M. D.	(DE)	Fayetteville	Hugh Evans, M. D.	(O)	Tulsa
Wm. J. Butt, M. D.	(L)	Fayetteville	J. F. Renegar, M. D.	(L)	Tuttle
R. E. Lesh, M. D.	(CS)	Fayetteville	H. W. Savery, M. D.	(L)	Van Buren
C. W. Joyce, M. D.	(L)	Fletcher	D. H. Olson, M. D.	(LE)	Vinita
G. C. Wallis, M. D.	(L)	Ft. Gibson	W. F. Bernstorf, M. D.	(L)	Winfield
W. R. Brooksher, M. D.	(CS)	Ft. Smith			
Thos. P. Foltz, M. D.	(DE)	Ft. Smith			
M. S. Hoge, M. D.	(L)	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.	(AD)	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 McKeznie, M. D.	(LE)	Hope			
E. A. Johnson, M. D.	(DE)	Hugo			

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

SOUTHWESTERN DIVISION
and
Quanah, Acme & Pacific Railway Co.

TIME TABLE No. 46

EFFECTIVE

Saturday, September 18, 1965

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.

WE ARE THE DIFFERENCE

The most important asset of any Company is its employees. All of us play a very important part in the success of our Company. Our continued success is assured only as long as we provide an efficient service for our customers...and do it safely, economically and courteously.

There is no greater reward than the feeling of accomplishment... The feeling of a JOB WELL DONE... The future of this railroad is dependent upon the pride in accomplishment that each of us has... and it is through our efforts, both individually and collectively that our Company moves forward.

OUR FUTURE IS DEPENDENT ON OUR EFFORTS!



General Manager
St. Louis - San Francisco Railway Co.



Vice President and General Manager
Quanah, Acme & Pacific Railway Co.

DIVISION AND TERMINAL OFFICERS

H. C. Bitner.....	Division Manager.....	Tulsa
H. F. Richardson.....	Division Master Mechanic.....	Tulsa
K. I. Dyche.....	Master Mechanic.....	Ft. Smith
S. F. Billings.....	General Car Foreman.....	Tulsa
R. E. Catlett.....	Division Engineer.....	Tulsa
N. C. Sweetin.....	Road Foreman.....	Tulsa
G. E. Chapman.....	Road Foreman.....	Tulsa
J. W. Miller.....	Safety Supervisor.....	Tulsa
R. A. Rorie.....	Division Superintendent.....	Tulsa
T. M. Mabon.....	Asst. Superintendent.....	Ft. Smith
B. C. Davidson.....	Asst. Superintendent.....	Ft. Worth
M. Latas.....	Trainmaster.....	Tulsa
G. S. Pollard.....	Trainmaster.....	Oklahoma City
R. S. Fuller.....	Trainmaster.....	Ada
T. S. Sullivan.....	Trainmaster.....	Ft. Worth
J. W. Dollar.....	Trainmaster.....	Ft. Smith
W. H. Hulsey.....	Trainmaster.....	Enid
E. J. Nelson.....	Asst. Trainmaster.....	Fayetteville
E. H. James.....	Asst. Trainmaster.....	Hugo
H. O. Buzbee.....	Chief Dispatcher.....	Springfield
L. E. Eldredge.....	Chief Dispatcher.....	Springfield

TULSA TERMINAL

W. T. Bryan.....	Superintendent.....	Tulsa
L. T. Ables.....	Trainmaster.....	Tulsa
R. E. Beatty.....	Trainmaster.....	Tulsa
F. Lance.....	Trainmaster.....	Tulsa
W. R. Wallace.....	Asst. Trainmaster-Genl. Agt.....	Tulsa

QUANAH, ACME & PACIFIC RAILWAY COMPANY

Officers

L. A. Thomas.....	Vice President & Gen. Manager.....	Quanah
George Adams, Jr.....	Supt. Terminals.....	Quanah
Guy Traylor.....	Trainmaster.....	Quanah
C. J. McCready.....	Supt. of Shops.....	Quanah
H. O. Buzbee.....	Chief Dispatcher.....	Springfield

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.

Creek Subdivision Northward trains will assume corresponding schedule on Oklahoma Subdivision between Sapulpa and Tulsa.

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

Creek Subdivision trains originating Tulsa or Cherokee Yard will secure clearance from both Creek and Oklahoma Subdivision Dispatchers and will not require clearance at Sapulpa unless train order signal is displaying stop indications.

Creek Subdivision trains entering CTC 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.

Ardmore Subdivision trains entering CTC at Lakeside will leave Lakeside as an extra without clearance.

Train orders restricting southward Sherman Subdivision 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.

No. 731 will register at Springdale.

No. 731, 1357, 1343 and 1342 will register at Rock Island.

No. 730 and 1356 will register at SF Junction.

Ardmore Subdivision 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.

WESTWARD

SOUTHWESTERN DIVISION — CHEROKEE SUBDIVISION

THIRD CLASS		SECOND CLASS							Distance from St. Louis	STATIONS	Communicating Office	FIRST CLASS	
441	39	139	31	337	137	437	435	37				Miles	1 The Oklahoman
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles				
A M 6 10	P M 5 30		P M 3 30	A M 5 30		A M 3 30	A M 3 10	A M 12 30	282.0	Two Main Tracks	MONETT	DN	P M 4 20
				A M 5 40					286.8		PIERCE CITY	D	4 26
									297.2	RITCHEY		4 36	
									302.0	GRANBY		4 41	
									308.5	JEFF		4 47	
									309.2	K. C. S. CROSSING			
									309.8	NEOSHO	2S	5 00	
									319.2	RACINE		5 10	
									325.4	SENECA, MO.	D	5 16	
									332.8	WYANDOTTE, OKLA.		5 24	
									340.4	FAIRLAND		5 32	
									347.0	KAHOGA		5 39	
		P M 4 30				A M 4 00			348.1	AFTON	N	5 42	
									353.6	TODD		5 48	
									359.7	M.-K.-T. CROSSING			
									359.7	VINITA	D	6 15	
									366.7	WHITE OAK	D	6 22	
									374.0	CATALE		6 29	
									379.1	CHELSEA	D	6 34	
									384.8	BUSHYHEAD		6 40	
									387.5	FOYIL			
									391.6	SEQUOYAH		6 46	
									396.4	DEGROAT		6 51	
									397.0	M. P. CROSSING			
									397.6	CLAREMORE	D	6 57	
									404.3	VERDIGRIS		7 04	
									409.1	CATOOSA		7 09	
									412.6	TIGER		7 13	
									414.0	GARNETT		7 14	
									417.0	DOUGLAS		7 17	
									418.7	DAWSON			
									420.4	EAST TULSA		7 20	
									423.0	TULSA TOWER	DN		
									423.0	A. T. & S. F. CR. M. V.-M.-K.-T. CR.			
									423.5	TULSA		7 45 P M	
									426.9	CHEROKEE YARD	DN		
										(141.5) (144.8)		Arrive Daily	
441	39	139	31	337	137	437	435	37				1	

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. Clock, Bulletin	SECOND CLASS							THIRD CLASS						
			Siding	Other		30	32	330	130	34	36	38	440						
			Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday						
2 The Oklahoman																			
Arrive Daily																			
P M 12 25	282	MONETT 4.8	YA	RD	RGTY CBO	A M 8 30	A M 11 30	A M 10 45		P M 9 05	P M 11 30							P M 3 00	
12 05	G287	PIERCE CITY 10.3		219				8 00 A M											
P M 11 54	G297	RITCHEY 4.8	114	29															
11 49	G302	GRANBY 8.6		17															
11 42	G309	JEFF 0.7	114																
		K. C. S. CROSSING 0.6	Interlocking																
11 40	G310	NEOSHO 9.4	91	69	R														
11 20	G319	RACINE 8.2	114	10															
11 13	G325	SENECA, MO. 7.5	50	75															
11 05	G333	WYANDOTTE, OKLA. 7.7	133	10															
10 57	G341	FAIRLAND 8.4	131	63															
10 50	G347	KAHOGA 1.1	114																
10 48	G348	AFTON 5.6	YA	RD	CB				P M 5 00									A M 4 50	
10 37	G354	TODD 8.1	120	6														A M	
		M.-K.-T. CROSSING 0.0	Interlocking																
10 30	G360	VINITA 7.0	161	174	RGY														
10 08	G367	WHITE OAK 7.3	115	152															
10 01	G374	CATALE 5.1	114	18															
9 55	G379	CHELSEA 5.7	92	148															
9 49	G365	BUSHYHEAD 3.7	126	18															
	G388	FOYIL 4.1		28															
9 42	G392	SEQUOYAH 4.8	91	20															
9 37	G386	DEGROAT 0.6	128																
		M. P. CROSSING 0.6	Interlocking																
9 35	G398	CLAREMORE 6.7		182	RY														
9 24	G404	VERDIGRIS 4.8	118	29															
9 19	G409	CATOOSA 3.6	86	25															
9 15	G412	TIGER 1.4	112		Y														
9 13	G414	GARNETT 3.0	88	370															
9 09	G417	DOUGLAS 1.7		77															
	G419	DAWSON 1.7		71	Y														
9 03	G420	EAST TULSA 2.6				4 20	7 20		2 50	4 20	4 50	10 20	6 20						
		TULSA TOWER 0.0																	
		A. T. & S. F. CR. M.V.-M-K-T. CR. 0.6	Interlocking																
8 55 A M	G424	TULSA 3.4	YA	RD	RG CBO														
	G426	CHEROKEE YARD	YA	RD	RGTY CBO	4 00 A M	7 00 A M		2 30 P M	4 00 P M	4 30 P M	10 00 P M	6 00 A M						
Leave Daily		(141.5) (144.9)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
2						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 445	Second Class 33	Distance from St. Louis Miles	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	FIRST CLASS				
						435 Freight	37 Freight	437 Freight	1 The Oklahoman	39 Freight
Leave Daily Except Sunday	Leave Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
A M	P M	423.5		TULSA 3.4	ABS				P M 8 25	
6 00	11 50	428.9	DN	CHEROKEE YARD 3.8	RGCO	A M 7 00	A M 9 30	A M 10 45	8 31	P M 10 50
		430.5		NORRIS 5.0	RGTY					
	A M	435.5		OMA 1.7	CBO					
6 25	12 15	437.2	D	SAPULPA 3.4		Y	7 20	9 50	11 05	8 49
6 33	A M	445.8		KELLYVILLE 13.4			7 30 ²	A M	11 16	9 02
6 45		459.0	D	BRISTOW 7.8		RY	7 45		11 36	9 21
7 05 ²		468.8		DEPEW 5.8			7 53		11 45	9 30
		472.2		MILFAY 5.3						
7 24		477.5	2S	STROUD 5.5			8 03		11 58 ⁴⁴	9 43
7 31		483.0	P	BINKLEY 2.4			8 15		12 05	9 49
7 35		485.4		DAVENPORT 8.5	ABS (Time Stock)		8 18		12 08	9 52
8 01		493.9	D	CHANDLER 4.3			8 27		12 19	10 05
8 07		498.0	P	GOW 4.8			8 32		12 25	10 11
		502.8		WARWICK 2.7			8 38		12 31	10 17
		505.5		WELLSTON 4.3						
8 46 ⁴³⁵		509.8	P	HIBSAW 4.9			8 46 ⁴⁴⁵		12 39	10 24
		514.7		LUTHER 8.5						
		524.2		JONES 5.9			9 02		12 58	10 38 ³²
9 46 ⁴⁴⁴		530.1	P	MUNGER 0.8			9 09		1 07	10 45
		530.7		SPENCER 4.8						
9 55		535.8		GREIG 0.2			9 15		1 15	10 50
		535.8		C. R. I. & P. CROSS. O. C. A. & A. CROSS. 3.7						
10 15		539.5	2S	EAST YARD 1.0	RGT				1 40	10 54
A M		540.5		OKLAHOMA CITY	CBO	9 25 ⁴⁴	A M		P M	11 00
					YB					P M
Arrive Daily Except Sunday	Arrive Daily			(113.8) (117.0)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
445	33					435	37	437	1	39

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

SOUTHWESTERN DIVISION — OKLAHOMA SUBDIVISION

EASTWARD

FIRST CLASS 2 The Oklahoman	Station Number	STATIONS	Track Capacity		SECOND CLASS					THIRD CLASS
			Siding	Other	530	34	30	38	32	444
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Arrive Daily										
A M 8 15	G424	TULSA 3.4	YARD		A M	P M	P M	P M	A M	P M
7 55	G428	CHEROKEE YARD 3.6	YARD		5 00	1 00	8 00	9 45	1 30	2 40
	G431	NORRIS 5.0								
	G438	OMA 1.7								
B 7 40	G438	SAPULPA 8.4	YARD		3 35 A M	12 36 P M	7 06	9 01 P M	12 39	1 45
7 30 ⁴³⁵	G448	KELLYVILLE 13.4	84	25			6 57		12 27	1 30
B 7 13	G459	BRISTOW 7.8	143	315			6 40		12 09 A M	1 05
7 05 ⁴⁴⁵	G467	DEPEW 5.6	61	32			6 30		11 59	12 20
	G472	MILFAY 5.3								
6 54	G478	STROUD 5.6	73	174			6 17		11 45	11 58 ⁴³⁷
6 48	G483	BINKLEY 2.4	105	9			6 11		11 35	
6 45	G485	DAVENPORT 8.5		32						
B 6 36	G494	CHANDLER 4.1	42	126			5 57		11 20	
6 29	G498	GOW 4.8	94				5 52		11 13	10 35
6 24	G503	WARWICK 2.7		29						
	G508	WELLSTON 4.3		22						
6 17	G510	HIBSAW 4.9	118				5 37		10 58	10 20
	G515	LUTHER 9.5		29						
6 03	G524	JONES 6.9	70	13			5 20		10 38 ¹	10 01
5 57	G530	MUNGER 0.6	67				5 13		10 20	9 46 ⁴⁴⁵
	G531	SPENCER 4.9		6						
	G536	GREIG 0.2		47						9 38
		C. R. J. & P. CROSS. O. C. A. & A. CROSS. 3.7	Interlocking							
5 48	G540	EAST YARD 1.0	YARD				5 00 P M		10 00 P M	9 30 ⁴³⁵ A M
5 45 A M	G541	OKLAHOMA CITY	YARD							
Leave Daily		(113.8) (117.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
2					530	34	30	38	32	444

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WESTWARD

SOUTHWESTERN DIVISION — CHICKASHA SUBDIVISION

451	SECOND CLASS			Distance from St. Louis Miles	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin
	31	437	435				
Leave Mon., Wed., Fri.	Leave Daily Except Sat.	Leave Daily	Leave Daily				
	P M	P M	A M				
	8 30	1 45 ³⁶	9 25	539.5	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	
	12 01	3 08	10 53 ³⁰	599.5		12.6 CEMENT	
	12 40	3 16 ³²	11 05 ³⁶	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						0.5	
5 00	1 30	3 50	11 36	630.2	D	LAWTON	RGY CB
5 11	A M	3 59	11 44	636.7	P	8.5 TAUPA	
5 27		4 09	11 53	643.9		7.2 CACHE	
5 40		4 19	12 03	652.0		8.1 INDIAHOMA	
5 55		4 27	12 11	658.2	P	8.2 ODETTA	
				664.1		5.9 ENID-HOBART SUB. CR.	
6 15		4 36	12 19	664.4	D	0.3 SNYDER	RYC
6 35		4 51	12 34	678.0		11.6 HEADRICK	
6 50		5 00	12 42	682.7	P	8.7 HIGHTOWER	
				686.8		3.9 M.-K.-T. CROSSING	
8 20 ³⁰ 8 40 ³⁶		5 08	12 50	687.2	D	0.6 ALTUS	
				688.1		0.9 A. T. & S. F. CROSSING	
9 00		5 20	1 01	695.5		7.4 OLUSTEE	
9 15		5 30	1 11	702.7	P	7.2 CRETA	
9 30		5 40	1 21	709.4		8.7 ELDORADO, OKLA.	
				718.2	P	8.8 RED RIVER	
9 45		5 50	1 31	717.1		0.9 CARNES, TEX.	
				724.0		8.9 F. W. & D. CROSSING	
10 30 A M		6 30 P M	2 15 P M	724.2	DN	0.2 QUANAH	RYC BO
Arrive Mon., Wed., Fri.	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily			(183.7) (184.7)	
451	31	437	435				

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

9

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 45 ⁴⁹⁷	P M 8 00	
G541	OKLAHOMA CITY 2.3	YA	RD				
	A. T. & S. F. CROSSING 2.5	GATE					
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 6.8	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	Interlocking					
G581	CHICKASHA 8.1	38	139	11 24	11 44	4 35	
G587	NORGE 12.8	29		11 11	11 31	4 20	
G600	CEMENT 5.5	31	15	10 53 ⁴³⁵	11 13	4 00	
G605	CYRIL 5.6	77	211	10 25	11 05 ⁴³⁵	3 15 ⁴³⁷	
G611	FLETCHER 4.0	83	28	10 08	10 52	1 30	
G615	ELGIN 10.9	26	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	GATE					
G630	LAWTON 8.5		YARD	9 34	10 20	1 00 P M	A M 11 15
G637	TAUPA 7.2	26		9 24	10 00		10 55
G644	CACHE 3.1	82	35	9 15	9 47		10 40
G652	INDIAHOMA 6.2		35	9 07	9 35		10 25
G658	ODETTA 5.9	26		8 59	9 26		10 10
	ENID-HOBART SUB. CR. 0.3	GATE					
G664	SNYDER 11.6		YARD	8 50	9 17		10 00
G676	HEADRICK 8.7	36	23	8 35	9 00		9 35
G683	HIGHTOWER 3.9	26		8 26	8 50		9 20
	M.-K.-T. CROSSING 0.6	GATE					
G687	ALTUS 0.8	28	YARD	8 20 ⁴⁵⁰ 8 20 ⁴⁵¹	8 40 ⁴⁵⁰ 8 40 ⁴⁵¹		8 40 ³⁸ 8 20 ³⁰
	A. T. & S. F. CROSSING 7.4	Interlocking					
G695	OLUSTEE 7.2	28	44	8 09	8 25		7 10
G703	CRETA 4.7	26		8 00	8 15		6 55
G709	ELDORADO, OKLA. 8.8	26	118	7 51	8 06		6 40
G716	RED RIVER 0.8						
G717	CARNES, TEX. 0.8	34		7 40	7 55		6 20
	F. W. & D. CROSSING 0.2	Interlocking					
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.

WESTWARD

QUANAH, ACME AND PACIFIC RAILWAY COMPANY

EASTWARD

SECOND CLASS		Distance from Quanah	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid., Clock, Bulletin	SECOND CLASS	
437	435					Siding	Other		30	36
Leave Daily	Leave Daily	Miles						Arrive Daily	Arrive Daily	
P M 7 00	P M 2 20	0.0	DN	QUANAH	1	62	YARD	RY CBO	A M 7 00	A M 3 30
				F. W. & D. CROSSING		Interl	ocking			
7 09	2 29	6.5	D	ACME	7	31	YARD		6 19	1 55
				F. W. & D. CROSSING		Interl	ocking			
		10.8		WHEATLAND	11					
7 23	2 43	16.8	P	LAZARE	17	27			6 05	1 41
7 28	2 48	20.6		SOMMER	21	23			6 00	1 36
7 37	2 57	27.0	P	BAKER	27	27			5 51	1 26
7 42	3 02	30.7	P	SWEARINGEN	31	91			5 46	1 21
7 51	3 11	37.2		JACOBS	37	28			5 37	1 13
8 00	3 20	43.8	D	PADUCAH	44	42	150		5 28	1 04
8 14	3 34	54.0	P	NARCISSE	54	44			5 14	12 49
8 28	3 48	64.4	P	SUMMIT	64	39			5 00	12 35
8 36	3 56	70.0		RUSSELLVILLE	70	24			4 53	12 27
8 50	4 10	80.4	D	ROARING SPRINGS	80	44	77		4 40	12 12
9 00	4 20	88.4		MAC BAIN	88	26			4 30	12 01
9 12	4 32	96.2	P	DOUGHERTY	96		144		4 19	11 50
9 21	4 41	103.0		BOOTHE SPUR	103	19	43		4 10	11 41
9 40 P M	5 00 P M	110.9	DN	FLOYDADA	111	23	YARD	R BCYO	4 00 A M	11 30 P M
Arrive Daily	Arrive Daily			(110.9)					Leave Daily	Leave Daily
437	435								30	36

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

SURGEONS

The following Surgeons of the Quanah, Acme and Pacific Railway Employees' Hospital Association are authorized Surgeons:

P. L. Salkeld, M. D., Chief Surgeon.....Quanah, Texas

LOCAL SURGEONS

W. A. Brooks, M. D. (CS)Quanah

F. C. Harmon, M. D.Paducah

J. G. Stanley, M. D.Matador

A. E. Guthrie, M. D.Floydada

CS--Consulting Surgeon

All Surgeons except Consulting Surgeons are Examining Surgeons

SOUTHWARD

SOUTHWESTERN 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	39					37	34		38	530	
Leave Daily	Freight	Freight	Miles			Siding	Other		Arrive Daily	Arrive Daily	Arrive Daily	
			423.6		TULSA	G424	YARD	RGBCO				
			426.9	DN	3.4 CHEROKEE YARD	G426	YARD	RGT YCBO				
12 15 AM	11 15 PM	9 50 AM	437.2	D	10.3 SAPULPA	G438	YARD	Y	12 36 PM	9 01 PM	3 35 AM	
12 23	11 22	9 57	442.2		5.0 KIEFER	E442	116	12	12 26 PM	8 51 PM	3 25 AM	
12 31	11 29	10 04	446.7		4.5 MOUNDS	E447	69		12 18 PM	8 43 PM	3 15 AM	
12 44	11 40	10 15	456.2	D	9.5 BEGGS	E466	118	42	12 05 PM	8 30 PM	3 00 AM	
1 02	11 54	10 29	467.2		11.0 BUTLER	E467	117		11 45 PM	8 16 PM	2 40 AM	
			467.9	P	0.7 MUSKOGEE BR. CR.			GATE				
1 10	11 56 AM	10 31	468.6	N	0.7 OKMULGEE	E469	YARD	RYCBO	11 43 AM	8 14 PM	2 35 AM	
1 20	12 05 AM	10 40	478.2		7.6 SCHULTER	E478	116	15	11 32 AM	8 04 PM	1 40 AM	
1 28 ⁵³⁰	12 12	10 47	482.1	D	8.9 HENRYETTA	E482	94	YARD	RYO	11 23 AM	7 56 PM	1 28 ³³
1 58	12 28 ⁵³⁰	11 03 ³⁴	494.7	D	12.6 FRED (WELEETKA)	E495	119	110	11 03 ³⁷	7 38 PM	12 28 ³⁹	
2 12	12 39	11 14	504.4	D	9.7 WETUMKA	E504	87	80	10 28 AM	7 23 PM	12 06 AM	
2 24	12 49	11 24	513.0		8.6 YEAGER	E513	98	4	10 15 AM	7 10 PM	11 51 AM	
2 34	12 59	11 34	519.6	D	8.6 HOLDENVILLE	E520	27	100	10 05 AM	7 00 PM	11 41 AM	
			519.6		0.0 C. R. I. & P. CROSS.			Interlocking				
2 36	1 01	11 36	520.1		0.5 SISSON	E520A	100		10 03 AM	6 58 PM	11 39 AM	
2 44	1 08	11 43	525.0		4.9 SPAULDING	E525	121	10	9 55 AM	6 50 PM	11 28 AM	
3 10 AM	1 30 AM	12 05 PM	539.1	2S	14.1 FRANCIS	E539	YARD	RGY CB	9 35 AM	6 30 PM	11 05 PM	
Arrive Daily	Arrive Daily	Arrive Daily			(116.6) (112.2) (101.9)				Leave Daily	Leave Daily	Leave Daily	
33	39	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
					Siding	Other		
543		Miles						542
Leave Daily Ex. Saturday								Arrive Daily Ex. Saturday
Service between Okmulgee and Northern Jct. rendered by extras		469.6	NORTHERN JCT.	EA470				Service between Okmulgee and Northern Jct. rendered by extras
		467.9	CREEK SUB-DIV. CRS.		GATE			
		468.0	SEAMAN JCT.	EA468				
11 59 PM	N	468.6	OKMULGEE	E469	YARD	RYCBO	8 55 PM	
		468.0	SEAMAN JCT.	EA468				
12 25 AM	D	474.8	MORRIS	EA476		28	8 35 AM	
1 05		487.6	BOYNTON	EA488		46	7 55 AM	
		502.9	K. O. & G. CROSSING		Interlocking			
		504.2	WEST MUSKOGEE	EA504		17		
1 55 AM	DN	508.4	MUSKOGEE	EA506	YARD	RCB	7 00 PM	
		508.6	M.-K.-T. CROSSING		Interlocking			
		508.6	M. V. CROSSING					
Service between Muskogee and Dills rendered by extras		509.2	BACONE	EA509		13	Y	Service between Muskogee and Dills rendered by extras
		514.9	FORT GIBSON	EA515	34	22		
		515.4	M. P. CROSSING	EA616	GATE	11		
		516.7	DILLS	EA517		130		
Arrive Daily Ex. Sunday			(60.5) (49.3)					Leave Daily Ex. Saturday
543								542

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

SOUTHWARD

SOUTHWESTERN DIVISION — SHERMAN SUBDIVISION

NORTHWARD

SECOND CLASS			FIRST CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Fuel, Water, Turn Table, Wye, Sid. Cock, Bulletin	Track Capacity		SECOND CLASS		
33	37	39	Freight	Freight						Miles	Stiding	Other	34	530	38
Leave Daily	Leave Daily	Leave Daily										Arrive Daily	Arrive Daily	Arrive Daily
A M 3 15	P M 12 05	A M 1 30										A M 9 35	P M 4 30	P M 6 30
					539.1	2S	FRANCIS 8.6	E639	RGY CB		YARD			
					547.7		O.C.A. & A. CROSSING 0.6				Interlocking			
4 10	12 20	1 45			548.2	2S	ADA 10.0	E548	RCBO	118	YARD	9 18	4 01	6 12
4 30	12 37	2 02			558.2		FITZHUGH 5.1	E558		99		9 00	3 26	5 54
4 38	12 44	2 09			563.3	D	ROFF 7.7	E564		60	27	8 52	3 19	5 46
4 49	12 54	2 19			571.0		SCULLIN 8.3	E571	Y	95	14	8 42	3 09	5 36
5 01	1 04	2 29			579.3	D	MILL CREEK 12.6	E580		104	68	8 27	2 54	5 21
5 19	1 18	2 43			591.8	D	RAVIA 11.6	E592		124	22	8 07	2 21	5 01
5 45	1 37 ⁵³⁰	3 02			603.4	D	MADILL 7.2	E603	RY	111	YARD	7 47	1 37 ³⁷	4 40
6 01					610.6		KINGSTON 9.6	E610		99	44			4 30
6 20	2 05	3 30			620.2		LAKESIDE 4.6	E620		70		7 22	1 01	4 17
6 28	2 11	3 36			624.8		BARRY 8.3	E625		100	6	7 15	12 50	4 10
6 37	2 18	3 43			631.1		STALEY, OKLA. 0.3	E631			Interlocking	7 05	12 40	4 00
					631.4		RED RIVER M.-K.-T. JCT. 5.1							
6 55 ³⁴	2 30	3 55			636.5	D	DENISON, TEXAS 0.1	E637		108	105	6 55 ³³	12 30	3 50
					636.6		T. & N. O. JCT. 7.4							
					644.0		NO. SHERMAN JCT. 0.6							
8 00 A M	3 20 P M	4 20 A M			644.8	2S	NORTH SHERMAN (97.4)	E644	RGY CBO		YARD	6 30 A M	12 01 P M	3 30 P M
Arrive Daily	Arrive Daily	Arrive Daily										Leave Daily	Leave Daily	Leave Daily
33	37	39										34	530	38

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

SOUTHWARD

SOUTHWESTERN DIVISION — FORT WORTH SUBDIVISION

NORTHWARD

SECOND CLASS		Distance from S. Louis	Communicating Office	STATIONS	Station Number	Fuel, Water, Turn Table, Wye, Sid. Crosk, Bulletin	Track Capacity		SECOND CLASS	
37	39						Siding	Other	34	38
Leave Daily	Leave Daily	Miles						Arrive Daily	Arrive Daily	
PM 5 10	AM 4 30	644.8	2S	NORTH SHERMAN	E644	RGY CBO	YA	RD	AM 3 25	PM 3 25
		645.7	DN	1.1 TOWER 18			Interlocking			
				0.0 T. & P. CROSSING						
		646.0		0.3 SHERMAN	E646					
		646.3		0.3 ST. L. S. W. CROSSING			GATE			
		647.1		0.8 STOCK TRACK	647		47			
5 20	4 40	647.8		0.7 FRISCO JUNCTION					3 04	3 05
5 24	4 44	648.9		2.1 SO. SHERMAN JCT.					3 00	3 01
5 40	5 00	657.7		7.8 DORCHESTER	668		91	11	2 50	2 47
5 50	5 10	664.8		7.1 GUNTER	665		68	41	2 41	2 37
6 02	5 22	673.6	D	8.8 CELINA	674		68	50	2 30	2 25
6 12	5 32	679.7		6.1 PROSPER	680		62	42	2 20	2 16
6 22	5 42	685.6	D	5.8 FRISCO	686	R	66	76	2 10	2 07
6 42	6 02	689.9		14.3 BLISS	700		86		1 50	1 47
		700.5	D	0.6 CARROLLTON	701		Interlocking	67		
				0.0 M. K. & T. CROSSING						
				0.0 ST. L. S. W. CROSSING						
6 49	6 09	704.2		3.7 GRIBBLE	704		45		1 40	1 38
7 10	6 30	710.7	DN	8.5 IRVING	711	YB	78	YARD	1 30	1 30
		720.9	2S	10.2 DALLAS (Pass. Depot)						
10 00	11 00	723.5	DN	2.6 EAST DALLAS	P722					
		710.7	DN	24.8 IRVING	711	YB	78	YARD		
		735.6		5.6 NORTH FT. WORTH	736		YA	RD		
10 00 PM	10 00 AM	741.2	2S	FT. WORTH	741	RGTY CBO	YA	RD	12 01 AM	12 01 PM
Arrive Daily	Arrive Daily			(66.1)					Leave Daily	Leave Daily
37	39								34	38

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

SOUTHWARD

SOUTHWESTERN DIVISION — FT. SMITH 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	
731	730					Siding	Other		Arrive Daily	730
Leave Daily	Miles									
A M 12 35	282.0	DN		MONETT	282	YA	RD	RGOT YCB	A M 12 20	
	285.0			WIGHTMAN	285	48			12 07 A M	
12 53	289.6	D		PURDY	290	35	32		11 57	
1 02	294.8			BUTTERFIELD	295	48	23		11 49	
1 12	300.6	D		EXETER	301	83	25		11 39	
1 27	308.9	P		WASHBURN	307	18	19		11 29	
1 37	312.8	D		SELIGMAN, MO.	313	52	68		11 19	
1 50	318.7	P		GARFIELD, ARK.	320	34	19		11 10	
2 03	327.1	P		AVOCA	327	37	23			
	332.0			BENTONVILLE BR. JCT.				Y		
2 18	332.7	D		ROGERS	333	YA	RD		10 50	
	338.0			LOWELL	338	39	25			
2 48	343.1	D		SPRINGDALE	343	YA	RD	CB	10 25	
	347.4			JOHNSONS	347		23			
	351.9			EFAY	351		74			
3 18	352.4	D		FAYETTEVILLE	352	YA	RD	RGCB	9 40	
	354.3			FAYETTE JUNCTION	354	YA	RD	Y		
3 33	357.8	P		GREENLAND	358	52			9 19	
	362.9			WEST FORK	363	17	17			
3 53	367.0	P		CLARY	367	50			9 04	
	370.0			BRENTWOOD	370					
4 08	374.7	P		WINSLOW	375	35	15		8 49	
4 18	381.0			SCHABERG	381		24		8 29	
4 28	386.1	P		CHESTER	386	37	27			
4 38	390.2	P		MOUNTAINBURG	390	38	5		8 13	
	401.1			RUDY	401					
4 53	401.6	P		BALL	402	52			7 55	
5 05	408.3			COPP	408	51				
5 10	409.9	D		VAN BUREN	410		103		7 40	
	410.4			MO. P. CROSSING			Interlocking			
	414.1			F. S. S. R. CROSSING			GATE			
	414.9			NORTH YARD	415	YA	RD	RGO TCB	7 30 P M	
5 50 A M	415.4	2S		FORT SMITH	416	YA	RD	RGCB		
Arrive Daily				(132.9)					Leave Daily	
731				(133.4)					730	

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

MANSFIELD BRANCH—ARTHUR SUBDIVISION
SOUTHWARD NORTHWARDBENTONVILLE BRANCH — FT. SMITH SUBDIVISION
WESTWARD EASTWARD

Service Rendered By Extras	Communicating Office	Distance from St. Louis	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Service Rendered By Extras
					Siding	Other		
		Miles						
D		332.7	ROGERS	333	YA	RD		
		332.0	BENTONVILLE BR. JCT.				Y	
D		337.7	BENTONVILLE	B338		79		
		(6.4)						

Service rendered by extras.	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
D		431.0	HACKETT	B431		423	
		431.4	M. V. CROSSING		GA	TE	
		438.7	MONTREAL	B439		301	
		440.2	MIDLAND	B440		58	
		444.0	CENTRAL	B444	YA	RD	
		(14.7)					

SOUTHWARD

SOUTHWESTERN DIVISION — ARTHUR SUBDIVISION

NORTHWARD

THIRD CLASS		SECOND CLASS	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid- e Track, Bulletin	SECOND CLASS	THIRD CLASS	
1357 KCS Freight	1343 M.V. Freight	731					Sliding	Other		730	1356 KCS Freight	1342 M.V. Freight
Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Mon. Wed., Fri.	Miles						Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	
		A M 10 45	414.9		NORTH YARD 0.6	415	YA	RD	RGO TCB	P M 3 30		
			415.4	2 S	FORT SMITH 0.7	416	YA	RD	CB			P M 8 25
	A M 10 30	11 00	416.1		M. V. JUNCTION 0.6							
			416.7		K. C. S. CROSSING 0.3		GA	TE				
			417.0		M. P. CRS. 0.1		GA	TE				
P M 2 00	10 35	11 05	417.1		S. F. JUNCTION 3.9	417				2 30	A M 7 00	8 20
	10 45	11 15	421.0	P	BASHE, ARK. 2.6	421		22		2 20		
2 15 ⁷³⁰	10 50	11 20	423.5		CEDARS, OKLA. 5.3	424	50			2 15 ¹³⁵⁷	6 45	8 05
2 30	11 05	11 35	429.3		JENSON, ARK. 2.4	429	37	97	Y	1 50	6 30	7 50
2 35	11 10 A M	11 40	431.7		ROCK ISLAND, OKLA. 0.0	432		64		1 45	6 25	7 45 P M
			431.7		M. V. CROSSING 4.9				GA	TE		
2 45		11 50	436.6		CAMERON 7.0	437	32	27		1 35	6 15	
			443.6		K. C. S. CROSSING 0.9				Interlocking			
3 20 P M		P M 12 25	444.5	D	POTEAU 8.6	445	30	101		1 20	6 00 A M	
		12 40	451.1		CAVANAL 1.9	451			Y	12 45		
			453.0		C. R. I. & P. CROSSING 0.0				GA	TE		
		12 55	453.0		WISTER 3.4	453	36	32		12 27		
		1 08	456.4	P	CASTON 12.2	458				12 22		
		1 28	468.6	P	LEFLORE 6.8	469		8		12 05 P M		
		1 38	475.4	P	BENGAL 3.6	475				11 52		
		1 59	478.9	P	COMPTON 4.7	479	16			11 45		
		2 22	483.6	D	TALIHINA 6.7	484	15	87		11 35		
		2 33	490.3		ALBION 5.4	490		28		11 20		
		2 42	495.7	P	KIAMICHI 5.7	496				11 10		
		2 55	501.4	P	TUSKAHOMA 5.3	501		28		11 00		
		3 17	506.7	D	CLAYTON 7.5	507	40	18		10 30		
		3 32	514.2	P	STANLEY 8.4	514		28		10 15		
		3 52	522.6	P	DUNBAR 8.1	523	50			10 00		
		4 07	530.7	P	KOSOMA 2.7	531		27		9 45		
			533.4	P	MOYERS 8.2	533		6				
		4 52	541.6	D	ANTLERS 7.1	542	28	45		9 30		
		5 07	548.7		HAMDEN 7.5	549	30			9 15		
		5 22	556.2		GOOD 2.8	556		28		9 05		
		5 52 P M	559.0	D	HUGO 0.3	559	YA	RD	ORGT YCB	9 00 A M		
			559.3		ARKINDA S.-DIV. CRS. 4.7				GA	TE		
			564.0		GRANT, OKLA. 4.6	564		22				
			568.8	P	RED RIVER, TEXAS 0.3							
			569.1		ARTHUR CITY 4.2	569	37					
			573.3		POWDERLY 2.3	573		22				
			576.6		CAMP MAXEY 3.2	576		12				
			583.8	D	PARIS	584	YA	RD	T			
Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.			(168.9)					Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.
1357	1343	731								730	1356	1342

Southward trains are superior to northward trains of the same class.

WESTWARD

SOUTHWESTERN DIVISION — ARKINDA — ARDMORE SUBDIVISION

EASTWARD

SECOND CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid Clock, Bulletin	SECOND CLASS	
735	735					Sliding	Other		736	736
Leave Daily	Leave Daily	Miles						Arrive Daily	Arrive Daily	
	A M 8 00	679.6	D	HOPE 0.1	W680	YA	RD	CB RY	P M 9 00	
		679.6		MO. P. CROSSING 8.1		GA	TE			
	8 25	671.4		POWERS 8.1	W671		31		7 30	
	8 45	665.3		McNAB 8.1	W665		30		7 10	
	9 00	659.4		ORTON 8.9	W659		41		6 55	
	9 15	653.4		LONG 8.0	W653		31		6 40	
		647.5		G. N. & A. CROSSING 5.8		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 8.8	W638		15		5 55	
	10 20	631.4	D	FOREMAN 8.7	W631		47		5 35	
	10 40	625.2		ARKINDA, ARK. 8.2	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 7.6	W602	32	152		4 15	
	12 05	593.7		GARVIN 8.4	W594		25		3 50	
	12 15	589.2		MILLERTON 4.6	W589		28		3 40	
	12 30	584.3	D	VALLIANT 4.9	W584	58	85	Y	3 30	
	1 05	574.3		FORT TOWSON 10.0	W574	26	17		3 05	
	1 25	667.5		SAWYER 8.8	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	RG TY CB	2 30 P M	P M 1 00
AM 12 01		670.2		SOPER 11.2	V570		18			12 05
		673.1		JASPER 2.9	V573		31			
12 25		580.1		BOSWELL 7.0	V580	25	21			P M 11 35
12 50		590.4		BENNINGTON 10.3	V590		28			11 10
1 05		596.8		BOKCHITO 8.4	V597		31			10 55
		604.4		PIRTLE 7.6	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	95			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

SOUTHWESTERN DIVISION — PERRY SUBDIVISION

EASTWARD

Second Class 637	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Second Class
					Siding	Other		630
Leave Daily	Miles							Arrive Daily
P M 5 00	428.9	DN	CHEROKEE YARD	G428	YA	RD	OGRT YCB	A M 3 30
	428.0		1.1 KENGLE	Z428		20		
	428.6		0.6 PRICE	Z429		147		
	432.0		3.4 SHIRK	Z432A		20		
5 25	433.8		1.6 FISHER	Z434	48	7		2 35
5 50	445.8	D	12.2 MANNFORD	Z446	108	7		2 02
6 05	455.4		9.6 TERLTON	Z455	49	24		1 49
	460.9		5.5 M.-K.-T. CROSSING		Interlocking			
6 25	461.5		0.6 HALLETT	Z462		40		1 34
6 30	463.3		1.8 GREENUP	Z463	50			1 30
6 42	469.3		5.0 CASEY	Z469	48			1 16
	471.6		2.3 A. T. & S. F. CROSSING		Interlocking			
7 15	478.0	D	6.4 PAWNEE	Z478	68	95		12 56
	478.7		1.7 A. T. & S. F. CROSSING		Interlocking			
7 30	485.5		5.8 LELA	Z485	49	9		12 41
7 40	490.8	D	5.1 MORRISON	Z491	48	67		12 31
7 53	497.1		8.6 SUMNER	Z497	46	23		12 18
8 05	502.5		5.4 BLACK BEAR	Z502	28			12 08
	502.7		0.2 A. T. & S. F. CROSSING		Interlocking			A M
	508.7		6.0 A. T. & S. F. CROSSING		GATE			
8 20	508.8	D	0.1 PERRY	Z509	84	128		11 50
8 30	513.5		4.7 GANSEL	Z514	23			11 40
8 40	518.4	D	4.9 LUCIEN	Z518	40	49		11 29
8 58	526.7	D	8.3 COVINGTON	Z527	32	78		11 12
	533.3		8.6 A. T. & S. F. CROSSING		Interlocking			
9 10	534.0		0.7 FAIRMONT	Z534	48	24		10 57
9 23	538.7		4.7 SHEA	Z539	38			10 50
	543.0		4.3 A. T. & S. F. CROSSING					
9 35	543.1	P	0.1 STEEN	K684				10 40
10 20 P M	544.9	2S	1.8 ENID	K588	YA	RD	OGRT YCB	10 30 P M
Arrive Daily			(118.0) (118.7)					Leave Daily
637								630

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

SOUTHWARD

SOUTHWESTERN DIVISION — BEAUMONT SUBDIVISION

NORTHWARD

SECOND CLASS		Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS	
637	631					Sliding	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	YA	RD	YCB	P M 4 00	
	7 01	470.9	D	LATHAM 5.2	K471	30	26		3 20	
	7 15	478.1		WINGATE 4.7	K476	44			3 11	
	7 30	480.8	D	ATLANTA 7.5	K481	28	24		3 01	
	7 45	488.3		WILMOT 12.1	K489	61			2 45	
	8 45	500.4	D	WINFIELD 0.1	K500	19	132		2 15	
		500.5		A. T. & S. F. CROSSING 0.6						
		501.0		A. T. & S. F. CROSSING 6.1			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		YA	RD	OR YB	12 50	
	9 55	520.3		ERIE, OKLA. 3.6	K520		36		12 35	
	10 02	523.9		MIDDLETON 3.6	K524		21		12 28	
	10 10	527.5		CLIFFORD 2.4	K528	67	20		12 20	
	10 15	529.9		PECKHAM 8.0	K530	40			12 15 P M	
	11 59 ⁶³²	537.9	D	BLACKWELL 0.3	K538	28	288	Y	11 59 ⁶³¹	
		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 6.1	K549		38		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	
		578.5		C. R. I. & P. CROSSING 0.5			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	2 10	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	2 30 P M	585.7	2S	ENID (127.5)	K586	YA	RD	OGRT YCB	7 30 A M	10 30 P M
Arrive Daily	Arrive Daily Ex. Monday								Leave Daily Except Sunday	Leave Daily
637	631								632	630

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

SOUTHWARD

SOUTHWESTERN DIVISION — ENID-HOBART SUBDIVISION

NORTHWARD

THIRD CLASS		Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Stn. 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	585.7	2S	ENID 5.6	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 9.6	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	38	93		5 35	5 35
		619.0		C. R. I. & P. CROSSING 10.4		GA	TE			
11 40	11 40	629.4	2S	SOUTHWARD 3.9	K629	30	120		5 01	5 01
11 54 P M	11 54 P M	633.3		CARLETON 6.9	K633		59		1 02	1 02
12 15 ⁶⁶² P M	12 15 ⁶⁶⁴ P M	640.2		EAGLE CITY 9.6	K640	42	39		12 15 ⁶⁶³ P M	12 15 ⁶⁶¹ 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	666.2		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		ARAPAHO 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		GA	TE	Y		
2 10 P M	2 10	680.6	D	CLINTON 9.4	K681	33	210	R	10 01	10 01 A M
	2 35	690.0		BESSIE 6.8	K690	53	174	Y	8 30	
	2 55	698.8	D	CORDELL 10.6	K697	29	132		8 15	
	3 20	707.4	D	ROCKY 9.4	K707	38	62		7 50	
	3 50	716.8	D	HOBART 0.1	K717	34	174	Y	7 25	
		718.9		C. R. I. & P. CROSSING 5.4						
	4 02	722.3		BABBS 7.2	K722		24		7 12	
	4 20	729.5	D	ROOSEVELT 4.5	K729	57	37		6 55	
	4 30	734.0		COLD SPRINGS 7.6	K734		20		6 45	
	4 45	741.5		MOUNTAIN PARK 2.6	K742	42	48		6 30	
	5 20	744.1	D	SNYDER 0.0	G664	YA	RD	OR YCB	6 25	
		744.1		CHICKASHA SUB. CR. 3.8		GA	TE			
	5 30	748.0		TAYLOR 7.0	K748	38			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

SOUTHWESTERN DIVISION — AVARD SUBDIVISION

EASTWARD

THIRD CLASS 1341 A. T. & S. F. No. 182	SECOND CLASS 637	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Stk. Clock, Bulletin	SECOND CLASS	THIRD CLASS	
						Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily	
Leave Daily	Leave Daily Ex. Sunday	Miles				Siding	Other				
A M 5 00	A M 5 15	544.9	2S	ENID 3.2	K586	YA	RD	OGRT YCB	A M 10 30	A M 11 45	
5 15 A M	5 22	548.1	P	BLANTON 1.7	Z548				10 18	11 30 A M	
	5 27	549.8		JONAH 4.7	Z550	46			10 14		
	5 39	554.5	D	CARRIER 8.3	Z555	56	17		10 02		
	5 59	562.8	D	GOLTRY 8.6	Z563	46	44		9 41		
	6 15	569.3	D	HELENA 5.1	Z569	49	44		9 25		
	6 27	574.4		McWILLIE 5.8	Z574		68		9 11		
		580.2		A. T. & S. F. CROSSING 0.3			GA	TE			
	6 42	580.5	D	CARMEN 8.1	Z581	52	49		8 55		
	7 04	588.6		DACOMA 8.4	Z589	51	43		8 34		
	7 22	595.0		HOPETON 8.8	Z595		44		8 18		
	7 45 A M	601.9		AVARD 8.9	Z602	58	99	Y	8 00 A M		
Arrive Daily	Arrive Daily Ex. Sunday			(57.0)					Leave Daily Ex. Sunday	Leave Daily	
1341	637								630	1340	

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."

Trains will use Q. A. & P. tracks between Red River and Quanah and be governed by S.L.&S.F. time table and Special Instructions.

Creek Subdivision trains will use tracks of Oklahoma Subdivision between Sapulpa and Tulsa and will be governed by Oklahoma Subdivision time table and Special Instructions.

Creek Subdivision northward trains will assume corresponding schedule on Oklahoma Subdivision 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 A.T.&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.

Ardmore Subdivision trains will use Sherman Subdivision tracks between Lakeside and Madill and will be governed by Sherman Subdivision Special Instructions.

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

M. V. trains will use S.L.-S.F. track between Rock Island and M. V. Jct. and will be governed by S.L.-S.F. time table, rules and instructions.

K. C. S. trains will use S.L.-S.F. track between Poteau and S. F. Jct. and will be governed by S.L.-S.F. time table, rules and instructions 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.

Beaumont Subdivision trains will use Wichita Subdivision main track at Beaumont and be governed by Eastern Division 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.

Enid-Hobart Subdivision trains will use Chickasha Subdivision main track at Snyder and will be governed by Chickasha Subdivision Special Instructions.

3. MAXIMUM SPEED.Miles Per Hour
Pgr. Freight**Cherokee Subdivision:**

Between Monett and Pierce City-North Track:

Westward Trains	70	65
Eastward Trains	70	50
Except trains handling Co. Chatt.....		50

Between Monett and Pierce City-South Track..... 50 45

Between Pierce City and Tulsa:

Westward Trains	70	65
Eastward Trains	70	50
Except trains handling Co. Chatt.....		50

Oklahoma Subdivision 70 50

Except regular connection Trains 34, 37, 38, 39, 435,
437 and trains handling Auto Rack Cars and
TOFC only 55

Chickasha Subdivision:

Between Oklahoma City and MP G-544-22..... 25

*MP G-544-22 and Quanah 45

*Exceptions

Regular connection Trains 435 and 437 MP G-588 to
Quanah 49**Q. A. & P. Ry. Co.** 49**Creek and Sherman Subdivisions**..... 50

Except regular connection Trains 34, 37, 38 and 39.... 55

Fort Worth Subdivision 49**Muskogee Branch:**

Between Okmulgee and Muskogee 25

Between Muskogee and Dills 20

Ft. Smith Subdivision 45**Bentonville Branch** 20**Arthur Subdivision** 45**Mansfield Branch** 25**Ardmore Subdivision:**

Between MP 559 and MP V-583 35

V-583 V-599 20

V-599 V-605 35

V-605 V-619-21..... 25

V-619-21 V-623-21..... 35

V-640-18 V-665 20

Arkinda Subdivision:

Between MP 599 and MP W-574 25

W-574 W-619 35

W-619 W-625 30

W-625 W-633 35

W-633 W-651 25

W-651 W-666 35

W-666 W-674 20

W-674 W-680 25

Beaumont Subdivision

Between Beaumont and Blackwell 30

Between Blackwell and Breckinridge..... 25

Between Breckinridge and Enid..... 30

Perry and Avarad Subdivisions

Between Cherokee Yard and Shirk 30

Shirk and MP Z-470-18..... 45

MP Z-470-18 MP Z-519-15..... 25

MP Z-519-15 Hayward..... 35

Hayward Steen 45

Enid Blanton 30

Blanton Avarad 25

Enid-Hobart Subdivision

Between Enid and Southard 25

Between Southard and Foley 30

Between Foley and Ewing 40

Between Ewing and Bessie 35

Between Bessie and MP K-769-0 30

Between MP K-769-0 and Davidson 20

4. SPEED RESTRICTIONS.Miles Per Hour
Pgr. Freight**CHEROKEE SUBDIVISION:**

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

Engine of westward trains North Track passing

MP G-283-34 50

MP G-285-8 through turnouts both ends crossover..... 25 25

Pierce City:

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..... 55 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-425-30 and MP G-426-16..... 10 10

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

OKLAHOMA SUBDIVISION:

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-425-30 and MP G-426-16..... 10 10

Between MP G-427-14 and MP G-428-14..... 40 40

4. SPEED RESTRICTIONS (Continued).

	Miles Psg.	Per Hour Freight
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
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.....	25	25
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-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-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-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
Greig, 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.		

CHICKASHA SUBDIVISION:

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	
Over South Canadian River Bridge G-557.9	40	
When handling cars with gross weight over 220,000 pounds	30	
Chickasha, through interlocking, until engine over crossing....	20	
Between MP G-580-29 and MP G-582-11 until engine over street crossings	20	
Between MP G-626-32 and MP G-631-6 until engine over street crossings	20	
Between MP G-686-10 and MP G-687-17 until engine over street crossings	30	
MP G-688.1, through interlocking until engine over crossing	20	

Q. A. & P. RY. CO.:

	Miles Per Hour Freight
Quanah: Through interlocking	20
Acme: Curves each side FW&D crossing.....	20
Through interlocking	20
Curves between MP 22-21 and MP 23-18.....	30
Paducah: Between crossing Highways 62-83 just east of Depot and MP 43-24	37

CREEK SUBDIVISION:

	Miles Per Hour Freight
Curves between E-437-6 E-437-17	35
Engine of northward trains passing E-437-32	40
Curves between E-438-7 E-440-6	50
Kiefer, through turnout north end siding	25
Curves between E-457-25 E-458-4	50
Butler, through turnout north end siding	25
First class trains move at restricted speed between MP E-467-20 and MP E-468-34, Okmulgee, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.	
Between MP E-468-20 and MP E-469-8 until engine over street crossings	25
Curves between E-471-12 E-471-28	50
Schulter, through turnout south end siding	25
Curves between E-478-17 E-480-20	50
Between MP E-481-16 and MP E-482-20 until engine over street crossings	25
Henryetta, through turnout south end siding.....	25
Curves between E-484-9 E-484-20	50
E-492-2 E-492-18	45
E-494-15 E-494-26	50
Fred, through turnout both ends siding	25
Curves between E-506-33 E-507-8	50
E-509-31 E-510-11	50
E-516-12 E-519-15	50
Between MP E-518-17 and MP E-520-22 until engine over street crossings	40
Holdenville, over Rock Island crossings	40
Sisson, through turnout south end siding	25
Curves between E-521-5 E-521-26	50
Spaulding, through turnout both ends siding.....	25
Curves between E-529-7 E-529-20	50
E-531-34 E-532-10	50
E-533-24 E-534-21	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.

MUSKOGEE BRANCH:

RO&G crossing, MP EA-502-25, through interlocking.....	20
Muskogee:	
Between MP EA-505-24 and MP EA-508-15.....	12
Over Bridge EA-511.6 when handling cars with gross weight over 177,000 pounds	10

SHERMAN SUBDIVISION:

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
Curves between E-539-32 E-540-6	50
E-543-6 E-544-20	50
Ada, through interlocking	35
Between MP E-547-8 and MP E-548-29 until engine over street crossings	15
Through turnout south end of siding.....	25
Curves between E-551-30 E-552-3	50
E-554-26 E-556-20	50
Fitzhugh, through turnout north end siding	25
Curves between E-559-9 E-559-31	50
E-569-1 E-569-10	50
Scullin, through turnout north end siding	25
Curves between E-574-8 E-577-11	50

4. SPEED RESTRICTIONS (Continued).**Perry Subdivision: (Continued)**

Enid interlocking, until engine or lead car over crossing 20

Avard Subdivision:

Between MP K-585-2 and MP K-586-6 15
Between MP K-586-6 and MP Z-546-7, until engine through these limits 25
Blanton, over switch 20

Beaumont Subdivision:

Between MP K-500-7 and MP K-500-14, until engine through these limits 15
Winfield interlocking, until engine or lead car over crossing 20
Between MP K-501-20 and MP K-502-5 20
Between MP K-504 and MP K-511 25
Between MP K-513-14 and MP K-515-12, until engine through these limits 15
Between MP K-537-15 and MP K-539-6, until engine through these limits 10
Enid interlocking, until engine or lead car over crossing 20
Between MP K-583-17 and MP K-585-2, until engine through these limits 25
Between MP K-585-2 and MP K-586-6 15
Between MP K-586-6 and MP K-587-24, until engine through these limits 25

Enid-Hobart Subdivision:

Between MP K-585-2 and MP K-586-6 15
Between MP K-586-6 and MP K-587-24, until engine through these limits 25
Between MP K-617-26 and MP K-618-26, until engine through these limits 25
South Canadian River bridge K-652.8 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
Between MP K-668 and MP K-668-25, until engine through these limits 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
Between MP K-680-20 and MP K-680-21, northward trains, until engine through these limits 10
Between MP K-716-14 and MP K 717-14, until engine through these limits 25
Hobart, over 3rd, 4th and 5th Sts. 15
Between MP K-762-19 and MP K-764-6, until engine through these limits 10

5. OTHER SPEED RESTRICTIONS.

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:

Scale Test (4-wheel) Cars, Company-owned Hoists, Pile Drivers, Air Dump Cars, (except Air Dump Cars SF 96610 to 96627), *Locomotive Cranes or Spreader-Ditchers, Bridge Cranes BC-1 and BC-3, Snow Plows SF 99096, 99097 and 105288, moving on own wheels:

*--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
Q. A. & P. Ry. Co. 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
Perry, Avard, Beaumont and Enid-Hobart Subdivisions 25
Revenue equipment of this type will be handled on written instructions of chief dispatcher.

Company-owned Bull Dozers, Cranes, Tractor Ditchers and Scrapers, Dumptors, 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
Q. A. & P. Ry. Co. 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
Perry, Avard, Beaumont and Enid-Hobart Subdivisions 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 Derrick MPH	100 Ton Derrick 99024 99029 MPH	250 Ton Derrick 99021 99022 99025 MPH
Cherokee Subdivision	35	35	45
Oklahoma Subdivision	35	35	45
Chickasha Subdivision:			
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.			
Q. A. & P. Ry. Co.	25	25	25
Except over bridges	20	10	10
Note: Over Bridges 22.61 and 56.42, separate 160 and 250 ton derricks from engine by two 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	180 Ton Derricks 99024 99039 MPH	250 Ton Derricks 99021 99022 99025 MPH
Sherman Subdivision:			
Francis to Sherman	35	35	45
Fort Worth Subdivision:			
Sherman to Irving	35	25	25
Over Bridges	35	10	10
No. Fort Worth to Fort Worth	15	10	10
Note: Over bridges 737.5 and 739.2, separate 160 and 250 ton derricks from engine by 2 cars not exceeding 100,000 pounds gross weight.			
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 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 G-437-9
- 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-558-12 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 MP 282	Heating plant spur
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	Ardmore Subdivision 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 misaligned.

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 end 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. 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
FW&D Crossing Quanah, Mile G-724.0
FW&D Crossing Quanah, Mile 0.3
FW&D Crossing Acme, Mile 6.6
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
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
Oklahoma Subdivision:		
Freight House Lead	C.R.I. & P.Ry.	Against S.L.-S.F.Ry.
Oklahoma City	Two Tracks	
Terminal Oil Mill Lead, Okla. City	C.R.I. & P.Ry.	Against S.L.-S.F.Ry.
Chickasha Subdivision:		
West Leg of Wye, Okla. City	C.R.I. & P.Ry.	Against S.L.-S.F.Ry.
G-542.8	A.T. & S.F.Ry.	Against A.T. & S.F.Ry.
G-629-23	C.R.I. & P.Ry.	Against C.R.I. & P.Ry.
G-629-24	Industry track	Against industry track
G-664.1	Enid-Hobart Subdivision	Against Enid-Hobart Subdiv.
G-686.6	M.K. & T.Ry.	Against M.K. & T. Ry.
Creek Subdivision:		
E-467.9	Muskogee Branch	Against Muskogee Branch
Fort Worth Subdivision:		
646.3	St.L.S.W.Ry.	Against St.L.S.W.Ry.
Muskogee Branch:		
EA-467.9	Creek Subdivn.	Against Muskogee Branch
EA-515.4	Mo. Pac. Ry.	Against S.L.-S.F.Ry.
Fort Smith Subdivision:		
414.1	F. S. S. R. R.	Against F. S. S. R. R.
Arthur Subdivision:		
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.
Mansfield Branch:		
B-431.4	M. V. Ry.	Against M. V. Ry.
Arkinda Subdivision:		
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.
Beaumont Subdivision:		
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.
Enid-Hobart Subdivision:		
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	Chickasha Subdivision	Against Enid-Hobart Subdiv.
Perry Subdivision:		
Z-508.7	A. T. & S. F. Ry.	Against A. T. & S. F. Ry.
Avard Subdivision:		
Z-580.2	A. T. & S. F. Ry.	Against S. L.-S. F. Ry.

11. LOCATION OF YARD LIMITS.

Monett	Jenson
Afton (Eastern Div. only)	Mansfield Branch
MP G-420-20 to MP G-425	Rock Island
Sapulpa	Poteau
East Yard to Oklahoma City	Good to Paris
Cyrl	Hugo
Lawton	Madill to Ardmore
Snyder	Idabel
Altus	Valliant
Quanah	Arkco to Foreman
Acme	Ashdown
Floydada	Hope
Butler to Okmulgee	Cherokee Yard (Perry Sub.)
Henryetta	Perry
Francis	Steen to Enid
Ada	Beaumont
Madill	Winfield
Denison	Arkansas City to West Yard
Sherman	Blackwell
So. Sherman Jct. to MP 651	Okeene
Irving	Southard
North Ft. Worth to MKT Conn.	Thomas
Ft. Worth to Freight House	Custer City
Muskogee Branch	Clinton
Seligman	Bessie
Rogers	Cordell
Bentonville Branch	Hobart
Springdale	Frederick
Efay to Fayette Jct.	Davidson
Van Buren	Carmen
Ft. Smith	Avard

12. DRAWBRIDGES.

Mile W-660.4 Arkinda Subdivision. Little River

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

Monett—Ft. Smith Subdivision	Cherokee Yard—Perry Subdivision
Pierce City—Carthage Subdivision	Sapulpa—Creek Subdivision
Afton—Afton Subdivision	Snyder—Enid-Hobart Subdivision
Okmulgee—Muskogee Branch	Madill—Ardmore Subdivision
Rogers—Bentonville Branch.	Lakeside—Ardmore Subdivision
Jenson—Mansfield Branch.	
Hugo—Arkinda and Ardmore Subdivisions.	
Steen.....	Perry Subdivision
Enid.....	Avard Subdivision
Beaumont.....	Beaumont-Subdiv.

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.

5 units—700, 800 series units and units 5140-5152 or combinations thereof, isolate rear unit.

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, 800 series units and units 5140-5152

**5 Road—700, 800 series units and units 5140-5152

*6 Road units except 700, 800 series units.

**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.

700, 800 series units and units 5140-5152 may be combined to make a 2, 3, 4 or 5 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.

Trains operating on the following territory 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 be afforded as prescribed by Rule 99.

Arkinda Subdivision
Ardmore Subdivision
Between Poteau and Paris
Between Carmen and Avard

Rule 712, amended:

Employees, except Special Service Department employees, are prohibited from carrying firearms or other weapons while on duty and/or company property.

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.

Rule 6, Emergency Stop, of Train Handling Instructions for Transportation and Mechanical Departments dated February, 1965, is revised and the following wording from the first two lines at the top of Page 8 reading: "... do not allow engine brakes to apply until last 40 feet of stop." is eliminated.

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 rerailling 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.

Show, circus or carnival trains will not be handled except on instructions of Chief Dispatcher.

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, 37, 30, 34, 39 and 38.

No. 32 between Cherokee Yard and Monett.

No. 437 between St. Louis and Quanah.

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.

Time shown in time table schedules and in train orders at Quanah for QA&P trains between Quanah and Floydada will apply at Quanah Junction switch.

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

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

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

15. GENERAL INSTRUCTIONS (Continued).

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.

Crew of Train No. 630 will make a rolling inspection of its train somewhere between Enid and Perry, and crew of Train No. 637 will make a rolling inspection of its train somewhere between Tulsa and Hallett.

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
Quanah	Highway 283
Floydada	Highway 70
Mill Creek	Highway 12
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. and 6th St.
Paris	Bonham and Graham Sts.

Ft. Smith movements over "T", "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.

Do not exceed 15 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
Cherokee Subdivision				
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
Oklahoma Subdivision				
Red Horse.....	534.3	29	G-534	East
Chickasha Subdivision				
Selena.....	558.8	13	G-559	East
Bell.....	561.7	38	G-562	East
Lige.....	668.2	2	G-668	East
Creek Subdivision				
Sasakwa.....	532.3	26	E-532	North
Sherman Subdivision				
Denny.....	567.4	37	E-568	Both
Ryder.....	584.5	54	E-584	Both
Fort Worth Subdivision				
Collin.....	682.4	24	682	South
Hebron.....	694.8	18	695	Both
Muskogee Branch				
Eram.....	481.1	7	EA-481	South
Beland.....	496.0	4	EA-496	North
Crekola.....	499.0	6	EA-499	South
Riverbank.....	511.9	41	EA-512	South
Ft. Smith Subdivision				
Gateway.....	314.8	16	315	Both
Arthur Subdivision:				
Ruge.....	419.1	2	419	South
Fenn.....	420.4	93	420	Wye
Yerby.....	449.3	49	450	North
Betner.....	582.8	104	583	North
Arkinda Subdivision:				
Red Bluff.....	657.4	7	W-657	West
Arkco.....	629.5	2.8 Miles	W-629	Wye
Log Spur.....	622.7	12	W-623	West
America.....	620.0	9	W-620	East
Curtin.....	598.1	20	W-598	East
Perry Subdivision:				
Callahan.....	Z-525.3	40	Z-525	Both
Etna.....	Z-536.6	8	Z-537	Both
Beaumont Subdivision:				
Grainville.....	K-534.2	11	K-534	South
Enid-Hobart Subdivision:				
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
Monett - Oklahoma City.....	263,000	70.4
Oklahoma City - Quanah.....	(e) 263,000	53
Quanah - Floydada.....	(b) 263,000	53
Sapulpa - Denison.....	(a) 263,000	63
Denison - Sherman.....	263,000	63
Sherman - Irving.....	(c) 263,000	56
North Ft. Worth - Ft. Worth.....	(a) 263,000	53.8
Northern Jct. - MP EA-470.....	263,000	62
MP EA-470 - Bacone.....	263,000	53.8
Bacone - Dills.....	(f) 177,000	45
Monett - Ft. Smith.....	(b) 263,000	53
Ft. Smith - Paris.....	(d) 235,000	53
Bentonville and Mansfield Branches.....	220,000	53
Hope - Hugo.....	220,000	45
Hugo - Lakeside.....	220,000	53
Madill - Ardmore.....	220,000	42.4
Cherokee Yard - Enid.....	(b) 263,000	53.8
Enid - Avard.....	(d) 230,000	53
Enid - Beaumont.....	(d) 235,000	53
Enid - Southard.....	(b) 263,000	53
Southard - Davidson.....	220,000	53

(a) Except cars shorter than 35-ft. to be limited to 220,000 pounds.
 (b) Except cars shorter than 40-ft. to be limited to 220,000 pounds.
 (c) Except cars shorter than 42-ft. to be limited to 220,000 pounds.
 (d) Except cars shorter than 49-ft. to be limited to 220,000 pounds.
 (e) Except cars shorter than 40-ft. to 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.

(f) Between Bacone and Dills cars over 40-ft. in length 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.

Cars having maximum gross weight over 263,000 but not exceeding 286,000 pounds equipped with two 4-wheel, 100-ton trucks may be handled in designated trains over territory listed below with following restrictions when approved by Chief Dispatcher:

BETWEEN MONETT AND OKLAHOMA CITY

Trains: Connections of 31, 139, 33, 36, 130, 32, 530 and Locals.

Speed Restrictions: 50 MPH.

BETWEEN SAPULPA AND SHERMAN

Trains: 33 and 530.

Speed Restrictions: 50 MPH.

Minimum Length of Car: 40-ft.

Cars having maximum gross weight of 315,000 pounds equipped with two 4-wheel, 125-ton trucks with minimum wheel diameter of 38-inches may be handled over territory listed below with following restrictions when approved by Chief Dispatcher:

BETWEEN MONETT AND OKLAHOMA CITY

Speed Restrictions: None.

Minimum Length of Car: 40-ft.

BETWEEN SHERMAN AND SAPULPA

Speed Restrictions: 20 MPH Over Bridges

E-439.2	E-500.1
E-457.7	E-506.5
E-472.8	E-530.1
E-475.0	E-535.8
E-495.0	

20. PERMISSIBLE LOAD LIMITS (Continued).

Minimum Dimensions of Cars: Length—67' 2½".
 Center to Center of Axles—6'.
 Center to Center of Trucks—53' 7".
Restricted to Handling Only in Trains: 33 and 530.

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, Springfield, Mo.
Suit's Jewelry	418 Broadway, Monett, Mo.
Vinita Jewelry Co.	Vinita, 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.
Joiner's Jewelry	4431 S. E. 29th, Del 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
M. L. Soloman	Floydada, Texas
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.
Beebe's Jewelry	8 East Central St., Fayetteville, Ark.
Ewitt's	27 N. Block, 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		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
500-549	GP-7	RD-SW	42	No	65	39.5	115
550-554		RD-SW	42	No	65	39.5	113
556-599	GP-7	RD-SW	42	No	65	39.5	115
600-618	GP-7	RD-SW	42	Yes	65	39.5	115
619-632	GP-7	RD-SW	42	No	65	39.5	115
700-724	GP-35	FRT.	52	No	70	41.4	115
800-823	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
5002 & 5006 5012 & 5016	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
5100-5106	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
5127-5139	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
5200-5219	A.L.Co. A	FRT.	42	No	65	38.3	111
5300-5312	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		Coach	650		68
Baggage	101	79		751—757	759		84
"	106	78		"	761		80
"	134	78		"	765—770		82
"	135	78		"	771		79
Mail & Baggage	201	68		"	772—774		82
"	202—204	71		"	1053—1060		81
"	205	68		"	1062		84
"	206 & 208	71		"	1064		83
"	209	72		"	1068		81
"	210—212	70		"	1071—1073		82
"	214	68		"	1074		86
"	216	69		Coach	1081—1085		81
"	217	73		"	1095—1096		64
"	218—221	71		"	1102 & 1103		81
"	251—252	55		"	1203		82
Baggage	304	66		"	1206		79
"	312	67		"	1207—1208		82
"	315	62		"	1213		78
"	322	59		"	1250—1258		64
"	325	61		"	1259		68
"	333	61		Sleeper-Observation Lounge	1350		66
"	336	69		"	1401—1402		102
"	337 & 339	70		Sleeper	1452—1463		69
"	341	76		Diner-Lounge	1550 & 1551		68
"	342	70		Buffet	1602 & 1603		
"	343	71		Coach-Lge.			
"	344	73		Buffet	1650—1652		65
"	346	70		Postal	2041 & 2043		58
"	348	69		"	2045		69
Baggage	352	69		Storage Mail-De Luxe	2054—2056		60
"	353	68		Coach	Enid		90
"	355	67		"	Ft. Smith		87
"	359	69		"	Okmulgee		80
"	360	68		"	Joplin		82
"	362—365	72		Lounge-			
"	367	74		Diner	Memphis		105
"	368	71		Business Car-	1		110
"	369	66		"	2		94
"	370	73					
"	371	75					
"	372	74					
"	373—374	76					
"	375	70					
"	376	73					
"	378	76					
"	380—390	67					
"	393	58					
"	394	65					
"	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	252,500	160	E-59.1
*99022	386,000	250	E-62.9	99030	196,000	100	E-48.3
*99024	273,800	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				

(Converted Derrick)

* Diesel.