

SURGEONS

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

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

Vencel W. Hollo, M. D.	Chief Surgeon
James P. Murphy, M. D.	Physician-in-Charge
Daniel L. Sexton, M. D.	Physician-in-Charge
Harry A. Wittler, M. D.	Attending Surgeon
John J. Keenoy, M. D.	Attending Surgeon
Arthur I. Auer, M. D.	Attending Surgeon
W. D. Schierman, M. D.	Attending Physician
James C. Redington, Jr., M. D.	Attending Physician
Robert H. Ramsey, M. D.	Attending Physician
Paul J. Bettonville, M. D.	Attending Physician and Dispensary Surgeon
Augustin Jones, M. D.	Dispensary Surgeon
Gun J. Furia, M. D.	Dispensary Surgeon
Norman C. Miller, M. D.	Dispensary Surgeon
A. G. Boldizar, M. D.	Oculist

SPRINGFIELD, MISSOURI

H. A. Lowe, Jr., M. D.	Surgeon-in-Charge
Peter H'Doubler, M. D.	Consulting Surgeon
Carle H. Schreff, 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	Dick Lowry, M. D.	(O)	Oklahoma City
David C. Ramsey, M. D.	(CS)	Ada	M. B. Glismann, M. D.	(LE)	Oklahoma City
E. W. Mabry, M. D.	(L)	Altus	John Clymer, M. D.	(LE)	Oklahoma City
R. S. Srigley, M. D.	(L)	Altus	J. P. Meyers, M. D.	(L)	Okmulgee
B. M. Hockabay, M. D.	(L)	Antlers	A. L. Buell, M. D.	(L)	Okmulgee
A. W. Haddock, M. D.	(L)	Antlers	H. B. Powell, M. D.	(L)	Okmulgee
Norman W. Pascoe, Jr., M. D.	(L)	Ashdown	O. R. O'Neill, M. D.	(O)	Paris
George C. Meek, M. D.	(L)	Arkansas City	R. L. Lewis, M. D.	(DE)	Paris
Bruce G. Smith, M. D.	(L)	Arkansas City	D. L. Lewis, M. D.	(DE)	Paris
L. W. Ghormley, M. D.	(L)	Blackwell	C. H. Haddock, M. D.	(L)	Pawnee
Wm. E. Jones, M. D.	(L)	Bristow	R. D. Hargrove, M. D.	(L)	Pawnee
Walter L. Fiegel, M. D.	(L)	Carrollton	R. L. Ratliff, M. D.	(L)	Pawnee
C. W. Robertson, M. D.	(LE)	Chandler	A. M. Evans, M. D.	(L)	Perry
Aubrey C. Smith, M. D.	(L)	Chelsea	E. M. Woodson, M. D.	(LE)	Poteau
B. B. McDougal, M. D.	(LE)	Chickasha	G. D. Warren, M. D.	(LE)	Rogers
W. D. Anderson, M. D.	(L)	Claremore	E. A. Brasher, M. D.	(AS)	Sapulpa
Ross Deputy, M. D.	(L)	Clinton	Louis A. Martin, M. D.	(DE)	Sapulpa
Ralph Simon, M. D.	(L)	Clinton	Tom E. Miller, M. D.	(DE)	Sherman
A. H. Bungardt, M. D.	(L)	Cordell	Thomas R. Shea, M. D.	(O)	Sherman
Lawrence G. Livingston, M. D.	(L)	Cordell	E. A. Allgood, M. D.	(L)	Snyder
A. E. Wilkins, M. D.	(L)	Covington	Friedman Sisco, M. D.	(L)	Springdale
Jerry H. Hinant, M. D.	(L)	Dallas	Wm. I. Jones, M. D.	(L)	Stroud
William H. Brown, M. D.	(L)	Denison	B. T. Brundage, M. D.	(L)	Thomas
W. K. Haynie, M. D.	(L)	Durant	W. A. Ryan, M. D.	(LE)	Thomas
A. F. Dougan, M. D.	(O)	Enid	Glass-Nelson Clinic	(DE)	Tulsa
C. T. Ross, M. D.	(DE)	Enid	Joseph Fulcher, M. D.	(CU)	Tulsa
Earl M. Robinson, M. D.	(DE)	Enid	Hugh Evans, M. D.	(O)	Tulsa
David Carson, M. D.	(L)	Fairland	H. W. Savery, M. D.	(L)	Van Buren
V. O. Lesh, M. D.	(DE)	Fayetteville	D. H. Olson, M. D.	(LE)	Vinita
Wm. J. Butt, M. D.	(L)	Fayetteville	W. F. Bernstorff, M. D.	(L)	Winfield
R. E. Lesh, M. D.	(CS)	Fayetteville			
C. W. Joyce, M. D.	(L)	Fletcher			
G. C. Wallis, M. D.	(L)	Ft. Gibson			
W. R. Brooksher, M. D.	(CS)	Ft. Smith			
Thos. P. Feltz, M. D.	(DE)	Ft. Smith			
M. B. 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.	(AO)	Ft. Worth			
R. E. Snyder, M. D.	(CE)	Ft. Worth			
C. E. Smith, M. D.	(L)	Henryetta			
Marion W. Mahone, M. D.	(L)	Hobart			
Ralph S. Phelan, M. D.	(L)	Hobart			
Jim McKenzie, M. D.	(LE)	Hope			
E. A. Johnson, M. D.	(DE)	Hugo			
F. E. Lumpkin, Jr., M. D.	(L)	Irving			
H. C. Smith, M. D.	(L)	Lawton			
J. F. York, M. D.	(LE)	Madill			
Frank T. Kerr, M. D.	(DE)	Monett			
H. T. Ballantine, M. D.	(LE)	Muskogee			
C. H. Williams, M. D.	(L)	Okeene			
C. M. O'Leary, M. D.	(DE)	Oklahoma City			

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

St. Louis-San Francisco Railway Company

SOUTHWESTERN DIVISION
and
Quannah, Acme & Pacific Railway Co.

TIME TABLE No.

47

EFFECTIVE

Sunday, May 28, 1967

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.

...FRISCO FIRST...

This Company and each of its employes have reason to be proud of our accomplishments in many varied fields, all directed toward an improved transportation service to our customers.

Further accomplishments will be made as each of us continue to direct our individual and collective efforts toward doing a good job.

Attention to the requirements, alertness to the conditions, safety in our actions, all in accordance with the rules and instructions will produce the results that speak the greatest reward—

A Good Job — Well Done.

A handwritten signature in dark ink, appearing to be 'J.B. Brown', written in a cursive style.

General Manager

DIVISION AND TERMINAL OFFICERS

H. C. Bitner.....	Division Manager.....	Tulsa
R. A. Rorie.....	Division Superintendent.....	Tulsa
L. F. Woodlock.....	Division Engineer.....	Tulsa
H. F. Richardson.....	Division Master Mechanic.....	Tulsa
G. F. Groff.....	Division C&S Supervisor.....	Tulsa
K. I. Dyche.....	Master Mechanic.....	Ft. Smith
S. F. Billings.....	General Car Foreman.....	Tulsa
J. F. Lynch.....	General Car Foreman.....	Ft. Smith
C. J. McCready.....	Master Mechanic.....	Quanah
N. C. Sweetin.....	Road Foreman of Equip.....	Tulsa
G. E. Chapman.....	Road Foreman of Equip.....	Tulsa
T. M. Mabon.....	Asst. Superintendent.....	Ft. Smith
M. Latas.....	Trainmaster.....	Tulsa
G. S. Pollard.....	Trainmaster.....	Oklahoma City
R. S. Fuller.....	Trainmaster.....	Ada
T. S. Sullivan.....	Trainmaster - Genl. Agt.....	Ft. Worth
J. W. Dollar.....	Trainmaster - Genl. Agt.....	Ft. Smith
W. H. Hulsey.....	Trainmaster.....	Enid
E. H. James.....	Trainmaster.....	Hugo
C. E. Hurt.....	Trainmaster.....	Quanah
George Adams, Jr.....	Asst. Trainmaster.....	Quanah
L. E. Carner.....	Asst. Trainmaster.....	Irving
C. C. Stephenson.....	Asst. Trainmaster - Genl. Agt.....	Enid
H. O. Buzbee.....	Chief Dispatcher.....	Springfield
R. M. Hardwicke.....	Supvr. of Safety & Fire Prev.....	Tulsa
J. J. Conrey.....	Supvr. of Safety & Fire Prev.....	Tulsa

TULSA TERMINAL

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

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.

Trains originating Tulsa will secure clearance at Cherokee Yard, and will not require clearance at Tulsa.

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

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 indication.

Creek Subdivision trains entering CTC at Sapulpa will not require clearance.

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.

Northward trains originating Fort Smith or North Yard will not require clearance at Fort Smith or North Yard.

Nos. 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.

Southwestern Division trains departing Beaumont, will not require clearance.

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	
441	337	39	139	331	439	437	137	435	37				Miles
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
A M 6 10	P M 11 01	P M 5 25		P M 4 00	P M 2 00	A M 3 50		A M 3 15	A M 12 40	282.0	Two Main Tracks	MONETT	DN
	11 15 P M			4 15 P M						286.9		PIERCE CITY	D
										297.2		RITCHEY	
										302.0		GRANBY	
										308.5		JEFF	
										309.2		K. C. S. CROSSING	
										309.8		NEOSHO	2S
										319.2		RACINE	
										325.4		SENECA, MO.	D
										332.9		WYANDOTTE, OKLA.	
										340.4		FAIRLAND	
										347.0		KAHOGA	
			P M 4 00				A M 3 30			348.1		AFTON	D
										353.8		TODD	
										359.7		M.-K.-T. CROSSING	
										369.7		VINITA	D
										366.7		WHITE OAK	D
										374.0		CATALE	
										379.1		CHELSEA	D
										384.8		BUSHYHEAD	
										391.6		SEQUOYAH	
										396.4		DEGROAT	
										397.0		M. P. CROSSING	
										397.6		CLAREMORE	D
										404.3		VERDIGRIS	
										409.1		CATOOSA	
										412.8		TIGER	
										414.0		GARNETT	
										417.0		DOUGLAS	
										418.7		DAWSON	
										420.4		EAST TULSA	
										423.0		A. T. & S. F. CR.	
										423.5		T. P.-M.-K.-T. CR.	
										423.5		TULSA	
										426.9		CHEROKEE YARD	DN
												(141.5)	
												(144.9)	
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
441	337	39	139	331	439	437	137	435	37				

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

SOUTHWESTERN DIVISION — CHEROKEE SUBDIVISION

EASTWARD

Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS										THIRD CLASS
		Siding	Other		30	330	434	130	34	438	36	38	332	440	
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
282	MONETT	YA	RD	RGTY CBO	AM 7 15	AM 9 45	AM 11 30		PM 7 30	AM 12 01	AM 4 00		PM 11 59	PM 3 00	
G287	PIERCE CITY		219			7 00 AM							11 00 PM		
G297	RITCHEY	114	29												
G302	GRANBY		17												
G309	JEFF	114													
	K. C. S. CROSSING	Interlocking													
G310	NEOSHO	91	59	R											
G318	RACINE	114	10												
G325	SENECA, MO.	50	75												
G333	WYANDOTTE, OKLA.	133	10												
G341	FAIRLAND	181	63												
G347	KAHOGA	114													
G348	AFTON	YA	RD	CB				PM 3 30					AM 1 00		
G354	TODD	120	8												
	M.-K.-T. CROSSING	Interlocking													
G360	VINITA	161	174	RGY											
G367	WHITE OAK	116	152												
G374	CATALE	114	18												
G379	CHELSEA	92	148												
G386	BUSHYHEAD	126	18												
G392	SEQUOYAH	91	20												
G398	DEGROAT	128													
	M. P. CROSSING	Interlocking													
G398	CLAREMORE		182	RY											
G404	VERDIGRIS	118	29												
G409	CATOOSA	86	25												
G412	TIGER	112		Y											
G414	GARNETT	68	370												
G417	DOUGLAS		77												
G419	DAWSON		71	Y											
G420	EAST TULSA														
	A. T. & S. F. CR.	Interlocking													
	T.P.-M.-K.-T. CR.														
G424	TULSA	YA	RD												
G426	CHEROKEE YARD	YA	RD	RGTY CBO	3 00 AM		7 00 AM	12 30 PM	3 00 PM	8 00 PM	10 00 PM	10 15 PM		6 00 AM	
	(141.5)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(144.9)				30	330	434	130	34	438	36	38	332	440	

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WESTWARD

SOUTHWESTERN DIVISION — OKLAHOMA SUBDIVISION

THIRD CLASS		Second Class	Distance from St. Louis	Communicating Offices	STATIONS	Fuel, Water, Turn Table, Wye, Sta. Clock, Bulletin	FIRST CLASS			
445	33						435	37	437	39
Leave Daily Except Sunday	Leave Daily	Miles			Freight	Freight	Freight	Freight		
					Leave Daily	Leave Daily	Leave Daily	Leave Daily		
A M	A M	423.5		Yes Main Tracts	TULSA 3.4					
6 00	12 30	426.9	DN		CHEROKEE YARD 3.8	RGTY CBO	A M	A M	A M	P M
		430.5		Yes Main Tracts	NORRIS 5.0		9 00	9 30	10 45	11 59
		435.5			OMA 1.7					
6 25	12 59 A M	437.2	D	Yes Main Tracts	SAPULPA 5.4	Y	9 25	9 50 A M	11 10	A M 12 25 A M
6 33		445.8			KELLYVILLE 13.4		9 35		11 21	
6 45		459.0	D		BRISTOW 7.8	RY	9 50		11 41	
7 05		466.8			DEPEW 10.8		9 58		11 50 P M	
7 24		477.5	D		STROUD 5.5		10 12		12 03	
7 31		483.0	P		BINKLEY 2.4		10 20		12 10	
7 35		485.4			DAVENPORT 8.5		10 23		12 13	
8 01		489.9	D		CHANDLER 4.1		10 32		12 24	
8 07		498.0	P		GOW 4.8		10 37		12 30	
		502.8			WARWICK 2.7		10 43		12 37	
		505.5			WELLSTON 4.3					
8 46		509.8	P		HIBSAW 4.8		10 51		12 45 ⁴⁴⁴	
		514.7			LUTHER 9.5					
		524.2			JONES 5.9		11 07		1 03	
9 25		530.1	P		MUNGER 0.8		11 14		1 12	
		530.7			SPENCER 4.9					
9 35		535.6			GREIG 0.2		11 20		1 20	
		535.8			C. R. I. & P. CROSS. A. T. & S. F. CROSS.					
10 00 A M		539.5	DN		EAST YARD 3.7	RGT CBO	11 30 A M		1 40 P M	
		540.5			OKLAHOMA CITY 1.0	Y				
Arrive Daily Except Sunday	Arrive Daily				(113.6) (117.0)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
445	33						435	37	437	39

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

SOUTHWESTERN DIVISION — OKLAHOMA SUBDIVISION

EASTWARD

Station Number	STATIONS	Track Capacity		SECOND CLASS						THIRD CLASS
		Siding	Other	530	434	34	38	430	30	444
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
G424	TULSA 3.4									
G428	CHEROKEE YARD 3.6	YARD		A M	A M	A M	P M	P M	P M	P M
G431	NORRIS 5.0			5 00	5 45	11 00	5 00	8 00	11 00	5 30
G438	OMA 1.7									
G438	SAPULPA 8.4	YARD		4 05 A M	4 55	8 58 A M	2 43 P M	6 15 P M	10 15	4 45
G448	KELLYVILLE 13.4	84	25		4 44				10 05	4 05
G459	BRISTOW 7.6	143	226		4 27				9 45	3 45
G467	DEPEW 10.8	81	32		4 17				9 35	3 20
G478	STROUD 5.6	73	174		4 04				9 21	3 01
G483	BINKLEY 2.4	105	8		3 57				9 13	
G485	DAVENPORT 8.5		24							
G494	CHANDLER 4.1	42	126		3 43				8 58	1 25
G498	GOW 4.8	94			3 37				8 53	1 01
G503	WARWICK 2.7		29							
G506	WELLSTON 4.3		17							
G510	HIBSAW 4.9	118			3 22				8 38	12 45 ⁴³⁷
G515	LUTHER 9.5		24							
G524	JONES 5.9	70	13		3 05				8 21	12 15
G530	MUNGER 0.6	67			2 58				8 14	12 05 P M
G531	SPENCER 4.9		6							
G538	GREIG 0.2		38							11 53
	C. R. I. & P. CROSS. A. T. & S. F. CROSS. 3.7		Interlocking							
G540	EAST YARD 1.0	YARD			2 45 A M				8 00 P M	11 45 A M
G541	OKLAHOMA CITY (113.6) (117.0)	YARD								
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
				530	434	34	38	430	30	444

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WESTWARD

SOUTHWESTERN DIVISION — CHICKASHA SUBDIVISION

EASTWARD

THIRD CLASS				SECOND CLASS				Station Number	Distance from St. Louis Miles	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Track Capacity		SECOND CLASS			THIRD CLASS
451	31	437	435	36	32	434	450						Siding	Other	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Tues., Thurs., Sat.
Leave Mon., Wed., Fri.	Leave Daily Except Sat.	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Tues., Thurs., Sat.											
	P M 8 30	P M 1 45 ³⁶	A M 11 30	G640	639.5	DN	EAST YARD	RGT CBO	YARD			P M 1 45 ⁴³⁷	P M 7 00	A M 2 45				
				G641	640.5		OKLAHOMA CITY	Y	YARD									
					642.8		A. T. & S. F. CROSSING		GATE									
	9 15	1 56	11 41	G645	645.3	P	LILLARD PARK		YARD			1 25	5 20	2 17				
	10 00	2 02	11 46	G649	649.3		WHEATLAND		34 20			1 18	5 10	2 10				
	10 07	2 08	11 52	G664	653.9		MUSTANG		80 24			1 10	5 00	2 02				
	10 30	2 19	12 03	G669	662.8	D	TUTTLE		24 46			12 57	4 40	1 50				
	10 40	2 26	12 09	G687	667.5	P	SOONER		98			12 50	4 28	1 42				
	10 50	2 33	12 15	G673	672.7		AMBER			35		12 40	4 20	1 32				
					680.5		C. R. I. & P. CROSSING		Interlocking									
	11 30	2 43	12 27 ³⁶	G681	680.8	D	CHICKASHA		38 139			12 27 ⁴³⁵	4 05	1 20				
	11 40	2 51	12 35	G687	686.9		NORGE		29			11 31	3 50	1 08				
	12 01	3 08	12 52	G800	689.5		CEMENT		31 15			11 14	3 30	12 50				
	12 40 ⁴³⁴	3 15 ³²	1 01	G805	695.0	D	CYRIL		77 211			11 05	3 15 ⁴³⁷	12 40 ³¹				
	12 50	3 22	1 09	G811	610.6		FLETCHER		83 28			10 55	1 52	12 29				
	1 00	3 28	1 14	G816	614.8		ELGIN		28 28			10 47	1 45	12 22				
	1 15	3 42	1 27 ³²	G828	625.5		FORT SILL	Y	40 78			10 30	1 27 ⁴³⁵	12 15				
					629.7		C. R. I. & P. CROSSING		GATE									
A M																		
5 00	1 30	3 50	1 33	G630	630.2	D	LAWTON	RGY CB		YARD		10 20	1 00	12 05 ^{A M}	11 15			
	A M												P M					
5 11		3 59	1 42	G637	638.7	P	TAUPA		28			10 00		11 55	10 55			
5 27		4 09	1 51	G644	643.9		CACHE		82 35			9 47		11 45	10 40			
5 40		4 19	2 01	G652	652.0		INDIAHOMA			35		9 35		11 37	10 25			
5 55		4 27	2 09	G658	658.2	P	ODETTA		28			9 26		11 29	10 10			
					664.1		ENID-HOBART SUB. CR.			GATE								
6 15		4 36	2 17	G664	664.4	D	SNYDER	RYC	YARD			9 17		11 20	10 00			
6 35		4 51	2 32	G676	676.0		HEADRICK		36 23			9 00		11 05	9 35			
6 50		5 00	2 41	G683	682.7	P	HIGHTOWER		28			8 50		10 56	9 20			
					688.8		M.-K.-T. CROSSING			GATE								
8 40 ³⁶		5 08	2 48	G687	687.2	D	ALTUS		28	YARD		8 40 ⁴⁵⁰		10 50	8 50 ⁸⁶			
					688.1		A. T. & S. F. CROSSING			Interlocking								
9 00		5 20	2 59	G695	695.5		OLUSTEE		26 44			8 25		10 39	7 10			
9 15		5 30	3 09	G703	702.7	P	CRETA		28			8 15		10 30	6 55			
9 30		5 40	3 19	G709	709.4		ELDORADO, OKLA.		28 116			8 06		10 21	6 40			
					716.2	P	RED RIVER											
9 45		5 50	3 30	G717	717.1		CARNES, TEX.		34			7 55		10 10	6 20			
10 30 ^{A M}		6 30 ^{P M}	3 45 ^{P M}	G723	723.3	DN	QUANAH	RYC BO	YARD			7 45 ^{A M}		10 00 ^{P M}	6 00 ^{A M}			
Arrive Mon., Wed., Fri.	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily				(183.8)					Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Tues., Thurs., Sat.			
451	31	437	435									36	32	434	450			

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

WESTWARD

QUANAH, ACME AND PACIFIC RAILWAY COMPANY

EASTWARD

SECOND CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wyo. Std. Clink, Bulletin	SECOND CLASS	
437	435					Siding	Other		434	36
Leave Daily	Leave Daily	Miles						Arrive Daily	Arrive Daily	
P M 7 00	P M 3 55	723.3	DN	QUANAH -5.5	G723	62	YARD	RY CBO	P M 9 45	A M 3 30
7 09	4 04	728.8	D	ACME -0.1	G729	31	YARD		9 30	1 55
		728.9		F. W. & D. CROSSING -10.2			Interlocking			
7 23	4 18	739.1	P	LAZARE -13.9	G739	27			9 27	1 41
7 42	4 37	753.0	P	SWEARINGEN -13.1	G763	81			9 07	1 21
8 00	4 55	766.1	D	PADUCAH -10.2	G766	42	150		8 38	1 04
8 20 ⁴³⁴	5 09	776.3	P	NARCISSE -10.4	G776	76			8 20 ⁴³⁷	12 49
8 34	5 23	786.7	P	SUMMIT -5.8	G787	39			8 01	12 35
8 42	5 31	792.3		RUSSELLVILLE -10.4	G792	24			7 53	12 27
8 56	5 45	802.7	D	ROARING SPRINGS -8.0	G803	76	45		7 40	12 12
9 06	5 55	810.7		MAC BAIN -7.8	G811	26			7 30	12 01
9 18	6 07	818.5	P	DOUGHERTY -6.8	G819	51	93		7 19	11 50
9 27	6 16	825.3		BOOTHE SPUR -7.0	G825	19	43		7 10	11 41
10 00 P M	7 00 ⁴³⁴ P M	833.2	DN	FLOYDADA (109.9)	G833	23	YARD	R BCYO	7 00 ⁴³⁵ P M	11 30 P M
Arrive Daily	Arrive Daily								Leave Daily	Leave Daily
437	435								434	36

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

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	Freight	Freight					Miles	Siding		Other	34	38	430
Leave Daily	Leave Daily	Leave Daily										Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
A M	P M	A M			423.5		TULSA	G424	YA	RD	RGBCO	A M	P M	P M	A M
12 30 A M	11 59 A M	9 30 A M			428.9	DN	CHEROKEE YARD	G428	YA	RD	RGT YCBO	11 00 A M	5 00 P M	8 00 P M	5 00 A M
12 59	12 25	9 50			437.2	D	SAPULPA	G438	YA	RD	Y	8 58	2 43	6 15	4 05
1 07	12 32	9 57			442.2		KIEFER	E442	116	12		8 50	2 35	6 07	3 55
1 14	12 39	10 04			446.7		MOUNDS	E447	69			8 43	2 28	5 59	3 45
1 27	12 50	10 15			456.2	D	BEGGS	E456	118	42		8 30	2 15	5 45	3 30
1 45	1 04	10 29			467.2		BUTLER	E467	117			8 13	1 58	5 27	3 10
					467.9	P	MUSKOGEE BR. CR.				GATE				
2 25	1 06	10 31			468.6	N	OKMULGEE	E469	118	15	RYCBO	8 10	1 55	5 23	2 50
2 35 ⁵³⁰	1 15	10 40			476.2		SCHULTER	E478	118	15		7 59	1 44	5 12	2 35 ³⁹
2 44	1 25 ⁵³⁰	10 47			482.1	D	HENRYETTA	E482	94	YARD	RYO	7 50	1 35	5 02	1 25 ³⁹
3 05	1 43	11 03			494.7	D	FRED (WELEETKA)	E495	119	110		7 30	1 15	4 52	12 45
3 18	1 55	11 14			504.4	D	WETUMKA	E504	87	80		7 17	1 02	4 38	12 25
3 30	2 05	11 24			513.0		YEAGER	E513	98	4		7 05	12 50	4 25	12 13
3 40	2 15	11 34			519.6	D	HOLDENVILLE	E520	27	100		6 55	12 40	4 15	12 01
					519.6		C. R. I. & P. CROSS.				Interlocking				
3 42	2 17	11 36			520.1		SISSON	E520A	100			6 53	12 38	4 13	11 35
3 50	2 25	11 43			525.0		SPAULDING	E525	121	10		6 45	12 30	4 05	11 25
4 30 A M	2 59 A M	12 05 ³⁸ P M			539.1	DN	FRANCIS	E539	YA	RD	RGY CB	6 25 A M	12 10 ³⁷ P M	3 40 P M	11 01 P M
Arrive Daily	Arrive Daily	Arrive Daily					(115.6) (112.2) (101.9)					Leave Daily	Leave Daily	Leave Daily	Leave Daily
33	39	37										34	38	430	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								542
Leave Daily Ex. Saturday		Miles						Arrive Daily Ex. Saturday
Service between Okmulgee and Northern Jct. rendered by extras P M		469.6	NORTHERN JCT.	EA470				Service between Okmulgee and Northern Jct. rendered by extras P M
11 59	N	467.9	CREEK SUB-DIV. CRS.			GATE		8 55
		468.0	SEAMAN JCT.	EA468				
A M		468.6	OKMULGEE	E469	YA	RD	RYCBO	
12 25		488.0	SEAMAN JCT.	EA468				
1 05		474.8	MORRIS	EA475		28		8 35
		487.5	BOYNTON	EA488		46		7 55
		502.9	K. O. & G. CROSSING			Interlocking		
		504.2	WEST MUSKOGEE	EA504		17		
1 55 A M		506.4	MUSKOGEE	EA506	YA	RD	RCBY	7 00 P M
	DN	508.6	M.-K.-T. CROSSING			Interlocking		
		508.6	T. P. 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	EA516	GATE	11		
		516.7	DILLS	EA517		130		
Arrive Daily Ex. Sunday			(50.5) (49.3)					Leave Daily Ex. Saturday
543								542

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

SOUTHWARD

SOUTHWESTERN DIVISION — SHERMAN SUBDIVISION

NORTHWARD

SECOND CLASS 33	FIRST CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Fuel, Water, Turn Table, Wye, Sid., Clock, Bulletin	Track Capacity		SECOND CLASS			
	37 Freight	39 Freight						Siding	Other	34	38	430	530
Leave Daily	Leave Daily	Leave Daily	Miles							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
A M 4 30	P M 12 05	A M 2 59	539.1	DN	FRANCIS 8.6	E539	RGY CB	YA	RD	A M 6 25	A M 11 50	P M 3 40	P M 9 30
			547.7		A.T. & S.F. CROSSING 0.5			Interlocking					
5 20	12 20	3 19	548.2	2S	ADA 10.0	E548	RCBO	118	YARD	6 10	11 28	3 25	8 45
5 52 ³⁴	12 37	3 36	558.2		FITZHUGH 5.1	E558		99		5 52 ³³	11 10	3 07	8 25
6 02	12 44	3 43	563.3	D	ROFF 7.7	E564		60	27	5 45	11 02	2 49	8 15
6 15	12 54	3 54	571.0		SCULLIN 8.3	E571	Y	95	14	5 35	10 50	2 37	8 01
6 30	1 04	4 06	579.3	D	MILL CREEK 12.5	E580		104	68	5 20	10 30	2 17	7 20
6 50	1 18	4 22	591.8	D	RAVIA 11.8	E592		124	22	4 58	10 05	1 52	6 55
8 00	1 37 ⁴³⁰	4 40 ³⁴	603.4	D	MADILL 7.2	E603	RY	111	YARD	4 40 ³⁹	9 40	1 37 ³⁷	6 30
			610.6		KINGSTON 8.6	E610		99	44				
8 20	2 05	4 58	620.2		LAKE SIDE 4.6	E620		70		4 15	8 52	12 22	5 15
8 45 ³⁸	2 11	5 05	624.8		BARRY 6.3	E625		100	6	4 08	8 45 ³³	12 15	5 05
8 55	2 18	5 12	631.1		STALEY, OKLA. 0.3	E631		Interlocking		3 59	8 35	12 05 P M	4 55
			631.4		RED RIVER M.-K.-T. JCT. 5.1								
9 20	2 30	5 25	636.5	D	DENISON, TEXAS 0.1	E637		108	105	3 50	8 25	11 55	4 45
			636.8		S. P. JCT. 7.4								
			644.0		NO. SHERMAN JCT. 0.6								
10 00 A M	3 20 P M	6 00 A M	644.6	DN	NORTH SHERMAN (97.4)	E644	RGY CBO	YA	RD	3 30 A M	8 01 A M	11 30 A M	4 01 P M
Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily
33	37	39								34	38	430	530

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

SOUTHWARD

SOUTHWESTERN DIVISION — FORT WORTH SUBDIVISION

NORTHWARD

SECOND CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Track Capacity		SECOND CLASS		
37	39						Siding	Other	34	38	530
Leave Daily	Leave Daily	Miles						Arrive Daily	Arrive Daily	Arrive Daily	
PM 4 30	AM 6 10		DN	NORTH SHERMAN	E644	RGY CBO	YA RD	AM 3 25	AM 6 01	PM 3 00	
		644.6	DN	1.1							
		645.7	DN	0.0			Interlocking				
				0.3							
		646.0		0.3	E646						
		646.3		0.8			GATE				
		647.1		0.7	E647		47				
4 40	6 20	647.8		2.1				3 04	5 40	2 35	
4 44	6 24	649.9		7.8				3 00	5 36	2 30	
4 59	6 39	667.7		7.1	E668		91 11	2 50	5 25	2 17	
5 10	6 49	684.8		8.8	E665		68 41	2 41	5 14	2 05	
5 22	7 01	673.6	D	6.1	E674		68 50	2 30	5 01	1 50	
5 31	7 10	678.7		5.9	E680		62 42	2 20	4 50	1 40	
5 40	7 20	686.6	D	14.3	E686	R	66 76	2 10	4 40	1 30	
5 59	7 40	699.9		0.6	E700		68	1 50	4 20	12 50	
		700.5	D	0.0	E701		Interlocking				
				0.0							
				3.7							
6 06	7 47	704.2		6.5	E704		45	1 40	4 11	12 40	
6 30	8 01	710.7	DN	10.2	E711	YB	78 YARD	1 30 AM	4 01	12 30 PM	
		720.9	2S	2.6							
		723.5	DN		P722						
		710.7	DN	24.9	E711	YB	78 YARD				
		735.6		5.6	E738		YA RD				
10 00 PM	10 00 AM	741.2	2S		E741	RGTY CBO	YA RD	11 30 PM	2 30 AM	11 00 AM	
Arrive Daily	Arrive Daily			(68.1)				Leave Daily	Leave Daily	Leave Daily	
37	39							34	38	530	

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		730	730
Leave Daily	Miles								Arrive Daily	
P M 11 15	282.0	DN		MONETT	282	YA	RD	RGOT YCB	A M 1 00	
11 30	285.0			WIGHTMAN	285	48			12 45	
11 40	289.6	D		PURDY	290	35	32		12 35	
11 50	294.8			BUTTERFIELD	295	48	23		12 25	
A M 12 14 730	300.6	D	P	EXETER	301	83	25		12 14 731	
12 27	306.9			WASHBURN	307	18	19		12 03	
12 37	312.8	D	P	SELIGMAN, MO.	313	52	68		A M 11 52	
12 50	319.7	P		GARFIELD, ARK.	320	34	19		11 40	
1 03	327.1			AVOCA	327	37	23			
	332.0			BENTONVILLE BR. JCT.				Y		
1 18	332.7	D		ROGERS	333	YA	RD		11 15	
	338.0			LOWELL	338	39	25			
1 48	343.1	D		SPRINGDALE	343	YA	RD	CB	10 40	
	347.4			JOHNSONS	347		23			
	351.8			EFAY	351		74			
2 18	352.4	D		FAYETTEVILLE	352	YA	RD	RGCB	10 05	
	354.3			FAYETTE JUNCTION	354	YA	RD	Y		
2 33	357.8	P		GREENLAND	358	52			9 38	
	362.8			WEST FORK	363	17	17			
2 53	367.0	P		CLARY	367	50			9 20	
3 08	374.7			WINSLOW	375	35	15		9 05	
3 20	381.0	P		SCHABERG	381		24		8 40	
3 30	386.1			CHESTER	386	37	27			
3 40	390.2	P		MOUNTAINBURG	390	38	5		8 20	
4 00	401.6	P		BAL	402	52			8 01	
4 10	408.3			COPP	408	51				
4 15	409.9	D		VAN BUREN	410		103		7 45	
	410.4			M. P. CROSSING		Interlocking				
	414.1			M. P. CROSSING		GA	TE			
5 00	414.9			NORTH YARD	415	YA	RD	RGOT TCB	7 30	
A M	415.4	D		FORT SMITH	416	YA	RD	CB	P M	
Arrive Daily				(132.8)					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		
D	332.7	0.7	ROGERS	333	YA	RD		
	332.0		BENTONVILLE BR. JCT.				Y	
D	337.7	5.7	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	
		429.3	JENSON	429	37	97	Y
		431.0	HACKETT	B431		423	
		431.4	T. & P. 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 1357 KCS Freight	SECOND CLASS 731	Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid., Clock, Bulletin	SECOND CLASS	THIRD CLASS
						Siding	Other		730	1356 KCS Freight
Leave Daily Ex. Sunday	Leave Mon. Wed., Fri.								Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday
	A M 10 45	414.9		NORTH YARD 0.5	415	YA	RD	RGO TCB	P M 1 30	
		415.4	D	FORT SMITH 0.7	416	YA	RD	CB		
		416.1		T & P 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	11 05	417.1		S. F. JUNCTION 3.9	417				12 15	A M 7 00
	11 15	421.0	P	BASHE, ARK. 2.5	421		22		12 05	
2 15	11 20	423.5		CEDARS, OKLA. 5.3	424	50			12 01	6 45
2 30	11 35	429.3		JENSON, ARK. 2.4	429	37	87	Y	P M 11 50	6 30
2 35	11 40	431.7		ROCK ISLAND, OKLA. 0.0	432		64		11 45	6 25
		431.7		T & P CROSSING 4.9		GA	TE			
		436.6		CAMERON 7.0	437	32	20		11 35	6 15
	P M 12 25	443.6		K. C. S. CROSSING 0.9		Interlocking				
3 20 P M		444.5	D	POTEAU 8.5	445	30	101		11 20	6 00 A M
		453.0		C. R. I. & P. CROSSING 0.0		GA	TE			
	12 55	453.0	P	WISTER 15.6	453	36	32		10 27	
	1 28	468.6	P	LEFLORE 10.3	469		8		10 05	
	1 59	478.9	P	COMPTON 4.7	479	16			9 45	
	2 22	483.6	D	TALIHINA 6.7	484	15	87		9 35	
	2 33	490.3	P	ALBION 16.4	490		28		9 20	
	3 17	506.7	D	CLAYTON 7.5	507	40	18		8 30	
	3 32	514.2	P	STANLEY 8.4	514		28		8 15	
	3 52	522.6	P	DUNBAR 10.8	523	50			8 00	
		533.4	P	MOYERS 8.2	533		5			
	4 52	541.6	D	ANTLERS 14.6	542	28	45		7 30	
	5 22	558.2		GOOD 2.8	556		28		7 05	
	5 50 P M	559.0	D	HUGO 0.3	559	YA	RD	ORGT YCB	7 00 A M	
		559.3		ARKINDA S.-DIV. CRS. 4.7		GA	TE			
		564.0		GRANT, OKLA. 4.8	564		22			
	Service between Hugo and Paris rendered by extras	568.8	P	RED RIVER, TEXAS 0.3					Service between Hugo and Paris rendered by extras	
		569.1		ARTHUR CITY 4.2	569	37				
		573.3		POWDERLY 2.3	573		22			
		575.6		CAMP MAXEY 8.2	576		12			
		583.8	D	PARIS	584	YA	RD	T		
Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.			(188.9)					Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday
1357	731								730	1356

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					Siding	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	
		679.5		MO. P. CROSSING 14.2		GA	TE			
	8 45	665.3		McNAB 5.9	W665		30		7 10	
	9 00	659.4		ORTON 11.9	W659		41		6 55	
		647.5		G. N. & A. CROSSING 0.1		GA	TE			
	9 35	647.4	D	ASHDOWN 0.4	W647	34	97		6 20	
		647.0		K. C. S. CROSSING 8.9		Interl	ocking			
	10 00	638.1		ARDEN 6.7	W638		15		5 55	
	10 20	631.4	D	FOREMAN 6.2	W631		47		5 35	
	10 40	625.2		ARKINDA, ARK. 7.1	W625	22	47		5 15	
	11 00	618.1		BOKHOMA, OKLA. 4.6	W618		5		4 55	
	11 10	613.5		HAWORTH 3.8	W614		48		4 45	
	11 20	609.7		KULLI 7.6	W610		10		4 35	
	11 40 P M	602.1	D	IDABEL 8.4	W602	32	152		4 15	
	12 05	593.7		GARVIN 4.5	W594		25		3 50	
	12 15	589.2		MILLERTON 4.9	W589		28		3 40	
	12 30	584.3	D	VALLIANT 10.0	W584	58	85	Y	3 30	
	1 05	574.3		FORT TOWSON 6.8	W574	26	17		3 05	
	1 25	567.5		SAWYER 8.2	W568		32		2 50	
		559.3		ARTHUR S. DIV. CROSS. 0.3		GA	TE			
P M 10 00	2 00 P M	559.0	D	HUGO 11.2	559	YA	RD	RG TY C B	2 30 P M	A M 11 00
10 25		570.2		SOPEL 9.5	V570		18			10 30
10 45		580.1		BOSWELL 10.3	V580	25	21			10 05
11 05		590.4		BENNINGTON 6.4	V590		28			9 40
11 20		596.8		BOKHITO 14.1	V597		31			9 25
		610.9		K. O. & G. CROSSING 0.1		Interl	ocking			
		611.0		M.-K.-T. CROSSING 0.0		Interl	ocking			
11 55 A M		611.0	D	DURANT 8.0	V611	34	95			8 40
12 10		619.0		MEAD 4.7	V619	20				8 10
12 20 A M		623.7		LAKESIDE 9.6	E620					8 01 A M
		633.3		KINGSTON 7.2	E610					
1 00 A M		640.5	D	MADILL 0.1	E603	YA	RD	RY		7 30 A M
Service between Madill and Ardmore rendered by extras		640.6		ARDMORE JUNCTION 24.4						Service between Madill and Ardmore rendered by extras
		665.0	D	ARDMORE (120.6) (108.0)	V665	YA	RD			
Arrive Daily	Arrive Daily								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, Sid., 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 11 30
	428.0		1.1 KENGLE	Z428		20		
	428.6		0.6 PRICE	Z429		147		
	432.0		3.4 SHIRK	Z432A		20		
5 25	433.6		1.6 FISHER	Z434	48	7		10 47
5 50	445.8	D	12.2 MANNFORD	Z448	108	7		10 31
6 05	455.4		9.8 TERLTON	Z455		24		10 18
	460.9		5.6 M.-K.-T. CROSSING		Interl	ocking		
6 25	481.5		0.8 HALLETT	Z462		40		10 03
6 42	489.3		7.8 CASEY	Z469	48			9 46
	471.6		2.3 A. T. & S. F. CROSSING		Interl	ocking		
7 15	478.0	D	6.4 PAWNEE	Z478	58	95		9 26
	479.7		1.7 A. T. & S. F. CROSSING		Interl	ocking		
7 30	485.5		5.8 LELA	Z485	49	8		9 11
7 40	490.6	D	5.1 MORRISON	Z491	48	57		9 01
7 53	497.1		8.6 SUMNER	Z497	48	23		8 48
	502.7		5.6 A. T. & S. F. CROSSING		Interl	ocking		
	508.7		8.0 A. T. & S. F. CROSSING		GA	TE		
8 20	508.8	D	0.1 PERRY	Z509	34	128		7 20
8 30	513.5		4.7 GANSEL	Z514	23			7 10
8 40	518.4	D	4.9 LUCIEN	Z518	40	49		6 59
8 58	526.7	D	8.3 COVINGTON	Z527	32	78		6 42
	533.3		6.6 A. T. & S. F. CROSSING		Interl	ocking		
9 10	534.0		0.7 FAIRMONT	Z534	48	24		6 27
9 23	538.7		4.7 SHEA	Z539	38			6 20
	543.0		4.3 A. T. & S. F. CROSSING					
9 35 PM	543.1	P	0.1 STEEN	K584				6 10 AM
10 20 PM	544.9	2S	1.8 ENID	K588	YA	RD	OGRT YCB	8 00 AM
Arrive Daily			(118.0) (119.7)					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, Std. Clock, Bulletin	SECOND CLASS	
637	631					Siding	Other		632	630
Leave Daily	Leave Daily Ex. Monday							Arrive Daily Except Sunday	Arrive Daily	
	A M 6 00	458.2		BEAUMONT	F458	YA	RD	Y	P M 4 00	
	6 30	470.9	D	LATHAM	K471	30			3 20	
	6 50	480.8	D	ATLANTA	K481		24		3 01	
	7 30	500.4	D	WINFIELD	K500	19	132		2 15	
		500.5		A. T. & S. F. CROSSING						
		501.0		A. T. & S. F. CROSSING			Interlocking			
	8 05	514.7	D	ARKANSAS CITY, KAN.	K515	YA	RD	ORYB	12 55	
	8 15	520.3		ERIE, OKLA.	K520		35		12 35	
	8 22	523.9		MIDDLETON	K524		21		12 28	
	8 35	529.9		PECKHAM	K530	40			12 15	
	10 00 ⁶³²	537.9	D	BLACKWELL	K538	28	288	Y	10 00 ⁶³¹	
		538.2		A. T. & S. F. CROSSING			GA	TE		
		538.9		A. T. & S. F. CROSSING						
	10 35	549.4		EDDY	K549		38		9 12	
	10 55	555.5	D	LAMONT	K555	34	45		8 56	
	11 10	560.3		SALT FORK	K560		32		8 43	
	11 30	566.9		HUNTER	K567	46	47		8 25	
		576.5		C. R. I. & P. CROSSING			GA	TE		
	11 55	577.0		BRECKINRIDGE	K577		40		7 59	
		583.8		A. T. & S. F. CROSSING			GA	TE		
P M 9 35	P M 12 25	583.9	P	STEEN	K584				7 40	A M 6 10
		585.0		C. R. I. & P. CROSSING			Interlocking			
10 20 P M	1 00 P M	585.7	2S	ENID	K586	YA	RD	OGRT YCB	7 30 A M	6 00 A M
Arrive Daily	Arrive Daily Ex. Monday			(127.5)					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	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. 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	685.7	2S	ENID 6.8	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 9.5	K597	35	27		6 30	6 30
6 05	6 05	606.7	D	AMES 11.5	K607	90	54		6 05	6 05
6 40	6 40	618.2	D	OKEENE 0.8	K618	36	93		5 35	5 35
		619.0		C. R. I. & P. CROSSING 10.4		GA	TE			
11 40	11 40	629.4	2S	SOUTHARD 3.8	K629	30	120		5 01	5 01
11 54	11 54	633.3		CARLETON 6.9	K633		59		1 02	1 02
12 15 ⁶⁶²	12 15 ⁶⁶⁴	640.2		EAGLE CITY 9.5	K640	42			12 15 ⁶⁶³	12 15 ⁶⁶¹
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 10.6	K668	47	125		10 45	10 45
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	2 10	680.6	D	CLINTON 9.4	K681	33	210	R	10 01	10 01
2 35	2 35	690.0		BESSIE 8.8	K690	53	174	Y	8 30	8 30
2 55	2 55	696.8	D	CORDELL 10.6	K697	29	132		8 15	8 15
3 20	3 20	707.4	D	ROCKY 8.4	K707	38	62		7 50	7 50
3 50	3 50	716.8	D	HOBART 0.1	K717	34	174	Y	7 25	7 25
		716.9		C. R. I. & P. CROSSING 5.4						
4 02	4 02	722.3		BABBS 7.2	K722		24		7 12	7 12
4 20	4 20	729.5	D	ROOSEVELT 4.5	K729	57	37		6 55	6 55
4 30	4 30	734.0		COLD SPRINGS 7.5	K734		20		6 45	6 45
4 45	4 45	741.5		MOUNTAIN PARK 2.6	K742	42	48		6 30	6 30
5 20 P M	5 20	744.1	D	SNYDER 0.0	G664	YA	RD	OR YCB	6 25	6 25 A M
		744.1		CHICKASHA SUB. CR. 3.8		GA	TE			
	5 30	748.0		TAYLOR 7.0	K748	36			6 01	
	5 45	755.0		MANITOU 4.4	K755		30		5 40	
	5 55	759.4		HINKLE 4.0	K759	36			5 30	
	6 05	763.4	D	FREDERICK 0.6	K763	36	288	Y	5 20	
		763.9		M.-K.-T. CROSSING 10.3						
	6 45 P M	774.2	D	DAVIDSON (188.2)	K774	YA	RD	CB	4 45 A M	
Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.								Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
663	661								662	664

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

WESTWARD

SOUTHWESTERN DIVISION — AVARD SUBDIVISION

EASTWARD

SL-SF Service Rendered by Extras

THIRD CLASS 1341 A. T. & S. F. No. 182	Distance from St. Lotts	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bullstn	THIRD CLASS 1340 A. T. & S. F. No. 181
					Siding	Other		
Leave Daily	Miles							Arrive Daily
A M 5 00	544.9	2S	ENID 3.2	K686	YA	RD	OGRT YCB	A M 11 45
5 15 A M	548.1	P	BLANTON 1.7	Z548				11 30 A M
	549.8		JONAH 4.7	Z550	48			
	554.5	D	CARRIER 8.3	Z555	58	17		
	562.8	D	GOLTRY 6.5	Z563	48	44		
	569.3	D	HELENA 5.1	Z569	49	44		
	574.4		McWILLIE 5.8	Z574		68		
	580.2		A. T. & S. F. CROSSING 0.3			GA	TE	
	580.5	D	CARMEN 8.1	Z581	52	49		
	588.6		DACOMA 6.4	Z589	51	43		
	596.0		HOPETON 6.9	Z595		44		
	601.9		AVARD	Z602	58	89	Y	
Arrive Daily			(57.0)					Leave Daily
1341								1340

SL-SF Service Rendered by Extras

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

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.

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.

SL-SF trains will use Southern Pacific track between S. P. 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, Fort Worth and will be governed by time table, rules and instructions of that line.

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

Trains and engines will use St. L. S. W. tracks between junction 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.

Missouri Pacific trains and engines will use S.L.-S.F. main track between MP 416-2 and MP 416-5, Fort Smith. Rule 93 will apply.

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.

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

Trains and engines will use both legs of wye and T. O. & E. main track to T.O.&E. MP 1-2, Valliant, and be governed by rules, time table and instructions of that line.

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.

Trains and engines will use L&A main track to L&A M. P. 3, Hope and will be governed by rules, time table and instructions of that line.

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.

	Miles Per Hour Freight
3. MAXIMUM SPEED.	
Cherokee Subdivision:	
Between Monett and Pierce City-North Track:	
Westward Trains	65
Eastward Trains	55
Between Monett and Pierce City-South Track.....	45
Between Pierce City and Tulsa:	
Westward Trains	65
Eastward Trains	55
Oklahoma Subdivision	55
Chickasha Subdivision:	
Between Oklahoma City and MP G-544-22.....	25
MP G-544-22 and MP G-692	49
G-692	35
G-711-10	49
G-711-10 Quanah.....	49
Q. A. & P. Ry. Co.	49
Creek and Sherman Subdivisions	55
Fort Worth Subdivision	49
Except between Carrollton and Irving	35
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	35
Except between Madill and Ardmore	20
Arkinda Subdivision:	
Between MP 559 and MP 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
Blackwell - Breckenridge	25
Breckenridge - Enid	30
Perry and Avar Subdivisions:	
Between Cherokee Yard and Shirk	30
Shirk MP Z-457-1	45
MP Z-457-1 Z-459-21.....	35
Z-459-21 Z-470-18.....	45
Z-470-18 Z-519-15.....	25
Z-519-15 Z-533-15.....	35
Z-533-15 Steen	45
Enid Blanton	30
Blanton Avar	25
Enid-Hobart Subdivision:	
Between Enid and Southard	25
Southard - Foley	30
Foley - Ewing	40
Ewing - Bessie	35
Bessie - Davidson	30

4. SPEED RESTRICTIONS.**CHEROKEE SUBDIVISION:**

Engine of westward trains North Track passing MP G-283-34	50
MP G-285-8 through turnouts both ends crossover.....	25
Pierce City:	
Through turnout end two main tracks	50
Through turnout Eastern Division Junction.....	25
Through turnouts all sidings except Seneca, Claremore and Garnett	25
Curves between.....MP G-292-27 and MP G-293	55
G-295-4 G-295-17.....	50
G-299 G-299-18.....	50
G-300-12 G-304-20.....	55
G-305-39 G-306-30.....	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
Curves between.....MP G-310-11 and MP G-310-21.....	45
G-311-37 G-313-5	50
G-313-38 G-314-14.....	55
Engine of westward trains passing MP G-329-20.....	60
Curves between.....MP G-337-12 and MP G-338	55
Todd, eastward trains through turnout, west end siding.....	30
Between MP G-359-20 and MP G-360-11 until engine over street crossings	30
Curves between.....MP G-364-11 and MP G-364-22.....	50
G-364-37 G-365-5	55
G-370-1 G-370-21.....	55
G-375-35 G-376-8	45
G-376-20 G-377-5	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
Curves between.....MP G-406-26 and MP G-406-35.....	50
G-408-38 G-411-35.....	50
Between MP G-413-10 and MP G-420-20 until engine over street crossings	25
Between MP G-420-20 and MP G-425-30	20
Train or engines entering main track from Tulsa Union Depot until engine over Elgin and Cheyenne Street crossings	5
17th Street—When using old westward main track or Yard lead until engine over street crossing	10
Between MP G-425-30 and MP G-426-16.....	10
Between MP G-426-16 and MP G-428-14.....	20
Trains arriving and departing R&D tracks Cherokee Yard until caboose is clear of slip switches.....	10
Through turnout and crossover MP G-428-27.....	25
Between MP G-428-31 and MP G-429-3 westward trains....	40
Between MP G-428-39 and MP G-429-35 on north track until engine through these limits	20
OKLAHOMA SUBDIVISION:	
Trains arriving and departing R&D tracks Cherokee Yard until caboose is clear of slip switches	10
Between MP G-423 and MP G-425-30	20
Train or engines entering main track from Tulsa Union Depot until engine over Elgin and Cheyenne Street crossings	5
17th Street—When using old westward main track or Yard lead until engine over street crossing	10
Between MP G-425-30 and MP G-426-16.....	10
Between MP G-426-16 and MP G-428-14.....	20
Through turnout and crossover MP G-428-27.....	25
Between MP G-428-31 and MP G-429-3 westward trains....	40
Between MP G-428-39 and MP G-429-35 on north track until engine through these limits	20
Norris, through turnout end two main tracks.....	50

4. SPEED RESTRICTIONS (Continued).

	Miles Per Hour Freight
Oma, through turnout end two main tracks.....	50
Both main tracks, curves between MP G-436-33 and MP G-437	50
Between MP G-437 and MP G-437-17.....	25
Between 3:30 p.m. and 6:30 a.m. first class trains move at restricted speed between MP G-437-9 and MP G-438-14 expecting to find main track occupied. Main track be- tween these points may be used without protection against first class trains. Trains must not be unneces- sarily delayed.	
Engine of eastward trains passing MP G-438-10.....	50
Curves between.....MP G-437-37 and MP G-439-35.....	50
G-441-4 G-442-24.....	50
Kellyville, through turnout both ends siding.....	25
Curves between.....MP G-447-34 and MP G-448-13.....	50
G-449-14 G-451-16.....	50
G-452-15 G-457-35.....	50
Bristow, through turnout both ends siding.....	25
Between MP G-458-20 and MP G-459-15 until engines over street crossings	20
Curves between.....MP G-461-28 and MP G-472-34.....	50
Between MP G-477-2 and MP G-477-29 until engine over street crossings	25
Curves between.....MP G-478-8 and MP G-479-14.....	50
G-481-25 G-482-1	50
Binkley, through turnout east end siding.....	25
Curves between.....MP G-483-3 and MP G-483-23.....	50
G-486-27 G-487-5	50
G-488-5 G-490-15.....	50
G-491-30 G-492-32.....	50
G-493-6 G-494-13.....	50
G-495-16 G-495-28.....	50
G-498-26 G-499-17.....	50
G-503-31 G-506-32.....	50
G-519-1 G-522-11.....	50
Jones, through turnout east end siding.....	25
Curves between.....MP G-530-22 and MP G-531-9	50
Between MP G-527-16 and MP G-532-18 until engine over street crossings	50
Grelg, through interlocking	45
Curves between.....MP G-536-15 and MP G-536-25.....	50
MP G-537-33 until engine over street crossing.....	25
Curves between.....MP G-538-21 and MP G-538-29.....	50
East Yard, through turnout east end drill track.....	25
MP G-539-6 until engine over street crossing.....	10
First class trains move at restricted speed between MP G-538-18 and MP G-539-27, 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:	
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-628-31 and MP G-631-20 until engine over street crossings	25
Between MP G-686-10 and MP G-687-17 until engine over street crossings	30
Mile G-688.1, through interlocking until engine over crossing	20

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

	Miles Per Hour Freight
Quanah, through interlocking	20
Curves between MP G-728-16 and MP G-728-25.....	20
Acme, through interlocking	20
Curves between MP G-745-21 and MP G-746-18.....	30
Between MP G-765-25 and MP G-766-24 until engine over street crossings	35
CREEK SUBDIVISION:	
Curves between MP E-437-6 and MP E-437-17	35
Between 3:30 p.m. and 6:30 a.m. first class trains move at restricted speed between MP E-437-9 and MP E-438-7 expecting to find main track occupied. Main track be- tween these points may be used without protection against first class trains. Trains must not be unneces- sarily delayed.	
Engine of northward trains passing MP E-437-32.....	40
Curves between MP E-438-7 and MP E-440-6	50
Kiefer, through turnout north end siding	25
Curves between MP E-457-25 and MP 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.	
Okmulgee, over Muskogee Branch crossing.....	40
Between MP E-468-20 and MP E-469-10 until engine over street crossings	25
Curves between MP E-471-12 and MP E-471-28	50
Schulter, through turnout south end siding	25
Curves between MP E-478-17 and MP 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 MP E-484-9 and MP 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 MP E-506-33 and MP 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 MP E-521-5 and MP E-521-26	50
Spaulding, through turnout both ends siding	25
Curves between MP E-529-7 and MP 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:	
KO&G crossing, MP EA-502-25, through interlocking.....	20
Muskogee:	
Between MP EA-505-24 and MP EA-508-15.....	12
Over Main Street crossing, MP EA-506	5
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 MP E-539-32 and MP 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

SOUTHWESTERN

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

Mile Z-471.6, interlocking, until engine over crossing ...	20
Mile Z-479.7, interlocking, until engine over crossing: Westward	20
Mile Z-502.7, interlocking, until engine over crossing....	20
Between MP Z-507-17 and MP Z-509-15.....	20
Mile Z-533.3, interlocking, until engine over crossing....	20
Between MP Z-542-8 and MP K-585-2, until engine through these limits	25
Between MP K-585-2 and MP K-586-6	10
Between MP K-586-6 and MP K587-24, until engine through these limits	25
Enid interlocking, until engine or lead car over cross- ing	20

Avard Subdivision:

Between MP K-585-2 and MP K-586-6	10
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
K-504 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 cross- ing	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	10
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	10
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
Over South Canadian River bridge K-652.8	25
Foley, southward trains and engines approach at re- stricted speed expecting to find spring switch oc- cupied.	
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 re- stricted 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 Streets	15
Between MP K-762-19 and MP K-764-6, until engine through these limits	10

MPH
Freight**5. OTHER SPEED RESTRICTIONS.**

MPH

On Subdivisions where maximum speed of freight trains is in excess of 45MPH, trains handling any of the following:

- (a) 40 or more cars of coal.
- (b) 20 or more cars of company chatt.
- (c) Loaded Ribbon Rail Cars.

Maximum speed of such trains 45

Trains handling:

Loaded Ribbon Rail cars restricted to 10 MPH below speed board markings on curves.

Partially loaded tank cars (contents less than 85% of gallon capacity) may be handled only in trains authorized by Chief Dispatcher, and must be handled near head end, with speed restricted to 10 MPH below speed board markings on curves.

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.

Troop trains handling mixed freight and passenger equipment, when any part of passenger equipment being handled behind freight equipment 45

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:

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, 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.

Company-owned Scale Test Cars equipped with two axles, moving on own wheels, must be moved only in local and extra trains and handled on rear end immediately ahead of caboose, preceded by at least one car having outside length not exceeding 54-ft. 8-in. unless otherwise instructed:

Company-owned Bull Dozers, Cranes, Tractor Ditchers and Scrapers, Dumpsters, Speed Swing, Track Cleaners, Motor Graders, Wheel Tractors with attachments, Rail Layers, or Shovels, loaded on cars, at intermediate stations, from point of loading to nearest terminal where car inspectors are on duty (when moving from terminals where car inspectors are on duty, will be handled without restrictions, unless otherwise instructed):

Cherokee, Oklahoma and Chickasha Subdivisions.....	30
Q. A. & P. Ry. Co.	30
Creek, Sherman and Fort Worth Subdivisions	30
Muskogee Branch	20
Fort 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 the above types will be handled on written instructions of Chief Dispatcher.	

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

	100 Ton or Lighter Derricks MPH	180 Ton Derricks 89024 89029 MPH	260 Ton Derricks 89021 89022 89025 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

5. OTHER SPEED RESTRICTIONS (Continued).

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

	100 Ton or Lighter Derricks MPH	160 Ton Derricks 99024 99029 MPH	250 Ton Derricks 99021 99022 99025 MPH
MP 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-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 G-745.2 and G-779.4, 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
Sherman Subdivision:			
Francis to Sherman	35	35	45
Fort Worth Subdivision:			
Sherman to Irving	35	25	25
Except over Bridges	25	10	10
No. Fort Worth to Fort Worth	15	10	10
Note: Over Bridges E-737.5 and E-739.2, separate 160 and 250 ton derricks from engine by 2 cars not exceeding 100,000 pounds gross weight.			
Ft. Smith Subdivision:			
Monett to Ft. Smith	25	20	20
Rogers to Bentonville	15	No	No
*Except over Bridges 388.8 and 410.6	25	10	10
Arthur Subdivision:			
Ft. Smith to Hugo	25	No	No
Jensen to Central	15	No	No
Hugo to Paris	25	20	20
Except over bridges	25	10	10
Arkinda Subdivision:			
Hope to Hugo	20	No	No
Ardmore Subdivision:			
Hugo to Lakeside	20	20	20
Except over Bridges	20	10	10
Madill to Ardmore	20	No	No
*Perry Subdivision:			
Cherokee Yard to Steen	25	20	20
Except over Bridges	20	10	10
Beaumont Subdivision:			
Beaumont to Enid	20	No	No
Enid-Hobart Subdivision:			
Enid to Davidson	20	No	No
Avard Subdivision:			
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-437-9
 ABS—MP G-437-9 to MP G-540-4 (Rule 510(a))
 ABS—MP E-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

Ft. Smith Subdivision
 Schaberg, MP 381-7 Northward trains

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

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

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

Two main tracks between East Tulsa and East Cherokee are signaled for traffic in both directions and designated as south track and north track.

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

Two main tracks between Oma and Sapulpa are signaled 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
 Tulsa, MP G-423-3, North Track..... East end MKT connection
 Tulsa, MP G-423-9, North Track..... West end A. T. & S. F. connection
 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
 Kiefer..... North end siding
 Butler..... North end siding
 Schuller..... 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.

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.

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

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.

Walkway Light 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.

Bridge alignment detector on Bridge G-629.9 and indicator located MP G-629-31, Lawton, indicator normally displays green indication for movement over bridge. When red indication or no light displayed train will stop short of bridge and know bridge is safe before passing over.

Release controlling northward stop signal located at MP V-623-22, Ardmore Subdivision, located near telephone in relay house Lakeside. Trains finding northward stop signal Lakeside displaying stop indication will communicate with dispatcher before operating release. After release operated if no conflicting movement, signal should immediately clear. If unable to communicate with dispatcher, after waiting five minutes, release may be operated.

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

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

Spring switch north end North Sherman yard equipped with electric light, green light permits movement on No. 2 track, yellow light permits movement to No. 1 track. When no light displayed, train or engine making facing point movement will stop, examine switch and see 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, Blanton, displaying stop indication will wait five minutes, then if no train is approaching, open switch and be governed by signal indication.

Block indicator located MP Z-546-19 governs movement to main track. Trains entering main track from west end of Avard siding, Enid, finding block indicator displaying stop indication, after waiting five minutes may proceed through the block when preceded by a flagman sufficient distance to insure full protection against opposing trains.

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

ATSF-T&P-MKT crossings, Tulsa, Mile G-423.0

Spring switches and take siding indicator for movement to ATSF and MKT connections. When take siding indication displayed, trainmen will line switches for connection after which home signal will display proceed indication for movement into connection.

Spring type derail located on Freight House track with light indicator. When light displayed on indicator, spring derail may be reversed and home signal will display proceed indication for westward movements. Eastward movements on Freight House track will not require hand operation of spring derail. If white light not displayed or home signal fails to display proceed indication, be governed by Rule 663.

FW&D Crossing, Quanah, West end yard

FW&D Crossing, Acme, Mile G-728.9

AUTOMATIC (Rules 663 and 664).

CRISP-A.T.S.F. Crossings, Greig, Mile G-535.8

CRISP Crossing Chickasha, Mile G-580.5

A.T.&S.F. Crossing, Mile G-688.1

CRISP Crossing, Holdenville, Mile E-519.6.

A.T.&S.F. Crossing, Ada, Mile E-547.7

MKT-StL-SW Crossing, Carrollton, Mile E-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

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

*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.

**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. Two Tracks	Against S.L.-S.F.Ry.
Oklahoma City Terminal Oil Mill Lead, Okla. City	C.R.I. & P.Ry. Two Tracks	Against S.L.-S.F.Ry.
Chickasha Subdivision:		
West Leg of Wye, Okla. City	C.R.I. & P.Ry. Two Tracks	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:		
E.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	Mo. Pac. Ry.	Against Mo. Pac. Ry.
Arthur Subdivision:		
416.7	K. C. S. Ry.	Against K. C. S. Ry.
417.0	Mo. Pac. Ry.	Against Mo. Pac. Ry.
431.7	T. & P. Ry.	Against T. & P. 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	T. & P. Ry.	Against T. & P. 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-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. (2 tracks)	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. (2 tracks)	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	Madill
Afton (Eastern Div. only)	Denison
Sapulpa	Sherman
East Yard to Oklahoma City	So. Sherman Jct. to MP E-651
Cyril	Irving
Lawton	North Ft. Worth to MKT Conn.
Snyder	Ft. Worth to Freight House
Altus	Muskogee Branch
Quanah	Seligman
Acme	Rogers
Floydada	Bentonville Branch
Butler to Okmulgee	Springdale
Henryetta	Efay to Fayette Jct.
Francis	Van Buren to Ft. Smith
Ada	Jenson

Mansfield Branch
Rock Island
Poteau
Good to Paris
Hugo
Durant
Madill to Ardmore
Idabel
Valliant
Arkco to Foreman
Ashdown
Hope
MP Z-432-15 to
Cherokee Yard
(Perry Sub.)
Perry
Steen to Enid

Beaumont to Latham
Winfield
Arkansas City
Blackwell
Okeene
Southard
Thomas
Custer City
Clinton
Bessie
Cordell
Hobart
Frederick
Davidson
Carmen
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.

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 5005, 5007 and 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.

HANDLING ENGINES IN TRAINS.

Diesel engines, 4 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.

14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

(Continued).

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 5005, 5007 and 5140-5152
- **5 Road—700, 800 series units and units 5005, 5007 and 5140-5152
- *6 Road units except 700, 800 series units.
- **1 Road—1 RD-SW—4 Road

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

NOTE: Term "road" refers to E8A, F9 (A&B), F-3 (A&B), F7 (A&B), FP-7-A, Alco freight (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 5005, 5007 and 5140-5152 may be combined to make a 2, 3, 4, or 5 unit engine.

900 series units may be combined with 700, 800 series units and units 5005, 5007 and 5140-5152 only in the following combination:

Number of 900 Series Units	Combination of 700, 800 series units and units 5005, 5007 and 5140-5152
1	3
2	2
3	None

Not more than three (3) 900 series units may be used in an engine consist.

900 series units may be operated only on the following territory:

Monett—Floydada	Tulsa—Enid
Sapulpa—Ft. Worth & Dallas	Lakeside—Hugo
Monett—Ft. Smith	Hugo—Paris

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.

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.

Rule 17(d) amended:

When a train is equipped with oscillating red light on rear and train is moving on two main tracks signaled 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.

15. GENERAL INSTRUCTIONS (Continued).

Rule 18(b) is cancelled.

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 signaled 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 Avarad

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 750, amended:

Where passenger train speed not shown in block signal limits, freight train speed will govern.

Rule 833, amended:

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

Rule 927, amended:

Third paragraph reading "When necessary, cars containing perishable or livestock will be brassed by train crew on line of road to avoid delay," is cancelled.

Train Order Form X, amended:

The following example added:

"(7) Extra 600 South handling restricted load(s)

CBQ 91899

Ara

ATSF 93300

Cuckoo

Dodo Bridges C59.4

C85.4

C96.8

SF 3900

Barbet

Fenfoot

Flamingo

UP 58290 NYC 48988 and NW 450

Ara

Curlew

Drongo

This form of order to be used when oversize and special shipment restrictions apply to cars moving in trains. Be governed by Special Instructions 17.

Both the Dispatcher and Operator must tabulate, as above.

15. GENERAL INSTRUCTIONS (Continued).

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.

Triple loads will not be handled in road movement 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.

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

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

Loaded TOFC cars, tri-level and bi-level cars handling automobiles, and flat cars containing transformers, lading easily susceptible to damage or high value, except in switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

Loaded TOFC cars and multi-level cars loaded with automobiles must not be kicked or dropped.

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.

Empty Ribbon Rail cars may be handled in regular trains without speed restrictions, but must be handled on rear of train.

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, employes 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.

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.

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

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
Enid	Oak Ave. (City tracks)
	Walnut Ave. (City tracks)
	Jefferson St. (4 north tracks)
	West Blackwell Ave.
Blackwell	9th Ave.
Winfield	Highway 62
Rogers, three crossings	Highway 71
Bentonville	Highway 71
Fayette Jct.	Highway 62
Fayetteville, PG track	Highway 45
Fenn	Highway 70
Curtin	Highway 32
Arkco Spur	Highway 32
Nekoosa - Edwards Spur	Highway 32
Hope	3rd St. and 6th St.
Paris	Bonham and Graham Sts.

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

15. GENERAL INSTRUCTIONS (Continued).

TRACK RESTRICTIONS.

Do not exceed 15 MPH when using Peabody Coal Company tracks MP G-381.

Garnett:

Do not exceed 10 MPH when using Standard Industries track. Engine must not be operated west of loading conveyor or over scale and cars must not be ridden past conveyor.

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.

16. PERMISSIBLE LOAD LIMITS.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
Monett - Oklahoma City.....	(i) 263,000	70.4
	(a) 315,000	
Oklahoma City - Quanah.....	(b) 263,000	53
Quanah - Floydada (via QA&P).....	(b) 263,000	53
Sapulpa - Denison.....	(b) (i) 263,000	63
	(c) 315,000	
Denison - Sherman.....	(i) 263,000	63
	(c) 315,000	
Sherman - Irving.....	(d) 263,000	56
Dallas - North Ft. Worth (via CRIP).....	(d) 263,000	53.8
North Ft. Worth - Ft. Worth.....	(b) 263,000	53.8
Northern Jct. - MP EA-470.....	263,000	62
MP EA-470 - Bacone.....	263,000	53.8
Bacone - Dills.....	(e) 177,000	45
Monett - Ft. Smith.....	(b) 263,000	53
Rogers - Bentonville.....	220,000	53
Ft. Smith - Hugo.....	(f) 235,000	53
Jenson - Central.....	220,000	53
Hugo - Paris.....	(b) 263,000	53
Hope - Hugo.....	220,000	45
Hugo - Lakeside.....	(b) 263,000	53
Madill - Ardmore.....	220,000	42.4
Cherokee Yard - Enid.....	(b) 263,000	53.8
Enid - Avard.....	(f) 230,000	53
Enid - Beaumont.....	(g) 235,000	53
Enid - Southard.....	(h) 263,000	53
Southard - Foley.....	220,000	53
Foley - Ewing.....	263,000	53
Ewing - Davidson.....	220,000	53

16. PERMISSIBLE LOAD LIMITS (Continued).

- (a) For cars having minimum length of 40-ft. equipped with two 4-wheel 125-ton trucks with wheel diameter of 38-in. or more.
- (b) 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.
- (c) For cars, of dimensions specified, having gross weight of 315,000 pounds equipped with two 4-wheel 125-ton trucks with minimum wheel diameter of 38-in. when approved by Chief Dispatcher.

Minimum Dimensions of Cars: Length—67 ft. 2½ in.
Center to Center of Axles—6 ft.
Center to Center of Trucks—
53 ft. 7 in.

Restricted to handling only in trains: 33 and 530.

Speed Restrictions: 20 MPH over bridges—

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

- (d) Except cars shorter than 42-ft. to be limited to 220,000 pounds.
- (e) 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 pound 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.

- (f) Except cars shorter than 49-ft. to be limited to 220,000 pounds. Cars with gross weight of 276,000 pounds may be handled between Santa Fe Jct. (MP K-586) and Blanton with maximum speed restricted to 15 MPH.
- (g) Except cars shorter than 49-ft. to be limited to 220,000 pounds. Cars with gross weights between 235,000 and 263,000 pounds may be handled between Arkansas City and Beaumont with maximum speed restricted to 25 MPH.
- (h) Except cars shorter than 40-ft. to be limited to 220,000 pounds. When handling cars with gross weight between 220,000 and 263,000 pounds restrict speed to maximum of 15 MPH between MP K-592 and MP K-616.
- (i) 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: 36, 130, 139, 438, 439 and Locals.

Between Tulsa and Oklahoma City only: 30 and 437.

Speed Restrictions: 50 MPH.

BETWEEN SAPULPA AND SHERMAN

Trains: 33, 430 and 530.

Speed Restrictions: 50 MPH.

Minimum Length of Car: 40-ft.

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

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.
E. Rose, Agent	Afton, Okla.
Vinita Jewelry Co.	Vinita, Okla.
M. L. Hardesty 1726 S. Southwest Blvd.	Tulsa, Okla.
Moody's Jewelers 6502 E. Admiral Pl.	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.
American Mutual Co. 10th & Pennsylvania Ave.	Oklahoma City, Okla.
Joiner's Jewelry 4431 S. E. 29th	Del City, Okla.
Tindel's Jewelry Co.	Chickasha, Okla.
Risner's Jewelry 110 N. Fifth	Chickasha, Okla.
Oliver Jewelry Co.	Lawton, Okla.
R. W. Reeves	Snyder, Okla.
Geo. Adams, Jr.	Quanah, Texas
M. L. Soloman	Floydada, Texas
Standard Jewelry Co.	Muskogee, Okla.
D. E. White Jeweler 203 W. Main	Oklmulgee, Okla.
Argus Chaffin	Francis, Okla.
O. G. Edgar 130 W. Main	Ada, Okla.
Toll Dickenson	Madill, Okla.
Gray's Jewelers	Denison, Texas
Melroe Tappan 102 N. Travis	Sherman, Texas
Wheeler's Jewelers 1708 8th Ave.	Ft. Worth, Texas
J. B. Riddle 1010-A Jennings	Ft. Worth, Texas
John Fink Jewelry Co. 701 Garrison Ave.	Ft. Smith, Ark.
Beebe's Jewelry 8 East Central St.	Fayetteville, Ark.
Swift'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.

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				
Lige	668.2	2	G-668	East
Eagle-Picher	700.1	5	G-700	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	E-682	South
Hebron	694.8	18	E-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
Perry Subdivision:				
Callahan	525.3	40	Z-525	Both
Etna	536.6	8	Z-537	Both
Beaumont Subdivision:				
Bender	525.8	20	K-526	Both
Grainville	534.2	11	K-534	South
Enid-Hobart Subdivision:				
Piper	613.5	20	K-613	Both
Darrow	623.0	14	K-623	North
Gyp	627.1	11	K-627	Both
Cody	652.0	17	K-652	North
Fransen	683.5	19	K-683	Both
Svoboda	740.6	4	K-741	North

17. OVERSIZE AND SPECIAL SHIPMENT RESTRICTIONS.

Following code words are authorized for use in train orders involving movement of oversize and special shipment, and when so used train men and engine men will be governed by restriction shown as applicable thereto:

CODE WORD	RESTRICTION APPLICABLE
ARA	Load will not clear man on side of engine or car. Give careful handling in yards and passing other equipment.
AUK	Give careful handling at turnouts, crossovers and other sharp curves on yard, interchange or industry tracks. Load may not clear man on side of car or engine when on curved track.
BABBLER	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.
BARBET	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.
BUFFLE	When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.
BULBUL	Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.
CUCKOO	Dimensions of this load are such it possibly may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved by train on adjacent track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
CURLEW	Dimensions of this load are such it possibly may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent curved tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved by train on adjacent curved track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
DODO	Train must stop before oversize load reaches bridge or other obstruction, position of load must be observed and approved, and load then moved past obstruction at 5 MPH or less under close observation, prepared to stop instantly.
DRONGO	Restrict speed to 15 MPH below speed board markings on curves.
FENFOOT	Do not switch detached from motive power or other equipment, or permit other cars to be kicked or dropped against this car.
FLAMINGO	Movement of this load must be watched closely and if any indication of shifting or any other irregularity in handling, see properly protected.

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

**ALERT TODAY . . .
ALIVE TOMORROW**

18. TABLE OF SPEEDS.

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

19. 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.

20. 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
4-8		SW	13	No	25	16	42
A.T.&N. 11		SW	13	No	20	19.1	44
A.T.&N. 101-111		RD-SW	34	No	50	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
700-732	GP-35	FRT.	52	No	70	41.4	115
800-831	U-25	FRT.	52	No	70		115
900-913	SD-45	FRT.	82	No	70		170
2006-2022	E8-A	PASS.	27	Yes	85		151
5002, 5006 & 5012	F3-A	FRT.	42	No	65		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
5100-5105	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
5301-5310	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).

**900 series units may be operated only on territory listed in Special Instructions 14.