

SURGEONS

The following surgeons are available for emergency consultation at the points indicated.

| | |
|---|---|
| Ollie McBride, M. D. Ada | F. E. Lumpkin, Jr., M. D. Irving |
| David C. Ramsey, M. D. Ada | H. C. Smith, M. D. Lawton |
| Richard M. Taliadro, M. D. Ada | John Milton Perry, Jr., M. D. Madill |
| R. S. Srigley, M. D. Altus | Frank T. Kerr, M. D. Monett |
| A. W. Haddox, M. D. Antlers | Robert R. Donley, M. D. Monett |
| Norman W. Peacock, Jr., M. D. Ashdown | John E. Horn, M. D. Muskogee |
| George C. Meek, M. D. Arkansas City | James Robert Carter, M. D. Neosho |
| Bruce G. Smith, M. D. Arkansas City | Roy Evans Kenney, M. D. Neosho |
| L. W. Ghormley, M. D. Blackwell | Leo T. Taylor, M. D. Neosho |
| Wm. E. Jones, M. D. Bristow | C. H. Williams, M. D. Okenee |
| Walter L. Fiegel, M. D. Carrollton | C. M. O'Leary, M. D. Oklahoma City |
| B. B. McDougal, M. D. Chickasha | Dick Lowry, M. D. (O) Oklahoma City |
| W. D. Anderson, M. D. Claremore | M. B. Glismann, M. D. Oklahoma City |
| Ross Deputy, M. D. Clinton | John Clymer, M. D. Oklahoma City |
| Ralph Simon, M. D. Clinton | J. P. Meyers, M. D. Okmulgee |
| Lawrence G. Livingston, M. D. Cordell | A. L. Buell, M. D. Okmulgee |
| Jerry H. Hinnant, M. D. Dallas | H. B. Powell, M. D. Okmulgee |
| William H. Brown, M. D. Denison | G. L. Tracewell, M. D. (O) Okmulgee |
| W. K. Haynie, M. D. Durant | Earl D. Bellamy, M. D. (O) Paris |
| A. F. Dougan, M. D. (O) Enid | D. R. Lewis, M. D. Paris |
| G. T. Ross, M. D. Enid | C. H. Haddox, M. D. Pawnee |
| Earl M. Robinson, M. D. Enid | R. D. Hargrove, M. D. Pawnee |
| David Carson, M. D. Fairland | H. L. Ratliff, M. D. Pawnee |
| M. F. McAllister, M. D. (O) Fayetteville | A. M. Evans, M. D. Perry |
| V. O. Lesh, M. D. Fayetteville | E. M. Woodson, M. D. Poteau |
| Wm. J. Butt, M. D. Fayetteville | R. L. Salkeld, M. D. Quanah |
| R. E. Lesh, M. D. Fayetteville | G. D. Warren, M. D. Rogers |
| Thos. P. Foltz, M. D. Ft. Smith | Louis A. Martin, M. D. Sapulpa |
| M. B. Hoge, M. D. Ft. Smith | Tom E. Miller, M. D. Sherman |
| Dr. Stanley R. McEwen (O) Ft. Smith | Thomas R. Shea, M. D. (O) Sherman |
| Dr. E. C. Moulton, Jr. (O) Ft. Smith | E. A. Allgood, M. D. Snyder |
| F. L. Snyder, M. D. Ft. Worth | Friedman Siseo, M. D. Springdale |
| Cooper M. Conner, M. D. Ft. Worth | Wm. I. Jones, M. D. Stroud |
| J. Robert Harris, M. D. (O) Ft. Worth | B. T. Brundage, M. D. Thomas |
| R. E. Snyder, M. D. Ft. Worth | Glass-Nelson Clinic Tulsa |
| Erwin G. Pink, M. D. Frisco | Hugh Evans, M. D. (O) Tulsa |
| C. E. Smith, M. D. Henryetta | Thomas L. Ozment, M. D. (O) Tulsa |
| Marion W. Mahone, M. D. Hobart | D. H. Olson, M. D. Vinita |
| Ralph S. Pheelan, M. D. Hobart | Robert B. White, M. D. Winfield |
| Jim McKenzie, M. D. Hope | L. R. Kaufman, M. D. Winfield |

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LEARN AND USE . . .

SAFE WORK HABITS

St. Louis-San Francisco Railway Company

SOUTHWESTERN DIVISION
and
Quanah, Acme & Pacific Railway Co.

TIME TABLE No. 48

EFFECTIVE

Sunday, February 2, 1969

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.

2

...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.



Chief Transportation Officer

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..... | Cherokee Yard |
| S. F. Billings..... | General Car Foreman..... | Cherokee Yard |
| J. F. Lynch..... | General Car Foreman..... | Ft. Smith |
| J. T. Martin..... | Genl. Loco. Foreman..... | Cherokee Yard |
| T. M. Mabon..... | Asst. Superintendent..... | Ft. Smith |
| G. E. Chapman..... | Road Foreman of Equip..... | Cherokee Yard |
| E. C. Kerby..... | Road Foreman of Equip..... | Cherokee Yard |
| F. A. Peebles..... | Road Foreman of Equip..... | Sherman |
| T. S. Sullivan..... | Trainmaster..... | Ada |
| L. T. Ables..... | Trainmaster..... | Cherokee Yard |
| W. H. Hulsey..... | Trainmaster..... | Enid |
| C. C. Stephenson..... | Asst. Trainmaster - Genl. Agt..... | Enid |
| W. R. Wallace..... | Trainmaster - Genl. Agt..... | Ft. Worth |
| J. W. Dollar..... | Trainmaster - Genl. Agt..... | Ft. Smith |
| C. E. Hurt..... | Trainmaster - Mechanical Foreman..... | Quanah |
| George Adams, Jr..... | Asst. Trainmaster..... | Quanah |
| J. A. Brooks..... | Asst. Trainmaster..... | Hugo |
| R. M. Hardwicke..... | Asst. Trainmaster..... | Irving |
| H. O. Buzbee..... | Chief Dispatcher..... | Springfield |
| J. L. Agee..... | Supvr. of Safety & Fire Prev..... | Cherokee Yard |
| R. K. Sheridan..... | Supvr. of Safety & Fire Prev..... | Cherokee Yard |

TULSA TERMINAL

| | | |
|---------------------|------------------------------|---------------|
| W. T. Bryan..... | Superintendent..... | Cherokee Yard |
| L. E. Eldredge..... | Trainmaster..... | Cherokee Yard |
| F. Lance..... | Trainmaster - Genl. Agt..... | Cherokee Yard |
| C. L. Mallonee..... | Trainmaster..... | Cherokee Yard |
| G. S. Pollard..... | Trainmaster..... | Cherokee Yard |
| J. J. Conrey..... | Asst. Trainmaster..... | Cherokee Yard |

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.

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

Creek Subdivision trains originating 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.

Fort Worth Subdivision Southward trains will not require clearance at Tower 16 except when train order signal displays stop indication.

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 Fayetteville.

Ft. Smith Subdivision trains originating at Ft. Smith will not require clearance. Regular trains may be authorized by clearance at Van Buren.

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.

Regular trains may be authorized by clearance at Winfield.

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.

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 Avarad Subdivisions, Perry and Beaumont Subdivision trains will register at telegraph office, Enid.

(Continued on page 19)

WESTWARD

SOUTHWESTERN DIVISION — CHEROKEE SUBDIVISION

| THIRD CLASS | SECOND CLASS | | | | | | | | | Distance from St. Louis Miles | STATIONS | Communicating Office | |
|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------------------------|---|----------------------|-----|
| | 441 | 37 | 331 | 139 | 39 | BTX | 337 | 137 | 437 | | | | QLA |
| Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| AM 6 10 | PM 11 10 | PM 4 00 | | PM 4 00 | PM 12 45 | AM 2 30 | | AM 2 30 | AM 2 15 | 282.0 | Two Main Tracks | MONETT | DN |
| | | 4 15 PM | | | | 2 40 AM | | | | 286.9 | | PIERCE CITY | D |
| | | | | | | | | | | 297.2 | RITCHIEY | | |
| | | | | | | | | | | 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 | | |
| | | | PM 4 00 | | | | | AM 3 30 | | 348.1 | AFTON | D | |
| | | | | | | | | | | 353.6 | TODD | | |
| | | | | | | | | | | 359.7 | M.-K.-T. CROSSING | | |
| | | | | | | | | | | 359.7 | VINITA | D | |
| | | | | | | | | | | 368.7 | WHITE OAK | D | |
| | | | | | | | | | | 374.0 | CATALE | | |
| | | | | | | | | | | 376.1 | CHELSEA | D | |
| | | | | | | | | | | 384.8 | BUSHYHEAD | | |
| | | | | | | | | | | 391.6 | SEQUOYAH | | |
| | | | | | | | | | | 396.4 | DEGROAT | | |
| | | | | | | | | | | 397.0 | M. P. CROSSING | | |
| | | | | | | | | | | 397.8 | CLAREMORE | D | |
| | | | | | | | | | | 404.3 | VERDIGRIS | | |
| | | | | | | | | | | 409.1 | CATOOSA | | |
| | | | | | | | | | | 412.6 | TIGER | | |
| | | | | | | | | | | 414.0 | GARNETT | | |
| | | | | | | | | | | 417.0 | DOUGLAS | | |
| | | | | | | | | | | 418.7 | DAWSON | | |
| | | | | | | | | | | 420.4 | EAST TULSA | | |
| | | | | | | | | | | 423.0 | A. T. & S. F. CR. T. P.-M.-K.-T. CR. | | |
| PM 2 20 | AM 3 01 | | 7 00 PM | 7 3 PM | 4 45 PM | | 6 30 AM | 6 10 AM | 5 35 AM | 426.9 | Two Main Tracks | CHEROKEE YARD | DN |
| Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (144.9) | |
| 441 | 37 | 331 | 139 | 39 | BTX | 337 | 137 | 437 | QLA | | | | |

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 Cars Feet | Other | | 30 | 330 | OBX | 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 |
| 282 | MONETT 4.9 | YA | RD | RTY CBO | AM | AM | AM | | PM | AM | AM | PM | PM | |
| 8 15 | | | | | 6 30 | 11 30 | | 6 45 | 12 01 AM | 4 00 AM | | 11 50 | 3 00 PM | |
| G287 | PIERCE CITY 10.3 | | 219 | | | 6 10 AM | | | | | | 11 30 PM | | |
| G297 | RITCHEY 4.8 | 120 | 6036 | 29 | | | | | | | | | | |
| G302 | GRANBY 8.6 | | | 17 | | | | | | | | | | |
| G309 | JEFF 0.7 | 120 | 6032 | | | | | | | | | | | |
| | K. C. S. CROSSING 0.6 | Interlocking | | | | | | | | | | | | |
| G310 | NEOSHO 9.4 | 99 | 4995 | 69 | R | | | | | | | | | |
| G319 | RACINE 8.2 | 120 | 6017 | 10 | | | | | | | | | | |
| G325 | SENECA, MO. 7.6 | 53 | 2693 | 76 | | | | | | | | | | |
| G333 | WYANDOTTE, OKLA. 7.7 | 142 | 7131 | 10 | | | | | | | | | | |
| G341 | FAIRLAND 8.4 | 136 | 6890 | 63 | | | | | | | | | | |
| G347 | KAHOGA 1.1 | 120 | 6027 | | | | | | | | | | | |
| G348 | AFTON 6.6 | YA | RD | YCB | | | PM 3 30 | | | | | AM 1 00 AM | | |
| G364 | TODD 8.1 | 126 | 6299 | 8 | | | | | | | | | | |
| | M.-K.-T. CROSSING 0.0 | Interlocking | | | | | | | | | | | | |
| G360 | VINITA 7.0 | 157 | 7874 | 174 | RY | | | | | | | | | |
| G367 | WHITE OAK 7.3 | 121 | 6064 | 162 | | | | | | | | | | |
| G374 | CATALE 6.1 | 123 | 6174 | 93 | | | | | | | | | | |
| G379 | CHELSEA 6.7 | 102 | 5108 | 148 | | | | | | | | | | |
| G385 | BUSHYHEAD 6.8 | 134 | 6733 | 18 | | | | | | | | | | |
| G392 | SEQUOYAH 4.8 | 97 | 4860 | 20 | | | | | | | | | | |
| G398 | DEGROAT 0.6 | 134 | 6727 | | | | | | | | | | | |
| | M. P. CROSSING 0.8 | Interlocking | | | | | | | | | | | | |
| G398 | CLAREMORE 6.7 | | | 182 | R | | | | | | | | | |
| G404 | VERDIGRIS 4.8 | 124 | 6236 | 29 | | | | | | | | | | |
| G409 | CATOOSA 3.6 | 95 | 4794 | 26 | | | | | | | | | | |
| G412 | TIGER 1.4 | 118 | 5942 | | Y | | | | | | | | | |
| G414 | GARNETT 3.0 | 74 | 3747 | 370 | | | | | | | | | | |
| | DOUGLAS 1.7 | | | 77 | | | | | | | | | | |
| | DAWSON 1.7 | | | 71 | Y | | | | | | | | | |
| | EAST TULSA 2.6 | Interlocking | | | | | | | | | | | | |
| | A. T. & S. F. CR. T.P.-M.-K.-T. CR. | | | | | | | | | | | | | |
| G428 | CHEROKEE YARD 3.9 | YA | RD | RTY CBO | 3 00 AM | | 6 30 AM | 12 30 PM | 2 45 PM | 8 00 PM | 9 30 PM | 10 15 PM | 6 00 AM | |
| | (144.9) | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | |
| | | | | | 30 | 330 | OBX | 130 | 34 | 438 | 36 | 38 | 332 | 440 |

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

WESTWARD

SOUTHWESTERN DIVISION — OKLAHOMA SUBDIVISION

| THIRD CLASS | | Second Class | Distance from St. Louis | Communicating Office | STATIONS | Fuel, Water, Turn Table, Wye, Sid. Check, Bulletin | FIRST CLASS | | | | | | |
|----------------------------|-----------------|--------------|-------------------------|-----------------------------|------------|--|-------------|---------|---------|---------|---------------------|-----|----|
| 445 | 531 | | | | | | 539 | 537 | QLA | 37 | 437 | QSF | 39 |
| Leave Daily Ex. Sunday A M | Leave Daily A M | Miles | | | Freight | Freight | Freight | Freight | Freight | Freight | Freight | | |
| 6 00 | 12 30 | 426.9 | DN | CHEROKEE YARD | | | | | | | | | |
| | | 430.5 | | 3.6 NORRIS | | | | | | | | | |
| | | 435.5 | | 5.0 OMA | | | | | | | | | |
| | | | | 1.7 SAPULPA | | | | | | | | | |
| 6 25 | 12 59 | 437.2 | D | 8.4 KELLYVILLE | Y | 3 55 | 7 55 | 9 25 | 9 50 | 11 10 | 11 25 | | |
| 6 33 | | 445.8 | | 13.4 BRISTOW | | 4 06 | 8 05 | 9 35 | | | 11 36 | | |
| 6 45 | | 459.0 | D | 7.6 DEPEW | RY | 4 27 | 8 20 | 9 50 | | | 11 56 | | |
| 7 05 | | 468.6 | | 10.9 STROUD | | 4 39 | 8 28 | 9 58 | | | 12 05 | | |
| 7 24 | | 477.5 | D | 5.6 BINKLEY | | 4 52 | 8 42 | 10 12 | | | 12 20 | | |
| 7 31 | | 483.0 | P | 2.4 DAVENPORT | | 4 59 ⁴³⁴ | 8 50 | 10 20 | | | 12 27 | | |
| 7 35 | | 485.4 | | 8.5 CHANDLER | | 5 02 | 8 53 | 10 23 | | | 12 30 | | |
| 8 01 | | 493.9 | D | 4.1 GOW | | 5 13 | 9 01 | 10 32 | | | 12 41 | | |
| 8 07 | | 498.0 | P | 11.8 HIBSAW | | 5 19 | 9 08 | 10 37 | | | 12 47 | | |
| 8 46 | | 509.8 | P | 14.4 JONES | | 5 34 | 9 22 | 10 51 | | | 1 02 | | |
| 9 25 | | 524.2 | | 5.9 MUNGER | | 5 52 | 9 38 | 11 07 | | | 1 20 ⁴⁴⁴ | | |
| | | 530.1 | P | 5.5 GREIG | | 6 01 | 9 45 | 11 14 | | | 1 29 | | |
| | | 535.6 | | 0.2 C. R. I. & P. CROSS. | | 6 09 | 9 53 | 11 20 | | | 1 37 | | |
| | | 535.8 | | A. T. & S. F. CROSS. | | | | | | | | | |
| 10 00 | | 539.5 | DN | 3.7 OKLAHOMA CITY | RTY CBO | 6 25 | 10 03 | 11 30 | | | 1 50 | | |
| Arrive Daily Ex. Sunday | Arrive Daily | | | (112.6) | | A M | A M | A M | | | P M | | |
| 445 | 531 | | | | | 539 | 537 | QLA | 37 | 437 | QSF | 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 Cars Feet | Other | 530 | 434 | 34 | 38 | 430 | 30 | 444 |
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday |
| G428 | CHEROKEE YARD 3.6 | YA | RD | A M 1 30 | A M 6 45 | A M 10 00 | P M 3 00 | P M 7 00 | P M 11 00 | P M 6 30 |
| G436 | NORRIS 6.0 | | | | | | | | | |
| | OMA 1.7 | | | | | | | | | |
| G438 | SAPULPA 8.4 | YA | RD | 12 35 A M | 5 55 | 8 58 A M | 1 50 P M | 5 15 P M | 10 15 | 5 45 |
| G446 | KELLYVILLE 13.4 | 91 4559 | 25 | | 5 44 | | | | 10 05 | 5 05 |
| G459 | BRISTOW 7.6 | 148 7413 | 225 | | 5 27 | | | | 9 45 | 4 45 |
| G467 | DEFEW 10.9 | 63 3184 | 82 | | 5 17 | | | | 9 35 | 4 20 |
| G478 | STROUD 5.6 | 76 3825 | 174 | | 5 04 | | | | 9 21 | 4 01 |
| G483 | BINKLEY 2.4 | 110 5516 | 9 | | 4 59 ⁵³⁰ | | | | 9 13 | |
| G485 | DAVENPORT 8.5 | | 24 | | | | | | | |
| G494 | CHANDLER 4.1 | 44 2237 | 126 | | 4 43 | | | | 8 58 | 2 25 |
| G498 | GOW 11.8 | 97 4873 | | | 4 37 | | | | 8 53 | 2 01 |
| G510 | HIBSAW 14.4 | 126 6323 | | | 4 22 | | | | 8 38 | 1 45 |
| G524 | JONES 5.9 | 80 4032 | 13 | | 4 05 | | | | 8 21 | OSF 1 20 |
| G530 | MUNGER 5.7 | 73 3687 | | | 3 58 | | | | 8 14 | 1 01 |
| G536 | GREIG 0.2 | | 38 | | | | | | | 12 53 |
| | C. R. I. & P. CROSS. A. T. & S. F. CROSS. 3.7 | | Interlocking | | | | | | | |
| G540 | OKLAHOMA CITY | YA | RD | | 3 45 A M | | | | 8 00 P M | 12 45 P M |
| | (112.6) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
| | | | | 530 | 434 | 34 | 38 | 430 | 30 | 444 |

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

WESTWARD

SOUTHWESTERN DIVISION — CHICKASHA SUBDIVISION

EASTWARD

| SECOND CLASS | | | Station Number | Distance from St. Louis Miles | Communicating Office | STATIONS | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | Track Capacity | | SECOND CLASS | | | |
|-------------------------|--------------------|---------------------|----------------|-------------------------------|----------------------|------------------------|--|------------------|--------------|----------------------------|---------------------------|--------------------|--------------|
| 31 | QSF | QLA | | | | | | Siding Cars Feet | Other | 36 | 32 | 434 | |
| Leave Daily Except Sat. | Leave Daily | Leave Daily | | | | | | | Arrive Daily | Arrive Daily Except Sunday | Arrive Daily | | |
| P M 9 30 | P M 1 55 | A M 11 30 | G540 | 639.5 | DN | OKLAHOMA CITY | RTY CBO | YA | RD | P M 1 45 | P M 6 30 | A M 3 45 | |
| | | | | 542.8 | | A. T. & S. F. CROSSING | | GA | TE | | | | |
| 10 15 | 2 06 | 11 41 | G545 | 546.3 | P | LILLARD PARK | | YA | RD | 1 25 | 4 13 | 3 17 | |
| 11 00 | 2 13 | 11 46 | G549 | 549.3 | | WHEATLAND | | 39 1982 | 20 | 1 18 | 4 03 | 3 10 | |
| 11 07 | 2 20 | 11 52 P M | G554 | 553.9 | | MUSTANG | | 85 4293 | 24 | 1 10 | 3 53 | 3 02 | |
| 11 30 | 2 32 | 12 03 | G563 | 562.8 | D | TUTTLE | | 30 1518 | 45 | 12 57 | 3 33 | 2 50 | |
| 11 40 | 2 40 | 12 09 | G567 | 567.5 | P | SOONER | | 102 5108 | | 12 50 | 3 21 | 2 42 | |
| 11 50 | 2 48 | 12 15 | G573 | 572.7 | | AMBER | | | 35 | 12 40 | 3 13 | 2 32 | |
| | | | | 580.5 | | C. R. I. & P. CROSSING | | | Interlocking | | | | |
| A M | | | | | | | | | | | | | |
| 12 30 | 2 58 ³² | 12 27 ³⁶ | G581 | 580.8 | D | CHICKASHA | | 43 2197 | 139 | QLA 12 27 | QSF 2 58 | 2 20 | |
| 12 40 | 3 07 | 12 35 | G587 | 586.9 | | NORGE | | 34 1745 | | 12 01 P M | 2 35 | 2 08 | |
| 1 01 | 3 24 | 12 52 | G600 | 599.5 | | CEMENT | | 37 1856 | 15 | 11 44 | 2 19 | 1 50 | |
| 1 40 ⁴⁸⁴ | 3 31 | 1 01 ³² | G605 | 605.0 | D | CYRIL | | 41 2056 | 211 | 11 35 | QLA 1 01 P M | 1 40 ⁸¹ | |
| 1 50 | 3 38 | 1 09 | G611 | 610.6 | | FLETCHER | | 89 4459 | 28 | 10 55 | 11 48 | 1 25 | |
| 2 00 | 3 44 | 1 14 | G615 | 614.6 | | ELGIN | | 31 1597 | 28 | 10 47 | 11 43 | 1 19 | |
| 2 15 | 3 58 | 1 27 | G626 | 625.5 | | FORT SILL | Y | 39 1954 | 76 | 10 30 | 11 25 | 1 04 | |
| | | | | 629.7 | | C. R. I. & P. CROSSING | | | GA | TE | | | |
| 2 30 | 4 06 | 1 33 | G630 | 630.2 | D | LAWTON | RY CB | | YA | RD | 10 20 | 11 19 | 12 56 |
| 2 50 | 4 15 | 1 42 | G637 | 636.7 | P | TAUPA | | 31 1579 | | 10 00 | 10 49 | 12 46 | |
| 2 59 | 4 25 | 1 51 | G644 | 643.9 | | CACHE | | 88 4445 | 35 | 9 47 | 10 40 | 12 36 | |
| 3 09 | 4 35 | 2 01 | G652 | 652.0 | | INDIAHOMA | | | 35 | 9 35 | 10 30 | 12 25 | |
| 3 17 | 4 43 | 2 09 | G658 | 658.2 | P | ODETTA | | 31 1586 | | 9 26 | 10 22 | 12 16 | |
| | | | | 664.1 | | ENID-HOBART SUB. CR. | | | GA | TE | | | |
| 3 25 | 4 52 | 2 17 | G664 | 664.4 | D | SNYDER | RYC | | YA | RD | 9 17 | 10 14 | 12 08 A M |
| 3 50 | 5 07 | 2 32 | G676 | 676.0 | | HEADRICK | | 41 2069 | 23 | 9 00 | 9 54 | 11 55 | |
| 4 01 | 5 16 | 2 41 | G683 | 682.7 | P | HIGHTOWER | | 31 1585 | | 8 50 | 9 44 | 11 46 | |
| | | | | 686.6 | | M.-K.-T. CROSSING | | | GA | TE | | | |
| 4 11 | 5 24 | 2 48 | G687 | 687.2 | D | ALTUS | | 33 1695 | YARD | 8 40 | 9 34 | 11 40 | |
| | | | | 688.1 | | A. T. & S. F. CROSSING | | | Interlocking | | | | |
| 4 24 | 5 37 | 3 01 | G695 | 695.5 | | OLUSTEE | | 31 1573 | 44 | 8 25 | 9 14 | 11 27 | |
| 4 36 | 5 49 | 3 13 | G703 | 702.7 | P | CRETA | | 31 1587 | | 8 15 | 8 59 | 11 16 | |
| 4 46 | 6 01 | 3 25 | G709 | 709.4 | | ELDORADO, OKLA. | | 31 1585 | 116 | 8 06 | 8 50 | 11 05 | |
| | | | G716 | 716.2 | P | RED RIVER | | | | | | | |
| 4 58 | 6 13 | 3 37 | G717 | 717.1 | | CARNES, TEX. | | 40 2017 | | 7 55 | 8 40 | 10 54 | |
| 5 10 A M | 6 45 P M | 3 47 P M | G723 | 723.3 | DN | QUANAH | RYC BO | | YA | RD | 7 45 A M | 8 30 A M | 10 45 P M |
| Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | | | | (183.8) | | | | Leave Daily | Leave Daily Except Sunday | Leave Daily | |
| 31 | QSF | QLA | | | | | | | | 36 | 32 | 434 | |

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, Wye, Sid. Clock, Bulletin | SECOND CLASS | |
|---------------------|--------------|-------------------------|----------------------|-----------------------------|----------------|------------------|-------|--|--------------|--------------|
| QSF | QLA | | | | | Siding Cars Feet | Other | | 434 | 36 |
| Leave Daily | Leave Daily | Miles | | | | | | Arrive Daily | Arrive Daily | |
| P M 7 00 | P M 3 55 | 723.3 | DN | QUANAH 5.6 | G723 | 66 3339 | YARD | RY CBO | P M 10 45 | A M 3 30 |
| 7 09 | 4 04 | 723.8 | D | ACME 0.1 | G729 | 31 1561 | YARD | | 10 30 | 1 55 |
| | | 728.9 | | F. W. & D. CROSSING 10.2 | | Interlocking | | | | |
| 7 23 | 4 18 | 739.1 | P | LAZARE 13.9 | G739 | 31 1580 | | | 10 17 | 1 41 |
| 7 42 | 4 37 | 753.0 | P | SWEARINGEN 13.1 | G753 | 94 4748 | | | 10 01 | 1 21 |
| 8 00 | 4 55 | 766.1 | D | PADUCAH 10.2 | G766 | 46 2320 | 150 | | 9 41 | 1 04 |
| 8 20 | 5 09 | 776.3 | P | NARCISSE 10.4 | G776 | 81 4062 | | | 9 28 | 12 49 |
| 8 34 | 5 23 | 786.7 | P | SUMMIT 5.6 | G787 | 43 2161 | | | 9 15 | 12 35 |
| 8 42 | 5 31 | 792.3 | | RUSSELLVILLE 10.4 | G792 | 28 1422 | | | 9 08 | 12 27 |
| 8 56 ⁴³⁴ | 5 45 | 802.7 | D | ROARING SPRINGS 8.0 | G803 | 81 4076 | 45 | | QSF 8 56 | 12 12 |
| 9 06 | 5 55 | 810.7 | | MAC BAIN 7.8 | G811 | 30 1528 | | | 8 30 | 12 01 A M |
| 9 18 | 6 07 | 818.6 | P | DOUGHERTY 6.8 | G819 | 56 2839 | 93 | | 8 19 | 11 50 |
| 9 27 | 6 16 | 825.3 | | BOOTHE SPUR 7.8 | G825 | 16 841 | 43 | | 8 10 | 11 41 |
| 10 00 P M | 7 00 P M | 833.2 | DN | FLOYDADA | G833 | 26 1329 | YARD | R YO | 8 00 P M | 11 30 P M |
| Arrive Daily | Arrive Daily | | | (109.9) | | | | | Leave Daily | Leave Daily |
| QSF | QLA | | | | | | | | 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. Check, Bulletin | SECOND CLASS | | | | | | |
| 531 | 39 | 437 | 37 | | | | | Miles | Siding | | Other | 34 | 38 | 430 | 530 | | |
| Leave Daily A M | Leave Daily P M | Leave Daily A M | Leave Daily A M | | | | | | | | | Arrive Daily A M | Arrive Daily P M | Arrive Daily P M | Arrive Daily A M | | |
| 12 25 A M | 11 15 P M | 10 45 A M | 9 30 A M | 428.8 | DN | CHEROKEE YARD 10.3 | G428 | YA | RD | RT YCBO | | 10 00 A M | 8 00 P M | 7 00 P M | 1 30 A M | | |
| 12 55 | 11 40 | 11 10 | 9 50 | 437.2 | D | SAPULPA 5.0 | G438 | YA | RD | Y | | 8 58 | 1 50 | 5 15 | 12 35 | | |
| 1 02 | 11 47 | 11 17 | 9 57 | 442.2 | | KIEFER 4.5 | E442 | 121 6072 | 12 | | | 8 50 | 1 40 | 5 07 | 12 29 | | |
| 1 09 | 11 53 A M | 11 23 | 10 04 | 446.7 | | MOUNDS 9.5 | E447 | 76 3829 | | | | 8 43 | 1 34 | 4 59 | 12 24 | | |
| 1 21 | 12 04 ⁵³⁰ | 11 34 | 10 15 | 456.2 | D | BEGGS 11.0 | E458 | 134 6714 | 42 | | | 8 30 | 1 21 | 4 45 | 12 04 ³⁹ A M | | |
| 1 38 | 12 18 | 11 47 | 10 29 | 467.2 | | BUTLER 0.7 | E467 | 126 6333 | | | | 8 13 | 1 04 | 4 27 | 11 25 | | |
| | | | | 467.9 | P | MUSKOGEE BR. CR. 0.7 | | | | GA | TE | | | | | | |
| 1 40 | 12 20 | 11 49 | 10 31 | 468.6 | N | OKMULGEE 7.6 | E469 | | | YA | RD | RYCBO | 8 10 | 1 01 | 4 23 | 11 13 | |
| 1 55 | 12 29 | 11 58 P M | 10 40 | 476.2 | | SCHULTER 5.9 | E476 | 121 6055 | 15 | | | 7 59 | 12 49 | 4 13 | 11 03 | | |
| 2 04 | 12 36 | 12 06 | 10 47 | 482.1 | D | HENRYETTA 12.6 | E482 | 42 2123 | YARD | RYO | | 7 50 | 12 40 | 4 06 | 10 55 | | |
| 2 23 | 12 52 | 12 22 ³⁸ | 11 03 | 484.7 | D | FRED (WELEETKA) 9.7 | E486 | 123 6179 | 110 | | | 7 30 | 12 22 ⁴³⁷ | 3 51 | 10 35 | | |
| 2 36 | 1 03 | 12 33 | 11 14 | 504.4 | D | WETUMKA 8.6 | E504 | 92 4620 | 80 | | | 7 17 | 12 01 P M | 3 38 | 10 20 | | |
| 2 48 | 1 13 | 12 43 | 11 24 | 513.0 | | YEAGER 6.6 | E513 | 100 5047 | 4 | | | 7 05 | 11 50 | 3 25 | 10 08 | | |
| 2 59 | 1 23 | 12 53 | 11 34 | 519.6 | D | HOLDENVILLE 0.0 | E520 | 27 1359 | 100 | | | 6 55 | 11 40 | 3 15 | 9 58 | | |
| | | | | 519.6 | | C. R. I. & P. CROSS. 0.6 | | | | Interlocking | | | | | | | |
| 3 01 | 1 25 | 12 55 | 11 36 ³⁸ | 520.1 | | SISSON 4.8 | E520A | 107 5375 | | | | 6 53 | 11 36 ³⁷ | 3 13 | 9 56 | | |
| 3 09 | 1 32 | 1 02 | 11 43 P M | 525.0 | | SPAULDING 14.1 | E525 | 127 6387 | 10 | | | 6 45 | 11 05 | 3 05 | 9 50 | | |
| 3 35 A M | 1 55 A M | 1 25 P M | 12 05 P M | 539.1 | DN | FRANCIS (112.2) (101.8) | E539 | | | YA | RD | RY CB | 6 25 A M | 10 40 A M | 2 40 P M | 9 30 P M | |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| 531 | 39 | 437 | 37 | | | | | | | | | 34 | 38 | 430 | 530 | | |

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

| SOUTHWARD | | | | MUSKOGEE BRANCH — CREEK SUBDIVISION | | | | | | | | | | NORTHWARD | | | |
|----------------------|-------------------------|-----------------------------|----------------|-------------------------------------|-------|--|--|--|--|--|--|--|--|-----------|--|--|--|
| Communicating Office | Distance from St. Louis | STATIONS | Station Number | Track Capacity | | Fuel, Water, Turn Table, Wye, Sid. Check, Bulletin | | | | | | | | | | | |
| | | | | Siding | Other | | | | | | | | | | | | |
| | 469.6 | NORTHERN JCT. 1.7 | EA470 | | | | | | | | | | | | | | |
| | 467.9 | CREEK SUB-DIV. CRS. 0.1 | | GA | TE | | | | | | | | | | | | |
| | 468.0 | SEAMAN JCT. 0.6 | EA468 | | | | | | | | | | | | | | |
| N | 468.6 | OKMULGEE 0.6 | E469 | YA | RD | RYCBO | | | | | | | | | | | |
| | 468.0 | SEAMAN JCT. 6.6 | EA468 | | | | | | | | | | | | | | |
| | 474.8 | MORRIS 12.7 | EA476 | | 28 | | | | | | | | | | | | |
| | 487.5 | BOYNTON 15.4 | EA488 | | 46 | | | | | | | | | | | | |
| | 502.9 | K. O & G. CROSSING 1.3 | | GA | TE | | | | | | | | | | | | |
| | 504.2 | WEST MUSKOGEE 2.2 | | | 17 | | | | | | | | | | | | |
| | 506.4 | MUSKOGEE 0.2 | EA506 | YA | RD | RCBY | | | | | | | | | | | |
| DN | 506.6 | M.-K.-T. CROSSING (37.0) | | | | | | | | | | | | | | | |

SOUTHWARD

SOUTHWESTERN DIVISION — SHERMAN SUBDIVISION

NORTHWARD

| Second Class | FIRST CLASS | | | Distance from St. Louis | Communicating Office | STATIONS | Station Number | Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin | Track Capacity | | SECOND CLASS | | | |
|--------------------|---------------------|---------------------|--------------------|-------------------------|----------------------|-----------------------------------|----------------|--|----------------|------|---------------------|--------------|---------------------|---------------------|
| | 531 | 437 | 37 | | | | | | 39 | 34 | 38 | 430 | 530 | Siding Cars Feet |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Miles | | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| AM 3 35 | PM 1 25 | PM 12 05 | AM 1 55 | | | | | | | | AM 6 25 | AM 10 40 | PM 2 35 | PM 8 30 |
| | | | | 539.1 | DN | FRANCIS 8.6 | E539 | RY CB | YA | RD | | | | |
| | | | | 547.7 | | A.T. & S.F. CROSSING 0.6 | | | Interlocking | | | | | |
| 3 59 | 1 45 | 12 20 | 2 15 | 548.2 | 2S | ADA 10.0 | E548 | RCBO | 121 6077 | YARD | 6 14 | 10 25 | 2 20 | 7 45 |
| 4 23 | 2 02 ⁴³⁰ | 12 37 | 2 32 | 558.2 | | FITZHUGH 5.1 | E558 | | 103 5181 | | 6 01 | 10 11 | 2 02 ⁴³⁷ | 7 25 |
| 4 30 | 2 08 | 12 44 | 2 38 | 563.3 | D | ROFF 7.7 | E564 | | 76 3810 | 27 | 5 54 | 10 04 | 1 29 | 7 15 |
| 4 39 | 2 18 | 12 54 | 2 48 | 571.0 | | SCULLIN 8.3 | E571 | Y | 105 5268 | 14 | 5 45 | 9 53 | 1 20 | 7 01 |
| 4 49 | 2 28 | 1 04 ⁴³⁰ | 2 58 | 578.9 | D | MILL CREEK 12.6 | E580 | | 108 5439 | 68 | 5 35 | 9 43 | 1 04 ³⁷ | 6 20 |
| 5 17 ³⁴ | 2 41 | 1 18 | 3 13 | 591.8 | D | RAVIA 11.6 | E592 | | 126 6343 | 22 | 5 17 ⁵³¹ | 9 27 | 12 37 | 5 55 |
| 5 40 | 2 59 | 1 37 | 3 28 | 603.4 | D | MADILL 7.2 | E603 | RY | 122 6107 | YARD | 4 59 | 9 09 | 12 19 | 5 30 |
| | | | | 610.8 | | KINGSTON 8.6 | E610 | | 107 5388 | 44 | | | | |
| 6 01 | 3 20 | 2 05 | 3 48 | 620.2 | | LAKESIDE 4.6 | E620 | | 80 4041 | | 4 39 | 8 49 | 11 54 | 4 15 |
| 6 08 | 3 26 | 2 11 | 3 55 | 624.8 | | BARRY 6.3 | E625 | | 108 5415 | 8 | 4 32 | 8 42 | 11 52 | 4 05 |
| 6 15 | 3 33 | 2 18 | 4 03 | 631.1 | | STALEY, OKLA. 0.3 | E631 | | Interlocking | | 4 21 | 8 31 | 11 41 | 3 55 |
| | | | | 631.4 | | RED RIVER M.-K.-T. JCT. 5.1 | | | | | | | | |
| 6 25 | 3 48 ⁵³⁰ | 2 30 | 4 15 ³⁴ | 636.5 | D | DENISON, TEXAS 0.1 | E637 | | 114 5745 | 105 | 4 15 ³⁹ | 8 25 | 11 35 | 3 48 ⁴³⁷ |
| | | | | 638.8 | | S. P. JCT. 7.4 | | | | | | | | |
| | | | | 644.0 | | NO. SHERMAN JCT. 0.6 | | | | | | | | |
| 6 50 AM | 4 40 PM | 3 05 PM | 4 45 AM | 644.8 | DN | SHERMAN (87.4) | E644 | RY CBO | YA | RD | 3 50 AM | 8 01 AM | 11 15 AM | 3 15 PM |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| 531 | 437 | 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 | | |
|--------------|--------------|--------------------|-------------------------|----------------------|------------------------------|----------------|--|------------------|--------------|--------------|--------------------|--------------|
| 437 | 37 | 39 | | | | | | Siding Cars Feet | Other | 34 | 38 | 530 |
| Leave Daily | Leave Daily | Leave Daily | Miles | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | |
| P M 445 | P M 4 30 | A M 4 50 | 644.6 | DN | SHERMAN | E644 | RY CBO | YARD | | A M 3 50 | A M 6 01 | P M 3 00 |
| | | | 646.7 | DN | TOWER 16 1.1 0.0 | | | Interlocking | | | | |
| | | | | | T. & P. CROSSING 0.6 | | | | | | | |
| | | | 646.3 | | ST. L. S. W. CROSSING 0.8 | | | GATE | | | | |
| | | | 647.1 | | STOCK TRACK 0.7 | | | 52 2630 | | | | |
| 4 55 | 4 40 | 5 01 | 647.8 | | FRISCO JUNCTION 2.1 | | | | | 3 36 | 5 40 | 2 35 |
| 4 59 | 4 44 | 5 05 | 649.9 | | SO. SHERMAN JCT. 7.8 | | | | | 3 32 | 5 36 | 2 30 |
| 5 14 | 4 59 | 5 20 ³⁹ | 657.7 | | DORCHESTER 7.1 | E658 | | 97 4860 | 11 | 3 20 | 5 20 ³⁹ | 2 17 |
| 5 25 | 5 10 | 5 30 | 664.8 | | GUNTER 8.8 | E665 | | 71 3574 | 41 | 3 10 | 5 03 | 2 05 |
| 5 37 | 5 22 | 5 42 | 673.6 | | CELINA 6.1 | E674 | | 71 3588 | 50 | 2 58 | 4 53 | 1 50 |
| 5 46 | 5 31 | 5 51 | 679.7 | | PROSPER 5.8 | E680 | | 68 3412 | 42 | 2 48 | 4 44 | 1 40 |
| 5 55 | 5 40 | 6 01 | 685.6 | D | FRISCO 14.3 | E686 | R | 71 3574 | 76 | 2 38 | 4 35 | 1 30 |
| 6 14 | 5 59 | 6 20 | 699.9 | | BLISS 0.6 | E700 | | 91 4597 | | 2 18 | 4 15 | 12 50 |
| | | | 700.5 | D | CARROLLTON 0.0 | E701 | | | Interlocking | | | |
| | | | | | M. K. & T. CROSSING 0.0 | | | | | | | |
| | | | | | ST. L. S. W. CROSSING 3.7 | | | | | | | |
| 6 21 | 6 06 | 6 27 | 704.2 | | GRIBBLE 8.5 | E704 | | 51 2563 | | 2 08 | 4 06 | 12 40 |
| 6 45 | 6 30 | 6 45 | 710.7 | DN | IRVING 10.2 | E711 | YCB | 84 4237 | YARD | 1 55 | 3 55 | 12 30 P M |
| | | | 720.9 | 29 | DALLAS (Pass. Depot) 2.6 | | | | | | | |
| | | | 723.5 | DN | EAST DALLAS | P722 | | | | | | |
| | | | 710.7 | DN | IRVING 24.9 | E711 | YCB | 84 4237 | YARD | | | |
| | | | 735.6 | | NORTH FT. WORTH 5.8 | | | | YARD | | | |
| 10 00 P M | 10 00 P M | 10 00 A M | 741.2 | 2S | FT. WORTH (66.1) | E741 | RTY CBO | | YARD | 12 01 A M | 2 30 A M | 11 00 A M |
| Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | Leave Daily | Leave Daily | Leave Daily |
| 437 | 37 | 39 | | | | | | | | 34 | 38 | 530 |

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

SOUTHWARD

SOUTHWESTERN DIVISION — FT. SMITH SUBDIVISION

NORTHWARD

| THIRD CLASS | SECOND CLASS | Distance from St. Louis | Communicating Office | STATIONS | Station Number | Track Capacity | | Fuel, Water, Turn Tables, Ways, Sid., Crest, Bulletin | SECOND CLASS | THIRD CLASS |
|----------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-------------------|------------------------|-------|---|----------------------|----------------------------|
| | | | | | | Siding Cars Feet | Other | | 730 | 762 |
| Leave Daily Ex. Sunday | Leave Daily | Miles | | | | | | | Arrive Daily | Arrive Daily Ex. Sunday |
| 761 | 731 | | | | | | | | | |
| A M 7 00 | P M 11 15 | 282.0 | DN | MONETT 3.0 | 282 | YA | RD | ROT YCB | A M 1 00 | A M 10 39 |
| 7 20 | 11 30 | 285.0 | | WIGHTMAN 4.6 | 285 | 53 2699 | | | 12 45 | 10 29 |
| 7 35 | 11 40 | 289.6 | D | PURDY 5.2 | 290 | 40 2041 | 32 | | 12 35 | 10 19 |
| 7 45 | 11 50 A M | 294.8 | | BUTTERFIELD 5.8 | 296 | 54 2705 | 23 | | 12 25 | 10 09 |
| 7 59 | 12 14 ⁷³⁰ | 300.6 | D P | EXETER 6.3 | 301 | 52 2609 | 26 | | 12 14 ⁷³¹ | 9 59 |
| 8 09 | 12 27 | 306.9 | | WASHBURN 6.8 | 307 | 23 1175 | 19 | | 12 03 A M | 9 49 |
| 8 19 | 12 37 | 312.8 | D P | SELIGMAN, MO. 6.9 | 313 | 58 2914 | 68 | | 11 52 | 9 39 |
| 8 34 | 12 50 | 319.7 | P | GARFIELD, ARK. 7.4 | 320 | 40 2005 | 19 | | 11 40 | 9 24 |
| 8 49 | 1 03 | 327.1 | | AVOCA 4.9 | 327 | 43 2173 | 23 | | | 9 09 |
| | | 332.0 | | BENTONVILLE BR. JCT. 0.7 | | | | Y | | |
| 8 59 ⁷⁶² | 1 18 | 332.7 | D | ROGERS 5.3 | 333 | YA | RD | | 11 15 | 8 59 ⁷⁶¹ |
| | | 338.0 | | LOWELL 5.1 | 338 | 45 2260 | 26 | | | |
| 10 15 | 1 48 | 343.1 | D | SPRINGDALE 4.3 | 343 | YA | RD | CB | 10 40 | 7 45 |
| | | 347.4 | | JOHNSONS 4.5 | 347 | | 23 | | | |
| | | 351.9 | | EFAY 0.5 | 351 | | 74 | | | |
| 11 00 A M | 2 18 | 352.4 | D | FAYETTEVILLE 1.9 | 352 | YA | RD | RCB | 10 05 | 7 00 A M |
| | | 354.3 | | FAYETTE JUNCTION 3.6 | 354 | YA | RD | Y | | |
| | 2 33 | 357.8 | P | GREENLAND 5.1 | 358 | 57 2874 | | | 9 38 | |
| | | 362.9 | | WEST FORK 4.1 | 363 | 24 1243 | 17 | | | |
| | 2 53 | 367.0 | P | CLARY 7.7 | 367 | 55 2789 | | | 9 20 | |
| | 3 08 | 374.7 | P | WINSLOW 6.3 | 375 | 42 2142 | 15 | | 9 05 | |
| | 3 20 | 381.0 | | SCHABERG 5.1 | 381 | | 24 | | 8 40 | |
| | 3 30 | 386.1 | P | CHESTER 4.1 | 386 | 42 2142 | 27 | | | |
| | 3 40 | 390.2 | P | MOUNTAINBURG 11.4 | 390 | 44 2210 | 5 | | 8 20 | |
| | 4 00 | 401.6 | P | BALL 6.7 | 402 | 57 2893 | | | 8 01 | |
| | 4 10 | 408.3 | | COPP 1.6 | 408 | 56 2847 | | | | |
| | 4 15 | 409.9 | D | VAN BUREN 0.6 | 410 | | 103 | | 7 45 | |
| | | 410.4 | | M. P. CROSSING 3.7 | | | | Interlocking | | |
| | | 414.1 | | M. P. CROSSING 1.3 | | | | GA TE | | |
| | 5 00 A M | 414.9 | D | FORT SMITH | 415 | YA | RD | RO TCB | 7 30 P M | |
| Arrive Daily Ex. Sunday | Arrive Daily | | | (132.9) | | | | | Leave Daily | Leave Daily Ex. Sunday |
| 761 | 731 | | | | | | | | 730 | 762 |

Northward Trains are superior to Southward trains of the same class.

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 | D | FORT SMITH | 415 | YA | RD | RO TCB | P M 1 30 | |
| | | 416.1 | | T & P JUNCTION | | | | | | |
| | | 416.7 | | K. C. S. CROSSING | | GA | TE | | | |
| | | 417.0 | | M. P. CRS. | | GA | TE | | | |
| P M 2 00 | 11 05 | 417.1 | | S. F. JUNCTION | | | | | 12 15 | A M 7 00 |
| | 11 15 | 421.0 | P | BASHE, ARK. | 421 | | 22 | | 12 05 | |
| 2 15 | 11 20 | 423.5 | | CEDARS, OKLA. | 424 | 50 | | | 12 01 | 6 45 |
| 2 30 | 11 35 | 429.3 | | JENSON, ARK. | 429 | 37 | 97 | Y | 11 50 | 6 30 |
| | | 431.7 | | T & P CROSSING | | GA | TE | | | |
| 2 45 | 11 50 | 436.6 | | CAMERON, OKLA. | 437 | 32 | 20 | | 11 35 | 6 15 |
| | P M 12 25 | 443.6 | | K. C. S. CROSSING | | Inter | locking | | | |
| 3 20 P M | | 444.5 | D | POTEAU | 445 | 30 | 101 | | 11 20 | 6 00 A M |
| | | 453.0 | | C. R. I. & P. CROSSING | | GA | TE | | | |
| | 12 55 | 453.0 | | WISTER | 453 | 36 | 32 | | 10 27 | |
| | 1 59 | 478.9 | P | COMPTON | 479 | 18 | | | 9 45 | |
| | 2 22 | 483.6 | D | TALIHINA | 484 | 15 | 87 | | 9 35 | |
| | 2 33 | 490.3 | | ALBION | 490 | | 28 | | 9 20 | |
| | 3 17 | 506.7 | D | CLAYTON | 507 | 40 | 18 | | 8 30 | |
| | 3 32 | 514.2 | | STANLEY | 514 | | 28 | | 8 15 | |
| | 3 52 | 522.6 | P | DUNBAR | 523 | 50 | | | 8 00 | |
| | 4 52 | 541.6 | D | ANTLERS | 542 | 28 | 45 | | 7 30 | |
| | 5 22 | 556.2 | | GOOD | 556 | | 28 | | 7 05 | |
| | 5 50 P M | 559.0 | D | HUGO | 559 | YA | RD | ORT YCB | 7 00 A M | |
| | | 559.3 | | ARKINDA S.-DIV. CRS. | | GA | TE | | | |
| | | 564.0 | | GRANT, OKLA. | 564 | | 22 | | | |
| | | 569.1 | | ARTHUR CITY, TEXAS | 569 | 37 | | | | |
| | | 573.3 | | POWDERLY | 573 | | 22 | | | |
| | | 575.6 | | CAMP MAXEY | 576 | | 12 | | | |
| | | 583.8 | D | PARIS | 584 | YA | RD | T | | |
| Arrive Daily Ex. Sunday | Arrive Mon., Wed., Fri. | | | (168.9) | | | | | Leave Tues., Thurs., Sat. | Leave Daily Ex. Sunday |
| 1357 | 731 | | | | | | | | 730 | 1356 |

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

BENTONVILLE BRANCH — FT. SMITH SUBDIVISION
WESTWARD EASTWARD

| Communicating Office | Distance from St. Louis Miles | STATIONS | Station Number | Track Capacity | | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin |
|-------------------------|-------------------------------------|----------------------|-------------------|-------------------|-------|--|
| | | | | Siding | Other | |
| D | 332.7 | ROGERS | 333 | YA | RD | |
| | 332.0 | BENTONVILLE BR. JCT. | | | | Y |
| D | 337.7 | BENTONVILLE | B338 | | 79 | |
| | | (8.4) | | | | |

MANSFIELD BRANCH—ARTHUR SUBDIVISION
SOUTHWARD NORTHWARD

| Communicating Office | Distance from St. Louis Miles | 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) | | | | |

WESTWARD

SOUTHWESTERN DIVISION — ARKINDA — ARDMORE SUBDIVISIONS

EASTWARD

| SECOND CLASS | | Distance from St. Louis Miles | Communicating Office | STATIONS | Station Number | Track Capacity | | Fuel, Water, Turn Table, Wye, Sid Clock, Bulletin | SECOND CLASS | |
|--------------|--------------|-------------------------------|----------------------|------------------------------|----------------|----------------|---------|---|--------------|--------------|
| 735 | 735 | | | | | Sliding | Other | | 736 | 736 |
| Leave Daily | Leave Daily | | | | | | | 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 | | Inter | locking | | | |
| | 10 00 | 638.1 | | ARDEN 6.7 | W638 | | 15 | | 5 55 | |
| | 10 20 | 631.4 | D | FOREMAN 8.2 | 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 | | 26 | | 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 | | | |
| PM 10 00 | 2 00 P M | 559.0 | D | HUGO 11.2 | 559 | YA | RD | RO TY B | 2 30 P M | A M 11 00 |
| 10 25 | | 570.2 | | SOPER 9.9 | V670 | | 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 | | BOKCHITO 14.1 | V597 | | 31 | | | 9 25 |
| | | 610.9 | | K. O. & G. CROSSING 0.1 | | Inter | locking | | | |
| | | 611.0 | | M.-K.-T. CROSSING 0.0 | | Inter | locking | | | |
| 11 55 A M | | 611.0 | D | DURANT 8.0 | V611 | 34 | 95 | | | 8 40 |
| 12 10 | | 618.0 | | 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 |
| | | 640.6 | | ARDMORE JUNCTION 24.4 | | | | | | |
| | | 665.0 | D | ARDMORE | V665 | YA | RD | | | |
| Arrive Daily | Arrive Daily | | | (120.6) (106.0) | | | | | Leave Daily | Leave Daily |
| 735 | 735 | | | | | | | | 736 | 736 |

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

WESTWARD

SOUTHWESTERN DIVISION — PERRY SUBDIVISION

EASTWARD

| Second Class 637 | Distance from St. Louis | Communicating Office | STATIONS | Station Number | Track Capacity | | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | Second Class |
|----------------------------|----------------------------|-------------------------|-------------------------------|-------------------|-------------------|---------|--|--------------|
| | | | | | Siding | Other | | 638 |
| Leave Daily | Miles | | | | | | | Arrive Daily |
| P M 4 00 | 428.9 | DN | CHEROKEE YARD | G428 | YA | RD | ORT YCB | A M 9 00 |
| | 428.0 | | 1.1 KENGLE | | | | | |
| | 428.6 | | 0.6 PRICE | | | | | |
| | 432.0 | | 3.4 SHIRK | | | | | |
| 4 25 | 433.8 | | 1.8 FISHER | Z434 | 48 | 7 | | 8 35 |
| 4 50 | 445.8 | | 12.2 MANNFORD | Z448 | 108 | 7 | | 8 19 |
| 5 05 | 455.4 | | 9.6 TERLTON | Z455 | | 24 | | 8 06 |
| | 460.9 | | 5.6 M.-K.-T. CROSSING | | Inter | locking | | |
| 5 25 | 481.5 | | 0.6 HALLETT | Z462 | | 40 | | 7 51 |
| 5 42 | 489.3 | | 7.8 CASEY | Z489 | 48 | | | 7 34 |
| | 471.8 | | 2.3 A. T. & S. F. CROSSING | | Inter | locking | | |
| 6 15 | 478.0 | D | 8.4 PAWNEE | Z478 | 68 | 95 | | 7 14 |
| | 479.7 | | 1.7 A. T. & S. F. CROSSING | | Inter | locking | | |
| 6 30 | 485.5 | | 5.8 LELA | Z485 | 49 | 9 | | 6 59 |
| 6 40 | 490.8 | D | 5.1 MORRISON | Z491 | 48 | 57 | | 6 49 |
| 6 53 | 497.1 | | 6.5 SUMNER | Z497 | 48 | 23 | | 6 26 |
| | 502.7 | | 5.6 A. T. & S. F. CROSSING | | Inter | locking | | |
| | 508.7 | | 8.0 A. T. & S. F. CROSSING | | | GATE | | |
| 7 20 | 508.8 | D | 0.1 PERRY | Z509 | 34 | 128 | | 5 48 |
| 7 30 | 513.5 | | 4.7 GANSEL | Z514 | 23 | | | 5 38 |
| 7 40 | 518.4 | | 4.9 LUCIEN | Z518 | 40 | 49 | | 5 27 |
| 7 58 | 528.7 | D | 8.3 COVINGTON | Z527 | 32 | 78 | | 5 12 |
| | 533.3 | | 8.6 A. T. & S. F. CROSSING | | Inter | locking | | |
| 8 10 | 534.0 | | 0.7 FAIRMONT | Z534 | 48 | 24 | | 4 57 |
| 8 23 | 538.7 | | 4.7 SHEA | Z539 | 38 | | | 4 50 |
| | 543.0 | | 4.3 A. T. & S. F. CROSSING | | | | | |
| 8 35 P M | 543.1 | P | 0.1 STEEN | K584 | | | | 4 40 A M |
| 9 20 P M | 544.9 | 2S | 1.8 ENID | K588 | YA | RD | ORT YCB | 4 30 A M |
| Arrive Daily | | | (118.0) | | | | | Leave Daily |
| 637 | | | | | | | | 638 |

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

SOUTHWARD

SOUTHWESTERN DIVISION — BEAUMONT SUBDIVISION

NORTHWARD

| SECOND CLASS | | Distance from St. Louis Miles | Communicating Office | STATIONS | Station Number | Track Capacity | | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | SECOND CLASS | |
|--------------|----------------------------|-------------------------------------|-------------------------|------------------------|-------------------|-------------------|---------|--|------------------------------|-------------|
| 637 | 631 | | | | | Siding | Other | | 632 | 638 |
| 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 | | LATHAM | K471 | 30 | | | 3 20 | |
| | 6 50 | 480.8 | | 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 | | Inter | locking | | | |
| | 8 05 | 614.7 | D | ARKANSAS CITY, KAN. | K515 | YA | RD | ORYB | 12 55 | |
| | 8 15 | 620.3 | | ERIE, OKLA. | K520 | | 35 | | 12 35 | |
| | 8 22 | 623.9 | | MIDDLETON | K524 | | 21 | | 12 28 | |
| | 8 35 | 629.9 | | PECKHAM | K530 | 40 | | | 12 15 | |
| | 10 00 ⁶³² | 637.9 | D | BLACKWELL | K538 | 28 | 288 | Y | 10 00 ⁶³¹ | |
| | | 638.2 | | A. T. & S. F. CROSSING | | GA | TE | | | |
| | | 638.9 | | A. T. & S. F. CROSSING | | | | | | |
| | 10 35 | 649.4 | | EDDY | K549 | | 38 | | 9 12 | |
| | 10 55 | 655.5 | D | LAMONT | K555 | 34 | 45 | | 8 56 | |
| | 11 10 | 660.3 | | SALT FORK | K560 | | 32 | | 8 43 | |
| | 11 30 | 666.9 | | HUNTER | K567 | 46 | 47 | | 8 25 | |
| | | 676.6 | | C. R. I. & P. CROSSING | | GA | TE | | | |
| | 11 55 | 677.0 | | BRECKINRIDGE | K677 | | 40 | | 7 59 | |
| | | 683.8 | | A. T. & S. F. CROSSING | | GA | TE | | | |
| P M 8 35 | P M 12 25 | 683.9 | P | STEEN | K684 | | | | 7 40 | A M 4 40 |
| | | 685.0 | | C. R. I. & P. CROSSING | | Inter | locking | | | |
| 9 20 P M | 1 00 P M | 685.7 | 2S | ENID | K686 | YA | RD | ORT YCB | 7 30 A M | 4 30 A M |
| Arrive Daily | Arrive Daily Ex. Monday | | | (127.5) | | | | | Leave Daily Except Sunday | Leave Daily |
| 637 | 631 | | | | | | | | 632 | 638 |

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

SOUTHWARD

SOUTHWESTERN DIVISION — ENID-HOBART SUBDIVISION

NORTHWARD

| THIRD CLASS | | Distance from St. Louis Miles | Communicating Office | STATIONS | Station Number | Track Capacity | | Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin | THIRD CLASS | |
|-------------------------------|-----------------------------|-------------------------------------|-------------------------|--------------------------------|-------------------|-------------------|-------|--|------------------------------|-----------------------------|
| 663 | 661 | | | | | Stg | 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 | 686.7 | 2S | ENID 6.6 | K586 | YA | RD | ORT YCB | P M 7 30 | P M 7 30 |
| 5 25 | 5 25 | 692.3 | | IMO 4.9 | K592 | 17 | 25 | | 6 45 | 6 45 |
| 5 40 | 5 40 | 697.2 | D | DRUMMOND 9.6 | K597 | 35 | 27 | | 6 30 | 6 30 |
| 6 05 | 6 05 | 606.7 | D | AMES 11.5 | K607 | 90 | 64 | | 6 05 | 6 05 |
| 6 40 | 6 40 | 618.2 | D | OKEENE 0.8 | K618 | 36 | 63 | | 5 35 | 5 35 |
| | | 619.0 | | C. R. I. & P. CROSSING 10.4 | | GA | TE | | | |
| 11 40 | 11 40 | 629.4 | 2S | SOUTHARD 3.9 | K629 | 30 | 120 | | 5 01 | 5 01 |
| 11 54 P M | 11 54 P M | 633.3 | | CARLETON 6.9 | K633 | | 69 | | 1 02 | 1 02 |
| 12 15 ⁶⁶² P M | 12 15 ⁶⁶⁴ P M | 640.2 | | EAGLE CITY 9.6 | K640 | 42 | | | 12 15 ⁶⁶³ P M | 12 15 ⁶⁶¹ P M |
| 12 35 | 12 35 | 649.7 | | FAY 8.4 | K650 | | 39 | | 11 35 | 11 35 |
| 12 59 | 12 59 | 658.1 | D | THOMAS 8.1 | K658 | 58 | 80 | | 11 15 | 11 15 |
| 1 20 | 1 20 | 666.2 | | FOLEY 2.2 | K666 | | | | 10 55 | 10 55 |
| 1 30 | 1 30 | 668.4 | D | CUSTER CITY 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 | | 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 | | ROCKY 9.4 | K707 | 38 | 62 | | 7 50 | 7 50 |
| 3 50 | 3 50 | 718.8 | D | HOBART 0.1 | K717 | 34 | 174 | Y | 7 25 | 7 25 |
| | | 718.9 | | 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 | | 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 | G684 | YA | RD | OR YCB | 6 25 | 6 25 A M |
| | | 744.1 | | CHICKASHA SUB. CR. 3.9 | | GA | TE | | | |
| | 5 30 | 749.0 | | TAYLOR 7.0 | K748 | 38 | | | 6 01 | |
| | 5 45 | 755.0 | | MANITOU 4.4 | K755 | | 30 | | 5 40 | |
| | 5 55 | 759.4 | | HINKLE 4.0 | K759 | 38 | | | 5 30 | |
| | 6 05 | 763.4 | D | FREDERICK 0.5 | K763 | 36 | 288 | Y | 5 20 | |
| | | 763.9 | | M.-K.-T. CROSSING 10.3 | | | | | | |
| | 6 45 P M | 774.2 | D | DAVIDSON (188.5) | K774 | YA | RD | CB | 4 45 A M | |
| Arrive Tues., Thurs., Sat. | Arrive Mon., Wed., Fri. | | | | | | | | Leave Tues., Thurs., Sat. | Leave Mon., Wed., Fri. |
| 663 | 661 | | | | | | | | 662 | 664 |

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

WESTWARD

SOUTHWESTERN DIVISION — AVARD SUBDIVISION

EASTWARD

| THIRD CLASS 1341 A. T. & S. F. No. 182 | Distance from St. Louis | Communicating Office | STATIONS | Station Number | Track Capacity | | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | THIRD CLASS 1340 A. T. & S. F. No. 181 |
|--|----------------------------|-------------------------|-------------------------------|-------------------|-------------------|-------|--|--|
| | | | | | Siding | Other | | |
| Leave Daily | Miles | | | | | | | Arrive Daily |
| A M 5 00 | 644.9 | 2S | ENID 3.2 | K536 | YA | RD | ORT YCB | A M 11 45 |
| 5 15 A M | 648.1 | P | BLANTON 1.7 | Z548 | | | | 11 30 A M |
| | 649.8 | | JONAH 4.7 | Z560 | 46 | | | |
| | 654.5 | D | CARRIER 8.3 | Z555 | 58 | 17 | | |
| | 662.8 | D | GOLTRY 6.6 | Z563 | 46 | 44 | | |
| | 669.3 | D | HELENA 5.1 | Z569 | 49 | 44 | | |
| | 674.4 | | McWILLIE 5.8 | Z574 | | 68 | | |
| | 680.2 | | A. T. & S. F. CROSSING 0.3 | | | GA | TE | |
| | 680.5 | D | CARMEN 8.1 | Z581 | 52 | 49 | | |
| | 688.8 | | DACOMA 6.4 | Z589 | 51 | 43 | | |
| | 695.0 | | HOPETON 6.9 | Z595 | | 44 | | |
| | 601.9 | | AVARD | Z602 | 58 | 99 | Y | |
| Arrive Daily | | | (57.0) | | | | | Leave Daily |
| 1341 | | | | | | | | 1340 |

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

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

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 SL-SF time table and Special Instructions.

Creek Subdivision trains will use tracks of Oklahoma Subdivision between Sapulpa and Cherokee Yard.

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.

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 MP 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 will be governed by S. L.-S. F. time table, rules and instructions.

S. L.-S. F. main track between MP K-681-2 and MP K-679-22 is joint with C. R. I. & P.

3. MAXIMUM SPEED.

| | Miles Per Hour Freight |
|--|---------------------------|
| Cherokee Subdivision: | |
| Between MP G-282 and MP G-287-12 North Track | |
| Westward Trains | 65 |
| Eastward Trains | 55 |
| Between MP G-282 and MP G-287-12 South Track | 45 |
| Between MP G-287-12 and MP G-426 | |
| Westward Trains | 65 |
| Eastward Trains | 55 |
| Oklahoma Subdivision | 55 |
| Chickasha Subdivision: | |
| Between MP G-539-25 and MP G-544-22 | 25 |
| G-544-22 G-692 | 49 |
| G-692 G-711-10 | 35 |
| G-711-10 G-723-3 | 49 |
| Q. A. & P. Ry. Co. | 49 |
| Creek and Sherman Subdivisions | 55 |
| Except between MP E-592 and MP E-600 | 50 |
| Fort Worth Subdivision | 49 |
| Except between MP E-650-4 and MP E-653-34 | 30 |
| MP E-700-2 and MP E-710-20 | 35 |
| Muskogee Branch | 25 |
| 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 MP K-458 and MP K-537-15 | 30 |
| K-537-15 K-576-28 | 25 |
| K-576-28 K-587-29 | 30 |
| Perry and Avarad Subdivisions: | |
| Between MP Z-425-15 and MP Z-432 | 30 |
| Z-432 Z-457-1 | 45 |
| 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 Z-543-3 | 45 |
| K-587-29 Z-542-2 | 30 |
| Z-542-2 Z-601-23 | 25 |
| Enid-Hobart Subdivision: | |
| Between MP K-587-29 and MP K-629-14 | 25 |
| K-629-14 K-666-6 | 30 |
| K-666-6 K-676-28 | 35 |
| K-676-28 K-689-20 | 35 |
| K-688-20 K-774-3 | 30 |

4. SPEED RESTRICTIONS.

| | SOUTHWESTERN Miles Per Hour Freight |
|---|---|
| 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 |
| Between MP G-325 and MP G-326, until engine over all road crossings | 30 |
| Engine of westward trains passing MP G-329-20 | 60 |
| Curves between.....MP G-337-12 and MP G-338 | 55 |
| 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-365-20 | 55 |
| G-370-1 G-370-21 | 55 |
| G-375-21 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 |
| 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 |

4. SPEED RESTRICTIONS (Continued).

| | Miles Per Hour Freight | | SOUTHWESTERN Miles Per Hour Freight |
|--|---------------------------|---|---|
| Norris, through turnout end two main tracks..... | 50 | Between MP G-765-25 and MP G-766-24, until engine over street crossings | 35 |
| Oma, through turnout end two main tracks..... | 50 | | |
| Both main tracks, curves between MP G-436-33 and MP G-437 | 50 | CREEK SUBDIVISION: | |
| Between MP G-437 and MP G-437-17..... | 25 | 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 G-437-9 and MP G-438-14 expecting to find main track occupied. Main track between these points may be used without protection against first class trains. Trains must not be unnecessarily delayed. | | Between 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 between these points may be used without protection against first class trains. Trains must not be unnecessarily delayed. | |
| Engine of eastward trains passing MP G-438-10..... | 50 | Engine of northward trains passing MP E-437-32..... | 40 |
| Curves between.....MP G-437-37 and MP G-439-35..... | 50 | Curves between MP E-438-7 and MP E-440-6 | 50 |
| G-441-4 G-442-24..... | 50 | Kiefer, through turnout north end siding | 25 |
| Kellyville, through turnout both ends siding..... | 25 | Curves between MP E-457-25 and MP E-458-4 | 50 |
| Curves between.....MP G-447-34 and MP G-448-13..... | 50 | Butler, through turnout north end siding | 25 |
| G-449-14 G-451-16..... | 50 | 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. | |
| G-452-15 G-457-35..... | 50 | Okmulgee, over Muskogee Branch..... | 40 |
| Bristow, through turnout both ends siding..... | 25 | Between MP E-468-20 and MP E-469-10, until engine over street crossings | 25 |
| Between MP G-458-20 and MP G-459-15, until engines over street crossings | 20 | Curves between MP E-471-12 and MP E-471-28 | 50 |
| Curves between.....MP G-461-28 and MP G-472-34..... | 50 | Schulter, through turnout south end siding | 25 |
| Between MP G-477-2 and MP G-477-29, until engine over street crossings | 25 | Curves between MP E-478-17 and MP E-480-20 | 50 |
| Curves between.....MP G-478-8 and MP G-479-14..... | 50 | Between MP E-481-16 and MP E-482-20, until engine over street crossings | 25 |
| G-481-25 G-482-1 | 50 | Henryetta, through turnout south end siding..... | 25 |
| Binkley, through turnout east end siding..... | 25 | Curves between MP E-484-9 and MP E-484-20 | 50 |
| Curves between.....MP G-483-3 and MP G-483-23..... | 50 | E-492-2 E-492-18 | 45 |
| G-486-27 G-487-5 | 50 | E-494-15 E-494-26 | 50 |
| G-488-5 G-490-15..... | 50 | Fred, through turnout both ends siding | 25 |
| G-491-30 G-492-32..... | 50 | Curves between MP E-506-33 and MP E-507-8 | 50 |
| G-493-6 G-494-13..... | 50 | E-509-31 E-510-11 | 50 |
| G-495-16 G-495-28..... | 50 | E-516-12 E-519-15 | 50 |
| G-498-26 G-499-17..... | 50 | Between MP E-518-17 and MP E-520-22, until engine over street crossings | 40 |
| G-503-31 G-506-32..... | 50 | MP E-519-20 through interlocking | 40 |
| G-519-1 G-522-11..... | 50 | Sisson, through turnout south end siding | 25 |
| Jones, through turnout east end siding..... | 25 | Curves between MP E-521-5 and MP E-521-26 | 50 |
| Curves between.....MP G-530-22 and MP G-531-9 | 50 | Spaulding, through turnout both ends siding..... | 25 |
| Between MP G-527-16 and MP G-532-18, until engine over street crossings | 50 | Curves between MP E-529-7 and MP E-529-20 | 50 |
| Greig, through interlocking | 45 | E-531-34 E-532-10 | 50 |
| Curves between.....MP G-536-15 and MP G-536-25..... | 50 | E-533-24 E-534-21 | 45 |
| MP G-537-33, until engine over street crossing..... | 25 | 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. | |
| Curves between.....MP G-538-21 and MP G-538-29..... | 50 | MUSKOGEE BRANCH | |
| Oklahoma City, through turnout east end drill track..... | 25 | Between MP EA-505-24 and MP EA-508-15..... | 12 |
| MP G-539-6, until engine over street crossing..... | 10 | Over Main Street crossing, MP EA-506 | 5 |
| 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. | | SHERMAN SUBDIVISION: | |
| CHICKASHA 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. | |
| Between MP G-540-6 and MP G-544-25, until engine over street crossings | 25 | Francis, through turnout south end yard lead..... | 25 |
| Over Bridge G-557.9 | 40 | Curves between MP E-539-32 and MP E-540-6 | 50 |
| When handling cars with gross weight over 220,000 pounds | 30 | E-543-6 E-544-20 | 50 |
| Chickasha, through interlocking, until engine over crossing.... | 20 | Ada, through interlocking | 35 |
| Between MP G-580-29 and MP G-582-11, until engine over street crossings | 20 | Between MP E-547-8 and MP E-548-29, until engine over street crossings | 15 |
| Between MP G-628-31 and MP G-631-20, until engine over street crossings | 25 | Ada, through turnout south end siding..... | 25 |
| Between MP G-686-10 and MP G-687-17, until engine over street crossings | 30 | Curves between MP E-551-30 and MP E-552-3 | 50 |
| MP G-688-3 through interlocking, until engine over crossing | 20 | E-554-26 E-556-20 | 50 |
| Q. A. & P. RY. CO.: | | Fitzhugh, through turnout north end siding..... | 25 |
| Quanah, through interlocking | 20 | Curves between MP E-559-9 and MP E-559-31 | 50 |
| Curves between MP G-728-16 and MP G-728-25..... | 20 | E-569-1 E-569-10 | 50 |
| Acme, through interlocking | 20 | Scullin, through turnout north end siding..... | 25 |
| Curves between MP G-745-21 and MP G-746-18..... | 30 | | |

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 |
|--|---|--|---|
| Q. A. & P. Ry. Co. | 25 | 25 | 25 |
| Except over bridges | 20 | 10 | 10 |
| Note: Over Bridges G-745.4 and G-779.5, 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 Muskogee | 20 | 10 | 10 |
| 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: | | | |
| Enid to Breckenridge | 20 | No | 15 |
| Except over Bridges | 20 | No | 10 |
| Breckenridge to Blackwell | 20 | No | 10 |
| Blackwell to Beaumont | 20 | No | 15 |
| Except over Bridges | 20 | No | 10 |
| 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 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-538-19 (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 Cherokee Yard 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 HOT BOX DETECTORS

MP G-343-14
 MP G-400-17
 MP G-435-3
 *MP E-565-27
 MP Z-434-28

*Detector equipped with automatically controlled flashing yellow indicator and white lights. Trains observing indicator displaying flashing yellow will stop and inspect train. White light displayed indicates side of train effected.

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-427-9½ | West end R&D No. 4 |
| Cherokee Yard, MP G-427-10 | West end R&D No. 7 |
| Cherokee Yard | MP G-428-28 |
| Kellyville | Both ends siding |
| Bristow | West end siding |
| Binkley | East end siding |
| Jones | East end siding |
| Oklahoma City | East end drill track |
| Kiefer | North end siding |
| Butler | North end siding |
| Schulter | South end siding |
| Henryetta | South end siding |
| Fred | Both ends siding |
| Wetumka | North end siding |
| Sisson | Both ends siding |
| Spaulding | Both ends siding |
| Francis | South end yard lead |
| Ada | South end siding |
| Fitzhugh | North end siding |
| Scullin | North end siding |
| Mill Creek | North end siding |
| Madill | Both ends siding |
| Kingston | Both ends siding |
| Lakeside | Both ends siding |
| Lakeside | Ardmore Subdivision Jct. |
| Denison | North end siding |
| Sherman | North end yards |
| Sherman | South end yards (Spring switch derail) |
| Frisco Jct. | S. P. Junction |
| Fort Worth | North end yards |
| Enid | C. R. I. & P. Crossing (each side crossing) |
| Foley | A. T. & S. F. Junction |
| Ewing | A. T. & S. F. Junction |

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

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

Kahoga Dwarf signal west end siding MP G-347-20 governs movements through crossover to main track. White light type indicator on north side of dwarf signal permits straight track movements on yard tracks either direction.

When this indicator displays a white light, crossover switches and yard tracks between switches and fouling point may be used. If no light displayed, trains or engines will stop short of these switches and fouling points and call dispatcher.

Spring switches west end R&D track No. 4 MP G-427-9½ and west end R&D track No. 7 MP G-427-10. Normal position for both switches is lined for freight lead. Each switch equipped with electric light: Green light permits movement on freight lead; Yellow light permits movement to R&D track No. 4 or R&D track No. 7. When no light displayed, train or engine making facing point movement will stop, examine switches and see points fit properly before passing over.

High water detector on 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 Sherman Yard, lined for northward movements.

Spring switch north end 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.

Semaphore type signal governing facing point movement over spring switches, Foley MP K-666-2 and Ewing, MP K-679.

Green, when switch lined for S. L. -S. F. track.

Yellow, when switch lined for A. T. & S. F. track.

WHEN RED INDICATION DISPLAYED, train or engine will stop short of signal, examine switch and see points fit properly 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

Spring switches and take siding indicator MP G-423 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 MP G-423 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).

CRI&P-A.T.S.F. Crossings, Greig, Mile G-535.8

CRI&P Crossing Chickasha, Mile G-580.5

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

CRI&P 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

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

9. INTERLOCKINGS (Continued).

home signal. Time releases located on side of relay house at MKT-Frisco crossing and in instrument case near KOEG-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. | Against S.L.-S.F.Ry. |
| Oklahoma City | Two Tracks | |
| Terminal Oil Mill | C.R.I. & P.Ry. | Against S.L.-S.F.Ry. |
| Lead, Okla. City | Two Tracks | |
| Chickasha Subdivision: | | |
| West Leg of Wye, Okla. City | C.R.I. & P.Ry. | Against S.L.-S.F.Ry. |
| G-542.8 | Two Tracks | |
| G-629.7 | A.T. & S.F.Ry. | Against A.T. & S.F.Ry. |
| G-629.7 | C.R.I. & P.Ry. | Against C.R.I. & P.Ry. |
| | 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 Subdiv. | Against Muskogee Branch |
| EA-502.9 | K. O. & G. | 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. | Against A. T. & S. F. Ry. |
| | (2 tracks) | |
| Enid-Hobart Subdivision: | | |
| K-619.0 | C. R. I. & P. Ry. | Against C. R. I. & P. Ry. |
| K-679.7 | C. R. I. & P. Ry. | Against S. L.-S. F. Ry. |
| K-744.1 | Chickasha Subdivision | Against Enid-Hobart Subdiv. |
| Perry Subdivision: | | |
| Z-508.7 | A. T. & S. F. Ry. | Against A. T. & S. F. Ry. |
| | (2 tracks) | |
| 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 |
| Oklahoma City | So. Sherman Jct. to MP E-651 |
| Cyrl | 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 | Beaumont to Winfield |
| Rock Island | Arkansas City |
| Poteau | Blackwell |
| Good to Paris | Okeene |
| Hugo | Southard |
| Durant | Thomas |
| Madill to Ardmore | Custer City |
| Idabel | Clinton |
| Valliant | Bessie |
| Arkco to Foreman | Cordell |
| Ashdown | Hobart |
| Hope | Frederick |
| Cherokee Yard (Perry Sub.) | Davidson |
| Perry | Carmen |
| Steen to Enid | 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 ENGINE OPERATION.

Engines must not be handled without air being coupled and brakes on engine fully released.

To prevent damage to traction motor gears, before coupling into train with engine, stop must be made between five and twenty feet of coupling.

RD-SW units must not be used as lead unit of an engine containing other than RD-SW units unless authorized by Chief Dispatcher.

ALCO RD-SW units (103-111) must not be used in engine containing other type of units.

An engine containing or composed of RD-SW units will be the lead engine when doubleheading and must not be doubleheaded with another engine composed of or containing RD-SW units.

MAKE UP OF ENGINES.

RD-SW units may be combined only with units 18-77 and 118-199 with maximum of six (6) combined units with following restrictions:

5 units—Not more than three (3) RD-SW units may be used and RD-SW units must be three middle units of engine.

6 units—Not more than one (1) RD-SW unit may be used and RD-SW unit must be next to lead unit of engine.

When four (4) RD-SW units are used in an engine, they must not be combined with other units.

14. INSTRUCTIONS RELATING TO ENGINE OPERATION.

(Continued)

HANDLING ENGINES IN TRAINS.

Not more than three (3) 900 series units coupled together, either working and/or being handled in train, will be permitted without separation by unit of less weight or by a car not exceeding 177,000 pounds gross weight.

Engines 4 to 11 inclusive will be handled only in trains of not over forty (40) cars and will be placed not more than fifteen (15) cars ahead of caboose. Other engines of one (1) or more units will be handled next to engine handling train or behind short loads and short empties on trains picking up and/or setting out enroute, but not more than twenty-five (25) car lengths (not more than twelve (12) seventy-foot or longer cars) from head end of train, except SW or RD-SW units shall be handled within six (6) cars of engine handling train and each SW and RD-SW unit shall be separated by one or more cars and/or road units, and shall not be coupled directly behind engine handling train. The minimum total brake pipe reduction when handling engines in train shall not be less than twelve (12) pounds.

Engines must not be handled unless air brakes are in operation. When engines are set out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold engines. If no cars are available, hand brakes on engines must be set. Hand brakes on engines must be released when towed in train. Engines in service or in tow, except when switching, shall not be coupled to cars containing loads liable to shift.

RESTRICTIONS

When necessary to shove train or cars forward or make back up movement or take slack with an engine composed of following units, be governed by following:

Combination of units 18-77, 118-199 and 500-632:

4 units — containing three or four RD-SW units, work power on only three units next to cars.

5 units — containing one RD-SW unit, work power on only four units next to cars.

5 units — containing two or more RD-SW units, work power on only three units next to cars.

6 units — containing no RD-SW unit, work power on only five units next to cars.

6 units — containing one RD-SW unit, when shoving, work power on only four units next to cars; when making back up movement or taking slack, work power on only five units next to cars.

Combination of units 75-77, 140-152 and 700, 800 and 900 series units:

4 or more units — Work power on only 3 units next to cars except if consist includes more than two 900 series units, work power on only two units next to cars.

900 series units may be operated on, and are restricted to, the following territories:

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

15. REVISIONS OF THE RULES OF THE TRANSPORTATION DEPARTMENT.

Definition Schedule amended:

Note added: Number may be designated by numerals and/or alphabetic letters.

Definition Yard Limits amended:

The tracks between Yard Limit signs or as authorized by Train order Form U.

Rule 2 amended:

Delete "yardmen".

Rule 3(b), first sentence, amended:

Conductors, or engine foremen, and enginemen must compare time with each other before commencing each day's work or trip, and with their brakemen and firemen as soon thereafter as practicable.

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.

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 Avard

15. REVISIONS OF THE RULES OF THE TRANSPORTATION DEPARTMENT (Continued).

Rule 101(a), Paragraph 2, amended:

Speed restriction signal (a yellow flag, yellow reflector or a yellow light) will be placed on engineman's side of track: **in block signal limits two (2) miles, or more if necessary, from restricted track; outside block signal limits one (1) mile, or more if necessary, from restricted track and resume speed signal (a green flag, green reflector or green light) will be placed on engineman's side of track fifty (50) feet beyond the end of restricted track.**

Rule 101(a), Paragraph 4, amended:

When restricted track is less than **required distance** from terminal or junction point and distance does not permit yellow signal to be displayed as required by the rules, restricted track must be protected by flagman until foreman is advised that restriction is protected by train order. Yellow signal will be displayed as far from restriction as possible, but not farther than the first switch through which train leaves the terminal and not beyond clearance at a junction point. The location of such yellow signal so placed will be stated in the train order.

Rule 101(a), Paragraph 8, amended:

Any condition of track, bridges or structures affecting the movement of trains will be reported to Chief Dispatcher.

Train Order Form U added:

Establishing Temporary Yard Limits.
(Example)

(1) 8:01 AM until 4:01 PM (date or dates) Rule 93 in effect between (points specified).

Trains and engines will be governed by Rule 93 between the points and during the time specified.

Form U orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Form U will not be combined with other forms of Train Orders.

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 18.

Both the Dispatcher and Operator must tabulate, as above.

Train Order Example Y, Paragraph 2 amended:

Metal flags painted red on side approaching restriction and black on opposite side will be placed not less than three hundred feet from each side of location indicated in order, and yellow flags will be placed on engineman's side of tracks **in block signal limits two (2) miles, or more if necessary, from red flags; outside block signal limits one (1) mile, or more if necessary, from red flags.** Green flags will be placed according to rules.

Rule 503 amended: Add:

(c) A train having passed a "stop" signal displaying stop indication, as authorized by Rule 509(b), may pass succeeding "stop and proceed" signals displaying stop indication without stopping, proceeding at restricted speed.

Rule 552 amended: Add to (6):

providing there is no main track "stop" signal between point of switch and portion of train occupying main track.

Rule 612 amended:

When two or more trains are granted track and time limits within the same limits, dispatcher must inform a member of the crew of each train of the fact.

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 is cancelled.

Rule 750(a):

Time table freight train speeds and restrictions will govern train speeds.

Rule 883 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.

Rule 957 amended:

Enginemen will be responsible for the operation of the locomotive.

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 - Muskogee..... | 263,000 | 53.8 |
| 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 - Ashdown..... | (j) 220,000 | 45 |
| Ashdown - Hugo..... | (h) 263,000 | 45 |
| Hugo - Lakeside..... | (b) 263,000 | 53 |
| Madill - Ardmore..... | 220,000 | 42.4 |
| Cherokee Yard - Enid..... | (b) 263,000 | 53.8 |
| Enid - Avarad..... | (f) 230,000 | 53 |
| Enid - Beaumont..... | (g) 220,000 | 53 |
| Enid - Southard..... | (h) 263,000 | 53 |
| Southard - Foley..... | (m) 220,000 | 53 |
| Foley - Ewing..... | 263,000 | 53 |
| Ewing - Snyder..... | 220,000 | 53 |
| Snyder - Davidson..... | (k) 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 in trains: 531 and 530.

Speed Restrictions: 20 MPH over bridges—

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

- (d) Except cars shorter than 42-ft. to be limited to 220,000 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) Cars with gross weight between 220,000 and 263,000 pounds may be handled between Enid and Beaumont with maximum speed restrictions as follows:
- | | |
|-------------------------------|--------|
| Enid - Breckenridge..... | 25 MPH |
| Breckenridge - Blackwell..... | 15 MPH |
| Blackwell - Beaumont | 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-610.
- (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 CHEROKEE YARD

Trains: 36, 130, 139, 438, BTX, 440 and 441.

Between Cherokee Yard and Oklahoma City only:
30, 539, 444 and 445.

Speed Restrictions: 50 MPH.

BETWEEN SAPULPA AND SHERMAN

Trains: 531, 430 and 530.

Speed Restrictions: 50 MPH.

Minimum Length of Car: 40-ft.

- (j) Cars having minimum length of 40 ft. and gross weight between 220,000 pounds and 248,000 pounds may be handled between Hope and Ashdown with speed restricted to maximum of 10 MPH between MP W-680 and MP W-666 and between MP W-651 and Ashdown.
- (k) Cars having maximum gross weight between 220,000 and 263,000 pounds may be handled with maximum speed restricted to 15 MPH.
- (m) Cars with gross weight between 220,000 and 240,000 pounds may be handled with maximum speed restricted to 20 MPH and speed restricted to 5 MPH over bridges
- | | |
|---------|---------|
| K-666.3 | K-643.4 |
| K-663.2 | K-636.4 |
| K-652.8 | |

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

17. GENERAL INSTRUCTIONS.

Road foreman of equipment has authority of a Trainmaster.

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.

Triple loads will not be handled in road movement except on instructions of chief dispatcher.

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 and Arthur 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, except when locomotive total horsepower is 5,000 or less, restriction does not apply.

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, employees must use caution in stepping from one car to another.

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

MDC 583 is a caterpillar-bulldozer assigned to Mechanical Department at Springfield and will move on SF 105500, gross weight will be 153,800 and will be an oversized load that will not clear man riding on side of cars or engines of trains met or passed. SF 105500 will not be handled in road movement until train orders received specifying speed restrictions required. Empty yard or switch movement of SF 105500 shall be under the direction of a Mechanical or Transportation Supervisor; but not exceeding 5 MPH.

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.

17. GENERAL INSTRUCTIONS (Continued).

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.

Oklahoma Subdiv. Trains may identify trains met between Cherokee Yard and Sapulpa when Form V(4) train order is issued to their train at Cherokee Yard.

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.

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

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.

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.

17. GENERAL INSTRUCTIONS (Continued).

| | |
|-----------------------------|--------------------------------|
| Sapulpa (Brick Plant Spur) | 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 32 |
| Arko Spur, both legs wye | Highway 32 |
| Nekoosa - Edwards Spur | 3rd St. and 6th St. |
| Hope | Bonham and Graham Sts. |
| Paris | |

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

TRACK RESTRICTIONS.

MP G-381.

Do not exceed 10 MPH when using Peabody Coal Company tracks.

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.

Ashdown:

Auxiliary tracks . . . 5 MPH.

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.

LIST OF TIME INSPECTORS.

| | |
|---|----------------------|
| R. E. Huesgen, Pres. American Railroad Time Service Co., General Time Inspector | St. Louis, Mo. |
| Suit's Jewelry | Monett, Mo. |
| E. Rose, Agent | Afton, Okla. |
| Vinita Jewelry Co. | Vinita, Okla. |
| M. L. Hardesty | Tulsa, Okla. |
| Moody's Jewelers | Tulsa, Okla. |
| W. J. Miller | Sapulpa, Okla. |
| The House of Time | Oklahoma City, Okla. |
| B. C. Clark | Oklahoma City, Okla. |
| Robinson Jewelry Co. | Oklahoma City, Okla. |
| American Mutual Co. | Oklahoma City, Okla. |
| Joiner's Jewelry | Del City, Okla. |
| Tindel's Jewelry Co. | Chickasha, Okla. |
| Risner's Jewelry | Chickasha, Okla. |
| Oliver Jewelry Co. | Lawton, Okla. |
| R. W. Reeves | Snyder, Okla. |
| Geo. Adams, Jr. | Quanah, Texas |
| M. L. Solomon | Floydada, Texas |
| Standard Jewelry Co. | Muskogee, Okla. |
| D. E. White Jeweler | Okmulgee, Okla. |
| Argus Chaffin | Francis, Okla. |
| O. G. Edgar | Ada, Okla. |
| Toll Dickenson | Madill, Okla. |
| Gray's Jewelers | Denison, Texas |
| Melroe Tappan | Sherman, Texas |
| Wheeler's Jewelers | Ft. Worth, Texas |
| J. B. Riddle | Ft. Worth, Texas |
| John Fink Jewelry Co. | Ft. Smith, Ark. |
| Pat Malone Jewelry Co. | Ft. Smith, Ark. |
| Beebe's Jewelry | Fayetteville, Ark. |
| Swift's | 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 | Arkansas City, Kans. |
| R. W. Jackson | Blackwell, Okla. |
| Lyons Jewelry Co. | Pawnee, Okla. |
| Rene Pallissard | Perry, Okla. |
| Riley Atkinson | Enid, Okla. |
| Northup's Jewelry Co. | Clinton, Okla. |
| L. L. Dillingham | Hobart, Okla. |
| Clyde Erwin | Frederick, Okla. |

SOUTHWESTERN

TRACKS AND INDUSTRIES NOT OTHERWISE SHOWN

| | Mile | Car Capacity | 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 | | | | |
| Wellston | 505.5 | 30 | G-506 | Both |
| Luther | 514.7 | 34 | G-515 | Both |
| Spencer | 530.7 | | G-531 | |
| 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 |
| Ft. Smith Subdivision | | | | |
| Gateway | 314.8 | 16 | 315 | Both |
| Arthur Subdivision: | | | | |
| Rock Island | 431.7 | 64 | 432 | Both |
| Leflore | 468.6 | 8 | 469 | Both |
| Moyers | 533.4 | 5 | 533 | Both |
| 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 |
| 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 |
| Arapaho | 675.6 | 30 | K-676 | Both |
| Fransen | 683.5 | 19 | K-683 | Both |
| Svoboda | 740.6 | 4 | K-741 | North |

18. 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**

**LEARN AND USE...
SAFE WORK HABITS**

19. 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 | | | |
| 27 | 2 | 13 | 47 | 1 | 16 | | | |
| 28 | 2 | 8 | 48 | 1 | 15 | | | |
| 29 | 2 | 4 | 49 | 1 | 13 | | | |
| 30 | 2 | | 50 | 1 | 12 | | | |

20. 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.

21.—CLASSIFICATION OF ENGINES.

| UNIT NO. | DESIGNATION | CLASS OF SERVICE | HORSEPOWER | MAX. SPEED IN SERVICE OR IN TOW | BRIDGE CLASS | TONS LIGHT WEIGHT |
|----------|-------------|------------------|------------|---------------------------------|--------------|-------------------|
| 4—8 | GE | SW | 380 | 25 | 16 | 42 |
| 11 | GE | SW | 300 | 20 | 19.1 | 44 |
| 18—39 | F-7-A | ROAD | 1500 | 65 | 36.8 | 110 |
| 40—51 | F-7-A | ROAD | 1500 | 65 | 42.4 | 114 |
| 62—66 | F-7-A | ROAD | 1500 | 65 | 36.8 | 109 |
| 75—77 | F-9-A | ROAD | 1750 | 65 | 38.4 | 114 |
| 103—111 | ALCO | RD-SW | 1000 | 60 | 39.5 | 114 |
| 118—139 | F-7-B | ROAD | 1500 | 65 | 36.8 | 110 |
| 140—152 | F-9-B | ROAD | 1750 | 65 | 39 | 113 |
| 160—167 | F-7-B | ROAD | 1500 | 65 | 36.8 | 109 |
| 190—199 | F-7-B | ROAD | 1500 | 65 | 38.3 | 108 |
| 200—237 | BL-EMD | SW | 1000 | 35 | 39.5 | 116 |
| 238—241 | BLW | SW | 1000 | 35 | 38 | 110 |
| 250—265 | NW-2 | SW | 1000 | 35 | 40.3 | 119 |
| 270—281 | FM | SW | 1000 | 35 | 39.5 | 115 |
| 282—285 | FM | SW | 1200 | 35 | 40.3 | 118 |
| 290—294 | ALCO | SW | 1000 | 35 | 38 | 111 |
| 300—304 | SW-7 | SW | 1200 | 35 | 40.3 | 119 |
| 305—314 | SW-9 | SW | 1200 | 35 | 40.3 | 119 |
| 315—330 | SW-15 | SW | 1500 | 45 | 41.8 | 115 |
| 500—632 | GP-7 | RD-SW | 1500 | 65 | 39.5 | 115 |
| 700—732 | GP-35 | ROAD | 2500 | 65 | 41.4 | 115 |
| 800—831 | U-25-B | ROAD | 2500 | 65 | 41.7 | 115 |
| 832—835 | U-30-B | ROAD | 3000 | 65 | 41.7 | 115 |
| 900—928 | SD-45 | ROAD | 3600 | 65 | *53.6 | 170 |

*900 series units may be operated on, and are restricted to, territory listed in Special Instructions 14.