



**St. Louis-San Francisco  
Railway Company**

and

**Quanah, Acme & Pacific Railway Co.**



**SOUTHWESTERN DIVISION**

**TIME TABLE  
NO. 2**

**Effective**

**Sunday, September 9, 1973**

**at 12:01 A. M.**

**Central Standard Time**

**SUPERSEDING PREVIOUS TIME TABLES**

**J. H. BROWN—Vice Pres.-Operation**

**H. C. BITNER—Gen. Mgr.**

**FOR EMPLOYES ONLY**

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

## SOUTHWESTERN DIVISION

B. C. Davidson	Division Manager	Tulsa
R. S. Fuller	Division Superintendent-South	Tulsa
B. J. Lutzenberger	Division Superintendent-North	Tulsa
J. W. Donica	Division Engineer (South)	Tulsa
L. E. Hobbs	Division Engineer (North)	Tulsa
R. P. Wiese	Division Engineer (North)	Tulsa
H. F. Richardson	Division Master Mechanic	Tulsa
L. T. Ables	Trainmaster	Tulsa
T. S. Sullivan	Trainmaster	Ada
L. E. Eldredge	Trainmaster-General Agent	Ft. Worth
C. E. Hurt	Trainmaster	Quanah
G. W. Campbell	Trainmaster-General Agent	Enid
R. E. Townes	Trainmaster	Hugo
R. R. Newman	Assistant Trainmaster	Tulsa
K. Sewell	Assistant Trainmaster	Irving
H. O. Buzbee	Chief Dispatcher	Springfield
F. A. Peebles	Road Foreman of Equipment	Tulsa
E. C. Kirby	Road Foreman of Equipment	Tulsa
C. E. Jarvis	Road Foreman of Equipment	Sherman

## TULSA TERMINAL

W. R. Wallace	Superintendent	Cherokee Yard
J. E. O'Hearn	Assistant Superintendent	Cherokee Yard
J. W. Dollar	Trainmaster	Cherokee Yard
C. L. Mallonee	Trainmaster-General Agent	Cherokee Yard
G. E. Chapman	Trainmaster	Cherokee Yard
D. R. Wilson	Trainmaster	Cherokee Yard

## EASTERN DIVISION

R. A. Rorle	Division Manager	Springfield
C. C. Lane	Division Superintendent East & West	Springfield
M. M. Brower	Superintendent Terminal	Springfield
D. W. Patton	Trainmaster	Springfield
J. D. Williams	Chief Dispatcher	Springfield

## EXPLANATION OF SYMBOLS

Ⓐ—Automatic interlocking	P—Emergency phone
B—Bulletin board	⬇—Protect crossing from ground position displaying lighted fuse when necessary
C—Standard clock	R—Radiator water
Ⓓ—Drawbridge	T—Turn table
E—Available for emergency consultation	Ⓢ—Train order signal
G—Gate—Normal position against this sub	Ⓝ—Railroad crossing at grade
Ⓒ—Gate—Normal position against conflicting route	Y—Wye
□—Gate—Electric locked. Normal position against this sub. Instructions at gate.	Ⓞ—Yard limits
Ⓟ—Gate—Electric locked against conflicting route. Instructions at gate.	Ⓞ—Train order office
Ⓜ—Manual interlocking	#—White light displayed above indicator denotes dragging equipment.
O—Diesel fuel	Ⓞ—Detector equipped to transmit intermittent tone over radio when hot box or dragging equipment is indicated

## TABLE OF SPEEDS

MPH	1 Mile		MPH	1 Mile	
	Min.	Sec.		Min.	Sec.
10	6		40	1	30
15	4		45	1	20
20	3		50	1	12
25	2	24	55	1	5
30	2		60	1	
35	1	42	65		55½

## CHIEF SURGEON: DR. V. W. HOLLO, ST. LOUIS

## PHYSICIANS

**Ada, Oklahoma:**  
 Dr. Ollie McBride  
 1214 East 5th St.  
 Dr. David C. Ramsey  
 100-106 East 13th St.  
 Dr. Richard M. Tallafiero  
 The Suggs Clinic  
 100 East 13th St.

**Enid, Oklahoma:**

Dr. Earl M. Robinson  
 617 South Quincy  
 Dr. G. T. Ross  
 1101 East Broadway  
 Dr. A. F. Dugan - Oculist  
 1800 South Van Buren

**Fort Smith, Arkansas:**

Dr. M. B. Hoge  
 Dr. Samuel Landrum  
 314 North Greenwood  
 Dr. Stanley R. McEwen - Oculist  
 Dr. E. C. Moulton, Jr. - Oculist  
 1214 North B Street

**Fort Worth, Texas:**

Dr. R. E. Snyder  
 1717 South Main  
 Dr. Joe L. Bussey - Oculist  
 Dr. Rufus A. Roberts, Jr. - Oculist  
 1201 West Presidio Street

**Irving, Texas:**

Dr. Forrest E. Lumpkin, Jr.  
 101 South O'Connor Road

## PHYSICIANS

**Oklahoma City, Oklahoma:**  
 Dr. C. M. O'Leary  
 549 Pasteur Building  
 Dr. Dick Lowry - Oculist  
 200 N.W. 10th Street

**Okmulgee, Oklahoma:**

Dr. A. L. Buell  
 Dr. J. P. Myers  
 Buell-Myers Clinic  
 220 South Morton Street  
 Dr. George L. Tracewell - Oculist  
 113 S. Grand

**Paris, Texas:**

Dr. Donald R. Lewis  
 Dr. William R. Phillips  
 Dr. Clarence A. Temple  
 725 DeShong Drive  
 Dr. Earl D. Bellamy - Oculist  
 811 Bonham

**Sherman, Texas:**

Dr. Tom E. Miller  
 207-15 West Mulberry Street  
 Dr. Thomas R. Shea - Oculist  
 501 North Highland

**Tulsa, Oklahoma:**

E - Glass-Nelson Clinic Surgical Staff  
 2020 South Xanthus  
 E - Dr. Thomas Lewis Ozment - Oculist  
 6465 South Yale

E: Available for emergency consultation.

## LIST OF TIME INSPECTORS

Suit's Jewelry, 418 Broadway	Monett, Mo.
Vinita Jewelry Co., 123 S. Wilson	Vinita, Okla.
M. L. Hardesty, 712 W. 23rd	Tulsa, Okla.
Seneke, Jewelry Co., 103 E. Dewey	Sapulpa, Okla.
Clock Unlimited, 7623 N.W. 23rd	Oklahoma City, Okla.
B. C. Clark, 113 N. Harvey	Oklahoma City, Okla.
Robinson Jewelry Co., 204 W. Commerce	Oklahoma City, Okla.
American Mutual Co., 10th & Pennsylvania Ave.	Oklahoma City, Okla.
Joiner's Jewelry, 4431 S.E. 29th	Del City, Okla.
Risner's Jewelry, 110 N. Fifth	Chickasha, Okla.
Agent	Quanah, Texas
Standard Jewelry Co.	Muskogee, Okla.
D. E. White Jeweler, 203 W. Main	Okmulgee, Okla.
Agent	Ada, Okla.
Howell Jewelry Store	Madill, Okla.
Gray's Jewelers	Denison, Texas
Melrose Tappan, 102 N. Travis	Sherman, Texas
Wheeler's Jewelers, 1708 8th Ave.	Ft. Worth, Texas
Jolly's Jewelry, 411 Houston	Ft. Worth, Texas
Perkins Jewelry, 2325 Rochelle at Story Road	Irving, Texas
Pat Malone Jewelry Co., #21 Garrison	Ft. Smith, Ark.
C. H. Davidson Jewelry Co.	Hugo, Okla.
Stanley Riggs	Paris, Texas
Becherers' Jewelry, 208 S. Main	Hope, Ark.
Drake Jewelers, 104 W. Main	Ardmore, Okla.
R. W. Jackson	Blackwell, Okla.
Lyons Jewelry Co.	Pawnee, Okla.
Riley Atkinson, 203 W. Randolph	Enid, Okla.
Northrup's Jewelry Co.	Clinton, Okla.
Grimes Jewelry, 113 S. Summitt St.	Arkansas City, Kans.



WEST							Miles	STATIONS
Second Class								
337	731	39	BTX	437	QLA	37		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
PM 1030	PM 900	PM 410	PM 230	AM 250	AM 240	AM 1215	239.7	<b>SPRINGFIELD YARD</b> BCORY ⊕ ⊙
							242.0	NICHOLS 2.3
							247.2	BROOKLINE 5.2
							251.8	REPUBLIC 4.6
								5.5
							257.3	BILLINGS 5.0
							262.3	LOGAN 1.3
							263.6	MARIONVILLE 5.3
							268.9	AURORA 0.1 R ⊕
							269.0	MP 4.7 ⊕ ⊙
							273.7	VERONA 5.4
							279.1	GLOBE 2.9
AM 1230	1100 PM	525 PM	350 PM	410 AM	345 AM	135 AM	282.0	<b>MONETT</b> BCORY ⊕ ⊙ (42.3)
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
337	731	39	BTX	437	QLA	37		

**MT. VERNON BRANCH—SPRINGFIELD SUB**

Miles	WEST STATIONS	EAST STATIONS	Sta. No.	TPR	Track Cap.
268.9	AURORA	R ⊕	269	AU	Yd.
280.6	MT. VERNON	B281	MN	75	
	(11.7)				

**MAXIMUM SPEED** ..... 25  
 Yard limits: entire branch  
 Bridge class of engines and  
 foreign derricks ..... 40.3

Interdivisional trains with crew operating between Springfield Yard and Cherokee Yard will require clearance from Springfield Sub dispatcher and Cherokee sub dispatcher and will not require clearance at Monett, and may register by Form 1339 at Monett.

**CHEROKEE SUB—SOUTHWESTERN DIVISION**

Interdivisional trains with crew operating between Springfield Yard and Cherokee Yard will require clearance from Springfield Sub dispatcher and Cherokee sub dispatcher and will not require clearance at Monett, and may register by Form 1339 at Monett.

**TRACK RESTRICTIONS:** 10 MPH on Peabody Spur, Catale. Cars must not be left within 4,000 ft. north of main track. Four tracks Catale Mine, trainman must ascertain car pushers are not coupled to track to be pulled. **DO NOT COUPLE INTO CAR PUSHERS.**

Mine Spur: MP 381 ..... 10 MPH  
 Garnett: Std. Industries ..... 10 MPH  
 Engine must not be operated west of loading conveyor or over scale and cars must not be ridden past conveyors.

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Granby	302.0	G302	17	Both	
Niles	313.3	G313	7	East	
Asylum	358.2	G358	13	East	
Peabody	381.0	G381	PB	270	Wye
Squoyah	391.6	G392	UQ	117	Both
Port Lead	408.3	G408	XF	226	East
Garnett	414.0	G426	GR	444	Both
Douglas	417.0	G426	DL	77	Both
Dawson	418.7	G426	DW	71	Both
East Tulsa	420.4	G426	JT		

Sta. No.	TPR	Track Capacity			EAST						
		Sidings		Aux.	Second Class						
		Cars	Feet		438	730	30	330	OBX	34	CTB
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
239	SY			Yd.	AM 400	AM 845	AM 1015	AM 1100	PM 1220	PM 1100	PM 1135
242	NS			Yd.							
247	ZE	134	7015	5							
252	RJ	163	8659	76							
257	ZS	106	5615	35							
262	JL	155	8081	9							
264	VM			49							
269	AU	134	7013	Yd.							
274	VE	154	8044	41							
279	GZ										
282	MO			Yd.	AM 130	AM 730	AM 830	AM 900	AM 1045	AM 915	AM 1005
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					438	730	30	330	OBX	34	CTB

**MPH**  
**MAXIMUM SPEED** ..... 55  
 (Except as noted)  
 Train Identification QLA ..... 60  
 W. S. Jct. to Nichols  
 (Old Psgr. Main) ..... 20  
 MP 241-20 to MP 242-25 ..... 25  
 Until engine thru limits  
 MP 250- 5 to MP 252-10 ..... 45  
 260-21 260-22  
 (Westward trains) ..... 45  
 MP 263-26 to MP 264-17 ..... 45  
 Until engine thru limits  
 MP 267-16 to MP 267-17  
 (Westward trains) ..... 45  
 268-30 269- 4 ..... 40  
 South Track:  
 MP 279- 3 to MP 282- 5 ..... 25  
 282- 5 282-32 ..... 12  
 North Track:  
 MP 282- 5 to MP 282-32 ..... 12  
 Thru power switch turnouts ..... 25  
 (except turnout MP 279-3)  
 (South track) ..... 35  
 (North track) ..... 50

CTC: MP 241-18 to MP 280-26  
 ABS: MP 280-26 to MP 281-31  
 MOP Trains will secure clearance at Aurora or Springfield yard before entering SL-SF track.

Two main tracks between Globe and Monett designated North and South Tracks.

When white light displayed at indicator on siding near MP 251-24 eastward "stop" signal MP 251-12 displays proceed indication.

White light displayed at indicator MP 268-35 authorizes movement from pocket track to siding. If white light not displayed authority for move must be secured from dispatcher.

MP 280-26 to MP 281-31 movement of trains will be as prescribed by Rule 261 to 264 inclusive.

Bridge class of engine and foreign derricks ..... 70.4

**HOT BOX DETECTORS**  
 MP 260-40

**OZARK BR.-SPRINGFIELD SUB**

Miles	WEST STATIONS	EAST STATIONS	Sta. No.	TPR	Trk. Cap.
240.0	M.K. JCT				
246.5	GALLOWAY		239	TM	60
257.4	OZARK		A257	OZ	41
	(17.4)				

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Langston	243.0	239	LG	12	North
Kissick	249.1	A249	KS	132	Both
Cassidy	253	A253		10	North

Springfield: Trafficway, St. Louis, McDaniel, Kickapoo, Walnut, Elm, Cherry, Weller, Delaware, Belmont and Grand.

Highway 60 and 65 (MP A247)  
 Yard Limits: entire branch  
 Bridge class of engines and foreign derricks ..... 70.4  
 M.K.Jct. to Kissick ..... 53.6  
 Kissick to Ozark ..... 40.3

**SAFETY IS IN YOUR HANDS**

WEST								Miles	STATIONS
SECOND CLASS		FIRST CLASS							
531	739	39	437	37	537	539			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
PM 1100	AM 130	PM 955	AM 1130	AM 1000	AM 910	AM 300	426.9	BYCRO <b>◎◎T</b> CHEROKEE YD. 3.6	
							430.5	NORRIS 5.0	
							435.5	OMA 1.7	
1130 PM	200 AM	1025 PM	1159 AM	1030 AM	935	325	437.2	SAPULPA 8.4 <b>Y◎◎</b>	
						950	445.6	KELLEYVILLE 13.4	
						1005	459.0	BRISTOW 7.6 <b>Y◎</b>	
						1014	466.6	DEPEW 10.9	
						1028	477.5	STROUD 5.5 <b>◎</b>	
						1035	483.0	BINKLEY 2.4 <b>P</b>	
							485.4	DAVENPORT 8.5	
						1048	493.9	CHANDLER 4.1 <b>◎</b>	
						1054	498.0	GOW 11.8 <b>P</b>	
						1110	509.8	HIBSAW 14.4 <b>P</b>	
						1130	524.2	JONES 5.9 <b>P</b>	
						1140	530.1	MUNGER 5.5	
						1148	535.6	GREIG 0.2	
							535.8	C.R.I.P. } A.T.S.F. } 3.7 <b>◎◎</b>	
						1230 PM	539.5	OKLAHOMA CITY <b>◎◎</b> (112.6)	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
531	739	39	437	37	537	539			

	MPH	Until engine thru limits	MPH
MAXIMUM SPEED (except as noted)	55	MP 477- 2 to MP 477-29	25
Cherokee Yard—slip switches	10	MP 477-29 to MP 479-13	45
17th St. until engine over crossing	10	479-13 487-23	50
MP 426-16 to MP 428-14	20	Binkley, thru turnout east end siding	25
Thru turnout MP 428-27	25	MP 487-23 to MP 488- 2	45
Westward trains MP 428-31 to MP 429-3	40	488- 2 491-20	50
Until engine thru limits North track MP 428-29 to MP 429-35	20	491-20 492-25	45
Norris, thru turnout	50	Until engine thru limits MP 492-30 to MP 493-32	25
MP 432-17 to MP 432-26	45	MP 494-13 to MP 495-28	50
Oma, thru turnout	50	498-26 499-17	45
MP 436-33 to MP 437-17	25	503-30 506-33	50
437-17 441- 4	50	514-33 515-20	45
441- 4 442-25	45	519- 0 522-11	45
447-34 458-20	45	Jones, thru turnout east end siding	25
Bristow, thru turnout both ends siding	25	Until engine thru limits MP 527-16 to MP 530-22	50
Until engine thru limits MP 458-25 to MP 459-15	20	MP 530-22 to MP 531- 8	45
MP 459-15 to MP 463-35	50	531- 8 535-28	50
463-35 468- 5	45	535-28 537-33	45
468- 5 472-34	50	537-33 539- 6	25
476- 0 476-12	45	Oklahoma City, thru turnout MP 538-20	25
		Until engine over crossing MP 539- 6	10

Station Number	TPR	Track Capacity			EAST							
		Sidings		Aux.	SECOND CLASS							
		Cars	Feet		530	34	3110	738	38	30	430	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
G426	CY			Yd.	AM 1100	PM 130	PM 630	PM 430	PM 500	AM 1245	PM 1159	
G426	NO											
G436	OM											
G438	SQ			Yd.	150 AM	1131 AM	545	150 PM	350 PM	1115	945 PM	
G446	KY	91	4559	25			505			1105		
G459	BP	148	7413	225			445			1045		
G467	DP	63	3184	32			420			1035		
G478	ST	76	3825	174			401			1021		
G483		110	5516	9			240			1013		
G485				24								
G494	YX	44	2237	126			225			958		
G498	GX	97	4873				201			953		
G510	HI	126	6323				145			938		
G524	JN	80	4032	13			120			921		
G530	UG	63	3197				101			914		
G536	GG			38								
G540	OC			Yd.			1245 PM			900 PM		
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
					530	34	3110	738	38	30	430	

First class trains move at restricted speed:

MP 437- 9 to MP 438-14 (3:30 PM to 6:30 AM)  
538-18 to 539-27

Main track between these points may be used without protection against first class trains.

Two main tracks between Cherokee Yard and Norris and between Oma and Sapulpa are designated as North track and South track.

No. 2 track Bartlett-Collins, Sapulpa, protected by signals. If signal indicates stop, contact Bartlett-Collins employe.

Trains may be identified between Cherokee Yard and Sapulpa when Form V(4) train order is issued to trains at Cherokee Yard.

Train meets and time in schedules or train orders will be at end of two main tracks Sapulpa.

**HOT BOX DETECTORS**

MP 435-3 @ # 472-9  
@ # 526-29

Bridge class of engines and foreign derricks 70.4

**TRACKS AND/OR INDUSTRIES**

Mile Sta. Cap. Conn.  
Wellston 505.5 G506 30 Both  
Luther 514.7 G515 34 Both  
Red Horse 534.3 G534 29 East  
CTC: 428-25 to 437-9

ABS: 437-9 to 538-19 (rule 510(a))

↓ Sapulpa: (Brick Plant Spur) Highway 66

↓ Chandler Highway 66

**WHATEVER YOU DO  
—DO IT SAFELY**

**ALERT IS THE WORD**

WEST				EAST					
Second Class				Second Class					
3213 Leave Su. Tu. Th.	3211 Leave Daily	Miles	STATIONS	Station Number	TPR	Track Cap. Sidings Cars Feet Aux.	3210 Arrive Daily	3212 Arrive Mo. Wd. Fr.	
PM 930	PM 115	539.5	OKLAHOMA CITY	G540	OC	Yd.	PM 230	PM 630	
		542.8	A.T.S.F.						
1107	182	553.9	MUSTANG	G554	US	85 4293 24	152	353	
1130	203	562.8	TUTTLE	G563	TT	75	1257	333	
1140	209	567.5	SOONER	G567	UU	102 5108	1250	321	
		580.5	O.R.I.P.						
AM									
1230	227	580.8	CHICKASHA	G581	CC	43 2197 139	1227	258	
1240	235	586.9	NORGE	G587		34 1745	1201	235	
101	255	599.5	CEMENT	G600		37 1856 15	1144	155	
140	315	605.0	CYRIL	G605	CR	73 4000 211	1135	101	
150	325	610.6	FLETCHER	G611	TC	89 4459 28	1055	1148	
200	332	614.6	ELGIN	G615	EG	31 1597 26	1047	1143	
215	350	625.5	FORT SILL	G626	FI	39 1954 76	1030	1125	
		629.7	O.R.I.P.						
230	401	630.2	LAWTON	G630	LT	Yd.	1020	1101	
AM		643.9	CACHE	G644	EZ	88 4445 35	947		
		664.1	ENID SUB						
		664.4	SNYDER	G664	SN	Yd.	917		
		676.0	HEADRIK	G676	HK	41 2069 23			
		686.6	M.K.T.						
		687.2	ALTUS	G687	AS	33 1695	840		
		688.1	A.T.S.F.						
		695.5	OLUSTEE	G695	OU	31 1573 44	825		
		709.4	ELDORADO	G709	ED	31 1585 116	806		
		723.3	QUANAH	G723	QU	Yd.	745		
Arrive Mo. Wd. Fr. 3213	Arrive Daily 3211	Westward trains are superior to eastward trains of the same class.				Leave Daily 3210	Leave Mo. Wd. Fr. 3212		

MPH	Trains will use Q.A.P. tracks be- tween Red River and Quanah. SL-SF rules will govern.
MAXIMUM SPEED	49 (except as noted)
MP 539-25 to MP 544-25	25
544-25	692 40
Over Bridge 557.9	30
Until engine thru limits	
MP 580-15 to MP 582-11	20
628-31	635-22 25
686-10	687-17 30
688-3	688-4 20

Move at restricted speed on  
C.R.I.P. tracks Oklahoma City,  
Fort Sill & Lawton.

**HOT BOX DETECTORS**  
@ # MP 590-28  
@ # 684-10  
No. 3211 will register at Lawton,  
Oklahoma.  
Bridge class of engines and for-  
eign derricks 53  
Yard Limits: Oklahoma City to  
Wheatland

## SAFETY IS EVERYBODY'S BUSINESS

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Lillard Pk.	545.3	G545	IO	Yd.	Both
Wheatland	549.3	G549	UD	59	Both
Amber	572.7	G573		35	Both
Taupā	636.7	G637	TP	31	Both
Indlahoma	652.0	G652		35	Both
Odetta	658.2	G658		31	Both
Lige	668.2	G668		2	East
Eagle-Picher	700.1	G700		5	East
Creta	702.7	G703		31	Both
Carnes	717.1	G717	EJ	40	West

- ↳ Spur MP 547-7 : Highway 152
- ↳ Spur MP 548-16: Dayton Lead,  
S.W. 29th St.
- ↳ Ft. Sill: Highways 62, 281, 277
- ↳ Altus: Spur track Highway 62
- ↳ Quanah: Highway 283

Oklahoma City:

- ⊗ G C.R.I.P. Frt. Hse. Lead
- ⊗ G C.R.I.P., Oil Mill Lead
- ⊗ G C.R.I.P., West Leg Wye

Lawton:

- ⊗ G C.R.I.P., Industry track

### QUANAH, ACME AND PACIFIC RAILWAY COMPANY

Miles	WEST STATIONS	EAST	Station Number	TPR	Track Cap.		
					Sidings		
					Cars	Feet	Aux.
723.3	QUANAH	OB Y ⊗ ⊗ ⊗ ⊗ ⊗	G723	QU			Yd.
		5.5					
728.8	ACME		G729	AQ			Yd.
		0.1					
728.9	F.W.D.						
		10.2					
739.1	LAZARE		G739				31
		13.9					
753.0	SWEARINGEN		G753	UW	94	4748	
766.1	PADUCAH		G766	PH	46	2320	150
		10.2					
776.3	NARCISSO		G776	NQ	81	4062	
		10.4					
786.7	SUMMIT		G787				43
		5.6					
792.3	RUSSELLVILLE		G792				28
		10.4					
802.7	ROARING SPRINGS		G803	RZ	81	4076	45
		15.8					
818.5	DOUGHERTY		G819	DY	56	2839	93
		6.8					
825.3	BOOTHE SPUR		G825				59
		7.9					
833.2	FLOYDADA	BC ⊗ ⊗ ⊗ ⊗ ⊗	G833	FL			Yd.
		(109.9)					

MPH	Trains will not be required to furnish rear end flag protection against a following movement on the same track unless instructed to do so.
MAXIMUM SPEED	49 (except as noted)
Quanah, thru interlocking	20
Until engine over crossing	
Quanah Hiway F.M. 2640	5
MP 728-16 to MP 728-25	20
Acme, thru interlocking	20
MP 745-21 to MP 746-18	30
747-25	748-3 45
Until engine thru limits	
MP 765-25 to MP 766-24	35
MP 774-8 to MP 775-13	45
778-0	782-32 35
783-30	785-5 45
793-1	794-1 45
801-4	803-25 45
809-14	814-10 45

Until engine over crossings  
MP 832-10 to MP 832-23 15  
SL-SF rules and instructions will  
govern.

↳ Quanah: Highway 283  
Yard limits: Quanah to Acme  
Trains will not be required to  
furnish rear end flag protection  
against a following movement on  
the same track unless instructed  
to do so.

**TRACK RESTRICTIONS**

Acme: Do not put engine over hy-  
draulic lift east and west spur  
track  
5 MPH All Georgia Pacific  
Tracks

TRACKS AND/OR INDUSTRIES  
Mile Sta. Cap. Conn.  
McBain 810.7 G811 24 East

**HOT BOX DETECTORS**

@ # MP 807-4  
Bridge class of engines and for-  
eign derricks 53

**12 CREEK-SHERMAN SUB—SOUTHWESTERN DIVISION**

SOUTH					Miles	STATIONS
SECOND CLASS		FIRST CLASS				
531 Leave Daily	739 Leave Daily	39 Leave Daily	437 Leave Daily	37 Leave Daily		
PM 1130	AM 200	PM 1025	AM 1159	AM 1030	437.2	SAPULPA.....ⓈⓄⓎ
1137	211	1032	PM 1206	1037	442.2	KIEFER.....5.0
1157	231	1049	1223	<b>1056</b>	456.2	BEGGS.....14.0
AM 1213	246	1103	1236	1109	467.2	BUTLER.....11.0
					467.9	S.L.-S.F.....0.7
1215	249	1106	1239	1112	468.6	OKMULGEE.....BCOⓈⓄⓎ
<b>1250</b>	259	1115	<b>1248</b>	1121	476.2	SCHULTER.....7.6
530 120	307	1121	738 1256	1129	482.1	HENRYETTA.....5.9
					494.7	FRED (WELEETKA).....12.6
139	325	1137	112	1146	504.4	WETUMKA.....Ⓢ
152	338	<b>1148</b>	123	<b>1159</b>	513.0	YEAGER.....8.6
204	350	1158	133	1209	519.6	HOLDENVILLE.....Ⓢ
215	401	1208	143	1218	519.6	C. R. I. P.....ⓈⓄ
					520.1	SISSON.....0.5
227	403	1210	<b>145</b>	1220	525.0	SPAULDING.....4.9
234	410	1217	38 152	1226	539.1	FRANCIS.....14.1
300	440	1240	215	<b>1245</b>	547.7	A. T. S. F.....8.6
					548.2	ADA.....BCORⓈⓄⓎ
324	501	100	235	111	558.2	FITZHUGH.....10.0
348	526	117	252	128	563.3	ROFF.....5.1
355	533	123	258	135	571.0	SCULLIN.....8.3
404	543	133	308	146	579.3	MILL CREEK.....12.5
414	553	143	318	156	591.8	RAVIA.....11.6
430	617	158	333	211	603.4	MADILL.....RⓈⓄⓎ
455	700 AM	213	351	229	610.6	KINGSTON.....9.6
					620.2	LAKESIDE.....4.6
517		233	411	249	624.8	BARRY.....6.3
526		240	416	255	631.1	STALEY.....0.3
534		248	423	302	631.4	M. K. T. JCT.....5.1
					636.5	DENISON.....ⓈⓄ
<b>630</b>		300	<b>434</b>	322	636.6	S. P. JCT.....7.4
34			430		644.0	NO. SHERMAN JCT.....0.6
					644.6	SHERMAN.....BCORYⓈⓄⓎ
900 AM		405 AM	450 PM	350 PM		(207.4)
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
531	739	39	437	37		

No. 739 and No. 531 are superior to No. 738.

**CREEK-SHERMAN SUB—SOUTHWESTERN DIVISION 13**

Station Number	TPR	Track Capacity			NORTH				
		Sidings		Aux.	SECOND CLASS				
		Cars	Feet		34 Arrive Daily	738 Arrive Daily	38 Arrive Daily	430 Arrive Daily	530 Arrive Daily
G438	SQ			Yd.	AM 1131	PM 150	PM 350	PM 945	AM 150
E442	KF	114	6072	12	1124	142	339	935	140
E456	ZB	126	6714	42	<b>1056</b>	122	319	914	120
E467	ZU	119	6333		1043	105	301	857	103
E469	OG			Yd.	1040	1259	258	854	100
E476	QC	114	6055	15	1029	<b>1248</b>	247	844	<b>1250</b>
E482	HN	94	5018	Yd.	1020	437 1231	238	835	531 1219
E495	WK	116	6179	110	1000	1211	221	819	1201
E504	WM	87	4620	80	947	PM 1159	206	807	AM 1148
E513	YG	95	5047	4	935	37 1147	155	755	39 1118
E520	HD			125	925	1137	147	745	1108
E520A	UI	101	5375		923	1135	<b>145</b>	743	1106
E525	UP	120	6387	10	915	1125	437 104	735	1100
E539	FC	101	5326	Yd.	855	1059	<b>1245</b>	709	1040
							37		
E548	AD	114	6077	Yd.	844	1029	1214 PM	651	940
E558	FH	97	5181		826	1015	1145	634	910
E564	RF			97	820	1005	1138	627	900
E571	UJ	99	5268	14	810	955	1127	617	845
E580	ML	102	5439	68	755	943	1117	606	805
E592	RV	119	6343	22	737	918	1101	551	740
E603	MA	115	6107	Yd.	720	900 AM	1043	533	715
E610	KT	101	5388	44					
E620	LK	76	4041		656		1023	503	600
E625	ZY	102	5415	6	650		1016	456	550
E631	IT				640		1005	445	540
E637	DN	108	5745	105	<b>630</b>		955	<b>434</b>	530
					531			437	
E644	SK			Yd.	600 AM		930 AM	400 PM	500 PM
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					34	738	38	430	530

No. 531 and No. 739 are superior to No. 738.

**SAFETY KEY POINTS  
ARE A MUST;  
WE CAN'T JUST SAY,  
"IN GOD WE TRUST".**

MAXIMUM SPEED	MPH	55
(except as noted)		
MP 437- 4 to MP 438- 4		25
MP 438- 7 to MP 440- 6		45
457-25	458- 4	50
SL-SF Crossing 467-9		25
Until engine thru limits		
MP 468-20 to MP 469-10		25
MP 471-12 to MP 471-28		50
Schulter, thru turnout North		
end siding		25
MP 478-17 to MP 480-18		50
Until engine thru limits		
MP 480-18 to MP 482-20		25
MP 484- 9 to MP 484-20		50
492- 2	492-18	45
494-15	494-26	45
506-33	507- 8	50
509-31	510-11	50
516-12	518-18	50
518-22	519-15	45
Until engine thru limits		
MP 518- 17 to MP 520-22		40
MP 519-20 thru interlocking		40
MP 521- 5 to MP 521-26		50
529- 7	529-20	50
531-34	532-10	50
533-24	534-21	45
535-28	536-18	50
539-32	540- 6	50
543- 6	544-20	50
Ada, thru interlocking		35
Until engine thru limits		
MP 547- 8 to MP 547-20		30
547-20	548-16	15
548-16	548-29	30
MP 551-30 to MP 552- 3		50
554-26	556-20	50
559- 9	559-31	50
569- 1	569-10	50
574- 8	577-11	50
581-13	583-19	50
589- 7	589-23	50
596- 0	600- 0	45
602- 6	602-31	45
603- 0	604- 6	45
605-15	605-23	50
621-16	623-24	50
630- 3	630-36	30
Staley-M.K.T. Junction, turnouts		
Red River Bridge		15
Northward trains until engine		
thru limits		
MP 632-18		50
MP 633- 6 to MP 634-31		45
634-31	634-33	30
634-33	636- 1	45
M.K.T. connection Denison		5
Until engine thru limits		
MP 636- 1 to MP 636-20		12
Thru Spring Switch Turnouts		25

Creek-Sherman Sub trains will use Oklahoma Sub between Sapulpa and Cherokee Yard. Trains entering CTC at Sapulpa will not require clearance.

Trains will secure clearance at Cherokee Yard authorizing movement south from Sapulpa and will not require clearance at Sapulpa unless train order signal displays stop indication.

Trains may be identified between Cherokee Yard and Sapulpa when Form V(4) train order is issued to trains at Cherokee Yard.

Train meets and time in schedules or train orders will be at end of two main tracks Sapulpa.

SL-SF trains will use M.K.T. track between Staley and M.K.T. Jct.

SL-SF trains will use Southern Pacific track between S.P. Jct., Denison and Sherman.

Train order signal Denison northward only.

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

Creek-Sherman Sub will use Fort Worth Sub. instructions for Sherman yard movement.

Bridges: 478.0 and 503.4 protected by detectors connected with ABS. When signals 4786, 4779, 5035 and 5048 display "Stop" observe signal rules and know bridge safe before passing over.

First class trains move at restricted speed:

MP 437- 9 to MP 438- 7	
(330PM to 630 AM)	
467-20	468-34
547-29	548-19
601-33	604- 6
(900PM to 1000AM)	
636- 5	636-16

Main track between these points may be used without protection against first class trains.

No. 738 may be authorized by clearance at Madill.

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.

**TRAIN MEET SIGNS**

Okmulgee,  
MP 468-15 Northward trains

Ada, MP 548-30 Northward trains  
Fitzhugh,

MP 558-12 Southward trains

Trains on main track waiting for or to meet opposing trains will stop short of sign until opposing train reaches switch.

ABS:	MP 437-9 to MP 481-5,	
	Rule 510 (a)	
ABS:	MP 481-5 to MP 604-6	
CTC:	604-6	621-7
ABS:	621-7	635-9

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Mounds	446.7	E447	VJ	41	North
Sasakwa	532.2	E532		26	North
Denny	567.4	E568		37	Both
Ryder	584.5	E584	VS	54	Both

Bridge class of engines and foreign derricks 63

**TRACK RESTRICTIONS**

No. 2 track Bartlett-Collins, Sapulpa, protected by signals. If signal indicates stop, contact Bartlett-Collins employe.

Ada: Ideal Cement Plant, engines must not be operated over track scales.

Ada: Evergreen Mill engines must not be operated under shed.

Sherman: Northward trains departing until caboose over Grand Ave., 5 MPH.

Okmulgee: Highway 75  
Highway Loop 56

Mill Creek: Highway 12

**HOT BOX DETECTORS**

@	#	MP	446-27
@	#		474-25
@	#		496-31
@	#		516- 5
			565-27
@	#		587- 6
@	#		613-24

**MUSKOGEE BRANCH—CREEK SUB.**

Miles	STATIONS	Sta. No.	TPR	Trk. Cap.
482.1	HENRYETTA	E482	HN	Yd.
483.9				
526.0	MUSKOGEE BOY	EA526	MU	Yd.
526.2	M.K.T. & T.P.			
	(44.1)			

MP 525-6 to MP 527-27 12

MP 526-4 over Main Street Crossing 5

Bridge class of engines and foreign derricks 53.8

MKT-T&P crossing MP 526-2:

Eastward movements not clearing Main Street stop clear Main Street, proceed when gate properly lined, protecting Main Street crossing from ground position. Westward movements stop clear T&P crossing, proceed when gate properly lined.

SL-SF trains use T.P. track between Muskogee and Henryetta.

**THE ABC'S OF SAFETY**

**A — ALWAYS**

**B — BE**

**C — CAREFUL**



SOUTH			Miles	STATIONS
Second Class				
437 Leave Daily	37 Leave Daily	39 Leave Daily		
PM 600	PM 530	AM 405	644.6	SHERMAN.....BCOR@Y@
			645.7	TOWER 16.....1.1 @
				T. P.....0.0 @ @
			646.3	S. S. W.....0.6 @ @
				.....0.8 @ @
			647.1	STOCK TRACK.....0.7
610	540	415	647.8	FRISCO JCT.....2.1 @
614	544	420	649.9	SO. SHERMAN JCT.....7.8 @
627	559	435 34	657.7	DORCHESTER.....7.1
			664.8	GUNTER.....8.8
638	610	447	673.6	CELINA.....6.1
652	624	501	679.7	PROSPER.....5.9
701	633	510	685.6	FRISCO.....14.3 @
			699.9	BLISS.....0.6
732	704	545 38	700.5	CARROLLTON.....0.0
				M. K. T. }.....@ @
				S. S. W. }.....3.7 @ @
			704.2	GRIBBLE.....6.5
738	710	552	710.7	IRVING.....BO@Y@
830	800	645	720.9	DALLAS (Psg. Depot).....10.2
			723.5	EAST DALLAS.....2.6
			710.7	IRVING.....BC@Y@
			735.6	NO. FT. WORTH.....24.9 @
1100 PM	1045 PM	915 AM	741.2	FT. WORTH.....BCORT@Y@
				(66.1)
				(96.6)
Arrive Daily	Arrive Daily	Arrive Daily	Southward trains are superior to Northward trains of the same class.	
437	37	39		

	MPH
<b>MAXIMUM SPEED</b> .....	40
(except as noted)	
Sherman, over derail switch.....	15
MP 644-15 to MP 647.....	15
Tower 16, thru interlocking.....	35
Frisco Jct., thru turnout.....	20
So. Sherman Jct., thru turnout.....	20
Until engine thru limits	
MP 697 to MP 701-23.....	20
MP 708-14 to MP 708-29.....	30
Irving, over crossing not	
protected by flashers.....	30
Until engine thru limits	
MP 709-24 to MP 710-28.....	15
Dallas, within the limits of The	
Union Terminal Company:	
No. Jct. to No. Tower.....	15
No. Tower to So. Tower.....	10
So. Tower to double track	
jct. Cadiz Street.....	15
Double Track Jct. to A.T.S.F.....	25
Thru crossovers and turnouts.....	10
Depot and shed tracks.....	8
No. Ft. Worth, move at restrict-	
ed speed thru connecting track,	
not exceeding.....	10
Ft. Worth, over street crossings.....	18
Ft. Worth, spring switch at	
north end of yard.....	15
Belt Jct., north leg of wye.....	10
south leg of wye.....	15
Yard limits: Tower 16 to	
Frisco Jct.	
So. Sherman Jct. to MP 651	
SL-SF trains will use Southern	

TIMETABLE NO. 2

Pacific track between S.P. Jct., Denison, and Tower 16 and between Frisco Jct. and So. Sherman Jct.

Northward trains will not require clearance at Tower 16.

Sherman Yards, when handling 70-foot or longer cars, 5 MPH.

Normal position of spring switch derail south end Sherman yard lined for derailing southward movements.

Spring switch north end Sherman Yard equipped with electric light; yellow indication lined for No. 1 track, green indication lined for No. 2 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.

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

Station Number	TPR	Tracks Capacity			NORTH		
		Sidings		Aux.	SECOND CLASS		
		Cars	Feet		34 Arrive Daily	38 Arrive Daily	3610 Arrive Daily
E644	SK			Yd.	AM 600	AM 830	AM 1130
				49			
	FJ				452	710	1105
	SP				447	704	1050
E658	DT	91	4860	11	435 39	652	1035
E665	GQ	67	3574	41	350	637	1020
E674	YI	67	3588	50	335	627	1008
E680	QO	64	3412	42	325	617	957
E686	FS	67	3574	76	315	607	945
E700	ZV	86	4597		253	545 39	920
E701	YN			57			
E704	GB	48	2563		243	511	910
E711	IR			Yd.	230	500	900
F722	DA						
E711	IR			Yd.			
	NF			Yd.			
E741	FW			Yd.	1201 AM	200 AM	445 AM
Southward trains are superior to Northward trains of the same class.					Leave Daily	Leave Daily	Leave Daily
					34	38	3610

When switching South Lead Sherman Yard, 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
Sherman: over scale.....	5 MPH

Northward trains will require clearance at Irving.

Regular trains may be authorized by clearance at Irving.

Southward trains will require C.R.I.P. clearance at Irving from SL-SF operator.

Trains use C.R.I.P. tracks between No. Ft. Worth and No. Jct. Dallas.

Trains use Union Terminal tracks between No. Jct. and Santa Fe Jct., Dallas.

North wye switch Irving will be left lined as last used.

S.S.W. end of connecting track No. Ft. Worth equipped with spring switch. Signal governing facing point movements over this switch will display:

Yellow indication lined for S.S.W. main track.

Lunar indication lined for connecting track. Spring switch may be left as last used.

Spring switch north end Ft. Worth Yard equipped with electric light; green indication lined to City Lead; yellow indication lined to No. Ft. Worth.

Trains use A.T.S.F. tracks between Santa Fe Jct. and East Dallas and between Belt Jct. and Birds, Ft. Worth.

Trains use S.S.W. tracks between junction of SL-SF and S.S.W. track at No. Ft. Worth and point near NE 29th Street opposite Temple Grain Company and will move at restricted speed.

• Ft. Worth: movements on sidings and other auxiliary tracks, over public crossings protected by automatic crossing signals, unless signals are operating. Ft. Worth: Hemphill Street, until engine or lead car over crossing.....10 MPH

**TRACKS AND/OR INDUSTRIES**

Mile	Sta.	Cap. Conn.
Collin.....	682.4	E682 24 South
Hebron.....	694.8	E695 18 Both
Bridge class of engines and foreign derricks:		
Sherman-Irving.....		56
Dallas-Ft. Worth.....		53.8

**HOT BOX DETECTORS**

@ # MP 666-7
@ # MP 690-22

TIMETABLE NO. 2

## PERMISSIBLE LOAD LIMITS

Cars having maximum gross weights (combined weight of car and lading) listed may be handled via routes shown subject to indicated limitations:  
**GENERAL INSTRUCTIONS:**

Where authority is given for movement of cars of specified weights with speed restrictions advance approval of Chief Dispatcher must be obtained to permit proper protection.

Cars with gross weights between 263,000# and 286,000#, in cars equipped with two 4-wheel 100-ton trucks, (see reference notes (g) (u) and (v)) must be inspected by carman to determine if mechanically OK for movement, with proper side bearing clearance and load evenly distributed.

Length of cars is determined by listings in "Official Railway Equipment Register" under headings "Dimensions, Outside, Length".  
 When alphabetical reference notes are shown opposite routes, refer to same alphabetical note for limitations and restrictions.

MAXIMUM PERMISSIBLE GROSS WEIGHT	REFER-ENCE NOTES	ROUTES	REFER-ENCE NOTES	LIMITATIONS & RESTRICTIONS
177,000 #		ENTIRE RAILROAD		None
220,000 #		ENTIRE RAILROAD except the following:	(a)	Cars with minimum length of 40 ft. with gross weight between 177,000# and 220,000# must be preceded and followed by car with gross weight not exceeding 140,000#. Restrict speed to 5 MPH over Bridges A-105.9 and A-109.8 and 10 MPH over Bridge D-114.7 when handling car with gross weight in excess of 177,000#.
	(b)	Henpeck Spur		
	(a)	Lead Jct-Salem		
	(a)	Weaubleau-Clinton, Mo.		
	(b)	Sinclair-Weir City	(b)	Limited to 177,000# gross weight.
225,000 #	(c)	Bayou Chico Bridge, Pensacola	(c)	Cars with gross weight between 220,000# and 225,000# must be separated from other cars and engine by car with gross weight not exceeding 177,000#.
235,000 #	(d)	Ft. Smith-Hugo	(d)	Cars shorter than 38 ft. limited to 220,000#.
240,000 #	(e)	Aurora-Mt. Vernon	(e)	Cars with gross weight between 220,000# and 240,000# may be handled with speed restricted to 15 MPH.
263,000 #		<b>THROUGH ROUTES</b>	(g)	Cars with gross weight over 263,000# but not exceeding 286,000#, equipped with two 4-wheel 100-ton trucks may be handled with following restrictions:
	(g) (i)	Kansas City-Birmingham		<b>BETWEEN KANSAS CITY AND BIRMINGHAM</b>
	(g)	St. Louis-Oklahoma City		Trains: All except those with "Train Identification" of FSE, NWF, QLA, and 131.
	(h)	Oklahoma City-Floydada		Speed Restrictions: 50 MPH, except 10 MPH over Bridges C609.0 and C702.5. Minimum Length of Car: 50 ft. when handling over Mississippi River Bridge at Memphis.
		<b>LOCAL ROUTES</b>		<b>BETWEEN ST. LOUIS AND OKLAHOMA CITY</b>
	(g)	<b>EASTERN DIVISION</b>		Trains: All except those with "Train Identification" of 39, 437 and 537.
	(h)	Cuba-Buick		Speed Restrictions: 50 MPH.
	(h)	Ft. Wood Branch		<b>BETWEEN CUBA AND BUICK</b>
	(h)	MK Jct-Kissick		Trains: All trains.
	(h)	Kissick-Ozark		Speed Restrictions: None
	(h)	Kansas City-Leeds Jct.		Minimum Length of Car: 40 ft.
	(h)	Springfield-Weaubleau		<b>BETWEEN EDWARD AND AFTON</b>
	(j)	Hoxie-Walport		Trains: All trains.
	(g)	Marion-Hulbert		Speed Restrictions: 50 MPH except 35 MPH between MP L-161 and MP L-162.12.
		Edward-Afton		<b>BETWEEN SAPULPA AND SHERMAN</b>
		Pittsburg-Opolis		Trains: All except those with "Train Identification" of 39 and 437.
		Miami Branch		Speed Restrictions: 50 MPH.
		(Except Cardin Spur)		Minimum Length of Car: 40 ft.
		Quapaw-Central Mill		<b>BETWEEN LINDENWOOD AND TURRELL</b>
	(h)	Arcadia-Strauss		Trains: All trains.
		Pierce City-Wichita		Speed Restrictions: None.
	(h)	Wichita Yard-Lorraine		Minimum Length of Car: 40 ft. on St. Louis Subdivision.
	(h)	Oronogo-Baxter Springs		<b>BETWEEN AMORY AND DEMOPOLIS</b>
		J&G Jct-Carl Jct.		Trains: All trains.
		<b>SOUTHERN DIVISION</b>		Speed Restrictions: None.
		Winfield, Ala.-Brookside		Minimum Length of Car: 40 ft. on St. Louis Subdivision.
		Dora-DeBardleben		<b>BETWEEN AMORY AND DEMOPOLIS</b>
	(h)	Pratt City-Bessemer		Trains: All trains.
	(g) (h)	St. Louis-Chaffee		Speed Restrictions: None.
	(g)	Chaffee-Turrell	(h)	Cars shorter than 38 ft. limited to 220,000#. Restrict speed to 30 MPH
	(p)	Near Holcomb		Bridge G557.9, and to 10 MPH Bridge D165.8, when handling car with gross weight in excess of 220,000#.
		Near Senath		
	(p)	Kennett-Hayti	(i)	Cars shorter than 45 ft. limited to 220,000#, between Bridge Jct. and Shelco.
		Hayti-Caruthersville	(j)	Cars with gross weight between 220,000# and 263,000# may be handled with speed restricted to maximum of 15 MPH, and 10 MPH over Bridges SC-400.0, SC-401.2 and all bridges on Walport Spur.
	(g)	Blytheville-Armorel		Except Bridge EA-468.2 at Okmulgee limited to 263,000#.
		Amory-Demopolis	(k)	Cars with minimum length of 50 ft. and gross weight between 220,000# and 263,000# may be handled with speed restricted to maximum of 10 MPH.
		Aberdeen Spur	(p)	Cars shorter than 42 ft. limited to 220,000#.
		Demopolis-Pensacola	(s)	Cars with gross weight between 220,000# and 263,000#, restricted to maximum speed of 10 MPH between Enid and Dacoma; 10 MPH between MP JA-612.1 and JA-627.9; 25 MPH Enid-Breckenridge; 15 MPH Breckenridge-Blackwell; 25 MPH Blackwell-Beaumont; 15 MPH Snyder-Davidson.
	(h)	Aliceville-Mobile	(t)	Cars with gross weight between 220,000# and 263,000# minimum length 38 ft. restricted to maximum 15 MPH between MP K-592 and MP K-610, from Southard to Foley, from Ewing to Clinton.
		<b>SOUTHWESTERN DIVISION</b>		
	(g) (h) (k)	Sapulpa-Denison		
	(g)	Denison-Sherman		
	(h)	Sherman-Irving		
	(r)	Dallas-N. Ft. Worth		
	(h)	N. Ft. Worth-Ft. Worth		
	(h)	Henryetta-Muskogee		
	(h)	Monett-Ft. Smith		
	(h)	Hugo-Paris		
	(h)	Hope-Lakeside		
	(s)	Madill-Ardmore		
	(h)	Cherokee Yard-Enid		
	(s)	Enid-Avard		
	(s)	Enid-Beaumont		
	(t)	Enid-Foley		
		Foley-Ewing		
	(t)	Ewing-Clinton, Okla.		
	(s)	Snyder-Davidson		
270,000 #	(u)	Oronogo-Galena J&G Jct-Carl Jct.	(u)	For cars with minimum length of 40 ft. equipped with two 4-wheel 100-ton trucks. Cars shorter than 40 ft. limited to 220,000#.
276,000 #	(v)	Pierce City-Fredonia	(v)	For cars with minimum length of 50 ft., equipped with two 4-wheel 100-ton trucks. Maximum speed restricted to 30 MPH between Pierce City and Fredonia, and 15 MPH between Enid and Blanton.
	(v)	Enid-Blanton		
315,000 #	(w)	St. Louis-Oldlahoma City	(w)	For cars with minimum length of 40 ft. equipped with two 4-wheel 125-ton trucks, with wheel diameter of 38 in. or more. When movement on Afton Sub involved speed must be restricted to 35 MPH between MP L-161 and MP L-162.12.
	(w)	Cuba-Buick		
	(w)	Kansas City-Springfield		
	(w)	Ft. Scott-Afton		
	(x)	Springfield-Birmingham	(x)	For cars with minimum length of 55 ft. equipped with two 4-wheel 125-ton trucks, with wheel diameter of 38 in. or more.
	(y)	Sapulpa-Sherman		
	(w)	Amory-Aliceville	(y)	For cars with two 4-wheel 125-ton trucks, and minimum wheel diameter of 38 in., length 67 ft. 2 1/2 in., axle spacing 6 ft., center to center of trucks 53 ft. 7 in., in trains with "Train Identification" of 531 and 530 only. Restrict speed to 20 MPH over Bridges E457.5, E475.0, E495.0 and E535.8.
	(y)	Henryetta-Muskogee		
394,500 #	(z)	Memphis-Birmingham	(z)	Applicable only in DUPX 29400-29439 & 29500-29666 series cars.

SOUTH			NORTH				
Second Class	Miles	STATIONS	Station Number	TPR	Sidings Cars	Aux. Yd.	Second Class
3811							3810
Leave Su. Tu. Th.							Arrive Mo. Wd. Fr.
AM 1045	415.4	◎YTCOBR◎ FORT SMITH 1.7	415	FX		Yd.	PM 130
	416.1	T.P. JCT. 0.6					
	416.7	K.O.S. 0.3					
	417.0	M.P. 0.1					
	417.1	K.O.S. 0.0					
1105	417.1	S.F. JCT. 6.4					1215
1120	423.5	CEDARS 5.8	424	NJ	50		1201
1135	429.3	JENSON 7.3	429	JE	37	Yd.	PM 1150
1150	436.6	CAMERON 7.0	437		32	20	1135
PM 1225	443.6	K.O.S. 0.9					
	444.5	POTEAU 8.5	445	PT	30	101	1120
	453.0	O.R.I.P. 0.0					
1255	453.0	WISTER 25.9	453	WT		68	1027
159	478.9	COMPTON 4.7	479			16	945
222	483.6	TALIHINA 23.1	484	TI		102	935
317	506.7	CLAYTON 15.9	507			58	830
352	522.6	DUNBAR 19.0	523			50	800
452	541.6	ANTLERS 14.6	542			73	730
522	556.2	GOOD 2.8	556	GW		28	705
550 PM	559.0	HUGO 0.3	559	HU		Yd.	700 AM
	559.3	ARKINDA SUB 9.8					
	569.1	ARTHUR CITY 14.7	569			37	
	582.8	BETNER 1.0	583	BT		Yd.	
	583.8	PARIS 0.5	584	PR		Yd.	
	584.3	S.P. (168.9)					
Arrive Su. Tu. Th. 3811							Leave Mo. Wd. Fr. 3810

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Bashe	421.0	421		22	Both
Rock Island	431.7	432	RI	12	Both
Leflore	468.6	469		8	Both
Albion	490.3	490		28	Both
Moyers	533.4	533		5	North
Grant	564.0	564		22	Both
Powderly	573.3	573		22	Both
Camp Maxey	575.6	576		12	Both

When have other type cars in train, empty flat cars 85 ft. long or longer without multi-level racks, or flat cars 85 ft. long or longer, loaded with empty trailers will be handled in rear half of train only, except when locomotive horsepower is 5,000 or less restriction does not apply.

CENTRAL BRANCH—ARTHUR SUB

Miles	SOUTH STATIONS	NORTH	Sta. No.	TPR	Trk. Cap.
429.3	JENSON	◎Y	429	JE	Yd.
431.0	HACKETT 1.7		B431		Yd.
438.7	MONTREAL 7.7		B439		Yd.
440.2	MIDLAND 1.5		B440		Yd.
444.0	CENTRAL 3.8 (14.7)		B444	KB	Yd.

MAXIMUM SPEED 15 MPH Bridge class of engines and Yard Limits: entire branch. foreign derricks 53

ARKINDA-ARDMORE SUB—SOUTHWESTERN DIVISION  
MADILL BRANCH—ARDMORE SUB

Miles	SOUTH STATIONS	NORTH	Sta. No.	TPR	Trk. Cap.
603.4	MADILL	R ◎Y ◎	E603	MA	Yd.
612.0	SIMPSON 8.6		JA612		14
627.9	ARDMORE 15.9 (24.5)	BC ◎ ◎	JA628	AE	Yd.

MAXIMUM SPEED 20 MPH Bridge 627.2 10  
(except as noted) Yard limits: entire branch  
Until engine thru limits Bridge class of engines and  
MP 603-10 to MP 604-10 15 foreign derricks 54  
MP 620-10 10

CLASSIFICATION OF ENGINES

Unit No.	Designation	Class of Service	Tonnage Class	Horsepower	Max. Speed in Service or in Tow	Bridge Class	Tons Light Weight
11	GE	SW	13	300	15	19.1	44
18-34 & 43	F7A	ROAD	42	1500	65	36.8	110
	F7A	ROAD	42	1500	65	42.4	114
118-138	F7B	ROAD	42	1500	65	36.8	110
140-152	F9B	ROAD	50	1750	65	39	113
200-215	BL-EMD	SW	34	1000	35	39.5	116
250-265	NW-2	SW	34	1000	35	40.3	119
300-304	SW-7	SW	34	1200	35	40.3	119
305-314	SW-9	SW	34	1200	35	40.3	119
315-360	SW-15	SW	42	1500	45	41.8	115
400-425	GP38	ROAD	52	2000	65	41.4	115
500-632	GP7	RD-SW	42	1500	65	39.5	115
633-699	GP38	ROAD	52	2000	65	41.4	115
700-732	GP35	ROAD	52	2500	65	41.4	115
800-831	U25B	ROAD	52	2500	65	41.7	115
832-853	U30B	ROAD	52	3000	65	41.7	115
900-948	SD45	ROAD	82	3600	65	53.6	170

MPH  
MAXIMUM SPEED 40 MPH  
(except as noted) Until engine thru limits  
MP 558-10 to MP 559-9 20  
Until engine thru limits MP 559-9 to MP 559-14 5  
MP 415-26 to MP 417-32 20 559-14 559-20 20  
MP 427-26 to MP 428-11 15  
429-1 429-25 25 Over Red River Bridge 568.8 15  
Bridge 443.4, trains handling pulpwood 25 MP 571 to MP 584 35  
Mile 443.6 until engine over crossing 20 \* Ft. Smith: North "I" St. to Garrison Ave. inclusive unless crossing signals operating  
Until engine thru limits \* Ft. Smith: Highway 45 & 271. MP 443-20 to MP 448-18 15  
MP 477-5 to MP 480-28 30 \* Paris: Bonham and Graham Sts. No. 3810 will register at S.F. Jct. Yard Limits: Good to Paris. Bridge class of engines and foreign derricks 53  
Southward trains until engine thru limits: Poteau to Good: Trains will not be required to furnish rear end flag protection against a following movement on the same track unless instructed to do so.  
MP 483-22 to MP 483-29 20 (continued next page)  
MP 501-15 to MP 527-9 35  
529-2 530-7 30

SOUTH									NORTH		
Second Class		Miles	STATIONS	Station Number	TPR	Track Capacity			Second Class		
739 Leave Daily	739 Leave Daily					Cars	Feet	Aux.	738 Arrive Daily	738 Arrive Daily	
	AM 1001	620.2	LAKESIDE	E 620	LK	80				AM 430	
	1035	632.5	DURANT	J 633	DU			129		355	
		632.9	M.K.T.								
		633.0	T.P.								
	PM 1155	663.8	BOSWELL	J 664				46		PM 245	
500	PM 100	684.9	HUGO	559	HU			Yd.	450	200 AM	
		685.2	ARTHUR SUB								
535		700.2	FORT TOWSON	J 700	FV			43	205		
		710.0	T.O.E.								
601		710.2	VALLIANT	J 710	VA			Yd.	130		
645		728.0	IDABEL	J 728	ID	32		152	1240		
715		739.4	HAWORTE	J 739				48	1201 PM		
745		751.1	ARKINDA	J 751	AA			69	1140		
810		757.3	FOREMAN	J 757	FO			47	1120		
		772.9	K.C.S.								
901		773.3	ASHDOWN	J 773	AW			131	1035		
		773.4	G.N.A.								
		805.4	M.P.								
1130 PM		805.5	HOPE	J 806	HP			Yd.	900 AM		
Arrive Daily 739	Arrive Daily 739	No. 739 is superior to No. 738 between Hugo and Hope.						Leave Daily 738	Leave Daily 738		

IN ALL THE WORLD,  
EITHER THOUGHT OR SAID,  
THE SADDEST WORDS ARE  
"I WISH I HAD"

	MPH
MAXIMUM SPEED	35
(except as noted)	
MP 622-10 to MP 622-20	20
Until engine thru limits	
MP 631 to MP 633	15
685-20 686	20
MP 727 to MP 729	30
Until engine thru limits	
MP 772-20 to MP 773	20
MP 793-10 to MP 793-11	10
804-20 L&A Lead	8
Trains handling pulpwood bridges 670.8 and 693.0	25
Bridge class of engines and foreign derricks	54
↓ Arkco spur, both legs wye, Highway 32	
↓ Nekoosa-Edwards Spur: Highway 32	
↓ Hope: 3rd St. and 6th St.	

Trains will secure clearance at Madill authorizing movement south from Lakeside and will not require clearance at Lakeside.

Trains finding northward "STOP" signal Lakeside displaying stop indication will communicate with dispatcher before operating release. If unable to communicate with dispatcher, after waiting five minutes, release may be operated.

T.P. and M.K.T. interlocking equipped with a special push-button located at 9th Street MP 632-12 that may be operated to clear southward home signal. If train does not occupy the 600 foot track section in approach to home signal within a period of 6 minutes after pushbutton operated, home signal will return to "STOP" and train must occupy the 600 foot section or again operate the pushbutton to reclear the home signal.

**TRACK RESTRICTIONS**  
Idabel: Do not use Oil Mill Track east of seed house.  
Arkco: Restrict speed to 10 MPH, all tracks.  
Ashdown: Restrict speed to 5 MPH, auxiliary tracks.  
Trains entering CTC at Lakeside will not require clearance.  
Ardmore Sub trains will use Sherman Sub between Lakeside and Madill.  
SL-SF trains will use both legs of wye and T.O.E. main track to T.O.E. MP 1-2, Valliant.  
SL-SF trains will use KCS tracks between Ashdown and Paper Mill.

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Mead	624.9	J625		20	Both
Pirtle	639.5	J640		30	North
Bokchito	647.1	J647		31	Both
Bennington	653.5	J654		28	Both
Soper	673.7	J674		18	Both
Sawyer	693.4	J693		32	Both
Millerton	715.1	J715		28	Both
Garvin	719.6	J720		25	Both
Kulli	735.6	J736		10	Both
Bokhoma	744.0	J744		5	South
Arkco	755.4	J755	AK	2.8MI	Both
Arden	764.0	J764		15	Both
Red Bluff	783.3	J783		7	North
Orton	785.3	J785		41	Both
McNab	791.2	J791		30	Both

(Continued page 21)

WEST			Miles	STATIONS
SECOND CLASS	First Class			
637	QSF	QLA		
Leave Daily	Leave Daily	Leave Daily		
PM 900	PM 100	AM 1100	426.9	<b>CHEROKEE YD.</b> ..... ROBCITY ⊙ ⊙
925	120	1120	433.6	6.7
950	140	1136	445.8	FISHER ..... 12.2
			455.4	MANNFORD ..... 9.6
				TERLTON ..... 5.5
			460.9	M. K. T. .... ⊙ ⊙
1025	201	1156	461.5	HALLETT ..... 0.6
1040	214	PM 1206	469.3	CASEY ..... 7.8
			471.6	A. T. S. F. .... 2.3
				6.4
1116	228	1220	478.0	PAWNEE ..... ⊙
666			479.7	A. T. S. F. .... ⊙ ⊙
				1.7
1130	240	1230	485.5	LELA ..... 5.8
1140	248	1237	490.6	MORRISON ..... 5.1
				6.5
1153	258	1245	497.1	SUMNER ..... 5.6
			502.7	A. T. S. F. .... ⊙ ⊙
			508.7	A. T. S. F. .... ⊙ ⊙
AM 1215	320	105	508.8	PERRY ..... ⊙ Y
				4.7
			513.5	GANSEL ..... 4.9
1230	335	117	518.4	LUCIEN ..... 8.3
1245	347	128	526.7	COVINGTON ..... ⊙
			533.3	A. T. S. F. .... ⊙ ⊙
				6.6
				0.7
1255	401	137	534.0	FAIRMONT ..... 4.7
			538.7	SHEA ..... 4.3
			543.0	A. T. S. F. .... ⊙
			543.1	STEEN ..... ⊙
				0.1
				(116.2)
Arrive Daily	Arrive Daily	Arrive Daily	Westward trains are superior to eastward trains of the same class.	
637	QSF	QLA		

**MAXIMUM SPEED** \_\_\_\_\_ 49 MPH  
(except as noted)

Cherokee Yard - slip switches... 10  
MP 425-15 to MP 432..... 25  
Until engine through limits  
MP 477- 7 to MP 478-13..... 30  
MP 507-15 MP 509-15..... 20

Until engine thru interlockings  
Mile 460.9..... 20  
471.6..... 20  
479.7..... 20  
502.7..... 20  
533.3..... 20

**HOT BOX DETECTORS**

- @ # 447-23
- @ # 467-9
- @ # 494-1
- @ # 516-18

Perry Sub will use Beaumont Sub between Steen and Enid.

**TRACK RESTRICTIONS**

Morrison: Loading spout east end of house track will not clear man on top or side of car or engine.

Trains will secure clearance at Enid authorizing movement east from Steen and will not require clearance at Steen.

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Kengle	428.0	G426	KE	20	Both
Price	428.6	G426	PI	147	Both
Shirk	432.0	G426	BK	20	Both
Callahan	525.3	Z525		40	Both

Bridge class of engines and foreign derricks \_\_\_\_\_ 54

**EMPHASIS - SAFETY!**

Station Number	TPR	Track Capacity		EAST		
		Sidings	Aux.	Second Class		
				CTB	638	666
		Cars		Arrive Daily	Arrive Daily	Arrive Daily
G426	CY		Yd.	AM 800	AM 1050	AM 300
Z434	FP		55	718	901	1228
Z446	VU	108	7	700	840	1208 AM
Z455			24			
Z462	HL		40	638	811	1143
Z469			48	626		1130
Z478	PW		153	613	734	1116 637
Z485	IL		58	602	719	1104
Z491	VK		105	550	709	1054
Z497	OH		69	543	646	1044
Z509	PY		162	528	617	1029
Z514			23			
Z518	LZ		89	508	552	1009
Z527			110	458	535	958
Z534	FM		72	440	510	948
Z539			36			
K584	XT			435 AM	505 AM	935 PM
				Leave Daily	Leave Daily	Leave Daily
				CTB	638	666

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

**TAKE SPECIAL CARE  
IN WHAT YOU DO;  
THE ONE WHO GETS HURT,  
MAY BE YOU.**

WEST			STATIONS						EAST		
First Class		Miles	Sta. Nos.	TPR	Track Capacity			SECOND CLASS			
QSF	QLA				Cars	Feet	Aux.	CTB	666		
Leave Daily	Leave Daily				Sidings		Arrive Daily	Arrive Daily			
PM 530	PM 250	544.9	ENID	K586	EN		Yd.	AM 400	PM 900		
			BLANTON	Z548							
538	258	549.8	JONAH	Z550			46	342	812		
546	304	554.5	CARRIER	Z555	YR		73	336	805		
557	315	562.8	GOLTRY	Z563	GO		90	325	752		
606	325	569.3	HELENA	Z569	HF		93	315	743		
		574.4	MCWILLIE	Z574			68				
		580.2	A. T. S. F.								
620	339	580.5	CARMEN	Z581	YE		101	301	727		
630	350	588.6	DACOMA	Z589	DC		94	250	715		
		595.0	HOPETON	Z595	IH		44				
645 PM	415 PM	601.9	AVARD	Z602	AV		157	230 AM	655 PM		
		612.5	WAYNOKA	Z602							
Arrive Daily QSF	Arrive Daily QLA	Westward trains are superior to Eastward trains of same class.						Leave Daily CTB	Leave Daily 666		

SOUTH			STATIONS						NORTH		
Third Class		Miles	Station Number	TPR	Track Capacity			Third Class			
4413	4411				Cars	Feet	Aux.	4410	4412		
Leave Mon. Wed. Fri.	Leave Daily Ex. Sun.				Sidings		Arrive Daily Ex. Mon.	Arrive Tues. Thur. Sat.			
	AM 500	585.7	ENID	K586	EN		Yd.	AM 230			
	540	597.2	DRUMMOND	K597	DR		62	130			
	605	606.7	AMES	K607	AO		144	105			
	640	618.2	KEENE	K618	OE		135	1235			
	619.0	619.0	C.R.I.P.								
	1015	629.4	SOUTHARD	K629	SU		150	1201 AM			
	1040	640.2	EAGLE CITY	K640			42	1001			
	1110	658.1	THOMAS	K658	LA		138	915			
	1130	666.2	FOLEY	K666	FB			855			
	1137	668.4	USTER CITY	K668	YU	47	125	845			
	1159	679.0	EWING	K679	EI			806			
	679.7	679.7	O.R.I.P.								
PM 230	PM 1205 PM	680.6	CLINTON	K681	CZ		243	801 PM	AM 1000		
255		690.0	BESSIE	K690	ZJ		227		935		
330		696.8	CORDELL	K697	CQ		161		920		
420		716.8	HOBART	K717	HB		207		835		
530		716.9	O.R.I.P.								
		744.1	SNYDER	G664	SN		Yd.		730		
		744.1	CHICKASHA SUB								
601 PM		763.4	FREDERICK	K763	FD		324		630 AM		
		763.9	M.K.T.								
		774.2	DAVIDSON	K774	DV		Yd.				
Arrive Mon. Wed. Fri. 4413	Arrive Daily Ex. Sun. 4411							Leave Daily Ex. Mon. 4410	Leave Tues. Thur. Sat. 4412		

**MPH**  
**MAXIMUM SPEED** ..... 49  
 (except as noted)

Until engine thru limits  
 MP 545-23 to MP 548-2 ..... 25  
 Blanton, over switch ..... 20  
 MP 601-10 to MP 602-2 ..... 35

ATSF trains will operate as an Extra between Enid and Blanton, will not register at Enid and will not require clearance at SL-SF office, Enid, or at Blanton.

C.R.I.P. trains will require clearance before entering main track at MP 582.7.

Trains use A.T.S.F. tracks between Avard and Waynoka.

Trains will secure clearance at Waynoka authorizing movement East from Avard and will not require clearance at Avard.

Bridge class of engines and foreign derricks ..... 53

**HOT BOX DETECTORS**  
 @ # 573-2

Between Enid, MP 546-12, and Blanton, MP 548-3, movement of trains will be as prescribed by Rules 261 thru 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 546-19 governs movement to main track. Trains entering main track from west end 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.

**MPH**  
**MAXIMUM SPEED** ..... 35  
 MP 618-6 to MP 619-3 ..... 25  
 629-14 ..... 30  
 676-28 ..... 30  
 (except as noted)

MP 585-2 to MP 586-6 ..... 10  
 Until engine thru limits:  
 MP 586-6 to MP 587-20 ..... 25  
 Over Bridge 652.8 ..... 25

Foley, southward trains approach at restricted speed expecting to find spring switch occupied. A.T.S.F. southward trains over spring switch ..... 25  
 Ewing, northward trains approach at restricted speed expecting to find spring switch occupied. SL-SF northward trains over spring switch ..... 25

Until engine thru limits, north trains:  
 MP 680-20 to MP 680-21 ..... 10  
 Until engine thru limits:  
 MP 716-14 to MP 717-14 ..... 25

Hobart over 3rd, 4th, and 5th Streets ..... 15  
 Until engine thru limits:  
 MP 762-19 to MP 764-6 ..... 10

Southward A.T.S.F. trains will secure SL-SF clearance at A.T.S.F. station Thomas

and will not require clearance at Foley.

No. 4410 will register at Foley.

No. 4411 will register at Ewing. Northward A.T.S.F. trains will secure clearance at Clinton and will not require clearance at Ewing.

Clinton: SL-SF movements over C.R.I.P. wye must have train order authority.

Signal indicates position of spring switches Foley, MP 666-2, and Ewing, MP 679. Green when lined for SL-SF. Yellow when lined for A.T.S.F.

**TRACK RESTRICTIONS**  
 Southard: When switching U.S.G. plant with more than one 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.

Yard limits: Frederick to Davidson  
 Bridge class of engines and foreign derricks ..... 53

(Continued page 26)

**ENID SUB—SOUTHWESTERN DIVISION**

TRACKS AND/OR INDUSTRIES					
Mile	Sta.	TPR	Cap.	Conn.	
Imo	592.3	K592	42	Both	
Piper	613.5	K613	20	Both	
Darrow	623.0	K623	14	North	
Gyp	627.1	K627	11	Both	
Carleton	633.3	K633	59	Both	
Fay	649.7	K650	39	Both	
Arapaho	675.6	K676	30	Both	
Fransen	683.5	K683	19	Both	
Rocky	707.4	K707	RY	100	Both
Babbs	722.3	K722	24	Both	
Roosevelt	729.5	K729	BB	94	Both
Cold Springs	734.0	K734	20	Both	
Svoboda	740.6	K741	4	North	
Mountain Park	741.5	K742	MP	42	Both
Manitou	755.0	K755	TS	30	Both

SOUTH				Miles	STATIONS
SECOND CLASS		FIRST CLASS			
4311 Leave Daily Ex. Mon.	637 Leave Daily	QSF Leave Daily	QLA Leave Daily		
AM 600				458.2	BEAUMONT..... Y ⊕
730				500.4	WINFIELD..... ⊕ ⊗
				500.5	A.T.S.F..... ⊗
				501.0	A.T.S.F..... ⊕ ⊗
805				514.7	ARKANSAS CITY..... ⊕ ⊗
1000 4310				537.9	BLACKWELL..... ⊕ ⊗
				538.2	A.T.S.F..... ⊗ ⊗
				538.9	A.T.S.F..... ⊗
1055				555.5	LAMONT..... ⊗
				576.5	C.R.I.P..... ⊗ G
				583.8	A.T.S.F..... ⊗ ⊗
PM 1230	AM 115	PM 420	PM 247	583.9	STEEN..... ⊕
				585.0	C.R.I.P..... ⊗ ⊗
100 PM	300 AM	500 PM	250 PM	585.7	ENID..... BCOR ⊕ Y ⊗
Arrive Daily Ex. Mon. 4311	Arrive Daily 637	Arrive Daily QSF	Arrive Daily QLA		

	MPH
MAXIMUM SPEED (except as noted)	30
Until engine thru limits MP 500 to MP 500-15	15
MP 501-15 to MP 502-15 504 511	20 25
Until engine thru limits MP 513 to MP 515-15 537-15 539-15	15 10
MP 539-15 to MP 577	25
Until engine thru limits MP 583-15 to MP 586-15	10
Until engine thru Interlockings: Mile 501.0	20
585.0	20

Trains will not require clearance at Beaumont or Steen.

Regular trains may be authorized by clearance at Winfield.

Trains desiring to move out of Mill Track, Winfield, will stop at dwarf signal and communicate with A.T.S.F. 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.

Arkansas City: Canal Track—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 A.T.S.F. 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.

- ⊕ Winfield—9th Ave.
- ⊕ Blackwell—West Blackwell Ave.
- ⊕ Enid—Oak Ave. (City tracks)  
Walnut Ave. (City tracks)  
Jefferson St. (4 north tracks)

Station Number	TPR	Track Capacity			NORTH			
		Sidings		Aux.	SECOND CLASS			
		Cars	Feet		CTB Arrive Daily	638 Arrive Daily	4310 Arrive Daily Ex. Sun.	666 Arrive Daily
F458	BM			Yd.				PM 400
K500	WF			151				215
K515	AG			Yd.				1255 PM
K538	BK	28		288				1000 4311
K555	TK	34		45				856
K584	XT				AM 435	AM 505		740
K586	EN			Yd.	430 AM	500 AM		730 AM
								930 PM
					Leave Daily	Leave Daily	Leave Daily Ex. Sun. 4310	Leave Daily 666

TRACK RESTRICTIONS

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

Prague Spur, 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 set. Before coupling into or cutting off cars left at this location, hand brakes must be set on all cars.

Enid: Do not put engine over car unloader on track No. 1, Elevator Z.

Track scales must not be operated over except during weighing operations.

Arkansas City:  
Canal Track Hiway 77... 5 MPH

Yard limits: Beaumont to Winfield.  
Steen to Enid

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Latham	470.9	K471	JC	30	Both
Atlanta	480.8	K481	AP	24	Both
Eric	520.3	K520		35	Both
Middleton	523.9	K524		21	Both
Bender	525.8	K526		20	Both
Peckham	529.9	K530		40	Both
Grainville	534.2	K534		11	South
Eddy	549.4	K549	EY	36	Both
Salt Fork	560.3	K560		32	Both
Hunter	566.9	K567	IU	98	Both
Breckenridge	577.0	K577	ZQ	40	Both

Bridge class of engines and foreign derricks ..... 53

SPECIAL INSTRUCTIONS

Southwestern Division: trains handling over 19 cars wheat in covered hoppers:

	MPH
Thru sidings and yard tracks	5
Ft. Worth Sub	30
Tower 16 to Stock track	5
Enid and Beaumont Subs	25
Oklahoma Sub	35
Until engine thru limits: MP G458-20 to MP G459-15	10
Chickasha Sub & QA&P	35
Until engine thru limits: MP G580-29 to MP G582-11	10

Do no braking or throttle changing at following locations:

MP G557-21 to MP G558-13	G579-11	G580-3
	G639-19	G640-9
	G694-6	G694-23
	G745-8	G745-29
	G779-4	G779-23
	G801-14	G801-34
Creek and Sherman Subs		35
Until engine thru limits: MP E468-20 to MP E469-10	E481-16	E482-20
	E547-8	E548-29
Staley-M.K.T. Jct. turnouts		10
Denison, north siding switch to SP Jct.		10

Eastward and Northward trains are superior to trains of same class in opposite direction, except as shown on schedule page or general order.

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

SL-SF rules and instructions will govern when using SL-SF tracks. Foreign lines rules and instructions will govern when using foreign line tracks.

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 the train occupying main track or leave main track switch open while using such track.

Road foreman of equipment has authority of trainmaster.

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.

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

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 by-level cars, reduce speed to 10 MPH until storm is over.

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

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

Open top equipment containing asphalt, coal, crushed stone, ore, rock, sand, or other commodities subject to blowing or sifting, and cars containing acid or chemicals must not be moved ahead of open type cars loaded with automobiles, trucks, or saddle-mounted tractors, which could be damaged by such commodities, unless eight (8) cars, except flat cars, intervene.

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

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.

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.

When defective equipment detector (hot box, dragging equipment, or any other device that indicates equipment failure) registers an indication of one or more defects, the train or cut of cars passing through limits of the detector will be STOPPED IMMEDIATELY upon clearing the detector limits. An inspection of the train or cut of cars will be made, ascertaining the condition of the train or cut of cars and disposition of any defects found.

Radios will not be used within one (1) pole length of Hot Box Detector.

### REVISION OF THE TRANSPORTATION DEPARTMENT RULES

Rule 2 amend: Add:

Yardmen.

Rule 209 amended to read:

Operators receiving train orders must write them in manifold during transmission. They must retain a copy of each order.

Typewriters may be used in writing train orders or clearances when authorized by General Order or special instructions.

Rule 209(a) paragraph one amended to read:

When necessary to make additional copies of a train order, the operator will recopy from one previously repeated to the dispatcher, showing the original date, and repeat to the dispatcher, signing his name to the order. The dispatcher will complete the order, making the necessary notations in train order book, showing date, time and initials of operator repeating the order.

Add following paragraph to 209(a).

Train orders may be duplicated mechanically when authorized by General Order or special instructions.

TIMETABLE NO. 2

### MOVEMENT OF FRISCO DERRICKS (WRECKER) IS AUTHORIZED AS FOLLOWS—

100 160 250  
Ton Ton Ton

St. Louis to Okla City, Ed-  
ward to Afton, Sapulpa  
to Sherman. Kansas City  
to Birmingham ..... 25 35 45  
Except Mississippi River  
Bridge C482.1, separate  
160-ton & 250-ton derrick  
from cars or engines by  
1 car maximum gross  
weight 100,000 pounds 25 25 20  
St. Louis to Turrell ... 25 30 35  
Lead Jct. - Buick ..... 25 25 25  
Okla. City to Floydada\* 25 25 25  
Except MP G540-6 to

MP G-545-25 ..... 15 15 15

MP G617 to MP G664. 20 20 20

\*\*\*\*Bridge 557.9

\*\*Bridges G579.7,

G644.7, G649.3,

G710.4, G720.3,

G745.4, G779.5.

Pierce City to Wichita,  
Walnut Grove to Spring-  
field, Monett to Ft. Smith,  
Pittsburg to Opolis..... 25 20 20

\*\*Bridge 388.8 ..... 25 10 10

\*\*\*\*Bridge 410.6 ..... 25 10 10

\*\*\*Bridges F356.1, F400.5,

F421.8 ..... 20 10 10

Sherman to Irving..... 25 25 25

North Fort Worth to Fort  
Worth, Muskogee, Bril-  
liant, DeBard, Bessemer,  
Joplin & Hulbert Branches.  
Aberdeen Spur, Hayti,  
to Caruthersville,  
Blytheville to Armored,  
Quapaw to Century.... 15 10 10

\*\*Bridges E737.5, & E739.2

Tulsa to Avard\*,

Hugo to Lakeside\*,

Hugo to Paris\*,

Arcadia to Dennis\*..... 25 20 20

\*\*\*Bridges Z476.5, Z477.4

M161.7

Hugo - Hope..... 20 NO 20

Enid to Clinton, Snyder to  
Davidson, Breckenridge  
to Blackwell, Wichita to  
Lorraine, Ozark, Madill  
& Kennett Branches.... 20 NO 10

\*\*\*Bridge A247.6

Enid to Breckenridge\*,

Blackwell to

Beaumont ..... 20 NO 15

Cuba - Lead Jct.,

Ft. Wood line..... 15 15 15

Lead Jct. to Salem,

Mt. Vernon Branch..... 15 NO NO

\*\*\*Bridges A105.9,

A109.9 ..... 5 NO NO

Ft. Smith to Hugo ... 25 NO NO

Amory to Demopolis 25 30 30

Demopolis to Pensacola\*,

Aliceville to Mobile\*.... 25 20 20

\*\*\*\*Bridge R783.7

\*\*Bridge RA686.4

Central, Reform, Poca-

hontas, Miami Branches,

Clinton to Snyder, Brooks  
Jct. to Vanduser, Lorraine  
to Ellsworth, Kansas  
City to Walnut  
Grove, Blytheville  
to Lake City..... 15 NO NO

Bentonville Br. .... 15 NO NO

Lepanto, Winona Branches,  
Sinclair to Wier City.. 10 NO NO

On bridges shown separate  
160 & 250 derricks from  
engine by cars not ex-  
ceeding 100,000 pounds  
gross weight as follows:

\*\* 2 cars  
\*\*\* 3 cars  
\*\*\*\* 4 cars  
\*\*\*\*\* 5 cars  
\*Bridges ..... 20 10 10

### OTHER SPEED RESTRICTIONS

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

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

### TRAINS HANDLING:

Loaded ribbon rail cars  
Partially loaded tank cars (Contents less than  
85% of gallon capacity). Move on authority of  
Chief Dispatcher, near head end.

40 or more cars of coal and/or wheat in open  
hoppers.

Maximum Speed 45 MPH  
20 or more cars of company chatt.... 40 MPH

Loaded cars Series DUPX 35400-35410, RTRX  
35420-35469, DUPX 35470-35999,  
Restrict speed on curves to 10  
MPH below authorized speed.

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

### COMPANY OWNED EQUIPMENT DESCRIBED BELOW:

Where authorized speed is:

45 MPH or more reduce to 30 MPH  
40 MPH 25 MPH  
35 MPH 20 MPH  
30 MPH 20 MPH  
25 MPH or less reduce to 15 MPH

Work Equipment, loaded on cars, from point of  
loading to nearest location of car inspectors:

Bull Dozers  
Cranes  
Dumpsters  
Motor Graders  
Rail Layers  
Shovels  
Speed Swing  
Track Cleaners  
Tractor Ditchers  
& Scrapers  
Wheel Tractors  
with attachment

(When moving after inspection by car men, may  
be handled without restrictions unless otherwise  
instructed.)

Work Equipment, moving on own wheels:

Bridge Cranes Hoists  
SLSF 98001 Snow Plow  
SLSF 98003 Pile Driver  
SLSF 98004 Spreader-Ditcher  
\*SLSF 99020

\*SLSF99020 handle as 100-ton derrick in  
locals only.

Scale Test Cars SLSF 99158, SLSF 99157  
Move only in local or extra trains, immediately  
ahead of engine, preceded by at least one car  
having outside length not exceeding 54 ft. 8 in.

Revenue equipment of above types loaded on  
cars will be handled as oversize loads when ap-  
plicable. Movement of locomotives on revenue bill-  
ing must be approved by General Superintendent  
Transportation.

TIMETABLE NO. 2



### INSTRUCTIONS FOR ENGINE OPERATIONS

Engines must not be handled without air being coupled and brakes on engine released except within Mechanical areas or under the direction of a Mechanical and/or Transportation Supervisor.

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

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

### MAKEUP OF ENGINE CONSISTS

RD-SW units may be combined only with units 18-77, 118-165, 633-699, and 400 Series; a 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 first or second unit of engine.

A consist of four (4) RD-SW units must not be combined with other units.

### 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, except unit 11, of one (1) or more units will be handled next to engine handling train or behind short loads and short empties, but not more than twenty-five (25) car lengths (not more than twelve (12) seventy-foot or longer cars) from head end, except SW or RD-SW units shall be handled within six (6) cars of working engine 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 working engine. 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. 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 the following:

Combination of units 18-77, 118-165, 500-632, 633-699, and 400 Series:

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, 633-699, 400, 700, 800, and 900 Series units:

4 or More Units — Work power on only three units next to cars except if consist includes more than two 900 Series units, work power on only two units next to cars.

Illinois Central Gulf crews, when shoving cars with more than three GP-type units, only the three units next to cars must be allowed to work power. When engine consists of three six-axle units, only the two units next to cars must be allowed to work power. No more than three six-axle units will be used in a consist.

Six (6) axle units may be operated on the following territories only:

St. Louis to Oklahoma City  
Sapulpa to Ft. Worth & Dallas  
Edward to Afton  
Cherokee Yard to Avard  
Kansas City to Birmingham  
St. Louis to Turrell  
Amory to Mobile

DYNAMIC BRAKE must not be used when locomotive consist contains more than 20 traction motors of operative dynamic brake or when unit in consist not equipped with dynamic brakes.

### 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 over size 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.
- SPARROW** Handle near head end of train.

TIMETABLE NO. 2

### BRIDGE CLASS OF DERRICKS

Number	Weight	Cap'y-Tons	Br. Class	Number	Weight	Cap'y-Tons	Br. Class
99021	385,600	250	E-62.9	99025	388,000	250	E-63.3
99022	386,000	250	E-62.9	99029	260,400	160	E-60.0
99024	273,800	160	E-61.2	99032	197,100	100	E-48.2

TIMETABLE NO. 2

**TONNAGE RATING OF ENGINES BY CLASSES  
SOUTHWESTERN DIVISION - QA&P**

**WESTWARD**

Tonnage Class of Engines	42	50	52	82
Monett to Neosho	3840	4495	4720	7080
Neosho to Itacine	1655	1935	2035	3050
Racine to Vinita	2640	3090	3245	3890
Vinita to Catale	2110	2470	2595	3890
Catale to Catoosa	2160	2525	2655	3980
Catoosa to Tiger	1585	1855	1945	2915
Tiger to Cherokee Yard	1970	2305	2420	3630
Cherokee Yard to Sapulpa	1730	2020	2125	3185
Sapulpa to Bristow	1655	1940	2035	3050
Bristow to Luther	1825	2135	2240	3360
Luther to Munger	1655	1935	2035	3050
Munger to Oklahoma City	2880	3370	3540	5310
Oklahoma City to Snyder	1870	2190	2300	3450
Snyder to Altus	2630	3145	3300	4950
Altus to Quanah	2065	2415	2535	3800
Quanah to Lazare	2400	2810	2950	4425
Lazare to Swearingen	1345	1570	1650	2475
Swearingen to Roaring Spgs.	1730	2020	2125	3185
Roaring Spgs. to Dougherty	1490	1740	1830	2745
Dougherty to Floydada	2880	3370	3540	5310

**EASTWARD**

Tonnage Class of Engines	42	50	52	82
Floydada to Roaring Spgs.	2880	3370	3540	5310
Roaring Spgs. to Narcisso	1920	2245	2360	3540
Narcisso to Swearingen	2400	2810	2950	4425
Swearingen to Lazare	1535	1800	1890	2835
Lazare to Quanah	2110	2470	2595	3890
Quanah to Olustee	1775	2075	2180	3270
Olustee to Snyder	2305	2695	2830	4245
Snyder to Cache	1825	2135	2240	3360
Cache to Ft. Sill	2690	3145	3300	4950
Ft. Sill to Chickasha	1850	2160	2270	3405
Chickasha to Wheatland	1775	2080	2180	3270
Wheatland to Oklahoma City	2880	3370	3540	5310
Oklahoma City to Chandler	1920	2245	2360	3540
Chandler to Stroud	1655	1935	2035	3050
Stroud to Dewey	1750	2050	2150	3225
Dewey to Sapulpa	2400	2810	2950	4425
Sapulpa to Cherokee Yard	2110	2470	2595	3890
Cherokee Yard to Catoosa	1920	2245	2360	3540
Catoosa to Chelsea	2230	2610	2740	4110
Chelsea to White Oak	2110	2470	2595	3890
White Oak to Seneca	2400	2810	2950	4425
Seneca to Neosho	1730	2020	2125	3185
Neosho to Monett	2880	3370	3540	5310

Catale Spur	1100	1200	1300	2100
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**SOUTHWARD AND WESTWARD**

Tonnage Class of Engines	42	50	52	82
Sapulpa to Fred	1730	2020	2125	3185
Fred to Spaulding	1850	2165	2270	3405
Spaulding to Francis	1630	1910	2005	3005
Francis to Fitzhugh	1730	2020	2125	3185
Fitzhugh to Ravia	1920	2245	2360	3540
Ravia to Sherman	1655	1935	2035	3050
Sherman to Dorchester	2305	2695	2830	4245
Dorchester to Gribble	2640	3090	3245	4865
Gribble to Irving	2350	2750	2890	4335
Irving to North Ft. Worth	2640	3090	3245	4865
North Ft. Worth to Ft. Worth	1920	2245	2360	3540

Irving to Dallas	1625	1675	1740	2625
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Muskogee to Henryetta (Via TP)	2350	2725	3035	4890
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**NORTHWARD AND EASTWARD**

Tonnage Class of Engines	42	50	52	82
Dallas to Irving	2640	3090	3245	4865
Ft. Worth to Irving	2640	3090	3245	4865
Irving to Sherman	2305	2695	2830	4245
Sherman to Scullin	1655	1935	2035	3050
Scullin to Ada	1920	2245	2360	3540
Ada to Francis	2305	2695	2830	4245
Francis to Yeager	1655	1935	2035	3050
Yeager to Sapulpa	1920	2245	2360	3540

Henryetta to Muskogee (Via TP)	2090	2325	2695	4320
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**SOUTHWARD AND WESTWARD**

Tonnage Class of Engines	42	50	52	82
Ft. Smith to Jenson	1750	2050	2150	3225
Jenson to LeFlore	2160	2530	2655	3980
LeFlore to Compton	890	1040	1090	1635
Compton to Hugo	1920	2245	2360	3540
Hugo to Arthur City	2400	2810	2950	4425
Arthur City to Paris	1750	2050	2150	3225

Central Branch	2640	3090	3245	4865
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Hope to Hugo	2880	3370	3540	5310
Hugo to Mead	2450	2865	3005	4505
Mead to Madill	2160	2530	2655	3980
Madill to Ardmore	2090	2445	2565	3845

**NORTHWARD AND EASTWARD**

Tonnage Class of Engines	42	50	52	82
Paris to Arthur City	2210	2585	2710	4065
Arthur City to Hugo	2545	2975	3125	4685
Hugo to Antlers	1750	2050	2150	3225
Antlers to Talihina	1920	2245	2360	3540
Talihina to Compton	1150	1350	1415	2120
Compton to LeFlore	1920	2245	2360	3540
LeFlore to Jenson	2665	3115	3270	4905
Jenson to Cedars	2255	2640	2770	4155
Cedars to Ft. Smith	3120	3650	3830	5745

Central Branch	2640	3090	3245	4865
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Ardmore to Madill	2090	2435	2555	3830
Madill to Mead	2255	2640	2770	4155
Mead to Hugo	2450	2865	3005	4505
Hugo to Hope	2545	2975	3125	4685

**SOUTHWARD AND WESTWARD**

Tonnage Class of Engines	42	50	52	82
Beaumont to Atlanta	1440	1685	1770	2655
Atlanta to Blackwell	1750	2050	2150	3225
Blackwell to Enid	2090	2445	2565	3845
Enid to Thomas	1750	2050	2150	3225
Thomas to Clinton	2880	3370	3540	5310
Clinton to Davidson	1870	2190	2300	3450

Cherokee Yard to Fisher	3170	3705	3890	5835
Fisher to Enid	2065	2415	2535	3800
Enid to Jonah	1945	2275	2390	3585
Jonah to Avard	2880	3370	3540	5310

**NORTHWARD AND EASTWARD**

Tonnage Class of Engines	42	50	52	82
Davidson to Clinton	2160	2525	2655	3990
Clinton to Southard	1870	2190	2300	3450
Southard to Enid	2400	2810	2950	4425
Enid to Arkansas City	2305	2695	2830	4245
Arkansas City to Beaumont	1870	2190	2300	3450

Avard to Helena	2015	2360	2475	3710
Helena to Jonah	3840	4495	4715	7070
Jonah to Enid	4800	5615	5895	8840
Enid to Pawnee	3170	3705	3890	5835
Pawnee to Hallett	1805	2110	2215	3320
Hallett to Fisher	2400	2810	2950	4425
Fisher to Cherokee Yard	3840	4495	4715	7070

