



St. Louis - San Francisco Railway Company

and

Quanah, Acme & Pacific Railway Co.



WESTERN DIVISION

TIME TABLE NO. 3

Effective

Wednesday, January 1, 1975

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

H. C. BITNER—Gen. Mgr.

V. J. DECKARD—Senior Ass't. Gen. Mgr.

R. A. RORIE — Ass't. Gen. Mgr.

FOR EMPLOYEES ONLY

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

WESTERN DIVISION

B. J. Lutzenberger	Superintendent	Tulsa
L. T. Ables	Trainmaster	Tulsa
L. E. Eldredge	Trainmaster-General Agent	Oklahoma City
G. W. Campbell	Trainmaster	Enid
H. O. Buzbee	Chief Dispatcher	Springfield
J. R. Beatty	Road Foreman of Equipment	Tulsa

TULSA TERMINAL DIVISION

W. R. Wallace	Superintendent	Tulsa
J. E. O'Hearn	Assistant Superintendent	Tulsa
D. R. Wilson	Trainmaster	Tulsa
G. E. Chapman	Trainmaster	Tulsa
J. W. Dollar	Trainmaster	Tulsa
E. R. Smith	Trainmaster	Tulsa
C. L. Mallonee	Trainmaster-General Agent	Tulsa
F. A. Peebles	Road Foreman of Equipment	Tulsa

EASTERN DIVISION

C. C. Lane	Superintendent	Springfield
D. W. Patton	Trainmaster	Springfield
W. E. McCullough	Road Foreman of Equipment	Monett

SPRINGFIELD TERMINAL DIVISION

M. M. Brower	Superintendent	Springfield
W. H. Hulsey	Asst. Superintendent	Springfield
J. M. Godfrey	Trainmaster	Springfield
R. M. Hardwicke	Trainmaster	Springfield
R. E. Tyndall	Trainmaster	Springfield
K. K. Kluthe	Asst. Trainmaster-General Agent	Springfield

LIST OF TIME INSPECTORS

Suit's Jewelry, 418 Broadway	Monett, Mo.	65708
Vinita Jewelry Co., 123 South Wilson St.	Vinita, Okla.	74301
M. L. Hardesty, 712 W. 23rd St.	Tulsa, Okla.	74101
Seneker Jewelry, 103 E. Dewey St.	Sapulpa, Okla.	74066
E. C. Clark, 113 N. Harvey	Oklahoma City, Okla.	73102
Robinson Jewelers, 204 W. Commerce St.	Oklahoma City, Okla.	73109
American Mutual Co., 10th & Pennsylvania Ave.	Oklahoma City, Okla.	73107
Joiner's Jewelry, 4431 E. 29th St.	Del City, Okla.	73115
Risner's Jewelry, 406 Chickasha Ave.	Chickasha, Okla.	73108
Agent	Quanah, Texas	
Agent	Lawton, Okla.	
Lyons Jewelers, 547 Sixth St.	Pawnee, Okla.	74058
Madison Jewelers, 105 E. Broadway	Enid, Okla.	73701
Northrup's Diamond Shop, 421 Frisco St.	Clinton, Okla.	73601
Grimes Jewelers, 113 S. Summit	Arkansas City, Kans.	67005

EXPLANATION OF SYMBOLS

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

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

DOCTORS

Enid, Oklahoma:
Dr. Earl M. Robinson 617 South Quincy
Dr. G. T. Ross 1101 East Broadway
Dr. A. F. Dougan — Oculist 330 S. Fifth

Oklahoma City, Oklahoma:

Dr. C. M. O'Leary 549 Pasteur Building
Dr. Dick Lowry — Oculist 900 N.W. 10th Street

Tulsa, Oklahoma:

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

DOCTORS

Springfield, Missouri:

E: Dr. James M. Giffin
E: Dr. Peter B. H'Doubler
E: Dr. H. A. Lowe, Jr. 302 Professional Bldg.
E: Dr. Donald E. Menchetti
E: Dr. Carle H. Shroff 1630 North Jefferson
E: Dr. Edward M. Schaeffer — Oculist
E: Dr. R. B. Stewart — Oculist
E: Dr. John W. Williams — Oculist 600 South Glenstone

E: Available for emergency consultation.

TONNAGE RATING OF ENGINES BY CLASSES

Tonnage Class of Engines	WESTWARD		
	42	52	82
Monett to Neosho	3840	4720	7080
Neosho to Racine	1655	2035	3050
Racine to Vinita	2640	3245	3890
Vinita to Catala	2110	2595	3890
Catala to Catoosa	2160	2655	3980
Catoosa to Tiger	1585	1945	2915
Tiger to Cherokee Yard	1970	2420	3630
Cherokee Yard to Sapulpa	1730	2125	3185
Sapulpa to Bristow	1655	2035	3050
Bristow to Luther	1825	2240	3360
Luther to Munger	1655	2035	3050
Munger to Oklahoma City	2880	3540	5310
Oklahoma City to Snyder	1870	2300	3450
Snyder to Altus	2690	3300	4950
Altus to Quanah	2065	2535	3800
Quanah to Lazare	2400	2950	4425
Lazare to Swearingen	1345	1650	2475
Swearingen to Roaring Spgs.	1730	2125	3185
Roaring Spgs. to Dougherty	1490	1830	2745
Dougherty to Floydada	2880	3540	5310

EASTWARD

Tonnage Class of Engines	EASTWARD		
	42	52	82
Floydada to Roaring Spgs.	2880	3540	5310
Roaring Spgs. to Narcisso	1920	2360	3540
Narcisso to Swearingen	2400	2950	4425
Swearingen to Lazare	1535	1890	2835
Lazare to Quanah	2110	2595	3890
Quanah to Olustee	1775	2180	3270
Olustee to Snyder	2305	2830	4245
Snyder to Cache	1825	2240	3360
Cache to Ft. Sill	2690	3300	4950
Ft. Sill to Chickasha	1850	2270	3405
Chickasha to Wheatland	1775	2180	3270
Wheatland to Oklahoma City	2880	3540	5310
Oklahoma City to Chandler	1920	2360	3540
Chandler to Stroud	1655	2035	3050
Stroud to Depew	1750	2150	3225
Depew to Sapulpa	2400	2950	4425
Sapulpa to Cherokee Yard	2110	2595	3890
Cherokee Yard to Catoosa	1920	2360	3540
Catoosa to Chelsea	2230	2740	4110
Chelsea to White Oak	2110	2595	3890
White Oak to Seneca	2400	2950	4425
Seneca to Neosho	1730	2125	3185
Neosho to Monett	2880	3540	5310
Catala Spur	1100	1300	2100

NORTHWARD AND EASTWARD

Tonnage Class of Engines	42	52	82
Avard to Helena	2015	2475	3710
Helena to Jonah	3840	4715	7070
Jonah to Enid	4800	5895	8840
Enid to Pawnee	3170	3890	5835
Pawnee to Hallett	1805	2215	3320
Hallett to Fisher	2400	2950	4425
Fisher to Cherokee Yard	3840	4715	7070
Davidson to Clinton	2160	2655	3980
Clinton to Southard	1870	2300	3450
Southard to Enid	2400	2950	4425
Enid to Arkansas City	2305	2830	4245
Arkansas City to Beaumont	1870	2300	3450

SOUTHWARD AND WESTWARD

Tonnage Class of Engines	42	52	82
Cherokee Yard to Fisher	3170	3890	5835
Fisher to Enid	2055	2535	3800
Enid to Jonah	1945	2390	3585
Jonah to Avard	2880	3540	5310
Beaumont to Atlanta	1440	1770	2555
Atlanta to Blackwell	1750	2150	3225
Blackwell to Enid	2090	2565	3845
Enid to Thomas	1750	2150	3225
Thomas to Clinton	2880	3540	5310
Clinton to Davidson	1870	2300	3450

WESTERN DIVISION & QAP

Movement of Frisco Derricks (Wreckers) is Authorized as follows:

	160 Ton 160 Ton 250 Ton		
	MPH	MPH	MPH
Monett-Oklahoma City	25	35	45
Oklahoma City-Floydada	25	25	25
Bridges	20	10	10
Except MP G640-6 to MP G545-25	15	15	15
Bridges	15	10	10
Except MP G617 to MP G664	20	20	20
Bridges	20	10	10
**Bridge G557.9			
*Bridges G579.7, G644.7, G649.3, G710.4, G720.3, G745.4, G779.5			
Tulsa-Avard	25	30	35
Bridges Z476.5, Z477.4, Z504.0	20	20	20
Bridges Z481.0, Z489.9, Z491.4, Z536.3, Z564.2	10	10	10
Enid-Clinton	20	No	No
Clinton-Snyder	15	No	No
Snyder-Davidson	20	No	No
Enid-Breckenridge	20	No	15
Bridges	20	No	10
Breckenridge-Blackwell	20	No	10
Blackwell-Beaumont	20	No	15
On Bridges shown separate 160 and 250 ton derricks from engine by cars not exceeding 100,000 lbs. gross weight as follows			
*2 cars.			
**5 cars.			

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	55	1	5	
30	2	60	1		
35	1	42	65	55½	

WEST								Miles	STATIONS
SECOND CLASS									
337	731	39	BTX	QLA	437				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 1030	PM 900	PM 410	PM 230	AM 310	AM 250			239.7	BCORY ⊙ ⊙ SPRINGFIELD YARD.
								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	M.P. ⊙ ⊙
								273.7	VERONA 4.7
								279.1	GLOBE 5.4
AM 1230	1100 PM	525 PM	350 PM	415 AM	410 AM			282.0	MONETT, BCORY ⊙ ⊙ (42.3)
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
337	731	39	BTX	QLA	437				

MT. VERNON BRANCH— SPRINGFIELD SUB

Miles	WEST STATIONS	EAST	Station Number	TPR	Track Cap.
268.9	AURORA	R ⊙	269	AU	Yd.
280.6	MT. VERNON	B281	MN	75	

MAXIMUM SPEED _____ 10
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—WESTERN 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.

Time in schedules or train orders for trains departing Cherokee Yard will apply at MP G 420-17.

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

Miles	Sta.	TPR	Cap.	Conn.
Granby	302.0	G302	17	Both
Niles	313.3	G313	7	East
Peabody	381.0	G381	PB	270 Wye
Sequoyah	391.6	G392	UQ	117 Both
Williams	405.1	G405		134 East
Port Lead	408.3	G408	XF	220 East
Garnett	414.0	G426	GR	444 Both
Douglas	417.0	G426	DL	77 Both
Dawson	418.7	G428	DW	71 Both
East Tulsa	420.4	G426	JT	

Station Number	TPR	Track Cap.		EAST									
		SECOND CLASS		438	730	30	330	OBX	CTB	34	TBX		
		Cars	Feet									Arrive Daily	Arrive Daily
		Aux.	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 120	PM 300	PM 1100	PM 1145	
242	NS			Yd.									
247	ZE	108	7015	5									
252	RJ	133	8659	76									
257	ZS	86	5615	35									
262	JL	123	8081	9									
264	VM			49									
269	AU	107	7013	Yd.									
274	VE	123	8044	41									
279	GZ												
282	MO			Yd.	130 AM	730 AM	830 AM	900 AM	1145 AM	130 PM	915 PM	1000 PM	
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
					438	730	30	330	OBX	CTB	34	TBX	

	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	45
(Westward trains)	45
268-30 269-4	40
South Track:	
MP 279-3 to MP 282-5	25
Until engine over crossing	
MP 282-5 to MP 282-33	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

M.P. 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 BRANCH— SPRINGFIELD SUB

Miles	WEST STATIONS	EAST	Station Number	TPR	Track Cap.
240.0	M. K. JOT				
246.5	GALLOWAY	6.5	239	TM	60
257.4	OZARK	10.9	A257	OZ	41
		(17.4)			

	MPH
MAXIMUM SPEED	25
(except as noted)	
Galloway to Ozark	10
Until engine over crossing Glenstone Ave.	5

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

WEST								Miles	STATIONS
SECOND CLASS									
531	39	437	37	537	539	739			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
PM 1100	PM 955	AM 1130	AM 1000	AM 910	AM 300	AM 130	426.9	BYCROCK T CHEROKEE YD.	
							430.5	NORRIS	
							435.5	OMA	
1130 PM	1025 PM	1159 AM	1030 AM	935	325	200 AM	437.2	SAPULPA Y ⊙ ⊙	
				950	337		445.6	KELLYVILLE	
				1005	358		459.0	BRISTOW Y ⊙	
				1014	410		466.6	DEPEW	
				1028	425		477.5	STROUD ⊙	
				1035	434		483.0	BINKLEY P	
				1048 3110 1054	449		485.4	DAVENPORT	
					457		493.9	CHANDLER ⊙	
							498.0	GOW P	
				1110	513		509.8	HIBSAW P	
				1130	533		524.2	JONES P	
				1140	543		530.1	MUNGER	
				1148	553		535.6	GREIG	
							535.8	C.R.I.P. } A.T.S.F. } ⊙ ⊙	
				PM 1230 3110	630 AM		539.5	RETCHOY ⊙ ⊙ OKLAHOMA CITY (112.6)	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Westward trains are superior to Eastward trains of the same class.	
531	39	437	37	537	539	739			

	MPH	
MAXIMUM SPEED	55	
(except as noted)		
Cherokee Yard—slip switches	10	
17th St. until engine over crossing	10	
MP 426-16 to MP 428-14	20	
Thru turnout MP 428-27	25	
Westward trains MP 428-31 to MP 429-3	40	
Until engine thru limits North track MP 428-29 to MP 429-35	20	
Norris, thru turnout	50	
MP 432-17 to MP 432-26	45	
Oma, thru turnout	50	
MP 436- 6 to MP 438- 9	25	
438- 9	441- 4	50
441- 4	442-25	45
447-34	458-20	45
Bristow, thru turnout west end siding	25	
Until engine thru limits MP 458-25 to MP 459-15	20	
MP 459-15 to MP 463-35	50	
463-35	468- 5	45
468- 5	472-34	50
476- 0	476-12	45

	MPH	
Until engine thru limits MP 477- 2 to MP 477-29	25	
MP 477-29 to MP 479-13	45	
479-13	487-23	50
Binkley, thru turnout east end siding	25	
MP 487-23 to MP 488- 2	45	
488- 2	491-20	50
491-20	492-25	45
Until engine thru limits MP 492-30 to MP 493-32	25	
MP 494-13 to MP 495-28	50	
498-26	499-17	45
503-30	506-33	50
514-33	515-20	45
519- 0	522-11	45
Jones, thru turnout east end siding	25	
Until engine thru limits MP 527-16 to MP 530-22	50	
MP 530-22 to MP 531- 8	45	
531- 8	535-28	50
535-28	537-33	45
537-33	539- 6	25
Oklahoma City, thru turnout MP 538-20	25	
Until engine over crossing MP 539-6	10	

Station Number	TPR	Track Cap.			EAST								
		Sidings		Aux.	SECOND CLASS								
		Cars	Feet		530	3110	34	738	38	30	430		
					Arrive Daily	Arrive Daily Ex. Su.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
G426	CY			Yd.	AM 600	PM 200	PM 130 PM	PM 430	PM 700	AM 1245 AM	PM 1159		
G426	NO												
G436	OM												
G438	SQ			Yd.	150 AM	138	1131 AM	150 PM	350 PM	1115	945 PM		
G446	KY	70	4559	25		120					1105		
G459	BP	114	7413	225		104					1045		
G467	DP	49	3184	32		1244					1035		
G478	ST	59	3825	174		1230 PM					1021		
G483		85	5516	9		1105					1013		
G485				24									
G494	YX	34	2237	126		1048 537					958		
G498	GX	75	4873			1000					953		
G510	HI	97	6323			946					938		
G524	JN	62	4032	13		925					921		
G530	UG	49	3197			916					914		
G536	GG			38									
G540	OC			Yd.		900 AM					900 PM		
					Leave Daily	Leave Daily Ex. Su.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					530	3110	34	738	38	30	430		

Time in schedules or train orders for trains departing Cherokee Yard will apply at MP 430-20.

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 crews operating between Cherokee Yard and Sapulpa will be responsible for identifying superior trains that have departed Cherokee Yard and those trains that may be passed between Cherokee Yard and Sapulpa.

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

HOT BOX DETECTORS

- @ # MP 450-13
- @ # 472-9
- @ # 500-31
- @ # 526-29

Bridge class of engines and foreign derricks 70.4

TRACKS AND/OR INDUSTRIES	Mile	Sta.	TPR	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: (North Yd. Spur) Highway 66

WORKING SAFELY IS YOUR RESPONSIBILITY

SAFETY — A WORD, MAKE IT A HABIT

WEST				EAST						
Third Class	Second Class	Miles	STATIONS	Station Number	TPR	Track Cap.			Second Class	Third Class
3213 Leave Mo. Tu Wd. Th.	537 Leave Daily					Cars	Feet	Aux.	3210 Arrive Daily	3212 Arrive Tu. Wd. Th. Fr.
PM 930	PM 115	539.5	RTCBO ①Y ② OKLAHOMA CITY 3.3	G540	OC				PM 230	PM 630
		542.8	A.T.S.F. 11.1 ①②							
1107	152	553.9	MUSTANG 8.9	G554	US	66	4293	24	152	353
1130	206	562.8	TUTTLE 4.7	G563	TT			75	1257	333
1140	213	567.5	SOONER 13.0	G567	UU	79	5188		1250	321
AM		580.5	C.R.I.P. 0.3 ①②							
1230	235	580.8	CHICKASHA 24.2 ①②	G581	CC	34	2197	139	1227	235
140	315	605.0	CYRIL 5.6 ①②	G605	CR	62	4000	211	1135	101
150	325	610.6	FLETCHER 14.9	G611	TC	69	4459	28	1055	1149
215	350	625.5	FORT SILL 4.2 Y	G626	FI	30	1954	76	1030	1125
		629.7	C.R.I.P. 0.5 ①②							
230	401	630.2	LAWTON 13.7 BC ①②Y	G630	LT			Yd.	1020	1101
AM	430	643.9	CACHE 20.2	G644	EZ	68	4445	35	954	AM
		664.1	ENID SUB 0.3 ①②							
	517	664.4	SNYDER 11.6 ①Y ②	G664	SN			Yd.	922	
	535	676.0	HEADRICK 10.6	G676	HK	32	2069	23	904	
	601	686.6	M.K.T. 0.6 ①②							
	601	687.2	ALTUS 0.9 ①③	G687	AS	26	1695	Yd.	846	
	615	688.1	A.T.S.F. 7.4 ①②							
	635	695.5	OLUSTEE 13.9	G695	OU	24	1573	44	830	
	900	709.4	ELDORADO 13.9	G709	ED	24	1585	116	809	
Arrive Tu. Wd. Th. Fr. 3213	Arrive Daily 537	723.3	QUANAH (183.8) ①②③④	G723	QU			Yd.	745	AM
			Westward trains are superior to eastward trains of the same class.						Leave Daily 3210	Leave Tu. Wd. Th. Fr. 3212

	MPH
MAXIMUM SPEED (except as noted)	40
MP 539-25 to MP 544-25	25
716 722	30
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.

Chickasha: Use one unit only on Pet milk spur.

Trains will use Q.A.P. tracks between Red River and Quanah. SL-SF Rules and instructions will govern.

HOT BOX DETECTORS

@ # MP 565- 8

@ # 590-28

Bridge class of engines and foreign derricks 53

Yard Limits: Oklahoma City to Wheatland

- ♣ Spur MP 547-7: Highway 152
- ♣ Spur MP 548-16: Dayton Lead, S.W. 29th St.
- ♣ Altus: Spur track Highway 62
- ♣ Quanah: Highway 283
- Oklahoma City:
 - ②G C.R.I.P., Frt. Hse. Lead
 - ②G C.R.I.P., Oil Mill Lead
 - ②G C.R.I.P., West Leg Wye

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Lillard Pk.	②545.3	G545	IO	Yd.	Both
Wheatland	②549.3	G549	UD	59	Both
Amber	572.7	G573		35	Both
Norge	586.9	G587		16	East
Cement	599.5	G600		20	West
Elgin	614.6	G615	EG	45	Both
Indianoma	652.0	G652		35	Both
Eagle-Picher	700.1	G700		5	East
Creta	702.7	G703		31	Both
Carnes	717.1	G717	EJ	40	West

Miles	STATIONS		Station Number	TPR	Track Cap. Aux.
	WEST	EAST			
	WEST	EAST			
723.3	QUANAH	CBY ①②③④	G723	QU	Yd.
728.8	ACME	5.5 ①②③④	G729	AQ	Yd.
728.9	F.W.D.	0.1 ①②			
739.1	LAZARE	10.2 ①②	G739		31
753.0	SWEARINGEN	13.9	G753	UW	94
766.1	PADUCAH	13.1 ①	G766	PH	150
776.3	NARCISSO	10.2	G776	NQ	81
786.7	SUMMIT	5.6	G787		43
792.3	RUSSELLVILLE	10.4	G792		28
802.7	ROARING SPGS.	8.0	G803	BZ	126
810.7	McBAIN	7.8	G811		24
818.5	DOUGHERTY	6.8	G819	DY	149
825.3	BOOTHE SPUR	7.9	G825		59
833.2	FLOYDADA	BC ①Y ② (109.9)	G833	FI	Yd.

MAXIMUM SPEED _____ MPH
(except as noted) 30

Quantah, thru interlocking _____ 20
Until engine over crossings
Quantah Hiway F.M. 2640 _____ 15
Lord St. _____ 25
MP 728-16 to MP 728-25 _____ 20
Acme, thru interlocking _____ 20
Until engine over crossings
MP 832-10 to MP 832-23 _____ 15
SL-SF rules and instructions will govern.

TRACK RESTRICTIONS
10 MPH Auxiliary tracks
Acme: Do not put engine over hydraulic lift east and west spur track
5 MPH All Georgia Pacific Tracks
Bridge class of engines and foreign derricks _____ 53

♣ Quanah: Highway 283
Yard limits: Quanah to Acme

THE SMARTEST THING IN WORK

CLOTHES—A CAREFUL WORKER.

WEST			Miles	STATIONS
SECOND CLASS				
637 Leave Daily	QSF Leave Daily	QLA Leave Daily		
			426.9	CHEROKEE YD. 6.7 ROBOCTY ②④
			433.6	FISHER 12.2
			445.8	MANNFORD 9.6
			455.4	TERLTON 5.5
			460.9	M. K. T. ②④
			461.5	HALLETT 0.6
			469.3	CASEY 7.8
			471.6	A. T. S. F. 2.3 ②④
			471.6	CAMP 0.0
			478.0	PAWNEE 6.4 ⑤
			479.7	A. T. S. F. 1.7 ②④
			485.5	LELA 5.8
			490.6	MORRISON 5.1
			497.1	SUMNER 6.5
			502.7	A. T. S. F. 5.6 ②④
			502.7	BLACK BEAR 0.0
			508.7	A. T. S. F. 6.0 ②④
			508.8	FERRY 0.1 ②④
			513.5	GANSEL 4.7 ②④
			518.4	LUCIEN 8.3
			526.7	COVINGTON 6.6
			533.3	A. T. S. F. 0.7 ②④
			534.0	FAIRMONT 4.7
			538.7	SHEA 4.3 ④
			543.0	A. T. S. F. 0.1 ④
			543.1	STEEN 1.1 ④
			544.2	O.R.I.P. 1.2 ②④
			545.4	ENID 118.5 ②④
				Westward trains except No. 637 are superior to Eastward trains of the same class.

	MPH		MPH
MAXIMUM SPEED (except as noted)	49	MP 478-29 to MP 480-19	40
Cherokee Yard - slip switches	10	Westward trains until engine thru interlocking	
MP 425-15 to MP 432	40	Mile 479.7	20
438-24 439- 7	40	Engine of eastward trains	
458-11 459- 3	45	MP 480-24	35
Until engine thru interlocking		Until engine thru interlocking	
Mile 460.9	20	Mile 502.7	20
MP 465-18 to MP 466- 9	45	Until engine thru limits	
Until engine thru interlocking		MP 507-15 to MP 509-15	20
MP 471.6	20	MP 519- 3 519-24	40
MP 473-4 to MP 473-11	45	Until engine thru interlocking	
MP 474-17 to MP 474-27	40	Mile 533.3	20
475-23 476-27	45	Until engine thru limits	
Until engine thru limits		MP 543- 3 to MP 545-21	20
MP 477- 7 to MP 478-13	30		

Station Number	TPR	Track Cap.			EAST		
		Sidings		Aux.	SECOND CLASS		
		Cars	Feet		CTB Arrive Daily	638 Arrive Daily	666 Arrive Daily
G426	CY			Yd.	AM 830	AM 1050	AM 500
Z434	FP			55	636	901	203
Z446	VU	94	6100	7	620	840	148
Z455				24			
Z462	HL			40	558	811	128
Z469				48	548		118
Z478	PW	148	9625	100	537	746	107
Z485	IL			28	527	736	1257
Z491	VK	143	9310	40	521	730	1251
Z497	OH			69	513	720	1243
Z509	PY	84	5494	60	456	700	1226
Z514				23			
Z518	LZ			89	442	646	1212
Z527				110	431	635	1201 AM
Z534	FM			72	421	625	1151
Z539				36			
Z543	XT				410	610	1140
Z545	EN			Yd.	AM 400	AM 600	AM 1130
					Leave Daily CTB	Leave Daily 638	Leave Daily 666
					Westward trains except No. 637 are superior to Eastward trains of the same class.		

HOT BOX DETECTORS

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

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

TRACK RESTRICTIONS

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

Time in schedules or train orders for trains departing Cherokee Yard will apply at MP 425-21.

THERE IS A SAFE WAY.

DO IT THAT WAY.

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 Bridge A-105.9 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 10 MPH.
263,000#		THROUGH ROUTES	(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		BETWEEN KANSAS CITY AND BIRMINGHAM
	(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.
		LOCAL ROUTES		Minimum Length of Car: 50 ft. when handling over Mississippi River Bridge at Memphis.
	(g)	EASTERN DIVISION		BETWEEN ST. LOUIS AND OKLAHOMA CITY
	(h)	Cuba-Buick		Trains: All trains.
	(h)	Ft. Wood Branch		Speed Restrictions: 50 MPH.
	(h)	MK Jct-Kissick		BETWEEN CUBA AND BUICK
	(h)	Kissick-Ozark		Trains: All trains.
	(h)	Pierce City-Wichita		Speed Restrictions: None
	(h)	Wichita Yard-Lorraine		Minimum Length of Car: 40 ft.
	(h)	Oronogo-Baxter Springs		BETWEEN EDWARD AND AFTON
	(h)	J&G Jct-Carl Jct.		Trains: All trains.
	(h)	NORTHERN DIVISION		Speed Restrictions: 50 MPH except 35 MPH between MP L-161 and MP L-162.12.
	(h)	Kansas City-Leeds Jct.		BETWEEN SAPULPA AND SHERMAN
	(h)	Springfield-Weaubleau		Trains: All trains.
	(j)	Hoxie-Walport		Speed Restrictions: 50 MPH.
	(g)	Marion-Hulbert		Minimum Length of Car: 40 ft.
	(g)	Edward-Afton		BETWEEN EDWARD AND AFTON
	(g)	Pittsburg-Opolis		Trains: All trains.
	(g)	Miami Branch		Speed Restrictions: 50 MPH.
	(g)	(Except Cardin Spur)		Minimum Length of Car: 40 ft.
	(g)	Quapaw-Central Mill		BETWEEN LINDENWOOD AND TURRELL
	(g)	Arcadia-Strauss		Trains: All trains.
	(g)	SOUTHERN DIVISION		Speed Restrictions: None.
	(h)	Winfield, Ala.-Brookside		Minimum Length of Car: 40 ft. on St. Louis Subdivision.
	(h)	Dora-DeBardleben		BETWEEN AMORY AND DEMOPOLIS
	(g)	Pratt City-Bessemer		Trains: All trains.
	(g)	Amory-Demopolis	(h)	Speed Restrictions: None.
	(m)	Aberdeen Spur	(h)	Cars shorter than 38 ft. limited to 220,000#. Restrict speed to 30 MPH
	(h)	Boligee-York	(i)	Bridge G567.9, and to 10 MPH Bridge D165.8, when handling car with gross weight in excess of 220,000#.
	(h)	Demopolis-Pensacola	(j)	Cars shorter than 45 ft. limited to 220,000#, between Bridge Jct. and Shelco.
	(h)	Cochrane-Mobile	(j)	Cars with gross weight between 220,000# and 263,000# may be handled with speed restricted to maximum of 10 MPH.
	(g) (h)	RIVER DIVISION	(m)	Via Southern Rwy.
	(g)	St. Louis-Chaffee	(p)	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.
	(g)	Chaffee-Turrell	(r)	Cars shorter than 42 ft. limited to 220,000#.
	(p)	Holcomb-Senath	(s)	Cars with gross weight between 220,000# and 263,000#, restricted to maximum speed of 10 MPH between MP JA-612.1 and JA-627.9; 25 MPH Enid-Breckenridge; 10 MPH Breckenridge-Blackwell, 25 MPH Blackwell-Beaumont; 10 MPH Snyder-Davidson.
	(p)	Kennett-Hayti	(t)	Cars with gross weight between 220,000# and 263,000# minimum length 38 ft. restricted to maximum 10 MPH between MP K-592 and MP K-610, from Southard to Foley, from Ewing to Clinton.
	(g) (h)	SOUTHWESTERN DIVISION		
	(g)	Sapulpa-Denison		
	(g)	Denison-Sherman		
	(h)	Sherman-Irving		
	(r)	Dallas-N. Ft. Worth		
	(h)	N. Ft. Worth-Ft. Worth		
	(h)	Henryetta-Muskogee		
	(h)	Hugo-Paris		
	(h)	Hope-Lakeside		
	(s)	Madill-Ardmore		
	(h)	Monett-Ft. Smith		
	(h)	WESTERN DIVISION		
	(h)	Cherokee Yard-Enid		
	(s)	Enid-Avard		
	(t)	Enid-Beaumont		
	(t)	Enid-Foley		
	(t)	Foley-Ewing		
	(s)	Ewing-Clinton, Okla.		
	(s)	Snyder-Davidson		
270,000#	(u)	Oronogo-Galena	(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)	J&G Jct-Carl Jct.	(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.
	(v)	Pierce City-Fredonia		
	(v)	Enid-Blanton		
315,000#	(w)	St. Louis-Oklahoma 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)	Edward-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. Restrict speed to 20 MPH over Bridges E-457.7, E-475.0, E-495.0 and E-535.8.
	(x)	Sapulpa-Sherman		
	(w)	Amory-Aliceville		
	(x)	Henryetta-Muskogee		
394,500#	(z)	Memphis-Birmingham	(z)	Applicable only in DUPX 29400-29439 and DUPX 29500-29666 series cars.

WEST				EAST						
Second Class		Miles	STATIONS	Station Number	TPR	Track Cap.			Second Class	
QSF Leave Daily	QLA Leave Daily					Cars	Feet	Aux.	CTB Arrive Daily	666 Arrive Daily
PM 430	PM 200	545.4	ENID	Z545	EN				AM 400	PM 1030
		548.2	BLANTON	Z548						
449	219	554.5	CARRIER	Z555	YR			73	300	945
459	229	562.8	GOLTRY	Z563	GO			90	250	935
507	237	569.3	HELENA	Z569	HF			93	242	927
		574.4	McWILLIE	Z574				68		
		580.2	A. T. S. F.							
522	252	580.5	CARMEN	Z581	YE			101	227	912
532	302	588.6	DACOMA	Z589	DC			94	217	902
		595.0	HOPETON	Z595	IH			44		
549 PM	319 PM	601.9	AVARD	Z602	AV	54	3501	57	200 AM	845 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	

MPH
MAXIMUM SPEED (except as noted) 49
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 Speed Restrictions:
MP 342.4 to MP 346.9 65
Curves: MP 343.3 to MP 343.9 60
MP 345.2 to MP 346.9 55
Waynoka, East end extension track 40
End Two Tracks, M.P. 342.4 40
Eastward main track to east yard lead, M.P. 342.5 30
Turnout to West yard, M.P. 343.6 30
Crossover M.P. 345.1 30
Turnout to West yard, M.P. 345.2 15
End Two Tracks, M.P. 346.9 40

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 ATSF and SLSF clearance at Waynoka authorizing movement from Waynoka and East from Avard and will not require clearance at Avard.

Two main tracks between AT&SF MP 342.4 and MP 346.9 designated North Track and South Track.

CTC in effect on main tracks Avard to Waynoka, on AT&SF siding Avard and extension track Waynoka.

Bridge class of engines and foreign derricks 53

WESTERN DIVISION TIME TABLE NO. 3

Between Enid, MP 546-02, 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 5 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.

ABS: MP 601-10 to ATSF Westward "Stop" Signal located at MP 602-2. (Rule 510)

White light indicator and telephone to ATSF dispatcher located MP 601-25. When white light indicator is illuminated, ATSF westward home signal displays proceed. If white light indicator is not illuminated and westward movement desired, communicate with ATSF dispatcher.

HOT BOX DETECTORS

@ # 573-2

ATSF MP 339.3

(Counter at MP 338.3 and 340.2. If white light rotating approaching detector indicates detector bad order, disregard indication.)

WEST		EAST									
Second Class		Miles	STATIONS	Station Number	TPR	Track Cap.					
QSF Leave Daily	QLA Leave Daily						Cars	Feet	Aux.	CTB Arrive Daily	666 Arrive Daily
458.2	PM 430	42.2	BEAUMONT	F458	BM	Yd.					
500.4		0.1	WINFIELD	K500	WF	151					
500.5		0.5	A. T. S. F.								
501.0		13.7	A. T. S. F.								
514.7		23.2	ARKANSAS CITY	K515	AG	Yd.					
537.9		0.3	BLACKWELL	K538	BK	316					
538.2		0.7	A. T. S. F.								
538.9		16.6	A. T. S. F.								
555.5		21.0	LAMONT	K555	TK	79					
576.5		7.3	C. R. I. P.								
583.8		0.1	A. T. S. F.								
583.9		(127.5)	STEEN	Z543	XT						

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 20
504 511 25
Until engine thru limits
MP 513 to MP 515-15 15
537-15 539-15 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.
Beaumont Sub will use Perry Sub between Steen and Enid.
Trains will secure clearance at Enid authorizing movement north from Steen.
Trains will secure clearance at Arkansas City authorizing movement north from Arkansas City.
TRACK RESTRICTIONS
Winfield: Do not switch Duck Track with more than one unit.
Enid: Do not put engine over car unloader on track No. 1, Elevator Z.

Arkansas City:	
Canal Track Hiway 77...5 MPH	Canal Track AFSF crossing Instructions posted at Home signal.
Winfield: Mill Track ATSF crossing. Instructions posted at dwarf home signal.	
Yard limits: Beaumont to Arkansas City	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	
Erle 520.8 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 30 Both	
Salt Fork 560.8 K560 32 Both	
Hunter 568.9 K567 IU 93 Both	
Beckenridge 577.0 K577 ZQ 40 North	
Bridge class of engines and foreign derricks 53	
↓ Winfield—9th Ave.	
↓ Blackwell—West Blackwell Ave.	
↓ Enid—Oak Ave. (City tracks) Walnut Ave. (City tracks) Jefferson St. (4 north tracks)	

ENID SUBDIVISION—WESTERN DIVISION

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

SPECIAL INSTRUCTIONS

Western Division: Trains handling over 19 cars wheat in covered hoppers:

MPH
Thru sidings and yard tracks 10
Enid and Beaumont Subs 25
Oklahoma Sub 35
Until engine thru limits:
MP G458-20 to MP G459-15 10
Chickasha Sub 35

Until engine thru limits: MP G580-29 to MP G582-11 10

Do no braking or throttle changing at following locations:

MP G567-21 to MP G558-13
G570-11 G580-3
G639-19 G640-9
G694-6 G694-23
G745-8 G745-29
G779-4 G779-23
G801-14 G801-34

WESTERN DIVISION TIME TABLE NO. 3

SOUTH		Miles	STATIONS	Station Number	TPR	Track Cap.			NORTH	
THIRD CLASS						Sidings			THIRD CLASS	
4413 Leave Mon. Wed. Fri.	4411 Leave Daily Ex. Sun.					Cars	Feet	ALX.	4410 Arrive Daily Ex. Mon.	4412 Arrive Tues. Thur. Sat.
	AM 500	585.7	ENID BOOR@Y@	Z545	EN			Yd.	AM 230	
	540	597.2	DRUMMOND @	K597	DR			62	130	
	605	606.7	AMES @	K607	AO			144	105	
	640	618.2	OKEENE @	K618	OE			135	1235	
		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	C. R. I. P. @G							
	PM 230	680.6	CLINTON @B	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
		716.9	C. R. I. P. @							
	530	744.1	SNYDER Y@	G664	SN				Yd.	730
		744.1	CHICKASHA SUB. @G							
	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.	Arrive Daily Ex. Sun.								Leave Daily Ex. Sun.	Leave Tues. Thur. Sat.
4413	4411								4410	4412

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

MPH
MAXIMUM SPEED _____ **35**
 MP 618- 6 to MP 619- 3 _____ **25**
 629-14 666- 6 _____ **30**
 676-28 774- 3 _____ **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. Cars will not be cut off between main track switch and Hiway 51A on lead track.

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

Yard limits: Frederick to Davidson Bridge class of engines and foreign derrickss _____ **53**

(Continued page 17)

Trains and engines using AT&SF tracks between Avard and Waynoka, Oklahoma, will be governed by SLSF Rules of the Transportation Department and SLSF Time Table, except as modified below:

RULES

(1) Permanent slow signs, yellow with numerals, will be located not less than 2500 feet (when practicable) in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains. Where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speed must not be exceeded until rear of train has passed a permanent resume speed sign.

There may be more than one permanent slow sign in advance of a permanent resume speed sign, in which case the reduced speed shown on each permanent slow sign must be observed in succession until rear of train has passed the permanent resume speed sign.

(2) A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile.

(3) The following signals will be displayed to the rear of every train, as markers, to indicate the rear of train:

- (A) A single red light of prescribed type, illuminated day and night;
- (B) Marker lamps by day not lighted,
by night lighted
displaying red to rear.
- (C) A train not equipped to display the above prescribed signals will display to the rear a red flag by day and a light by night.
- (4) Rule 99. Note to SL-SF Operating Rule 99 is not applicable on AT&SF Railway. Rear end flag protection is required on main tracks within block signal territory, protecting against a following movement on same track moving at restricted speed.

(5) Example Form U, Stop and Speed Limit Orders.

- (2) Eight naught one 8 01 AM until five naught one 5 01PM approach (gang No. _____) between 15 poles west of MP 10 and MP 11 between D and E prepared to stop short of men and machines fouling track until proper proceed signal received or notified verbally by (title and name of employe in charge and gang number) that track is clear of men and machines.

Trains and engines, within the limits of this order must approach gangs prepared to stop, and stop short of men and machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received; or, if notified verbally by employe named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men and machines.

- (3) Speed limit _____ MPH between MP 12 and 5 poles west of MP 13 between D and E.

Speed specified must not be exceeded between the points named.

- (4) Speed limit _____ MPH over bridge 10 poles west of MP 10 between D and E.

Speed specified must not be exceeded over bridge at point named.

- (5) Heavy rains between F and J take every precaution for safety.

Trains receiving this order must approach locations liable to be damaged prepared to stop.

(6) Block and Interlocking Signals.

Signal aspect — Flashing green or Yellow over green.

Name — Approach limited.

Indication — Proceed; approach next signal not exceeding limited speed, and be prepared to enter diverging route at prescribed speed.

Signal aspect — Yellow over yellow or flashing yellow.

Name — Approach medium.

Indication — Proceed; approach next signal not exceeding medium speed, and be prepared to enter diverging route at prescribed speed.

Signal aspect — Red over flashing yellow.

Name — Diverging-approach.

Indication — Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding medium speed immediately reduce to medium speed.

Signal aspect — Flashing red or, red over yellow.

Name — Restricting.

Indication — Proceed at restricted speed.

Signal aspect — Red signal with mast equipped with a number plate and a yellow triangular plate indicating the letter "P".

Name — Permissive.

Indication — Proceed at restricted speed.

Signal aspect — Red signal with mast not equipped with a number plate or any other marking.

Name — Stop (Controlled signal).

Indication — Train must proceed as authorized by dispatcher or control operator at restricted speed.

(7) During snow and ice storms trains must approach all power switches making a full use of the engine whistle to warn men cleaning switches of their approach. When visibility is poor, the whistle should be kept wide open from 400 to 500 feet before reaching the switch until after engine has passed over it.

(8) Except on trains with Remote Controlled Equipment, before the engine controlling the air brakes on freight equipment, which has brake system charged, is detached or angle cock closed, the enginemen must reduce the brake pipe pressure to 30 PSI or less at a service rate with the automatic brake valve. The angle cock must not be closed on the engine or rear car to be detached until the brake valve exhaust ceases, which will be indicated by the engineman sounding whistle signal 19(B). The angle cock must be left open on the cars or the detached portion of train left standing. When necessary a sufficient number of hand brakes will be applied.

When the engine is recoupled to the cars or train and brake system is charged to within 15 pounds of the feed valve setting on the engine, a 20 pound brake pipe reduction must be made in automatic brake operation and it must be known that the brakes on rear car apply and release before proceeding.

(9) A complete and detailed report must be made by wire to the AT&SF chief dispatcher at Amarillo, Texas, or Newton, Kansas, covering bad order cars set out, all accidents at grade crossings, personal injuries, unusual or defective track, signal or any other conditions that would affect the movement of a train or engine on joint trackage.

**TODAY IS THE DAY TO PREVENT
ACCIDENTS—NOT TOMORROW.**

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.

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 storms, when handling automobiles in TOFC service, or on tri-level or bi-level cars, reduce speed to 10 MPH until storm is over.

Loaded TOFC cars, 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.

Train and engine service employes must not occupy the roof of a freight car or caboose under any circumstances. Other employes whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

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.

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.

Train orders transmitted via radio must be transmitted to the engine of train addressed, in accordance with applicable rules.

CLASSIFICATION OF ENGINES

Unit No.	Designation	Class of Service	Tonnage Class	Horsepower	Max. Speed in service or in Tow	Bridge Class	Tone Weight
11 200-215	GE BL-EMD	SW	13	300	20	19.1	44
		SW	34	1000	25	39.5	122
250-265 300-304 305-314	NW-2 SW-7 SW-9	SW	34	1000	25	40.3	124
		SW	34	1200	25	40.3	124
		SW	34	1200	25	40.3	124
315-360 361-365 400-458 500-632	SW-15 MP15 GP38 GP7	SW	42	1500	35	41.8	129
		SW	42	1500	45	41.8	130
		ROAD	52	2000	65	41.4	134
		RD-SW	42	1500	65	39.5	124
633-699 700-732 800-831	GP38 GP35 U25B	ROAD	52	2000	65	41.4	134
		ROAD	52	2500	65	41.4	130
		ROAD	52	2500	65	41.7	133
832-862 900-948	U30B SD45	ROAD	52	3000	65	41.7	134
		ROAD	82	3600	65	53.6	190

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	99024	273,800	160	E-61.2
99022	386,000	250	E-62.9	99025	368,000	250	E-63.3

ALL DIVISIONS TIME TABLE NO. 3

REVISION OF THE RULES OF THE TRANSPORTATION DEPARTMENT

Rule 2 amend: Add: Yardmen.

Amend last sentence to read:

Watch inspection certificate must be submitted for renewal as required by General Order or Special Instructions.

Rule S-83(a): Add:

Exception: The train register may be used as evidence of the arrival of an extra train as provided by train order Form V, Example (6).

Form V Train Order: Add:

(6) No. _____ (or Extra 400 South) may check train register at _____ against Extra 500 North on Order No. _____.

(7) Extra 500 North register at _____ on Order No. _____.

Examples (6) and (7) must be used when it is desired to permit a train to accept the train register as evidence of the arrival of an extra train as provided in Rule S-83(a).

When Example (7) is used, number and date of the order specified must be written in column of train register column captioned "Train", sub-captions "Section" and "Number".

Rule 93, Amend third sentence to read:

Second and third class trains and extra trains must move within yard limits prepared to stop short of train, engine or cars unless main track is seen or known to be clear.

Rule D-93, Amend first paragraph to read:

When running against the current of traffic first class trains must move within yard limits prepared to stop short of train, engine or cars unless main track is seen or known to be clear.

Note to Rules 93 & D-93:

Amend to read: "Known to be clear" includes when main track is known to be clear by indication of block signals or interlocking signals.

Rule 101(a): Add Note:

NOTE: Within block signal limits temporary speed restricted track will not be required to be protected by flags when that portion of track is protected by a train order.

Rule 209 Amended:

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 clearance when authorized by General Order or Special Instructions.

Rule 209 (a) Amend first paragraph 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.

Rule 209(a) Amended: Add:

Train orders may be duplicated mechanically when authorized by General Order or Special Instructions.

Rule 221(a) Amended: Add:

A "calling on" indication of train order signal may be repeated at designated points to trains involved by operators informing engineer of train the indication of train order signal. Communications between operators and engineers must be according to following format:

This is Frisco operator at _____ calling engineer of Frisco Train _____.

This is engineer of Frisco Train _____.

This is Frisco operator at _____ "calling on" indication displayed until _____ a.m.

_____ p.m.

This is engineer of Frisco train _____ "calling on" indication displayed until _____ a.m.

_____ p.m.

Rule 884, Amended:

When cars having defects, bearing evidence of unfair usage, improperly loaded, or oversized shipments are offered for delivery at a junction where no car inspector stationed, they must not be moved without specific instructions, conductor must advise chief dispatcher (chief dispatcher advising car department) of such defects, together with contents and destination of car.

Rule 955, Amended:

Engine men will report to Assistant Superintendent or Trainmaster and will obey instructions of the Yardmaster within yard or switching limits. In mechanical matters they will report to Mechanical Department officer.

Rule 990, Amended:

Operators report to and receive instructions from the chief dispatcher in matters concerning train operations, and must comply with instructions of station agent regarding station work that does not interfere with the proper handling of train orders, which take preference over all other business.

They must be familiar with the rules for the movement of trains and other rules and instructions pertaining to their duties.

ALL DIVISIONS TIME TABLE NO. 3

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

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 35400-35419, 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:

For Items (1), (2) and (3) following, 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

(1) Work Equipment moving on own wheels:

Bridge Cranes Hoists
SLSF 98000
SLSF 98001 Snow Plow
SLSF 98003 Pile Driver
SLSF 98004 Spreader-Ditcher
*SLSF 99020

*SLSF 99020 handle as 100-ton derrick.

(2) Scale test car SLSF 99156 may be moved only in local or extra trains, immediately ahead of caboose, preceded by at least one car having outside length not exceeding 54 ft. 8 in.

Scale test car SLSF 99157 is assigned to Memphis Terminal Division and must not be moved outside Memphis Terminal Division without special authority of General Superintendent Transportation

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

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

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

Revenue equipment of above types loaded on cars will be handled as oversize loads when applicable. Movement of locomotives on revenue billing must be approved by General Superintendent Transportation.

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.

MAKE UP OF ENGINE CONSISTS

RD-SW units may be combined only with units 633-699, and 400 Series; a maximum of six (6) combined units, with following restrictions:

- 5 Units — One, two, or three RD-SW unit may be used. RD-SW unit must not be trailing unit.
- 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.

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 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 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 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
Armory to Mobile

Leeds to Willard:

GP7 are only units that may be used in service or in tow.

**YOU BET YOUR LIFE WHEN
YOU TAKE A CHANCE.**

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. 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. 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	Where less than maximum speed is allowed on curves, restrict speed to 15 MPH below that authorized, but not lower than 10 MPH.
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.

