

UNITED STATES RAILROAD ADMINISTRATION

Walker D. Hines, Director General of Railroads



MISSOURI, KANSAS & TEXAS RAILROAD

McALESTER DISTRICT

EMPLOYEES' TIME TABLE NO. 5

EFFECTIVE SUNDAY, JANUARY 11, 1920

AT 12:01 O'CLOCK A. M.

All Previous Time Tables are Void and Must be Destroyed

This Time Table is for the GOVERNMENT AND INFORMATION OF EMPLOYEES of this Railroad Only.

The Management reserves the right to vary from it at pleasure.

A. S. JOHNSON,

Superintendent.

W. M. WHITENTON,

General Superintendent.

W. E. WILLIAMS,

General Manager.

C. N. WHITEHEAD,

Federal Manager.

FOURTH CLASS				THIRD CLASS	Distance from St. Louis	Time Table No. 5 Effective 12:01 A. M. January 11, 1920	Car Capacity Passing Trucks Fuel, Water, Turn Table Telephone, Track Scales, Wye,	FIRST CLASS				SECOND CLASS					
91 Way Freight Daily Except Sunday	93 Joplin Way Freight Daily Except Sunday	95 Way Freight Daily Except Sunday	85 Tulsa Way Freight Daily Except Sunday	71 Through Freight Daily				1 Texas Special Daily	5 Flyer Daily	3 St. Louis Limited Daily	23 Kansas City Limited Daily	7 Passenger Daily	9 Passenger Daily	115 Joplin Passenger Daily	113 Joplin Passenger Daily	21 Tulsa Passenger Daily	25 Tulsa Passenger Daily
STATIONS																	
	4.00 ^{AM}	9.00 ^{AM}		8.30 ^{AM}	386.0	Leave N NORTH YARDS SY	POC TYW										
	4.10	9.10		8.40	386.6	N PARSONS Lv. W	P										
					387.1	0.2 St. L.-S. F. Crossing											
	4.25	9.30		8.55	390.2	3.1 OLIVE	P 90										
	4.45 ^{AM}	9.50		9.07	394.4	4.2 N CHEROKEE JUNCT. UN	PWV130										
		10.00		9.12	395.5	1.1 D LABETTE LB	P 100										
					400.8	St. L.-S. F. Interlocker											
	10.50			9.27	400.9	0.1 N OSWEGO OW	P 110										
	11.15			9.38	403.9	3.0 CONDON	P 110										
					409.9	0.0 Mo. Pac. Interlocker											
	12.10 ^{PM} 96			9.55	410.2	0.3 N CHETOPA CP	PW 50										
	1.00			10.12	416.1	5.9 D RUSSELL CREEK RC	P 60										
					421.4	5.3 N WELCH WH	P 110										
	1.50			10.27 96	426.6	5.2 N BLUE JACKET BJ	PW 90										
	2.40			10.43	426.6	7.3 D KELSO KO	P 110										
	3.52 10			11.03	433.9	4.9 St. L.-S. F. Interlocker											
					438.8	0.2 N VINITA VI	PCW110										
8.00 ^{AM}		5.00 ^{PM}		11.45	439.0	2.9 HULWE	P 80	5.30 ^{AM}	9.44	9.33 72	10.21	4.00	5.37				
8.30				12.03 ^{PM}	441.9	4.9 N BIG CABIN BG	P 110	5.34	9.49	9.38	10.26	4.06	5.42				
9.10				12.25	446.8	7.6 D ADAIR X	P 92	5.40	9.58	9.44	10.33	4.17	5.59 6				
10.10 5				1.00	454.4	3.5 DAWES	P 100	5.48 4	10.10 91	9.55	10.45	4.35	6.14				
10.40				1.20 90	457.9	5.8 N PRYOR G	PW 90	5.53	10.16	10.01	10.51	4.50 24	6.20				
11.40				1.45	463.7	4.9 LUSTA	P 110	5.59	10.26	10.10	11.00	5.01	6.35				
11.55 90				2.05	468.6	3.6 N CHOTEAU AU	P 110	6.04	10.34	10.17	11.07	5.09	6.45				
12.25 ^{PM}				2.24 10	472.2	5.5 D MAZIE MZ	P 110	6.08	10.41	10.23	11.12	5.17 43	6.55 72				
12.55				2.50	477.7	6.0 LELIAETTA	P 110	6.14	10.50 90	10.32	11.19	5.27	7.07				
1.27				3.10	483.7	3.3 NORTH WAGONER	WP 100	6.21	11.00	10.41	11.27	5.38	7.20				
1.55 10				3.20	487.0	1.1 WAGONER A	P 110	6.25	11.05	10.46	11.31	5.44	7.26				
2.45				3.25	488.1	0.1 Mo. Pac. Interlocker		6.26	11.08	10.50	11.35 28	5.50	7.32				
					488.2	5.9 D GIBSON GI	P 110										
3.15				3.45	494.1	4.5 N WYBARK BK	P 70	6.33	11.17	11.01	11.47 81	5.59	7.43				
3.35				4.00	498.6	3.2 M. O. & G. Interlocker		6.39	11.24	11.19 2	12.01 ^{AM}	6.08	7.53				
					501.8	1.5 N MUSKOGEE M	PCOW Yard										
4.00 ^{PM}				8.00 ^{PM}	503.6	117.6 Average speed per hour		6.50 ^{AM}	11.35 ^{AM}	11.30 ^{PM} 8	12.15 ^{PM}	6.20 ^{AM}	8.10 ^{PM}				
91	93	95	85	71				1	5	3	23	7	9	115	113	21	25
8.7	11.2	6.6	15.0	15.2				48.4	36.2	37.1	36.2	27.7	26.6	36.	36.	20.0	26.0

Nos. 113, 115, 21, 25, 85 and 93 two hours or more behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order (See Rule 82 and 220.)

North and East bound trains are superior to south and West bound trains of same class, except No. 1 is superior to all trains.
 No's 93, 95 and 85 carry passengers.
 No. 23 stops at Pryor on flag to discharge passengers from Kansas City and pick up passengers for Texas.



CHEROKEE DIVISION

North Bound

SECOND CLASS						FIRST CLASS				Time Table No.5 Effective 12:01 A. M. January 11, 1920	Station Numbers	THIRD CLASS		FOURTH CLASS			
18 Tulsa Passenger	20 Tulsa Passenger	116 Joplin Passenger	112 Joplin Passenger	8 Passenger	10 Passenger	2 Texas Special	6 Flyer	4 St. Louis Limited	24 Kansas City Limited			72 Through Freight		90 Way Freight	96 Way Freight	92 Joplin Way Freight	80 Tulsa Way Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
		7.25 ^{PM}	7.50 ^{AM}	3.30 ^{AM}	5.40 ^{PM}		7.40 ^{PM}	7.40 ^{AM}	7.10 ^{AM}		386	1.30 ^{AM}		3.30 ^{PM}	6.10 ^{PM}		
											387	1.20		3.20	6.00		
		7.12	7.42	3.16	5.26		7.32	7.31	6.59		390	1.05		2.50	5.50		
		lv 7.05 ^{PM}	lv 7.35 ^{AM}	3.07	5.19		7.26	7.25	6.52		395	12.50		2.30	lv 5.35 ^{PM}		
				3.05	5.15		7.24	7.22	6.49		396	12.45		2.10			
				2.52	5.02		7.16	7.12	6.37		401	12.28		1.30			
				2.43	4.53		7.10	7.06	6.29		404	12.15 ^{AM}		1.00			
				2.27	4.40		7.00	6.57	6.17		410	11.50		12.10 ^{PM}	95		
				2.13	4.28		6.52	6.48	6.07		416	11.23		11.30			
				2.03	4.16		6.45	6.40	5.57		421	11.00		10.27	71		
				1.54	4.04		6.37	6.33	5.48		427	10.40		9.19	5		
				1.40	3.52	95	6.26	6.23	5.36		434	10.06	23	8.00			
				1.30	3.42	lv 12.50 ^{AM}	6.16	6.15	5.25		439	9.33	3	8.30 ^{PM}	lv 7.30 ^{AM}		
				1.20	3.28	12.42	6.06	6.05	5.12		442	9.05		8.10			
				1.18	3.20	12.35	5.59	6.00	5.06		447	8.45		2.30			
				1.00	3.05	12.25	5.48	5.48	4.55		454	8.15		1.45			
				12.52	2.57	12.20	5.42	5.37	4.50		458	8.00		1.20	71		
				12.42	2.45	12.11	5.33	5.29	4.42		464	7.33		12.45 ^{PM}			
				12.30	2.30	12.05 ^{AM}	5.23	5.22	4.33		469	7.12		11.55	91		
				12.24	2.24	11.59	5.18	5.17	4.28		472	6.55	9	11.25			
				12.14	2.14	11.50	5.11	5.08	4.20		478	6.33		10.50	5		
				12.05 ^{AM}	2.02	11.42	5.02	5.00	4.12		484	6.13		10.00			
				11.59	1.55	11.37	4.57	4.55	4.07		487	6.02		9.40			
				11.57	1.52	11.35	4.54	4.53	4.05		488	5.58		9.30			
				11.47	1.39	11.25	4.45	4.44	3.55		494	5.38		8.40			
lv 11.48 ^{PM}	lv 7.45 ^{AM}	21		11.39	1.30	11.19	4.38	4.38	3.48		499	5.20		8.20	lv 8.30 ^{AM}		
				11.40 ^{AM}	7.30 ^{AM}		11.30 ^{PM}	1.20 ^{PM}	11.10 ^{PM}	4.30 ^{PM}	4.30 ^{AM}	3.40 ^{AM}					
18	20	116	112	8	10	2	6	4	24			72	90	96	92	80	
37.5	20.0	23.4	31.2	29.4	27.1	38.7	37.1	37.1	33.5			13.8	8.9	6.6	14.2	15.0	

STATIONS

Automatic Block

Arrive

N NORTH YARDS SV 0.6

N Arrive PARSONS W 0.5

St. L.-S. F. Crossing 3.1

OLIVE 4.2

N CHEROKEE JUNCT. UN 1.1

D LABETTE LE 5.3

St. L.-S. F. Interlocker 0.1

N OSWEGO OW 3.0

CONDON 6.0

Mo. Pac. Interlocker 0.2

N GHETOPA CP 5.9

D RUSSELL CREEK RC 5.3

N WELCH WH 5.2

N BLUE JACKET BJ 7.3

D KELSO KO 4.9

St. L.-S. F. Interlocker 0.2

N VINITA VI 2.9

HULWE 4.9

N BIG CABIN BG 7.6

D ADAIR X 3.5

DAWES 5.8

N PRYOR C 4.9

LUSTA 3.6

N CHOTEAU AU 5.5

D MAZIE MZ 6.0

LELIAETTA 3.3

NORTH WAGONER 1.1

N WAGONER A 0.1

Mo. Pac. Interlocker 5.9

D GIBSON GI 4.5

N WYBARK BK 3.2

M. O. & G. Interlocker 1.6

N MUSKOGEE M 1.6

Leave

117.6

Average speed per hour.

Nos. 112, 116, 18, 20, 80 and 92 two hours or more behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order. (See Rule 82 and 220.)

North and East bound trains are superior to South and West bound trains of same class, except No. 1 is superior to all trains.
No. 4 stop at Wagoner, Pryor, Chetopa and Oswego to discharge passengers from south of Denison.

All fourth class and extra trains approach Cherokee Junction under control expecting to find Joplin Division trains using main track and approach Wybark under control expecting to find Tulsa Division trains using main track. Cherokee Division trains approach cross over immediately south of St. L.-S. F. Crossing, Parsons, expecting to find Osage Division trains crossing over.

CHOCTAW DIVISION

North Bound

SECOND CLASS								FIRST CLASS				Time Table No. 5		THIRD CLASS			FOURTH CLASS		
34	32	8	10	4	24	2	6	Effective 12:01 A. M. January 11, 1920				Station Numbers	72		94	96	98		
Passenger	Passenger	Passenger	Passenger	St. Louis Limited	Kansas City Limited	Texas Special	Flyer						Through Freight		Way Freight	Way Freight	Way Freight		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		
		10.40 ^{PM}	1.00 ^{PM}	4.20 ^{AM}	3.35 ^{AM}	11.05 ^{PM}	4.20 ^{PM}	Arrive N St. L.-S.F. Interlocker				504	4.00 ^{PM}					2.45 ^{PM}	
		10.17	12.45	4.07	3.22	10.51	4.07	Midland Valley 6.8 Interlocker				511	3.30					2.00	
		10.05	12.33	3.59	3.13	10.43	3.57	SUMMIT 6.6				517	3.10					1.15	
		9.50	12.17 ^{PM}	3.49	3.03	10.34	3.47	OKTAHA 7.3 OA				525	2.40					12.17 ^{PM}	
		9.39	11.57	3.42	2.56	10.27	3.38	ONAPA 5.0 ON				530	2.20					11.37	
		9.30	11.45	3.36	2.50	10.21	3.32	WELLS 4.5				534	2.00					11.05	
		9.19	11.36	3.30	2.45	10.16	3.27	EUPAULA 3.8 EA				538	1.47					10.35	
		9.08	11.24	3.22	2.38	10.10	3.19	WIRTH 4.5				543	1.28					9.50	
		9.00	11.16	3.15	2.32	10.04	3.13	CANADIAN 4.5 SI				547	1.10					9.20	
		8.51	11.09	3.10	2.28	10.00	3.08	TURKEY CREEK 3.4				550	12.56					8.44	
		8.50	11.08	3.09	2.27	9.59	3.07	CROWDER 4.1 CW				551	12.50					8.00	
		8.41	11.00	3.03	2.22	9.54	3.01	Ft. S. & W. REAMS 5.8 Interlocker				555	12.35					7.50	
		8.31	10.50	2.55	2.15	9.47	2.53	MEKKO 3.1				561	12.15					7.00	
2.10 ^{PM}	6.15 ^{AM}	8.25	10.45	2.50	2.10	9.43	2.48	NORTH McALESTER 1.5 MC				504	12.05 ^{PM}					2.30 ^{PM}	
2.00 ^{PM}	6.05 ^{AM}	8.10	10.30	2.38	2.00	9.32	2.35	C. R. L. & P. McALESTER 1.5 MA				506	11.35					6.45 ^{AM}	
		7.55	10.16	2.30	1.47	9.24	2.30	FRINK 3.0				560	11.25					2.15	
		7.45	10.08	2.23	1.40	9.17	2.23	SAVANNA 5.5 NA				575	11.06					1.47	
		7.40	10.00	2.20	1.37	9.14	2.21	BREWER 6.5				576	11.00					1.30	
		7.27	9.46	2.08	1.26	9.06	2.12	KIOWA 4.3 KY				583	10.37					1.10	
		7.15	9.36	1.59	1.20	9.01	2.06	REYNOLDS 4.0				587	10.21					12.50	
		7.07	9.25	1.52	1.13	8.55	1.57	GAP 2.3				591	10.03					12.32	
		7.02	9.17	1.49	1.09	8.51	1.54	CHOCKIE 4.4 CH				594	9.56					12.20	
		6.52	9.05	1.43	1.03	8.45	1.48	FLORA 4.2				598	9.43					12.01 ^{PM}	
		6.43	8.58	1.37	1.27	8.39	1.42	(End of Double Track) STRINGTOWN NG				603	9.28					11.45	
		6.30	8.47	1.27	1.24	8.28	1.32	N ATOKA 7.0 DK				610	8.47					2.30 ^{PM}	
		6.16	8.35	1.15	1.26	8.21	1.19	D TUSHKA 5.4 KA				615	8.10					1.55	
		6.04	8.23	1.05	1.27	8.13	1.10	D CANEY 6.0 CA				621	7.45					1.10	
		5.48	8.08	12.51	12.14	8.02	12.57	N CADDO 8.0 DC				630	7.20					12.01 ^{PM}	
		5.40	8.00	12.45	12.08	7.57	12.52	WASSETA 3.2				633	7.10					11.25	
		5.25	7.45	12.32	11.56	7.47	12.40	M.O.&G. DURANT 2.7 Interlocker				641	6.45					10.22	
		5.13	7.34	12.24	11.49	7.40	12.30	St. L.-S.F. 5.0 Crossing				646	6.25					9.25	
		5.00	7.20					D CALERA 6.8 J				653						8.30	
		4.51	7.12	12.07	11.32	7.25	12.15	N COLBERT 0.3 O				656	5.55					7.58	
								St. L.-S.F. South Jct. Interlocker				656							
		4.47	7.06	12.02	11.27	7.23	12.11	WARNER JCT. 1.0				657	5.50					7.50	
		4.40 ^{PM}	7.00 ^{PM}	11.55 ^{PM}	11.20 ^{PM}	7.15 ^{PM}	12.05 ^{PM}	N Leave DENISON 3.7 DX Leave				661	5.30 ^{PM}					7.30 ^{AM}	
								RAY 2.6 RA				664							
34	32	8	10	4	24	2	6	159.0				72			94	96	98		
10.8	10.5	26.6	26.6	36.2	37.6	41.7	37.9	Average speed per hour				15.2			7.7	13.9	7.6		

North bound freight trains use main line through Denison from Ray to Warner Jct.

South bound freight trains use Warner Cut Off from Warner Jct. to Ray.

Trains 8, 10 and 11 use South Bound Track St. L. North Jct. to cross over North of Warner depot Mile 646.2



North and East bound trains are superior to South and West bound trains of same class, except No. 1 is superior to all trains. No. 21 stops Durant and Atoka to discharge Passengers from south of Denison.

West Bound

WILBURTON BRANCH

East Bound

Nos. 32, 33, 34 and 35 stop on flag at Coles Crossing, Dodson, and Boiling.

Extra trains north or east bound, will use the last half of each hour during each twenty-four hours, and extra trains south or west bound will use the first half of each hour, during each twenty four hours, between Krebs Junction and Mine 78. Extra trains moving in direction indicated are superior to extra trains in the opposite direction for the half hours designated above.



		SECOND CLASS		Distance from North McAlester	Time Table No. 5 Effective 12:01 A. M. January 11, 1920		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS		
		35 Passenger Daily	33 Passenger Daily						32 Passenger Daily	34 Passenger Daily	
		4.00PM	7.50AM	27.8	Leave D	WILBURTON	Arrive WN	R 28	Yard PYW	7.40AM	3.45PM
		4.11	8.00	24.4		3.4 DEGNAN		R 24	20	7.30	3.29
		4.17	8.05	21.8	D	2.6 PATTERSON	NO	R 22	20 P	7.22	3.23
		4.32	8.19	16.4		5.4 DRUMB		R 16	10	7.07	3.08
		4.42	8.28	13.1	D	3.3 ADAMSON	AD	R 13	30 PYW	6.57	2.58
		5.03	8.48	6.7		6.4 CARBON		R 7		6.42	2.37
		5.05	8.50	6.3		0.4 RICHVILLE		R 6.3	160	6.39	2.34
		5.10	8.55	5.1		1.2 BUCK		R 6	60	6.34	2.29
		5.15	9.00	3.4		1.7 KREBS JUNCT.			34	6.30	2.25
		5.17	9.02	3.9	D	0.5 KREBS	BS	R 4	54 P	6.27	2.22
		5.20	9.05	3.4		0.5 KREBS JUNCT.				6.24	2.19
		5.36PM	9.20AM	.0	N Arrive	3.4 NORTH McALESTER	MC Leave	564	Yard POYCW	6.15AM	2.10PM
		35	33			27.8				32	34
		17.5	18.5			Average speed per hour.....				17.5	17.5

	Mile	Car Capacity	Station Number
Gaines	11.5	9	R 11
Boiling	18.3	7	R 18

West Bound

TULSA DIVISION

East Bound

Nos. 81 and 84 carry passengers.

FLAG STOPS

Haynes Nos. 223, 224, 225 and 226.
Indian Nos. 225, 224 and 226.
Piatt Nos. 225, 24, 223, 226 and 81.
Rudd Nos. 225, 226, 84 and 81.
Pulare Nos. 223, 224, 225 and 226.
Flipper Key Nos. 225 and 226.

	Mile	Car Capacity	Station Number
Indian	249.8	7	Z 250
Pulare	257.0		
Piatt	263.2	6	Z 263
Kendall	280.0	7	Z 280
Rudd	281.0	22	Z 282
Weir	294.7	Mine tracks	Z 295
Haynes	320.4	4	Z 320
Huchie	322.9	6	Z 323
Flipper Key	319.1		

		SECOND CLASS		Distance from Kansas City Via Osage	Time Table No. 5 Effective 12:01 A. M. January 11, 1920		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS		4TH CLASS	
		223 Passenger Daily	225 Passenger Daily						224 Passenger Daily	226 Passenger Daily		
	81 Way Freight Daily Except Sunday				Leave N	WYBARK	Arrive BK	499	30 P	7.45AM	8.05PM	2.30PM
	8.35AM	11.50PM	7.45AM	324.3		6.4 TULLAHASSEE		Z 318	20 P	7.30	7.52	1.45
	8.55	12.03AM	8.05	317.9	D	5.1 PORTER	PO	Z 313	60 P	7.20	7.40	1.00
	9.20	12.15	8.20	312.8		4.1 RED BIRD		Z 309	10 P	7.10	7.31	12.30
	9.40	12.25	8.32	308.7	D	5.6 COWETA	MO	Z 303	60 PW	6.59	7.18	12.01PM
	10.15	12.37	8.45	303.1		6.2 ONETA		Z 297	20 P	6.47	7.04	11.30
	10.40	12.50	8.57	296.9	D	5.1 BROKEN ARROW	BA	Z 292	70 PW	6.37	6.53	11.00
	11.00	1.02	9.15	291.8	D	5.5 ALSUMA	SU	Z 286	60 PWY	6.20	6.40	10.30
	11.30	1.13	9.35	286.3		8.6 Midland Valley Interlocker St. L.-S. F. Interlocker A. T. & S. F. Interlocker S. S. I. R. R. Crossing						
	12.15PM	1.40	10.00 10.45	277.7	N	5.3 TULSA	SA	Z 278	40 P	6.00	6.20 5.05	10.00
				272.40		1.6 S. S. I. R. R. Crossing						
	12.55	2.00	11.05	270.8		3.8 SAND SPRINGS		Z 271	10 P	5.28	4.49	8.55
	1.25	2.08	11.15	267.0		3.8 WEKIWA		Z 267	70 PW	5.15	4.37	8.25
	1.55	2.16	11.23	262.0		5.0 APPALACHIA		Z 262	30 P	4.59	4.25	8.05
	2.45	2.35	11.44	262.7	D	9.3 PRUE	RU	Z 253	60 P	4.40	4.00	7.30
	3.30PM	3.00AM	12.15PM	245.2	N Arrive	7.5 OSAGE	JN Leave	A 245	Yard OWCYP	4.15AM	3.35PM	7.00AM
	81	223	225			79.1				224	226	84
	11.1	24.1	17.6			Average speed per hour.....				22.6	17.6	10.5

North and East bound trains are superior to South and West bound trains of same class.

South Bound				JOPLIN DIVISION				North Bound			
FOURTH CLASS		SECOND CLASS		Distance from St. Louis	Time Table No. 5 Effective 12:01 A. M. January 11, 1920	Station Numbers	Car Capacity Passing Tracks Fuel, Water, Telephone, Track Scales, Wye	SECOND CLASS		FOURTH CLASS	
93 Way Freight	113 Passenger	115 Passenger	112 Passenger					116 Passenger	92 Way Freight		
Daily Except Sunday	Daily	Daily	Daily	Daily	Daily Except Sunday						
4.45 ^M	9.25 ^M	8.45 ^M	394.4	Leave N	CHEROKEE JUNCT. UN	395	PY Yard	7.35 ^M	7.05 ^M	5.30 ^M	
f 5.10	s 9.48	s 9.03	402.1	D	SHERMAN CITY SC	7	50	s 7.17	s 6.48	f 4.25	
s 5.40	s 10.13	s 9.22	410.0	D	WEST MINERAL MY	16	OWY Yard	s 6.57	s 6.30	s 3.25	
			412.9		Mo. Pac. Crossing						
f 5.55	10.24	9.32	414.2		FLEMING	20	50	6.47	6.20	f 2.50	
			418.72		St. L.-S. F. Interlocker						
			418.72		St. L.-S. F. Interlocker						
s 6.37 ¹¹²	s 10.37	s 9.45	419.0	D	COLUMBUS CO	25	20	s 6.37 ⁹²	s 6.10	s 2.15	
f 7.10	f 10.49	f 10.00	424.2		QUAKER	30	10	f 6.25	f 6.00	f 1.35	
			431.5		St. L.-S. F. Crossing						
s 8.00	s 11.12	s 10.23	432.1	D	GALENA GA	38	O 30	s 6.05	s 5.40	s 12.35	
f 8.10	f 11.17	f 10.30	433.6		CAVE SPRINGS	39		f 6.00	s 5.35	f 12.25 ^M	
			434.1		St. L.-S. F. Crossing						
			435.3		St. L.-S. F. Crossing						
			437.1		J. & P. E. Ry. Crossing						
f 8.30	f 11.28	f 10.40	437.3		CHITWOOD	43	20	f 5.50	s 5.25	f 11.55	
s 8.55 ^M	11.40 ^M	10.50 ^M	440.7	N Arrive	JOPLIN Leave JO	45	OTCW Yard	5.40 ^M	5.15 ^M	11.30 ^M	
93	113	115						112	116	92	
11.1	20.5	22.2			46.3			24.1	25.2	7.7	
Average speed per hour.....											

North and East bound trains are superior to South and West bound trains of same class.
 Montana mile 397, Dickson mile 400, Star Valley mile 405, Cokedale mile 413, Military mile 427 and Playter mile 429 are flag stops for passenger trains.
 Nos. 93 and 92 carry passengers.
 Fourth class and Extra trains run carefully between West Mineral and Fleming expecting to find mine engines occupying Main track.
 Reduce to 10 miles per hour crossing Neosho River Bridge.

	Mile	Car Capacity	Station Number		Mile	Car Capacity	Station Number
Star Valley	404.5	12	S 10	Muskingum	436.2	10	S 42
Military	427.7	7	S 33	Sampson	436.3	8	S 42
Big Brownie	433.6	10	S 39	Ramage	436.4	45	S 42
Central City	435.2	15	S 41	Falls City	436.5	20	S 42
Hackett	435.9	30	S 42	John Jackson	436.5	50	S 42
Sampson	436.0	3	S 42	Martha Ball	436.6	8	S 42

TONNAGE RATING

Engine Percents	26	27	30	33	41	44	54	60
STATIONS	Rating	Rating	Rating	Rating	Rating	Rating	Rating	Rating
CHEROKEE DIVISION								
387 to 504.....		1300	1700	1850	2100	2200	2500	3000
504 to 387.....		1500	1600	1700	2200	2300	2400	2900
When tonnage is available								
421 to 488.....	Add 10 per cent							
488 to 504.....	Add 20 per cent							
504 to 488.....	Add 20 per cent							
395 to 387.....	Add 25 per cent							
CHOCTAW DIVISION								
504 to 565.....		1000	1250	1350	1800	1900	2100	2300
565 to 610.....		1250	1550	1700	2300	2400	2600	2800
610 to 664.....		1700	1950	2100	2900	3000	3450	3650
664 to 610.....		1700	1950	2100	2900	3000	3450	3650
610 to 565.....		1100	1300	1400	1950	2100	2600	2800
565 to 504.....		1030	1150	1250	1700	1800	2000	2200
657 to 653 (South Bound Track)			950	1050	1400	1575	2300	2600
JOPLIN DIVISION								
395 to S45.....	960	1000	1100	1210	1600	1700		
S45 to 395.....	1200	1250	1450	1595	2100	2200		
TULSA DIVISION								
499 to Z278	990	1050	1200	1300	1550	1650		
Z278 to A245.....	1170	1250	1450	1550	2000	2100		
A245 to Z313	865	900	1050	1150	1450	1550		
Z313 to 499	1040	1100	1300	1450	1600	1750		
WILBURTON DIVISION								
565 to R28	1080	1100						
R28 to 565	1080	1100						

SPEED TABLE

Speed Per Hour	Time of Performance			Speed Per Hour	Time of Performance								
	½ Mile	¼ Mile	1 Mile		½ Mile	¼ Mile	1 Mile						
Miles	M	S	M	S	Miles	M	S	M	S				
10	1	30	3	00	6	00	36	0	25	0	50	1	40
11	1	21	2	43	5	27	37	0	24	0	48	1	37
12	1	15	2	30	5	00	38	0	23	0	47	1	34
13	1	09	2	18	4	37	39	0	23	0	46	1	32
14	1	04	2	08	4	17	40	0	22	0	45	1	30
15	1	00	2	00	4	00	41	0	21	0	43	1	27
16	0	56	1	52	3	45	42	0	21	0	42	1	25
17	0	52	1	46	3	31	43	0	20	0	41	1	23
18	0	50	1	40	3	20	44	0	20	0	40	1	21
19	0	47	1	34	3	09	45	0	20	0	40	1	20
20	0	45	1	30	3	00	46	0	19	0	39	1	18
21	0	42	1	25	2	51	47	0	19	0	38	1	16
22	0	40	1	21	2	43	48	0	18	0	37	1	15
23	0	39	1	18	2	36	49	0	18	0	36	1	13
24	0	37	1	15	2	30	50	0	18	0	36	1	12
25	0	36	1	12	2	24	51	0	17	0	35	1	10
26	0	34	1	09	2	18	52	0	17	0	34	1	09
27	0	33	1	06	2	13	53	0	17	0	34	1	07
28	0	32	1	04	2	08	54	0	16	0	33	1	06
29	0	31	1	02	2	04	55	0	16	0	32	1	05
30	0	30	1	00	2	00	56	0	16	0	32	1	04
31	0	29	0	58	1	56	57	0	15	0	31	1	03
32	0	28	0	56	1	52	58	0	15	0	31	1	02
33	0	27	0	54	1	49	59	0	15	0	30	1	01
34	0	26	0	53	1	45	60	0	15	0	30	1	00
35	0	25	0	51	1	42							

SPECIAL INSTRUCTIONS

"Each time table from the moment it takes effect, supersedes the preceding time table, and its schedules take effect on any division at the leaving time at their initial stations on such division. But when a schedule of a preceding time table corresponds in number, class, day leaving, direction and initial and terminal stations with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of the corresponding number of the new time table.

Schedules on each division date from their initial stations on such division. Not more than one schedule of the same number and day shall be in effect on any division."

Time Table and Train Order time shown at Stringtown applies to End of Double Track.

Passing track Car Capacity is Exclusive of Engine and Caboose.

Engines backing up with or without train must not exceed a speed of 15 miles per hour.

The maximum speed of trains entering and leaving Main Line turn-outs passenger trains 20 and Freight 15 miles per hour.

Third and Fourth Class and Extra Trains and Yard Engines will clear First Class Trains ten minutes.

Third and inferior class trains, not exceed 15 miles per hour over Ray cut off between Warner Junction and Ray.

Trainmen of south-bound freight trains must immediately after leaving Colbert, turn up on head end of train 10 or more retainers, (on cars with brakes in good working order,) to enable Enginemen to keep trains under control, or stop, if necessary, at home signal St. L. & S. F. north junction.

Trainmen of north-bound freight trains must immediately after leaving Ray, turn up on head end of train 10 or more retainers, (on cars with brakes in good order) to enable Enginemen to keep train under control. When more than 50 cars in train a minimum of 15 retainers will be turned up.

Switch at end of double track, Sun, will be set for north-bound track. All trains and engines must approach end of double track under control, expecting to find cross-over being used by other trains.

All trains must run under control through Muskogee, North McAlester and Atoka Yards, expecting to find main track occupied.

At least 10 brakes must be set on all freight trains on arrival Muskogee Yard, by train crew and must be kept set by yard men to prevent cars from rolling out on main track at North end of yard.

First and Second class trains throw off register on form 68 at Muskogee yard office.

FLAGGING ON DOUBLE TRACK.

When a train crosses over to opposite track for any reason, it must PROTECT IN BOTH DIRECTIONS on that track.

When by reason of accident on one track, the opposite track is obstructed, the same precaution must be taken.

Block Signals (See Rule 341)

Between Ray and Sun.

Between Warner Junction and Denison.

Between M. P. 608.1 and 647.3.

Between Parsons and Labette.

Trains between Warner Junction and Frisco Junction interlocker and through interlocker will be operated under protection of electric signals Nos. 6574 and 6576 and interlocker signals instead of on time table or train order rights.

When signals 6574 or 6576 indicate caution or clear, north bound trains may proceed to interlocker without orders against over due superior trains, and then be governed by interlocker signals.

When south bound interlocker signals indicate clear south bound trains may proceed to Warner Junction without orders against over due superior trains.

Do not pass fouling point sign until signals 6574 or 6576 indicate caution or clear. Should signals not indicate caution or clear within 5 minutes confer with operator at tower by telephone or proceed under protection of flag.

The normal position of switch at Warner Junction is for main line.

	Mile	Car Capacity	Station Number
Rentiesville	520.5	4	521
Hailey	572.1	10	572

MISSOURI, KANSAS AND TEXAS RAILROAD EMPLOYEES HOSPITAL ASSOCIATION

DR. E. F. YANCEY Chief Surgeon, Sedalia, Mo.
 DR. M. P. SHY, First House Surgeon, Sedalia, Mo. DR. D. E. SHY, Second House Surgeon, Sedalia, Mo.

CONSULTING SURGEONS

Dr. W. J. Ferguson, Sedalia, Mo.
 Dr. Chas. A. McNeil, Sedalia, Mo.
 Dr. E. A. Wood, Sedalia, Mo.
 Dr. Frank Morley, Sedalia, Mo.

CONSULTING SPECIALISTS

Dr. Robt. Barclay, St. Louis, Mo., 3894 Washington Blvd. Dr. Jos. W. Howard, Kansas City, Mo.
 Drs. J. G. & R. T. Ehrhardt, St. Louis, Mo. 910 Rialto Building.
 University Club Bldg. Grand & Washington Aves. Dr. A. R. Kieffer, St. Louis, Mo.
 Dr. Frank R. Fry, St. Louis, Mo. Humboldt Building 4480 Westminster Place
 Dr. J. J. Houwink, St. Louis, Mo. Dr. J. G. Love, Sedalia, Mo., Ilgenfritz Bldg.
 Metropolitan Bldg. Grand & Olive. Dr. Hanau W. Loeb, St. Louis, Mo., 537 N. Grand.

LOCAL SURGEONS

MISSOURI	NAME	OFFICE	RESIDENCE	OKLAHOMA	NAME	OFFICE	RESIDENCE
JOPLIN	Dr. R. L. Neff	224 Main St.	224 Main St.	SAVANNA	Dr. F. J. Baum		
				EUFULA	Dr. Geo. W. West	Morhart Building	Over Kelly's Store
				TULSA	Dr. Fred S. Clinton	Suite 411-412 New World Bldg	Cor. 4th & S. Boston
				PORTER	Dr. W. R. Joblin		
				BROKEN ARROW	Dr. J. N. Shippey	Up stairs in Laws Building	S. W. Cor. Ave. D & 1st St.
				KIOWA	Dr. C. T. Harris	Edwards-Cubertson Bldg. Rm 2-3	3th Street
				CHECOTAH	Dr. A. J. Snelson		
					Dr. J. H. McCulloch		
				OSAGE	Dr. H. L. Summers		
				WILBURTON	Dr. C. R. Morrison	Over Palace Pharmacy	Two Blocks East Palace Pharmacy
				"	Dr. J. A. Munn		
				TEXAS			
				DENISON	Dr. A. A. Blassingame (Oculist)	221-23 Security Bldg	630 W. Woodward St.
					Dr. T. J. Long	Security Building	
				KANSAS			
				PARSONS	Dr. Albert Smith	1812½ Main	1610 Main St.
					Dr. J. C. Creel	1812½ Main	320 N. Central
					Dr. T. D. Blasdel (Oculist)	New State Bank Bldg	1717 Appleton
					Dr. G. A. Landes (Oculist)	Suite 10, Steele Bldg	
				COLUMBUS	Dr. W. N. Johnson		
				GALENA	Dr. R. C. Lowdermilk	2nd and Main	6th and Main Sts.
				CHECTOPA	Dr. R. L. Von Trebra	Over Bushes Drug Store	Bet. 7th & Walnut St.
				WEST MINERAL	Dr. C. T. Reid		

SPECIAL INSTRUCTIONS

STANDARD CLOCKS

North Yard	North McAlester	Ray
Parsons	Atoka	Osage
Muskogee	Denison	Joplin

MAIL CRANES

North of Muskogee, Mile 501.0. East side main track.
South of Reams, Mile 555.7. West side main track.

Maximum Speed Passenger trains 60 miles and Freight trains 25 miles per hour.

Except between:

Joplin Division passenger trains	40	"	"	"	"	18	"	"	"
Tulsa	40	"	"	"	"	18	"	"	"
Wilburton	30	"	"	"	"	15	"	"	"

Trains will not exceed 5 miles per hour through city limits of Wilburton—6 miles per hour Tulsa, North McAlester, McAlester—7 miles per hour, Muskogee—8 miles per hour, Joplin—15 miles per hour Chetopa and Pryor—10 miles per hour Galena, Durant, Lehigh, Coalgate, Checotah—5 miles per hour, crossing main street Wagoner—4 miles per hour over Broadway and Okmulgee Ave., and within 200 feet of passenger station, Muskogee.

WATCH INSPECTORS

Webb C. Ball, Gen'l Time Inspector, Railway Exchange Bldg., Chicago Ill.
W. F. Hayes, Sup't Time Service, Railway Exchange Bldg., Chicago, Ill.
J. S. Pfeiffer, Parsons, Kans. Newton & Co., McAlester, Okla.
M. F. Kohler, Parsons, Kans. M. D. Chapman, Atoka, Okla.
H. L. Stern, Muskogee, Okla. J. Stauffacher, Mineral, Kans.
H. D. Brubaker & Co., Wagoner, Okla. J. B. Rockwall, Denison, Texas.
P. Cooley, 20 East First St., Tulsa, Okla.

EXPLANATION OF SYMBOLS

W—Water	D—Day Telegraph Station.
Y—Wye.	N-O—Night Telegraph Station.
C—Coal.	N—Day and Night Telegraph Station.
P—Telephone.	R—Register.
O—Track Scales.	†—Meals.
T—Turntable.	S. B.—South Bound. N. B. North Bound.

TRAIN REGISTERS

Train Register Stations—Shown in full face type, except Calera. Calera is register station for trains 8, 10 and 94 only.

BULLETIN BOOKS

North Yard.....	Yard Office
North Yard.....	Round House Office
Parsons.....	Telegraph office
Muskogee.....	Yard Office
Muskogee.....	Telegraph Office
Muskogee.....	Round House Office
North McAlester.....	Telegraph Office
North McAlester.....	Round House Office
Atoka.....	Telegraph Office
Atoka.....	Round House Office
Denison.....	Telegraph Office
Denison.....	Round House Office
Joplin.....	Telegraph Office
Osage.....	Telegraph Office
Osage.....	Round House Office

EXTRACTS FROM RULING OF THE KANSAS STATE BOARD OF RAILROAD COMMISSIONERS.

Trains carrying passengers exclusively, or passenger, mail or express shall be designated as first-class trains. Mixed freight and passenger trains, and all other trains, switch engines and engines without trains, shall be designated as second-class trains.

All trains and engines without trains shall sound one long blast of the whistle the same as for a station, at least two thousand six hundred (2,600) feet before reaching the crossing, except in the case of crossing within the limits of incorporated cities whose regulations forbid such whistling.

All trains and locomotives without trains shall come to a full stop at least two hundred (200) feet and not more than four hundred (400) feet from the crossing of other roads, and if the way is clear, shall sound one long blast of the whistle, in case of first class trains, and two similar blasts in case of second-class trains, before starting forward.

First-class trains shall always have precedence over second-class trains of any company.

In case of trains of the same class approaching simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start forward until the first train has cleared the crossing.

NOTE.—In connection with this rule, it must be understood that the first road built over the crossing to be stopped for is the "older" road.

No train or locomotive without train shall cross the track of another road at a greater rate of speed than eight (8) miles an hour.

In case where a railroad crosses the track of another within the yard limits of said other road, the track of such other road is not plainly visible for at least five hundred (500) feet either way from the point of crossing, the crossing train shall send a flagman ahead from the point of stopping before crossing, to see that the crossing is clear; and no train, or engine without train, shall move forward to cross until the track is clear, and the train has the right under its class to the right of way, and the flagman has given the signal in compliance with this order.

No cars shall be left standing on the side track of any yard through which there is a railroad crossing, nearer than sixty (60) feet of the center line of such crossing.

No train upon any road crossing the yard of another road shall stop on such crossing (after it has started forward to cross), nor until it has cleared such crossing by at least sixty (60) feet: *Provided*, This shall not apply where crossings are so near to depots, water tanks, or other places where stops are required to be made, as to render it impracticable.

Yard limits are defined as meaning not only the ground covered by side tracks but so much beyond at each end, not exceeding three thousand (3,000) feet, as may be used at will by switch engines, and such limits shall be marked by posts with the words "Yard Limits" thereon.

Crossings protected by watchmen at all times, or by interlocking signal and derailing apparatus, not to be governed by foregoing rules, but engineers are required under any and all circumstances to approach crossing with their trains under full control.

C. W. WATTS,
Train Master.

S. R. WHITSEL,
Train Master.

G. A. BIGELOW,
Chief Dispatcher.

J. R. SANFORD,
Asst. Chief Dispatcher

E. E. CORNISH,
Road Foreman of Engines.

A. H. ROTHMEYER,
Road Foreman of Engines

TRAIN DISPATCHERS

W. L. Shaner
M. A. Wolaver

J. D. Garrison
R. H. Budd

H. O. Winders
M. R. Carter

I. L. Pickering
H. H. Moss

United States Railroad Administration

Walker D. Hines, Director General of Railroads

**Missouri, Kansas & Texas
Railroad**

McAlester District

EMPLOYES' TIME TABLE

No. 5

Effective

SUNDAY, JAN. 11, 1920