

# MISSOURI, KANSAS & TEXAS RAILWAY

CHARLES E. SCHAFF, Receiver

OKLAHOMA DISTRICT

## EMPLOYEES' TIME TABLE NO. 1

EFFECTIVE SUNDAY, MAY 2, 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 Railway Only.

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

**J. H. LITTLE,**

Superintendent.

**A. S. JOHNSON,**

General Manager.

**W. M. WHITENTON,**

Assistant Chief Operating Officer

**C. N. WHITEHEAD,**

Chief Operating Officer

WEST BOUND

OSAGE DIVISION

EAST BOUND

FOURTH CLASS		THIRD CLASS		FIRST CLASS		Distance from Kansas City	Time Table No. 1 Effective 12:01 A. M. May 2, 1920			Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
97 Way Freight Daily Except Sunday	95 Way Freight Daily Except Sunday	73 Fast Freight Daily	123 Limited Daily	125 Passenger Daily	124 Limited Daily		126 Passenger Daily	74 Fast Freight Daily	94 Way Freight Daily Except Sunday			96 Way Freight Daily Except Sunday	124 Limited Daily	126 Passenger Daily	74 Fast Freight Daily	94 Way Freight Daily Except Sunday	96 Way Freight Daily Except Sunday
8.45AM		12.01PM			136.2		Leave N	<b>NORTH YARD</b>	0.6	Arrive SY					2.30AM		2.15PM
8.50		12.05		9.15PM	136.8		Leave N	<b>PARSONS</b>		Arrive W	387	WCTYOP Yard	7.35AM	7.30PM	2.25		2.07
								St. L.-S. F. Crossing	4.8								
f 9.05		12.20		9.26	141.6			<b>IDENBRO</b>	7.4		A 142	P 80	7.23	f 7.16	2.16		f 1.53
s 10.00		12.41		s 9.40	149.0		N	<b>MOUND VALLEY</b>	0.1	MD	A 149	P 80 W	s 7.08	s 7.01	1.55		s 1.35
					149.1			St. L.-S. F. Interlocker	8.1								
s 10.30		1.07 <sup>96</sup>		s 10.00	157.2		D	<b>ANGOLA</b>	6.6	NY	A 157	P 81	s 6.48	s 6.44	1.34		s 1.07 <sup>73</sup>
f 10.50		1.27		f 9.12	163.8			<b>O'HERIN</b>	3.0		A 164	P 60	6.36	f 6.31	1.13		f 12.25
11.05		1.40		10.19	166.8			<b>NARCO</b>	0.4			P 80	6.30	6.25	1.00		12.10PM
					167.2			A. T. & S. F. Crossing	0.5								
s 11.55 <sup>96</sup>		2.05		s 10.30	167.7		N	<b>COFFEYVILLE</b>	0.6	FY	A 168	P 48 W	s 6.27	s 6.22	12.55		s 11.55 <sup>97</sup>
					168.3			Mo. Pac. Crossing	2.6								
s 12.10PM		2.20		s 10.40	170.9		D	<b>SOUTH COFFEYVILLE</b>	0.1	SC	A 171	P 30	s 6.17	s 6.12	12.41		s 11.40
					171.0			St. L. I. M. & S. Interlocker	5.4								
f 12.35		2.37		10.52	176.4			<b>NOXIE</b>	6.5		A 176	P 77	6.07	f 6.02	12.25		f 11.20
s 1.20		2.59		s 11.05	182.9		D	<b>WANN</b>	6.2	WN	A 183	P 89 W	s 5.55	s 5.50	12.05AM		s 10.55
f 1.45		3.19		11.16	189.1			<b>WAYSIDE</b>	4.6		A 189	P 80	5.44	f 5.39	11.45		s 10.15 <sup>125</sup>
s 2.30		3.35		s 11.26 <sup>74</sup>	193.7		N Ar	<b>DEWEY</b>	0.8	DE Lv	A 194	P 80	s 5.34	s 5.29	11.26 <sup>123</sup>		s 9.30 8.00
2.45		3.40		11.30	194.5			<b>DEWEY JUNCTION</b>					5.29	5.23	11.05		7.30
								Joint Track with A. T. & S. F. R. R.									
Ar 3.10PM	Lv 7.00AM	4.00		s 11.51	197.7		Lv N	<b>BARTLESVILLE</b>	3.2	BR Ar	A 198	P WCYPO Yard	s 5.22	s 5.15	10.50	Ar 2.00PM	Lv 7.15AM
					198.2			A. T. & S. F. Junction	9.8								
f 7.45		4.50 <sup>126</sup>		f 12.17AM	208.0			<b>OKESA</b>	4.2		A 208	P 96	f 4.53	f 4.50 <sup>73</sup>	9.50		f 1.22
s 8.05		5.25		12.30	212.2			<b>HORN</b>	5.3		A 213	P 65	4.42	4.40	9.35		12.55
					217.5			M. V. Crossing	0.0								
s 8.30 s 10.00		5.45		s 12.50	217.5		N	<b>NELAGONY</b>	3.5	N	A 218	P 94 WY	s 4.27	s 4.25	9.10		s 12.40
s 10.30		6.00		s 12.59	221.0		D	<b>PERSHING</b>	4.7	NG	A 221		s 4.20	s 4.15	8.55		s 12.15PM
s 11.00 <sup>94</sup>		6.15		s 1.17	225.7		D	<b>WYNONA</b>	10.3	WY	A 226	P 80	s 4.09	s 3.58	8.40		11.53 <sup>125</sup> 9.35 <sup>95</sup>
s 12.19PM <sup>125</sup>		6.45		s 1.45	236.0		N	<b>HOMINY</b>	4.7	HY	A 236	P 87 W	s 3.48	s 3.38	8.10		s 9.00 7.40
12.50		7.00		2.00	240.7			<b>MAHAN</b>	4.5		A 241	P 81	3.35	3.25	7.55		7.25
	1.30PM	7.30PM <sup>74</sup>		2.15AM	245.2		N Arrive	<b>OSAGE</b>		JN Leave	A 245	Yard WCTYOP	3.25AM	3.15PM	7.30PM <sup>73</sup>		7.00AM
<b>97</b> 9.6	<b>95</b> 7.3	<b>73</b> 14.6		<b>123</b> 21.7	<b>125</b> 25.0			109.0					<b>124</b> 26.0	<b>126</b> 25.5	<b>74</b> 15.5	<b>94</b> 6.8	<b>96</b> 8.8



OSAGE DIVISION

	M. P.	Car Capy.	Fite	M. P.	Car Capy.
Wilsonton	144.1	10	Kiheki	204.3	10
Penfield	152.3	10	Osage Torpedo Co.	213.6	21
Coverdale	169.9	5	Manion	223.0	2
Milo	182.2	10	Tidal Oil Co.	232.0	20
Dewey Stock Yards	192.0	6	Andy	232.2	25
Torpedo	201.0	4	Cart	234.8	10
				243.7	5

North and East bound trains are superior to South and West bound trains of same class. Train and Enginemen must provide themselves with A. T. & S. F. Rules and Current Time Table, and be governed thereby between Dewey Junction and Bartlesville. All trains will stop to clear, and not occupy A. T. & S. F. track at either Dewey Junction or A. T. & S. F. Junction until it is known that no A. T. & S. F. train or engine is approaching. Nos. 94, 95, 96 and 97 carry passengers. Water Tank M. P. 150.5. All trains will Flag St. L.-S. F. Crossing at Mound Valley.

WEST BOUND

OKLAHOMA DIVISION

EAST BOUND

FOURTH CLASS			THIRD CLASS		FIRST CLASS			Distance From Kansas City	Time Table No. 1 Effective 12:01 A. M. May 2, 1920	Station Numbers	Car Capacity Passing Trucks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS			THIRD CLASS		FOURTH CLASS	
93 Way Freight	91 Way Freight	75 F. S. & W. Freight	73 Fast Freight	125 Passenger	123 Limited	45 F. S. & W. Passenger	126 Passenger					124 Limited	46 F. S. & W. Passenger	74 Fast Freight	76 F. S. & W. Freight	90 Way Freight	92 Way Freight	
Daily Except Sunday	Tues., Thurs. and Sat.	Daily Except Monday	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily Except Sunday	Mon., Wed. and Fri.	Daily Except Sunday	
7.00AM			9.30PM	1.00PM	3.10AM		245.2	Leave N OSAGE	Arrive JN	A 245	Yard WCTYP O	2.55PM	3.10AM	6.45PM			1.35PM	
7.25			9.45	1.12	3.27		248.2	0.8 RIVERSAND									1.12PM	
9.00			10.00	1.20	3.35		251.2	2.2 CLEVELAND	CN	A 248	P 90	2.44	2.56	6.30			11.55	
9.20				1.26	3.41		253.8	3.0 YUST		A 251	P 15	2.34	2.42	6.20			11.35	
9.35				1.35	3.52		256.5	2.5 HUNTS		A 254	10	2.28	2.35	6.12			11.20	
10.05			10.20				257.5	2.7 HALLETT	HA	A 257	P 65	2.22	2.30	6.05			11.00	
10.25			10.35	1.47	4.03		260.2	1.0 St. L.-S. F. Crossing										
11.10			10.47	2.04	4.12		263.2	2.7 JENNINGS	NS	A 260	P 85	2.12	2.20	5.50			10.25	
11.30			11.09	2.20	4.31		270.4	3.0 BOIO		A 262	P 24 W	2.04	2.11	5.35			8.30	
12.15PM				2.30	4.41		271.4	7.2 YALE	YA	A 270	P 79	1.47	1.50	5.10			7.50	
12.45			11.22	2.42	4.52		273.9	1.0 A. T. & S. F. Gauntlet Interlocker										
Ar 1.15PM	Lv 8.00AM		11.45	2.58	5.12		280.2	2.5 NORFOLK		A 273	P 48	1.37	1.40	4.55			7.25	
	8.20		12.02AM	3.02	5.12		286.0	0.3 CUSHING	CH	A 280	P 71 TW	1.25	1.27	4.35			2.10PM	
	8.45		12.20	3.10	5.23		290.6	5.8 WILD HORSE		A 286	P 53	1.12	1.12	4.05			7.00AM	
	9.10		12.48	3.23	5.39		297.2	4.0 AGRA	GR	A 291	P 65 W	1.03	1.03	3.50			1.40	
	9.40		1.09	3.31	5.49		301.8	0.6 TRYON	RN	A 297	P 17	12.48	12.48	3.23			1.03	
	10.35	Lv 10.20PM	1.45	3.51	6.10	Lv 4.50AM	310.3	4.6 CARNEY	CA	A 302	P 14	12.38	12.38	3.02			12.30PM	
							310.3	8.5 FALLIS	FA	A 311	Yard WCYP	12.20	12.19	2.38			11.50	
							317.0	0.0 F. S. & W. Crossing										
	11.15	10.45	2.10	4.03	6.25	5.04	317.0	0.7 LUTHER	UR	A 317	P 46	12.08PM	12.03AM	12.20	2.17	8.02	10.05	
	11.56	11.05	2.30	4.15	6.40	5.18	324.7	7.7 ARCADIA	RA	A 324	P 64	11.56	11.51	12.08AM	1.55	7.42	9.30	
	12.20PM	11.37	2.50	4.28	6.54	5.33	332.2	7.5 WITCHER	WI	A 332	P 59	11.42	11.37	11.52	1.33	7.22	8.50	
	12.42	12.20AM	3.15	4.40	7.07	5.45	339.1	6.9 OWANDA		A 339	P 22	11.30	11.26	11.41	1.12	7.00	8.20	
							341.3	3.2 C. R. I. & P. Crossing										
	1.00PM	12.35AM	3.30AM	4.52	7.17	5.55	342.5	0.2 N Ar. SHAWHOMA	SX Leave	C 342	Yard OWCTV	11.21	11.16	11.31	1.00PM	6.45PM	8.00AM	
				4.55PM	7.20AM	6.00AM	343.2	0.7 N OKLAHOMA CITY	Z Leave	A 343	Yard	11.20AM	11.15PM	11.30PM				
93	91	75	73	125	123	45	98.0					126	124	46	74	76	90	92
5.6	12.4	15.5	16.3	25.0	23.5	28.2	Average speed per hour.....					27.4	25.0	30.3	16.9	19.3	10.1	5.3

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

Passenger trains that stop at Boio for water will take on or let off passengers there.

OKLAHOMA DIVISION

	M. P.	Car Copy.
Helmick	249.0	20
Superior	269.5	3
Cartoco	272.2	44
Gano	277.9	—



All trains and engines may proceed against over due superior trains between Oklahoma City and Shawhoma when automatic block signals indicate CLEAR or PROCEED, but must comply with rule 343 (a) when signals indicate STOP.

All trains will flag St. L.-S. F. crossing at Hallett. Nos. 90-91-92-93 carry passengers.

WEST BOUND

SHAWNEE DIVISION

EAST BOUND

FOURTH CLASS		3rdCLASS	FIRST CLASS		Distance from Kansas City	Time Table No. 1 Effective 12:01 A. M. May 2, 1920	Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS		3rdCLASS	FOURTH CLASS	
99 Way Freight	97 Way Freight	77 Through Freight	19 Passenger	15 Passenger					20 Passenger	16 Passenger	78 Through Freight	96 Way Freight	98 Way Freight
Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Leave N	Arrive DK		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
8.30AM		6.00AM	2.30PM	2.30AM	474.7		610	PCYW Yard	1.15PM	12.30AM	4.00PM		3.15PM
f 8.55		6.30	f 2.45 <sup>98</sup>	f 2.46	468.8	5.9	C 469	P 58	f 1.00	f 12.16	3.39		s 2.45 <sup>19</sup>
s 9.25		6.55	s 2.54	s 2.57	465.5	3.3	D 466	PYO 100	s 12.47	s 12.05AM	3.25		s 2.15
					464.3	1.2							
s 9.35		7.05	s 2.59	f 3.02	463.0	O. C. Ry. Crossing 1.3	D 463	P Yard	s 12.39	f 11.55	3.17		s 2.00
					461.6	1.4							
s 10.00		7.35	s 3.07 <sup>78</sup>	s 3.10	460.9	C. R. I. & P. Crossing 0.7	D 461	Yard PYOW	s 12.34	s 11.50	3.07 <sup>19</sup>		s 1.45
					459.8	1.1							
s 10.35		8.05	s 3.32	s 3.35	451.1	C. R. I. & P. Crossing 8.7	D 451	P 10	s 12.09PM	s 11.20	2.05		s 12.55
s 11.00		8.25	s 3.44	s 3.50	446.1	5.0	D 447	P 30	s 11.58	s 11.07	1.48		s 12.25PM
					440.0	0.1							
s 11.45 <sup>98</sup>		8.55	s 3.59	s 4.10	439.4	M. O. & G. Crossing 6.1	D 439	P 64 W	s 11.45 <sup>99</sup>	s 10.48	1.20		s 11.45 <sup>20</sup>
s 12.50PM <sup>78</sup>		9.20	f 4.18	f 4.28	432.3	7.1	C 432	P 20	f 11.29	f 10.31	12.50 <sup>99</sup>		10.25
					428.1	4.0	C 428	11					
s 1.45		10.00 <sup>98</sup>	s 4.34	s 4.42	426.8	1.5	D 427	P 25 WY	s 11.19	s 10.18	12.30PM		10.00 <sup>77</sup>
					426.7	0.1							s 8.40
f 2.25		10.49 <sup>20</sup>	s 4.59	f 5.07	417.0	9.7	C 417	P 60	s 10.49 <sup>77</sup>	f 9.54	11.45		f 7.55
Ar 3.00PM	Lv 7.30AM	11.20 <sup>78</sup>	s 5.17	s 5.24	411.1	5.9	D 411	P 64 C	s 10.37	s 9.39	11.20 <sup>77</sup>	Ar 3.35PM	Lv 7.30AM
		s 8.05	s 5.37	f 5.46	404.0	7.1	C 404	P 41	s 10.17	f 9.18	10.50		s 2.45
		s 8.55	s 5.55	s 6.04	397.1	6.9	D 397	P 65 W	s 10.00	s 9.01	10.25		s 2.00
		s 9.42 <sup>20</sup>	f 6.15	f 6.24	389.6	7.5	C 390	P 37	f 9.42 <sup>78</sup>	f 8.40	9.42 <sup>20</sup>	s 1.10 <sup>77</sup>	
		f 9.55	f 6.20	f 6.29	387.4	2.2	C 387	P 17	f 9.38 <sup>97</sup>	f 8.35	9.20		f 12.45
					380.4	7.0							
		s 11.15 <sup>96</sup>	s 6.50	s 7.00	378.6	C. R. I. & P. Crossing 2.2	D 379	P 33WYO	s 9.18	s 8.12	8.45		12.10PM <sup>97</sup>
		f 11.25	f 6.58	f 7.08	375.6	3.0	C 376	P 11	f 9.01	f 7.59	8.20		f 10.50
		f 11.34	f 7.08	f 7.12	372.8	2.4	C 373	P 8	f 8.56	f 7.55			f 10.40
		f 11.45	f 7.08	f 7.16	370.0	2.8	C 370	P 18	f 8.51	f 7.50	8.00		f 10.32
		s 12.20PM	s 7.32 <sup>16</sup>	s 7.35 <sup>78</sup>	362.9	7.1	D 363	P 69 W	s 8.33	s 7.32 <sup>19</sup>	7.35 <sup>15</sup>	s 10.10	
		s 12.45	s 7.48	s 7.50	356.3	6.6	C 357	P 13	s 8.18	s 7.18	7.00		s 9.30
		f 1.05	f 8.01	s 8.05 <sup>20</sup>	351.1	5.2	C 351	P 16	s 8.05 <sup>15</sup>	f 7.05	6.40		f 9.05
		1.25	8.13	8.18	346.3	4.8	C 346	P 14	7.52	6.53	6.20		8.45
					346.0	0.3							
		1.40PM	4.20PM	8.23	342.5	St. L.-S. F. Crossing 3.5	C 342	Yard WCTYOP	7.41	6.42	6.00AM		8.28AM <sup>15</sup>
			8.25PM	8.30AM	343.2	0.7	A 343	Yard	7.40AM	6.40PM			
<b>99</b>	<b>97</b>	<b>77</b>	<b>19</b>	<b>15</b>					<b>20</b>	<b>16</b>	<b>78</b>	<b>96</b>	<b>98</b>
9.8	11.1	12.8	22.5	22.1					23.8	22.8	13.2	9.6	8.2



Normal position of switch Shawhoma is for Oklahoma Division.  
 Nos. 96, 97, 98 and 99 carry passengers.  
 Nos. 15, 16, 19, 20 stop on flag Seaton Mile C367.3. Byng. Mile C421-  
 Stonewall Water Tank, Mile Post 440.5.  
 Switch Engines will work between Coalgate and Phillips and are superior to all EXTRA Trains.

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

All trains and engines may proceed against over due superior trains between Oklahoma City and Shawhoma when automatic block signals indicate CLEAR or PROCEED, but must comply with rule 343 (a) when signals indicate STOP.

TONNAGE RATING

Engine Percents	27	30	44	54	60
STATIONS	Rating	Rating	Rating	Rating	Rating
<b>OSAGE DIVISION</b>					
387 to A245 .....	900	1000	1350	1550	1700
A245 to 387 .....	750	850	1300	1650	1810
When tonnage is available	Add	Add	Add	Add	Add
387 to A198 .....	100	100	300	420	500
A241 to 387 .....	100	100	300	420	500
<b>OKLAHOMA DIVISION</b>					
A245 to A343 .....	850	950	1245	1550	1700
A343 to A245 .....	850	950	1325	1630	1810
When tonnage is available	Add	Add	Add	Add	Add
A280 to A245 .....	100	100	350	470	550
<b>SHAWNEE DIVISION</b>					
C342 to 610 .....	850	980			
610 to C342 .....	850	980			
When tonnage is available	Add	Add			
C427 to C466 .....	200	300			



SPEED TABLE

Speed Per Hour	Time of Performance			Speed Per Hour	Time of Performance		
	¼ Mile	½ Mile	1 Mile		¼ Mile	½ Mile	1 Mile
Miles	M S	M S	M S	Miles	M S	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

MAXIMUM SPEED	Passenger		Freight	Miles per hour
	Trains	Trains		
Between Parsons and Oklahoma City.....	50	25	25	“ “ “
Except trains handling loaded oil tanks.....			20	“ “ “
Shawnee Division .....	40	20	20	“ “ “
Except trains handling loaded oil tanks.....			15	“ “ “

The maximum speed of trains entering and leaving main line turnouts, passenger trains twenty and freight trains fifteen miles per hour.

Engines backing up with or without train must not exceed fifteen miles per hour.

5 miles per hour city limits of Coffeyville, Bartlesville, Cushing, Shawnee, Ada—10 miles per hour Yale, Coalgate, Lehigh and 12 miles per hour Oklahoma City.

"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."

Passing track car capacity is exclusive of Engine and Caboose.

Third and fourth class and extra trains and yard engines will clear first class trains ten minutes.

Yard Limit boards protect yard engines working within yard limit against third and fourth class and extra trains only. See Rules 98C and 98E.

Yard Limit Board maintained at Narco, Coffeyville, Bartlesville, Osage, Yale, Cushing, Shawhoma, Oklahoma City and Atoka.

Explanation of Symbols:—C. Coal; O, Track Scale; P, Telephone; T, Turn Table; W, Water; Y, Wye; D, Day Telegraph Office; N, Day and Night Telegraph Office; NO, Night Office only.

## 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.

## 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.  
Dean Jewelry Co., Oklahoma City, Okla. M. F. Kohler, Parsons, Kans.  
J. V. Searcy, Atoka, Okla. S. C. Rigsby, Cushing, Okla.  
J. S. Pfeiffer, Parsons, Kans. W. H. Haupt, Bartlesville, Okla.

MAIL CRANES—750 feet north of mile post 267, south side of track. 180 feet west of mile post 177, on south side of track. 350 feet east of mile post 421, south side of track.

INTERLOCKERS—(See Rule 340)—Osage Division, mile 170, South Coffeyville. Crossing St. L., I. M. & S. Ry. Shawnee Div. M.P. 426-8 Ada crossing St. L.—S. F. Oklahoma Division, mile 272; one mile south Yale. Joint A. T. & S. F., Gauntlet tracks. Parsons Yard.

BLOCK SIGNALS—(See Rule 341)—Oklahoma City Yard between Shawhoma and Passenger Station.

STANDARD CLOCKS—North Yard, Parsons, Bartlesville, Osage, Oklahoma City, Atoka.

TRAIN REGISTER STATIONS—Shown in full face type.

All trains get clearance at Osage,

BULLETIN BOOKS—North Yard Yard Office; North Yard Round House Office; Parsons Telegraph Office; Bartlesville, Osage Telegraph Office and Round House; Oklahoma City Dispatcher's Office, Shawhoma Yard Office & Round House; Atoka Telegraph Office & Round House.

## STANDARD CROSSING GATES

LOCATION	Mile	BLOCKS	
		M. V. Ry.	C. R. I. & P. Ry.
Nelagony .....	217.5	.....	.....
Shawnee .....	380.8	.....	.....
Tupelo .....	446	M. O. & G. Ry.	.....
Coalgate .....	460	Last line using crossing will leave gate blocking other line.....	
Coalgate .....	461.6	C. R. I. & P. Ry.	.....
Lehigh .....	464.3	O. C. Ry.	.....

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.

J. A. PETERSON,  
Train Master

T. F. GARDNER,  
Train Master

J. A. BARNARD,  
Chief Dispatcher

C. A. BIRGE, Jr.,  
Assistant Chief Dispatcher

W. H. GALLAGHER,  
Road Foreman of Engines

## DISPATCHERS

R. W. Wilson, Dispatcher

H. A. Cabell, Dispatcher  
E. B. Curtis, Dispatcher

J. W. Morrow, Dispatcher  
J. W. Long, Dispatcher

L. E. McClure, Dispatcher  
E. E. Shaughnessy

MISSOURI, KANSAS AND TEXAS RAILWAY EMPLOYES' 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.  
 DR. C. S. MCGINNIS, 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.  
 Dr. W. A. Beckemeyer, Sedalia, Mo.

CONSULTING SPECIALISTS

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

LOCAL SURGEONS

KANSAS	NAME	OFFICE	RESIDENCE
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.	
COFFEYVILLE	Dr. W. C. Hall	812 Maple Street	402 W. 9th
OKLAHOMA	NAME	OFFICE	RESIDENCE
BARTLESVILLE	Dr. G. F. Woodring	Woodring Bldg. 2nd St.	Cor. 5th & Cherokee
	Dr. O. S. Somerville	Bradley & Bryant Bldg.	400 Wyandotte St.
OSAGE	Dr. H. L. Summers	2nd Floor Summers' Bldg.	2nd Floor Summers' Bldg.
CLEVELAND	Dr. E. T. Robinson	Over Cleveland Drug Co.	
YALE	Dr. P. S. Mitchell	1st Building East of Yale Hotel	110 E. 5th St.
CUSHING	Dr. E. M. Harris		
	Dr. Benj. Davis		
GUTHRIE	Dr. C. S. Petty	110½ W. Oklahoma Ave.	201 N. Broad St.
DEWEY	Dr. H. G. Crawford	Rms. 16:17:18 Magunson Bldg.	1400 Creek Ave.
OKLAHOMA CITY	Dr. Geo. A. Lamotte	518 Colcord Bldg.	Kettering House
	Dr. Paul E. Haskett		
	Dr. Leroy Long	608 Colcord Bldg.	815 W. 17th
	Dr. J. F. Messenbaugh	519 Colcord Bldg.	706 W. 11th
	Dr. Cyril E. Clymer	224 Lee Bldg.	
	Dr. W. E. Dixon (Oculist)	706-8 State National Bank Bldg.	436 W. 11th St.
JENNINGS	Dr. W. E. Arnold		
SHAWNEE	Dr. M. A. Baker	203-4 Mammoth Bldg.	510 N. Market
	Dr. G. H. Applewhite		
	Dr. J. A. Walker		
MAUD	Dr. W. R. Butler		
KONAWA	Dr. W. T. Huddleston	Okla. State Bank Bldg.	Cor. State & 5th St.
ADA	Dr. B. F. Sullivan	103½ W. Main	
	Dr. S. P. Ross	First National Bank Bldg.	226 E. 17th St.
COALGATE	Dr. F. E. Rushing		
ATOKA	Dr. J. S. Fulton	Over Samples Grocery, Court St.	Cor. Court St. & Penn Ave.
	Dr. Chas. C. Gardner	Oklahoma Building	

**Missouri, Kansas & Texas  
Railway**

**CHARLES E. SCHAFF, Receiver**

---

**OKLAHOMA District**

---

**EMPLOYEES' TIME TABLE**

**No. 1**

---

**Effective**

**SUNDAY, MAY 2, 1920**