

MISSOURI-KANSAS-TEXAS RAILROAD CO.

SOUTHERN DISTRICT

SAFETY

FIRST

EMPLOYEES TIME TABLE NO. 16-A

16-A

Effective Thursday, August 24, 1933

16-A

At 12:01 O'clock A. M. Central Standard Time

Superseding Previous Time Table and Supplements

FOR EMPLOYEES ONLY.

T. F. GARDNER
Superintendent

O. W. CAMPBELL
Superintendent Transportation

F. W. GRACE
Vice-President and General Manager

Southward Trains

CHEROKEE DIVISION

Southward Trains

FOURTH CLASS			THIRD CLASS		Distance from St. Louis	FIRST CLASS					SECOND CLASS	
371 Fast Freight Daily	91 Way Tues. Thurs. Saturday	87 Way Daily Except Sunday	71 Fast Freight Daily	73 Fast Freight Daily		11 Texas Special Daily	1 Texas Special Daily	5 Flyer Daily	3 Limited Daily	7 Bluebonnet Daily	115 Joplin Passenger Daily	221 Tulsa Passenger Daily
	6.00AM	4.20AM	12.15PM	3.30AM	386.0							
	6.05	4.25	12.20 ⁹⁰	3.40 ¹⁸	386.6	1.50AM		11.30AM	8.45PM	11.35AM		
	6.15	4.35	12.27	3.50	390.2	1.56		11.36	8.51	11.42		
	6.30	A 4.45AM	12.34	4.00	394.4	PY 90 2.01		11.41	8.57	11.50AM		
	6.35		12.36	4.05	395.5	2.03		11.43 ⁹⁰	8.59			
	7.00		12.47	4.20	400.9			11.50	9.06			
	7.10		12.53	4.30	403.9	2.17		11.56	9.12			
	7.45		1.05	4.45	410.2	2.25		12.04PM	9.21			
	8.00		1.17	5.00	416.1	2.33		12.12	9.29			
	8.15		1.27	5.15	421.4	2.40		12.20	9.35			
	8.43 ⁴		1.37	5.27	426.6	2.50 ¹⁸		12.29	9.41			
	9.05		1.50	5.42	433.9	3.00		12.38	9.49			
	9.30		1.59	6.00	439.0	3.20	L 4.00AM	12.52	10.05	L 11.30PM ²		
	9.37		2.04	6.08	441.9	3.25	4.05	12.57	10.10	11.35		
	9.47		2.13	6.20	446.8	3.33	4.12	1.05	10.16 ⁷¹	11.41		
	10.02		2.28 ⁷²	6.36	454.4	3.44	4.21	1.14	10.26	11.50		
	10.09		2.35	6.43	457.9	3.50	4.25	1.19	10.31	11.54		
	10.25		2.47	6.55 ⁹⁰	463.7	4.00	4.32	1.26	10.39	12.01AM		
	10.35		2.57	7.10	468.6	4.07	4.38	1.33 ⁷²	10.50 ²	12.07		
	10.45		3.04	7.24 ⁴	472.2	4.13	4.43	1.38	10.56	12.12		
	11.00		3.15	7.43	477.7	4.20	4.50	1.45	11.03	12.18		
	11.15		3.30	7.57	483.7	4.27	4.57	1.52	11.11	12.25		
	11.25		3.36	8.04	487.0	4.31	5.01	1.56	11.16	12.29		
	11.45		3.40	8.07	488.1	4.37	5.03	2.00	11.22	12.31		
	12.01PM		3.52	8.20	494.1	4.46	5.11	2.08	11.31	12.38		
L 9.55AM	12.15 ⁷²		4.03 ⁶	8.30	498.6	4.51	5.16	2.13	11.36	12.43	L 6.20PM	
	10.10AM	12.30PM		8.45AM	503.6	5.00AM	5.25AM ⁹⁰	2.20PM	11.45PM	12.50AM ¹⁸	6.30PM	
371	91	87	71	73		11	1	5	3	7	115	221
20.0	18.4	20.1	29.4	21.7		36.9	45.6	41.3	39.0	48.5	31.4	30.0

Time Table No. 16A
Effective 12:01 A. M.
August 24, 1933

STATIONS

Leave NORTH YARD SPC 11W
 PARSONS Lv P 1.50AM
 N SLSF Parsons Tower Inter 3.1
 OLIVE P 90 1.56
 SILVER PY 90 2.01
 LABETTE Lb P 100 2.03
 N S. L. S. F. Interlocker OW 0.1
 OSWEGO F 100 2.10
 CONDON P 110 2.17
 N Mo. Pac. Interlocker CP 0.3
 CHETOPA P 105 2.25
 RUSSELL P 60 2.33
 WELCH WB P 110 2.40
 BLUE JACKET B P 120 2.50¹⁸
 KELSO P 110 3.00
 N S. L. S. F. Interlocker VN 0.2
 WINA PCWY 110 3.20
 HULWE P 80 3.25
 BIG CABIN BC P 110 3.33
 ADAIR X P 110 3.44
 DAWES P 110 3.50
 PRYOR CL PW105 4.00
 LUSTA P 110 4.07
 CHOYEAU AU P 110 4.13
 MAZIE MZ P 110 4.20
 LELAETTA P 110 4.27
 NORTH WAGONER WP100 4.31
 WAGONER P 110 4.37
 N Mo. Pac. Interlocker A 0.1
 GIBSON P 110 4.46
 WYBARK P 70 4.51
 N K. O. & G. Interlocker UX P 5.00AM
 MUSKOGEE Arriv. SPCW TY 10 5.25AM⁹⁰

Nos. 115 and 87 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).

No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2.



Northward Trains

CHEROKEE DIVISION

Northward Trains

SECOND CLASS		FIRST CLASS					THIRD CLASS		FOURTH CLASS		
222 Tulsa Passenger	116 Joplin Passenger	2 Texas Special	6 Flyer	4 Limited	18 Bluebonnet	8 Bluebonnet	72 Fast Freight	74 Fast Freight	90 Way	86 Way	374 Fast Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Friday	Daily Except Sunday	Daily
	7.05PM		7.00PM	9.45AM	3.40AM 73				12.30PM	12.30AM	
	6.57		6.52	9.39	3.34		5.10	12.40	12.10	12.05AM	
	L 6.50PM		6.46	9.33	3.29		5.00	12.30	12.01PM	L 11.50PM	
			6.44	9.31	3.27		4.55	12.25	11.43		
			6.33	9.22	3.20		4.40	12.10AM	11.30		
			6.26	9.17	3.16		4.30	11.59	11.20		
			6.16	9.08	3.09		4.15	11.45	11.05		
			6.07	9.01	3.02		4.00	11.30	10.45		
			5.59	8.52	2.56		3.45	11.15	10.28		
			5.51	8.43 91	2.50 11		3.35	11.00	9.40		
			5.42	8.33	2.41		3.15	10.45	9.15		
			5.28	8.13	2.27	A 2.20AM	3.01	10.35	9.00		
			5.23	8.08	2.21	2.15	2.55	10.25	8.25		
			5.17	8.01 90	2.15	2.09	2.45	10.16 3	8.01 4		
			5.10	7.50	2.06	2.00	2.28 71	9.55	7.30		
			5.01	7.44	2.01	1.55	2.10	9.45	7.20		
			4.53	7.36	1.54	1.48	1.50	9.25	6.55 73		
			4.45	7.29	1.46	1.40	1.33 5	9.10	6.44		
			4.40	7.24 73	1.41	1.35	1.20	9.00	6.37		
			4.33	7.15	1.33	1.27	1.09	8.45	6.25		
			4.25	7.06	1.25	1.19	12.57	8.30	6.12		
			4.20	7.01	1.20	1.14	12.50	8.20	6.05		
			4.16	6.57	1.16	1.12	12.45	8.15	6.00		
			4.08	6.49	1.09	1.03	12.30	8.00	5.45		
A 11.59AM			4.03 71	6.43	1.03	12.57	12.15 91	7.45	5.35		A 8.15PM
11.50AM			10.00PM	3.55PM	6.35AM	12.55AM 7	12.01PM	7.30PM			8.00PM
222	116	2	6	4	18	8	72	74	90	86	374
33.3	31.2	43.1	38.1	37.0	42.6	43.1	21.4	21.4	16.6	12.6	20.0

Nos. 116, and 86 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).

Time Table No. 16A
Effective 12:01 A. M.
August 24, 1933

STATIONS

Arrive	NORTH YARD	386
0.6		
Arrive	PARSONS	387
0.5		
N SLSF Parsons Tower Inter	IC	390
3.1	OLIVE	
4.2	SHANER	395
1.1	LABETTE	398
5.3		
N S. L. S. F. Interlocker	OW	401
0.1	OSWEGO	
3.0	CONDON	404
6.9		
N Mo. Pac. Interlocker	CP	410
0.3	CHETOPA	
5.9	RUSSELL	416
5.3	WELCH	421
5.2	BLUE JACKET	427
7.3	KELSO	434
4.9		
N S. L. S. F. Interlocker	VN	439
0.2	VINITA	
2.9	HULWE	442
4.9	RJC CABIN	447
7.6	ADAIR	454
3.5	DAWES	458
5.8	PRYOR	464
4.9	LUSTA	469
3.6	CHOTEAU	472
5.5	MAZIE	478
6.9	LELAETTA	484
3.3	NORTH WAGONER	487
1.1	WAGONER	488
0.1		
N Mo. Pac. Interlocker	A	494
5.9	GIBSON	
4.5	WYBARK	499
3.2		
N K. O. & G. Interlocker	UX	504
1.8	MUSKOGEE	
Leave		Leave

Automatic Block Signals

See Rule 8

117.6
Average speed per hour

No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2.



Southward Trains

CHOCTAW DIVISION

Southward Trains

FOURTH CLASS		THIRD CLASS		Distance from St. Louis	Time Table No. 16A Effective 12:01 A.M. August 24, 1933	STATIONS	Car Capacity Passing Trucks, Fuel, Water, Turn Table, Telephone, Track Scales, Wye.	FIRST CLASS					
95 Way	93 Way	71 Fast Freight	73 Fast Freight					3 Limited	7 Bluebonnet	1 Texas Special	5 Flyer		
Tues. Thurs. Saturday	Mon. Wed. Friday	Daily	Daily					Daily	Daily	Daily	Daily		
	7.00AM	4.45PM	9.45AM	593.6	Leave	MUSKOGEE	YW	SCPT	12.05AM	1.00AM	5.35AM	2.30PM	
	7.15	5.00	10.05	510.4	N SF MV	SUMMIT	P	110	12.23 S	1.10	5.45	2.42	
	7.30	5.13	10.20 72	517.0	D	OKTAHA	OA	P	110	12.31	1.20	5.55 4	2.50
	8.00	5.32	10.37	524.3	N	CHECOTAH	VR	PW	90	12.41	1.30	6.05 S	3.09 6
	8.15	5.45 74	10.50 92	528.8		OKAPA	P	110	12.48	1.37	6.12	3.17	
	8.25	5.54	11.00	534.3		WELLS	P	90	12.53	1.42	6.17	3.22	
	8.45	6.02	11.15	538.1	D	EUFULA	EA	P	105	12.58	1.47	6.22 S	3.29
	9.00 72	6.11	11.25	542.7		WIRTH	P	90	1.04	1.53	6.28	3.35	
	9.15	6.20	11.38	547.2	D	CANADIAN	ST	P	110	1.10	1.59	6.34 T	3.40
	9.25	6.27	11.46	550.6		TURK	W	P	100	1.15	2.04	6.39	3.45
	9.45	6.28	11.48	551.2		CROWDER	P		1.16	2.05	6.40 S	3.48	
	9.55	6.36	11.59	555.3	N	FIS&W 4.1 Interlocker	CW	P	90	1.22	2.11	6.46	3.54
	10.10	6.47	12.13PM	561.1		REAMS	P	90	1.30	2.18	6.53	4.01	
L 5.00AM	A 10.20AM	7.00	12.55 94	564.2	D	NORTH MALESTER	MC	YW	Yard	1.35	2.23	6.57 S	4.06
5.10		7.10	1.05	566.0	N	C.R.I.&P. 1.3 Gate Crossing	MA	P		1.40	2.35	7.10 72	4.20 74
5.20		7.20	1.15	569.0		McALESTER	P	110	2.01	2.40	7.15	4.26	
5.35		7.31	1.25	574.5		FRINK	P	49	2.07	2.48	7.22 T	4.33	
5.40		7.35	1.39 6	578.0		SAYANNA	P	90	2.09	2.51	7.25	4.36	
6.00		7.56 2	1.55	582.8	D	BREWSTER	P	125	2.17	3.00	7.33 S	4.46	
6.20 72		8.10	2.05	586.6		KIOWA	KY	P	125	2.22	3.06	7.38	4.52
7.00		8.28	2.20	594.0		REYNOLDS	P	125	2.31	3.17	7.46	5.02	
7.15		8.37	2.30	598.4		CHOCKIE	P	120	2.37	3.23	7.51	5.08	
7.30		8.46	2.40	602.6	N	FLORA	P	100	2.43	3.29	7.56 S	5.14	
8.04 1		9.00	3.20	609.6	N	STRINGTOWN ST (End of Double Track)	P	100	2.50	3.37	8.04 95	5.30	
8.35		9.11	3.50	615.0	N	ATOKA DK	P	Crossover	3.07	3.45	8.11 T	5.40	
9.00		9.24	4.05	621.6	D	TUSHEA	P	Crossover	3.14	3.52	8.18 T	5.49	
9.45		9.41	4.35	630.2	D	CANEY CA	P	Crossover	3.26	4.04	8.31 S	6.02	
11.10		10.02	5.00	641.4	D	CALDO DC	P	Crossover	3.45	4.20	8.45 S	6.20	
11.20		10.12	5.20	648.4	D	HISP DURANT Int DU	P	Crossover	3.52	4.27	8.53 T	6.30	
11.38 6		10.25	5.40	653.2	D	CALERA J	P	Crossover	4.00	4.35	9.01 T	6.40	
11.50AM		10.30PM	6.00PM	655.9	N ARR	REDTEX BF	P	53	4.05	4.40	9.05	6.45	
				656.2		S.L.-S.F. No. 0.5 Jct. Inter.							
				660.9		S.L.-S.F. South Jct. Interlocker							
				661.9	N	DENISON Arrive WD	SCP	WTY	4.15AM	4.50AM	9.15AM	6.55PM	
12.15PM		11.15PM	7.00PM	661.9	Arrive	RAY	Yard						
95	93	71	73						3	7	1	5	
13.5	18.1	24.4	17.1		158.3				37.8	41.0	42.9	35.6	

No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2.
 No. 6 and No. 94 run via Southward track Redtex to crossover Calera. (See special rule 1(g).)

Handwritten notes:
 - "Rentissville" (written vertically)
 - "Haley 591.1" (written diagonally)
 - "Gap 591.6 4 Cars" (written diagonally)
 - "See Special Rule 1" (written vertically)
 - "7-Car 11.15" (written diagonally)

Handwritten notes:
 - "133.4 2 Cars" (written diagonally)

Northward Trains

CHOCTAW DIVISION

Northward Trains

FIRST CLASS			
8 Bluebonnet Daily	2 Texas Special Daily	6 Flyer Daily	4 Limited Daily
12.35AM	9.50PM	3.45PM	6.20AM
12.23	9.38	3.32	6.06
12.16	9.31	3.24	5.55
12.07	9.22	3.09	5.40
12.01AM	9.16	3.01	5.34
11.55	9.10	2.53	5.27
11.50	9.05	2.48	5.22
11.44	8.59	2.39	5.16
11.38	8.53	2.33	5.10
11.33	8.48	2.26	5.05
11.31	8.46	2.24	5.03
11.26	8.41	2.17	4.54
11.19	8.34	2.09	4.47
11.14	8.29	2.04	4.42
11.09	8.24	1.58	4.37
11.00	8.14	1.48	4.23
10.53	8.07	1.41	4.16
10.50	8.04	1.39	4.14
10.42	7.56	1.31	4.06
10.36	7.50	1.24	4.01
10.26	7.40	1.14	3.52
10.20	7.34	1.07	3.46
10.14	7.28	1.00	3.40
10.04	7.18	12.50	3.30
9.57	7.11	12.37	3.16
9.49	7.03	12.28	3.08
9.39	6.53	12.15PM	2.58
9.24	6.38	11.59	2.43
9.15	6.31	11.48	2.33
		11.38	2.18
9.02	6.17	11.32	2.18
8.55PM	6.10PM	11.25AM	2.10AM
8	2	6	4
42.9	42.9	36.3	37.8

Time Table No. 16A
Effective 12:01 A. M.
August 24, 1933

STATIONS		Station Numbers	72 Fast Freight Daily	74 Fast Freight Daily	94 Way Mon. Wed. Friday	92 Way Tues. Thurs. Saturday
Arrive	MUSKOGEE	504	11.00AM	6.40PM		12.40PM
N. SP-MV.	6.3 Interlocker SU	511	10.35	6.22		12.10PM
D	6.6 OKTAHA OA	517	10.20	6.10		11.55
N	7.8 CHECOTAH VB	525	10.00	5.55		11.30
	5.0 ONAPA	530	9.45	5.45		10.50
	4.5 WELLS	534	9.30	5.36		10.35
N	3.8 EUPAULA EA	538	9.20	5.30		10.25
	4.6 WIRTH	543	9.00	5.20		9.40
D	4.5 CANADIAN SF	547	8.47	5.12		9.30
	3.4 TURK	550	8.30	5.05		9.20
	0.5 CROWDER	551	8.25	5.03		9.15
N Ft S. & W.	4.1 Interlocker CW	555	8.15	4.55		8.55
	5.8 REAMS	561	8.00	4.45		8.40
	3.1 MEKKO	564	7.45	4.40	12.55PM	8.30AM
D	1.8 Gate Crossing	566	7.10	4.20	12.45	
N	3.0 McALESTER MA	569	7.01	4.12	12.35	
	5.5 FRINK	575	6.50	4.02	12.20	
	1.8 SAVANNA	576	6.45	3.58	12.15	
D	6.5 BREWER KY	583	6.30	3.45	12.01PM	
	4.3 KIOWA	587	6.20	3.35	11.40	
	6.9 REYNOLDS	594	6.05	3.15	11.20	
	4.4 CHOCKIE	598	5.50	3.05	11.05	
	4.2 FLORA	603	5.40	2.55	10.45	
N	7.0 STRINGTOWN SF (End of Double Track)	610	5.20	2.40	10.30	
N	5.4 ATOKA DK	615	4.50	2.27	10.15	
D	6.8 TUSHKA	621	4.30	2.14	10.00	
D	8.6 CANEY CA	630	4.10	1.57	9.30	
D	11.2 CADDO DC	641	3.25	1.35	9.00	
K.O.&G.	Interlocker	646	3.10	1.25	8.00	
N SF	DURANT Int DU	653			7.40	
D	6.8 CALERA J	656	2.40AM	1.05PM	7.30AM	
D	2.7 COLBERT Q					
N	4.2 REDTEX LV BF					
SI-SF No. 9.5 Jct. Inter.						
S.L.-S.F. South Jct. Interlocker						
N Leave	DENISON WD	661				
	RAY Leave	662	2.00AM	12.45PM	7.00AM	
	158.3		72	74	94	92
	Average speed per hour.		17.6	26.1	16.5	14.5

Automatic Block Signals
See Special Rule 7



No. 2 is superior to all trains, No. 1 is superior to all trains except No. 2.
No. 6 and No. 94 run via Southward track Redtex to crossover Calera. (See special rule 1(g).)

SOUTHWARD TRAINS

OSAGE DIVISION

NORTHWARD TRAINS

THIRD CLASS		FIRST CLASS		Distance from Kansas City	Time Table No. 16A		Station Numbers	Car Capacity Siding Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS		THIRD CLASS	
271 Fast Freight Daily	273 Fast Freight Daily	25 Passenger Daily	21 Sooner Daily		Effective 12:01 A. M. August 24, 1933				Station	28 Sooner Daily	26 Daily Passenger	276 Fast Freight Daily
				STATIONS								
	1.30PM	4.15AM		136.2	Leave	NORTH YARD	Arrive 386				12.45PM	12.30PM
	1.40	4.25	11.30AM	136.8	Leave	PARSONS	Arrive 387	WCTYSP Yard	3.45AM	6.50PM	12.35	12.25
				137.3	N	PARSONS TOWER	JG					
	1.55	4.40	11.38	141.6		St. L.-S. F. Interlocker						
	2.12	5.05	11.51 276	149.0		IDENBRO	A 142	P 80	3.35	6.40	12.20PM	12.10AM
				149.1	Auto. Block	D MOUND VALLEY	MD A 149	P 80 W	3.22	6.27	11.51 25	11.50
						St. L.-S. F. Crossing						
	2.31	5.30	12.03PM	157.2	D	ANGOLA	NY A 157	P 109	3.09	6.14	11.33	11.30
	2.48	5.50	12.13	163.8		O'HERIN	A 164	P 43	2.58	6.03	11.15	11.10
	2.55	6.01	12.17	166.8		NARCO		P 80	2.53	5.58	11.05	10.59
				167.2		A. T. & S. F. Crossing						
	3.00	6.05	12.21	167.7	N	COFFEYVILLE	FY A 165	P 59 W	2.50	5.55	10.59	10.55
				168.3		Mo. Pac. Crossing						
	3.10	6.20	12.24	168.7		KORF	A 169	P 76	2.41 21	5.50	10.33	10.45
	3.20	6.30	12.28	170.9	N	SOUTH COFFEYVILLE	SG A 171	P 30	2.38	5.47	10.22	10.38
						Mo. Pac. Interlocker						
	3.33	6.46	12.36	176.4		NOXIE	A 176	P 77	2.30	5.39	10.04	10.25
	3.51	7.10	12.46	182.9	D	WANN	WN A 183	P 84	2.20	5.29	9.46	10.05
	4.08	7.30	12.55	189.1		WAYSIDE	A 189	P 80	2.11	5.17	9.28	9.45
	4.20	7.50	1.02	193.7	Auto. Block	D DEWEY	DE A 194	P 80	2.04	5.08	9.10	9.30
	4.25PM	7.59AM	1.04PM	194.5		Ar. EAST M. K. T. JCT.	Lv. 3.2		2.02AM	5.05PM	9.01AM	9.25PM
						Joint Track with A. T. & S. F. R. R.						
	4.40PM	8.20AM	1.10PM	197.7	N	BARTLESVILLE	B A 198	P WCYS Yard	1.55AM	5.00PM	8.50AM	9.15PM
	4.43PM	8.24AM	1.12PM	198.2	Lv	WEST M. K. T. JCT.	AF 0.5		1.50AM	4.54PM	8.35AM	9.10PM
	4.52 26	8.30 276	1.13	198.7		OSBORNE	A 199	P 95	1.49	4.52 271	8.30 273	9.05
	5.17	8.50	1.29	208.0		OKESA	A 208	P 96	1.33	4.38	7.46	8.35
	5.32	9.05	1.37	212.2		HORN	A 213	P 65	1.25	4.29	7.28	8.20
	5.47	9.30	1.45	217.5	D	M.V. Gate NELAGONY Crossing	GY A 218	P 70 WY	1.16	4.19	7.00	8.00
	6.01	9.40	1.50	221.0	D	PERSHING	NG A 221	P 32	1.10	4.13	6.30	7.50
	6.15	9.58	1.58	225.7	D	WYNONA	WY A 226	P 60	1.03	4.06	6.15	7.38
	6.40	10.25	2.16	236.0	D	HOMINY	HY A 236	P 98	12.49	3.48	5.40	7.10
	6.55 274	10.40	2.25	240.7		MAHAN	A 241	P 81	12.42	3.39	5.20	6.55 271
	7.15PM	11.00AM	2.35PM	245.2	Auto. Block	N Arrive OSAGE	Leave JN A 245	Yard WCTYSP	12.35AM	3.30PM	5.00AM	6.40PM
	271	273	25	21	199.0		Average speed per hour		28	26	276	274
	19.0	16.1	35.4	36.1					34.3	32.7	14.1	18.7



SOUTHWARD TRAINS

OKLAHOMA DIVISION

NORTHWARD TRAINS

FOURTH CLASS			THIRD CLASS		FIRST CLASS		Distance from Kansas City	Time Table No. 16A		Station Numbers	Car Capacity Siding Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS		THIRD CLASS		FOURTH CLASS
273 Fast Freight Daily Except Sunday	41 F. S. & W. Mixed Daily	271 Fast Freight Daily	25 Passenger Daily	21 Sooner Daily	Effective 12:01 A. M. August 24, 1933			STATIONS				26 Passenger Daily	28 Sooner Daily	274 Fast Freight Daily	42 F. S. & W. Mixed Daily	276 Fast Freight Daily Except Sunday
3.25PM 26		8.10PM	2.40PM	4.40AM	245.2	Ar. OSAGE N		245	Yard WCYTP S	3.25PM 273	12.35AM	6.05PM	1.30AM			
3.50		8.20	2.47	4.45	248.2	D CLEVELAND 3.0 8.3		248	P 90	3.17	12.28	5.52	1.20			
4.30		8.42	3.01 26	4.59	256.5	D HALLETT 1.0		257	P 65	3.01 25	12.14	5.32	1.00			
					257.5	N HALLETT TOWER 2.7 St. L.-S. P. Interlocker		HJ								
5.23 274		8.52	3.07	5.05	260.2	D JENNINGS 10.2		269	P 85	2.55	12.08AM	5.23 273	12.50			
5.45		9.15	3.22	5.21	270.4	D YALE 0.6		279	P	2.36	11.51	4.56	12.26AM			
5.58		9.17	3.24	5.22	271.0	Auto Blk. YALE SIDING 0.4			79	2.35	11.50 276	4.53	11.50 28			
					271.4	A.T.&S.P. Gauntlet Track 2.5										
6.10		9.25	3.29	5.28	273.9	Auto Blk. NORFOLK 5.5		273	P 53	2.28	11.44	4.45	11.30			
6.23		9.38	3.37	5.37	279.4	CUSHING SIDING 0.8			Yard 71 YW	2.18	11.37	4.32	11.05			
6.30		9.41	3.42	5.40	280.2	N CUSHING 5.8		280	P	2.13	11.35	4.29	11.01			
6.45		9.54	3.50	5.55	286.0	WILD HORSE 4.6		286	P 53	2.04	11.22	4.12	10.30			
6.58		10.06 276	4.00 274	6.03	290.6	D AGRA 6.6		291	P 65	1.56	11.16	4.00 25	10.06 271			
7.15		10.19	4.13	6.12	297.2	D TRYON 4.6		297	P 17	1.47	11.06	3.36	9.44			
7.28		10.29	4.22	6.19	301.8	D CARVEY 8.5		302	P 14	1.40	10.59	3.25	9.30			
7.50	L 5.00AM	10.48 28	4.36	6.31	310.3	N F.S.W. FALLIS 6.7 Crossing		FA	A 311	P 83 WY	1.26	10.48 271	3.00 A 9.50PM			
8.08	5.16	11.30	4.49	6.41	317.0	LUTHER 7.7			A 317	P 46	1.14	10.39	2.40 9.33 8.50			
8.30 276	5.32	11.55	5.03	6.52	324.7	D ARCADIA 7.6		AD	A 324	P 64	1.02	10.29	2.20 9.17 8.30 273			
9.02 42	5.50	12.25AM	5.16	7.03	332.2	WITCHER 6.9			A 332	P 59	12.50	10.19	1.55 9.02 273 8.05			
9.20	6.04	12.45	5.29	7.13	339.1	OWANDA 2.4			A 339	P 22	12.40	10.10	1.35 8.49 7.43			
					341.5	C. R. I. & P. Crossing 0.1										
9.30PM	6.10AM	1.00AM	5.35PM	7.19AM	341.6	Automatic Block Arrive BOMA 1.2 Leave		A 342		12.36PM	10.05PM	1.26PM	8.40PM 7.36PM			
9.40PM	6.15AM	1.30AM	5.40PM	7.22AM	342.8	N Ar. SHAW 0.4 C. R. I. & P. Crossing 0.7		Lv. BX	A 343	Yard SWCTP	12.33PM	10.03PM	1.15PM 8.35PM 7.30PM			
	6.30AM		5.50PM	7.30AM	343.9	Ar. OKLAHOMA CITY 98.7		Lv. A 344	P Yard Y	12.30PM	10.00PM	8.20PM				
273	41	271	25	21		Average speed per hour				26	28	274	42	276		
17.2	22.4	23.3	31.2	34.8						33.8	33.2	20.8	22.4	16.3		



8 Southward Trains			TULSA DIVISION			Northward Trains		
THIRD CLASS	FIRST CLASS	Distance from Kansas City Via Osage	Time Table No. 16A		Station Numbers	Car Capacity Sidings Fuel, Water, Turtable, Telephone, Track Scales, Wyo	FIRST CLASS	THIRD CLASS
371	221		Effective 12:01 A. M. August 24, 1933				222	374
Fast Freight	Passenger		STATIONS				Daily	Daily
3.00AM	3.35PM	245.2	Leave N	OSAGE	Arrive JN A 245	Yard SWCYPT	2.30PM	12.30AM
				7.5				
f 3.30	s 3.50	252.7		PRUE	Z 253	60 P	2.10	f 12.10AM
				9.3				
f 3.55	f 4.06	262.0		APPALACHIA	Z 262	30 P	1.52	f 11.50
				5.0				
f 4.15	f 4.16	267.0		WEEKIWA	Z 267	70 PW	1.45	f 11.40
				3.8				
s 5.00	s 4.21	276.8		SAND SPRINGS	Z 271	10 P	1.40	s 11.30
				1.6				
		272.46		S. S. I. R. R. Crossing				
				5.3				
s 6.00	f 4.35	277.7	Leave N	TULSA	Arrive KA Z 278	40 SP	1.25	s 11.00
				S. S. I. R. R. Crossing				
				ATSF, SLSF, MV Interlocker				
				Tulsa Union Depot Connection				
				0.5				
				TULSA UNION DEPOT			1.20	
				8.6			1.15	
f 6.30	f 5.02	286.3		ALSUMA	Z 286	60 PW	1.00	f 9.50
				5.5				
s 7.30	s 5.13	291.8	D	BROKEN ARROW	BA Z 292	70 P	12.52	s 9.35
				5.1				
f 7.55	f 5.23	296.9		ONETA	Z 297	20 P	12.44	f 9.18
				6.2				
s 8.20	s 5.35	303.1	D	COWETA	MO Z 303	60 PW	12.35	s 9.05
				5.6				
f 8.45	f 5.45	308.7		RED HIRD	Z 309	10 P	12.25	f 8.52
				4.1				
s 9.10	s 5.55	312.8	D	PORTER	PO Z 313	60 P	12.19	s 8.42
				5.1				
f 9.30	f 6.07	317.9		TULLAHASSEE	Z 318	20 P	12.11PM	f 8.30
				6.4				
s 9.55AM	f 6.20PM	324.3	Arrive	WYBARK	Leave 499	30 P	11.59AM	s 8.15PM
				79.1				
371	221						222	374
11.4	28.7						31.5	18.6
Average speed per hour								

Southward Trains			JOPLIN DIVISION			Northward Trains		
FOURTH CLASS	SECOND CLASS	Distance from St. Louis	Time Table No. 16A		Station Numbers	Car Capacity Sidings Fuel, Water, Turtable, Telephone, Track Scales, Wyo	SECOND CLASS	FOURTH CLASS
87	115		Effective 12:01 A. M. August 24, 1933				116	86
Way	Passenger		STATIONS				Daily	Daily Except Sunday
4.45AM	11.50AM	394.4	Leave	SHANER	Arrive 395	PY Yard	6.50PM	11.50PM
				7.7				
s 5.10	s 12.08PM	402.1		SHERMAN CITY	S 7	40	s 6.34	s 11.25
				7.9				
s 6.15	s 12.25	410.0	D	WEST MINERAL	MY S 16	40 SWY Yard	s 6.17	s 11.00
				2.9				s 10.00
		412.9		Mo. Pac. Crossing				
		418.3		J. & P. E. Ry. Crossing				
		418.70		0.4				
				St. L.-S. F. Interlocker				
				0.3				
s 6.46	s 12.47	419.0	D	COLUMBUS	CO S 25	30	s 5.55	s 9.30
				5.2				
f 7.25	f 12.59	424.2		QUAKER	S 30	21	f 5.43	f 9.10
				2.6				
		426.8		KO&G Gate Crossing				
		431.5		St. L.-S. F. Crossing				
s 8.15	s 1.17	432.1	D	GALENA	AN S 33	25	s 5.25	s 8.45
				2.0				
		434.1		St. L.-S. F. Crossing				
		435.3		St. L.-S. F. Crossing				
f 8.35	f 1.27	435.0		FALL CITY	S 42	Y 30	f 5.16	f 8.10
				1.1				
		437.1		J. & P. E. Ry. Crossing				
				0.2				
f 8.50	f 1.35	437.3		CHITWOOD	S 43	20	f 5.13	f 7.50
				3.4				
9.05AM	1.45PM	440.7	Arrive	JOPLIN	Leave JO S 45	STCW Yard	5.05PM	7.30PM
				46.3				
87	115						116	86
10.7	25.3						26.5	8.7
Average speed per hour								

No. 115 is Superior to No. 116

No. 87 is Superior to No. 86.

Southward Trains			WILBURTON BRANCH			Northward Trains		
FOURTH CLASS	Distance from North McAlester	Time Table No. 16A		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turtable, Telephone, Track Scales, Wyo	FOURTH CLASS		
93		Effective 12:01 A. M. August 24, 1933				92		
Way		STATIONS				Way		
Mon, Wed, Fri.						Tues., Thu., Sat.		
10.45AM	.0	Leave D	NORTH McALESTER	Arrive MC 504	Yard PSYCW	8.00AM		
			3.4					
11.00	3.4		KREBS JUNCT.			7.50		
			0.5					
s 11.05	3.9	D	KREBS	BS R 4		s 7.45		
			2.2					
f 11.15	5.1		BUCK	R 6		f 7.35		
			1.2					
f 11.20	6.3		RICHVILLE	R 6.3		f 7.30		
			0.4					
f 11.25	6.7		CARBON	B 7		f 7.25		
			6.4					
f 11.50	13.1		ADAMSON	R 13	PY	f 7.05		
			3.3					
f 12.05PM	16.4		DRUMB	R 16		f 6.50		
			5.4					
f 12.30	21.8		PATTERSON	R 22	20 P	f 6.25		
			2.9					
f 12.40	24.4		DEGNAN	R 24		f 6.15		
			3.4					
1.00PM	27.8	D	WILBURTON	WN R 28	PTW	6.00PM		
		Arrive		Leave				
93			27.8			92		
12.3						13.9		
Average speed per hour								



SPECIAL INSTRUCTIONS

1. Northward and Eastward trains are superior to trains of the same class in the opposite direction unless otherwise specified.

- 1(a). No. 2 is superior to all trains.
- 1(b). No. 1 is superior to all trains except No. 2.
- 1(c). No. 115 is superior to No. 116. No. 87 is superior to No. 86.
- 1(d). Other first-class trains clear time of No. 1 and No. 2 at least five minutes.
- 1(e). Third and fourth-class and extra trains and engines clear time of first-class trains at least ten minutes.
- 1(f). On Cherokee Division No's. 115, 116, 86 and 87 more than two hours behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order. (See rules 82 and 220).

1(g). No. 6 and No. 94 will run via southward track Redtex to crossover north of Calera depot. Single track time table authority will govern these movements.

1(h). AT&SF rules and current time table governs movements between East MKT Junction and West MKT Junction.

1(i). Denison-Ray Terminal time table governs movements between Ray and Redtex.

2. First and second-class trains and passenger extras report for orders before leaving Denison.

- 2(a). All southward trains report for orders at SF-MV interlocking tower, Muskogee.
- 2(b). All trains report for orders before leaving Bartlesville.
- 2(c). Tulsa Division trains report for orders before leaving Osage.
- 2(d). Parsons and Muskogee are register station for first and second class trains and passenger extras only.

3. Unless automatic block signals indicate main track to be clear all trains and engines will move at restricted speed through Muskogee and Atoka yards. There are no signals to indicate whether or not main track is clear between signal 5032 and SF-MV interlocker, Muskogee, nor for movements against current of traffic at Atoka.

3(e). First and second class trains, passenger extras and engines approaching Parsons passenger station will run at restricted speed between crossover 1000 feet north of Crawford Ave. and Parsons tower so that under no circumstances will it be possible for such train or engine to strike any cars, trains, engines, or passenger extras must stand back to clear North-Southward first and second class trains and passenger extras must stand back to clear Northward movements into other tracks at Parsons, until home signal indicates proceed for such train.

3(b). All trains and engines will approach the crossing with the Chicago Rock Island and Pacific Railroad at McAlester prepared to stop unless crossing gate arm is in proceed position for such train or engine. When crossing gate arm is in horizontal position indicates proceed at restricted speed. When crossing gate arm is in vertical position indicates proceed at full speed. When crossing gate arm is in stop position at night red light is displayed over track and when crossing gate arm is in proceed position at night yellow light each track on arm and when crossing gate arm is in proceed position at night yellow light is displayed on arm.

3(c). KO&G crossing MP S426.8 protected by crossing gate normally set against KO&G trains.

3(d). MV crossing Nelagony protected by crossing gate normally set against MV trains.

3(e). Spring switch at West MKT Junction connecting MKT and AT&SF main tracks. Northward trains must not back up without lining switch by hand.

3(f). SL&F crossing Mount Valley governed by automatic signal indication. (A) Train will approach home signal prepared to stop and not exceed speed of 20 miles per hour between approach home signal (over crossing). (B) Standard interlocking Rules will govern, except when home signal limits (over crossing). (C) If STL-SF train is standing crossing and if no STL-SF train is approaching the crossing, or if STL-SF train is standing outside of home signal limits and is not going to pass STL-SF home signal in proceed position, trainman will unlock iron relay box, locked with M.K.T. switch key, turn knob on hand release as far as it will go, then release it. STL-SF home signal should assume stop position and after release has run two minutes, M.K.T. home signal should assume proceed position. If M.K.T. home signal fails to assume proceed position after this operation, and if STL-SF home signals are at stop and no STL-SF train approaching, release train may then proceed over the home signals are at stop and no STL-SF train approaching crossing. (C) If any movement crossing under flag protection against STL-SF signal and back again, the signal will not clear. The hand release at the crossing must be operated as per Section B. (D) After making a switch, the hand release at the crossing must be operated as per Section B. This signal will not clear in movement over the crossing beyond the opposing home signal, this signal will not clear for a return movement. The return movement must be made under flag protection against STL-SF trains as provided for in Section B. (E) South end house track is within home signal limits. Southward movements from house track must not be made when M.K.T. home signals are at stop, unless it is known STL-SF home signals are at stop and crossing flagged against STL-SF trains.

3(g). Gauntlet track, Oklahoma Division, mile post a-271.9, just south of Yale, Oklahoma, governed by automatic signal indications. Train will approach home signal prepared to stop. Passenger trains will not exceed speed of 20 miles per hour and freight trains 15 m.p.h. between home signal limits. Main track home signals on M-K-T are located 700 feet east and 625 feet west of Bridge from clearance point. Track release clearing sections extend 100 feet in advance of each home signal. Approach track sections over the Bridge will be governed by home signals. Main track movements over the home signal will change to proceed signals. When trains move onto approach section the home signal will change to proceed indication and remain in that position until passed unless a train on opposing line moves on to approach section which will cause signal to indicate stop after (5) minutes from time it is cleared and it must be known that the signal indicates proceed at the time it is passed by the first part of train. To promptly clear home signals, when train on opposing line stops before reaching release clearing section 100 feet. If a signal fails to indicate proceed, and if over crossing must occupy release clearing section, a member of the crew shall proceed across the bridge so conflicting train movements are evident, the opposing line hand lamp signal and after becoming satisfied that no train is approaching on the track section between the home signal and may be given for the train to move up on to the track section between the home signal and Bridge. Then, after having made certain that home signals on opposing line are at stop, hand lamp signals may be given for train to proceed over Bridge. In case signals are inoperative, party flagging over Bridge will call M-K-T Dispatcher on telephone, located at east end of Bridge, and advise him signals are out of order.

3(h). Yard movements between Mile Post A-276 and south switch Yale siding, and between yard limit board south of Cleveland and block signal A-247.0, will not be made when third or fourth class trains are overdue and must be protected against extra trains, except as authorized by train order. Third and fourth class trains and extra trains will not run prepared to stop between these points as prescribed by Rule 93. All movements delayed between these points must be protected as prescribed by Rule 99, the same as between stations not within yard limits.

3(i). Trains and engines will move at restricted speed between a point 1000 feet South of Galena Smelter and Galena depot, expecting to find main track occupied.

3(j). All trains move at restricted speed between 1000 feet south of and the north end of Korf siding expecting to find main track occupied.

4. Maximum speed (miles per hour).

Division	Passenger	Fast Freight	Other Freight
Choctaw	60	35	30
Cherokee	60	35	30
Osage (tangent track)	60	35	25
Osage (curves except as specified in special rule 4(d))	45	25	25
Oklahoma (tangent track)	35	20	25
Oklahoma (curves except as specified in special rule 4(c))	45	25	25
Joplin	40	20	30
Tulsa	50	30	30
Wiburton	35	20	20

4(a). Maximum speed passenger trains around curve Mile post 401.4, 50 miles per hour.

4(b). Maximum speed passenger trains around curves Mile post 519.8, Mile post 520.0, Mile post 533.3, Mile post 540.4, Mile post 541.0, Mile post 557.1, and Mile post 658.9, 50 miles per hour.

4(c). Maximum speed passenger trains around curves on Oklahoma division as follows:

Mile Post	Miles per hour	Mile Post	Miles per hour
303.4	40	267.1	40
282.2	35	251.7	40
280.9	35	250.5	40
280.8	35	250.2	40
279.9	35	247.8	40
276.5	40	246.3	35
269.7	40	245.8	35

4(d). Maximum speed passenger trains around curves on Osage division as follows:

Mile post	Miles per hour	Mile post	Miles per hour
244.5	35	206.8	35
242.2	35	205.4	40
243.6	35	205.1	40
243.4	35	204.5	40
219.2	40	203.8	40
218.8	40	203.6	35
218.6	40	203.4	35
217.2	35	203.1	35
215.4	40	201.8	35
211.4	35	170.4	35
211.1	35	154.3	40
207.3	40	138.5	40

4(e). Maximum speed passenger trains around curves Mile posts 259.5, 267.2, and 267.5 Tulsa division 45 miles per hour.

4(f). Maximum speed between 4 poles north of Mile post A-144 and 15 poles south of Mile post A-145, passenger trains forty miles per hour, freight trains twenty miles per hour.

4(g). Maximum speed over Neosho River bridge Mile post S400.1, ten miles per hour. Engines must not be coupled together but separated by not less than 6 cars when moving over this bridge.

4(h). Maximum speed over Boiling Springs bridge R19.2 ten miles per hour.

4(i). Maximum speed through turnout Redtex and Stringtown, 45 miles per hour, through spring switch West MKT Junction 10 miles per hour, over switch East MKT Junction, 15 miles per hour, through all other main track turnouts and through sidings 15 miles per hour.

4(j). Maximum speed over puzzle switch north of Denison passenger station 15 miles per hour.

4(k). Maximum speed road engines backing up with or without cars 15 miles per hour.

4(l). Maximum speed for yard engines with or without cars 18 miles per hour.

4(m). Maximum speed freight engines on passenger trains 40 miles per hour and running light 30 miles per hour.

4(n). Maximum speed trains handling loaded oil tanks and loaded 140,000 capacity system coal cars around curves Joplin division 15 miles per hour.

4(o). Maximum speed freight trains handling loaded oil tanks on Cherokee and Choctaw Divisions 25 miles per hour.

4(p). City ordinance speed restrictions (miles per hour).

Atoka	25	McAlester-North McAlester (freight)	8
Choctaw	15	Muskogee	25
Cherokee	10	(except between Fondulac street and South-Coffeyville side Boulevard)	12
Coffeyville	12	Oklahoma City	12
Cushing	20	Pryor	20
Galena	10	Tulsa	15
Joplin	15	Wagoner	15
McAlester-North McAlester (passenger)	20	Yale	25

5. Derailing switch on main track between Denison passenger station and SL&F connection. Southward trains trail through point and northward trains line switch before passing over it and reset for derail unless switch in charge of yardman.

6. Time table and train order restrictions at Stringtown apply at end of double track unless otherwise specified.

6(a). First class trains and passenger extras meeting at North McAlester inferior train will use passing track between crossover south of North McAlester depot and crossover south of coal chute, unless otherwise directed. Southward third and fourth class trains and extras (except passenger extras) taking siding at North McAlester will use track No. 8 between north switch North McAlester and crossover south of coal chute unless otherwise directed. Northward third and fourth class and extra trains (except passenger extras) taking siding at McAlester will use first track west of main track between south switch McAlester and first crossover south of North McAlester depot unless otherwise directed. First class trains and passenger extras meeting at McAlester will use first track west of main track between south switch McAlester and first crossover north of McAlester depot unless otherwise directed.

7. Automatic block signals in service as follows:

Between Denison and Colbert including both directions on southward track.
Between mile post 647.3 and mile post 608.1 (governing approaches to crossovers only).
Between Stringtown and Atoka on southward track.
Between Stringtown and SF-MV interlocker Muskogee
Between Fondulac Street Muskogee and Parsons.
Between mile post A192.9 and mile post A194.4.
Two position color light signal 414 located 302 feet south of spring switch at West MKT Junction governs northward movements over switch and is provided with clearing section three rail lengths south of signal which will operate to proceed indication when this section is occupied by train or engine and opposing train on AT&SF have passed switch.

Between Mile post A240.0 and Mile post A27.0.
Between home signals located Mile post A271.8 and Mile post A272.2.
Between south end of Shaw Yard and Homa.

Northward signal 6008 located on west side of main track north end Denison Yard.

7(a). Auxiliary signals in service as follows:

Take siding color light signal on mast with automatic block signal 4985 displayed red indicates take siding.

Color light signal on pole just west of scale house Muskogee Yard when displaying green will be authority for southward third and fourth class and extra trains to proceed from yard to SF-MV interlocker without orders observing rule 93 and special rule 8(b).

Color light signal located on north end of scale house near office North Yard displaying green for Cherokee division and yellow for Osage division trains will be authority for third and fourth class and extra trains to move from North Yard to Parsons Tower without orders observing rule 93.

7(b). Trains stopped by home signals 6203, 6293 and 6453 will communicate by telephone located near signal and if signal apparently out of order proceed at restricted speed for one and one half miles. If unable to communicate and signal does not clear, wait twenty minutes from time signal first observed in stop position then proceed at restricted speed for one and one half miles expecting to find broken rail, switch improperly set or car within fouling point on siding.

7(c). Northward trains holding main track to meet opposing trains at Brewer will remain back of fouling point until opposing train has passed south switch Savanna.

8. Movements between North switch Wybark and Fondulac Street Muskogee will be made on signal indication superseding time table and train order superiority.

8(a). Northward passenger trains must stand back to clear southward movements to other tracks while signal 5032 remains at stop.

8(b). When it can be clearly seen that crossover switch located in the main track about 290 feet north of signal 5032 is lined for the crossover, northward movements to the train yard through the crossover may be made without stopping at signal 5032. When the crossover switch is not lined for the crossover and signal 5032 is at stop the track for southward movements must not be fouled until it can be seen no southward movements are approaching. The crossover switch must not be changed from main track to crossover position while a southward movement is approaching in adjoining block.

8(c). Trains must move to within 100 feet of signal 4987 and south end siding signal Wybark to receive a signal indication.

8(d). Trains must remain back of fouling point indicated by insulated rail joints at signals to permit clearing signals.

8(e). Telephone located at signals 4985, 4687, and 4993 for communications with levermen KO&G interlocker tower Muskogee. Rules 367(a) and 367(b) govern.

8(f). Trains and engines may proceed against overdue superior trains between south end of Shaw Yard and Homa when automatic block signals or indicators are at proceed but must comply with rule 343 when signals indicate stop. Rule 93 will apply to all trains between Oklahoma City passenger station and south end Shaw Yard.

8(g). Switches at both ends Vinita passing track are electrically controlled from SL&F interlocking tower. If signals do not clear communicate with levermen located at each end of siding.

9. Normal position of switch at East MKT Junction is for the AT&SF Railway.

9(a). Normal position of switch at West MKT Junction is for the AT&SF Railway.

9(b). Normal position of switch at Homa is for MKT Railroad.

10. All trains will flag Main Street Crossing at Columbus.

11. Yards protected by yard limit boards:

- Denison-Ray.
- Durant.
- Atoka.
- Frank to Mekko inclusive.
- Muskogee.
- Vinita
- Parsons-North Yard.
- Oklahoma City to Owanda inclusive
- Cushing to Yale inclusive (see special rule 3(b)).
- Helm to Mahan inclusive (see special rule 3(b)).
- East MKT Junction to Dewey inclusive.
- West MKT Junction to Osborne stock yards inclusive.
- South Coffeyville to O'Herin inclusive.
- Tulsa.
- Broken Arrow.
- West Mineral.
- Columbus.
- Galena.
- Joplin.

SPECIAL INSTRUCTIONS--Continued

12. At least ten hand brakes must be set on all freight trains on arrival Muskogee yard and train stretched for inspection and must be kept set by yardmen until cars are to be moved.

13. The following will not clear main on side of car:
Coal chute Vinita east side main track.
Coal chute North McAlester west side main track.
Coal chute Atoka between northward and southward main tracks.
Mail cranes when pouches are hung.

13(a). The following will not clear main standing on top of high cars:
Overhead viaduct Court Street Muskogee.
Overhead viaduct Main Street Joplin.
Trolley wire over joint track with PC Railway into brick plant at penitentiary North McAlester.

14. Stations, tracks and spurs not shown on schedule page:

Station	Location	End Connected	Capacity
Armstrong	MP 636.6	South	7
Wasseta	MP 633.4	North	2
Gap	MP 591.6	South	4
Halley	MP 572.1	South	10
Rentiesville	MP 529.1	No track	
Chetopa Coal Co.	MP 497.3	North	15
Gano	MP 427.6	Both	40
Cartoco	MP 427.2	South	15
Helmick	MP 423.0	South	20
Tidal Oil Co.	MP 423.2	South	25
Manion	MP 423.0	North	20
Osage Torpedo Co.	MP 423.0	South	2
Kihaki	MP 421.6	North	17
Fite	MP 420.4	North	10
Torpedo	MP 420.1	North	4
Dewey Stock Yards	MP 419.0	Both	6
South Coffeyville Stock Yards	MP 417.1	North	18
Penfield	MP 415.3	South	7
Wilonton	MP 414.1	North	8
Montana	MP 398.1	South	10
Dickson	MP 340.0	No track	
Star Valley	MP 340.5	South	7
Cokedale	MP 341.9	No track	
Fleming	MP 341.2	Both	20
Military	MP 342.7	North	7
Playter	MP 342.8	South	6
Hackett	MP 343.9	South	20
Ramagee	MP 343.4	North	50
Indian	MP 2249.8	South	2
Pulare	MP 2257.0	North	3
Platt	MP 2263.2	South	12
Rudd	MP 2281.0	North	22
Seneca Coal Co.	MP 2294.7	South	Mine tracks
Payne	MP 2309.5	Both	15
Benmarlin	MP 2320.4	South	5
Hutchie	MP 2322.9	South	15
Potato Spur	MP 2323.5	South	Mine tracks
Carbon Mine No. 5	MP R 8.9	North	9
Gaines	MP R 11.5	North	9
Chilli	MP R 18.3	North	Mine tracks

14(a). Three crossovers at Atoka numbered as follows: Double crossover north of coal chute No. 1, crossover just south of Court Street No. 2, and crossover south end of yard No. 3.

15. Water stations other than those shown on schedule page:

Name	Location
Big Labelle	MP 407.4
Armstrong	MP 636.6
Mound Valley	MP A150.5

16. Mail cranes, other than those located at stations:
East side main track Mile post 501.
East side main track 101 feet south of Mile post A177.1.
East side main track 150 feet north of Hallett interlocker tower.

17. Bulletin Books located at:

Denison—Telegraph office.	Parsons—Crawford avenue.
Ray—Telegraph office.	North Yard—Telegraph office.
Ray—Enginehouse.	Oklahoma City—Passenger station.
North McAlester—Telegraph office.	Shaw—Yard office.
North McAlester—Enginehouse.	Shaw—Enginehouse.
Muskogee—Telegraph office.	Cushing—Yard office.
Muskogee—Yard office.	Osage—Yard office.
Muskogee—Enginehouse wash room.	Osage—Enginehouse.
Parsons—Telegraph office.	Coffeyville—Telegraph office.
Parsons—Enginehouse.	Tulsa—Telegraph office.

18. Standard clocks located at:

Denison—Telegraph office.
Ray—Telegraph office.
North McAlester—Telegraph office.
Muskogee—Telegraph Office.
Muskogee—Yard office.
Parsons—Train Dispatcher's office.
North Yard—Telegraph office.
Osage—Telegraph office.
Cushing—Telegraph office.
Shaw—Yard office.
Oklahoma City—Passenger Station.
Joplin—Telegraph office.

18(a). Watch Inspectors:

American Railroad Time Service, 720 Olive St., St. Louis, Mo.
J. B. Rockwell, Denison.
Ray Delamater, McAlester.
Standard Jewelry Co., Muskogee.
C. H. Reidemann, Vinita.
M. F. Kohler, Parsons.
Pfeiffer Jewelry Co., Parsons.
A. Williams, Coffeyville.
A. Scritchfield, Osage.
D. A. Houston, Cushing.
Klar and Goldstein, Tulsa.
S. M. Molley, Joplin.
Scritchfield Jewelry Co., Oklahoma City.

19. Flag Stops Not Shown on Schedule Page:

No. 6 at Rentiesville.
No. 5 stop at Rentiesville to receive or discharge revenue passengers.
No. 5 stop at Labelle, Welch, Blue Jacket, Big Cabin, Adair, Chetopa, Mazie to receive or discharge revenue passengers.
No. 222 and No. 221 at Bonmartin.
No. 115 and 116 at Montana, Dickson, Star Valley, Fleming, Cokedale, and Playter.
No. 92 and No. 93 at Carbon Mine No. 5 and Chilli.
No. 7 stop at Atoka to discharge revenue passengers from points north of Muskogee.
No. 1 stop at Durant to discharge revenue passengers from St. Louis or Kansas City.
No. 3 stop at Pryor to discharge revenue passengers from Parsons and beyond.
No. 3 stop at any station to receive passengers for Ft. Worth or Dallas.
No. 11 stop at Chetopa, Welch, Blue Jacket, Big Cabin and Adair to discharge passengers from Kansas City.
No. 4 stop at Pryor, Chetopa and Osage to discharge revenue passengers from Ft. Worth or Dallas and to receive revenue passengers for Kansas City.
No. 21 stop at Dewey, Hominy and Yale to discharge revenue passengers from Parsons and beyond, and to receive revenue passengers for Oklahoma City.
No. 28 stop at Dewey to discharge revenue passengers from Oklahoma City and receive revenue passengers for Parsons and beyond.
No. 28 stop at any station to receive revenue passengers for Erie, Moran, Mildred, Kincaid, Parker, Paola and Kansas City.
No. 6 stop at Mile post 501 to receive or discharge Parcel Post.

19(a). Following freight trains will carry passengers:
No. 86 and No. 87 Joplin Division.
No. 92 and No. 93 Wilburton Branch.

20. Engine whistle signal code, SLSF Interlocker; Parsons.

Cherokee Division main track	_____	_____
Osage Division main track	_____	_____
Joplin Track to Cherokee Division main track	_____	_____
Through South Crossover	_____	0 0
Through North Crossover to or from Hold 4	_____	0 0
Joplin track to Osage Division Main	_____	0 0
Cherokee Division Main to Hold 5	_____	0 0

21. Abbreviations:

W—Water	C—Fuel
T—Turntable	D—Day Telegraph Office only
S—Track Scales	N—Day and Night Telegraph Office
Y—Wye	NO—Night Telegraph Office only
P—Telephone	

21(a). Abbreviations for divisions used in connection with Mile Post locations:

A—Indicates Osage and Oklahoma Divisions.
Z—Indicates Tulsa Division.
S—Indicates Joplin Division.
R—Indicates Wilburton Branch.

22. SURGEONS, EMPLOYEES' HOSPITAL ASSOCIATION.

STATION	NAME
Sedalia	E. F. Yancey, Medical Director
Denison	T. J. Long, Div. Surgeon-Examiner
Parsons	Albert Smith, Div. Surgeon-Examiner
	J. C. Greel, Div. Surgeon-Examiner
Adair	L. C. White
Atoka	J. S. Fulton, Examiner
	C. G. Gardner
Bartlesville	H. G. Crawford
	Forrest S. Etter
Broken Arrow	J. N. Shippey
Caddo	Roy L. Cochran
Checotah	A. J. Snelson
Chetopa	R. L. Von Trebra
Cleveland	E. T. Robinson
Coffeyville	W. A. Hayward
Columbus	W. N. Johnson
Cushing	E. M. Harris
	Benjamin Davis
Dewey	L. D. Hudson
Durant	James L. Shuler
Eufaula	Wm. A. Tolson
	George W. West
Galena	P. W. Upshaw
Hominy	G. I. Walker
Joplin	R. L. Neff
Kiowa	C. T. Harris
McAlester	L. S. Willour, Examiner
	T. H. McCarley, Examiner
	Geo. A. Kilpatrick
	L. C. Kuykendall, Oculist
Muskogee	F. B. Fite, Examiner
	W. P. Fite, Examiner
	E. H. Fite, Examiner
	J. L. Blakemore, Examiner
	F. G. Dorwart
	M. K. Thompson, Oculist
North McAlester	Benjamin B. Kies
Oklahoma City	Geo. LaMotte, Examiner
	LeRoy Long, Examiner
	LeRoy Long, Jr. Local Surgeon
	P. E. Haskett, Examiner
	Leo. F. Calley, Oculist
	G. T. Penick
	M. M. Carmichael
Osage	W. R. Joblin
Porter	W. J. Whiakker
Pryor	Fred S. Clinton, Examiner
Tulsa	Benj. W. Ward
	Fred A. Glass
	T. W. Stallings, Oculist
Vinita	Louis Bagby
	C. S. Neer
Wagoner	S. R. Bates
Welch	J. O. Bradshaw
Wilburton	J. M. Harris
Yale	P. S. Mitchell

J. F. Blount, Trainmaster
J. B. McCaffrey, Chief Dispatcher.
J. D. Garrison.
H. O. Winders.
M. A. Wolever.
C. A. Birge, Jr., Train Dispatchers.
Muskogee.

J. H. Henley,
Road Foreman of Engines.

E. J. Grace, Trainmaster.
J. I. Poole, Chief Dispatcher,
H. L. Bender.
J. A. Peterson.
G. R. Hillman.
W. M. Hooe, Train Dispatchers
Parsons.

ROAD FOREMAN OF ENGINES HAS THE SAME AUTHORITY AS TRAINMASTER WHILE ON LINE OF ROAD.

SPECIAL INSTRUCTIONS---Continued

23.

TONNAGE RATINGS

LOCOMOTIVES		TONNAGE RATINGS																
FROM	TO	64% Booster			64%			57%			47% Booster			47%			32%	
		Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars
Parsons	Muskogee	8	3800	95	3255	82	2940	74	2940	74	2440	61	1660	42				
Welch	Muskogee	9	4500	113	3780	95	3410	85	3410	85	2810	70	1910	48	Excess			
Muskogee	Parsons	8	3780	95	3150	79	2885	71	2885	71	2370	60	1620	41				
Muskogee	Wagoner	9	4500	113	3780	95	3410	85	3410	85	2810	70	1910	48	Excess			
Shaner	Parsons	10	4500	113	3780	95	3410	85	3410	85	2810	70	1910	48	Excess			
Muskogee	Redtex	7	3025	76	2520	63	2310	58	2310	58	1910	41	1300	33				
No. McAlester	Redtex	12	4725	118	4100	103	3600	90	3600	90	3000	74	2040	51	Excess			
Redtex	Ray	5	2700	67	2250	56	2050	51	2050	51	1680	42	1180	30				
Ray	Muskogee	7	2900	73	2415	61	2205	55	2205	55	1820	46	1240	31				
Ray	Stringtown	12	4725	118	4100	103	3600	90	3600	90	3000	74	2040	51	Excess			
Stringtown	Chockie	8	3530	88	2940	73	2605	66	2605	66	2165	54	1500	38	Excess			
Chockie	No. McAlester	9	4285	107	3570	88	3180	80	3180	80	2625	66	1785	45	Excess			
Ray	Colbert	7	3165	80	2625	66	2415	60	2415	60	2000	50	1360	34				
Parsons	Osage	5	2450	61	2100	53	1890	47	1890	47	1600	40	1070	27				
Parsons	Coffeyville	3	3310	84	2890	72	2600	65	2600	65	2080	52	1450	36	Excess			
Coffeyville	Bartlesville	7	2920	73	2520	63	2270	57	2270	57	1820	46	1285	32	Excess			
Osage	Parsons	8	3310	83	2940	74	2650	66	2650	66	2120	53	1500	38				
Bartlesville	Coffeyville	9	3570	89	3100	78	2790	70	2790	70	2280	57	1605	40	Excess			
Coffeyville	Parsons	10	5000	125	4250	106	3825	96	3825	96	3060	77	2125	53	Excess			
Osage	Oklahoma City	5	2375	59	2050	51	1850	46	1850	46	1480	37	1040	26				
Cushing	Fallis	9	4200	105	3675	92	3300	82	3300	82	2640	66	1850	46	Excess			
Oklahoma City	Osage	6	2470	62	2125	53	1995	50	1995	50	1590	40	1070	27				
Cushing	Osage	8	3450	86	3000	75	2700	68	2700	68	2160	54	1500	38	Excess			
Parsons	Joplin	8								2110	53	1800	45	1260	31			
Joplin	Parsons	10								2760	59	2330	58	1630	41			
Columbus	Parsons	10								4000	100	3500	87	1855	46	Excess		
Muskogee	Osage	8	3700	92	3080	77	2800	70	2800	70	2310	58	1570	39				
Tulsa	Osage	12	4600	115	3850	96	3500	87	3500	87	2880	72	1960	49	Excess			
Osage	Muskogee	8	3930	90	3410	85	3100	71	3100	71	2500	62	1700	42				
Porter	Muskogee	8	4375	109	3850	96	3500	87	3500	87	2800	70	1800	45	Excess			
No. McAlester	Wilburton	5											1340	34				
Wilburton	No. McAlester	5											1340	34				

Ratings are for trains containing the number of cars listed. For each additional car, deduct from rating, or for each car less add to rating, the amount shown in the adjustment column, to give correct rating for trains of varying length.

23(a). When actual weight of load not obtainable, use following tonnage figures:

	Weight of Car & contents	Wt. of Freight
Carload perishable moving under ice	45 tons	16 tons
Carload perishables in refrigerators not under ice	42 tons	16 tons
Refrigerators loaded with LCL merchandise	35 tons	7 tons
Other cars loaded with LCL merchandise	27 tons	7 tons
Live stock without bedding	35 tons	15 tons
Live stock—bedded car	37 tons	15 tons
Live Poultry	36 tons	10 tons

When actual weights obtained on perishable loads in refrigerators add 3 tons for ice when moving under refrigeration.

23(b). For loaded or empty stock cars containing bedding add 2 tons to light weight of car.

23(c). Use following tonnage for Caboose:

Caboose 350 to 723, incl. and 100011 to 100063, incl.	18 tons
Caboose 751 to 795, incl.	21 tons
Caboose 796 to 820, incl.	25 tons

23(d). Use following tonnage figures for light weights of system coal cars in the series shown, and on foreign cars of similar types:

40,000 series—hopper bottom	28 tons
40,500 series—hopper bottom	31 tons
41,000 series—flat bottom	24 tons
Other system coal cars	20 tons

23(e). When stencilled tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly.

When actual tare weights are not obtained, use tonnage figures below for empty cars.

Kind	Auto	Box	Flat	LPT	Rfrg.	Stock	Tank	Ballast	Cinder
Tons	24	20	18	26	26	Clean 20 Bedded 22	22	21	19

**SOUTHERN
DISTRICT**

**TIME TABLE
NO. 16-A**

**Effective
August 24, 1933**