

# MISSOURI-KANSAS-TEXAS RAILROAD CO.

**SAFETY**

**SOUTHERN DISTRICT**

**FIRST**

## EMPLOYEES' TIME TABLE NO. 17-D

**17-D**

**Effective Sunday, November 1, 1936**

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

**Superseding Previous Time Table and Supplements**

**17-D**

**FOR EMPLOYEES ONLY.**

**F. H. SCHALLER,**  
Superintendent

**J. H. LITTLE,**  
Superintendent of Transportation

**F. W. GRACE,**  
Vice-President and General Manager

Southward Trains

CHEROKEE DIVISION

Southward Trains

FOURTH CLASS			THIRD CLASS			Distance from St. Louis	Time Table No. 17-D Effective 12:01 A. M., November 1, 1936	FIRST CLASS						SECOND CLASS		
473 Tulsa Freight Daily	91 Way Mon. Wed. Friday	97 Way Daily Except Sunday	271 Fast Freight Daily	71 Fast Freight Daily	73 Fast Freight Daily			1 Texas Special Daily	23 Katy Limited Daily	3 Katy Limited Daily	5 Katy Flyer Daily	27 Bluebonnet Daily	7 Bluebonnet Daily	35 Joplin Passenger Daily	37 Tulsa Passenger Daily	
	6.00AM	2.00AM	2.30PM	12.15PM	12.30AM	386.0	Leave NORTH YARD	SPCO TYW								
	6.05	2.05	2.33	12.20	12.40 <sup>74</sup>	386.6	0.6 PARSONS Leave	P		1.50AM	11.50AM	8.35PM	11.55AM			
						387.1	0.5 N SLSF Parsons Tower Inter									
	6.15	2.15	2.40	12.27 <sup>90</sup>	12.47	390.2	3.1 OLIVE	P 90		1.56	11.56	8.41	12.02PM			
	6.30	A 2.30AM	2.47	12.34	12.54	394.4	4.2 SHANER	PY 90		2.01	12.01PM	8.46	A 12.10PM <sup>90</sup>			
	f 6.35		2.49	12.36 <sup>76</sup>	12.56	395.5	1.1 D LABETTE LB	P 100		2.03	12.03 <sup>90</sup>	8.48				
						400.8	5.3 N S. L.-S. F. Interlocker OW									
	s 7.00		2.59	12.47	1.07	400.9	0.1 OSWEGO	P 100	s 2.10	s 12.10 <sup>76</sup>	s 8.55					
	7.10		3.05	12.53	1.13	403.9	3.0 CONDON	P 110		2.14	12.14	8.59				
						409.9	6.0 N Mo. Pac. Interlocker GP									
	s 7.45		3.17	1.05	1.25	410.2	0.3 CHETOPA	PW105		2.22	s 12.22	s 9.08				
	f 8.00		3.28	1.17	1.37	416.1	5.9 RUSSELL	P 60		2.30	12.31	9.16				
	s 8.15		3.38 <sup>72</sup>	1.27	1.47	421.4	5.3 D WELCH WB	P 110		2.37	12.39	9.23				
	s 8.39 <sup>24</sup>		3.48	1.37	1.57	426.6	5.2 D BLUE JACKET BJ	P 120		2.44	12.47	9.30				
	f 8.55		4.02	1.50	2.10	433.9	7.3 KELSO	P 110		2.55 <sup>18</sup>	12.57	9.39				
						438.8	4.9 N S. L.-S. F. Interlocker VN									
	s 9.30		4.12	1.59	2.43 <sup>18</sup>	439.0	0.2 VINITA	PWY 110	L 2.05AM	s 3.12	L 4.10AM	s 1.07	s 9.50 <sup>74</sup>	L 10.35PM		
	f 9.37		4.18	2.04	2.49	441.9	2.9 HULWE	P 80	2.09	3.18	4.13	1.12	9.55	10.39		
	f 9.47		4.27	2.13	2.58	446.8	4.9 D BIG CABIN BG	P 110	2.14 <sup>8</sup>	3.26	4.18	1.19	10.02	10.44		
	f 10.02 <sup>76</sup>		4.40	2.28 <sup>72</sup>	3.12	454.4	7.6 D ADAIR X	P 115	2.22 <sup>18</sup>	3.36	4.26	1.29	10.11	10.52		
	f 10.09		4.50 <sup>6</sup>	2.35	3.19	457.9	3.5 DAWES	P 105	2.26	3.42	4.30	1.34	10.15	10.56		
	s 10.25		5.02	2.47	3.30	463.7	5.8 N PRYOR CU	PW105	2.33	s 3.51	4.36	s 1.42 <sup>72</sup>	10.22	11.03		
	f 10.35		5.11	2.57	3.39	468.6	4.9 LUSTA	P 110	2.38	3.59	4.41	1.49	10.29	11.09 <sup>2</sup>		
	f 10.45		5.17	3.04	3.46	472.2	3.6 D CHOTEAU AU	P 110	2.42	s 4.05	4.45	1.54	10.33	11.13		
	f 11.00		5.27	3.15	3.56	477.7	5.5 MAZIE	P 110	2.48	4.14	4.51	2.01	10.40	11.19		
	f 11.15		5.38	3.28	4.07	483.7	6.0 LELIAETTA	P 110	2.54	4.22	4.57	2.08	10.50 <sup>2</sup>	11.25		
	11.25		5.44	3.36	4.13	487.0	3.3 NORTH WAGONER	P 100	2.58	4.26	5.01	2.12	10.55	11.29		
	s 11.45		5.46	3.40	4.15	488.1	1.1 WAGONER	P 110	3.00	s 4.29	5.03	s 2.15	s 11.01	11.31		
						488.2	0.1 N Mo. Pac. Interlocker A									
	f 12.01PM		5.57	3.52 <sup>6</sup>	4.26	494.1	5.9 GIBSON	P 110	3.07	4.37	5.09	2.24	11.10	11.38		
	L 11.00AM	12.15 <sup>72</sup>	6.05	4.03	4.34	498.6	4.5 WYBARK	P 70	3.12	4.45	5.14	2.30	11.15	11.43		
						501.8	3.2 N KOG TOWER Inter. UX	P						L 5.55PM		
	11.15AM	12.30PM	6.15PM	4.15PM	4.45AM	503.6	1.8 MUSKOGEE	SPCW TY Yd	3.20AM	4.55AM	5.20AM <sup>90</sup>	2.40PM	11.30PM	11.50PM		
	473	91	97	271	71	73	117.6	Arrive	1	23	3	5	27	7	35	37
	20.0	18.1	16.8	31.4	29.4	27.7	Average speed per hour		51.7	37.9	55.4	41.3	40.3	51.7	31.2	30.0

Nos. 35 and 97 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					Time Table No. 17-D Effective 12:01 A. M. November 1, 1936	THIRD CLASS			FOURTH CLASS			
36 Joplin Passenger	34 Tulsa Passenger		2 Texas Special	6 Katy Flyer	24 Katy Limited	4 Katy Limited	18 Bluebonnet		8 Bluebonnet	76 Fast Freight	72 Fast Freight	74 Fast Freight	90 Way	96 Way	474 Tulsa Freight
Daily	Daily		Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Tues. Thurs. Saturday	Daily Except Sunday	Daily
6.30PM				6.40PM	9.45AM			3.55AM							
				6.33	9.36			3.49							
6.22				6.27	9.30			3.44							
L 6.15PM				6.25	f 9.28			3.42							
				s 6.15	f 9.19			3.35							
				6.09	9.14			3.30							
				s 6.00	f 9.05			3.23							
				5.52	8.56			3.16							
				5.45	f 8.48			3.10							
				5.39	f 8.39 91			3.04							
				5.30	8.28			2.55 23							
				A 11.50PM	s 5.20	s 8.15	A 7.45AM	s 2.43 73	2.35AM						
				11.45	5.13	8.08	7.40	2.37	2.24						
				11.38	5.06	f 8.01 90	7.34	2.31	2.14 1						
				11.29	4.56	f 7.50	7.25	2.22 1	2.02						
				11.24	4.50 271	7.44	7.21 90	2.07	1.56						
				11.15	s 4.40	s 7.36	7.14	1.59	1.49						
				11.09 7	4.32	7.29	7.08	1.51	1.42						
				11.02	4.27	f 7.24	7.04	1.47	1.38						
				10.56	4.19	f 7.15	6.58	1.40	1.31						
				10.50 27	4.10	7.06	6.51	1.33	1.24						
				10.45	4.05	7.01	6.47	1.28	1.20						
				10.43	s 4.00	s 6.56	6.44	s 1.25	1.18						
				10.37	3.52 71	6.49	6.37	1.19	1.12						
	A 8.50AM			10.32	3.47	6.43	6.32	1.13	1.07						
	8.40AM			10.25PM	3.40PM	6.35AM	6.25AM	1.05AM	1.00AM						
36 81.2	34 80.0		2 45.6	6 89.0	24 86.9	4 48.5	18 41.8	8 40.8							
Automatic Block Signals									STATIONS						
									NORTH YARD						
									Arrive 0.6						
									Arrive PARSONS 0.5						
									N SLSF Parsons Tower Inter JG 3.1						
									OLIVE 4.2						
									SHANER 1.1						
									D LABETTE LB 5.3						
									N S. L.-S. F. Interlocker OW 0.1						
									OSWEGO 3.0						
									CONDON 6.0						
									N Mo. Pac. Interlocker CP 0.3						
									CHETOPA 5.9						
									RUSSELL 5.3						
									D WELCH WH 5.2						
									D BLUE JACKET BJ 7.3						
									KELSO 4.9						
									N S. L.-S. F. Interlocker VN 0.2						
									VINITA 2.9						
									HULWE 4.9						
									D BIG CABIN BG 7.6						
									D ADAIR X 3.5						
									DAWES 5.8						
									N PRYOR CU 4.9						
									LUSTA 3.6						
									D CHOTEAU AU 5.5						
									MAZIE 6.0						
									LELIAETTA 3.3						
									NORTH WAGONER 1.1						
									WAGONER 0.1						
									N Mo. Pac. Interlocker A 5.9						
									GIBSON 4.5						
									WYBARK 3.2						
									N K.O.G. TOWER Inter. UX 1.8						
									Leave MUSKOGEE Leave						
									117.6						
									Average speed per hour						
									76 72 74 90 96 474						
									23.5 21.4 21.4 15.8 16.5 20.0						

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. 17-D Effective 12:01 A. M. November 1, 1936	Car Capacity Sidings, Fuel, Water, Turn Table, Telephone, Track Scales, Wye.	FIRST CLASS				
95 Way	93 Way	271 Fast Freight	71 Fast Freight	73 Fast Freight	7 Bluebonnet				1 Texas Special	3 Katy Limited	9 Passenger	5 Katy Flyer	
Tues. Thurs. Saturday	Mon. Wed. Friday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	7.30 AM 76	6.40 PM 74	4.45 PM	6.15 AM 4	503.6	Leave MUSKOGEE	Y W SCOPT Yard	12.05 AM	3.25 AM	5.30 AM	6.45 AM	2.50 PM	
	f 7.45	6.56	5.00	6.30	510.4	N SF-MV TOWER Inter. SU	P 110	12.15	3.35	5.40	7.00 76	3.00	
	s 8.05	7.08	5.13	6.45 76	517.0	D OKTAHA OA	P 110	12.25 8	3.43	5.49 4	f 7.11	3.10 6	
	s 8.20	7.23	5.32	7.01	524.8	N CHECOTAH VR	PW 90	12.35	3.53	6.00	s 7.23	3.20	
	f 8.35	7.35 10	5.45 74	7.11	529.8	ONAPA	P 110	12.41	3.59	6.06	7.31	3.26	
	f 8.50	7.50	5.54	7.20	534.3	WELLS	P 90	12.47	4.05	6.11 76	7.39	3.32	
	s 9.20 72	8.05	6.01	7.28	538.1	D EUFAULA EA	P 105	12.52	4.10	6.16	s 7.45	3.37	
	f 9.35	8.14	6.10	7.38	542.7	WIRTH	P 90	12.58	4.16	6.22	7.53	3.43	
	s 9.50	8.23	6.18	7.48	547.2	D CANADIAN SI	P 110	1.05	4.22	6.28	f 8.02	3.50	
	10.01	8.30	6.25	7.56	550.6	TURK	P 100	1.10	4.26	6.32	8.08	3.55	
	s 10.05	8.32	6.26	7.58	551.2	CROWDER	P	1.11	4.27	6.33	s 8.10	3.56	
	10.15	8.40	6.43 10	8.06 72	555.3	N FtS&W 4.1 Interlocker CW	P 90	1.16	4.32	6.38	8.20 72	4.01	
	10.30	8.59 2	6.54	8.18	561.1	REAMS	P 90	1.22	4.38	6.44	8.30	4.07	
L 5.01 AM 76	A 10.40 AM	9.10	7.05	8.35 9	564.2	D NORTH McALESTER MC	Y W SCOP Yard	1.26	4.42 4	6.48	s 8.35 73	4.12	
5.10		9.15	7.15	8.50	566.0	N C.R.I.&P. 1.8 Gate Crossing	P	s 1.35	4.45	s 6.59	s 8.45	s 4.20 74	
5.20		9.21	7.25	9.03	569.0	McALESTER MA	P 110	1.41	4.49 76	7.04 72	8.53	4.25	
f 5.35		9.31	7.36	9.12	574.5	FRINK	P 40	1.49	4.56	7.11	f 9.02	4.32	
5.40		9.34	7.40	9.16	576.3	SAVANNA	P 90	1.51	4.58	7.13	9.06	4.34	
s 6.00		9.46	7.51	9.27	582.8	BREWER	P 125	1.59	5.05	7.20	s 9.17	4.41	
6.19 72		9.54	8.19 2	9.34	587.6	KIOWA KY	P W 125	2.04	5.12	7.26	9.24	4.46	
f 7.00		10.06	8.32	9.47	594.0	REYNOLDS	P 125	2.13	5.20	7.35	f 9.36	4.55	
f 7.15		10.14	8.41	9.57	598.4	CHOCKIE	P 120	2.19	5.26	7.41	9.45	5.00	
s 7.46 3		10.29 8	8.49	10.10	602.6	FLORA	P 100	2.24	5.32 72	7.46 95	s 9.55	5.05 10	
s 8.03		10.44	9.03	10.25	609.6	STRINGTOWN ST (End of Double Track)	Crossovers Y W P Yard	2.33	5.41	7.55	s 10.10	s 5.16	
f 8.35		10.55	9.14	10.36	615.0	N ATOKA DK	P Crossover	2.41	5.48	8.02	f 10.19	5.24	
f 9.00		11.10	9.27	10.49	621.6	TUSHKA	P Crossover	2.49	5.56	8.09	f 10.31	5.32	
s 9.45		11.30	9.45	11.09	630.2	CANEY	P Crossover	3.01	6.07	8.20	s 10.47	5.44	
s 10.30		11.55	10.08	11.31	641.4	D CADDO DC	P Crossover	s 3.17	6.20	s 8.35	s 11.05	s 6.00	
f 10.50		12.05 AM	10.18	11.41	646.4	K. O. & G. Interlocker N SLSF DURANT Int DU	P Crossover	3.26	6.27	8.43	f 11.15	6.10	
s 11.10		12.20	10.33	11.54	653.2	D CALERA J	P 100 SB	3.35	6.35	8.51	f 11.25	6.20	
11.20 AM		12.30 AM	10.40 PM	12.01 PM	655.9	D COLBERT Q	P 53	3.40	6.40	8.55	11.30	6.25	
					656.2	N ARR REDTEX BF							
					660.9	S.L.-S.F. No. 0.3 Jct. Inter. S.L.-S.F. South Jct. Interlocker							
					661.9	N DENISON Arrive WD	SCOP WTY Yard	3.50 AM	6.50 AM	9.05 AM	11.45 AM 6	6.40 PM 2	
12.15 PM		1.30 AM	11.15 PM	12.80 PM	661.9	Arrive RAY							
95	93	271	71	73	158.3			7	1	3	9	5	
18.5	19.1	23.2	24.4	25.3	Average speed per hour			41.9	46.0	48.9	31.5	41.0	

No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2. No. 10 and No. 94 run via Southward track Redtex to crossover Calera. (See special rule 1(f).)

Northward Trains

CHOCTAW DIVISION

Northward Trains

FIRST CLASS					Time Table No. 17-D Effective 12:01 A. M. November 1, 1936	THIRD CLASS			FOURTH CLASS		
8 Bluebonnet	2 Texas Special	10 Passenger	6 Katy Flyer	4 Katy Limited		76 Fast Freight	72 Fast Freight	74 Fast Freight	94 Way	92 Way	
Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Mon. Wed. Friday	Tues. Thurs. Saturday	
12.45AM	10.15PM	8.30PM	3.30PM	6.15AM 78	Arrive <b>MUSKOGEE</b> 0.5 N SF-MV TOWER Inter. SU	504	7.30AM 93	11.00AM	6.40PM 271		12.40PM
12.34	10.04	8.15	3.20	6.02	6.3 SUMMIT	511	7.00 9	10.35	6.22		f 12.10PM
12.25 7	9.56	f 8.00	3.10 5	5.49 3	6.6 D OKTAHA OA	517	6.45 78	10.20	6.10		s 11.55
12.13	9.46	s 7.45	2.58	5.38	7.8 N CHECOTAH VR	525	6.30	10.00	5.55		s 11.30
12.07	9.40	7.35 271	2.51	5.32	5.0 ONAPA	530	6.20	9.45	5.45 71		f 10.50
12.01AM	9.34	7.25	2.44	5.25	4.5 WELLS	534	6.11 3	9.30	5.36		f 10.35
11.56	9.29	s 7.18	2.38	5.20	3.8 D EUFAULA EA	538	5.53	9.20 93	5.30		s 10.25
11.49	9.23	7.09	2.31	5.14	4.6 WIRTH	543	5.44	9.00	5.20		10.01
11.43	9.17	f 7.00	2.25	5.08	4.5 D CANADIAN SI	547	5.35	8.47	5.12		s 9.50
11.38	9.12	6.54	2.20	5.03	3.4 TURK	550	5.29	8.35	5.05		9.40
11.37	9.10	s 6.50	2.18	5.01	0.6 CROWDER	551	5.27	8.33	5.03		s 9.35
11.32	9.05	6.43 71	2.12	4.53	N Ft S. & W. 4.1 Interlocker CW	555	5.19	8.20 9 8.06 73	4.55		9.25
11.26	8.59 271	6.35	2.05	4.47	5.8 REAMS	561	5.09	7.52	4.45		9.10
11.22	8.55	s 6.30	2.00	4.42 1	3.1 D NORTH McALESTER MC	564	5.01 95	7.45	4.38	A 12.55PM	L 9.00AM
s 11.15	s 8.50	L 6.25 A 6.10	s 1.55	s 4.28	1.8 Gate Crossing N McALESTER MA	566	4.57	7.15	4.20 5	12.45	
11.09	8.39	6.04	1.46	4.22	3.0 FRINK	569	4.49 1	7.04 3	4.09	12.35	
11.03	8.33	f 5.55	1.40	4.15	5.5 SAVANNA	575	4.33	6.45	3.58	f 12.20	
11.01	8.31	5.52	1.38	4.13	1.8 BREWER	576	4.30	6.40	3.54	12.15	
10.54	8.24	s 5.41	1.30	4.05	6.5 D KIOWA KY	583	4.18	6.27	3.40	s 12.01PM	
10.48	8.19 71	5.33	1.25	3.59	4.3 REYNOLDS	587	4.10	6.19 95	3.30	11.40	
10.40	8.11	f 5.21	1.17	3.49	6.9 CHOCKIE	594	3.57	6.05	3.15	f 11.20	
10.34	8.05	5.13	1.11	3.41	4.4 FLORA	598	3.49	5.51	3.05	f 11.05	
10.29 71	7.59	s 5.05 5	1.05	3.35	4.2 N STRINGTOWN ST (End of Double Track)	603	3.40	5.32 1	2.55	s 10.45	
10.19	7.50	s 4.50	s 12.55	s 3.25 76	7.0 N ATOKA DK	610	3.25 4	5.01	2.40	s 10.30	
10.12	7.43	f 4.37	12.46	3.15	5.4 TUSKKA	615	3.05	4.40	2.27	f 10.15	
10.04	7.35	f 4.25	12.38	3.07	6.6 CANNEY	621	2.53	4.25	2.14	f 10.00	
9.54	7.25	s 4.10	12.28	2.56	8.6 D CADDO DC	630	2.37	4.05	1.57	s 9.30	
s 9.40	s 7.10	s 3.50	s 12.12	s 2.40	11.2 K.O.&G. Interlocker	641	2.15	3.30	1.35	s 9.00	
9.33	7.03	f 3.40	12.04PM	2.30	N SF DURANT Int DU	646	2.05	3.15	1.25	f 8.00	
9.22	6.52	f 3.29	11.52	2.15	5.0 D CALERA J	653				f 7.40	
9.15PM	6.45PM 5	3.15PM	11.45AM 9	2.08AM	6.8 D COLBERT Q	656	1.50AM	2.50AM	1.05PM	7.30AM	
					2.7 N REDTEX LV BF	661					
					S.L.-S.F. No. 0.3 Jct. Inter. S. L.-S. F. South Jct. Interlocker	662	1.30AM	2.30AM	12.45PM	7.00AM	
					4.7 N Leave DENISON WD						
					RAY Leave						
					158.3		76	72	74	94	92
					Average speed per hour.....		26.4	18.6	26.8	16.5	16.5

No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2. No. 10 and No. 94 run via Southward track Redtex to crossover Calera. (See special rule 1(f).)

SOUTHWARD TRAINS

OSAGE DIVISION

NORTHWARD TRAINS

		THIRD CLASS		FIRST CLASS		Distance from Kansas City	Time Table No. 17-D		Station Numbers	Car Capacity Siding Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS		THIRD CLASS	
		371 Fast Freight Daily	273 Fast Freight Daily	25 Katy Flyer Daily	33 Sooner Daily		Effective 12:01 A. M. November 1, 1936	STATIONS			28 Sooner Daily	26 Katy Flyer Daily	270 Fast Freight Daily	276 Fast Freight Daily
		2.45PM	12.01AM			136.2	Leave NORTH YARD	386	WCTOYSP Yard			5.30AM	12.45PM	
		2.50	12.05	11.45AM	1.40AM	136.8	0.6 Arrive PARSONS	387		3.45AM	6.40PM	5.22	12.40	
		3.03	12.15	11.54	1.50	141.6	0.5 N PARSONS TOWER							
		3.20	12.31	12.07PM <sup>276</sup>	2.01	149.0	4.3 S.L.-S.F. Interlocker							
		3.38	12.46	12.20	2.12	157.2	7.4 IDENBRO	A 142	P 80	3.35	6.30	5.12	12.25	
		3.52	12.59	12.30	2.22	163.8	0.1 D MOUND VALLEY	A 149	P 80	3.22	6.18	4.57	12.07PM <sup>25</sup>	
		3.58	1.06	12.34	2.27	166.8	8.1 S.L.-S.F. Crossing							
		4.03	1.15	12.40	2.35	167.7	8.1 ANGOLA	A 157	P 109	3.09	6.05	4.39	11.37	
		4.13	1.20	12.43	2.41 <sup>28</sup>	168.3	6.6 O'HERIN	A 164	P 43	2.58	5.55	4.25	11.15	
		4.20	1.25	12.47	2.45	170.9	3.0 NARCO		P 80	2.53	5.50	4.15	11.05	
		4.35	1.37	12.56	2.54	176.4	0.4 A. T. & S. F. Crossing							
		4.50	1.50	1.07	3.03	182.9	0.5 N COFFEYVILLE	A 168	P 59 YW	2.50	5.47	4.10	10.59	
		5.11 <sup>26</sup>	2.11 <sup>28</sup>	1.17	3.12 <sup>270</sup>	189.1	0.6 Mo. Pac. Crossing							
		5.30	2.25	1.26	3.19	193.7	0.4 KOPF	A 169	P 76	2.41 <sup>83</sup>	5.40	3.59	10.33	
		5.35PM	2.27AM	1.30PM	3.20AM	194.5	2.2 N SOUTH COFFEYVILLE	A 171	P 30	2.36	5.37	3.54	10.22	
		5.45PM	2.38AM	1.40PM	3.30AM	197.7	5.5 Mo. Pac. Interlocker							
		5.50PM	2.42AM	1.42PM	3.32AM	198.2	5.5 NOXIE	A 176	P 77	2.28	5.29	3.42	10.04	
		5.55	2.44	1.43	3.33	198.7	6.5 WANN	A 183	P 84	2.19	5.20	3.27	9.46	
		6.20	3.07	1.59	3.49	208.0	6.2 WAYSIDE	A 189	P 80	2.11 <sup>278</sup>	5.11 <sup>371</sup>	3.12 <sup>83</sup>	9.28	
		6.30	3.19	2.06	3.56	212.2	4.6 D DEWEY	A 194	P 80	2.04	5.04	2.49	9.10	
		6.42	3.30	2.16	4.04	217.5	0.8 Ar. EAST M. K. T. JCT.			2.02AM	5.01PM	2.47AM	9.01AM	
		6.52	3.39	2.23	4.10	221.0	3.2 Joint Track with A. T. & S. F. R. R. BARTLESVILLE	A 198	P WCYS Yard	1.55AM	4.55PM	2.38AM	8.50AM	
		7.05	3.50	2.32	4.18	225.7	0.5 Lv WEST M. K. T. JCT.			1.48AM	4.47PM	2.32AM	8.35AM	
		7.30	4.13	2.49	4.35	236.0	0.5 OSBORNE	A 199	P 95	1.47	4.46	2.30	8.10	
		7.43	4.25	2.58	4.43	240.7	9.3 OKESA	A 208	P 96	1.31	4.30	2.08	7.46	
		7.55PM	4.40AM	3.05PM	4.50AM	245.2	4.2 HORN	A 213	P 65	1.24	4.20	1.57	7.28	
		371	273	25	33		5.3 D M.V. Gate NELAGONY Crossing	A 218	P 70 WY	1.16	4.12	1.47	7.00	
		21.1	23.4	32.5	34.2		3.5 PERSHING	A 221	P 32	1.10	4.06	1.40	6.30	
							4.7 WYNONA	A 226	P 60	1.03	3.59	1.31	6.15	
							10.3 D HOMINY	A 236	P 98 W	12.49	3.43	1.09	5.46	
							4.7 MAHAN	A 241	P 81	12.43	3.33	12.59	5.20	
							4.5 N Arrive OSAGE Leave JN	A 245	Yard WCOYSP	12.35AM	3.25PM	12.45AM	5.00AM	
							109.0			28	26	270	276	
							Average speed per hour			34.2	33.3	22.9	14.1	

**SOUTHWARD TRAINS**

**OKLAHOMA DIVISION**

**NORTHWARD TRAINS**

THIRD CLASS			FIRST CLASS		Distance from Kansas City	Time Table No. 17-D		Station Numbers	Car Capacity Siding Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
371 Fast Freight	273 Fast Freight	551 F. S. & W. Mixed	25 Katy Flyer	33 Sooner		Effective 12:01 A. M. November 1, 1936				26 Katy Flyer	28 Sooner	270 Fast Freight	552 F. S. & W. Mixed	276 Fast Freight	Daily Except Sunday
Daily	Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily					
8.45PM	6.00AM		3.10PM	4.50AM	245.2	Auto Bk. N	OSAGE	Arrive JN	A 245	Yard WCOYPS	3.20PM	12.35AM	12.20AM		3.00AM
8.52	6.10		s 3.15 26	4.55	248.2	D	CLEVELAND	CN	A 248	P 90	s 3.15 25	12.30	12.10AM		2.50
9.15	6.30		s 3.30	5.08	256.5		HALLETT		A 257	P 65	s 3.01	12.16	11.51		2.30
					257.5	N	HALLETT TOWER	HJ							
							S.L.-S.F. Interlocker								
9.22	6.40		s 3.36	5.14	260.2	D	JENNINGS	NS	A 260	P 85	s 2.54	12.11AM	11.41		2.20
9.48	7.10		s 3.53	5.29	270.4	D	YALE	YA	A 270	P	s 2.37	11.55	11.16		1.55
							YALE SIDING								
9.50	7.12		3.54	5.30	271.0						2.36	11.54	11.15		1.42
					271.4	Auto Bk.	A.T.&S.F. Gauntlet Track								
9.58	7.20		4.00	5.36	273.9		NORFOLK		A 273	P 53	2.30	11.48	11.05		1.33
10.10	7.32		4.08	5.43	279.4		CUSHING SIDING			Yard 71 YW	2.22	11.40	10.50		1.20
10.40 270	7.45		s 4.17	5.50	280.2	N	CUSHING	CH	A 280	P	s 2.17	s 11.35	10.40 371		12.55
10.59	8.05		4.29	6.02	286.0		WILD HORSE		A 286	P 53	2.05	11.22	10.28		12.40
11.16 28	8.16		s 4.36	6.09	290.6	D	AGRA	GR	A 291	P 65	s 1.57	11.16 371	10.18		12.27
11.35	8.30		s 4.47	6.18	297.2	D	TRYON	RN	A 297	P 17	s 1.48	11.06	10.05		12.10AM
11.55 276	8.45		s 4.56	6.25	301.8	D	CARNEY	RA	A 302	P 14	s 1.39	10.59	9.55		11.55 371
12.25AM	9.05	L 5.00AM	s 5.11	6.37	310.3	N F.S.W.	FALLS	Crossing FA	A 311	P 83 Y	s 1.26	10.48	9.38	A 9.50PM	11.30
12.45	9.20	5.16	s 5.22	6.46	317.0		LUTHER		A 317	P 46	s 1.15	10.39	9.25	9.36	11.14
1.10	9.40	5.32	s 5.34	6.56	324.7		ARCADIA		A 324	P 64	s 1.03	10.29	9.09	9.19	10.56
1.30	10.01	5.50	f 5.46	7.06	332.2		WITCHER		A 332	P 59	f 12.52	10.19	8.53	9.03	10.39
1.50	10.20	6.04	5.57	7.15	339.1		OWANDA		A 339	P 22	12.41	10.10	8.38	8.49	10.22
					341.5		C. R. I. & P. Crossing								
2.01AM	10.30AM	6.10AM	6.01PM	7.19AM	341.6	Automatic Block	Arrive HOMA	Leave	A 342		12.36PM	10.05PM	8.33PM	8.43PM	10.17PM
2.30AM	10.45AM	6.15AM	6.03PM	7.23AM	342.8		N Ar. SHAW	Lv. SX	A 343	Yard SWOTP	12.33PM	10.03PM	8.30PM	8.40PM	10.13PM
					343.2		C. R. I. & P. Crossing								
		6.30AM	6.10PM	7.30AM	343.9	Ar.	OKLAHOMA CITY	Lv.	A 344	P Yard Y	12.30PM	10.00PM		8.20PM	
<b>371</b>	<b>273</b>	<b>551</b>	<b>25</b>	<b>33</b>			98.7				<b>26</b>	<b>28</b>	<b>270</b>	<b>552</b>	<b>276</b>
16.9	20.5	22.4	32.9	37.0			Average speed per hour				34.8	38.2	25.3	22.4	20.4

8 Southward Trains			TULSA DIVISION				Northward Trains		
THIRD CLASS	FIRST CLASS	Distance from Kansas City Via Osage	Time Table No. 17-D		Station Numbers	Car Capacity Sidings Fuel, Water, Turntable, Telephone, Track Scales, Wye	FIRST CLASS	THIRD CLASS	
473 Fast Freight	37 Passenger		Effective 12:01 A. M. November 1, 1936				34 Passenger	474 Fast Freight	
Daily	Daily	STATIONS						Daily	Daily
5.45AM	3.25PM	245.2	Leave N	OSAGE	Arrive JN A	245	Yard SWCOYPT	2.50PM	12.30AM
f 6.05	f 3.38	252.7		PRUE 7.5	Z	253	60 P	f 2.30	f 12.10AM
6.25	f 3.52	262.0		APPALACHIA 9.3	Z	262	30 P	f 2.13	11.50
6.35	f 3.59	267.0		WEKIWA 5.0	Z	267	70 PW	f 2.06	11.40
s 6.45	s 4.05	270.8		SAND SPRINGS 3.8	Z	271	10 P	s 2.01	s 11.30
		272.46		S. S. I. R. R. 1.6 Crossing					
s 7.15	f 4.15	277.7		S. S. I. R. R. 5.3 Crossing					
				TULSA 0.5	N	278	40 SPYW	f 1.45	s 11.00
				S. S. I. R. R. Crossing					
				ATSF, SLSE, MV Interlocker					
				Tulsa Union Depot Connection					
	4.25PM 4.30PM			TULSA UNION DEPOT 8.6				1.40PM 10.20AM	
f 8.00	f 4.45	286.3		ALSUMA 5.5	Z	286	60 PW	f 9.58	f 9.50
s 8.30	s 4.56	291.8	D	BROKEN ARROW 5.1	BAZ	292	70 P	s 9.49	s 9.35
8.50	f 5.05	296.9		ONETA 6.2	Z	297	20 P	f 9.39	9.18
s 9.30	s 5.15	303.1	D	COWETA 5.6	MOZ	303	60 PW	s 9.30	s 9.05
f 9.43	f 5.24	308.7		RED BIRD 4.1	Z	309	10 P	f 9.19	f 8.52
s 9.55	s 5.32	312.8	D	PORTER 5.1	POZ	313	60 P	s 9.12	f 8.42
f 10.15	f 5.42	317.9		TULLAHASSEE 6.4	Z	318	20 P	f 9.02	f 8.30
11.00AM	f 5.55PM	324.3	Arrive	WYBARK	Leave	499	30 P	f 8.50AM	8.15PM
473	37			79.1				34	474
15.1	31.6			Average speed per hour.....				28.7	18.6

Southward Trains			JOPLIN DIVISION				Northward Trains		
FOURTH CLASS	SECOND CLASS	Distance from St. Louis	Time Table No. 17-D		Station Numbers	Car Capacity Sidings Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS	FOURTH CLASS	
97 Way	35 Passenger		Effective 12:01 A. M. November 1, 1936				36 Passenger	96 Way	
Daily Except Sunday	Daily	STATIONS						Daily	Daily Except Sunday
2.50AM	12.10PM	394.4	Leave	SHANER 7.7	Arrive	395	PY Yard	6.15PM	10.30PM
f 3.25	s 12.30	402.1		SHERMAN CITY 7.9	S	7	40	s 5.56	f 9.50
s 4.25	s 12.49	410.0	D	WEST MINERAL 2.9	MY	16	SWY Yard	s 5.37	s 8.15
		412.9		Mo. Pac. Crossing 5.4					
		418.3		J. & P. E. Ry. Crossing 0.4					
		418.70		S.L.-S.F. Interlocker 0.3					
s 5.40	s 1.14	419.0	D	COLUMBUS 5.2	CO	25	30	s 5.15	s 7.20
f 6.01	f 1.28	424.2		QUAKER 2.6	S	30	21	f 5.02	f 6.20
		426.8		KO&G Gate Crossing 4.7					
		431.5		S.L.-S.F. Crossing 0.6					
s 6.45	s 1.48	432.1	D	GALENA 3.9	AN	38	25	s 4.44	s 5.45
f 6.57	f 2.01	436.0		FALL CITY 1.1	S	42	Y 30	f 4.32	f 5.25
		437.1		J. & P. E. Ry. Crossing 0.2					
f 7.05	f 2.10	437.3		CHITWOOD 3.4	S	43	20	f 4.29	f 5.10
7.30AM	2.20PM	440.7	N	JOPLIN 46.3	JO	45	STOW Yard	4.20PM	5.00PM
97	35			Average speed per hour.....				36	96
9.9	21.3							24.1	8.4

No. 35 is Superior to No. 36 No. 97 is Superior to No. 96.

Southward Trains			WILBURTON BRANCH				Northward Trains		
FOURTH CLASS	Distance from North McAlester	Time Table No. 17-D		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FOURTH CLASS			
93 Way		Effective 12:01 A. M. November 1, 1936				92 Way			
Mon. Wed., Fri.	STATIONS						Tues., Thu., Sat.		
10.45AM	.0	Leave D	NORTH McALESTER	Arrive MC	564	Yard PSYCW	8.00AM		
11.00	3.4		KREBS JUNCT. 8.4				7.50		
s 11.05	3.9	D	KREBS 0.5	BR	4		s 7.45		
f 11.15	5.1		BUCK 2.2	R	6		f 7.35		
f 11.20	6.3		RICHVILLE 1.2	R	6.3		f 7.30		
f 11.25	6.7		CARBON 0.4	R	7		f 7.25		
f 11.50	13.1		ADAMSON 6.4	R	13	PY	f 7.05		
f 12.05PM	16.4		DRUMB 3.3	R	16		f 6.50		
f 12.30	21.8		PATERSON 5.4	R	23	20 P	f 6.25		
f 12.40	24.4		DEGNAN 2.6	R	24		f 6.15		
1.00PM	27.8	D	WILBURTON 3.4	Arrive WN	28	PYW	6.00AM		
93			27.8				92		
12.3		Average speed per hour.....					13.9		



# 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. 35 is superior to No. 36. No. 97 is superior to No. 96.
  - 1(d). Third and fourth class and extra trains and engines clear time of first class trains at least ten minutes.
  - 1(e). On Cherokee Division No's. 35, 36, 96 and 97 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(f). No's. 10 and 94 will run via southward track Redtex to crossover north of Calera depot. Single track time table authority will govern these movements.
  - 1(g). Denison-Ray Terminal time table governs movements between Ray and Redtex.
  - 1(h). AT&SF rules and current time table governs movements between East M-K-T Junction and West M-K-T Junction.
  - 1(i). FS&W trains use M-K-T tracks between Fallis and Oklahoma City, and OCAA trains use M-K-T tracks between Homa and Oklahoma City; both be governed by M-K-T time table, rules and regulations.
2. First and second class and extra trains originating Denison, report for orders before leaving.
  - 2(a). All southward Choctaw Division trains report for orders at SF-MV Tower Muskogee.
  - 2(b). Train orders for northward Cherokee Division trains will be placed at KOG Tower Muskogee.
  - 2(c). Train orders for southward Cherokee and Osage Division trains will be placed at Parsons Tower.
  - 2(d). Tulsa Division trains report for orders before leaving Osage.
  - 2(e). All trains report for orders before leaving Bartlesville.
  - 2(f). First and Third Class and Extra trains originating at Oklahoma City will receive orders at Shaw.
  - 2(g). Parsons and Muskogee are register stations 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(a). 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 passengers crossing over from one track to another. Southward first and second class trains and passenger extras must stand back to clear Northward movements into other tracks at Parsons, until home signal indicate 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 across tracks it indicates stop. When crossing gate arm is in vertical position it indicates proceed at restricted speed. When crossing gate arm is in stop position at night red light is displayed over 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 M-K-T Junction connects M-K-T and AT&SF main tracks. This is a hand throw switch for southward movements. Back up movements by northward trains must not be made without throwing switch by hand.
  - 3(f). SLSF crossing Mound 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 home signal limits (over crossing). (B) Standard Interlocking Rules will govern, except when home signal is found at stop, trains will stop short of the signal, trainmen will go to the 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, train may then proceed over the crossing under flag protection against StL-SF trains approaching crossing. (C) If any movements are made to a point between home 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 switching 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. Trains 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 for M-K-T extend 1500 feet in advance of home signals. Main track movements over the Bridge will be governed by home 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 onto approach section which will cause signal to indicate stop after (5) minutes from time it is cleared and it must be known that this 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 in advance of signal, the train waiting to move over crossing must occupy release clearing section. If a signal fails to indicate proceed, and if no conflicting train movements are evident, a member of the crew shall proceed across the bridge and after becoming satisfied that no train is approaching on the opposing line a hand lamp signal 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 or lamp signal 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 accordingly.

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 500 feet south of West Mineral Water Tank and West Mineral Depot and between a point one mile South of Galena Smelter and one mile north Galena Depot 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)	50	25	25
Osage (curves except as specified in special rule 4(c).)	45	25	25
Oklahoma (tangent track)	50	25	25
Oklahoma (curves except as specified in special rule 4(d).)	45	25	25
Joplin	40	15	15
Tulsa	50	30	30
Wilburton	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 Osage division as follows:

Mile Post	Miles per Hour	Mile Post	Miles per Hour
244.5	35	206.8	35
244.2	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
210.9	35	138.5	40
207.3	40		

- 4(d). 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(e). 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(f). Maximum speed passenger trains around curves Mile Posts Z-259.5, Z-267.2, and Z-267.5 45 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 M-K-T Junction 10 miles per hour, over switch East M-K-T 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 passenger trains over S.L.-S.F.-M-KT crossings, MP-A257.5 40 miles per hour.
- 4(o). Maximum speed freight trains handling loaded oil tanks on Cherokee, Choctaw, and Tulsa Divisions 25 miles per hour.
- 4(p). City ordinance speed restrictions (miles per hour).

Atoka	25	McAlester-North McAlester (freight)	8
Checotah	15	Muskogee	25
Choteau	15	(except between Fondulac street and Southside Boulevard	12
Coffeyville	25	Oklahoma City	12
Cushing	20	Tulsa	12
Galena	10	Wagoner	15
Joplin	15	Yale	25
McAlester-North McAlester (passenger)	20		

5. Derailing switch on main track between Denison passenger station and SLSF 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 or 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 mile post 605.6 and Stringtown on northward 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 392 feet south of spring switch at West M-K-T 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 A240.9 and Mile Post A247.0.  
 Between home signals located Mile Post A271.8 and Mile Post A272.2.  
 Between south end of Shaw Yard and Homa.  
 Northward signal 6608 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 white indicates take siding.  
 Take siding color light signal on mast with automatic block signal 4992 displayed white 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 with dispatcher 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 200 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). Northward Tulsa Division trains stopped by block signal 4992 may proceed to Tulsa Division Junction Switch without flagman preceding train when it is seen opposing trains are standing to clear Tulsa Division or standing at signal 4985.

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

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

8(f). Telephone located at signals 4985, 4987, 4992 for communication with levermen KO&G interlocker tower Muskogee. Rules 367(a) and 367(b) govern.

8(g). 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(h). Switches at both ends Vinita passing track are electrically controlled from SLSF interlocking tower. If signals do not clear communicate with leverman by telephone located at each end of siding.

9. Normal position of switch at East M-K-T Junction is for the AT&SF Railway.

9(a). Normal position of switch at West M-K-T Junction is for the AT&SF Railway.

9(b). Normal position of switch at Homa is for M-K-T 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(h).)
- Helmick to Mahan inclusive (see Special rule 3(h).)
- East M-K-T Junction to Dewey inclusive.
- West M-K-T Junction to Osborne stock yards inclusive.
- South Coffeyville to O'Herin inclusive.
- Tulsa.
- Broken Arrow.
- West Mineral.
- Columbus.
- Galena.
- Joplin.

SPECIAL INSTRUCTIONS---Continued

12. The following will not clear man 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.

12(a). The following will not clear man 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.

13. 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
Hailey	MP 572.1	South	10
Rentiesville	MP 520.1	No Track	4
Chetopa Coal Co.	MP 408.8	North	15
Gano	MP A277.6	Both	40
Helmick	MP A249.0	South	20
Tidal Oil Co.	MP A232.2	South	25
Manion	MP A232.0	North	20
Kiheki	MP A213.6	North	17
Fite	MP A204.3	North	10
Torpedo	MP A201.1	North	4
Dewey Stock Yards	MP A192.0	Both	6
South Coffeyville Stock Yards	MP A171.1	North	18
Penfield	MP A152.3	South	7
Montana	MP S398.1	South	10
Dickson	MP S400.0	No Track	7
Star Valley	MP S404.5	South	7
Cokedale	MP S412.9	No Track	7
Fleming	MP S414.2	No Track	7
Military	MP S427.2	North	7
Playter	MP S428.8	No Track	2
Indian	MP Z249.8	South	22
Rudd	MP Z281.0	North	22
Seneca Coal Co.	MP Z294.7	South	Mine Tracks
Payne	MP Z309.8	Both	15
Benmartin	MP Z320.4	South	5
Hutchie	MP Z322.9	South	15
Potato Spur	MP Z323.5	South	7
Carbon Mine No. 5	MP R 8.9	North	Mine Tracks
Gaines	MP R 11.5	North	9
Chilli	MP R 18.3	North	Mine Tracks

13(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.

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

Name	Location
Armstrong	MP 636.6—Southward Track Only

15. Mail cranes, other than those located at stations:  
 East side main track Mile Post 501.

16. Bulletin Books located at:

Denison—Telegraph office.	Parsons—Crawford Avenue.
Ray—Telegraph office.	North Yard—Yard 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—Enginemens wash room.	Osage—Enginehouse.
Parsons—Telegraph office.	Coffeyville—Telegraph office.
Parsons—Enginehouse.	Tulsa—Telegraph office.

17. 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—Yard Office.
- Coffeyville—Telegraph office.
- Osage—Telegraph office.
- Cushing—Telegraph office.
- Shaw—Yard office.
- Oklahoma City—Passenger Station.
- Tulsa—Telegraph office.
- Joplin—Telegraph office.

17(a). Watch Inspectors:

- American Railroad Time Service, 720 Olive St., St. Louis, Mo.
- J. B. Rockwell, Denison.
- Ray Delameter, McAlester.
- Standard Jewelry Co., Muskogee.
- C. H. Reidemann, Vinita.
- M. F. Kohler, Parsons.
- Pfeiffer Jewelry Co., Parsons.
- A. C. Hamlin, Coffeyville.
- J. N. Taber, Osage.
- D. A. Houston, Cushing.
- Klar and Goldstein, Tulsa.
- S. M. Molley, Joplin.
- L. G. Meyerding Co., Oklahoma City.
- C. M. Smith, Atoka.

18. Flag Stops Not Shown on Schedule Page:

- No. 3 stop at Checotah, Eufaula and Atoka to receive revenue passengers for Ft. Worth or Dallas.
  - No. 4 stop at Wagoner and Pryor to receive revenue passengers for St. Louis.
  - No. 5 stop at Labette, Welch, Blue Jacket, Big Cabin, Adair, Choteau and Mazie to receive or discharge revenue passengers.
  - No. 5 stop at any station south of Muskogee to discharge revenue passengers from points north of Muskogee and pick up revenue passengers for south of Denison where Nos. 5 and 25 are scheduled to stop.
  - No. 6 stop at any station to discharge revenue passengers from south of Denison or to receive revenue passengers for points between Parsons and St. Louis.
  - No. 10 stop at Rentiesville to discharge or receive revenue passengers and to unload parcel post when request is made by postal clerk to do so.
  - No. 18 stop at Oswego to receive revenue passengers for Kansas City and to Chanute and beyond.
  - No. 25 stop at any station to discharge revenue passengers from points north of Parsons.
  - No. 26 stop at any station to receive revenue passengers for points between Parsons and St. Louis.
  - No. 27 stop at any station north of Muskogee to discharge revenue passengers from Kansas City.
  - No. 27 stop at any station north of Muskogee to receive revenue passengers for Ft. Worth or Dallas.
  - No. 28 stop at Yale, Dewey and Mound Valley to discharge revenue passengers from Oklahoma City and receive revenue passengers for Parsons and to Chanute and beyond.
  - No. 28 stop at any station to receive passengers for Erie, Moran, Kincaid, Parker, Paola and Kansas City.
  - No. 33 stop at Dewey to discharge revenue passengers from Parsons and points north of Parsons and to receive revenue passengers for Oklahoma City.
  - No. 33 stop at any station to discharge revenue passengers from Kansas City.
  - Nos. 35 and 36 stop at Montana, Dickson, Star Valley, Fleming, Cokedale and Playter to discharge or receive revenue passengers.
  - Nos. 34 and 37 stop at BenMartin to discharge or receive revenue passengers.
- 18(a). Following freight trains will carry passengers:  
 No. 96 and No. 97 Joplin Division.  
 No. 92 and No. 93 Wilburton Branch.

19. Engine whistle signal code, S.L.-S.F. Interlocker; Parsons.

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

20. Abbreviations:

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

20(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.

21. SURGEONS, EMPLOYEES' HOSPITAL ASSOCIATION.

STATION	NAME
Sedalia	E. F. Yancey, Medical Director
Denison	T. J. Long, Div. Surgeon-Examiner
Parsons	N. C. Morrow, Divn. Surgeon-Examiner
	A. C. Baird, Divn. Surgeon-Examiner
	J. C. Creel, Divn. Surgeon-Examiner
Adair	L. C. White
Atoka	J. S. Fulton, Examiner
Bartlesville	H. G. Crawford
	Forrest S. Eetter
Broken Arrow	
Caddo	Roy L. Cochran
Checotah	A. J. Snelson
Chetopa	R. L. Von Trebra
Cleveland	E. T. Robinson, Examiner
Coffeyville	W. A. Hayward
Columbus	
Cushing	E. M. Harris
	Benjamin Davis
Dewey	L. D. Hudson
Durant	James L. Shuler
Eufaula	Wm. A. Tolleson
	George W. West
Galena	P. W. Upshaw
Hominy	G. I. Walker
Jennings	M. M. Carmichael
Joplin	R. L. Neff
Kiowa	C. T. Harris
McAlester	L. S. Willour, Examiner
	T. H. McCarley, Examiner
	Geo. A. Kilpatrick
	L. C. Kuyrkendall, 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
	Grider Penick
Porter	W. R. Joblin
Pryor	W. J. Whitaker
Tulsa	Fred S. Clinton, Examiner
	Benj. W. Ward
	Fred E. Woodson
	Fred A. Glass
	W. Albert Cook, Oculist
	T. W. Stallings, Oculist
Vinita	Louis Bagby
	C. S. Neer
Wagoner	S. R. Bates
Welch	J. O. Bradshaw
West Mineral	Geo. C. Haughey
Wilburton	J. M. Harris
Yale	W. C. Mitchell

E. J. Grace, Trainmaster.  
 J. B. McCaffrey, Chief Dispatcher.  
 J. D. Garrison.  
 H. O. Winders.  
 M. A. Wolever.  
 U. Moore, Train Dispatchers.  
 Muskogee.

J. H. Henley,  
 Road Foreman of Engines.

B. A. McDonald, Trainmaster.  
 J. I. Poole, Chief Dispatcher.  
 H. L. Bender.  
 J. A. Peterson.  
 J. A. Barnard.  
 U. Moore, Train Dispatchers.  
 Parsons.

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

# SPECIAL INSTRUCTIONS--Continued

22.

## TONNAGE RATINGS

LOCOMOTIVES		64% Booster		64%		57%		47% Booster		47%		32%		
FROM	TO	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
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	8	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.

22(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.

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

22(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

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

40,600 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

22(e). When stenciled 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	Box	Flat	LPT	Rfgr.	Stock	Tank	Ballast	Cinder	
Tons	Evans 27 26	22	18	26	26	Clean 20 Bedded 22	21	21	19

## SPEED TABLE

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

**SOUTHERN  
DISTRICT**

**TIME TABLE**

**NO. 17-D**

**Effective**

**November 1, 1936**