

MISSOURI-KANSAS-TEXAS RAILROAD CO.

SAFETY

SOUTHERN DISTRICT

FIRST

EMPLOYEES' TIME TABLE NO. 17-E

17-E

Effective Sunday, October 31, 1937

17-E

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

Superseding Previous Time Table and Supplements

FOR EMPLOYEES ONLY.

F. H. SCHALLER,
Superintendent

J. H. LITTLE,
Superintendent of Transportation

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

FOURTH CLASS			THIRD CLASS			Distance from Sta. Loads	FIRST CLASS						SECOND CLASS	
473 Tulsa Freight	91 Way	97 Way	271 Fast Freight	71 Fast Freight	73 Fast Freight		1 Texas Special	23 Katy Limited	3 Katy Limited	5 Katy Flyer	27 Bluebonnet	7 Bluebonnet	35 Joplin Passenger	37 Tulsa Passenger
Daily	Mon. Wed. Friday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	6.00AM	2.00AM	2.30PM	12.15PM	12.30AM	386.0								
	6.05	2.05	2.33	12.20	12.40	386.6		1.50AM		11.50AM	8.35PM		11.55AM	
	6.15	2.15	2.40	12.27	12.47	390.2		1.56		11.56	8.41		12.02PM	
	6.30	2.30AM	2.47	12.34	12.54	394.4		2.01		12.01PM	8.46		12.10PM	
	6.35		2.49	12.36	12.56	395.5		2.03		12.03	8.48			
	7.00		2.59	12.47	1.07	400.9		2.10		12.10	8.55			
	7.10		3.05	12.53	1.13	403.9		2.14		12.14	8.59			
	7.45		3.17	1.05	1.25	410.2		2.22		12.21	9.08			
	8.00		3.28	1.17	1.37	416.1		2.30		12.29	9.16			
	8.15		3.38	1.27	1.47	421.4		2.37		12.36	9.23			
	8.38		3.48	1.37	1.57	426.6		2.44		12.44	9.30			
	8.55		4.02	1.50	2.10	433.9		2.55		12.52	9.39			
	9.30		4.12	1.59	2.43	439.0		3.12		1.02	9.50			
	9.37		4.18	2.04	2.49	441.9		3.18		1.07	9.55		10.54	
	9.47		4.27	2.13	2.58	446.8		3.26		1.13	10.02		10.59	
	10.02		4.40	2.28	3.12	454.4		3.36		1.22	10.11		11.07	
	10.09		4.57	2.35	3.19	457.9		3.42		1.26	10.15		11.11	
	10.25		5.07	2.47	3.30	463.7		3.51		1.34	10.23		11.20	
	10.35		5.15	2.57	3.39	468.6		3.59		1.41	10.30		11.26	
	10.45		5.20	3.04	3.46	472.2		4.05		1.46	10.34		11.30	
	11.00		5.27	3.15	3.56	477.7		4.14		1.53	10.42		11.36	
	11.15		5.37	3.28	4.07	483.7		4.22		1.59	10.53		11.42	
	11.25		5.44	3.36	4.13	487.0		4.26		2.03	10.57		11.46	
	11.45		5.46	3.40	4.15	488.1		4.29		2.05	11.01		11.48	
	12.01PM		5.57	4.02	4.26	494.1		4.37		2.14	11.10		11.54	
	12.15PM	12.30PM	6.05	4.13	4.34	498.6		4.45		2.20	11.15		11.59	
			6.15PM	4.25PM	4.45AM	503.6							6.05PM	
473	91	97	271	71	73		1	23	3	5	27	7	35	37
20.0	18.1	16.8	81.4	28.2	27.7		51.7	37.9	55.4	48.9	40.3	51.7	31.2	30.0

Time Table No. 17-E
Effective 12:01 A. M.
October 31st, 1937

STATIONS

Leave NORTH YARD SPOC TYW
 0.6 PARSONS Leave P
 0.5 N SLSF Parsons Tower Inter P 80
 3.1 OLIVE P 80
 4.2 SHANER PY 90
 1.1 D LABETTE LB P 100
 5.3 N S. L. S. F. Interlocker OW P 100
 0.1 OSWEGO P 110
 3.0 CONDON P 110
 6.0 N Mo. Pac. Interlocker CP PW105
 0.3 CHETOPA P 60
 5.9 RUSSELL P 110
 5.2 D WELCH WB P 120
 7.3 D BLUE JACKET BJ P 110
 4.9 KELSO P 110
 0.2 N S. L. S. F. Interlocker VN PWY 110
 2.9 VINITA P 80
 4.9 HULWE P 110
 7.6 D BIG CABIN BG P 115
 3.5 ADAIR X P 105
 5.8 DAWES P 110
 4.9 N PRYOR CU PW105
 3.6 LUSTA P 110
 5.5 D CHOYEAU AU P 110
 6.0 MAZIE P 110
 3.3 LELLAETTA P 110
 1.1 NORTH WAGONER P 100
 0.1 WAGONER P 110
 5.9 N Mo. Pac. Interlocker A P 110
 4.5 GIBSON P 70
 3.2 WYBARK P 70
 1.8 N KOG TOWER Inter. UX P
 Arrive MUSKOGEE Arrive SPOCW TY Yd

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-E		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	Effective 12:01 A. M. October 31st, 1937	Station Numbers	76 Fast Freight	72 Fast Freight	74 Fast Freight	90 Way	96 Way	474 Tulsa Freight
Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Tues. Thurs. Saturday	Daily Except Sunday	Daily
									NORTH YARD Arrive 386		1.00PM	5.30PM	1.00AM	12.45PM	11.00PM	
6.30PM				6.40PM	9.45AM			3.55AM	Arrive PARSONS 387		12.55	5.20	12.40 78	12.40	10.50	
									N SLSF Parsons Tower Inter JG 390		12.48	5.10	12.05AM	12.27 71	10.40	
6.22				6.33	9.36			3.49	OLIVE 4.2 395		12.38	5.00	11.50	12.10 85	10.30PM	
6.15PM				6.27	9.30			3.44	SHANER 1.1 396		12.36 71	4.55	11.46	12.03PM 5		
				6.25	9.28			3.42	D LABETTE LB 5.3							
									N S. L.-S. F. Interlocker OW 0.1							
				6.15	9.19			3.35	OSWEGO 3.0 401		12.10PM 5	4.40	11.35	11.30		
				6.10	9.14			3.30	CONDON 6.0 404		11.48	4.30	11.23	11.20		
									N Mo. Pac. Interlocker CP 0.3							
				6.01	9.05			3.23	CHECTOPA 5.9 410		11.36	4.15	11.06	11.05		
				5.53	8.56			3.16	RUSSELL 5.3 416		11.24	4.00	10.50	10.45		
				5.46	8.47			3.10	D WELCH WH 5.2 421		11.13	3.38 271	10.37	10.28		
				5.40	8.38 91			3.04	D BLUE JACKET BJ 7.3 427		11.02	3.25	10.25	9.40		
				5.31	8.26			2.55 23	D KELSO 4.9 434		10.47	3.11	10.10	9.15		
									N S. L.-S. F. Interlocker VN 0.2							
			A 11.50PM	5.23	8.15	A 7.45AM	2.43 78	2.35AM	VINITA 2.9 439		10.35	3.01	9.50 27	9.00		
			11.45	5.17	8.05	7.40	2.37	2.24	HULWE 4.9 442		10.27	2.55	9.41	8.25		
			11.39	5.11	7.57	7.35	2.31	2.14 1	D BIG CABIN BG 7.6 447		10.17	2.45	9.32	8.12		
			11.30	5.02	7.47 90	7.27	2.22 1	2.02	D ADAIR X 3.5 454		10.02 91	2.28 71	9.17	7.47 24		
			11.26	4.57 271	7.40	7.23 90	2.07	1.56	D DAWES 5.8 458		9.53	2.05	9.10	7.23 4		
			11.20 7	4.47	7.32	7.16	1.59	1.49	N PRYOR CU 4.9 464		9.39	1.34 5	8.58	6.50		
			11.11	4.40	7.25	7.10	1.51	1.42	LUSTA 3.8 469		9.27	1.16	8.48	6.39		
			11.06	4.35	7.20	7.06	1.47	1.38	D CHOTEAU AU 5.5 472		9.18	1.09	8.41	6.32		
			10.59	4.27	7.11	7.00	1.40	1.31	MAZIE 6.0 478		9.03	12.59	8.29	6.20		
			10.53 27	4.19	7.03	6.54	1.33	1.24	LELIAETTA 3.3 484		8.48	12.47	8.16	6.07		
			10.48	4.15	6.59	6.50	1.28	1.20	NORTH WAGONER 1.1 487		8.40	12.40	8.08	6.00		
			10.46	4.10	6.55	6.48	1.25	1.18	WAGONER 0.1 488		8.35	12.37	8.05	5.55		
									N Mo. Pac. Interlocker A 5.9 494		8.20	12.25	7.51	5.45		
			10.39	4.02 71	6.47	6.41	1.19	1.12	GIBSON 4.5 499		8.10	12.15 91	7.40	5.35		A 8.15PM
			10.33	3.57	6.42	6.36	1.13	1.07	WYBARK 3.2 504							
									N K.O.G. TOWER Inter. UX 1.8							
									Leave MUSKOGEE 504		8.00AM	12.01PM	7.30PM	5.20AM 8		8.00PM
									117.6							
									Average speed per hour.....		76	72	74	90	96	474
											23.5	21.4	21.4	15.8	16.8	20.0

Nos. 36, and 96 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.)

Automatic Block Signals
See Rule 8

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-E Effective 12:01 A. M. October 31st, 1937	Car Capacity Sidings, Fuel, Water, Turn Table, Telephone, Track Scales, Wye.	FIRST CLASS				
95 Way	93 Way		271 Fast Freight Daily	71 Fast Freight Daily	73 Fast Freight Daily				7 Bluebonnet Daily	1 Texas Special Daily	3 Katy Limited Daily	5 Katy Flyer Daily	
Tues. Thurs. Saturday	Mon. Wed. Friday						STATIONS						
	7.30 AM '76		6.40 PM '74	4.45 PM	6.15 AM '4	503.6	MUSKOGEE	YW SCOPT Yard	12.20 AM	3.25 AM	5.30 AM	2.40 PM	
							N SF-MV TOWER Inter. SU	P 110	12.30 s	3.35	5.40	2.50	
	f 7.45		6.56	5.00	6.30	510.4	SUMMIT						
	s 8.05		7.08	5.13	6.45 '76	517.0	D OKTAHA OA	P 110	12.38	3.43	5.49 '4	f 2.59	
	s 8.20		7.23	5.32	7.01	524.8	N CHECOTAH VR	PW 90	12.48	3.53	6.00	s 3.12 '6	
	f 8.35		7.35	5.45 '74	7.11	529.8	ONAPA	P 110	12.54	3.59	6.06	3.23	
	f 8.50		7.50	5.54	7.20	534.3	WELLS	P 90	12.59	4.05	6.11 '76	3.29	
	s 9.20 '72		8.05	6.01	7.28	538.1	D EUFAULA EA	P 105	1.04	4.10	6.16	s 3.37	
	f 9.35		8.14	6.10	7.38	542.7	WIRTH	P 90	1.09	4.16	6.22	3.44	
	s 9.50		8.23	6.18	7.48	547.2	D CANADIAN SU	P 110	1.14	4.22	6.28	f 3.51	
	10.01		8.30	6.25	7.56	550.6	TURK	W P 100	1.18	4.26	6.32	3.57	
	s 10.05		8.32	6.26	7.58	551.2	CROWDER	P	1.19	4.27	6.33	s 3.58	
	10.15		8.40	6.43	8.06 '72	555.3	N FIS&W 4.1 Interlocker CW	P 90	1.24	4.32	6.38	4.06	
	10.30		8.59 '2	6.54	8.18	561.1	REAMS	P 90	1.30	4.38	6.44	4.13	
L 5.01 AM '76	A 10.40 AM		9.10	7.05	8.35	564.2	MEKKO	P 90	1.30	4.38	6.44	4.13	
5.10			9.15	7.15	8.50	566.0	D NORTH McALESTER MC	YW SCOP Yard	1.34	4.42 '4	6.48	f 4.18	
5.20			9.21	7.25	9.03	569.0	C.R.I.&P. 1.5 Gate Crossing	P	s 1.42	4.45	s 6.59	s 4.30 '74	
f 5.35			9.31	7.36	9.12	574.5	MA	P 110	1.47	4.49 '76	7.04 '72	4.35	
s 6.00			9.34	7.40	9.16	576.3	FRINK	P 40	1.54	4.56	7.11	f 4.42	
6.19 '72			9.46	7.51	9.27	582.8	SAVANNA	P 90	1.56	4.58	7.13	4.44	
f 7.00			9.54	8.19 '2	9.34	587.6	BREWSTER	P 90	2.04	5.05	7.20	f 4.52	
f 7.15			10.06	8.32	9.47	594.0	KIOWA KY	P 125	2.09	5.12	7.26	4.58	
s 7.46 '3			10.14	8.41	9.57	598.4	REYNOLDS	W 125	2.18	5.20	7.35	5.07	
s 8.03			10.29 '8	8.49	10.06	602.6	CHOCKIE	P 125	2.23	5.26	7.41	5.12	
f 8.35			10.44	9.03	10.24	609.6	FLORA	P 120	2.28	5.32 '72	7.46 '95	f 5.18	
f 9.00			10.55	9.14	10.34	615.0	N STRINGTOWN ST (End of Double Track)	P 100	2.37	5.41	7.55	s 5.30	
s 9.45			11.10	9.27	10.45	621.6	ATOKA DK	Crossovers YW P Yard	2.45	5.48	8.02	f 5.39	
s 10.30			11.30	9.45	11.01	630.2	TUSHKA	P Crossover	2.53	5.56	8.09	f 5.50	
f 10.50			11.55	10.08	11.20	641.4	CANEY	P Crossover	3.05	6.07	8.20	f 6.05	
s 11.10			12.05 AM	10.18	11.30	646.4	CADDO DC	P Crossover	s 3.21	6.20	s 8.35	s 6.25	
11.20 AM			12.20	10.33	11.45 '6	653.2	K. O. & G. Interlocker	W Crossover	3.30	6.27	8.43	f 6.35	
			12.30 AM	10.40 PM	12.01 PM	655.9	N SLSF DURANT Int DU	P Crossover 100 SB	3.39	6.35	8.51	f 6.45	
						656.2	CALERA J	P 58	3.45	6.40	8.55	6.52 '2	
						660.9	D COLBERT Q	P	3.55 AM	6.50 AM	9.05 AM	7.02 PM	
							N AR. REDTEX BF	SCOPT WTY Yard					
							S.L.-S.F. No. 0.3 Jct. Inter.						
							S.L.-S.F. South Jct. Interlocker						
							DENISON Arrive WD						
							Arrive RAY						
95	93		271	71	73		158.3		7	1	3	5	
18.5	19.1		28.2	24.4	26.3		Average speed per hour.		49.9	46.0	49.9	36.0	

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(f).)

Northward Trains

CHOCTAW DIVISION

Northward Trains

FIRST CLASS

Time Table No. 17-E

THIRD CLASS

FOURTH CLASS

8 Bluebonnet Daily	2 Texas Special Daily	6 Katy Flyer Daily	4 Katy Limited Daily
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Effective 12:01 A. M.
October 31st, 1937

Station
Numbers

76 Fast Freight Daily	72 Fast Freight Daily	74 Fast Freight Daily
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94 Way Mon. Wed. Friday	92 Way Tues. Thurs. Saturday
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STATIONS

Arrive	MUSKOGEE	Arrive
N SF-MV	TOWER	Inter. SU
D	SUMMIT	OA
N	OKTAHA	VR
N	CHECOTAH	VR
D	ONAPA	EA
D	WELLS	EA
D	EUFULA	EA
D	WIRTH	SI
D	CANADIAN	SI
N	TURK	CW
N	CROWDER	Interlocker CW
N	REAMS	Interlocker CW
D	MEKKO	MC
D	NORTH McALESTER	MC
N	C.R.I.&P. McALESTER	MA
N	FRINK	DK
N	SAVANNA	DK
D	BREWSTER	DC
D	KIOWA	DC
D	REYNOLDS	DC
D	CHOCKIE	DC
N	FLORA	DC
N	STRINGTOWN ST	DC
N	ATOKA	DK
N	TUSHKA	DK
N	CANEY	DC
D	CADDO	DC
N	K.O.&G. DURANT	Int DU
D	CALERA	J
D	COLBERT	Q
N	REDTEX LV BF	Int
N	S.L.-S.F. No. 0.3 Jct. Inter.	Interlocker
N	S.L.-S.F. South Jct. Interlocker	WD
N	Leave DENISON	WD
N	RAY	Leave

Automatic Block Signals

See Special Rule 7

Double Track

12.45AM	10.15PM	3.40PM	6.15AM 73
12.30 7	10.04	3.30	6.02
12.20	9.56	f 3.21	5.49 8
12.10	9.46	s 3.12 5	5.38
12.04AM	9.40	3.01	5.32
11.58PM	9.34	2.54	5.25
11.53	9.29	s 2.49	5.20
11.46	9.23	2.41	5.14
11.40	9.17	f 2.35	5.08
11.36	9.12	2.29	5.03
11.35	9.10	s 2.26	5.01
11.30	9.05	2.19	4.53
11.24	8.59 271	2.12	4.47
11.20	8.55	f 2.07	4.42 1
s 11.15	8.50	s 2.01	4.28
11.09	8.39	1.51	4.22
11.03	8.33	f 1.44	4.15
11.01	8.31	1.42	4.13
10.54	8.24	f 1.34	4.05
10.48	8.19 71	1.27	3.59
10.40	8.11	1.19	3.49
10.34	8.05	1.13	3.41
10.29 271	7.59	f 1.07	3.35
10.19	7.50	s 12.55	s 3.25 76
10.12	7.43	f 12.43	3.15
10.04	7.35	f 12.33	3.07
9.54	7.25	f 12.23	2.56
s 9.40	s 7.10	s 12.07PM	s 2.40
9.33	7.03	f 11.55AM	2.30
		f 11.45 73	
9.22	6.52 5	11.37	2.15
9.15PM	6.45PM	11.30	2.08AM

8	2	6	4
44.9	44.9	37.8	38.2

158.3
Average speed per hour.....

76	72	74
26.4	18.6	26.8

94	92
16.5	16.5

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(f).)

SOUTHWARD TRAINS

OSAGE DIVISION

NORTHWARD TRAINS

THIRD CLASS		FIRST CLASS		Distance from Kansas City	Time Table No. 17-E		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. October 31st, 1937				28 Sooner Daily	26 Katy Flyer Daily	270 Fast Freight Daily	276 Fast Freight Daily				
				STATIONS												
	2.30PM	1.01AM			136.2	Leave	NORTH YARD	Arrive	386	WCTOYSP Yard			5.30AM	12.45PM		
	2.35	1.03			136.8	Leave	PARSONS	Arrive	387		3.45AM	6.40PM	5.22	12.40		
					137.3	N	PARSONS TOWER	Interlocker	JG							
	2.48	1.10			141.6		IDENBRO		A 142	P 80	3.35	6.27	5.12	12.25		
	3.05	1.26			149.0	Auto. Inter.	MOUND VALLEY		MD	A 149	P 80	3.22	6.15	4.57	12.07PM 25	
					149.1		S.L.-S.F. Crossing									
	3.23	1.41			157.2		ANGOLA		A 157	P 109	3.09	6.02	4.39	11.37		
	3.37	1.52			163.8		O'HERIN		A 164	P 43	2.58	5.52	4.25	11.15		
	3.43	1.57			166.8		NARCO			P 80	2.53	5.48	4.15	11.05		
					167.2		A. T. & S. F. Crossing									
	3.48	2.02			167.7	N	COFFEYVILLE		FY	A 168	P 69 YW	2.50	5.45	4.10	10.59	
					168.3		Mo. Pac. Crossing									
	4.05	2.09			168.7		KORF		A 169	P 76	2.41 83	5.38	3.59	10.33		
	4.15	2.13			170.9	N	SOUTH COFFEYVILLE	Interlocker	SC	A 171	P 80	2.36	5.35	3.54	10.22	
	4.30	2.28 28			176.4		NOXIE		A 176	P 77	2.28 273	5.28	3.42	10.04		
	4.45	2.42			182.9		WANN		A 183	P 84	2.19	5.19	3.27	9.46		
	5.10 26	3.12 270			189.1		WAYSIDE		A 189	P 80	2.11	5.10 871	3.12 273	9.28		
	5.30	3.29			193.7	Auto. Block	DEWEY		DE	A 194	P 80	2.04	5.03	2.49	9.10	
	5.35PM	3.30AM			194.5	Ar.	"D. Y." JCT.		Lv.			2.02AM	5.01PM	2.47AM	9.01AM	
							Joint Track with A. T. & S. F. R. R.		B	A 198	P	WCYS Yard	1.55AM	4.55PM	2.38AM	8.50AM
	5.45PM	3.38AM			197.7	N	BARTLESVILLE									
	5.50PM	3.42AM			198.2	Lv.	"B. E." JCT.		Ar.			1.48AM	4.47PM	2.32AM	8.35AM	
	5.55	3.44			198.7		OSBORNE		A 199	P 95	1.47	4.46	2.30	8.10		
	6.20	4.07			208.0		OKESA		A 208	P 96	1.31	4.30	2.08	7.46		
	6.30	4.19			212.2		HORN		A 213	P 65	1.24	4.20	1.57	7.28		
	6.42	4.29			217.5	D	M. V. Gate NELAGONY Crossing		GY	A 218	P 70 WY	1.16	4.12	1.47	7.00	
	6.52	4.36			221.0	D	PERSHING		NG	A 221	P 32	1.10	4.06	1.40	6.30	
	7.05	4.46			225.7	D	WYNONA		WY	A 226	P 60	1.03	3.59	1.31	6.15	
	7.30	5.04			236.0	D	HOMINY		HY	A 236	P 98	12.49	3.43	1.09	5.46	
	7.43	5.15 276			240.7		MAHAN		A 241	P 81	12.43	3.33	12.59	5.15 273		
	7.55PM	5.45AM			245.2	Auto. Block	N Arrive OSAGE	Leave	JN	A 245	Yard WCTOYSP	12.35AM	3.25PM	12.45AM	5.00AM	
	371	273										28	26	270	276	
	20.1	22.8										24.2	23.3	22.9	14.1	
Average speed per hour.....																

SOUTHWARD TRAINS

OKLAHOMA DIVISION

NORTHWARD TRAINS

THIRD CLASS			FIRST CLASS		Distance from Kansas City	Time Table No. 17-E		Station Numbers	Car Capacity Siding Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
371 Fast Freight Daily	273 Fast Freight Daily	551 F. S. & W. Mixed Daily	25 Katy Flyer Daily	33 Sooner Daily		Effective 12:01 A. M. October 31st, 1937				26 Katy Flyer Daily	28 Sooner Daily	270 Fast Freight Daily	552 F. S. & W. Mixed Daily	276 Fast Freight Daily Except Sunday	
STATIONS															
8.45PM	7.00AM		3.10PM	4.50AM	245.2	Auto Blk. N	OSAGE	Arrive JN	A 245	Yard WCOYPS	3.20PM	12.35AM	12.20AM		3.00AM
8.52	7.10		3.15 26	4.55	248.2	D	CLEVELAND	CN	A 248	P 90	3.15 25	12.30	12.10AM		2.50
9.15	7.30		3.30	5.08	256.5		HALLETT		A 257	P 65	3.01	12.16	11.51		2.30
					257.5	N	HALLETT TOWER	S.L.-S.F. Interlocker	HJ						
9.22	7.36		3.36	5.14	260.2	D	JENNINGS	NS	A 260	P 85	2.54	12.11AM	11.41		2.20
9.48	8.05		3.53	5.29	270.4	D	YALE	YA	A 270	P	2.37	11.55	11.16		1.55
9.50	8.07		3.54	5.30	271.0		SUN-CO.			79	2.36	11.54	11.15		1.42
					271.4	Auto Blk.	A.T.&S.F. Gauntlet Track								
9.58	8.15		4.00	5.36	273.9		NORFOLK		A 273	P 53	2.30	11.48	11.05		1.33
10.10	8.25		4.08	5.43	279.4		DEEP ROCK			Yard 71 YW	2.22	11.40	10.50		1.20
10.40 270	8.45		4.17	5.50	280.2	N	CUSHING	CH	A 280	P	2.17	11.35	10.40 371		12.55
10.59	9.05		4.29	6.02	286.0		WILD HORSE		A 286	P 53	2.05	11.22	10.28		12.40
11.16 28	9.16		4.36	6.09	290.6	D	AGRA	GR	A 291	P 65	1.57	11.16 371	10.18		12.27
11.35	9.30		4.47	6.18	297.2	D	TRYON	RN	A 297	P 17	1.48	11.06	10.05		12.10AM
11.55 276	9.45		4.56	6.25	301.8	D	CARNEY	RA	A 302	P 14	1.39	10.59	9.55		11.55 371
12.25AM	10.05	L 5.00AM	5.11	6.37	310.3	N	FALLIS	Crossing FA	A 311	P 83 Y	1.26	10.48	9.38	A 9.50PM	11.30
12.45	10.19	5.16	5.22	6.46	317.0		LUTHER		A 317	P 46	1.15	10.39	9.25	9.36	11.14
1.10	10.34	5.32	5.34	6.56	324.7		ARCADIA		A 324	P 64	1.03	10.29	9.09	9.19	10.56
1.30	10.49	5.50	5.46	7.06	332.2		WITCHER		A 332	P 59	12.52	10.19	8.53	9.03	10.39
1.50	11.04	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	11.10AM	6.10AM	6.01PM	7.19AM	341.6	Automatic Block	HOMA	Leave	A 342		12.36PM	10.05PM	8.33PM	8.43PM	10.17PM
2.30AM	11.45AM	6.15AM	6.03PM	7.23AM	342.8		SHAW	Lv. BX	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	
371	273	551	25	33							26	28	270	552	276
16.9	20.5	22.4	32.9	37.0							34.8	33.2	25.3	22.4	20.4
Average speed per hour															

8 Southward Trains			TULSA DIVISION		Northward Trains				
THIRD CLASS	FIRST CLASS	Distance from Kansas City Via Osage	Time Table No. 17-E		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. October 31st, 1937				34 Passenger	474 Fast Freight	
Daily	Daily	STATIONS		Daily	Daily	Average speed per hour			
6.45AM	3.25PM	245.2	Leave N	OSAGE	Arrive JN	A 245	Yard SWCOYPT	2.50PM	12.30AM
f 7.05	s 3.38	252.7		PRUE		Z 253	60 P	s 2.30	f 12.10AM
7.25	f 3.52	262.0		APPALACHIA		Z 262	30 P	f 2.13	11.50
7.35	f 3.59	267.0		WEKIWA		Z 267	70 PW	f 2.06	11.40
s 7.45	s 4.05	270.8	D	SAND SPRINGS	Crossing	Z 271	10 P	s 2.01	s 11.30
		272.46		S. S. I. R. R. Crossing					
s 8.15	f 4.15	277.7	N	TULSA	KA	Z 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				1.40PM 3.20AM	
f 8.58 34	f 4.45	286.3		ALSUMA		Z 286	60 PW	f 8.58 473	f 9.50
s 9.30	s 4.56	291.8	D	BROKEN ARROW	BA	Z 292	70 P	s 8.49	s 9.35
9.50	f 5.05	296.9		ONETA		Z 297	20 P	f 8.39	9.18
s 10.30	s 5.15	303.1	D	COWETA	MO	Z 303	60 PW	s 8.30	s 9.05
f 10.45	s 5.24	308.7		RED BIRD		Z 309	10 P	s 8.19	f 8.52
s 10.55	s 5.32	312.8	D	PORTER	PO	Z 313	60 P	f 8.12	f 8.42
f 11.15	s 5.42	317.9		TULLAHASSEE		Z 318	20 P	s 8.02	f 8.30
11.59AM	s 5.55PM	324.3	Arrive	WYBARK	Leave	499	30 P	s 7.50AM	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 Train				
FOURTH CLASS	SECOND CLASS	Distance from St. Louis	Time Table No. 17-E		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. October 31st, 1937				36 Passenger	96 Way	
Daily Except Sunday	Daily	STATIONS		Daily	Daily Except Sunday	Average speed per hour			
2.50AM	12.10PM	394.4	Leave	SHANER	Arrive	395	PY Yard	6.15PM	10.30PM
f 3.25	s 12.30	402.1		SHERMAN CITY		S 7	40	s 5.56	f 9.50
s 4.25	s 12.49	410.0	D	WEST MINERAL	MY	S 16	SWY Yard	s 5.37	s 8.15
		412.9		Mo. Pac. Crossing					
		418.3		J. & P. E. Ry. Crossing					
		418.70		S.L.-S.F. Interlocker					
s 5.40	s 1.14	419.0	D	COLUMBUS	CO	S 25	30	s 5.15	s 7.20
f 6.01	f 1.28	424.2		QUAKER		S 30	21	f 5.02	f 6.20
		428.8		KO&G Gate Crossing					
		431.5		S.L.-S.F. Crossing					
s 6.45	s 1.48	432.1	D	GALENA	AN	S 38	25	s 4.44	s 5.45
f 6.57	f 2.01	436.0		FALL CITY		S 42	Y 30	f 4.32	f 5.25
		437.1		J. & P. E. Ry. Crossing					
f 7.05	f 2.10	437.3		CHITWOOD		S 43	20	f 4.29	f 5.10
7.30AM	2.20PM	440.7	N Arrive	JOPLIN	Leave JO	S 45	STOW Yard	4.20PM	5.00PM
97	35			46.3				36	96
9.9	21.3	Average speed per hour						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-E		Station Numbers	FOURTH CLASS		
93 Way		Effective 12:01 A. M. October 31st, 1937			92 Way		
Mon. Wed., Fri.	STATIONS		Tues., Thu., Sat.	Average speed per hour			
10.45AM	.0	Leave D	NORTH McALESTER	Arrive MC	564	Yard PSYCW	8.00AM
11.00	3.4		KREBS JUNCT.				7.50
s 11.05	3.9	D	KREBS	BS	4		s 7.45
f 11.15	5.1		BUCK		6		f 7.35
f 11.20	6.3		RICHVILLE		6.3		f 7.30
f 11.25	6.7		CARBON		7		f 7.25
f 11.50	13.1		ADAMSON		13	PY	f 7.05
f 12.05PM	16.4		DRUMB		16		f 6.50
f 12.30	21.8		PATTERSON		22	20 P	f 6.25
f 12.40	24.4		DEGNAN		24		f 6.15
1.00PM	27.8	D	WILBURTON	WN	28	PYW	6.00AM
93		Arrive		Leave			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 as authorized by train order. (See Rules 82 and 220).
 - 1(f). No's. 6 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 "D. Y." Junction and "H. E." 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 are 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 K.O.G. 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 report for 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 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&C 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 "B. E." Junction connects M-K-T and AT&SF main tracks. This switch is a hand throw switch for southward movements. Back up movements by northward trains must not be made without throwing switch by hand. Automatic signal indications, interlocking and S.L.-S.F. crossing Mound Valley protected by automatic signal indications. If locked crossing rules will govern. Do not exceed 20 miles per hour until engine has passed over the crossing.
 - 3(f). When signal does not clear and no train approaching on S.L.-S.F. (M-K-T switch lock) turn knob inside of box far as it will go, and release it; signal should clear in two minutes. If signal fails to clear and signals indicate stop against S.L.-S.F., trains may proceed over crossing. If signals do not show stop against S.L.-S.F., flagmen must protect in each direction on S.L.-S.F. tracks before proceeding over crossing.
 - 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 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 signal, opposing line stops before reaching release clearing section 100 feet in advance of signal, the train waiting to move over crossing must occupy track release clearing section, a member of 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 across the bridge and if no conflicting train movements are at stop, hand or lamp signal will 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 Sun-Co., and between yard line board and south of Block signals A-277.0, 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 93, 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	Freight
Choctaw	60	45
Cherokee	60	45
Osage (tangent track)	50	35
Osage (curves except as specified in special rule 4(c).)	45	30
Oklahoma (tangent curves)	50	40
Oklahoma (curves except as specified in special rule 4(d).)	45	30
Joplin	35	15
Tulsa	50	40
Wilburton	35	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
244.6	35	205.4	40
243.6	35	205.1	40
243.4	35	204.5	40
242.2	40	203.8	40
218.8	40	203.5	35
218.6	40	203.4	35
217.2	35	203.1	35
215.4	40	201.8	35
211.4	35	178.4	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
279.9	35	250.2	40
276.5	40	247.5	40
269.7	40	246.3	35
		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 Neesho 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 "B. E." Junction 10 miles per hour, over switch "D. Y." 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-K-T crossing, MP-A257.5 40 miles per hour.
- 4(o). Maximum speed trains handling scale test car X-1658 25 miles per hour, to be moved only on local freight trains, just ahead of caboose.
- 4(p). City ordinance speed restrictions (miles per hour).

Atoka	25	McAlester-North McAlester (freight)	8
Choctaw	15	Muskogee	25
Cherokee	15	(except between Fondulac street and Coffeyville)	25
Devey	35	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 S.L.-S.F. connection. Southward train 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 605.1 (governing approaches to crossovers only). Between Stringtown and Atoka on southward track.
 - Between mile post 605.5 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 "B. E." 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 4955 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 6293, 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 Wybank 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 Wybank 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 S.L.-S.F. interlocking tower. If signals do not clear communicate with leverman by telephone located at each end of siding.
9. Normal position of switch at "D. Y." Junction is for the AT&SF Railway.
- 9(a). Normal position of switch at "B. E." 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 use Main Street Crossing at Columbus.
11. Yards protected by yard limit boards:

Denison-Ray.	"D. Y." Junction to Dewey
Durant	stock yards inclusive.
Atoka.	"B. E." Junction to Osborn
Frink to Mekko inclusive.	stock yards inclusive.
Muskogee.	South Coffeyville to O'Herin
Vinita.	inclusive.
Parsons-North Yard.	Tulsa.
Oklahoma City to Overland inclusive.	Broken Arrow.
Cushing to Yale inclusive	West Mineral.
(see special rule 3(h).)	Columbus.
Helmeick to Mahan inclusive	Galena.
(see special rule 3(h).)	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	North	4
Halley	MP 572.1	South	10
Rentiesville	MP 526.1	No Track	
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
Osborne Stock Yards	MP A200.0	Both	30
Dewey Stock Yards	MP A192.0	Both	6
South Coffeyville Stock Yards	MP A171.1	North	18
Penfield	MP A152.3	South	7
Dickson	MP S400.0	No Track	
Star Valley	MP S404.5	South	7
Cokedale	MP S412.9	No Track	
Fleming	MP S414.2	No Track	
Military	MP S427.2	North	7
Playter	MP S428.3	No Track	
Indian	MP Z249.3	South	2
Rudd	MP Z281.0	North	22
Sinclair Coal Co.	MP Z294.7	South	Mine Tracks
Payne	MP Z309.3	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. Molyer, Joplin.
L. G. Meyerding Co., Oklahoma City.
C. M. Smith, Atoka.

18. Flag Stops not shown on Schedule Page for Revenue Passengers only, except when otherwise stated:

- No. 3 at Pryor, Checotah, Eufaula and Atoka to discharge from St. Louis and beyond.
No. 3 at Checotah, Eufaula and Atoka to receive for Ft. Worth, Dallas, Gainesville and beyond.
No. 4 at Wagoner and Pryor to receive for St. Louis.
No. 4 at Vinita (Frisco Depot) to discharge from any point.
No. 5 at Labette, Welch, Blue Jacket, Big Cabin, Adair, Choteau and Mazie to receive or discharge.
No. 6 at any station between Muskogee and Parsons to receive for Kansas City and stations South Mound to St. Louis inclusive; also to discharge from south of Muskogee.
Nos. 5 and 6 at Rentiesville to discharge or receive and to unload parcel post when request is made by postal clerk to do so.
No. 18 at Osage to receive for Kansas City and stations on Neosho Division.
No. 27 at any station between Parsons and Muskogee to discharge from Kansas City and to receive for Dallas and Ft. Worth.
No. 25 at any station to discharge from Parsons and North.
No. 26 at any station to receive for Kansas City and stations South Mound to St. Louis inclusive.
No. 28 at Yale, Osage, Wynona, Dewey, Mound Valley to discharge from Oklahoma City, and to receive for regular stops north of Parsons including Kincaid and Parker, also for Neosho Division.
No. 33 at Mound Valley, Dewey, Wynona, Osage, Agra, Tryon and Carney to discharge from Kansas City and Paola.
No. 33 at Mound Valley, Dewey, Wynona, Osage to receive for Oklahoma City.
Nos. 35 and 36 at Montana, Dickson, Star Valley, Fleming, Cokedale and Playter to discharge and receive.
Nos. 34 and 37 at Ben Martin to discharge and receive.
- 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	_____	_____
Osage Division main track	_____	_____
Joplin Track to Cherokee Division main track	_____	_____
Through South Crossover	_____	_____
Through North Crossover to or from Hold 4	_____	_____
Joplin track to Osage Division Main	_____	_____
Cherokee Division Main to Hold 5	_____	_____

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
Dallas	R. S. Yancey, Medical Director
Denison	T. J. Long, Div. Surgeon-Examiner
Parsons	N. C. Morrow, Divn. Surgeon-Examiner
Adair	A. C. Baird, Divn. Surgeon-Examiner
Atoka	L. C. White
Bartlesville	J. S. Fulton, Examiner
Broken Arrow	H. G. Crawford
Caddo	Forrest S. Etter
Checotah	Roy L. Cochran
Chetopa	A. J. Snelson
Cleveland	R. L. Von Trebra
Coffeyville	E. T. Robinson, Examiner
Columbus	W. A. Hayward
Cushing	E. M. Harris
Dewey	Benjamin Davis
Durant	L. D. Hudson
Eufaula	James L. Shuler
Galena	Wm. A. Tolleson
Hominy	George W. West
Joplin	P. W. Upshaw
McAlester	G. I. Walker
	R. L. Neff
	L. S. Willour, Examiner
	T. H. McCarley, Examiner
	Geo. A. Kilpatrick
Muskogee	F. B. Fite, Examiner
	W. F. Fite, Examiner
	E. H. Fite, Examiner
	J. L. Blakemore, Examiner
	F. G. Dorwart
North McAlester	Elbert H. Shuller
Oklahoma City	Geo. LaMotte, Examiner
	LeRoy Long, Examiner
	LeRoy Long Jr., Local Surgeon
	P. E. Haskett, Examiner
	Grider Penick
Porter	W. R. Joblin
Pryor	W. J. Whitaker
Tulsa	Fred S. Clinton, Examiner
	Benj. W. Ward
	Fred E. Woodson
	Fred A. Glass
Vinita	Louis Bagby
Wagoner	S. R. Bates
Welch	J. O. Bradshaw
West Mineral	Geo. C. Haughey
Wilburton	J. M. Harris

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.
Wm. Hooe, 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		TONNAGE RATINGS											
FROM	TO	64% Booster		64%		57%		47%		32%			
		Adjustment Tons	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	2440	61	1660	42	
Welch	Muskogee	9	4500	113	3780	95	3410	85	2810	70	1910	48	Excess
Muskogee	Parsons	8	3780	95	3150	79	2885	71	2370	60	1620	41	
Muskogee	Wagoner	9	4500	113	3780	95	3410	85	2810	70	1910	48	Excess
Shaner	Parsons	10	4500	113	3780	95	3410	85	2810	70	1910	48	Excess
Muskogee	Redtex	7	3025	76	2520	63	2310	58	1910	41	1300	33	
No. McAlester	Redtex	12	4725	118	4100	103	3600	90	3000	74	2040	51	Excess
Redtex	Ray	5	2700	67	2250	56	2050	51	1680	42	1180	30	
Ray	Muskogee	7	2900	73	2415	61	2205	55	1820	46	1240	31	
Ray	Stringtown	12	4725	118	4100	103	3600	90	3000	74	2040	51	Excess
Stringtown	Chockie	8	3530	88	2940	73	2605	66	2165	54	1500	38	Excess
Chockie	No. McAlester	9	4285	107	3570	88	3180	80	2625	66	1785	45	Excess
Ray	Colbert	7	3165	80	2625	66	2415	60	2000	50	1360	34	
Parsons	Osage	5	2450	61	2100	53	1890	47	1600	40	1070	27	
Parsons	Coffeyville	8	3310	84	2890	72	2600	65	2080	52	1450	36	Excess
Coffeyville	Bartlesville	7	2920	73	2520	63	2270	57	1820	46	1285	32	Excess
Osage	Parsons	8	3310	83	2940	74	2650	66	2120	53	1500	38	
Bartlesville	Coffeyville	9	3570	89	3100	78	2790	70	2280	57	1605	40	Excess
Coffeyville	Parsons	10	5000	125	4250	106	3825	96	3060	77	2125	53	Excess
Osage	Oklahoma City	5	2375	59	2050	51	1850	46	1480	37	1040	26	
Cushing	Fallis	9	4200	105	3675	92	3300	82	2640	66	1850	46	Excess
Oklahoma City	Osage	6	2470	62	2125	53	1995	50	1590	40	1070	27	
Cushing	Osage	8	3450	86	3000	75	2700	68	2160	54	1500	38	Excess
Parsons	Joplin	8							1800	45	1260	31	
Joplin	Parsons	10							2330	53	1630	41	
Columbus	Parsons	10							3000	87	1855	46	Excess
Muskogee	Osage	8	3700	92	3080	77	2800	70	2310	58	1570	39	
Tulsa	Osage	12	4600	115	3850	96	3500	87	2880	72	1960	49	Excess
Osage	Muskogee	8	3930	90	3410	85	3100	71	2500	62	1700	42	
Porter	Muskogee	8	4375	109	3850	96	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 refrigerator, 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 figures 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 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
40,651-40,700-ballast	30 tons
41,000 series-flat bottom	24 tons
43,000 series-flat bottom	21 tons
Other system coal cars	20 tons
47,000 series-stock	22 tons
60,001-60,100 auto (40"6")	26 tons
61,001-61,025 auto (50"6")	30 tons
62,001-62,100 auto (50"6")	30 tons
63,001-63,025 auto (50"6")	31 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 reported, 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 Miles	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-E**

**Effective
October 31, 1937**