

MISSOURI-KANSAS-TEXAS RAILROAD CO.

SAFETY

SOUTHERN DISTRICT

FIRST

EMPLOYEES' TIME TABLE NO. 17-G

17-G

Effective Sunday, August 20, 1939

17-G

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 St. Louis	FIRST CLASS					SECOND CLASS	
	473 Tulsa Freight	91 Way		271 Fast Freight	71 Bullet	73 Fast Freight		1	3	5	27	7	35 Joplin Passenger	37 Tulsa Passenger
	Daily	Mon. Wed. Friday		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		6.00AM		2.30PM	12.15PM 90	12.30AM	389.0							
		6.05		2.33	12.20	12.40	386.6							
		6.15		2.40	12.27	12.47	387.1							
		6.30		2.47	12.34 76	12.54	390.2							
		6.35		2.49	12.36	12.56	394.4							
							395.5							
							400.8							
		7.00		2.59	12.47	1.07	400.9							
		7.20 74		3.05	12.53	1.13	403.9							
							409.9							
		7.45		3.17	1.05	1.25	410.2							
		8.00		3.28	1.17	1.37	416.1							
		8.10		3.38	1.27	1.47	421.4							
		8.30 4		3.48	1.37	1.57	426.6							
		8.55		4.02	1.50	2.10	433.9							
							438.8							
		9.30		4.12	1.59	2.30 18	439.0							
		9.37		4.17	2.04	2.49	441.9							
		9.47		4.26	2.13	2.58	446.8							
		10.02 76		4.38	2.28	3.11	454.4							
		10.09		4.49 6	2.35	3.18	457.9							
		10.25		4.59	2.45	3.31 8	463.7							
		10.35		5.10 72	2.53	3.45	468.6							
		10.45		5.17	2.59	3.53	472.2							
		11.00		5.27	3.08	4.02	477.7							
		11.15		5.38	3.18	4.13	483.7							
		11.25		5.44	3.25	4.20	487.0							
		11.45		5.46	3.30	4.22	488.1							
							488.2							
		12.01PM		5.58	3.53 6	4.33	494.1							
	L11.59AM	12.15		6.15 474	4.03 72	4.41 74	498.6							
							501.8							
		12.15PM	12.30PM	6.25PM	4.15PM	4.50PM	503.6						6.05PM 474	
	473	91		271	71	73							35	37
	18.7	18.1		30.0	29.4	27.1							81.2	80.0

Time Table No. 17-G

Effective 12:01 A. M.

August 20, 1939

STATIONS

Leave	NORTH YARD												
	PARSONS	Leave	P										
	N SLSF Parsons Tower Inter												
	OLIVE		P 90										
	SHANER		P 80										
	LABETTE		P 100										
	N S. L.-S. F. Interlocker OW												
	OSWEGO		P 100										
	CONDON		P 110										
	N Mo. Pac. Interlocker GP												
	CHETOPA		PW105										
	RUSSELL		P 60										
	WELCH		P 110										
	BLUE JACKET		P 120										
	KELSO		P 110										
	N S. L.-S. F. Interlocker VN												
	VINITA		PWY 110										
	HULWE		P 80										
	BIG CABIN		P 110										
	ADAIR		P 110										
	DAWES		P 105										
	PRYOR		PW105										
	LUSTA		P 110										
	CHOTEAU		P 110										
	MAZIE		P 110										
	LELIAETTA		P 110										
	NORTH WAGONER		P 109										
	WAGONER		P 110										
	N Mo. Pac. Interlocker A												
	GIBSON		P 110										
	WYBARK		P 70										
	N KOG TOWER Inter. UX												
Arrive	MUSKOGEE	Arrive	SPOCW TY Yd										

No. 35 two hours or more behind schedule arriving or leaving time loses 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

3

SECOND CLASS		FIRST CLASS					THIRD CLASS		FOURTH CLASS		
36 Joplin Passenger	34 Tulsa Passenger	2 Texas Special	6 Katy Flyer	4 Katy Limited	18 Bluebonnet	8 Bluebonnet	74 Katy Packer	76 Rocket	72 Fast Freight	90 Way	474 Tulsa Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Saturday	Daily
6.30PM			6.40PM	9.35AM	3.50AM						
6.22			6.32	9.27	3.43						
L 6.15PM			6.25	9.21	3.38						
			6.23	f 9.19	3.36						
			s 6.12	f 9.10	3.28						
			6.07	9.05	3.24						
			s 5.58	f 8.56	3.17						
			5.49	8.48	3.09						
			5.42	s 8.39	3.02						
			5.35	s 8.30 91	2.56						
			5.27	8.20	2.45 3						
		A 11.50PM	s 5.18	s 8.10	s 2.30 73	A 2.05AM 1					
		11.46	s 5.11	7.59	2.22	2.01					
		11.41	5.04	s 7.52	2.14 1	1.56					
		11.32 7	4.54	s 7.42 90	2.02	1.47					
		11.25	4.49 271	7.35	1.57	1.42					
		11.18	s 4.39	s 7.27	1.49	1.35					
		11.11 27	4.31	7.20	1.41	1.29					
		11.07	4.26	s 7.15	1.37	1.24					
		11.00	4.18	f 7.06	1.30	1.17					
		10.53	4.10	6.58	1.23	1.10					
		10.48	4.05	6.54	1.18	1.06					
		10.46	s 4.01	s 6.50	1.15	1.04					
		10.39	3.53 71	6.42	1.09	12.57					
	A 7.50AM	10.33	3.47	6.37	1.03	12.52					
	7.40AM	10.25PM	3.40PM	6.30AM	12.55AM	12.45AM					
36 81.2	34 80.0	2 45.6	6 89.0	4 37.9	18 40.1	8 48.6					

Time Table No. 17-G
Effective 12:01 A. M.
August 20, 1939

STATIONS

ARRIVE	386	8.00AM	1.00PM	8.30PM	12.15PM 71	
NORTH YARD						
0.6						
ARRIVE PARSONS	387	7.50	12.50	8.20	12.05PM 5	
0.5						
N SLSF Parsons Tower Inter JG						
3.1						
OLIVE	390	7.44	12.42	8.09	11.59	
4.2						
SHANER	395	7.36	12.34 71	7.59	11.50	
1.1						
D LABETTE LB	396	7.34	12.18 5	7.57	11.45	
5.3						
N S. L.-S. F. Interlocker OW						
0.1						
OSWEGO	401	7.25	12.01PM	7.45	11.30	
3.0						
CONDON	404	7.20 91	11.48	7.37	11.20	
6.0						
N Mo. Pac. Interlocker CP						
0.3						
CHEYOPA	410	7.11	11.36	7.23	s 11.05	
5.9						
RUSSELL	416	7.01	11.24	7.10	f 10.45	
5.3						
D WELCH WH	421	6.52	11.13	6.58	s 10.28	
5.2						
D BLUE JACKET BJ	427	6.43	11.02	6.47	s 9.40	
7.3						
KELSO	434	6.30	10.47	6.31	f 9.15	
4.9						
N S. L.-S. F. Interlocker VN						
0.2						
VINITA	439	6.21	10.35	6.15	s 9.00	
2.9						
HULWE	442	6.16	10.27	6.06	f 8.25	
4.9						
D BIG CABIN BG	447	6.07	10.17	5.56	s 8.12	
7.9						
D ADAIR X	454	5.55	10.02 91	5.41	s 7.42 4	
3.5						
DAWES	458	5.49	9.53	5.33	f 7.23	
5.8						
N PRYOR CU	464	5.39	9.39	5.20	s 6.50	
4.9						
LUSTA	469	5.31	9.27	5.10 271	f 6.39	
3.0						
D CHEYAU AU	472	5.25	9.18	5.02	s 6.32	
5.5						
MAZIE	478	5.16	9.03	4.51	f 6.20	
6.0						
LELIAETTA	484	5.06	8.48	4.40	f 6.07	
3.3						
NORTH WAGONER	487	5.01	8.40	4.33	f 6.00	
1.1						
WAGONER	488	4.59	8.35	4.30	s 5.55	
0.1						
N Mo. Pac. Interlocker A						
5.9						
GIBSON	494	4.48	8.20	4.15	f 5.45	
4.5						
WYBARK	499	4.41 73	8.10	4.03 71	5.35 A 6.15PM 271	
1.8						
N K.O.G. TOWER Inter. UX						
1.8						
MUSKOGEE	504	4.30AM 3	8.00AM	3.45PM	5.20AM 6.05PM 37	
Leave						
117.6						
Average speed per hour						
		74 33.6	76 28.5	72 24.8	90 17.0	474 30.0

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-G Effective 12:01 A. M. August 20, 1939	Car Capacity Sidings, Fuel, Water, Turn Table, Telephone, Track Scales, Wyo.	FIRST CLASS			
95 Way	93 Way	271 Fast Freight	71 Bullet	73 Fast Freight	7 Bluebonnet				1 Texas Special	3 Katy Limited	5 Katy Flyer	
Tues. Thurs. Saturday	Mon. Wed. Friday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	7.30 ^M 76	6.40 ^{PM}	4.45 ^{PM}	6.15 ^{AM} 4	503.6	Leave MUSKOGEE	Y W SCOPT Yard	12.45 ^{AM}	3.25 ^{AM}	4.45 ^{AM}	3.05 ^{PM} 72	
	f 7.45	6.56	5.00	6.30	510.4	N SF-MV TOWER Inter. SU	P 110	12.55	3.35 74	4.55	3.17 6	
	s 8.05	7.08	5.13	6.45 76	517.0	D OKTAHA OA	P 110	1.04	3.43	f 5.04	3.27	
	s 8.20	7.23	5.32	7.01	524.8	N CHECOTAH VR	PW 90	1.15	3.53	s 5.17	s 3.38	
	f 8.35	7.35	5.45	7.11	529.8	BOND	P 110	1.21	3.59	5.28 4	3.45	
	f 8.50	7.50	5.54	7.20	534.3	WELLS	P 90	1.27	4.05	5.34	3.52	
	s 9.20	8.05	6.01	7.28	538.1	D EUFAULA EA	P 105	1.32	4.10	s 5.41	s 3.58	
	f 9.35	8.14	6.10	7.38	542.7	WIRTH	P 90	1.38	4.16	5.47 76	4.05	
	s 9.50	8.23	6.18	7.48	547.2	D CANADIAN SI	P 110	1.44	4.22	f 5.53	4.10	
	10.01	8.30	6.25	7.56	550.6	TURK	P 100	1.48	4.26	5.58	4.15	
	s 10.05	8.32	6.26	7.58	551.2	CROWDER	P	1.49	4.27	f 6.01	4.16	
	10.15	8.40	6.43	8.06	555.3	REAMS	P 90	1.54	4.32	6.07	4.22	
	10.30	8.59 2	6.54	8.18	561.1	MEKKO	P 90	2.01	4.38 4	6.13	4.28	
L 5.01 ^{AM} 76	A 10.40 ^{AM}	9.10	7.05	8.35	564.2	D NORTH McALESTER MC	Y W SCOP Yard	2.05 74	4.42	f 6.18	4.33	
5.10		9.15	7.15	8.50	566.0	C.R.I.&P. 1.8 Gate Crossing	P	s 2.15	4.45	s 6.30	s 4.45	
5.20		9.20	7.25	9.03	569.0	N McALESTER MA	P 110	2.19	4.49 76	6.35	4.50	
f 5.35		9.29	7.36	9.12	574.5	FRINK	P 40	2.25	4.56	f 6.42	4.57	
5.40		9.32	7.40	9.16	576.3	SAVANNA 1.8	P 90	2.27	4.58	6.44	4.59	
s 6.00		9.41	7.51	9.27	582.8	BREWSTER 6.5	P 125	2.35	5.05	s 6.53	5.07	
6.19		9.48	8.22 2	9.34	587.6	D KIOWA KY	P W 125	2.40	5.12	6.59	5.12	
f 7.00		9.58	8.32	9.47	594.0	REYNOLDS 4.8	P 125	2.48	5.20	7.07	5.20	
f 7.12 3		10.06	8.41	9.57	598.4	CHOCKIE 6.4	P 120	2.53	5.26	7.12 06	5.25	
s 7.46		10.18 8	8.49	10.06	602.6	FLORA 4.4	P 100	2.58	5.32	f 7.18	5.30	
s 8.03		10.44	9.03	10.24	609.6	N STRINGTOWN ST (End of Double Track)	P	3.07	5.41	s 7.30	s 5.41	
f 8.35		10.55	9.14	10.34	615.0	D ATOKA DK	Y W P Yard	P Crossover	3.15	5.48	f 7.40	5.50
f 9.00		11.10	9.27	10.45	621.6	TUSHKA 5.4	P Crossover	P Crossover	3.23	5.56	f 7.51	5.59
s 9.45		11.30	9.45	11.01	630.2	CANEY 6.6	P Crossover	P Crossover	3.35	6.07	s 8.06	6.11
s 10.30		11.55	10.08	11.20	641.4	D CADDO DC	P Crossover	P Crossover	s 3.50	6.20	s 8.26	s 6.28
f 10.50		12.05 ^{AM}	10.18	11.30	646.4	K. O. & G. Interlocker	P W	P Crossover	4.00	6.27	f 8.37	6.36
s 11.10		12.20	10.33	11.42 6	653.2	N SLSF DURANT Int DU	P	P Crossover	4.10	6.35	f 8.48	6.45
11.20 ^{AM}		12.30 ^{AM}	10.40 ^{PM}	12.01 ^{PM}	655.9	CALERA 5.0	P	P Crossover	4.15	6.40	8.53	6.52 2
					656.2	COLBERT Q	P					
					660.9	N AR. REDTEX BF						
					661.9	S.L.-S.F. No. 0.3 Jct. Inter. S.L.-S.F. South Jct. Interlocker						
						D DENISON Arrive WD	SCOP WTY Yard	4.25 ^{AM}	6.50 ^{AM}	9.05 ^{AM}	7.05 ^{PM}	
95	93	271	71	73		Arrive RAY		7	1	3	5	
18.5	19.1	28.2	24.4	25.8		158.3		42.9	46.0	86.3	39.3	

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-G		Station Numbers	Car Capacity Siding Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS		THIRD CLASS		
371 Bullet Daily	273 Fast Freight Daily	25 Katy Flyer Daily	23 Sooner Daily		Effective 12:01 A. M. August 20, 1939				Station	28 Sooner Daily	26 Katy Flyer Daily	270 Fast Freight Daily	276 Rocket Daily
	2.30PM	1.01AM		136.2	Leave	NORTH YARD	386	WCTOYSP Yard			5.30AM	12.45PM	
	2.35	1.03	11.55AM	136.8	Leave	PARSONS	387		3.45AM	6.40PM	5.22	12.40	
				137.3	N	PARSONS TOWER S.L.-S.F. Interlocker	JG						
	2.48	1.10	12.03PM	141.6		IDENBRO	A 142	P 80	3.35	6.27	5.12	12.32	
	3.05	1.26	12.15 276	149.0	Auto. Block	D MOUND VALLEY	MD	A 149	P 80	3.22	6.15	4.57	12.15PM 276
				149.1		S.L.-S.F. Crossing							
	3.23	1.41	12.27	157.2		ANGOLA	A 157	P 109	3.09	6.02	4.39	11.40	
	3.37	1.52	12.36	163.8		O'HERIN	A 164	P 43	2.58	5.52	4.25	11.20	
	3.43	1.57	12.40	166.8		NARCO		P 80	2.53	5.48	4.15	11.05	
				167.2		A. T. & S. F. Gate Crossing							
	3.48	2.02	12.47	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	12.50	168.7		KORP	A 169	P 76	2.41 23	5.38	3.59	10.33	
	4.15	2.13	12.54	170.9	N	SOUTH COFFEYVILLE Mo. Pac. Interlocker	SC	A 171	P 30	2.36	5.35	3.54	10.22
	4.30	2.28 28	f 1.03	176.4		NOXIE	A 176	P 77	2.28 273	f 5.28	3.42	10.04	
	4.45	2.42	s 1.12	182.9		WANN	A 183	P 84	2.19	5.19	3.27	9.46	
	5.10 26	3.12 270	f 1.21	189.1		WAYSIDE	A 189	P 80	2.11	f 5.10 371	3.12 273	9.28	
	5.30	3.29	s 1.28	193.7	Auto. Block	D DEWEY	DE	A 194	P 80	2.04	5.03	2.49	9.10
	5.35PM	3.30AM	1.30PM	194.5		Ar. "D. Y." JCT.	Lv.		2.02AM	5.01PM	2.47AM	9.01AM	
				197.7	N	Joint Track with A. T. & S. F. R. R. BARTLESVILLE	B	A 198	P WYS Yard	1.55AM	4.56PM	2.38AM	8.50AM
	5.46PM	3.38AM	1.40PM	198.2	Lv.	"B. E." JCT.	Ar.		1.48AM	4.47PM	2.32AM	8.35AM	
	5.55	3.44	1.43	198.7		OSBORNE	A 199	P 95	1.45	4.44	2.30	8.10	
	6.20	4.07	f 1.59	208.0		OKESA	A 208	P 96	1.29	f 4.27	2.08	7.46	
	6.30	4.19	2.06	212.2		HORN	A 213	P 65	1.22	4.17	1.57	7.28	
	6.42	4.29	s 2.16	217.5	D	M.V. Gate NELAGONY Crossing	GY	A 218	P 70 WY	1.15	s 4.09	1.47	7.00
	6.52	4.36	s 2.23	221.0	D	PERSHING	NG	A 221	P 32	1.09	s 4.04	1.40	6.30
	7.05	4.46	s 2.32	225.7	D	WYMONA	WY	A 226	P 60	s 1.02	s 3.57	1.31	6.15
	7.30	5.04	s 2.48	236.0	D	HOMINY	HY	A 236	P 98	f 12.48	s 3.41	1.09	5.46
	7.43	5.15 276	2.56	240.7		MAHAN	A 241	P 81	12.42	3.32	12.59	5.15 273	
	7.55PM	5.45AM	3.05PM	245.2	Auto. Block	N Arrive OSAGE	Leave JN	A 245	Yard WCTOYSP	12.35AM	3.25PM	12.45AM	5.00AM
	371	273	25	23					28	26	270	276	
	20.1	23.0	34.2	34.2					34.2	33.3	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-G		Station Numbers	Car Capacity Siding Fuel, Water, Turn Table, Telephone, Track Scales, Wyo	FIRST CLASS		THIRD CLASS		
371 Bullet	273 Fast Freight		25 Katy Flyer	23 Sooner		Effective 12:01 A. M. August 20, 1939	STATIONS			26 Katy Flyer	28 Sooner		270 Fast Freight	276 Rocket
Daily	Daily Except Sunday		Daily	Daily			Daily	Daily		Daily	Daily Except Sunday			
8.45PM	7.00AM		3.10PM	4.50AM	245.2	Auto BIL. Leave N OSAGE 3.0 Arrive JN	A 245	Yard WCOYPS		3.20PM	12.35AM		12.20AM	3.00AM
8.52	7.10		s 3.15 26	s 4.55	248.2	D CLEVELAND 8.3 CN	A 248	P 90	s 3.15 26	s 12.30			12.10AM	2.50
9.15	7.30		s 3.30	5.08	256.5	HALLETT 1.0	A 257	P 65	s 3.01	12.16			11.51	2.30
					257.5	N HALLETT TOWER 2.7 S.L.-S.F. Interlocker	HJ							
9.22	7.36		s 3.36	5.14	260.2	D JENNINGS 10.2 NB	A 260	P 85	s 2.54	12.11AM			11.41	2.20
9.48	8.05		s 3.53	s 5.29	270.4	D YALE 0.6 YA	A 270	P	s 2.37	11.55			11.16	1.55
9.50	8.07		3.54	5.30	271.0	SUN-CO. 0.4		79	2.36	11.54			11.15	1.42
					271.4	Auto BIL. A.T.&S.F. Gauntlet Track								
9.58	8.15		4.00	5.36	273.9	NORFOLK 5.5	A 273	P 53	2.30	11.48			11.05	1.33
10.10	8.25		4.08	5.43	279.4	DEEP ROCK 0.8		Yard 71 YW	2.22	11.40			10.50	1.20
10.40 270	8.45		s 4.17	s 5.50	280.2	N CUSHING 5.8 CH	A 280	P	s 2.17	s 11.35			10.40 371	12.55
10.59	9.05		4.29	6.02	286.0	WILD HORSE 4.5	A 286	P 53	2.05	11.22			10.28	12.40
11.16 28	9.16		s 4.36	6.09	290.6	AGRA 6.6	A 291	P 65	s 1.57	11.16 371			10.18	12.27
11.35	9.30		s 4.47	6.18	297.2	D TRYON 4.6 RN	A 297	P 17	s 1.48	11.06			10.05	12.10AM
11.55 276	9.45		s 4.56	6.25	301.8	CARNEY 8.5	A 302	P 14	s 1.39	10.59			9.55	11.55 371
12.25AM	10.05		s 5.11	6.37	310.8	D FALLIS 6.7 FA	A 311	P 83	s 1.26	10.48			9.38	11.30
12.45	10.19		s 5.22	6.46	317.0	LUTHER 7.7	A 317	P 46	s 1.15	10.39			9.25	11.14
1.10	10.34		s 5.34	6.56	324.7	ARCADIA 7.5	A 324	P 64	s 1.03	10.29			9.09	10.56
1.30	10.49		f 5.46	7.06	332.2	WITCHER 6.9	A 332	P 59	f 12.52	10.19			8.53	10.39
1.50	11.04		5.57	7.15	339.1	OWANDA 2.4	A 339	P 22	12.41	10.10			8.38	10.22
					341.5	C. R. L. & P. Crossing 0.1								
2.01AM	11.10AM		6.01PM	7.19AM	341.6	Automatic Block Arrive HOMA 1.2 Leave	A 342		12.36PM	10.05PM			8.33PM	10.17PM
2.30AM	11.45AM		6.03PM	7.23AM	342.8	N Ar. SHAW 0.4 Lv. SX	A 343	Yard SWOTP	12.33PM	10.03PM			8.30PM	10.13PM
					343.2	C. R. L. & P. Crossing 0.7								
			6.10PM	7.30AM	343.9	Ar. OKLAHOMA CITY 98.7 Lv.	A 344	P Yard Y	12.30PM	10.00PM				
371	273		25	23					26	28			270	276
16.9	20.5		82.9	87.0		Average speed per hour			34.8	38.1			25.8	20.4

8 Southward Trains			TULSA DIVISION				Northward Trains		
THIRD CLASS	FIRST CLASS	Distance from Kansas City Via Osage	Time Table No.17-G		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. August 20, 1939				34 Passenger	474 Fast Freight	
Daily	Daily		STATIONS				Daily	Daily	
6.45AM	3.25PM	245.2	Leave N	OSAGE	Arrive JN	A 245	Yard SWCOYPT	2.50PM	10.30PM
f 7.05	s 3.38	252.7		PRUE		Z 253	60 P	s 2.30	f 10.10
7.25	f 3.52	262.0		APPALACHIA		Z 262	30 P	f 2.13	9.50
7.35	f 3.59	267.0		WEKIWA		Z 267	70 PW	f 2.06	9.40
s 7.45	s 4.05	270.8	D	SAND SPRINGS	Crossing	Z 271	10 P	s 2.01	s 9.30
		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 9.01
				S. S. I. R. R. Crossing					
				ATSF, SLSF, MV Interlocker					
				Tulsa Union Depot Connection					
	4.26PM 4.30PM			TULSA UNION DEPOT				1.40PM 9.20AM	
f 8.58	f 4.45	286.3		ALSUMA		Z 286	60 PW	f 8.58	473 f 7.50
s 9.30	s 4.56	291.8	D	BROKEN ARROW	BAZ	Z 292	70 P	s 8.49	s 7.35
9.50	f 5.05	296.9		ONETA		Z 297	20 P	f 8.39	7.18
s 10.30	s 5.15	303.1	D	COWETA	MOZ	Z 303	60 PW	s 8.30	s 7.05
f 10.45	s 5.24	308.7		RED BIRD		Z 309	10 P	s 8.19	f 6.52
s 10.55	s 5.32	312.8	D	PORTER	POZ	Z 313	60 P	s 8.12	f 6.42
f 11.15	s 5.42	317.9		TULLAHASSEE		Z 318	20 P	s 8.02	f 6.30
11.59AM	s 5.55PM	324.3	Arrive	WYBARK	Leave	499	30 P	s 7.50AM	6.15PM
473	37							34	474
15.1	31.6							29.6	18.6
		Average speed per hour.....							

Southward Trains			JOPLIN DIVISION				Northward Trains		
FOURTH CLASS	SECOND CLASS	Distance from St. Louis	Time Table No.17-G		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. August 20, 1939				36 Passenger	96 Way	
Daily Except Sunday	Daily		STATIONS				Daily	Daily Except Sunday	
2.50AM	12.25PM	394.4	Leave	SHANER	Arrive	395	P Yard	6.15PM	10.30PM
f 3.25	s 12.45	402.1		SHERMAN CITY		S 7	40	s 5.56	f 9.50
s 4.25	s 1.04	410.0	D	WEST MINERAL	MY	S 16	SWY Yard	s 5.37	s 9.15
		412.9		Mo. Pac. Crossing					
		418.3		J. & P. E. Ry. Crossing					
		418.70		S.L.-S.F. Interlocker					
s 5.40	s 1.29	419.0	D	COLUMBUS	CO	S 25	30	s 5.15	s 7.20
f 6.01	f 1.43	424.2		QUAKER		S 30	21	f 5.02	f 6.20
		426.8		KO&G Gate Crossing					
		431.5		S.L.-S.F. Crossing					
s 6.45	s 2.03	432.1	D	GALENA	AN	S 38	25	s 4.44	s 5.45
f 6.57	f 2.16	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 2.25	437.3		CHITWOOD		S 43	20	f 4.29	f 5.10
7.30AM	2.35PM	440.7	N Arrive	JOPLIN	Leave	JO	S 45	STOW Yard	4.20PM
97	35							46.3	36
9.9	21.3		Average speed per hour.....					24.1	96
		Average speed per hour.....							

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	Time Table No.17-G		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FOURTH CLASS	
93 Way	McAlester	Effective 12:01 A. M. August 20, 1939				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.				7.50
s 11.05	3.9	D	KREBS	BS	4		s 7.45
f 11.15	6.1		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
12.8		27.8					13.9
		Average speed per hour.....					

SPECIAL INSTRUCTIONS

1. Northward and Eastward trains are superior to trains of the same class in the opposite direction unless otherwise specified.
 - (a). No. 2 is superior to all trains.
 - (b). No. 1 is superior to all trains except No. 2.
 - (c). No. 35 is superior to No. 36. No. 97 is superior to No. 96.
 - (d). Third and fourth class and extra trains and engines clear time of first class trains at least ten minutes.
 - (e). On Cherokee Division No. 35 and 36 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 229).
 - (f). No. 6 and 94 will run via southward track Redtex to crossover north of Calera depot. Single track time table authority will govern these movements.
 - (g). Denison-Ray Terminal time table governs movements between Ray and Redtex.
 - (h). AT&SF rules and current time table governs movements between "D. Y." Junction and "B. E." Junction.
2. OCAA trains use M-K-T tracks between Homa and Oklahoma City; M-K-T time table rules and regulations govern.
 - 2(a). First and second class and extra trains originating Denison, report for orders before leaving.
 - 2(b). All southward Choctaw Division trains report for orders at SF-MV Tower Muskogee.
 - 2(c). Train orders for Northward Cherokee Division trains will be placed at K.O.G. Tower, Muskogee.
 - 2(d). Train orders for Southward Cherokee and Osage Division trains will be placed at Parsons Tower.
 - 2(e). Tulsa Division trains report for orders before leaving Osage.
 - 2(f). All trains report for orders before leaving Bartlesville.
 - 2(g). First and Third Class and Extra trains originating at Oklahoma City will report for orders at Tulsa.
 - 2(h). 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 beyond 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 procedure 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 5426.8 protected by crossing gate normally set against KO&G trains.
- 3(d). A.T.&S.F. Crossing MP A167.2 Coffeyville protected by gate normally set against A.T.&S.F. Approach crossing at restricted speed and do not exceed 15 miles per hour over crossing.
- 3(e). MV crossing Nelagony protected by crossing gate normally set against MV trains. Approach crossing at restricted speed and do not exceed 15 miles per hour over crossing.
- 3(f). Spring switch at "B. E." 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(g). S.L.-S.F. crossing Mound Valley is controlled by automatic interlocker. Interlocking rules and following instructions govern:
 - (a). Do not exceed 20 miles per hour while engine moving from home signal to crossing. The track circuit, that should clear home signal, when train moves onto it, extends from distant signal to home signal.
 - (b). In case home signal does not clear and no train approaching on S.L.-S.F. tracks, a member of crew will turn knob in relay box at crossing (M-K-T switch lock) as far as it will go and release it. Signal should clear in 2 minutes.
 - (c). If home signal then does not clear and no train approaching on S.L.-S.F. tracks, train will move forward beyond home signal but remain clear of crossing. If member of crew then finds home signals on S.L.-S.F. in both directions indicate STOP, he may give signal to proceed.
 - (d). If a home signal on S.L.-S.F. does not indicate STOP, flagman must protect against train movements in that direction on S.L.-S.F. tracks before train fouls crossing. If both home signals on S.L.-S.F. tracks before train fouls crossing, must protect in both directions on S.L.-S.F. tracks before train fouls crossing. Southward trains holding main track against Northward trains will stop clear of fouling point sign opposite distant signal and wait until Northward train has cleared siding.
- 3(h). AT&SF gantry track, Oklahoma Division, M.P. A-271.9 just south of Sunco, is controlled by automatic interlocker. Interlocking rules and following instructions will govern:
 - (a). Passenger trains not exceed 20 miles per hour, and freight trains 15 miles per hour between home signals.
 - (b). Track circuit that should clear home signal when train moves onto it, extends from distant signal to last 100 feet before reaching home signal.
 - (c). In case home signal does not clear, trains will move to within 100 feet of home signal. In case home signal does not clear after moving onto track circuit 100 feet from home signal and no train approaching on AT&SF, train will move forward beyond home signal but remain clear of AT&SF track. If home signal in same direction on AT&SF is at STOP, flagman will give his train signal to proceed. If home signal on AT&SF does not indicate stop, flagman must protect against train movements in that direction on AT&SF track before train fouls crossing. If both home signals on AT&SF track do not indicate STOP, flagman must protect in both directions on AT&SF track before train fouls crossing. Should it be necessary for train to stop between distant and home signals, for reasons other than home signal at STOP, the track circuit 100 feet before reaching home signal must not be occupied until it is desired to proceed through interlocker. In case signals are inoperative, notify M-K-T Dispatcher on telephone located at east end of bridge.

- 3(i). Yard movements between yard limit board, north of O'Herin and MP A-166 and between MP A-170 and yard limit board south of South Coffeyville; between south switch Osborne and yard limit board near MP A-201; between MP A-276 and south switch Sunco; between yard limit board south of Mindeman and block signal A-247.9; between yard limit boards Owanda and Homa, 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 by Rule 99, the same as between stations not within yard limits.
 - 3(j). First class trains will run at restricted speed between Missouri Pacific crossing, Coffeyville and the "Restricted" sign located 12 poles north of MP A-169.
 - 3(k). 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) | 60 | 35 |
| Osage (curves except as specified in special rule 4(c)) | 45 | 30 |
| Oklahoma (tangent track) | 60 | 40 |
| Oklahoma (curves except as specified in special rule 4(d)) | 50 | 30 |
| Joplin | 35 | 15 |
| Tulsa | 60 | 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 520.6, Mile Post 533.3, Mile Post 540.4, Mile Post 541.0, Mile Post 557.1, and Mile Post 558.9, 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	204.4	40
243.6	35	205.1	40
243.4	35	204.5	40
219.2	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	201.3	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
302.4	40	267.1	40
282.2	35	251.7	40
280.9	35	250.5	40
280.8	35	250.2	40
279.9	40	247.8	40
276.5	40	246.3	35
269.7	40	245.8	35
 - 4(e). Maximum speed passenger trains around curves Mile Posts Z-259.5, Z-267.2, and Z-267.5 45 miles per hour.
 - 4(f). Maximum speed over Neosho River bridge Mile Post S400.1 ten miles per hour, moving over this bridge.
 - 4(g). Maximum speed over Boiling Springs bridge R19.2 ten miles per hour.
 - 4(h). 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(i). Maximum speed over puzzle switch north of Denison passenger station 15 miles per hour.
 - 4(j). Maximum speed road engines backing up with or without cars 15 miles per hour.
 - 4(k). Maximum speed for switch engines with or without cars 20 miles per hour.
 - 4(l). Maximum speed freight engines on passenger trains 40 miles per hour and running light 25 miles per hour.
 - 4(m). Maximum speed passenger trains over S.L.-S.F.-M-K-T crossing, MP-A257.5 40 miles per hour.
 - 4(n). 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(o). City ordinance speed restrictions (miles per hour):

Atoka	15	McAlester-North McAlester	25
Choctaw	15	Muskogee	25
Chotau	15	(except between Fondulac street and Coffeyville	25
Coffeyville	25	Southside Boulevard)	12
Dewey	25	Oklahoma City	12
Galena	20	Tulsa	12
Joplin	15	Wagoner	15
		Yale	25
 5. Derailing switch on main track between Denison passenger station and S.L.-S.F. connections, 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 siding between crossover south of North McAlester depot and crossover south of coal chute. Third and fourth class trains and extras (except passenger extras) meeting at North McAlester, inferior train will use Track No. 8 between north switch North McAlester and crossover south of coal chute.
 - 6(b). First class trains and passenger extras meeting at McAlester, inferior train will use first track west of main track between south switch McAlester and first crossover north of McAlester depot. Third and fourth class trains and extras (except passenger extras) meeting at McAlester, inferior train will use first track west of main track between south switch McAlester and crossover south of coal chute North McAlester.

- 6(c). At Osage, time table and train order restrictions for first class trains and passenger extras apply at the track immediately east of depot extending from the first main track switch north of depot to first main track switch south of depot.
- 6(d). At Cushing, time table and train order restrictions for all trains will apply at the track opposite passenger station known as the Coach Track.
7. Automatic block signals in service as follows:
 - 7(a). Between Denison and Colbert including both directions on southward track. Between mile post 647.5 and mile post 695.1 (governing approaches to crossovers only). Between Stringtown and Atoka on southward track. Between mile post 606.6 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 "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 A249.9 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(b). Auxiliary signals in service as follows: Take siding color light signal on main with automatic block signal 4985 displayed white indicates take siding. Take siding color light signal on must with automatic block signal 4992 displayed white indicates take siding. Color light signal at 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(c). Trains stopped by home signals 6293, 6298 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(d). Northward trains holding main track to meet opposing trains at Brewer will remain back of fouling point until opposing train has passed south switch Savannah.
 - 7(e). Movements between North switch Wybark and Fondulac Street Muskogee will be made on signal indication superseding time table and train order superiority.
 - 7(f). Northward passenger trains must stand back to clear southward movements to other tracks while signal 5032 remains at stop.
 - 7(g). A "Take Siding" color light signal is located on main with automatic block signal 5032, Muskogee. This signal, when displaying "white" indicates that crossover switch located in main track about 200 feet north of signal 5032, and No. 4 track switch located at signal 5032, are lined for the train yard, and northward movements may be made without stopping at block signal 5032. If "take siding" color light signal is not burning, northward trains, or engines, must come to a full stop before passing signal 5032 and, if it can be clearly seen, or known, that no opposing main line movements are approaching and, or route is unobstructed, may proceed into train yard with flagman preceding engine to crossover switch. Switch No. 4, or the crossover switch to yard must not be changed from main track position while a main track movement is approaching in adjoining block.
 - 7(h). 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.
 - 7(i). Southward Tulsa Division trains must move to within 100 feet of signal 4987 to receive signal indication. Southward Cherokee Division trains using siding Wybark must move to within 100 feet of dwarf signal, located east side of south end of siding to receive signal indication.
 - 7(j). Trains must remain back of fouling point indicated by insulated rail joints at signals to permit clearing signals.
 - 7(k). Telephone located at signals 4985, 4987, 4992 for communication with levermen KO&G interlocker tower Muskogee. Rules 367(a) and 367(b) govern.
 - 7(l). 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.
 - 7(m). Switches at both ends Vinita passing track are electrically controlled from S.L.-S.F. interlocking tower. If signals do not clear communicate with levermen by telephone located at each end of siding.
 - 7(n). When these in charge of remote control switches cannot display the proper signal indication, switches must be spiked before any movement passes over them. Spikes, nail and claw bar are in the telephone booth near switch for that purpose.
 - 7(o). Normal position of switch at "D. Y." Junction is for the AT&SF Railway.
 - 7(p). Normal position of switch at "B. E." Junction is for the AT&SF Railway.
 - 7(q). Normal position of switch at Homa is for M-K-T Railroad.
 - 7(r). All trains will flag Main Street Crossing at Columbus.
 - 7(s). Yards protected by yard limit boards:
 - Denison-Ray.
 - Durant.
 - Atoka.
 - Frink to Mekko inclusive.
 - Muskogee.
 - Vinita.
 - Parsons-North Yard.
 - Oklahoma City to Owanda inclusive.
 - Cushing to Yale inclusive (see special rule 3(h)).
 - Mindeman to Mahan inclusive (see special rule 3(h)).
 - "D. Y." Junction to Dewey stock yards inclusive.
 - "B. E." Junction to Osburne stock yards inclusive.
 - South Coffeyville to O'Herin inclusive.
 - Tulsa.
 - Broken Arrow.
 - West Mineral.
 - Columbus.
 - Galena.
 - Joplin.

SPECIAL INSTRUCTIONS---Continued

12. The following main line bridges and structures will not clear man on side of car as the horizontal clearance between points 4 feet and 16 feet above top of rail is less than 7 feet 4½ inches.

Bridge No. 620.1—both tracks.
Swinging spouts on water tanks.
All mail cranes when pouches are hung.

- 12a. The following main line bridges and structures will not clear man on top of car as they do not have a vertical clearance of 21 feet 6 inches.

Overhead viaduct Court Street, Muskogee, all tracks.
Overpass MP-623, south of Caney, Northbound Track.
Overpass 644.6, south of Durant, both tracks.
Overpass Union Avenue, Tulsa, MP-Z-276.6.
Bridge S-400.1.
Joplin—Union Station Passenger shed.

- 12b. Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, buildings, platforms and other structures alongside main and other tracks.

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
Hailey	MP 572.1	South	.....	10
Rentiesville	MP 520.1	No Track	.....	40
Gano	MP A277.6	Both	.....	20
Mindeman	MP A249.0	South	.....	40
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	.....	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 S428.5	No Track	.....	7
Indian	MP Z249.8	South	.....	2
Fair Grounds Spur	MP Z281.0	North	.....	50
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—Enginehouse 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 for Revenue Passengers only, except when otherwise stated:

No. 5 at Labette, Welch, Blue Jacket, Big Cabin, Adair, Choteau and Mazie to receive or discharge.
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 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. 3 and 6 at Rentiesville to discharge or receive and to unload parcel post when request is made by postal clerk to do so.
Nos. 7 and 8 at Wagoner unload and receive Missouri Pacific mail.
No. 18 at Oswego 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, Pershing, 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. 23 at Mound Valley, Dewey, Pershing, Osage to receive for Oklahoma City.
No. 23 at Mound Valley, Dewey, Pershing, 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.
Coffeyville—Telegraph office.
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. EMPLOYES' HOSPITAL ASSOCIATION:

Dr. R. S. Yancey, Chief Surgeon, Medical Arts Bldg., Dallas, Texas.

STATION	NAME
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, Examiner
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
Coalgate	J. B. Clark
Columbus	
Cushing	E. M. Harris
Benjamin Davis	
Dewey	L. D. Hudson
Durant	James L. Shuler
Eufaula	Wm. A. Tolleson
George W. West	
Hominy	G. I. Walker
Joplin	R. L. Neff
Kiowa	H. A. Ellis
McAlester	L. S. Willour, Examiner
T. H. McCarty, Examiner	
Geo. A. Kilpatrick	
Muskogee	W. P. 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	
Griider Penick	
Osage	M. M. Carmichael
Porter	W. R. Joblin
Pryor	W. J. Whitaker
Tryon	H. B. Jenkins
Tulsa	Fred S. Clinton, Examiner
Beni. W. Ward	
Fred E. Woodson	
Fred A. Glass	
Vinita	Louis Bagby
Wagoner	S. R. Bates
Welch	J. O. Bradshaw
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. A. Barnard, Chief Dispatcher.
H. L. Bender.
J. A. Peterson.
Wm. Hooe.
J. W. Athy, 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	58	1630	41	
Columbus	Parsons	10							3200	87	2000	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 refrigerators not under ice	42 tons	16 tons
Refrigerators loaded with LCL merchandise	35 tons	3 tons
Other cars loaded with LCL merchandise	27 tons	3 tons
Live stock without bedding	35 tons	11 tons
Live stock--bedded car	37 tons	11 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 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
40,551-40,700--ballast	30 tons
41,000 series--flat bottom	24 tons
43,000 series--flat bottom	21 tons
Other system coal cars	29 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 obtained, use tonnage figures below for empty cars.

Kind	Auto	Box	Flat	LPT	Rfgr.	Stock	Tank	Ballast	Cinder
Tons	26	22	18	26	26	Clean 20 Bedded 22	21	21	19
	Evans 27								

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-G

Effective

August 20, 1939