



E. J. GRACE, Assistant Superintendent.
P. O. ELLIS, Assistant Superintendent.
J. D. GARRISON, Trainmaster.
H. A. MORRIS, Chief Dispatcher.
H. O. WINDERS,
U. MOORE,
J. L. SHEDDY,
WM. HOOE,
WM. O'DELL,
R. L. KAY, JR.,
Dispatchers,
Muskogee.

O. L. CRAIN, Assistant Superintendent.
J. A. BARNARD, Trainmaster,
H. L. BENDER,
J. A. PETERSON,
R. O. MORRIS,
J. W. ATHY, Dispatchers,
Parsons, Kansas

E. L. HANKS, Road Foreman of Engines.



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

1942
SAFETY FIRST



Missouri-Kansas-Texas Railroad Company

EMPLOYEES'

TIME TABLE

No. 19

OF THE
**SOUTHERN
DISTRICT**

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

Sunday, Dec. 6, 1942

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

EMPLOYEES' HOSPITAL ASSOCIATION:

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

| STATION | NAME |
|--------------------|--|
| Denison..... | W. A. Lee, Divn. Surgeon..... |
| | D. K. Jamison, Asst. Divn. Surgeon..... |
| | G. Burton Fain, Resident Physician..... |
| | J. E. Meador, Oral Surgeon..... |
| | F. F. Fowler, Divn. Occulist..... |
| Parsons..... | N. C. Morrow, Divn. Surgeon-Examiner..... |
| | J. D. Pace, Divn. Surgeon..... |
| | T. D. Blasdel, Occulist..... |
| | G. J. Giessmann, Oral Surgeon..... |
| | A. D. Lucas, Oral Surgeon..... |
| Adair..... | L. C. White..... |
| Atoka..... | J. S. Fulton, Examiner..... |
| Bartlesville..... | H. G. Crawford..... |
| Caddo..... | Roy L. Cochran..... |
| Checotah..... | A. J. Snelson..... |
| Chetopa..... | R. L. Von Trebra..... |
| Cleveland..... | E. T. Robinson, Examiner..... |
| Coffeyville..... | J. D. McMillion..... |
| Columbus..... | C. C. Fuller..... |
| Cushing..... | Benjamin Davis..... |
| Dewey..... | L. D. Hudson..... |
| Durant..... | J. A. Haynie..... |
| Eufaula..... | Wm. A. Tolleson..... |
| Hominy..... | G. I. Walker..... |
| Joplin..... | R. L. Neff..... |
| Kiowa..... | H. A. Ellis..... |
| McAlester..... | L. S. Willour, Examiners..... |
| | T. H. McCarley, Examiner..... |
| | W. P. Fite, Divn. Surgeon-Examiner..... |
| | E. H. Fite, Examiner..... |
| | J. L. Blakemore, Examiner..... |
| Muskogee..... | J. Mayes Thompson, Oral Surgeon..... |
| | M. K. Thompson, Occulist..... |
| | L. C. Kuyrkendall, Occulist..... |
| | Elbert H. Shuller..... |
| | Geo. LaMotte, Examiner..... |
| Oklahoma City..... | P. E. Haskett, Divn. Suregon-Examiner..... |
| | Ellis Moore, Urologist..... |
| | Leo F. Cailey, Occulist..... |
| | M. M. Carmichael..... |
| | W. R. Joblin..... |
| Osage..... | E. H. Werling..... |
| Porter..... | H. B. Jenkins..... |
| Pryor..... | Benj. W. Ward..... |
| Tryon..... | Fred E. Woodson..... |
| | Fred A. Glass..... |
| | W. Albert Cook, Occulist..... |
| | W. R. Marks..... |
| | S. R. Bates..... |
| Tulsa..... | J. O. Bradshaw..... |
| Vinita..... | J. M. Harris..... |
| Wagoner..... | |
| Welch..... | |
| Wilburton..... | |
| West Mineral..... | |

SPEED TABLE

| Speed Per Hour | TIME OF PERFORMANCE | | |
|----------------|---------------------|--------|--------|
| | ¼ Mile | ½ Mile | 1 Mile |
| Miles | M. S. | M. S. | M. S. |
| 10 | 1 30 | 8 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 |

TONNAGE RATINGS

| LOCOMOTIVES | | 64% Booster | | 64% | | 57% | | 47% | | 32% | | |
|----------------------|----------------------|--------------------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|
| FROM | TO | Adjustment Tons | Rating Tons | No. Cars. | Rating Tons | No. Cars. | Rating Tons | No. Cars. | Rating Tons | No. Cars. | Rating Tons | No. Cars. |
| Parsons..... | Muskogee..... | 8 | 3800 | 70 | 3255 | 70 | 2940 | 70 | 2440 | 61 | 1660 | 42 |
| Welch..... | Muskogee..... | 9 | 4500 | 70 | 3780 | 70 | 3410 | 70 | 2810 | 70 | 1910 | 48 Excess |
| Muskogee..... | Parsons..... | 8 | 3780 | 70 | 3150 | 70 | 2885 | 70 | 2370 | 60 | 1620 | 41 |
| Muskogee..... | Wagoner..... | 9 | 4500 | 70 | 3780 | 70 | 3410 | 70 | 2810 | 70 | 1910 | 48 Excess |
| Shaner..... | Parsons..... | 10 | 4500 | 113 | 3780 | 95 | 3410 | 85 | 2810 | 70 | 1910 | 48 Excess |
| Muskogee..... | Redtex..... | 7 | 3025 | 70 | 2520 | 63 | 2310 | 58 | 1910 | 41 | 1300 | 33 |
| North McAlester..... | Redtex..... | 12 | 4725 | 70 | 4100 | 70 | 3600 | 70 | 3000 | 70 | 2040 | 51 Excess |
| Redtex..... | Ray..... | 5 | 2700 | 67 | 2250 | 56 | 2050 | 51 | 1680 | 42 | 1180 | 30 |
| Ray..... | Muskogee..... | 7 | 2900 | 70 | 2415 | 61 | 2205 | 55 | 1820 | 46 | 1240 | 31 |
| Ray..... | Stringtown..... | 12 | 4725 | 70 | 4100 | 70 | 3600 | 70 | 3000 | 70 | 2040 | 51 Excess |
| Stringtown..... | Chockie..... | 8 | 3530 | 70 | 2940 | 70 | 2605 | 66 | 2165 | 54 | 1500 | 38 Excess |
| Chockie..... | North McAlester..... | 9 | 4285 | 70 | 3570 | 70 | 3180 | 70 | 2625 | 66 | 1785 | 45 Excess |
| Ray..... | Colbert..... | 7 | 3165 | 70 | 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 | 70 | 2520 | 63 | 2270 | 57 | 1820 | 46 | 1285 | 32 Excess |
| Osage..... | Parsons..... | 8 | 3310 | 70 | 2940 | 70 | 2650 | 66 | 2120 | 53 | 1500 | 38 |
| Bartlesville..... | Coffeyville..... | 9 | 3570 | 70 | 3100 | 70 | 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 | 70 | 3675 | 70 | 3300 | 70 | 2640 | 66 | 1850 | 46 Excess |
| Oklahoma City..... | Osage..... | 6 | 2470 | 62 | 2125 | 53 | 1995 | 50 | 1590 | 40 | 1070 | 27 |
| Cushing..... | Osage..... | 8 | 3450 | 70 | 3000 | 70 | 2700 | 68 | 2160 | 54 | 1500 | 38 Excess |
| Parsons..... | Joplin..... | 8 | | | | | | | 1800 | 45 | 1260 | 31 |
| Columbus..... | Military..... | 10 | | | | | | | 2800 | 80 | 1800 | 45 Excess |
| Joplin..... | Parsons..... | 10 | | | | | | | 2330 | 58 | 1630 | 41 |
| Columbus..... | Parsons..... | 10 | | | | | | | 3100 | 87 | 1950 | 46 Excess |
| Muskogee..... | Osage..... | 8 | 3700 | 70 | 3080 | 70 | 2800 | 70 | 2310 | 58 | 1570 | 39 |
| Tulsa..... | Osage..... | 12 | 4600 | 70 | 3850 | 70 | 3500 | 70 | 2880 | 70 | 1960 | 49 Excess |
| Osage..... | Muskogee..... | 8 | 3930 | 70 | 3410 | 70 | 3100 | 70 | 2500 | 62 | 1700 | 42 |
| Porter..... | Muskogee..... | 8 | 4375 | 70 | 3850 | 70 | 3500 | 70 | 2800 | 70 | 1800 | 45 Excess |
| North McAlester..... | Wilburton..... | 5 | | | | | | | | | 1340 | 34 |
| Wilburton..... | North McAlester..... | 5 | | | | | | | | | 1340 | 34 |

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 per. in refrs. not under ice... | 42 tons | 16 tons |
| Refrigerators loaded with LCL mdse... | 35 tons | 3 tons |
| Other cars loaded with LCL mdse..... | 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.

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

Use following tonnage for Cabooses:

| | |
|---|---------|
| 375 to 723, Incl. and 100014 to 100051, Incl..... | 18 tons |
| 751 to 795, Incl..... | 21 tons |
| 796 to 870, Incl..... | 25 tons |

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 |

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

| FOURTH CLASS | THIRD CLASS | | | Distance from St. Louis | TIME TABLE NO. 19 | | Signs and Car Capacity | FIRST CLASS | | | | | | | |
|----------------|-------------|--------------|----------------|-------------------------|-------------------|---|------------------------|---------------|-----------------|----------------|--------------------|--------------|--------------------|----------------|--------------|
| | 91 Way | 71 Bullet | 81 Katy Komet | | 75 Katy Klipper | Effective 12:01 A. M. December 6, 1942 | | 7 Blue-bonnet | 1 Texas Special | 3 Katy Limited | 15 Com-muter | 5 Katy Flyer | 17 Com-muter | 27 Blue-bonnet | |
| Mon. Wed.-Fri. | Daily | Daily | Daily | | STATIONS | | | Daily | Daily | Daily | Daily Ex-cept Sun. | Daily | Daily Ex-cept Sun. | Daily | |
| AM 3.45 | PM 2.30 | AM 10.00 | AM 4.15 | 386.0 | Leave | NORTH YARD | SPCO TYW | | | | | | | | |
| 3.55 | 2.35 | 10.05 | 4.25 | 386.6 | | 0.6 PARSONS Leave | P | | | AM 2.00 | | AM 11.45 | | | PM 10.45 |
| | | | | 387.1 | | 0.5 PARSONS TOWER | | | | | | | | | |
| 4.05 | 2.42 | 10.12 | 4.32 | 390.2 | N | S. L.-S. F. Interlocker | | | | | | | | | |
| 4.15 | 2.49 | 10.19 | 4.40 | 394.4 | | 3.1 OLIVE | P 90 | | | 2.06 | | 11.51 | | | 10.51 |
| 4.20 | 2.51 | 10.21 | 4.45 | 395.5 | N | SHANER | P 90 | | | 2.12 | | 11.57 | | | 10.57 |
| | | | | | D | LABETTE | P 100 | | | 2.14 | | 11.59 | | | 10.59 |
| 4.55 | 3.01 | 10.30 | 4.55 | 400.9 | N | OSWEGO | | | | | | | | | |
| 5.08 | 3.07 | 10.36 | 5.01 | 403.9 | N | S. L.-S. F. Interlocker | P 100 | | | s 2.21 | | PM 12.07 | | | s 11.06 |
| | | | | | | 3.0 CONDON | P 110 | | | 2.26 | | 12.12 | | | 11.11 |
| 5.30 | 3.20 | 10.50 | 5.12 | 410.2 | N | CHETOPA | | | | | | | | | |
| 5.50 | 3.31 | 11.01 | 5.23 | 416.1 | N | Mo. Pac. Interlocker | PW105 | | | 2.35 | | s 12.22 | | | s 11.21 |
| 6.05 | 3.40 | 11.11 | 5.33 | 421.4 | | 5.9 RUSSELL | P 60 | | | 2.44 | | 12.32 | | | 11.31 |
| 6.25 | 3.50 | 11.21 | 5.43 | 426.6 | D | WELCH | P 110 | | | 2.52 | | 12.40 | | | 11.39 |
| 6.45 | 4.03 | 11.35 | 5.58 | 433.9 | N | BLUE JACKET | P 120 | | | 2.59 | | f 12.47 | | | 11.46 |
| | | | | | | 7.3 KELSO | P 110 | | | 3.09 | | 12.57 | | | 11.56 |
| 7.35 | 4.13 | 11.45 | 6.30 | 439.0 | N | VINITA | PWY 110 | L AM 1.05 | L AM 3.35 | s 3.25 | L AM 6.25 | s 1.10 | | | AM 12.10 |
| 7.55 | 4.21 | 11.52 | 6.40 | 441.9 | | 2.9 HULWE | P 80 | 1.10 | 3.40 | 3.30 | 6.29 | 1.16 | | | 12.16 |
| 8.15 | 4.30 | PM 12.02 | 6.50 | 446.8 | D | BIG CABIN | P 110 | 1.17 | 3.46 | 3.37 | s 6.35 | 1.24 | | | 12.29 |
| 8.32 | 4.45 | 12.17 | 7.08 | 454.4 | N | ADAIR | P 115 | 1.26 | 3.55 | 3.47 | s 6.43 | 1.34 | | | 12.43 |
| 8.50 | 5.03 | 12.24 | 7.20 | 457.9 | | 3.5 DAWES | P 105 | 1.31 | 3.59 | 3.59 | 6.47 | 1.39 | | | 12.50 |
| 9.25 | 5.14 | 12.36 | 7.32 | 463.7 | N | PRYOR | PW105 | 1.39 | 4.06 | s 4.15 | s 6.53 | s 1.49 | | | s 12.58 |
| 9.55 | 5.25 | 12.46 | 7.42 | 468.6 | N | LUSTA | P 110 | 1.45 | 4.11 | 4.21 | A 7.05 AM | 1.56 | | PM 5.20 | 1.04 |
| 10.15 | 5.35 | 12.54 | 8.02 | 472.2 | N | CHOUTEAU | P 110 | 1.50 | 4.16 | s 4.29 | | 2.02 | s 5.28 | | 1.09 |
| 10.45 | 5.45 | 1.05 | 8.15 | 477.7 | | 5.5 MAZIE | P 110 | 1.56 | 4.22 | 4.36 | | 2.10 | 5.36 | | 1.17 |
| 11.05 | 5.55 | 1.17 | 8.25 | 483.7 | | 6.0 LELIAETTA | P 110 | 2.03 | 4.29 | 4.43 | | 2.18 | 5.43 | | 1.25 |
| 11.15 | 6.01 | 1.23 | 8.30 | 487.0 | | 3.3 NORTH WAGONER | P 100 | 2.07 | 4.33 | 4.47 | | 2.23 | 5.47 | | 1.30 |
| 11.30 | 6.03 | 1.25 | 8.32 | 488.1 | N | WAGONER | | | | | | | | | |
| 11.45 | 6.13 | 1.36 | 8.42 | 494.1 | N | Mo. Pac. Interlocker | P 110 | 2.09 | 4.35 | s 4.52 | | s 2.28 | s 5.49 | | s 1.35 |
| 11.55 | 6.21 | 1.45 | 8.50 | 498.6 | | 6.0 GIBSON | P 110 | 2.18 | 4.42 | 5.03 | | 2.37 | 5.58 | | 1.45 |
| 12.15 PM | 6.30 PM | 2.00 PM | 9.00 AM | 501.8 | | 4.5 WYBARK | P 70 | 2.23 | 4.47 | 5.10 | | 2.44 | 6.04 | | 1.55 |
| | | | | 503.6 | N | 3.2 KOG Interlocker | SPOCW TY Yd | | | | | | | | |
| | | | | | | 1.8 MUSKOGEE | PW Yard | 2.30 AM | 4.55 AM | 5.20 AM | | 2.55 PM | 6.15 PM | | 2.05 AM |
| 15.7 | 29.4 | 29.4 | 24.8 | | | Arrive | | 45.6 | 48.5 | 35.1 | 44.4 | 36.9 | 38.2 | | 35.1 |

No. 15 and No. 17 one hour or more behind schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order. (See Transp. Rules 82 and 220).

NO. 2 IS SUPERIOR TO ALL TRAINS.
NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 2.

Schedules of Tulsa Division trains as shown on Page 8 are in effect on Cherokee Division between Wybark and Muskogee.

At Lusta time table rights trains 14 and 17 apply on main track from a point 1500 feet north of north switch to the south switch of passing track. See special instructions Rule (6).

| FIRST CLASS | | | | | | | TIME TABLE NO. 19 | THIRD CLASS | | | FOURTH CLASS |
|-------------------|------------------|--------------------|--------------------|-----------------|--------------------|-------------------|---|-------------------|--------------|--------------------|---------------------|
| 18 Blue-bonnet | 8 Blue-bonnet | 2 Texas Special | 16 Com-muter | 6 Katy Flyer | 14 Com-muter | 4 Katy Limited | Effective 12:01 A.M. December 6, 1942 | 74 Katy Packer | 76 Rocket | 72 Fast Freight | 90 Way |
| Daily | Daily | Daily | Daily Ex-cept Sun. | Daily | Daily Ex-cept Sun. | Daily | STATIONS | Daily | Daily | Daily | Tues. Thur.-Sat. |
| | | | | | | | Arrive NORTH YARD 0.6 | AM 11.00 | PM 2.00 | PM 6.30 | PM 12.30 |
| AM 3.15 | | | | PM 7.05 | | AM 9.15 | Arrive PARSONS 0.6 | 10.54 | 1.54 | 6.22 | 12.25 |
| | | | | | | | PARSONS TOWER 0.6 | | | | |
| 3.08 | | | | 6.56 | | 9.06 | N S.L.-S.F. Interlocker 3.1 | | | | |
| 3.01 | | | | 6.50 | | 8.58 | OLIVE 4.2 | 10.48 | 1.48 | 6.15 | 12.15 |
| | | | | | | | N SHANER 1.1 | 10.41 | 1.38 | 6.05 | 12.05 PM |
| 2.59 | | | | 6.48 | | f 8.55 | D LABETTE 5.4 | 10.39 | 1.36 | 6.03 | 11.59 |
| | | | | | | | OSWEGO 3.0 | | | | |
| 2.50 | | | | s 6.38 | | f 8.45 | N S.L.-S.F. Interlocker 6.3 | 10.30 | 1.25 | 5.52 | 11.45 |
| 2.45 | | | | 6.32 | | 8.39 | CONDON 5.9 | 10.18 | 1.18 | 5.45 | 11.35 |
| | | | | | | | N CHETOPA 5.3 | 10.06 | 1.05 | 5.30 | 11.15 |
| 2.35 | | | | s 6.22 | | f 8.29 | Mo. Pac. Interlocker 5.3 | 9.55 | 12.50 | 5.12 | 11.01 |
| 2.19 | | | | 6.11 | | 8.17 | RUSSELL 5.2 | 9.45 | 12.40 | 4.59 | 10.35 |
| 2.09 | | | | 6.03 | | s 8.07 | D WELCH 7.3 | 9.35 | 12.16 | 4.45 | 10.05 |
| 1.59 | | | | f 5.55 | | s 7.57 | N BLUEJACKET 5.1 | 9.20 | 12.01 PM | 4.25 | 9.45 |
| 1.45 | | | | 5.45 | | 7.45 | KELSO 2.9 | | | | |
| s 1.35 | AM 12.40 | PM 11.00 | PM 6.15 | s 5.35 | | s 7.35 | N VINITA 4.9 | 9.10 | 11.45 | 4.13 | 9.30 |
| 1.25 | 12.35 | 10.55 | 6.09 | 5.25 | | 7.25 | S.L.-S.F. Interlocker 7.6 | 8.55 | 11.22 | 3.52 | 9.01 |
| 1.17 | 12.29 | 10.48 | s 6.03 | 5.19 | | s 7.18 | HULWE 3.5 | 8.45 | 11.10 | 3.42 | 8.45 |
| 1.01 | 12.20 | 10.39 | s 5.52 | 5.09 | | s 7.08 | D BIG CABIN 3.5 | 8.32 | 10.52 | 3.25 | 8.15 |
| 12.50 | 12.15 | 10.35 | 5.47 | 5.03 | | 7.02 | N ADAIR 5.8 | 8.25 | 10.43 | 3.15 | 8.05 |
| s 12.38 | 12.08 | 10.28 | s 5.40 | s 4.54 | | s 6.53 | DAWES 4.9 | 8.16 | 10.30 | 3.01 | 7.52 |
| 12.30 | 12.01 AM | 10.21 | L 5.30 PM | 4.46 | AM 7.15 | 6.44 | N PRYOR 3.6 | 8.08 | 10.21 | 2.50 | 7.42 |
| 12.24 | 11.56 | 10.16 | | 4.40 | s 7.07 | s 6.38 | N LUSTA 5.5 | 8.02 | 10.15 | 2.40 | 7.15 |
| 12.14 | 11.49 | 10.09 | | 4.33 | 7.01 | f 6.29 | N CHOUTEAU 6.0 | 7.52 | 9.57 | 2.30 | 7.01 |
| 12.05 AM | 11.41 | 10.02 | | 4.25 | 6.54 | 6.21 | MAZIE 3.3 | 7.40 | 9.48 | 2.18 | 6.40 |
| 11.59 | 11.36 | 9.58 | | 4.20 | 6.48 | 6.15 | LELIAETTA 1.1 | 7.32 | 9.40 | 2.09 | 6.30 |
| s 11.54 | 11.31 | 9.56 | | s 4.16 | s 6.43 | s 6.11 | NORTH WAGONER 6.0 | 7.30 | 9.35 | 2.07 | 6.11 |
| 11.46 | 11.24 | 9.49 | | 4.09 | 6.37 | 6.04 | WAGONER 4.5 | 7.20 | 9.20 | 1.55 | 5.45 |
| 11.39 | 11.18 | 9.43 | | 4.03 | 6.32 | 5.58 | GIBSON 3.2 | 7.10 | 9.10 | 1.45 | 5.30 |
| | | | | | | | WYBARK 1.8 | 7.00 AM | 9.00 AM | 1.30 PM | 5.20 AM |
| 11.30 PM | 11.10 PM | 9.35 PM | | 3.55 PM | 6.25 AM | 5.50 AM | N KOG Interlocker MUSKOGEE YARD Lv. 1.8 | | | | |
| 29.8 | 43.1 | 45.6 | 39.5 | 36.9 | 42.0 | 34.2 | MUSKOGEE Leave | 29.4 | 23.5 | 23.5 | 16.4 |

Automatic Block Signals

See Rule 8

No. 14 and No. 16 one hour or more behind schedule arriving or leaving time lose both right and schedule and can there-after proceed only as authorized by train order. (See Transp. Rules 82 and 220).

NO. 2 IS SUPERIOR TO ALL TRAINS.
NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 2.

Schedules of Tulsa Division trains as shown on Page 8 are in effect on Cherokee Division between Wybark and Muskogee.

At Lusta time table rights trains 14 and 17 apply on main track from a point 1500 feet north of north switch to the south switch of passing track. See special instructions Rule (6).

| FOURTH CLASS | | THIRD CLASS | | | Distance From St. Louis | TIME TABLE NO. 19 Effective 12:01 A. M. December 6, 1942 | Signs and Car Capa- city | FIRST CLASS | | | | | | | |
|------------------------|--------------------|--------------|---------------------|-----------------------|----------------------------|--|--------------------------------------|----------------------|-----------------------|----------------------|--------------------|--|--|--|--|
| 95 Way | 93 Way | 71 Bullet | 81 Katy Komet | 75 Katy Klipper | | | | 7 Blue- bonnet | 1 Texas Special | 3 Katy Limited | 5 Katy Flyer | | | | |
| Daily Ex- cept Mon. | Mon.-Wed Friday | Daily | Daily | Daily | | | Daily | Daily | Daily | Daily | | | | | |
| | AM 7.30 | PM 6.55 | PM 2.20 | AM 10.00 | 503.6 | Leave MUSKOGEE YARD | SCOPT YW Yard | | | | | | | | |
| | | | | | | MUSKOGEE Leave | Yard | AM 2.45 | AM 5.05 | AM 5.35 | PM 3.10 | | | | |
| | | | | | | N S.F.-M.V TOWER Inter. | | | | | | | | | |
| | | | | | | SUMMIT | P 110 | 2.55 | 5.15 | 5.45 | 3.25 | | | | |
| | 7.45 | 7.10 | 2.32 | 10.15 | 510.4 | N OKTAHA | P 110 | 3.03 | 5.23 | s 5.55 | 3.35 | | | | |
| | 8.03 | 7.22 | 2.42 | 10.25 | 517.0 | N CHECOTAH | PW 90 | 3.13 | 5.33 | s 6.08 | s 3.47 | | | | |
| | 8.20 | 7.35 | 3.03 | 10.37 | 524.8 | BOND | P 110 | 3.19 | 5.39 | 6.16 | 3.54 | | | | |
| | 8.35 | 7.45 | 3.13 | 10.47 | 529.8 | WELLS | P 90 | 3.24 | 5.45 | 6.22 | 4.00 | | | | |
| | 8.45 | 7.55 | 3.22 | 10.56 | 534.3 | N EUFAULA | P 105 | 3.29 | 5.50 | s 6.31 | s 4.08 | | | | |
| | 9.05 | 8.05 | 3.34 | 11.03 | 538.1 | WIRTH | P 90 | 3.35 | 5.56 | 6.37 | 4.14 | | | | |
| | 9.20 | 8.15 | 3.44 | 11.11 | 542.7 | D CANADIAN | P 110 | 3.41 | 6.03 | s 6.45 | 4.20 | | | | |
| | 9.35 | 8.29 | 3.52 | 11.21 | 547.2 | TURK | P 100 | 3.45 | 6.07 | 6.50 | 4.24 | | | | |
| | 9.55 | 8.37 | 3.58 | 11.26 | 550.6 | CROWDER | P | 3.46 | 6.08 | f 6.52 | 4.25 | | | | |
| | 10.01 | 8.38 | 3.59 | 11.27 | 551.2 | REAMS | P 90 | 3.51 | 6.13 | 6.58 | 4.30 | | | | |
| | 10.17 | 8.45 | 4.08 | 11.35 | 555.3 | MEKKO | P 90 | 3.57 | 6.20 | 7.06 | 4.38 | | | | |
| | 10.30 | 8.55 | 4.18 | 11.45 | 561.1 | N NORTH McALESTER | SCOP YW Yard | 4.01 | 6.24 | 7.10 | 4.42 | | | | |
| | AM L 6.00 | AM 10.40 | 9.02 | 4.25 | 11.55 | McALESTER C.R.I. & P Gate Crossing | P | s 4.15 | 6.28 | s 7.20 | s 4.55 | | | | |
| | 6.15 | | 9.08 | 4.35 | 12.05 | FRINK | P 110 | 4.21 | 6.34 | 7.27 | 5.01 | | | | |
| | 6.34 | | 9.20 | 4.40 | 12.12 | SAVANNA | P 40 | 4.29 | 6.41 | f 7.35 | 5.08 | | | | |
| | 6.50 | | 9.35 | 4.50 | 12.22 | BREWER | P 90 | 4.32 | 6.43 | 7.38 | 5.11 | | | | |
| | 6.55 | | 9.39 | 4.54 | 12.26 | N KIOWA | P 125 | 4.40 | 6.51 | s 7.48 | 5.19 | | | | |
| | 7.20 | | 9.50 | 5.05 | 12.41 | REYNOLDS | PW 125 | 4.47 | 6.58 | 7.56 | 5.26 | | | | |
| | 7.35 | | 10.01 | 5.15 | 12.55 | CHOCKIE | P 125 | 4.56 | 7.07 | 8.05 | 5.35 | | | | |
| | 7.50 | | 10.14 | 5.35 | 1.13 | FLORA | 120 | 5.01 | 7.13 | 8.12 | 5.41 | | | | |
| | 8.01 | | 10.25 | 5.46 | 1.25 | N STRINGTOWN (End of Double Track) | P 100 | 5.07 | 7.19 | s 8.19 | 5.47 | | | | |
| | 8.19 | | 10.35 | 5.55 | 1.32 | ATORA | Crossovers YW P Yd | 5.18 | 7.29 | s 8.32 | s 5.59 | | | | |
| | 8.45 | | 10.50 | 6.10 | 1.45 | TUSHKA | P Cr'over | 5.27 | 7.37 | f 8.44 | 6.08 | | | | |
| | 9.01 | | 11.02 | 6.20 | 1.58 | CANEY | P Cr'over | 5.36 | 7.45 | f 8.55 | 6.17 | | | | |
| | 9.15 | | 11.15 | 6.30 | 2.10 | D CADDO | P Cr'over | 5.49 | 7.57 | s 9.11 | 6.30 | | | | |
| | 9.35 | | 11.35 | 6.45 | 2.30 | K.O. & G. N SLSF DURANT Int DU | Crossover PW | s 6.09 | 8.12 | s 9.32 | s 6.49 | | | | |
| | 10.01 | | 11.55 | 7.05 | 2.50 | CALERA | Crossover P 50 SB | 6.19 | 8.20 | f 9.44 | 6.59 | | | | |
| | 10.30 | | AM 12.05 | 7.15 | 3.01 | D COLBERT | P 53 | 6.29 | 8.29 | f 9.56 | 7.09 | | | | |
| | 10.45 | | 12.20 | 7.28 | 3.15 | N Ar. REDTEX LV BF S.L.-S.F. No. Jct. Inter. | P | 6.35 | 8.35 | 10.05 | 7.17 | | | | |
| | 11.01 | | AM 12.30 | 7.35 | 3.25 | S.L.-S.F. South Jct. Inter. | | | | | | | | | |
| | AM 11.30 | | AM 1.00 | 8.00 | 4.00 | N DENISON Ar. | SCOP WTY Yard | 6.45 AM | 8.45 AM | 10.15 AM | 7.25 PM | | | | |
| | 17.8 | 19.1 | 26.0 | 27.9 | 26.4 | Arrive RAY | | | | | | | | | |
| | | | | | | 158.3 | | 89.3 | 42.9 | 83.7 | 87.0 | | | | |

NO. 2 IS SUPERIOR TO ALL TRAINS.

NO. 6 RUN VIA SOUTHWARD TRACK REDTEX TO DURANT. (SEE SPECIAL RULE 1-E).

NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 2.

| FIRST CLASS | | | | | TIME TABLE NO. 19 Effective 12:01 A. M. December 6, 1942 | THIRD CLASS | | | FOURTH CLASS | |
|----------------------|-----------------------|--------------------|----------------------|--|--|--------------|-----------------------|-----------------------|--------------|--|
| 8 Blue- bonnet | 2 Texas Special | 6 Katy Flyer | 4 Katy Limited | 74 Katy Packer | | 76 Rocket | 72 Fast Freight | 94 Way | 92 Way | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| PM 10.55 | PM 9.25 | PM 3.40 | AM 5.35 | AM 6.30 | AM 8.30 | PM 12.30 | Except Sun. | Tuesday Thur.-Sat. | | |
| | | | | MUSKOGEE YARD Arrive 0.5 | | | | | | |
| | | | | Arrive MUSKOGEE 0.3 | | | | | | |
| | | | | TOWER N S.F.-M.V. Interlocker 6.3 | | | | | | |
| 10.45 | 9.15 | 3.25 | 5.15 | SUMMIT 6.6 | 6.10 | 8.15 | 12.05 PM | | 12.25 PM | |
| 10.37 | 9.07 | s 3.15 | 5.02 | N OKTAHA 7.8 | 5.55 | 8.03 | 11.45 | | 11.59 | |
| 10.27 | 8.58 | s 3.03 | 4.51 | N CHECOTAH 5.0 | 5.33 | 7.50 | 11.32 | | 11.32 | |
| 10.20 | 8.51 | 2.54 | 4.45 | BOND 4.5 | 5.22 | 7.40 | 11.20 | | 10.47 | |
| 10.14 | 8.45 | 2.47 | 4.38 | WELLS 3.8 | 5.14 | 7.27 | 11.10 | | 10.30 | |
| 10.09 | 8.40 | s 2.41 | 4.33 | N EUFULA 4.6 | 5.07 | 7.20 | 11.03 | | 10.20 | |
| 10.03 | 8.34 | 2.33 | 4.26 | WIRTH 4.5 | 4.59 | 7.10 | 10.50 | | 10.05 | |
| 9.58 | 8.29 | s 2.27 | 4.20 | D CANADIAN 3.4 | 4.53 | 7.01 | 10.40 | | 9.50 | |
| 9.53 | 8.24 | 2.22 | 4.15 | TURK 0.6 | 4.48 | 6.50 | 10.30 | | 9.40 | |
| 9.52 | 8.23 | 2.21 | 4.14 | CROWDER 4.1 | 4.47 | 6.39 | 10.25 | | 9.35 | |
| 9.46 | 8.18 | 2.16 | 4.08 | REAMS 5.8 | 4.40 | 6.32 | 10.17 | | 9.25 | |
| 9.39 | 8.11 | 2.09 | 3.57 | MEKRO 3.1 | 4.31 | 6.20 | 10.01 | | 9.10 | |
| 9.35 | 8.07 | 2.05 | 3.45 | N NORTH McALESTER C.R.I. & P Gate Crossing 1.8 | 4.25 | 5.55 | 9.45 | PM A 12.55 | L 9.00 AM | |
| s 9.30 | s 8.02 | s 2.01 | s 3.40 | N McALESTER 3.0 | 4.15 | 5.35 | 9.32 | 12.45 | | |
| 9.20 | 7.55 | 1.49 | 3.29 | FRINK 5.5 | 4.05 | 5.25 | 9.22 | 12.35 | | |
| 9.13 | 7.48 | f 1.41 | 3.22 | SAVANNA 1.8 | 3.57 | 5.15 | 9.11 | 12.22 PM | | |
| 9.11 | 7.46 | 1.38 | 3.19 | BREWER 6.5 | 3.54 | 5.12 | 9.07 | 11.59 | | |
| 9.03 | 7.38 | s 1.29 | 3.11 | N KIOWA 4.8 | 3.43 | 4.59 | 8.55 | 11.40 | | |
| 8.57 | 7.32 | 1.22 | 3.03 | REYNOLDS 6.9 | 3.36 | 4.47 | 8.46 | 11.30 | | |
| 8.48 | 7.24 | 1.13 | 2.54 | CHOCKIE 4.4 | 3.25 | 4.30 | 8.35 | 11.10 | | |
| 8.42 | 7.18 | 1.06 | 2.48 | FLORA 4.2 | 3.18 | 4.20 | 8.26 | 10.55 | | |
| 8.36 | 7.12 | s 12.59 | 2.42 | N STRINGTOWN (End of Double Track) 7.0 | 3.11 | 4.10 | 8.19 | 10.45 | | |
| 8.26 | 7.03 | s 12.47 | s 2.32 | N ATOKA 5.4 | 2.59 | 3.57 | 8.01 | 10.30 | | |
| 8.18 | 6.55 | f 12.35 | 2.22 | TUSHKA 6.6 | 2.48 | 3.45 | 7.48 | 10.15 | | |
| 8.09 | 6.46 | f 12.25 | 2.14 | CANEY 8.6 | 2.36 | 3.32 | 7.32 | 10.00 | | |
| 7.57 | 6.34 | s 12.13 PM | 2.03 | D CADDO 11.2 | 2.20 | 3.15 | 7.15 | 9.30 | | |
| s 7.41 | 6.19 | s 11.55 | s 1.47 | K.O. & G. Interlocker N SF DURANT Int DU 5.0 | 1.57 | 2.52 | 6.52 | 9.00 | | |
| 7.30 | 6.09 | f 11.43 | 1.37 | CALERA 6.8 | 1.47 | 2.42 | 6.42 | 7.50 | | |
| | | f 11.33 | | D COLBERT 2.7 | | | | | | |
| 7.17 | 5.57 | 11.27 | 1.22 | N REDTEX LV BF S.L.-S.F. No. Jct. Inter. 0.3 | 1.30 AM | 2.25 AM | 6.25 AM | 7.30 AM | | |
| 7.10 PM | 5.50 PM | 11.20 AM | 1.15 AM | S.L.-S.F. South Jct. Inter. 4.7 | | | | | | |
| | | | | N DENISON | | | | | | |
| | | | | RAY Leave | 1.00 AM | 2.00 AM | 6.00 AM | 7.00 AM | | |
| 41.9 | 43.9 | 36.3 | 36.3 | 158.3 | 28.8 | 24.4 | 24.4 | 16.5 | 16.2 | |

NO. 2 IS SUPERIOR TO ALL TRAINS.

NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 2.

NO. 6 RUN VIA SOUTHWARD TRACK REDTEX TO DURANT. (SEE SPECIAL RULE 1-E).

| THIRD CLASS | | FIRST CLASS | | Distance From Kansas City | TIME TABLE NO. 19 | | Signs and Car Capa- city | FIRST CLASS | | THIRD CLASS | | |
|---------------|------------------------|---------------------|--------------|------------------------------|---|---|--------------------------------------|-----------------|---------------------|------------------------|---------------|-------------|
| 271 Bullet | 273 Fast Freight | 25 Katy Flyer | 23 Sooner | | Effective 12:01 A. M. December 6, 1942 | | | 28 Sooner | 26 Katy Flyer | 270 Fast Freight | 276 Rocket | |
| Daily | Daily Ex- cept Sun. | Daily | Daily | STATIONS | | Daily | Daily | Daily | Daily | | | |
| PM 2.30 | AM 1.01 | | | 186.2 | Leave | NORTH YARD | Arrive | WCTOYSP Yard | | | AM 5.30 | PM 12.45 |
| 2.35 | 1.03 | | | 186.8 | Leave | PARSONS | Arrive | | AM 3.35 | PM 6.40 | 5.22 | 12.40 |
| | | | | 187.3 | N | PARSONS TOWER S.L.-S.F. Interlocker | | | | | | |
| 2.48 | 1.10 | | | 141.6 | | IDENBRO | | P 80 | 3.23 | 6.27 | 5.12 | 12.30 |
| 3.05 | 1.26 | | | 149.0 | Auto. Inter. | D MOUND VALLEY | | P 80 | 3.12 | s 6.14 | 4.57 | 12.07 PM |
| | | | | 149.1 | | S.L.-S.F. Crossing | | | | | | |
| 3.23 | 1.41 | | | 157.2 | | ANGOLA | | P 109 | 2.59 | s 5.59 | 4.39 | 11.35 |
| 3.37 | 1.52 | | | 163.8 | | O'HERIN | | P 43 | 2.48 | 5.48 | 4.25 | 11.20 |
| 3.43 | 1.57 | | | 166.8 | | NARCO | | P 80 | 2.43 | 5.42 | 4.15 | 11.05 |
| | | | | 167.2 | | A. T. & S. F. Gate Crossing | | | | | | |
| 3.48 | 2.01 | | | 167.7 | N | COFFEYVILLE | | P 59YW | s 2.40 | s 5.38 | 4.10 | 10.59 |
| | | | | 168.3 | | Mo. Pac. Crossing | | | | | | |
| 4.08 | 2.06 | | | 168.7 | | KORF | | P 76 | 2.32 | 5.27 | 3.59 | 10.33 |
| 4.24 | 2.10 | | | 170.9 | N | SOUTH COFFEYVILLE Mo. Pac. Interlocker | | P | s 2.28 | s 5.22 | 3.50 | 10.22 |
| 4.35 | 2.21 | | | 176.4 | | NOXIE | | P 77 | 2.21 | f 5.12 | 3.35 | 10.04 |
| 5.01 | 2.40 | | | 182.9 | | WANN | | P 84 | 2.12 | s 5.01 | 3.20 | 9.46 |
| 5.15 | 3.02 | | | 189.1 | | WAYSIDE | | P 80 | 2.03 | f 4.50 | 3.02 | 9.28 |
| 5.30 | 3.34 | | | 193.7 | Auto. Block | D DEWEY | | P 80 Yard | 1.56 | s 4.40 | 2.49 | 9.10 |
| 5.35 PM | 3.45 AM | | | 194.5 | | Ar. "D. Y." JCT. | Lv. | | 1.54 AM | 4.35 PM | 2.47 AM | 9.01 AM |
| | | | | | | Joint Track With A. T. & S. F. R. R. BARTLESVILLE | | WYS P Yard | AM 1.45 | PM 4.25 | AM 2.35 | AM 8.50 |
| PM 5.45 | AM 3.51 | | | 197.7 | N | "B. E." JCT. | Ar. | | 1.40 AM | 4.19 PM | 2.32 AM | 8.35 AM |
| 5.50 PM | 3.56 AM | | | 198.2 | | OSBORNE | | P 95 | 1.38 | 4.18 | 2.30 | 8.10 |
| 5.55 | 3.59 | | | 198.7 | | OKESA | | P 96 | 1.24 | f 4.04 | 2.08 | 7.46 |
| 6.20 | 4.15 | | | 208.0 | | HORN | | P 65 | 1.17 | 3.56 | 1.57 | 7.28 |
| 6.30 | 4.25 | | | 212.2 | | NELAGONY M. V. Gate Crossing | | P 70WY | 1.10 | s 3.47 | 1.47 | 7.00 |
| 6.42 | 4.35 | | | 217.5 | D | PERSHING | | P 82 | 1.04 | s 3.40 | 1.40 | 6.30 |
| 6.52 | 4.45 | | | 221.0 | | WYNONA | | P 60 | s 12.57 | s 3.33 | 1.31 | 6.15 |
| 7.05 | 4.55 | | | 225.7 | D | HOMINY | | P 98 | f 12.43 | s 3.17 | 1.09 | 5.46 |
| 7.30 | 5.12 | | | 236.0 | | MAHAN | | P 81 | 12.36 | 3.08 | 12.59 | 5.25 |
| 7.43 | 5.25 | | | 240.7 | Auto. Block | N Ar. OSAGE | Leave | Yard WCTOYSP | 12.27 AM | 2.59 PM | 12.45 AM | 5.05 AM |
| 7.55 PM | 5.45 AM | | | 245.2 | | | | | | | | |
| 20.1 | 22.7 | | | 30.5 | | | | | 34.6 | 29.4 | 28.0 | 14.2 |
| | | | | 35.1 | | | | | 109.0 | | | |

Southward Trains

OKLAHOMA DIVISION

Northward Trains

| THIRD CLASS | | FIRST CLASS | | Distance From Kansas City | TIME TABLE NO. 19 Effective 12:01 A. M. December 6, 1942 | Signs and Car Capa- city | FIRST CLASS | | THIRD CLASS | |
|---------------|------------------------|---------------------|--------------|------------------------------|--|--------------------------------------|---------------------|--------------|------------------------|------------------------|
| 271 Bullet | 273 Fast Freight | 25 Katy Flyer | 23 Sooner | | | | 26 Katy Flyer | 28 Sooner | 270 Fast Freight | 276 Rocket |
| Daily | Daily Ex- cept Sun. | Daily | Daily | | STATIONS | | Daily | Daily | Daily | Daily Ex- cept Sun. |
| PM 8.45 | AM 7.00 | PM 3.26 | AM 5.05 | 245.2 | Auto Block N Lv. OSAGE Ar. | Yard WCOYPS | PM 2.55 | AM 12.27 | AM 12.15 | AM 3.00 |
| 8.52 | 7.10 | s 3.33 | s 5.10 | 248.2 | D CLEVELAND | P 45 | s 2.49 | s 12.20 | 12.05 AM | 2.50 |
| 9.15 | 7.30 | s 3.49 | 5.24 | 256.5 | HALLETT | P 65 | s 2.36 | 12.07 | 11.50 | 2.30 |
| | | | | 257.3 | N HALLETT TOWER S. L.-S. F. Interlocker | | | | | |
| 9.22 | 7.36 | s 3.56 | 5.30 | 260.2 | D JENNINGS | P 85 | s 2.30 | 12.01 AM | 11.40 | 2.20 |
| 9.48 | 8.05 | s 4.13 | 5.45 | 270.4 | D YALE | P | s 2.15 | 11.46 | 11.16 | 1.55 |
| 9.50 | 8.07 | 4.14 | 5.46 | 271.0 | SUN.-CO. | 79 | 2.14 | 11.45 | 11.15 | 1.42 |
| | | | | 271.4 | A. T. & S. F. Gauntlet Track | | | | | |
| 9.58 | 8.15 | 4.21 | 5.52 | 273.9 | NORFOLK | P 53 | 2.08 | 11.39 | 11.05 | 1.33 |
| 10.10 | 8.25 | 4.30 | 6.01 | 279.4 | DEEP ROCK | P Yard 71YW | 2.00 | 11.31 | 10.50 | 1.20 |
| 10.40 | 8.45 | s 4.40 | 6.10 | 280.2 | N CUSHING | P 80 | s 1.54 | s 11.26 | 10.40 | 12.55 |
| 10.52 | 9.05 | 4.51 | 6.19 | 286.0 | WILD HORSE | P 53 | 1.44 | 11.15 | 10.28 | 12.40 |
| 11.08 | 9.16 | s 5.01 | 6.27 | 290.6 | AGRA | P 65 | s 1.36 | 11.08 | 10.18 | 12.21 |
| 11.30 | 9.30 | s 5.12 | 6.37 | 297.2 | D TRYON | P 17 | s 1.25 | 10.58 | 10.05 | 12.10 AM |
| 11.55 | 9.45 | s 5.21 | 6.44 | 301.8 | CARNEY | P 14 | s 1.16 | 10.51 | 9.55 | 11.55 |
| AM 12.25 | 10.05 | s 5.35 | 6.56 | 310.3 | FALLIS | P 83 | s 1.02 | 10.38 | 9.38 | 11.30 |
| 12.45 | 10.19 | s 5.47 | 7.05 | 317.0 | LUTHER | P 46 | s 12.51 | 10.28 | 9.25 | 11.14 |
| 1.10 | 10.34 | s 5.59 | 7.15 | 324.7 | ARCADIA | P 64 | s 12.39 | 10.17 | 9.09 | 10.56 |
| 1.30 | 10.49 | f 6.10 | 7.25 | 332.2 | WITCHER | P 59 | f 12.28 | 10.07 | 8.53 | 10.39 |
| 1.50 | 11.04 | 6.20 | 7.34 | 339.1 | OWANDA | P 22 | 12.18 | 9.57 | 8.38 | 10.22 |
| | | | | 341.5 | C. R. I. & P. Crossing | | | | | |
| 2.01 AM | 11.10 AM | 6.25 PM | 7.38 AM | 341.6 | Ar. HOMA Lv. | | 12.12 PM | 9.51 PM | 8.33 PM | 10.17 PM |
| 2.30 AM | 11.45 AM | 6.30 PM | 7.41 AM | 342.8 | N Ar. SHAW Lv. | Yard SWOTP | 12.09 PM | 9.48 PM | 8.30 PM | 10.13 PM |
| | | | | 343.2 | C. R. I. & P. Crossing | | | | | |
| | | 6.35 PM | 7.45 AM | 343.9 | Ar. OKLAHOMA CITY Lv. | P Yard Y | 12.05 PM | 9.45 PM | | |
| 17.0 | 20.5 | 33.1 | 37.0 | | 98.7 | | 34.8 | 36.5 | 26.0 | 25.8 |

Southward Trains **TULSA DIVISION** Northward Trains

| FOURTH CLASS | SECOND CLASS | Distance from Kiamichi City Via Osage | TIME TABLE NO. 19 | | Signs and Car Capa- city | SECOND CLASS | FOURTH CLASS |
|-----------------------|--------------------|---|---|--|--------------------------------------|--------------------|-----------------------|
| 473 Freight | 57 Mixed | | Effective 12:01 A. M. December 6, 1942 | | | 54 Mixed | 470 Freight |
| Daily | Daily | | STATIONS | | | Daily | Daily |
| AM 6.45 | PM 3.20 | 245.2 | Leave N | OSAGE | Yard WCOYPT | PM 2.10 | PM 10.30 |
| f 7.05 | s 3.35 | 252.7 | | 7.5 PRUE | 60 P | s 1.50 | 9.50 |
| 7.25 | f 3.54 | 262.0 | | 9.3 APPALACHIA | 80 P | f 1.30 | 9.30 |
| 7.35 | f 4.05 | 267.0 | | 5.0 WEKIWA | 70 PW | f 1.20 | 9.20 |
| s 7.45 | s 4.15 | 270.8 | | 3.8 S. S. I. SAND SPRINGS | 10 P | s 1.10 | s 9.05 |
| | | 272.46 | | 1.6 S. S. I. R. R. Crossing | | | |
| s 8.15 | f 4.30 | 277.7 | N | TULSA | 40 SPYW | f 12.50 | s 8.40 |
| | 4.40PM 4.45PM | | | S. S. I. R. R. Crossing ATSF, SLSF, MV Interlocker Tulsa Union Depot | | 12.45PM 9.10AM | |
| 9.05 | | 278.3 | | 0.5 TULSA U. D. CONNECTION | | 9.05 | |
| 9.25 | f 5.05 | 286.3 | | 8.6 ALSUMA | 80 PW | f 8.40 | 8.16 |
| s 9.45 | s 5.15 | 291.8 | D | BROKEN ARROW | 70 P | s 8.28 | f 8.05 |
| 10.05 | f 5.26 | 296.9 | | 5.1 ONETA | 20 P | f 8.15 | 7.55 |
| s 10.30 | s 5.38 | 303.1 | D | COWETA | 60 PW | s 8.02 | f 7.43 |
| f 10.45 | s 5.50 | 308.7 | | 5.6 RED BIRD | 10 P | s 7.50 | f 7.30 |
| f 10.55 | s 5.59 | 312.8 | D | PORTER | 60 P | s 7.41 | f 7.20 |
| 11.15 | s 6.10 | 317.9 | | 5.1 TULLAHASSEE | 20 P | s 7.29 | 7.10 |
| 11.59 | s 6.25 | 324.3 | Arrive | WYBARK | 30 P | s 7.15 | 6.55 |
| 12.15 PM | | | | 3.2 KOG Interlocker MUSKOGEE YARD | | | 6.40 PM |
| | 6.40 PM | | | 1.8 MUSKOGEE | | | 7.00 AM |
| 15.1 | 25.6 | | Average speed per hour..... | | | 22.6 | 22.1 |

Southward Trains **JOPLIN DIVISION** Northward Trains **8**

| FOURTH CLASS | Distance from St. Louis | TIME TABLE NO. 19 | | Signs and Car Capa- city | FOURTH CLASS |
|---------------------------|----------------------------|---|--------------------------------|--------------------------------------|---------------------------|
| 97 Way | | Effective 12:01 A. M. December 6, 1942 | | | 96 Way |
| Daily Except Sunday | | STATIONS | | | Daily Except Sunday |
| AM 2.50 | 394.4 | N | SHANER | Arrive | PM 10.30 |
| f 3.25 | 402.1 | | 7.7 SHERMAN CITY | P | f 9.50 |
| 3.49 | 406.2 | | 4.1 NETTELS | | 9.31 |
| s 4.25 | 410.0 | N | WEST MINERAL | SWY Yard | s 9.15 |
| | 412.9 | | 2.9 Mo. Pac. Crossing | | |
| | 418.3 | | 5.4 J. & P. E. Ry. Crossing | | |
| | 418.7 | | 0.4 S. L.-S. F. Interlocker | | |
| s 5.40 | 419.0 | N | COLUMBUS | 30 | s 7.20 |
| f 6.01 | 424.2 | | 5.2 QUAKER | 21 | f 6.20 |
| | 427.6 | | 3.4 KCS Gate Crossing | | |
| s 6.25 | 429.3 | D | MILITARY | 25 | s 5.58 |
| | 431.5 | | 2.2 S. L.-S. F. Crossing | | |
| s 6.45 | 432.1 | D | GALENA | 25 | s 5.45 |
| f 6.57 | 436.0 | | 0.6 FALL CITY | Y 80 | f 5.25 |
| | 437.1 | | 1.1 J. & P. E. Ry. Crossing | | |
| f 7.05 | 437.3 | | 0.2 CHITWOOD | 20 | f 5.10 |
| 7.30 AM | 440.7 | N | JOPLIN | STOW Yard | 5.00 PM |
| 9.9 | | Average speed per hour..... | | | 8.4 |

NO. 97 IS SUPERIOR TO NO. 96.

Schedules of Tulsa Division trains as shown on Page 8 are in effect on Cherokee Division between Wybark and Muskogee.

WILBURTON BRANCH

Southward Trains Northward Trains

| FOURTH CLASS | Distance from North McAlester | TIME TABLE NO. 19 | | Signs and Car Capa- city | FOURTH CLASS |
|--------------------|----------------------------------|---|---------------------|--------------------------------------|---------------------|
| 93 Way | | Effective 12:01 A. M. December 6, 1942 | | | 92 Way |
| Mon. Wed., Fri. | | STATIONS | | | Tues. Thu., Sat. |
| AM 10.45 | .0 | Leave D | NORTH McALESTER | Yard PSYCW | AM 8.00 |
| 11.00 | 3.4 | | 3.4 KREBS JUNCT. | | 7.50 |
| s 11.05 | 3.9 | D | 0.5 KREBS | | s 7.45 |
| f 11.15 | 5.1 | | 2.2 BUCK | | f 7.35 |
| f 11.20 | 6.3 | | 1.2 RICHVILLE | | f 7.30 |
| f 11.25 | 6.7 | | 0.4 CARBON | | f 7.25 |
| f 11.50 | 13.1 | | 6.4 ADAMSON | P | f 7.05 |
| PM f 12.05 | 16.4 | | 3.2 DRUMB | | f 6.50 |
| f 12.30 | 21.8 | | 5.4 PATTERSON | P | f 6.25 |
| f 12.40 | 24.4 | | 2.6 DEGNAN | | f 6.15 |
| 1.00 PM | 27.8 | D | 3.4 WILBURTON | Leave | 6.00 AM |
| 12.8 | | Average speed per hour..... | | | 13.9 |

SPECIAL INSTRUCTIONS

9

1. NORTHWARD 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. 97 is superior to No. 96.
 - 1-d. Third and fourth class and extra trains, and yard engines, clear first and second class trains at least ten minutes, except between and including Parsons and Wybark and between and including Muskogee and Stringtown inferior trains clear first and second class trains sufficiently in advance of leaving time to avoid delay by automatic block signal indication.
 - 1-e. No. 6 run via southward track Redtex to cross-over south of Frisco Crossing Durant. Single track time table authority will govern this movement.
 - 1-f. Denison-Ray Terminal time table governs movements between Ray and Redtex.
 - 1-g. AT&SF rules and current time table governs movements between "D. Y." Junction and "B. E." Junction.
 - 1-h. OCAA trains use M-K-T tracks between Homa and Oklahoma City; M-K-T time table, rules and regulations govern.
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 Class and Extra trains originating at Oklahoma City will report for orders at Shaw.
 - 2-g. All Joplin division trains report at Shaner for orders.
 - 2-h. Parsons and Muskogee are register stations for first and second class trains and passenger extras only.
3. All trains and engines must run at restricted speed through Muskogee Yard between Fon du Lac Street (M. P. 503.2) and SF-MV Tower (M. P. 504.1).
 - 3-a. Train running against current of traffic between Crossovers Nos. 1 and 3, Atoka, must move at restricted speed.
 - 3-b. From and to the northward home signals Cherokee and Osage divisions first class trains and passenger extras entering and leaving Parsons must run prepared to stop the same as required of third and fourth class and extra trains under provisions of rule 93. Responsibility rests with the approaching train or engine regardless of superiority or class.
 - 3-c. All trains must approach gated crossing with CRI&P, Mc-Alester, at restricted speed and engine not exceed 20 M. P. H. over crossing. 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-d. KCS crossing M.P. S-427.6 protected by crossing gate normally set against KCS trains.

- 3-e. A.T.&S.F. Crossing M.P. A-167.2 Coffeyville protected by gate normally set against A.T.&S.F. Approach crossing at restricted speed and do not exceed 15 M. P. H. over crossing.
- 3-f. M.V. crossing Nelagony protected by crossing gate normally set against M.V. trains. Approach crossing at restricted speed and do not exceed 15 M. P. H. over crossing.
- 3-g. 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-h. S.L.-S.F. crossing Mound Valley is controlled by automatic interlocker. Interlocking rules and following instructions govern:

Do not exceed 20 M. P. H. between home signals. The track circuit, that should clear home signal, when train moves onto it, extends from distant signal to home signal.

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.

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.

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. track before train fouls crossing. If both home signals on S.L.-S.F. tracks do not indicate STOP, flagman 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 entered siding.

- 3-i. AT&SF gauntlet track, Oklahoma Division, M.P. A-271.9 just south of Sunco, is controlled by automatic interlocker. Interlocking rules and following instructions will govern:

Passenger trains not exceed 20 M. P. H., and freight trains 15 M. P. H. between home signals.

Track circuit that should clear home signal when train moves onto it extends 1500 feet before reaching home signal.

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 cross bridge, and, if flagman finds opposing home signal on AT&SF at STOP, will give his train signal to proceed.

If a 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 north end of bridge.

3-j. Movements between yard limit boards shown below will not be made when third class trains are overdue and must be protected against extras, except as authorized by train orders. Third class trains and extras will not run prepared to stop between points shown as prescribed by rule 93. All movements delayed between these points must be protected per rule 99 the same as between stations not within yard limits.

Yard limit board north of O'Herin and MP A-166.

MP A-170 and yard limit board south of South Coffeyville.

South Switch Sunco and MP A-276.

Block signal 247.0 and yard limit board south of Mindeman.

Between yard limit board Owanda and Homa.

3-k. 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-l. 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 (M. P. H.):

| Division | Passenger | Mixed and Freight |
|-----------------|-----------|-------------------|
| Choctaw | 60 | 45 |
| Cherokee | 60 | 45 |
| Osage | 50 | 35 |
| Oklahoma | 50 | 35 |
| Joplin | 35 | 15 |
| Tulsa | 50 | 40 |
| Wilburton | 35 | 20 |

Osage and Oklahoma Divisions passenger trains 45 M. P. H. and freight trains 30 M. P. H. around curves not marked by permanent slow boards.

4-a. Over Red River bridge 656.0 thirty (30) M. P. H. for passenger trains and fifteen (15) M. P. H. for freight trains.

4-b. Over Neosho River bridge Mile Post S-400.1 ten M. P. H. Engines must not be coupled together but separated by not less than 6 cars when moving over this bridge.

4-c. Over Boiling Springs bridge R-19.2 ten M. P. H.

4-d. Through turnout Redtex and Stringtown, 45 M. P. H., through spring switch "B. E." Junction 10 M. P. H., over switch "D. Y." Junction, 15 M. P. H., through all other main track turnouts and through sidings 15 M. P. H.

4-e. Over puzzle switch north of Denison passenger station 15 M. P. H.

4-f. Road engines backing up with or without cars 15 M. P. H.

4-g. For switch engines with or without cars 20 M. P. H.

4-h. Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.

Engines running light, 25 miles per hour.

4-i. Passenger trains 40 M. P. H. and freight trains to 20 M. P. H. between KO&G and SLSF crossings Durant when running with current traffic and to 10 M. P. H. between these locations when running against current traffic.

4-j. Southward trains between home signals S.L.-S.F. crossing Parsons and between home signals S.F.-M.V. crossing Muskogee (M. P. 504.1) 20 M. P. H. Maximum speed all trains through Tulsa interlocker (M. P. 278.3), 20 M. P. H.

4-k. Freight trains reduce speed when passing passenger trains on double track or on sidings.

4-l. 20 M. P. H. passing Deep Rock Refinery, Cushing.

4-m. Trains handling scale test car X-1658 25 M. P. H., and handle just ahead of caboose.

4-n. When taking siding to meet opposing train stop must be made not less than 200 feet from fouling point. When standing on main track for train to enter siding stop 200 feet from clearance point.

4-o. Permanent Slow Board with black numerals on yellow face are located on engineers side 12 feet from center line of Main Track, one-half mile in advance of that portion of track where speed is restricted. The first number indicates Speed Restriction for passenger trains, the second number Speed Restriction for freight trains. Where only one number is shown, it indicates the Speed Restriction for all trains. Resume speed boards, green face on black post is located at a point where normal speed is to be resumed.

4-p. Passenger trains reduce to forty miles per hour, freight trains to thirty miles per hour between Wild Horse and Carney.

4-q. CITY ORDINANCE SPEED RESTRICTIONS (M. P. H.):

| | | | |
|-----------------------------|----|---------------------------|----|
| Atoka | 25 | Muskogee | 25 |
| Chouteau | 35 | (except bet. Fondulac St. | |
| Coffeyville | 25 | and Southside Blvd.)..... | 12 |
| Dewey | 35 | Oklahoma City | 25 |
| Cushing | 20 | Tulsa | 12 |
| Galena | 10 | Wagoner | 15 |
| Joplin | 15 | Yale | 25 |
| McAlester-N McAlester | 25 | | |

5. Derailing switch on main track north of Denison passenger station and 350 feet north of signal 6608. 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. Schedules of Tulsa Division trains as shown on Page 8 are in effect on Cherokee Division between Wybark and Muskogee.

6-a. At Lusta time table rights trains 14 and 17 apply on the main track from a point 1500 feet north of the north switch to the south switch of the passing track.

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

6-c. First class trains and passenger extras meeting at North McAlester, inferior train will use siding between crossover south of Stonewall Ave. 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-d. 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-e. 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-f. At Cushing, time table and train order restrictions for all trains apply at track opposite passenger station known as Coach Track.

7. **AUTOMATIC BLOCK SIGNALS IN SERVICE AS FOLLOWS:**

BETWEEN Denison and Colbert including both directions on southward track,
 Mile post 647.3 and mile post 608.1 (governing approaches to crossovers only),
 Stringtown and Atoka on southward track,
 M. P. 605.6 and Stringtown on northward track,
 Stringtown and SF-MV interlocker Muskogee,
 Fondulac Street Muskogee and Parsons,
 M. P. A192.9 and M. P. A194.4,
 M. P. A240.9 and M. P. A247.0,
 Home signals located M. P. A271.8 and M. P. A272.2,
 South end of Shaw Yard and Homa,
 Northward signal 660.8 located on west side of main track north end Denison Yard.

7-a. 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 has passed switch. When signal 414 on the MKT at BE Junction Bartlesville is in stop position trains or engines must wait five minutes on the clearing circuit, which extends 100 feet in advance of the signal, unless the signal assumes proceed indication, and if there is still no indication of train or engine moving on opposing route, they will hand signal their train or engines over the junction switch, then proceed in accordance with ATSF Rule 830.

7-b. **AUXILIARY SIGNALS IN SERVICE AS FOLLOWS:**

Take siding color light signal on mast with automatic block signal 498.5 displayed white indicates take siding.

Take siding color light signal on mast with automatic block signal 499.2 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 Tower without orders observing rule 93 and timetable rule 8-b. In absence of light, trains be governed by instructions of yardmaster.

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. In absence of light, trains be governed by instructions of yardmaster.

7-c. Trains stopped by home signals 620.3, 627.2, 629.3 and 645.3 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 Savanna.

INSTRUCTIONS COVERING MOVEMENTS AND SIGNAL OPERATION BETWEEN WYBARK AND MUSKOGEE

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

8-a. Northward passenger trains must stand back to clear southward movements to other tracks while signal 503.2 remains at stop. In case signal is inoperative movement will be made on instructions of yardmaster.

8-b. A 'Take Siding' color light signal is located on mast with automatic block signal 503.2, Muskogee. This signal, when displaying "white" indicates that crossover switch located in main track about 200 feet north of signal 503.2, and No. 4 track switch located at signal 503.2, are lined for the train yard, and northward movements may be made without stopping at block signal 503.2. If 'take siding' color light signal is not burning, northward trains, or engines, must come to a full stop before fouling No. 3 track 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.

8-c. Northward Tulsa Division trains stopped by block signal 499.2 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 498.5.

8-d. Southward Tulsa Division trains must move to within 100 feet of signal 4987 to receive signal indication. If signal fails to clear communicate with towerman (phone on signal mast) for instructions. If unable to communicate with towerman, train may enter Cherokee Division after providing protection per Rule 99 and it is clearly seen or known that no main line movements are approaching, and then proceed to first clear signal per Rules 367 (a) and 367 (b).

8-e. 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.

8-f. Trains must remain back of fouling point indicated by insulated rail joints at signals to permit clearing signals.

8-g. Train stopped by signals 498.5, 499.2, 499.3, 500.1, 500.8 and 501.8, between north switch Wybark and KOG Tower will immediately communicate with towerman, and, if no opposing movement, will receive train order instructions before proceeding.

Above signals, except signal 501.8, equipped with 'phone for communicating with KOG Tower—trains stopped at signal 501.8 report direct to tower for instructions. If unable to communicate with towerman, rules 367 (a) and 367 (b) will apply. Above instructions do NOT apply between KOG Tower and Muskogee passenger station.

9. 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.

10. 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.

11. When those in charge of remote control switches cannot display the proper signal indication, switches must be spiked before any movement passes over them. Spikes, maul and claw bar are in the telephone booth near switch for that purpose.

12. Normal position of switch "D. Y." Junction is for the AT&SF Ry.

12-a. Normal position of switch B. E. Junction is for AT&SF Ry.

12-b. Normal position of switch Homa is for M-K-T Railroad.

13. All trains flag Main Street Crossing Columbus.

14. YARDS PROTECTED BY YARD LIMIT BOARDS:

| | |
|---|---|
| Denison-Ray. | "D.Y." Junction to Dewey stock yards inclusive. |
| Frink to Mekko inclusive. | "B.E." Junction to Osborne stock yards inclusive. |
| No. McAlester-Wilburton Division. | South Coffeyville to O'Herin inclusive (see special rule 3-j) |
| Muskogee. | Tulsa. |
| Parsons—North Yard. | Broken Arrow. |
| Oklahoma City to Owanda inclusive (see special rule 3-j). | West Mineral. |
| Cushing to Yale inclusive (see special rule 3-j). | Columbus. |
| Mindeman to Mahan inclusive (see special rule 3-j). | Galena. |
| | Joplin. |

15. 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.

- 15-a. 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.

- 15-b. 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.

16. 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 |
| Navy | MP 573.0 | Switching Yd. | |
| Hailey | MP 572.1 | South | 10 |
| Rentiesville | MP 520.1 | No Track | |
| Gano | MP A277.6 | Both | 40 |
| Mindeman | MP A249.3 | Both | 20 |
| Manion | MP A231.6 | North | 20 |
| Kiheki | MP A213.6 | North | 17 |
| Fite | MP A204.3 | North | 10 |
| Torpedo | MP A201.8 | North | 4 |
| Osborne Stock Yds. | MP A200.0 | Both | 30 |
| Dewey Stock Yds. | MP A192.0 | Both | 6 |
| South Coffeyville | | | |
| Stock Yards | MP A171.1 | North | 18 |
| Penfield | MP A152.3 | South | 7 |
| Star Valley | MP S404.5 | South | 7 |
| Grace | MP S418.0 | Both | 52 |
| Crain | MP S427.8 | North | 7 |
| Indian | MP Z219.8 | South | 2 |
| Fair Grounds Spur | MP Z281.0 | North | 50 |
| Seneca Coal Co. | MP Z294.3 | North | Mine Tracks |
| Seneca Coal Co. | MP Z294.6 | South | Mine Tracks |
| Payne | MP Z309.8 | Both | 15 |
| Benmartin | MP Z320.4 | South | 5 |
| 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 |

Muskogee Sand Co. track breaks out of Potato Spur MP Z323.5.

- 16-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.

17. Water stations other than those shown on schedule page:
Name Location
ArmstrongMP 636.6—Southward Track Only

18. Mail cranes, other than those located at stations:
East side main track M. P. 501.

19. FLAG STOPS NOT SHOWN ON SCHEDULE PAGE FOR REVENUE PASSENGERS ONLY, EXCEPT WHEN OTHERWISE STATED:

No. 5 at any station to discharge from Kansas City and from stations South Mound to St. Louis inclusive.

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.

No. 3 at any station to discharge or receive.

No. 3 at Rentiesville unload parcel post when request is made by postal clerk to do so.

No. 7 and No. 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 Parsons to Muskogee to discharge revenue passengers from Kansas City or receive revenue passengers 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, and Neosho Division points.

No. 23 at Mound Valley, Dewey, Pershing, Osage, Yale, Agra, Tryon and Carney to discharge from Kansas City and Paola.

No. 23 at Mound Valley, Dewey, Pershing, Osage, and Yale to receive for Oklahoma City.

19-a. FOLLOWING FREIGHT TRAINS CARRY PASSENGERS:

Nos. 96 and 97 Joplin Division.
Nos. 92 and 93 Wilburton Branch.

20. 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 | — | o |
| Through South Crossover..... | o | o |
| Through North Crossover..... | o | o |
| Joplin track to Osage Division main track.... | — | o |

21. ABBREVIATIONS:

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

21-a. ABBREVIATIONS IN CONNECTION WITH M. P. LOCATIONS:

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

22. BULLETIN BOOKS LOCATED AT:

Telegraph Offices—Denison.
Ray.
North McAlester.
Muskogee.
Parsons.
Coffeyville.
Tulsa.
Enginehouses— Ray.
North McAlester.
Parsons.
Shaw.
Osage.

23. STANDARD CLOCKS LOCATED AT:

Telegraph Offices—Denison.
Ray.
North McAlester.
Muskogee.
Parsons—Passenger Station.
Coffeyville.
Osage.
Cushing.
Joplin.
Yard Offices— Muskogee.
North Yard.
Shaw.
Passenger Station—Oklahoma City.

24. WATCH INSPECTORS:

American Railroad Time Service, 720 Olive St., St. Louis, Mo.
J. B. Rockwell, Denison.
Ray Delameter, McAlester.
Standard Jewelry Co., Muskogee.
F. G. Winkler, Parsons.
Pfeiffer Jewelry Co., Parsons.
A. C. Hamlin, Coffeyville.
G. W. Anderson, Hominy.
D. A. Houston, Cushing.
Grays Jewelers, Tulsa.
S. M. Molloy, Joplin.
L. G. Meyerding Co., Oklahoma City.
C. M. Smith, Atoka.