



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, Okla.

O. L. CRAIN, Assistant Superintendent,
J. A. BARNARD, Trainmaster,
H. L. BENDER,
S. A. DAIGLE,
R. C. HASSELL, 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.

SAFETY FIRST



Missouri-Kansas-Texas Railroad Company

EMPLOYEES'

TIME TABLE

No. 20

OF THE
**SOUTHERN
DISTRICT**

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

Sunday, April 4, 1943

Superseding Previous Time Table and Supplements

— For Employees Only —

F. H. SCHALLER, J. H. LITTLE, F. W. GRACE,
Superintendent Superintendent of Vice-President and
Transportation General Manager

| FOURTH CLASS | | THIRD CLASS | | | | Distance from St. Louis | TIME TABLE NO. 20 | | Signs and Car Capacity | FIRST CLASS | | | | |
|----------------|--------------|-------------|--------------|--------------|--|----------------------------|-------------------|---------------|------------------------|-------------------|--------------|---------------|--|--|
| 91 | 77 | 71 | 81 | 75 | Effective 12:01 A. M. April 4, 1943 | | 7 | 1 | | 3 | 5 | 27 | | |
| Way | Freight | Bullet | Katy Komet | Katy Klipper | STATIONS | | Blue-bonnet | Texas Special | Katy Limited | Katy Flyer | Blue-bonnet | | | |
| Mon. Wed.-Fri. | Daily | Daily | Daily | Daily | Leave | | Daily | Daily | Daily | Daily | Daily | | | |
| AM 3.45 | PM 7.15 | PM 2.30 | AM 10.00 | AM 4.15 | 386.0 | NORTH YARD | SPCO TYW | | | | | | | |
| 3.55 | 7.25 | 2.35 | 10.05 | 4.25 | 386.6 | u.6 PARSONS Lv. W | P | | | AM 2.00 | AM 11.45 | PM 10.45 | | |
| | | | | | 387.1 | 0.5 PARSONS TOWER | | | | | | | | |
| | | | | | | N S.L.-S.F. Interlocker JG | | | | | | | | |
| 4.05 | 7.35 | 2.42 | 10.12 | 4.32 | 390.2 | 3.1 MORRIS | P 90 | | | 2.06 | 11.51 | 10.51 | | |
| 4.15 | 7.45 | 2.49 | 10.19 | 4.40 | 394.4 | 4.2 GARVIN SR | P 90 | | | 2.12 | 11.57 | 10.57 | | |
| 4.20 | 7.50 | 2.51 | 10.21 | 4.45 | 395.5 | 1.1 LABETTE LB | P 100 | | | 2.14 | 11.59 | 10.59 | | |
| | | | | | | 5.4 OSWEGO | | | | | | | | |
| 4.55 | 8.10 | 3.01 | 10.30 | 4.55 | 400.9 | N S.L.-S.F. Interlocker OW | P 100 | | | s 2.21 | PM 12.07 | s 11.06 | | |
| 5.08 | 8.16 | 3.07 | 10.36 | 5.01 | 403.9 | 3.0 SHAFFER | P 110 | | | 2.26 | 12.12 | 11.11 | | |
| | | | | | | 6.3 CHETOPA | | | | | | | | |
| 5.30 | 8.30 | 3.20 | 10.50 | 5.12 | 410.2 | N Mo. Pac. Interlocker CP | PW105 | | | | | | | |
| 5.50 | 8.45 | 3.31 | 11.01 | 5.23 | 416.1 | 5.9 GARRISON | P 60 | | | 2.35 | s 12.22 | s 11.21 | | |
| 6.05 | 8.55 | 3.40 | 11.11 | 5.33 | 421.4 | D WELCH WH | P 110 | | | 2.44 | 12.32 | 11.31 | | |
| 6.25 | 9.05 | 3.50 | 11.21 | 5.43 | 426.6 | 5.2 BLUE JACKET BJ | P 120 | | | 2.52 | 12.40 | 11.39 | | |
| 6.45 | 9.20 | 4.03 | 11.35 | 5.58 | 433.9 | 7.3 MONTGOMERY | P 110 | | | 2.59 | f 12.47 | 11.46 | | |
| | | | | | | 5.1 VINITA | | | | 3.09 | 12.57 | 11.56 | | |
| 7.35 | 9.30 | 4.13 | 11.45 | 6.30 | 439.0 | N S.L.S.F. Interlocker VN | PWY 110 | L AM 1.05 | L AM 3.35 | s 3.25 | s 1.10 | s AM 12.10 | | |
| 7.55 | 9.45 | 4.21 | 11.52 | 6.40 | 441.9 | 2.9 JOHNSON | P 80 | 1.10 | 3.40 | 3.30 | 1.16 | 12.16 | | |
| | | | | | | 4.9 BIG CABIN BG | P 110 | 1.17 | 3.46 | 3.37 | 1.24 | 12.29 | | |
| 8.15 | 9.55 | 4.30 | PM 12.02 | 6.50 | 446.8 | 7.6 ADAIR X | P 115 | 1.26 | 3.55 | 3.47 | 1.34 | 12.43 | | |
| 8.32 | 10.10 | 4.45 | 12.17 | 7.08 | 454.4 | 3.5 GREEN | P 105 | 1.31 | 3.59 | 3.59 | 1.39 | 12.50 | | |
| 8.50 | 10.35 | 5.03 | 12.24 | 7.20 | 457.9 | 5.8 PRYOR CU | PW105 | 1.39 | 4.06 | s 4.15 | s 1.49 | s 12.58 | | |
| 9.25 | 10.50 | 5.14 | 12.36 | 7.32 | 463.7 | 4.9 SMITH QM | P 110 | 1.45 | 4.11 | 4.21 | 1.56 | 1.04 | | |
| 9.55 | 11.05 | 5.25 | 12.46 | 7.42 | 468.6 | 3.6 CHOUTEAU AU | P 110 | 1.50 | 4.16 | s 4.29 | 2.02 | 1.09 | | |
| 10.15 | 11.15 | 5.35 | 12.54 | 8.02 | 472.2 | 5.5 MAZIE | P 110 | 1.56 | 4.22 | 4.36 | 2.10 | 1.17 | | |
| 10.45 | 11.25 | 5.45 | 1.05 | 8.15 | 477.7 | 6.0 HORNER | P 110 | 2.03 | 4.29 | 4.43 | 2.18 | 1.25 | | |
| 11.05 | 11.41 | 5.55 | 1.17 | 8.25 | 483.7 | 3.3 NORTH WAGONER | P 100 | 2.07 | 4.33 | 4.47 | 2.23 | 1.30 | | |
| 11.15 | 11.59 | 6.01 | 1.23 | 8.30 | 487.0 | 1.1 WAGONER | | | | | | | | |
| 11.30 | AM 12.04 | 6.03 | 1.25 | 8.32 | 488.1 | N Mo. Pac. Interlocker A | P 110 | 2.09 | 4.35 | s 4.52 | s 2.28 | s 1.35 | | |
| 11.45 | 12.15 | 6.13 | 1.36 | 8.42 | 494.1 | 6.0 KUHN | P 110 | 2.18 | 4.42 | 5.03 | 2.37 | 1.45 | | |
| 11.55 | 12.35 | 6.21 | 1.45 | 8.50 | 498.6 | 4.5 CHASE | P 70 | 2.23 | 4.47 | 5.10 | 2.44 | 1.55 | | |
| 12.15 | AM 12.50 | 6.30 | 2.00 | 9.00 | 501.8 | 3.2 KOG Interlocker UX | SPOCW TY Yd | | | | | | | |
| | | | | | | Ar. MUSKOGEE YD. | | | | | | | | |
| | | | | | | 1.8 MUSKOGEE M | PW Yard | 2.30 AM | 4.55 AM | 5.20 AM | 2.55 PM | 2.05 AM | | |
| 15.7 | 21.3 | 29.4 | 29.4 | 24.8 | 503.6 | Arrive | | 45.6 | 48.5 | 35.1 | 36.9 | 35.1 | | |

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 6 are in effect on Cherokee Division between Chase and Muskogee.

| FIRST CLASS | | | | | | TIME TABLE NO. 20 | | | | | THIRD CLASS | | | | FOURTH CLASS |
|-------------|-------------|---------------|------------|--------------|--|--|--|--|--|--|-------------|----------|--------------|----------|------------------|
| 18 | 8 | 2 | 6 | 4 | | Effective 12:01 A. M. April 4, 1943 | | | | | 74 | 76 | 72 | 78 | 90 |
| Blue-bonnet | Blue-bonnet | Texas Special | Katy Flyer | Katy Limited | | STATIONS | | | | | Katy Packer | Rocket | Fast Freight | Freight | Way |
| Daily | Daily | Daily | Daily | Daily | | | | | | | Daily | Daily | Daily | Daily | Tues. Thur.-Sat. |
| | | | | | | NORTH YARD | | | | | AM | PM | PM | AM | PM |
| | | | | | | 0.6 | | | | | 11.00 | 2.00 | 6.30 | 5.45 | 12.30 |
| | | | | | | Arrive PARSONS W | | | | | 10.54 | 1.54 | 6.22 | 5.40 | 12.25 |
| | | | | | | 0.5 | | | | | | | | | |
| | | | | | | PARSONS TOWER | | | | | | | | | |
| | | | | | | N S.L.-S.F. Interlocker JG | | | | | | | | | |
| | | | | | | 3.1 | | | | | | | | | |
| | | | | | | MORRIS | | | | | 10.48 | 1.48 | 6.15 | 5.25 | 12.15 |
| | | | | | | 4.2 | | | | | | | | | |
| | | | | | | N GARVIN SR | | | | | 10.41 | 1.38 | 6.05 | 5.15 | 12.05 PM |
| | | | | | | 1.1 | | | | | | | | | |
| | | | | | | D LABETTE LB | | | | | 10.39 | 1.36 | 6.03 | 5.10 | 11.59 |
| | | | | | | 5.4 | | | | | | | | | |
| | | | | | | OSWEGO | | | | | | | | | |
| | | | | | | N S.L.-S.F. Interlocker OW | | | | | 10.30 | 1.25 | 5.52 | 4.55 | 11.45 |
| | | | | | | 3.0 | | | | | | | | | |
| | | | | | | SHAFFER | | | | | 10.18 | 1.18 | 5.45 | 4.30 | 11.35 |
| | | | | | | 6.3 | | | | | | | | | |
| | | | | | | N CHETOPA | | | | | | | | | |
| | | | | | | Mo. Pac. Interlocker CP | | | | | 10.06 | 1.05 | 5.30 | 4.12 | 11.15 |
| | | | | | | 5.9 | | | | | | | | | |
| | | | | | | GARRISON | | | | | 9.55 | 12.50 | 5.12 | 3.57 | 11.01 |
| | | | | | | 5.3 | | | | | | | | | |
| | | | | | | D WELCH WH | | | | | 9.45 | 12.40 | 4.59 | 3.40 | 10.35 |
| | | | | | | 5.2 | | | | | | | | | |
| | | | | | | N BLUE JACKET BJ | | | | | 9.35 | 12.16 | 4.45 | 3.25 | 10.05 |
| | | | | | | 7.3 | | | | | | | | | |
| | | | | | | MONTGOMERY | | | | | 9.20 | 12.01 PM | 4.25 | 3.09 | 9.45 |
| | | | | | | 5.1 | | | | | | | | | |
| | | | | | | N VINITA | | | | | | | | | |
| | | | | | | S.L.S.F. Interlocker VN | | | | | 9.10 | 11.45 | 4.13 | 2.45 | 9.30 |
| | | | | | | 2.9 | | | | | | | | | |
| | | | | | | JOHNSON | | | | | 8.55 | 11.22 | 3.52 | 2.30 | 9.01 |
| | | | | | | 4.9 | | | | | | | | | |
| | | | | | | N BIG CABIN BG | | | | | 8.45 | 11.10 | 3.42 | 2.15 | 8.45 |
| | | | | | | 7.6 | | | | | | | | | |
| | | | | | | N ADAIR X | | | | | 8.32 | 10.52 | 3.25 | 1.59 | 8.15 |
| | | | | | | 3.5 | | | | | | | | | |
| | | | | | | GREEN | | | | | 8.25 | 10.43 | 3.15 | 1.51 | 8.05 |
| | | | | | | 5.8 | | | | | | | | | |
| | | | | | | N PRYOR CU | | | | | 8.16 | 10.30 | 3.01 | 1.39 | 7.52 |
| | | | | | | 4.9 | | | | | | | | | |
| | | | | | | D SMITH QM | | | | | 8.08 | 10.21 | 2.50 | 1.20 | 7.42 |
| | | | | | | 3.6 | | | | | | | | | |
| | | | | | | N CHOUTEAU AU | | | | | 8.02 | 10.15 | 2.40 | 1.09 | 7.15 |
| | | | | | | 5.5 | | | | | | | | | |
| | | | | | | MAZIE | | | | | 7.52 | 9.57 | 2.30 | 12.54 | 7.01 |
| | | | | | | 6.0 | | | | | | | | | |
| | | | | | | HORNER | | | | | 7.40 | 9.48 | 2.18 | 12.43 | 6.40 |
| | | | | | | 3.3 | | | | | | | | | |
| | | | | | | NORTH WAGONER | | | | | 7.32 | 9.40 | 2.09 | 12.35 | 6.30 |
| | | | | | | 1.1 | | | | | | | | | |
| | | | | | | WAGONER | | | | | | | | | |
| | | | | | | N Mo. Pac. Interlocker A | | | | | 7.30 | 9.35 | 2.07 | 12.30 | 6.11 |
| | | | | | | 6.0 | | | | | | | | | |
| | | | | | | KUHN | | | | | 7.20 | 9.20 | 1.55 | 12.15 | 5.45 |
| | | | | | | 4.5 | | | | | | | | | |
| | | | | | | CHASE | | | | | 7.10 | 9.10 | 1.45 | 12.01 AM | 5.30 |
| | | | | | | 3.2 | | | | | | | | | |
| | | | | | | N KOG Interlocker | | | | | | | | | |
| | | | | | | MUSKOGEE YARD UX Lv. | | | | | 7.00 AM | 9.00 AM | 1.30 PM | 11.45 PM | 5.20 AM |
| | | | | | | 1.8 | | | | | | | | | |
| | | | | | | MUSKOGEE | | | | | | | | | |
| | | | | | | Leave M | | | | | | | | | |
| | | | | | | | | | | | 29.4 | 23.5 | 23.5 | 19.6 | 16.4 |

Automatic Block Signals
See Rule 8

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 6 are in effect on Cherokee Division between Chase and Muskogee.

| FOURTH CLASS | | THIRD CLASS | | | | Distance From St. Louis | TIME TABLE NO. 20 | | Signs and Car Capa- city | FIRST CLASS | | | |
|------------------------|--------------------|--------------|---------------------|-----------------------|---------------|----------------------------|--|-----------------------|--------------------------------------|----------------------|-----------------------|----------------------|--------------------|
| 95 Way | 93 Way | 71 Bullet | 81 Katy Komet | 75 Katy Klipper | 77 Freight | | Effective 12:01 A. M. April 4, 1943 | STATIONS | | 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 | Daily | | |
| | AM 7.30 | PM 6.55 | PM 2.20 | AM 10.00 | AM 3.00 | 503.6 | Leave MUSKOGEE YARD | SCOPT YW Yard | | | | | |
| | | | | | | | 0.5 MUSKOGEE Lv. M | Yard | AM 2.45 | AM 5.05 | AM 5.35 | PM 3.10 | |
| | | | | | | | 0.3 N SF-MV TOWER Inter. SU | | | | | | |
| | 7.45 | 7.10 | 2.32 | 10.15 | 3.20 | 510.4 | 6.3 MEYER | P 110 | 2.55 | 5.15 | 5.45 | 3.25 | |
| | 8.03 | 7.22 | 2.42 | 10.25 | 3.40 | 517.0 | 6.6 N OKTAHA OA | P 110 | 3.03 | 5.23 | s 5.55 | 3.35 | |
| | 8.20 | 7.35 | 3.03 | 10.37 | 4.01 | 524.8 | 7.8 N CHECOTAH VR | PW 90 | 3.13 | 5.33 | s 6.08 | s 3.47 | |
| | 8.35 | 7.45 | 3.13 | 10.47 | 4.11 | 529.8 | 5.0 WHEELER | P 110 | 3.19 | 5.39 | 6.16 | 3.54 | |
| | 8.45 | 7.55 | 3.22 | 10.56 | 4.20 | 534.3 | 4.5 EVANS | P 90 | 3.24 | 5.45 | 6.22 | 4.00 | |
| | 9.05 | 8.05 | 3.34 | 11.03 | 4.33 | 538.1 | 3.8 N EUFAULA EA | P 105 | 3.29 | 5.50 | s 6.31 | s 4.08 | |
| | 9.20 | 8.15 | 3.44 | 11.11 | 4.42 | 542.7 | 4.6 HENLEY | P 90 | 3.35 | 5.56 | 6.37 | 4.14 | |
| | 9.35 | 8.29 | 3.52 | 11.21 | 4.53 | 547.2 | 4.5 N CANADIAN SI | P 110 | 3.41 | 6.03 | s 6.45 | 4.20 | |
| | 10.01 | 8.38 | 3.59 | 11.27 | 4.59 | 551.2 | 4.0 CROWDER | | 3.46 | 6.08 | f 6.52 | 4.25 | |
| | 10.17 | 8.43 | 4.05 | 11.32 | 5.10 | 553.3 | 2.1 SCHALLER | P 125 | 3.49 | 6.11 | 6.56 | 4.28 | |
| | 10.30 | 8.55 | 4.18 | 11.45 | 5.25 | 561.1 | 7.8 HANKS | P 90 | 3.57 | 6.20 | 7.06 | 4.38 | |
| AM L 6.00 | 10.40 AM | 9.02 | 4.25 | 11.55 | 5.55 | 564.2 | 3.1 N NORTH McALESTER MC | SCOP YW Yard | 4.01 | 6.24 | 7.10 | 4.42 | |
| | | | | PM 12.05 | 6.05 | 566.0 | 1.8 N McALESTER MA | | | | | | |
| | 6.15 | 9.08 | 4.35 | 12.05 | 6.05 | 569.0 | 3.0 C.R.I. & P Gate Crossing | | s 4.15 | 6.28 | s 7.20 | s 4.55 | |
| | 6.34 | 9.20 | 4.40 | 12.12 | 6.15 | 573.1 | 4.1 CRUMLEY | P 110 | 4.21 | 6.34 | 7.27 | 5.01 | |
| | 6.45 | 9.33 | 4.48 | 12.20 | 6.23 | 574.5 | 1.4 N NAVY SN | | 4.27 | 6.39 | 7.33 | 5.06 | |
| | 6.50 | 9.35 | 4.50 | 12.22 | 6.25 | 576.3 | 1.8 SAVANNA | P 40 | 4.29 | 6.41 | f 7.35 | 5.08 | |
| | 6.55 | 9.39 | 4.54 | 12.26 | 6.29 | 582.8 | 6.5 UNDERWOOD | P 90 | 4.32 | 6.43 | 7.38 | 5.11 | |
| | 7.20 | 9.50 | 5.05 | 12.41 | 6.51 | 587.6 | 4.8 N KIWIA KY | P 125 | 4.40 | 6.51 | s 7.48 | 5.19 | |
| | 7.35 | 10.01 | 5.15 | 12.55 | 7.05 | 594.0 | 6.4 GRACE | PW 125 | 4.47 | 6.58 | 7.56 | 5.26 | |
| | 7.50 | 10.14 | 5.35 | 1.13 | 7.20 | 598.4 | 4.4 BURG | P 125 | 4.56 | 7.07 | 8.05 | 5.35 | |
| | 8.01 | 10.25 | 5.46 | 1.25 | 7.32 | 602.6 | 4.2 BRAIN | P 120 | 5.01 | 7.13 | 8.12 | 5.41 | |
| | 8.19 | 10.35 | 5.55 | 1.32 | 7.47 | 609.6 | 7.0 N STRINGTOWN ST (End of Double Track) | P 100 | 5.07 | 7.19 | s 8.19 | 5.47 | |
| | 8.45 | 10.50 | 6.10 | 1.45 | 8.01 | 615.0 | 5.4 N ATOKA DK | Crossovers YW P Yd | 5.18 | 7.29 | s 8.32 | s 5.59 | |
| | 9.01 | 11.02 | 6.20 | 1.58 | 8.11 | 621.6 | 6.6 TUSHKA | P Cr'over | 5.27 | 7.37 | f 8.44 | 6.08 | |
| | 9.15 | 11.15 | 6.30 | 2.10 | 8.22 | 630.2 | 8.6 CANEY | P Cr'over | 5.36 | 7.45 | f 8.55 | 6.17 | |
| | 9.35 | 11.35 | 6.45 | 2.30 | 8.40 | 641.4 | 11.2 D CADDO DC | P Cr'over | 5.49 | 7.57 | s 9.11 | 6.30 | |
| | 10.01 | 11.55 | 7.05 | 2.50 | 8.59 | 646.4 | 5.0 K.O. & G. Interlocker N SLSF DURANT Int DU | Crossover PW | s 6.09 | 8.12 | s 9.32 | s 6.49 | |
| | 10.30 | AM 12.05 | 7.15 | 3.01 | 9.09 | 653.2 | 6.8 CALERA | Crossover P 50 SB | 6.19 | 8.20 | f 9.44 | 6.59 | |
| | 10.45 | 12.20 | 7.28 | 3.15 | 9.20 | 655.9 | 2.7 D COLBERT Q | P 53 | 6.29 | 8.29 | f 9.56 | 7.09 | |
| | 11.01 AM | 12.30 AM | 7.35 PM | 3.25 PM | 9.35 AM | 656.2 | 0.3 N Ar. STALEY Lv. BF/ S.L.-S.F. No. Jct. Inter. | P | 6.35 | 8.35 | 10.05 | 7.17 | |
| | | | | | | 660.9 | 4.7 S.L.-S.F. South Jct. Inter. | | | | | | |
| | | | | | | 661.9 | N DENISON Ar. WD | SCOP WTY Yard | 6.45 AM | 8.45 AM | 10.15 AM | 7.25 PM | |
| | 11.30 AM | 1.00 AM | 8.00 PM | 4.00 PM | 10.00 AM | 17.8 | Arrive RAY RA | | | | | | |
| | 19.1 | 26.0 | 27.9 | 26.4 | 22.5 | 158.3 | | | 39.3 | 42.9 | 33.7 | 37.0 | |

NO. 2 IS SUPERIOR TO ALL TRAINS.

NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 2.
NO. 6 RUN VIA SOUTHWARD TRACK STALEY TO DURANT. (SEE SPECIAL RULE 1-E).

| FIRST CLASS | | | | TIME TABLE NO. 20 Effective 12:01 A. M. April 4, 1943 | THIRD CLASS | | | | FOURTH CLASS | |
|----------------------|-----------------------|--------------------|----------------------|---|----------------------|--------------|-----------------------|---------------|------------------------|-----------------------|
| 8 Blue- bonnet | 2 Texas Special | 6 Katy Flyer | 4 Katy Limited | | 74 Katy Packer | 76 Rocket | 72 Fast Freight | 78 Freight | 94 Way | 92 Way |
| Daily | Daily | Daily | Daily | STATIONS | Daily | Daily | Daily | Daily | Daily Ex- cept Sun. | Tuesday Thur.-Sat. |
| | | | | MUSKOGEE YARD | AM 6.30 | AM 8.30 | PM 12.30 | PM 9.15 | | PM 12.45 |
| | | | | Arrive MUSKOGEE | | | | | | |
| | | | | NSF-MV TOWER Inter. SU | | | | | | |
| | | | | MEYER | 6.10 | 8.15 | 12.05 PM | 9.01 | | 12.25 PM |
| | | | | N OKTAHA OA | 5.55 | 8.03 | 11.45 | 8.50 | | 11.59 |
| | | | | N CHECOTAH VR | 5.33 | 7.50 | 11.32 | 8.38 | | 11.32 |
| | | | | WHEELER | 5.22 | 7.40 | 11.20 | 8.28 | | 10.47 |
| | | | | EVANS | 5.14 | 7.27 | 11.10 | 8.18 | | 10.30 |
| | | | | N EUFAULA EA | 5.07 | 7.20 | 11.03 | 8.05 | | 10.20 |
| | | | | HENLEY | 4.59 | 7.10 | 10.50 | 7.50 | | 10.05 |
| | | | | N CANADIAN SI | 4.53 | 6.45 | 10.40 | 7.39 | | 9.50 |
| | | | | CROWDER | 4.47 | 6.34 | 10.25 | 7.29 | | 9.35 |
| | | | | SCHALLER | 4.42 | 6.31 | 10.17 | 7.22 | | 9.25 |
| | | | | HANKS | 4.31 | 6.20 | 10.01 | 7.09 | | 9.10 |
| | | | | N NORTH McALESTER MC | 4.25 | 5.55 | 9.45 | 7.01 | PM 12.55 | 11 9.00 AM |
| | | | | N McALESTER MA | 4.15 | 5.35 | 9.32 | 6.46 | 12.45 | |
| | | | | C.R.I. & P Gate Crossing | | | | | | |
| | | | | CRUMLEY | 4.05 | 5.25 | 9.22 | 6.36 | 12.35 | |
| | | | | N NAVY SN | 3.59 | 5.17 | 9.13 | 6.24 | 12.25 | |
| | | | | SAVANNA | 3.57 | 5.15 | 9.11 | 6.21 | 12.22 PM | |
| | | | | UNDERWOOD | 3.54 | 5.12 | 9.07 | 6.18 | 11.59 | |
| | | | | N KIOWA KY | 3.43 | 4.59 | 8.55 | 6.05 | 11.40 | |
| | | | | GRACE | 3.36 | 4.47 | 8.46 | 5.55 | 11.30 | |
| | | | | BURG | 3.25 | 4.30 | 8.35 | 5.35 | 11.10 | |
| | | | | BRAIN | 3.18 | 4.20 | 8.26 | 5.15 | 10.55 | |
| | | | | N STRINGTOWN ST (End of Double Track) | 3.11 | 4.10 | 8.19 | 5.01 | 10.45 | |
| | | | | N ATOKA DK | 2.59 | 3.57 | 8.01 | 4.40 | 10.30 | |
| | | | | TUSHKA | 2.48 | 3.45 | 7.48 | 4.15 | 10.15 | |
| | | | | CANEY | 2.36 | 3.32 | 7.32 | 3.55 | 10.00 | |
| | | | | D CADDO DC | 2.20 | 3.15 | 7.15 | 3.35 | 9.30 | |
| | | | | K.O. & G. Interlocker | | | | | | |
| | | | | N SF DURANT Int DU | 1.57 | 2.52 | 6.52 | 3.05 | 9.00 | |
| | | | | CALERA | 1.47 | 2.42 | 6.42 | 2.50 | 7.50 | |
| | | | | D COLBERT Q | | | | | | |
| | | | | N Ar. STALEY Ly. BF S.L.-S.F. No. Jct. Inter. | 1.30 AM | 2.25 AM | 6.25 AM | 2.30 PM | 7.30 AM | |
| | | | | S.L.-S.F. South Jct. Inter. | | | | | | |
| | | | | N DENISON WD | | | | | | |
| | | | | RAY Leave RA | 1.00 AM | 2.00 AM | 6.00 AM | 2.00 PM | 7.00 AM | |
| 41.9 | 43.9 | 36.3 | 36.3 | 158.3 | 28.8 | 24.4 | 24.4 | 21.8 | 16.5 | 16.2 |

Automatic Block Signals

See Special Rule 7 and 9-h

Double Track

NO. 2 IS SUPERIOR TO ALL TRAINS.

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

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

6 Southward Trains TULSA DIVISION Northward Trains

| FOURTH CLASS | SECOND CLASS | Distance from Kansas City Via Orange | TIME TABLE NO. 20 | | | | Signs and Car Capacity | SECOND CLASS | FOURTH CLASS |
|-------------------------------------|--------------------|--------------------------------------|-----------------------------|---|-----------|-------------|------------------------|--------------|----------------|
| Effective 12:01 A. M. April 4, 1943 | | | STATIONS | | | | | | |
| 473 Freight | 57 Mixed | | | | | | | 54 Mixed | 470 Freight |
| Daily | Daily | | | | | | | Daily | Daily |
| AM 6.45 | PM 3.20 | 245.2 | Leave N | OSAGE | Arrive JN | 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 ELLIS | | 30 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 Cross'g | | 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 KA | KA | 40 SPYW | f 12.50 | s 8.40 | |
| | 4.40 PM 4.45 PM | | | 5.3 S. S. I. R. R. Crossing | | | 12.45 PM 9.10 AM | | |
| 9.05 | | 278.3 | | 0.5 ATSF, SLSF, MV Interlocker Tulsa Union Depot | | | 9.05 | | |
| 9.25 | f 5.05 | 286.3 | | 8.6 TULSA U. D. CONNECTION | | | | | |
| s 9.45 | s 5.15 | 291.8 | D | TROVILLION | | 80 PW | f 8.40 | 8.16 | |
| 10.05 | f 5.26 | 296.9 | | 5.5 D BROKEN ARROW BA | BA | 70 P | s 8.28 | f 8.05 | |
| s 10.30 | s 5.38 | 303.1 | D | ONETA | | 20 P | f 8.15 | 7.55 | |
| f 10.45 | s 5.50 | 308.7 | D | COWETA MO | MO | 60 PW | s 8.02 | f 7.43 | |
| f 10.55 | s 5.59 | 312.8 | D | RED BIRD | | 10 P | s 7.50 | f 7.30 | |
| 11.15 | s 6.10 | 317.9 | D | PORTER PO | PO | 60 P | s 7.41 | f 7.20 | |
| 11.59 | s 6.25 | 324.3 | | 5.1 TULLAHASSEE | | 20 P | s 7.29 | 7.10 | |
| 12.15 PM | | | | 6.4 CHASE | | 30 P | s 7.15 | 6.55 | |
| | 6.40 PM | | | 3.2 Arrive KOG Interlocker Leave N MUSKOGEE YARD UX | | | | 6.40 PM | |
| | | | | 1.8 Arrive MUSKOGEE Lv. M | | | 7.00 AM | | |
| 15.1 | 25.6 | | Average speed per hour..... | | | | 22.6 | 22.1 | |

JOPLIN DIVISION Southward Trains Northward Trains

| FOURTH CLASS | Distance from St. Louis | TIME TABLE NO. 20 | | | | Signs and Car Capacity | FOURTH CLASS | | |
|-------------------------------------|-------------------------|-------------------|-------------------------------------|--------------|------------|------------------------|---------------------|--|--|
| Effective 12:01 A. M. April 4, 1943 | | STATIONS | | | | | | | |
| 97 Way | | | | | | | 96 Way | | |
| Daily Except Sunday | | | | | | | Daily Except Sunday | | |
| AM 2.50 | 394.4 | N | SHANER SR | Arrive | P | PM 10.30 | | | |
| f 3.25 | 402.1 | Leave | 7.7 | | 40 | f 9.50 | | | |
| 3.49 | 406.2 | | 4.1 SHERMAN CITY | | | 9.31 | | | |
| s 4.25 | 410.0 | | 3.8 NETTELS | | | 9.15 | | | |
| | 412.9 | N | WEST MINERAL MY | SWY Yard | s | 9.15 | | | |
| | 418.3 | | 2.9 Mo. Pac. Crossing | | | | | | |
| | 418.7 | | 5.4 J. & P. E. Ry. Crossing | | | | | | |
| s 5.40 | 419.0 | | 0.4 S. L.-S. F. Interlocker | | | | | | |
| f 6.01 | 424.2 | N | COLUMBUS CO | 30 | s | 7.20 | | | |
| | 427.6 | | 5.2 QUAKER | 21 | f | 6.20 | | | |
| s 6.25 | 429.3 | | 3.4 KCS Gate Crossing | | | | | | |
| f 6.45 | 431.5 | D | MILITARY RI | 25 | s | 5.58 | | | |
| f 6.57 | 436.0 | | 1.7 S. L.-S. F. Crossing | | | | | | |
| | 437.1 | D | GALENA AN | 25 | s | 5.45 | | | |
| f 7.05 | 437.3 | | 0.6 FALL CITY | Y 30 | f | 5.25 | | | |
| 7.30 AM | 440.7 | | 1.1 J. & P. E. Ry. Crossing | | | | | | |
| 9.9 | | | 0.2 CHITWOOD | 20 | f | 5.10 | | | |
| | | N | Ar. JOPLIN Lv. JO | STOW Yard | 5.00 PM | | | | |
| | | | 46.3 Average speed per hour..... | | 8.4 | | | | |

NO. 97 IS SUPERIOR TO NO. 96.

WILBURTON BRANCH

Schedules of Tulsa Division trains as shown on Page 6 are in effect on Cherokee Division between Chase and Muskogee.

Southward Trains Northward Trains

| FOURTH CLASS | Distance from North McAlester | TIME TABLE NO. 20 | | | | Signs and Car Capacity | FOURTH CLASS | | |
|-------------------------------------|-------------------------------|-------------------|---------------------|--------|------------|------------------------|------------------|--|--|
| Effective 12:01 A. M. April 4, 1943 | | STATIONS | | | | | | | |
| 93 Way | | | | | | | 92 Way | | |
| Mon. Wed., Fri. | | | | | | | Tues. Thu., Sat. | | |
| AM 10.45 | .0 | Leave N | N. McALESTER MC | Arrive | Yard PSYCW | AM 8.00 | | | |
| 11.00 | 3.4 | | 3.4 KREBS JUNCT. | | | 7.50 | | | |
| s 11.05 | 3.9 | D | 0.5 KREBS BS | BS | | 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 12.05 | 16.4 | | 3.3 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 WN | WN | PYW | 6.00 AM | | | |
| 12.8 | | Arrive | 27.8 | Leave | | | | | |
| Average speed per hour..... | | | | | | 13.9 | | | |

SPECIAL INSTRUCTIONS

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 Chase 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 Staley 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 Staley.
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 Joplin division trains report at Garvin for orders.
- 2-f. 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 Division 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. 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 |
| Joplin | 35 | 15 |
| Tulsa | 50 | 40 |
| Wilburton | 35 | 20 |

 - 4-a. Trains handling scale test car X-1658 25 M. P. H., and handle just ahead of cabooses.
 - 4-b. 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-c. 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-d. Over Red River bridge 656.0 forty-five (45) M. P. H. for passenger trains and thirty (30) M. P. H. for freight trains.
 - 4-e. 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-f. Over Boiling Springs bridge R-19.2 ten M. P. H.
 - 4-g. Through turnout Staley and Stringtown, 45 M. P. H., through all other main track turnouts and through sidings 15 M. P. H.
 - 4-h. Over puzzle switch north of Denison passenger station 15 M. P. H.
 - 4-i. Road engines backing up with or without cars 15 M. P. H.
 - 4-j. For switch engines with or without cars 20 M. P. H.
 - 4-k. Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.
Engines running light, 25 miles per hour.
 - 4-l. 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-m. 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-n. Freight trains reduce speed when passing passenger trains on double track or on sidings.

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

| | | | |
|----------------------------|----|---------------------------|----|
| Chouteau | 35 | Muskogee | 25 |
| Galena | 10 | (except bet. Fondulac St. | |
| Joplin | 15 | and Southside Blvd.)..... | 12 |
| McAlester-N McAlester | 25 | Tulsa | 12 |
| | | Wagoner | 15 |

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 6 are in effect on Cherokee Division between Chase and Muskogee.
- 6-a. Time table and train order restrictions at Stringtown, apply at end of double track unless otherwise specified.
- 6-b. 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-c. 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.
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,
- 7-a. Northward signal 660.8 located on west side of main track north end Denison Yard.
- 7-b. Trains must remain back of fouling point indicated by insulated rail joints at signals to permit clearing signals.

8-a. 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.

- 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.

INSTRUCTIONS COVERING MOVEMENTS AND SIGNAL OPERATION BETWEEN CHASE AND MUSKOGEE

- 9-a. Movements between North switch Chase and Fondulac Street Muskogee will be made on signal indication superseding time table and train order superiority.
- 9-b. 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.
- 9-c. 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).
- 9-d. Southward Cherokee Division trains using siding at Chase must move to within 100 feet of dwarf signal, located east side at south end of siding, to receive signal indication.
- 9-e. Train stopped by signals 498.5, 499.2, 499.3, 500.1, 500.8 and 501.8, between north switch Chase and KOG Tower will immediately communicate with towerman, and, if no opposing movement, will receive train order instructions before proceeding.
- 9-f. 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-g. 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.

- 9-h. 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.
- 9-i 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.
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. All trains flag Main Street Crossing Columbus.
13. Three crossovers at Atoka numbered as follows: Double crossover north of Boggy Creek No. 1, crossover just south of Court Street No. 2, and at 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 M. P. 501.
16. YARDS PROTECTED BY YARD LIMIT BOARDS:
Denison-Ray.
Crumley to Hanks inclusive.
No. McAlester-Wilburton Division.
Muskogee.
Parsons—North Yard.
Tulsa.
Broken Arrow.
West Mineral.
Columbus.
Galena.
Joplin.

17. 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.

- 17-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.
- 17-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.

18. 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 | ..... |  |
| Star Valley | MP S404.5 | South | ..... | 7 |
| Abbey | MP S418.0 | Both | ..... | 52 |
| Crain | MP S427.8 | North | ..... | 7 |
| Indian | MP Z249.8 | 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.

19. 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.

20. 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.

21. FOLLOWING FREIGHT TRAINS CARRY PASSENGERS:

Nos. 96 and 97 Joplin Division.

Nos. 92 and 93 Wilburton Branch.

22. 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 | — |
| Through North Crossover..... | o | o | o |
| Joplin track to Osage Division main track.... | — | — | o |

23. STANDARD CLOCKS LOCATED AT:

Telegraph Offices—Denison.
Ray.
North McAlester.
Muskogee.
Parsons—Passenger Station.
Joplin.
Yard Offices—Muskogee.
North Yard.

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.
Grays Jewelers, Tulsa.
S. M. Molloy, Joplin.

25. ABBREVIATIONS IN CONNECTION WITH M. P. LOCATIONS:

Z—Tulsa Division.
S—Joplin Division.
R—Wilburton Branch.

26. BULLETIN BOARDS LOCATED AT:

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

EMPLOYEES' HOSPITAL ASSOCIATION:

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

SPEED TABLE.

| STATION | NAME |
|-------------------|--|
| Denison..... | W. A. Lee, Divn. Surgeon..... |
| | D. K. Jamison, Asst. Divn. Surgeon..... |
| | G. Burton Fain, Resident Physician..... |
| | J. E. Meador, Oral Surgeon..... |
| Parsons..... | F. F. Fowler, Divn. Oculist..... |
| | N. C. Morrow, Divn. Surgeon-Examiner.... |
| | J. D. Pace, Divn. Surgeon..... |
| | T. D. Blasdel, Oculist..... |
| | G. J. Giessmann, Oral Surgeon..... |
| Adair..... | A. D. Lucas, Oral Surgeon..... |
| | L. C. White..... |
| Atoka..... | J. S. Fulton, Examiner..... |
| Caddo..... | Roy L. Cochran..... |
| Chicotah..... | A. J. Snelson..... |
| Chetopa..... | R. L. Von Trebra..... |
| Coffeyville..... | J. D. McMillion..... |
| Columbus..... | C. C. Fuller..... |
| Durant..... | J. A. Haynie..... |
| Eufaula..... | Wm. A. Tolleson..... |
| Joplin..... | R. L. Neff..... |
| Kiowa..... | H. A. Ellis..... |
| McAlester..... | L. S. Willour, Examiner..... |
| | T. H. McCarley, Examiner..... |
| | L. C. Kuyrekendall, Oculist..... |
| | W. P. Fite, Divn. Surgeon-Examiner..... |
| | E. H. Fite, Examiner..... |
| Muskogee..... | J. L. Blakemore, Examiner..... |
| | J. Mayes Thompson, Oral Surgeon..... |
| | M. K. Thompson, Oculist..... |
| | Elbert H. Shuller..... |
| | M. M. Carmichael..... |
| Porter..... | W. R. Joblin..... |
| Pryor..... | E. H. Werling..... |
| Tulsa..... | Benj. W. Ward..... |
| | Fred E. Woodson..... |
| | Fred A. Glass..... |
| | W. Albert Cook, Oculist..... |
| | W. R. Marks..... |
| Wagoner..... | S. R. Bates..... |
| Welch..... | J. O. Bradshaw..... |
| Wilburton..... | J. M. Harris..... |
| West Mineral..... | |

| Speed Per Hour | TIME OF PERFORMANCE. | | |
|----------------|----------------------|--------|--------|
| | ¼ Mile | ½ Mile | 1 Mile |
| Miles | 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 |