

*Mr. EJA*

# MAKE EVERY TRIP A SAFETY TRIP



E. J. GRACE      J. D. GARRISON      O. L. CRAIN  
Assistant Superintendents

E. L. HANKS  
Road Foreman of Engines

H. O. WINDERS      J. A. BARNARD  
Chief Dispatchers

U. MOORE      J. A. PETERSON  
W. M. HOOE      N. G. JONES  
WM. O'DELL      R. O. MORRIS  
R. L. KAY      F. C. DAVIS  
R. R. HOLDEN  
Train Dispatchers



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

# Missouri-Kansas-Texas Railroad Company

## SAFETY PAYS BIG DIVIDENDS

EMPLOYEES'

# TIME TABLE

## No. 23

# SOUTHERN DISTRICT

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

## Sunday, May 12, 1946

Superseding Previous Time Table and Supplements

— For Employes Only —

F. H. SCHALLER,  
Superintendent

J. H. LITTLE,  
General Superintendent  
of Transportation

H. M. WARDEN,  
Vice-President and  
General Manager

TONNAGE RATINGS

LOCOMOTIVES		64% Booster		64%		57%		47%		32%	
FROM	TO	Adjustment Tons	Rating No. Cars.	Rating No. Cars.	Rating No. Cars.	Rating No. Cars.	Rating No. Cars.	Rating No. Cars.	Rating No. Cars.	Rating No. Cars.	
Parsons.....	Muskogee.....	8	3800 95	3255 82	2940 74	2440 61	1660 42				
Welch.....	Muskogee.....	9	4500 113	3780 95	3410 85	2810 70	1910 48				Excess
Muskogee.....	Parsons.....	8	3780 95	3150 79	2885 71	2370 60	1620 41				
Muskogee.....	Wagoner.....	9	4500 113	3780 95	3410 85	2810 70	1910 48				Excess
Garvin.....	Parsons.....	10	4500 113	3780 95	3410 85	4200 70	3000 48				Excess
Muskogee.....	Staley.....	7	3025 76	2520 63	2310 58	1910 41	1300 33				Excess
North McAlester.....	Staley.....	12	4725 118	4100 103	3600 90	3000 74	2040 51				Excess
Staley.....	Ray.....	5	2700 67	2250 56	2050 51	1680 42	1180 30				
Ray.....	Muskogee.....	7	2900 73	2415 61	2205 55	1820 46	1240 31				
Ray.....	Stringtown.....	12	4725 118	4100 103	3600 90	3000 74	2040 51				Excess
Stringtown.....	Burg.....	8	3530 88	2940 73	2605 66	2165 54	1500 38				Excess
Burg.....	North McAlester.....	9	4285 107	3570 88	3180 80	2625 66	1785 45				Excess
Ray.....	Colbert.....	7	3165 80	2625 66	2415 60	2000 50	1360 34				
Parsons.....	Joplin.....	8				2500 45	1620 31				
Columbus.....	Military.....	10				3400 80	2400 45				Excess
Joplin.....	Parsons.....	10				2330 58	1630 41				
Columbus.....	Parsons.....	10				3250 87	2150 46				Excess
Muskogee.....	Osage.....	8	3700 92	3080 77	2800 70	2310 58	1570 39				
Tulsa.....	Osage.....	12	4600 115	3850 96	3500 87	2880 72	1960 49				Excess
Osage.....	Muskogee.....	8	3930 90	3410 85	3100 71	2500 62	1700 42				
Porter.....	Muskogee.....	8	4375 109	3850 96	3500 87	2800 70	1800 45				Excess
North McAlester.....	Wilburton.....	5					1340 34				
Wilburton.....	North McAlester.....	5					1340 34				

Ratings are for trains containing number of cars listed. For each additional car deduct from rating, or for each car less, add to rating the amount shown in adjustment column to give correct rating for trains of varying length.

When actual weight of load not obtainable, use following tonnage figures:

(a)	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	8 tons
Other cars loaded with LCL mdse.....	30 tons	8 tons
Live stock .....	37 tons	15 tons
Live Poultry .....	36 tons	10 tons

When actual weights obtained on perishable loads in refrigerators add 3 tons for ice when moving under refrigeration.

(b) Use following tonnage for tare weights on system cars:

	Tons
<b>1. Caboose</b>	
341 to 350, incl.....	27
361 to 370, 796 to 820, incl.....	25
375 and 524 to 591, incl.....	18
411 to 523, 700 to 795, 871 to 907, incl.....	21
821 to 870, incl.....	22
<b>2. Auto Cars</b>	
60001 to 60100, incl.....	26
61001 to 62100, incl.....	30
63000 to 63025, incl.....	31

(b) Continued.

	Tons
<b>3. Box Cars</b>	
74000 and 170000 series.....	19
76001 to 78000, incl.....	22
80001 to 80494, incl.....	25
79001 to 79157, 95000 to 96499, incl.....	23
<b>4. Coal and Hopper Cars</b>	
23000 to 25380, incl.....	17
32000 to 33499, incl.....	20
41000 to 41500, incl.....	24
43001 to 43500, incl.....	21
40001 to 40050, incl.....	26
40500 to 40700, incl.....	30
<b>5. Flat Cars</b>	
13000 to 13139, 113000 to 113120, incl.....	21
13201 to 13500, incl.....	19
<b>6. Stock Cars</b>	
47000 to 47500, incl.....	22
<b>7. Tank Cars</b>	
116000 to 117019, incl.....	22
<b>8. For loaded and empty stock cars, add two tons for bedding.</b>	
<b>9. When stencilled tare weights on foreign cars are not obtained, use figures below:</b>	

KIND	Non-Devised Auto	Devised Auto	Box	Flat	Refrigerator	Stock Bedded 22 Clean 20	Tank	Coal	Hopper
TONS	25	26	22	21	26	22	22	24	23

10. When actual tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports endorsed accordingly, for information of Assistant Auditor.

FOURTH CLASS	THIRD CLASS				Distance from St. Louis	TIME TABLE NO. 23 Effective 12:01 A. M. May 12, 1946	Signs and Car Capacity	FIRST CLASS						
	91 Way Mon. Wed.-Fri.	77 Freight Daily	71 Bullet Daily	81 Katy Komet Daily				75 Katy Klipper Daily	7 Blue-bonnet Daily	27 Blue-bonnet Daily	1 Texas Special Daily	3 Katy Limited Daily	5 Katy Flyer Daily	
AM 3.45	PM 9.00	PM 2.45	AM 7.00	AM 3.30	386.0	NORTH YARD 0.6	SPO TYW							
3.55	9.05	2.48	7.03	3.33	386.6	PARSONS 0.5	W P		AM 12.25		AM 2.25	PM 12.35		
					387.1	PARSONS TOWER N S.L.-S.F. Interlocker 3.1	JG							
4.05	9.10	2.54	7.09	3.38	390.2	MORRIS 4.2	P 90		12.30		2.30	12.40		
4.15	9.16	3.01	7.15	3.44	394.4	N GARVIN 1.1	SR P 90		12.35		2.35	12.45		
4.20	9.18	3.03	7.17	3.46	395.5	D LABETTE 5.4	LB P 100		12.36		f 2.37	12.47		
4.49	9.26	3.11	7.25	3.54	400.9	N OSWEGO N S.L.-S.F. Interlocker 3.0	OW P 100		12.41		s 2.43	s 12.53		
4.59	9.31	3.15	7.29	3.58	403.9	SHAFFER 6.3	P 110		12.44		2.48	12.59		
5.30	9.40	3.24	7.38	4.07	410.2	N CHETOPA N Mo. Pac. Interlocker 5.9	CP PW105		12.51		s 2.55	s 1.07		
5.50	9.49	3.33	7.46	4.16	416.1	GARRISON 5.3	P 115		12.57		3.02	1.15		
6.05	9.57	3.41	7.54	4.26	421.4	D WELCH 5.2	WH P 110		1.02		f 3.08	1.22		
6.25	10.05	3.49	8.02	4.35	426.6	N BLUE JACKET 7.3	BJ P 120		1.07		f 3.15	f 1.29		
6.45	10.15	3.59	8.12	4.45	433.9	MONTGOMERY 4.1	P 110		1.15		3.23	1.39		
6.55	10.21	4.05	8.18	4.51	438.0	WINDERS 1.0	PW100		1.20		3.28	1.44		
7.30	10.23	4.07	8.20	4.53	439.0	N VINITA N S.L.S.F. Interlocker 2.9	VN PWY 110	AM 12.40	1.23	AM 2.20	s 3.35	s 1.50		
7.45	10.28	4.12	8.24	4.57	441.9	JOHNSON 4.9	P 80	12.53	1.26	2.23	s 3.42	1.57		
8.00	10.35	4.20	8.31	5.04	446.8	N BIG CABIN 7.6	BG P 110	1.02	1.31	2.28	f 3.55	2.03		
8.42	10.46	4.33	8.42	5.15	454.4	N ADAIR 3.5	X P 115	1.11	1.39	2.36	f 4.05	2.12		
8.55	10.51	4.40	8.47	5.20	457.9	GREEN 5.8	P 105	1.15	1.43	2.39	f 4.10	2.17		
9.10	11.05	4.59	8.55	5.28	463.7	N PRYOR 4.9	CU PW105	1.22	1.49	2.45	s 4.20	s 2.25		
9.40	11.17	5.08	9.02	5.35	468.6	SMITH 3.6	P 110	1.27	1.54	2.50	s 4.26	2.31		
10.15	11.23	5.14	9.07	5.40	472.2	N CHOUTEAU 5.5	AU P 110	1.31	1.58	2.54	s 4.33	2.36		
10.45	11.32	5.22	9.15	5.48	477.7	MAZIE 9.3	P 110	1.38	2.04	2.59	f 4.43	2.43		
11.15	11.53	5.35	9.28	6.01	487.0	NORTH WAGONER 1.1	P 100	1.48	2.14	3.08	4.55	2.53		
11.30	11.59	5.37	9.30	6.03	488.1	N WAGONER N Mo. Pac. Interlocker 6.0	A P 110	1.50	2.15	3.12	s 5.01	s 2.57		
11.45	AM 12.12	5.45	9.38	6.11	494.1	KUHN 4.5	P 110	1.57	2.22	3.18	5.11	3.06		
11.59	12.18	5.52	9.44	6.17	498.6	CHASE 4.5	P 70	2.02	2.27	3.23	5.17	3.11		
12.15	AM 12.30	6.00	9.50	6.30	503.1	N KOG Interlocker MUSKOGEE YD. 0.5	UX SPOW TY Yd							
					503.6	MUSKOGEE M	PW Yard	2.10 AM	2.35 AM	3.30 AM	5.30 AM	3.20 PM		
18.7	33.5	36.0	41.3	39.0				43.1	54.0	55.4	38.0	42.5		

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. 23 Effective 12:01 A. M. May 12, 1946	THIRD CLASS				FOURTH CLASS
18 Blue-bonnet	8 Blue-bonnet	2 Texas Special	6 Katy Flyer	4 Katy Limited		74 Katy Packer	76 Freight	72 Fast Freight	78 Freight	90 Way
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thur.-Sat.	
					<b>NORTH YARD</b> 0.6	AM 10.30	PM 4.00	PM 8.00	AM 2.00	PM 2.10
					<b>PARSONS</b> W 0.5	10.25	3.50	7.50	1.45	2.05
					<b>PARSONS TOWER</b> N S.L.-S.F. Interlocker JG 3.1					
					<b>MORRIS</b> 4.2	10.20	3.40	7.43	1.35	1.55
					<b>N GARVIN</b> SR 1.1	10.14	3.30	7.35	1.20	1.46
					<b>D LABETTE</b> LB 5.4	10.12	3.25	7.33	1.15	1.40
					<b>OSWEGO</b> N S.L.-S.F. Interlocker OW 3.0	10.04	<b>3.11</b>	7.23	1.01	1.20
					<b>SHAFFER</b> 6.3	9.59	2.55	7.15	<b>12.44</b>	<b>12.59</b>
					<b>CHETOPA</b> N Mo. Pac. Interlocker CP 5.9	9.50	2.40	6.59	12.20	12.45
					<b>GARRISON</b> 5.3	9.41	2.25	6.45	12.10 AM	12.32
					<b>D WELCH</b> WH 5.2	9.33	2.10	6.30	11.55	12.05 PM
					<b>N BLUE JACKET</b> BJ 7.3	9.25	1.55	6.20	11.40	11.50
					<b>MONTGOMERY</b> 4.1	9.15	<b>1.39</b>	6.05	11.16	11.30
					<b>WINDERS</b> 1.0	9.09	1.20	5.55	11.05	11.15
					<b>VINITA</b> N S.L.S.F. Interlocker VN 2.9	9.07	1.10	5.50	11.00	11.01
					<b>JOHNSON</b> 4.9	9.02	1.04	5.42	10.50	10.50
					<b>N BIG CABIN</b> BG 7.6	8.55	12.55	5.34	<b>10.35</b>	10.40
					<b>N ADAIR</b> X 3.5	<b>8.42</b>	12.40	5.22	10.20	10.25
					<b>GREEN</b> 5.8	8.20	12.30	5.15	10.11	10.15
					<b>N PRYOR</b> CU 4.9	8.07	12.20	<b>4.59</b>	9.55	9.55
					<b>SMITH</b> 3.6	7.59	12.08 PM	4.35	9.45	<b>9.02</b>
					<b>N CHOUTEAU</b> AU 5.5	7.53	11.58	4.29	9.35	8.45
					<b>MAZIE</b> 9.3	7.44	11.40	4.19	9.25	8.30
					<b>NORTH WAGONER</b> 1.1	7.29	<b>11.15</b>	4.03	9.05	8.15
					<b>WAGONER</b> N Mo. Pac. Interlocker A 6.0	7.27	11.05	4.01	9.03	8.01
					<b>KUHN</b> 4.5	7.18	<b>10.48</b>	3.50	8.50	7.40
					<b>CHASE</b> 4.5	7.10	10.40	3.40	8.40	7.30
					<b>N KOG Interlocker UX</b> <b>MUSKOGEE YD.</b> 0.5	7.00 AM	10.30 AM	3.30 PM	8.30 PM	7.15 AM
					<b>MUSKOGEE</b> M					
					117.6	33.5	21.3	26.0	21.3	16.9

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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. 23		Signs and Car Capacity	FIRST CLASS			
95 Way	93 Way	71 Bullet	81 Katy Komet	75 Katy Klipper	77 Freight		Effective 12:01 A. M. May 12, 1946	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 6.30	AM 10.00	AM 6.45	AM 1.30	503.1	MUSKOGEE YARD 0.5	SOPT YW Yard					
						503.6	<b>MUSKOGEE</b> M 0.3	Yard	AM 2.50	AM 3.45	AM 5.45	PM 3.40	
							N SF-MV TOWER Inter. SU 6.5						
	7.45	6.45	10.12	6.59	1.44	510.4	MEYER 6.6	P 110	3.00	3.55	5.55	3.50	
	8.03	6.57	10.21	7.11	1.55	517.0	N OKTAHA OA 7.8	P 110	3.07	4.03	s 6.05	3.59	
	8.20	7.10	10.32	7.22	2.19	524.8	N CHECOTAH VR 5.0	PW 90	3.16	4.12	s 6.20	s 4.10	
	<b>8.35</b>	<b>7.20</b>	10.39	7.32	2.35	529.8	WHEELER 4.5	P 110	3.22	4.18	6.28	4.20	
	8.45	7.30	10.45	7.41	2.45	534.3	EVANS 3.8	P 90	3.28	4.24	6.36	4.26	
	9.05	7.45	<b>10.53</b>	7.50	2.55	538.1	N EUFAULA EA 4.6	P 105	3.34	4.30	s 6.42	s 4.32	
	9.20	7.55	11.01	<b>8.01</b>	3.05	542.7	HENLEY 4.5	P 90	3.40	4.36	6.51	4.39	
	9.35	8.05	11.09	8.10	3.15	547.2	N CANADIAN SI 4.1	P 110	3.47	<b>4.43</b>	s 6.58	4.46	
	10.10	8.16	11.17	8.20	3.28	553.3	SCHALLER 7.8	P 125	3.52	4.49	7.07	4.52	
	10.35	8.30	11.29	8.31	3.41	561.1	HANKS 3.1	P 90	4.00	4.57	<b>7.17</b>	5.01	
AM 6.00	10.45 AM	<b>8.53</b>	11.35	8.37	<b>4.04</b>	564.2	D NORTH McALESTER MC 1.8	SOP YW Yard	<b>4.04</b>	5.01	7.23	5.06	
6.10		9.01	11.40	8.42	4.14	566.0	N McALESTER MA C.R.I. & P Gate Crossing 3.0		s 4.09	s 5.05	s 7.35	s 5.15	
6.20		9.11	11.45	8.49	4.20	569.0	CRUMLEY 4.1	P 110	4.15	5.10	7.41	5.23	
<b>6.30</b>		<b>9.26</b>	11.51	8.55	4.28	573.1	NAVY 3.2	P 100	4.20	5.15	7.47	5.28	
6.55		9.40	<b>11.56</b>	9.01	4.35	576.3	UNDERWOOD 6.5	P 90	4.24	5.19	7.53	<b>5.34</b>	
7.30		9.53	PM 12.06	9.12	4.45	582.8	N KIOWA KY 4.8	P 125	4.31	5.26	s 8.02	5.42	
7.42		10.03	<b>12.14</b>	9.20	4.53	587.6	GRACE 6.4	PW 125	4.36	5.32	8.09	5.48	
8.01		10.16	12.23	9.31	5.03	594.0	BURG 4.4	P 125	4.43	<b>5.39</b>	8.17	5.56	
8.15		10.26	12.30	9.37	<b>5.10</b>	598.4	BRAIN 4.2	P 120	4.48	5.44	8.23	6.01	
<b>8.30</b>		10.36	12.37	9.45	<b>5.49</b>	602.6	N STRINGTOWN ST (End of Double Track) 7.0	P 100	4.53	<b>5.49</b>	s <b>8.30</b>	6.06	
8.55		10.50	12.47	9.56	6.10	609.6	N ATOKA DK 5.4	Crossovers YW P Yd	5.01	5.59	s 8.43	s 6.16	
9.05		11.01	12.56	10.08	6.25	615.0	TUSHKA 6.6	P Cr'over	5.07	6.06	f 8.53	6.23	
9.15		11.13	1.06	10.20	6.40	621.6	CANEY 8.6	P Cr'over	5.14	6.14	f 9.04	6.30	
9.35		11.30	1.22	10.40	6.59	630.2	D CADDO DC 11.2	P Cr'over	5.24	6.25	s 9.20	6.45	
10.01		11.50	1.38	11.01	7.25	641.4	K.O. & G. Interlocker N SLSF DURANT Int DU 5.0	Crossover PW	5.38	6.40	s 9.37	s 7.01	
10.30		11.59	1.46	11.11	7.35	646.4	CALERA 6.8	Crossover P 50 SB	5.44	6.47	f 9.45	7.10	
10.45		AM 12.15	1.57	<b>11.29</b>	7.52	653.2	D COLBERT Q 2.7	P 53	5.52	6.56	f 9.55	7.20	
11 01 AM		12.20 AM	2.01 PM	11.40 AM	7.59 AM	655.9	N STALEY BF S.L.-S.F. No. Jct. Inter. 0.3	P	5.56	6.59	10.01	7.25	
						656.2	S.L.-S.F. South Jct. Inter. 4.7						
						660.9	N DENISON WD	SOP WTY Yard	6.05 AM	7.10 AM	10.15 AM	<b>7.35</b> PM	
11.30 AM		1.00 AM	2.30 PM	12.15 PM	8.30 AM	661.9	N RAY RA						
17.8	18.8	24.4	35.3	28.9	22.7		158.3		48.5	46.0	35.0	40.2	

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

FIRST CLASS				TIME TABLE NO. 23 Effective 12:01 A. M. May 12, 1946	THIRD CLASS				FOURTH CLASS	
4 Katy Limited	8 Blue- bonnet	2 Texas Special	6 Katy Flyer		74 Katy Packer	76 Freight	72 Fast Freight	78 Freight	94 Way	92 Way
Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily Ex- cept Sun.	Tuesday Thur.-Sat.
				<b>MUSKOGEE YARD</b>	AM 6.30	AM 9.30	PM 3.00	PM 8.00		PM 1.00
				0.5 <b>MUSKOGEE</b> M						
				0.3 NSF-MV TOWER Inter. SU						
				6.5 MEYER	6.16	9.15	2.49	7.50		12.35
				6.6 N OKTAHA OA	<b>6.05</b>	9.01	2.38	7.40		12.15 PM
				7.8 N CHECOTAH VR	5.38	8.45	2.27	7.30		11.50
				5.0 WHEELER	5.27	<b>8.35</b>	2.18	<b>7.20</b>		11.36
				4.5 EVANS	5.15	8.25	2.08	7.06		11.10
				3.8 N EUFAULA EA	4.59	8.12	2.01	6.59		<b>10.53</b>
				4.6 HENLEY	4.50	<b>8.01</b>	1.49	6.50		10.10
				4.5 N CANADIAN SI	<b>4.43</b>	7.45	1.42	6.40		9.55
				6.1 SCHALLER	4.24	7.33	1.27	6.30		9.25
				7.8 HANKS	4.13	<b>7.17</b>	1.16	6.16		9.10
				3.1 D NORTH McALESTER MC	<b>4.04</b>	7.05	1.10	6.10	PM 12.55	9.00 AM
				1.8 N McALESTER MA	4.01	6.55	1.01	6.05	12.45	
				5.0 C.R.I. & P. Gate Crossing						
				3.0 CRUMLEY	3.54	6.40	12.55	5.55	12.35	
				4.1 NAVY	3.48	<b>6.30</b>	12.42	5.45	12.25 PM	
				3.2 UNDERWOOD	3.42	6.20	12.37	<b>5.34</b>	<b>11.56</b>	
				6.5 N KIOWA KY	3.33	6.05	12.25	5.07	11.30	
				4.8 GRACE	3.25	5.55	<b>12.14</b> PM	4.53	11.15	
				6.9 BURG	3.13	<b>5.39</b>	11.56	4.42	11.05	
				4.4 BRAIN	3.05	<b>5.10</b>	11.48	4.35	10.55	
				4.2 N STRINGTOWN ST	2.55	5.01	11.40	4.27	10.45	
				(End of Double Track) 7.0						
				N ATOKA DK	2.40	4.45	11.25	4.15	10.30	
				5.4 TUSHKA	2.30	4.35	11.11	4.05	10.15	
				6.6 CANEY	2.19	4.20	10.59	3.53	10.00	
				8.6 D CADDO DC	2.03	3.59	10.45	3.38	9.30	
				11.2 N SF DURANT Int DU	1.42	3.30	10.21	3.18	9.00	
				5.0 S.L.-S.F. No. Jct. Inter.						
				6.8 CALERA	1.32	3.20	10.10	3.08	7.50	
				D COLBERT Q						
				2.7 N STALEY BF	1.15 AM	2.55 AM	9.50 AM	2.50 PM	7.30 AM	
				0.3 S.L.-S.F. South Jct. Inter.						
				4.7 N DENISON WD						
				N RAY RA	1.00 AM	2.30 AM	9.30 AM	2.30 PM	7.00 AM	
52.4	43.9	48.4	35.6	158.3	28.9	22.7	28.9	28.9	16.5	15.3

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-F).

## Southward Trains

## TULSA DIVISION

## Northward Trains

FOURTH CLASS	SECOND CLASS	Distance from Kansas City Via Osage	TIME TABLE NO. 23	Signs and Car Capacity	SECOND CLASS	FOURTH CLASS
<b>475</b> Katy Klipper Daily	<b>57</b> Mixed Daily		Effective 12:01 A. M. May 12, 1946.		<b>54</b> Mixed Daily	<b>470</b> Freight Daily
			<b>STATIONS</b>			
AM 6.00	PM 3.50	245.2	N <b>OSAGE</b> JN	Yard WOYPT	PM 2.10	PM 11.00
6.20	s 4.05	252.7	7.5 PRUE	60 P	s 1.50	10.25
6.50	f 4.32	267.0	14.3 WEKIWA	70 PW	f 1.20	9.55
7.01	s 4.42	270.8	3.8 S. S. I. SAND SPRINGS Cross'g	10 P	s 1.10	9.40
		272.4	1.6 S. S. I. R. R. Crossing			
7.30	f 4.57	277.7	5.3 N <b>TULSA</b> KA S. S. I. R. R. Crossing	Yard SPYW	f 12.50	9.15
	5.10PM 5.15PM		ATSF, SLSF, MV Interlocker Tulsa Union Depot		12.45PM 10.10AM	
8.01		278.2	0.5 TULSA U. D. CONNECTION		10.05	
8.20	f 5.35	286.8	8.6 TROVILLION	80 PW	f 9.40	8.52
8.35	s 5.45	292.3	5.5 D <b>BROKEN ARROW</b> BA	70 P	s 9.28	8.38
<b>9.02</b>	s 6.05	303.6	11.3 D <b>COWETA</b> MO	60 PW	s <b>9.02</b>	8.11
9.20	s 6.15	309.2	5.6 RED BIRD	10 P	s 8.50	7.57
9.30	s 6.23	313.3	4.1 D <b>PORTER</b> PO	60 P	s 8.41	7.45
9.45	s 6.32	318.4	5.1 TULLAHASSEE	20 P	s 8.29	7.31
10.10	s 6.42	324.8	6.4 CHASE	30 P	s 8.15	7.15
10.25 AM		329.3	4.5 N <b>KOG Interlocker</b> UX <b>MUSKOGEE YARD</b>			7.00 PM
	6.55 PM	329.8	0.5 <b>MUSKOGEE</b> M		8.00 AM	
19.1	27.4		84.6		23.5	21.1

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

## WILBURTON BRANCH

## Southward Trains

## Northward Trains

FOURTH CLASS	Distance from North McAlester	TIME TABLE NO. 23	Signs and Car Capacity	FOURTH CLASS
<b>93</b> Way Mon. Wed., Fri.		Effective 12:01 A. M. May 12, 1946		<b>92</b> Way Tues. Thu., Sat.
		<b>STATIONS</b>		
AM 10.45	.0	D <b>N. McALESTER</b> MC	Yard PSYW	AM 8.00
11.00	3.4	3.4 KREBS JUNCT.		7.50
s 11.05	3.9	0.5 D <b>KREBS</b> BS		s 7.45
f 11.20	6.3	2.4 RICHVILLE		f 7.30
f 11.25	8.0	1.7 CARBON		f 7.25
f 11.50	13.1	5.1 ADAMSON	P	f 7.05
PM f 12.05	16.4	3.3 DRUMB	P	f 6.50
f 12.40	24.4	8.0 DEGNAN		f 6.15
1.00 PM	27.8	3.4 D <b>WILBURTON</b> WN	PYW	6.00 AM
12.4		27.8		13.9

## SOUTHWARD TRAINS

## JOPLIN DIVISION

## NORTHWARD TRAINS

FOURTH CLASS	Distance from St. Louis	TIME TABLE NO. 23	Signs and Car Capacity	FOURTH CLASS
<b>97</b> Way Daily Except Sunday		Effective 12:01 A. M. May 12, 1946		<b>96</b> Way Daily Except Sunday
		<b>STATIONS</b>		
AM 2.50	394.4	N <b>GARVIN</b> SR	P	PM 10.30
f 3.25	402.1	7.7 SHERMAN CITY	P 40	f 9.50
3.49	406.2	4.1 NETTELS	P	9.31
s 4.25	410.0	3.8 N <b>WEST MINERAL</b> MY	40 SWY Yd.	s 9.15
	412.9	2.9 Mo. Pac. Crossing		
	418.3	5.4 NEO Gate Crossing		
s 5.40	418.7	0.4 S. L.-S. F. Interlocker		
	419.0	0.3 N <b>COLUMBUS</b> CO	21 W Yd	s 7.20
	427.6	8.6 KCS Gate Crossing		
s 6.25	429.3	1.7 D <b>MILITARY</b> RI	Y 25	s 5.58
	431.5	2.2 S. L.-S. F. Crossing		
s 6.45	432.1	0.6 D <b>GALENA</b> AN	28 Yd.	s 5.45
f 6.57	436.0	3.9 FALL CITY	PY 30	f 5.25
7.30 AM	440.7	4.7 N <b>JOPLIN</b> JO	STOW Yard	5.00 PM
9.9		46.3		8.4

NO. 97 IS SUPERIOR TO NO. 96.

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. Freight trains clear trains 1, 2, 4, 7, 27 ten minutes.
  - 1-e. Third and fourth class and extra trains (except passenger extras) 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, except as shown in item 1-d above.
  - 1-f. 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-g. P&M engines use M-K-T track between West Mineral and Nettels and are governed by M-K-T rules and regulations.
2. Train order semaphore when in 45 degree position or displaying yellow light will be authority for trains to advance on main track to train order signal and will indicate "Stop" for which clearance form 117 is required.
3. Denison-Ray Terminal time table governs movements between Ray and Staley.
  - 3-a. Trains originating at Ray report for orders at Staley.
  - 3-b. Trains originating Denison report for orders before leaving.
  - 3-c. Southward Choctaw Division trains report for orders at SF-MV Tower Muskogee.
  - 3-d. Train orders for Northward Cherokee Division trains will be placed at K.O.G. Tower, Muskogee.
  - 3-e. Train orders for Southward Cherokee Division trains will be placed at Parsons Tower.
  - 3-f. Tulsa Division trains report for orders before leaving Osage.
  - 3-g. Joplin Division trains report for orders at Garvin.
  - 3-h. Parsons and Muskogee are register stations for first and second class trains and passenger extras only.
  - 3-i. Northward trains requiring register check at end of double track Stringtown, are authorized to move from end of double track to train order office where will receive register check, when train order board in 45 degree position or displaying yellow light.
4. Schedules of Tulsa Division trains as shown on Page 6 are in effect on Cherokee Division between Chase and Muskogee.
  - 4-a. Time table and train order restrictions at Stringtown, apply at end of double track unless otherwise specified.
  - 4-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.

- 4-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.
5. When taking siding to meet opposing train, stop not less than 200 feet from fouling point if length of train will permit. When standing on main track for train to enter siding stop 200 feet from clearance point.
6. Derailing switch on main track 280 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-a. SPRING SWITCHES will be designated by letter "S" attached to switch stand below target.
- 6-b. SPRING SWITCHES at the following locations
 

Garvin .....	North end	Myers .....	North end
Chetopa .....	South end	Checotah .....	South end
Welch .....	North end	Wheeler .....	North end
Winders .....	South end	Henley .....	North end
Wagoner .....	South end	Schaller .....	Both ends
Kuhn .....	North end	McAlester .....	South end
		Grace .....	North end
7. Rock Island crossing McAlester protected by crossing gate. All trains must approach this crossing at restricted speed and engine not exceed 20 MPH over crossing. See Rule 556(a).
- 7-a. KCS crossing M.P. S-427.6 protected by crossing gate normally set against KCS trains. See Rule 556(a).
- 7-b. NEO crossing M.P. S-418.3 protected by crossing gate normally set against the NEO trains. See Rule 556(a).
8. From and to the northward home signals Cherokee Division, all trains and engines entering and leaving Parsons will run at Yard Speed. This does not relieve crews on trains carrying passengers from protecting in accordance with Rule 93(b). Any trains or engine standing or moving under obscure conditions must also be protected in accordance with rule 93 (b).
- 8-a. 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)
- 8-b. Trains running against current of traffic between Crossovers Nos. 1 and 3, Atoka, must move at restricted speed.
- 8-c. 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.
9. MAXIMUM SPEED (M. P. H.):
 

Division	Passenger	Mixed and Freight
Choctaw—Muskogee to Stringtown...	70	45
Choctaw—Stringtown to Staley...	60	45
Cherokee .....	70	45
Joplin—Garvin to Military .....	35	25
Joplin—Military to Joplin .....	35	15
Tulsa .....	45	35
Wilburton .....	35	20
- 9-a. Trains handling scale test car X-1658, 25 M. P. H., and handle just ahead of caboose.



- 9-b. Over Red River bridge 656.0 forty-five (45) M. P. H. for passenger trains and thirty (30) M. P. H. for freight trains. Over bridge 542.2 twenty-five (25) M. P. H. when double heading on freight or passenger.
- 9-c. Over Neosho River bridge 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.
- 9-d. Over Boiling Springs bridge R-19.2 ten M. P. H.
- 9-e. Through turnout Staley and Stringtown, 45 M. P. H., through all other main track turnouts and through sidings 15 M. P. H.
- 9-f. Over puzzle switch north of Denison passenger station 15 M. P. H.
- 9-g. Road engines backing up with or without cars 25 M. P. H.
- 9-h. For switch engines with or without cars 20 M. P. H.
- 9-i. Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.  
Engines running light, 25 miles per hour.
10. CITY ORDINANCE SPEED RESTRICTIONS (M. P. H.) :
- |                             |    |                             |    |
|-----------------------------|----|-----------------------------|----|
| Chouteau .....              | 35 | Muskogee .....              | 25 |
| Galena .....                | 10 | (except bet. Fon du Lac St. |    |
| Joplin .....                | 15 | and Southside Blvd.).....   | 12 |
| McAlester-N McAlester ..... | 25 | Tulsa .....                 | 12 |
11. AUTOMATIC BLOCK SIGNALS AS FOLLOWS:
- Between Parsons and Fon du Lac Street Muskogee.
- Between SF-MV interlocker Muskogee and Stringtown.
- Between Stringtown and M.P. 611.3 southward track.
- Between Colbert and Denison (in both directions) southward track.
- Signals 6171, 6191 and 6203 on southward track protect to a point one half mile south of crossover Caney.
- Signal 6253 southward track protects one and one half mile of track.
- Signal 6293 southward track protects to a point one half mile south of crossover Caddo.
- Signal 6453 southward track protects to a point one half mile south of crossover Calera.
- Between home signal KOG crossing Durant and M.P. 636 northward track.
- Between M.P. 627.2 and a point one half mile north of Caney northward track.
- Signal 6190 northward track protects one and one half mile of track.
- Between M.P. 612.6 and M.P. 608.2 northward track.
- Between M.P. 605.6 and Stringtown northward track.
- 11-a. Trains stopped by signal 6203, 6222, 6293 or 6453 will, unless signal clears, wait ten (10) minutes from time first observed in stop position and then proceed at restricted speed to end of circuit shown by marker about one and one half mile south of block. If signal does not clear, notify dispatcher by phone located near the block signal.
- 11-b. Southward train holding main track at Brain must stand back of fouling point at battery box, near center of passing track, until opposing train has started to enter passing track; southward train may then move to south switch.

11-c. Northward train holding main track at Underwood must stand back of fouling point at battery box, near center of passing track, until opposing train has started to enter passing track; northward train may then move to north switch.

12. AUXILIARY SIGNALS IN SERVICE AS FOLLOWS:

- 12-a. "Take siding" color light signal on mast of automatic block signals 4985 and 4992 when displaying "white" indicates take siding.
- 12-b. "Take Siding" color light signal is located on mast of automatic block signal 5032 Muskogee. This signal when displaying "white" indicates that crossover switch located in main track about 200 feet north of signal 5032, and No. 4 track switch located at signal 5032, are lined for the train yard, and northward movements may be made without stopping at block signal 5032. If "take siding" color light signal is not burning, northward trains, or engines, must come to a full stop before 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.
- 12-c. Northward signal 4108 at south switch Chetopa; northward signal 5482 at south switch Canadian, and southward signal 5637 at north switch North McAlester are equipped with a light unit on mast below semaphore arm. When this unit is lighted and letter "M" displayed trains will proceed on main track to train order signal. This does not supersede rule 300 and 343.
- 12-d. Grade signal, black letter "G" on yellow disc, on automatic block signal, will be authority for trains to proceed without stopping for such automatic block signal displaying "stop" indication observing the 10 and 5 miles per hour speed restrictions and other requirements of Rule 343, paragraph "P".
13. INSTRUCTIONS COVERING MOVEMENTS AND SIGNAL OPERATION BETWEEN CHASE AND MUSKOGEE
- 13-a. Movements between North switch Chase and Fon du Lac Street Muskogee will be made on signal indication superseding time table and train order superiority.
- 13-b. Northward Tulsa Division trains stopped by block signal 4992 may proceed to Tulsa Division Junction Switch without flagman preceding train when it is seen opposing trains are standing to clear Tulsa Division or standing at signal 4985.
- 13-c. Southward Tulsa Division trains must move to within 600 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 Rule 351.
- 13-d. Southward 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.
- 13-e. Train stopped by signals 4985, 4992, 4993, 5001, 5008 and 5018, between north switch Chase and KOG Tower will immediately communicate with towerman, and, if no opposing movement, will receive train order instructions before proceeding.
- These signals, except signal 5018, equipped with 'phone for communicating with KOG Tower—trains stopped at signal 5018 report direct to tower for instructions. If unable to

communicate with towerman, rule 351 will apply. Above instructions do NOT apply between KOG Tower and Muskogee passenger station.

- 13-f. Northward passenger trains must stand back to clear southward movements to other tracks while signal 5032 remains at stop. In case signal is inoperative movement will be made on instructions of yardmaster.
- 14. 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. In absence of light, trains be governed by instructions of yardmaster.
- 14-a. Color light signal located on pole opposite Muskogee stock yards will be authority for third and fourth class and extra trains to move north from Muskogee yard as follows:  
Signal displaying green will be authority for Cherokee Division trains; Signal displaying yellow will be authority for Tulsa Division trains; Auxiliary signal displaying a black "S" with a lighted background will advise trains moving to either the Cherokee or Tulsa Division to display green classification signals. Auxiliary signal displaying a black "X" with a lighted background will advise trains moving to either Cherokee or Tulsa Division to display white classification signals.
- 14-b. Color light signal located on pole north 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.
- 15. Switches at both ends Vinita passing track are electrically controlled from interlocker tower. If signals do not clear communicate with leverman by telephone located at each end of siding. If leverman instructs to crank the switch and switch has been cranked to position desired, the switch points must be spiked for all facing movements. (Spike maul and spikes for this purpose in telephone booth.)
- 15-a. At Vinita, Interlocker controls switches and signals at each end of siding, trains may, upon receipt of proceed indication proceed against opposing overdue superior trains within the limits of the siding. When on siding respect second paragraph rule 98.
- 15-b. A southward train on siding at Winders may, after a northward train clears the south switch and while moving north in the block, pass the southward dwarf signal at stop upon receiving an indication on southward interlocking home signal permitting them to move and track is clear between south switch at Winders and the home signal, but under no circumstances may this dwarf signal be passed at stop while a southward movement is in the block or closely approaching the southward signal at the north end of the siding. Above is exception to Rule 344.
- 15-c. Southward trains using siding at Winders must move to within 100 feet of dwarf signal, located west side at south end of siding, to receive signal indication.
- 16. All trains flag Main Street Crossing Columbus.
- 16-a. Engines must not go beyond sign located on elevator spur Columbus.
- 17. Three crossovers at Atoka numbered as follows: Crossover north of Boggy Creek No. 1, crossover just south of Court Street No. 2, and crossover south end of yard No. 3.

18. WATER STATIONS OTHER THAN THOSE SHOWN ON SCHEDULE PAGE:

Name	Location
Armstrong .....	MP 636.6—Both Tracks

19. MAIL CRANES, OTHER THAN THOSE LOCATED AT STATIONS:

East side main track M. P. 501.

20. YARDS PROTECTED BY YARD LIMIT BOARDS:

Denison-Ray.	
Crumley to Hanks inclusive.	
No. McAlester-Wilburton Division.	
Muskogee.	West Mineral.
Parsons—North Yard.	Columbus.
Tulsa.	Galena.
Broken Arrow.	Joplin.

21. 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.

21-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.

21-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.

22. STATIONS, TRACKS AND SPURS NOT SHOWN ON SCHEDULE PAGE:

Station	Location	End Connected	Capacity
Horner .....	MP 483.7	North .....	10
Rentiesville .....	MP 520.1	No Track .....	0
Crowder .....	MP 551.2	North .....	6
Savanna .....	MP 574.5	North .....	4
Gap .....	MP 591.6	North .....	4
Horn .....	MP 595.9	Both .....	20
Wasseta .....	MP 633.4	North .....	2
Armstrong .....	MP 636.6	South .....	7
Star Valley .....	MP S404.5	South .....	7
Abbey .....	MP S418.0	Both .....	52
Quaker .....	MP S424.2	Both .....	23
Crain .....	MP S427.8	North .....	7
Chitwood .....	MP S437.3	North .....	20
Bear Mountain .....	MP S437.5	Both .....	5
Barnsdall .....	MP Z248.0	South .....	7
Ellis .....	MP Z262.4	Both .....	20
Fair Grounds Spur .....	MP Z281.0	North .....	50
Oneta .....	MP Z296.9	Both .....	20
Seneca Coal Co. ....	MP Z294.3	North .....	Mine Tracks
Seneca Coal Co. ....	MP Z294.6	South .....	Mine Tracks
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.

## 23. 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.

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

- No. 3 at any station to discharge or receive.  
 No. 3 at Rentiesville unload or receive parcel post when request is made by postal clerk to do so.  
 No. 4 at Durant and Vinita to receive for Kansas City and discharge revenue passengers from south of Denison.  
 No. 5 at any station to discharge from Kansas City and from stations South Mound to St. Louis inclusive.  
 No. 6 at Savanna on flag.  
 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. 6 at Blue Jacket unload or receive parcel post when request is made by postal clerk or mail messenger to do so.  
 No. 7 and No. 8 at Wagoner unload and receive Missouri Pacific mail.  
 No. 27 at Vinita to receive revenue passengers for Denison and beyond and discharge from Kansas City.  
 No. 7 at Durant to receive revenue passenger for Wichita Falls, Ft. Worth, Dallas and beyond and discharge revenue passengers from Muskogee and north.

## 25. FOLLOWING FREIGHT TRAINS CARRY PASSENGERS:

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

## 26. 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

## 27. BULLETIN BOOKS LOCATED AT:

Telegraph Office—	Parsons Osage Muskogee North McAlester Denison Ray
Yard Office—	Parsons Muskogee
Round Houses—	Parsons Ray
Callers Office—	Muskogee Denison

## 28. STANDARD CLOCKS LOCATED AT:

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

## 29. WATCH INSPECTORS:

American Railroad Time Service, 720 Olive St., St. Louis, Mo.  
 J. B. Rockwell, Denison.  
 Nobbs Company, McAlester.  
 Standard Jewelry Co., Muskogee.  
 Vinita Jewelry Shoppe, Vinita.  
 F. G. Winkler, Parsons.  
 Pfeiffer Jewelry Co., Parsons  
 Grays Jewelers, Tulsa  
 S. M. Molloy, Joplin.

## 30. ABBREVIATIONS IN CONNECTION WITH M. P. LOCATIONS:

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

## EMPLOYEES' HOSPITAL ASSOCIATION:

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

STATION	NAME
Denison.....	D. K. Jamison, Divn. Surgeon.....
	Charles S. Truett, Asst. Divn. Surgeon.....
	W. D. Blassingame.....
	J. E. Meador, Oral Surgeon.....
	F. F. Fowler, Divn. Oculist.....
Parsons.....	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.....
	T. H. Briggs.....
Caddo.....	Roy L. Cochran.....
Checotah.....	R. W. Stoner.....
Chetopa.....	R. L. Von Trebra.....
Columbus.....	C. C. Fuller.....
Durant.....	J. A. Haynie.....
	W. K. Haynie.....
Eufaula.....	Wm. A. Tolleson.....
Joplin.....	R. L. Neff.....
Kiowa.....	H. A. Ellis.....
McAlester.....	L. S. Willour.....
	T. H. McCarley.....
	L. C. Kuyrekendall, Oculist.....
Muskogee.....	I. B. Oldham, Divn. Surgeon.....
	J. R. Rafter, Asst. Divn. Surgeon.....
	I. C. Wolfe, Asst. Divn. Surgeon.....
	J. L. Blakemore.....
	J. Mayes Thompson, Oral Surgeon.....
North McAlester.....	M. K. Thompson, Oculist.....
	Elbert H. Shuller.....
Oswego.....	I. J. Waxie.....
Porter.....	W. R. Joblin.....
Pryor.....	E. H. Werling.....
Tulsa.....	Fred E. Woodson.....
	Fred A. Glass.....
	J. F. Gorrell, Oculist.....
	Albert Cook, Oculist.....
Vinita.....	W. R. Marks.....
Wagoner.....	J. B. Darrough.....
	D. G. Divine.....
Welch.....	J. O. Bradshaw.....
Wilburton.....	G. R. Booth.....

## SPEED TABLE.

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	Min.	Sec.		Min.	Sec.
6	10		41	1	27
8	7	30	42	1	25
10	6		43	1	23
12	5		44	1	21
15	4		45	1	20
16	3	45	46	1	18
17	3	31	47	1	16
18	3	20	48	1	15
19	3	9	49	1	13
20	3		50	1	12
21	2	51	51	1	10
22	2	43	52	1	9
23	2	36	53	1	7
24	2	30	54	1	6
25	2	24	55	1	5
26	2	18	56	1	4
27	2	13	57	1	3
28	2	8	58	1	2
29	2	4	59	1	1
30	2		60	1	
31	1	56	61	0	59
32	1	52	62	0	58
33	1	49	63	0	57
34	1	45	64	0	56
35	1	42	65	0	55½
36	1	40	66	0	54
37	1	37	67	0	54
38	1	34	68	0	53
39	1	33	69	0	52
40	1	30	70	0	51½