

# 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  
WM. O'DELL      R. O. MORRIS  
R. L. KAY      W. N. TAYLOR  
J. E. DWYER      N. G. JONES  
C. CLARK  
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-A

## SOUTHERN DISTRICT

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

# Sunday, Sept. 15, 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 Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars
Parsons	Muskogee	8	3800	95	3255	82	2940	74	2440	61	1660	42
Welch	Muskogee	9	4500	113	3780	95	3410	85	2810	70	1910	48
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
Garvin	Parsons	10	4500	113	3780	95	3410	85	4200	70	3000	48
Muskogee	Staley	7	3025	76	2520	63	2310	58	1910	41	1300	33
North McAlester	Staley	12	4725	118	4100	103	3600	90	3000	74	2040	51
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
Stringtown	Burg	8	3530	88	2940	73	2605	66	2165	54	1500	38
Burg	North McAlester	9	4285	107	3570	88	3180	80	2625	66	1785	45
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
Joplin	Parsons	10							2330	58	1630	41
Columbus	Parsons	10							3250	87	2150	46
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
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
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	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-A		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		Effective 12:01 A. M. Sept. 15, 1946		STATIONS					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		SPO TYW									
<b>3.50</b>	<b>9.05</b>	<b>2.48</b>	<b>7.03</b>	<b>3.33</b>	386.6		0.6 PARSONS W	P			AM 12.25		AM 2.25	PM 12.30				
					387.1		0.5 PARSONS TOWER SL-SF Interlocker JG											
4.05	9.10	2.54	7.09	<b>3.43</b>	390.2		3.1 MORRIS	P 90			12.30		2.30	12.35				
4.15	9.16	3.01	7.15	3.52	394.4		4.2 GARVIN SR	P 90			12.35		2.35	12.40				
4.20	9.18	3.03	7.17	3.54	395.5		1.1 LABETTE LB	P 100			12.36		f 2.37	12.42				
<b>4.49</b>	9.26	<b>3.11</b>	7.25	4.02	400.9		5.4 OSWEGO SL-SF Interlocker OW	P 100			12.41		s 2.43	s 12.48				
4.59	9.31	3.15	7.29	4.07	403.9		3.0 SHAFFER	P 110			<b>12.44</b>		2.48	<b>12.54</b>				
5.30	9.40	3.24	7.38	4.17	410.2		6.3 CHETOPA Mo. Pac. Interlocker CP	PW105			12.51		s 2.55	s 1.02				
5.50	9.49	<b>3.33</b>	7.46	<b>4.32</b>	416.1		5.9 GARRISON	P 115			12.57		<b>3.02</b>	<b>1.10</b>				
6.05	9.57	3.41	7.54	4.40	421.4		5.3 WELCH WH	P 110			1.02		f 3.08	<b>1.17</b>				
6.25	10.05	3.49	8.02	4.47	426.6		5.2 BLUE JACKET BJ	P 120			1.07		f 3.15	f 1.24				
6.45	10.15	3.59	8.12	4.57	433.9		7.3 MONTGOMERY	P 110			1.14		3.23	<b>1.34</b>				
6.55	10.21	4.05	8.18	5.03	438.0		4.1 WINDERS	PW100			1.18		3.28	1.39				
7.30	10.23	4.07	8.20	5.05	439.0		1.0 VINITA SL-SF Interlocker VN	PWY 110		AM 12.40	1.20	AM 2.20	s 3.35	s 1.45				
7.45	10.28	4.11	8.24	5.09	441.9		2.9 JOHNSON	P 80		12.45	1.23	2.23	3.42	1.51				
8.00	<b>10.35</b>	4.18	8.31	5.16	446.8		4.9 BIG CABIN BG	P 110		12.50	1.28	2.28	f <b>3.55</b>	1.57				
<b>8.42</b>	10.46	4.29	<b>8.42</b>	5.27	454.4		7.6 ADAIR X	P 115		12.59	<b>1.36</b>	2.36	f 4.05	<b>2.07</b>				
8.55	10.51	4.36	8.47	5.32	457.9		3.5 GREEN	P 105		1.03	<b>1.40</b>	2.39	4.10	2.12				
9.10	<b>11.05</b>	<b>4.49</b>	8.55	5.40	463.7		5.8 PRYOR CU	PW105		<b>1.14</b>	1.47	2.45	s 4.20	s 2.20				
9.40	11.17	4.58	<b>9.02</b>	5.47	468.6		4.9 SMITH	P 110		<b>1.22</b>	1.53	2.50	4.26	2.26				
10.15	11.23	5.04	9.07	5.52	472.2		3.6 CHOUTEAU AU	P 110		1.27	1.57	2.54	s 4.33	2.31				
10.45	11.32	5.12	9.15	6.00	477.7		5.5 MAZIE	P 110		1.34	2.03	2.59	f 4.43	2.38				
<b>11.15</b>	11.47	5.25	9.28	6.13	487.0		9.3 NORTH WAGONER	P 100		1.44	2.13	3.08	4.55	2.48				
11.30	11.50	5.30	9.30	6.15	488.1		1.1 WAGONER Mo. Pac. Interlocker A	P 110		1.47	2.14	<b>3.12</b>	s 5.01	s 2.52				
11.45	AM 12.01	5.40	9.38	6.23	494.1		6.0 KUHN	P 110		1.54	2.21	3.18	5.11	3.01				
11.59	12.08	5.48	9.44	6.29	498.6		4.5 CHASE	P 70		1.59	2.26	3.23	5.17	3.06				
12.15 PM	12.20 AM	6.00 PM	9.50 AM	6.35 AM	503.1		4.5 KOG Interlocker UX MUSKOGEE YARD	SPOW TY Yd										
					503.6		0.5 MUSKOGEE M	PW Yard		2.10 AM	2.35 AM	3.30 AM	5.30 AM	3.15 PM				
18.7	35.1	36.0	41.3	38.0			117.6			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-A	THIRD CLASS				FOURTH CLASS
2 Texas Special	6 Katy Flyer	4 Katy Limited	18 Bluc- bonnet	8 Bluc- bonnet	Effective 12:01 A. M. Sept. 15, 1946	74 Katy Packer	76 Freight	72 Fast Freight	78 Freight	90 Way
Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily	Tues. Thur.-Sat.
					NORTH YARD 0.6	AM 10.30	PM 4.00	PM 5.00	AM 2.00	PM 2.10
					PARSONS W	10.25	3.50	4.50	1.45	2.05
					N PARSONS TOWER SL-SF Interlocker JG					
					MORRIS	10.20	3.40	4.40	1.35	1.55
					N GARVIN SR	10.14	3.30	4.30	1.20	1.46
					D LABETTE LB	10.12	3.25	4.25	1.15	1.40
					N OSWEGO SL-SF Interlocker OW	10.04	3.11	4.15	1.01	1.20
					SHAFFER	9.59	2.55	4.06	12.44	12.54
					N CHETOPA Mo. Pac. Interlocker CP	9.50	2.40	3.50	12.20	12.35
					GARRISON	9.41	2.25	3.33	12.10 AM	12.20
					D WELCH WH	9.33	2.10	3.20	11.55	12.05 PM
					D BLUE JACKET BJ	9.25	1.55	3.10	11.40	11.50
					MONTGOMERY	9.15	1.34	2.58	11.16	11.30
					WINDERS	9.09	1.20	2.50	11.05	11.15
					N VINITA SL-SF Interlocker VN	9.07	1.10	2.45	11.00	11.01
					JOHNSON	9.02	1.04	2.34	10.50	10.50
					D BIG CABIN BG	8.55	12.55	2.24	10.35	10.40
					D ADAIR X	8.42	12.40	2.07	10.20	10.25
					GREEN	8.20	12.30	1.55	10.11	10.15
					N PRYOR CU	8.09	12.20	1.45	9.55	9.55
					SMITH	8.00	12.08 PM	1.35	9.45	9.02
					D CHOUTEAU AU	7.53	11.58	1.29	9.35	8.45
					MAZIE	7.44	11.40	1.19	9.25	8.30
					NORTH WAGONER	7.29	11.15	1.03	9.05	8.15
					N WAGONER Mo. Pac. Interlocker A	7.27	11.05	1.01	9.03	8.01
					KUHN	7.18	10.48	12.50	8.50	7.40
					CHASE	7.10	10.40	12.40	8.40	7.30
					N KOG Interlocker MUSKOGEE YD. UX	7.00 AM	10.30 AM	12.30 PM	8.30 PM	7.15 AM
					MUSKOGEE M					
51.7	39.0	54.0	35.1	43.1	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-A		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. Sept. 15, 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	SOPT YW Yard					
						503.6	0.5 MUSKOGEE M	W Yard	AM 2.50	AM 3.45	AM 5.45	PM 3.30	
						503.9	0.3 N SL-SF-MV TOWER Int. SU						
						510.4	6.5 MEYER	P 110	3.00	3.55	5.55	3.40	
	7.45	6.45	10.12	6.59	1.44	517.0	6.6 D OKTAHA OA	P 110	3.07	4.03	s 6.03	3.48	
	8.03	6.57	10.21	7.09	1.55	524.8	7.8 N CHECOTAH VR	PW 90	3.16	4.13	s 6.20	s 3.59	
	8.20	7.10	10.32	7.22	2.19	529.8	5.0 WHEELER	P 110	3.22	4.19	6.29	4.07	
	8.35	7.20	10.39	7.32	2.35	534.3	4.5 EVANS	P 90	3.28	4.24	6.34	4.12	
	8.45	7.30	10.45	7.41	2.45	538.1	3.8 N EUFAULA EA	P 105	3.33	4.29	s 6.42	s 4.17	
	9.05	7.45	10.51	7.50	2.55	542.7	4.6 HENLEY	P 90	3.39	4.35	6.50	4.24	
	9.30	7.55	10.59	8.01	3.05	547.2	4.5 D CANADIAN SI	P 110	3.46	4.42	s 6.58	4.31	
	9.45	8.05	11.08	8.10	3.15	553.3	6.1 SCHALLER	P 125	3.52	4.49	7.08	4.38	
	10.19	8.16	11.17	8.20	3.28	561.1	7.8 HANKS	P 90	4.00	4.57	7.19	4.48	
	10.35	8.30	11.29	8.31	3.41	564.2	3.1 D NORTH McALESTER MC	SOP YW Yard	4.04	5.01	7.25	4.53	
AM 6.00	10.45 AM	8.53	11.35	8.37	4.04	566.0	1.8 N McALESTER MA		s 4.09	s 5.05	s 7.35	s 5.01	
6.10		9.01	11.40	8.42	4.14	569.0	3.0 C.R.I.&P Gate Crossing						
6.20		9.11	11.45	8.49	4.20	573.1	4.1 CRUMLEY	P 110	4.15	5.10	7.41	5.06	
6.30		9.26	11.51	8.55	4.28	576.3	3.2 NAVY	P 100	4.20	5.15	7.47	5.11	
6.55		9.40	11.56	9.01	4.35	582.8	6.5 UNDERWOOD	P 90	4.24	5.19	7.53	5.16	
7.30		9.53	PM 12.06	9.12	4.45	587.6	4.8 D KIOWA KY	P 125	4.31	5.26	s 8.02	5.23	
7.42		10.19	12.14	9.20	4.53	594.0	6.4 GRACE	PW 125	4.36	5.32	8.09	5.29	
8.01		10.32	12.23	9.31	5.03	598.4	4.4 BURG	P 125	4.43	5.39	8.17	5.37	
8.23		10.40	12.30	9.37	5.10	602.6	4.2 BRAIN	P 120	4.48	5.44	8.23	5.42	
8.40		10.47	12.37	9.45	5.49	609.6	7.0 N STRINGTOWN ST	P 100	4.53	5.49	s 8.30	5.47	
8.55		10.57	12.47	9.56	6.10	615.0	(End of Double Track)						
9.05		11.07	12.56	10.08	6.25	621.6	5.4 D ATOKA DK	Crossovers YW P Yd	5.01	5.59	s 8.43	s 5.59	
9.15		11.18	1.06	10.20	6.40	630.2	6.6 TUSHKA	P Cr'over	5.07	6.06	f 8.53	6.08	
9.35		11.34	1.22	10.40	6.59	641.4	8.6 CANEY	P Cr'over	5.14	6.14	f 9.04	6.15	
10.01		11.52	1.38	11.01	7.25	646.4	11.2 D CADDO DC	P Cr'over	5.24	6.25	s 9.20	6.30	
10.30		12.01	1.46	11.10	7.35	653.2	KOG Interlocker N SL-SF DURANT Int DU	Crossover PW	5.38	6.40	s 9.37	s 6.47	
10.45		12.15	1.57	11.24	7.52	656.2	5.0 CALERA	Crossover P 50 SB	5.44	6.47	f 9.47	6.59	
11.01 AM		12.20 AM	2.01 PM	11.40 AM	7.59 AM	660.9	6.8 D COLBERT Q	P 53	5.52	6.56	f 9.57	7.10	
11.30 AM		1.00 AM	2.30 PM	12.15 PM	8.30 AM	661.9	2.7 N STALEY BF	P	5.56	6.59	10.03	7.15	
17.8	18.8	24.4	35.3	28.0	22.7	662.2	0.3 SL-SF North Jct. Inter.						
						662.2	4.7 SL-SF South Jct. Inter.						
						661.9	4.7 N DENISON WD	SOP WTY Yard	6.05 AM	7.10 AM	10.15 AM	7.25 PM	
						158.3	N RAY RA						
						17.8			48.5	46.0	35.0	40.1	

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



FIRST CLASS				TIME TABLE NO. 23-A	THIRD CLASS				FOURTH CLASS	
4 Katy Limited	8 Blue- bonnet	2 Texas Special	6 Katy Flyer	Effective 12:01 A. M. Sept. 15, 1946	74 Katy Packer	76 Freight	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 0.5	AM 6.30	AM 9.30	PM 12.01	PM 8.00		PM 1.00
				MUSKOGEE M 0.3						
				N SL-SF-MV TOWER Int. SU 6.5						
				MEYER 6.6	6.16	9.15	11.46	7.50		12.35
				D OKTAHA OA 7.8	6.03	9.01	11.34	7.40		12.15 PM
				N CHECOTAH VR 5.0	5.38	8.45	11.20	7.28		11.50
				WHEELER 4.5	5.27	8.35	11.11	7.20		11.36
				EVANS 3.8	5.15	8.25	11.01	7.06		11.15
				N EUFAULA EA 4.6	4.59	8.12	10.51	6.59		10.51
				HENLEY 4.5	4.50	8.01	10.37	6.50		10.10
				D CANADIAN SI 6.1	4.42	7.45	10.29	6.40		9.55
				SCHALLER 7.8	4.24	7.33	10.19	6.30		9.25
				HANKS 8.1	4.13	7.19	10.06	6.16		9.10
				D NORTH McALESTER MC 1.8	4.04	7.05	9.59	6.10	PM 12.55	9.00 AM
				N McALESTER MA C.R.I. & P. Gate Crossing 3.0	4.01	6.55	9.50	5.49	12.45	
				CRUMLEY 4.1	3.54	6.40	9.40	5.40	12.35	
				NAVY 3.2	3.48	6.30	9.31	5.30	12.25 PM	
				UNDERWOOD 6.5	3.42	6.20	9.25	5.16	11.56	
				D KIOWA KY 4.8	3.33	6.05	9.12	5.01	11.30	
				GRACE 6.9	3.25	5.55	8.48	4.53	11.15	
				BURG 4.4	3.13	5.39	8.35	4.42	11.05	
				BRAIN 4.2	3.05	5.10	8.23	4.35	10.55	
				N STRINGTOWN ST (End of Double Track) 7.0	2.55	5.01	8.10	4.27	10.45	
				D ATOKA DK 5.4	2.40	4.45	7.55	4.15	10.30	
				TUSHKA 6.6	2.30	4.35	7.42	4.05	10.15	
				CANEY 8.6	2.19	4.20	7.30	3.53	10.00	
				D CADDO DC 11.2	2.03	3.59	7.15	3.38	9.30	
				KOG Interlocker N SL-SF DURANT Int DU 5.0	1.42	3.30	6.51	3.18	9.00	
				CALERA 6.8	1.32	3.20	6.40	3.08	7.50	
				D COLBERT Q 2.7						
				N STALEY BF SL-SF North Jct. Inter. 0.3	1.15 AM	2.55 AM	6.20 AM	2.50 PM	7.30 AM	
				SL-SF South Jct. Inter. 4.7						
				N DENISON WD 4.7						
				N RAY RA 4.7	1.00 AM	2.30 AM	6.00 AM	2.30 PM	7.00 AM	
52.4	43.9	48.4	36.3	158.3	28.9	22.7	26.3	28.9	16.5	15.3

Automatic Block Signals  
See Special Rules 7 and 7-a  
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).



## Southward Trains

## TULSA DIVISION

## Northward Trains

FOURTH CLASS	SECOND CLASS	Distance from Kansas City Via Osage	TIME TABLE NO. 23-A	Signs and Car Capacity	SECOND CLASS	FOURTH CLASS
<b>475</b> Katy Klipper Daily	<b>57</b> Mixed Daily		Effective 12:01 A. M. Sept. 15, 1946		<b>54</b> Mixed Daily	<b>470</b> Freight Daily
			<b>STATIONS</b>			
AM 6.00	PM 3.50	245.2	N OSAGE 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 TULSA KA	Yard SPYW	f 12.50	9.20
	5.10 PM 5.15 PM		S. S. I. R. R. Crossing			
8.01		278.2	ATSF, SLSF, MV Interlocker Tulsa Union Depot		12.45 PM 10.10 AM	
8.20	f 5.35	286.8	0.5 TULSA U. D. CONNECTION		10.05	
8.35	s 5.45	292.3	8.6 TROVILLION	80 PW	f 9.40	8.56
<b>9.02</b>	s 6.05	303.6	5.5 D BROKEN ARROW BA	70 P	s 9.28	8.45
9.20	s 6.18	309.2	11.3 D COWETA MO	60 PW	s <b>9.02</b>	8.21
9.30	s 6.29	313.3	5.6 RED BIRD	10 P	s 8.50	8.10
9.45	s 6.42	318.4	4.1 D PORTER PO	60 P	s 8.41	7.59
10.10	s 6.55	324.8	5.1 TULLAHASSEE	20 P	s 8.29	7.45
			6.4 CHASE	30 P	s 8.15	7.30
10.25 AM		329.3	4.5 N KOG Interlocker MUSKOGEE YARD	UX		7.15 PM
	7.10 PM	329.8	0.5 MUSKOGEE M		8.00 AM	
19.1	25.4		84.6		28.5	22.4

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-A	Signs and Car Capacity	FOURTH CLASS
<b>93</b> Way Mon. Wed., Fri.		Effective 12:01 A. M. Sept. 15, 1946		<b>92</b> Way Tues. Thu., Sat.
		<b>STATIONS</b>		
AM 10.45	.0	D N. McALESTER MC	Yard PSYW	AM 8.00
11.00	3.4	0.5 KREBS JUNCT.		7.50
s 11.05	3.9	2.4 D KREBS BS		s 7.45
f 11.20	6.3	1.7 RICHVILLE		f 7.30
f 11.25	8.0	5.1 CARBON		f 7.25
f 11.50	13.1	3.3 ADAMSON	P	f 7.05
PM 12.05	16.4	DRUMB	P	f 6.50
f 12.40	24.4	8.0 DEGNAN		f 6.15
1.00 PM	27.8	3.4 D WILBURTON 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-A	Signs and Car Capacity	FOURTH CLASS
<b>97</b> Way Daily Except Sunday		Effective 12:01 A. M. Sept. 15, 1946		<b>96</b> Way Daily Except Sunday
		<b>STATIONS</b>		
AM 2.50	394.4	N GARVIN 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 WEST MINERAL MY	40 SWY Yd.	s 9.15
	412.9	2.9 Mo. Pac. Crossing		
	418.3	5.4 NEO Gate Crossing		
	418.7	0.4 S. L.-S. F. Interlocker		
s 5.40	419.0	0.3 N COLUMBUS CO	21 W Yd	s 7.20
	427.6	8.6 KCS Gate Crossing		
s 6.25	429.3	1.7 D MILITARY RI	Y 25	s 6.01
	431.5	2.2 S. L.-S. F. Crossing		
s 6.45	432.1	0.6 D GALENA AN	28 Yd.	s 5.48
f 7.01	436.0	3.9 FALL CITY	PY 30	f 5.25
7.30 AM	440.7	4.7 N JOPLIN JO	STOW Yard	5.00 PM
9.9		46.3		8.4

NO. 97 IS SUPERIOR TO NO. 96.



**1. SUPERIORITY OF TRAINS:**

- a. NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- b. No. 2 is superior to all trains.
- c. No. 1 is superior to all trains except No. 2.
- d. No. 97 is superior to No. 96.
- e. No. 6 run via Southward track Staley to cross-over south of SL-SF Crossing Durant. Single track time table authority will govern this movement.
- f. Schedules of Tulsa Division trains as shown on Page 6 are in effect on Cherokee Division between Chase and Muskogee.

**2. CLEARING TRAINS:**

- a. Other first class trains will clear time of Nos. 1 and 2 at least 5 minutes, except between and including:  
 Vinita and Chase  
 Muskogee and Stringtown  
 will clear these trains sufficiently in advance of their time to avoid delay by automatic block signal indications.
- b. Third and fourth class and extra trains and yard engines, will clear first and second class trains at least ten minutes, except between and including:  
 Parsons and Chase  
 Muskogee and Stringtown  
 will clear superior trains sufficiently in advance of their time to avoid delay by automatic block signal indications.
- c. First class trains and passenger extras meeting at North McAlester, inferior train will use siding between crossover south of Stonewall Avenue 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.
- 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.
- e. When taking siding to meet opposing train, stop not less than 200 feet from fouling point, if length of train permits. When standing on main track for opposing train to enter siding, stop 200 feet from clearance point.

**3. WHERE TRAINS WILL REPORT FOR ORDERS:**

- a. Trains originating at Ray report for orders at Staley.
- b. Trains originating Denison report for orders before leaving.
- c. Southward Choctaw Division trains report for orders at SL-SF-MV Tower Muskogee.
- d. Train orders for Northward Cherokee Division trains will be placed at KOG Tower, Muskogee.
- e. Train orders for Southward Cherokee Division trains will be placed at Parsons Tower.

- f. Tulsa Division trains report for orders before leaving Osage.
- g. Joplin Division trains report for orders at Garvin.

**4. REGISTER STATIONS:**

- a. Parsons and Muskogee are register stations for first and second class trains and passenger extras only.
- b. 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.

**5. MAXIMUM SPEED (M.P.H.) OBSERVING PERMANENT SLOW BOARDS, SLOW ORDERS AND OTHER RESTRICTIONS:**

Between	Passenger Trains	Freight and Mixed Trains
Parsons and Muskogee .....	70 .....	45
Muskogee and Stringtown .....	70 .....	45
Stringtown and Denison .....	60 .....	45
Garvin and Military .....	35 .....	25
Military and Joplin .....	35 .....	15
Osage and Chase .....	45 .....	35
North McAlester and Wilburton ...	35 .....	20

- a. Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.
- b. Maximum speed for road engines backing up, with or without cars, 25 M.P.H. except on Joplin and Tulsa Divisions, and Wilburton Branch, 15 M.P.H.
- c. Maximum speed for switch engines, with or without cars, 20 M.P.H., except 0-8-0 types, 15 M.P.H.
- d. Maximum speed for road engines running light, 25 M.P.H., except on Joplin and Tulsa Divisions and Wilburton Branch, 15 M.P.H.
- e. Maximum speed, entering or leaving main track turnouts, 15 M.P.H., except through turnouts Staley and Stringtown, maximum speed 45 M.P.H.
- f. Trains handling scale test car X-1658, 25 M.P.H., except where maximum speed less than 25 M.P.H., and handle just ahead of caboose.

**6. SPEED AND OTHER RESTRICTIONS:**

**a. CHEROKEE DIVISION:**

ALL TRAINS AND ENGINES RUN AT YARD SPEED BETWEEN NORTHWARD HOME SIGNAL PARSONS TOWER AND NORTH YARD. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93 (b). ANY TRAIN OR ENGINE, STANDING OR MOVING UNDER OBSCURE CONDITIONS, MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b).

**b. CHOCTAW DIVISION:**

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED THROUGH MUSKOGEE YARD BETWEEN FON DU LAC STREET (MP 503.2) AND SL-SF-MV TOWER (MP 503.9).

When double heading on freight or passenger trains do not exceed 25 M.P.H. over Bridge 542.2.



All trains approach CRI&P Ry. Crossing, McAlester, at restricted speed and engine not exceed 20 M.P.H. over crossing.

**TRAINS RUNNING AGAINST CURRENT OF TRAFFIC BETWEEN CROSSOVERS NOS. 1 AND 3 ATOKA, MUST MOVE AT RESTRICTED SPEED.**

Passenger trains not exceed 40 M.P.H. and freight trains 20 M.P.H. between KOG and SL-SF crossings, Durant, when running with current of traffic and 10 M.P.H. when running against current of traffic.

Passenger trains not exceed 45 M.P.H. and freight trains 30 M.P.H. over Red River Bridge 656.0.

Do not exceed 15 M.P.H. over puzzle switch north of Denison passenger station.

**c. WILBURTON BRANCH:**

Do not exceed 10 M.P.H. over Boiling Springs Bridge R-19.2.

**d. JOPLIN DIVISION:**

Do not exceed 10 M.P.H. over Neosho River Bridge S-400.1. Engines must not be coupled but separated by not less than 6 cars when moving over this bridge.

All trains flag Main Street Crossing, Columbus.

Engines must not go beyond sign located on elevator spur, Columbus.

**e. CITY ORDINANCE SPEED RESTRICTIONS:**

**CHEROKEE DIVISION:**

Chouteau ..... 35

**CHEROKEE-CHOCTAW DIVISION:**

Muskogee ..... 25  
(Except bet. Fon du Lac St., and Southside Blvd.) ..... 12

**CHOCTAW DIVISION:**

McAlester-N. McAlester ..... 25

**TULSA DIVISION:**

Tulsa ..... 12

**JOPLIN DIVISION:**

Galena ..... 10  
Joplin ..... 15

**7. AUTOMATIC BLOCK SIGNALS:**

**CHEROKEE DIVISION:**

Between Parsons and Fon du Lac Street, Muskogee.

**CHOCTAW DIVISION:**

Between SL-SF-MV Interlocker Muskogee and Stringtown.

Between Stringtown and MP 611.3 southward track.

Between Colbert and Staley (in both directions) southward track.

Between Staley and Denison.

Signal 6141 southward track protects to a point one-half mile south of crossover Tushka.

Signals 6171, 6191 and 6203 on southward track protect to a point one-half mile south of crossover Caney.

Signal 6253 southward track protects 1.2 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.

Signal 6472 northward track protects to a point one-half mile north of crossover Calera.

Between northward home signal KOG crossing Durant and MP 636 northward track.

Signal 6312 northward track protects to a point one-half mile north of crossover Caddo.

Between MP 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.

Signal 6160 northward track protects to a point one-half mile north of Tushka.

Between MP 612.6 and Stringtown northward track.

a. Trains stopped by signals 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 miles beyond block signal. If signal does not clear, notify dispatcher by phone located near the block signal.

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.

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.

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

e. Grade signal, black letter "G" on yellow disc, on mast of 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".

**f. INSTRUCTIONS COVERING MOVEMENTS AND SIGNAL OPERATION BETWEEN CHASE AND MUSKOGEE:**

Movements between north switch, Chase, and Fon du Lac Street, Muskogee, will be made on signal indication, superseding time table and train order superiority.

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.

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.

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.

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.

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.



**8. AUXILIARY SIGNALS:**

- a. Light unit on mast of automatic block signals 4985 north switch Chase and 4992 south switch Chase, when displaying "white" indicates take siding.
- b. Light unit located on mast of automatic block signal 5032 Muskogee, 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 white unit is not burning, northward trains must come to a full stop before fouling No. 3 track and, if it can be clearly seen, or known, that no opposing main track movements are approaching and 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.
- c. Northward signal 4108 south switch Chetopa; northward signal 5482 south switch Canadian, and southward signal 5637 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 Rules 300 and 343.
- d. Southward train on siding at Winders may, after a northward train clears south switch and while moving north in the block, pass the southward dwarf signal at "Stop" upon receiving an indication on southward interlocker home signal permitting train 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 southward train or engine is in the block or closely approaching the southward signal at the north end of the siding. Above is exception to Rule 344.
- e. Southward trains using siding at Winders must move to within 100 feet of dwarf signal, located at south end of siding, to receive signal indication.
- f. 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 SL-SF-MV Tower without orders, observing Rule 93. In absence of light, trains be governed by instructions of yardmaster.
- g. 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 Divisions to display white classification signals. If signal inoperative movement will be made on hand signal from tower.
- h. Color light signal located on pole north of scale house near office North Yard when displaying "green" 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.

- i. 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.

**9. REMOTE CONTROL SWITCHES:**

- a. At Vinita, Interlocker controls switches and signals at each end of siding, and 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. 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.)

**10. SPRING SWITCHES:**—Designated by letter "S" attached to switch stand below target. (Rule 104-f).

Garvin .....	North end	Checotah .....	South end
Chetopa .....	South end	Wheeler .....	North end
Welch .....	North end	Henley .....	North end
Winders .....	South end	Schaller .....	Both ends
Wagoner .....	South end	Hanks .....	North end
Kuhn .....	North end	McAlester .....	South end
Meyer .....	North end	Grace .....	North end

**11. NORMAL POSITION OF SWITCHES:**

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.

**12. RAILROAD CROSSINGS:**

**a. CHEROKEE DIVISION:**

Parsons	
Tower	MP 387.1, SL-SF Ry., interlocker.
Oswego	MP 400.8, SL-SF Ry., interlocker.
Chetopa	MP 409.9, Mo. Pac. RR., interlocker.
Vinita	MP 438.9, SL-SF Ry., interlocker.
Wagoner	MP 488.2, Mo. Pac. RR., interlocker.
Muskogee	MP 501.8, KOG RR., interlocker.

**b. CHOCTAW DIVISION:**

Muskogee	MP 503.9, SL-SF-MV Ry., interlocker.
McAlester	MP 566.0, CRI&P Ry., protected by crossing gate. All trains must approach this crossing at restricted speed and engine not exceed 20 M.P.H. over crossing. (Rule 556-a).
Durant	MP 639.9, K.O.G. RR., interlocker.
Durant	MP 641.4, SL-SF Ry., interlocker.
Staley	MP 655.9, SL-SF Ry., North Junction Interlocker.
Staley	MP 656.0, SL-SF Ry., South Junction Interlocker.

**c. TULSA DIVISION:**

Sand Spgs.	MP Z270.8, S.S.I.R.R., "Stop" signs (Rule 556).
Sand Spgs.	MP Z272.4, S.S.I.R.R., "Stop" signs (Rule 556).
Tulsa	MP Z278.1, S.S.I.R.R., street car crossing.
Tulsa	MP Z278.2, AT&SF-SL-SF-MV Ry., Interlocker.



**d. JOPLIN DIVISION:**

Cokedale MP S-412.9, Mo. Pac. RR., "Stop" Signs (Rule 556).  
Columbus MP S-418.3, N.E.O. Ry., protected by crossing gate normally set against N.E.O. Trains. (Rule 556-a).

Columbus MP S-418.7, SL-SF Ry., interlocker.

Crain MP S-427.6, K.C.S. RR., protected by crossing gate normally set against KCS trains. (Rule 556-a).

Galena MP S-431.5, SL-SF Ry., "Stop" Signs (Rule 556).

**13. DOUBLE TRACK:**

- Between Stringtown (MP 602.6) and Staley (MP 655.9). Double track rules apply. (Special Instructions 1-e).
- Three crossovers at Atoka numbered as follows:  
Crossover north of Boggy Creek, No. 1.  
Crossover just south of Court Street, No. 2.  
Crossover south end of yard, No. 3.

**14. YARDS PROTECTED BY YARD LIMIT BOARDS:****a. CHOCTAW DIVISION:**

Staley-Denison-Ray, inclusive.  
Crumley to Hanks, inclusive.  
North McAlester-Wilburton Division (MP R-2).  
Muskogee Yard-Muskogee, inclusive.

**b. CHEROKEE DIVISION:**

Parsons-North Yard, inclusive.  
Muskogee Yard-Muskogee, inclusive.

**c. TULSA DIVISION:**

Osage.  
Tulsa.  
Broken Arrow.

**d. JOPLIN DIVISION:**

West Mineral.  
Columbus.  
Galena.  
Joplin.

**15. WATER STATIONS OTHER THAN THOSE SHOWN ON****SCHEDULE PAGES:**

Name	Location
Armstrong	MP 636.6 .....Both tracks

**16. BULLETIN BOOKS LOCATED AT:**

Parsons:	Denison:
Telegraph Office	Telegraph Office
Yard Office	Callers' Office
Enginehouse	
Crawford Avenue	Ray:
Psg. Station Basement	Telegraph Office
	Enginehouse
Muskogee:	Osage:
Telegraph Office	Telegraph Office
Yard Office	
Callers' Office	Tulsa:
	Telegraph Office
No. McAlester:	Joplin:
Telegraph Office	Telegraph Office
Enginehouse	

**17. STANDARD CLOCKS LOCATED AT:**

Parsons:	Denison:
Telegraph Office,	Telegraph Office,
Psg. Sta.	Psg. Sta.
Dispatchers' Office	Dispatchers' Office
Yard Office	
Muskogee:	Ray:
Telegraph Office	Yard Office
Dispatchers' Office	Enginehouse Office
Yard Office	
No. McAlester:	Osage:
Telegraph Office	Telegraph Office
	Joplin:
	Telegraph Office

**18. IMPAIRED CLEARANCES:**

- Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4-½ inches.

**Division Mile Post**

Choctaw	620.1	Bridge—both tracks.
All	Various	Swing spouts on water tanks.
All	Various	All mail cranes when pouches are hung.

- Main track bridges and structures having vertical clearance above top of rails less than 21 feet 6 inches.

**Division Mile Post**

Choctaw	503.6	Viaduct Court Street, all tracks.
Choctaw	623.8	Overpass, northward track.
Choctaw	644.6	Overpass, both tracks.
Tulsa	Z-276.6	Overpass, Union Avenue.
Joplin	S-400.1	Bridge S-400.1
Joplin	S-440.7	Train shed, Joplin Union Station.

- 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 side of a car while passing through bridges, by buildings, platforms and other structures alongside main and other tracks.

**19. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:**

Station	Location	End Connected	Capacity
Horner	.....MP 433.7	North	10
Rentiesville	.....MP 520.8	No Tracks	
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 (Northward track)	.....MP 633.4	North	2
Armstrong (Southward track)	.....MP 636.6	South	7
Star Valley	.....MP S-404.5	North	7
Abbey	.....MP S-418.0	Both	52
Quaker	.....MP S-424.2	Both	23
Crain	.....MP S-427.8	North	7
Chitwood	.....MP S-437.3	North	20



Bear Mountain ...MP S-437.5	Both .....	5
Barnsdall .....MP Z-248.4	South .....	7
Ellis .....MP Z-262.4	Both .....	20
Fair Ground Spur MP Z-281.0	North .....	50
Oneta .....MP Z-296.9	Both .....	20
Seneca Coal Co. ...MP Z-294.3	North .....	Mine Track
Benmartin .....MP Z-320.4	South .....	5
Potato Spur ....MP Z-323.5	South .....	7
Sand Spur .....MP Z-323.6	South .....	30
Gaines .....MP R-11.5	North .....	9
Chilli .....MP R-18.3	South .....	40

## 20. UNLESS OTHERWISE SPECIFIED, TIME TABLE OR TRAIN

### ORDER RESTRICTIONS WILL APPLY:

Stringtown .....At end of double track.

## 21 GOVERNING TIME TABLES AND RULES:

- Denison-Ray Terminal time table governs movements between Ray and Staley.
- P&M engines use MKT track between West Mineral and Nettels and are governed by MKT rules and regulations.
- Small figures shown at Ray and at Muskogee and Muskogee Yard on Tulsa Division page 6 indicate the advertised leaving and arriving time only.

## 22. MAIL CRANES LOCATED AT OTHER THAN STATIONS

### SHOWN ON SCHEDULE PAGES:

Cherokee Division—East side main track .....M.P. 501.

## 23. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES: (For revenue passengers only, unless otherwise provided).

### a. CHEROKEE DIVISION:

No. 4 at 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 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 made by postal clerk or mail messenger to do so.

No. 7 at Wagoner unload and receive Missouri Pacific mail.

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.

## b. CHOCTAW DIVISION:

Train	Station	
3 .....	MP 520.8 .....	Rentiesville
3 .....	MP 551.2 .....	Crowder
3, 6 .....	MP 574.5 .....	Savanna

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

No. 4 at Durant 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. 7 at Durant to receive revenue passengers for Wichita Falls, Ft. Worth, Dallas and beyond and discharge revenue passengers from Muskogee and north.

## c. FOLLOWING FREIGHT TRAINS CARRY PASSENGERS:

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

## 24. ENGINE WHISTLE SIGNAL CODE, INTERLOCKER PLANTS:

### a. SL-SF 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
Joplin track to Osage Division main track ....	—	o

## 25. WATCH INSPECTORS:

St. Louis, Mo. .... American Railroad Time Service,  
720 Olive Street.  
Parsons, Kansas ..... Pfeiffer Jewelry Co., 1810 Main St.  
F. G. Winkler, 1802 Main St.  
Vinita, Okla. .... Vinita Jewelry Shoppe.  
Muskogee, Okla. .... Standard Jewelry Co.  
McAlester, Okla. .... Nobbs Company.  
Denison, Texas ..... J. B. Rockwell.  
Joplin, Mo. .... S. M. Molloy.  
Tulsa, Okla. .... Grays Jewelers.

## 26. 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

## a. 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
Adair.....	L. C. White.....
Atoka.....	J. S. Fulton.....
	T. H. Briggs.....
Broken Arrow.....	W. H. Newlin.....
Caddo.....	Roy. L. Cochran.....
Checotah.....	R. W. Stoner.....
Chetopa.....	R. L. Von Trebra.....
Columbus.....	C. C. Fuller.....
Denison.....	Charles S. Truett, Divn. Surgeon Security Bldg.
	W. D. Blassingame, Asst. Division Surgeon Security Bldg.....
	J. E. Meador, Oral Surgeon, Security Bldg.
	F. F. Fowler, Divn. Oculist, Security Bldg.
Durant.....	W. K. Haynie.....
Eufaula.....	Wm. A. Tolleson.....
	J. Howard Baker.....
Galena.....	Dr. Frank James.....
Joplin.....	R. L. Neff.....
Kiowa.....	H. A. Ellis.....
McAlester.....	L. S. Willour.....
	T. H. McCarley.....
	L. C. Kuyrekendall, Oculist.....
Muskogee.....	I. B. Oldham, Jr., Divn. Surgeon 426 N. Sixth St.....
	J. A. Rafter, Asst. Divn Surgeon, 210 Manhattan Bldg.....
	I. C. Wolfe, Asst. Divn Surgeon, 426 N. Sixth St.....
	J. L. Blakemore, Commercial Bk. Bldg.....
	J. Mayes Thompson, Oral Surgeon, Commercial Bank Bldg.....
	M. K. Thompson, Oculist, Surety Bldg.....
North McAlester.....	Elbert H. Shuller.....
Oswego.....	I. J. Waxie.....
Parsons.....	N. C. Morrow, Divn. Surgeon, MKT Hospital A. C. Baird, Divn Surgeon.....
	J. D. Pace, Divn. Surgeon, MKT Hospital.....
	T. D. Blasdel, Oculist, 110 S. 18th St.....
	G. K. Giessmann, Oral Surgeon, 1722½ Main.....
	A. D. Lucas, Oral Surgeon, Clinic Bldg.....
Porter.....	W. R. Joblin.....
Pryor.....	E. H. Werling.....
	V. D. Herrington.....
Tulsa.....	Fred E. Woodson, Medical Arts Bldg.....
	Fred A. Glass, Medical Arts Bldg.....
	J. F. Gorrell, Oculist, Medical Arts Bldg...
	W. Albert Cook, Oculist, Medical Arts Bldg.
Vinita.....	W. R. Marks.....
	J. B. Darrough.....
Wagoner.....	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		46	1	18
8	7	30	47	1	17
10	6		48	1	15
12	5		49	1	13
15	4		50	1	12
16	3	45	51	1	11
17	3	31	52	1	09
18	3	20	53	1	08
19	3	9	54	1	07
20	3		55	1	06
21	2	51	56	1	05
22	2	43	57	1	03
23	2	36	58	1	02
24	2	30	59	1	01
25	2	24	60	1	
26	2	18	61	0	59
27	2	13	62	0	58
28	2	8	63	0	57
29	2	4	64	0	56
30	2		65	0	55
31	1	56	66	0	55
32	1	52	67	0	54
33	1	49	68	0	53
34	1	46	69	0	52
35	1	43	70	0	51
36	1	40	71	0	51
37	1	37	72	0	50
38	1	35	73	0	49
39	1	32	74	0	49
40	1	30	75	0	48
41	1	28	76	0	47
42	1	26	77	0	47
43	1	24	78	0	46
44	1	22	79	0	46
45	1	20	80	0	45