

MAXIMUM SPEED MPH OBSERVING PERMANENT SPEED RESTRICTING SIGNS, SPEED RESTRICTIONS OR OTHER RESTRICTIVE CONDITIONS

Between		Parsons & Staley	Stringtown & Staley Northward Track	Staley & Denison	Staley & Ray	Garvin & Galena	Galena & Joplin	Osage & Chase	Wilburton Sub-Div.	All Division
First Class Trains and Passenger Extras	Diesel	75	70	70	30	—	—	—	—	
	Steam	70	60	60	30	35	25	45	20	
Freight Trains and Light Engines	Diesel	55	50	35	30	—	—	—	—	
	Steam	45	45	35	30	25	15	35	15	

Fr. Diesel Engines handling Psgr. Trains. Authorized speed of train being handled but not exceeding 55 MPH.
Fr. Steam Engines handling Psgr. Trains. Authorized speed for frt. trains unless otherwise provided.

Diesel Road and Switch Engines or Road Switchers (See Note 1)

Road Service	55	50	35	30	35	25	45	20	
Yard Service									25
Towed in Train	45	45	35	30	—	—	—	—	

Steam Road Engines

Towed in Train (Main Rods up) (See Note 2)	20	20	20	20	20	15	20	15	
Towed in Train (Main Rods removed) (See Note 2)	30	30	30	30	20	15	30	15	
Backing up (with or without cars)	25	25	25	25	15	15	25	15	

Steam Switch Engines

Light or towed in train	20	20	20	20	15	15	15	15	
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Trains Handling—

Steam Derrick	40	40	35	30	20	10	30	10	
Ditchers (Boom attached)	30	30	30	25	20	10	30	10	
Scale Test Car X-1658 (See Note 3)	25	25	25	20	20	10	25	10	
Pile Drivers	30	30	30	25	20	10	30	10	

Through Turnouts Staley and Stringtown, 40 MPH; South Switch Siding, Vinita, 35 MPH. All Others: Psgr. 20 MPH, Frt. 15 MPH.

Diesel Road or Switch (Exception—As provided in Note 1)

(One or more units of) Handle next to pulling locomotive of through train and behind short cars of train setting out or picking up.

Any Diesel Engine

Must have air brakes in operation and when set out, coupled to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and it must not be placed next to cars of pipe, poles, piling or loads liable to shift.

Double Heading With Steam Engine

Passenger trains Operate Diesel engine in lead. Speed restrictions for steam engine applies.
Freight trains Operate Steam engine in lead. Speed restrictions for steam engine applies.

Supplement to Rule 10(h), Permanent Speed Restriction Signs:

(a) Where in service in certain territories, (Yellow Sign Black Numerals) located as near one (1) mile as conditions will permit in advance of where speed restricted. Resume Speed Sign (Green) at point where restrictions end.

(b) Where in service in certain territories, (Reflector Type), Advance Warning sign (P) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign (T) at point where speed restricted and Resume Speed Sign (P) at end of restriction. Psgr. trains not exceed speed shown on Speed Restriction Signs. Frt. trains and Light engines reduce to 10 MPH below speed shown on Speed Restriction Signs, but not exceed maximum speed provided for Frt. trains and Light engines.

(c) All territories are protected by Permanent Speed Signs indicated in either item (a) or item (b).

NOTE 1—All 70-ton Road Switchers to be handled next to caboose.

NOTE 2—Steam road engines must be handled not more than 10 cars from hauling engine, not less than 5 cars between hauling engine, and first dead engine or between any two dead engines.

NOTE 3—Scale test car X-1658 must be handled next ahead of caboose.

Southward Trains		TULSA SUBDIVISION		Northward Trains	
FOURTH CLASS	SECOND CLASS	TIME TABLE No. 26	FOURTH CLASS	SECOND CLASS	FOURTH CLASS
475 Katy Klipper	57 Mixed	Effective 12:01 A.M. May 1, 1950	54	54	470
Daily	Daily	STATIONS	Mixed	Daily	Freight
AM 6.00	PM 3.25	N OSAGE JN	PM 1.25	AM 12.10	
6.20	3.40	PRUE	P 60 1.10	11.50	
6.50	4.05	WEKIWA	PW 70 11.2.40	11.20	
7.01	4.12	SAND SPRINGS S. S. I. Crossing-Unprotected	P 30 12.30	11.10	
7.30	4.27	TULSA KA	Yard SPYW 12.10	10.45	
8.01	4.40/4.45	ATSP, SL-SF, MV Interlocking Tulsa Union Depot	12.01/12.15		
8.20	5.05	TULSA U. D. CONNECTION	10.05		
8.35	5.15	ALSUMA	PW 80 9.40	10.05	
9.02	5.35	D BROKEN ARROW BA	P 70 9.28	9.35	
9.20	5.48	D COWETA MO	PW 60 9.02	9.08	
9.30	5.59	RED BIRD	P 10 8.50	8.55	
10.05	6.23	D PORTER PO	P 60 8.41	8.44	
10.10	6.25	WYBARK	30 8.17	8.17	
10.25	6.40	CHASE	P 1 8.15	8.15	
		N KOG Interlocking UX MUSKOGEE YARD	Yard	8.00	
475	57	MUSKOGEE M	8.00		
19.1	26.0		54		470
			15.6		20.3

Southward Trains		WILBURTON SUBDIVISION		Northward Trains	
FOURTH CLASS	TIME TABLE No. 26	FOURTH CLASS	FOURTH CLASS	FOURTH CLASS	FOURTH CLASS
93 Way	Effective 12:01 A.M. May 1, 1950	92 Way	92 Way	92 Way	92 Way
AM 10.45	D N. McALESTER MC	AM 8.00	AM 8.00	AM 8.00	
11.00	KREISS JUNCT.	7.50	7.50	7.50	
11.05	D KREISS BS	7.45	7.45	7.45	
12.45	CHILLI	6.30	6.30	6.30	
93		92	92	92	
8.4	10.0			12.7	

Southward Trains		JOPLIN SUBDIV.		Northward Trains	
FOURTH CLASS	TIME TABLE No. 26	FOURTH CLASS	FOURTH CLASS	FOURTH CLASS	FOURTH CLASS
97 Way	Effective 12:01 A.M. May 1, 1950	96 Way	96 Way	96 Way	96 Way
AM 1.30	GARVIN	PM 10.30	PM 10.30	PM 10.30	
1.55	SHERMAN CITY	P 40 9.50	P 40 9.50	P 40 9.50	
2.07	NETTLES	P 9.31	P 9.31	P 9.31	
2.29	N WEST MINERAL MY	SWY Yd. 9.15	SWY Yd. 9.15	SWY Yd. 9.15	
4.15	N COLUMBUS CO	W Yd 21 7.20	W Yd 21 7.20	W Yd 21 7.20	
5.30	D MILITARY RI	Y Yd 25 6.01	Y Yd 25 6.01	Y Yd 25 6.01	
6.15	D GALENA AN	Yd. 28 5.48	Yd. 28 5.48	Yd. 28 5.48	
7.30	FALL CITY	PY 30 5.25	PY 30 5.25	PY 30 5.25	
7.7	JOPLIN JO	STOW Yard 5.00	STOW Yard 5.00	STOW Yard 5.00	
	46.8			8.4	

SPECIAL INSTRUCTIONS

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 Durant. Single Track rules govern.
- f. Between Poole and Signal 3862 (Sedalia Subdivision), and between Poole and Signal 1357 (Kansas City Subdivision); trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains, engines or cars standing or moving in either direction on any track.
- g. Between SL-SF-MV Tower and Fon du Lac Street, Muskogee, trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains and engines or cars standing or moving in either direction on any track.
- h. Between Signal 6605 (Denison) and Denison Passenger Station trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains and engines or cars standing or moving in either direction on any track.

2. RULE 99 (j) AUTHORIZED ON:

Cherokee Subdivision.
Choctaw Subdivision.

3. FORM Y TRAIN ORDER AUTHORIZED ON:

All Subdivisions.

4. EXCEPTIONS TO RULE 93(a):

In the following territories, second and inferior class trains, extra trains and engines may accept a "proceed" indication per Rule 281 of a block signal to supersede requirements of Rule 93(a).

CHOCTAW SUBDIVISION

Between North Yard limit sign, Hanks, and Stonewall Avenue, North McAlester.
Between M.P. 567 and South yard limit sign, Frink, Stringtown.

Durant.
Between Signal at M.P. 657.3 (Staley) and Signal 6605 Denison
Between Signal at M.P. 657.5 and Signal at M.P. 660.0 (Warner cutoff)

5. EXCEPTIONS TO RULE 93:

Between the following points main track yard movements must secure train order form E against all trains.

CHOCTAW SUBDIVISION

Between North yard limit sign, Hanks, and Stonewall Avenue, North McAlester.

Between M.P. 567 and South yard limit sign, Frink.
Between Signal 6573 (Staley) and Signal 6605, Denison.

6. MOVEMENTS BY BLOCK SIGNALS (Rules 400, 403 and 404):

- a. Between Poole and North Switch Siding Labette.
- b. Between North switch siding, Chase, and Fon du Lac Street, Muskogee.
- c. Between Staley and Ray via Warner Cutoff.

7. WHERE TRAINS WILL REPORT FOR CLEARANCE OTHER THAN REQUIRED BY RULE 83(a) (last paragraph):

- a. Poole, instead of North Yard and Parsons—Southward Cherokee and Joplin Subdivision trains.
- b. Muskogee KOG Interlocking Station, instead of Muskogee and Muskogee Yard—Northward Cherokee and Tulsa Subdivision trains.
- c. Muskogee SL-SF-MV Interlocking Station, instead of Muskogee and Muskogee Yard—Southward Choctaw Subdivision trains.
- d. Staley, instead of Ray.

8. REGISTER STATIONS:

- a. Parsons for first class trains and passenger extras only.
- b. Following trains will register at other than register stations.

Station	Arrival	Departure
North Yard	All freight	All freight
Muskogee Yard	All freight	All freight
Muskogee Psg. Station	No. 57	No. 54
North McAlester (Choctaw Subdivision)	All terminating	All originating
Ray	All terminating	All originating

9. SPEED AND OTHER RESTRICTIONS:

a. CHEROKEE SUBDIVISION

Vinita—through SL-SF Connection, 15 MPH.
Vinita—between SL-SF Crossing and Station, 35 MPH.

b. CHOCTAW SUBDIVISION

Bridge 542—engines double heading, 25 MPH.
North McAlester—Engine of all trains not exceed 25 MPH over Stonewall Ave.
McAlester—All trains approach CRI&P R.R. Crossing at restricted speed and engine not exceed 20 MPH over crossing.
Durant—between KOG and SL-SF Interlocking, 45 MPH with current of traffic and 10 MPH against current of traffic.

c. DENISON-RAY TERMINAL

Denison—20 MPH over street crossings.
Denison—Puzzle Switch north of Passenger Station, 15 MPH. Over Humps at Ray, 15 MPH.
Derailing switch on main track 280 feet north of Signal 6608, north of Denison Passenger Station, is trailing for southward movements and hand operated for northward movements. It must be handled by crew of northward movements unless in charge of yardmen. This derailing switch does not actuate block signals.

Spring type derail on inbound track, Warner cutoff, 200 feet south of overhead bridge, M.P. 660.7, is trailing for southward movements, hand operated for northward movements.

Hand throw derail, 90 feet north of running track, No. 1 switch, on outbound track, Warner cutoff.
Diesel engines must not be operated through tunnel at Ray.

NO. 97 IS SUPERIOR TO NO. 96.

d. JOPLIN SUBDIVISION

Columbus—all trains flag main street crossing.

e. ALL SUBDIVISIONS

Unless authorized, Diesel-Electric engines shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail greater than shown below.

Type of Engine	Depth
Passenger (36" wheels)	3 inches
Freight (40" wheels)	5 inches
Switch (40" wheels)	5 inches
Rail cars (M-11 and M-12) (36" wheels)	3 inches

Maximum speed 3 M.P.H.

Capacity of Sidings as shown on schedule pages are based on 48 feet per car less 160 feet allowable for 3 unit Diesel engines.

10. EXCEPTION TO RULE 5: TIMETABLE OR TRAIN ORDER**RESTRICTIONS APPLY AT:****NORTH McALESTER**

- First class trains and Psgr. Extras at siding between Crossover Nos. 1 and 2.
- Third and fourth class trains and Frt. Extras, Track 8 between north switch and Crossover No. 2.

McALESTER

- First class trains and Psgr. Extras at first track west of main track between south switch and Crossover No. 4.
- Third and fourth class trains and Frt. Extras at first track west of main track between south switch and Crossover No. 2.

STRINGTOWN

End of Two Main Tracks.

11. AUTOMATIC BLOCK SIGNALS BETWEEN:**CHEROKEE SUBDIVISION**

Poole and Fon Du Lac Street, Muskogee.

CHOCTAW SUBDIVISION

SL-SF-MV Interlocking, Muskogee, and Stringtown.

Stringtown and Staley (Both tracks) with current of traffic ONLY—exception, between Calera and Staley, southward track both directions.

Staley and Signal 6608, Denison

Staley and Signal 6601, Ray via Warner Cut-off

DENISON—RAY TERMINAL

Southward movements from any point south of Signal 6585, just south of Heddam Spur, to north end of Ray Yard over Warner cutoff, must be completed by moving through spring switch on inbound track, in clear of Signal 6600, before beginning northward movement.

ALL SUBDIVISIONS

Southward trains on siding Winders or Chase move to within 100 feet of low signal to receive signal indication.

Southward trains on siding Winders may, after a northward train clears south switch and while moving north in the block, pass the southward low signal at "STOP" upon receiving an indication on southward interlocking absolute signal permitting train to move and track is clear between south switch at Winders and absolute signal, but under no circumstances may this low signal be passed at "STOP" while southward train or engine is in block or closely approaching southward signal at north end of siding.

Northward absolute signal just south SL-SF Interlocking, Vinifla, also protects northward movements over spring switch south end siding, Winders.

Northward signal 4992, south end siding Chase, also protects northward movements over spring switch Tulsa Subdivision Jet.

Northward Psgr. trains stand back to clear southward movements to other tracks while absolute signal at Fon du Lac Street Muskogee remains at "STOP". If Signal is inoperative movement will be made on instructions of Yardmaster.

Northward trains holding main track at meeting point Brewer and southward trains holding main track at meeting point Flora, remain back of fouling point until approaching train passes last block signal in advance of siding switch.

a. FLOOD INDICATORS

Location	Affects Signals
MP 388.5	3871 and 3886
391.0	3907 and 3924
407.2	4069 and 4076
413.6	4333 and 4344
434.0	4401 and 4410
440.2	4431 and 4448
443.6	4533 and 4544
455.5	4401 and 4410
460.2	4547 and 4562
465.0	4595 and 4618
493.2	4639 and 4656
492.1	4921 and 4938
518.1	5179 and 5186
519.4	5179 and 5186
521.8	5211 and 5232
612.4	6103 and 6188
638.0	6305 and 6388

Trains finding these signals displaying "Stop" indication will also lookout for track washed out or damaged by high water.

b. AUXILIARY SIGNALS

Color light signal on pole north of scale house near North Yard Office indicates operator Poole ready for movement;

(1) "Green" Cherokee Subdivision.

(2) "Yellow" Osage Subdivision.

If light absent be governed by instructions of Yardmaster.

Color light signal on pole just west of scale house, Muskogee Yard, displaying "Green", will authorize southward movements from yard to SL-SF-MV Interlocking without train orders. When light absent, be governed by instructions of Yardmaster. Light Unit located on mast of absolute signal at Fon du Lac Street, Muskogee, when displaying "Lunar" indicates No. 4 cased in main track about 200 feet north of signal are lined without stopping at signal. If Lunar unit is not burning, northward trains must "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, No. 4, or the crossover switch to yard, must not be changed from main track position while a main track movement is approaching.

Color lights on pole, opposite Stock Yard, Muskogee, indicates operator is ready for movement and classification signals to be displayed:

- "Green"—Cherokee Subdivision.
- "Yellow"—Tulsa Subdivision.
- "Black letter S" lighted back ground—display green classification signals.
- "Black letter X" lighted back ground—display white classification signals.

If light absent be governed by hand or lamp signal from Operator.

12. REMOTE CONTROL SIDINGS (Rule 425):

Vinita.

13. SPRING SWITCHES: Designated by letter "S" attached to switch stand.

Garvin	North switch siding	Checotah	South switch siding
Chetopa	South switch siding	Bond	North switch siding
Welch	North switch siding	Henley	North switch siding
Winders	South switch siding	Reams	Both switches siding
Chouteau	South switch siding	Hanks	Both switches siding
Wagoner	South switch siding	McAlester	South switch siding
Gibson	North switch siding	Grace	North switch siding
Chase	Tulsa Subdiv. Jet.	Kiowa	South switch siding
Meyer	Both switches siding	Burg	Both switches siding

East End Ray Yard intersection of inbound track with Warner cutoff M.P. 660.1.

West End Ray Yard, west end of crossover from Pottsboro cutoff to tall track, M.P. 662.8. (Color light signal 6630, protecting this switch is affected by position of the switch, or by movement between the signal and East end of crossover, or by switch at East end of crossover, intersecting tall track, being lined for crossover. Block indicator at east end crossover must be examined before movements are made from "B" Yard onto the Pottsboro cutoff through spring switch. This indicator displays "block occupied" indication when a movement is between point one mile west of signal 6648 and spring switch at West end of crossover).

14. CROSSOVERS:**NORTH McALESTER-McALESTER**

- 1—just south of Stovewall Ave.
- 2—just south of Coal Chute.
- 3—at Monroe Ave.
- 4—just North of overpass North of Rock Island Crossing.

ATOKA

- 1—just North of Boggy Creek.
- 2—just South of Coal Street.
- 3—South end of yard.

15. TWO MAIN TRACKS:

Stringtown M.P. 602.6 and Staley M.P. 655.9. Exception timetable Rule 1(e).

16. RAILROAD CROSSINGS:**CHEROKEE SUBDIVISION**

Poole—M.P. 387.1, SL-SF R.R., Interlocking.
 Oswego—M.P. 400.9, SL-SF R.R., Interlocking.
 Chetopa—M.P. 410.2, Mo. Pac. R.R., Interlocking.
 Vinita—M.P. 439.0, SL-SF R.R., Interlocking.
 Wagoner—M.P. 488.1, Mo. Pac. R.R., Interlocking.
 Muskogee Yard—M.P. 503.1, KOG R.R., Interlocking.

CHOCTAW SUBDIVISION

Muskogee—M.P. 503.9, SL-SF-MV R.R., Interlocking.
 McAlester—M.P. 566.0, CRI&P R.R., Gate, Rule 98.
 Durant—M.P. 641.0, KOG R.R., Interlocking.
 Durant—M.P. 641.4, SL-SF R.R., Interlocking.
 Staley—M.P. 655.9, SL-SF R.R., Interlocking.

TULSA SUBDIVISION

Sand Springs—M.P. Z-270.8, SSI R.R. Stop Signs, Rule 98.
 Sand Springs—M.P. Z-272.4, SSI R.R. Stop Signs, Rule 98.
 Tulsa—M.P. Z-278.1, SSI R.R. Street Car Crossing.
 Tulsa—M.P. Z-278.2, AT&SF-SL-SF-MV R.R.s, Interlocking.

JOPLIN SUBDIVISION

Cokedale—M.P. S-412.9, Mo. Pac. R.R. Stop Signs, Rule 98.
 Columbus—M.P. S-418.3, NEO R.R. Gate, Normally against Rule 98.
 Columbus—M.P. S-419.0, SL-SF R.R., Interlocking.
 Crane—M.P. S-426.7, KCS R.R. Gate, Normally against KCS, Rule 98.
 Galena—M.P. S-431.5, SL-SF R.R. Gate, Normally against SL-SF, Rule 98.

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

Armstrong—M.P. 636.6. Both tracks.

18. YARDS PROTECTED BY YARD LIMIT SIGNS:**CHEROKEE SUBDIVISION**

Stringtown
 Atoka
 Durant

Parsons } One Yard
 North Yard }
 Muskogee Yard } One Yard
 Muskogee }
 Ray } One Yard

Staley
 Denison
 Ray } One Yard

TULSA SUBDIVISION

Osage
 Tulsa

CHOCTAW SUBDIVISION

Muskogee Yard } One Yard
 Muskogee }

JOPLIN SUBDIVISION

Garvin
 West Mineral
 Columbus
 Military
 Galena
 Joplin

Hanks } One
 Frink } Yard
 M.P. R-1.4 Willbur-
 ton Subdiv. }

EMPLOYES' HOSPITAL ASSOCIATION

Dr. Roland S. Kieffer, Chief Surgeon, 1831 Railway Exchange Building, St. Louis 1, Missouri

LOCAL SURGEONS

STATION	NAME	
Atoka.....	T. H. Briggs.....	
Atoka.....	A. C. Fina.....	
Atoka.....	C. D. Dale.....	
Broken Arrow.....	W. H. Newlin.....	
Caddo.....	Roy L. Cochran.....	
Checotah.....	A. J. Snelson.....	
Checotah.....	F. R. First.....	
Chetopa.....	R. L. Von Trebra.....	
Columbus.....	C. C. Fuller.....	
Denison.....	W. D. Blassingame.....	Division Surgeon.....
Denison.....	D. K. Jameson.....	Asst. Division Surgeon.....
Denison.....	J. E. Meador.....	Oral Surgeon.....
Denison.....	F. F. Fowler.....	Division Oculist.....
Durant.....	W. K. Haynie.....	
Durant.....	Charles G. Price.....	
Durant.....	Chas. A. Hess.....	Oral Surgeon.....
Eufaula.....	Wm. A. Tolleson.....	
Galena.....	Dr. Frank James.....	
Joplin.....	R. L. Neff.....	
Kiowa.....	H. A. Ellis.....	
McAlester.....	L. S. Willour.....	
McAlester.....	T. H. McCarley.....	
McAlester.....	L. C. Kuyrkendall.....	Oculist.....
Muskogee.....	I. B. Oldham, Jr.....	Division Surgeon.....
Muskogee.....	J. A. Rafter.....	Asst. Division Surgeon.....
Muskogee.....	I. C. Wolfe.....	Asst. Division Surgeon.....
Muskogee.....	J. L. Blakemore.....	
Muskogee.....	F. G. Dorwart.....	
Muskogee.....	J. Mayes Thompson.....	Oral Surgeon.....
Muskogee.....	M. K. Thompson.....	Oculist.....
North McAlester.....	Elbert H. Shuller.....	
Oswego.....	I. J. Waxse.....	
Osage.....	M. M. Carmichael.....	Division Surgeon.....
Parsons.....	N. C. Morrow.....	Division Surgeon.....
Parsons.....	A. C. Baird.....	Division Surgeon.....
Parsons.....	J. D. Pace.....	Asst. Division Surgeon.....
Parsons.....	T. D. Blasdel.....	Oculist.....
Parsons.....	G. K. Giessmann.....	Oral Surgeon.....
Parsons.....	J. E. Lightfoot.....	Oral Surgeon.....
Porter.....	W. R. Joblin.....	
Pryor.....	E. H. Werling.....	
Tulsa.....	Fred E. Woodson.....	
Tulsa.....	Fred A. Glass.....	
Tulsa.....	Ben F. Gorrell.....	Eye, Ear, Nose & Throat Specialist.....
Tulsa.....	J. F. Gorrell.....	Oculist.....
Tulsa.....	W. Albert Cook.....	Oculist.....
Tulsa.....	Maxwell A. Johnson.....	Consulting Urologist.....
Tulsa.....	Thomas H. Davis.....	Local Surgeon.....
Vinita.....	W. R. Marks.....	
Vinita.....	J. B. Darrough.....	
Wagoner.....	J. H. Plunkett.....	
Wagoner.....	Edward A Jones.....	
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

ABBREVIATIONS:

- W—Water
- T—Turntable
- S—Track Scales
- Y—Wye
- P—Telephone
- O—Fuel Oil
- DF—Diesel Fuel
- D—Day Telegraph Office only
- N—Day and Night Telegraph Office
- NO—Night Telegraph Office only

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

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

b. THE FOLLOWING LETTERS WHEN PLACED BEFORE THE FIGURES OF THE SCHEDULE INDICATE:

- "S"—Regular Stop
- "F"—Flag stop to receive or discharge passengers or freight