

KANSAS, OKLAHOMA & GULF RY. CO.  
MIDLAND VALLEY RAILROAD CO.  
OKLAHOMA CITY-ADA-ATOKA RY. CO.

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**T I M E T A B L E**  
**N o . 2 3**

Effective 12:01 A. M.

Sunday, July 15, 1962

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FOR THE GOVERNMENT OF  
EMPLOYES CONCERNED

THE RAILROAD COMPANY RESERVES THE RIGHT TO  
VARY THEREFROM AS CIRCUMSTANCES MAY REQUIRE.

CONSTANT PRESENCE OF MIND  
TO INSURE SAFETY TO THEMSELVES  
AND OTHERS  
IS THE PRIMARY DUTY OF ALL EMPLOYES

J.E. Dwyer,— Supt. Transportation

W.L. Bibb,— Ass't Supt. Transportation

A.J. Daniel,— Mechanical Superintendent

TRAIN  
DISPATCHERS:

J.E. Robinson

J.L. Fullbright

J.W. Hedgpeth

J.M. Cato

J.L. Dwyer

1 AMENDMENTS TO OR MODIFICATIONS OF THE  
UNIFORM CODE OF OPERATING RULES

RULE 5: Interpreted to apply as follows:

Employes must not give statements, written or oral, regarding accidents except to the representatives of the railroad whose duty it is to ascertain and gather the facts or to a properly identified officer of the law making investigation of the accident.

In case of injury to or death of employes, the facts regarding such accidents may be given to the employe or to his surviving wife or children. In the event the employe is not survived by wife or children, then the facts may be given to the next of kin, if any. If and when request is made for a statement or information of any kind by anyone other than the above named persons in interest, the employe to whom such request is made should communicate with the General Attorney or Claim Agent.

Any employe subpoenaed to attend court or to give deposition in any case in which the company is involved must immediately notify the General Attorney or Claim Agent.

RULE 2:

The following employes must use standard watches as prescribed by Rules 2 and 3:

Conductors	Yardmasters
Engine Men	Train Dispatchers
Flagmen	Trainmen
Train Order Operators	

RULE 11, paragraph (5) changed to read:

On single track, fusees should be placed on shoulder of track on engineer's side, except when dropped from a moving train they should be dropped between the rails.

RULE 11, paragraph (6) changed to read:

Fusees burning red must not be used for hand signals other than stop signals unless signal is given to crew member's own train or engine.

RULE 12(i):

Any color fusee may be used except yellow fusees may not be used in interlocking limits except as prescribed by interlocking rules.

RULE 14(L) changed to read:

— — o ——— Approaching public crossings at grade (Standard sign will designate point where signal will begin), to be repeated and prolonged until crossing is occupied by engine or car. This signal must also be frequently sounded to warn trackmen and other employes when view is restricted by weather, obscure curves, or other unusual conditions.

RULE 19 changed to read:

The following signals will be displayed to the rear of every train, as markers, to indicate the rear of the train, but not to indicate the track on which such train is moving or standing:

(1) By day, marker lamps not lighted in places provided.

(2) By night, marker lamps lighted showing red to rear and green to front and side.

AMENDMENTS TO OR MODIFICATIONS OF THE  
UNIFORM CODE OF OPERATING RULES 2

(RULE 19 continued)

(3) Or, a single electric light showing red to the rear from sunset to sunrise and when day signals cannot be plainly seen.

(4) Or, if rear car is not equipped to display markers or electric light, a red flag by day and by night will be displayed to indicate the rear of the train.

RULE 19(a) is cancelled.

A train passing another train in the same direction must move at restricted speed until main track is seen to be clear.

RULES 20, 20(a), 20(b), 20(c), 23 and 24:

Lights only will be used, by day and by night.

RULE 35 changed to read:

The following signals will be used by flagmen:

Day Signals: A red flag and not less than 10 torpedoes and 6 red fusees.

Night Signals: A white light and not less than 10 torpedoes and 6 red fusees.

RULE 206, paragraph (5) changed to read:

Diesel engines, when composed of multiple units: Identifying numbers are the numbers on the lead (operating control) unit. Such identifying numbers must be continuously illuminated only on operating control unit while engine is in train service.

RULE 221(d) changed to read:

Operators must have the following signal supplies ready for immediate use:

1 red flag  
1 white light  
10 torpedoes  
6 red fusees

RULE 508. (1) changed to read:

It is the duty of the engineer to handle the engine at all times and particularly when the train is moving into and out of terminals and through large populated cities, but with the permission of and in the presence of the engineer, who will be responsible for the proper handling of the engine, the fireman may handle the engine for a part of the day's work or trip if, in the engineer's judgment he is sufficiently experienced and capable.

This rule does not confer authority to exchange duties, which is prohibited by Rule Q.

Firemen must not handle the engine in the absence of the engineer, unless authorized by the proper officer or in some emergency is requested to do so by the conductor.

**3 AMENDMENTS TO OR MODIFICATIONS OF THE UNIFORM CODE OF OPERATING RULES**

**FORMS OF TRAIN ORDERS:**

1. Form G and Form V may be combined.

2. Approach orders, (Form X).

**Example:**

801 AM to 501 PM reduce speed to 15 MPH between MP 201 pole 20 and MP 202 pole 5 and approach gang working in these limits prepared to stop and proceed through gang only on hand signal given with yellow flag

This order may be modified by specifying the kind of gang.

Temporary restricted and resume speed signs must be displayed as required by Rule 10(g) but flag protection for the men working is not required.

Trains and engines must enter limits of the order prepared to stop, and stop must be made before entering gang unless proceed signal given with yellow flag is received.

3. The use of Form Y train orders is authorized on all subdivisions.

**EXPLANATION OF CHARACTERS**

- Ⓐ Automatic Interlocking
- D Diesel Fuel Oil
- E Electrically Locked Gate
- Ⓒ Gate - Normal position against conflicting route
- G Gate - Normal position against home road
- Ⓜ Manual Interlocking
- Ⓢ Stop Signs
- T Turntable or Wye
- W Water
- ⊗ Railroad Crossing at Grade
- Ⓨ Yard Limits

**COALTON SUBDIVISION KO&G RY.**

TRAINS SOUTHWARD		MILES FROM JOPLIN	TIMETABLE NO. 23 JULY 15, 1962	TRAINS NORTHWARD	
STATION NUMBERS	STATIONS			CAP'Y IN 50' CARS	
				SIDINGS	OTHERS
D-9	MONARCH	179.8	7.8		10
G-172	COALTON JCT.	172.0			

**BROMIDE SUBDIVISION KO&G RY.**

TRAINS SOUTHWARD		MILES FROM JOPLIN	TIMETABLE NO. 23 JULY 15, 1962	TRAINS NORTHWARD	
STATION NUMBERS	STATIONS			CAP'Y IN 50' CARS	
				SIDINGS	OTHERS
GB 5	CRUSHER	272.7	1.3		YARD
GB 4	BROMIDE	271.4	4.0		28
G 267	BROMIDE JCT.	267.4	T		

**GREENWOOD SUBDIVISION M.V. R.R.**

TRAINS WESTWARD		MILES FROM EXCELSIOR	TIMETABLE NO. 23 JULY 15, 1962	TRAINS EASTWARD	
STATION NUMBERS	STATIONS			CAP'Y IN 50' CARS	
				SIDINGS	OTHERS
B 3	GREENWOOD	B 3.7	3.7		
0	EXCELSIOR	0	4.8		
	SLSF	4.8	2.2	⊗ G	
	ARK-OKLA LINE	7.0	1.9		
9	ROCK ISLAND	8.9			YARD

1. Movements on Coalton, Bromide, and Greenwood Subdivisions will be made under Provisions of Rule 93.

5 NORTHERN SUBDIVISION KO&G RY.

TRAINS SOUTHWARD		MILES FROM JOPLIN	TIMETABLE NO. 23 JULY 15, 1962	TRAINS NORTHWARD		
SECOND CLASS	STATION NUMBERS			CAP'Y IN 50' CARS	SECOND CLASS	
61 FREIGHT DAILY				SIDINGS	OTHERS	60 FREIGHT DAILY
		STATIONS		SIDINGS	OTHERS	DAILY
10 30 AM	G-15	15.4	SLSF 0.8	⊗ ⊕		
	G-16	16.2	BAXTER SPRINGS 1.0	⊗ ⊕	YARD	12 30 PM
	G-17	17.2	N.E.O. 0.8	⊗ ⊕		
		18.0	KANS.-OKLA. LINE 11.2			
11 05	G-29	29.2	MIAMI 9.2		24 YARD	11 55 AM
11 30 AM	G-38	38.4	FAIRLAND 0.2		40 27	11 30
		38.6	SLSF 21.3	⊗ ⊕		
12 20 PM	G-60	59.9	KETCHUM 11.3		55 15	10 40
12 45	G-71	71.2	STRANG 9.4		52 20	10 15
1 10	G-81	80.6	SALINA 10.3		23	9 50
1 40	G-91	90.9	LOCUST GROVE 22.7		22	9 20
2 40	G-114	113.6	WAGONER 8.3	⊗ ⊕	35 38	8.25
		121.9	MO. PAC. 0.0	⊗ ⊕ GE		
3 00	G-122	121.9	OKAY 6.4	⊗ ⊕	M. P. CONN.	8 05
		128.3	MKT 4.6	⊗ ⊕		
3 45 PM	M-3	132.9	A B JCT. 3.0	⊗ ⊕		7 30 AM
			MUSKOGEE	⊗ ⊕		

1. Trains Northward are superior to trains of the same class Southward.
2. Yard Limits:  
 Baxter Springs - MP G-15.4                      MP G-18 pole 20  
 Wagoner                      MP G-112 pole 30                      MP G-114 pole 19  
 Okay                      MP G-120 pole 20                      MP G-123  
 Muskogee                      MP G-126 pole 7                      MP G-134 pole 25
3. Northward trains secure clearance Muskogee instead of AB Jct.
4. Instructions for operation of Electrically locked gate at Mo. Pac. crossing MP G-121.9 posted in phone booth near crossing.

SOUTHERN SUBDIVISION KO&G RY. 6

TRAINS SOUTHWARD		MILES FROM JOPLIN	TIMETABLE NO. 23 JULY 15, 1962	TRAINS NORTHWARD		
SECOND CLASS	STATION NUMBERS			CAP'Y IN 50' CARS	SECOND CLASS	
141 FREIGHT DAILY				SIDINGS	OTHERS	140 FREIGHT DAILY
		STATIONS		SIDINGS	OTHERS	DAILY
	M-3		MUSKOGEE	⊗ ⊕	YARD	
7 30 PM	G-133	133.7	B.C. JCT 3.4			7 00 AM
		133.7	SLSF 0.0	⊗ ⊕		
7 50	G-146	145.9	WAINWRIGHT 12.2		66	6 36
8 01	G-152	152.3	COUNCIL HILL 6.4		13	6 25
8 11	G-159	158.5	HITCHITA 6.2		72 6	6 15
8 34	G-172	172.0	COALTON JCT. 13.5			5 52
			2.1			
8 40	G-174	174.1	HENRYETTA 13.0	⊗ ⊕ WT	YARD	5 49
9 02	G-187	187.1	DUSTIN 1.5		35	5 18
9 05	G-189	188.6	TANNER 13.6		95	5 15
9 27	G-202	202.2	MINA 13.1		95	4 53
		215.3	CRIP 1.0	⊗ ⊕		
9 57	G-216	216.3	CALVIN 13.7		89 48	4 27
10 20	G-230	230.0	ALLEN 22.5		104 YARD	4 05
11 01	G-252	252.5	TUPELO 14.9	⊗ ⊕	YARD	3 25
			2.1			
11 26	G-267	267.4	BROMIDE JCT. 2.1		T	2 58
11 30	G-270	269.5	WAPANUCKA 7.9		W 42	2 54
11 44	G-278	277.4	COLEMAN 0.6		11	2 41
11 45	G-279	278.0	CAIN 8.8		75	2 40
			11.0			
11 59 PM	G-287	286.6	KENEFICK 0.5	⊗ ⊕	34	2 25
		297.8	MKT 0.1	⊗ ⊕		
12 20 AM	G-298	298.3	DURANT 3.1	⊗ ⊕	22 100	2 05
		298.4	SLSF 7.9			
12 26	G-302	301.5	PASO 6.1		150	1 58
12 39	G-309	309.4	ACHILLE 1.9		16	1 44
		315.5	OKLA.-TEXAS LINE 7.2			
12 53	G-317	317.4	GOVER 7.2		70	1 30
1 15 AM	G-325	324.6	DENISON	⊗ ⊕ WDT	YARD	1 15 AM

1. Trains Northward are superior to trains of the same class Southward - Except No. 141 is superior to No. 140.
2. Yard Limits: Muskogee                      MP G-126 pole 7                      MP G-134 pole 25  
 Henryetta                      MP G-171 pole 27                      MP G-175 pole 8  
 Tupelo                      MP G-250 pole 26                      MP G-253 pole 10  
 Durant                      MP G-297 pole 5                      MP G-299 pole 10  
 Denison                      MP G-322                      MP G-324.6
3. Southward trains will secure clearance at Muskogee instead of B.C.Jct.
4. Timetable and Train Order restrictions apply at:  
 Henryetta-No. 1 Track  
 Tupelo - No. 1 Track

7 ADA SUBDIVISION OCAA RY.

TRAINS SOUTHWARD		STATION NUMBERS	MILES FROM OKLAHOMA CITY	TIMETABLE NO. 23 JULY 15, 1962	CAP'Y IN		
SECOND CLASS					50' CARS		
83	81				SIDINGS	OTHERS	
FRT	FRT						
DAILY EX. SAT.	DAILY EX. SAT.	STATIONS					
		0-0	OKLAHOMA CITY				
		0-1	1.1 <b>TURNER</b> W			YARD	
	7 35PM	0-2	2.3 BARNARD				
			3.7 SLSF	⊗Ⓐ			
	8 10	0-8	7.1 MIDWEST CITY T	⊗	24		
9 50 PM	9 50 PM	0-37	36.9 <b>SHAWNEE</b> ⊗		34	YARD	
			0.1 CRIP	⊗Ⓢ			
11 00		0-55	55.4 MAUD		35	45	
11 59PM		0-69	69.4 KONAWA		24	22	
			84.5 SLSF	⊗Ⓐ			
12 55AM		0-85	85.1 <b>ADA</b> WD ⊗		25	YARD	
			12.6 STONEWALL			16	
1 40		0-97	97.7 STONEWALL				
2 05 AM		0-105	104.1 TUPELO ⊗			YARD	

- Trains Northward are superior to trains of the same class Southward Except:  
No. 81 is superior to No. 82  
No. 83 is superior to No. 80

- Yard Limits:  
Midwest City MP 0-6 pole 10 - MP 0-10 pole 2  
Shawnee MP 0-35 pole 5 - MP 0-38  
Ada MP 0-83 - MP 0-86 pole 15  
Tupelo MP 0-102 pole 28 MP 0-104.1

- Southward trains will secure clearance at Turner instead of Barnard.

ADA SUBDIVISION OCAA RY.

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STATION NUMBERS	MILES FROM OKLAHOMA CITY	TIMETABLE NO. 23 JULY 15, 1962	TRAINS NORTHWARD				
			CAP'Y IN 50' CARS		SECOND CLASS		
			SIDINGS	OTHERS	80	82	84
					FRT DAILY EX. SUN.	FRT DAILY EX. SAT. & SUN.	FRT SUN ONLY
STATIONS							
	0.0	OKLAHOMA CITY					
0-1	1.1	<b>TURNER</b> W		YARD			
0-2	2.3	BARNARD			11 50PM	1 15PM	
		3.7 SLSF	⊗Ⓐ				
0-8	7.1	MIDWEST CITY T	⊗	24	11 30	12 55PM	
0-37	36.9	<b>SHAWNEE</b> ⊗		34	YARD	9 50	11 25AM
		0.1 CRIP	⊗Ⓢ				
0-55	55.4	MAUD		35	45	7 55	9 55
0-69	69.4	KONAWA		24	22	6 55	8 55
		84.5 SLSF	⊗Ⓐ				
0-85	85.1	<b>ADA</b> WD ⊗		25	YARD	3 30AM	6 00PM
		12.6 STONEWALL					
0-97	97.7	STONEWALL		16	2 40		
0-105	104.1	TUPELO ⊗		YARD	2 15AM		

- No. 83 may assume schedule and leave Shawnee, and Nos. 82 and 84 may assume schedule and leave Ada without clearance if Train Order Signal indicates "Proceed, No Orders" per Rule 230.
- After No. 83 arrives Tupelo, No. 80 may assume Schedule and leave Tupelo without clearance.
- Instructions for operation of Push-Button Automatic Interlocking MP 0-84.5 posted in release box at Crossing.

TRAINS WESTWARD		MILES FROM EXCELSIOR	TIMETABLE		TRAINS EASTWARD	
SECOND CLASS	STATION NUMBERS		NO. 23	CAP'Y IN 50' CARS	SECOND CLASS	
41 FREIGHT					NO. 42 FREIGHT	
TUE THUR SAT			JULY 15, 1962	SIDINGS	OTHERS	MON WED FRI
			STATIONS			
	C-25	24.7	FT. SMITH W		YARD	
			15.4 VIA SLSF RY			
8 45AM	9	8.9	ROCK ISLAND ⊕		YARD	1 30PM
		8.9	SLSF ⊕ G			
		20.8	KCS ⊕ G			
9 45	21	20.8	PANAMA ⊕		YARD	12 50PM
		29.3	FS&VB ⊕ ⊕			
10 10	30	29.3	BOKOSHE			11 55AM
10 45	41	40.9	KEOTA	33	27	11 20
11 05	47	47.5	GLOCO		35	10 59
11 30	55	55.2	STIGLER ⊕	50	YARD	10 30
11 59AM	63	63.0	BRIARTOWN	8		9 55
12 15PM	67	67.5	PORUM	22		9 40
12 50	77	77.2	WARNER	15		9 00
1 20	85	85.2	KEEFETON	6		8 30
2 00PM	96	95.8	SHOPTON WDT		YARD	8 00AM
		96.9	SLSF-MKT ⊕ ⊕			
	97	97.0	MUSKOGEE ⊕			

1. Trains Eastward are Superior to trains of the same class Westward.
2. Yard Limits:  
Rock Island MP B-3.7 - MP 9 pole 12  
Panama MP 20 - MP 22  
Stigler MP 54 pole 3 - MP 56 pole 8  
Muskogee MP 92 pole 32 - MP 101 pole 4
3. Eastward trains secure clearance Muskogee instead of Shopton.
4. All trains secure MV clearance before leaving Ft. Smith
5. No. 41 will not secure clearance Rock Island unless instructed by Train Order to do so.
6. Timetable and Train Order Restrictions apply at:  
Panama - MV No. 1 Track

TRAINS WESTWARD		STATION NUMBERS	MILES FROM EXCELSIOR	TIMETABLE		TRAINS EASTWARD	
SECOND CLASS				NO. 23	CAP'Y IN 50' CARS	SECOND CLASS	
45 FRT	43 FRT					NO. 44 FRT	
DAILY EX SUN	DAILY EX SUN			STATION	SIDINGS	OTHERS	DAILY EX SUN
		97	97.0	MUSKOGEE ⊕			
	3 00AM		100.0	SOUTH JCT.			7 30AM
			100.1	KO&G ⊕ ⊕			
	3 18	108	107.8	TAFT		10	7 10
	3 40	117	117.3	HASKELL	29	49	6 50
	4 20	134	134.0	BIXBY		50	6 10
	4 40	142	141.5	JENKS		54	5 50
5 30AM	5 30AM	148	148.1	LEFEBER WDT ⊕		YARD	5 30
		152	151.5	TULSA		YARD	
			151.8	ATSF-MKT-SLSF ⊕ ⊕			
			152.3	SS RY ⊕ ⊕			
6 15		162	161.7	SPERRY	40		4 19
6 29		167	166.6	SKIATOOK		37	4 05
7 30		187	187.2	BARNSDALL ⊕		YARD	3 15
8 00		195	194.8	NELAGONY ⊕	28	YARD	2 25
			194.8	MKT ⊕ G			
			200.2	ATSF ⊕ ⊕			
9 00AM		201	200.6	PAWUSKA W ⊕		YARD	2 00AM

1. Trains eastward are superior to trains of the same class westward - Except: No 43 is superior to No. 44.
2. Yard Limits:  
Muskogee MP 92 pole 32 - MP 101 pole 4  
Lefebor MP 146 pole 4 - MP 154 pole 23  
Barnsdall MP 185 pole 15 - MP 188 pole 17  
Nelagony MP 193 pole 20 - MP 195 pole 36  
Pawhuska MP 198 pole 17 - MP 201 pole 24
3. Westward Trains will secure clearance Muskogee instead of South Jct.
4. After No. 43 arrives Lefebor, No. 45 may assume schedule and leave Lefebor without clearance if Train Order Signal indicated "Proceed, no Orders" per Rule 230.
5. No. 44 may assume schedule and leave Pawhuska without clearance if Train Order Signal indicates "Proceed, no Orders" per Rule 230.
6. Timetable and Train order restrictions apply at:  
Lefebor - Upper No. 1 Track  
Barnsdall - Old Refinery Track  
Pawhuska - No. 1 Track

TRAINS WESTWARD		MILES FROM EXCELSIOR	TIMETABLE NO. 23 JULY 15, 1962	TRAINS EASTWARD		
SECOND CLASS				CAP'Y IN 50' CARS	SECOND CLASS	
47 FREIGHT	STATION NUMBERS			SIDINGS	OTHERS	48 FREIGHT
MON WED FRI		TUE THUR SAT				
9 45AM	201	200.6	PAWHUSKA W ⊕		YARD	7 15PM
		16.4	BLACKLAND		28	6 25
10 35	217	217.0	6.5		25	6 05
11 00	224	223.5	8.5		36	5 40
11 20	232	232.0	4.2		21	5 25
11 35	236	236.2	8.3		19	5 00
11 59AM	245	244.5	2.1			
		246.6	OKLA-KANS LINE			
12 30PM	254	253.6	SILVERDALE VIA M.P.R.R. ⊕		47	4 30
		9.0	MO. PAC. JCT.			4 00
1 00		262.6	0.8			
1 35	263	263.4	ARKANSAS CITY ⊕	25	YARD	3 55
		263.9	SLSF ⊕ G			
2 10	275	275.1	ADAMSVILLE		16	3 00
		292.7	MO. PAC. ⊕ ⊕			
3 05	293	293.2	BELLE PLAINE		35	2 05
		294.2	ATSF ⊕ GE			
3 50	309	308.6	MIDLAND TOWER		58	1 20
		308.6	CRIP ⊕ ⊕			
		313.4	ATSF ⊕ G			
		314.5	1.1			
4 45PM	315	314.5	WICHITA W ⊕		YARD	12 30PM
		314.6	MO. PAC. ⊕ G			
		315.0	END TRACK			

- Trains Eastward are superior to trains of the same class Westward.
- Yard Limits:  
 Pawhuska MP 198 pole 17 - MP 201 pole 24  
 Silverdale MP 253 - MP 253.6  
 Arkansas City MP 262.6 - MP 264 pole 26  
 Wichita MP 312 pole 8 - MP 315
- No. 47 may assume schedule and leave Pawhuska without clearance if Train Order Signal indicates "Proceed, no Orders" per Rule 230.
- Timetable and Train Order restrictions apply at:  
Pawhuska - No. 1 Track.
- Instructions for operation of Electrically Locked Gate, ATSF Crossing MP 294.2 posted inside door to relay house near crossing.

1. **MAXIMUM SPEED:** The highest speed authorized for the operation of trains on main track, subject to lower speeds specified below, or lower speeds prescribed by General Orders, Train Orders, restrictive signals or operating rules.

Northern Subdivision - KO&G Ry.	MPH
Between Baxter Springs and MP G-27	25
" MP G-27 and MP G-59	35
" MP G-59 and MP G-91	30
Except over Bridge G-68.9	20
" " " G-77.1	10
" around bluffs MP G-79 - G-80 and G-84.5 - G-88	Low Speed
Between MP G-91 and MP G-98	40
" MP G-98 and MP G-101	30
" MP G-101 and MP G-103	20
" MP G-103 and MP G-112 pole 23	30
" MP G-112 pole 23 and Okay	25
" Okay and AB Jct.	45
Except around curve MP G-128.8	10
" within City Limits, Muskogee	25
" over Broadway and Okmulgee Streets Muskogee until crossing occupied	12
Southern Subdivision - KO&G Ry.	
Between BC Jct. and Denison	45
Except within City Limits, Henryetta	25
Eastern Subdivision - MVRR	
Between Rock Island and Stigler	25
" Stigler and Muskogee	30
Middle Subdivision - MVRR	
Between Muskogee and Pawhuska	35
Except between MP 96 and MP 98	12
" " MP 98 and North Jct.	25
" within City Limits, Tulsa	25
" over crossings Tulsa not protected by flasher	15
" around curves MP 190.5 - 192	10

Western Subdivision - MVRR	
Between Pawhuska and Silverdale	25
Between Arkansas City and Wichita	25
Except within City Limits, Arkansas City	15
" over Bridge 270.2	10
" over Maple Avenue, Wichita	6

Ada Subdivision OCAA Ry.	
Between Barnard and Maud	25
" Maud and Ada	30
" Ada and Tupelo	25
Except over road crossing MP 0-4.6	20
Except over Bridge 73.7	15
" within City Limits, Ada	10
" trains handling industrial crane or scale test (4 wheel) cars	15

1. Continued	MPH
Coalton, Bromide and Greenwood Subdivisions	
Between all points	10
All Subdivisions.	
Through all turnouts	10
Through all interlockings (until engine or lead car has passed over crossing)	20
Engine 1001, light or handling train	30
Trains handling steam derrick, industrial crane, or scale test (4 wheel) cars (unless other restrictions are lower)	25
Except Pawhuska - Silverdale and Arkansas City - Wichita	20
NOTE: Equipment not having air brakes, but piped with "train line" only must be handled on rear of train just ahead of caboose.	
Engines shoving cars, or moving backward (without pilot on leading end)	25

2. OTHER RESTRICTIONS:

- A. Diesel engines must not be moved or allowed to stand in water more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed TWO MPH to avoid water getting into traction motors. If water has entered motor, engine must be isolated.
- B. Train, engine, or yardmen should make no attempt to rerail a diesel engine under it's own power or use rerailing frogs for the purpose unless instructed to do so by proper authority. If a diesel engine is derailed, notify train dispatcher and await his instructions. Train dispatcher will contact the proper Mechanical and Transportation Department officers, who will issue detailed instructions or provide supervision.
- C. Dynamic brake on certain (T&P) freight engines must not be used.
- D. The use of rear view mirror on engines for the following purposes is prohibited:
  - 1. To observe hand signals.
  - 2. To observe indication of fixed signals.
  - 3. To maintain lookout ahead when operating control compartment is on trailing end of engine.
- E. When engines consisting of road-switch (GP-7) units or standard road units (F-7, F-3, FT), equipped to be used as "A" or "B" units, are operated in multiple service and it becomes necessary to make an inspection of such units, the speed must be reduced to 20 MPH before an employee passes from GP-7 unit to standard road unit or from control end of standard road unit to another standard road unit or vice versa. Such passage will be made with due care and caution to insure absolute safety.

(2. E Continued)

When an alarm bell is sounded on any diesel unit engine-men will make immediate inspection of the units to determine the cause.

F. The forward brakeman on diesel operated freight trains must, when practicable, ride in the cab of the leading unit while train is in motion on main track between stations.

3. PERMISSIBLE LOAD LIMITS:

Northern Subdivision - KO&G Ry.	251,000 lbs.
Southern " " "	251,000 lbs.
Coalton, Bromide, Greenwood Subdivisions	200,000 "
Midland Valley RR Co.	200,000 "
Ada Subdivision - OCAA Ry.	200,000 "

4. ALL LOCAL FREIGHT TRAINS WILL CARRY PASSENGERS, but will not be required to stop caboose at depot to receive or discharge passengers.

Other freight trains will not carry passengers except:

- (a) Attendants accompanying freight requiring man in charge, when provided with proper transportation.
- (b) Employees holding annual passes Form A and trip passes Form E between stations at which such trains stop.
- (c) Persons holding other forms of passes only when endorsed "Good on all freight trains."

5. LOCATION OF STANDARD CLOCKS:

<u>KO&amp;G Ry.</u>	<u>MVRR</u>	<u>OCAA Ry.</u>
Baxter Springs	Fort Smith	Turner
Muskogee	Muskogee	Ada
Denison	Lefebor	
	Pawhuska	
	Wichita	

6. TIME INSPECTORS:

STANDARD JEWELRY CO., General Time Inspectors, Muskogee, Oklahoma

Rockwell Jewelry Store.....	Denison Texas
Reinhardt Jewelers.....	Oklmulgee, Okla.
Martin L. Hardesty.....	West Tulsa, Okla.
Henry's Jewelry Co. ....	Pawhuska, Okla.
B. C. Clark .....	Okla. City, Okla.
Wilson's Jewelry Store .....	Ada, Oklahoma

7. GENERAL ORDER, GENERAL NOTICE, AND BULLETIN BOOKS:

Baxter Springs	Muskogee (Yard Office)
Denison	Muskogee Dispatcher's Office
Ada	Lefebor
Fort Smith	Pawhuska
South Jet (Yard Office)	Wichita



8. TRACK SCALES:

Muskogee	Henryetta
Lefebber	Bromide Crusher
Arkansas City	

9. HOOF SCALES:

Blackland  
Foraker  
Hardy

10. STOCK PENS LOCATED ON MAIN TRACK WITH CLOSE CLEARANCES:

Bovine	M.V. M.P. 206.2
Pastura	M.V. M.P. 247.7

11. OTHER INSTRUCTIONS WITH WHICH EMPLOYEES MUST FAMILIARIZE THEMSELVES:

Instructions governing the operation of a Railroad Radio Communication System.

Safety Rules.

Instructions for the maintenance and operation of air brake equipment.

12. MUSKOGEE TERMINAL:

- A. Check of register at Muskogee will be accepted as evidence of arrival of regular trains at AB Jct., BC Jct., South Jct., or Shopton.
- B. Trains originating or terminating Shopton will display markers, and signals (if any), to or from Shopton.
- C. Train order signal at Dispatcher's office, Muskogee, governs only northward, southward, or westward trains passing the signal. If signal indicates per Rule 232 clearance must be received (in addition to any other clearances previously issued by the dispatcher) before passing. Train order delivery device on north side of track at Dispatcher's office.
- D. When train ready to leave Shopton toward North Jct., member of crew will communicate with dispatcher and be governed by signal located on north side of track just west of "main track" switch before switches are lined for the train to leave.
- E. Two position color light signal on south side of track at Seventh Street, Muskogee, operated by towerman governs movements between Seventh Street and the absolute signal of the SLSF-MKT Interlocking:
  - Green signal indicates proceed expecting to find absolute signal in proceed indication.
  - Yellow signal indicates absolute signal in stop indication and movement must be stopped to avoid blocking street crossings unless short enough to fit between crossings.

## 12. Continued

F. Switches at AB Jct., North Jct., South Jct., and BC Jct., and signals governing movements over these switches and over SLSF crossing MP G-133.7 and MV-KO&G Crossing MV MP 100.00 are remotely controlled by the train dispatcher at Muskogee. "Proceed" indication of these signals does not modify the requirements of Rule 93 of the Uniform Code of Operating Rules.

These signals are color light signals. On two unit signals, the top unit governs straightaway movements and the lower unit governs movements through turnouts. Bottom unit on northward signal at SLSF crossing, normally dark, when shows lunar aspect indicates "proceed at low speed over SLSF Crossing and switch at BC Jct." but does not indicate position of any other switch.

To receive lunar aspect, first get authority from train dispatcher (or yardmaster, if switching being performed), then examine switch at BC Jct., crank to proper position if not already lined for route to be used, then operate push button on south side of instrument case at BC Jct. switch.

When a train or engine is stopped by a "stop" indication on any of these signals, and indication does not change promptly, communicate with the train dispatcher.

Train dispatcher will require switches be cranked over and back before authorizing movement over facing point switches on hand signal unless his indication shows switch to be lined and locked for movement.

Movements from a "stop" indication of signal at BC Jct., or northward signal at SLSF Crossing will be governed by Rule 344 in moving over SLSF Crossing.

G. Main track switch at east end of yard Shopton may be left lined as last used.

13. NORTHERN SUBDIVISION-KO&G RY.

- A. Employees of the K.C.S. Railway will be governed by the Rules, Timetable, and Instructions of the KO&G Ry. while occupying its tracks at Baxter Springs.
- B. All trains and engines must be preceded by flagman over Central and Third Avenue crossings Miami.
- C. Spring switch, MP connection Okay: Normal position for KO&G main track.
- D. Interlocking whistle signal code: MKT crossing MP G-128.3 - Main track \_\_\_\_\_

14. SOUTHERN SUBDIVISION -KO&G RY.

- A. Employees of the Texas and Pacific Ry. will be governed by the Rules, Timetable, and Instructions of the KO&G Ry. while using its tracks at Denison.

14. Continued

A. Employees of the KO&G Ry. will be governed by the Rules, Timetable, and Instructions of the SLSF Ry. while using its tracks at Denison.

B. Train Order Delivery Devices:  
 Henryetta - East side of main track  
 Wapanucka - " " " " "  
 Durant - West " " " "

C. Spring Switch: North end No. 3 track Denison. Normal position for movement on main track.

15 EASTERN SUBDIVISION - MVRR:

A. Employees of the MVRR will be governed by the Rules, Timetable, and Instruction of the SLSF Railway while occupying its tracks between MV Jct. Ft. Smith and Rock Island.

Normal position of SLSF Jct. switch Rock Island and MV Jct. switch Ft. Smith, lined and locked for SLSF.

B. West wye switch Rock Island will be left lined as last used.

16. MIDDLE SUBDIVISION - MVRR:

A. Main track switch at Middle Yard, Lefeber, will be left lined as last used.

B. Interlocking whistle signal code:  
 ATSF MKT SLSF MP 151.8 - main track route o o o o

17. WESTERN SUBDIVISION - MVRR:

A. Employees of the MVRR will be governed by the Rules Timetable and Instructions of the Mo. Pac. RR while using its tracks between Silverdale and Mo. Pac. Jct.

B. Movement of trains and engines over Maple Avenue, Wichita, will be made only on green indication of traffic light located at the intersection of Maple Avenue and McLean Blvd. If light is not burning, movements will be made on hand signal of a member of crew at Maple Avenue crossing.

C. All trains and engines must be preceded by flagman over Douglas, Wheeler, and Lincoln Avenue crossings, Wichita.

18. ADA SUBDIVISION - OCAA RY:

A. Employees of the OCAA Ry. will be governed by the Rules, Timetable, and instructions of the MKT Ry. while using its tracks between Barnard and Oklahoma City.

B. Check of register at Turner will be accepted as arrival of regular trains at Barnard.

C. Normal position of switch at Barnard is for MKT.

D. Engines must not be moved over unloading hopper on siding Crudo 400 feet south of north switch.

E. Switches on joint track, ATSF Ry., Ada, must be left in normal position when not being used.

19. PLACES AND TRACKS NOT SHOWN ON SCHEDULE PAGES:

Name	M.P.	Sta. No.	Copy.	Switch Connection
<u>Northern Subdivision</u>				
Baxter Jct. ....	G-17.2	G-17	51	North
Quapaw .....	G-21.6	G-21	10	South
Smallwood .....	G-45.7	G-45	18	Both
<u>Southern Subdivision</u>				
Hoffman .....	G-184.7	G-165	None	None
Lamar .....	G-200.1	G-200	-	-
Atwood .....	G-222.5	G-222	-	-
Clarita .....	G-262.6	G-262	-	-

<u>Greenwood Subdivision</u>				
Brown .....	B-2	B-2	10	East
Boex .....	1.0	1	23	Both
Quality .....	2.7	3	50	East
Lark .....	3.5	4	70	Both

<u>Eastern Subdivision</u>				
Stepo .....	58.0	58	43	Both

<u>Middle Subdivision</u>				
Turley .....	157.5	158	11	West
Avant .....	176.7	177	6	Both

<u>Western Subdivision</u>				
Bovine .....	206.2	206	None	None
Pastura .....	247.7	247	-	-
Paton .....	278.1	278	8	Both
Oxford .....	282.4	282	None	None
Haysville .....	305.6	306	4	West
Thomas .....	311.1	311	7	Both

<u>Ada Subdivision</u>				
Crudo .....	0- 3.2	0-3	30	Both
Newalla .....	0-21.2	0-21	19	Both
Harjo .....	0-47.5	0-48	None	None
Finn .....	0-64.8	0-64	32	Both
Ahloso .....	0-88.5	0-88	9	North
Coil .....	0-96.9	0-97	19	-

20. TABLE OF SPEEDS:

This table is for information in determining speed per mile and in no way affects rules governing speed of trains.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6		30	2		47	1	16
12	5		31	1	56	48	1	15
15	4		32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	45	51	1	10
18	3	20	35	1	42	52	1	9
19	3	9	36	1	40	53	1	7
20	3		37	1	37	54	1	6
21	2	51	38	1	34	55	1	5
22	2	43	39	1	33	56	1	4
23	2	36	40	1	30	57	1	3
24	2	30	41	1	27	58	1	2
25	2	24	42	1	25	59	1	1
26	2	18	43	1	23	60	1	
27	2	13	44	1	21			