

Be Careful

Safety

"SAFETY is of FIRST importance in the discharge of duty."

"Obedience to the rules is essential to SAFETY."

Strict observance of the rules is necessary for the protection of life and limb, and the employees who are ever mindful of this not only reflect credit upon themselves and the railroad, but theirs is a real service to mankind.

J. D. BOOTH, Chief Dispatcher

Dispatchers

H. J. Thompson
G. C. Reed

J. R. Dowd
J. E. Robinson
J. L. Fullbright

KANS. OKLA. TEX.
File
MIDLAND VALLEY RAILROAD CO.

KANSAS, OKLAHOMA & GULF RY. CO.

OKLAHOMA CITY-ADA-ATOKA
RY. CO.

Time Table No.

18

Effective 12:01 A. M.

Sunday, March 19, 1944

FOR EMPLOYEES ONLY

T. H. NILES,
Vice President

E. M. TANNER,
General Superintendent

J. F. HOHNSBEEN
Trainmaster

J. J. CISSNA
Trainmaster

Eastward Trains are superior to Westward Trains of the same class.

WEST- WARD		Greenwood Branch							EAST- WARD	
		Station Numbers	Miles from Excelsior	TIME TABLE No. 18 Effective 12:01 A. M. Sunday, March 19, 1944		Capacity of Tracks In 45 Foot Cars				
						STATIONS	Sid- ings	Others		
Service Rendered by Extras		B-4.0	GREENWOOD							
	B-3	B-3.4	MO. PAC. JOT.	Y		Yard				
	0	0	D EXCELSIOR			Yard	X			
		4.8	SLSF CRSG							
	5	5.5	HACKETT		3					
		7.0	ARK-OKLA. STATE LINE							
	9	8.9	D ROCK ISLAND	Y		Yard	MY			

MIDDLE DISTRICT -- M.V.R.R.

3

WESTWARD			Station Numbers	Miles from Excelsior	TIME TABLE No. 18 Effective 12:01 A. M. Sunday, March 19, 1944	Capacity of Tracks In 45 Ft. Cars			EASTWARD		
	THIRD CLASS									THIRD CLASS	
	99									98	
	Local Freight									Local Freight	
	Daily Ex. Sunday				STATIONS	Sid-ings	Oth-ers	Office Calls		Daily Ex. Sunday	
L 9 00 PM		96	95.8	SHOPTON WCYT		Yard			A 1 25 AM		
			96.9	SLSF-MKT CRSG Note 1							
		97	97.0	DN MUSKOGEE		Yard	MK				
		100	99.5	NORTH JOT.							
L 9 15 PM		100	100.0	SOUTH JOT.					A 1 06 AM		
9 30		108	107.8	TAFT			21		12 51		
9 37		111	111.5	YAHOLA		8			12 45		
9 55		117	117.3	D HASKELL		32	55	HK	12 30		
10 20		129	128.7	LEONARD		77			12 05 AM		
10 30		134	134.0	NT BIXBY			36		11 55 PM		
10 45		142	141.5	JENKS		68			11 40		
10 59 ⁹⁸ PM AM		148	148.1	N LEFEBER WCY		Yard	FA		11 25 ⁹⁹		
12 01				3.4					10 35		
12 20		152	151.5	TULSA		Yard			10 15		
			151.8	ATSF-MKT-SLSF CSG Note 1							
			151.8	FRISCO JOT.							
			151.9	SANTA FE JOT.							
			152.3	SSRY CRSG Note 5							
12 45		162	161.7	SPERRY		45	10		9 50		
12 55		167	166.6	D SKIATOOK			41	SX	9 40		
1 15		177	176.7	AVANT		50			9 20		
1 50		187	187.2	DN BARNSDALL		52	Yard	BG	9 01		
2 30		195	194.8	D NELAGONY		48	Yard	GY	7 20		
			194.8	MKT CRSG Note 3							
			200.2	ATSF CRSG Note 5							
A 2 45 AM		201	200.6	D PAWHUSKA WCY		55	Yard	AW	L 7 01 PM		
	Daily Ex. Sunday									Daily Ex. Sunday	

Eastward Trains are superior to Westward Trains of the same class.

A. T. & S. F. And M-K-T employees are subject to the Rules, Time-Table and special instructions of the Midland Valley Railroad Company while occupying its tracks at Tulsa, Okla.

WESTERN DISTRICT -- M.V.R.R.

WESTWARD				Station Numbers	Miles from Excelsior	TIME TABLE No. 18 Effective 12:01 A. M. Sunday, March 19, 1944			Capacity of Tracks In 45 Ft. Cars			EASTWARD			
THIRD CLASS						STATIONS			Sid-ings	Oth-ers	Office Calls			THIRD CLASS	
	47												48		
	Local Freight												Local Freight		
	Daily Ex. Monday												Daily Ex. Sunday		
L	7 00 AM			201	200.6	D	PAWHUSKA	WCY	55	Yard	AW		A	2 50 PM	
	7 40			217	217.0		BLACKLAND	Y		62				2 10	
				223	223.3		O. RY. JUNCTION	Y		28					
	8 10			224	224.3	D	FORAKER			66	O			1 51	
	8 30			232	232.0		GRAINOLA		40					1 11	
	8 40			236	236.2		FRANKFORT		23					1 01	
	9 01			245	244.5		HARDY			21				12 40	
					246.6		OKLA-KAN. STATE LINE								
A	9 30 AM			254	253.6	D	SILVERDALE	Y		52	SI		L	12 15 PM	
Mo. Pac.	Rules and Time Table	Govern					JOINT TRACK					Mo. Pac.	Rules and Time Table	Govern	
							9.8								
							MO. PACIFIC R. R.								
L	10 45 ⁴⁸ AM			263	263.4	D	ARKANSAS CITY		34	Yard	J		A	10 45 ⁴⁷ AM	
					263.9		S L S F ORSG Note 3								
	11 10			275	275.1		ADAMSVILLE			18				10 20	
					292.7		MO PAC ORSG Note 3								
	11 55 AM			293	293.2	D	BELLE PLAINE		15		BN			9 35	
					294.2		A T & S F ORSG Note 3								
	12 30 PM			309	308.6		MIDLAND TOWER			65				9 01	
					308.6		ORI & P ORSG Note 6								
					313.4		AT&SF ORSG Note 3								
A	12 45 PM			315	314.5	D	WICHITA	CWT		Yard	CW		L	8 30 AM	
					314.6		MO PAC ORSG Note 3								
					315.0		END TRACK								
	Daily Ex. Monday												Daily Ex. Sunday		

Eastward Trains are superior to Westward Trains of the same class.

Osage Ry., employees are subject to the Rules, Time-Table and Special Instructions of the Midland Valley Railroad Company while occupying its tracks at Foraker, Okla.

THIRD CLASS			Station Numbers	Miles from Joplin	TIME TABLE No. 18				Capacity of Tracks		Office Calls	THIRD CLASS		
					Effective 12:01 A. M.				In 45 Ft. Cars					
					Sunday, March 19, 1944									
					STATIONS				Sidings	Others				
61					G 15	15.4	FRISCO CROSSING	Note 2						60
Local Freight							0.8							Local Freight
Daily														Daily
L 7 30 AM					G 16	16.2	DN BAXTER SPRINGS	WY		Yard	X			A 12 15 PM
						18.0	KANS. OKLA. STATE LINE							
							11.2							
8 01					G 29	29.2	D MIAMI	C	33	Yard	MH			11 55 AM
							9.2							
8 21					G 38	38.4	NT FAIRLAND		45	43				11 35
							0.2							
						38.6	DN ST. L. -S. F. CROSSING	Note 1			FN			
							17.5							
8 56					G 56	56.1	OLEORA			20				10 59
							3.8							
9 02					G 60	59.9	KETCHUM		61	29				10 50
							7.9							
9 22					G 68	67.8	PENSACOLA		18					10 35
							3.4							
9 32					G 71	71.2	D STRANG		58	22	SG			10 25
							9.4							
					G 81	80.6	NT SALINA			26				
							1.0							
9 55 ⁶⁰					G 82	81.6	MANGO •		57					9 55 ⁶¹
							6.7							
10 15					G 88	88.3	PRYOR •	Y						9 40
							2.6							
10 30					G 91	90.9	D LOCUST GROVE		59	24	GR			9 35
							22.7							
11 35					G114	113.6	D WAGONER		39	20	NA			8 45
							8.3							
						121.9	MO. PAC. CROSSING	Note 3						
							0.0							
11 55 AM					G122	121.9	D OKAY			21	AC			8 25
							6.4							
						128.3	M. K. T. CROSSING	Note 1						
							0.9							
					G129	129.2	GAR •			Yard				
							3.6							
A 12 25 PM						132.8	NORTH JUNCTION •							L 8 01 AM
M. V.			Rules &	Time Table	Govern	JOINT TRACK					M. V.	Rules &	Time Table	Govern
						MIDLAND VALLEY RAILROAD								
							2.5							
						DN	MUSKOGEE				MK			
							1.2							
A 12 45 PM					M3	136.5	MUSKOGEE YARD							L 7 40 AM
Daily														Daily

Northward Trains are superior to Southward Trains of the same class.

K. C. S. Railway employees are subject to the Rules, Time-Table and Special Instructions of the K. O. & G. Railway Company while occupying its tracks at Baxter Springs, Kansas.

COALTON BRANCH
(SOUTHERN DISTRICT)

Southward

Northward

Station Numbers	Miles from Joplin	Time Table No. 18		Capacity of Sidings	
		Effective 12:01 A. M. Sunday, March 19, 1944			
		STATIONS		Sidings	Others
D9	179.8	O. N. JUNCTION		Yard	
G172A	172.0	COALTON JUNCTION			
		Service Rendered by Extras			

BROMIDE BRANCH
(SOUTHERN DISTRICT)

Southward

Northward

Station Numbers	Miles from Joplin	TIME TABLE No. 18		Capacity of Sidings		Service Rendered by Extras
		Effective 12:01 A. M. Sunday, March 19, 1944		Sidings	Others	
		STATIONS				
GB 5	272.7	CRUSHER 1.3				
GB 4	271.4	BROMIDE 1.6			14	
GB 2	269.8	GALBREATH • 2.4				
G267	267.4	BROMIDE JUNCTION		Y		

SOUTHERN DISTRICT -- K.O.& G.

Southward

Northward

THIRD CLASS		SECOND CLASS	FIRST CLASS	Station Numbers	Miles from Joplin	Time Table No. 18 Effective 12:01 A. M. Sunday, March 19, 1944		Capacity of Tracks In 45 Ft. Cars		FIRST CLASS	SECOND CLASS	THIRD CLASS	
65	63	57	9							10	58	62	64
Local Freight	Local Freight	Through Freight	Passenger Motor							Passenger Motor	Through Freight	Local Freight	Local Freight
Daily Ex. Monday.	Daily Ex. Sunday	Daily	Daily Ex. Sunday					Sid-ings	Oth-ere	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday
	L 8 40 PM	L 3 50 PM		M 3	136.5	STATIONS							
						MUSKOGEE YARD					A 12 15 PM	A 12 30 AM	
			L 10 10 AM			DN MUSKOGEE				A 3 10 PM			
						JOINT TRACK MIDLAND VALLEY R.R.							
M. V.	Rules & Time Table	Govern				SOUTH JUNCTION				A 3 01 PM	A 11 55 AM	A 12 10 AM	
	L 9 01 PM	L 4 10 PM	L 10 20 AM	G 133	133.3	ST.L.-S.F. ORSG. Note 3							
					133.7	WAINWRIGHT		73		s 2 36	11 35	11 47 PM	
	9 26	4 36	s 10 49	G 146	145.9	D COUNCIL HILL		14		s 2 23	11 25	11 36	
	9 41	4 46	s 11 02	G 152	152.3	HITOHITA		80	7	s 2 12	11 15 ⁹	11 25	
	9 55	4 56	s 11 15 ⁵⁸	G 159	158.5	HOFFMAN		18		s 1 58	11 05	11 14	
	10 10	5 06	s 11 28	G 165	164.7	COALTON JUNCTION				1 44		10 59	
	10 25	5 20	11 42	G 172A	172.0	N HENRYETTA WCY		66	Yard	s 1 41	10 50	10 45 ⁶³	
	10 30 ⁶²	5 25	s 11 45 AM	G 174	174.1	D DUSTIN		63	7	s 1 11	10 25	9 10	
	11 05	5 55	s 12 15 PM	G 187	187.1	LAMAR			17	s 12 46			
	11 35 PM		s 12 39	G 200	200.1	MINA							
	12 05 AM	6 20	12 42 ¹⁰	G 202	202.2	O.R.I. & P. ORSG. Note 2		71		12 42 ⁹	9 59	8 40	
					215.3	CALVIN							
	12 45	6 45	1 07 ²⁷	G 216	216.3	DN ALLEN		74	54	12 12 PM 11 52 AM	9 30	8 15	
	1 40	7 30 ⁶²	s 2 02	G 230	230.0	NORTH TUPELO WC		116	Yard	s 11 22	9 05	7 30 ⁵⁷	
	A 2 15 AM	8 25	2 42		252.1	DN TUPELO Y		63	Yard	10 38	8 14	L 5 15 PM	
L 9 50 AM			s 2 48	G 252	252.5	O.C.A.A. ORSG. Note 5				s 10 36			A 11 15 AM
					252.5	CLARITA							
10 16 ¹⁰		8 40	s 3 08	G 262	261.6	BROMIDE JCT. Y		15		s 10 16 ⁶⁵	7 31		10 50
10 26		8 51	f 3 21	G 267	267.4	D WAPANUCKA		48		f 10 01			10 40
10 35 ⁶⁴		8 55	s 3 26	G 270	269.5	COLEMAN			13	s 9 56	7 16		10 35 ⁶⁵
11 01		9 15	s 3 45	G 278	277.4	KENEFIK				s 9 39	7 01		10 15
11 25 AM		9 30	s 4 03	G 287	286.8	DN M.K.T. ORSG. Note 1		38		s 9 19	6 41		9 55
				G 297	297.8	DURANT							
12 15 PM		9 50	s 4 28	G 298	298.3	ST.L.-S.F. ORSG. Note 1		33	107	s 8 56	6 21		9 30
					298.4	PASO							
12 21		9 56	4 33	G 302	301.5	ACHILLE		73		8 49	6 15		9 01
12 35		10 10	s 4 49	G 309	309.4	OKLA.-TEX. STATE LINE			17	s 8 34	5 59		8 45
					315.5	CARPENTER'S BLUFF							
				G 316	315.5	GOVER							
12 55		10 26	f 5 08	G 317	317.4	D DENISON WCY		78		f 8 16	5 45		8 30
A 1 20 PM		A 10 55 PM	A 5 29 PM	G 325	324.6					L 8 01 AM	L 5 30 AM		L 8 15 AM
Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily Ex. Sunday							Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday

Northward Trains are superior to Southward Trains of the same class, except No. 57 is Superior to No. 58.

Texas & Pacific Railway employees are subject to the Rules, Time-Table and Special Instructions of the K. O. & G. Railway Company while occupying its tracks at Denison, Texas.

OKLAHOMA CITY-ADA-ATOKA RAILWAY CO.

SOUTHWARD

NORTHWARD

THIRD CLASS		Station Numbers	Miles from Okla. City	Time Table No. 18		Capacity of Tracks In 45 Ft. Cars	Office Calls	THIRD CLASS	
31	81			EFFECTIVE 12:01 A.M.				82	32
Local Freight	Local Freight			Sunday, March 19, 1944				Local Freight	Local Freight
Daily Ex. Sunday	Daily Ex. Sunday			Sid- ings	Oth- ers	Daily Ex. Sunday	Daily Ex. Sunday		
		O-0		Automatic Block	OKLAHOMA CITY		Yard		
		O-1	1.1		1.1 DN SHAW • CWY		Yard	SX	A 3 35 AM
	L 8 45 PM	O-2	2.3		1.2 BARNARD •				A 3 30 AM
	L 8 50 PM		3.7		1.4 STLSF ORSG Note 2				
		O-8	7.1	DN	3.4 MARION Y		Yard	MA	
	9 35	O-9	9.4		2.3 MARION PASS •	24	5		3 10
	9 55	O-15	14.6		5.2 WOODS	19			2 50
	11 01	O-37	36.9	D	22.3 SHAWNEE WC	38	Yard	S	1 50
			37.0		0.1 ORI&P ORSG Note 4				
	11 30 PM	O-48	47.9		10.9 HARJO	13	38		12 50
	82 12 20 AM	O-55	55.4	D	7.5 MAUD Y	39	94	AU	12 20 ⁸¹ AM
	12 55	O-69	69.4	D	14.0 KONAUA	26	12	V	11 45 PM
			84.5		15.1 SLSF ORSG Note 1				
L 6 30 PM	1 50	O-85	85.1	DN	0.6 ADA WY	28	Yard	JY	11 05 A 2 45 PM
7 05	2 30	O-97	97.7		12.6 STONEWALL		18		10 20 2 05
			104.1		6.4 KO&G ORSG Note 3				
7 50	A 2 55 AM	O-105	104.4	DN	0.3 TUPELO WCY		Yard	KB	L 10 01 PM 1 40
8 10		O-109	109.4		5.0 CENTRAHOMA		17		12 55
9 05		O-119	119.2	D	9.8 COALGATE	30	26	CG	12 15 PM
9 25		O-124	123.7		4.5 LEHIGH	20			11 40 AM
9 40		O-127	127.3		3.6 MIDWAY	21			11 25
A 10 05 PM		O-133	132.9	DN	5.6 ATOKA WY		Yard	DK	L 11 00 AM
Daily Ex. Sunday	Daily Ex. Sunday								Daily Ex. Sunday Daily Ex. Sunday

Northward Trains are superior to Southward Trains of the same class.

SPECIAL RULES AND REGULATIONS

A copy of the book entitled, "Rules of the Transportation Department," dated 1931, must be in the hands of all employees whose duties are in any way prescribed thereby.

All Midland Valley, K. O. & G. and O. C. A. A. Local freight trains will carry passengers.

These trains 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 live stock (or other 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) Parties holding other forms of passes only when endorsed, "Good on all freight trains".

(d) Trains 57 and 58 Southern District will not make extra stops to receive or discharge passengers.

Train, engine, yard and other employees whose duties so require, must familiarize themselves with current General Orders, General Notices and special instructions before going on duty. Points at which General Order, General Notice and Bulletin books for train, engine and yard men are maintained are shown under Special Rules in time-table.

When a flagman is sent out with specific instructions affecting the rights of a train, such instructions must be in writing.

When a flagman is sent to a station on a train, he will ride on the engine, and engineman must stop and let him off at the first switch.

When doubling, running for water, or for any purpose, it becomes necessary to leave cars or trains on a main track two torpedoes must be placed on rail about one thousand feet in advance of each end of cars or trains and in addition, by night or by day, when the view is obscured a red light must be displayed at each end of cars or trains.

When trains simultaneously approach railroad crossings at grade, the train of superior class shall have precedence. When of the same class, the train of the senior road shall have the right to cross first.

Rules Nos. 17, 85, 86, 87, 92 and 362 of the Rules of the Transportation department, dated 1931, are hereby cancelled and superseded by the following:

Rule 17. The headlight will be displayed to the front of every train by night. It must be concealed or extinguished when a train turns out to meet another and has stopped clear of the main track.

It must be dimmed:

(a) While passing through yards where yard engines are employed.

(b) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.

(c) Approaching train order signals, junctions, terminals, meeting points, or while standing on main track at meeting points.

When an engine is running backward a white light must be displayed by night on the rear of the tender.

Rule 85. When a train of one schedule is on the time of another schedule of the same class in the same direction, it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass and run ahead of second and third class trains and extra trains. Third class trains may pass and run ahead of second class trains.

A section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. The change in sections must be reported from the next available point of communication.

Rule 86. Unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction,

not less than five minutes; but must be clear at the time a first class train, in the same direction, is due to leave the next station in the rear where time is shown.

Rule 87. An inferior train must keep out of the way of opposing superior trains and failing to clear the main track by the time required by rule must protect as prescribed by Rule 99.

Extra trains must clear the time of opposing regular trains not less than five minutes unless otherwise provided, and will be governed by train orders with respect to opposing extra trains.

Trains over which an extra train is given right and for which the extra train is waiting must clear the time of the extra train not less than five minutes.

Rule 92. A train must not leave a station in advance of its schedule leaving time. (See Rule 5).

Rule 362. Running switches will not be made when they can reasonably be avoided, and then they will be carefully made, first seeing that the tracks are clear, switches all right, and hand brakes in good order. Cars should be given sufficient start only to run them into clear, and no attempt should be made to throw switch unless there is ample space between the cuts to admit of its being done safely.

INTERLOCKING RULES

Home, Distant and Dwarf Signals will be used to govern the routes of interlocking plants and, unless otherwise provided, do not affect the superiority of trains, nor dispense with the use or the observance of other signals, whenever and wherever they may be required.

Dwarf signals are used to govern slow speed movements from side track to side track, from side track to main track and against current of traffic on double track.

If a signal permitting a train to proceed, after being accepted, is changed to a STOP signal before it is reached, the STOP must be made at once. Such occurrence must be reported to the chief dispatcher.

Trains or engines must not pass a signal indicating STOP except as provided below.

Enginemen and trainmen must not accept hand signals as against fixed signals until they are fully informed of the situation.

Towermen must have the proper appliances for hand signaling ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are authorized they must be given from such a place and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or engine for which they are given. Hand signals will be given with yellow flag or yellow light.

Trains or engines stopped by hand signal in making a movement through an interlocking plant must not move in either direction until they have received proper signal.

A reverse movement within limits of an interlocking plant or a forward movement after making a reverse movement must not be made without the proper interlocking signal or permission from the towerman.

The engineman of a train which has parted must sound the whistle signal for train parted on approaching an interlocking plant.

An engineman receiving a train parted signal from a towerman must answer by the whistle signal for train parted. When a parted train has been recoupled the Towerman must be notified.

Sand must not be used nor water allowed to run over the movable parts of an interlocking plant.

Running switches must not be made when movements are controlled by interlocking.

Trains or engines must not exceed a maximum speed of twenty miles per hour through any interlocking plant.

INTERLOCKER WHISTLE SIGNAL CODE**FAIRLAND**

Main track route.....

M-K-T CRSG., M. P. G-128.3

Main track route.....

DURANT

Main track through M-K-T and S. L. S. F.....

MUSKOGEE

Main track route.....

TULSA

Main track route..... 0 0 0 0

Main track to Industry.....

Industry to main track.....

ADA

Main track route.....

Main track to Wye..... O

STATUTORY REGULATIONS

STATE OF ARKANSAS. Any freight train operated by this company in Arkansas consisting of 25 cars or more (the caboose and water car each to be counted as one car) must be manned with three brakemen in addition to the engineer, fireman and conductor. When a train has only two brakemen, the conductor must see that there is no violation of the law, and the number of cars must at all times be kept down below the number stated.

The switching performed by our locals at Fort Smith is also subject to the Arkansas law, which requires the third brakeman "where switching, pushing or transferring of cars are made across public crossings within the city limits, etc." The conductor must see that no such switching is performed at Fort Smith without the third brakeman.

STATE OF KANSAS. Whistle signal 14 (L) must be sounded beginning at the whistling post, to be prolonged or repeated until the crossing is covered. This is more readily accomplished in the case of a slow moving train by sounding the crossing whistle signal two or more times.

STATE OF KANSAS. It is unlawful to leave any train or trains, engines or cars on any track or other tracks that are being used for main track purposes without being protected by a reliable and competent flagman.

STATE OF OKLAHOMA. It is unlawful to operate over any portion of any railroad within the State of Oklahoma any train consisting of more than Seventy (70) freight, or other cars, exclusive of caboose. The law does not apply in cases of engine failures between terminals.

Yard masters, Agents and Conductors will be responsible for seeing trains are not permitted to leave terminals with more than 70 cars, exclusive of caboose, or that any cars are added to a train at intermediate points that would result in more than the maximum number of cars prescribed by this law being in a train at any time while operating in the State of Oklahoma.

EXPLANATIONS OF NOTES SHOWN IN TIME-**TABLE OPPOSITE CROSSING LOCATIONS****AND INSTRUCTIONS GOVERNING**

Note 1. Crossing interlocked. Normal position home signal stop. Trains must approach at restricted speed until signal indicates PROCEED. If there is no distant signal, Home signal governs.

Note 2. Crossing controlled by automatic signals. Normal position distant signal CAUTION. Home signal STOP. Trains must approach at restricted speed until home signal indicates PROCEED, and the way is clear.

At railroad crossings, where designated by time-table are governed by standard interlocking signals automatically controlled by approaching trains, all trains will approach home signals at such crossings at restricted speed, and if proceed signal is displayed, may proceed over the crossing at the speed prescribed by the time table rule. Trains finding home signal at stop must stop clear of signal to permit signal to change to proceed indication when train on conflicting route has

passed out of home signal limits. If no cause for signal being at stop is seen, or if there is a train on conflicting route or standing outside of home signal with no indications that they are to immediately proceed, a trainman shall proceed to crossing and operate hand release located in the box marked "M. V.", "K. O. & G.", or "O. C. A. A." locked with a standard switch lock. Instructions for operating the release are posted inside the release box. If the operation of the hand release does not clear the home signal, the trainman must not permit his train to move over the crossing until he knows there is no opposing train approaching or the train standing in the approach section, or conflicting route, has been properly flagged. He may then hand signal his train over the crossing. Movements under such conditions must be made at a slow speed.

Note 3. Crossing gated against home road. Trains must approach prepared to stop until the gates are changed, and will then proceed at restricted speed.

Note 4. Crossing not gated. Trains must stop not less than 200 feet nor more than 600 feet from crossing, and will not proceed until the way is clear.

Note 5. Crossing gated against the other road. Trains may proceed at restricted speed when the signal indicates proceed and the way is clear.

Note 6. Crossing controlled by automatic signals. Normal position distant signal CAUTION. Home STOP. Trains must approach at restricted speed until home signal indicates CAUTION then proceed over crossing at restricted speed.

The whistle must be sounded as required by the rules.

Train and enginemen must familiarize themselves with the instructions contained in General Notice No. 462, or reissues thereof, "Information for the Guidance of Train and Enginemen Operating Trains over Tracks at Highway Crossings Equipped with Flasher Light Type Signals."

AUTOMATIC AIR BRAKES

All trains will be equipped with automatic air brakes. Employees whose duties require them to operate or maintain air brake equipment must provide themselves with a copy of American Railway Association "Maintenance of Brake and Train Air Signal Equipment" booklet and thoroughly familiarize themselves with the instructions contained therein and be governed accordingly.

On a freight train, before an engine is detached or a cut is made between air cars, or angle cock closed, the brakes must be fully applied. After recoupling and opening the angle cock and before proceed signal is given, it must be known that the brake pipe pressure is being restored as indicated by the caboose gauge and that the rear brake is released. In the absence of a caboose gauge an application and release test must be made from the engine and inspector or trainman will note that the rear brake on train applies and then signal for release and note that the rear brake releases.

In uncoupling cars if the brake pipe is charged, both angle cocks must be closed before parting the air hose. In cutting in the air when cars are charged, the angle cocks must be opened slowly to prevent emergency application of the brakes.

PERMISSIBLE LOAD LIMITS

	M. V. R. R.	Maximum Gross weight cars
Rock Island to Wichita.....		200,000
Rock Island to Ft. Smith.....		210,000
	K. O. & G. Ry.	
Baxter Springs to Denison.....		200,000
	O. C. A. A. Ry.	
Atoka to Shaw.....		180,000

MIDLAND VALLEY RAILROAD

Time of trains 41 and 42 at Ft. Smith for information only.

That part of the main track east of the east switch at Mo. Pac. Junction M. P. B-3.4, has been assigned for industry

use. Trains or engines should expect to find track occupied by cars.

The wye at Rock Island, Oklahoma, is not safe for the operation of 90-class, 500-class or 110-class locomotives. When necessary to run trains with these locomotives to Rock Island, they must be turned at Panama and backward movement made Panama to Rock Island.

The west wye switch at Rock Island, Oklahoma, switch at east end of yard Shopton, Oklahoma, the switch at South Junction, and Main track switch at middle yard Lefebber, Oklahoma, will be left as last used.

Structures at Comco M. P. 51.2 will not clear man on top or side of cars.

Time of third class trains at Shopton, Middle District, for information only.

Between Muskogee passenger station and North and South Junctions, the movement of all trains and yard engines will be governed by block card form 1034-M.V., issued by the train dispatcher to westward trains and yard engines at the dispatcher's office, Muskogee, and to eastward trains and yard engines at North or South Junctions; movements authorized by this block card do not relieve trains and yard engines from complying with Rule 93 Transportation Book of Rules. Trains and yard engines not clearing the block before expiration of the time limit specified in block card will keep a sharp lookout, as other trains will be permitted to enter the block after such time limit.

Train order signal at dispatcher's office, Muskogee, Oklahoma, governs movement of westward trains only. Westward trains will not pass this signal when in stop position without clearance card form 101 in addition to any clearance cards previously issued to such train by the dispatcher.

In addition to clearance cards required by rule 221-b. all trains will require clearance card at Rock Island, Panama and Arkansas City. and eastward trains will require clearance card at Silverdale.

Eastward trains will not require clearance card at Shopton.

Westward trains will not require clearance card at South Junction.

All trains will receive orders and clearance card at dispatcher's office Muskogee.

Normal position of SLSF junction switch at Rock Island and M. V. junction switch Fort Smith set and locked for SLSF.

Normal position of Junction switch at North Junction M. P. 99.5 is set and locked for M. V. R. R.

During and after heavy rains or storms, trains will run carefully keeping lookout for falling rock and track liable to be damaged.

M. V. No. 1 track Panama, Upper No. 1 track Lefebber and No. 1 track Pawhuska are designated sidings.

STOCK PENS LOCATED ON MAIN TRACK WITH CLOSE CLEARANCES

Smart	M. P.	179.1
Bovine	M. P.	206.2
Pastura	M. P.	247.7

Electric lock will govern the operation of the Midland Valley-AT&SF crossing gate at Belle Plaine, M. P. 294.2. The following instructions should be carefully observed in operating this gate:

UNLOCKING GATE

1. Turn handle on lock to the right to white mark on case.
2. When indicator clears, continue movement from white mark to the right as far as it will go which will unlock gate.
3. If indicator does not clear when lock handle is turned to white mark on indicator case, it indicates that a train is approaching on A. T. & S. F., and gate cannot be unlocked until train has completed movement over crossing or release is operated.

TO OPERATE RELEASE

4. Release should not be operated unless A. T. & S. F. train has stopped short of signal on either side of crossing. To operate release, turn knob on release to right as far as it will go, then let go of handle and after three and one-half minutes (3-½) the indicator should clear which indicates that gate can be unlocked.

CLOSING GATE

5. After gate has been opened and it is to be closed, locking bar on end of gate arm must be placed in proper position for locking. Turn lock handle to left which will lock gate.

All trains must be preceded by flagman over Douglas Avenue, Wichita, Kansas.

KANSAS OKLAHOMA & GULF RAILWAY

During and after heavy rains or storms, trains will run carefully keeping lookout for falling rock and track liable to be damaged.

Freight trains arriving Muskogee from K. O. & G. Ry., will use M. V. train yard located at Shopton, M. P. 96.

Time of second and third class trains at Muskogee Yard on Northern and Southern Districts K. O. & G. for information only.

Northward trains will not require clearance card at North Junction and Southward trains will not require clearance card at South Junction.

All trains receive orders and clearance card at dispatcher's office Muskogee.

Close watch should be kept for cars or engines that might be standing on or operating on the plant track west of Grand River bridge on the Industrial Spur serving the Oklahoma Ordnance Works, at Mile Post G-88.3.

Electric approach lock gate will govern the operation of the KO&G -- Mo. Pac. crossing gate at Okay, Oklahoma, Mile Post G-121.9. The normal position of this gate is against the KO&G.

The following instructions must be observed:

1. Northbound trains must stop at least 60 feet south of the crossing until gate is opened, to keep out of the electric circuit. There is no electric circuit north of the crossing and southbound trains must stop clear of gate.

2. There are two boxes or cases located on gate post in northeast angle of crossing. One box or case is the indicator box, protected by MP lock; the other box having upper and lower doors, protected by KO&G switch locks. The upper is the gate lock case; the lower is time release case.

3. If either of the two indicators in the indicator box are in stop position, this indicates the approach of a MP train, and the door of gate lock case should not be opened when either or both of the indicators are in stop position.

4. If indicators are in a proceed position, then open the gate lock case, and when the indicator on lock mechanism clears, turn lock lever from right to left and release gate by sliding latch bar.

5. If, after opening gate lock case, the indicator in this case does not clear, operate the time release. To operate the time release, turn knob to right as far as it will go and allow to run down. This should permit the gate lock mechanism to release the gate.

6. If, after working the time release, the lock indicator still does not clear, the gate may, after protecting against MP trains, be released with emergency release by inserting switch key in hole under car seal. In case of such an emergency, wire report to the chief dispatcher, must be filed at first open telegraph office.

7. When movement over crossing is completed replace the sliding member of gate in lock, move lock lever from left to right, close and lock box.

Time of trains 9 and 10 at Muskogee on Southern District for information only. Train 10 will not arrive at passenger station Muskogee in advance of time shown.

The bridge across Deep Fork, Coalton Branch, must not be used when making pick up or delivery of cars to Okmulgee Northern, except when absolutely necessary.

Freight trains passing Henryetta between the hours of 1:00 a. m. and 4:00 a. m. delayed thirty minutes or less account taking coal and water will not cut fourth street crossing.

Frisco connection and Glass Plant lead Henryetta, Oklahoma will be used to turn engines.

Engines must not be run or loaded cars shoved beyond west switch of run-around track at Bromide Crusher Mile Post GB-5.

No. 1 track Henryetta and No. 1 track North Tupelo designated sidings at these stations.

OKLAHOMA CITY-ADA-ATOKA RAILWAY

Time of trains 81 and 82 at Shaw for information only.

M-K-T R. R. Rules govern between Barnard and Oklahoma City, and in Atoka yard.

Normal position of switch at Barnard is for M-K-T R. R.

The following instructions must be complied with by all trains at the crossings shown below:

At Reno Avenue, near Mile Post O-5 (Petro)

At Douglas Avenue, near Mile Post O-8.

At Southeast 29th Street crossing near Oklahoma City Air depot, Marion, Oklahoma.

At Southeast 29th Street crossing, near Douglas Aircraft Company, Inc., Marion, Oklahoma.

All trains should be brought to a full stop before crossing the highway and a flagman shall proceed ahead of the train and stop all highway traffic before the train is allowed to proceed across highway.

At night, after the engine reaches the crossing, the flagman should remain in position on the side of the train from which the heaviest traffic is approaching to warn approaching cars.

Gates across both of the Oklahoma City Air Depot's main tracks just south of Southeast 29th street must be left closed and locked after using.

In addition to clearance cards required by rule 221-b, all trains will require clearance card at Marion, Oklahoma, between the hours of 8 a.m. and 5 p.m. and between 6 p.m. and 3 a.m.

Crews, when switching in yard at Ada, Oklahoma, and using joint track with the A. T. & S. F., will leave switches to A. T. & S. F. main track in normal position when not being used.

Water will not be taken at Ada, Oklahoma, except in cases of absolute necessity.

O. C. A. A. Main track switch at North leg of wye Tupelo, Oklahoma, will be left as last used.

During and after heavy rains or storms, trains will run carefully keeping lookout for falling rock and track liable to be damaged.

Mile boards and bridge numbers between Tupelo, Oklahoma and Atoka, Oklahoma bear old MKT numbers which are 342 miles greater than the distance from Oklahoma City, Oklahoma, as shown in time table, therefore to obtain corresponding O. C. A. A. mile number or bridge number, deduct 342 from the M-K-T number shown.

EXPLANATION OF CHARACTERS

- "D" Day telegraph office
- "DN" Day and night telegraph office
- "N" Night telegraph office
- "NT" Non telegraph office
- "s" Regular stop
- "f" Flag stop
- "T" Stop for meals
- "C" Coal
- "W" Water
- "T" Turn table
- "Y" Wye
- "A" Arrive
- "L" Leave

WATER TANKS

M. V. R. R.
Fort Smith
Panama
Stigler
Shopton
Lefebber
Pawhuska
Wichita

K. O. & G. Ry.
Baxter Springs
Mile Post G-73.9
Henryetta
Tupelo
Denison

O. C. A. A. Ry.
Shaw
Shawnee
Ada
Atoka

STANDARD CLOCKS

Fort Smith
Muskogee
Lefebber
Pawhuska
Wichita

Baxter Springs
Henryetta
Allen
Tupelo
Denison

Shaw
Tupelo
Atoka

GENERAL ORDER, GENERAL NOTICE

BULLETIN BOOKS

Fort Smith
Panama
Muskogee
(Yd. Office)
Muskogee
(Dispr. Of.)
Lefebber
Pawhuska
Wichita

Baxter Springs
Henryetta
Tupelo
Denison

Okla. City
(Roundhouse)
Ada
Tupelo
Atoka

TIME INSPECTORS

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

J. C. Koller, 926 Garrison Ave., Fort Smith, Arkansas
B. W. Proft, Jeweler, West Tulsa, Oklahoma
Floyd Weldon, Pawhuska, Oklahoma
Carl H. Becker, 158 North Main, Wichita, Kansas
Black Jewelry Company, Henryetta, Oklahoma
Rockwell Jewelry Store, Denison, Texas
B. C. Clark, 113 North Harvey, Oklahoma City, Okla.
Yarbro Jewelry Store, 119 W. Main, Ada, Oklahoma

TRACK SCALES

Location	Track	Length	Capacity	Owner
Ft. Smith	Scale	42 ft.	200,000	M. V. R. R.
Muskogee	Scale	46 ft.	200,000	M. V. R. R.
Lefebber	Scale	44 ft.	200,000	M. V. R. R.
Arkansas City	Scale	42 ft.	200,000	M. V. R. R.
Henryetta	Scale	50 ft.	200,000	K. O. & G. Ry.
Tupelo	Scale	50 ft.	200,000	K. O. & G. Ry.
Coalgate	Siding	42 ft.	200,000	M-K-T Ry.

HOOF SCALES

Blackland	Stock pens	40'x7'	200,000	M.V.R.R.
Foraker	Stock pens	14'x7'	10,000	M.V.R.R.
Hardy	Stock pens	40'x8'	200,000	M.V.R.R.

SPEED REGULATIONS

First class trains when behind time must not exceed schedule time unless the condition of the weather, track and all circumstances warrant their doing so with safety.

Trains must not exceed the maximum speed specified in special rules on any portion of the road without a special order.

Conductors and enginemen are cautioned against reckless running, they must run steadily and uniformly, adhering to time as due regard for safety permits.

Slow boards and City ordinances must be observed.

Permanent slow boards (yellow) with the required numerals in black, will be located not less than 1500 feet in advance of each side of certain curves, bridges or other points where speed of trains is permanently restricted. These permanent slow boards in no wise abrogate or modify special rules, train orders or instructions further restricting the speed of any or all trains.

Resume speed signals (green) without lettering, will be located at the end of restricted territory at point where, rear of train having passed, normal speed may be resumed. Where a succession of stretches of slow track occurs and there is not sufficient distance between the same for resumption of normal speed only one slow signal (yellow) will be used, it being understood that the speed indicated thereon applies until the resume speed signal (green) is passed.

MAXIMUM SPEED

Location	Miles Per Hour	
	Passenger	Freight
Eastern District		
Between Mo. Pac. Jct-Rock Island.....	20	
" Rock Island-Muskogee.....	30	
Middle District		
Between Muskogee-Pawhuska	35	
Western District		
Between Pawhuska-Silverdale	25	
" Arkansas City-Wichita.....	25	
Northern District		
Between Baxter Springs-Okay.....	35	
" Okay-North Junction.....	45	
Southern District		
Between South Junction-Mile Post G-274.8....	45	45
" Mile Post G-274.8-Mile Post G-293.2	35	35
" Mile Post G-293.2-Mile Post G-310.2	45	45
" Mile Post G-310.2-Denison.....	45	40
Coalton Branch.....		15
Bromide Branch.....		15
O. C. A. A. Ry.		
Between Barnard-Mile Post O-9.....	25	
" Mile Post O-9-Mile Post O-27.....	18	
" Mile Post O-27-Maud	25	
" Maud-Ada	30	
" Ada-Tupelo	25	
" Tupelo-Atoka	15	

SPEED RESTRICTIONS

Location	Miles Per Hour	
	Passenger	Freight
Eastern District		
Over west wye switch Rock Island, Okla.,...	10	
Over Bridge 19.4.....	20	
*Around first curve east of Canadian River		
Bridge 12 poles west Mile Post 60.....	20	
*Over Bridge 61.3.....	5	
500 Class engines over bridges 42.0, 43.4,		
60.9, 74.6, 82.2.....	25	
Middle District		
Between Mile Post 96 and Mile Post 98	12	12
" Mile Post 98 and North Junction.....	25	25
Through siding at Passenger Station Musk-		
ogee, Oklahoma.....	10	
Within City limits of Tulsa, Okla.....	25	
*Around curve between Mile Post 190.5 and		
Mile Post 192.....	10	
Western District		
*Over bridge 212.8.....	10	
Over Maple Avenue, Wichita, Kansas,.....	6	
Northern District		
*Over bridge 44.8.....	10	
*Between Mile Post G-47 and Mile Post G-54	20	
*Around bluffs between Mile Post G-79 and		
Mile Post G-80.....	15	
*Between Mile Post G-84.5 and Mile Post		
G-88	15	
Over Industrial Spur (Only Oklahoma Or-		
danance Works)	Restricted Speed	
Over Main and Cherokee street crossings		
Wagoner, Oklahoma.....	10	
*Around first curve north of M-K-T crossing		
Mile Post G-128.3.....	10	

Within the City Limits of Muskogee, Okla.,	
except over Broadway and Okmul-	
gee street crossings.....	25
Until engine or leading car has passed over	
Broadway and Okmulgee Street	
crossings M. P. G-132.....	10

Southern District

Between distant signal and approaching and	
continuing to the opposite signal	
limit of the interlocking plant over	
CRIP crossing M. P. G-215.3.....	10
Approach Red River bridge M. P. G-315.5..	Restricted Speed
O. C. A. A. Ry.	
Approach road crossing Mezzo M.P. O-4.6..	Restricted Speed
*Over Bridge 73.7.....	15
Within City Limits, Ada, Oklahoma.....	10

Note:

* Indicates location of permanent slow boards.

LOCATION OF YARD LIMIT BOARDS

MIDLAND VALLEY

West	Greenwood Branch	East
MP O Plus 29 poles	Excelsior	Greenwood
	Rock Island	MP 8 plus 3 poles

EASTERN DISTRICT

MP 9 Plus 12 poles	Rock Island	
MP 26 Plus 10 poles	Panama	MP 20
MP 56 Plus 8 poles	Stigler	MP 54 Plus 3 poles
	Muskogee	MP 92 Plus 32 poles

MIDDLE DISTRICT

MP 101 Plus 4 poles	Muskogee	
MP 154 Plus 23 poles	Tulsa-Lefebvre	MP 146 Plus 4 poles
MP 188 Plus 17 poles	Barnsdall	MP 185 Plus 15 poles
MP 195 Plus 36 poles	Nelagony	MP 193 Plus 20 poles
	Pawhuska	MP 198 Plus 17 poles

WESTERN DISTRICT

MP 202 Plus 7 poles	Pawhuska	
MP 225 Plus 10 poles	Foraker	MP 222 Plus 38 poles
	Silverdale	MP 252 Plus 25 poles
MP 264 Plus 26 poles	Arkansas City	M. V. Junction
	Wichita	MP 312 Plus 8 poles

KANSAS OKLAHOMA & GULF RY.

NORTHERN DISTRICT

South		North
MP G- 18 Plus 20 poles	Baxter Springs	
MP G- 31	Miami	MP G- 28 Plus 15 poles
MP G- 92	Locust Grove-Pryor	MP G- 87
MP G-114 Plus 19 poles	Wagoner	MP G-112 Plus 18 poles
MP G-123	Okay	MP G-121 Plus 13 poles
	Muskogee	MP G-125

SOUTHERN DISTRICT

MP G-134 Plus 25 poles	Muskogee	
Coalton Junction	Coalton Branch	O. N. Junction
MP G-175 Plus 8 poles	Henryetta	MP G-174 Plus 4 poles
MP G-217 Plus 24 Poles	Calvin	MP G-215 Plus 3 poles
MP G-231 Plus 7 poles	Allen	MP G-229
MP G-253 Plus 10 poles	Tupelo	MP G-250 Plus 11 poles
MP G-259 Plus 10 poles	Durant	MP G-297 Plus 5 poles
	Denison	MP G-322 Plus 15 poles

OKLAHOMA CITY-ADA-ATOKA RY.

South		North
MP O- 4 Plus 6 poles	Barnard	
MP O- 10	Marion	MP O- 6 Plus 10 poles
MP O- 38	Shawnee	MP O- 34 Plus 18 poles
MP O- 49	Harjo	MP O- 46 Plus 26½ poles
MP O- 56 Plus 9 poles	Maud	MP O- 53 Plus 17 poles
MP O- 65 Plus 6 poles	Finn	MP O- 63 Plus 15 poles
MP O- 70 Plus 2 poles	Konawa	MP O- 67 Plus 27 poles
MP O- 86 Plus 15 poles	Ada	MP O- 83
MP O-105 Plus 15 poles	Tupelo	MP O-102 Plus 28 poles
MP O-121 Plus 15 poles	Coalgate	MP O-118
	Atoka	MP O-132

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			

TONNAGE RATING OF ENGINES
MIDLAND VALLEY R. R.

From	To	CLASS OF ENGINE				
		200	70	110	90	500
Ft. Smith	—Rock Island	1350	1550	2050	2450	2650
Rock Island	—Ft. Smith					
Greenwood	—Rock Island	2500	4900	5400	5800	6000
Rock Island	—Greenwood					
Rock Island	—Panama	2500	4900	5400	5800	6000
Panama	—Rock Island					
Panama	—Muskogee	1700	2400	2750	3300	3650
Muskogee	—Panama					
Muskogee	—Pawhuska	1900	2500	2800	3400	3600
Pawhuska	—Muskogee					
Pawhuska	—Silverdale	1500	2100	2500	3000	3200
Silverdale	—Pawhuska					
Silverdale	—Ark. City	1450	1800	2200	2700	2900
Ark. City	—Silverdale	1500	1850	2250	2750	2950
Ark. City	—Wichita	2300	3050	3400	3950	4150
Wichita	—Ark. City					

TONNAGE RATING OF ENGINES
KANSAS OKLAHOMA & GULF RAILWAY

From	To	CLASS OF ENGINE				
		200	70	110	90	500
Baxter Springs	—Muskogee	1750	2300	2600	3200	3400
Muskogee	—Baxter Springs	1750	2150	2400	3050	3250
Muskogee	—Gover	1800	2400	2750	3150	3250
Gover	—Denison	1000	1300	1550	2200	2400
Denison	—Muskogee	1800	2400	2750	3150	3250

O.C.-A.-A. RAILWAY

From	To	CLASS OF ENGINE				
		200	70	110	90	500
Shaw	—Shawnee	1400	1800			
Shawnee	—Shaw	1600	2000			
Shawnee	—Konawa	1400	1800			
Konawa	—Shawnee	1250	1700			
Konawa	—Atoka	1600	1900			
Atoka	—Konawa	1450	1750			

SPECIFICATIONS OF ENGINES

Class of Engine	110	200	70	90	500
*Wt. on Drivers	190000	147850	155500	221000	250000
*Total Wt. Engine	212000	163200	199500	292000	330000
*Total Wt. Tank	161000	161000	161000	161000	209000
Tractive Power	46512	34200	37370	54800	59000
Size of Cylinders	24x28	20x26	22x28	26x30	27x30
Diameter drivers	56"	52"	57"	63"	63"
Steam Pressure	200	200	200	200	200
Heating Surface	2343	2416	2566	3777	4113
Wheel Base—Driv.	19'8"	14'4"	15'0"	16'9"	22'0"
Wheel Base—Eng.	28'3"	22'5"	31'8"	36'0"	41'1"
Total Length Engine, tank	75'	69'	75'	83'	93'6"

* In working order.

Engines not superheated: 205-217-221-235-239

STATIONS AND SPURS NOT SHOWN ON TIME TABLE
M. V. R. R.

Location	Mile	Station No.	Car Capacity	Switch Connection
Flagg	B 0.9	B 1 B	29	West
Degen	B 1.1	B 1 C	2	East
Fawn	B 1.4	B 2 A	47	East
Gary	B 1.5	B 2 B	25	West
Mark	B 3.5	B 4	66	East&West
Boex	1.0	1 B	41	East&West
Sunshine	1.9	2	37	East
Quality	2.5	2 A	47	East&West
Lark	3.5	4	70	East&West
Cameron Mine	15.0	15	64	East&West
Bedwell	23.5	24	43	East&West
Jason	24.9	25	19	East
Hether	25.7	26	54	East&West
Bokoshe	29.3	30	None	No Siding
Comco	51.2	51	22	East&West
Judy	69.2	69	121	West
Mace	89.8	90		West
Turley	157.5	158	12	West
Bail	182.8	183	None	No Siding
Smart	179.1	179	None	No Siding
Empire	189.8	189	16	East
Tallant	190.2	190	12	West
Bovine	206.2	206	None	No Siding
Pastura	247.7	248	None	No Siding
Geuda Springs	271.1	271	None	No Siding
Paton	278.1	278	10	East
Oxford	282.4	282	None	No Siding
Palestine	288.4	288	13	East&West
Waco	302.6	303	14	West

K. O. & G. Ry.

Location	Mile	Station No.	Car Capacity	Switch Connection
Baxter Junction	G- 17.2	G- 17	23	North
Mallsbury	G- 19.0	G- 19	5	North&South
Quapaw	G- 21.6	G- 21	10	South
Murphy	G- 97	G- 97	None	No Siding
Yonkers	G-103.8	G- 104	None	No Siding
Sleeper	G-106.3	G- 106	4	South
Arkansas River	G-126.1	G- 126	12	North
Dewar	G-171.6	G- 172	None	No Siding
Herrin Mine	GD-6.0	GD- 6	26	South
Atwood	G-222.5	G- 222	None	No Siding
Art	GB- 2.5	GB- 3	11	North

O. C.-A.-A. Ry.

Location	Mile	Station No.	Car Capacity	Switch Connection
Newalla	O-21.2	O-21	None	No Siding
Amerada	O-49.1	O-49	21	North
Arthur	O-50.5	O-51	9	North
Finn	O-64.3	O-64	33	North & South
Ahloso	O-88.5	O-88	3	North
Enu	O-96.6	O-96	32	North
Press	O-96.8	O-97-B	28	North
Coil	O-96.9	O-97-C	22	North
Dana	O-96.9	O-97-D	13	North

FLAG STOPS NOT SHOWN ON TIME TABLE

K. O. & G. Ry.

	Mile
Creekola	G-137.4
Dean	G-139.4
Beland	G-141.0
Highway No. 266 Crossing	G-160.8
Kusa	G-170.7
Parsley	G-181.0

FLAG STOPS NOT SHOWN ON TIME TABLE

K. O. & G. Ry. (Concluded)

North Fork	G-183.0
Carson	G-194.4
Fonda	G-195.6
Collins Crossing	G-207.0
Big Spring	G-209.3
Bear	G-213.3
Steedman	G-236.5
Tallihoma	G-239.2
Wells Crossing	G-282.2
Ury	G-293.6
Allison	G-304.8
Bloomfield Crossing	G-312.2

Trains 9 & 10 will make regular stops at the following stations to exchange U. S. Mail and to receive or discharge passengers.

Dighton	G-168.7
Dewar	G-171.6
Atwood	G-222.5
Lula	G-245.1
James Crossing	G-266.5
Hendrix	G-314.0

HOSPITAL DEPARTMENT

HOSPITAL STAFF

		Location	Office Address	Phone	Residence Address	Phone
DR. H. T. BALLANTINE	Chief Surgeon	MUSKOGEE, OKLA.	Surety Bldg.	425	541 N. 16th	3277
DR. M. K. THOMPSON	Oculist	MUSKOGEE, OKLA.	Surety Bldg.	383	711 Terrace Blvd.	980
Dr. Ira Brown Oldham, Jr.	Consulting Surgeon	MUSKOGEE, OKLA.	426 N. 6th	286	2305 Boston Ave.	3933

COMPANY HOSPITALS

MUSKOGEE, OKLA.	OKLAHOMA BAPTIST HOSPITAL	GENERAL
FT. SMITH, ARK.	SPARKS MEMORIAL HOSPITAL	EMERGENCY
TULSA, OKLA.	MORNINGSIDE HOSPITAL	EMERGENCY
ARKANSAS CITY, KAN.	MERCY HOSPITAL	EMERGENCY
WICHITA, KAN.	WICHITA HOSPITAL	EMERGENCY
OKLAHOMA CITY, OKLA.	ST. ANTHONY'S HOSPITAL	EMERGENCY

SURGEONS AND SPECIALISTS AT OTHER POINTS

MIDLAND VALLEY

	Location	Office Address	Phone	Residence Address	Phone
DR. C. W. HALL	Local Surgeon	GREENWOOD, ARK.	56		203
DR. W. H. GRIGSBY	Local Surgeon	HARTFORD, ARK.			27
DR. WM. H. LEWIS	Local Surgeon	MIDLAND, ARK.			
DR. J. W. STATON	Local Surgeon	HACKETT, ARK.			21
DR. W. G. EBERLE	Division Surgeon	FT. SMITH, ARK.	1st Natl. Bk. Bldg. 7-238	610 N. Greenwood	8-761
DR. E. C. MOULTON	Oculist	FT. SMITH, ARK.	Mer. Ntl. Bk. Bldg. 4906	905 No. 12th	4-615
DR. E. L. COLLINS	Local Surgeon	PANAMA, OKLA.	8		
DR. WM. S. CARSON	Local Surgeon	KEOTA, OKLA.	23		
DR. T. B. TURNER	Local Surgeon	STIGLER, OKLA.	136		42
DR. H. B. BURNS	Local Surgeon	WARNER, OKLA.	15		16
DR. S. G. HAMM	Local Surgeon	HASKELL, OKLA.	194		81
DR. A. HUTCHISON	Local Surgeon	BIXBY, OKLA.	B-151		49
DR. FRED S. CLINTON	Division Surgeon	TULSA, OKLA.	Wright Bldg. 3-0081	1315 South Boulder	3-0014
DR. BENJ. W. WARD	Local Surgeon	TULSA, OKLA.	Wright Bldg. 3-0081	1127 S. Lewis Place	4-2032
DR. W. A. COOK	Oculist	TULSA, OKLA.	Med. Arts Bldg. 3-6008	1173 S. Cheyenne	3-0003
DR. N. S. WHITE	Acting Local Surgeon	TULSA, OKLA.	Med. Arts Bldg. 3-1181	2124 E.-25	6-9205
DR. E. T. ALEXANDER	Local Surgeon	BARNSDALL, OKLA.	26		26
DR. GEORGE K. HEMPHILL	Local Surgeon	PAWHUSKA, OKLA.	Bk. of Com. Bldg. 1310	1721 Revarr St.	14
DR. E. L. MILLER	Local Surgeon	GRAINOLA, OKLA.	393		393
DR. E. H. CLAYTON	Acting Local Surgeon	ARKANSAS CITY, KS.	A.C. Office Bldg. 93	215 N. 1	290
DR. ROBERT L. FERGUSON	Oculist	ARKANSAS CITY, KS.	A.C. Office Bldg. 757	1027 N. Summitt	1134
DR. EARL F. CLARK	Local Surgeon	BELLE PLAINE, KAN.	210 W. 5th	210 W. 5th	26
DR. A. E. GARDNER	Local Surgeon	WICHITA, KAN.	Central Bldg. 4-7831	831 Carter	3-1698
DR. R. O. HOWARD	Oculist	WICHITA, KAN.	2-5165	425 N. Broadview	4-0371

KANSAS, OKLAHOMA & GULF

		Location	Office Address	Phone	Residence Address	Phone
DR. J. H. BOSWELL	Local Surgeon	BAXTER SPGS, KAN.	112 West 12th	267	718 Cherokee	274
DR. CHAS. McCALLUM	Local Surgeon	QUAPAW, OKLA.				
DR. G. A. DeTAR	Oculist	MIAMI, OKLA.	217 E. Southwest	7	217 E. Southwest	7
DR. F. L. WORMINGTON	Local Surgeon	MIAMI, OKLA.	Miami Clinic	52	N. W. of City	27
DR. H. K. MILLER	Local Surgeon	FAIRLAND, OKLA.		61		25
DR. S. C. RUTHERFORD	Local Surgeon	LOCUST GROVE, OK.	P. O. Box 70	9		9
DR. J. H. PLUNKETT	Local Surgeon	WAGONER, OKLA.		246		254
DR. DUKE G. DEVINE	Local Surgeon	WAGONER, OKLA.				
DR. J. R. GRAVES	Local Surgeon	BOYNTON, OKLA.				
DR. I. W. BOLLINGER	Local Surgeon	HENRYETTA, OKLA.	122 North 5th	46	502 W. Merrick	376
DR. L. M. LETT	Local Surgeon	DUSTIN, OKLA.		79		68
DR. J. A. BENTLEY	Local Surgeon	ALLEN, OKLA.		87		86
DR. S. S. HABERLY	Local Surgeon	WAPANUCKA, OKLA.		87		59
For Clarita						
DR. R. P. DICKEY	Local Surgeon	KENEFICK, OKLA.	At Caddo			
DR. JNO. A. HAYNIE	Local Surgeon	DURANT, OKLA.	Haynie-Coker Hos.	74		
DR. W. K. HAYNIE	Local Surgeon	DURANT, OKLA.	Haynie-Coker Hos.	74		
DR. A. G. SNEED	Local Surgeon	DENISON, TEX.	417 W. Woodward	134	830 W. Gandy	663
DR. E. L. HAILEY	Local Surgeon	DENISON, TEX.	417 W. Woodward	134	1200 Walker	1044

OKLAHOMA CITY-ADA-ATOKA RY.

		Location	Office Address	Phone	Residence Address	Phone
DR. W. H. DERSCH	Local Surgeon	OKLA. CITY, OKLA.	Med. Arts Bldg.	2-2002	1037 East 11th	2-6461
DR. LEO. F. CAILEY	Oculist	OKLA. CITY, OKLA.	Med. Arts Bldg.	3-7605	934 East Drive	8-3405
DR. F. L. CARSON	Local Surgeon	SHAWNEE, OKLA.	14 East 9th	227	2022 N. Bdway.	960
DR. JOHN M. CARSON	Local Surgeon	SHAWNEE, OKLA.	14 East 9th	227	17 E. Ayre	102
DR. R. R. CULBERTSON	Local Surgeon	MAUD, OKLA.	State Bk. Bldg.	137		85
DR. A. F. GIESEN	Local Surgeon	KONAWA, OKLA.				
DR. W. T. HUDDLESTON	Local Surgeon	KONAWA, OKLA.	Masonic Bldg.	29	Park Drive	58
DR. A. R. SUGG	Local Surgeon	ADA, OKLA.	106 East 13th	53	530 Highland Ave. S.	1357
DR. T. R. HOLLOWAY	Local Surgeon	STONEWALL, OKLA.		53	P. O. Box 55	41
DR. S. S. HABERLY	Local Surgeon	STONEWALL, OKLA.			Wapanucka, Okla.	59
DR. J. B. CLARK	Local Surgeon	COALGATE, OKLA.	Trio Bldg.	128	220 S. Arno	56
DR. J. S. FULTON	Local Surgeon	ATOKA, OKLA.	319½ Court St.	16	101 S. Miss.	17

**MIDLAND VALLEY RAILROAD COMPANY
KANSAS, OKLAHOMA & GULF RAILWAY COMPANY
OKLAHOMA CITY-ADA-ATOKA RAILWAY COMPANY**

