

# 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 their's is a real service to mankind.

**G. C. REED, Chief Dispatcher**

### Dispatchers

J. R. Dowd

J. L. Fullbright

J. E. Robinson

J. W. Hedgpeth

W. H. Bloss

D. A. Logan

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

### Time Table No.

# 22

Effective 12:01 A. M.

**Sunday, July 31, 1955**

FOR EMPLOYEES ONLY

**W. A. CARPENTER**

VICE PRESIDENT & GENERAL MANAGER

**J. L. DODSON**

ASSISTANT GENERAL MANAGER

**J. F. HOHNSBEEN**

ASSISTANT TO GENERAL MANAGER



Southward

## NORTHERN SUBDIVISION--K.O.&amp;G.

Northward 1

THIRD CLASS			Station Numbers	Miles from Joplin	TIME TABLE No. 22		Capacity of Tracks		Office Calls			THIRD CLASS
61	175	167			Effective 12:01 A. M.		In 50 Ft. Cars			176	170	60
Local Freight	Through Freight	Through Freight			Sunday, July 31, 1955		Sidings	Others		Through Freight	Through Freight	Local Freight
Daily	Daily	Daily			STATIONS							
			G 15	15.4		S. L. -S. F. CROSSING Note 2						
						0.8						
7 30 AM			G 16	16.2	DN	BAXTER SPRINGS WY		Yard	X		1 05 PM	
				17.2		1.0						
						N. E. O. CROSSING Note 4						
				18.0		0.8						
						KANS. OKLA. STATE LINE						
8 00			G 29	29.2	D	11.2					12 35	
8 30			G 38	38.4	D	MIAMI	24	Yard	MH			
						9.2						
				38.6		FAIRLAND	40	27	FA		12 15 PM	
						0.2						
9 10			G 60	59.9		S. L. -S. F. CROSSING Note 2						
9 35						21.3						
						KETCHUM	55	15			11 35 AM	
						11.3						
			G 71	71.2	D	STRANG	52	20	SG		11 15	
						9.4						
			G 81	80.6		SALINA		23				
						1.0						
9 55			G 82	81.6		MANGO	51				10 55	
10 30 <sup>60</sup>						9.3						
			G 91	90.9	D	LOCUST GROVE	53	22	GR		10 30 <sup>61</sup>	
						22.7						
11 20			G114	113.6	D	WAGONER	35	38	NA		9 30	
						8.3						
				121.9		MO. PAC. CROSSING Note 3						
11 40	7 00 PM	5 15 AM	G122	121.9	DN	0.0						
						OKAY			AC	3 00 AM	1 30 PM	
						6.4					9 10	
				128.3		M. K. T. CROSSING Note 1						
						4.5						
12 10 PM				132.8		NORTH JUNCTION					8 45 AM	
M. V.	Rules & Time Table	Gov ern				JOINT TRACK			M. V.	Rules & Time Table	Govern	
						MIDLAND VALLEY RAILROAD						
						2.5						
			DN			MUSKOGEE			MK			
						1.2						
12 35 PM	8 00 PM	6 15 AM	M3	136.5		MUSKOGEE YARD				2 00 AM	12 30 PM	
											8 30 AM	
										Daily	Daily	
											Daily	

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

Trains 167, 170, 175 and 176 have no Timetable Authority. Times shown for information only.

Employees of the K. C. S. Railway will be governed by the Rules, Timetable and Special Instructions of the K. O. & G. Ry. while occupying its tracks at Baxter Springs.

Employees of the M. P. Railroad will be governed by the Rules, Timetable and Special Instructions of the K. O. & G. Ry. while occupying its tracks between Okay and North Jct.

Time of Third Class Trains at Muskogee Yard for information only.

COALTON BRANCH (SOUTHERN SUBDIVISION)				BROMIDE BRANCH (SOUTHERN SUBDIVISION)			
Southward		Northward		Southward		Northward	
Station Numbers	Miles from Joplin	Time Table No. 22		Station Numbers	Miles from Joplin	TIME TABLE No. 22	
		Effective 12:01 A. M.				Effective 12:01 A. M.	
		Sunday, July 31, 1955				Sunday, July 31, 1955	
		STATIONS				STATIONS	
D9	179.8	O. N. JUNCTION		GB 5	272.7	ORUSHER	
G172	172.0	COALTON JUNCTION		GB 4	271.4	BROMIDE	
				G267	267.4	BROMIDE JUNCTION	
		Service Rendered by Extra Trains					



2 Southward

## SOUTHERN SUBDIVISION-K.O.&amp;G.

Northward

			Office Calls	Station Numbers	Miles from Joplin	TIME TABLE NO. 22		Capacity of Sidings In 50 Ft. Cars				
						Effective 12:01 A. M.		Siding	Other			
						SUNDAY, JULY 31, 1955						
63	167	175				STATIONS				170	176	64
Local Freight	Through Freight	Through Freight								Through Freight	Through Freight	Local Freight
Mon. Wed. Fri.	Daily	Daily										
6 00 AM	7 00 AM	9 00 PM		M 3	136.5					11 30 AM	12 30 AM	6 00 PM
M. V. Rules & Time Table Govern						DN	MUSKOGEE					
						JOINT TRACK MIDLAND VALLEY RAILROAD						
							SOUTH JUNCTION					
							0.4					
							S. L. S. F. ORSG.	Note 2				
							2.9					
						G 137	CREEKOLA	95				
							9.3					
						G 146	WAINWRIGHT	66				
							6.4					
						G 152	COUNCIL HILL	13				
							6.2					
						G 159	HITCHITA	72	6			
							13.5					
						G 172	COALTON JCT.					
							2.1					
						Z G 174	DN HENRYETTA WY	83	Yard			
							13.0					
						DU G 187	D DUSTIN	35				
							1.5					
						G 189	TANNER	95				
							13.6					
						G 202	MINA	95				
							13.1					
							O. R. I. & P. ORSG.	Note 2				
							1.0					
						CA G 216	D CALVIN	89	48			
							13.7					
						RN G 230	D ALLEN Y	104	Yard			
							11.5					
						G 242	JAYDEE	50				
							11.0					
						KB G 252	D TUPELO WY	74	Yard	7 35	8 35	
							0.0					
							O. O. A. A. ORSG.	Note 5				
							9.1					
						G 262	CLARITA	14				
							5.8					
						G 267	BROMIDE JCT.	Y				
							2.1					
						WC G 270	D WAPANUCKA	42				
							7.9					
						G 278	COLEMAN	11				
							0.6					
						G 279	CAIN	75				
							8.8					
						G 287	KENEFICK	34				
							11.0					
						G 297	DN M. K. T. ORSG.	Note 1				
							0.5					
						DW G 298	DURANT	29	100			
							0.1					
							S. L. S. F. ORSG.	Note 1				
							3.1					
						G 302	PASO	66				
							7.9					
						G 309	ACHILLE	16				
							6.1					
							OKLA.-TEX. STATE LINE					
							1.9					
						G 317	GOVER	70				
							7.2					
5 00 PM	12 45 PM	3 30 AM	MO	G 325	324.6	DN	DENISON	WY	Yard	5 30 AM	6 00 PM	7 00 AM
										Daily	Daily	Tues. Thur. Sat.

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

Trains 167, 175, 170, 176, 63 and 64 have no Timetable Authority. Times shown for information only.

Employees of the Texas & Pacific Railway will be governed by the Rules, Timetable and Special Instructions of the K. O. & G. Railway Company while occupying its tracks at Denison, Texas.

Employees of the K. O. & G. Ry. will be governed by the Rules, Timetable and Special Instructions of the S. L. - S. F. Railway Co. while occupying its tracks at Denison, Texas.

Employees of the O.C.A.A. Ry. will be governed by the Rules, Timetable and Special Instructions of the K. O. & G. Ry. Company while occupying its tracks at Tupelo, Okla.



## 3

[illegible]

WEST- WARD	Greenwood Branch						EAST- WARD
	Station Numbers	Miles from Excelsior	TIME TABLE No. 22 Effective 12:01 A. M.  SUNDAY, JULY 31, 1955	Capacity of Tracks In 50 Foot Cars			
				STATIONS	Sid- ings	Others	
Service Rendered by Extra Trains	B-3	B-3.7	MO. PAC. JOT. 3.7			Yard	
	0	0	EXCELSIOR 4.8				
		4.8	SLSF CRSG Note 3 2.2				
		7.0	ARK-OKLA. STATE LINE 1.9				
	9	8.9	D ROCK ISLAND		Yard	MY	

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

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



## MIDDLE SUBDIVISION -- M.V.R.R.

WESTWARD				Station Numbers	Miles from Excelsior	TIME TABLE No. 22 Effective 12:01 A. M. SUNDAY, JULY 31, 1955		Capacity of Tracks In 50 Ft. Cars			EASTWARD			
	THIRD CLASS							Siding	Others	Office Calls		THIRD CLASS		
	99											98		
	Local Freight											Local Freight		
	Daily Ex. Sunday													
	8 30 PM			96	95.8	SHOPTON WDFYT	1.1		Yard			1 20 AM		
					96.9	SLSF-MKT ORSG Note 1	0.1							
				97	97.0	DN MUSKOGEE	2.5		Yard	MK				
				100	99.5	NORTH JCT.	0.5							
	8 45 PM			100	100.0	SOUTH JCT.	7.8					1 05 AM		
	8 59			108	107.8	TAFT	9.5		10			12 50		
	9 15			117	117.3	D HASKELL	16.7	29	49	HK		12 35		
	9 45			134	134.0	D BIXBY	7.5		50	BX		12 05		
	9 59			142	141.5	JENKS	8.6	61				11 50		
	10 15 <sup>98</sup>			148	148.1	N LEFEBER WDFY	3.4		Yard	FA		11 30 <sup>99</sup>		
	11 15			152	151.5	TULSA	0.3		Yard			10 20		
					151.8	ATSF-MKT-SLSF CSG Note 1	0.5							
					152.3	SSRY ORSG Note 5	9.4							
	11 45			162	161.7	SPERRY	4.9	40				9 50		
	11 55 PM			167	166.6	D SKIATOOK	20.6		37	SX		9 40		
	1 35 AM			187	187.2	D BARNSDALL	7.3		Yard	BG		9 00		
	2 15			195	194.8	D NELAGONY	0.0	28	Yard	GY		7 25		
					194.8	MKT ORSG Note 3	5.4							
					200.2	ATSF ORSG Note 5	0.4							
	2 35 AM			201	200.6	D PAWHUSKA W		51	Yard	AW		7 00 PM		
												Daily Ex. Sunday		

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

Employees of the Mo. Pac. R. R. and the K. O. & G. Ry. will be governed by the Rules, Timetable and Special Instructions of the Midland Valley Railroad Company while occupying its tracks between North and South Jcts., and Shopton.

Time of third class trains at Shopton for information only.



# WESTERN SUBDIVISION -- M.V.R.R.

5

WESTWARD				Station Numbers	Miles from Excelsior	TIME TABLE No. 22				Capacity of Tracks			EASTWARD			
THIRD CLASS						Effective 12:01 A. M. SUNDAY, JULY 31, 1955				In 50 Ft. Cars			THIRD CLASS			
						STATIONS				Sid-ings	Oth-ers	Office Calls				
	47					D	PAWHUSKA	W	51	Yard	AW				48	
	Local Freight						16.4									Local Freight
	Daily Ex. Sunday						BLACKLAND			28						
	8 00 AM			201	200.6		7.3		32	25						2 05 PM
	8 40			217	217.0		FORAKER									1 20
	9 00			224	224.3		7.7		36							1 05
	9 20			232	232.0		GRAINOLA		21							12 40
	9 35			236	236.2		4.2									12 30
	9 55			245	244.5		FRANKFORT									12 10 PM
							8.3			19						
							HARDY									
							2.1									
					246.6		OKLA-KAN. STATE LINE									
	10 20 AM			254	253.6	D	7.0									
							SILVERDALE	Y		47	SI					11 45 AM
Mo. Pac.	Rules and Time Table	Govern					JOINT TRACK					Mo. Pac.	Rules and Time Table	Govern		
	10 40 AM				262.6		9.0									
	11 15 <sup>48</sup>			263	263.4	D	MO. PACIFIC R. R.									11 20 AM
							0.8									11 15 <sup>47</sup>
	11 40 AM				263.9		ARKANSAS CITY		25	Yard	J					
							0.5									
					275	275.1	SLS FORSG Note 3									10 15
							11.2			16						
	12 25 PM						ADAMSVILLE									9 35
					292.7		17.6									
					293	293.2	MO PAC ORSG Note 3									
							0.5									
	1 05				294.2	D	BELLE PLAINE			35	BN					8 50
							1.0									
					309	308.6	AT & SF ORSG Note 3									
							14.4									
							MIDLAND TOWER			58						
							0.0									
							ORI & P ORSG Note 6									
							4.8									
					313.4		AT&SF ORSG Note 3									
							1.1									
	1 25 PM			315	314.5	D	WICHITA			Yard	CW					8 30 AM
							0.1									
							MO PAC ORSG Note 3									
							0.4									
					315.0		END TRACK									
																Daily Ex. Sunday

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



# OKLAHOMA CITY-ADA-ATOKA RAILWAY CO.

SOUTHWARD

NORTHWARD

		81		Station Numbers	Miles from Okla. City	Time Table No.22 EFFECTIVE 12:01 A.M. SUNDAY, JULY 31, 1955		Capacity of Tracks In 50 Ft. Cars				82	
		Daily Except Saturday						Sid- ings	Oth- ers	Office Calls		Daily Except Saturday	
		Local Freight										Local Freight	
				O-0		Automatic Block	OKLAHOMA CITY 1.1		Yard				
				O-1	1.1		DN TURNER WY		Yard	SX			
				O-2	2.3		BARNARD 1.2						
					3.7		SLSF ORSG Note 2 1.4						
				O-8	7.1	D	MIDWEST CITY Y	24		MA			
				O-37	36.9	D	SHAWNEE 29.8	34	Yard	S			
					37.0		CRI&P ORSG Note 4 0.1						
				O-48	47.9		HARJO 10.9	22					
				O-55	55.4	D	MAUD 7.5	35	16	AU			
				O-69	69.4	D	KONAWA 14.0	24	22	V			
					84.5		SLSF ORSG Note 7 15.1						
				O-85	85.1	D	ADA 0.6	25	Yard	JY			
				O-97	97.7		STONEWALL 12.6		16				
					104.1		KO&G ORSG Note 3 6.4						
				O-105	104.1	D	TUPELO 0.0		Yard	KB			
				O-119	119.2	D	COALGATE 15.1	27	23	CG			
				O-124	123.7		LEHIGH 4.5	21					
				O-127	127.3		MIDWAY 3.6	21					
				O-133	132.9	D	ATOKA 5.6		Yard	DK			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Trains 81 and 82 have no Time Table Authority. Nos. shown for information only.

Southward trains will receive orders and clearances at Yard Office, Turner.



# SPECIAL INSTRUCTIONS

A copy of the Uniform Code of Operating Rules must be in the hands of all employes whose duties are in any way prescribed thereby.

## STANDARD TIME

Standard watches must be used by the following Officers and employes as Prescribed by Rules Nos. 2 and 3 of the Uniform Code of Operating Rules;

Chief Dispatchers,	Train Dispatchers,
Conductors,	Trainmen,
Engine men,	Train Order Operators,
Flagmen,	Yardmasters.
General Yardmasters,	

## OPERATING RULES

Rule 11, paragraph (5) changed to read:

On single track, fusees should be placed on the shoulder of track on engineer's side, except when dropped from a moving train they should be dropped between the rails; on two or more tracks on the outside or field side.

Rule 20 changed to read:

Each section except the last will display two green lights only, by day and by night in places provided for that purpose on the front of the engine.

Rule 20 (a) changed to read:

Extra trains will display two white lights only, by day and by night in the places provided for that purpose on the front of the engine.

Rule 35 changed to read:

FLAGGING SIGNALS. —The following signals will be used by flagman:

Day signals	Red flag Not less than 10 torpedoes and 6 Fusees
Night signals	A white light Not less than 10 torpedoes and 6 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 on operating control unit only while engine is in train service.

Rule 221 (d) changed to read:

OPERATOR'S SIGNAL SUPPLIES. —Operators must have the following signal appliances ready for immediate use:

- Red flag
- White light
- 8 torpedoes
- 6 red fusees

Rule 508 (1) changed to read:

It is the duty of the engineer to handle the engine at all times, 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 an engine not more than one hour in each three hour period on road trips and in yard service not more than two one-hour intervals during a shift, one during the first four hours and the other during the second four hours. 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.

# FORMS OF TRAIN ORDERS

The use of Form "Y" train orders is authorized on all Lines.

## REMOTE CONTROL AND INTERLOCKING SIGNALS

The switches at North Jct., South Jct., and signals governing movements over the SLSF Crossing at M.P. G-133.3 are remotely controlled by the train dispatcher at Muskogee, Oklahoma.

Color light signals will be used to govern movements over switches and over the SLSF Crossing at M.P. G-133.3.

## ASPECT, NAME AND INDICATION OF SIGNALS.

Aspect	Name	Indication
Red	Stop	Stop
Green	Clear	Proceed, governed by Rule 93.
Yellow	Low approach	Proceed not exceeding 10 MPH through turn out.

## WESTWARD MOVEMENTS

SHOPTON YARD: Westward trains and engines, when ready to leave, will notify the train dispatcher and be governed by signal located just west of the main track switch.

NORTH JCT.: The top color light governs movement over switch on the Middle Subdivision.

The middle color light governs movement over switch to the Northern Subdivision.

When the lower light is burning "YELLOW" it is an indication for train or engine to continue westward on the Middle Subdivision until the rear of train or engine clears the eastward signal to permit movement to be made from the Northern Subdivision. Reverse movement on the Middle Subdivision will be governed by the lower Color light of the eastward signal.

SOUTH JCT.: The top color light governs movements over switch to the Middle Subdivision.

The middle color light governs movements to the Southern Subdivision and over the SLSF Crossing at M.P. G-133.3.

When the lower light is burning "YELLOW" it is an indication for train or engine to continue westward on the Middle Subdivision until the rear of train or engine clears the eastward signal to permit movement to be made from the Southern Subdivision. Reverse movement on the Middle Subdivision will be governed by the lower light on the eastward signal at South Jct.

## EASTWARD MOVEMENTS

SOUTH JCT. Trains and engines arriving from the Middle Subdivision at South Jct. will be governed by the top color light of the signal at South Jct.

Movement of trains and engines from the Southern Subdivision will be governed by the signal located 150 feet south of the SLSF Crossing at M.P. G-133.3.

NORTH JCT. Movement of trains and engines from the Southern and Middle Subdivisions will be governed by the top color light of the eastward signal.

Trains and engines arriving from the Northern Subdivision will be governed by the color light signal located 150 feet north of North Jct. switch.

The movement of yard engines, Muskogee to North Jct., will be governed by block card, Form 1034-M.V., issued by the train dispatcher.

The signal at SHOPTON YARD does not govern the movement of yard engines.

The normal position of the lower lights on the westward signals at North Jct. and South Jct., and on the eastward signals at South Jct. and North Jct., is "DARK".



There are Standard inoperative approach signals located 4500 feet south of the SLSF Crossing on the Southern Subdivision, 4500 feet north of North Jct. on the Northern Subdivision, 4500 feet west of South Jct., and 4500 feet east of North Jct. on the Middle Subdivision. The indication of these signals is "PROCEED AT RESTRICTED SPEED".

When a train or engine is stopped by a STOP indication and such indication does not change promptly to a more favorable indication, communicate with the train dispatcher.

Proceed indication of signals at SLSF Crossing, North Jct., South Jct., and Shopton Yard does not modify the requirements of Rule 93 of the Uniform Code of Operating Rules or Special Instructions in the timetable.

Instructions for hand operation of remote controlled switches is posted in telephone booth near switches.

## INTERLOCKING WHISTLE SIGNAL CODE

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.....	OOOO
ADA	
Main track route.....	_____

## EXPLANATION OF NOTES SHOWN IN TIME-TABLE OPPOSITE CROSSING LOCATIONS AND INSTRUCTIONS GOVERNING

Note 1. Crossing interlocked. Normal position absolute signal STOP. Trains must approach at restricted speed until signal indicates PROCEED. If there is no approach signal, absolute signal governs.

Note 2. Crossing controlled by automatic signals. Normal position approach signal PROCEED AT RESTRICTED SPEED. Absolute signal STOP. Trains must approach at restricted speed until absolute signal indicates PROCEED, and the way is clear.

Rule 344 of the Uniform Code of Operating Rules will govern operation over crossings where Standard interlocking signals are automatically controlled by approaching trains.

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 before leading wheels pass Stop Signs.

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 of fixed approach signal PROCEED AT RESTRICTED SPEED. Absolute signal STOP. Trains must approach at restricted speed until absolute signal indicates PROCEED AT RESTRICTED SPEED then proceed over crossing at restricted speed.

Note 7. Crossing controlled by push button automatic interlocking. Normal position of absolute signals STOP.

## SPRING SWITCHES

### Location

Mo. Pac. Connection Switch, Okay.  
North end No. 3 track, Denison.

### Operation

Okay.—The normal position of Switch is for movement to the Mo. Pac. Connection. Switch must be restored to normal position after hand operation by K.O.&G. Northward

trains. K.O. & G. Southward trains trailing through the Spring Switch must not exceed Speed of 10 miles per hour.

Denison.—The normal position of switch at the north end of No. 3 track will be lined and locked for the main track.

## PERMISSIBLE LOAD LIMITS

	Maximum Gross weight cars
K. O. & G. Ry.	
Baxter Springs to Denison.....	200,000
M. V. R. R.	
Mo. Pac. Jct. Eastern Subdiv. to Wichita.....	200,000
Rock Island to Ft. Smith.....	210,000
O. C. A. A. Ry.	
Atoka to Tupelo.....	180,000
Tupelo to Barnard.....	200,000

## MISCELLANEOUS

Freight conductors will advise engineer at initial terminal, where it can be done without delay to train, number of loads, empties, tonnage, make up of train and work to be done on line. If advice not given at initial terminal, it should be done at first opportunity on trip. When dead engines or restricted speed cars are handled out of terminal or picked up on line, this information must be given to engineer before leaving.

Scale test cars, locomotive cranes and similar special equipment with four wheels, not equipped with air brakes but piped with straight air, must be handled in rear of train just ahead of caboose.

All K. O. & G., M. V. 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 167, 170, 175, 176 Southern Subdivision will not make extra stops to receive or discharge passengers.

When train order signals are displayed per Rule 232 of the Uniform Code Of Operating Rules, all trains will reduce speed to 20 M. P. H. until rear of train has passed the signal.

## OPERATING DIESEL ENGINES THROUGH WATER.—

To avoid damage to traction motors, diesel engines must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If water has entered motor, Engine must be isolated.

## RERAILING DIESEL ENGINES:

To prevent serious damage to traction motors, train, engine and yard men should make no attempt to rerail a diesel engine under it's own power, or use rerailing frogs for that purpose.

In case of derailment of a diesel engine, notify train dispatcher and await his instructions. Train dispatcher will contact the General Manager and Mechanical Superintendent, or their representatives, who will issue necessary detailed instructions or provide proper supervision.



# **DYNAMIC BRAKE ON T&P FREIGHT ENGINES.—**

Certain T&P freight engines used in joint T&P, KO&G and MP service are equipped with dynamic brake, which is not to be used.

**OPENING ANGLE COCKS AFTER AN ENGINE AND ATTACHED CARS ARE COUPLED INTO ANOTHER CUT OF CARS WHEN THE AIR BRAKE SYSTEMS ARE CHARGED.**

"Under any and all circumstances when the air brake system is charged, the angle cocks must be correctly opened to prevent "AB" vent valves and other vent valves being applied in emergency. To prevent the emergency action, couple up the air hose, open the angle cock on rear cut of cars. This angle cock should be opened just a little to fill the hose, then it can be opened. After the engineman sounds one blast of the whistle, slowly open the angle cock next, toward the engine."

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.

The use of rear view mirror on diesel engines for the following purposes is prohibited:

- (a) To observe hand signals.
- (b) To observe indication of fixed signals.
- (c) To maintain lookout ahead when operating control compartment is on trailing end of diesel engine.

In making air tests on outbound trains Shopton Yard, the following will govern;

"When the reading of the gauge on the engine has reached the required pressure, the engineer will sound one long and one short blast of the whistle which will be a call to the car inspector for a signal to apply the brakes for an air test. Upon receipt of such signal the engineer will sound one short blast of the whistle, after which he will make necessary application of the brakes."

## **KANSAS OKLAHOMA & GULF RAILWAY**

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

All trains and engines must be preceded by flagman over Central and Third Avenue Crossings, Miami, Oklahoma.

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

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

Check of train register at Muskogee will be accepted as arrival and departure of trains at North and South Junctions.

All trains will display signals and markers to and from Shopton.

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. Northward 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 southward 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 lever from left to right, close and lock box.

A two position color light signal located on the west side of the main track, 1400 feet north of the southward absolute signal of the interlocking at Durant, Oklahoma, operated by the towerman, governs movement of southward trains and engines.

When a GREEN light is displayed this signal indicates that the train or engine may proceed expecting to find the absolute signal displaying proceed indication.

When a YELLOW light is displayed this signal indicates that the train or engine may proceed at LOW SPEED, expecting to find the absolute signal displaying STOP indication.

This signal does not authorize any departure from the interlocking rules.

## **TRAIN ORDER DELIVERY DEVICES**

Station	Location
Henryetta,	East side of main track attached to train order signal mast.
Dustin,	East side of main track just south of depot.
Calvin,	East side of main track just north of depot.
Allen,	East side of main track attached to train order signal mast.
Tupelo,	East side of main track at depot.
Wapanucka,	East side of main track just South of depot.
Durant,	East side of main track at Tower.

Enginemen will receive orders from top fork and rear trainmen from bottom fork.

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

## **MIDLAND VALLEY RAILROAD**

All trains will display signals and markers to and from Shopton.

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



Structures at Gloco and Stepo will not clear man on top or side of car.

Two position color light signal on the south side of track at Seventh Street, Muskogee, operated by towerman governs movement of trains between Seventh Street and the absolute signal of the interlocking.

When GREEN, this signal indicates that the train may proceed expecting to find the absolute signal in proceed indication.

When YELLOW, in order not to block the street crossings between Seventh and Main Streets, trains (except those hereinafter mentioned) will wait until the signal changes to green before proceeding. Light engines or any train short enough to get between the street crossings, may proceed expecting to find the absolute signal in stop indication. This does not authorize any departure from the interlocking rules.

Train order signal at dispatcher's office, Muskogee, Oklahoma, governs movement of westward trains only. Westward trains will not pass this signal when displayed per Rule 232 without clearance form 101 in addition to any clearances previously issued to such train by the dispatcher.

In addition to clearances required by rule 83(a), all trains will require clearance at Ft. Smith, Rock Island, Panama, and Arkansas City. Eastward trains will require clearance at Silverdale. Extra trains will require clearance at Pawhuska.

Eastward trains will not require clearance at Shopton.

Westward trains will not require clearance at South Junction.

All trains will receive orders and clearances at dispatchers office Muskogee.

Check of train register at Muskogee will be accepted as arrival and departure of trains at South Junction and Shop-ton.

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

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

#### TRAIN ORDER DELIVERY DEVICES

Station	Location
Muskogee.	North side of main track at dispatchers office.

Enginemen will receive orders from top fork and rear trainmen from bottom fork.

#### 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 the indicator does not clear when lock handle is turned to white mark on indicator case, it indicates a train is approaching on the AT&SF and time release must not be operated unless permission has been granted by the AT&SF dispatcher.

A Midland Valley switch lock is on the door to the relay house located near the crossing where there is a code line telephone. If the indicator in the case at the crossing does not clear promptly, contact the operator at Mulvane and request him to

notify the dispatcher that the indicator does not clear and ask that he clear it or grant permission to operate the release.

Instructions for operation of the AT&SF code line telephone are posted on the inside door to relay house.

#### TO OPERATE RELEASE

4. 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 (3-½) minutes the indicator should clear which indicates that gate can be unlocked.

#### CLOSING GATE

5. After gate has been opened and 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 and engines must be preceded by flagman over Douglas, Wheeler and Lincoln Ave., Crossings, Wichita, Kansas.

#### OKLAHOMA CITY-ADA-ATOKA RAILWAY

M. K. T. Rules and Special Instructions govern between Barnard and Oklahoma City, and in Atoka yard.

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

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.

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

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

All trains must be preceded by flagman over Highway 69 crossing at Atoka, Oklahoma, M.P.O-132.1, using red fusee at night and on dark and foggy days.

Service between Ada and Atoka rendered by extra trains.

#### FOLLOWING WILL GOVERN THE USE OF ELECTRIC INTERLOCKING AT OCAA - FRISCO CROSSING MP O-85.1, ADA, OKLA.

Semaphore type indicators located near the crossing marked "NB" and "SB". Indicator arm in horizontal position indicates Frisco train approaching. If either or both indicator arms in horizontal position release should not be operated.

OCAA release box located on side of instrument case at the crossing and equipped with electric lamp which is lighted when Frisco absolute signals displaying stop indication.

When movement to be made over the crossing train or engine will stop short of the absolute signal, member of crew will go to crossing and observe indicators. If no Frisco train approaching or if Frisco train standing outside absolute signal limits, unlock door of release box and operate push button marked "NB" for northward movement or push button marked "SB" for southward movement.

After release operated OCAA absolute signal should display proceed indication at once. If Frisco train approaching and Frisco absolute signal displays proceed indication a time interval of 3½ minutes will elapse before OCAA absolute signal will display proceed indication.

If, after operating release, OCAA absolute signal fails to display proceed indication and the electric lamp in release box is lighted, train or engine will proceed over the crossing on hand signal from train man at crossing.

If electric lamp in release box is not lighted, movement of train over crossing must be protected by flagman in both directions on Frisco, as prescribed by rule 99.



**EXPLANATION OF CHARACTERS**

"D" Day telegraph office	"DF" Diesel Fuel
"DN" Day and night telegraph office	"W" Water
"N" Night telegraph office	"T" Turn table
	"Y" Wye

**GENERAL ORDER. GENERAL NOTICE****BULLETIN BOOKS**

K. O. & G. Ry.	M. V. R. R.	O. C. A. A. Ry.
Baxter Springs	Fort Smith	Ada
Henryetta	Muskogee	
Denison	(Yd. Office)	
	Muskogee	
	(Dispr. Of.)	
	Lefebber	
	Pawhuska	
	Wichita	

**STANDARD CLOCKS**

K. O. & G. Ry.	M. V. R. R.	O. C. A. A. Ry.
Baxter Springs	Fort Smith	Turner
Muskogee	Muskogee	Ada
Denison	Lefebber	Atoka
	Pawhuska	
	Wichita	

**TIME INSPECTORS**

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

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

**TRACK SCALES**

Location	Track	Length	Capacity	Owner
Muskogee.....	Scale	46 ft.	200,000	M. V. R. R.
Lefebber.....	Scale	44 ft.	200,000	M. V. R. R.
Arkansas City.....	Siding	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. R.R.

**HOOF SCALES**

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

**MAXIMUM SPEED**

Location	Miles Per Hour	Freight
<b>Northern Subdivision</b>		
Between Baxter Springs- M.P. G-27.....	35	
" M.P. G-27 — M.P. G-54.....	40	
" M.P. G-54 — M.P. G-91.....	35	
" M.P. G-91 — M.P. G-98.....	40	
" M.P. G-98 — Okay.....	35	
" Okay — North Jct.....	45	
<b>Southern Subdivision</b>		
Between South Junction-Denison.....	45	
" Coalton Branch.....	15	
" Bromide Branch.....	15	
<b>Eastern Subdivision</b>		
Between Mo. Pac. Jct-Rock Island.....	20	
" Rock Island-Muskogee.....	35	

**Middle Subdivision**

Between Muskogee-Pawhuska .....	40
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**Western Subdivision**

Between Pawhuska-Silverdale .....	25
" Arkansas City-Wichita.....	25

**O. C. A. A. Ry.**

Between Barnard-Maud.....	25
" Maud-Ada .....	30
" Ada-Tupelo .....	25
" Tupelo-Atoka .....	15

**SPEED RESTRICTIONS**

Location	Miles Per Hour	Freight
<b>Northern Subdivision</b>		
*Between M.P.G. 45.3 and M.P.G. 46.7.....	35	
*Over bridge 77.1.....	20	
*Around bluffs between Mile Post G-79 and Mile Post G-80.....	Low Speed	
*Around bluffs between Mile Post G-84.5 and Mile Post G-88.....	Low Speed	
*Between 5 poles north of Mile Post G-102 and 5 poles south of Mile Post G-102....	20	
Over Main and Cherokee street crossings, Wagoner .....	10	
*Around first curve north of M-K-T crossing Mile post G-128.3.....	10	
Within city limits of Muskogee, except over Broadway and Okmulgee Street crossings .....	25	
Over Broadway and Okmulgee street crossings MP G-132 until engine or lead car has passed over crossing.....	12	
Through Interlockings until engine or lead car has passed over crossing.....	20	
Through all turn outs.....	10	

**TRAINS HANDLING:**

Industrial Crane and Scale test (4 wheel cars) .....	25
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**Southern Subdivision**

Within City Limits of Henryetta.....	25
Through Interlockings until engine or lead car has passed over crossing.....	20
Through all turn-outs.....	10

**TRAINS HANDLING:**

Industrial Crane and Scale test (4 wheel cars):	
Between South Jct. and Denison.....	25
Over Coalton and Bromide Branches.....	10

**Eastern Subdivision**

Over west wye switch Rock Island, Okla.,...	10
Entering yard tracks, Shopton.....	10
Through Interlockings until engine or lead car has passed over crossing.....	20
Through all turn-outs.....	10

**TRAINS HANDLING**

Industrial Crane and Scale test (4 wheel cars):	
Between Mo. Pac. Jct., and Rock Island....	15
Between Rock Island and Shopton.....	25

**Middle Subdivision**

Entering yard tracks, Shopton.....	10
Between Mile Post 96 and Mile Post 98..	12
Between Mile Post 98 and North Junction	25
Within City Limits of Tulsa.....	25
*Around curve between Mile Post 190.5 and Mile Post 192.....	10
Through Interlockings until engine or lead car has passed over crossing.....	20



Through all turn-outs..... 10  
**TRAINS HANDLING:**  
 Industrial Crane and Scale test (4 wheel)  
 cars:..... 25

Between North Junction and Pawhuska....  
**Western Subdivision**

\*Over Bridge 270.2..... 10  
 Over Maple Avenue, Wichita..... 6

Through Interlockings until engine or  
 lead car has passed over crossing..... 20  
 Through all turn-outs..... 10

**TRAINS HANDLING:**

Industrial Crane and Scale test (4 wheel)  
 cars ..... 20

**O. C. A. A. Ry.**

Over road crossing at M.P. 0-4.6..... 20

\*Over Bridge 73.7..... 15

Through all turn-outs..... 10

Within City Limits, Ada, Oklahoma..... 10

**TRAINS HANDLING:**

Industrial Crane and Scale test (4 wheel)  
 cars:..... 15

Between Tupelo and Barnard..... 10

Between Tupelo and Atoka..... 10

Note:

\* Indicates location of permanent speed  
 restriction signs.

**LOCATION OF YARD LIMIT SIGNS**

**KANSAS OKLAHOMA & GULF RY.**

**NORTHERN SUBDIVISION**

**South**

MP G- 18 Plus 20 poles  
 MP G- 31  
 MP G- 92  
 MP G-114 Plus 19 poles  
 MP G-123

Baxter Springs  
 Miami  
 Locust Grove  
 Wagoner  
 Okay  
 Muskogee

**North**

MP G- 28 Plus 15 poles  
 MP G- 89 Plus 14 poles  
 MP G-112 Plus 30 poles  
 MP G-121 Plus 13 poles  
 MP G-128

**SOUTHERN SUBDIVISION**

MP G-134 Plus 25 poles  
 Coalton Junction  
 MP G-175 Plus 8 poles  
 MP G-231 Plus 3 poles  
 MP G-253 Plus 10 poles  
 Bromide Jct.  
 MP G-299 Plus 10 poles

Muskogee  
 Coalton Branch  
 Henryetta  
 Allen  
 Tupelo  
 Bromide Jct.  
 Durant  
 Denison

O. N. Junction  
 MP G-171 Plus 27 poles  
 MP G-229  
 MP G-250 Plus 26 poles  
 MP GB-4  
 MP G-297 Plus 5 poles  
 MP G-322

**MIDLAND VALLEY**

**West**

**East**

**Greenwood Branch**

Rock Island MP Junction

**EASTERN SUBDIVISION**

MP 9 Plus 12 poles  
 MP 22  
 MP 56 Plus 8 poles

Rock Island  
 Panama  
 Stigler  
 Muskogee

MP 20  
 MP 54 Plus 3 poles  
 MP 92 Plus 32 poles

**MIDDLE SUBDIVISION**

MP 101 Plus 4 poles  
 MP 154 Plus 23 poles  
 MP 188 Plus 17 poles  
 MP 195 Plus 36 poles

Muskogee  
 Tulsa-Lefebvre  
 Barnsdall  
 Nelagony  
 Pawhuska

MP 146 Plus 4 poles  
 MP 185 Plus 15 poles  
 MP 193 Plus 20 poles  
 MP 198 Plus 17 poles

**WESTERN SUBDIVISION**

MP 201 Plus 24 poles

Pawhuska

MP 253

MP 264 Plus 26 poles

Silverdale  
 Arkansas City  
 Wichita

MP Junction  
 MP 312 Plus 8 poles

**OKLAHOMA CITY-ADA-ATOKA RY.**

**South**

**North**

MP O- 9 Midwest City  
 MP O- 38 Shawnee  
 MP O- 86 Plus 15 poles Ada  
 MP O-105 Plus 15 poles Tupelo  
 MP O-121 Plus 15 poles Coalgate  
 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 DIESEL ENGINES**

**KANSAS, OKLAHOMA & GULF RY. CO.**

**Class of Engine**

**GP-7**

**F-7**

From	To	GP-7		F-7		
		One Unit	Two Units	One Unit	Two Units	Three Units
Baxter Springs	Wagoner	3350	6200	2600	5200	
Wagoner	Muskogee	3500	6400	3000	6000	
Muskogee	Baxter Sprgs.	3150	6000	2400	5000	
Muskogee	Gover	3000	6000	2650	5250	7000
Gover	Denison	2400	4800	2400	3750	6000
Denison	Muskogee	3000	6000	2650	5250	7000

**MIDLAND VALLEY R. R. CO.**

From	To	GP-7		F-7		
		One Unit	Two Units	One Unit	Two Units	Three Units
Ft. Smith	Rock Island	2300	4600			
Rock Island	Ft. Smith	2300	4600			
M. P. Jct.	Muskogee	3000	6000			
Muskogee	M. P. Jct.	3150	6200			
Muskogee	Pawhuska	3200	6000			
Pawhuska	Muskogee	3200	6000			
Pawhuska	Wichita	2850	5700			
Wichita	Pawhuska	2850	5700			

**O. C. A. - A. RAILWAY**

From	To	GP-7		F-7		
		One Unit	Two Units	One Unit	Two Units	Three Units
Turner	Tupelo	2400				
Tupelo	Turner	2400				
Tupelo	Atoka	2200				
Atoka	Tupelo	2200				



## PLACES AND TRACKS NOT SHOWN ON TIME TABLE

## K. O. &amp; G. Ry.

Location	Mile	Station No.	Car Capacity	Switch Connection
Baxter Jct.	G- 17.2	G- 17	51	North
Quapaw	G- 21.6	G- 21	10	South
Smallwood	G- 45.7	G- 45	10	North & South
Cleora	G- 56.1	G- 56	None	No Siding
Pensacola	G- 67.8	G- 68	5	North
Murphy	G- 97.0	G- 97	None	No Siding
Hoffman	G-164.7	G-165	None	No Siding
Lamar	G-200.1	G-200	None	No Siding
Atwood	G-222.5	G-222	None	No Siding

## M. V. R. R.

Location	Mile	Station No.	Car Capacity	Switch Connection
Boex	1.0	1B	45	East & West
Lark	3.5	4	70	East & West
Bokoshe	29.3	30	None	No Siding
Gloco	47.5	47	35	East & West
Stepo	58.0	58	79	East & West
Turley	157.5	158	11	West
Avant	176.7	177	6	East & West
Smart	179.1	179	None	No Siding
Empire	189.8	189	14	East
Tallant	190.2	190	11	West
Bovine	206.2	206	None	No Siding
Pastura	247.7	247	None	No Siding
Geuda Springs	271.1	271	None	No Siding
Paton	278.1	278	5	East & West
Oxford	282.4	282	None	No Siding
Waco	302.6	303	13	West
Thomas	311.1	311	7	East & West

## 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	19	North
Finn	O- 64.3	O- 64	32	North & South
Ahloso	O- 88.5	O- 88	3	North
Coil	O- 96.9	O- 97	19	North

## TRACK CARS - LINE-UPS

When practicable, track cars will not be placed or moved on main track unless current line-up has been received by the track car operator. If it is not possible for him to obtain a line-up, track car will be operated with due care and caution but in case of doubt or uncertainty, the safe course must be taken.

The dispatcher will issue a general line-up each morning, recording the same in his train order book. Available operators will make copy of this line-up for delivery to track car operators.

Other line-ups will be furnished by the train dispatcher on request, each line-up so furnished will be recorded in the train order book. All line-ups furnished track car operators will be in writing.



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

