
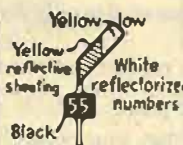
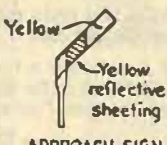
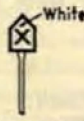

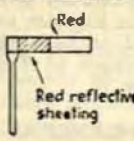

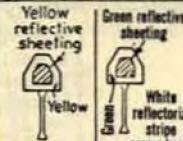





STANDARD SIGNS

 <p>STATION ONE MILE SIGN See Rule 14 (m) (One mile from station or first switch of siding, whichever is nearer, on single track in trackage territory. Not to be used on branch lines.)</p>	 <p>PERMANENT SPEED RESTRICTION SIGN See Rule 10(h) and Timetable Special Instructions Section 3</p>	 <p>APPROACH SIGN See definition of Restricted Speed and Special Instructions supplementary to Operating Rules</p>
 <p>HIGHWAY GRADE CROSSING WHISTLE SIGN 1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m.p.h. See Rule 14 (l)</p>	 <p>PERMANENT RESUME SPEED SIGN See Rule 10(h) Used in connection with Permanent Speed Restriction Sign</p>	 <p>STOP SIGN At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required</p>
 <p>RAILROAD CROSSING - JUNCTION - DRAW BRIDGE - ONE MILE SIGN (except when protected by interlocking). See Rule 98</p>	 <p>TEMPORARY SPEED RESTRICTION SIGN To be used per chart on Page 130, Uniform Code of Operating Rules See Rule 10(8)</p>	 <p>YARD LIMIT SIGN See Rule 93</p>
 <p>SPEED LIMITING SIGNS FOR SPRING SWITCHES When moving points in trailing movements</p>	 <p>SWITCHING LIMIT SIGN Used to designate Switching Limits in signal indication territory where Rule 93 does not apply</p>	

SAFETY FIRST



Missouri Pacific Railroad Company

CENTRAL DIVISION

SPECIAL INSTRUCTIONS No. 1

EFFECTIVE JULY 1, 1958

Superseding Special Instructions No. 14, Southern Kansas and Central Divisions, dated July 22, 1956, and Special Instructions No. 10, Wichita Division, dated August 15, 1954, and all supplements thereto.

SUPPLEMENTARY TO THE UNIFORM CODE OF OPERATING RULES

DATED MAY 1, 1950

H. B. DAVIS
Superintendent

CARRY INSIDE BACK COVER OF TIMETABLE

1. SUPERIORITY OF TRAINS:

See timetable.

2. MAXIMUM SPEED:

See timetable.

3. SPEED RESTRICTIONS:

See timetable.

4. STANDARD CLOCKS:

Osawatomic; Telegraph
Office, Yard Office,
SK Jct.
Durand
Coffeyville:
Disprs. Office,
Passenger Station
Conway Springs
Arkansas City
Van Buren Yard
North Little Rock

Little Rock:
Passgr. Station
Relay Telegraph
Office
Ft. Smith
Wichita:
Disp. Office
25th Street Yd.
East El Dorado
Ft. Scott
Hutchinson
Geneseo

5. WATCH INSPECTORS:

Location	Name	Street Address
Clarksville.....	Kings Jewelry.....	216 Main
El Dorado.....	J. W. Kirkpatrick Jewelry.....	Murphy Bldg.
Fort Smith.....	John Fink Jewelry.....	Malone Jewelry.....
North		
Little Rock....	A. Graves & Steuwer..	413 Main
Ozark.....	K. P. Stanton Jewelry.....	
Paris.....	Humphrey Jewelry.....	
Russellville.....	Sheppard's Jewelry.....	
Van Buren.....	C. Martin Jewelry.....	631 Main
Arkansas City....	Hugh E. Metzler Jewelry.....	115 S. Summett
Coffeyville.....	Wall Jewelry Store.....	122 W. Eighth
Fort Scott.....	Ova L. Newberry Jewelry.....	14 E. Wall
Fredonia.....	Thomas Jewelry.....	532 Madison
Hutchinson.....	Adams & Meador Jewelry.....	2 No. Main
Independence....	Paul B. Myser Jewelry..	121 W. Myrtle
Iola.....	Copening Jewelry.....	9 E. Madison
Neodesha.....	Ogden Jewelry.....	513 Main
Osawatomic.....	Griffith's Jewelry.....	533 Main
	Bob's Jewelry.....	519 Main
Wellington.....	Jagger's Jewelry.....	108 N. Washington
Wichita.....	Gumm Time Service..	123 N. Market
Winfield.....	E. H. Ruppelius Jewelry.....	808 Main
Yates Center....	Peterson's Jewelry.....	
Nowata.....	Kirk & Son Jewelry....	224 W. Delaware

See Item 48.

6. TRAIN REGISTERS:

At initial stations shown below, when the train order signal indicates "Proceed" and no operator on duty, or where there is no train order signal and no operator on duty, it will not be necessary for a regular train to have a Clearance as required by Itule 83(a):

Ft. Scott	Coffeyville	AA Jct.
Hardtner	Dexter Jct.	BB Jct.
Kanopolis	Midland Valley	Greenwood Jct.
Larned	Jct.	AC Jct.
McPherson	Arkansas City	Paris

Wichita is register station for trains originating and terminating at that point.

East Eldorado is a register station for McPherson Subdiv. trains only.

Regular trains must secure Clearance before leaving Anthony, except when relieved of doing so by train order.

Hutchinson, Kansas, Hutchinson Subdivision, is register station for train No. 411 and train No. 412 only.

Independence, Kansas, Coffeyville Subdivision is register station for train No. 125 and No. 126 only.

6.—Concluded.

When there is no operator on duty at Coffeyville, trains may leave Coffeyville without Clearance, modifying Rule 83 (a) and Clearance, issued to a Southward regular train at South Coffeyville or to a Northward regular train at Dearing, will authorize such train to assume its schedule at such point, modifying Rule 82 (a).

Southward trains entering Coffeyville Subdiv. at Dearing will not require Clearance, as required by Rule 83 (a) when train order signal indicates proceed.

Southward, except first class trains, Coffeyville Subdiv., must obtain Clearance at SK Junction.

Requirements of Rule 83 (a) at SK Jct. will have been fulfilled when crews of Southward first class trains have made check of Register at JN Telegraph Office at Osawatomic and have received Clearance at that point.

Spadra is a train register station only for trains moving via Clarksville Subdiv.

BB Junction is a train register station only for trains moving via Clarksville Subdiv., which are instructed by Train Order, to register at that point.

All trains, except No. 796, must receive Clearance at telegraph office Ft. Smith, unless relieved by train order Form W.

Northward trains must receive Clearance at Van Buren Yard.

Requirements of Rule 83 (a) at Greenwood Jct. will have been fulfilled when crews of Northward trains have checked Train Register and have received Clearance at Van Buren Yard or have checked Train Register and have received Clearance at Fort Smith, unless relieved by train order Form W.

7. GENERAL ORDER BOOKS:

SK Jct.	North Little Rock: Yard Office
Osawatomic:—Yard Office	Little Rock: Passenger Station
Telegraph Office	Relay Telegraph Office
Roundhouse	Clarksville
Neodesha	Ft. Smith
Independence	Ft. Scott
Coffeyville: Yard Office	Durand
Passenger Station	East El Dorado
Dispr. Office	Larned
Conway Springs	Wichita: 25th Street Yard
Silverdale	Passenger Station
Arkansas City	Disp. Office
Fredonia	Geneseo
Muskogee: Yard Office	Hardtner
Disp. Office	Hutchinson
Van Buren Yard	
Russellville	

8. MAIL CRANES BETWEEN STATIONS:

BLANK.

9. MAXIMUM PERMISSIBLE COOPER'S CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED, AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:

Between	Engines and Work Equipment	Gross Weight of Car and Lading
Osawatomic and Coffeyville...	E-64	251,000 lbs.
Dearing and Conway Springs..	E-45	210,000 lbs.
Dexter Jct. and Silverdale....	E-45	210,000 lbs.
Silverdale and Arkansas City..	E-56	240,000 lbs.
Roper Subdiv.:		
Roper and MP 415, Pole 14.	E-64	251,000 lbs.
MP 415, Pole 14 and Fredonia.....	E-60	251,000 lbs.
Coffeyville and.....		

9.—Concluded.

Between	Engines and Work Equipment	Gross Weight of Car and Lading
North Little Rock, including Clarksville Subdiv.	E-64	251,000 lbs.
Okay to Muskogee (K.O. & G.)	E-62	251,000 lbs.
Greenwood Jct. and Paris.	E-60	251,000 lbs.
Engines classifying over E-52 must not exceed speed of 5 MPH over Br. No. 5075, Arkansas River, Ft. Smith, and must not be double headed with any other engine over this bridge.		
Ft. Smith Suburban Railway..	E-45	210,000 lbs.
AC Jct. and Greenwood.	E-60	251,000 lbs.
Philpot Mine Lead, Ozark.	E-60	251,000 lbs.
Ft. Scott and Wichita.	E-64	251,000 lbs.
Wich. Term. Assn. Conn., Wichita.	E-45	210,000 lbs.
K. T. Oil Co. Spur, Wichita.	E-50	240,000 lbs.
Wichita and Geneseo.	E-64	251,000 lbs.
Geneseo and Kanopolis.	E-45	210,000 lbs.
El Dorado and MP 462-0.	E-60	210,000 lbs.
MP 462-0 and McPherson.	E-45	210,000 lbs.
Wichita and Hardtner.	E-45	210,000 lbs.
Conway Springs and Larned.	E-45	210,000 lbs.
Olcott and Iuka.	E-45	210,000 lbs.

Cars with gross weight of car and lading of more than 251,000 lbs., may be handled only upon authority of Superintendent, which authority, together with any restrictions, must be shown on, or attached to, waybill. If speed restrictions are involved, train order, Form X, must be issued specifying speed restrictions.

Explanation of Cooper's Classification:

Classification	Engine Numbers	Work Equipment
E-30.	800-811.	Pile Drivers X-165, X-169, X-170, X-171, Wrecking Derricks X-100, X-108.
E-35.	7100, 9000-9012.	Bridge Erection Cranes X-1025. Locomotive Cranes X-1004, X-1005, X-1006, X-1026 and X-1031. Locomotive Ditcher X-202. Wrecking Derricks X-101 to X-107, Inc. and X-109.
E-40.	7000-7021, 8001-8036.	
E-45.	201-208, 301-392, 501-626, 4100-4371, 4501-4526, 9102-9146, 9170-9186, 9200-9232, 9233-9239.	Bridge Erection Cranes X-1027, X-1028, X-1032, X-1033, Bridge Erection Derrick X-247. Bridge Derrick-Pile Driver, X-172. Wrecking Derricks X-110 to X-114, inc.

All other Work Equipment mounted on two standard four-wheel trucks and weighing not more than 150,000 pounds classifies E-30 or less.

Manner of handling steam engines, either in service or in tow, will be governed by Instructions issued by Superintendent or Trainmaster at the time of handling.

9-A. ENGINE RESTRICTIONS:

Location	MP	Pole	Restrictions
Van Buren Subdiv.:			
Hartman.	448	27	Engines must not be operated under coal tipples.
Spadra.	447	2	
Spadra.	446	28	
Wichita Subdiv.:			
25th Street Yard.	481	40	Engines must not be moved onto or over car unloader at FARMER'S ELEVATOR.
Hardtner Subdiv.:			
CG Elevator.	493	26	Engines must not be moved onto or over car unloader at CG Elevator.
Larned Subdiv.:			
Stafford.	628	19	Engines must not be put on track scales on Mill Tracks.

10. RAILROAD CROSSINGS AT GRADE:

Subdiv.	MP	Pole	Other Railroad	Senior Line	Type of Protection
Coffeyville.	357	19	AT&SF	AT&SF	Automatic Interlocking
Coffeyville.	308	24	Wichita Subdiv.		Electric Locked Gate against Wichita Subdiv.
Coffeyville.	417	19	AT&SF	MoPac	Automatic Interlocking
Coffeyville.	434	33	SL-SF	SL-SF	None
Coffeyville.	448	11	AT&SF	AT&SF	Automatic Interlocking
Coffeyville.	448	20	AT&SF	AT&SF	Automatic Interlocking
Roper.	425	9	AT&SF	AT&SF	None
Roper.	426	24	SL-SF	SL-SF	Gate against MoPac
Conway Springs.	442	13	AT&SF	MoPac	Automatic Interlocking
Conway Springs.	517	16	SL-SF	MoPac	None
Conway Springs.	517	17	AT&SF	AT&SF	None
Conway Springs.	537	18	MV	MoPac	Gate against MV
Conway Springs.	538	20	AT&SF	AT&SF	Electric Locked Gate against MoPac
Conway Springs.	544	16	CR1&P	MoPac	Automatic Interlocking
Arkansas City.	522	23	AT&SF	AT&SF	Automatic Interlocking
Wagoner.	660	17	M-K-T	MoPac	Manual Interlocking
Wagoner.	610	11	SL-SF	SL-SF	Automatic Interlocking
Wagoner.	581	17	M-K-T	M-K-T	Manual Interlocking
Wagoner.	573	11	KO&G	MoPac	Electric Locked Gate against KO&G
Wagoner.	568	22	SL-SF	MoPac	Electric Locked Gate against SL-SF
Wagoner.	526	20	KCS	MoPac	Manual Interlocking
Wagoner.	408	18	SL-SF	MoPac	Automatic Interlocking
Paris.	509	10	SL-SF	SL-SF	None
Paris.	509	11	KCS	MoPac	None
Paris.	No. "R" St. Ft. Smith		SL-SF	SL-SF	Gate against MoPac
Paris.	No. "L" St. Ft. Smith		KCS	MoPac	None
Wichita.	325	19	M-K-T	M-K-T	None
Wichita.	325	30	SL-SF	MoPac	None
Wichita.	327	07	M-K-T	M-K-T	Automatic
Wichita.	354	10	M-K-T	MoPac	Automatic
Wichita.	365	30	M-K-T	MoPac	Gated against M-K-T
Wichita.	367	30	M-K-T	MoPac	None
Wichita.	367	34	AT&SF	AT&SF	Automatic Interlocking
Wichita.	374	27	M-K-T	M-K-T	Gated against M-K-T
Wichita.	383	28	Coffeyville Subdiv.		Gate Electric Locked against Wichita Subdiv.
Wichita.	417	38	AT&SF	AT&SF	Gated against AT&SF
Wichita.	464	18	AT&SF	AT&SF	Gated against AT&SF
Hutchinson.	482	18	SL-SF	MoPac	Automatic Interlocking
Hutchinson.	489	29	CR1&P	MoPac	Automatic Interlocking
Hutchinson.	483	01	WTA	MoPac	Automatic Interlocking
Hutchinson.	483	01	AT&SF	AT&SF	Automatic Interlocking
Hutchinson.	485	14	MV	MoPac	Gated against MV
Hutchinson.	531	17	AT&SF	AT&SF	Gated against AT&SF
Hutchinson.	531	16	AT&SF	MoPac	Gated against AT&SF
Hutchinson.	531	19	AT&SF	AT&SF	Gated against AT&SF
Hutchinson.	532	02	CR1&P	CR1&P	Automatic Interlocking
Hutchinson.	532	02	Old Main	CR1&P	MoPac
Hutchinson.	533	21	AT&SF	AT&SF	Controlled Electric Signals
Hutchinson.	550	15	AT&SF	AT&SF	Automatic Interlocking
Hutchinson.	559	06	SL-SF	MoPac	Gated against SL-SF

10. Concluded.

Subdiv.	MP	Pole	Other Railroad	Senior Line	Type of Protection
Hutchinson	561	01	AT&SF	AT&SF	Gated against AT&SF
Hardtner	487	35	AT&SF	MoPac	Gated against AT&SF
Hardtner	488	25	AT&SF	MoPac	Gated against AT&SF
Hardtner	524	17	AT&SF	AT&SF	Controlled Electric Signals
Hardtner	542	00	AT&SF	MoPac	None
Hardtner	549	02	AT&SF	MoPac	None
Hardtner	572	15	AT&SF	AT&SF	Gated against MoPac
Hardtner	573	09	AT&SF	AT&SF	Controlled Electric Signals
Larned	567	06	AT&SF	MoPac	None
Larned	573	10	AT&SF	MoPac	Gated against MoPac
Larned	593	07	AT&SF	MoPac	Gated against MoPac
Larned	594	04	AT&SF	AT&SF	Gated against AT&SF
Larned	616	02	CRI&P	MoPac	Automatic Interlocking
Larned	629	33	AT&SF	AT&SF	Automatic Interlocking
Luka	620	33	CRI&P	MoPac	Gated against MoPac
McPherson	474	22	CRI&P	MoPac	Automatic Interlocking
McPherson	487	01	AT&SF	AT&SF	Automatic Interlocking
McPherson	514	30	CRI&P	MoPac	Automatic Interlocking

*Milton
Norwich
Kingman
Kingman*

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

10-A. Automatic Interlockings:

Rule 344 and other rules applicable, will govern.

Subdiv.	Location	MP	Pole	Other Railroad
Wichita	Iola	367	34	AT&SF
Wichita	Ft. Scott	327	07	MKT
Wichita	Moran	354	10	MKT
Hutchinson	Wichita	482	18	SL-SF
Hutchinson	Wichita	482	29	CRI&P
Hutchinson	Wichita	483	01	WTA
Hutchinson	Wichita	483	01	AT&SF
Hutchinson	Hutchinson	532	02	CRI&P
Hutchinson	Sterling	550	15	AT&SF
McPherson	Whitewater	474	22	CRI&P
McPherson	Newton	487	01	AT&SF
McPherson	McPherson	514	30	CRI&P
Larned	Turon	615	02	CRI&P
Larned	Stafford	629	33	AT&SF
Arkansas City	Arkansas City	522	23	AT&SF
Coffeyville	Garnett	357	19	AT&SF
Coffeyville	Benedict	417	19	AT&SF
Coffeyville	Independence	448	11	AT&SF
Coffeyville	Independence	448	20	AT&SF
Conway Springs	Caney	442	13	AT&SF
Conway Springs	Riverdale	544	16	CRI&P
Wagoner	Claremore	610	11	SL-SF
Wagoner	Van Buren	498	18	SL-SF

When signals do not clear on their approach. Rule 344 and other rules applicable, will govern. Instructions are posted in release boxes.

At Caney, Iola and Stafford, there are no time releases.

At Ft. Scott, Iola, Stafford, and Claremore, a delay in route will result in the loss of the route.

Short reclearing sections are provided at Stafford, Sterling, Iola, and Claremore.

Locations where release buttons or switch key boxes are at absolute signals for return switching movements: Arkansas City, Garnett, and Sterling.

At Newton, to clear westward absolute signal, press push button located in box at south end of station or at absolute signal. This signal should change to proceed indication if there is no conflicting movement. Should signal fail to indicate proceed, operate release push button located in box at crossing.

If six minutes or more is consumed after absolute signal indicates proceed, absolute signal will again display stop indication.

10-B. Interlockings With Controlled Electric Signals:

Subdiv.	Location	MP	Pole	Other Railroad
Hutchinson	Hutchinson	533	21	AT&SF
Hardtner	Argonia	524	17	AT&SF
Hardtner	Kiowa	573	09	AT&SF

10-B. Concluded.

Hand release and indicator lights are located in box near crossing. If indicator light is lighted, it will indicate the absolute signals on conflicting routes display Stop indication.

At Argonia and Kiowa, signals are controlled by AT&SF Dispatcher.

At Argonia and Kiowa, when absolute signals indicate stop, a member of crew must open metal box near absolute signal and press button in bottom of box. Should absolute signals continue to indicate Stop, trainman will communicate with the AT&SF train dispatcher and be governed by his instructions.

When signals fail to clear and telephone cannot be used, be governed by instructions posted in metal box.

At Hutchinson, signals are controlled by AT&SF operator at AT&SF-CRI&P interlocking station. Member of crew of westward trains, before making movement over crossing, will press button in box in one of following locations, at platform west end of passenger station, at west switch of siding, or at westward absolute signal. Member of crew of eastward trains, when absolute signal does not clear on the approach thereto, will press button located at AT&SF connection, or at eastward absolute signal. Push button must be held 10 seconds. When absolute signal does not indicate proceed, member of crew must press button in box located near absolute signal. If absolute signal continues to indicate Stop, communicate with AT&SF operator and be governed by his instructions.

10-C. Standard Manual Interlockings:

Subdiv.	Location	MP	Pole	Other Railroad
Wagoner	South Coffeyville	660	17	M-K-T
Wagoner	Wagoner	581	17	M-K-T
Wagoner	Sallisaw	526	20	KCS

WAGONER; SALLISAW; SOUTH COFFEYVILLE:

Interlocking signals work in conjunction with automatic block signals.

WAGONER:

Following engine and motor whistle signals ("a" for short sounds; "—" for longer sounds) will be used to call for routes:

Route	Whistle Signal
Main Track	— — — — —
To Siding	o o — — —
To Team Track	o o o — — —

10-D. Cabin Interlockings:

BLANK.

10-E. Interlocked Gates:

BLANK.

10-F. Standard Gates:

Subdiv.	Location	MP	Pole	Other Railroad
Conway Springs	Belle Plaine	537	18	MV
Roper	Fredonia	426	24	SL-SF
Wichita	Iola	365	30	M-K-T
Wichita	Piqua	374	27	M-K-T
Wichita		417	38	AT&SF
Wichita	Eldorado	454	18	AT&SF
Hutchinson	Wichita	485	14	MV
Hutchinson	Hutchinson	531	16	AT&SF
Hutchinson	Hutchinson	531	17	AT&SF
Hutchinson	Hutchinson	531	19	AT&SF
Hutchinson	Lyons	559	06	SL-SF
Hutchinson	Lyons	561	01	AT&SF
Hardtner		487	35	AT&SF
Hardtner	Wichita	498	25	AT&SF
Hardtner		572	15	AT&SF
Larned	Norwich	572	10	AT&SF
Larned	Kingman	593	07	AT&SF
Larned	Kingman	594	02	AT&SF

Within 4000 feet and not less than 1500 feet of each side of these crossings there is a restricted speed sign. Restricted speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

10-G. Standard Gates With Electric Locking Devices:

Subdiv.	Location	MP	Pole	Other Railroad
Coffeyville.....	Durand.....	398	24	Wichita Subdiv.
Conway Springs...	Belle Plaine...	538	20	AT&SF
Wagoner.....	Okay.....	573	11	KO&G
Wagoner.....	Ft. Gibson....	568	22	SL-SF
Paris.....	Ft. Smith Suburban R. R. (Ft. Smith)...		North "R" St.	SL-SF
Wichita.....	Durand.....	383	26	Coffeyville Subdiv.
Iuka.....	Preston.....	620	4	CRI&P
Hutchinson.....	Hutchinson....		Old Main	CRI&P
Hardtner.....		573	03	AT&SF

The gates at these crossings are electrically locked against Missouri Pacific. After train has been stopped a Trainman will proceed to the crossing, unlock and set gate against the conflicting route. After movement is completed gate will be restored to normal position.

To unlock and operate gates:

See instructions in box governing specific interlocked gates.

10-H. Flagging of Unprotected Railroad Crossings at Grade in Yard Limits, Where View is Obstructed:

Where the main track crosses the main track of another railroad, at grade, within yard limits, and there is no type of crossing protection, if the view of such other railroad is not clear for at least five hundred (500) feet from point of crossing, all trains and engines will stop, and, in addition a member of crew will flag the crossing and give signal therefrom if safe to proceed.

This rule is applicable at following points:

Location of Crossing	MP	Pole	Foreign Railroad	Direction in Which View is Obstructed and Necessary to Flag
Winfield.....	517	16	SL-SF	Both
Winfield.....	517	17	AT&SF	Both
Neodesha....	434	34	SL-SF	Southward

11. INTERLOCKING AT JUNCTIONS:

Location	MP	Pole	Junction
S K Jct.....	334	18	Kansas City Subdiv., Osawatomie Subdiv. and Coffeyville Subdiv.
Dearing.....	462	19	Conway Springs Subdiv. and Coffeyville Subdiv.

Interlocking signals operate in conjunction with automatic block signals.

At Dearing, junction switch is handled by operator located in depot.

Train and engine movements from Conway Springs Subdiv. to Coffeyville Subdiv. are governed by non-operative approach signal located 2500 feet west of junction switch, and absolute signal No. A-4625 located 315 feet west of junction switch. Trains and engines must move at Low Speed from approach signal to absolute signal.

12. YARD LIMITS:

	From		To	
	MP	Pole	MP	Pole
Coffeyville Subdiv.:				
Durand.....	397	18	400	13
Neodesha.....	433	6	435	25
Independence.....	448	4	450	11
Coffeyville.....	422	0	466	20
		(Pittsburg Subdiv.)		

12. Concluded

	From		To	
	MP	Pole	MP	Pole
Roper Subdiv.:				
Roper.....	Jct. Coffville Subdiv.		End of track	
Conway Springs Subdiv.:				
Dexter.....	497	3	499	5
Conway Springs.....	558	0	Jct. Hardtner Subdiv.	
Arkansas City Subdiv.:				
Dexter.....	Jct. Con. Spgs. Subdiv.		498	33
Silverdale.....	511	5	513	30
Arkansas City.....	521	0	End of track	
Pittsburg Subdiv.:				
Coffeyville.....	422	0	Jct. Coffville Subdiv.	
Wagoner Subdiv.:				
Coffeyville.....	662	2	Jct. Coffville Subdiv.	
Claremore.....	608	10	611	18
Wagoner.....	579	5	583	10
Greenwood Junction.....	503	30	504	25
Van Buren.....	495	20	497	20
Greenwood Subdiv.:				
Greenwood.....	525	15	End of track	
AC Junction.....	AC Jct.		515	0
Paris Subdiv.:				
Ft. Smith.....	508	12	514	8
Paris.....	549	5	End of track	
Van Buren Subdiv.:				
Van Buren.....	495	20	497	20
Russellville.....	416	12	419	30
Morrilton.....	391	10	394	0
Conway.....	371	0	374	02
North Little Rock.....	Jct. Hoxie Subdiv.		346	20
Clarksville Subdiv.:				
Clarksville.....	440	20	447	07
Wichita Subdiv.:				
Ft. Scott.....	328	20	Jct. with Cornell Subdiv.	
Rich Hill Subdiv.....	324	10	Jct. with	
Cornell Subdiv.....	327	15	Wichita Subdiv.	
Toia.....	363	27	369	4
Durand and Yates Center.....	382	10	387	25
El Dorado.....	451	30	455	27
Wichita.....	480	13	Jct. with Hutchinson Subdiv.	
Hardtner Subdiv.:				
Wichita.....	489	15	Jct. with Hutchinson Subdiv.	
CGF Elevator.....	492	10	495	16
Conway Springs.....	511	27	513	21
Hardtner.....	580	25	End of track	
Larned Subdiv.:				
Conway Springs.....	559	30	Jct. with Hardtner Subdiv.	
Larned.....	663	15	End of track	
Hutchinson Subdiv.:				
Wichita.....	487	22	Jct. with Wichita Subdiv.	
Hutchinson.....	530	24	535	11
Lyons.....	558	4	561	27
Geneseo.....	570	31	524	36
McPherson Subdiv.:				
El Dorado.....	457	13	Jct. with Wichita Subdiv.	
Potwin.....	466	13	468	0
McPherson.....	513	11	End of track	

13. SWITCHES:

13-A. Spring Switches:

Subdiv.	Type of Switch	Station Location	MP	Pole	Normal Position
Coffeyville Wagoner..	No. 16	Dixon...	372	19	For Main Track
Wagoner..	No. 20	South Coffeyville..	659	10	For Main Track
Van Buren.	No. 10	Coffeyville Yard..	662	1	For Main Track
Van Buren.	No. 10	BB Jet..	435	30	For Van Buren Subdiv.
Van Buren.	No. 10	Spadra..	443	22	For Main Track
Van Buren.	No. 10	Van Buren Yard..	496	12	For Main Track
Paris.....	No. 10	Ft. Smith.	507	29	For Paris Subdiv.
Hutchinson	No. 20	Wichita (25th St.)...	482	6	For Westward Main Track
Hutchinson	No. 20	Wichita.	484	39	For Eastward Main Track

Rule 104 (a) and other rules applicable will govern. See Section 3 of Special Instructions in time-table covering speed restrictions.

13-B. Remotely Controlled Switches:

Subdiv.	Location	Type of Switch	Operated From
Wagoner.....	Van Buren (North Switch of Siding).....	No. 10	Van Buren Yard
Wagoner.....	Greenwood Jct. (North Wye)	No. 10	Van Buren Yard
Wagoner.....	Greenwood Jct. (South Wye)	No. 10	Van Buren Yard
Wagoner.....	Okay (North Switch of Siding).....	No. 16	Okay
Paris.....	Greenwood Jct. (West Wye)..	No. 10	Van Buren Yard

Rules 104 (b), 104 (c) and other rules applicable, will govern.

13-C. Normal Position of Switches other than Spring or Remotely Controlled:

Location	Normal Position
Coffeyville..... (South end two main tracks)	For Northward Track.
Coffeyville..... (Junction of southward main track with Coffeyville Subdiv. main track)	For Coffeyville Subdiv. main track and against southward main track.
Coffeyville..... (Junction of northward main track with Coffeyville Subdiv. main track)	For Northward main track and against Coffeyville Subdiv. main track.
East Switch Dexter Jct. (leading from Conway Springs Subdiv.)	For Arkansas City Subdiv.
AC Jct.....	For Paris Subdiv.
Spadra..... (Switch leading from "Junction Cut-off" to Clarksville Subdiv.)	For Junction Cut-off.
Okay..... (K&G connection switch to Siding.)	For KO&G Connection.

13-D. Interlocked Switches:

Switches at following points are mechanically interlocked and handled by signalmen:

Location	Designation	Handled by operator at
Coffeyville		
Subdiv.:		
Dearing.....	Junction Switch.....	Dearing
Dearing.....	North switch of siding....	Dearing
Dearing.....	North switch of House track.....	Dearing
Wagoner		
Subdiv.:		
South		
Coffeyville..	North Switch of Siding..	South Coffeyville
Wagoner.....	Crossover No. 3.....	Wagoner Tower
	Crossover No. 4.....	Wagoner Tower
	South switch—Team track.	Wagoner Tower
Sallisaw.....	North switch of siding....	Sallisaw Tower
	Compress track.....	Sallisaw Tower

13-E. Handling of Switches by Operators or Switch Tenders:

BLANK.

13-F. Bolt Locked Switches:

BLANK.

13-G. Electrically Locked Switch:

SubDiv.	Location
Coffeyville....	Lane—North and South switch siding.
Coffeyville....	Garnett—North switch house track.
Coffeyville....	Dearing—South switch siding.
Coffeyville....	Dearing—South switch of house track.
Wagoner.....	Greenwood Jct.—South switch siding.

Instructions for handling:

To enter or leave sidings when signal indicates Stop, open the switch Rule 292A, open door of lock case after red disc shows unlocked, operate lock lever from right to extreme left, switch can then be operated in usual manner.

To enter tracks where there is no signal to display Stop, open the switch Rule 292A, stop short of switch or derail, and operate in same manner as explained above.

Instructions posted in lock cases.

If lock does not release immediately leave lock door open at least 5 minutes as time relay may be operating.

Electric lock on north house track switch, GARNETT, is normally unlocked and operation of switch is similar to ordinary hand throw switch; if lock fails to release, instructions are posted in box at crossing.

13-H. Split-Point Derails Are Located As Follows:

Station	Mile Post	Pole	Location
Van Buren Subdiv.:			
Spadra.....	442	29	South end of House Track
Clarksville Subdiv.:			
Clarksville.....	442	31	Poultry Plant Spur Track
Wagoner Subdiv.:			
Jackmont.....	648	0	South End of Stock Track
Sallisaw.....	526	23	Lime Plant Spur Track No. 3
Coffeyville Subdiv.:			
Hilford.....	431	8	NKC Grain Elevator Spur Track

13-I. Handling of Derails:

Trains or engines entering a track protected by derails, the employe handling the switch will handle the derail before lining switch for track to be used.

14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

Subdiv.	Location	Facing or Trailing Points
Hutchinson	Wichita, 9th St.	Trailing
Hutchinson	Wichita, 12th St.	Trailing
Hutchinson	Wichita, 16th St.	Facing
Hutchinson	Wichita, 21st St.	Trailing
Van Buren	North Little Rock	Trailing
Van Buren	North Little Rock	Trailing

Designation of Crossovers Between Main Track and Sidings for Purpose of Identification in Train Orders:

COFFEYVILLE:

Crossover located at MP 467, Pole 8, at north entrance to north yard, leads to track No. 7 and is designated as "CROSS-OVER No. 1, COFFEYVILLE."

WAGONER:

Crossover at Mile Post 580, pole 30, leading from main track to Siding (facing point for northward trains) is designated as "CROSSOVER No. 1, WAGONER".

Crossover located at Mile Post 581, pole 12, leading from main track to siding (facing point for southward trains) is designated as "CROSSOVER No. 2, WAGONER".

Crossover located at Mile Post 581, pole 17, leading from main track to siding (facing point for southward trains) is designated as "CROSSOVER No. 3, WAGONER".

Crossover located at Mile Post 581, pole 20, leading from main track to siding (facing point for northward trains) is designated as "CROSSOVER No. 4, WAGONER".

OKAY:

Crossover at Mile Post 573, Pole 13, between Main Track and Siding, Okay, (facing point for Southward trains) is designated "Crossover No. 1, Okay".

VAN BUREN:

Crossover located at MP 497, Pole 17, leading from main track to track No. 1, (facing point for northward trains), is designated "CROSSOVER No. 1, VAN BUREN".

Crossover located at MP 497, Pole 22, leading from main track to track No. 1 (facing point for southward trains), is designated "CROSSOVER No. 2, VAN BUREN".

CONWAY:

Crossover located at MP 372, Pole 29 (College Street) leading from Main Track to siding (facing point for southward trains) is designated "CROSSOVER No. 1, CONWAY".

YATES CENTER:

Crossover MP 386, Pole 4 to MP 386, Pole 6 is designated "Crossover Yates Center."

EUREKA:

Crossover MP 420, Pole 24 to MP 420, Pole 26 is designated as "Crossover Eureka."

15. FLASHING LIGHT TRAIN ORDER SIGNALS:

Train order signals at following locations are equipped with flashing lights to distinguish them from other signals:

Coffeyville Subdiv.	Wagoner Subdiv.	Van Buren Subdiv.
Garnett	South Coffeyville	Conway
Durand	Nowata	Morrilton
Neodesha	Claremore	Russellville
Independence	Wagoner Tower	
Dearing	Okay	
	Ft. Gibson	
	Sallisaw	

16. SIDINGS:

16-A. Sidings of Assigned Direction (see Rule 105):

Station	Assigned Direction	Which Side of Main Track	Extends			
			From		To	
			MP	Pole	MP	Pole
Wagoner Subdiv.:						
Oologah...	Northward...	West.....	622	6	623	5
Oologah...	Southward...	East.....	621	17	622	13

16-B. Designation of Sidings:

Sidings and Their Capacity are Designated by Time Table.

Station	Location	Designated As	Location of Switches			
			North		South	
			MP	Pole	MP	Pole
Wagoner Subdiv.:						
Wagoner	First track west of main track	Siding.....	582	15	580	17
Van Buren Subdiv.:						
Russellville...	First track east of main track	Siding.....	418	27	417	20
Spadra...	First track east of Van Buren Subdiv. main track.....	Siding.....	443	22	442	20
Spadra...	Track leading from Spadra Siding to Clarksville Subdiv. main track.....	Junction Cut-off..	442	20	447	7
				(Van Buren Subdiv.)	(Clarksville Subdiv.)	
Van Buren..	First track west of main track	Siding.....	498	18	497	17
Paris Subdiv.:						
Fort Chaffee.	First track west of main track	Siding.....	519	19	520	3

Location of switches designated as entrances to yards:

Subdiv.	Station	Location of Switches			
		North		South	
		MP	Pole	MP	Pole
Wichita....	25th St. Yard...	481	8		
Hutchinson	Wichita.....	484	39		
Coffeyville...	Coffeyville.....	467	8	467	29
Wagoner....	Coffeyville Yard.	663	4	662	1
Van Buren and Wagoner..	Van Buren Yard.	498	18	496	12
Paris.....	Fort Smith.....	508	19	508	33
Paris.....	Paris.....	553	1		
				East	West
Arkansas City	Arkansas City...	522	2		

16-C. Sidings in Advance of Train Order Signals:

Subdiv.	Station	Switch	Distance and direction from train order signal
Wichita.....	Piqua.....	West...	64 ft.—east
Wichita.....	Durand.....	East...	527 ft.—west
Hutchinson.....	Haven.....	East...	580 ft.—west
Hutchinson.....	Yoder.....	West...	1887 ft.—west
Coffeyville.....	Greeley.....	South...	1749 ft.—south
Coffeyville.....	Durand.....	North...	300 ft.—south
Coffeyville.....	Neodesha.....	South...	321 ft.—north
Coffeyville.....	Independence.....	North...	237 ft.—south
Conway Springs...	Caney.....	West...	255 ft.—east
Conway Springs...	Cedarvale.....	West...	335 ft.—east
Arkansas City...	Silverdale.....	West...	201 ft.—east
Wagoner.....	So. Coffeyville..	North...	265 ft.—south
Wagoner.....	Okay.....	South...	158 ft.—north
Wagoner.....	Ft. Gibson.....	North...	201 ft.—south
Wagoner.....	Sallisaw Tower..	North...	76 ft.—south
Van Buren.....	Morrilton.....	North...	950 ft.—south
Clarksville.....	Clarksville.....	South...	1370 ft.—north
Paris.....	Fort Chaffee...	North...	822 ft.—south

"Meet" and "Wait" orders must not be issued at the meeting or waiting point, to northward trains at Durand, Independence, Ft. Gibson, Morrilton and Fort Chaffee; to southward trains at Greeley, Neodesha and Okay; to east-

16-C. Concluded.

ward trains at Durand, Yoder and Haven; or to westward trains at Piqua, unless proper flag protection is afforded.

16-C (1). Designation of stations outside ABS territory where issuance of train order to train at meeting or waiting point is prohibited, per items (2) and (3) of third paragraph, Rule 38 of Rules and Instructions to Train Dispatchers:

(1) Stations at which physical conditions obstruct view:

BLANK.

(2) Stations at which the restricted train would pass before reaching the train order signal, the siding switch an inferior train would use to enter siding:

Clarksville—Southward trains only.

Cedarvale—Westward trains only.

Piqua—Westward trains only.

Haven—Eastward trains only.

16-D. Sidings Permitted to be Used as Team and Storage Tracks, Modifying Rule 105:

Conway Springs Subdiv.:

Tyro	Wauneta	Eaton
Caney	Layton	Tisdale
Niotaze	Taussig	Belle Plaine
Peru	Hooser	Anson
Gibbs		

Arkansas City Subdiv.:

Silverdale

Greenwood Subdiv.:

Greenwood

Paris Subdiv.:

South Fort Smith	Barling	Thessing
Fort Chaffee	Ursula	Ratchiff
Lavaca	Charleston	

Hutchinson Subdiv.:

Maize	Noble	Lyons
Yoder	Andale	Midway
Sterling	Nickerson	

Wichita Subdiv.:

Eureka Summit Pontiac

All sidings on Hardtner, Iuka, Larned and McPherson subdvs.

16-E. Sidings Equipped with Spring Switches for Right Hand Running:

BLANK.

17. BLOCK SIGNALS:

17-A. Automatic Block System:

Hutchinson Subdiv. First St., Wichita and HD Jct.

Coffeyville Subdiv. Between SK Jct. and Signal No. 4672, located just north of Crossover No. 1, North Yard, Coffeyville.

Wagoner Subdiv. Between Van Buren Yard and Coffeyville Yard.

Van Buren Subdiv. Between North Little Rock and Van Buren Yard.

Paris Subdiv. Between Greenwood Jct. and Signal No. 5204 at Fort Chaffee.

Rules 281 to 292-A incl., 325 to 332 incl., 350 to 356 incl., and other rules applicable, will govern.

Rule 99 (j) is in effect in this territory.

The following is added to Rule 285:

When advance view permits, start reducing speed before reaching approach signal, and when such view is sufficient, to 30 MPH before reaching it.

OKAY:

The leaving time of No. 170 at Okay applies at, and Schedule of this train originates at Crossover No. 1, Okay.

BB JUNCTION:

To clear Signal 4359L push strap key No. 2; to clear Signal 4359R push strap key No. 1. After waiting four minutes, signal should clear. If signal fails to clear, be governed by Rule 350.

17-B. Operation by Signal Indication: Opposing and following movements:

Subdiv.	Between		Control Operator at
	Absolute Signals	and Absolute Signals	
Coffeyville...	3349 (SK Jct.)	3436 (Lane)	SK Jct.
Coffeyville...	4623 (Dearing)	4666 (Coffeyville)	Dearing
Wagoner...	4976 (Van Buren Yard)	5039 (Greenwood Jct.)	Van Buren Yard
Wagoner...	6596 (South Coffeyville)	6621 (Coffeyville Yard)	South Coffeyville
Paris.....	5039 5032 (Greenwood Jct. Wyo Switches)	5082 (Ft. Smith)	Van Buren Yard

Rules 400 to 406, inc., and other rules applicable, will govern.

COFFEYVILLE:

A train must not leave Coffeyville without first notifying Control Operator at Dearing or South Coffeyville that train is ready to leave.

Northward first-class trains must stop clear of north end of Southward main track, unless Signal No. 4672 located just north of Crossover No. 1 displays indication per Rule 281.

GREENWOOD JCT.:

Southward trains, Wagoner Subdiv., will move by Signal indication from Signal No. 5015 at North switch of siding, Greenwood Jct. to Signal No. 5039, governing entrance to Territory where there are opposing and following movements by block signals.

17-C. Operation by Signal Indication with the Current of Traffic:

BLANK.

17-D. Dragging Equipment Detectors:

BLANK.

17-E. Low Type (Repeat) "Calling on" Indication of Train Order Signals:

Station	Direction	Location
Van Buren Subdiv.:		
Conway.....	Northward...	Mile Post 371, Pole 27. (374 feet in advance of switch at south end of siding)
Morrilton.....	Northward...	Mile Post 391, Pole 11. (380 feet in advance of switch at south end of siding)
Wagoner Subdiv.:		
Claremore.....	Northward...	Mile Post 608, Pole 18. (475 feet in advance of switch at south end of siding)
Coffeyville Subdiv.:		
Independence....	Northward...	Mile Post 450, Pole 0. (300 feet in advance of switch at south end of siding)
Neodesha.....	Southward....	Mile Post 433, Pole 12. (263 feet in advance of switch at north end of siding)
Durand.....	Northward...	Mile Post 403, Pole 8. (300 feet in advance of switch at south end of siding)
Garnett.....	Northward...	Mile Post 358, Pole 10. (75 feet in advance of switch at south end of siding)

18. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:

Wagoner and Coffeyville Subdivs.:

COFFEYVILLE:

There are two main tracks connecting Wagoner Subdiv. with Coffeyville Subdiv., south end located at a point 250 feet north of yard office at Coffeyville Yard. Junction of northward main track (north end) with Coffeyville Subdiv. main track is located at MP 467, Pole 11 and junction of southward main track (north end) with Coffeyville Subdiv. main track is located at MP 467, Pole 9.

Southward main track is designated by a sign just north of switch at junction with Coffeyville Subdiv. main track.

See Section 13-C of these instructions for normal position of switches.

Trains will keep to the right on these two main tracks as prescribed by Rule D-81, unless otherwise instructed by yardmaster.

Passenger trains at passenger station for movement southward on Wagoner Subdiv. may back northward on Coffeyville Subdiv. main track to a point where engine will clear switch leading to Wagoner Subdiv. southward main track, and northward Wagoner Subdiv. passenger trains may pull out on Coffeyville Subdiv. main track to clear switch at Junction of Wagoner Subdiv. northward main track with Coffeyville Subdiv. main track and back southward to passenger station, but if either of these moves involves passing signal 4672 displaying "stop, then proceed at low speed" indication, train must stop and provide flag protection before passing signal.

Northward Wagoner Subdiv. passenger trains finding north end of southward main track occupied should move through crossover into Track No. 7-31 a sufficient distance, to make back-up movement to passenger station.

Between Signals Nos. 4666-4667 and Coffeyville Passenger Station and between MP 662 Pole 4 and Signals Nos. 4666-4667, trains have no time table superiority and will move at restricted speed, expecting to find other trains or engines occupying main track.

Van Buren Subdiv.:

SPADRA:

Northward trains moving from Clarksville Subdiv. must, unless otherwise specified, move through Junction Cut-off into Spadra siding and through siding, entering Van Buren Subdiv. main track at north switch of siding.

Southward trains moving to Clarksville Subdiv. must move through Spadra siding and Junction Cut-off, entering Clarksville Subdiv. at south switch of Junction Cut-off.

(See Section 16 of these instructions for designation of "Spadra Siding" and "Junction Cut-off.")

When making train order meeting points at Spadra between opposing trains moving to and from Clarksville Subdiv., train order must specify that northward train will "hold Van Buren Subdiv. main track at Spadra" and such train will enter Van Buren Subdiv. at AA Jct.

These instructions do not modify requirements of Rules 99 and 105.

OZARK:

Crews handling loads from Philpot Mine to Ozark must stop train at top of Hill about four miles north of Ozark and set up pressure retaining valves on all cars in the train to high pressure of 20 pounds and leave them in this position until stop is made at foot of hill for derail, where all retainers must be turned back to exhaust position before proceeding with train.

19. DOUBLE HEADING TRAINS:

BLANK.

20. HELPER AND PUSHER SERVICE:

20-A. Helper Service:

BLANK.

20-B. Pusher Service:

BLANK.

21. BRIDGES OVER NAVIGABLE STREAMS:

Subdiv.	Name	MP	Pole
Paris.....	Arkansas River Drawbridge 5075.....	507	15

This bridge contains a movable span which can be opened for passage of boats if and when river traffic demands.

Track rails are continuous and the movable span is not interlocked.

Movable span must not be opened for passage of boats or otherwise until flagmen with stop signals have been sent out a sufficient distance in both directions to insure full protection, as prescribed by M. of W. Rule 99 (M. W.).

22. OPERATION OVER FOREIGN LINES:

(a) At Caney, Kansas, AT&SF main track between Mo. Pac. crossing (AT&SF Mile Post 21.5) and Oklahoma-Kansas State Line (AT&SF Mile Post 22.9) will be used jointly by Mo. Pac. and AT&SF trains. AT&SF main track between points designated is automatic block territory. Switch indicators installed near all switches leading into main track. All trains run at restricted speed expecting to find main track occupied by other trains.

(b) Between Okay and Muskogee, Missouri Pacific crews will be governed by uniform code of Operating Rules, timetable and special instructions of K. O. & G. Ry.

22-A. Operation in Terminals on Connecting Divisions:

At Geneseo, including KA Jet., WE Jet. and GO Jet-trains will be governed by Kansas Division Timetable, Special Instructions and General Orders.

(a) Use of tracks between SK Jet. and Osawatomie will be governed by Kansas Division timetable and special instructions.

(b) Little Rock Terminal:

Use of tracks between JK Jet. and North Little Rock will be governed by Central Division timetable and Arkansas Division special instructions.

Use of tracks between North Little Rock and Little Rock will be governed by Arkansas Division timetable and Arkansas Division special instructions.

22-B. Operation of Foreign Line Trains over Missouri Pacific Tracks:

(a) Between Silverdale and Midland Valley Jct. at Arkansas City, Midland Valley trains operate over Mo. Pac. tracks and are governed by Central Division timetable, Uniform Code of Operating Rules and special instructions.

(b) Dardanelle and Russellville Railroad trains and engines operate over a portion of main track and on certain yard tracks within yard limits at Russellville, and are governed by Missouri Pacific time table, Uniform Code of Operating Rules, Special instructions supplementary thereto, and General orders.

Before D. & R. trains or engines enter Missouri Pacific main track, permission must be obtained from Operator at Russellville. Before granting permission, Operator will secure from Train Dispatcher a "check of first-class trains" on Train Order, Form V. If this train order shows that no first-class trains are overdue, Operator may grant permission to occupy main track under provisions of Rule 93. If any first-class trains are overdue, Operator will not grant permission to occupy main track under provisions of Rule 93, until Train Order, Form E, giving time on overdue first-class trains, has been delivered to D. & R. train or engine.

(c) Between Mile Post 509 Pole 13 and Mile Post 509 Pole 16 at Fort Smith, Kansas City Southern trains and engines operate over Missouri Pacific tracks and are governed by Rule 93 of the Uniform Code of Operating Rules.

23. FREIGHT TRAINS HANDLING PASSENGERS.

Local freight trains carrying passengers will stop cabooses at station platform.

24. TRAIN ORDER DELIVERY DEVICES:

Station	Location
Coffeyville Subdiv.:	
Westphalia.....	West side of main track at depot.
Durand.....	East side of main track at depot.
Buffalo.....	East side of main track at depot.
Dearing.....	East side of main track at depot.
Wagoner Subdiv.:	
Sallisaw Tower...	East side of main track at tower.
Vian.....	West side of main track at depot.
Okay.....	West side of main track at depot.
Wagoner Tower...	East side of main track at tower.
Inola.....	West side of main track at depot.
Claremore.....	East side of main track at depot.
Talala.....	West side of main track at depot.
Nowata.....	West side of main track at depot.
So. Coffeyville Tower.....	East side of main track at tower.

Van Buren Subdiv.:

Spadra..... West side of main track at depot.
 Ozark..... East side of main track at depot.

Passenger Trains:—Engine men will receive orders from top fork, conductors from middle fork and rear trainmen from bottom fork.

Freight Trains:—Engine men will receive orders from top fork and rear trainmen from bottom fork.

**25. MOTOR CARS:
BLANK.**

26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:

1. For Passenger Service, an engineer must have had one year of service as road engineer, and must have made a trip as engineer or fireman, in either passenger or freight service, over the subdivision during the preceding 150 days. Having made such a trip as fireman, but not as engineer, he may qualify by making this fact known to his conductor and, before starting trip, the two of them thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Not having had such service as either engineer or fireman, he may qualify by making a round trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

In the application of the foregoing, an engineer will be considered as having had one year of service as a road engineer when he has made one or more trips in road service per month for twelve months. The twelve months need not be consecutive months.

2. For Freight Service, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make this fact known to his conductor and, before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period.

Qualifications for engineers in this paragraph will also apply to engineers handling Troop trains.

The following Subdiv's. are excepted from the provisions of instructions under this section:

Roper	McPherson
Paris	Larned ✓
Greenwood	Hutchinson
Conway Springs	Hardtner
Arkansas City	Iuka

(Between KA Jct. and Kanopolis only.)

26. Concluded.

3. Firemen, working in Road or Yard Service, who have failed to pass the required examinations for promotion to engineer and are restricted in their service, are not to operate locomotives in Road or Yard Service, except in some extreme emergency, when the engineer might be physically incapacitated and unable to perform his duties as engineer.

27. MANNER OR PROTECTING OBSTRUCTED TRACK ON LIGHT TRAFFIC SUBDIVISIONS, BY TRAIN ORDER AND SIGNALS PLACED BY MAINTENANCE OF WAY EMPLOYEES:

Rules and regulations for Maintenance of Way and Structures, effective December 1, 1951, includes Rule 99 (xs); affecting train movement, which is repeated below for information and guidance of employes affected thereby:

"99 (xs), Protection by Train Order—Protection required by Rule 99 (mu) may be given by train order on such light train subdivisions as may be designated by the Superintendent.

Requests for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection required, naming each day; the location, mile post and pole; time limits, and any additional information that may be needed by the Train Dispatcher.

After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or track being protected. Yellow restricting signs shall be placed 3500 feet in advance of the red flags; and two torpedoes shall be placed on rail 300 feet in advance of the yellow restricting signs (see diagram).

Red flags shall be not less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on engineer's side so they are plainly visible. Yellow restricting signs must be placed not more than 8 feet from rail and torpedoes must be placed on the rail on engineer's side for approaching trains.

Trains will stop before passing the red flag and be governed by oral instructions from the foreman or man in charge. If work is not completed and track or structure not restored for normal use within time limit specified by the train order, full protection shall be provided as required by Rule 99 (mw).

The following form "X-S" train order will be used, copy of which will be furnished to trains in both directions and to foreman or man in charge, when practicable:

"7:01 AM until 4:01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by foreman in charge."

"10:01 AM until 4:01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."

The maximum length of track that can be protected by form "X-S" train order is one mile.

Only the foreman or man in charge is permitted to place and remove the red flags.

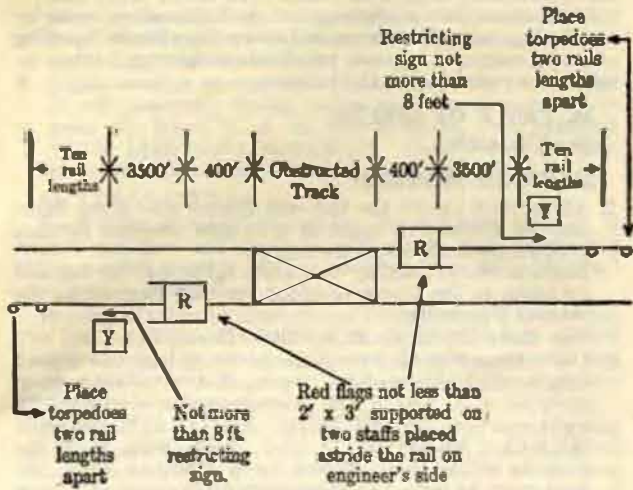
Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen."

The following light traffic subdivisions are designated as territory where the provisions of this rule will apply:

Conway Springs Subdiv. (Dexter to Conway Springs).	
Roper Subdiv.	
Greenwood	Iuka
Paris (Fort Chaffee to Paris)	McPherson
Hardtner	Hutchinson (Between KA Jct. and Kanopolis)
Larned	

27. Concluded.

Chart for placing stop signals when train order form "X-S" is used for protection light traffic lines:



27-A. PROTECTION ORDERS:

The use of protection orders Form Y is authorized on the following light traffic subdivisions:

- | | |
|------------|------------------------------|
| Larned | Wichita |
| Iuka | Conway Springs |
| Hardtner | Greenwood |
| McPherson | Paris (Ft. Chaffee to Paris) |
| Hutchinson | |

27-B. APPROACH ORDER:

Example: 8:35 AM to 5:35 PM approach (Tie Renewal Gang) (Tamping Gang) (Welding Gang) (Surfacing Gang), between Mile Post 587, pole 5, and Mile Post 587, pole 30, prepared to stop and proceed on hand signal given with yellow flag by foreman in charge. A speed of 30 miles per hour will not be exceeded within the limits of this order.

Temporary restricted and resume speed signs will be displayed as required in Uniform Code of Operating Rule 10(g).

28. MOVEMENT OF TRAINS THROUGH TUNNELS:

Limited clearances of Conway tunnel necessitates careful handling of oversize shipments.

29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Name	Station Number	Miles from St. Louis	Capacity
Coffeyville Subdiv.:			
Haaty	R 62	395.30	10 Cars
Hilford	R 99	432.30	17 Cars
Brickton	R 107	439.43	37 Cars
Conway Springs Subdiv.:			
Rogers	NL 41	464.61	12 Cars
Whitman	NL108	531.40	18 Cars
Arkansas City Subdiv.:			
Esch	NB 6	503.67	4 Cars
Perings	NB 15A	512.71	158 Cars
Wagoner Subdiv.:			
Poerless	L 313	652.78	38 Cars
Jackmont	L 308	648.12	24 Cars
Nowata Stock Yards	L 298	638.64	6 Cars
McFarlin	L 261	601.03	11 Cars
Clarksville Subdiv.:			
Lambriek Spur	L 97	440.71	12 Cars
Ward	L 100	442.61	24 Cars
King Switch	L 99	441.95	36 Cars

29. Concluded.

Name	Station Number	Miles from St. Louis	Capacity
Van Buren Subdiv.:			
Philpot Mine	L 118	455.16	20 Cars
Ark. Stripping Co.	L 110	447.30	40 Cars
Kemp-Johnson Coal Co.	L 109A	446.91	9 Cars
Hoyt	L 108	445.86	10 Cars
Horns	L 51	393.76	19 Cars
Wichita Subdiv.:			
Beckley	H 82	380.95	5 Cars
Landergin	H 126	425.09	18 Cars
Hardtner Subdiv.:			
Murray Gill	H 194	493.36	90 Cars
CG&F Elevator	H 194	493.86	262 Cars
Frontier	H 195	494.36	31 Cars
Latta	H 206	505.60	9 Cars
Hinton	H 236	535.50	16 Cars
Waterworks	H 245	543.96	5 Cars
Hutchinson Subdiv.:			
Wichita Sand, Inc.	M 5	490.62	12 Cars
Superior Sand Co. Inc.	M 5	491.00	28 Cars
Berwet	M 11	496.10	13 Cars
Lock Joint Pipe Co.	M 18	497.80	24 Cars
Small Spur	M 26	511.25	5 Cars
McPherson Subdiv.:			
Koss Construction Co.	PB 31	485.47	12 Cars
Marvel Industries	PB 34	488.85	9 Cars
Central Kansas Hatchery	PB 46	500.92	4 Cars
Iuka Subdiv.:			
Carmi	NC 14	623.90	17 Cars

30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF ENGINE WHISTLE OR HORN AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14, 14(i) AND 30.

FORT SCOTT

City ordinance prohibits sounding engine whistle, therefore, when approaching crossings inside the City Limits of Ft. Scott the bell will be rung, beginning as engine approaches the crossing whistle sign "X" and continuing until engine passes over crossing. Whistle will not be sounded except as a warning where person or vehicle is on or approaching the crossing oblivious to approach of the train and whose attention cannot be attracted by ringing of bell, that is, where absolutely necessary to prevent accident or personal injury, and to comply with Rules 14(e), 14(d), 14(e), 14(k), and answer to 14(k).

31. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:

Running switches and the kicking of detached cars over public crossings at grade within the city limits of Hutchinson, Kansas is prohibited by city ordinance.

Morrilton, Arkansas: Crossing gate at road crossing on Oil Mill track normally set across Oil Mill track. Trainman will set gate against street traffic before using crossing, and return it to normal position after using.

32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND "EAGLE" TRAINS:

1. USE OF PUSH BUTTON BELL:

Mail compartment cars of "Eagle" trains are equipped with bells operated by pushbutton from the Diesel engine. Engine-man will sound this bell approaching mail cranes.

2. INSTRUCTIONS RELATING TO EMPLOYEES IN CAB OF DIESEL ENGINES:

BLANK.

3. OPERATING DIESEL ENGINES THROUGH WATER:

To avoid damage to traction motors, diesel engines or gas-electric motor cars 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 any probability of water

32. Concluded.

having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

4. RERAILING DIESEL ENGINES:

To prevent serious damage to traction motors, train, engine or yardmen should make no attempt to rerail a diesel engine under its 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 Master Mechanic or his representative, who will issue necessary detailed instructions or provide proper mechanical Supervision.

5. DYNAMIC BRAKE ON T&P DIESEL FREIGHT ENGINES:

Certain T&P freight engines used in joint MP-T&P service, are equipped with a dynamic brake, which is **not to be used**. Braking of freight trains must be performed as outlined in Section 4, "Freight Train Handling", in "Brown Book."

6. IDENTIFYING NUMBERS ON MULTIPLE UNITS:

Rule 206, fifth paragraph, changed to read:

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

7. MOVEMENT OF DIESEL ENGINES WITH SHORT WHEEL BASES:

The movement of Diesel Engines Nos. 800 to 811, inclusive, 4100, 4101, 9000 to 9013, inclusive; 9102 to 9146, inclusive; 9170 to 9186, inclusive; 9200 to 9226, inclusive, 9233 to 9239, inclusive, or any other engines which have wheel base of less than 35 feet, — over the railroad crossing with the ATSF at Kiowa, Kan., **without a car or cars attached** so that block and interlocking signals will properly function, — **IS PROHIBITED**.

8. COUPLING ROAD-SWITCH DIESEL UNITS TO STANDARD ROAD DIESEL UNITS:

When road-switch diesel units are coupled with standard road diesel units, employes will not pass from road-switch unit to standard road diesel unit, or vice versa, while these units are in motion.

When road-switch units are coupled to standard road units, safety chains must be placed across hand rail of road-switch unit and cross bar in door of road unit placed across door next to road-switch unit.

When "A" units that are equipped to operate as "B" units are operated in trailing movements employes must not pass from cab end of unit to rear of adjoining unit or vice versa while these units are in motion.

If it becomes necessary to go from or to a road-switch diesel unit coupled with a standard road diesel unit, or vice versa, and coupled units are in motion, such coupled units will first be stopped and employe or employes will **dismount** from unit and go to desired unit on the ground.

33. RULES AND INSTRUCTIONS WITH WHICH EMPLOYES SHOULD PROVIDE THEMSELVES:

Employes must provide themselves with a copy of and be conversant with all rules and instructions applicable to their duties, including:

- The Uniform Code of Operating Rules.
- Our Safety Plan.
- Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air-Conditioning Equipment, and Train Handling Instructions.
- Circular 81, Rules and Instructions for The Government and Protection of Employees, whose Duties Require them to go between, under or about Engines or Cars.
- Rules and Instructions Governing the Operation of a Railroad Radio Communication System.
- Association of American Railroads' (MCB) Rules Governing Condition and Interchange of Cars.
- Loading Rules.
- L. C. C. Regulations for the Transportation of Explosives, Inflammables and other Dangerous Articles.

33. Concluded.

Instructions covering the handling of Live Stock.

Circular 43-E.

Such instructions pertaining to their duties as are issues by accounting and traffic officers, and instructions for the handling of mail, baggage, express, perishable freight and other instructions pertaining to their duties.

34. TABLE OF SPEEDS:

(See Timetable.)

35. TRAIN SIGNALS:

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

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.

(See Rules 20, 20(a), 20(b), 20(c), 23 and 24.)

2. Conventional markers on passenger trains may be replaced with a single electric light of prescribed type which must show red to the rear of such passenger trains by day and by night; except, that **OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY ONLY**, when train is in the clear in siding to be passed by a following train, the light must be turned to show green to the rear, and again turned to show red to the rear before train fouls the main track.

3. Conventional markers on freight trains may be replaced with a single electric light of prescribed type which must show red from sunset to sunrise and as prescribed by Rule 9. At end of run when train is clear of main track and hand operated switch closed, light must be extinguished.

These instructions modify Rule 19.

36. OPERATION OF RIVER TRANSFERS: BLANK.

37. TELEPHONES:

All telephone booths on this division are equipped with a telephone connected to dispatchers circuit or control operator.

Listed below are locations of telephones other than those in telephone booths:

Coffeyville Subdiv.:

Location	MP	Pole	Building in which Located
Aliceville.....			Cabinet in Depot
Rose.....			Cabinet in Depot
Coffeyville.....			Trainmens Room in Depot

Conway Springs Subdiv.:

Sedan.....			Freighthouse
Hooser.....	491	0	Stockyard Office

Wichita Subdiv.:

Piqua.....	374	27	Freight Room
Iola.....	367	17	End Freight Hse.
Lallape.....	361	23	Waiting Room
Bronson.....	348	34	Freight Room
Uniontown.....	341	20	Freight Room
Redfield.....	336	10	Freight Room

Hutchinson Subdiv.:

Hutchinson.....	532	20	Yard Office
-----------------	-----	----	-------------

38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF PASSENGER EQUIPMENT:

1. **Occupied wooden passenger carrying equipment** will not be accepted for movement. If necessary to move such cars, they will be handled only when unoccupied and then only on rear of train.
2. **Occupied steel underframe passenger carrying cars** will not be handled. If necessary to move such cars, they may be handled only when unoccupied and then only when there is an all steel unoccupied car next between them and an occupied car.
3. **Wooden or steel underframe baggage cars** must not be used as "kitchen" cars in troop trains, as kitchen cars are occupied cars.
4. **Steel underframe baggage, express or storage mail cars** when unoccupied may be handled between steel or steel underframe cars, or between the engine and steel

38. Concluded.

or steel underframe cars. However, when operating between St. Louis and Texarkana and between Memphis and Little Rock, such unoccupied steel underframe cars may be handled only when there is an unoccupied all steel constructed car between such a steel underframe car and any occupied all steel car.

5. Light-weight streamlined cars shall not be handled in our passenger trains, unless cars are constructed to meet the latest A. A. R. specifications. All Missouri Pacific light-weight streamlined "Eagle" cars are constructed to meet the latest A. A. R. specifications.

39. CLEARANCES:

As of date of these instructions, the following is a list of tracks, wire lines and structures adjacent to main tracks and sidings, which provide what is considered "close clearances," with certain exceptions:

Because of frequent changes and volume of such clearances, this list does not and could not at all times include all low switch stands, low signals, passenger station platforms and cattle guards which in general provide limited clearances immediately above base of rail.

However, for the same reason, this list also does not and could not at all times include all sites of what are considered "close clearances" of structures, etc., adjacent to other than main tracks and sidings, such other tracks consisting of industry, spur, house, team, yard and similar tracks.

Employees are therefore specially charged with their own responsibility of informing themselves as to the location of structures or obstructions where clearances are close, as required by Rule L of the Uniform Code of Operating Rules, and are admonished to use such precaution as will prevent personal injuries.

Limited Side Clearances Affecting Main Tracks and Sidings

Location	Track Number or Name	Structure
(SEE KANSAS DIVN. SPECIAL INSTRUCTIONS FOR LIMITED CLEARANCES INSIDE YARD LIMITS AT OSAWATOMIE)		
Coffeyville Subdiv.:		
Osawatomie	Main Track.....	Bridge 3353
Lane.....	Main Track.....	Cantilever Signal
Greeley....	Main Track.....	Bridge 3486
Garnett....	Siding.....	Train Order Signal
LeRoy.....	Main Track.....	Bridge 3833 hand rail
LeRoy.....	Main Track.....	Bridge 3834 hand rail
LeRoy.....	Siding.....	Bridge 3834 hand rail
LeRoy.....	Main Track.....	Bridge 3850
Vernon....	Main Track.....	Bridge 3929
Neodesha..	Main Track.....	Bridge 4330
Neodesha..	Main Track.....	Handrail Br. 4352
Neodesha..	Main Track.....	Bridge 4356
Sycamore..	Main Track.....	Bridge 4391
Independence...	Main Track.....	Bridge 4491 hand rail
Roper Subdiv.:		
Roper.....	Main Track.....	Bridge 4175
Frdonia..	Main Track.....	Bridge 4266 hand rail
Conway Springs Subdiv.:		
Dearing... Main Track.....	Bridge 4291	
Caney.... Main Track.....	Bridge 4433	
Peru..... Main Track.....	Bridge 4537	
Gibbs.... Main Track.....	Rock Cut, MP 466-17 to 20	
Gibbs.... Main Track.....	Rock Cut, MP 467-05 to 07	
Cedarvale Main Track.....	Bridge 4785	
Cedarvale Main Track.....	Bridge 4812	
Taussig... Main Track.....	Rock Cut, MP 487-14	
Taussig... Main Track.....	Rock Cut, MP 487-28 to 32	

39. Continued

Limited Side Clearances Affecting Main Tracks and Sidings

Location	Track Number or Name	Structure
(SEE KANSAS DIVN. SPECIAL INSTRUCTIONS FOR LIMITED CLEARANCES INSIDE YARD LIMITS AT OSAWATOMIE)		
Conway Springs Subdiv. (Concl.)		
Hooser....	Main Track.....	Rock Cut MP 488-13 to 15
Hooser....	Main Track.....	Rock Cut MP 488-15 to 18
Hooser....	Main Track.....	Rock Cut MP 488-20 to 23
Hooser....	Main Track.....	Rock Cut MP 493-23 to 27
Hooser....	Siding.....	Stock Yard Platform
Dexter....	Main Track.....	Rock Cut MP 496-14 to 17
Dexter....	Main Track.....	Bridge 4989
Eaton....	Main Track.....	Rock Cut, MP 502-11
Eaton....	Main Track.....	Rock Cut MP 502-14 to 18
Tisdale....	Main Track.....	Rock Cut MP 506-14 to 15
Tisdale....	Main Track.....	Rock Cut MP 511-03 to 04
Winfield... Main Track.....	Guard Rail at E. 8th St.	
Belle Plaine Main Track.....	Bridge 5401	
Arkansas City Subdiv.:		
Dexter....	Main Track.....	Bridge 5007
	Main Track.....	Rock Cut MP 509-20
	Main Track.....	Bridge 5108
(SEE ARKANSAS DIVN. SPECIAL INSTRUCTIONS FOR LIMITED CLEARANCES INSIDE YARD LIMITS AT LITTLE ROCK)		
Van Buren Subdiv.:		
Conway... Main Track.....	Tunnel MP 375-30	
Knoxville.. Main Track.....	Bridge 4378	
Hartman... Main Track.....	Bridge 4488	
Ozark.... Main Track.....	Bridge 4613	
Ozark.... Main Track.....	Train Order Signal	
Ozark.... Siding.....	Train Order Signal	
Ozark.... Main Track.....	Rock Cut MP 465-14 to 18	
Poping.... Main Track.....	Rock Cut MP 471-22	
Poping.... Main Track.....	Rock Bluff MP 471-23	
Poping.... Main Track.....	Rock Bluff MP 471-24 to 26	
Poping.... Main Track.....	Rock Cut MP 471-29 to 30½	
Poping.... Main Track.....	Rock Bluff MP 471-31½ to 33½	
White Oak. Main Track.....	Rock Cut MP 474-02	
White Oak. Main Track.....	Rock Cut MP 474-30 to 32	
Wagoner Subdiv.:		
Van Buren. Main Track.....	Bridge 5001	
Hanson... Main Track.....	Bridge 5176	
Sallisaw... Main Track.....	Bridge 5230	
Sallisaw... Main Track.....	Bridge 5248	
Ashby.... Main Track.....	Bridge 5308	
Vian..... Main Track.....	Highway Bridge	
Vian..... Main Track.....	Bridge 5362	
Gore..... Main Track.....	Bridge 5445	
MP 548.6. Main Track.....	Bridge 5486	
Braggs.... Main Track.....	Bridge 5537	

Limited Side Clearances Affecting
Main Tracks and Sidings

Location	Track Number or Name	Structure
Wagoner Subdiv.: (Concl.)		
MP 560.3.	Main Track.....	Bridge 5608
MP 562.5.	Main Track.....	Rock Cut
Fort Gibson.....	Main Track.....	Bridge 5652
Fort Gibson.....	Main Track.....	Bridge 5688
Inola.....	Main Track.....	Bridge 5928
Sagecyah.....	Main Track.....	Bridge 6184
Nowata.....	Siding.....	Train Order Signal
Delaware.....	Main Track.....	Bridge 6437
South Coffeyville...	Main Track.....	Bridge 6618
Clarksville Subdiv.:		
Clarksville.	Main Track.....	Bridge 4431
Clarksville.	Main Track.....	Train Order Signal
A.A. Jct...	Main Track.....	Bridge 4470
Paris Subdiv.:		
Fort Smith	Main Track.....	Bridge 5075 Arkansas River
Fort Smith	Main Track.....	Depot Platform Shelter
Fort Smith	Main Track East Leg of Wyc.....	Power Line Tower
Fort Smith	Main Track.....	Power Line Tower D St.
Coleman...	Main Track.....	Rock Cut MP 509-23 to 24
Fort Chaffee..	Main Track.....	Bridge 5230
Charleston.	Siding.....	Cotton Platform
Ratcliff....	Main Track.....	Bridge 5457
Paris.....	Main Track.....	Bridge 5526
Greenwood Subdiv.:		
Buell.....	Main Track.....	Rock Cut MP 516-16
MP 519-01 1/2....	Main Track.....	Rock Cut
MP 519-35	Main Track.....	Rock Cut
MP 522-26	Main Track.....	Rock Cut
Wichita Subdiv.:		
Ft. Scott..	Main Track.....	Bridge B
Ft. Scott..	Main Track.....	Retaining Wall
Batesville..	Siding.....	Stock Chute
Toronto...	Main Track.....	Train Order Signal
MP 400-15	Main Track.....	Bridge 139
Summit....	Siding.....	Stock Chute
MP 464-0.	Main Track.....	Bridge 214
Hutchinson Subdiv.:		
MP 535-24	Main Track.....	Bridge 71
Hardtner Subdiv.:		
Kiowa....	Main Track.....	Crossing Gates (2)
Iuka Subdiv.:		
Iuka.....	Main Track.....	Elevators & Warehouse

Limited Overhead Clearances Affecting
Main Tracks and Sidings

Location	Track Number or Name	Structure
Coffeyville Subdiv.: Neodesha..	Main Track.....	Bridge 4330
Conway Springs Subdiv.:		
Caney.....	Main Track.....	Bridge 4433
Peru.....	Main Track.....	Bridge 4537
Dexter....	Main Track.....	Bridge 4989
Belle Plaine	Main Track.....	Bridge 5401
Arkansas City Subdiv.:		
Dexter....	Main Track.....	Bridge 5007
(SEE ARKANSAS DIVN. SPECIAL INSTRUCTIONS FOR LIMITED CLEARANCES INSIDE YARD LIMITS AT LITTLE ROCK)		
Van Buren Subdiv.:		
Conway...	Main Track.....	Conway Tunnel MP 375-30
Alix.....	Main Track & Siding	Highway Bridge
Ozark.....	Main Track.....	Guy Wire MP 461-15
Wagoner Subdiv.:		
Van Buren.	Main Track.....	Bridge 5001
Ashby.....	Main Track.....	Bridge 5308
Gore.....	Main Track.....	Bridge 5445
Braggs....	Main Track.....	Bridge 5537
Ft. Gibson.	Main Track.....	Bridge 5652
Ft. Gibson.	Main Track.....	Bridge 5688
Paris Subdiv.:		
Fort Smith	Main Track.....	Arkansas River Bridge 5075
Fort Smith	Ft. Smith Suburban Main Track.....	Highway Bridge

40. FLAGGING SIGNALS:

Rule 35 is changed to read:

"The following signals will be used by flagmen:

Day Signals { A red flag
(Not less than 10 torpedoes and six red fuses)

Night Signals { A white light
(Not less than 10 torpedoes and six red fuses"

Rule 221(d) changed to read:

"Operators must have the following signal appliances ready for immediate use:

- 1 red flag
- 1 white flag
- 1 white light
- 8 torpedoes
- 6 red fuses"

41. LIGHT ENGINES IN ROAD MOVEMENT:

Rule 99(j) will not apply to light engines in road movements.

42. DEFINITION OF DELAY UNDER RULE 330:

Question: What length of time shall be considered a "delay" under the requirements of Rule 330?

Answer: Five minutes or more.

43. SPECIAL SAFETY RULES:

Rule 510 of the "Uniform Code of Operating Rules is amended as follows:

"Employes will not ride on leading footboard of an engine except when necessary to make cut between engine and first car in switching."

44. RUNNING TEST OF PASSENGER TRAINS:

"Brown Book" Rule 806 — "Running test of passenger trains" is changed to read:

"Conductors and trainmen must observe that these tests are complied with, and note that brakes apply and release. On each running test, after brakes release, flagman will give one short blast of communicating signal from the rear passenger carrying car in train, to indicate to engine men that brakes are operating properly. After brakes are released on each running test, if engine man fails to receive one short blast of communicating signal as required herein, he must stop train and ascertain why signal was not received."

When a passenger train is stopped in emergency, entire train must be inspected both sides, before proceeding.

45. RELEASING BRAKES ON FREIGHT TRAINS:

To improve train handling and expedite the movement of freight trains, the following instructions will govern:

Brakes on freight trains may be released after a total brake pipe reduction of not less than ten (10) pounds has been made.

This supersedes that section of Rules 402, 404(6), 408 and 410(3), contained in the "Brown Book" effective June 1, 1952, which requires that brakes will not be released on less than 100 cars with less than a fifteen (15) pound reduction, nor 100 cars or more with less than a full service reduction.

The standard independent Brake cylinder pressure setting on Baldwin road freight units 201-08 will be 35 pounds. This modifies Rule 1101(4) "Brown Book."

46. STANDARD BRAKE PIPE PRESSURE — PASSENGER TRAINS:

110 lbs. is the standard brake pipe pressure for all passenger trains.

Feed valves on engines hauling passenger trains must be adjusted to 110 lbs. pressure prior to departure from a terminal where maintenance forces are available.

In the event a freight engine is used for a passenger train out of a terminal, after the change in standard brake pipe pressure has been made, the main reservoir safety valve must be adjusted to 143 p.s.i. and air compressor governor to 130 p.s.i. minimum — 140 p.s.i. maximum at the time the feed valve is adjusted to the new standard pressure.

47. STATE FLAGGING LAW:

BLANK.

48. WATCH INSPECTION: Rule 2 of the Uniform Code of Operating Rules is changed to read as prescribed by Circular 43-E.



The Book of Rules is Your Plan of Work

It contains the thought of practical and experienced railroad men. Operating Rules are the result of the application of common sense and good judgement based on experience. To get the thought out of the book, you must open it and study it. Each violation is a potential accident. Faithful observance of the rules will prevent accidents. A rule of seemingly small importance becomes the most important rule in the book when its violation causes an accident.

Read the Rule... Study the Rule... Know what to do under the Rule, and why... Then DO it!

WHAT ARE SOME OF THE INGREDIENTS OF A SAFE MAN?

- ① Physical Fitness.
- ② Mental Alertness.
- ③ A Sincere Desire to Work Safely.
- ④ A Working Knowledge and Proper Understanding of the Rules.
- ⑤ Cheerful Compliance with the Rules.
- ⑥ Teamwork and Cooperation.
- ⑦ Knowledge of the Importance of Details.
- ⑧ Appreciation of our Individual Responsibility to ourselves, our families, our fellow-workers and our Railroad.



The BOOK of RULES is Your Plan of Work

It contains the thought of practical and experienced railroad men. Operating Rules are the result of the application of common sense and good judgement based on experience. To get the thought out of the book, you must open *it and study it*. Each rule violation is a potential accident. Faithful observance of the rules will prevent accidents. A rule of seemingly small importance becomes the most important rule in the book when its violation causes an accident.



Read the Rule... Study the Rule... Know what to do under the Rule, and why... Then DO it!

NO DETAIL IS UNIMPORTANT!