



**ALWAYS
BE
SAFE**

ALL WAYS



M-K-T R.R. CO.

**SYSTEM
TIMETABLE
No. 4**

EFFECTIVE 12:01 A.M. APR. 24, 1977

**FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY**

**The Railroad Company Reserves the Right to Vary Therefrom
as Circumstances May Require**

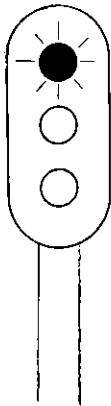


OFFICERS

H. L. GASTLER, VICE PRES., OPERATION
DENISON, TEXAS

T. G. TODD, GENERAL MANAGER
DENISON, TEXAS

D. D. DOYLE, SUPT. TRANSP.,
DENISON, TEXAS



**"Go"
for safety**



COUNT ON KATY

THE EMPLOYEE IS THE SENTINEL OF HIS SAFETY AND THE SAFETY OF OTHERS, THROUGH HIS INTELLIGENCE, KNOWLEDGE OF THE RULES AND INSTRUCTIONS, AND THE EXERCISE OF PRUDENT JUDGMENT.

EACH CONDUCTOR, ENGINEER AND FOREMAN IS A TEACHER AND HAS THE OBLIGATION TO REQUIRE RULES OBSERVANCE AND SAFETY IN THE PERFORMANCE OF DUTY BY MEN UNDER HIS SUPERVISION.

S A F E T Y
IS UP TO YOU

and

SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY

EXPLANATION OF CHARACTERS

A—Automatic Interlocking.
B—Radio Base Station.
C—Connection.
D—Diesel Fuel Oil.
F—Radio Wayside Station.
G—Gate- Normal position against M-K-T.
H—Drawbridge.
M—Manual Interlocking.
N—Gate- Normal position against conflicting route.
O—Train Order Office.
P—Track Scales.
S—Stop Sign.
T—Turntable or Wye.
V—Automatic Switch.
W—Water.
X—Railroad Crossing at Grade.
Y—Yard Limits.
Z—Remote Control Switch.
#—Standard Clock only.
*—General Order Book only.
Register Stations are shown in full-faced type, and by symbol letter (R) immediately above station name.

ABBREVIATIONS IN CONNECTION WITH MILE POST LOCATIONS

A—Kansas City and Oklahoma Subdiv. R—Wilburton Subdiv.
B—Neosho Subdiv. S—Joplin Subdiv.
D—Dallas and Hillsboro Subdiv. U—Georgetown Subdiv.
K—Denton Subdiv. V—Columbia Subdiv.
M—Lockhart and San Antonio Subdiv. Z—Tulsa Subdiv.
O—Fayette Subdiv. —B—Western Subdiv.
P—Sherman Subdiv.

CLASSIFICATION OF ENGINES

UNITS NUMBERED	Equipped For MU Control	Tonnage Class	Cooper Rating
1 to 3 incl., 5 to 12 incl.	Yes	34	E-46
14 to 24 incl., 26 to 28 incl.	Yes	34	E-46
30 to 31 incl., 34, 43, 44.	Yes	34	E-46
50 to 55 incl.	Yes	40	E-46
70-A, 72-C, 75-E, 75-F, 78-C.	Yes	40	E-41
91 to 123 incl.	Yes	40	E-45
142, 143, 146, 152 to 154 incl.	Yes	40	E-45
170 to 230 incl.	Yes	55	E-46
300 to 321 incl.	Yes	54	E-44
350 to 352 incl.	Yes	54	E-44
401-B.	Yes	40	E-41
500-S.	Yes	40	E-41

INDEX

NORTHERN DIVISION		SOUTHERN DIVISION	
	PAGE		PAGE
Cherokee Subdiv.....	6- 7	Dallas Subdiv.....	13
Choctaw Subdiv.....	8- 9	Denton Subdiv.....	22
Columbia Subdiv.....	12	Fort Worth Subdiv...	16-17
Fayette Subdiv.....	12	Georgetown Subdiv...	22
Joplin Subdiv.....	10	Hillsboro Subdiv....	14-15
Kansas City Subdiv..	4- 5	Houston Subdiv.....	20
Neosho Subdiv.....	12	Lockhart Subdiv.....	23
Oklahoma Subdiv.....	11	San Antonio Subdiv..	21
St. Louis Subdiv....	2	Sherman Subdiv.....	22
Sedalia Subdiv.....	3	Texas Subdiv.....	18-19
Tulsa Subdiv.....	10	Western Subdiv.....	23
Wilburton Subdiv....	12		

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length of Siding in feet	NORTHWARD	
SECOND CLASS	SECOND CLASS						
101	102						
DAILY	DAILY	STATIONS				DAILY	
		2000	0.0	ST. LOUIS			
			3.9	NORTH MARKET			
PM 7 00		2007	8.7	BADEN	YARD	AM 5 00	
PM 7 40		2027	26.9	MACHENS	Z	AM 3 40	
8 10		2039	39.2	ST. CHARLES	6962	3 07	
9 43		2078	77.9	MARTHASVILLE	7043	1 34	
		2105	104.9	RHINELAND	OB		
102 11 40		2125	125.1	MOKANE	7355	101 11 40	
12 08		2143	143.3	NORTH JEFFERSON	OB	10 43	
12 24		2154	153.5	HARTSBURG	6942	10 27	
1 01		2170	169.5	MCBAINE		9 50	
			169.8	COLUMBIA JCT			
		2188	188.3	NEW FRANKLIN	Y		
2 05		2189	189.1	FRANKLIN	YTWDOB YARD	9 00	
AM				189.1		PM	

ABS between MP 121.2 and MP 188.2.

Between St. Louis and North Market, TRRA Rules, Timetable and Special Instructions govern.

Between North Market and Machens, B N Inc. Rules, Timetable and Special Instructions govern.

Trains will report for clearance other than as required by Rule 83(a) (last paragraph):
Baden instead of Machens—Trains originating.

Trains will register at other than register stations as follows:
Baden—Trains originating or terminating.
Baden instead of Machens—Northward trains.
Franklin instead of Machens—Southward trains.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 26.9 - MP 92.7	25	Bangert	41.6	2041
MP 92.7 - MP 95.0	10	Watts	56.9	2057
MP 95.0 - MP 125.0	25	Matson	60.7	2061
MP 125.0 - MP 156.0	40	Klondike	64.2	2064
MP 156.0 - MP 187.9	25	Augusta	66.4	2066
		Dutzow	74.0	2074
		Treloar	84.8	2085
		McKittrick	100.7	2101
		UB	119.7	2120
		Tebbetts	131.2	2131
		Rocheport	178.4	2178

FLOOD INDICATORS
MP 169.25
MP 184.2

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length of Siding in feet	NORTHWARD	
SECOND CLASS	SECOND CLASS						
101	102						
DAILY	DAILY	STATIONS				DAILY	
AM 2 25		2189	189.1	(R) FRANKLIN	YTWDOB YARD	PM 6 20	
			191.1	MO. RIVER BRIDGE	H		
2 41		2192	191.7	BOONVILLE	C	5 59	
3 17		2206	206.3	HOFFMAN	6303	5 23	
			226.3	MO. PAC.	XA		
		2227	227.1	SEDALIA	CYTWDOB		
			227.7	MO. PAC.	XN		
4 24		2231	230.8	CAMPBELL	Y	6928	4 16
		2248	247.8	WINDSOR	WOB		
5 24		2255	255.5	CALHOUN	T	3 16	
5 48		2265	265.4	NORTH CLINTON	CY	7942	2 52
			265.4	SL-SF	XN		
		2267	266.6	CLINTON	YWOB		
6 13		2273	273.4	LADUE	Y	4800	2 27
6 43		2286	285.7	APPLETON CITY	F	3722	1 57
6 49		2288	287.9	LINDALE	F	7696	1 51
7 44		2309	309.3	WALKER	F	4282	12 56
8 01		2316	316.0	TODD	Y	9205	12 39
			316.7	MO. PAC.	XA		
		2317	317.1	NEVADA	CYOB		
8 39		2331	331.2	EVE	C	4857	PM 12 01
			337.4	SL-SF	CXA		
		3338	338.2	FORT SCOTT	YWOB		
8 58		3339	339.1	GRIFFITH	Y	6878	11 42
			365.0	AT&SF	XA		
10 20		3373	372.9	ST. PAUL	Y	7390	101 10 20
10 46		3384	383.5	CROSS	Y		9 15
11 30		3386	386.0	(R) NORTH YARD	YTWDOB YARD		9 00
AM				196.9		AM	

ABS between MP 189.7 and MP 227.0.

Trains will register at other than register stations as follows:
Sedalia—Trains originating or terminating.
Clinton—Trains originating or terminating.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 189.3 - MP 191.7	10	North Boonville	190.7	2191
MP 191.7 - MP 226.3	25	Pilot Grove	203.4	2203
MP 226.3 - MP 227.7	10	Beaman	221.1	2221
MP 227.7 - MP 382.5	25	Greenridge	239.2	2239
MP 382.5 - MP 385.0	10	Montrose	280.2	2280
		Rockville	294.5	2294
		Schell City	298.4	2298
		Harwood	303.5	2303
		Deerfield	326.9	2327
		Hiattville	351.1	3351
		Hepler	358.0	3358
		Walnut	365.0	3365
		South Mound	379.5	3380

SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE STATIONS
SECOND CLASS					
105	103	111			
DAILY	DAILY	DAILY			
.....	.....	.....	1000	0.0	KANSAS CITY.....
.....	.....	.....	.....	2.0	29TH STREET.....
PM 9 30	PM 4 30	AM 8 00	1003	2.6	GLEN PARK.. YTWDPB
.....	.....	.....	.....	3.9	ROSEDALE.....
PM 10 45	PM 5 45	AM 9 15	3043	43.1	PAOLA..... YWF
.....	.....	.....	.....	43.4	MO. PAC..... XA
10 52	5 52	9 22	3047	46.5	RINGER.....
11 15	6 15	9 45	3062	61.6	PARKER.....
11 23 106	6 23	9 53	3067	66.8	DUNLAY.....
11 55	6 49	10 19	3083	82.8	KINCAID.....
12 15 AM	7 09	10 39	3095	94.7	MORAN..... F
.....	.....	.....	.....	94.8	MO. PAC..... XA
12 44	7 38	11 08	3113	112.6	KIMBALL.....
.....	.....	.....	.....	119.9	AT&SF..... XA
12 59	7 53	11 23	3121	120.6	ERIE.....
1 21	8 15	11 45	3384	133.7	CROSS..... Y
2 30	8 45	12 45	3386	136.2	NORTH YARD.. YTWDPB
AM	PM	PM			136.2

ABS between MP A-43.1 and MP A-134.5.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP A- 43.1 - MP A-133.7...	40	Beagle.....	A- 54.6	3055
MP A-133.7 - MP A-135.2...	10	Centerville..	A- 70.0	3070
Except: Paola, through		Mildred.....	A- 87.0	3087
Long Track.....	10	Elsmore.....	A-103.4	3103
Paola, between crossover		Savonburg....	A-106.4	3106
MKT Main Track to SL-SF		Stark.....	A-110.4	3110
Main Track (MP A-42.9)				
and Signal 431				
(MP A-43.14).....	20			
Over Bridge A-70.4				
(MP A-70.4).....	35			
Over MO. PAC. crossing				
(MP A-94.8).....	30			

When on Union Pacific RR tracks at Kansas City trains and engines will be governed as follows:

On Elevator Track No 1 between Terminal Jct and East Switch.....	20
On Curve from east end of Elevator Track No 1 to Kansas Avenue.....	10

Glen Park: On northward movement, 30th Street crossing flasher devices time out in one minute thirty seconds after approach circuit occupied. Signal will not again start operating until Island Track circuit through street is occupied. Northward movements from Glen Park must approach 30th Street crossing at very slow speed to permit crossing signals to be operating before crossing is occupied by engine or cars.

MAIN LINE STATIONS	Length of siding in feet	NORTHWARD		
		SECOND CLASS		
		104	204	106
		DAILY	DAILY	DAILY
KANSAS CITY.....	.....	.....	.....	.....
29TH STREET.....	.....	.....	.....	.....
GLEN PARK.....	YARD	PM 1 20	PM 5 30	AM 4 00
ROSEDALE.....	.....	.....	.....	.....
PAOLA.....	.....	PM 12 05	PM 3 45	AM 1 00
MO. PAC.....	.....	.....	.....	.....
RINGER.....	4745	11 56	3 38	12 52
PARKER.....	7893	11 33	3 15	12 29 AM
DUNLAY.....	5640	11 25	3 07	12 21
KINCAID.....	6375	10 59	2 41	11 55 105
MORAN.....	W-6257 E-2073	10 39	2 21	11 21
MO. PAC.....	.....	.....	.....	.....
KIMBALL.....	6338	9 42	1 52	10 52
AT&SF.....	.....	.....	.....	.....
ERIE.....	8352	9 27	1 37	10 37
CROSS.....	.....	9 05	1 15	10 15
NORTH YARD	YARD	8 50	1 00	10 00
136.2		AM	PM	PM

Within Greater Kansas City Switching Area, Greater Kansas City Area Operating Rules govern.

Between Kansas City and 29th Street, KCT Ry. Rules and Special Instructions govern.

Between 29th Street and Paola, SL-SF Ry. Rules, Timetable and Special Instructions govern.

Paola: Track between switch intersecting SL-SF Main Track at north end and crossover from MKT Main Track to SL-SF Main Track (MP A-42.9) designated as "Long Track". Trains have no superiority on Long Track and trains and engines will move at Restricted Speed.

Paola: Southward trains restricted at Paola will not occupy Kansas City Subdivision Main Track south of crossover to SL-SF Main Track (MP A-42.9) until opposing movements have arrived or restriction has expired.

Trains will report for clearance other than as required by Rule 83(a) (last paragraph):
Glen Park instead of Paola—Trains originating.

Trains will register at other than register stations as follows:
Glen Park—Trains originating or terminating.
Glen Park instead of Paola—Northward trains.
North Yard instead of Paola—Southward trains.

Exception to Rule 83(a): Proper identification of a train, including confirmation via radio of M-K-T engine number and signals displayed on arrival Paola, if any, when moving on the SL-SF Ry. tracks between Glen Park and Paola, by a train restricted therefor at Paola may be used to confirm the arrival of that train at Paola.

SOUTHWARD				Station Numbers	Mile Post Location	MAIN LINE STATIONS
SECOND CLASS						
145	103	105	101			
DAILY	DAILY	DAILY	DAILY			
PM 11 50	PM 11 30	AM 6 00	AM 1 30	3386	386.0	(R) NORTH YARD..YTWPOB
				3387	386.6	PARSONS.....Y
					387.1	SL-SF.....CXN
AM 12 10	AM 11 50	AM 6 20	AM 1 50	3394	394.4	LABETTE.....Y
					400.8	SL-SF.....CXA
				3401	400.9	OSWEGO.....
					409.9	MO. PAC.....CXN
AM 12 32	AM 12 12	AM 6 42	AM 2 12	3410	410.2	CHETOPA.....O
AM 12 49	AM 12 29	AM 7 10	AM 2 29	4421	421.4	WELCH.....F
AM 1 14	AM 12 54	AM 7 35	AM 2 54	4438	438.0	WINDERS.....
					438.8	SL-SF.....CXA
AM 1 16	AM 12 56	AM 7 37	AM 2 56	4439	439.0	VINITA.....OB
AM 1 40	AM 1 20	AM 8 01	AM 3 20	4454	454.4	ADAIR.....
				4464	463.7	PRYOR.....WOB
AM 2 04	AM 1 44	AM 8 25	AM 3 44	4469	468.6	SMITH.....
AM 2 18	AM 1 58	AM 8 39	AM 3 58	4478	477.7	MAZIE.....
AM 2 34	AM 2 14	AM 8 55	AM 4 14	4488	488.0	WAGONER.....O
					488.2	MO. PAC.....CXA
					496.0	AU JCT.....V
					497.4	UX JCT.....V
AM 2 55	AM 2 30	AM 9 11	AM 4 30	4499	498.6	CHASE.....T
					501.8	MO. PAC.....CXA
	AM 2 45	AM 12 01	AM 4 45	4503	502.5	MUSKOGEE YARD..YWPB
	AM	PM	AM			116.5

ABS between MP 387.1 and MP 501.8.

CTC between MP 387.1 and MP 394.2—Control Operator at North Yard.

CTC between MP 463.8 and MP 468.2—Control Operator at Pryor, except from 12 01 A.M. until 8 00 A.M. Sundays and Mondays Control Operator is Train Dispatcher at Denison.

CTC between MP 498.2 and MP 501.8—Control Operator at Muskogee Yard.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 387.1 - MP 415.0.....	45	Cenergy.....	417.0	4417
MP 415.0 - MP 501.8.....	40	Leon.....	433.5	4434
Except over SL-SF		Big Cabin.....	446.8	4447
crossing (MP 387.1)....	20	Green.....	458.5	4458
		Chouteau.....	472.2	4472
		LaBarge.....	486.8	4487

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

Vinita, through city limits	30
Pryor, through city limits	25
Wagoner, through city limits	25

FLOOD INDICATORS

MP 388.5	MP 434.0	MP 460.2
MP 391.0	MP 440.2	MP 465.0
MP 407.2	MP 443.6	MP 493.2
MP 413.6	MP 455.5	

MAIN LINE STATIONS	Length of siding in feet	NORTHWARD			
		SECOND CLASS			
		104	154	146	102
		DAILY	DAILY	DAILY	DAILY
(R) NORTH YARD.....	YARD	AM 8 30	PM 12 30	AM 2 00	AM 5 30
PARSONS.....					
SL-SF.....					
LABETTE.....	10019	7 49	10 19	10 40	2 34
SL-SF.....					
OSWEGO.....					
MO. PAC.....					
CHETOPA.....	4688	7 27	9 57	10 18	101 2 12
WELCH.....	8108	7 10	9 40	10 01	1 43
WINDERS.....	4595	6 33	9 15	9 36	1 18
SL-SF.....					
VINITA.....	4944	6 31	9 13	9 34	103 145 1 16
ADAIR.....	7557	6 07	8 49	9 10	12 22
PRYOR.....					
SMITH.....	7471	5 43	8 25	8 46	11 58
MAZIE.....	4997	5 29	7 44	8 32	11 44
WAGONER.....	7994	5 13	7 28	8 16	11 28
MO. PAC.....					
AU JCT.....					
UX JCT.....					
CHASE.....	8345	4 57	7 12	8 00	11 12
MO. PAC.....					
(R) MUSKOGEE YARD.....	YARD	101 4 45	7 00		11 00
	116.5	AM	AM		PM

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at the following points:
Chase—No 146.

Trains will register at other than register stations as follows:
Chase—Trains originating and terminating will register their arrival and departure verbally via radio or telephone with the Operator at Muskogee Yard in lieu of register ticket. Train register for Chase will be maintained in Muskogee Yard.

Joplin Subdivision trains are authorized to run as extra trains without clearance or train orders between MP 394.2 and MP 387.1 as provided by Rule 88(a) and 401.

Movements by signal indication CTC (Rules 400 - 404): Between MP 387.1 (SL-SF crossing) and north switch siding, Labette (MP 394.2), Clear (green aspect) displayed on Signal 3960 south end siding, Labette, authorizes northward movements to proceed on main track to north siding switch, ahead of or against superior trains.

Southward movements on Joy track and all movements on House tracks and Kansas City Main Track at Parsons must approach Crawford Ave. at speed not exceeding 5 MPH and must not occupy crossing until it is known flashers and gates are operating. Movements over Crawford Ave. on O. E. Wood Spur track must be protected by a member of crew on the ground.

SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE STATIONS
SECOND CLASS					
105	101	103			
DAILY	DAILY	DAILY			
PM 12 30	AM 4 50	AM 2 50	4503	502.5	(R) MUSKOGEE YARD..YWPO ^B
			4504	503.6	MUSKOGEE.....Y
				503.9	SL-SF.....CXN
1 10	5 30	¹⁰⁴ 3 30	4525	524.8	CHECOTAH.....O
1 41	6 01	4 01	4547	547.2	CANADIAN.....O
2 06	6 26	4 26	4564	564.2	NORTH McALESTER..YT
				565.9	CRI&P.....CXA
			4566	566.0	McALESTER.....Y
2 23	6 43	4 43	4573	573.1	NAVY.....
2 37	6 57	4 57	4583	582.8	KIOWA.....
2 52	¹⁵⁴ 7 12	5 12	4594	594.0	BURG.....
3 04	7 24	5 24	4603	602.6	STRINGTOWN.....
3 14	7 34	5 34	4610	609.6	ATOKA.....F
3 44	8 04	¹⁵⁴ 6 04	4630	630.2	CADDO.....
				641.0	KO&G JCT.....Z
4 01	8 21	6 21	4641	641.4	DURANT.....COB
				641.4	SL-SF.....XA
4 13	8 33	6 33	4649	649.1	OLIVE.....
				655.9	SL-SF NORTH JCT..ZM
				656.2	SL-SF SOUTH JCT..ZM
¹⁰² 5 30	9 10	7 10	5664	661.9	(R) RAY.....YTWDPOB
PM	AM	AM			159.4

ABS between MP 503.9 and MP 660.2.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 503.9 - MP 505.0.....	40	Eufaula.....F	538.1	4538
MP 505.0 - MP 653.9.....	45	Savanna.....	574.5	4575
MP 653.9 - MP 660.5.....	25	Caney.....	621.6	4621
Except over Bridge		Calera.....	646.4	4646
619.8 (MP 619.8).....	30	Excess.....	656.7	5657

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE FLOOD INDICATORS

Muskogee, through city	MP 518.1
limits.....	MP 519.4
North McAlester, over	MP 521.8
Stonewall Avenue.....	MP 612.4
McAlester, through city	MP 638.0
limits.....	
Durant, through city	
limits.....	40

Trains and engines must not apply train brakes when crossing or on Bridge 619.8 (MP 619.8).

Cars or train must not be left standing on "Island Circuit" of road crossing near Ethan Allen Spur (MP 607.0). Yellow markings have been placed on the either side of crossing denoting limits of circuit.

MAIN LINE STATIONS	Length of siding in feet	NORTHWARD		
		SECOND CLASS		
		154	102	104
		DAILY	DAILY	DAILY
(R) MUSKOGEE YARD.....	YARD	PM 12 01	PM 10 50	AM 4 15
MUSKOGEE.....				
SL-SF.....				
CHECOTAH.....	11040	8 54	10 05	¹⁰³ 3 30
CANADIAN.....	10191	8 23	9 34	2 04
NORTH McALESTER....	11043	7 58	9 09	1 39
CRI&P.....				
McALESTER.....				
NAVY.....	4914	7 41	8 52	1 22
KIOWA.....	7574	7 27	8 38	1 08
BURG.....	7715	¹⁰¹ 7 12	8 23	12 53
STRINGTOWN.....	9343	6 44	8 11	12 41
ATOKA.....	7570	6 34	8 01	12 31
CADDO.....	8911	¹⁰³ 6 04	7 31	^{AM} 12 01
KO&G JCT.....				
DURANT.....	20101	5 14	7 14	11 44
SL-SF.....				
OLIVE.....	10092	5 02	7 02	11 32
SL-SF NORTH JCT....				
SL-SF SOUTH JCT....				
(R) RAY.....	YARD	4 30	¹⁰⁵ 6 30	11 00
		AM	PM	PM
159.4				

Trains will report for clearance other than as required by Rule 83(a) (last paragraph):
Durant—Northward Mo. Pac. trains, when train order signal displays "Stop, Unless Clearance Received" indication, secure Mo. Pac. clearance.

KO&G Jct.—When Absolute Signal at KO&G Jct. displays Proceed indication, Southward Mo. Pac. movements may move from KO&G Jct to train order signal Durant at Restricted Speed, to receive train orders authorizing their movement. Operator Durant will not cause southward Absolute Signal at KO&G Jct. to display Proceed indication until authorized by Train Dispatcher.

Atoka—Northward trains holding main track at meeting point remain back of "Fouling Point" sign until opposing train is entering siding. Checotah and Canadian—Southward trains. Canadian and North McAlester—Northward trains. Trains on main track or siding, to meet opposing trains or to be passed, remain 600 feet back of leaving Signal until such train has arrived or departed, then will occupy the 600 feet section to receive clear signal for departure. Trains in siding, passing a train on main track, will be delayed after moving into the 600 feet section for elapse of change over time for the signal governing to clear.

JOPLIN SUBDIVISION

MAXIMUM SPEED MPH

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	MP S-394.4-MP S-440.7 10 Except; Columbus, over Main street....Flag crossing Joplin, over Schifferdecker Ave....Flag crossing
		SOUTH STATIONS	NORTH		
3394	394.4	LABETTE	Y		BUSINESS TRACKS MP STA NO
3916	410.0	MINERAL	Y	2070	Crain..... S-427.8 3931 Horn..... S-433.9 2940
....	412.9	MO. PAC	XS		Trains have no superiority
3924	418.2	ABBEY	Y	2507	and Galena (MP S-432.1) and trains and engines will operate under the provisions of Rule 93 without clearance or train orders.
....	418.7	SL-SF	XA		
3925	419.0	COLUMBUS	CY	1158	
3933	429.3	MILITARY	YT	1350	Trains originating Joplin will report for clearance Galena instead of Joplin.
....	431.5	SL-SF	XN		
3938	432.1	GALENA	CYO	1494	Trains originating or terminating Joplin will register their arrival and departure Galena in register book at Galena.
2945	440.7	JOPLIN	YTW	YARD	
		46.3			

TULSA SUBDIVISION

SOUTHWARD		Station Numbers	Mile Post Location	BRANCH LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS	145					SECOND CLASS	146
DAILY				STATIONS		DAILY	
AM	3 05	4499	324.8	CHASE	YT	PM	7 55
....	....	4901	324.0	WYBARK	Y	1500	....
4 30	....	4933	291.8	BROKEN ARROW	....	2850	6 30
....	....	....	287.2	TYO	YDOB	....	....
....	....	....	278.3	AT&SF-SL-SF	CXA	....	....
....	....	....	278.2	SSI	XS	....	....
6 00	AM	4947	277.7	TULSA	YW	YARD	5 00 PM
....	....	4954	270.8	SAND SPRINGS	....	....	....
				54.0			

Exception to Rule 83(a) (last paragraph): Regular Trains may leave their initial station without clearance at the following points.
 Chase-No 145.

Trains will report for clearance other than as required by Rule 83(a) (last paragraph):
 Tyo instead of Tulsa--Trains originating.

Trains will register at other than register stations as follows:
 Tyo instead of Tulsa--Trains originating or terminating Tulsa, by ticket.

Between Mile Post Z-290.0 and Sand Springs (MP Z-270.8), trains have no superiority and trains and engines will operate under the provisions of Rule 93 without clearance or train orders.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP STA NO
MP Z-324.8 - MP Z-290.0...	25	Alsuma.....	Z-286.8 4938
MP Z-290.0 - MP Z-270.8...	10	Oneta.....	Z-296.9 4927
Except; Tulsa, over		Coweta.....	Z-303.6 4921
Detroit street.....Flag		Porter.....	Z-313.3 4912
crossing		Anchor.....	Z-319.8 4906

Movements on siding track over Mingo Road must occupy circuit within sixty feet of crossing identified by ties painted yellow wait 25 seconds to cause flashers and gates to be actuated before proceeding over crossing. Northward movements approaching Garnett Road on the three tracks in the "Auto Convoy Yard" must not exceed 5 MPH until ascertained that flashers have been actuated before proceeding over crossing.

OKLAHOMA SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	Between North Yard and Turner trains and engines will operate under the provisions of Rule 93 without clearance or train orders except; trains originating North Yard, Coffeyville, Hominy and Turner will report for clearance at station where originates and trains originating at DY Jct. or BE Jct. will report at Bartlesville for clearance.
		SOUTH STATIONS	NORTH		
3386	136.2	(R) NORTH YARD	YTWDPO	YARD	
....	137.3	SL-SF	XN		
....	149.2	SL-SF	XA		
3157	157.2	ANGOLA	....		Between MP A-199.0 and MP A-282.0 where crossings equipped with automatic crossing protection; must ascertain crossing protection working before passing over crossing, and will be governed by Supplement to Rule 103 Special Instns.
....	167.2	AT&SF	CXN		
3168	167.7	COFFEYVILLE	YTWOB	YARD	
....	168.3	MO. PAC	CXS		
3169	168.7	EVANS	Y	5236	
....	170.9	MO. PAC	XA		Between MP A-282.0 and MP A-336.0 trains will be operated only when authorized by proper authority.
4194	193.7	DEWEY	Y		
....	194.5	DY JCT	Z		BUSINESS TRACKS MP STA NO
4198	197.7	BARTLESVILLE	CYTPQ	YARD	
....	198.2	BE JCT	....		Parsons..... A-136.8 3387 Mound Valley A-149.0 3149 Cox..... A-166.8 3167 Wann..... A-182.9 4183 Wynona..... A-225.7 4226 Manion..... A-231.6 4233 Yale..... A-270.4 4270 Agra..... A-290.6 4291 Tryon..... A-297.2 4297 Carney..... A-301.8 4302 Arcadia..... A-324.7 4324 Braum..... A-336.7 4337
4199	198.7	SUTTON	Y	YARD	Between MP A-139.0 and MP A-164.0 trains will be operated only when authorized by proper authority.
4212	212.2	UTLEY	....	
....	217.5	MO. PAC	XG		
4218	217.5	MELAGONY	....	
4236	236.0	(R) HOMINY	YWO	4318	
4248	248.6	CLEVELAND	Y		
....	257.5	SL-SF	CXA		
4257	257.5	HALLETT	....	
....	271.4	AT&SF GAUNTLET	XA		
4280	280.2	CUSHING	YCWQ	YARD	
4339	339.1	OWANDA	Y		
....	341.5	CRI&P	XG		
4342	342.8	(R) TURNER	YTWDPB	YARD	
....	343.2	CRI&P	XG		
4343	343.9	OKLAHOMA CITY	CYT		
		207.7			

Between DY Jct. and BE Jct. AT&SF Ry. Rules, Timetable and Special instructions govern.

Trains will register at other than register stations as follows:
 Bartlesville--Trains originating or terminating at DY Jct. or BE Jct.

MAXIMUM SPEED	MPH	SPEED LIMITS PRESCRIBED BY CITY ORDINANCE
MP A-137.3 - MP A-194.5....	10	
MP A-198.2 - MP A-200.0....	10	Hominy, through city limits..... 10
MP A-200.0 - MP A-203.4....	25	
MP A-203.4 - MP A-205.0....	10	
MP A-205.0 - MP A-208.7....	25	Southward movements on Joy track and all movements on House tracks and Kansas City Main Track at Parsons must approach Crawford Ave. at speed not exceeding 5 MPH and must not occupy crossing until it is known flashers and gates are operating. Movements over Crawford Ave. on O.E. Wood Spur track must be protected by a member of crew on the ground.
MP A-208.7 - MP A-211.4....	10	
MP A-211.4 - MP A-219.3....	25	
MP A-219.3 - MP A-220.5....	25	
MP A-220.5 - MP A-238.0....	25	
MP A-238.0 - MP A-343.9....	10	
Except; Oklahoma City, 63rd St. (MP A-336.7)...		Flag crossing
Turner, 'H' track over Reno Avenue.....		Flag crossing

COLUMBIA SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH	NORTH	
		STATIONS		
2609	178.3	COLUMBIA	YARD	8.5
....	169.8	COLUMBIA JCT.	....	8.5

Between Columbia Jct. and Columbia, trains and engines will operate under the provisions of Rule 93 without clearance or train orders.

MAXIMUM SPEED MPH

Between Columbia Jct. and Columbia..... 5
 Except; over Providence, Stewart and Stadium Roads, if crossing flashers not operating..... Flag crossings

FAYETTE SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH	NORTH	
		STATIONS		
....	94.3	(END TRACK)	....	0.6
2495	94.9	FAYETTE	....	6.7
2502	101.6	ESTILL	1475	3.4
2189	105.0	FRANKLIN	YARD	10.7

Between Franklin and MP 0-94.3, trains and engines will operate under the provisions of Rule 93 without clearance or train orders except; trains originating Franklin will secure clearance Franklin.

MAXIMUM SPEED MPH

Between Franklin and MP 0-94.3..... 5
 Except; Highway 5 crossing at (MP 0-102.12)..... Flag crossing

NEOSHO SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH	NORTH	
		STATIONS		
....	27.8	(END TRACK)	....	0.7
....	27.1	AT&SF	XG	0.9
3526	26.2	CHANUTE	2130	2.2
....	24.0	AT&SF	XG	13.2
3511	10.8	GALESBURG	850	10.2
3386	0.6	NORTH YARD	YARD	27.2

MAXIMUM SPEED MPH

Between North Yard and MP B-27.8..... 25

WILBURTON SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH	NORTH	
		STATIONS		
4011	11.0	BISHOP	Y	7.6
4004	(3.9)	KREBS (ON SPUR)	Y	3.4
....	3.4	KREBS JCT.	Y	3.4
4564	0.0	NORTH MCALESTER	Y	11.0

Between Krebs Jct and Bishop trains will be operated only when authorized by proper authority.

MAXIMUM SPEED MPH

Between North McAlester and Krebs..... 5
 Except; Highway 69 crossing (MP R-2.12) Flag crossing

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	
101		154					
DAILY		DAILY					
154 AM	9 10	5664	661.9	(R) RAY.....	YARD	101 AM	9 00
....	....	....	662.9	SHERMAN JCT.....	Y	....	....
9 33	....	....	661.7	McCUNE.....	YZ	....	8 28
....	....	....	661.2	S. P.....	XA	....	....
....	....	5661	660.9	DENISON (ON SPUR).....	Y	....	....
10 02	....	5008	668.7	PENLAND.....	5885	....	7 59
....	....	....	674.3	MO. PAC.....	XA	....	....
10 49	....	5027	688.1	TRENTON.....	4927	....	7 12
....	....	....	701.3	AT&SF.....	XA	....	....
11 51	....	5052	713.0	GREENVILLE.....	YOB	....	6 10
....	....	5053	714.0	HUNT.....	CYB	YARD	....
....	....	....	714.3	STLSW.....	XA	....	....
12 01 PM	....	5055	715.6	MELTON.....	Y	6411	6 01
12 57	....	5078	738.7	ROCKWALL.....	4937	....	4 39
1 21	....	5089	750.0	ELLIS.....	Y	4649	4 15
....	....	....	750.8	AT&SF.....	CXA	....	....
1 24	....	5090	750.9	GARLAND.....	YOB	2908	3 52
1 45	....	5093	754.1	BETHARD.....	Y	2625	3 42
2 07	....	5101	761.4	ATKINS.....	Y	4915	3 20
....	....	....	766.2	DENY.....	Y	....	....
4 00	....	5106	766.9	DALLAS YARD	YARD	....	3 00
PM	....	....	105.0	....	....	....	AM

ABS between MP 660.6 (Ray) and MP D-766.9.
 CTC between MP 660.6 (Ray) and MP 661.2 (S. P. Crossing) -
 Control Operator at Ray.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 661.9 - MP D-663.0	10	Bells.....	D-674.3	5013
MP D-663.0 - MP D-712.5	25	Whitewright.....	D-681.3	5020
MP D-712.5 - MP D-714.0	10	Celeste.....	D-701.4	5040
MP D-714.0 - MP D-740.3	25	Caddo Mills.....	D-721.6	5061
MP D-740.3 - MP D-745.5	40	Royse City.....	D-730.3	5069
MP D-745.5 - MP D-761.4	25	Thomas.....	D-731.6	5071
MP D-761.4 - MP D-766.9	20	Krem.....	D-752.9	5092

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	FLOOD INDICATORS		
Dallas, through city limits	20	MP D-667.1	MP D-732.3
Dallas, over Cole, Knox, Airline Road, Mockingbird Lane and McKinney streets	10	MP D-669.5	MP D-733.3
		MP D-724.6	MP D-748.2
		MP D-729.0	MP D-758.5

Southward movements from siding Melton, if block indicator indicates "Block Clear", must open switch and wait 2 minutes to receive "Proceed" indication on leaving signal.

Northward trains holding Main Track at meeting point Melton, Northward trains holding Main Track at meeting point Bethard, remain back of "Fouling Point" sign until opposing train entering siding.

Trains and engines will not be operated over street crossings within the city of Greenville during the following hours, except by special authority.

Monday through Saturday	Sunday
7:00 A.M. until 7:15 A.M.	11:45 A.M. until 12:15 P.M.
7:45 A.M. until 8:15 A.M.
11:45 A.M. until 12:15 P.M.
12:45 P.M. until 1:00 P.M.
4:45 P.M. until 5:15 P.M.

SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE STATIONS
SECOND CLASS					
103	153	105			
DAILY	DAILY	DAILY			
AM 7 25		PM 8 00	5664	661.9	(R) RAY.....YTWDPOB
			5670	669.6	7.7 POTTSBORO.....
			5686	685.7	16.1 WHITESBORO.....CY
8 15		8 50		685.8	0.1 WHITESBORO JCT.....Y
			5722	721.7	35.9 DENTON.....
			5757	757.1	35.4 MO. PAC (TOWER 55).....OBXM
			5757	757.1	1.4 FORT WORTH.....
10 30		12 01	5759	758.5	(R) NEY.....YTWDPOB
102 AM		1 00		759.4	0.9 S. P.....XA
11 00			5778	777.6	18.2 EGAN.....
		1 35		783.0	5.4 AT&SF.....XA
			5793	793.2	10.2 GRANDVIEW.....
11 55		1 55		811.6	18.4 DANA JCT.....Y
12 21	AM 11 20	2 21		811.6	0.5 DANA JCT.....Y
PM			5812	811.9	1.1 HILLSBORO.....YTOB
	154		5813	813.0	1.1 WINSLOW.....Y
12 25	11 24	2 25	5827	827.4	14.4 WEST.....
12 43	11 42	2 43	5836	836.4	9.0 ELM MOTT.....
12 55	11 54	2 55		841.9	5.5 CAPHEAD.....YZ
1 05	12 04	3 05		842.1	0.2 WACO JCT.....YZ
	PM			842.1	(R) 0.8 WACO JCT.....YZ
104	104		5843	842.9	(R) 0.8 BELLMEAD.....YTWDPOB
1 20	1 00	3 20			
PM	PM	AM			181.0

ABS between MP 663.5 and MP 685.7.
 ABS between MP 759.4 and MP 842.9.
 CTC between MP 663.5 and MP 668.8—Control Operator at Ray.
 CTC between MP 764.7 and MP 777.4—Control Operator at Ney.
 CTC between MP 837.9 and MP 842.2—Control Operator at Bellmead.

Between Whitesboro Jct. and Tower 55, Mo. Pac. RR Co. Timetable and Special Instructions govern.

Northward M-K-T trains originating Ney secure M-K-T Clearance Ney for movement Whitesboro Jct. to Ray.

Northward Mo. Pac. trains originating Centennial Yard secure M-K-T Clearance at Centennial Yard or Tower 55 for movement Whitesboro Jct. to Ray.

Two Main Tracks between MP 757.7 and MP 759.2. Northward movements remain on "North Track" until interlocking signal to proceed received or permission received from Operator Ney to proceed. Yardmasters instructions will authorize movements on "North Track or South Track" against the current of traffic.

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at the following points:
 Dana Jct.—No 153.

Exception to Rule 83(a): Proper identification of a train when moving on the Mo. Pac. tracks between Tower 55 and Whitesboro Jct. by a train restricted thereto at Whitesboro or Whitesboro Jct. may be used to confirm the arrival of that train at Whitesboro or Whitesboro Jct.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 662.9 - MP 634.4.....	25	Perrin Field...	668.9	5669
MP 634.4 - MP 685.8.....	50	Sadler.....	681.9	5682
MP 757.1 - MP 761.4.....	20	Burleson.....	771.2	5771
MP 761.4 - MP 841.9.....	50	Alvarado.....	784.0	5784
MP 841.9 - MP 842.1.....	25	Itasca.....	801.3	5801
MP 842.1 - MP 842.9.....	20	Greer.....	838.8	5839

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE FLOOD INDICATORS

Burleson, through city limits	30	MP 669.9
Grandview, over FM Road 110	30	MP 772.0
Itasca, through city limits	30	MP 780.8
Hillsboro, over St. crossings	30	
West, over street crossings	30	

MAIN LINE STATIONS	Length of siding in feet	NORTHWARD		
		SECOND CLASS		
		102	154	104
		DAILY	DAILY	DAILY
(R) RAY.....	YARD	PM 3 00		PM 8 00
7.7 POTTSBORO.....	6568			
16.1 WHITESBORO.....	8424			
0.1 WHITESBORO JCT.....		PM 1 30		6 30
35.9 DENTON.....				
35.4 MO. PAC (TOWER 55).....				
1.4 FORT WORTH.....				
(R) NEY.....	YARD	11 30 AM 10 00		4 30 PM 3 45
0.9 S. P.....				
18.2 EGAN.....	8752	6 35		3 05
5.4 AT&SF.....				
10.2 GRANDVIEW.....	9583	6 15		2 45
18.4 DANA JCT.....		5 49	AM 11 28	2 19
0.5 HILLSBORO.....	YARD			
1.1 WINSLOW.....	7218	5 45	153 11 24	2 15
14.4 WEST.....	8830	5 27	10 27	1 57
9.0 ELM MOTT.....	8060	5 15	10 15	1 45
5.5 CAPHEAD.....		5 05	10 05	1 35
0.2 WACO JCT.....				
(R) 0.8 BELLMEAD.....	YARD	5 00	153 103 10 00	1 30
181.0		AM	AM	PM

Between south end "North Track" and "South Track" Ney (MP 759.2) and north end CTC territory (MP 764.7); trains have no superiority.

Passenger trains enroute to or from AT&SF Passenger Station Fort Worth via Missouri Pacific - M-K-T tracks will operate on M-K-T Main Track between Mo. Pac. Tower 55 and End of two Main Tracks (MP 757.7) without clearance or train orders.

Trains have no superiority between Mo. Pac. Tower 55 and End two Main Tracks (MP 757.7) and movements must be governed by Rule 93.

Movements by signal indication CTC (Rules 400 - 404): Between Ray (MP 663.5) and north switch siding Pottsboro (MP 668.8). Lunar indication displayed in unit on pole 100 feet south of underpass, south end Ray, indicates that Absolute Signal MP 663.5 is displaying Proceed indication. Lunar not displayed indicates that Absolute Signal MP 663.5 is displaying Stop. Telephone for communicating with Control Operator, Ray. Clear (green aspect) displayed on Signal 6700, south end siding Pottsboro, authorizes northward movements to proceed on main track to north siding switch, ahead of or against superior trains. Northward movements moving from Pottsboro siding must line switch for movement to secure Proceed indication.

Movements by signal indication CTC (Rules 400 - 404): Between Mile Post 764.7 (Ney) and north switch siding, Egan (MP 777.4). Clear (green aspect) displayed on Signal 7792, south end siding, Egan, authorizes northward movements to proceed on main track to north siding switch, ahead of or against superior trains. Trains must not leave end of Two Main Tracks or from a Yard Track at Ney until communicate with Control Operator and receive authority to proceed.

Movements by signal indication CTC (Rules 400 - 404): Between south switch siding, Elm Mott and Waco Jct. Clear (green aspect) displayed on Signal 8363, north end siding, Elm Mott, authorizes southward movements to proceed on main track to south siding switch ahead of or against superior trains.

Northward trains taking siding at West will not, when train length will permit, block crossings north of old station site until after train(s) being met have passed allowing vehicular traffic an opportunity to move between trains.

SOUTHWARD				Station Numbers	Mile Post Location	MAIN LINE
SECOND CLASS			FIRST CLASS			
183	103	105	21			
DAILY	DAILY	DAILY	DAILY			STATIONS
PM 5 30	PM 2 10	AM 6 00		5843	842.9	(R) BELLMEAD...YTWDPOB
						0.7
					843.6	STLSW NORTH JCT..Y
						0.6
					844.2	STLSW SOUTH JCT..Y
						1.3
				5846	845.5	WACO.....Y
						4.2
5 50	2 30	6 20		5849	849.7	BASS.....Y
						15.5
6 14	2 54	6 44		5865	865.2	EDDY.....Y
						14.8
6 40	3 19	7 09		5880	880.0	TEMPLE.....CYPOB
						0.7
					880.7	AT&SF.....XM
						0.1
6 42	3 21	7 11	10 25	880.8	OPAL.....YZ	
						0.3
				5881	881.1	COBEL.....Y
						2.0
				5883	883.1	SMITH.....CY
						4.5
6 54	3 33	7 23	10 35	5888	887.6	LITTLE RIVER.....
						20.5
7 45	3 59	7 49	10 57	5908	908.1	GRANGER.....YTOB
						10.3
7 59	4 13	8 03	11 08	5918	918.4	BIRGE.....Y
						0.5
8 01	4 15	8 05	11 15	918.9	TRANSFER JCT.....Y	
			AM	5919	918.9	TAYLOR.....CYTOB
						15.9
					918.9	MO. PAC.....XA
						0.2
	4 41	8 31		5935	935.0	ELGIN.....CO
						13.9
	5 03	8 53		5949	948.9	PHELAN.....
						4.9
				5954	953.8	BASTROP.....
						(R) 15.6
	5 40	10 00		5969	969.4	SMITHVILLE.....YWOB
						126.5
	PM	AM				

ABS between MP 847.6 and MP 918.9.
 CTC between MP 908.9 and MP 918.9—Control Operator at Granger
 except, Sundays from 7 00 A.M. until 3 00 P.M. Control Operator
 is Train Dispatcher at Denison.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
PASSENGER TRAINS		Hewitt.....	853.1	5853
		Troy.....	872.1	5872
MP 880.8 - MP 918.9.....	70	Holland.....	896.8	5887
		Bartlett.....	902.8	5903
FREIGHT TRAINS		Coupland.....	926.7	5927
		Dunstan.....	947.0	5947
MP 842.9 - MP 847.4.....	20			
MP 847.4 - MP 880.8.....	40			
MP 880.8 - MP 918.9.....	50			
MP 918.9 - MP 969.4.....	40			

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

Temple, over street crossings.....	25
Granger, through city limits.....	30
Elgin, through city limits.	20
Smithville, through city limits.....	25

MAIN LINE	Length of siding in feet	NORTHWARD			
		FIRST CLASS		SECOND CLASS	
		22	104	184	102
STATIONS		DAILY	DAILY	DAILY	DAILY
(R) BELLMEAD.....	YARD		PM 12 05	AM 12 01	AM 1 30
STLSW NORTH JCT..					
STLSW SOUTH JCT..					
WACO.....					
BASS.....	10964		10 45	9 17	12 45
EDDY.....	10142		10 21	8 53	12 21
TEMPLE.....	2128		9 53	8 25	11 53
AT&SF.....					
OPAL.....		PM 5 35	9 51	8 23	11 51
COBEL.....	3400				
SMITH.....					
LITTLE RIVER.....	4619	5 21	9 39	8 11	11 39
GRANGER.....	5278	4 59	9 13	7 45	11 13
BIRGE.....	6078	4 47	8 59	7 02	10 59
TRANSFER JCT.....		4 45	8 57	7 00	10 57
TAYLOR.....		PM			
MO. PAC.....					
S. P.....					
ELGIN.....	6020		105 8 31		10 31
PHELAN.....	8804		7 34		10 09
BASTROP.....					
SMITHVILLE.....	YARD		7 00		9 35
126.5			AM		PM

Exception to Rule 83(a) (last paragraph): Regular trains may
 leave their initial station without clearance at the following
 points.
 Transfer Jct.—No 184.

Trains will report for clearance other than as required by Rule
 83(a) (last paragraph):
 AT&SF Office Temple instead of Opal—No 21.
 Mo. Pac. Office Taylor instead of Transfer Jct.—No 22.

Trains will register at other than register stations as follows:
 Temple—Trains originating or terminating.
 Elgin—Trains originating or terminating.

San Antonio Subdivision Extra trains are authorized to run as
 Extra trains without clearance or train orders between MP 918.9
 and MP 908.9 as provided by Rule 88(a) and Rule 401.

Movements by signal indication CTC (Rules 400 - 404): Between
 MP 908.9 and MP 918.9 Absolute Signals MP 918.9 and on Transfer
 Track, Transfer Jct. govern route to Signal 9186, south end
 siding Birge. Northward trains receiving Stop Indication on
 Absolute Signal at south end siding, Birge, will take siding
 when instructed to do so by Control Operator.

Trains will be governed by instructions of the Train Dispatcher
 in use of the Main Track at Smithville.

Opal: Signal 8807 displaying indication per Rule 288 governs
 northward movements on diverging route on connecting track from
 M-K-T to AT&SF North Track. AT&SF Controlled Signal at AT&SF
 Mile Post 217 plus 17 governs southward movements from AT&SF
 North Track on connecting track from AT&SF to M-K-T Main Track
 signal 8809.

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length in feet	NORTHWARD	
SECOND	CLASS					SECOND	CLASS
103	105					104	102
DAILY	DAILY			DAILY	DAILY		
PM 5 45	AM 10 45	5969	969.4	(R) SMITHVILLE..YWOB	YARD	AM 6 45	PM 9 30
.....	.....	.....	978.0	S. P.....XA	.....	.....	.....
.....	.....	5988	988.2	LAGRANGE.....OB	.....	.....	.....
6 17	11 17	5989	989.0	L. A. YARD.....	4138	5 39	8 53
6 29	11 29	.....	995.9	LCRA.....	.....	5 27	8 41
6 39	11 39	6002	1002.1	FAYETTEVILLE...	9349	5 17	8 31
6 58	11 58	6014	1013.6	NEW ULM.....F	5565	4 58	8 12
7 15	12 15	6024	1024.0	CAT SPRING.....	5649	4 41	7 55
7 36	12 33	6035	1035.4	SEALY.....C	2837	4 23	7 36
.....	.....	.....	1035.4	AT&SF.....XA	.....	.....	.....
7 55	12 52	6048	1047.8	BROOKSHIRE.....OB	4705	4 04	7 04
8 10	1 07	6056	1056.0	KATY.....O	4116	3 49	6 49
8 20	1 17	6061	1061.2	WHIT.....	6900	3 39	6 39
8 39	1 36	6073	1072.9	HENNESSEY.....Y	4996	3 20	6 20
.....	.....	.....	1078.9	S. P.....XA	.....	.....	.....
1 00	5 00	6079	1080.2	(R) EUREKA..YWDPOB	YARD	3 00	6 00
AM	PM	.....	1080.8	S. P.....XN	.....	AM	PM
.....	.....	.....	1084.2	S. P.....XA	.....	.....	.....
.....	.....	6084	1084.2	HOUSTON.....Y	.....	.....	.....
.....	.....	6133	1134.0	GALVESTON.....	.....	.....	.....
.....	.....	.....	164.6	.....	.....	.....	.....

Between Houston and Galveston, GH&H RR Co. Rules, Timetable and Special Instructions govern.

Trains are authorized to operate between Eureka and Houston without clearance or train orders being governed by instructions of Yardmaster.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 969.4 - MP 1072.0.....	40	Schindler.....	1036.5	6036
MP 1072.0 - MP 1084.2.....	25	Cardiff.....	1050.8	6051
.....	.....	Addicks.....	1066.7	6066

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

Smithville, through city limits.....	25
Katy, through city limits..	25
Houston, through city limits.....	25

Southward trains arriving Eureka will contact the Yardmaster before entering Yard Limits, and will be governed by his instructions.

Trains will be governed by instructions of the Train Dispatcher in use of the Main Track at Smithville.

Sealy: AT&SF Siding Track designated as a "Controlled Siding" governed by Train Control System signal indication. Before opening switch and entering onto and using siding communicate with AT&SF Train Dispatcher and secure permission to use siding track. AT&SF telephone in vicinity of switch or at Automatic Interlocking.

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length in feet	NORTHWARD	
SECOND	CLASS					SECOND	CLASS
183						184	
DAILY				DAILY			
PM 8 01	.....	.....	918.9	TRANSFER JCT....	.....	PM 7 00	.....
.....	.....	.....	919.9	TAYLOR(MO PAC)B	.....	.....	.....
.....	.....	6647	955.5	AUSTIN.....CYOB	.....	.....	.....
PM 10 00	.....	.....	984.9	M-K-T JCT.....YO	.....	PM 5 05	.....
10 02	.....	.....	985.5	AJAX.....Y	.....	5 01	.....
10 05	6753	.....	986.3	SAN MARCOS..YWOB	924	4 58	.....
10 35	.....	.....	1002.7	N. B. YARD.....	4462	4 28	.....
.....	6769	.....	1003.3	NEW BRAUNFELS.CO	.....	.....	.....
.....	.....	.....	1003.6	MO. PAC.....XA	.....	.....	.....
10 43	.....	.....	1006.7	WRP.....C	.....	4 20	.....
10 50	6777	.....	1010.6	COMAL.....	2305	4 13	.....
11 13	6791	.....	1024.8	FRATT.....	2856	3 50	.....
11 26	6797	.....	1030.3	TRAVIS.....Y	3123	3 37	.....
11 33	6800	.....	1032.8	WARDEN.....Y	2046	3 30	.....
.....	.....	.....	1036.1	S. P.....X	.....	.....	.....
.....	.....	.....	1036.5	S. P.....XM	.....	.....	.....
2 30	AM	6803	1037.5	(R) SLOAN.....YWDPOB	YARD	3 00	PM
.....	.....	.....	1038.0	S. P.....XS	.....	.....	.....
.....	.....	6804	1038.5	SAN ANTONIO...YB	.....	.....	.....
.....	.....	.....	118.6	.....	.....	.....	.....

ABS between MP M-984.9 and MP M-1037.2.

Between Transfer Jct. and M-K-T Jct., Mo. Pac. RR Co. Rules, Timetable and Special Instructions govern.

Between M-K-T Jct. and San Marcos:—Trains have no superiority and trains and engines will move at Restricted Speed.

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at the following points.
M-K-T Jct.—No 183.

Trains will register at other than register stations as follows:
Ajax—Trains instructed by train order to register.
Austin (MKT Yard)—Trains originating or terminating.
San Marcos—Trains originating or terminating.

Trains and Engines moving from Mo. Pac. Main Track to MKT Yard Tracks at Austin will be governed by S. P. Co. Rules, Timetable and Special Instructions between Pershing and Congress Avenue; and will be governed by Rule 93 when on S. P. Co. tracks.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP M- 984.9 - MP M- 985.5. 20	Ogden.....	M-1012.6	6779	
MP M- 985.5 - MP M-1026.0. 40	Longhorn.....	M-1023.6	6790	
MP M-1026.0 - MP M-1036.1. 25	Dixie.....	M-1023.7	6789	
MP M-1036.1 - MP M-1038.5. 10	Remount.....	M-1027.1	6794	

FLOOD INDICATORS

MP M- 999.5	MP M-1013.5
MP M-1006.5	MP M-1023.5

SHERMAN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH ▼ STATIONS ▲	NORTH	
....	662.9	SHERMAN JCT.....Y		....
....	671.4	MO. PAC.....XSN		....
6211	671.8	SHERMAN.....CYO		YARD
		8.9		

Between Sherman Jct. and Sherman, trains and engines will operate under the provisions of Rule 93 without clearance or train orders, except trains originating Ray (Dallas Subdiv.) will secure clearance Ray.

MAXIMUM SPEED MPH
 MP P-662.9 - MP P-671.8 20
 Except: Sherman, over street crossings, Mulberry street to King street Incl... Flag crossings
 When handling loaded 100-ton hopper cars.. 10

DENTON SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH ▼ STATIONS ▲	NORTH	
5722	721.7	DENTON.....CY		....
5509	730.9	LAKE DALLAS.....		....
5515	736.8	LEWISVILLE.....		1150
5523	744.6	CARROLLTON.....CO		....
....	744.6	SL-SF - STLSW...XA		....
5524	746.1	BEAVER.....Y		1225
5525	746.9	FARMERS BRANCH...Y		....
5529	750.7	OLDHAM.....Y		2245
....	758.0	DENY.....Y		YARD
		36.3		

Trains will report for clearance other than as required by Rule 83 (a) (last paragraph): Dallas Yard (Dallas Subdivision) instead of Deny.—Trains originating.

MAXIMUM SPEED MPH
 MP K-721.7 - MP K-758.0 10
 Except: Farmers Branch over street crossings 5 Dallas, approach road crossing Inwood Road at Denton Drive prepared to Stop and know signals operating or crossing protected by flagman before proceeding.

GEORGETOWN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH ▼ STATIONS ▲	NORTH	
5908	908.1	GRANGER.....YTOB		....
6609	917.4	WEIR.....		....
6615	923.2	GEORGETOWN.....C		....
....	923.7	(END TRACK).....		....
		15.6		

MAXIMUM SPEED MPH
 MP U-908.9 - MP U-923.0 25
 MP U-923.0 - MP U-923.7 10

WESTERN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		WEST ▼ STATIONS ▲	EAST	
5759	758.5	(R) NEY.....YTWDPOB		YARD
5757	757.1	FORT WORTH.....		....
....	757.1	MO. PAC.....XM		....
....	0.0	FWD JCT.....		....
....	6.0	NORTH YARD (FWD)..		....
....	40.3	DECATUR.....		....
....	68.5	BOWIE.....		....
5305	114.1	WICHITA FALLS...Y		....
....	0.9	WF&NW JCT.....Y		....
8101	1.4	(R) TNDPOB NORTH YARD (MKT).Y		YARD
8114	14.0	BURKBURNETT.....Y		3300
0021	20.9	DEVOL.....		2884
0027	27.1	GRANDFIELD.....Y		4209
0034	34.3	LOVELAND.....		3190
0041	40.9	HOLLISTER.....		3228
0049	49.2	HUFF.....Y		2388
0051	50.7	FREDERICK.....CY		....
....	50.3	SL-SF.....XS		....
0053	51.1	GROVER.....Y		2293
0061	61.1	(R) TIPTON.....		2206
....	74.8	SL-SF.....CXG		....
0076	75.6	(R) ALTUS.....CYW		2849
....	76.2	AT&SF.....XS		....
0077	77.3	(R) WELON (ON SPUR).CY		YARD
		194.9		

Between Fort Worth and FWD Jct. Mo. Pac. RR Rules, Timetable and Special Instructions govern.

Between FWD Jct. and WF&NW Jct. B N Inc. (FWD) Rules, Timetable and Special Instructions govern.

Between North Yard (MKT) and Altus, trains and engines will operate under provisions of Rule 93 without clearance or train orders, except trains originating North Yard (MKT) secure clearance North Yard.

For trains originating at North Yard, operating between North Yard and Altus, Form X Train Orders, unless annulled, must be retained during a continuous trip or tour of duty, until arrival at North Yard on return trip.

MAXIMUM SPEED MPH
 Between Ney and FWD Jct..... 20
 WF&NW Jct. (MP 0.9-B) and MP 77.3-B..... 10

BUSINESS TRACKS MP STA NO
 Oildom..... 4.0-B 8104
 Bacon..... 6.7-B 8107
 Humphreys.... 67.7-B 0068

LOCKHART SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH ▼ STATIONS ▲	NORTH	
5969	0.0	(R) SMITHVILLE...YWOB		YARD
6721	20.3	RED ROCK.....		725
6737	36.4	LOCKHART.....O		4400
6744	43.5	MAXWELL.....		1540
6747	46.8	REEDVILLE.....		1830
....	51.5	AJAX.....		....
		51.5		

MAXIMUM SPEED MPH
 Between Smithville and MP M-51.5..... 25

Trains will register at other than register stations as follows: Ajax--Trains instructed by train order to register.

Trains will be governed by instructions of the Train Dispatcher in use of the Main Track at Smithville.

OPERATING RULES

The Uniform Code of Operating Rules, effective June 2, 1968, is supplemented and amended as follows:

Rule Q. Supplement to: The possession or use of firearms while on duty or on company property is prohibited except by those so authorized by proper authority.

Rule 1. Standard Time, Amended: Standard time may be obtained from Radio Station WWV, Fort Collins, Colorado, or Train Dispatchers' Office, Denison, Texas, by employee charged with the duty of maintaining standard clock with correct time.

Rule 2. Time Requirements, Supplement to: Watches that have been examined and certified as per Rule 2 must be used by Superintendents, Assistant Superintendents, Terminal Superintendents, Trainmasters, Assistant Trainmasters, Road Foremen of Engines, Division Engineers, Assistant Division Engineers, Roadmasters, Assistant Roadmasters, Yardmasters, Footboard Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Firemen, Hostlers, Yardmen, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen, and any employees in charge of or responsible for obstructing main track with Track Cars or other Maintenance cars, Machinery or equipment. Operators will not be required to have Standard Watches. Upon entering service employees specified must provide themselves with Form CT-90 Standard, issued by designated watch inspector or on order from the Superintendent. Watch with Form CT-90 Standard must be submitted to designated watch inspector for inspection, cleaning and maintenance in accordance with instructions to Local Watch Inspectors, annually during month of September. Form CT-90 Standard must be in employee's possession while on duty.

Rule 3. Supplement to: The time when watches are compared as provided in second paragraph must be registered on prescribed form.

Rule 26. Blue Signals, Amended: A blue signal displayed at one or both ends of a track, crossover switch or derail signifies that workmen are on, under or between an engine, car or train, rolling equipment, on the track and the equipment must not be placed on the same track so as to reduce the view of the blue signals except as otherwise provided; on designated engine servicing tracks or car-shop repair tracks, as prescribed by Uniform Code of Rules and Instructions Governing Display of Blue Signal by Workmen When On, Under or Between Rolling Equipment issued in booklet form.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

When emergency repair work is to be done on, under or between rolling equipment coupled to an engine, and a blue signal is not available, the engineer must be notified and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes released until all employees are clear and the engineer notified.

Rule 34 (Rules 34 and 34(a)) Superseded: All the members of engine and train crews located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name of each signal affecting the movement of their train or engine, as soon as the signal is clearly visible. It is the responsibility of the engineer to have each member of the crew in the operating compartment of the engine comply with these requirements, including himself.

It is the engineer's responsibility to have each member of the crew located in the operating compartment of the engine to maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

Should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, or if a crew member becomes aware that the engineer has become incapacitated, other members of the crew must take action necessary to insure the safety of the train or engine, including operating the emergency valve.

Rule 82(a) and 83(a): Exceptions to these Rules are shown on schedule pages.

Rule 93. Amended: Yard Limit Rule—Within yard limits, the main track may be used, clearing first class trains at the time shown at the next station in direction of their approach, but not less than 5 minutes.

If not clear by the time required, train or engine must be protected at that time, as prescribed by Rule 99.

Within yard limits, second and inferior class trains, extra trains and engines must move prepared to stop within one-half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 miles per hour unless the main track is known to be clear by block signal indication, per Rule 281.

Rule D-93. Amended: Within yard limits, movements against the current of traffic must not be made unless authorized by train order, train dispatcher, Yardmaster, or designated supervisor.

Within yard limits, when moving against the current of traffic all trains and engines must move prepared to stop within one-half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 miles per hour.

Rule 93. Supplement to: Points where yard limit signs are in place are designated by "Y", and locations where yard limits are in effect by Special Instructions are shown on the schedule pages. Switch Limit Signs located where shown. Between Yard Limit Signs and Switch Limit Signs, Rule 93 is not in effect, and yard engine movements will be made only on train order authority (Form G or Form S-H Train Order) or under flag protection, except, where otherwise provided. Exception: Shown on Schedule pages. Ray between MP 663.5 and MP 668.8, yard engine movement will be made as prescribed by CTC (Rules 400 - 404).

Franklin-Boonville.....	Yard Limit Sign	MP 190.1
	Switch Limit Sign	MP 195.2
MP A-163.5-Cox.....	Yard Limit Sign	MP A-166.0
	Switch Limit Sign	MP A-163.5
North McAlester-McAlester-Navy.....	Yard Limit Sign	MP 564.0
	Switch Limit Sign	MP 560.2
	Yard Limit Sign	MP 567.2
	Switch Limit Sign	MP 575.0
Ray-Pottsboro.....	Yard Limit Sign	MP 663.5
	Switch Limit Sign	MP 668.8
Ray-McCune.....	Yard Limit Sign	MP D-662.2
	Switch Limit Sign	MP D-666.2

Rule 99. Amended: Flagging Rule.—When a train is moving on the main track at a speed less than one-half the maximum speed (including Speed Restricting Orders) for trains in that territory, flag protection against following trains on the same track must be provided by a crew member dropping off lighted fuses at intervals that do not exceed the burning time of the fuses.

When a train is moving on main track at or more than one-half the maximum speed for trains in that territory under circumstances in which it may be overtaken, crew members responsible for providing protection must take into consideration, grade, track curvature, weather conditions, sight distance and relative speed of his train to following trains and will be governed accordingly in the use of fuses.

When a train stops on main track, flag protection against following trains on the same track must be provided as follows: A member of the crew must go back immediately with flagman's signals at least the distance prescribed by timetable or other instructions for the territory, place two torpedoes on the rail not less than 150 feet apart and display a lighted fusee. He may then return one-half of the distance to rear of his train where he must remain until he has stopped a following train, is recalled or relieved. When recalled, he must leave a lighted fusee and while returning to train, he must place lighted fuses at intervals not to exceed the burning time of the fuses. When train departs, a crew member must leave a lighted fusee and must continue dropping off lighted fuses at intervals not exceeding the burning time of fuses until train speed is not less than one-half maximum speed for trains in that territory.

When required by the rules, a forward crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for the territory placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee and remaining at that location until relieved or recalled.

A crew member providing flag protection must not permit other duties to interfere with the protection of his train.

EXCEPTIONS: Flag protection against following trains on the same track is not required under the following conditions:

(a) Within ABS territory, when rear of train is protected by at least two block signals.

(b) When rear of train is protected by an absolute block ("Absolute Block" means a block in which no train is permitted to enter while it is occupied by another train).

- (c) The rear of train is within interlocking limits.
- (d) When a train order specifies that flag protection is not required.
- (e) Exceptions do not apply to single unit light engines, work extras or any unit of equipment which will not actuate the block signals, and flagmen must go distance of one and one-fourth mile; nor do these rules modify the requirements of providing such full protection:
- (1) Against opposing trains, when required.
 - (2) Against following trains when making back-up movement.

Rule 99. Supplement: Member of crew providing flag protection will go the distance to provide protection as prescribed by Rule 99 as follows:

Subdivision	Distance
Chanute.....	Three-fourths mile
Benton.....	Three-fourths mile
Georgetown.....	Three-fourths mile
Houston.....	One and one-fourth mile
Joplin.....	Three-fourths mile
Lockhart.....	Three-fourths mile
St. Louis.....	Three-fourths mile
Sedalia.....	Three-fourths mile
Texas.....	One and one-fourth mile
Tulsa.....	Three-fourths mile

Rule 99(d), 99(j), 99(k) and Note to Rules 99(j) and 99(k): Cancelled.

Rule 103. Supplement to: When Automatic Crossing Devices at public crossings at grade are inoperative or are not operating properly, and notice is given by train order of such failure or it is otherwise known, trains and engines must stop and flagman will precede movement over crossing affording protection. At night, in addition, burning red fuses will be placed on roadway on each side of track to give warning to approaching traffic.

Rule 104(15) Amended: At main track switches in ABS territory, train and yard men will operate switch and wait 5 minutes at the switch for train or engine movement to main track, except:

- (a) Where switch is equipped with an electric lock.
- (b) Where block signals governing movement to main track indicate proceed, or block indicator indicates block clear.
- (c) Where signals on main track indicate proceed.
- (d) At meeting points where switch is operated before the train met has passed its next signal.
- (e) When entering the main track between signals to hostile engine or switch train standing between such signals.
- (f) When entering main track under Rule 402.

The 5-minute wait does not relieve employes from protecting the movement, when required.

Rule 105. Amendment to: Trains and engines using a siding, or any track other than a main track, must proceed at Restricted Speed not exceeding 10 miles per hour, except as otherwise provided.

Rule 107(6). Supplement to: A Trainman will ride in the lead unit on trains and yard engines when practicable.

Rule 110. Supplement to: When a train takes siding to be met or passed by another train, it must stop when it gets in the clear and remain stopped until the train on the main track has passed it entirely.

Members of crew of the train standing in siding will inspect both sides of the train moving past them on the main track.

Rule 209. Supplement to: Form X speed restricting train orders, Examples (1) and (2) only, are authorized to be duplicated mechanically on Xerox or A. B. Dick machines at offices where these machines are in use and in good condition.

Rule 223. Supplement to: The abbreviation "MAX" may be used for the work "maximum".

Rule 285. Supplement to: When emergency light illuminated, Proceed, immediately reducing to 40 MPH or slower if necessary, prepared to stop before reaching next signal.

Rule 340. Supplement to: At Manually Controlled Interlockings, Sperry Detector Cars actually in service testing rails, and all units of Maintenance of Way equipment that do not actuate block signals at all times, must not move into or through interlocking limits on interlocking signal indication until permission of Control Operator in charge of interlocking has also been secured and must notify Control Operator when movement through interlocking has been completed.

Rule 344. Supplement to: At Automatic Interlockings, when Absolute Signal indicates Stop indication be governed by instructions in "Release Box" in operating release. Release must have been operated and release time interval checked and known to have expired before movement, unless absolute signal aspect changes authorizing movement. Sperry Detector Cars actually in service testing rails, and all units of Maintenance of Way equipment that do not actuate the block signals at all times, must not move into or through interlocking limits until Signal Department Signalman has actuated interlocking signals so signals display Stop indication on conflicting routes, and employes in charge of equipment is so notified; or flag protection per Rule 99 has been provided on conflicting routes if no signalman available.

Rule 345. Amended: Interlockings Within ABS territory.— At Interlockings within ABS territory, when a train or engine has moved within interlocking limits, either on hand signals, verbal permission, or when preceded by a flagman, it must not move beyond the interlocking limits, unless there is a leaving signal governing movement beyond interlocking limits, displaying other than Low, Stop and Proceed, or Stop, except:

- (1) When signal displays Stop, only as prescribed by Rule 350.
- (2) When signal displays Low, or Stop and Proceed, train or engine must be moved forward until leading wheels are 100 feet past signal, wait 10 minutes, then proceed at Low Speed to the next signal.
- (3) When there is not a leaving signal beyond the interlocking limits, train or engine must be moved forward until leading wheels are 100 feet past the Absolute signals of the interlocking limits, wait 10 minutes, then proceed at Low Speed to the next signal.
- (4) When it can be ascertained under the provisions of Rule 350, from train dispatcher or control operator "There is no opposing train in the block", or if the track ahead is seen to be clear through to the next signal displaying other than Low, Stop and Proceed, or Stop, train or engine may proceed at Low Speed without waiting 10 minutes.

Rule 401. Supplement to: In CTC territory, an extra train originating at a station not an open train order office, may leave such station without a clearance, being governed by signal indications.

Rule 504. Supplement to: Any employe who may be called to report for duty before his legal rest period has expired in accordance with Federal Laws Relating to Hours of Service, must report the facts to the proper officer before going on duty.

Rule 510(2). Supplement to: Train and engine service employes must not occupy the roof of a freight car or caboose under any circumstances. Other employes whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

SAFETY RULES

Rule 2. Supplement to: Employes in Train, Engine, Yard, Mechanical and Maintenance of Way service will not wear pointed toe and/or high heel cowboy, western or similiar type boots while on duty. Lace up shoes or boots with tops at least six inch high are recommended, and the same type with safety steel toes provide the greatest measure of personal safety.

Rule 14. Supplement to: Do not stand in front of coupler to adjust coupler or knuckle, or repair air devices.

Rule 150. Supplement to: Brakes on sliding end sill or cushion underframe car must not be released from a standing position on ground at end of car.

OPERATION OF RADIO

Identification of Trains at Meeting or Passing Points. — Proper identification under Uniform Code of Operating Rules 24, 83, or S-89(a) may be accomplished by direct radio communication between crews involved. Train must approach such location at Restricted Speed until proper identification is received and acknowledged.

Use of Radio in connection with Form X Approach Order or Stop Order. — Verbal permission or oral authority may be given via radio to trains and engines authorizing them to proceed through the limits of Approach Order or Stop Order. When granting such authority the communication must be properly identified in accordance with Radio Rules, given and repeated in the following form. Example:

"MKT Foreman Smith, in charge of (Extra) gang (location) to Engineer MKT Train No 101, over." The Engineer Train No 101 will answer, "Engineer MKT Train No 101 Foreman Smith, over." After identification the foreman will authorize movement of No 101 through limits of order as follows: "Train No 101 may proceed through limits of Approach (or Stop) Order No. 501 between MP 617 and MP 619 (or over Bridge 617.7 MP 617 pole 28). Men and machines are clear of track and track is OK, over." The Engineer of train will repeat back the instructions "Train No 101 may proceed through limits of Approach (or Stop) Order No. 501 between MP 617 and MP 619 (or over Bridge 617.7 MP 617 pole 28). Men and machines are clear of track and track is OK, over." The gang foreman will respond "OK, out."

This authorizes the train or engine to proceed through limits of Approach Order at speed prescribed in order, and to proceed through the limits of the Stop Order, after stopping at the Red Flag or Red Light, unless the Red Flag or Red Light has been removed, at speed not exceeding 10 MPH unless otherwise prescribed by Foreman in charge. Foreman in charge may prescribe speed and train or engine will proceed through limits of Stop Order at speed prescribed by Foreman.

These instructions do not modify compliance with other rules or signals which restrict the movement of a train or engine.

RULES AND INSTRUCTIONSEmployees Must Provide Themselves With. —

1. Uniform Code of Operating Rules.
2. Uniform Code of Safety Rules.
3. Uniform Code of Rules and Instructions Governing Display of Blue Signal by Workmen When On, Under or Between Rolling Equipment.
4. Rules and Instructions Governing the Operation of a Railroad Radio Communications System.
5. Instructions on Train Handling with Diesel Electric Locomotives for Operating and Mechanical Department Employees.
6. Circular No. DP-2, reissued January 1, 1975 by Manager of Personnel, H. M. Hacker.

ENGINE WHISTLE OR HORN SIGNALS, INTERLOCKINGS

Main track to main track.....	_____	0	_____
Main track to siding, or reverse.....	_____	0 0	_____
Main track to industry or transfer or reverse	_____	0 0	_____
Main track to subdivision, or main track of another railroad, or reverse.....	_____	0 0	_____

STATE STATUTES

KANSAS.....Whistle must be sounded four times (two long and two short blasts) at least 80 rods from the place where the railroad shall cross any public road or street.

MISSOURI.....Whistle must be sounded or bell rung beginning at least 80 rods from crossing and continuing until locomotive shall have crossed any public road or street.

OKLAHOMA.....Whistle shall be sounded or bell rung at least 80 rods from place where railroad shall cross any road or street.

TEXAS.....Whistle must be sounded or bell rung at least 80 rods from place where the railroad shall cross any public road or street, and the bell shall be kept ringing until locomotive shall have crossed such public road.

IMPAIRED CLEARANCES

Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4 inches from center line of main track.

Subdivision	Mile Post	Nature of Structure	Subdivision	Mile Post	Nature of Structure
Columbia.....	V-173.4	Bridge	St. Louis.....	93.4	Bridge
Columbia.....	V-174.2	Bridge	St. Louis.....	178.9	Tunnel
Fort Worth.....	MOP-203.3	Bridge	San Antonio...M-	992.2	Overpass
Fort Worth.....	784.3	Bridge	San Antonio...M-	1033.5	Overpass
Houston.....	1084.1	Overpass	Western....	FWD-114.73	Bridge

Main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches.

Subdivision	Mile Post	Nature of Structure	Subdivision	Mile Post	Nature of Structure
Choctaw.....	503.6	Viaduct	San Antonio..M-	992.2	Overpass
Choctaw.....	623.8	Overpass	San Antonio..M-	1031.6	Overpass
Choctaw.....	644.6	Overpass	San Antonio..M-	1033.5	Overpass
Columbia.....	V-171.6	Bridge	San Antonio..M-	1033.7	Overpass
Dallas.....	D-766.6	Bridge	San Antonio..M-	1034.0	Overpass
Hillsboro.....	D-767.5	Viaduct	San Antonio..M-	1034.1	Overpass
Houston.....	1084.1	Overpass	San Antonio..M-	1034.2	Overpass
Kansas City.....	A-6.5	Overpass	San Antonio..M-	1034.4	Overpass
St. Louis.....	93.4	Bridge	San Antonio..M-	1034.5	Overpass
St. Louis.....	178.9	Tunnel	San Antonio..M-	1034.6	Overpass

MOVEMENT OF TRAINS

1. Superiority of Trains by Direction: Southward regular trains are superior to Northward regular trains of the same class. (See Rule S-72).

2. Governing Timetable and Rules: Crews of Foreign Line Trains operating over the Missouri-Kansas-Texas Railroad Co. tracks are subject to the Uniform Code of Operating Rules, Timetable and Special Instructions of this railroad, and must provide themselves with copies thereof, be conversant therewith and governed thereby. Unless otherwise provided M-K-T RR Co. trains and engines using foreign line tracks under joint track agreements, or otherwise, will be governed by the rules and instructions, and subject to the jurisdiction of the officers of the railroad line being used.

Altus: Hollis & Eastern trains and engines may use M-1-T RR. Main Track within Yard Limits MP 74.2-B and MP 78.4-B under provisions of Rule 93 without clearance or train orders.

Bellmead-Waco: StLSW trains and engines may use M-K-T Main Track between StLSW North Jct. and StLSW South Jct. under provisions of Rule 93 without clearance or train orders.

Greenville-Hunt: L&A Yard Engines may use M-K-T Main Track within Yard Limits MP D-711.5 and MP D-718.1 under provisions of Rule 93 without clearance or train orders.

North Clinton-Clinton: SL-SF trains and engines may use M-K-T Main Track between Wye Tracks North Clinton and KCC&S Connection Clinton under provisions of Rule 93 upon receipt of permission of M-K-T Train Dispatcher, and without clearance or train orders.

Temple: AT&SF Railway Company Yard Engines may use M-K-T Main Track within Temple Yard Limits, MP 877.9 to MP 883.2 without clearance or train orders to interchange cars to and from Cobel siding under provisions of Rules 93 and 104(15) upon receipt of permission from M-K-T Train Dispatcher clearing Main Track for First Class trains. Train Nos. 21 and 22 scheduled between Opal and Transfer Jct. No. 21 scheduled to depart Opal at 10:25 A.M. daily and No. 22 scheduled to depart Little River at 5:21 P.M. daily. Yard engines will be clear of Main Track for No. 21 at 10:20 A.M. and for No. 22 at 5:16 P.M.

3. Exceptions to Rule 5: Timetable or train order restrictions apply at:

Dallas Yard-Deny.
Endot - Southward trains restricted Endot remain back of Absolute Signal north of AT&SF Interlocking (Tower 19), except, Southward trains from CRI&P tracks remain at CRI&P Jct. to avoid fouling interlocking.

Granger - East Siding.
Moran - West siding.
North Yard (MP 386.0) - Crossover where station sign located.
Paola - Crossover from M-K-T Main Track to SL-SF Main Track (MP A-42.9).
Waxahachie - Northward trains at station.

Whitesboro - Southward trains on main track, at Whitesboro Jct., Southward trains on siding, at "Fouling Point" south siding switch.

Time shown in small figures on schedule page is for information only and confers no authority.

4. Restricted Speed Requirements: Where maximum speed is more than 40 MPH, M-K-T trains except numbers 101, 102, 103, 104, 204, 145, 146, and 183 regular connections are restricted to maximum speed of 40 MPH.

Speed limits prescribed by City Ordinance shown on schedule page for information only, except where speed limit is less than authorized maximum speed, speed prescribed by City Ordinance will govern and will be observed until engine is over crossing(s) within city limits; speed then may be increased.

Trains and engines will not exceed speed of ten miles per hour through turnouts, unless otherwise provided.

In CTC territory where maximum speed permitted is in excess of 20 miles per hour, trains and engines using a main track switch not equipped with electric lock must have a portion of the train or cars occupying main track or leave main track switch open while using such track. The following locations are affected:

Consumers Co-op Spur (MP 501.5)
Burlison, Team Track (MP 771.2)
Greer, Spur Track (MP 838.8)

To avoid harmonic oscillation and rocking of freight cars, train speeds in the range of 10 MPH to 20 MPH must be avoided when possible. Acceleration or deceleration through this speed range must be accomplished on tangent track, and should be accomplished within the shortest practicable distance. Red reflective tape on speedometer faces call attention to speed range of 12 MPH to 18 MPH. When train enters this speed range, the engineer must notify personnel on caboose via radio communication.

Trains with carloads of passenger automobiles or trucks in consist will reduce speed to 10 miles per hour if hailstorm is encountered.

5. Restrictions in Operation of Locomotives and Cars:

Engines running light with or without a caboose, must not exceed speed of 40 miles per hour except: Engine Nos. 1 to 44 inclusive (Tonnage Class 34) must not be operated or towed in train in excess of 30 miles per hour.

Engines towed in train, handle next to operating engine of through trains and behind short cars of trains setting out and picking up.

Trains handling Derricks 1040, 1041, Pile Driver 1031 and Scale Test Car 77 must not exceed speed 25 miles per hour.

Trains handling Derrick 1042 must not exceed speed 10 miles per hour.

Derricks 1040, 1041, 1042 and Pile Driver 1031 must be located in train not less than four cars nor more than ten cars from engine and if handling more than one of these machines, must be separated by six cars. Scale test car 77 must be handled next ahead of caboose.

Derricks 1040, 1041, 1042 and Pile Driver 1031 are self-propelled when gears engaged, and they must not be moved by engines when gears are engaged.

Diesel engines will not be operated through water, except when authorized by proper authority.

Ney—Southward trains handling loads 11 feet 7 inches or wider must receive route from Yardmaster, Ney, before occupying double track.

Cars exceeding gross weight in tons and on subdivisions given must not be handled, except, when authorized by proper authority:

Columbia Subdivision.....	105
Denton Subdivision.....	117
Western Subdivision (MP 1.4-B to MP 34.3-B).....	117
Western Subdivision (MP 34.3-B to MP 77.3-B).....	105

6. Automatic Block Signals: Shown on schedule pages.

7. Movements by Signal Indication (Rule 400 - 404): Shown on schedule pages.

8. Normal Position of Switches:

Ajax—Lockhart - San Antonio Subdivisions main track switch lined for San Antonio Subdivision movement.

Bellmead—Yard Lead - Main track switch south end yard lined for main track to Yard Lead movements.

BE Jct.—MKT - AT&SF Main track switch lined for AT&SF movements.

Chase—Cherokee-Tulsa Subdivision main track switches lined for Cherokee Subdivision movements. Tulsa Subdivision-Wye track main track switch lined for North Wye Track movements.

Dana Jct.—Fort Worth - Hillsboro Subdivisions main track spring switch lined for Fort Worth Subdivision movements.

Deny—Dallas - Denton Subdivision main track switch lined for Dallas Subdivision movements.

Eureka—Yard Lead - Main track switch north end yard lined for main track to Yard Lead movements.

Granger—Texas - Georgetown Subdivisions main track switch, lined for Texas Subdivision movements. Georgetown Subdivision Wye track switch lined for south Wye track movements.

Labette—Joplin Subdivision-Labette siding main track switch lined for Labette siding movements.

M-K-T Jct.—MKT - Mo. Pac. main track switch lined for Mo. Pac. movements.

North Yard (MP 386.0)—Sedalia Subdivision trains entering and leaving North Yard using Crossover Sedalia Subdivision MP 384.05 Kansas City Subdivision MP A-134.3 for movement via ACI scanner must leave crossover switches lined and locked against crossover movement. East 16 crossover from East Yard to West Yard switches lined as needed. Neosho Subdivision - Yard Lead main track switch lined for Yard Lead movements. Cherokee-Oklahoma Subdivision switch at South end yard lined for Cherokee Subdivision movements.

Paola—Kansas City Subdivision-Long Track main track switch lined for Kansas City Subdivision to Long Track movements.

Pershing—M-K-T Main Track - S. P. Main Track switch lined for S. P. movements.

Ray (MP 660.6)—Wye Track - Dallas Subdivision Main Track switch lined for Dallas Subdivision movements.

Sherman Jct.—Dallas Subdivision- Sherman Subdivision spring switch lined for Dallas Subdivision movements.

StLSW North Jct. & StLSW South Jct.—MKT - StLSW main track switches lined for MKT Texas Subdivision movements.

WFEW Jct.—FWD - MKT main track switch lined for FWD movements.

9. Yards Not Having a Designated Main Track:

Coffeyville-Evans—No track designated as Main Track between MP A-166.2 and MP A-169.1.

Franklin—No track designated as Main Track between North End Yard (MP 187.9) and South End Yard (MP 189.3).

Muskogee Yard—No track designated as Main Track between Mo. Pac. crossing (MP 501.8) and SL-SF crossing (MP 503.9).

North Yard (Northern Division)—No track designated as Main Track between north end of yard where Kansas City and Sedalia Subdivisions main tracks intersect (MP 384.9) and SL-SF crossing (MP 387.1).

Ray—No track designated as Main Track between Choctaw Subdivision Wye track and Dallas Subdivision Wye track switches at north end of yard and the South Lead track switch at south end of yard.

10. Tracks Designated as Siding:

Whitesboro—Tracks from north siding switch at north end, south and through to where MKT track intersects Mo. Pac. main track designated as siding.

Length of sidings are shown in timetable in feet. Markers showing distance in feet for measuring length of trains are located on poles along side track. When trains leave terminal length of train will be measured by these markers, and this information communicated, or relayed to train dispatcher when practicable.

11. Operation of Railroad Crossing and Interlocking Devices, and Mechanical Electric Locked Switches:

AU Jct. and UX Jct.—Territory between Absolute Signals is not designated as Automatic Interlocking. Instructions posted in boxes at junction switches govern in proceeding when Absolute Signal displays Stop Indication. Dual Control switches are not controlled by Control Operator, and the provisions of Rules 350 and 402 requiring communication with Control Operator, or granting of track and time limits are not applicable. When Stop Indication displayed, before proceeding, communicate as prescribed by Rule 350 with MKT and Mo. Pac. train dispatchers via radio through operator Muskogee Yard to ascertain if any train in block before operating devices and flagging through. Territory between AU Jct. and UX Jct. is joint M-K-T-Mo. Pac. operation.

Birge—North and south siding switches equipped with Mechanical Electric Lock. Trains and engines in siding must remain back of "Fouling Point" until switch is unlocked and reversed. To operate mechanical electric lock switch, open electric lock

box located at switch stand and be governed by instructions in box. To move from siding to main track, before unlocking mechanical electric lock and reversing switch, permission must be secured from Control Operator at Granger.

Chase—North and south siding switches and north Wye switch equipped with Mechanical Electric Lock. Trains and engines in siding, or on north Wye track must remain back of "Fouling Point" until switch is unlocked and reversed. To operate mechanical electric lock switch, unlock and remove switch lock from switch. If siding switches do not unlock after 3 mins. 12 secs. and Wye switch after 5 mins., unlock telephone box and be governed by instructions posted therein. To move from siding to main track or from north Wye track to main track, before unlocking mechanical electric lock and reversing switch, permission must be secured from Control Operator at Muskogee Yard.

AT&SF Gauntlet Track (MP A-271.4)—When Absolute Signal displays Stop indication, after stopping then occupy reclearing section (100 feet) in advance of Absolute Signal. If signal does not clear and there are no conflicting movements on AT&SF, move by Absolute Signal, but stop clear of AT&SF track. If AT&SF Absolute Signal on side of bridge of MKT movement is displaying Stop indication, Flagman will cross bridge and if opposing AT&SF Absolute Signal is displaying Stop indication, Flagman may give hand "Proceed" signal for movement over bridge. If any opposing Absolute Signal does not display Stop indication, protection per Rule 99 must be provided on conflicting route before fouling Gauntlet Track.

AT&SF Crossing (MP 880.7)—When Absolute Signal displays Stop indication, communicate with Control Operator at AT&SF Office and be governed by his instructions in proceeding through interlocking limits. Telephones connecting with control operator located on control house at crossing, both Absolute Signals and on outside of station Temple. If unable to communicate with control operator to secure signal to proceed, devices may be manually operated. First determine that Absolute Signals on AT&SF display Stop indication, then manually line dual control derail for MKT movement. After lining derail must again determine that Absolute Signals on AT&SF display Stop indication. Hand signal will then be given for movement over crossing. After movement over crossing and clear of interlocking limits, dual control derail must be restored to "Derailing" position and selector lever to "Power" position. Report, notifying Control Operator at AT&SF Office, Temple, of handling, must be made at first open office.

San Antonio S. P. Crossing (MP M-1036.1)—If Stop indication displayed, flag protection must be provided in both directions on S. P. Co. tracks before moving over crossing.

12. Restrictions on Auxiliary Tracks:

Bartlesville—National Zinc has ramp constructed over No. 2 Smelter Wye, 565 feet from the switch, under which only open top gondolas can pass and will not clear a man riding on side of car.

Burkburnett—Bunge Elevator Spur Track, do not operate engines over scales on this track.

Cenergy—Engines and cars must not be shoved or operated south of crossover. Tracks south of crossover cannot be used.

Franklin—Do not exceed speed 5 MPH on yard and auxiliary tracks, except on Old Main Track.

Georgetown—Georgetown Railroad, do not exceed speed 10 MPH on connection tracks.

Granger—South Leg of Wye, do not exceed speed 5 MPH.

Italy—Tail Track, do not exceed speed 5 MPH.

Itasca—Monsanto Track, trains switching this track do not exceed speed 5 MPH and use one unit only.

New Ulm—Spur Track, engines and cars will not be shoved beyond loading ramp.

North Yard (Northern Division)—Diesel Shop Tracks, do not exceed speed 5 MPH.

Ogden—Transfer Track, do not exceed speed of 5 MPH.

Sherman—Do not operate engine over rock unloading pit ABC Track. Enter Hardwicke-Etter Spur Track at Pecan from track No. 2 only at Pecan Street.

Smith—GRDA Area, do not exceed 5 MPH on all curves between Nipak and Oklahoma Cement. Do not exceed 5 MPH on GRDA Lead Track East and South of the "Water Tower Crossing." Within the GRDA Area fuses must not be used for giving hand signals except in an emergency, and when used they must not be dropped or thrown to extinguish.

Midwest Carbide Co., derrails, secured with Midwest Carbide Co. locks, are in place on the West end of Tracks 1 and 2. Midwest Carbide employes only are authorized to unlock the derrails.

National Gypsum Co., there are derrails on Tracks 1 and 2 and a lift bridge which obstructs Track 2 when it is in use. Semaphore signals display Stop when the derrails and lift bridge are on. Movement must not be made into these tracks when the signals display Stop. National Gypsum personnel only are authorized to operate the derrails and signals.

Georgia Pacific Co. (Bestwall Div.), there are two (2) red lights on the southwest corner of the building. When one or both of these lights are illuminated, a lift bridge is obstructing Track 2. Do not couple into or move cars on Track 2 until the lift bridge has been raised.

Waxahachie—When switching Oil Mill, use one unit only.

WRP—Do not exceed speed 20 MPH between WRP and WRRR Yard.

13. Train Inspections:

In addition to inspections per Rules 110 and 111 of Uniform Code of Operating Rules, trainmen or other competent employes will make train inspections of both sides of trains departing: Ajax (through trains entering Lockhart Subdivision), Caddo and Eddy (trains heading through sidings), Franklin, Granger (rock trains), Melton, Muskogee, Smithville.

When a train is stopped with emergency application of the brakes, whether from locomotive or train, the following instructions must be observed:

1. If train is separated, entire train must be inspected, also observing track structure to determine if the emergency application caused track damage.

2. If train is not separated, train may be moved when proper brake pipe pressure is obtained and brakes fully released, not exceeding 10 MPH for the first train length. Crew members will closely observe train and members of crew on rear of train must observe track structure to ascertain any track damage that may have resulted from the emergency brake application.

3. Each emergency stop must be reported to the train dispatcher by the first available means of communication.

14. Hot Box and Dragging Equipment Detective Systems:

Monitor Display Boards and Hot Box and Dragging Equipment Indicator Lights are mounted on a Signal mast at approximately caboose personnel eye level.

The Monitor Display Board is illuminated (white light) as a train passes and two (2) seconds after the train passes, the detector will display:

1. Zeros in the absence of hot box or dragging equipment.
2. Numerals indicating the accumulated axle count from the car in distress to the rear of the train.

The Hot Box and Dragging Equipment Indicator Lights are normally dark and illuminate displaying flashing yellow aspect on top and red aspect on the bottom of the Display Board only when a car in distress has been detected.

When radio communication is available, the engineer or other member of crew on engine designated by him must inform the conductor or other member of crew at rear of train when the train is approaching hot box or dragging equipment detective system. The engineer must then be informed whether or not the train must be inspected. Both communications must be properly acknowledged.

If there is no radio communication available, the engineer must carefully note train line air gauge as the train passes indicator for any indication that the train brakes are being applied from the caboose and take appropriate action accordingly.

As the train passes a detector and it reveals a passing car or engine to be in distress, one of the following indications will be observed:

1. Single flashing yellow light. The right or left hot box indicator light on top of the display board will start to flash immediately upon detection of a hot journal indicating the side of the train having the overheated journal.

2. Flashing yellow center light together with either right or left light. Another hot box was detected subsequent to the one which is numerically indicated on the display board and the hot boxes detected were all on the same side of the train.

3. Flashing yellow lights both right and left. Probable hot box on both sides of the train and indicated hot box may be on either side.

4. All three top indicator lights flashing yellow. Indicated hot box may be on either side and one of the subsequent hot boxes was on the other side.

5. Flashing right and left yellow lights and red bottom light. Dragging equipment has been detected.

6. All three top indicator lights flashing yellow and red bottom light. Dragging equipment plus one or more hot boxes or additional dragging equipment has been detected and indicated car may be in distress on either side.

When the hot box and dragging equipment indicator light displays one of these aspects, the train must be stopped and inspected. Head end and rear end crew members must be on the lookout for and continue to observe the indicator lights until the entire train has passed the indicator, if practicable, and must take whatever action may be required.

In the event there is a power failure of the detective system, the white light located on the signal house ("power-on" light) will not be illuminated and this must be reported to the Train Dispatcher by the first available means of communication.

When the "power-on" light is not illuminated, when the indication of the light and display board cannot be seen, or when train order instructions indicate that the indicator is inoperative or out of service, the train must be stopped and inspected unless a running inspection can be made by employees on both sides of the train. Both employees need not be at the same location; however, both sides must be inspected in the immediate vicinity of the hot box detector site and train must operate at a reduced speed not to exceed 25 miles per hour until the inspection has been completed.

Locating car in distress:

If there is an indication that there is only one car in distress, all the journals on the car indicated on the Display Board plus two cars on either side of that car must be inspected. Only those journals on the side indicated need be inspected.

When there is an indication that more than one car is in distress or that there may be dragging equipment, the entire train must be inspected from the rear of the train to and including five (5) cars ahead of the car indicated on the Display Board, in accordance with Rule 111.

When making the inspection, the entire car must be visually inspected for obvious mechanical defects, such as broken bolster, broken truck-side, loose wheel, fouled or dragging brake rigging, hand brake set, sticking brakes, dragging pin-lifter, or car being derailed.

A report of the results of the hot box detector inspection must be wired to the Superintendent, including car initial and number and indication displayed by indicator lights.

The presence or location of hot box and dragging equipment detective systems does not relieve train and engine crews from the responsibility of inspecting trains for defects as prescribed in the Uniform Code of Operating Rules.

Hot box detector systems do not function properly when train is stopped on detector circuit or when train passes over circuit at a speed of less than 5 miles per hour. Trains are not to be stopped on detector circuits except in case of emergency.

HOT BOX AND DRAGGING EQUIPMENT DETECTOR LOCATIONS:

St. Louis Subdivision

MP 34.9
MP 66.4
MP 102.5
MP 135.1
MP 171.1

Choctaw Subdivision

MP 529.8
MP 557.5
MP 588.3
MP 630.6

Sedalia Subdivision

MP 224.7
MP 262.9
MP 293.0
MP 329.0
MP 355.2

Fort Worth Subdivision

MP 682.7
MP 788.3
MP 817.2

Kansas City Subdivision

MP A- 54.6
MP A- 75.5
MP A-107.2

Texas Subdivision

MP 865.7
MP 892.2
MP 931.5

Cherokee Subdivision

MP 416.1
MP 446.9
MP 477.9

Houston Subdivision

MP 1000.8
MP 1027.4
MP 1053.0

15. Hazardous Materials:

Federal regulations governing the transportation of hazardous materials prescribe that the following regulations must be observed when handling shipments of **FLAMMABLE COMPRESSED GAS** in tank cars placarded "DANGEROUS":

1. Shall not be cut off in motion.
2. No car moving under its own momentum shall be allowed to strike any tank car containing flammable compressed gas, placarded "DANGEROUS", nor shall any such car be coupled into with more force than is necessary to complete the coupling.

Cars containing **HYDROCYANIC ACID** are identified by a red stripe around each end and lengthwise around the tank. On both sides and ends are large red and white placards showing the contents as "CLASS 'A' POISON" and a telephone number to call in case of trouble.

This is a **highly lethal poison**, as indicated by the description below:

Description of the material and danger potential as follows:

1. 2700 parts per million mixed with the atmosphere is fatal to humans in 30 seconds of breathing.
2. Conventional canister gas masks are not effective. Only a self-contained breathing apparatus is safe.
3. Material is under pressure in cars and turns from liquid to vapor at 80 degrees Fahrenheit.
4. No known antidote for a lethal dose.
5. Human contact with the vapor is detected by a bitter almond taste and odor, followed by a painful tingling of the lips and nostrils.
6. The material is flammable and will burn furiously, but is not explosive.

If one of these cars is involved in a derailment, Chief Dispatcher will be notified promptly so specially equipped and trained employes of the shipper may be flown to the scene. This must be done regardless of how slight the involvement.

If one of these cars is leaking from any point and catches fire, **LET IT BURN. DO NOT ATTEMPT TO PUT OUT THE FIRE AND DO NOT PERMIT LOCAL FIRE DEPARTMENTS TO ATTEMPT TO DO SO.**

In the event of trouble, the men on the ground must be advised of the danger involved so that they would not breathe any fumes that may be leaking from the car. Men should not approach the car area unless it is definitely known that the car or cars are not involved and then only with extreme caution and upwind if possible.

Empty tank cars returning to origin could be critical and extreme care should be exercised in the handling of these cars also.

To further bring to the attention of yard and train crews, clerks, car inspectors, and others involved in transportation, the shippers will, in addition to sticker now attached, provide an additional sticker to be attached to the top left corner of the waybill that is large enough to protrude outside the waybill so as to attract the attention of those handling. This sticker will bear a picture of the tank and direct attention to the sticker attached to the body of the bill.

Special handling is required for Union Carbide tank cars in series UCOX 150 through 184. These are 100-ton, 30,000-gallon tank cars containing **LIQUID ETHYLENE** and placarded "FLAMMABLE LIQUID." The road train or switch movement of two or more of this group with "A" end coupled together is prohibited.

16. Standard Clocks and General Order Books:

NORTHERN DIVISION

Baden Telegraph Office
 *Enginehouse
 Bartlesville Yardmen's Room
 Coffeyville *Telegraph Office
 *Enginehouse
 Clinton Freight Office
 Franklin Telegraph Office
 Glen Park Yard Office
 *Locker Room
 Hominy Freight Office
 Joplin Telegraph Office
 Muskogee Yard Yard Office
 North McAlester Freight Office
 North Yard Yard Office
 Enginemen's Room
 *Yardmen's Room
 Pryor Freight Office
 Sedalia Freight Office
 Tulsa *Locker Room
 Turner Yard Office
 *Enginemen's Room
 Tyo Yard Office

SOUTHERN DIVISION

Altus Freight Station
 Bellmead Trainmen's Room
 Dallas Yard Yard Office
 *Enginehouse
 *Yardmen's Room
 Denison Dispatcher's Office
 Elgin Freight Office
 Eureka Yard Office
 *Enginehouse
 *Yardmen's Room
 Garland Yard Office
 Ney Yard Office
 *Locker Room
 North Yard Yard Office
 *Enginemen's Room
 Ray Yard Office
 *Enginehouse
 San Marcos Freight Office
 Sloan Yard Office
 *Enginehouse
 Smithville Yard Office
 Temple Freight Office

YARD LIMITS

NORTHERN DIVISION

Bartlesville.....A-191.9 - A-200.7
 Chanute.....B- 25.0 - B- 27.8
 Chase.....Z-323.1 - Z-324.8
 Clinton.....265.0 - 266.8
 Coffeyville.....A-166.0 - A-171.3
 Columbia.....V-177.0 - V-178.3
 Columbus.....S-417.1 - S-420.0
 Cushing.....A-276.0 - A-282.2
 Dewey.....A-191.9 - A-200.7
 Fort Scott.....336.5 - 339.1
 Franklin.....187.0 - 190.1
 Galena.....0-103.9
 S-431.1 - S-433.8
 Hominy.....A-235.1 - A-236.7
 Joplin.....S-439.1 - S-440.7
 Labette.....S-394.4 - S-396.0
 Military.....S-428.3 - S-430.4
 Mineral.....S-406.4 - S-414.0
 Nevada.....314.6 - 317.4
 North McAlester.....564.0 - 567.2
 R- 3.9
 Muskogee Yard.....500.7 - 505.6
 Paola.....A- 42.0 - A- 44.5
 Parsons.....384.3 - 389.4
 A-133.4 - A-138.6
 B- 3.5
 Ray.....655.36 - 663.5
 P-663.3
 D-662.2
 Sedalia.....224.7 - 230.2
 Tulsa.....Z-273.9 - Z-287.0
 Turner.....A-539.0 - A-343.9

SOUTHERN DIVISION

Altus.....74.2-B - 78.4-B
 Bellmead.....840.85 - 852.0
 Burkburnett.....11.9-B - 18.5-B
 Dallas.....D- 753.2 - D- 771.1
 K- 745.8
 Eureka.....1070.8 - GH 10.04
 Frederick.....48.1-B - 52.7-B
 Garland.....D- 749.4 - D- 753.2
 Grandfield.....25.8-B - 29.0-B
 Granger.....906.5 - 909.4
 U-909.12
 Greenville.....D- 711.5 - D- 718.1
 Hillsboro.....808.8 - 814.9
 D- 831.1
 Ney.....MOP 237.5 - 764.7
 Ray.....655.36 - 663.5
 P- 663.3
 D- 662.2
 San Marcos.....M- 985.3 - M- 988.0
 Sherman.....P- 670.0 - P- 671.8
 Sloan.....M-1027.5 - M-1038.5
 Smithville.....967.8 - 971.3
 M- 0.97
 Taylor.....916.08 - 919.92
 Temple.....877.9 - 883.2
 Waxahachie.....D- 791.1 - D-798.96
 Whitesboro.....683.2 - MOP174.13
 Wichita Falls.....G- 785.0 - 7.1-B

OFFICIAL WATCH INSPECTORS

Banks Railroad Time Service Company
 325 Main Street
 Pine Bluff, Arkansas 71601

Watch inspectors (see Rule 2) are located as follows:

Altus, OK.....Green's Jewelry Company
 122 West Broadway
 Appleton City, MO.....Appleton City Jewelry Company
 109 West Fourth Street
 Austin, TX.....Carpenter's Watch and Jeweler
 111 West Seventh
 Bellmead, TX.....Chenault's Jewelers
 157A East Gate Plaza
 Boonville, MO.....Gmelich and Schmidt Jewelry Co.
 509 Main Street
 Coffeyville, KS.....Hamlin Jewelry
 807 Maple
 Cushing, OK.....McCoy's Jeweler
 101 East Broadway
 Dallas, TX.....Pete's Jewelers
 2223 South Buckner Boulevard
 Denison, TX.....Gray's Credit Jewelers
 505 West Main Street
 Fort Scott, KS.....Bartlesmeyer's Jewelry
 14 East Walnut
 Fort Worth, TX.....Jolly's Watch Repair and Jewelry
 408 Houston Street
 Greenville, TX.....Taylor Brothers Jewelry
 2518 Lee
 Hillsboro, TX.....T. B. Bond Jeweler
 South Side Square
 Hominy, OK.....White's Jewelry Company
 108 West Main
 Houston, TX.....Houston Watch Co. Inc.
 911 Franklin Avenue
 Billings Jewelers
 1025 North Shepard
 Joplin, MO.....Tic-O-Time Jewelry Inc.
 712 Main Street
 Kansas City, MO.....Houston Watch Co. Inc.
 (Kansas City Jewelers)
 Union Station
 Pershing Road and Main Street
 McAlester, OK.....Hunt's Jewelry
 123 East Choctaw
 Muskogee, OK.....Klar Brothers Jewelers
 234 West Okmulgee
 Oklahoma City, OK.....B. C. Clark Jeweler
 101 Park Avenue
 Robinson Jewelry Company
 204 West Commerce
 Peacock Jewelers
 Penn Square
 Parsons, KS.....Pfeiffer Jewelry Company
 78 Parsons Plaza
 St. Louis, MO.....Wiggins Jewelry
 11048 Olive Boulevard
 Crevecoeur, MO
 Hartig Jeweler
 8 River Roads Center
 Jennings, MO
 Hart Jewelers
 7342 Manchester Avenue
 Maplewood, MO
 San Antonio, TX.....Lloyd's Jewelers
 3111-A Nacogdoches
 Sedalia, MO.....Reed and Son Jewelers
 309 South Ohio
 Smithville, TX.....Ragsdale Jewelry Company
 205 Main
 Tulsa, OK.....M. L. Hardesty Jeweler
 712 West 23rd Street
 Waco, TX.....Kindler's Gem Jewelers
 The Market Place
 4700 Bosque Boulevard
 Waxahachie, TX.....Maxwell Jewelry Company
 311 South Rogers
 Wichita Falls, TX.....Ragland Jewelers
 711 Eighth Street

RAILROAD COMPANY MEDICAL STAFF

Dr. W. D. Blassingame, Medical Director, Denison, Texas

Austin, TX 78723.....Dr. B. J. Smith
1106 Clayton Lane
Twin Towers Professional Building
Telephone: Office 453-7356
Exchange 453-0878

Dallas, TX 75235.....Southwest Clinic Association
Drs. R. W. Henderson, J. W. Jomès,
and F. G. Garfias
5540 Denton Drive Cutoff
Telephone: 631-3880

Denison, TX 75020.....Dr. W. D. Blassingame
501 West Gandy Street
Telephone: 465-5005

Fayette, MO 65248.....Dr. M. P. Leech
Fayette Medical Clinic
Elm and Church
Telephone: 248-8217

Fort Worth, TX 76133.....Dr. C. B. Bruner
6113 Hulen Street
Telephone: 292-5000

Houston, TX 77008.....Dr. Norman H. Moore, Jr.
411 West 20th Street
Telephone: 869-3701

Kansas City, KS 66103.....Dr. J. William Young
1401 Southwest Boulevard
Telephone: 262-0530, 931-4511

McAlester, OK 74501.....Dr. George M. Brown, Jr.
(On-duty injuries only)
Third and Seminole
Telephone: 426-0240

Muskogee, OK 74401.....Dr. G. W. Tracy
1524 West Okmulgee
Telephone: 682-0210

Oklahoma City, OK 73103.....Dr. Glen F. Wade
1111 North Lee
Telephone: 235-5940

Parsons, Ks 67357.....Dr. Charles F. Henderson
1509 Main
Telephone: Office 421-0600
Home 421-0814

St. Louis, MO 63112.....Dr. N. Bruce Pitsinger
5505 Delmar
Telephone: 862-4860

San Antonio, TX 78209.....Dr. Walter Walthall
6714 North New Braunfels Avenue
Telephone: 828-2531, 828-2532

Smithville, TX 78957.....Dr. Francis J. Weishuhn
302 Olive Street
Telephone: 237-2421

Tulsa, OK 74152.....Dr. S. A. Willis
Glass Nelson Clinic
2020 South Xanthus
Telephone: 742-3341

Waco, TX 76702.....Dr. Horace H. Trippet
Hillcrest Medical Tower, Suite 204
3115 Pine Avenue
Telephone: 753-2437

Wichita Falls, TX 76308.....Dr. Hulen J. Cook, Jr.
500 Broad Street
Telephone: 723-4149, 322-0701

TONNAGE RATINGS--NORTHERN DIVISION

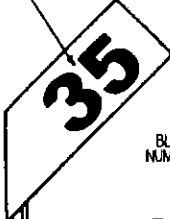
Direction	FROM STATION	TO STATION	TONNAGE CLASS			
			34	40	54	55
South	Baden	Franklin	2050	2400	3240	3300
North	Franklin	Baden	2050	2400	3240	3300
South	Franklin	Sedalia	1190	1400	1890	1920
North	Sedalia	North Yard	1600	1870	2520	2570
North	North Yard	Sedalia	1600	1870	2520	2570
South	Sedalia	Franklin	1250	1450	1960	1990
South	Moberly	Franklin	1350	1600	2160	2200
North	Franklin	Moberly	1350	1600	2160	2200
South	Columbia	Columbia Jct.	1625	1900	2560	2610
North	Columbia Jct.	Columbia	1300	1550	2090	2130
South	Glen Park	North Yard	1525	1800	2430	2470
South	Moran	North Yard	3200	3750	5060	5160
North	North Yard	Glen Park	1700	1800	2430	2470
South	North Yard	Hominy	1550	1840	2480	2530
North	North Yard	Coffeyville	1950	2280	3080	3130
South	Hominy	Turner	1450	1700	2300	2340
North	Turner	Hominy	2125	2500	3370	3440
North	Hominy	North Yard	2075	2440	3290	3350
South	Coffeyville	North Yard	2150	2520	3400	3460
South	Chanute	North Yard	1875	2200	2970	3030
North	North Yard	Chanute	2300	2700	3640	3710
South	North Yard	Muskogee Yard	2125	2500	3370	3440
South	Welch	Muskogee Yard	2600	3050	4120	4190
North	Muskogee Yard	North Yard	2125	2500	3370	3440
North	Muskogee Yard	Wagoner	2450	2875	3880	3950
South	Labette	North Yard	2700	3170	4280	4360
South	Muskogee Yard	Excess	2170	2550	3440	3510
South	North McAlester	Excess	2250	2650	3580	3640
South	Excess	Ray	1500	1750	2360	2410
North	Ray	Muskogee Yard	1600	1850	2500	2540
North	North McAlester	Muskogee Yard	1600	1900	2560	2610
South	North Yard	Joplin	1500	1760	2380	2420
South	Columbus	Military	2550	3000	4050	4120
North	Joplin	North Yard	1900	2240	3020	3080
North	Military	Labette	2350	3000	4050	4120
North	Tulsa	Chase	1650	1950	2630	2680
South	Chase	Tulsa	1575	1850	2500	2540
South	North McAlester	Bishop	1275	1500	2020	2060
North	Bishop	North McAlester	1275	1500	2020	2060

TONNAGE RATINGS--SOUTHERN DIVISION

Direction	FROM STATION	TO STATION	TONNAGE CLASS			
			34	40	54	55
South	Ray	Dallas Yard	1625	1900	2560	2610
South	Dallas Yard	Dana Jct.	1525	1800	2430	2470
North	Dana Jct.	Dallas Yard	1450	1700	2290	2340
North	Italy	Dallas Yard	1700	2000	2700	2750
North	Dallas Yard	Ray	1350	1600	2160	2200
North	Dallas Yard	Royse City	1475	1750	2360	2410
North	Royse City	MP D-665.0	1875	2200	2970	3020
South	Ray	Ney	1525	1800	2430	2470
South	Ray	Denton	1700	2000	2700	2750
South	Ney	Bellmead	1775	2100	2830	2890
South	Grandview	Bellmead	2625	3100	4180	4260
North	Bellmead	Ney	1775	2100	2830	2890
North	Ney	Ray	1325	1550	2090	2130
South	Ray	Sherman	1275	1500	2020	2060
North	Sherman	Ray	1200	1400	1890	1920
South	Altus	Grandfield	3050	3600	4860	4920
South	Grandfield	North Yard	2550	3000	4050	4120
North	North Yard	Ney	1525	1800	2430	2470
North	Ney	North Yard	1525	1800	2430	2470
South	Denton	Altus	2300	2700	3640	3710
South	Denton	Dallas Yard	1900	2250	3040	3090
North	Dallas Yard	Denton	1350	1600	1890	1920
North	MP K-754.2	Denton	1800	1900	2560	2610
South	Bellmead	Smithville	1625	1900	2560	2610
South	Eddy	Smithville	1775	2100	2830	2890
North	Smithville	Bellmead	1525	1800	2430	2470
North	Granger	Bellmead	1700	2000	2700	2750
South	Smithville	Eureka	1625	1900	2560	2610
South	New Ulm	Eureka	3225	3800	5130	5220
North	Eureka	Smithville	1700	2000	2700	2750
North	Eureka	New Ulm	2125	2500	3370	3440
South	Granger	Georgetown	1450	1700	2360	2410
North	Georgetown	Granger	1475	1750	2360	2410
South	Taylor	M-K-T Jct.	1150	1250	1690	1720
South	M-K-T Jct.	Sloan	1475	1750	2360	2410
North	Sloan	M-K-T Jct.	1475	1750	2360	2410
North	M-K-T Jct.	Taylor	1250	1400	1890	1920
South	Smithville	Ajax	1475	1750	2360	2410
North	Ajax	Smithville	1475	1750	2360	2410

ROADWAY SIGNS


YELLOW OR YELLOW REFLECTIVE SHEETING



BLACK NUMBERS


PERMANENT ADVANCE WARNING SIGN
LOCATED APPROXIMATELY ONE MILE FROM POINT SPEED RESTRICTION EFFECTIVE.
RULE 10(h)

WHITE REFLECTIVE SHEETING WITH BLACK FIGURE



PERMANENT SPEED RESTRICTION SIGN
LOCATED AT BEGINNING OF RESTRICTION.


WHITE WITH BLACK FIGURE & BORDER



WHITE REFLECTIVE SHEETING WITH BLACK FIGURE

SIDING TRACK WARNING SIGN
APPROXIMATELY ONE MILE FROM SWITCH.

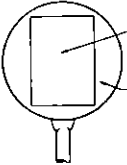
WHITE BACKGROUND



BLACK LETTER

SPRING SWITCH SIGN
RULE 104 (a)


GREEN REFLECTIVE SHEETING



GREEN PAINT

PERMANENT RESUME SPEED SIGNS
AUTHORIZED SPEED MAY BE RESUMED WHEN ENTIRE TRAIN HAS PASSED RESUME SPEED SIGN.
RULE 10(h)

WHITE WITH BLACK FIGURE & BORDER



WHITE REFLECTIVE SHEETING WITH BLACK FIGURE

WHISTLE SIGNS
RULES 14, 14(1), TIMETABLE STATE STATUTES SIGN WILL BE PLACED ONE-FOURTH MILE FROM CROSSING WHEN PRACTICAL.

WHITE WITH BLACK LETTERS & BORDER



SWITCHING LIMIT SIGN
INDICATES LIMITS OF YARD ENGINE OPERATION.

WHITE WITH BLACK LETTERS & BORDER




YARD LIMIT SIGN
RULE 93, TIMETABLE SPECIAL INSTRUCTIONS.

WHITE WITH BLACK LETTERS




END OF BLOCK SIGNALS SIGN

ASPECT - AT RIGHT ANGLE TO TRACK, RED LIGHT, RULE 232 APPLIES.




NUNN TYPE TRAIN ORDER SIGNAL

ASPECT - PARALLEL WITH TRACK, GREEN LIGHT, RULE 230 APPLIES.




STOP SIGN
RULE 98


RED WITH WHITE LETTERS & BORDER



YELLOW



GREEN



TEMPORARY SPEED RESTRICTION SIGN
RULE 10(g)
RESTRICTION 10 MPH UNLESS OTHERWISE DIRECTED BY TRAIN ORDER OR GENERAL ORDER.

TEMPORARY RESUME SPEED SIGN
RULE 10(g)
PLACED AT END OF RESTRICTION.

TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
1 ..	60.0	1 30	40.0	2 30	24.0
1 12	50.0	1 42	35.3	3 00	20.0
1 20	45.0	2 00	30.0	6 00	10.0