



ALWAYS  
BE  
**SAFE**

ALL WAYS

PRINT  SHOP



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**M-K-T R.R. CO.**

SYSTEM  
**TIMETABLE**  
**No. 5**

EFFECTIVE 12:01 A.M. OCT. 30, 1977

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FOR THE INFORMATION AND GUIDANCE  
OF EMPLOYEES ONLY

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

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

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SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	
101						102	
DAILY		DAILY					
		STATIONS					
	2000	0.0	ST. LOUIS				
		3.9	NORTH MARKET				
PM	2007	8.7	BADEN	YTDWPOB	YARD	AM	5 00
7 00						AM	3 40
7 40	2027	26.9	MACHENS				
	2039	39.2	ST. CHARLES		6962	3 07	
	2078	77.9	MARTHASVILLE		7043	1 34	
	2105	104.9	RHINELAND	OB			
102	2125	125.1	MOKANE		7355	11 40	
11 40	2143	143.3	NORTH JEFFERSON	OB	2144	10 43	
12 08	2154	153.5	HARTSBURG		6942	10 27	
AM	2170	169.5	McBAINE			9 50	
12 24		169.8	COLUMBIA JCT				
1 01	2188	188.3	NEW FRANKLIN	Y			
	2189	189.1	FRANKLIN	YTDWOB	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.

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 Machens, if any, when moving on the BN Ry. tracks between Baden and Machens, by a train restricted therefor at Machens may be used to confirm the arrival of that train at Machens.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 26.9 - MP 92.7	25	Bangert	41.6	2041
MP 92.7 - MP 93.0	10	Watts	56.9	2057
MP 93.0 - 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
		UE	119.7	2120
		Tebberts	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							
	AM	2 25	2189	189.1	(R) FRANKLIN	YTDWOB	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	CYTDWOB			
				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		4800	2 27	
		6 43	2286	285.7	APPLETON CITY	F	3722	1 57	
		6 49	2288	287.9	LINDALE		7696	1 51	
		7 44	2309	309.3	WALKER		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		6878	11 42	
				365.0	AT&SF	XA			
	102	10 20	3373	372.9	ST. PAUL		7390	101	10 20
		10 46	3384	383.5	CROSS	Y		9 15	
		11 30	3386	386.0	NORTH YARD	YTDWPOB	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	Beamant	221.1	2221
MP 227.7 - MP 382.5	25	Alcolac	224.7	2225
MP 382.5 - MP 385.0	10	Greenridge	239.2	2239
		MFA	262.9	2263
		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

KANSAS CITY SUBDIVISION (SOUTH)

SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE STATIONS
SECOND CLASS					
111	103	105			
DAILY	DAILY	DAILY			
.....	.....	.....	1000	0.0	KANSAS CITY.....
PM	PM	AM		2.0	29TH STREET.....
8 30	4 30	6 00	1003	2.6	GLEN PARK...YTWDPOB
.....	.....	.....		3.9	ROSEDALE.....
PM	PM	AM		(R) 39.2	PAOLA.....YWF
9 45	5 45	7 15	3043	43.1	MO. PAC.....XA
.....	.....	.....		43.4	RINGER.....
9 52	5 52	7 22	3047	46.5	PARKER.....
10 15	6 15	7 45	3062	61.6	DUNLAY.....
10 23	6 23	7 53	3067	66.8	KINCAID.....
10 49	6 49	8 19	3083	82.8	MORAN.....F
11 33	7 09	8 39	3095	94.7	MO. PAC.....XA
.....	.....	.....		94.8	KIMBALL.....
12 02	7 38	9 08	3113	112.6	AT&SF.....XA
AM				119.9	ERIE.....
12 17	7 53	9 23	3121	120.6	CROSS.....Y
12 41	8 17	9 47	3384	133.7	NORTH YARD...YTWDPOB
1 30	8 45	10 15	3386	136.2	
AM	PM	AM			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-133.4...	40	Beagle.....	A- 54.6	3055
MP A-133.4 - MP A-135.2...	20	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		SPEED LIMITS PRESCRIBED BY		
(MP A-43.14).....	20	CITY ORDINANCE		
Over Bridge A-70.4		Erie.....		25 MPH
(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:

MAXIMUM SPEED	MPH
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

Crossover switches on Eastward Yard Main Track, Westward Yard Main Track and Running Track at Terminal Junction locked for normal position. All westward movements and westward trains must restore and lock switches to normal position after completion of movement. Permission must be obtained from Kaw Tower Operator before using switches governing No. 25 and No. 26 tracks or crossovers at Terminal Junction.

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.

KANSAS CITY SUBDIVISION (NORTH)

MAIN LINE STATIONS	Length of siding in feet	NORTHWARD		
		SECOND CLASS		
		104	204	106
		DAILY	DAILY	DAILY
KANSAS CITY.....				
29TH STREET.....				
GLEN PARK.....	YARD	AM 6 30	PM 5 30	AM 4 00
ROSEDALE.....				
(R) 39.2				
PAOLA.....		AM 4 17	PM 3 47	AM 12 57
MO. PAC.....				
RINGER.....	4745	4 10	3 40	12 50
PARKER.....	7893	3 47	3 17	12 27
DUNLAY.....	5640	3 39	3 09	12 19
KINCAID.....	6375	3 13	2 43	11 53
MORAN.....	W-6257 E-2073	2 53	2 23	11 33
MO. PAC.....				
KIMBALL.....	6338	2 24	1 54	10 54
AT&SF.....				
ERIE.....	8352	2 09	1 39	10 39
CROSS.....		1 45	1 15	10 15
(R) 2.5		11 30	1 00	10 00
NORTH YARD.....	YARD			
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	104PM 11 30	154PM 12 30	102AM 4 30	3386	386.0	(R) NORTH YARD..YTWDPOB
				3387	386.6	PARSONS.....Y
				387.1		SL-SF.....CXN
146 AM 12 10	146 AM 11 50	12 50	4 50	3394	394.4	LABETTE.....Y
				400.8		SL-SF.....CXA
				3401	400.9	OSWEGO.....
				409.9		MO. PAC.....CXN
12 34	12 14	1 14	5 14	3410	410.2	CHETOPA.....O
12 51	12 31	1 31	5 31	4421	421.4	WELCH.....F
1 16	12 56	1 56	5 56	4438	438.0	WINDERS.....
				438.8		SL-SF.....CXA
1 18	1 01	1 58	5 58	4439	439.0	VINITA.....OB
1 43	1 26	2 23	6 23	4454	454.4	ADAIR.....
				4464	463.7	PRYOR.....WOB
2 07	1 50	2 47	6 47	4469	468.6	SMITH.....
2 21	2 04	3 01	7 01	4478	477.7	MAZIE.....
2 39	2 22	3 19	7 19	4488	488.0	WAGONER.....O
				488.2		MO. PAC.....CXA
				496.0		AU JCT.....V
				497.4		UX JCT.....V
3 01 AM	2 38	3 35	7 35	4499	498.6	CHASE.....T
				501.8		MO. PAC.....XA
	2 50	4 00	7 50	4503	502.5	MUSKOGEE YARD..YWPOB
	AM	PM	AM			116.5

ABS between MP 387.1 and NP 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 NP 501.8—Control Operator at Muskogee Yard.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 387.1 - MP 501.8.....	40	Cenergy.....	417.0	4417
Except over SL-SF		Leon.....	420.0	4420
crossing (MP 387.1).....	20	Big Cabin.....	446.8	4447
		Chouteau.....	472.2	4472
		LaBarge.....	486.8	4487
SPEED LIMITS PRESCRIBED BY CITY ORDINANCE				
FLOOD INDICATORS				
Vinita, through city limits	30	MP 388.5	MP 434.0	MP 460.2
Pryor, through city limits	25	MP 391.0	MP 440.2	MP 465.0
Wagoner, through city limits	25	MP 407.2	MP 445.6	MP 493.2
Muskogee, through city limits.....	25	MP 413.6	MP 455.5	

Wagoner: Movements on siding must approach Prestolite crossing not exceeding 5 MPH, and must not occupy crossing until known that flashers and gates are operating. When train is separated to open crossing "island circuit" must be cleared 200 feet each side as identified by yellow marks on cross ties.

MAIN LINE  STATIONS	Length of Siding in feet	NORTHWARD			
		SECOND CLASS			
		154	104	146	102
		DAILY	DAILY	DAILY	DAILY
(R) NORTH YARD.....	YARD	105PM 12 30	103PM 11 30	AM 2 00	101AM 4 30
PARSONS.....					
SL-SF.....					
LABETTE.....	10019	10 20	11 02	145... 103AM 12 10	2 26
SL-SF.....					
OSWEGO.....					
MO. PAC.....					
CHETOPA.....	4688	9 56	10 38	10 51	2 02
WELCH.....	8108	9 39	10 21	10 34	1 45
WINDERS.....	4595	9 14	9 56	10 09	1 20
SL-SF.....					
VINITA.....	4944	9 12	9 54	10 07	103145 1 18
ADAIR.....	7557	8 47	9 29	9 42	12 25
PRYOR.....					
SMITH.....	7471	8 23	9 05	9 18	AM 12 01
MAZIE.....	4997	8 09	8 51	9 04	11 46
WAGONER.....	7994	7 51	8 33	8 46	11 28
MO. PAC.....					
AU JCT.....					
UX JCT.....					
CHASE.....	8345	7 35	8 17	8 30	11 12
MO. PAC.....					
(R) MUSKOGEE YARD.....	YARD	7 00	8 05		11 00
116.5		AM	PM		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 4 30	AM 7 55	AM 2 55	4503	502.5	(R) MUSKOGEE YARD. YWPOB
			4504	503.6	MUSKOGEE.....Y
				503.9	SL-SF.....CXN
5 10	8 35	3 35	4525	524.8	CHECOTAH.....O
5 44	9 09	4 09	4547	547.2	CANADIAN.....DPOB
6 11	9 36	4 36	4564	564.2	NORTH McALESTER. YTW
				565.9	CRI&P.....CXA
			4566	566.0	McALESTER.....Y
6 29	9 54	4 54	4573	573.1	NAVY.....
6 46	10 11	5 11	4583	582.8	KIOWA.....
7 13	10 28	5 28	4594	594.0	BURG.....
7 26	10 41	5 41	4603	602.6	STRINGTOWN.....
7 37	10 52	5 52	4610	609.6	ATOKA.....F
8 08	11 23	6 23	4630	630.2	CADDO.....
				641.0	KO&G JCT.....Z
8 28	11 43	6 43	4641	641.4	DURANT.....COB
				641.4	SL-SF.....XA
8 44	11 59	6 59	4649	649.1	OLIVE.....
				655.9	SL-SF NORTH JCT..ZM
				656.2	SL-SF SOUTH JCT..ZM
10 00	1 00	7 45	5664	661.9	(R) RAY.....YTWDPOB
PM	PM	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 513.0.....	45	Savanna.....	574.5	4575
MP 513.0 - MP 566.0.....	40	Caney.....	621.6	4621
MP 566.0 - MP 579.0.....	35	Calera.....	646.4	4646
MP 579.0 - MP 636.0.....	40	Excess.....	656.7	5657
MP 636.0 - MP 653.9.....	30			
MP 653.9 - MP 660.5.....	25			

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

City Ordinance	MPH
Muskogee, through, city limits.....	25
North McAlester, over Stonewall Avenue.....	20
McAlester, through city limits.....	25
Durant, through city limits.....	40

FLOOD INDICATORS

MP 518.1
MP 519.4
MP 521.8
MP 612.4
MP 638.0

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 Erhan Allen Spur (MP 607.0). Yellow marking on cross tie each side of crossing denotes limits of circuit.

MAIN LINE STATIONS	Length of Siding in feet	NORTHWARD		
		SECOND CLASS		
		154	104	102
		DAILY	DAILY	DAILY
(R) MUSKOGEE YARD.....	YARD	PM 12 01	PM 8 00	PM 10 30
MUSKOGEE.....				
SL-SF.....				
CHECOTAH.....	11040	9 43	7 12	9 06
CANADIAN.....	10191	9 09	6 38	8 32
NORTH McALESTER....	11043	8 10	6 11	8 05
CRI&P.....				
McALESTER.....				
NAVY.....	4914	7 52	5 37	7 47
KIOWA.....	7574	7 35	5 20	7 30
BURG.....	7715	7 18	5 03	7 13
STRINGTOWN.....	9343	7 05	4 50	6 50
ATOKA.....	7570	6 54	4 39	6 39
CADDO.....	8911	6 23	4 08	6 08
KO&G JCT.....				
DURANT.....	20101	5 18	3 48	5 48
SL-SF.....				
OLIVE.....	10092	5 02	3 32	5 32
SL-SF NORTH JCT....				
SL-SF SOUTH JCT....				
RAY.....	YARD	4 30	3 00	5 00
159.4		AM	PM	PM

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-494.4-MP S-440.7 10 Except, Columbus, over Main street...Flag crossing Joplin, over Schifferdecker Ave. Flag crossing
		SOUTH ↓ STATIONS ↑	NORTH		
394	394.4	LABETTE	Y		BUSINESS TRACKS MP STA NO
3916	410.0	MINERAL	Y	2070	Crain..... S-427.8 3931 Horn..... S-435.9 2940
	412.9	MO PAC	XS		Between Galena (MP S-432.1) and Joplin (MP S-440.7) trains and engines will operate under the provisions of Rule 93 without clearance or train orders.
3924	418.2	ABBEY	Y	2507	Trains originating Joplin will report for clearance Galena instead of Joplin.
	418.7	SL-SF	XA		Trains originating or terminating Joplin will register their arrival and departure Galena in register book at Galena.
3925	419.0	COLUMBUS	CY	1158	
3933	429.3	MILITARY	YT	1350	
	431.5	SL-SF	XN		
3938	432.1	GALENA	CYO	1494	
2945	440.7	JOPLIN	YTW	YARD	
				46.5	

TULSA SUBDIVISION

SOUTHWARD		Station Numbers	Mile Post Location	BRANCH LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	
145						146	
DAILY				STATIONS		DAILY	
AM	3 05	4499	324.8	CHASE	YT	PM	7 55
		4901	324.0	WYBARK	Y		
	4 30	4933	291.8	BROKEN ARROW			6 30
			287.2	TYO	TDOB		
			278.3	AT&SF-SL-SF	CXA		
			278.2	SSI	XS		
	6 00	4947	277.7	TULSA	YW	YARD	5 00
AM		4954	270.8	SAND SPRINGS			PM
				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 crossing	Porter.....	Z-313.3 4912
		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	B	YARD
	137.3	SL-SF	XN		
	149.2	SL-SF	XA		
3157	157.2	ANGOLA			Between MP A-199.0 and MP A-164.0 and between MP A-282.0 and MP A-336.0 trains will be operated only when authorized by proper authority.
	167.2	AT&SF	CXN		
3168	167.7	COFFEYVILLE	YTWOB	YARD	
	168.3	MO. PAC	CXS		
3169	168.7	EVANS	Y	3236	
	170.9	MO. PAC	XA		
4194	193.7	DEWEY	Y		
	194.5	DY JCT	Z		
4198	197.7	BARTLESVILLE	CYTPD	YARD	
	198.2	BE JCT			BUSINESS TRACKS MP STA NO
4199	198.7	SUTTON	Y	YARD	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 Braun..... A-356.7 4337
4212	212.2	UTLEY			
	217.5	MO. PAC	XG		
4218	217.5	NELAGONY			
4236	236.0	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	YCWG	YARD	
4339	339.1	OWANDA	Y		
	341.5	CRI&P	XG		
4342	342.8	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

MP A-137.3 - MP A-343.9.... 10

Except:  
Oklahoma City, 63rd St. (MP A-336.7)..... Flag crossing  
Turner, 'H' track over Reno Avenue..... Flag crossing

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.

COLUMBIA SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of Siding in feet
		SOUTH STATIONS	NORTH STATIONS	
2609	178.3	COLUMBIA	Y	YARD
....	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, and only when authorized by proper authority.

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 STATIONS	NORTH STATIONS	
....	94.3	(END TRACK)	....	....
2495	94.9	FAYETTE	....	....
2502	101.6	ESTILL	1475	....
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 STATIONS	NORTH STATIONS	
....	27.8	(END TRACK)	....	....
....	27.1	AT&SF	XG	....
3526	26.2	CHANUTE	CY	2130
....	24.0	AT&SF	XG	....
3511	10.8	GALESBURG	....	850
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 STATIONS	NORTH STATIONS	
4011	11.0	BISHOP	Y	....
4004	(3.9)	KREBS (ON SPUR)	Y	....
....	3.4	KREBS JCT.	Y	....
4564	0.0	NORTH McALESTER	Y	YARD
		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					
PM		AM					
1 30	5664	661.9	(R) RAY	YTDPOB	YARD	10 00	
			2.7	SHERMAN JCT	Y		
1 53		661.7	McCUNE	Y		8 35	
			1.1	S. P.	XA		
		661.2	S. P.	COB			
	5661	660.9	DENISON (ON SPUR)	Y			
2 22	5008	668.7	PENLAND	Y	5885	8 05	
			7.5	MO. PAC.	XA		
		674.3	MO. PAC.	XA			
3 09	5027	688.1	TRENTON	Y	4927	7 18	
			13.8	AT&SF	XA		
		701.3	AT&SF	XA			
4 11	5052	713.0	GREENVILLE	Y	YOB	6 16	
			11.7	HUNT	CYB		
	5053	714.0	HUNT	Y			
			1.0	STLSH	XA		
		714.3	STLSH	XA			
4 26	5055	715.6	MELTON	Y	6411	6 01	
			1.3	ROCKWALL	Y		
5 22	5078	738.7	ROCKWALL	Y	4957	4 39	
			23.1	ELLIS	Y		
5 46	5089	750.0	ELLIS	Y	4649	4 15	
			11.3	AT&SF	CXA		
		750.8	AT&SF	CXA			
5 49	5090	750.9	GARLAND	Y	2908	3 51	
			0.1	BETHARD	Y		
5 58	5093	754.1	BETHARD	Y	2625	3 42	
			5.2	ATKINS	Y		
6 20	5101	761.4	ATKINS	Y	4915	3 20	
			7.5	DENY	Y		
			4.8	DENY (R)	Y		
8 00	5106	766.9	DALLAS YARD	YTDPOB	YARD	3 00	
			0.7				
PM			110.1			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-674.5	5015
MP D-663.0 - MP D-712.5	25	Whitewright	D-681.5	5020
MP D-712.5 - MP D-714.0	10	Caddo Mills	D-721.6	5061
MP D-714.0 - MP D-740.3	25	Royse City	D-750.3	5069
MP D-740.3 - MP D-745.5	40	Thomas	D-751.6	5071
MP D-745.5 - MP D-761.4	25	Krem	D-752.9	5092
MP D-761.4 - MP D-766.9	20			

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	FLOOD INDICATORS
Dallas, through city limits	20
Ballas, over Cole, Knox, Airline Road, Mockingbird Lane and McKinney streets	10
	MP D-667.1
	MP D-669.5
	MP D-724.6
	MP D-729.0
	MP D-732.5
	MP D-735.3
	MP D-748.2
	MP D-758.5

Greenville: Trains and engines will approach MP D-715.6 and MP D-713.7 expecting to find Main Track switches lined against Main Track movements.

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

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.

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						
777 FWD	153	723 CRIP	751 FWD			
DAILY	DAILY	DAILY	DAILY			
	AM 7 00			5106	766.9	(R) DALLAS YARD.YTWDPOB
					766.9	RIGHT OF WAY DIST..
					767.0	ROWD - MO. PAC...XM
					767.3	DALLAS.....
					768.9	RIGHT OF WAY DIST..
					768.9	AT&SF (TOWER 19).XM
					768.9	CRIP& JCT.....Z
8 50	AM 7 15	AM 5 30	AM 4 00		769.3	ENDOT.....YZ
9 14	AM 7 39	AM 5 54	AM 4 24	5121	781.7	LANCASTER.....
9 29	AM 7 54	AM 6 09	AM 4 39	5130	791.2	STERRETT.....Y
					796.6	S. P.....CXA
9 45	AM 8 08	AM 6 25	AM 4 55		797.5	B-R-I JCT.....CYZ
				5137	798.1	WAXAHACHIE.....YOB
				5152	813.1	ITALY.....
					832.9	DANA JCT.....Y
	AM					66.0

ABS between MP D-768.9 and MP D-832.9.  
 CTC between MP D-768.9 and MP D-769.3—Control Operator at AT&SF (Tower 19).

Two Main Tracks between MP D-768.9 and MP D-769.3.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP D-769.3 - MP D-772.7...	20	Sargent.....	D-770.8	5110
MP D-772.7 - MP D-797.5...	40	Peeler.....	D-772.7	5112
MP D-797.5 - MP D-826.7...	10	Service.....	D-793.5	5133
MP D-826.7 - MP D-832.9...	25	Armglass.....	D-794.6	5134
Except Dana Jct.,		Alderdice.....	D-795.4	5135
through switch.....	20	Nena.....	D-802.6	5139
		Milford.....	D-818.3	5157

**SPEED LIMITS PRESCRIBED BY CITY ORDINANCE**

Dallas, through city limits	20	MP D-774.6	MP D-798.3
Waxahachie, over street		MP D-775.2	MP D-802.8
crossings.....	20	MP D-776.7	MP D-807.2
		MP D-791.9	MP D-822.0

Trains have no superiority on the Right-of-Way District tracks (MP D-766.9 to MP D-768.9). Interlocking rules are in effect and movement of trains and engines will be governed by signal indication.

Trains and engines must not exceed speed of 10 MPH on tracks of the Right-of-Way District.

"Kelley Lead" connecting south end Coach Yard running track and Rock Island Cadiz Street Yard may be used to enter and leave Rock Island Cadiz Street Yard after permission has been obtained from Towerman.

Engines and cars exceeding 17 feet 6 inches high, when using Kelley Lead track, must not pass under Houston Street viaduct. Trains using this route will be governed by Uniform Code of Operating Rules, Rule 105.

MAIN LINE STATIONS	Length of siding in feet	NORTHWARD			
		SECOND CLASS			
		720 CRIP	154	752 FWD	778 FWD
		DAILY	DAILY	DAILY	DAILY
(R) DALLAS YARD.....	YARD		PM 5 00		
RIGHT OF WAY DIST..					
ROWD - MO. PAC.....					
DALLAS.....					
RIGHT OF WAY DIST..					
AT&SF (TOWER 19).....					
CRIP& JCT.....					
ENDOT.....		AM 10 55	PM 3 40	PM 6 25	PM 11 25
LANCASTER.....	4623	10 29	3 16	5 59	10 59
STERRETT.....	6252	10 14	3 01	5 44	10 44
S. P.....					
B-R-I JCT.....		AM 10 00	PM 2 46	PM 5 30	PM 10 30
WAXAHACHIE.....	2925		PM 2 42		PM
ITALY.....			1 12		
DANA JCT.....			11 35		
66.0			AM		

Between MP D-766.9 and MP D-768.9, Right of Way District Rules, and Special Instructions govern.

Trains will report for clearance other than as required by Rule 83(a) (last paragraph): Dallas Yard instead of Endot—Southward MKT trains originating, South Tower (Right of Way District) instead of Endot—CRI&P and FND trains originating Endot. Waxahachie—CRI&P and FND trains originating B-R-I Jct.

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at the following points.  
 Dana Jct.—No 154.

Trains will register at other than register stations as follows: South Tower (Right of Way District)—CRI&P and FND trains originating or terminating Endot. Waxahachie—M-K-T trains originating or terminating. CRI&P and FND trains originating or terminating B-R-I Jct., by ticket only.

Exception to Rule 221(a): Display of "Calling On" indication (Rule 231) of Train Order Signal, Hillsboro, will authorize a train restricted at Dana Jct. to move on main track from Dana Jct. to Hillsboro station for train orders.

Dallas—Southward two unit color light signals, immediately over track which they govern, located on signal bridge 610 feet north of Forest Avenue. The Red over Yellow aspect on either signal indicates route lined for S. P. and MKT movements will not pass signal when Red over Yellow aspect displayed unless enroute to S. P. Movements on "North Track" when operating against current of traffic, Red over Yellow aspect only authorizes movement against current of traffic on S. P. main track to crossover just south of Forest Avenue.

SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE STATIONS
SECOND CLASS					
153	103	105			
DAILY	DAILY	DAILY			
	AM 8 00	PM 11 30	5664	661.9	(R) RAY.....YTWDP
				7.7	POTTSBORO.....
			5670	669.6	WHITESBORO.....CY
	8 50	12 20 AM	5686	685.7	WHITESBORO JCT....Y
			5722	721.7	DENTON.....
			5757	757.1	MO. PAC. (TOWER 55) FORT WORTH.....
	11 00 AM	2 30 PM	5759	758.5	(R) NEY.....YTWDP
	11 15	3 30		0.9	S. P. ....NA
	11 50	4 05	5778	777.6	EGAN.....
				5.4	AT&SF.....NA
	12 09 AM	4 24 PM	5793	793.2	GRANDVIEW.....
	11 20	12 35		18.4	DANA JCT.....Y
			5812	811.9	HILLSBORO.....YTOB
	154 11 30	102 12 40	5813	813.0	WINSLOW.....Y
	11 48	12 58	5827	827.4	WEST.....
	11 59	1 09	5836	836.4	ELM MOTT.....
	12 08 PM	1 18		5.5	CAPHEAD.....YZ
				0.2	WACO JCT.....YZ
	1 30	2 00	5843	842.9	(R) BELLMEAD.....YTWDP
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 therefor 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 663.5.....	20	Perrin Field....	668.9	5669
MP 663.5 - 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.....	801.5	5801
MP 842.1 - MP 842.9.....	20			

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

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

FLOOD INDICATORS

MP 679.9
MP 772.0
MP 780.8

MAIN LINE STATIONS	Length of Siding in Feet	NORTHWARD				
		SECOND CLASS				
		102	104	154		
DAILY	DAILY	DAILY				
(R) RAY.....	YARD	PM 12 01	PM 2 30			
POTTSBORO.....	5970					
WHITESBORO.....	8424					
WHITESBORO JCT....		10 45	PM 1 15			
DENTON.....						
MO. PAC. (TOWER 55) FORT WORTH.....						
(R) NEY.....	YARD	8 00 AM	11 15 AM			
		7 00	11 00			
S. P. ....						
EGAN.....	8752	6 13	10 09			
AT&SF.....						
GRANDVIEW.....	9583	5 54	9 50			
DANA JCT.....		5 28	9 24		AM 11 35	
HILLSBORO.....	YARD					
WINSLOW.....	7218	5 23	9 19		153 11 30	
WEST.....	8830	4 55	9 01		10 55	
ELM MOTT.....	8060	4 44	8 49		10 44	
CAPHEAD.....		4 35	8 40		10 35	
WACO JCT.....						
(R) BELLMEAD.....	YARD	4 30	8 35		10 30	
181.0		AM	AM	AM		

Between south end "North Track" and "South Track" Ney (MP759.2) 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 STATIONS
SECOND CLASS			FIRST CLASS			
183	103	105	21			
DAILY	DAILY	DAILY	MON THU SAT			
PM 5 30	PM 3 00	104AM 8 00		5843	842.9	(R) BELLMEAD...YTNDPOB
						0.7
					843.6	STLSW NORTH JCT...Y
					844.2	STLSW SOUTH JCT...Y
				5846	845.5	WACO...Y
						4.2
5 50	3 20	8 20		5849	849.7	BASS...Y
						15.5
6 25	3 55	8 55		5865	865.2	EDDY...Y
						14.8
7 01	4 31	9 31		5880	880.0	TEMPLE...CYPOB
						0.7
					880.7	AT&SF...XM
						0.1
7 03	4 33	9 33	PM 12 55		880.8	OPAL...YZ
						0.3
				5881	881.1	COBEL...Y
						2.0
				5883	883.1	SMITH...CY
						4.5
7 15	4 45	9 45	1 05	5888	887.6	LITTLE RIVER...Y
						20.5
7 45	5 12	10 12	1 27	5908	908.1	GRANGER...YTOS
						10.3
7 59	5 26	10 26	1 38	5918	918.4	BIRGE...Y
						0.5
8 05	5 28	10 28	1 45		918.9	TRANSFER JCT...Y
						0.5
				5919	918.9	TAYLOR...CYTOB
						15.9
					918.9	MO. PAC...XA
						15.9
					934.8	S. P...XA
						0.2
	6 08	11 08		5935	935.0	ELGIN...CO
						13.9
	6 30	11 30		5949	948.9	PHELAN...Y
						4.9
				5954	953.8	BASTROP...Y
						(R) 15.6
	7 20	12 30		5969	969.4	SMITHVILLE...YWOB
						126.5

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	5897
		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 853.0.....	40			
MP 853.0 - MP 880.8.....	25			
MP 880.8 - MP 918.9.....	50			
MP 918.9 - MP 933.5.....	25			
MP 933.5 - 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 STATIONS	Length of Siding in feet	NORTHWARD			
		FIRST CLASS		SECOND CLASS	
		SUN TUE FRI	DAILY	DAILY	DAILY
(R) BELLMEAD...YARD			105AM 8 00	AM 12 01	AM 2 30
STLSW NORTH JCT...					
STLSW SOUTH JCT...					
WACO...Y					
BASS...10964			7 26	9 37	1 55
EDDY...10142			6 51	8 26	1 20
TEMPLE...2128			6 15	8 26	12 44
AT&SF...Y					
OPAL...Y			AM 11 40		
COBEL...3400					
SMITH...Y					
LITTLE RIVER...4619			11 26	6 01	8 12 12 30
GRANGER...5278			11 04	5 33	7 45 12 03
BIRGE...6078			10 52	5 19	7 02 11 49
TRANSFER JCT...Y					
TAYLOR...Y			AM 10 50	5 17	7 00 11 47
MO. PAC...Y					
S. P...Y					
ELGIN...6020				4 37	11 07
PHELAN...8804				4 15	10 45
BASTROP...Y					
(R) SMITHVILLE...YARD				3 35	10 05
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.



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 - STL SW.....	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	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	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	TIPTON.....		2206
....	74.8	SL-SF.....	CXG	....
0076	75.6	ALTUS.....	CYW	2849
....	76.2	AT&SF.....	XS	....
0077	77.3	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	SMITHVILLE.....	YWOB	YARD
6721	20.3	RED ROCK.....		725
6737	36.4	LOCKHART.....		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, modified 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 RWV, 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	Engineers
Asst. Superintendents	Brakemen
Terminal Superintendents	Firemen
Trainmasters	Hostlers
Asst. Trainmasters	Yardmen
Road Foremen of Engines	Signal & Comms. Engineers
Maintenance Engineers	Asst. Signal Engineers
Division Engineers	Signal Supervisors
Asst. Division Engineers	Signal Maintainers
Bridge & Building Supervisors	Line Repairers
Roadmasters	Water Service Foremen
Asst. Roadmasters	Bridge & Building Foremen
Yardmasters	All MoFW Foremen
Footboard Yardmasters	Road Machine Operators
Chief Train Dispatchers	Work Equipment Operators
Asst. Chief Train Dispatchers	Employs authorized to operate
Train Dispatchers	Motor Cars or On-Track Vehicles
Conductors	Master Mechanics

and such other employees as the Railroad Company may direct. 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 employe'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 Signal.**—A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal except on engine service tracks or when a derail is used to divide a track into separate working areas.

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.

**Rule 26(A). Protection to be provided.**—Workmen may not work on, under or between rolling equipment on any track unless:

Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or

A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the derailing position; except derail may be positioned at least 50 feet from end of an engine on an engine servicing track where speed does not exceed 5 MPH. A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew or by a workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

**Rule 26(B). Engine Servicing Facilities.**—An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of a coupling to another engine; or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track.

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

**Rule 26(C). Car Shop or Repair Track Facilities.**—A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee, under the direction of the employee in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employees are clear of the track on which the movement is to be made.

**Rule 26(D). Hump Yard Tracks and Tracks with Remotely Controlled Switches.**—Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employee in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective blocking device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

The date and time he received notification of work to be performed;

The name and craft of the employee in charge who provided the notification;

The number or designation of the track involved;

The date and time he notified the employee in charge that protection has been provided; and

The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26(A).

**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, the main track may be used without protecting against second and inferior class trains, extra trains and engines.

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.

Note to Rule 93. — The provisions of this rule do not relieve a train from clearing an opposing superior train as required by Rule S-89.

**Rule 93. Supplement to:** Points where yard limit signs are in place are designated by "Y". 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. 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-McCune.....	Yard Limit Sign MP D-662.2
	Switch Limit Sign MP D-666.2

Conditional yard limits may be established by general order or special instructions which must specify hours and limits and will be designated by conditional yard limit signs showing effective hours. Rule 93 will be in effect only during hours and within the limits specified.

**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 fusees at intervals not to exceed the burning time of the fusees. When train departs, a crew member must leave a lighted fusee and must continue dropping off lighted fusees at intervals not exceeding the burning time of fusees 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.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

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

When a train requires protection the engineer must immediately sound signal 14(c). Inability to hear this signal does not relieve members of the crew from protecting the train.

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

- (a) In ABS territory, when rear of train is protected by at least two block signals, except will not apply
  1. To single unit light engine.
  2. To Work Extras.
  3. To any unit of equipment which will not actuate the block.
  4. Against opposing trains when required, and against following trains when making backup movement.
- (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) When rear of train is within interlocking limits.
- (d) When a train order or special instruction provides that flag protection is not required.

Note Flagging Distances as Follows:

<u>Subdivision</u>	<u>Distance</u>
Neosho.....	Three-fourths mile.
Denton.....	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.
Texas.....	One and one-fourth mile.
Tulsa.....	Three-fourths mile.
In ABS territory, when required.....	One and one-fourth 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 fusees 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 206 (b).— Amendment to:** A train order may be transmitted to conductor or engineer, or member of crew, in which case such employe copying order will be governed by rules applicable to operators governing repetition and completion of train orders.

If a restricting order is sent in this manner, signature of engineer of train restricted must be received by train dispatcher before "Complete" is given to order for the other train.

**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 word "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 Signman has actuated interlocking signals so signals display Stop indication on conflicting routes, and employ in charge of equipment is so notified; or flag protection per Rule 99 has been provided on conflicting routes if no signman 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 350. Modified:** Communication with train dispatcher is not required:

1. When excepted in Rule 345 and 402.
2. In making switch movements within yard limits under provisions of Rule 93 outside CTC territory. Exception to Rule 351 will apply.

**Rule 351. Modified:** On single track within yard limits, train or engine, after stopping, may proceed at Low Speed under one of the following conditions:

1. When a train moving in the same direction is seen in the block to be occupied and intervening track is seen to be clear.
2. When no movement is seen or heard approaching, train or engine must move 100 feet past signal and wait five (5) minutes before proceeding.

**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 employee 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 employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees 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:** Employees in Train, Engine, Yard, Mechanical and Maintenance of Way service will not wear pointed

toe, or high heel cowboy, western or similar type boots while on duty. Lace up shoes or boots with tops at least six inches 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(a), 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 INSTRUCTIONS

##### Employes 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.....	_____
Main track to siding, or reverse.....	_____ 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-1051.6		Overpass
Choctaw.....	644.6	Overpass	San Antonio..M-1055.5		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-K-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: LEA 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: ATSF 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. No. 21 scheduled to depart Opal 12 55 P.M. Mondays, Thursdays, Saturdays and No. 22 scheduled to depart Little River 11 26 A.M. Sundays, Tuesdays, Fridays. Yard engines must be clear of Main Track for No. 21 at 12 45 P.M. and for No. 22 at 11 20 A.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 southward.

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.

At all points on engine servicing tracks movements must not exceed speed of 5 MPH.

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)  
Burleson, Team Track (MP 771.2)

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.

Crane Cars MKT 100109 and MKT 100110 must be located not more than five (5) cars 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.

Sealy—Train crews delivering multi-level cars automobiles to AT&SF will not shove other cars with automobile cars.

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.

Glen Park—Crossover switch at yard office lined for northward movements from inbound to outbound track.

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. East 1 Crossover switches from east yard to Klondike (K) Yard at north end lined as needed. South lead and Cherokee lead Crawford Avenue crossover switches lined as needed.

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.

WF&NW 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.

San Marcos—Engines or cars must not be left standing on House Track south of south end of depot building.

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 (MP 883.1)—Trains setting out must leave set-out just in clear of fouling point to avoid blocking run-around track when possible.

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 fuseses 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 employees 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 1. Do not couple into or move cars on Track 1 until the lift bridge has been raised. Red light on Track 2 when illuminated indicates that door to building is closed.

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 employes on both sides of the train. Both employes 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 650.6

Sedalia Subdivision

MP 224.7  
MP 262.9  
MP 295.0  
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  
Bartlesville  
Coffeyville  
Clinton  
Franklin  
Glen Park  
Hominy  
Joplin  
Muskogee Yard  
North McAlester  
North Yard  
Pryor  
Sedalia  
Turner  
Tyo

Telegraph Office  
\*Enginehouse  
Yardmen's Room  
\*Telegraph Office  
\*Enginehouse  
Freight Office  
Telegraph Office  
Yard Office  
\*Locker Room  
Freight Office  
Telegraph Office  
Yard Office  
Freight Office  
Yard Office  
Enginemen's Room  
\*Yardmen's Room  
Freight Office  
Freight Office  
Yard Office  
\*Enginemen's Room  
Yard Office

SOUTHERN DIVISION

Altus  
Belmead  
Dallas Yard  
Denison  
Elgin  
Eureka  
Garland  
Ney  
North Yard  
Ray  
San Marcos  
Sloan  
Smithville  
Temple

Freight Station  
Trainmen's Room  
Yard Office  
\*Enginehouse  
\*Yardmen's Room  
Dispatcher's Office  
Freight Office  
Yard Office  
\*Enginehouse  
\*Yardmen's Room  
Yard Office  
Yard Office  
\*Locker Room  
Yard Office  
\*Enginemen's Room  
Yard Office  
\*Enginehouse  
Freight Office  
Yard Office  
\*Enginehouse  
Yard Office  
Freight Office

YARD LIMITSNORTHERN 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  
                  O-103.9  
Galena.....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-339.0 - A-343.9

SOUTHERN DIVISION

Altus.....74.2-B - 78.4-B  
Belmead.....840.85 - 852.0  
Burk Burnett.....11.9-B - 18.5-B  
Dallas.....D- 753.2 - D- 771.1  
                  K- 745.8  
Eureka.....1070.8 - GEH 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 - 764.9  
Ray.....655.36 - 669.0  
                  P- 663.3  
                  D- 662.2  
San Marcos.....M -985.3 - M- 988.0  
                  M -49.5  
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

United Railway Time Service, Inc.  
911 Franklin Avenue  
Houston, Texas 77002

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
Boonville, MO.....	Gmelich and Schmidt Jewelry Co. 309 Main Street
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 125 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.....	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. Jones, and F. G. Garfias 5540 Denton Drive Cutoff Telephone: 631-3880
Denison, TX 75020.....	Dr. W. D. Blassingame 581 West Gandy Street Telephone: 456-5005
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
Hillsboro, TX 76645.....	Dr. Nellins C. Smith 215 Craig Street Telephone: 582-5311
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, 951-4511
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
South	Sedalia	North Yard	1600	1870	2520	2570
North	North Yard	Sedalia	1600	1870	2520	2570
South	Sedalia	Franklin	1250	1450	1960	1990
South	Fayette	Franklin	1350	1600	2160	2200
North	Franklin	Fayette	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
South	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
North	Coffeyville	North Yard	2150	2520	3400	3460
South	Chanute	North Yard	1875	2200	2970	3020
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
North	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
South	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	2550	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
South	North Yard	Ney	1525	1800	2430	2470
North	Ney	North Yard	1525	1800	2430	2470
South	North Yard	Altus	2300	2700	3640	3710
South	Denton	Dallas Yard	1900	2250	3040	3090
North	Dallas Yard	Denton	1350	1400	1890	1920
South	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
South	Granger	Bellmead	1700	2000	2700	2750
South	Smithville	Eureka	1625	1900	2560	2610
South	New Ulm	Eureka	3225	3800	5150	5220
North	Eureka	Smithville	1700	2000	2700	2750
North	Eureka	New Ulm	2125	2500	3370	3440
South	Granger	Georgetown	1450	1700	2300	2340
North	Georgetown	Granger	1475	1750	2360	2410
South	Taylor	M-K-T Jct.	1150	1250	1690	1720
North	M-K-T Jct.	Sloan	1475	1750	2360	2410
South	Sloan	M-K-T Jct.	1475	1750	2360	2410
South	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)

PERMANENT SPEED RESTRICTION SIGN  
LOCATED AT BEGINNING OF RESTRICTION.

WHITE WITH BLACK FIGURE & BORDER  
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

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.

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

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 & BORDER  
END OF BLOCK SIGNALS SIGN

RED WITH WHITE LETTERS & BORDER  
STOP SIGN  
RULE 98

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

GREEN  
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	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.		Min. Sec.		Min. Sec.	
1	60.0	1	30	2	30
1	12 50.0	1	42	3	00
1	20 45.0	2	00	6	00