



**ALWAYS
BE
SAFE
ALL WAYS**



M-K-T R.R. CO.

**SYSTEM
TIMETABLE
No. 6**

EFFECTIVE 12:01 A.M. APR. 30, 1978

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

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

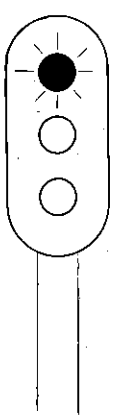


OFFICERS

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

T. G. TODD, GENERAL MANAGER
DENISON, TEXAS

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



**"Go"
for safety**



COUNT ON KATY

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

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

**S A F E T Y
IS UP TO YOU**

and

SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY

EXPLANATION OF CHARACTERS

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

ABBREVIATIONS IN CONNECTION WITH MILE POST LOCATIONS

- A—Coffeyville, Kansas City and Oklahoma Subdivisions.
- B—Neosho Subdivision.
- D—Dallas and Hillsboro Subdivisions.
- K—Denton Subdivision.
- M—Lockhart and San Antonio Subdivisions.
- P—Sherman Subdivision.
- S—Joplin Subdivision.
- U—Georgetown Subdivision.
- Z—Tulsa Subdivision.
- B—Western Subdivision.

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
600 to 610 incl.	Yes	72	E-56

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SOUTHWARD		Station Number	Mile Post Location	MAIN LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	
101						102	
DAILY		DAILY		STATIONS		DAILY	
		2000	0.0	ST. LOUIS			
			3.9	NORTH MARKET			
PM 7 00		2007	8.7	BADEN	YARD	AM 5 00	
PM 7 40		2027	26.9	MACHENS	Z	AM 3 40	
8 10		2039	39.2	ST. CHARLES	6962	3 07	
9 43		2078	77.9	MARTHASVILLE	7043	AM 1 34	
		2105	104.9	RHINELAND	B		
102 11 40		2125	125.1	MOKANE	7355	101 11 40	
12 08		2143	143.3	NORTH JEFFERSON	OB 2144	10 43	
AM 12 24		2154	153.5	HARTSBURG	6942	10 27	
1 01		2170	169.5	McBAINE		9 50	
		2188	188.3	NEW FRANKLIN	Y		
2 05		2189	189.1	FRANKLIN	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 B N Railway tracks between Baden and Machens, by a train restricted therefor at Machens may be used to confirm 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
		Tebbetts	131.2	2131
		Rocheport	178.4	2178

FLOOD INDICATORS

MP 169.25
MP 184.2

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	
101						102	
DAILY		DAILY		STATIONS		DAILY	
AM 2 25		2189	189.1	(R) FRANKLIN	YARD	PM 6 20	
			191.1	MO. RIVER BRIDGE	H		
2 41		2192	191.7	BOONVILLE	CY	5 59	
3 17		2206	206.3	HOFFMAN		5 23	
			226.3	MO. PAC.	XA		
		2227	227.1	SEDALIA	CYTWDOB		
			227.7	MO. PAC.	XN		
4 24		2231	230.8	CAMPBELL	Y	6928	4 16
			247.8	WINDSOR	WB		
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	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	N. Boonville	190.7	2191
MP 191.7 - MP 226.3	25	Pilot Grove	203.4	2203
MP 226.3 - MP 227.7	10	Beaman	221.1	2221
MP 227.7 - MP 382.5	25	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

SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE STATIONS
SECOND CLASS					
111	103	105			
DAILY	DAILY	DAILY			
			1000	0.0	KANSAS CITY.....
				2.0	29TH STREET.....
PM 8 30	PM 4 30	AM 6 00	1003	2.6	GLEN PARK...YTWDPOB
				3.9	ROSDALE.....
PM 9 45	PM 5 45	AM 7 15	3043	43.1	PAOLA.....YWF
				43.4	MO. PAC.....XA
9 52	5 52	7 22	3047	46.5	RINGER.....
10 15	6 15	7 45	3062	61.6	PARKER.....
10 23	6 23	7 53	3067	66.8	DUNLAY.....
10 49	6 49	8 19	3083	82.8	KINCAID.....
11 33	7 09	8 39	3095	94.7	MORAN.....F
				94.8	MO. PAC.....XA
12 02	7 38	9 08	3113	112.6	KIMBALL.....
AM				119.9	AT&SF.....XA
12 17	7 53	9 23	3121	120.6	ERIE.....
12 41	8 17	9 47	3384	133.7	CROSS.....Y
1 30	8 45	10 15	3386	136.2	NORTH YARD...YTWDPOB
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-133.7...	40	Beagle.....A-	54.6	3055
MP A-133.7 - MP A-135.0...	20	Centerville....A-	70.0	3070
Except: Paola, through		Elsmore.....A-	103.4	3103
Long Track.....f.....	10	Savonburg.....A-	106.4	3106
Paola, between crossover		Stark.....A-	110.4	3110
MKT Main Track to SL-SF				
Main Track (MP A-42.9)				
and Signal 431				
(MP A-43.14).....	20			
Over Bridge A-70.4		SPEED LIMITS PRESCRIBED BY		
(MP A-70.4).....	25	CITY ORDINANCE		
Over Mo. Pac. crossing				
(MP A-94.8).....	30	Erie.....	25	MPH

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.

MAIN LINE STATIONS	Length of Yard 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
ROSDALE.....				
(R) 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) NORTH YARD.....	YARD	1 30	1 00	10 00
		AM	PM	PM
136.2				

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 Number	Mile Post Location	MAIN LINE STATIONS
SECOND CLASS						
145	103	105	101			
DAILY	DAILY	DAILY	DAILY			
PM 11 01	PM 10 01	PM 2 00	102AM 4 30	3386	386.0	(R) NORTH YARD.. YTWPOB
.....	.....	.....	.....	3387	386.6	PARSONS ^{0.6} Y
.....	.....	.....	.....	3387.1	387.1	SL-SF ^{0.5} CXN
104 11 21	10 21	2 20	4 50	3394	394.4	LABETTE ^{7.3} Y
.....	.....	.....	.....	.....	400.8	SL-SF ^{6.4} CXA
.....	.....	.....	.....	3401	400.9	OSWEGO ^{0.1}
.....	.....	.....	.....	409.9	409.9	MO. PAC ^{9.0} CXNY
146 11 45	104 10 45	2 44	5 14	3410	410.2	CHETOPA ^{0.3} O
146 12 02	11 02	3 01	5 31	4421	421.4	WELCH ^{11.2} F
AM 12 27	11 27	3 26	5 56	4438	438.0	WINDERS ^{16.6}
.....	.....	.....	.....	.....	438.8	SL-SF ^{0.8} CXA
12 29	11 29	3 28	5 58	4439	439.0	VINITA ^{0.2} OB
102 12 54	11 54	3 53	6 23	4454	454.4	ADAIR ^{15.4}
.....	.....	.....	.....	4464	463.7	PRYOR ^{9.3} WOB
118 1 18	102 12 18	4 17	6 47	4469	468.6	SMITH ^{4.9}
1 32	12 32	4 31	7 01	4478	477.7	MAZIE ^{9.1}
1 50	12 50	4 49	7 19	4488	488.0	WAGONER ^{10.3} O
.....	.....	.....	.....	.....	488.2	MO. PAC ^{0.2} CXA
.....	.....	.....	.....	.....	496.0	AU JCT ^{7.8} V
.....	.....	.....	.....	.....	497.4	UX JCT ^{1.4} V
2 30	1 06	5 05	7 35	4499	498.6	CHASE ^{1.2} T
AM	.....	.....	.....	.....	501.8	MO. PAC ^{3.2} XA
.....	1 20	5 30	7 50	4503	502.5	(R) MUSKOGEE YARD. YWPOB
.....	AM	PM	AM	.....	.....	116.5

ABS between MP 387.1 and MP 501.8.
 CTC between MP 387.1 and MP 394.2—Control Operator at North Yard.
 CTC between MP 463.8 and MP 468.2—Control Operator at Pryor, except from 12 01 A.M. until 8 00 A.M. Sundays and Mondays, Control Operator is Train Dispatcher at Denison.
 CTC between MP 498.2 and MP 501.8—Control Operator at Muskogee Yard.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 387.1 - MP 501.8.....	40	Cenery.....	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 443.6 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. Southbound trains stopping for stop signal at Mo. Pac. crossing interlocking must stop north of Cherokee Street.

MAIN LINE STATIONS	Length Of Siding In Feet	NORTHWARD			
		SECOND CLASS			
		154	104	146	102
		DAILY	DAILY	DAILY	DAILY
(R) NORTH YARD.....	YARD	PM 12 30	PM 11 45	AM 2 00	101AM 4 30
PARSONS ^{0.6}.....	.....	.....	.....	.....	.....
SL-SF ^{0.5}.....	.....	.....	145 AM	.....	.....
LABETTE ^{7.3}	10019	10 20	11 21	12 09	2 27
SL-SF ^{6.4}.....	.....	.....	.....	.....	.....
OSWEGO ^{0.1}.....	.....	.....	.....	.....	.....
MO. PAC ^{9.0}.....	.....	.....	104 AM	145 AM	.....
CHETOPA ^{0.3}	4688	9 56	10 45	11 45	2 03
WELCH ^{11.2}	8108	9 39	10 11	11 02	1 46
WINDERS ^{16.6}	4595	9 14	9 46	10 09	1 21
SL-SF ^{0.8}.....	.....	.....	.....	.....	.....
VINITA ^{0.2}	4944	9 12	9 44	10 07	1 19
ADAIR ^{15.4}	7557	8 47	9 19	9 42	12 54
PRYOR ^{9.3}.....	.....	.....	.....	.....	.....
SMITH ^{4.9}	7471	8 23	8 55	9 18	103AM 12 18
MAZIE ^{9.1}	4997	8 09	8 41	9 04	11 46
WAGONER ^{10.3}	7994	7 51	8 23	8 46	11 28
MO. PAC ^{0.2}.....	.....	.....	.....	.....	.....
AU JCT ^{7.8}.....	.....	.....	.....	.....	.....
UX JCT ^{1.4}.....	.....	.....	.....	.....	.....
CHASE ^{1.2}	8345	7 35	8 07	8 30	11 12
MO. PAC ^{3.2}.....	.....	.....	.....	PM	.....
(R) MUSKOGEE YARD.....	YARD	7 00	7 55	.....	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 Number	Mile Post Location	MAIN LINE STATIONS
SECOND CLASS					
105	101	103			
DAILY	DAILY	DAILY			
PM	AM	AM			(R)
6 00	7 55	1 30	4503	502.5	MUSKOGEE YARD.YWPOB
.....	.....	.....	4504	503.6	MUSKOGEE.....Y
.....	.....	.....	.....	503.9	SL-SF.....CXN
¹⁰⁴ 7 06	¹⁵⁴ 8 35	2 10	4525	524.8	CHECOTAH.....O
7 40	9 09	2 44	4547	547.2	CANADIAN.....
¹⁰² 8 07	9 36	3 11	4564	564.2	NORTH McALESTER.....DPOB YTW
.....	.....	.....	.....	565.9	CRI&P.....CXA
.....	.....	.....	4566	566.0	McALESTER.....Y
8 25	9 54	3 29	4573	573.1	NAVY.....Y
8 42	10 11	3 46	4583	582.8	KIOWA.....
8 59	10 28	4 03	4594	594.0	BURG.....
9 12	10 41	4 16	4603	602.6	STRINGTOWN.....
9 23	10 52	4 27	4610	609.6	ATOKA.....F
9 54	11 23	4 58	4630	630.2	CADDO.....
.....	.....	.....	.....	641.0	KO&G JCT.....Z
10 14	11 43	¹⁵³ 5 18	4641	641.4	DURANT.....COB
.....	.....	.....	.....	641.4	SL-SF.....XA
10 30	11 59	5 34	4649	649.1	OLIVE.....
.....	.....	.....	.....	655.9	SL-SF NORTH JCT..ZM
.....	.....	.....	.....	656.2	SL-SF SOUTH JCT..ZM
12 01	1 00	6 20	5664	661.9	RAY.....(R) YTW DPOB
AM	PM	AM			159.4

ABS between MP 503.9 and MP 660.2.

MAXIMUM SPEED	MPH	SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	MPH
MP 503.9 - MP 505.0.....	40	Muskogee, through city	25
MP 505.0 - MP 513.0.....	45	limits.....	
MP 513.0 - MP 566.0.....	40	North McAlester, over	
MP 566.0 - MP 579.0.....	35	limits.....	25
MP 579.0 - MP 636.0.....	40	Stonewall Avenue.....	20
MP 636.0 - MP 641.0.....	30	McAlester, through city	
MP 641.0 - MP 653.9.....	50	limits.....	25
MP 653.9 - MP 660.5.....	25	Durant, through city	
Except over Bridge		limits.....	40
619.8 (MP 619.8).....	30		
FLOOD INDICATORS		BUSINESS TRACKS	MP STA NO
MP 518.1		Eufaula.....F	538.1 4538
MP 519.4		Savanna.....Y	574.5 4575
MP 521.8		Caney.....	621.6 4621
MP 612.4		Calera.....	646.4 4646
MP 638.0		Excess.....	656.7 5657

Trains and engines must not apply train brakes when crossing or on Bridge 619.8, except when life or property is endangered.

Cars or train must not be left standing on "Island Circuit" of road crossing near Ethan 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)		PM	PM	PM
MUSKOGEE YARD.....	YARD	12 01	7 50	10 30
MUSKOGEE.....				
SL-SF.....				
CHECOTAH.....	11040	¹⁰¹ 8 35	¹⁰³ 7 06	9 08
CANADIAN.....	10191	7 52	6 22	8 34
NORTH McALESTER....	11043	7 25	5 55	¹⁰⁵ 8 07
CRI&P.....				
McALESTER.....				
NAVY.....	4914	7 07	5 37	7 37
KIOWA.....	7574	6 50	5 20	7 20
BURG.....	7715	6 33	5 03	7 03
STRINGTOWN.....	9343	6 20	4 50	6 50
ATOKA.....	7570	6 09	4 39	6 39
CADDO.....	8911	5 38	4 08	6 08
KO&G JCT.....				
DURANT.....	20101	¹⁰³ 5 18	3 48	5 48
SL-SF.....				
OLIVE.....	10092	4 47	3 32	5 32
SL-SF NORTH JCT.....				
SL-SF SOUTH JCT.....				
RAY.....(R)	YARD	4 15	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 be passed, remain 600 feet back of leaving Signal until such train has arrived or departed, then will occupy the 600-foot section to receive clear signal for departure. Trains in siding, passing a train on main track, will be delayed after moving into the 600-foot 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
		SOUTH ↓ STATIONS ↑	NORTH	
3394	394.4	LABETTE	Y	.....
3916	410.0	MINERAL	Y	2070
.....	412.9	MO. PAC	XS	.....
3924	418.2	ABBEY	Y	2507
.....	418.7	SL-SF	XA	.....
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
				46.3

MP S-394.4-MP S-440.7 10
 Except; Columbus,
 over Main street...Flag
 crossing
 Joplin, over
 Schifferdecker Ave.Flag
 crossing
BUSINESS TRACKS MP STA NO
 Crain..... S-427.8 3931
 Horn.....Y S-433.9 2940
 Between Galena(MP S-432.1)
 and Joplin (MP S-440.7)
 trains and engines will
 operate under the provis-
 ions of Rule 93 without
 clearance or train orders.
 Trains originating Joplin
 will report for clearance
 Galena instead of Joplin.
 Trains originating or ter-
 minating Joplin will reg-
 ister their arrival and
 departure Galena in regi-
 ster book at Galena.

TULSA SUBDIVISION

SOUTHWARD		Station Numbers	Mile Post Location	BRANCH LINE	Length of Siding in feet	NORTHWARD	
SECOND CLASS	145					SECOND CLASS	146
DAILY		STATIONS		DAILY			
AM	2 15	4499	324.8	CHASE.....YT	.....	PM	7 55
.....	.....	4901	324.0	WYBARK.....Y	1500	.....	.....
3 40	.....	4933	291.8	BROKEN ARROW.....	2850	6 30	.....
.....	.....	.....	287.2	TYO.....YTDOB	.....	.....	.....
.....	.....	.....	278.3	AT&SF-SL-SF.....CXA	.....	.....	.....
.....	.....	.....	278.2	SSI.....XS	.....	.....	.....
6 00	AM	4947	277.7	TULSA.....YW	YARD	5 00	PM
.....	.....	4954	270.8	SAND SPRINGS.....	.....	.....	.....
					54.0		

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

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

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

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

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

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

NEOSHO SUBDIVISION

Station Number	Mile Post Location	BRANCH LINE		Length of Siding in feet
		SOUTH ↓ STATIONS ↑	NORTH	
.....	27.8	END OF TRACK.....Y	.....	.....
.....	27.1	AT&SF.....XG	.....	.....
3526	26.2	CHANUTE.....CY	2130	.....
.....	24.0	AT&SF.....XG	.....	.....
3511	10.8	GALESBURG.....Y	850	.....
3386	0.6	NORTH YARD.YTWDPOB	YARD	.....
				27.2

MAXIMUM SPEED MPH
 Between North Yard
 and MP B-27.8..... 25

COFFEYVILLE SUBDIVISION

Station Number	Mile Post Location	BRANCH LINE		Length of Siding in feet
		SOUTH ↓ STATIONS ↑	NORTH	
3386	136.2	(R) NORTH-YARD.YTWDPOB	YARD	.....
.....	137.3	SL-SF.....XN	.....	.....
.....	149.2	SL-SF.....XA	.....	.....
3157	157.2	ANGOLA.....	.....	.....
.....	167.2	AT&SF.....CXN	.....	.....
3168	167.7	COFFEYVILLE.YTWOBY	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.....YZ	.....	.....
4198	197.7	BARTLESVILLE.CYTPO	YARD	.....
.....	198.2	BE JCT.....Y	.....	.....
4199	198.7	SUTTON.....Y	YARD	.....
.....	200.0	END OF TRACK.....Y	.....	.....
				63.8

Trains and engines will operate under the provisions of Rule 93 without clearance or train orders except: Trains originating North Yard and Coffeyville will report for clearance at station where originates and trains originating at DY Junction will report at Bartlesville for clearance.

Between MP A-139.0 and MP A-164.0 trains will operate only by proper authority.

Between DY Jct. and BE Jct. AT&SF Rwy. Rules, Timetable and Special Instructions govern.

Trains originating and terminating at DY Jct. or BE Junction will register at Bartlesville.

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

MAXIMUM SPEED MPH
 MP A-137.3 - MP A-200.0..... 10

BUSINESS TRACKS MP STA NO
 Parsons.....Y A-136.8 3387
 Mound Valley.. A-149.0 3149
 Cox.....Y A-166.8 3167
 Wann..... A-182.9 4183

OKLAHOMA SUBDIVISION

Station Number	Mile Post Location	BRANCH LINE		Length of Siding in feet
		SOUTH ↓ STATIONS ↑	NORTH	
4564	0.0	(R) NORTH McALESTER.YT	YARD	.....
.....	1.7	McALESTER.....Y	.....	.....
.....	82.5	SHAWNEE.....Y	.....	.....
.....	117.6	RI JCT.....Y	.....	.....
4342	342.8	TURNER.....YTWDPOB	YARD	.....
.....	343.2	CRI&P.....XG	.....	.....
4343	343.9	OKLAHOMA CITY..CYT	.....	.....
				121.7

Between McAlester and RI Jct. CRI&P RR Co. Timetable and Special instructions govern.

Oklahoma City — Trains and engines will flag crossings at 63rd Street (MP A-336.7) and 'H' track over Reno Ave.

BUSINESS TRACKS MP STA NO
 Braum..... A-336.7 4337
 Owanda..... A-339.1 4339

WESTERN SUBDIVISION

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

SHERMAN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH	NORTH	
		STATIONS		
	662.9	SHERMAN JCT.		
	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

SOUTHWARD		Station Number	Mile Post Location	MAIN LINE	Length of Siding in feet	NORTHWARD	
SECOND CLASS	101					154	SECOND CLASS
DAILY				STATIONS	DAILY		
	PM 1 30	5664	661.9	(R) RAY.....	YTWDPOB	YARD	PM 6 00
			658.3	DALLAS JCT.....			
			658.8	CONWAY.....		1322	
			659.6	SHERMAN JCT.....			
	1 53		660.7	McCUNE.....	YZ		4 25
			661.2	S. P.....	XA		
	2 22	5008	668.7	PENLAND.....		5885	3 56
			674.3	MO. PAC.....	XA		
	154 3 09	5027	688.1	TRENTON.....		4927	101 3 09
			701.3	AT&SF.....	XA		
	4 11	5052	713.0	GREENVILLE.....	YOB		1 16
		5053	714.0	HUNT.....	CYB		
			714.3	STLSW.....	XA		
	4 26	5055	715.6	MELTON.....	Y	6116	PM 1 01
	5 22	5078	738.7	ROCKWALL.....		4937	11 39
	5 46	5089	750.0	ELLIS.....	Y	4649	11 15
			750.8	AT&SF.....	CXA		
	5 49	5090	750.9	GARLAND.....	YOB	2908	10 51
	5 58	5093	754.1	BETHARD.....	Y	2625	10 42
	6 20	5101	761.4	ATKINS.....	Y	4915	10 20
			766.2	DENY.....	Y		
	8 00	5106	766.9	(R) DALLAS YARD	YTWDPOB	YARD	10 00
PM				110.1			AM

ABS between MP D-658.3 (Dallas Jct.) and MP D-765.5.
CTC between MP D-658.3 (Dallas Jct.) and MP D-661.2
(S. P. crossing) - Control Operator at Ray.

MAXIMUM SPEED MPH BUSINESS TRACKS MP STA NO

MP D-658.3 - MP D-662.0... 10 Denison...CYOB D-660.9 5661
MP D-662.0 - MP D-712.5... 25 Bells..... D-674.3 5013
MP D-712.5 - MP D-714.0... 10 Whitewright... D-681.3 5020
MP D-714.0 - MP D-740.3... 25 Leonard..... D-694.6 5034
MP D-740.3 - MP D-745.5... 40 Caddo Mills... D-721.6 5061
MP D-745.5 - MP D-761.4... 25 Royse City... D-730.3 5069
MP D-761.4 - MP D-765.5... 20 Thomas..... D-731.6 5071
Krem..... D-752.9 5092

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

Dallas, through city limits 20 MP D-667.1 MP D-732.3
Dallas, over Cole, Knox, MP D-669.5 MP D-733.3
Airline Road, Mockingbird MP D-724.6 MP D-748.2
Lane and McKinney streets 10 MP D-729.0 MP D-758.5

Greenville: Trains and engines will approach MP D-713.6 and MP D-713.7 expecting to find Main Track switches lined against Main Track movements and will not operate over street crossings during the following hours except by special authority:

Monday through Saturday Sunday

7 00 AM to 7 15 AM 12 45 PM to 1 00 PM 11 45 AM to 12 15 PM
7 45 AM to 8 15 AM 4 45 PM to 5 15 PM
11 45 AM to 12 15 PM

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.

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..	
					0.1 ROWD - MO. PAC...XM	
					0.3 767.0 DALLAS	
					1.6 767.3 RIGHT OF WAY DIST..	
					768.9 AT&SF (TOWER 19).XM	
					768.9 CRI&P JCT.....Z	
PM 8 50	AM 7 15	AM 5 30	AM 4 00		0.4 769.3 ENDOT.....YZ	
				5121	12.4 781.7 LANCASTER.....	
				5130	9.5 791.2 STERRETT.....Y	
					5.4 796.6 S. P.....CXA	
					0.9 797.5 B-R-I JCT.....CYZ	
				5137	0.6 798.1 WAXAHACHIE.....YOB	
				5152	15.0 813.1 ITALY.....	
					19.8 832.9 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	Armaglass.....	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

	MPH	FLOOD INDICATORS
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..					
0.1 ROWD - MO. PAC.....					
0.3 DALLAS.....					
1.6 RIGHT OF WAY DIST..					
AT&SF (TOWER 19)..					
CRI&P JCT.....					
0.4 ENDOT.....		AM 10 55	PM 3 40	PM 6 25	PM 11 25
12.4 LANCASTER.....	4623	10 29	3 16	5 59	10 59
9.5 STERRETT.....	6252	10 14	3 01	5 44	10 44
5.4 S. P.....					
0.9 B-R-I JCT.....		AM 10 00	2 46	5 30	10 30
0.6 WAXAHACHIE.....	2925	AM	PM 2 42	PM	PM
15.0 ITALY.....			1 12		
19.8 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 FWD trains originating Endot.
 Waxahachie—CRI&P and FWD 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 FWD trains originating or terminating Endot.
 Waxahachie—M-K-T trains originating or terminating. CRI&P and FWD 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 Number	Mile Post Location	MAIN LINE STATIONS
SECOND CLASS					
153	103	105			
DAILY	DAILY	DAILY			
	AM 6 35	AM 1 30	5664	661.9	RAY ^(R).....YTWDPQB
			5670	669.6	POTTSBORO ^{0.4}
			5686	685.7	WHITESBORO ^{16.1}.....CY
	7 25	2 20		685.8	WHITESBORO JCT ^{0.1}.....Y
			5722	721.7	DENTON ^{35.9}
			757.1	757.1	MO. PAC. (TOWER 55) ^{35.4}
			5757	757.1	FORT WORTH ^{1.4}
	9 35 AM	4 30 AM	5759	758.5	NEY ^(R).....YTWDPQB
				759.4	S. P. ^{0.9}.....XA
	10 25 ^{10.8}	6 17 ^{10.2}	5778	777.6	EGAN ^{18.2}
				783.0	AT&SF ^{5.4}.....XA
	10 46	6 38	5793	793.2	GRANDVIEW ^{10.2}
AM 11 20	11 12	7 04		811.6	DANA JCT ^{18.4}.....Y
			5812	811.9	HILLSBORO ^{0.3}.....YTOB
154 11 30	11 17 ¹⁵⁴	7 09	5813	813.0	WINSLOW ^{1.1}.....Y
11 50	11 37	7 29	5827	827.4	WEST ^{14.4}
12 02	11 49	7 41	5836	836.4	ELM MOTT ^{2.0}
PM 12 11	11 58	7 50		841.9	CAPHEAD ^{5.5}.....YZ
				842.1	WACO JCT ^{0.2}.....YZ
1 30	12 30	8 00	5843	842.9	BELLMead ^(R).....YTWDPQB
PM	PM	AM			178.7

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.

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	SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	MPH
MP 662.9 - MP 663.5.....	20		
MP 663.5 - MP 669.0.....	30	Burleson, through city limits...30	
MP 669.0 - MP 685.8.....	50	Grandview, over FM Road 110...30	
MP 757.1 - MP 761.4.....	20	Itasca, through city limits...30	
MP 761.4 - MP 841.9.....	50	Hillsboro, over St. crossings...30	
MP 841.9 - MP 842.1.....	25	West, over street crossings...30	
MP 842.1 - MP 842.9.....	20		

FLOOD INDICATORS

		MP	STA NO
MP 679.9	Ferrin Field...	668.9	5669
MP 772.0	Sadler.....	681.9	5682
MP 780.8	Burleson.....	771.2	5771
	Alvarado.....	784.0	5784
	Itasca.....	801.3	5801

MAIN LINE STATIONS	Length of Siding In Feet	NORTHWARD		
		SECOND CLASS		
		102	104	154
		DAILY	DAILY	DAILY
RAY ^(R)	YARD	12 01 ^{PM}	2 30 ^{PM}	
POTTSBORO ^{5.4}	5970			
WHITESBORO ^{16.1}	8424			
WHITESBORO JCT ^{0.1}		10 45 ^{EM}	1 15	
DENTON ^{35.9}				
MO. PAC. (TOWER 55) ^{35.4}				
FORT WORTH ^{1.4}				
NEY ^(R)	YARD	9 00 ^{AM}	11 15 ^{AM}	
		7 00	11 00	
S. P. ^{0.9}				
EGAN ^{16.2}	8752	6 17 ^{10.8}	10 25 ^{10.8}	
AT&SF ^{5.4}				
GRANDVIEW ^{10.2}	9583	5 47	9 52	
DANA JCT ^{18.4}		5 21	9 26	11 35 ^{AM}
HILLSBORO ^{0.3}	YARD			103
WINSLOW ^{7.1}	7218	5 16	9 21	11 30 ¹⁵³
WEST ^{14.4}	8830	4 56	9 01	10 46
ELM MOTT ^{9.0}	8060	4 44	8 49	10 34
CAPHEAD ^{5.5}		4 35	8 40	10 25
WACO JCT ^{0.2}				
BELLMead ^(R)	YARD	4 30	8 35	10 20
178.7		AM	AM	AM

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

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

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

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

Movements by signal indication CTC (Rules 400-404): Between Ray (MP 663.5) and north switch siding Pottsboro (MP 668.8). Trains must not leave Ray until receive lunar indication displayed in unit on pole 100 feet south of underpass, south end Ray or communicate 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 Number	Mile Post Location	MAIN LINE STATIONS
SECOND CLASS			FIRST CLASS			
183	103	105	21			
DAILY	DAILY	DAILY	DAILY			
PM 5 30	PM 2 30	AM 9 30	.....	5843	842.9	(R) BELLMEAD...YTWDPOB
.....	.....	.....	.....	.....	843.6	STLSW NORTH JCT...Y
.....	.....	.....	.....	.....	844.2	STLSW SOUTH JCT...Y
.....	.....	.....	.....	5846	845.5	WACO.....Y
5 50	2 50	9 50	.....	5849	849.7	BASS.....Y
6 28	3 28	10 28	.....	5865	865.2	EDDY.....
7 04	4 04	11 04	.....	5880	880.0	TEMPLE.....CYPOB
.....	.....	.....	.....	.....	880.7	AT&SF.....XM
7 06	4 06	11 06	11 45	.....	880.8	OPAL.....YZ
.....	.....	.....	.....	5881	881.1	COBEL.....Y
.....	.....	.....	.....	5883	883.1	SMITH.....CY
7 18	4 18	11 18	11 55	5888	887.6	LITTLE RIVER.....
1 24 7 45	4 45	11 45	12 17	5908	908.1	GRANGER.....YTOB
7 59	4 59	11 59	12 33	5918	918.4	BIRGE.....Y
8 05	5 01	12 01	12 35	.....	918.9	TRANSFER JCT.....Y
PM	.....	PM	PM	5919	918.9	TAYLOR.....CYTOB
.....	.....	.....	.....	.....	918.9	MO. PAC.....XA
.....	.....	.....	.....	.....	934.8	S. P.....XA
.....	5 41	12 41	.....	5935	935.0	ELGIN.....O
.....	6 03	1 03	.....	5949	948.9	PHELAN.....
.....	.....	.....	.....	5954	953.8	BASTROP.....
.....	6 50	1 50	.....	5969	969.4	(R) SMITHVILLE...YWOB
PM	PM	.....	.....	.....	.....	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 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		
		22	104	184	102
		DAILY	DAILY	DAILY	DAILY
(R) BELLMEAD.....	YARD	.....	AM 8 00	AM 12 01	AM 2 30
STLSW NORTH JCT...	.....	.....	.....	.....	.....
STLSW SOUTH JCT...	.....	.....	.....	.....	.....
WACO.....	.....	.....	.....	.....	.....
BASS.....	10964	.....	7 29	9 40	1 58
EDDY.....	10142	.....	6 51	9 02	1 20
TEMPLE.....	2128	.....	6 15	8 26	12 44
AT&SF.....	.....	.....	.....	.....	.....
OPAL.....	.....	PM 1 15	6 13	8 24	12 42
COBEL.....	3400	.....	.....	.....	.....
SMITH.....	.....	.....	.....	.....	.....
LITTLE RIVER.....	4619	1 06	6 01	8 12	12 30
GRANGER.....	5278	12 45	5 33	7 45 ^{12 3}	12 03 ^{AM}
BIRGE.....	6078	12 33 ²¹	5 19	7 02	11 49
TRANSFER JCT.....	.....	12 25	5 17	7 00	11 47
TAYLOR.....	.....	PM	.....	PM	.....
MO. PAC.....	.....	.....	.....	.....	.....
S. P.....	.....	.....	.....	.....	.....
ELGIN.....	6020	.....	4 37	.....	11 07
PHELAN.....	8804	.....	4 15	.....	10 45
BASTROP.....	.....	.....	.....	.....	.....
(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.

SOUTHWARD		Station Number	Mile Post Location	MAIN LINE	Length of Siding in Feet	NORTHWARD	
SECOND CLASS	CLASS					SECOND CLASS	CLASS
103	105					104	102
DAILY	DAILY			DAILY	DAILY		
PM 6 55	PM 1 55	5969	969.4	(R) SMITHVILLE..YWOB	YARD	AM 3 30	PM 10 00
.....	.....	.....	978.0	S. P. 8.6.....XA	.....	.....	.....
.....	.....	5988	988.2	LAGRANGE 10.2.....OB	.....	.....	.....
7 31	2 31	5989	989.0	L. A. YARD 0.8.....	4138	2 46	8 55
7 42	2 42	.....	995.9	LCRA 6.9.....	.....	2 35	8 44
7 53	2 53	6002	1002.1	FAYETTEVILLE 6.2.....	9349	2 24	8 33
102 8 14	3 12	6014	1013.6	NEW ULM 11.5.....F	5565	2 05	8 14
8 31	3 29	6024	1024.0	CAT SPRING 10.4.....	5649	1 48	7 47
8 51	3 49	6035	1035.4	SEALY 11.4.....C	2837	1 28	7 27
.....	.....	.....	1035.4	AT&SF.....XA	.....	.....	.....
9 11	4 09	6048	1047.8	BROOKSHIRE 12.4.....OB	4705	1 08	7 07
9 26	4 24	6056	1056.0	KATY 8.2.....O	4116	12 53	6 52
9 34	4 32	6061	1061.2	WHIT. 5.2.....	6900	12 45	6 44
9 56	4 54	6073	1072.9	HENNESSEY 11.7.....Y	4996	12 23	6 22
.....	.....	.....	1078.9	S. P. 6.0.....XA	.....	.....	.....
104 12 01	102 6 00	6079	1080.2	(R) EUREKA 1.3.....YTWDPOB	YARD	103 12 01	105 6 00
.....	.....	.....	1080.8	S. P. 0.6.....XN	.....	.....	.....
.....	.....	.....	1084.2	S. P. 3.4.....XA	.....	.....	.....
.....	.....	6084	1084.2	HOUSTON 49.8.....Y	.....	.....	.....
.....	.....	6134	1134.0	GALVESTON 49.8.....	.....	.....	.....
.....	.....	.....	.....	164.6	.....	.....	.....

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

Trains are authorized to operate between Eureka (MP 1080.2) and Houston (MP 1084.2) without clearance or train orders being governed by instructions of Yardmaster.

MAXIMUM SPEED	MPH	SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	MPH
MP 969.4 - MP 1072.0.....	40	Smithville, through city limits.....	25
MP 1072.0 - MP 1084.2.....	25	Sealy, through city limits..	25
Except over AT&SF crossing (MP 1035.4).....	25	Katy, through city limits..	25
Eureka, through yard (MP 1078.9-MP 1080.2).....	10	Houston, through city limits.....	25
Around curve	10		
MP 1083.8-MP 1084.2.....	10		
		BUSINESS TRACKS	MP STA NO
		Schindler.....	1036.5 6036
		Cardiff.....	1050.8 6051
		Addicks.....	1066.7 6066

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

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

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

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length of Siding in feet	NORTHWARD	
SECOND CLASS	CLASS					SECOND CLASS	CLASS
183						184	
DAILY				DAILY			
PM 8 05	.....	.....	918.9	TRANSFER JCT.....	.....	PM 7 00	.....
.....	.....	.....	919.9	TAYLOR(MO PAC) 1.0.....	.....	.....	.....
.....	.....	6647	955.5	AUSTIN 34.3.....CYOB	.....	.....	.....
PM 10 00	.....	.....	984.9	M-K-T JCT 29.7.....O	.....	PM 5 05	.....
10 02	.....	.....	985.5	AJAX 0.6.....Y	.....	5 01	.....
10 05	6753	.....	986.3	SAN MARCOS 0.8.....YWOB	924	4 58	.....
10 35	.....	.....	1002.7	N. B. YARD 16.4.....Y	4462	4 28	.....
.....	.....	6769	1003.3	NEW BRAUNFELS 0.6.....CY	.....	.....	.....
.....	.....	.....	1003.6	MO. PAC 0.3.....XA	.....	.....	.....
10 43	.....	.....	1006.7	WRP 3.1.....CY	.....	4 20	.....
10 50	6777	.....	1010.6	COMAL 3.9.....	2305	4 13	.....
11 13	6791	.....	1024.8	FRATT 14.2.....Y	2856	3 50	.....
11 26	6797	.....	1030.3	TRAVIS 5.5.....Y	3123	3 37	.....
11 33	6800	.....	1032.8	WARDEN 2.5.....Y	2046	3 30	.....
.....	.....	.....	1036.1	S. P. 0.4.....X	.....	.....	.....
.....	.....	.....	1036.5	S. P. 0.4.....XM	.....	.....	.....
2 30 AM	.....	6803	1037.5	(R) SLOAN 1.0.....YTWDPOB	YARD	3 00 PM	.....
.....	.....	.....	1038.0	S. P. 0.5.....XS	.....	.....	.....
.....	.....	6804	1038.5	SAN ANTONIO 0.5.....YB	.....	.....	.....
.....	.....	.....	.....	118.6	.....	.....	.....

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

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

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

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at the following points:

M-K-T Jct.—No 183.

Trains will register at other than register stations as follows:

Ajax—Trains instructed by train order to register.
Austin (MKT Yard)—Trains originating or terminating.
San Marcos—Trains originating or terminating.

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

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

FLOOD INDICATORS

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

DENTON SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	
		SOUTH ↓ STATIONS ↑	NORTH		
5722	721.7	DENTON.....CY		....	Trains will report for clearance other than as required by Rule 83 (a) (last paragraph): Dallas Yard (Dallas Subdivision) instead of Deny.—Trains originating.
5509	730.9	LAKE DALLAS.....		....
5515	736.8	LEWISVILLE.....		1150	MAXIMUM SPEED MPH
5523	744.6	CARROLLTON.....CO		....	MP K-721.7 - MP K-758.0 10
....	744.6	SL-SF - STLSW.....XA		....	Except: Farmers Branch over street crossings.... 5
5524	746.1	BEAVER.....Y		1225	
5525	746.9	FARMERS BRANCH.....Y		....	Dallas, approach road crossing Inwood Road at Denton Drive prepared to stop and know signals operating or crossing protected by flagman before proceeding.
5529	750.7	OLDHAM.....Y		2245	
....	758.0	DENY.....Y		YARD	
				36.3	

GEORGETOWN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	
		SOUTH ↓ STATIONS ↑	NORTH		
5908	908.1	GRANGER.....YTOB		....	MAXIMUM SPEED MPH
6609	917.4	WEIR.....		....
6615	923.2	GEORGETOWN.....C		....	MP U-908.9 - MP U-923.0 25 MP U-923.0 - MP U-923.7 10
....	923.7	END OF TRACK.....		....
				15.6	

LOCKHART SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	
		SOUTH ↓ STATIONS ↑	NORTH		
					MAXIMUM SPEED MPH
					MP M-0.0 - MP M-0.3..... 10 MP M-0.3 - MP M-51.5..... 25
5969	0.0	(R) SMITHVILLE.....YWOB		YARD	In sidings at: Red Rock..... 5 Lockhart..... 5 Reedville..... 5
6721	20.3	RED ROCK.....		725	
6737	36.4	LOCKHART.....		4400	Trains will register at other than register stations as follows: Ajax—Trains instructed by train order to register.
6744	43.5	MAXWELL.....		1540	
6747	46.8	REEDVILLE.....		1830	
....	51.5	AJAX.....		....	Trains will be governed by instructions of the Train Dispatcher in use of the Main Track at Smithville.
				51.5	

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 WWV, Fort Collins, Colorado, or Train Dispatchers' Office, Denison, Texas, by employee charged with the duty of maintaining standard clock with correct time.

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

Rules 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 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, 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; and
 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 being 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:

Subdivision	Distance
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.
Sedalia.....	Three-fourths mile.
Texas.....	One and one-fourth mile.
Tulsa.....	Three-fourths mile.
In ABS territory, when required...	One and one-fourth mile.

Rules 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 fuseses 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 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 employees from protecting the movement, when required.

Rule 105. Amendment to: Trains and engines using a siding, or any track other than 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 employee 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 Signalman has actuated interlocking signals so signals display Stop indication on conflicting routes, and employee in charge of equipment is so notified; or flag protection per Rule 99 has been provided on conflicting routes if no signalman available.

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

- (a) When signal displays Stop, only as prescribed by Rule 350.
- (b) 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.
- (c) 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.
- (d) 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:

- (a) When excepted in Rules 345 and 402.
- (b) 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, when the movement of a train or engine is reversed and making reverse movement, train or engine, after stopping, may proceed at Low Speed under one of the following conditions:

- (a) When a train moving in the same direction is seen in the block to be occupied and intervening track is seen to be clear.
- (b) 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 high-heel cowboy, western or similar type boots while on duty. Lace-up shoes or boots with tops at least six (6) 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

Radio Channel Designations.—Channel No. 1 is in use on all subdivisions. Channel No. 2 is in use on Choctaw, Fort Worth and Texas Subdivisions.

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 and 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

Employees Must Provide Themselves With Current Copies Of:

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 —

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
Fort Worth..MOP-203.3		Bridge	St. Louis.....	178.9	Tunnel
Fort Worth.....784.3		Bridge	San Antonio..M-	992.2	Overpass
Houston.....1084.1		Overpass	San Antonio..M-	1033.5	Overpass
St. Louis.....93.4		Bridge	Western....FWD-	114.73	Bridge

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

Subdivision	Mile Post	Nature of Structure	Subdivision	Mile Post	Nature of Structure
Choctaw.....503.6		Viaduct	San Antonio..M-	992.2	Overpass
Choctaw.....623.8		Overpass	San Antonio..M-	1031.6	Overpass
Choctaw.....644.6		Overpass	San Antonio..M-	1033.5	Overpass
Dallas.....D-766.6		Bridge	San Antonio..M-	1033.7	Overpass
Hillsboro.....D-767.5		Viaduct	San Antonio..M-	1034.0	Overpass
Houston.....1084.1		Overpass	San Antonio..M-	1034.1	Overpass
Kansas City....A-6.5		Overpass	San Antonio..M-	1034.2	Overpass
St. Louis.....93.4		Bridge	San Antonio..M-	1034.4	Overpass
St. Louis.....178.9		Tunnel	San Antonio..M-	1034.5	Overpass
			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 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-Melton: L&A Yard Engines may use M-K-T Main Track within Yard Limits MP D-711.5 and MP D-718.1 under provisions of Rule 93 without clearance or train orders.

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

Temple: AT&SF 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, 104(15) and 351 upon receipt of permission from M-K-T Train Dispatcher clearing Main Track for First Class trains. Trains No. 21 and No. 22 scheduled between Opal and Transfer Jct., No. 21 scheduled to depart Opal at 11:45 A.M. daily and No. 22 scheduled to depart Little River at 1:06 P.M. daily. Yard engines will be clear of Main Track for No. 21 at 11:40 A.M. and for No. 22 at 1:01 P.M.

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

Dallas Yard—Deny.
Endot—Southward trains restricted Endot remain back of Absolute Signal north of AT&SF Interlocking (Tower 19); except, Southward trains from CRI&P tracks remain at CRI&P Jct. to avoid fouling interlocking.
Granger—East Siding.
Moran—West Siding.
North Yard (MP 386.0)—Crossover where station sign located.
Paola—Crossover from M-K-T Main Track to SL-SF Main Track (MP A-42.9).
Waxahachie—Northward trains at station.
Whitesboro—Southward trains on main track at Whitesboro Jct., Southward trains on siding, at "Fouling Point" south siding switch.

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

4. Restricted Speed Requirements: Where maximum speed is more than 40 MPH, M-K-T trains, except Numbers 101, 102, 103, 104, 204, 145, 146, 183 and 184 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 10 MPH through turnouts, unless otherwise provided.

In CTC territory where maximum speed permitted is in excess of 20 MPH, 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)
Burlleson, Team Track (MP 771.2)

To avoid harmonic oscillation and rocking of freight cars, train speeds 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 calls 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 MPH 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 MPH except: Engines Nos. 1 to 44 inclusive (Tonnage Class 34) must not be operated or towed in train in excess of 30 MPH.

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

AMTRAK passenger trains with 500 through 649 series locomotives must reduce speed to 40 MPH around all curves.

Trains handling Derricks 1040 and 1041, Pile Driver 1031 and Scale Test Car 77 must not exceed 25 MPH.

Trains handling Derrick 1042 must not exceed 10 MPH.

Derricks 1040, 1041 and 1042 and Pile Driver 1031 must be located in train not less than four cars nor more than ten cars from engine and if handled with another 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 cars ahead of caboose.

Derricks 1040, 1041 and 1042 and Pile Driver 1031 are self-propelled when gears engaged and 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-levels of 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:

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 (Rules 400-404): Shown on schedule pages.

8. Normal Position of Switches:

Ajax—Lockhart - San Antonio Subdivision 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.—M-K-T - 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.

Dallas Jct.—Wye track switch lined for Dallas Subdivision movements.

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

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

Bureka—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 Subdivision 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.—M-K-T - 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 movements. 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.

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

StLSW North Jct. and StLSW South Jct.—M-K-T - StLSW Main track switches lined for M-K-T Texas Subdivision movements.

WF&NW Jct.—FW&D - M-K-T Main track switch lined for FW&D 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.

Dallas Yard—No track designated as Main Track between North End Yard (MP D-765.5) and South End Yard (MP D-766.9).

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 MP A-135.0 (Kansas City Subdivision) and MP 385.0 (Sedalia Subdivision) on the North end of the yard and MP 387.1 (SL-SF Crossing) on the South end of the yard.

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

10. Tracks Designated As Siding:

Whitesboro—Tracks from north siding switch at north end, south and through to where M-K-T track intersects Mo. Pac. Main Track designated as siding.

Length of sidings is 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.—When Absolute Signal entering joint track displays Stop indication, member of crew will proceed to release box located on building at switch. After opening release box, if indicator light is illuminated, operate push button and hold 5 seconds before releasing. If indicator light is not illuminated, must wait 5 minutes; then, if there is no conflicting movement evident, operate push button, hold for 5 seconds before releasing, and wait 5 minutes for release time to expire. After release time has expired, if Absolute Signal continues to display Stop indication, member of crew will examine switch per Rule 104(c) and place in hand position. After placing switch in hand position, engine will be moved beyond Absolute Signal. Before occupying switch, the switch will be restored to Power position and train or engine will proceed at Low Speed to the next signal. When Absolute Signal leaving joint track displays Stop indication, member of crew will examine switch per Rule 104(c) and place in hand position. After placing switch in hand position, engine will be moved beyond Absolute Signal. Before occupying switch, the switch will be restored to Power position and train or engine will proceed at Low Speed to next signal.

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 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 are 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 M-K-T 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. tracks before moving over crossing.

12. Restrictions on Auxiliary Tracks:

All Engine Servicing Tracks—Movements must not exceed 5 MPH.
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.

Conway—Overhead vents over Tracks "C" and "D" restrict vertical clearance to 16 feet and cars which exceed 16 feet in height must not be moved into the Safeway warehouse.

Denison—Main Street Crossing, do not approach exceeding 5 MPH and must not be occupied without protection by member of crew on the ground.

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

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

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

Italy—Tail Track, do not exceed 5 MPH.

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

LCRA—Northward movements on Lead, do not exceed 5 MPH while approaching flasher crossing.

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

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

Ogden—Transfer Track, do not exceed 5 MPH.

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

Service—Owens Corning, blue flags and derails on Tracks 1, 2, 3 and 4 and blue flags must be removed by Owens Corning employees only.

Sherman—Do not operate engine over rock unloading pit ABC Track. Enter Hardwicke-Better 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 (MP 468.6)—Industrial area restrictions:

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.

Georgia Pacific Co. (Bestwall Div.): There are two 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.

Midwest Carbide Co.: Derails, secured with Midwest Carbide Co. locks, are in place on the West end of Tracks 1 and 2, and must be unlocked by Midwest Carbide employees only.

National Gypsum Co.: There are derails on Tracks 1 and 2 and a lift bridge which obstructs Track 2 when it is in use. Semaphore signals display Stop when the derails 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 derails and signals.

Stringtown—When quarry is not operating, gate across Quarry Track by Scale House is closed.

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

WRP—Do not exceed 20 MPH between WRP and WRRS Yard.

13. Train Inspections: In addition to inspections per Rules 110 and 111 of Uniform Code of Operating Rules, trainmen or other competent employees 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 and Smithville.

When a train is stopped with emergency application of the brakes, whether from locomotive or train, 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 display board does not display an indication, when the indication of the display board cannot be seen, or when train order instructions indicate that the indicator is inoperative or out of service, the train must be stopped and inspected unless a running inspection can be made by employees on both sides of the train. Both employees need not be at the same location; however, both sides must be inspected in the immediate vicinity of the hot box detector site and train must not exceed 25 MPH 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.

If a car equipped with roller bearing wheels actuates two hot box detectors and the crew is unable to find an overheated journal or other defect, the car must be set out so it can be inspected by qualified Mechanical Department personnel.

Connecting crews, if any, must be notified by incoming crew of failure to locate overheated journal if an indication was received on a hot box detector and the car was not set out.

Whenever a train passes a detector and does not receive a distress indication, but develops an overheated journal within 20 miles of the detector, the Conductor must report the details to the Superintendent.

HOT BOX AND DRAGGING EQUIPMENT DETECTOR LOCATIONS:

St. Louis Subdivision

MP 34.9
MP 66.4
MP 102.5
MP 135.1
MP 171.1

Choctaw Subdivision

MP 529.8
MP 557.5
MP 588.3
MP 630.6

Sedalia Subdivision

MP 224.7
MP 262.9
MP 293.0
MP 329.0
MP 355.2

Fort Worth Subdivision

MP 682.7
MP 788.3
MP 817.2

Kansas City Subdivision

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

Texas Subdivision

MP 865.7
MP 892.2
MP 931.5

Cherokee Subdivision

MP 416.1
MP 446.9
MP 477.9

Houston Subdivision

MP 1000.8
MP 1027.4
MP 1053.0

16. Standard Clocks and General Order Books:

NORTHERN DIVISION		SOUTHERN DIVISION	
Baden	Telegraph Office *Enginehouse	Altus	Freight Station
Bartlesville	Yardmen's Room	Bellmead	Trainmen's Room
Coffeyville	*Telegraph Office *Enginehouse	Dallas Yard	Yard Office
Clinton	Freight Office	Denison	*Enginehouse
Franklin	Telegraph Office	Elgin	Dispatcher's Office
Glen Park	Yard Office *Locker Room	Eureka	Freight Office
Joplin	Telegraph Office		Yard Office
Muskogee Yard	Yard Office	Garland	*Enginehouse
North McAlester	Freight Office	Ney	*Yardmen's Room
North Yard	Yard Office		Yard Office
	Enginemen's Room	North Yard	*Locker Room
	*Yardmen's Room		Yard Office
Pryor	Freight Office	Ray	*Enginemen's Room
Sedalia	Freight Office		Yard Office
Turner	Yard Office	San Marcos	*Enginehouse
	*Enginemen's Room	Sloan	Freight Office
	Yard Office		Yard Office
Tyo		Smithville	*Enginehouse
		Temple	Yard Office
			Freight Office

YARD LIMITS

NORTHERN DIVISION		SOUTHERN DIVISION	
Bartlesville.....	A-191.9 - A-200.0	Altus.....	74.2-B - 78.4-B
Chanute.....	B- 25.0 - B- 27.8	Bellmead.....	840.85 - 852.0
Chase.....	Z-323.1 - Z-324.8	Burkburnett.....	11.9-B - 18.5-B
Chetopa.....	409.0 - 412.0	Dallas.....	D- 753.2 - D- 771.1
Clinton.....	265.0 - 266.8		K- 745.8
Coffeyville.....	A-163.5 - A-171.3	Eureka.....	1070.8 -GHH 10.04
Columbus.....	S-417.1 - S-420.0	Frederick.....	48.1-B - 52.7-B
Dewey.....	A-191.9 - A-200.0	Garland.....	D- 749.4 - D- 753.2
Fort Scott.....	336.5 - 339.1	Grandfield.....	25.8-B - 29.0-B
Franklin.....	187.0 - 195.2	Granger.....	906.5 - 909.4
Galena.....	S-431.1 - S-440.7		U-909.12
Joplin.....	S-431.1 - S-440.7	Greenville.....	D- 711.5 - D- 718.1
Labette.....	S-394.4 - S-396.0	Hillsboro.....	808.8 - 814.9
Military.....	S-428.3 - S-430.4		D- 831.1
Muskogee Yard.....	500.7 - 505.6	New Braunfels.....	M-1001.5 - M-1007.0
Nevada.....	314.6 - 317.4	Ney.....	MOP 237.5 - 764.9
*North McAlester....	560.2 - 575.0	Ray.....	655.36 - 669.0
Paola.....	A- 42.0 - A- 44.5		P- 663.3
Parsons.....	384.5 - 389.4		D- 666.2
	A-133.4 - A-138.6	San Marcos.....	M- 985.3 - M- 988.0
	B- 3.5		M- 49.5
Ray.....	655.36 - 669.0	Sherman.....	P- 670.0 - P- 671.8
	P-663.3	Sloan.....	M-1023.8 - M-1038.5
	D-666.2	Smithville.....	967.8 - 971.3
Sedalia.....	224.0 - 230.2		M- 0.97
Tulsa.....	Z-270.8 - Z-290.0	Taylor.....	916.08 - 919.92
*Turner.....	A-336.0 - Z-343.9	Temple.....	877.9 - 883.2
		Waxahachie.....	D- 791.1 - D-798.96
		Whitesboro.....	683.2 -MOP174.13
		*Wichita Falls..	0.9-B - 7.1-B

* North McAlester includes Wilburton Spur.
Turner includes Owanda Spur.
Wichita Falls includes Wilson Spur.

RAILROAD COMPANY MEDICAL STAFF

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

Austin, TX 78723.....Dr. Virgil C. Smart
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Telephone: 444-4745

Dallas, TX 75235.....Southwest Clinic Association
Drs. R. W. Henderson, J. W. Jones,
and F. G. Garfias
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Telephone: 631-3880

Denison, TX 75020.....Dr. W. D. Blassingame
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Telephone: 465-5005

Fayette, MO 65248.....Dr. M. P. Leech
Fayette Medical Clinic
Elm and Church
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Houston, TX 77008.....Dr. Norman H. Moore, Jr.
411 West 20th Street
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Kansas City, KS 66103.....Dr. J. William Young
1401 Southwest Boulevard
Telephone: 262-0530, 931-4511

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

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

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

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

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

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

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

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

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

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

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 Company
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 Company, Inc.
911 Franklin Avenue
Billings Jewelers
1025 North Shepard

Joplin, MO.....Tic-O-Time Jewelry Inc.
712 Main Street

Kansas City, MO.....Zinner's Jewelers
7017 East 95th Street

McAlester, OK.....Hunt's Jewelry
123 East Choctaw

Muskogee, OK.....Klar Brothers Jewelers
234 West Okmulgee

Oklahoma City.....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.....Chenault's Watch Shoppe
6808 Sanger Avenue

Waxahachie, TX.....Maxwell Jewelry Company
311 South Rogers

Wichita Falls, TX.....Ragland Jewelers
711 Eighth Street

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.

IDENTIFICATION OF HAZARDOUS MATERIALS BY PLACARDS, AND EMERGENCY PROCEDURES



EXPLOSIVES "A" (EXP) are capable of exploding or detonating in mass when involved in fire or subjected to strong impacts or shocks. When involved in fires, all persons should be evacuated for a distance of one mile. When not on fire, they should be protected from being struck, crushed, exposed to fire, or contact with corrosive materials. Examples of Class A Explosives: High Explosives; Explosive Bombs; Initiating Explosives; Black Powder.



EXPLOSIVES "B" (VRP) are capable of burning rapidly, and causing sudden, violent rupture of cars or containers when involved in fires. When they are involved in fire, all persons should be evacuated for a distance of 1/4 mile. When not on fire, they should be protected from being struck, crushed, exposed to fire or contact with corrosive materials. Examples of Class B Explosives: Railway Torpedoes; Special Fireworks.



EXPLOSIVES "C" are fire hazards. Placards are applied only to cars, trailers or freight containers carrying packages bearing the "EXPLOSIVES C" label. If material is involved in a fire, extinguish from a safe distance. When not on fire, the material should be protected from sparks and other sources of ignition. Examples of Class C Explosives: Common Fireworks; Small Arms Ammunition. (NOTE: This placard is also applied to cars, trailers or freight containers carrying Flammable Liquids or Solids, see page 5.)



POISONS "A" (TOX) are extremely toxic materials, and very small quantities can cause rapid illness or death. These materials, when spilled or vented, must be avoided by all persons, except protected specialists. Evacuate personnel from the immediate area, and if a gas is leaking evacuate all persons downwind as far as necessary to avoid contact with the material. If spilled material enters streams, community authorities and persons down-stream must be notified immediately. Examples of Poisons A: Hydrocyanic Acid; Phosgene; Phosphine.



POISONS "B" are moderately toxic materials, and can cause illness or death if persons remain in contact with them or inhale or ingest them in moderate quantities. These materials, when spilled or vented, must be avoided by all persons, except protected specialists. Evacuate personnel from the immediate area to avoid contact. If possible, confine spread or flow of material to the immediate area. If spilled material enters streams, community authorities and persons down-stream must be notified immediately. Examples of Poisons B: Aniline Oil; Carbolic Acid; Motor Fuel Antiknock Compound; Organic Phosphate Compound Mixtures.



RADIOACTIVE MATERIALS are materials which emit various degrees of radiation that consists on energy such as gamma rays or x-rays. These emissions cannot be felt or detected without proper instruments. When these materials are involved in accidents severe enough that they may be spilled or leak from their containers, all personnel should evacuate the immediate area for several hundred yards until the area is surveyed by specialists. When the material, or its containers, are involved in fire, all persons should be evacuated from the smoke cloud areas and downwind a distance beyond the visible smoke cloud. Danger of exposure must be assumed until the area is surveyed by properly equipped specialists. There are three groups of radioactive materials, designated as "One", "Two" and "Three". Group "Three" materials are the most hazardous, and consequently are specially packaged to prevent spills. Examples of Radioactive Materials: Radioactive Material, Fissile; Uranyl Nitrate, Solid.



FLAMMABLE GASES (VRP) are usually ignited immediately when punctures or serious leaks occur. If not, the gas is easily ignited, and will result in rapid combustion of the entire cloud; ignitable atmospheres may extend well beyond any visible cloud. Fires from leaks in containers that cannot be shut off should be allowed to burn. Tanks containing flammable gases that are exposed to intense fire and flame impingement are likely to rupture violently, involving the immediate area in a large fire ball. When compressed gas tank cars are involved in fires or exposed to flame impingement, all persons should be evacuated for 1/4 mile from the scene. When compressed gas cylinders are involved in fires, personnel should remain several hundred yards away. These materials may be toxic or irritating, and contact with liquefied gases will produce serious frost bite. Examples of Flammable Gases: Liquefied Petroleum Gas; Propane; Butadiene, Inhibited; Vinyl Chloride (See also "Cryogenics" below).



NONFLAMMABLE GASES (VRP) can cause suffocation of persons entering the gas cloud when leaks occur. Tanks containing nonflammable gases can rupture when exposed to intense fire conditions, and persons should be evacuated for 1/4 mile from the scene. These materials may be toxic or irritating, and contact with liquefied gases will produce serious frost bite. Examples of Nonflammable Gases: Anhydrous Ammonia; Refrigerant Gases; Sulfur Dioxide, Carbon Dioxide, Liquefied (See also "Cryogenics" below).



CHLORINE (TOX) is a nonflammable gas with highly toxic properties; material itself will not burn; however, it will support combustion. Leakage of the material should be treated the same as "POISONS "A"."



OXYGEN (PRESSURIZED LIQUID) (VRP) in contact with fuels, oils and other combustible materials can cause violent, rapid combustion or explosion. Sources of ignition, sparks, impacts, friction or sudden shocks should be prevented in areas exposed to liquid oxygen spills or leakages.

Cryogenics are extremely low temperature (about -150 degrees F. and below) gaseous materials transported in a liquid state. When leaks occur, a fog or mist is caused due to the freezing or the moisture in the air. If a container is breached, the material may warm, expand and rupture the container. If liquid leaks occur and contact is made with adjacent metal containers, they will become brittle, crack and release their contents. Persons and sources of ignition should be kept out of the gas cloud area. Cryogenics may or may not be placarded, depending on the pressure within the container or tank car. When placarded, leakage should be treated the same as a Flammable Gas or Nonflammable Gas, depending on the hazard class. Examples of Cryogenics: Nitrogen, Pressurized Liquid; Hydrogen, Liquefied; Ethylene, Liquefied.



FLAMMABLE LIQUIDS (VRP, if polymerizable material, see below) are materials which when spilled give off flammable vapors that will ignite on contact with an open flame, spark or hot metal surface. Their vapors are usually heavier than air and will flow into low areas, ditches or ravines. Vapors, when ignited, burn rapidly spreading flame back to the source of the spill. Contact with corrosive materials can cause ignition and should be prevented. Personnel should evacuate areas of vapor concentration and avoid contact with the material. Action should be taken to keep ignition sources out of the area of vapor concentrations; smoking, engines, and other ignition sources must be prohibited in the area of spills. Examples of Flammable Liquids: Gasoline; Acetone; Toluene, Methyl Ethyl Ketone.

Polymerizable materials (VRP), indicated by "inhibited" or "uninhibited" in the commodity name, are subject to violent rupture when exposed to fire conditions. When such materials are involved in fires, persons should be evacuated for a distance of 1/2 mile from the scene. Examples of polymerizable Flammable Liquids: Methyl Methacrylate Monomer, Inhibited or Uninhibited; Vinyl Fluoride, Inhibited; Ethylene Imine, Inhibited.

FLAMMABLE SOLIDS are materials that can cause fires by self-ignition or spontaneous combustion if exposed to proper conditions, such as becoming wet, being exposed to air, being crushed, or coming in contact with corrosive materials or outside heat sources. They are easily ignited and burn readily. They should be isolated from other hazardous materials. (NOTE—The "Flammable" placard may be used in place of the "Flammable Solid" placard.) Examples of Flammable Solids: Railway Fusesets; Phosphorus, White or Yellow, Dry or in Water.



FLAMMABLE SOLID W are materials which are strongly reactive with water. If these materials themselves are involved in a fire, the use of water must be avoided. Individual packages of these materials will bear the "Dangerous When Wet" label. Examples of Flammable Solids (Dangerous When Wet): Calcium Carbide; Potassium Metal; Phosphorus Pentasulfide.



OXIDIZING MATERIALS are materials which readily yield oxygen to greatly stimulate the burning of fuels. If mixed with fuels and ignited, rapid combustion will result. If spilled, they should be kept from coming in contact with flammable or combustible materials. Examples of Oxidizing Materials: Ammonium Nitrate; Hydrogen Peroxide Solutions; Chromic Acid, Solid; Nitric Acid (over 40% concentration).



ORGANIC PEROXIDES (VRP) are materials which contain an excess of oxygen. In addition to the normal oxidizing material hazard, when heated or subjected to strong shocks Organic Peroxides can decompose rapidly with explosive force. If these materials are involved in fires, persons should be evacuated for a distance of 1/2 mile from the scene. Examples of Organic Peroxides: Peroxyacetic Acid Solution; Benzoyl Peroxide.



CORROSIVE MATERIALS (Acid and Caustics) are materials, either liquid or solid, which upon contact with other materials, such as flammables, oxidizers or explosives, etc., may produce violent reactions or fires. Spills of these materials may liberate large volumes of fumes that may be toxic, and can cause eye, skin and respiratory injury. Personnel should evacuate areas of fumes and avoid contact with the materials. Most of these materials will generate heat when contact with water, and may erupt violently endangering nearby persons. Spills should be confined, if possible, to prevent mixing with other materials or the contamination of streams and property. Persons coming in contact with corrosive materials should wash with water for at least 15 minutes; remove contaminated clothing and obtain medical attention. Examples of Corrosive Materials: Sulfuric Acid; Nitric Acid (Concentrations of 40% or less); Caustic Soda, Liquid or Dry; Hydrochloric Acid; Acetic Acid.



IRRITATING MATERIALS are less dangerous materials which upon exposure to air or heat give off dangerous and intensely irritating fumes which cause temporary irritation and discomfort to persons coming in contact with them. Irritating materials should be kept away from fires and avoided by personnel. Examples of Irritating Materials: Tear Gas Grenades or Candles.



DANGEROUS placards may also be applied to motor vehicles or rail cars containing two or more classes of hazardous materials; except Class A and Class B Explosives, Poisons A, Flammable Solid W, and Radioactive Material which require separate placards for each hazard class. A rail car utilized in TOFC or COFC service containing less than 1,000 pounds (aggregate gross weight) of hazardous materials, other than those mentioned above, need not be placarded.



COMBUSTIBLE LIQUIDS are materials which are less dangerous than flammable liquids due to their higher flash points; however, leaks, spills and fires should be treated in the same manner as flammable liquids. Examples of Combustible Liquids: Fuel Oil; certain Naphthas and Petroleum Distillates.

BUREAU OF EXPLOSIVES

SWITCHING PLACARDED CARS

REGULATION OF AMERICAN RAILROADS
PROPERTY OF THE U.S. GOVERNMENT
WASHINGTON, D. C. 20540

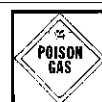


CARS OR FLAT CARS WITH TRAILERS PLACARDED "EXPLOSIVES A"

Must be separated from engine by at least one Nonplacarded car.
Must not be cut off while in motion.
Must not be struck by any car moving under its own momentum.
Must not be coupled to with any more cars than necessary to make coupling.
Must have doors closed before moving.
Must not be placarded or left where there is any possible danger of fire, under bridges, under overhead highway crossings or along passenger stations.



Flat cars carrying placarded trailers or containers
Placarded flat cars carrying trailers or containers
Cars placarded poison gas
DOT 112A and 114A tank cars without head shields
placarded flammable gas



Must not be cut off while in motion
Must not be struck by any car moving under its own momentum
Must not be coupled to with any more cars than necessary to make coupling



Where use of hand brakes is necessary, a loaded placarded tank car or draft containing a loaded placarded tank car must not be cut off until preceding cars are free of the draft.
A draft containing a placarded loaded tank car must be clear of lead before releasing any cars to follow.
Where use of hand brakes is necessary, before a loaded placarded car or draft containing a loaded placarded car is released, it must be demarcated by use of the hand brake, so the placarded car or the draft being released is in proper working condition.
These restrictions do not apply to cars placarded combustible.

PLACARDED EMPTY TANK CARS

These cars may contain a commodity whose toxicity could be harmful. There are no switching restrictions.

Required Background for Poisons Gas-DAPPY



February 1964

February 1964

Revised to comply with the latest revision of the Code of Federal Regulations

U. S. Form No. 1

TONNAGE RATINGS--NORTHERN DIVISION

Direction	FROM STATION	TO STATION	TONNAGE CLASS				
			34	40	54	55	72
South	Baden	Franklin	2050	2400	3240	3300	4320
North	Franklin	Baden	2050	2400	3240	3300	4320
South	Franklin	Sedalia	1190	1400	1890	1920	2520
North	Sedalia	North Yard	1600	1870	2520	2570	3365
South	North Yard	Sedalia	1600	1870	2520	2570	3365
North	Sedalia	Franklin	1250	1450	1960	1990	2610
South	Glen Park	North Yard	1525	1800	2430	2470	3240
North	Moran	North Yard	3200	3750	5060	5160	6750
South	North Yard	Glen Park	1525	1800	2430	2470	3240
North	North Yard	Coffeyville	1950	2280	3080	3130	4100
South	Coffeyville	Sutton	1725	2040	2750	2805	3670
North	Sutton	Coffeyville	2315	2720	3670	3740	4895
South	Coffeyville	North Yard	2150	2520	3400	3460	4535
South	Chanute	North Yard	1875	2200	2970	3020	3960
North	North Yard	Chanute	2300	2700	3640	3710	4860
South	North Yard	Muskogee Yard	2125	2500	3370	3440	4500
North	Welch	Muskogee Yard	2600	3050	4120	4190	5490
North	Muskogee Yard	North Yard	2125	2500	3370	3440	4500
South	Muskogee Yard	Wagoner	2450	2875	3880	3950	5175
North	Labette	North Yard	2700	3170	4280	4360	5705
South	Muskogee Yard	Excess	2170	2550	3440	3510	4590
North	McAlester	Excess	2250	2650	3580	3640	4770
South	Excess	Ray	1500	1750	2360	2410	3150
North	Ray	Muskogee Yard	1600	1850	2500	2540	3330
South	McAlester	Muskogee Yard	1600	1900	2560	2610	3420
South	North Yard	Joplin	1500	1760	2380	2420	3165
North	Columbus	Military	2550	3000	4050	4120	5400
North	Joplin	North Yard	1900	2240	3020	3080	4030
South	Military	Labette	2550	3000	4050	4120	5400
North	Tulsa	Chase	1650	1950	2630	2680	3510
South	Chase	Tulsa	1575	1850	2500	2540	3330
South	McAlester	Turner	1600	1870	2520	2570	3365
North	Turner	McAlester	1600	1870	2520	2570	3365

TONNAGE RATINGS--SOUTHERN DIVISION

Direction	FROM STATION	TO STATION	TONNAGE CLASS				
			34	40	54	55	72
South	Ray	Dallas Yard	1625	1900	2560	2610	3420
North	Dallas Yard	Dana Jct	1525	1800	2430	2470	3240
North	Dana Jct	Dallas Yard	1450	1700	2290	2340	3060
South	Italy	Dallas Yard	1700	2000	2700	2750	3600
North	Dallas Yard	Ray	1350	1600	2160	2200	2880
South	Dallas Yard	Royse City	1475	1750	2360	2410	3150
North	Royse City	MP D-665.0	1875	2200	2970	3020	3960
South	Ray	Ney	1525	1800	2430	2470	3240
North	Ray	Denton	1700	2000	2700	2750	3600
South	Ney	Bellmead	1775	2100	2830	2890	3780
North	Grandview	Bellmead	2625	3100	4180	4260	5580
North	Bellmead	Ney	1775	2100	2830	2890	3780
South	Ney	Ray	1325	1550	2090	2130	2790
South	Ray	Sherman	1275	1500	2020	2060	2700
North	Sherman	Ray	1200	1400	1890	1920	2520
South	Altus	Grandfield	3050	3600	4860	4920	6480
North	Grandfield	North Yard	2550	3000	4050	4120	5400
South	North Yard	Ney	1525	1800	2430	2470	3240
North	Ney	North Yard	1525	1800	2430	2470	3240
South	North Yard	Altus	2300	2700	3640	3710	4860
North	Denton	Dallas Yard	1900	2250	3040	3090	4050
South	Dallas Yard	Denton	1350	1400	1890	1920	2520
North	MP K-754.2	Denton	1800	1900	2560	2610	3420
South	Bellmead	Smithville	1625	1900	2560	2610	3420
North	Eddy	Smithville	1775	2100	2830	2890	3780
North	Smithville	Bellmead	1525	1800	2430	2470	3240
South	Granger	Bellmead	1700	2000	2700	2750	3600
South	Smithville	Eureka	1625	1900	2560	2610	3420
North	New Ulm	Eureka	3225	3800	5130	5220	6840
North	Eureka	Smithville	1700	2000	2700	2750	3600
South	Eureka	New Ulm	2125	2500	3370	3440	4500
South	Granger	Georgetown	1525	1800	2430	2470	3240
North	Georgetown	Granger	2455	2875	3880	4000	5175
South	Taylor	M-K-T Jct	1150	1250	1690	1720	2250
North	M-K-T Jct	Sloan	1475	1750	2360	2410	3150
North	Sloan	M-K-T Jct	1475	1750	2360	2410	3150
South	M-K-T Jct	Taylor	1250	1400	1890	1920	2520
South	Smithville	Ajax	1475	1750	2360	2410	3150
North	Ajax	Smithville	1475	1750	2360	2410	3150

ROADWAY SIGNS

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
P
WHITE REFLECTIVE SHEETING WITH BLACK FIGURE
SPRING SWITCH WARNING SIGN
APPROXIMATELY ONE MILE FROM SWITCH.

WHITE BACKGROUND
S
BLACK LETTER
SPRING SWITCH SIGN
RULE 104 (a)

WHITE WITH BLACK FIGURE & BORDER
X
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)

SWITCHING LIMIT SIGN
WHITE WITH BLACK LETTERS & BORDER
INDICATES LIMITS OF YARD ENGINE OPERATION.

YARD LIMIT SIGN
WHITE WITH BLACK LETTERS & BORDER
RULE 93, TIMETABLE SPECIAL INSTRUCTIONS.

END OF BLOCK SIGNALS SIGN
WHITE WITH BLACK LETTERS & BORDER
PLACED AT END OF RESTRICTION.

STOP SIGN
RED WITH WHITE LETTERS & BORDER
RULE 98

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

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

STOP SIGN
RULES 10(j) AND 10(k)

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
					24.0
					20.0
					10.0