KATY
M-K-T RAILROAD

ALWAYS
BE
SAFE
ALL WAYS

PRINT KATY SHOP

KATY
M-K-T RAILROAD

M-K-T R.R.CO.

SYSTEM
TIMETABLE
No. 8

EFFECTIVE 12:01 A.M. OCT. 1, 1979

FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY

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

SAFETY
FIRST
ALWAYS

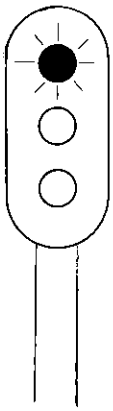
OFFICERS

T. G. TODD, VICE PRESIDENT-OPERATION

M. L. JANOVEC, GENERAL MANAGER

O. C. PUTSCHE, GENERAL SUPT. TRANSPORTATION

DENISON, TEXAS



"Go" for safety

KATY M-K-T RAILROAD

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.

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 618 incl. (See Note 2, Page 47.)	Yes	69	E-56
600 to 618 incl.	Yes	72	E-56

INDEX

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

SOUTHWARD SECOND CLASS 101 DAILY	Station Numbers	Mile Post Location	MAIN LINE STATIONS	Length Of Siding In Feet	NORTHWARD SECOND CLASS 102 DAILY
.....	2000	0.0	ST. LOUIS.....	....	.....
			3.9		
.....	....	3.9	NORTH MARKET.....	....	.....
			4.8		
PM 7 00	2007	8.7	BADEN.....YTWDPOB	YARD	AM 5 00
			(R) 18.2		
PM 7 40	2027	26.9	MACHENS.....Z	....	AM 3 40
			12.3		
8 10	2039	39.2	ST. CHARLES.....	6962	3 07
			38.7		AM
9 43	2078	77.9	MARTHASVILLE.....	7043	1 34
			47.2		101
102 11 40	2125	125.1	MOKANE.....	7355	11 40
			18.2		
12 08	2143	143.3	NORTH JEFFERSON..OB	2144	10 43
			10.2		
AM 12 24	2154	153.5	HARTSBURG.....	6942	10 27
			16.0		
1 01	2170	169.5	McBAINE.....	....	9 50
			18.8		
.....	2188	188.3	NEW FRANKLIN.....Y	....	.....
			(R) 0.8		
2 05	2189	189.1	FRANKLIN.....YTWDOB	YARD	9 00
AM			189.1		PM

ABS between MP 121.2 and MP 188.2.

Between St. Louis and North Market, TRRA Rules 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
MP 26.9 - MP 92.7.....	25
MP 92.7 - MP 93.0.....	10
MP 93.0 - MP 125.0.....	25
MP 125.0 - MP 156.0.....	40
MP 156.0 - MP 187.9.....	25

FLOOD INDICATORS

MP 169.25
MP 184.2

BUSINESS TRACKS	MP	STA NO
Bangert.....	41.6	2041
Watts.....	56.9	2057
Matson.....	60.7	2061
Klondike.....	64.2	2064
Augusta.....	66.4	2066
Dutzow.....	74.0	2074
Treloar.....	84.8	2085
McKittrick.....	100.7	2101
Rhineland.....	104.9	2105
UB.....	119.7	2120
Tebbetts.....	131.2	2131
Rocheport.....	178.4	2178

SOUTHWARD SECOND CLASS 101 DAILY	Station Numbers	Mile Post Location	MAIN LINE STATIONS	Length Of Siding In Feet	NORTHWARD SECOND CLASS 102 DAILY
AM 2 25	2189	189.1	(R) FRANKLIN.....YTWDOB	YARD	PM 6 20
			2.0		
.....	....	191.1	MO. RIVER BRIDGE..H	....	.....
			0.6		
2 41	2192	191.7	BOONVILLE.....CY	....	5 59
			14.6		
3 17	2206	206.3	HOFFMAN.....	6303	5 23
			20.0		
.....	....	226.3	MO. PAC.....XA	....	.....
			0.8		
.....	2227	227.1	SEDALIA.....CYTWDOB	....	.....
			0.6		
.....	....	227.7	MO. PAC.....XN	....	.....
			3.1		
4 24	2231	230.8	CAMPBELL.....Y	6928	4 16
			24.7		
5 24	2255	255.5	CALHOUN.....T	....	3 16
			9.9		
5 48	2265	265.4	NORTH CLINTON....TY	7942	2 52
			0.7		
.....	2267	266.1	CLINTON.....YWOB	....	.....
			7.3		
6 13	2273	273.4	LADUE.....	4800	2 27
			12.3		
6 43	2286	285.7	APPLETON CITY.....F	3722	1 57
			2.2		
6 49	2288	287.9	LINDALE.....	7696	1 51
			21.4		
7 44	2309	309.3	WALKER.....	4282	12 56
			6.7		
8 01	2316	316.0	TODD.....Y	9205	12 39
			0.7		
.....	....	316.7	MO. PAC.....XA	....	.....
			0.4		
.....	2317	317.1	NEVADA.....CYOB	....	.....
			14.1		PM
8 39	2331	331.2	EVE.....C	4857	12 01
			6.2		
.....	....	337.4	SL-SF.....CXA	....	.....
			0.8		
.....	3338	338.2	FORT SCOTT.....YWOB	....	.....
			0.9		
8 58	3339	339.1	GRIFFITH.....	6878	11 42
			25.9		
.....	....	365.0	AT&SF.....XA	....	.....
			7.9		
102 10 20	3373	372.9	ST. PAUL.....	7390	101 10 20
			10.6		
10 46	3384	383.5	CROSS.....Y	....	9 15
			(R) 2.5		
11 30	3386	386.0	NORTH YARD..YTWDPOB	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
MP 189.3 - MP 191.7.....	10
MP 191.7 - MP 226.3.....	25
MP 226.3 - MP 227.7.....	10
MP 227.7 - MP 382.5.....	25
MP 382.5 - MP 385.0.....	10
Ladue Mine Lead Track(from switch leading off Ladue Siding to MP 2).....	20

BUSINESS TRACKS	MP	STA NO
N. Boonville..Y	190.7	2191
Pilot Grove....	203.4	2203

BUSINESS TRACKS	MP	STA NO
Beaman.....	221.1	2221
Alcolac.....Y	224.7	2225
Greenridge.....	239.2	2239
Windsor.....	247.8	2248
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 SECOND CLASS 111 Daily	SOUTHWARD SECOND CLASS 103 Daily	SOUTHWARD SECOND CLASS 105 Daily	Station Numbers	Mile Post Location	MAIN LINE STATIONS
.....	.....	.....	1000	0.0	KANSAS CITY.....
				2.0	
.....	.....	.....	....	2.0	29TH STREET.....
				0.6	
PM 8 30	PM 4 30	AM 6 00	1003	2.6	GLEN PARK...YTWDPOB
				1.3	
.....	.....	.....	....	3.9	ROSEDALE.....
				(R) 39.2	
PM 9 45	PM 5 45	AM 7 15	3043	43.1	PAOLA.....YWP
				0.3	
.....	.....	.....	....	43.4	MO. PAC.....XA
				3.1	
9 52	5 52	7 22	3047	46.5	RINGER.....Y
				20.3	
10 23	6 23	7 53	3067	66.8	DUNLAY.....
106		104		16.0	
10 49	6 49	8 19	3083	82.8	KINCAID.....
				11.9	
11 09	7 09	8 39	3095	94.7	MORAN.....F
				17.9	
11 38	7 38	9 08	3113	112.6	KIMBALL.....
				7.3	
.....	.....	.....	....	119.9	AT&SF.....XA
				0.7	
11 53	7 53	9 23	3121	120.6	ERIE.....
				13.1	
12 17 AM	8 17	9 47	3384	133.7	CROSS.....Y
	106			(R) 2.5	
1 00	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
MP A- 43.1 - MP A-133.7...	40
MP A-133.7 - MP A-135.0...	20
Except: Paola, through Long Track.....	10
Paola, between crossover MKT Main Track to SL-SF Main Track (MP A-42.9) & Signal 431(MP A-43.14)..	20
Over Bridge A-70.4 (MP A-70.4).....	25

BUSINESS TRACKS	MP	STA NO
Beagle.....	A- 54.6	3055
Parker.....	A- 61.6	3062
Centerville....	A- 70.0	3070
Elsmore.....	A-103.4	3103
Savonburg.....	A-106.4	3106
Stark.....	A-110.4	3110
SPEED LIMITS PRESCRIBED BY CITY ORDINANCE		
Erie.....		25 MPH

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.

Trains and engines using Union Pacific tracks in Kansas City 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 Nos. 25 and 26 tracks or crossovers at Terminal Junction.

MAIN LINE STATIONS	Length Of Siding In Feet	NORTHWARD SECOND CLASS 104 Daily	NORTHWARD SECOND CLASS 204 Daily	NORTHWARD SECOND CLASS 106 Daily
KANSAS CITY.....	....	.....	.....	.....
2.0				
29TH STREET.....	....	.....	.....	.....
0.6				
GLEN PARK.....	YARD	AM 11 59	PM 5 30	AM 3 30
1.3				
ROSEDALE.....	....	.....	.....	.....
(R) 39.2				
PAOLA.....	....	AM 9 23	PM 3 47	PM 11 53
0.3				
MO. PAC.....	....	.....	.....	.....
3.1				
RINGER.....	4745	9 16	3 40	11 46
20.3				
DUNLAY.....	8670	8 45	3 09	11 15
16.0		105		111
KINCAID.....	6375	8 19	2 43	10 49
11.9				
MORAN.....	W-6257 E-2073	7 23	2 23	10 18
17.9				
KIMBALL.....	6338	6 54	1 54	9 49
7.3				
AT&SF.....	....	.....	.....	.....
0.7				
ERIE.....	8352	6 39	1 39	9 34
13.1				
CROSS.....	....	6 15	1 15	9 10
(R) 2.5				103
NORTH YARD.....	YARD	6 00	1 00	8 55
136.2		AM	PM	PM

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

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

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

Paola: Track between switch intersecting SL-SF Main Track at North end and crossover from M-K-T 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.
North Yard 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 Rwy. 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 SECOND CLASS 145 Daily	SOUTHWARD SECOND CLASS 103 Daily	SOUTHWARD SECOND CLASS 105 Daily	SOUTHWARD SECOND CLASS 101 Daily	Station Number	Mile Post Location	MAIN LINE STATIONS
PM	PM	PM	AM			(R)
11 01	10 01	2 00	4 30	3386	386.0	NORTH YARD..YTWDPOB
				3387	386.6	0.6 PARSONS.....Y
					387.1	0.5 SL-SF.....CXN
11 21	10 21	2 20	4 50	3394	394.4	7.3 LABETTE.....
					400.8	6.4 SL-SF.....CXA
				3401	400.9	0.1 OSWEGO.....
					409.9	9.0 MO. PAC.....CXN
146		106				
11 45	10 45	2 44	5 14	3410	410.2	0.3 CHETOPA.....YO
	146					
12 02	11 02	3 01	5 31	4421	421.4	11.2 WELCH.....P
AM						
12 27	11 27	3 26	5 56	4438	438.0	16.6 WINDERS.....
					438.8	0.8 SL-SF.....CXA
12 29	11 29	3 28	5 58	4439	439.0	0.2 VINITA.....OB
12 54	11 54	3 53	6 23	4454	454.4	15.4 ADAIR.....
				4464	463.7	9.3 PRYOR.....WOB
1 18	12 18	4 17	6 47	4469	468.6	4.9 SMITH.....
	AM					
104						
1 32	12 32	4 31	7 01	4478	477.7	9.1 MAZIE.....
	104					
1 50	12 50	4 49	7 19	4488	488.0	10.3 WAGONER.....O
					488.2	0.2 MO. PAC.....CXA
					496.0	7.8 AU JCT.....V
					497.4	1.4 UX JCT.....V
			154			
2 10	1 06	5 05	7 35	4499	498.6	1.2 CHASE.....T
AM						
					501.8	3.2 MO. PAC.....XA
						(R) 0.7
	1 20	5 30	7 50	4503	502.5	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 463.9 and MP 468.2—Control Operator at Pryor; except from 12 01 AM until 8 00 AM 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
MP 387.1 - MP 501.8.....	40
Except over SL-SF	
Crossing (MP 387.1).....	20

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

Vinita, thru city limits...	30
Pryor, thru city limits....	25
Chouteau, thru city limits.	25
Wagoner, thru city limits..	25
Muskogee, thru city limits.	25

BUSINESS TRACKS	MP	STA NO
Burkdoll.....	408.1	3408
Cenergy.....	417.0	4417
Leon.....	420.0	4420
Big Cabin.....	446.8	4447
Chouteau.....	472.2	4472
LaBarge.....	486.8	4487

FLOOD INDICATORS

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

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 (MP 488.2) must stop North of Cherokee Street.

MAIN LINE STATIONS	Length Of Siding In Feet	NORTHWARD SECOND CLASS 104 Daily	154 Daily	106 Daily	146 Daily
(R)		AM	AM	PM	AM
NORTH YARD.....	YARD	4 10	11 50	4 10	2 00
0.6 PARSONS.....					
0.5 SL-SF.....					
7.3 LABETTE.....	10019	3 43	10 20	3 08	AM 12 09
6.4 SL-SF.....					
0.1 OSWEGO.....					
9.0 MO. PAC.....					
0.3			105		145
CHETOPA.....	4688	3 19	9 56	2 44	11 45
11.2 WELCH.....	8108	3 02	9 39	1 56	103 11 02
16.6 WINDERS.....	4595	2 37	9 14	1 31	10 09
0.8 SL-SF.....					
0.2 VINITA.....	4944	2 35	9 12	1 29	10 07
15.4 ADAIR.....	7557	2 10	8 47	1 04	9 42
9.3 PRYOR.....					
4.9 SMITH.....	7471	1 46	8 23	12 40	9 18
9.1		145			
MAZIE.....	4997	1 32	8 09	12 26	9 04
10.3		103		PM	
WAGONER.....	7994	12 50	7 51	12 08	8 46
0.2 MO. PAC.....					
7.8 AU JCT.....					
1.4 UX JCT.....					
1.2			101		
CHASE.....	8345	12 17	7 35	11 52	8 30
3.2 MO. PAC.....					PM
(R) 0.7					
MUSKOGEE YARD.....	YARD	12 05	7 00	11 40	
116.5		AM	AM	AM	

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.

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 SECOND CLASS 105 Daily	SOUTHWARD SECOND CLASS 101 Daily	SOUTHWARD SECOND CLASS 103 Daily	Station Number	Mile Post Location	MAIN LINE STATIONS
PM	AM	AM			
6 00	7 55	1 30	4503	502.5	(R) MUSKOGEE YARD.YWPOB
					1.1
.....	.....	.....	4504	503.6	MUSKOGEE.....Y
					0.3
.....	.....	.....	....	503.9	SL-SF.....CXN
					20.9
6 40	154 8 35	2 10	4525	524.8	CHECOTAH.....O
					22.4
7 14	9 09	2 44	4547	547.2	CANADIAN.....
	106				17.0 DPOB
7 41	9 36	3 11	4564	564.2	NORTH McALESTER.YTW
					1.7
.....	.....	.....	....	565.9	CRI&P.....CXA
					0.1
.....	.....	.....	4566	566.0	McALESTER.....Y
					7.1
7 59	9 54	3 29	4573	573.1	NAVY.....Y
					9.7
8 16	10 11	3 46	4583	582.8	KIOWA.....
					11.2
8 33	10 28	4 03	4594	594.0	BURG.....
					8.6
8 46	10 41	4 16	4603	602.6	STRINGTOWN.....
					7.0
104 8 57	10 52	4 27	4610	609.6	ATOKA.....F
					20.6
9 28	11 23	4 58	4630	630.2	CADDO.....
					10.8
.....	.....	.....	....	641.0	KO&G JCT.....Z
					0.4
9 48	11 43	154 5 18	4641	641.4	DURANT.....COB
.....	.....	.....	....	641.4	SL-SF.....XA
					7.7
10 04	11 59	5 34	4649	649.1	OLIVE.....
					6.8
.....	.....	.....	....	655.9	SL-SF NORTH JCT..ZM
					0.3
.....	.....	.....	....	656.2	SL-SF SOUTH JCT..ZM
		106			(R) 5.7
11 30	1 00	6 20	5664	661.9	RAY.....YTWDPOB
PM	PM	AM			159.4

ABS between MP 503.9 and MP 660.2.

MAXIMUM SPEED	MPH
MP 503.9 - MP 505.0.....	40
MP 505.0 - MP 513.0.....	45
MP 513.0 - MP 566.0.....	40
MP 566.0 - MP 579.0.....	35
MP 579.0 - MP 636.0.....	40
MP 636.0 - MP 641.0.....	30
MP 641.0 - MP 653.9.....	50
MP 653.9 - MP 660.5.....	25
Except over Bridge 619.8 (MP 619.8).....	30
Olive, thru siding and turnouts.....	20

FLOOD INDICATORS

MP 518.1 MP 521.8 MP 638.0
MP 519.4 MP 612.4

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	MPH
Muskogee, thru city limits..	25
North McAlester, over Stonewall Avenue.....	20
McAlester, thru city limits.....	25
Durant, thru city limits....	40

BUSINESS TRACKS	MP	STA NO
Eufaula.....F	538.1	4538
Savanna.....Y	574.5	4575
Caney.....	621.6	4621
Calera.....	646.4	4646
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 Daily	NORTHWARD SECOND CLASS 106 Daily	NORTHWARD SECOND CLASS 104 Daily
(R)		AM	AM	PM
MUSKOGEE YARD.....	YARD	11 15	11 25	11 59
1.1				
MUSKOGEE.....	....	.....	.....	.....
0.3				
SL-SF.....	....	.....	.....	.....
20.9		101		
CHECOTAH.....	11040	8 35	10 37	11 14
22.4				
CANADIAN.....	10191	7 52	10 03	10 40
17.0			101	
NORTH McALESTER....	11043	7 25	9 36	10 13
1.7				
CRI&P.....	....	.....	.....	.....
0.1				
McALESTER.....	....	.....	.....	.....
7.1				
NAVY.....	4914	7 07	9 05	9 55
9.7				
KIOWA.....	7574	6 50	8 48	9 38
11.2				
BURG.....	7715	6 33	8 31	9 21
8.6				
STRINGTOWN.....	9343	6 20	8 18	9 08
7.0				105
ATOKA.....	7570	6 09	8 07	8 57
20.6				
CADDO.....	8911	5 38	7 38	8 08
10.8				
KO&G JCT.....	....	.....	.....	.....
0.4		103		
DURANT.....	9635	5 18	7 18	7 48
7.7				
SL-SF.....	....	.....	.....	.....
6.8				
OLIVE.....	10092	4 47	7 02	7 32
0.3				
SL-SF NORTH JCT....	....	.....	.....	.....
5.7				
SL-SF SOUTH JCT....	....	.....	.....	.....
(R)		103		
RAY.....	YARD	4 15	6 30	7 00
159.4		AM	AM	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-ft. section to receive clear signal for departure. Trains in siding, passing train on Main Track, will be delayed after moving into the 600-ft. section for elapse of change-over time for the signal governing to clear.

JOPLIN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE SOUTH ▼ STATIONS ▲ NORTH	Length of siding in feet
....	400.8	OSWEGO.....CXA	....
		17.6	
3925	419.1	COLUMBUS.....CY	YARD
		10.2	
3933	429.3	MILITARY.....YT	1350
		2.2	
....	431.5	SL-SF.....XN	....
		0.6	
3938	432.1	GALENA.....CYO	1494
		8.6	
2945	440.7	JOPLIN.....YTW	YARD
		39.2	

MAXIMUM SPEED MPH

MP S-419.1-MP S-440.7 10
Except: Columbus, over Maple 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 provisions of Rule 93 without clearance or train orders.

Trains will report for clearance other than as required by Rule 83(a) (last paragraph):
Galena instead of Joplin—Trains originating.
North Yard instead of Oswego—Trains originating.

Trains originating or terminating Joplin will register their arrival and departure Galena in register book at Galena.

Between Oswego and Columbus, SL-SF Rules, Timetable and Special Instructions govern.

TULSA SUBDIVISION

SOUTHWARD SECOND CLASS 145 DAILY	Station Numbers	Mile Post Location	BRANCH LINE STATIONS	Length of siding in feet	NORTHWARD SECOND CLASS 146 DAILY
AM 2 15	4499	324.8	CHASE.....YT	....	PM 7 55
			0.8		
.....	4901	324.0	WYBARK.....Y	1500	.....
			32.2		
3 40	4933	291.8	BROKEN ARROW.....	2850	6 30
			4.6		
.....	....	287.2	TYO.....YTDOB	....	.....
			8.9		
.....	....	278.3	AT&SF-SL-SF.....CXA	....	.....
			0.1		
.....	....	278.2	SSI.....XS	....	.....
			(R) 0.5		
6 00 AM	4947	277.7	TULSA.....YW	YARD	5 00 PM
			6.9		
.....	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
MP Z-324.8 - MP Z-290.0...	25
MP Z-290.0 - MP Z-270.8...	10
Except Tulsa, over Detroit Street.....Flag Crossing	

BUSINESS TRACKS	MP	STA NO
Alsuma.....	Z-286.8	4938
Oneta.....	Z-296.9	4927
Coweta.....	Z-303.6	4921
Patch.....	Z-311.6	4914
Porter.....	Z-313.3	4912
Anchor.....	Z-319.8	4906

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

NEOSHO SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE SOUTH ▼ STATIONS ▲ NORTH	Length Of Siding In Feet
....	27.8	END OF TRACK.....Y	....
		0.7	
....	27.1	AT&SF.....XG	....
		0.9	
3526	26.2	CHANUTE.....CY	2130
		2.2	
....	24.0	AT&SF.....XG	....
		13.2	
3511	10.8	GALESBURG.....	850
		(R) 10.2	
3386	0.6	NORTH YARD.YTWDPOB	YARD
		27.2	

MAXIMUM SPEED MPH

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

COFFEYVILLE SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE SOUTH ▼ STATIONS ▲ NORTH	Length Of Siding In Feet
3410	410.2	CHETOPA.....YO	4688
		29.8	
3168	168.4	COFFEYVILLE.CYTWOB	YARD
		0.3	
3169	168.7	EVANS.....Y	3236
		2.2	
....	170.9	MO. PAC.....XA	....
		12.0	
4183	182.9	WANN.....	....
		10.8	
4194	193.7	DEWEY.....Y	....
		0.8	
....	194.5	DY JCT.....YZ	....
		3.2	
4198	197.7	BARTLESVILLE.CYTPO	YARD
		0.5	
....	198.2	BE JCT.....Y	....
		0.5	
4199	198.7	SUTTON.....Y	YARD
		1.3	
....	200.0	END OF TRACK.....Y	....
		61.4	

MAXIMUM SPEED MPH

MP A-166.0 - MP A-200.0. 10

Trains and engines will operate under the provisions of Rule 93 without clearance or train orders except: Trains originating Chetopa, secure clearance North Yard; Coffeyville will report for clearance at Coffeyville; and trains originating at DY Jct. will report for clearance at Bartlesville.

Between Chetopa and Coffeyville Mo. Pac. RR Co. Timetable and Special Instructions govern.

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.

Coffeyville—RR Crossings:
AT&SF (MP A-167.2).....XN
Mo. Pac. (MP A-168.3)....XS

OKLAHOMA SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE SOUTH ▼ STATIONS ▲ NORTH	Length Of Siding In Feet
		(R) WDPOB	
4564	0.0	NORTH McALESTER.YT	YARD
		1.7	
....	1.7	McALESTER.....Y	....
		82.5	
....	82.5	SHAWNEE.....Y	....
		35.1	
....	117.6	RI JCT.....Y	....
		(R) 1.3	
4342	342.8	TURNER.....YTWDPOB	YARD
		0.4	
....	343.2	CRI&P.....XG	....
		0.7	
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 WEST ▼ STATIONS ▲ EAST	Length Of Siding In Feet
5759	758.5	(R) NEY.....YTWDPOB	YARD
		1.4	
5757	757.1	FORT WORTH.....	....
....	757.1	MO. PAC.....XM	....
		0.9	
....	0.0	FWD JCT.....	....
		6.1	
....	6.1	NORTH YARD (FWD)..	....
		34.2	
....	40.3	DECATUR.....	....
		28.2	
....	68.5	BOWIE.....	....
		45.6	
5305	114.1	WICHITA FALLS....Y	....
		0.9	
....	0.9	WF&NW JCT.....Y	....
		(R) 0.5 TWDPOB	
8101	1.4	NORTH YARD (MKT).Y	YARD
		12.6	
8114	14.0	BURKBURNETT.....Y	3300
		6.9	
0021	20.9	DEVOL.....	2884
		6.2	
0027	27.1	GRANDFIELD.....Y	4209
		7.2	
0034	34.3	LOVELAND.....	3190
		6.6	
0041	40.9	HOLLISTER.....	3228
		8.3	
0049	49.2	HUFF.....Y	2388
		1.5	
0051	50.7	FREDERICK.....CY	....
		0.4	
....	50.3	SL-SF.....XS	....
		0.8	
0053	51.1	GROVER.....Y	2293
		10.0	
0061	61.1	TIPTON.....	2206
		13.7	
....	74.8	SL-SF.....CXG	....
		(R) 0.8	
0076	75.6	ALTUS.....CYW	2849
		0.6	
....	76.2	AT&SF.....XS	....
		1.1 TWP	
0077	77.3	WELON (ON SPUR).CY	YARD
		194.9	

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

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

Between North Yard(MKT) and Altus, trains and engines will operate under provisions of Rule 93 without clearance or train orders, except trains originating North Yard(MKT) will 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 SOUTH ▼ STATIONS ▲ NORTH	Length Of Siding In Feet
....	662.9	SHERMAN JCT.....Y	....
		8.5	
....	671.4	MO. PAC.....XSN	....
		0.4	
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-666.5 20
MP P-666.5--MP P-671.8 10

Except: Sherman, over street crossings from Mulberry St. to King St., incl..Flag crossings

When handling loaded 100-ton hopper cars... 10

DALLAS SUBDIVISION

SOUTHWARD SECOND CLASS 101 DAILY	Station Number	Mile Post Location	MAIN LINE STATIONS	Length Of Siding In Feet	NORTHWARD SECOND CLASS 154 DAILY
PM 1 30	5664	661.9	(R) RAY.....YTWDPOB	YARD	PM 10 30
			1.4		
.....	....	658.3	DALLAS JCT.....Y	....	.....
			0.5		
.....	....	658.8	CONWAY.....Y	1322	.....
			0.8		
.....	....	659.6	SHERMAN JCT.....Y	....	.....
			1.1		
1 53	....	660.7	McCUNE.....YZ	....	8 30
			0.5		
.....	....	661.2	S. P.....XA	....	.....
			7.5		
2 22	5008	668.7	PENLAND.....	5885	8 01
			5.6		
.....	....	674.3	MO. PAC.....XA	....	.....
			13.8		
3 09	5027	688.1	TRENTON.....	4927	7 13
			13.2		
.....	....	701.3	AT&SF.....XA	....	.....
			11.7		
4 03	5052	713.0	GREENVILLE.....YOB	....	6 19
			1.0		
.....	5053	714.0	HUNT.....CYB	....	.....
			0.3		
.....	....	714.3	STLSW.....XA	....	.....
			1.3		
4 09	5055	715.6	MELTON.....Y	6116	6 13
			23.1		
4 49	5078	738.7	ROCKWALL.....	4937	5 33
5 11 (154)	5089	750.0	11.3 ELLIS.....Y	4649	5 11 (101)
			0.8		
.....	....	750.8	AT&SF.....CXA	....	.....
			0.1		
5 14	5090	750.9	GARLAND.....YOB	2908	4 21
			5.2		
5 23	5093	754.1	BETHARD.....Y	2625	4 12
			7.3		
5 45	5101	761.4	ATKINS.....Y	4915	3 50
			4.8		
.....	....	766.2	DENY.....Y	....	.....
			(R) 0.7		
8 00	5106	766.9	DALLAS YARD.YTWDPOB	YARD	3 30
PM			110.1		PM

ABS between MP D-658.3 (Dallas Jct.) and MP D-750.4.
ABS between MP D-756.1 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

MP D-658.3 - MP D-662.0... 10
MP D-662.0 - MP D-700.0... 25
MP D-700.0 - MP D-712.5... 35
MP D-712.5 - MP D-714.0... 20
MP D-714.0 - MP D-740.3... 35
MP D-740.3 - MP D-745.5... 40
MP D-745.5 - MP D-761.4... 25
MP D-761.4 - MP D-765.5... 20

BUSINESS TRACKS MP STA NO

Denison....CYOB D-660.9 5661
Bells..... D-674.3 5013
Whitewright.... D-681.3 5020
Leonard..... D-694.6 5034
Caddo Mills.... D-721.6 5061
Royse City..... D-730.3 5069
Thomas..... D-731.6 5071
Krem..... D-752.9 5092

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

Dallas,through city limits 20
Dallas, over Cole, Knox, Airline Road, Mockingbird Lane and McKinney streets 10

FLOOD INDICATORS

MP D-667.1 MP D-732.3
MP D-669.5 MP D-733.3
MP D-724.6 MP D-748.2
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 7 45 AM to 8 15 AM 4 45 PM to 5 15 PM 11 45 AM to 12 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 SECOND CLASS 777 FWD Daily	SOUTHWARD SECOND CLASS 723 CRIP Daily	SOUTHWARD SECOND CLASS 751 FWD Daily	Station Numbers	Mile Post Location	MAIN LINE STATIONS
.....	.....	.....	5106	766.9	(R) DALLAS YARD.YTWDPOB
.....	.....	.....	....	766.9	RIGHT-OF-WAY DIST.. 0.1
.....	.....	.....	....	767.0	ROWD - MO. PAC...XM 0.3
.....	.....	.....	....	767.3	DALLAS..... 1.6
.....	.....	.....	....	768.9	RIGHT-OF-WAY DIST..
.....	.....	.....	....	768.9	AT&SF (TOWER 19).XM
.....	.....	.....	....	768.9	CRI&P JCT.....Z 0.4
PM	AM	AM			
8 50	5 30	4 00	....	769.3	ENDOT.....YZ 12.4
9 19	5 59	4 29	5121	781.7	LANCASTER..... 9.5
9 38	6 18	4 48	5130	791.2	STERRETT.....Y 5.4
.....	.....	.....	....	796.6	S. P.....CXA 0.9
9 54	6 34	6 04	....	797.5	B-R-I JCT.....CYZ 0.6
PM	AM	AM			
.....	.....	.....	5137	798.1	WAXAHACHIE.....YOB 15.0
.....	.....	.....	5152	813.1	ITALY..... 19.8
.....	.....	.....	....	832.9	DANA JCT.....Y
					66.0

ABS between MP D-768.9 and MP D-798.0.
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
MP-769.3-- MP D-772.7....	20
MP-772.7-- MP D-787.8....	30
MP-787.8-- MP D-797.5....	40
MP-797.5-- MP D-832.9....	10

BUSINESS TRACKS	MP	STA NO
Sargent.....Y	D-770.8	5110
Peeler.....	D-772.7	5112
Service.....	D-793.5	5133
Armaglass.....	D-794.6	5134
Alderdice.....	D-795.4	5135
Nena.....Y	D-802.6	5139
Milford.....	D-818.3	5157

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	MPH
Dallas, through city limits.....	20
Waxahachie, over street crossings.....	20

FLOOD INDICATORS

MP D-774.6 D-776.7
MP D-775.2 D-791.9

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

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 the Right-of-Way District tracks.

"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.

MAIN LINE STATIONS	Length Of Siding In Feet	NORTHWARD SECOND CLASS 720 CRIP Daily	NORTHWARD SECOND CLASS 752 FWD Daily	NORTHWARD SECOND CLASS 778 FWD Daily
(R) DALLAS YARD.....	YARD	.....	.....	.....
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	....	.....	.....	.....
		AM	PM	PM
ENDOT..... 12.4	....	11 02	6 32	11 32
LANCASTER..... 9.5	4623	10 33	6 03	11 03
STERRETT..... 5.4	6252	10 14	5 44	10 44
S. P..... 0.9	....	.....	.....	.....
B-R-I JCT..... 0.6	....	10 00	5 30	10 30
		AM	PM	PM
WAXAHACHIE..... 15.0	2925	.....	.....	.....
ITALY..... 19.8	....	.....	.....	.....
DANA JCT.....	....	.....	.....	.....
66.0				

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.

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.

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 SECOND 103 DAILY	SOUTHWARD CLASS 105 DAILY	Station Number	Mile Post Location	MAIN LINE STATIONS
AM 6 35	AM 1 30	5664	661.9	(R) RAY.....YTWDPOB
.....	.....	5670	669.6	5.4 POTTSBORO.....
.....	.....	5686	685.7	16.1 WHITESBORO.....CY
7 25	2 20	....	685.8	0.1 WHITESBORO JCT....Y
.....	.....	5722	721.7	35.9 DENTON.....
.....	.....	....	757.1	35.4 OBXM MO. PAC. (Tower 55)
.....	.....	5757	757.1	FORT WORTH.....
				1.4
9 35 AM 9 50	4 30 AM 5 40	5759	758.5	(R) NEY.....YTWDPOB
				0.9
.....	.....	....	759.4	S. P.....XA
10 25	6 15	5778	777.6	18.2 EGAN.....
.....	.....	....	783.0	5.4 AT&SF.....XA
10 45	6 35	5793	793.2	10.2 GRANDVIEW.....
11 11	7 01	....	811.6	18.4 DANA JCT.....Y
				0.3
.....	.....	5812	811.9	HILLSBORO.....YTOB
104 11 16	7 06	5813	813.0	1.1 WINSLOW.....Y
11 36	7 26	5827	827.4	14.4 WEST.....
11 48	7 38	5836	836.4	9.0 ELM MOTT.....
11 57	7 47	....	841.9	5.5 CAPHEAD.....YZ
.....	.....	....	842.1	0.2 WACO JCT.....YZ
12 30	8 00	5843	842.9	(R) 0.8 BELLMEAD....YTWDPOB
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): 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.

Bellmead—Inbound loaded and empty coal trains will use Passenger Main and stop engines at new fuel facility unless otherwise instructed.

MAXIMUM SPEED	MPH
MP 662.9 - MP 663.5.....	20
MP 663.5 - MP 669.0.....	30
MP 669.0 - MP 685.8.....	50
MP 757.1 - MP 761.4.....	20
MP 761.4 - MP 841.9.....	50
MP 841.9 - MP 842.1.....	25
MP 842.1 - MP 842.9.....	20
Egan, thru siding and turnouts.....	20

FLOOD INDICATORS

MP 679.9 MP 772.0 MP 780.8

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	MPH
Burleson, thru city limits...	30
Grandview, over FM Road 110..	30
Itasca, thru city limits.....	30
Hillsboro, over St. crossings	30
West, over St. crossings.....	30

BUSINESS TRACKS	MP	STA NO
Perrin Field...	668.9	5669
Sadler.....	681.9	5682
Burleson.....	771.2	5771
Alvarado.....	784.0	5784
Itasca.....	801.3	5801

MAIN LINE STATIONS	Length Of Siding In Feet	NORTHWARD SECOND CLASS 104 DAILY	NORTHWARD CLASS 106 DAILY
(R) RAY.....	YARD	PM 5 00	PM 11 15
5.4 POTTSBORO.....	5970	.....	.....
16.1 WHITESBORO.....	8424	.....	.....
0.1 WHITESBORO JCT.....	....	3 45	10 00
35.9 DENTON.....	....	.....	.....
35.4 MO. PAC. (Tower 55)	....	.....	.....
FORT WORTH.....	....	.....	.....
1.4			
(R) NEY.....	YARD	1 45 PM 12 45	8 00 PM 7 00
0.9			
S. P.....	....	.....	.....
18.2 EGAN.....	8752	PM 12 07	6 22
5.4 AT&SF.....	....	.....	.....
10.2 GRANDVIEW.....	9583	11 47	6 02
18.4 DANA JCT.....	....	11 21	5 36
0.3			
HILLSBORO.....	YARD	.....	.....
1.1 WINSLOW.....	7218	103 11 16	5 31
14.4 WEST.....	8830	10 26	5 11
9.0 ELM MOTT.....	8060	10 14	4 59
5.5 CAPHEAD.....	....	10 05	4 50
0.2 WACO JCT.....	....	.....	.....
(R) 0.8 BELLMEAD.....	YARD	10 00	4 45
178.7		AM	PM

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 SECOND CLASS 183 Daily	SOUTHWARD SECOND CLASS 103 Daily	SOUTHWARD SECOND CLASS 105 Daily	SOUTHWARD FIRST CLASS 21 Daily	Station Number	Mile Post Location	MAIN LINE STATIONS
PM 5 30	PM 2 30	AM 9 30	.....	5843	842.9	(R) BELLMEAD...YTWDPOB
.....	.....	.....	.....	....	843.6	0.7 STLSW NORTH JCT..Y
.....	.....	.....	.....	....	844.2	0.6 STLSW SOUTH JCT..Y
.....	.....	.....	.....	5846	845.5	1.3 WACO.....Y
5 50	2 50	9 50	.....	5849	849.7	4.2 BASS.....Y
6 09	106 3 24	10 09	.....	5865	865.2	15.5 EDDY.....
6 28	3 43	10 28	.....	5880	880.0	14.8 TEMPLE.....CYPOB
.....	.....	.....	.....	....	880.7	0.7 AT&SF.....XM
6 30	3 45	10 30	AM 11 45	....	880.8	0.1 OPAL.....YZ
.....	.....	.....	.....	5881	881.1	0.3 COBEL.....Y
.....	.....	.....	.....	5883	883.1	2.0 SMITH.....CY
6 40	3 55	10 40	11 55	5888	887.6	4.5 LITTLE RIVER.....
7 11	4 26	11 11	22 12 17 PM	5908	908.1	20.5 GRANGER.....YTOB
184 7 24	4 39	11 24	12 29	5918	918.4	10.3 BIRGE.....Y
7 30 PM	4 41	11 26	12 35 PM	 5919	918.9	0.5 TRANSFER JCT.....Y TAYLOR.....CYTOB
.....	.....	.....	.....	....	918.9	MO. PAC.....XA
.....	.....	.....	.....	....	934.8	15.9 S. P.....XA
.....	5 11	11 56	.....	5935	935.0	0.2 ELGIN.....O
.....	5 33	106 1 10 PM	.....	5949	948.9	13.9 PHELAN.....
.....	.....	.....	.....	5954	953.8	4.9 BASTROP.....
.....	6 20	1 50	.....	5969	969.4	(R) 15.6 SMITHVILLE....YWOB
	PM	PM				126.5

ABS between MP 846.5 and MP 918.9.
CTC between MP 908.7 and MP 918.9—Control Operator at Taylor.

MAXIMUM SPEED	MPH
PASSENGER TRAINS	
MP 880.8 - MP 918.9.....	70
FREIGHT TRAINS	
MP 842.9 - MP 846.5.....	20
MP 846.5 - MP 918.9.....	50
MP 918.9 - MP 969.4.....	40
Bass and Eddy, thru siding and turnouts.....	20

BUSINESS TRACKS	MP	STA NO
Hewitt.....	853.1	5853
Troy.....	872.1	5872
Holland.....	896.8	5897
Bartlett.....	902.8	5903
Coupland.....	926.7	5927
Dunstan.....	947.0	5947

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	MPH
Waco, thru city limits...	25
Troy, thru city limits...	40
Temple, over street crossings.....	25
Granger, thru city limits	30
Elgin, thru city limits..	20
Smithville, thru city limits.....	25

MAIN LINE STATIONS	Length Of Siding In Feet	NORTHWARD FIRST CLASS 22 Daily	NORTHWARD SECOND CLASS 104 Daily	NORTHWARD SECOND CLASS 106 Daily	NORTHWARD SECOND CLASS 184 Daily
(R) BELLMEAD.....	YARD	.....	AM 4 15	PM 4 15	AM 12 01
0.7 STLSW NORTH JCT...	.....	.....	.....	.....	.....
0.6 STLSW SOUTH JCT...	.....	.....	.....	.....	.....
1.3 WACO.....	.....	.....	.....	.....	.....
4.2 BASS.....	10964	.....	3 38	3 43	8 58
15.5 EDDY.....	10142	.....	3 19	103 3 24	8 39
14.8 TEMPLE.....	2128	.....	3 00	3 00	8 20
0.7 AT&SF.....	.....	.....	.....	.....	.....
0.1 OPAL.....	.....	PM 12 55	2 58	2 58	8 18
0.3 COBEL.....	3400	.....	.....	.....	.....
2.0 SMITH.....	.....	.....	.....	.....	.....
4.5 LITTLE RIVER.....	4619	12 38	2 48	2 48	8 08
20.5 GRANGER.....	5278	21 PM 12 17	2 17	2 17	7 37
10.3 BIRGE.....	6078	11 57	2 04	2 04	183 7 24
0.5 TRANSFER JCT.....	.....	11 55	2 02	2 02	7 00
TAYLOR.....	.....	AM	.....	.....	PM .....
MO. PAC.....	.....	.....	.....	.....	.....
15.9 S. P.....	.....	.....	.....	.....	.....
0.2 ELGIN.....	6020	.....	1 32	1 32	.....
13.9 PHELAN.....	8804	.....	1 10	105 1 10	.....
4.9 BASTROP.....	.....	.....	.....	.....	.....
(R) 15.6 SMITHVILLE.....	YARD	.....	12 30	12 25	.....
126.5			AM	PM	

Trains will register at other than register stations as follows:

Temple—Trains originating or terminating.
Taylor(Transfer Jct.)—Trains originating or terminating by register ticket.
Opal— Trains originating or terminating by register ticket.

First Class trains meeting at Granger will use Storage Track as siding.

Trains will report for clearance other than as required by Rule 83(a) (last paragraph):
Transfer Jct.—No. 183.

Movements by signal indication CTC (Rules 400 - 404): Between MP 908.7 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.

Bellmead—Inbound loaded and empty coal trains will use Passenger Main and stop engines at new fuel facility unless otherwise instructed.

Smithville—Southward loaded coal trains use Main Track only and will not be required to secure permission from Train Dispatcher to occupy Main Track, keeping in mind the requirements of Rule 93, Uniform Code of Operating Rules.

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 pole 17 governs Southward movements from AT&SF North Track on connecting track from AT&SF to M-K-T Main Track Signal 8809.

SOUTHWARD SECOND CLASS 103 DAILY	SOUTHWARD SECOND CLASS 105 DAILY	Station Numbers	Mile Post Location	MAIN LINE STATIONS	Length Of Siding In Feet	NORTHWARD SECOND CLASS 106 DAILY	NORTHWARD SECOND CLASS 104 DAILY
PM 6 30	PM 1 55	5969	969.4	(R) SMITHVILLE..YWOB	YARD	PM 12 20	AM 12 25
				8.6			
.....	.....	....	978.0	S. P.....XA	....	.....	.....
				10.2			
.....	.....	5988	988.2	LaGRANGE.....OB	....	.....	.....
				0.8			
7 06	2 31	5989	989.0	L. A. YARD.....	4138	11 45	11 51
				6.9			
7 17	2 42	5996	995.9	LCRA.....	....	11 34	11 40
				6.2			
7 28	2 53	6002	1002.1	FAYETTEVILLE....	9349	11 23	11 29
				11.5			
7 47	3 12	6014	1013.6	NEW ULM.....F	5565	11 04	11 10
				10.4			
8 04	3 29	6024	1024.0	CAT SPRING.....	5649	10 47	10 53
				11.4			
8 24	3 49	6035	1035.4	SEALY.....C	2837	10 27	10 33
.....	.....	....	1035.4	AT&SF.....XA	....	.....	.....
				12.4			
8 44	4 09	6048	1047.8	BROOKSHIRE....OB	4705	10 07	10 13
				8.2			
8 59	4 24	6056	1056.0	KATY.....	4116	9 52	9 58
				5.2			
104 9 50	4 32	6061	1061.2	WHIT.....	6900	9 44	103 9 50
				11.7			
10 12	4 54	6073	1072.9	HENNESSEY.....Y	4996	9 22	9 22
				6.0			
.....	.....	....	1078.9	S. P.....XA	....	.....	.....
				(R) 1.3			
12 01 AM	6 00 PM	6079	1080.2	EUREKA...YTWDPOB	YARD	9 00 AM	9 00 PM
				0.6			
.....	.....	....	1080.8	S. P.....XN	....	.....	.....
				3.4			
.....	.....	....	1084.2	S. P.....XA	....	.....	.....
.....	.....	6084	1084.2	HOUSTON.....Y	....	.....	.....
				49.8			
.....	.....	6134	1134.0	GALVESTON.....	....	.....	.....
				164.6			

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

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

MAXIMUM SPEED	MPH
MP 969.4 - MP 1072.0.....	40
MP 1072.0 - MP 1084.2.....	25
Except: LCRA (MP 995.9), thru turnout.....	15
Eureka, thru yard (MP 1078.9-MP 1080.2)....	10
Around curve MP 1083.8-MP 1084.2.....	10

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	MPH
Smithville, thru city limits.....	25
Sealy, thru city limits...	25
Katy, thru city limits....	25
Houston, thru city limits.	25

BUSINESS TRACKS	MP	STA NO
Plum.....	982.1	5982
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.

Eureka: Southward movements from the Tail Track to the Main Track crossing Shepard Drive at MP 1080.4 must ascertain that the crossing gates are down before proceeding over the crossing.

SOUTHWARD SECOND CLASS 183 DAILY	Station Numbers	Mile Post Location	MAIN LINE STATIONS	Length of Siding in feet	NORTHWARD SECOND CLASS 184 DAILY
PM 7 30	....	918.9	TRANSFER JCT....	....	PM 7 00
		1.0			
.....	....	919.9	TAYLOR(MO PAC)..	....	.....
		34.3			
.....	6647	955.5	AUSTIN.....CYOB	....	.....
		29.7			
PM 9 25	....	984.9	M-K-T JCT.....O	....	PM 5 05
		0.6			
9 29	....	985.5	AJAX.....Y	....	5 01
		0.8			
9 32	6753	986.3	SAN MARCOS..YWOB	924	4 58
		16.4			
10 05	....	1002.7	N. B. YARD.....Y	4462	4 25
		0.6			
.....	6769	1003.3	NEW BRAUNFELS.CY	....	.....
		0.3			
.....	....	1003.6	MO. PAC.....XA	....	.....
		3.1			
10 13	....	1006.7	WRP.....CY	....	4 17
		3.9			
10 21	6777	1010.6	COMAL.....	2305	4 09
		14.2			
10 50	6791	1024.8	FRATT.....Y	2856	3 40
		5.5			
11 04	6797	1030.3	TRAVIS.....Y	3123	3 26
		2.5			
11 11	6800	1032.8	WARDEN.....Y	2046	3 19
		3.3			
.....	....	1036.1	S. P.....X	....	.....
		0.4			
.....	....	1036.5	S. P.....XM	....	.....
		(R) 1.0			
2 30 AM	6803	1037.5	SLOAN....YTWDPOB	YARD	2 50 PM
		0.5			
.....	....	1038.0	S. P.....XS	....	.....
		0.5			
.....	6804	1038.5	SAN ANTONIO...YB	....	.....
		118.6			

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

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

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

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

Trains originating or terminating at San Marcos may operate between San Marcos and M-K-T Jct. without clearance or train orders.

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
MP M- 984.9 - MP M- 985.5	10
MP M- 985.5 - MP M-1026.0	30
MP M-1026.0 - MP M-1036.1	25
MP M-1036.1 - MP M-1038.5	10

BUSINESS TRACKS	MP	STA NO
TXI.....	M- 994.0	6761
Ogden.....	M-1012.6	6779
Longhorn.....	M-1023.6	6790
Dixie.....	M-1023.7	6789
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 SOUTH NORTH ▼ STATIONS ▲	Length of siding in feet
5722	721.7	DENTON.....CY	....
		9.2	
5509	730.9	LAKE DALLAS.....	....
		5.9	
5515	736.8	LEWISVILLE.....	1150
		7.8	
5523	744.6	CARROLLTON.....CO	....
....	744.6	SL-SF - STLSW...XA	....
		1.5	
5524	746.1	BEAVER.....Y	1225
		0.8	
5525	746.9	FARMERS BRANCH...Y	....
		3.8	
5529	750.7	OLDHAM.....Y	2245
		7.3	
....	758.0	DENY.....Y	YARD
		36.3	

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

MAXIMUM SPEED	MPH
MP K-721.7 - MP K-758.0	10
Except Farmers Branch over street crossings	5

Dallas—Approach road crossing Inwood Road at Denton Drive prepared to stop and know signals operating or crossing protected by flagman before proceeding.

GEORGETOWN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE SOUTH NORTH ▼ STATIONS ▲	Length of siding in feet
5908	908.1	GRANGER.....YTOB	....
		9.3	
6609	917.4	WEIR.....	....
		5.8	
6615	923.2	GEORGETOWN.....C	....
		0.5	
....	923.7	END OF TRACK.....	....
		15.6	

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

LOCKHART SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE SOUTH NORTH ▼ STATIONS ▲	Length of siding in feet
5969	0.0	(R) SMITHVILLE....YWOB	YARD
		20.3	
6721	20.3	RED ROCK.....	725
		16.1	
6737	36.4	LOCKHART.....	4400
		7.1	
6744	43.5	MAXWELL.....	1540
		3.3	
6747	46.8	REEDVILLE.....	1830
		4.7	
....	51.5	AJAX.....	....
		51.5	

MAXIMUM SPEED	MPH
MP M-0.0 - MP M-0.3.....	10
MP M-0.3 - MP M-51.5....	25
In sidings at:	
Red Rock.....	5
Lockhart.....	5
Reedville.....	5

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

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

OPERATING RULES

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

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

Rule 1. Standard Time, Amended: Standard time may be obtained from Radio Station 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 19. Supplement to: Electric Markers must be illuminated continuously during the hours between one hour before sunset and one hour after sunrise, and during all other hours when weather conditions restrict visibility so that the end silhouette of a standard box car cannot be seen from one-half mile on tangent track by a person having 20/20 corrected vision.

The markers must be inspected by the train crew at each crew change point to assure that they are in proper operating condition, and any defects must be reported to the Chief Train Dispatcher.

Rule 26. Blue Signal: A blue signal signifies that workmen are on, under or between rolling equipment and that the equipment must not be coupled to or moved, except as provided in (A) and (B) of this rule. Rolling equipment must not pass a blue signal. Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on designated locomotive servicing area tracks, car shop repair area tracks or when a derail is used to divide a track into separate working areas. When a blue signal is displayed at the entrance to a track, rolling equipment must not enter that track.

Blue signals must be displayed by each craft or group of workmen who are to work on, under or between rolling equipment. They may be removed only by the same craft or group who placed them for protection.

When blue signal protection has been removed from one entrance of a track with a switch at each end or from either end of rolling equipment on a main track, that track is no longer under blue signal protection.

Rule 26(A). When workmen are on, under or between rolling equipment and such work subjects them to the danger of personal injury from movement of such equipment, protection must be provided as follows:

ON A MAIN TRACK—a blue signal must be displayed at each end of the rolling equipment.

ON A TRACK OTHER THAN MAIN TRACK—One of the following methods of protection or a combination thereof must be provided:

Each manually operated switch, including trailing point crossover switch, providing direct access to track on which protected equipment is standing, the switches at both ends of the crossover must be lined against entry into the protected track. The switch at the end of that crossover which connects directly to the protected track must be locked and a blue signal displayed at that locked switch. If protected equipment is standing on the switch of such a crossover so as to block other equipment from entering protected track through crossover, the switch need not be locked or blue signal displayed.

A derail capable of restricting access to that portion of track where work will be performed must be locked in derailing position with an effective locking devise, and:

—positioned at least 150 feet from the rolling equipment to be protected; or,

—positioned at least 50 feet from the end of rolling equipment on a designated locomotive servicing track or car shop repair track where speed is limited to 5 MPH.

A blue signal must be displayed at each derail, or,

Where remotely-controlled switches provide direct access, the person in charge of the workmen must notify the employee in charge of the remotely-controlled switches of work to be performed and be informed by the employee in charge of such switches that switches involved have been lined against movement to that track and devices controlling the switches have been secured.

The employee in charge of remotely-controlled switches must not remove the locking devices unless informed by the person in charge of workmen that it is safe to do so.

The employee in charge of remotely-controlled switches must maintain for 30 days a written record of each notification, which must contain the following information:

(1) Date and time notification received of work to be performed;

(2) Name and craft of employee in charge requesting the protection;

(3) The number or other designation of track involved;

(4) Date and time person in charge of workmen notified that protection has been provided; and

(5) Date, time, name and craft of person in charge of workmen authorizing removal of the protection.

Rule 26(B). In addition to protection required as prescribed in (A) of this rule, when workmen are on, under or between a locomotive or rolling equipment coupled to a locomotive, a blue signal must be attached to the controlling locomotive at a location where it is readily visible to the engineman or employee at the controls of that locomotive.

Rule 26(C). When emergency repair work is to be done on, under or between a locomotive or rolling equipment coupled to a locomotive, and a blue signal is not available, the engineman or employee at the controls of the locomotive must be notified and appropriate measures must be taken to protect the employees performing such work.

Rule 26(D). A locomotive must not enter a designated locomotive servicing area track under the exclusive control of mechanical forces unless blue signal protection governing entry is removed. The locomotive must stop short of coupling to another locomotive.

A locomotive must not leave a designated locomotive servicing area track unless blue signal protection is removed from that locomotive and from the track in the direction of movement.

Blue signal protection removed from track for the movement of such locomotives must be restored immediately after the locomotive has entered or has cleared the area.

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

Rule 26(E). Rolling equipment protected by blue signals on car shop 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 have been warned of the movement.

DEFINITIONS:

Workmen: Railroad employees assigned to inspect, test, repair or service railroad rolling equipment or their components, including brake systems. Train and yard crews are excluded except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they are handling or will handle.

Note - "Servicing" does not include supplying cabooses, locomotives or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery or flagging equipment. "Testing" does not include visual observations made by an employee positioned inside or alongside a caboose, locomotive or passenger car.

Group of Workmen: Two or more workmen of same or different crafts assigned to work together as a unit under a common authority and who are in communication with each other while the work is being done.

Rolling Equipment: Locomotives, railroad cars and one or more locomotives coupled to one or more cars.

Blue Signal: A clearly distinguishable blue flag or blue light by day and a blue light at night. The blue light may be displayed either steady or flashing. When attached to the operating controls of a locomotive, it need not be lighted if the inside of the cab area of the locomotive is sufficiently lighted so as to make the blue signal clearly distinguishable.

Effective Locking Device: When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Car Shop Repair Track Area: One or more tracks within an area in which the testing, servicing, repair, inspection or rebuilding of railroad rolling equipment is under the exclusive control of mechanical department personnel.

Locomotive Servicing Track Area: One or more tracks within an area in which the testing, servicing, repair, inspection or rebuilding of locomotives is under the exclusive control of mechanical department personnel.

Switch Providing Direct Access: A switch, which if traversed by rolling equipment, could permit that rolling equipment to couple to the equipment being protected.

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 fusees at intervals that do not exceed the burning time of the fusees.

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 fusees.

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.
Hillsboro(Waxahachie to Hillsboro)	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 fusees will be placed on roadway on each side of track to give warning to approaching traffic.

Rule 104(15). Amended: At main track switches in ABS territory, train and yard men will operate switch and wait 5 minutes at 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 hostle 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 220. Supplement to: The Conductor and Engineer of trains being tied up short of terminal, and leaving train before relief crew arrives, will secure all train orders and clearances held by their crew which have not been fulfilled. The conductor will leave the train orders and clearances, the train consist and the delay report with the waybills. The engineer will leave the train orders and clearances for the head end with the Locomotive Inspection Reports(Forms 1058). The relieving conductor or yard foreman will deliver the waybills, consist and delay report to the proper personnel at the final terminal, and will register the train's arrival on the proper form.

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 34(x). Amended: Employees must not: Use finger in hole at bottom of coupler to adjust lock pin or place finger in knuckle pin holes while handling knuckles.

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, MKT frequency, is in use on all subdivisions. Channel No. 2, Missouri Pacific frequency, is in use on Choctaw, Fort Worth and Texas Subdivisions. Channel No. 4, Burlington Northern frequency, is in use on Western, Fort Worth, Texas and Houston Subdivisions. Union Pacific frequency is in use on Kansas City Subdivision as Channel No. 2.

When using Union Pacific motive power and/or cabooses, the radios will be maintained on UP frequency, position 1 on control heads, and will be left on at all times except when left unattended.

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 Employes.
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 Railroad Company 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.

Temple: AT&SF Yard Engines may use M-K-T Main Track within Temple Yard Limits MP 877.9 to MP 884.0 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 12:38 P.M. Daily. Yard Engines will be clear of Main Track for No. 21 at 11:40 A.M. and for No. 22 at 12:33 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, 103, 104, 106, 204, 145, 146, 183 and 184 regular connections, are restricted to maximum speed of 40 MPH.

Trains which have six-axle locomotive unit(s) in their engine consist are restricted to 5 MPH less than the speed shown for freight trains on curves having permanent speed restriction signs until the locomotive units are around the curve(s).

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)
Burleson, Team Track (MP 771.2)
Granger, South Switch East Siding (MP 908.8)

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.

Loaded unit coal trains must not exceed 35 MPH and empty unit coal trains must not exceed 40 MPH.

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.

All flatcars of any description, loaded or empty, having eight (8) or more axles will be moved only with message instructions received from the office of the General Superintendent of Transportation, Denison, Texas. Flatcars MKT 14002 and MKT 14003 are excepted from these instructions.

Bulkhead flat cars that are equipped with center beam (or partition) extending entire length of car requires the loading or unloading to be performed on both sides. This type of car must not be moved when one side only has been loaded or unloaded.

Empty flat cars, which are longer than 60 feet, must be handled in the rear-quarter of the train, and must not be placed ahead of heavy loads (loads exceeding 80 tons).

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

Many engines now have a protective device on them known as "Crankcase Pressure Detector." This device is located near the "Lay Shaft" on EMD motors and is identified by the words "Crankcase Pressure" embossed on the device. The following WARNING is quoted from the manufacturer's instructions and must be literally observed. Serious personal injury can occur if this warning is not complied with:

> WARNING: Following an engine shutdown because the crankcase pressure detector has been actuated, DO NOT open any handhole or top deck covers to make an inspection until the engine has been stopped and allowed to cool off for at least two hours. DO NOT attempt to restart the engine until the cause of the trip has been determined and corrected. The action of the pressure detector indicates the possibility of a condition within the engine, such as an overheated bearing, that may ignite the hot oil vapors with an explosive force if air is allowed to enter. DO NOT operate the engine until the pressure detector has been replaced, since the diaphragm backup plates may be damaged.

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

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

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 - Spring switch lined for movement to and from Lockhart Subdivision.
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. Tules 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.

Eureka—Yard Lead - Main Track Switch North end yard lined for Main Track to Yard Lead movements.

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

Granger—Texas - Georgetown Subdivision Main Track switch lined for Texas Subdivision movements. Georgetown Subdivision-Wye track switch lined for South Wye track 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 Subdivisicn 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.

WP&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-166.0 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 Taylor.

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 Smelter No. 2, 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.

Hillsboro—Use one unit only when switching tracks West of City Pass.

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.

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

Service—Effective immediately, all gates across tracks leading into Owens-Corning plant will be closed and locked with switch locks. Crews switching Owens-Corning plant will lock gates when finished with switching.

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

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

Smith (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, fusees 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.

Temple—Trains and/or engines setting out cars on siding, Cobel (ATSF interchange track), will not leave cars closer than 200 feet to Taylor Road crossing and VA Hospital private road crossing.

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

Weir—Trains switching on the House Track must use one engine and cars must not be dropped into the House Track.

WRP—Do not exceed 10 MPH between WRP and WRRC 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:

Franklin, Melton, Muskogee and Smithville; rock trains leaving Granger and trains heading through the siding at Caddo, Eddy and Mazie.

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. Three 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 a three-digit 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 pinlifter, 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 MPH. Trains are not to be stopped on detector circuits when it can be avoided.

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	Sedalia Subdivision
MP 34.9	MP 224.7
MP 66.4	MP 262.9
MP 102.5	MP 293.0
MP 135.1	MP 329.0
MP 171.1	MP 355.2
Kansas City Subdivision	**Cherokee Subdivision**
MP A- 54.6	MP 416.1
MP A- 75.5	MP 446.9
MP A-107.2	MP 477.9
Choctaw Subdivision	**Fort Worth Subdivision**
MP 529.8	MP 682.7
MP 557.5	MP 788.3
MP 588.3	MP 817.2
MP 630.6	
Texas Subdivision	**Houston Subdivision**
MP 865.7	MP 1000.8
MP 892.2	MP 1027.4
MP 931.5	MP 1053.0

15. Standard Clocks and General Order Books:

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

*General Order Book Only
#Standard Clock Only

16. 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-166.0 - 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	MOP237.5 - 764.9
§North McAlester	560.2 - 575.0	Ray	655.36 - 669.0
Paola-Ringer	A- 42.0 - A- 47.0		P- 663.3
Parsons	384.3 - 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	967.6 - 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 - A-343.9	Temple	877.9 - 884.0
		Waxahachie	D- 791.1 - D- 802.7
		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.

17. Hazardous Materials:

A. When leaks, spills, derailments or fires occur in connection with the transportation of Hazardous Materials, the immediate aim of those in charge is to prevent injury or loss of life, and to minimize property damage and exposure. To do this intelligently, it is necessary to know what materials are involved, and to have some knowledge of their properties.

To enable field personnel to know how to approach one of the above situations confidently, all Road Cabooses, Yard Offices, Freight Offices, Mechanical Offices, and Officers have been furnished a copy of the Bureau of Explosives handbook, Emergency Handling of Hazardous Materials in Surface Transportation.

B. The following precautions must be followed when switching cars placarded EXPLOSIVES A, FLAMMABLE GAS, NON-FLAMMABLE GAS, POISON GAS, DANGEROUS or EMPTY POISON GAS:

(1) Must not be cut off in motion(kicked or dropped).
(2) Must not have a car(s) moving under its own momentum couple into it.
(3) Must not be coupled into with more force than is necessary to complete the coupling.

C. HYDROCYANIC ACID cars have a red stripe around each end of the car and lengthwise around the car. Both sides and ends have a large red and white stenciled area showing the contents as "Class A Poison," and an emergency telephone number.

HYDROCYANIC ACID is a highly lethal poison as shown below:

(1) Description of material and potential dangers:
  a. 2700 parts per million mixed with the atmosphere is fatal to humans in 30 seconds of breathing.
  b. Lethal amounts may be absorbed through the skin, as well as by inhalation.
  c. Human contact with the vapor is detected by a bitter almond taste and odor, followed by a painful tingling of the lips and nostrils.
  d. No known antidote for a lethal dose.
  e. Conventional canister gas masks are not effective. Only a self-contained breathing apparatus is safe.
  f. The material is flammable and will burn furiously, but is not explosive.
  g. Material is under pressure in cars and turns from liquid to vapor at 80 degrees Fahrenheit.
(2) Empty tank cars must be handled as carefully as loaded movements.
(3) If one of these cars is involved in a derailment, Chief Dispatcher will be notified promptly so specially equipped and trained employees of the shipper may be flown to the scene. This must be done regardless of how slight the involvement.
(4) 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.
(5) 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.
(6) 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.

D. Union Carbide tank cars in the series UCOX 150 thru 184 require special handling. These 100-ton, 30,000-gallon tank cars contain LIQUID ETHYLENE and are placarded "FLAMMABLE." When two or more of these cars are moving together the 'A' ends of the cars must not be coupled together.

18. Instructions for Crew in Event of Derailment:

Check other crew members for injuries—Give FIRST AID/CALL FOR HELP if needed.

Get WAYBILLS, WHEEL REPORT (or other documents with Hazardous Material information).

Find the WAYBILLS marked in UPPER LEFT CORNER as:

EXPLOSIVE
DANGEROUS
POISON GAS
RADIOACTIVE MATERIAL

(The conductor should have already reviewed the waybills.)
When found, KEEP waybills until full details have been reported to the dispatcher, AND FIND LOCATION of cars in TRAIN by using WHEEL REPORT.

Head-End Crew: Survey derailment for FIRST CAR derailed.
Rear-End Crew: Survey derailment for LAST CAR derailed.

IF HAZARDOUS MATERIALS ARE INVOLVED,
DO NOT GO NEAR DERAILED CARS

Survey the AREA for ROADS, BUILDINGS or other PUBLIC structures.

Look for FIRES, LEAKING MATERIAL.

Call DISPATCHER (if Bell phone is used, call (214) 465-8933) and give your location.

STAY IN CONTACT WITH DISPATCHER
WHILE HE IS GETTING INSTRUCTIONS FOR YOU TO FOLLOW

Give Dispatcher the information he requests, which will include the following from the WAYBILLS of cars containing Hazardous Materials:

1. Car Initial and Number
2. Consignee Name
3. Consignee Location
4. Shipper Name
5. Shipper Location
6. Commodity Code Number (49_____)
7. Wording that Appears in Bottom Left Corner of Waybill
   (Description, Material Class, Placard)
   NOTE: Spell The Names Of Chemicals.

STAY IN CONTACT WITH DISPATCHER
WHILE HE IS GETTING FURTHER INSTRUCTIONS

Get READY for the following IF's:

IF Local Authorities Appear:
Give them NAME of HAZARDOUS MATERIAL and 49 CODE NUMBER: and
Advise them to STAY AWAY and KEEP PUBLIC AWAY.

IF Local Authorities Insist on Taking Action Before You Receive Further Instructions:
Tell them to CALL CHEMTREC (800) 424-9300.

IF Dispatcher Relays Advice:
Give it to LOCAL AUTHORITIES.

IF Railroad Personnel Appear:
Warn them of DANGER; and
Get them to HELP CONTROL SPECTATORS.

IF A Supervisor Arrives:
Explain Situation, What Has Been Done, Who Has Been Notified, and Advice Received From Dispatcher; and
Follow Supervisor's Orders.

19. Switching Placarded Cars:

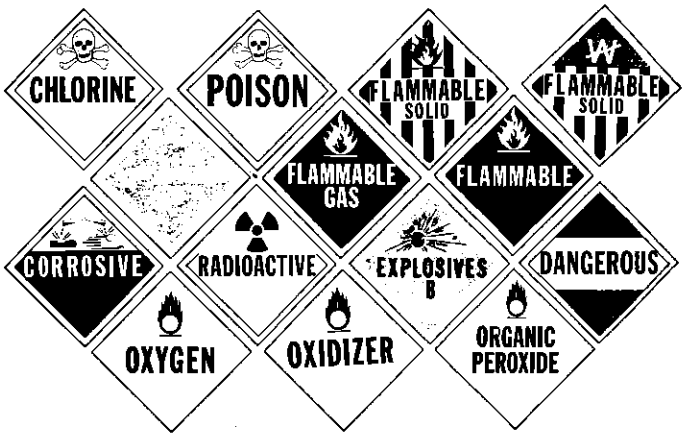
CARS OR FLAT CARS WITH TRAILERS
PLACARDED "EXPLOSIVES A"

Must be separated from engine by at least one Non-placarded 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 force than necessary to make coupling.
Must have doors closed before moving.
Must not be placed or left where there is any possible danger of fire, under bridges, under overhead highway crossings or along passenger stations.

DOT 112A 114A
Tank Cars Without
Head Shields

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 force 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 clear of the lead.
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 a draft containing a loaded placarded tank car is released, it must be determined by trial that the hand brake on the placarded car or the car in the draft being ridden is in proper working condition.
These restrictions do not apply to cars placarded COMBUSTIBLE.

PLACARDED EMPTY TANK CARS

These cars last contained a commodity whose residue could be harmful.
There is no switching restrictions.

20. Position in Freight Train of Placarded Cars:

HOW TO USE THIS CHART To determine the type of placard applied to car, follow vertical line down and note which lines apply by "X" shown in box.	EXPLOSIVES - A	POISON GAS	LOADED PLACARDED TANK CARS (EXCEPT CARS PLACARDED POISON GAS OR COMBUSTIBLE)	EMPTY PLACARDED TANK CARS (EXCEPT COMBUSTIBLE)	RADIOACTIVE	COMBUSTIBLE	ALL OTHER
PLACARD APPLIED ON CAR							
RESTRICTIONS							
MUST NOT BE NEARER THAN THE SIXTH CAR FROM ENGINE OR CABOOSE. HOWEVER WHEN LENGTH OF TRAIN WILL NOT PERMIT CAR TO BE SO PLACED IT MUST BE PLACED NEAR MIDDLE OF TRAIN.	X	X	X				
PLACARDED CAR MUST NOT BE PLACED NEXT TO: ENGINE	X	X	X	X	X		
OCCUPIED CABOOSE	X[4]	X[4]	X	X	X		
LOADED FLAT CARS [1]	X	X	X[2]				
OPEN TOP CARS [3]	X	X	X				
CARS WITH ANY OF THE FOLLOWING OPERATING: AN ENGINE, LIGHTED HEATERS, STOVES OR LAMPS, AUTOMATIC REFRIGERATION UNITS	X	X	X				
OCCUPIED CAR	X[4]	X[4]	X				
EXPLOSIVES - A		X	X		X		X
POISON GAS	X		X		X		X
RADIOACTIVE	X	X	X				X
UNDEVELOPED FILM					X		
EMPTY PLACARDED TANK CARS							
ANY LOADED PLACARDED CAR (EXCEPT COMBUSTIBLE)	X	X			X		

NOTE: CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER.

1 A flatcar equipped with permanently attached ends of rigid con struction is considered to be an open-top car.

2 A loaded flatcar, other than a specially equipped car i trailer-on-flatcar or container-on-flatcar service or a flat car loaded with vehicles secured by means of a device designe for that purpose and permanently installed on the flatcar, an of a type generally accepted for handling in interchang between railroads. This exception for cars in trailer-on-flat car service does not apply to loaded flatbed trucks, loade flatbed trailers, loaded open-top trailers, or loaded trucks o trailers without securely closed doors.

3 An open-top car when any of the lading protrudes beyond the ca ends or when any of the lading extending above the car ends i liable to shift so as to protrude beyond the car ends.

4 A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a movin or standing train must be next to and ahead of any car occupie by the guards or technical escorts accompanying this car. How ever, if a car occupied by guards or technical escorts i equipped with a lighted heater or stove, it must be the fourt car behind any car requiring "EXPLOSIVES A" placards.

21. 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 **½ 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.

FLAMMABLE LIQUIDS **(VRP, if polymerizeable 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.

Polymerizeable 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 ½ mile** from the scene. Examples of polymerizeable 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 Fusees; 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 Nitrates; Hydrogen Peroxide Solutions; Chromic Acid, Solid; Nitric Acid (over 40% concentration).

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 **½ 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 **½ mile** from the scene. These materials may be toxic or irritating, and contact with liquefied gasses will produce serious frost bite. Examples of Nonflammable Gases: Anhydrous Ammonia; Refrigerant Gases: Sulfur Dioxide, Carbon Dioxide, Liquefied (See also "Cryogenics" below).

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.)

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".

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.

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

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 downstream 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 specifically packaged to prevent spills. Examples of Radioactive Materials: Radioactive Material, Fissile; Uranyl Nitrate, Solid.

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 **½ mile** from the scene. Examples of Organic Peroxides: Peracetic 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 contacted by 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.

22. Hazardous Material 49 Code Definitions:

These 49 Codes are shown on waybills under Commodity Code:

01 CLASS A EXPLOSIVE

A SOLID EXPLOSIVE WHICH IS EASILY DETONATED OR OTHERWISE OF MAXIMUM HAZARD. EXAMPLE: BLACK POWDER

02 CLASS B EXPLOSIVE

EXPLOSIVES WHICH ARE GENERALLY IGNITED BY MEANS OTHER THAN DETONATION. EXAMPLE: FLASH POWDER

03 CLASS C EXPLOSIVE

MANUFACTURED ARTICLES WHICH CONTAIN CLASS A AND/OR CLASS B EXPLOSIVES IN RESTRICTED QUANTITIES. EXAMPLE: AMMUNITION

04 NONFLAMMABLE COMPRESSED GAS

A NONEXPLOSIVE OR NONFLAMMABLE GAS IN CONTAINERS OR TANK CARS UNDER PRESSURE EXCEEDING 40 PSI.

05 FLAMMABLE COMPRESSED GAS

AN EXPLOSIVE OR FLAMMABLE GAS IN CONTAINERS OR TANK CARS UNDER PRESSURE EXCEEDING 40 PSI.

06-07-08-09-10 FLAMMABLE LIQUIDS

ANY LIQUID WHICH GIVES OFF FLAMMABLE VAPORS AT OR BELOW 100 DEGREES F.

12-13-15 COMBUSTIBLE LIQUIDS

ANY LIQUID THAT HAS A FLASH POINT AT OR ABOVE 100 DEGREES F AND BELOW 200 DEGREES F.

16-17 FLAMMABLE SOLIDS

A SOLID MATERIAL, O/T ONE CLASSIFIED AS AN EXPLOSIVE WHICH IS LIABLE TO CAUSE FIRES THROUGH FRICTION, ABSORPTION OF MOISTURE, CHEMICAL CHANGES, RETAINED HEAT OR WHICH CAN BE EASILY IGNITED.

18-19 OXIDIZING MATERIALS

A SUBSTANCE THAT YIELDS OXYGEN READILY TO STIMULATE COMBUSTION OF ORGANIC MATTER.

20 POISON CLASS A

A GAS OR LIQUID OF SUCH NATURE THAT A VERY SMALL AMOUNT OF THE GAS OR VAPOR THEREOF, MIXED WITH AIR, IS DANGEROUS TO LIFE.

21-23 POISON CLASS B

POISONS O/T CLASS A WHICH MUST BE PRESUMED TO BE TOXIC TO MAN.

25 IRRITATING MATERIALS AND ETIOLOGIC AGENTS

A MATERIAL, LIQUID OR SOLID WHICH WHEN EXPOSED TO FIRE OR AIR, GIVES OFF DANGEROUS OR INTENSELY IRRITATING FUMES.

26-27-28-29 RADIOACTIVE MATERIALS

ANY MATERIAL CONTAINING PLUTONIUM OR URANIUM.

30-31-32-33-34-35-36 CORROSIVE MATERIALS

A LIQUID OR SOLID THAT WILL CAUSE IMMEDIATE DESTRUCTION IN HUMAN SKIN TISSUE OR SEVERE CORROSION ON OTHER MATERIALS.

40 OTHER RESTRICTED ARTICLES

ANY MATERIAL THAT DOES NOT MEET THE DEFINITION OF HAZARDOUS MATERIAL OTHER THAN A COMBUSTIBLE LIQUID IN PACKAGINGS HAVING A CAPACITY OF 110 GALLONS OR LESS. THESE COMMODITIES HAVE VARIOUS DESTRUCTIVE, CORROSIVE PROPERTIES OR ARE HAZARDOUS TO ONE'S HEALTH.

50 MIXED LOADS

THESE COMMODITIES WILL BE TREATED AS CLASS A EXPLOSIVES.

59 MIXED LOADS OF HAZARDOUS MATERIALS ONLY; MIXED LOADS OF HAZARDOUS AND NON-HAZARDOUS MATERIALS

THESE COMMODITIES WILL BE TREATED AS CLASS A EXPLOSIVES.

23. Railroad Company Medical Staff:

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

Austin, TX 78723.....	Dr. Virgil C. Smart 809 South Lamar Telephone: 444-4745
Dallas, TX 75235.....	Dr. M. B. Teddlie 2719 Manor Way at Denton Drive Telephone: 358-3367
Denison, TX 75020.....	Dr. W. D. Blassingame 501 West Gandy Street Telephone: 465-5005
Fayette, MO 65248.....	Dr. M. P. Leech Fayette Medical Clinic Elm and Church Telephone: 248-8217
Fort Worth, TX 76133.....	Dr. C. B. Bruner 6113 Hulen Street Telephone: 292-5000
Hillsboro, TX 76645.....	Dr. Nellins C. Smith 215 Craig Street Telephone: 582-5311
Houston, TX 77008.....	Dr. Norman H. Moore, Jr. 411 West 20th Street Telephone: 869-3701
Joplin, MO 64801.....	Dr. Joe L. Longenecker 2803 Jackson Avenue Telephone: 624-7311
Kansas City, KS 66103....	Dr. J. William Young 1401 Southwest Boulevard Telephone: 262-0530, 931-4511
McAlester, OK 74501..... (On-duty injuries only)	Dr. George M. Brown, Jr. 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 74145.....	Dr. Thomas R. Turner 4867 S. Sheridan, Suite 709 Telephone: 663-4934
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

24. 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.....Gainey's Jewelry
408 West Main Street
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, OK.....B. C. Clark Jeweler
101 Park Avenue
Robinson Jewelry Company
204 West Commerce
Peacock Jewelers
Penn Square
Parsons, KS.....Pfeiffer Jewelry Company
78 Parsons Plaza
St. Louis, MO.....Hartig Jeweler
8 River Roads Center
Jennings, MO
Hart Jewelers
7342 Manchester Avenue
Maplewood, MO
San Antonio, TX.....Lloyd's Jewelers
3111-A Nacogdoches
Sedalia, MO.....Reed and Son Jewelers
309 South Ohio
Smithville, TX.....Ragsdale Jewelry Company
205 Main
Tulsa, OK.....M. L. Hardesty Jeweler
712 West 23rd Street
Waco, TX.....Chenault's Watch Shoppe
6808 Sanger Avenue
Waxahachie, TX.....Maxwell Jewelry Company
311 South Rogers

TONNAGE RATINGS—NORTHERN DIVISION

DIRECTION	FROM STATION	TO STATION	TONNAGE CLASS 40	54	55	69	72
South	Baden	Franklin	2400	3240	3300	4080	4320
North	Franklin	Baden	2400	3240	3300	4080	4320
South	Franklin	Sedalia	1400	1890	1920	2380	2520
	Sedalia	North Yard	1870	2520	2570	3180	3365
North	North Yard	Sedalia	1870	2520	2570	3180	3365
	Sedalia	Franklin	1450	1960	1990	2465	2610
South	Glen Park	North Yard	1800	2430	2470	3060	3240
	Moran	North Yard	3750	5060	5160	6375	6750
North	North Yard	Glen Park	1800	2430	2470	3060	3240
South	Chetopa	Coffeyville	1650	2200	2240	....	....
	Coffeyville	Sutton	2040	2750	2805	3470	3670
North	Sutton	Coffeyville	2720	3670	3740	4625	4895
	Coffeyville	Chetopa	1650	2200	2240	....	....
South	Chanute	North Yard	2200	2970	3020	3740	3960
North	North Yard	Chanute	2700	3640	3710	4590	4860
South	North Yard	Muskogee Yard	2500	3370	3440	4250	4500
	Welch	Muskogee Yard	3050	4120	4190	5185	5490
North	Muskogee Yard	North Yard	2500	3370	3440	4250	4500
	Muskogee Yard	Wagoner	2875	3880	3950	4885	5175
	Labette	North Yard	3170	4280	4360	5390	5705
South	Muskogee Yard	Excess	2550	3440	3510	4335	4590
	McAlester	Excess	2650	3580	3640	4505	4770
	Excess	Ray	1750	2360	2410	2975	3150
North	Ray	Muskogee Yard	1850	2500	2540	3145	3330
	McAlester	Muskogee Yard	1900	2560	2610	3230	3420
South	North Yard	Joplin	1760	2380	2420	2990	3165
	Columbus	Military	3000	4050	4120	5100	5400
North	Joplin	North Yard	2240	3020	3080	3810	4030
	Military	Labette	3000	4050	4120	5100	5400
North	Tulsa	Chase	1950	2630	2680	3315	3510
South	Chase	Tulsa	1850	2500	2540	3145	3330
South	McAlester	Turner	1870	2520	2570	3180	3365
North	Turner	McAlester	1870	2520	2570	3180	3365

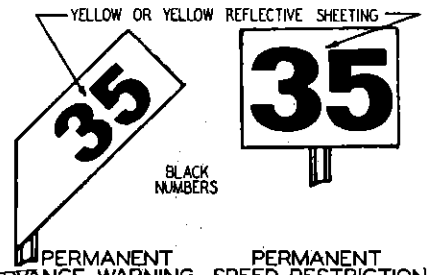
TONNAGE RATINGS—SOUTHERN DIVISION

DIRECTION	FROM STATION	TO STATION	TONNAGE CLASS 40	54	55	69	72
South	Ray	Dallas Yard	1900	2560	2610	3230	3420
	Dallas Yard	Dana Jct	1800	2430	2470	3060	3240
North	Dana Jct	Dallas Yard	1700	2290	2340	2890	3060
	Italy	Dallas Yard	2000	2700	2750	3400	3600
	Dallas Yard	Ray	1600	2160	2200	2720	2880
	Dallas Yard	Royse City	1750	2360	2410	2975	3150
	Royse City	MP D-665.0	2200	2970	3020	3740	3960
South	Ray	Ney	1800	2430	2470	3060	3240
	Ray	Denton	2000	2700	2750	3400	3600
	Ney	Bellmead	2100	2830	2890	3570	3780
	Grandview	Bellmead	3100	4180	4260	5270	5580
North	Bellmead	Ney	2100	2830	2890	3570	3780
	Ney	Ray	1550	2090	2130	2635	2790
South	Ray	Sherman	1500	2020	2060	2550	2700
North	Sherman	Ray	1400	1890	1920	2380	2520
South	Altus	Grandfield	3600	4860	4920	6120	6480
	Grandfield	North Yard	3000	4050	4120	5100	5400
	North Yard	Ney	1800	2430	2470	3060	3240
North	Ney	North Yard	1800	2430	2470	3060	3240
	North Yard	Altus	2700	3640	3710	4590	4860
South	Denton	Dallas Yard	2250	3040	3090	3825	4050
North	Dallas Yard	Denton	1400	1890	1920	2380	2520
	MP K-754.2	Denton	1900	2560	2610	3230	3420
South	Bellmead	Smithville	1900	2560	2610	3230	3420
	Eddy	Smithville	2100	2830	2890	3570	3780
North	Smithville	Bellmead	1800	2430	2470	3060	3240
	Granger	Bellmead	2000	2700	2750	3400	3600
South	Smithville	Eureka	1900	2560	2610	3230	3420
	New Ulm	Eureka	3800	5130	5220	6460	6840
North	Eureka	Smithville	2000	2700	2750	3400	3600
	Eureka	New Ulm	2500	3370	3440	4250	4500
South	Granger	Georgetown	1800	2430	2470	3060	3240
North	Georgetown	Granger	2875	3880	4000	4885	5175
South	Taylor	M-K-T Jct	1250	1690	1720	2125	2250
	M-K-T Jct	Sloan	1750	2360	2410	2975	3150
North	Sloan	M-K-T Jct	1750	2360	2410	2975	3150
	M-K-T Jct	Taylor	1400	1890	1920	2380	2520
South	Smithville	Ajax	1750	2360	2410	2975	3150
North	Ajax	Smithville	1750	2360	2410	2975	3150

NOTES: 1. Tonnage Class 34 engines are rated approximately 82% of Tonnage Class 40 engines.

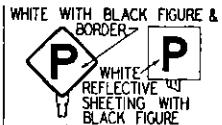
2. Tonnage Class 69 applies to SD-40-2, 3000 h.p., Series 600 diesel units when used in mixed consist with any other tonnage class units.

ROADWAY SIGNS



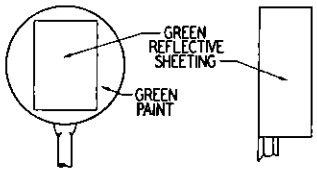
PERMANENT ADVANCE WARNING SIGN
LOCATED APPROXIMATELY ONE MILE FROM POINT SPEED RESTRICTION EFFECTIVE.
RULE 10(h)

PERMANENT SPEED RESTRICTION SIGN
LOCATED AT BEGINNING OF RESTRICTION.

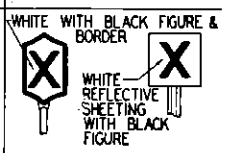


SIDING TRACK WARNING SIGN
APPROXIMATELY ONE MILE FROM SWITCH.

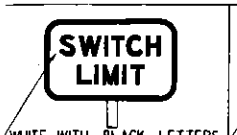
SPRING SWITCH SIGN
RULE 104 (a)



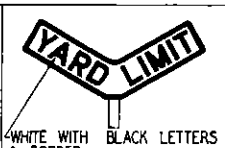
PERMANENT RESUME SPEED SIGNS
AUTHORIZED SPEED MAY BE RESUMED WHEN ENTIRE TRAIN HAS PASSED RESUME SPEED SIGN.
RULE 10(h)



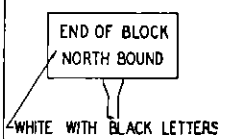
WHISTLE SIGNS
RULES 14, 14(1), TIMETABLE STATE STATUTES. SIGN WILL BE PLACED ONE-FOURTH MILE FROM CROSSING WHEN PRACTICAL.



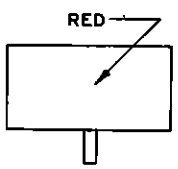
SWITCHING LIMIT SIGN
INDICATES LIMITS OF YARD ENGINE OPERATION.



YARD LIMIT SIGN
RULE 93, TIMETABLE SPECIAL INSTRUCTIONS.

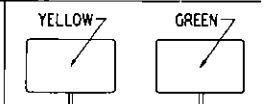


END OF BLOCK SIGNALS SIGN



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

STOP SIGN
RULE 98



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

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

TABLE OF SPEEDS

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

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