

MAKE EVERY TRIP A SAFETY TRIP



H. C. PAGEL — R. B. GEORGE — R. L. KAY
Assistant Superintendents

J. A. BARNARD—Chief Dispatcher
D. E. DOYLE—Ass't Chief Dispatcher
W. N. TAYLOR—Night Chief Dispatcher

J. D. GARRISON
U. MOORE
R. O. MORRIS
W. M. O'DELL
D. MILLER
C. CLARK
J. E. DWYER, JR.
R. L. BURNETTE
L. C. GENTRY

Train Dispatchers



MR. JOSEPH A. STRAPAC
716 South Chester Avenue
Compton, California

Missouri-Kansas-Texas Railroad Company

EMPLOYES'

TIME TABLE

No. 27

NORTHERN DIVISION

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

THURSDAY JULY 1, 1954

Superseding Previous Time Table

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYES ONLY

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

C. T. WILLIAMS, L. M. STUART, H. M. WARDEN,
Superintendent General Superintendent Vice-President and
Transportation General Manager
B. A. McDONALD,
Superintendent of
Rules-Safety



SOUTHWARD

ST. LOUIS SUBDIVISION

NORTHWARD

SOUTHWARD					Distance from St. Louis	STATIONS	Symbols and Capacity of Sidings	NORTHWARD				
FOURTH CLASS	THIRD CLASS	SECOND CLASS	FIRST CLASS					FIRST CLASS	THIRD CLASS	THIRD CLASS	THIRD CLASS	FOURTH CLASS
65	77	75	81	5			6	72	74	78	66	
Mixed	Freight	Freight	Freight	Passenger			Passenger	Freight	Freight	Freight	Mixed	
Daily Except Sunday	Tuesday Thursday Saturday	Daily	Daily	Daily			Daily	Daily	Daily	Monday Wed. Friday	Daily Except Sunday	
				PM 11.30	0.0	ST. LOUIS US	P	AM 7.30				
	PM 8.00	AM 7.30	PM 7.00		8.7	N BADEN K	WTSYGF P Yard		PM 3.00	AM 2.00	AM 4.45	
	PM 8.40	AM 8.15	PM 7.35	f 12.08	26.9	N MACHENS TJ	P NS	f 6.30	PM 1.00	PM 11.45	AM 3.20	
	8.41	8.16	7.36	12.09	27.4	0.5 GRAY	102	6.29	12.59	11.44	3.19	
	8.51	8.24	7.42	12.14	32.1	4.7 SIMPSON	P 116	6.20	12.45	11.37	3.05	
	9.04	8.35	7.52	s 12.24	39.2	7.1 ST. CHARLES CH	PW 144	s 6.05	12.27	11.26	2.40	
	9.17	8.48	8.03	12.33	47.1	7.9 JACOBS	P 113	5.40	PM 12.07	11.14	2.10	
	9.30	8.59	8.13	12.43	54.6	7.5 WELDON	P 152	5.25	11.52	11.02	1.45	
	9.42	9.08	8.22	s 12.52	60.7	6.1 MATSON	P 84	s 5.11	11.39	10.51	1.25	
	9.53	9.18	8.30	s 1.02	66.4	5.7 AUGUSTA AU	P 114	s 4.59	11.27	10.40	1.02	
	10.05	9.28	8.41	f 1.15	74.0	7.6 DUTZOW	P 84	s 4.43	11.11	10.27	12.30	
	10.19	9.34	8.47	s 1.24	77.9	6.9 MARTHASVILLE MV	P 145	s 4.35	11.03	10.19	AM 12.15	
	10.31	9.43	8.57	s 1.34	84.8	4.1 TRELOAR RT	P 27	s 4.18	10.50	10.06	11.50	
	10.41	9.50	9.03	f 1.40	88.9	11.8 BERNHEIMER	P 109	f 4.10	10.42	9.57	11.40	
	11.05	10.12	9.19	s 2.00	100.7	N McKITTRICK MC	P 115	s 3.49	10.12	9.35	11.05	
	11.14	10.19	9.25	s 2.07	104.9	4.2 D RHINELAND RD	P 67	s 3.40	9.58	9.25	10.50	
	11.27	10.25	9.33	s 2.19	110.8	5.9 BLUFFTON	P 128	s 3.25	9.46	9.12	10.35	
	11.39	10.34	9.40	s 2.29	116.0	5.2 PORTLAND	P 65	s 3.12	9.35	9.03	10.20	
	11.50	10.42	9.47	s 2.36	121.4	5.4 STEEDMAN	P 60	s 2.59	9.23	8.54	10.04	
	11.57	10.47	9.52	s 2.50	125.1	3.7 D MOKANE MO	PW 152	s 2.50	9.16	8.46	9.52	
	AM 12.09	10.56	10.00	s 3.00	131.2	6.1 D TEBBETS BE	P 118	s 2.37	9.04	8.35	9.25	
	12.21	11.05	10.08	f 3.07	137.6	6.4 WAINWRIGHT	P 115	f 2.24	8.50	8.22	8.57	
	12.33	11.14	10.15	s 3.17	143.3	5.7 NO NORTH JEFFERSON JB	P 48	s 2.16	8.37	8.11	8.32	
	12.39	11.18	10.19	3.22	146.3	3.0 BOUGHNER	P 115	2.11	8.31	8.05	8.20	
	12.50	11.30	10.29	s 3.31	153.5	7.2 D HARTSBURG HU	P 143	s 2.00	8.15	7.52	8.07	
	1.04	11.44	10.41	f 3.43	162.4	8.0 EASLEY	P 109	f 1.47	7.57	7.35	7.50	
	AM 6.30	1.16	11.55	s 3.55	169.6	7.1 McBAINE	P 69	s 1.35	7.42	7.23	7.38	AM 5.00
	6.34	1.27	11.59	s 4.00	171.7	0.3 Columbia Subdivision Jct.						
	6.44	1.42	PM 12.10	s 4.10	178.4	1.9 HUNTSDALE	P 115	s 1.27	7.37	7.18	7.33	4.56
	6.49	1.50	12.18	11.08	181.9	6.7 ROCHEPORT	P 54	s 1.17	7.22	7.05	7.20	4.46
	7.00 AM	2.30 AM	12.35 PM	11.22 PM	189.1	3.5 NIEBAUS	P 115	1.11	7.15	6.59	7.14	4.41
	65	77	75	81	5	-7.2 N FRANKLIN FR	WTSYGF P Yard	12.55 AM	7.00 AM	6.45 PM	7.00 PM	4.30 AM
89.2	27.8	37.4	42.9	37.2		189.1		6	72	74	78	66
Average speed per hour								29.0	27.0	32.4	19.4	39.2

NO. 77 IS SUPERIOR TO NO. 66

SOUTHWARD

SEDALIA SUBDIVISION

NORTHWARD

FOURTH CLASS	THIRD CLASS		SECOND CLASS	FIRST CLASS	Distance from St. Louis	STATIONS	Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS			FOURTH CLASS
57 Mixed Monday Wed. Friday	75 Freight Daily	77 Freight Daily	81 Freight Daily	5 Passenger Daily				6 Passenger Daily	78 Freight Daily	74 Freight Daily	72 Freight Daily		56 Mixed Tuesday Thursday Saturday
	PM 1.00	AM 5.00	PM 11.30	AM 4.45	189.1	N FRANKLIN FR	WTSYGF P Yard	AM 12.45	AM 11.45	PM 6.20	AM 5.25	
					191.1	Mo. River Bridge Interlocking						
	1.06	5.10	11.35	s 4.55	191.7	BOONVILLE	P 53	s 12.37	11.33	6.05	5.10	
	1.17	5.24	11.47	5.03	197.0	LICK	P 82	12.25	11.22	5.50	5.03	
	1.30	5.39	11.59	s 5.14	208.4	D PILOT GROVE PG	P 60	s 12.14	11.11	5.35	4.49	
	1.36	5.47	AM 12.08	5.18	206.3	HOFFMAN	P 130	AM 12.08	11.05	5.28	4.43	
	1.53	6.12	12.25	s 5.36	215.5	CLIFTON CITY	P 74	s 11.51	10.46	5.05	4.21	
	2.03	6.27	12.34	s 5.45	221.1	BEAMAN	P 142	s 11.42	10.35	4.55	4.10	
	2.12	6.40	12.44	5.54	226.3	MAHANEY Mo. Pac. Interlocking	P 79	11.33	10.25	4.45	4.00	
PM 6.10	2.15	7.01	12.48	s 6.15	227.1	N SEDALIA SA	WSY P 116	s 11.30	10.20	4.40	3.55	AM 5.00
					227.7	Mo. Pac. Crossing Gate						
6.19	2.20	7.10	12.53	6.24	230.8	CAMPBELL	P 143	11.11	10.10	4.33	3.45	4.50
6.31	2.35	7.24	1.07	s 6.37	239.2	D GREENRIDGE Q	P 88	s 11.01	9.50	4.16	3.27	4.37
6.40 PM	2.43	7.31	1.13	6.45	243.8	BRYSON	P NS	10.55	9.40	4.08	3.18	4.30 AM
	2.53	7.38	1.19	s 6.53	247.8	D WINDSOR NR	P 88	s 10.49	9.30	3.59	3.10	
	3.12	8.00	1.37	f 7.14	259.7	LEWIS	P 101	f 10.24	9.02	3.35	2.45	
	3.25	8.10	1.45	7.24	265.4	N NORTH CLINTON CB	P 164	10.17	8.50	3.25	2.35	
	3.29	8.13	1.47	s 7.35	266.6	CLINTON	NS	s 10.14	8.40	3.20	2.32	
	3.39	8.28	1.57	s 7.45	273.4	D LADUE DY	P 101	s 10.02	8.28	3.08	2.20	
	3.49	8.40	2.08	s 7.56	280.2	D MONTROSE MS	P 88	s 9.52	7.56	2.55	2.08	
	3.57	8.50	2.16	s 8.06	285.7	D APPLETON CITY AY	P 76	s 9.41	7.38	2.45	1.45	
	4.00 PM	8.54 AM	2.20 AM	f 8.10 AM	287.9	N LINDALE ND	WSYF P Yard	s 9.33 PM	7.30 AM	2.40 PM	1.40 AM	
57	75	77	81	5				6	78	74	72	56
39.4	32.9	25.3	34.9	28.9		.....Average speed per hour.....		30.8	23.2	26.9	26.3	33.4

Franklin and Cross will be the initial and terminal stations for trains 5 and 6 and Franklin and North Yard will be the initial and terminal stations for Second and inferior class schedules of combined pages 2 and 3 of the Sedalia Subdivision.

SOUTHWARD

SEDALIA SUBDIVISION

NORTHWARD

THIRD CLASS		SECOND CLASS	FIRST CLASS	Distance from St. Louis	STATIONS	Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS		
75 Freight	77 Freight	81 Freight	5 Passenger				6 Passenger	78 Freight	74 Freight	72 Freight
Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	
PM 4.00	AM 8.54	AM 2.20	AM 8.30	287.9	N LINDALE ND	WSYF P Yard	PM 9.33	AM 7.30	PM 2.40	AM 1.40
4.10	9.05	2.30	8.41	294.5	D ROCKVILLE RK	P 86	9.23	7.18	2.26	1.24
4.16	9.12	2.36	8.47	298.4	D SCHELL CITY SC	P 88	9.16	7.11	2.18	1.15
4.23	9.20	2.43	8.55	303.5	D HARWOOD HD	P 52	9.08	7.01	2.07	1.04
4.31	9.31	2.51	9.03	309.3	D WALKER WR	PY 88	8.59	6.50	1.55	12.49
4.41	9.45	3.01	9.14	318.7	N TOWER NA	P 105	8.48	6.39	1.42	12.33
4.43	9.47	3.02	9.20	317.1	Mo. Pac. Interlocking					
4.53	10.10	3.11	9.28	323.4	NEVADA	NS	8.45	6.37	1.40	12.30
4.59	10.23	3.16	9.33	326.9	ELLIS	P 76	8.31	6.23	1.27	12.16
5.20	11.00	3.22	9.40	331.2	DEERFIELD	P 90	8.26	6.15	1.20	12.09
				337.4	N EVE V	P 100	8.19	6.05	1.12	12.01
				337.6	S. L.—S. F. Crossing Unprotected					
5.42	11.22	3.35	9.58	338.2	Mo. Pac. Crossing Unprotected					
5.45	11.25	3.38	10.01	339.1	FORT SCOTT	PW 45	8.05	5.50	12.57	11.44
5.58	11.50	3.49	10.10	345.2	N GRIFFITH XR	P 142	7.58	5.45	12.55	11.41
6.09	12.37	3.59	10.21	351.1	Mo. Pac. Interlocking					
6.20	1.17	4.09	10.34	358.0	RONALD	P 90	7.49	5.31	12.46	11.30
6.30	1.55	4.20	10.46	365.0	D HIATTVILLE HI	P 89	7.40	5.20	12.37	11.20
6.41	2.40	4.31	10.59	372.9	D HEPLER PR	P 64	7.27	5.05	12.25	11.05
6.58	3.20	4.40	11.10	379.5	N WALNUT WA	P 65	7.17	4.50	12.12	10.50
7.05	3.38	4.45	11.15	382.6	A.T.&S.F. Interlocking					
7.30	3.45	4.50	11.17 AM	383.5	D ST. PAUL OM	P 153	7.08	4.31	11.59	10.35
9.30 PM	5.00 PM	5.00 AM		386.0	SOUTH MOUND	P 88	6.58	4.10	11.49	10.21
			11.25 AM	386.6	STOCKER	P NS	6.53	3.58	11.42	10.13
					Kas. City Subdivn. Crossing N CROSS Interlocking XO	P NS	6.51 PM	3.55	11.40	10.10
					NORTH YARD	WTSYGF Yard		3.45 AM	11.30 AM	10.00 PM
					N PARSONS W		6.45 PM			
75	77	81	5				6	78	74	72
17.8	12.1	36.8	34.3		Average speed per hour.		35.4	26.2	31.0	26.7

Franklin and Cross will be the initial and terminal stations for trains 5 and 6 and Franklin and North Yard will be the initial and terminal stations for Second and inferior class schedules of combined pages 2 and 3 of the Sedalia Subdivision.

COLUMBIA SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from St. Louis	STATIONS	Symbols and Capacity of Sidings	FOURTH CLASS
65 Mixed				66 Mixed
Daily Except Sunday				Daily Except Sunday
AM 6.00	178.8	D COLUMBIA CU	Yard P	AM 5.30
6.30 AM	189.5	McBAINE	P	5.00 AM
65				66
17.6		.....Average speed per hour.....		17.6

HOLDEN SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from St. Louis	STATIONS	Symbols and Capacity of Sidings	FOURTH CLASS
57 Mixed				56 Mixed
Monday Wed. Friday				Tuesday Thurs. Saturday
PM 6.40	243.8	BRYSON	P 10	AM 4.30
s 7.16	255.7	D LEETON B	20	s 3.52
f 7.26	258.8	POST OAK	18	f 3.42
f 7.44	264.7	CHILHOWEE	17	f 3.24
s 7.59	269.4	MAGNOLIA	20	s 3.10
s 8.20	276.2	D HOLDEN HN	W 26	s 2.49
f 8.53	287.0	GUNN CITY	18	s 2.16
s 9.04	290.7	D EAST LYNNE YN	36	s 2.05
s 9.25	297.5	D HARRISONVILLE RO	29	s 1.44
	298.0	Mo. Pac. Crossing Electrically Locked Gate		
		S.L.-S.F. Crossing Unprotected		
s 9.55	306.8	D FREEMAN RA	22	s 1.16
s 10.25	316.8	D LOUISBURG UI	24	s 12.46
	320.9	Mo. Pac. Crossing Electrically Locked Gate		
s 11.05	330.1	D PAOLA "A" PO	18	s 12.06
	330.4	S.L.-S.F. Crossing		
11.10 PM	330.5	N PAOLA "D" PD	P Yard WTF	12.01 AM
57				56
19.8		.....Average speed per hour.....		19.3

NO. 57 IS SUPERIOR TO NO 56

MOBERLY SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from St. Louis	STATIONS	Symbols and Capacity of Sidings	FOURTH CLASS
51 Mixed				50 Mixed
Daily Except Sunday				Daily Except Sunday
AM 11.00	224.1	D MOBERLY MF	PWY 44	AM 10.00
	223.5	Wabash Crossing (Auto. Interlocking)		
s 11.25	214.4	D HIGBEE H	PY 40	s 9.05
		G.M.&O. R.R. Crossing Gate		
f 11.50	205.9	BURTON	P 25	f 8.35
PM 12.20	199.2	D FAYETTE FD	P 38	s 8.15
f 12.50 PM	189.1	N FRANKLIN FR	P Yard WTSYGF	f 7.35 AM
1.00 PM	188.8	NEW FRANKLIN		7.30 AM
51				50
19.1		.....Average speed per hour.....		14.5

ELDORADO SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from St. Louis	STATIONS	Symbols and Capacity of Sidings	FOURTH CLASS
53 Way				52 Way
Daily Except Sunday				Daily Except Sunday
PM 1.15	309.8	D WALKER	PY	AM 7.45
2.04	316.1	DEDERICK	8	7.16
2.15 PM	323.2	ELDORADO SPGS.	14 YWF	6.45 AM
53				52
13.9		.....Average speed per hour.....		13.9

NEOSHO SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from Parsons	STATIONS	Symbols and Capacity of Sidings	FOURTH CLASS
91				90
Way				Way
Tuesday Thursday Saturday				Monday Wed. Friday
AM 5.00	166.8	D JUNCTION CITY TY	FWY Yard	PM 4.00
		10.5		
f 5.30	146.3	OLSON	14	f 3.25
		2.5		
f 5.40	143.8	SKIDDY	17	f 3.10
		5.9		
	137.9	C.R.I.&P. Crossing-Gate		
		0.3		
s 6.05	137.6	D WHITE CITY WC	25	s 2.40
		17.6		
s 7.15	120.0	D COUNCIL GROVE CA	45	s 1.35
		0.1		
	119.9	N COUNCIL GROVE TOWER CG	NS	
		Mo. Pac. Interlocking		
		3.9		
f 7.40	116.0	HAUCKE	20	f 1.01
		4.6		
f 8.01	111.4	DUNLAP	22	f 12.45
		7.6		
f 8.30	108.9	D AMERICUS MS	38	f 12.25
		8.7		
s 9.23	95.2	D EMPORIA HD	60 Yard W	s 11.55
		0.3		
	94.9	N EMPORIA JCT. X	NS	
		A. T. & S. F. Interlocking		
		5.9		
f 10.25	89.0	CURTIS	20	f 10.10
		7.2		
f 10.50	81.3	D HARTFORD HD	40	f 9.45
		6.3		
f 11.10	75.5	STRAWN	25	f 9.20
		7.7		
s 11.40	67.8	D BURLINGTON BI	33 Y	s 8.55
		0.3		
	67.5	A. T. & S. F. Crossing		
		Unprotected		
		12.4		
PM 12.22	55.6	N MOODY MO	20	f 8.10
		Mo. Pac. Interlocking		
		5.3		
f 12.37	49.8	D NEOSHO FALLS NF	20	f 7.55
		5.6		
s 1.10	44.2	D PIQUA G	50 Y	s 7.31
		Mo. Pac Crossing-Gate		
		9.1		
f 1.40	35.1	D HUMBOLDT HM	50 Y Yard	f 6.55
		8.3		
	28.8	A.T.&S.F. Crossing-Gate		
		0.9		
s 3.15	25.9	D CHANUTE U	60 W Yard	s 6.25
		2.2		
	23.7	A.T.&S.F. Crossing-Gate		
		6.8		
f 3.50	16.9	URBANA	18	f 5.50
		6.4		
f 4.15	10.5	D GALESBURG A	43	f 5.30
		9.9		
5.00 PM	0.6	NORTH YARD	FGSTWY Yard P	5.00 AM
		156.2		
91				90
13.0		Average speed per hour		14.2

IOLA SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from Kansas City	STATIONS	Symbols and Capacity of Sidings	FOURTH CLASS
59				60
Way				Way
Daily Except Sunday				Daily Except Sunday
PM 1.00	94.7	N MORAN MN	W NS	PM 3.45
		13.2		
1.59 PM	107.9	D IOLA OA	Yard P	2.15 PM
		13.2		
59				60
13.1		Average speed per hour		8.8

No. 59 IS SUPERIOR TO No. 60.

TULSA SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from Kansas City Via Osage	STATIONS	Symbols and Capacity of Sidings	FOURTH CLASS
57				54
Mixed Daily				Mixed Daily
AM 6.00	245.2	N OSAGE JN	FGWSYP Yard	AM 12.10
		7.5		
s 6.20	252.7	PRUE	P 60	s 11.50
		14.3		
f 6.50	267.0	WEKIWA	P 70	f 11.20
		3.8		
s 7.01	270.8	SAND SPRINGS	P 80	s 11.10
		S. S. I. Crossing-Unprotected		
	272.4	1.6		
		S. S. I. Crossing-Unprotected		
		5.8		
f 7.30	277.7	N TULSA KA	Yard SPYW	f 10.55
		0.5		
	7.45	ATSF, SLSF, MV Interlocking		10.45
	7.55	Tulsa Union Depot		10.35
	8.01	TULSA U. D. CONNECTION		10.25
		8.6		
f 8.20	286.8	ALSUMA	P 80	f 10.05
		5.5		
s 8.35	292.3	D BROKEN ARROW BA	P 70	s 9.35
		11.3		
s 9.02	303.6	D COWETA MO	P 60	s 9.08
		5.6		
s 9.20	309.2	RED BIRD	P 10	s 8.55
		4.1		
s 9.30	313.3	D PORTER PO	P 60	s 8.44
		10.7		
10.05	324.0	WYBARK	30	8.17
		0.8		
f 10.10	324.8	CHASE	P	f 8.15
		4.5		
	10.25	N KOG Interlocking UX	Yard	8.10
	329.3	MUSKOGEE YARD		
		0.5		
10.30 AM	329.8	MUSKOGEE M	FGWSYP Yard	8.00 PM
		84.6		
57				54
19.1		Average speed per hour		20.3

SOUTHWARD

KANSAS CITY SUBDIVISION

SOUTHWARD

FOURTH CLASS	THIRD CLASS			Distance from Kansas City	STATIONS	Symbols and Capacity of Sidings	FIRST CLASS			
	93	275	271				281	5	25	27	11
Way	Freight	Freight	Freight				Passenger	Passenger	Passenger	Mo. Pac. Passenger
Tuesday Thursday Saturday	Daily	Daily	Daily				Daily	Daily	Daily	Daily
				2.6	KANSAS CITY US — 2.6 —			AM 8.40	PM 9.40	
	PM 7.30	AM 9.30	PM 11.45		GLEN PARK KY	FGSTW P Yard				
					Joint Track With S.L.-S.F. Ry. 40.5					
AM 9.00	PM 8.35	AM 10.35	AM 12.50	48.1	N PAOLA PD — 0.3 —	FTW P Yard		AM 9.40	PM 10.40	PM 10.01
				48.4	MO. PAC. JUNCTION Interlocking — 0.1 —	P NS				10.02 PM
9.03	8.38	10.37	12.53	48.5	SOUTH PAOLA — 3.0 —	P 46		9.41	10.41	SEE
9.46	8.46	10.46	1.02	46.5	RINGER — 8.1 —	P 96		9.46	10.45	TIME
10.01	8.59	11.01	1.16	54.6	D BEAGLE B — 7.0 —	P 80		f 9.54	10.52	TABLE
10.20	9.10	11.14	1.28	61.6	D PARKER H — 5.2 —	P 102		s 10.04	10.59	RULE
10.30	9.16	11.22	1.35	66.8	DUNLAY — 3.2 —	P 114		10.09	11.04	1-c
10.36	9.21	11.27	1.40	70.0	D CENTERVILLE C — 5.3 —	P 28		f 10.13	11.07	
10.43	9.33	11.40	1.54	75.3	VANCE — 7.5 —	P 111		10.19	11.13	
10.55	9.43	11.54	2.05	82.8	D KINCAID KI — 4.2 —	P 125		s 10.26	11.20	
11.30	9.49	PM 12.02	2.12	87.0	MILDRED — 7.7 —	P 70		f 10.33	11.25	
12.01 PM 4.30	9.58	12.13	2.22	94.7	MORAN — 0.1 —	EW E 40 W 125		s 10.40	11.33	
				94.8	N MORAN TOWER MN Mo. Pac. Interlocking — 8.6 —	P NS				
4.46	10.11	12.30	2.35	103.4	D ELSMORE UN — 3.0 —	P 91		f 10.51	11.41	
4.55	10.26	12.35	2.40	106.4	D SAVONBURG SG — 4.0 —	P 95		f 10.54	11.44	
5.05	10.31	12.40	2.46	110.4	D STARK DK — 2.2 —	P 18		f 10.58	11.48	
5.15	10.35	12.44	2.50	112.6	KIMBALL — 7.3 —	P 125		f 11.01	11.50	
				119.9	N N. E. TOWER NE A.T.&S.F. Interlocking — 0.7 —	P NS				
5.27	10.46	12.55	3.01	120.6	ERIE — 10.0 —	P N 52 S 86		s 11.08	f 11.57	
6.01	11.01	1.08	3.18	130.6	HAYDEN — 8.1 —	P 86		11.19	AM 12.06	
6.15	11.05	1.15	3.25	133.7	N CROSS XO Interlocking — 2.5 —	P NS	AM 11.17	11.22	12.09	
6.30 PM	11.30 PM	2.00 PM	4.15 AM	136.2	NORTH YARD — 0.6 —	FGSTWY P Yard				
				136.8	N PARSONS W — 136.8 —	Yard	11.25 AM	11.35 AM	12.20 AM	
93	275	271	281				5	25	27	11
9.8	81.9	27.2	27.2		Average speed per hour.....		14.0	48.8	56.2	18.0

NORTHWARD

KANSAS CITY SUBDIVISION

NORTHWARD

7

FIRST CLASS				STATIONS	THIRD CLASS			FOURTH CLASS	
12 Mo. Pac. Passenger	6 Passenger	26 Passenger	28 Passenger		270 Freight	274 Freight	272 Freight	92 Way	
Daily	Daily	Daily	Daily		Daily	Daily	Daily	Monday Wed. Friday	
		PM 9.25	AM 8.25	KANSAS CITY US 2.6					
				GLEN PARK KY	AM 11.30	PM 6.00	AM 2.00		
				Joint Track With S.L.-S.F. Ry. 40.5					
	AM 5.35	PM 8.25	AM 7.35	N PAOLA PD 0.3	AM 10.00	PM 3.20	AM 12.45	PM 8.00	
	5.34 AM			MO. PAC. JUNCTION Interlocking 0.1					
	SEE	8.19	7.29	SOUTH PAOLA 3.0	9.55	3.02	12.25	7.50	
	TIME	8.15	7.25	RINGER 8.1	9.46	2.57	12.20	7.40	
	TABLE	f 8.06	7.16	D BEAGLE B 7.0	9.20	2.44	AM 12.07	7.25	
	RULE	s 7.57	7.08	D PARKER H 5.2	9.07	2.32	11.56	7.01	
	1-c	7.51	7.02	DUNLAY 3.2	8.59	2.22	11.46	6.35	
		s 7.46	6.58	D CENTERVILLE C 5.3	8.53	2.16	11.40	6.25	
		7.40	6.52	VANCE 7.5	8.45	2.09	11.33	6.12	
		s 7.33	6.44	D KINCAID KI 4.2	8.33	1.59	11.20	5.55	
		f 7.27	6.40	MILDRED 7.7	8.26	1.53	10.55	5.35	
		s 7.18	6.32	MORAN 0.1	8.15	1.42	10.44	5.10 PM 12.05	
				N MORAN TOWER MN Mo. Pac. Interlocking 8.6					
		f 7.06	6.23	D ELSMERE UN 3.0	8.01	1.28	10.31	11.50	
		f 7.01	6.20	D SAVONBURG SG 4.0	7.56	1.22	10.26	11.40	
		f 6.56	6.16	D STARK DK 2.2	7.50	1.15	10.20	11.30	
		f 6.52	6.13	KIMBALL 7.3	7.45	1.10	10.16	11.21	
		s 6.45	f 6.05	N N. E. TOWER NE A.T.&S.F. Interlocking 0.7					
		6.34	5.56	ERIE 10.0	7.30	12.55	10.02	11.08	
		PM 6.51	6.31	HAYDEN 3.1	7.16	12.22	9.47	10.25	
		6.45 PM	6.25 PM	N CROSS XO Interlocking 2.5	7.10	12.15	9.40	10.15	
		6.45 PM	5.45 AM	NORTH YARD 0.6	7.00 AM	12.01 PM	9.30 PM	10.00 AM	
				N PARSONS W 136.8					
	12	6	26		270	274	272	92	
	18.0	81.0	46.8		31.0	28.1	28.6	9.8	
				Average speed per hour.....					

Automatic Block Signals

SOUTHWARD

OSAGE SUBDIVISION

NORTHWARD

THIRD CLASS		FIRST CLASS	Distance From Kansas City	STATIONS	Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS	
271 Freight	275 Freight	25 Passenger				26 Passenger	270 Freight	276 Freight
Daily	Daily	Daily			Daily	Daily	Daily	
PM 3.45	AM 1.00		136.2	NORTH YARD 0.6	FGSTWY P Yard		AM 5.15	PM 2.15
		PM 12.05	136.8	N PARSONS W		PM 5.45		
3.55	1.05	12.06	137.8	N POOLE JG S. L.-S. F. Interlocking	NS	5.30	4.35	1.30
4.05	1.13	12.12	141.6	BLUM	P 71	5.23	4.27	1.20
4.18	1.26	s 12.21	149.0	Auto. Inter. { D MOUND VALLEY MD S.L.-S.F. Crossing	P 72	s 5.13	4.12	1.00
4.32	1.40	s 12.35	157.2	ANGOLA 6.6	P 99	s 5.01	3.55	12.35
4.51	1.51	12.43	163.8	HUNTER 3.0	P 86	4.51	3.41	PM 12.05
4.56	1.56	12.47	166.8	COX -0.4	P 38	4.47	3.15	11.59
			167.2	A.T.&S.F. Crossing-Gate 0.5				
5.01	2.01	s 12.55	167.7	N COFFEYVILLE FY 0.6	WY Yard P 44	s 4.43	3.10	11.55
			168.3	Mo. Pac. Crossing Unprotected 0.4				
5.19	2.05	12.59	168.7	EVANS 2.2	P 65	4.33	3.05	11.45
		s 1.02	170.9	N SOUTH COFFEYVILLE SC Mo. Pac. Interlocking	P NS	s 4.29		
5.37	2.19	f 1.10	176.4	NOXIE 6.5	P 70	f 4.20	2.50	11.30
5.48	2.37	s 1.18	182.9	WANN 6.2	P 76	s 4.11	2.37	11.15
5.59	2.48	f 1.26	189.1	WAYSIDE 4.6	P 71	f 4.01	2.24	11.01
6.15	2.59	s 1.35	193.7	Auto. Block { D DEWEY DE 0.8	P 71 Yard	s 3.53	2.17	10.50
6.34 PM	3.06 AM	1.38 PM	194.5	"D Y" JCT. 3.2	NS	3.50 PM	2.13 AM	10.46 AM
PM 6.50	AM 3.17	PM s 1.50	197.7	Joint Track with A.T.&S.F. Ry. N BARTLESVILLE B 0.5	SY P Yard	PM s 3.45	AM 2.04	AM 10.35
PM 6.55	AM 3.20	PM 1.52	198.2	"B E" JCT. 0.5	NS	PM 3.36	AM 2.00	AM 10.20
7.05	3.23	1.54	198.7	SUTTON 9.3	P 88	3.34	1.57	9.55
7.25	3.42	f 2.10	208.0	OKESA 4.2	P 84	f 3.19	1.41	9.30
7.35	3.51	2.16	212.2	UTLEY 5.3	P 58	3.12	1.31	9.15
7.45	4.00	s 2.25	217.5	D NELAGONY GY M.V. Crossing-Gate	Y P 61	s 3.05	1.18	8.50
8.05	4.15	s 2.45	225.7	D WYNONA WY 10.3	P 53	s 2.45	1.03	8.25
8.25	4.35	s 3.02	236.0	D HOMINY HY 4.7	P 88	s 2.30	12.44	8.05
8.35	4.43	3.08	240.7	Auto. Block { MAHAN 4.5	P 72	2.22	12.35	7.43
9.20 PM	4.50 AM	s 3.15 PM	245.2	N OSAGE JN 109.0	FGSWY P Yard	2.15 PM	12.20 AM	7.30 AM
271	275	25				26	270	276
19.4	28.4	34.2		Average speed per hour.....		31.0	22.2	16.1

SOUTHWARD

OKLAHOMA SUBDIVISION

NORTHWARD

9

THIRD CLASS		Distance from Kansas City	FIRST CLASS	STATIONS	Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS		
271 Freight Daily	275 Freight Daily		25 Passenger Daily			26 Passenger Daily	276 Freight Daily	270 Freight Daily	
PM 10.35	AM 5.30	245.2	PM 3.20	Auto. Block { N OSAGE JN	FGSWY P Yard	PM 2.10	PM 8.00	PM 11.50	
10.42	5.37	248.2	s 3.26		D CLEVELAND CN	P 57	s 2.05	7.30	11.27
11.09	5.52	256.5	s 3.40	HALLETT		P 59	s 1.52	7.16	11.09
		257.5		Auto. Inter. { HALLETT TOWER S. L.-S. F. Crossing		NS			
11.19	5.59	260.2	s 3.45	D JENNINGS NS	P 98	s 1.46	7.09	11.00	
11.42	6.16	270.4	s 4.01	D YALE YA	P NS	s 1.30	6.52	10.39	
11.44	6.27	271.0	4.03	SUN-CO.		71	1.28	6.50	10.37
		271.4		Auto. Inter. { A. T. & S. F. Gauntlet Track					
11.52	6.43	273.9	4.08	NORFOLK		P 46	1.23	6.42	10.30
AM 12.05	6.55	279.4	4.16	DEEP ROCK		FGWY P Yard 63	1.16	6.30	10.20
12.15	6.59	280.2	s 4.27	N CUSHING CH	P 27	s 1.11	6.10	10.15	
12.30	7.10	286.0	4.37	WARD		P 47	1.01	5.59	10.03
12.43	7.18	290.6	s 4.45	AGRA		P 59	s 12.54	5.50	9.56
1.01	7.30	297.2	s 4.55	D TRYON RN	P 12	s 12.44	5.38	9.46	
1.15	7.38	301.8	s 5.05	CARNEY		P 11	s 12.37	5.30	9.39
1.40	7.53	310.3	s 5.17	FALLIS		P 74	s 12.24	5.17	9.26
2.01	8.05	317.0	s 5.28	LUTHER		P 39	s 12.13	4.43	9.15
2.25	8.19	324.7	s 5.40	ARCADIA		P 57	s 12.02	4.29	9.03
2.50	8.32	332.2	f 5.51	WITCHER		P 52	f 11.52	4.14	8.51
3.15	8.44	339.1	6.02	OWANDA		P 17	11.42	3.59	8.40
		341.5		C. R. I. & P. Crossing Unprotected					
3.30	8.50	341.6	6.07	Automatic Block { N TURNER SX	NS	11.37	3.50	8.34	
5.00 AM	9.00 AM	342.3	6.10		FGSTW P Yard	11.34	3.45 PM	8.30 PM	
		343.2		C. R. I. & P. Crossing Unprotected					
		343.9	6.25 PM	OKLAHOMA CITY		P Yard Y	11.30 AM		
271	275		25			26	276	270	
15.2	27.9		32.0	Average speed per hour.....		37.0	23.0	29.3	

JOPLIN SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from St. Louis	STATIONS	Symbols and Capacity of Sidings	FOURTH CLASS
97 Way				96 Way
Daily Except Sunday				Daily Except Sunday
AM 1.30	894.4	GARVIN 7.7	PY 90	PM 10.30
f 1.55	402.1	SHERMAN CITY 4.1	P 40	f 9.50
2.07	406.2	NETTELS 3.8	P	9.31
s 2.29	410.0	N WEST MINERAL MY 2.9	SY Yd. 40	s 9.15
	412.9	Mo. P. Crossing - Unprotected 5.4		
	418.8	NEO Crossing - Gate 0.4		
	418.7	SL-SF Interlocking 0.3		
s 4.15	419.0	N COLUMBUS CO 8.6	Yd 21	s 7.20
	427.6	KCS Crossing - Gate 1.7		
s 5.30	429.8	D MILITARY RI 2.2	Y Yd 25	s 6.01
	431.5	SL-SF Crossing - Gate 0.6		
s 6.15	432.1	D GALENA AN 3.9	Yd. 28	s 5.48
f 6.45	436.0	FALL CITY 4.7	PY 20	f 5.25
7.30 AM	440.7	N JOPLIN JO 46.3	STFW Yard	5.00 PM
97				96
7.7		.....Average speed per hour.....		8.4

NO. 97 IS SUPERIOR TO NO. 96

SPEED TABLE

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	MIN.	SEC.		MIN.	SEC.
6	10		46	1	18
8	7	30	47	1	17
10	6		48	1	15
12	5		49	1	13
15	4		50	1	12
16	3	45	51	1	11
17	3	31	52	1	09
18	3	20	53	1	08
19	3	9	54	1	07
20	3		55	1	06
21	2	51	56	1	05
22	2	43	57	1	03
23	2	36	58	1	02
24	2	30	59	1	01
25	2	24	60	1	
26	2	18	61	0	59
27	2	13	62	0	58
28	2	8	63	0	57
29	2	4	64	0	56
30	2		65	0	55
31	1	56	66	0	55
32	1	52	67	0	54
33	1	49	68	0	53
34	1	46	69	0	52
35	1	43	70	0	51
36	1	40	71	0	51
37	1	37	72	0	50
38	1	35	73	0	49
39	1	32	74	0	49
40	1	30	75	0	48
41	1	28	76	0	47
42	1	26	77	0	47
43	1	24	78	0	46
44	1	22	79	0	46
45	1	20	80	0	45

WILBURTON SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from North McAlester	STATIONS	Symbols and Capacity of Sidings	FOURTH CLASS
93 Way				92 Way
Mon. Wed., Fri.				Tues. Thu., Sat
AM 10.45	.0	D N. McALESTER MC 3.4	FWSYP Yard	AM 8.00
11.00	8.4	KREBS JUNCT. 0.5		7.50
s 11.05	8.9	D KREBS BS 15.6		s 7.45
12.45 PM	19.5	CHILLI 19.5		6.30 AM
93				92
9.4		.....Average speed per hour.....		12.7

SOUTHWARD

CHEROKEE SUBDIVISION

NORTHWARD

11

FOURTH CLASS	THIRD CLASS		Second Class	FIRST CLASS			Distance from St. Louis	STATIONS	Symbols and Capacity of Sidings	FIRST CLASS			THIRD CLASS			FOURTH CLASS
	91	71	75	81	5	7				1	2	8	6	74	78	72	90
Way	Freight	Freight	Freight	Psg.	Psg.	Psg.				Psg.	Psg.	Psg.	Freight	Freight	Freight	Way
Mon-Wed Friday	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Tuesday Thur-Sat.
AM 3.45	PM 4.00	AM 12.40	AM 7.30				386.0	NORTH YARD	FGWS TYP Yd				AM 10.00	PM 6.00	PM 8.30	PM 2.10
				PM 12.10	AM 12.35		386.6	0.6 PARSONS W	P Yd		AM 5.35	PM 6.05				
3.55	4.06	12.45	7.35	12.12	12.37		387.1	0.5 POOLE N			5.29	5.56	9.49	5.37	8.07	2.01
							394.4	7.3 SL-SF Interlocking JG								
4.20	4.20	12.55	7.45	f12.20	12.45		395.5	1.1 GARVIN PY								
							400.9	1.1 LABETTE P 121			5.20	f 5.45	9.37	5.25	7.55	1.40
4.40	4.29	1.03	7.53	s12.25	f12.50		400.9	5.4 OSWEGO N	PY 100		f 5.14	s 5.33	9.28	5.15	7.46	1.20
5.03	4.51	1.15	8.05	s12.38	f12.59		410.2	9.3 SL-SF Interlocking OW								
5.40	5.05	1.23	8.13	12.46	1.04		416.1	9.3 CHETOPA N	P 96		f 5.03	s 5.15	9.13	4.51	7.30	12.38
							421.4	5.9 Mo. Pac. Interlocking CP	P 118		4.56	5.05	9.04	4.40	7.20	12.17
6.05	5.18	1.30	8.20	f12.51	1.09		421.4	RUSSELL								
6.25	5.27	1.37	8.27	s12.58	1.14		426.6	5.3 WELCH WH	P 100		4.51	f 4.57	8.55	4.28	7.12	PM 12.05
6.45	5.37	1.46	8.36	1.07	1.20		433.9	5.2 BLUE JACKET BJ	P 112		4.46	s 4.49	8.47	4.12	7.00	11.50
6.55	5.43	1.51	8.41	1.11	1.24		438.0	7.3 KELSO P 100			4.39	4.38	8.36	3.52	6.48	11.30
							439.0	4.1 WINDERS P 94			4.35	4.32	8.20	3.40	6.35	11.15
7.30	5.45	1.53	8.43	s 1.14	s 1.25	AM 1.05	439.0	1.0 VINITA N	PY 98	AM 12.40	s 4.33	s 4.28	8.15	3.35	6.30	11.01
8.03	6.10	2.04	8.53	f 1.26	1.32	1.12	446.8	7.8 SL-SF Interlocking VN								
8.42	6.21	2.14	9.02	f 1.35	1.39	1.19	454.4	7.8 BIG CABIN BG	P 102	12.28	4.24	f 4.15	8.03	3.11	6.10	10.40
9.13	6.34	2.27	9.13	s 1.48	s 1.49	1.27	463.7	7.6 ADAIR X	P 150	12.20	4.17	f 4.07	7.52	2.56	5.59	10.25
9.40	6.41	2.34	9.19	1.53	1.54	1.32	468.6	9.3 PRYOR N	P 100	12.10	f 4.06	s 3.57	7.37	2.30	5.45	9.13
10.15	6.47	2.39	9.23	f 1.57	1.57	1.35	472.2	4.9 SMITH P 100		12.05	3.58	3.47	7.28	2.21	5.37	8.52
10.45	6.55	2.47	9.29	f 2.04	2.02	1.40	477.7	3.6 CHOUTEAU AU	P 99	AM 12.01	3.54	f 3.42	7.23	2.15	5.25	8.45
11.15	7.10	3.01	9.40	2.14	2.10	1.48	487.0	5.5 MAZIE P 102		11.56	3.49	f 3.37	7.15	2.04	5.15	8.30
11.30	7.12	3.03	9.42	s 2.19	f 2.11	1.49	488.1	9.3 VANN P 93		11.47	3.39	3.26	7.02	1.35	5.03	8.10
11.45	7.21	3.11	9.49	2.25	2.17	1.54	494.1	1.1 WAGONER N	PY 97	11.46	s 3.37	s 3.22	7.00	1.30	5.01	7.45
11.59	7.30	3.26	9.54	2.30	2.21	1.58	498.6	6.0 GIBSON P 100		11.41	3.31	3.16	6.51	1.20	4.50	7.35
12.15 PM	7.40 PM	3.40 AM	10.00 AM				503.1	4.5 CHASE P 64		11.36	3.26	3.11	6.43	1.10	4.40	7.25
				2.40 PM	2.30 AM	2.05 AM	503.6	4.5 KOG Interlocking MUSKOGEE YARD UX	FGWS TYP Yd				6.35 AM	1.00 PM	4.30 PM	7.15 AM
91	71	75	81	5	7	1		0.5 MUSKOGEE M	GWP Yard	11.30 PM	3.20 AM	3.05 PM				
13.8	31.9	39.0	47.0	46.8	61.0	64.6		-117.6								
Average speed per hour.....										2	8	6	74	78	72	90
										55.4	52.0	39.2	34.4	28.5	29.4	17.0

No. 2 is superior to all trains.
No. 1 is superior to all trains except No. 2.

NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 2.
 NO. 2 IS SUPERIOR TO ALL TRAINS.
 No. 6 RUN VIA SOUTHWARD TRACK STALEY TO OLIVE (SEE TIME TABLE SPECIAL INSTRUCTIONS 1-1)

FOURTH CLASS		THIRD CLASS		Distance from St. Louis	STATIONS	Symbols and Capacity of Sidings	FIRST CLASS			SECOND CLASS
95	93	71	75				1	7	5	81
Way	Way	Freight	Freight			Passenger	Passenger	Passenger	Freight	
Daily except Sun.	Mon.-Wed Friday	Daily	Daily			Daily	Daily	Daily	Daily	
	AM 7.30	PM 8.10	AM 4.10	503.1	MUSKOGEE YARD 0.5	FGWSTY Yard			AM 10.15	
				503.6	MUSKOGEE M 0.3	GW Yard	AM 2.20	AM 2.40	PM 2.55	
				503.9	N SL-SF—MV Interlocking SU 6.5					
	7.45	8.25	4.25	510.4	MEYER 6.6	P 101	2.27	2.55	3.04	
	8.03	8.35	4.35	517.0	OKTAHA 7.8	P 100	2.33	3.03	f 3.11	
	8.20	8.47	4.47	524.8	D CHECOTAH VR 5.0	P 150	2.40	3.11	s 3.24	
	8.35	8.54	5.08	529.8	BOND 8.3	P 97	2.45	3.16	3.30	
	9.05	9.10	5.20	538.1	N EUFAULA EA 9.1	P 95	2.54	3.24	s 3.42	
	9.45	9.28	5.36	547.2	D CANADIAN SI 6.1	P 99	3.04	3.33	f 3.53	
	10.01	9.40	5.46	553.3	REAMS 7.8	P 106	3.10	3.39	4.02	
	10.15	9.52	5.57	561.1	HANKS 3.1	P 80	3.17	3.46	4.10	
AM 6.15	10.35 AM	10.13	6.02	564.2	D NORTH McALESTER MC 1.8	FWSY Yard	3.20	3.50	4.15	
6.25		10.50	6.07	566.0	N McALESTER MA C.R.I. & P. Crossing—Gate 3.0	Y Yard	s 3.24	s 4.10	s 4.30	
6.35		11.05	6.14	569.0	FRINK 4.1	P 96	3.27	4.14	4.35	
6.45		11.16	6.20	573.1	NAVY 9.7	P 95	3.31	4.18	4.39	
7.35		11.54	6.35	582.8	D KIOWA KY 11.2	P 150	3.40	4.27	f 4.54	
8.13	AM 12.20	6.52	594.0	BURG 8.6	P 123	3.51	4.38	5.05		
8.55	12.50	7.05	602.6	N STRINGTOWN ST 7.0	Yard P 112	4.00	4.46	s 5.15		
9.15	1.15	7.16	609.6	D ATOKA DK 5.4	C'overs 97 Y P Yd	4.07	f 4.53	s 5.23		
9.30	1.35	7.28	615.0	TUSHKA 6.6	P C'over	4.13	4.58	f 5.29		
9.45	1.50	7.40	621.6	CANEY 8.6	P C'over	4.19	5.04	f 5.36		
10.01	2.05	8.00	630.2	CADDO 11.2	P C'over	4.28	5.12	f 5.46		
10.30	2.35	8.21	641.4	KOG Interlocking N SL-SF DURANT Int DU 1.7	Crossover P Yd	f 4.41	s 5.35	s 6.07		
10.33	2.40	8.24	643.1	BLUE 3.3		4.43	5.38	6.10		
10.40	2.50	8.30	646.4	CALERA 1.8	P 45	4.47	5.43	f 6.17		
10.44	2.56	8.34	648.2	OLIVE 5.0		4.49	5.45	6.19		
10.52	3.10	8.42	653.2	COLBERT 2.7	P 48	4.54	5.50	f 6.29		
11.01 AM	3.20 AM	8.50 AM	655.9	N STALEY BF SL-SF North Jct. Inter. 0.3	P Yd	4.57	5.54	6.34		
			656.2	SL-SF South Jct. Inter. 4.7				1.50 PM		
			660.9	N DENISON WD 158.8	FGWSTY Yard	5.05 AM	6.05 AM	6.45 PM		
12.01 PM	4.00 AM	9.30 AM	661.9	N RAY RA				2.30 PM		
95	93	71	75				1	7	5	
16.9	19.8	20.3	29.8				57.2	46.0	41.0	
Average speed per hour.....									37.4	

Automatic block signals

Two Main Tracks
Two Main Tracks

FIRST CLASS			STATIONS	THIRD CLASS			FOURTH CLASS	
2	6	8		74	78	72	94	92
Passenger	Passenger	Passenger		Freight	Freight	Freight	Way	Way
Daily	Daily	Daily		Daily	Daily	Daily	Daily Ex- cept Sun.	Tuesday Thur.-Sat.
			MUSKOGEE YARD 0.5	AM 5.50	PM 12.01	PM 4.00		PM 1.00
			MUSKOGEE M 0.3					
			N SL-SF--MV Interlocking SU 6.5					
			MEYER 6.6	5.34	11.45	3.47		12.35
			OKTAHA 7.8	5.25	11.34	3.38		PM 12.15
			D CHECOTAH VR 5.0	5.15	11.20	3.24		11.50
			BOND 8.3	5.08	10.52	3.03		11.36
			N EUFULA EA 9.1	4.52	10.29	2.52		11.03
			D CANADIAN SI 8.1	4.39	10.10	2.38		10.10
			REAMS 7.8	4.31	10.01	2.29		9.25
			HANKS 3.1	4.20	9.47	2.17		9.10
			D NORTH McALESTER MC 1.8	4.14	9.40	2.10	PM 1.00	9.00 AM
			N McALESTER MA C.R.I.&P. Crossing - Gate 3.0	4.10	9.30	2.01	12.45	
			FRINK 4.1	3.46	9.20	1.50	PM 12.35	
			NAVY 9.7	3.31	9.10	1.40	11.55	
			D KIOWA KY 11.2	3.08	8.40	1.18	11.30	
			BURG 8.6	2.51	8.13	12.54	11.05	
			N STRINGTOWN ST End Two Main Tracks 7.0	2.37	7.53	12.40	10.45	
			D ATOKA DK 5.4	2.28	7.40	PM 12.26	10.30	
			TUSHKA 6.8	2.20	7.29	11.57	10.15	
			CANEY 8.6	2.10	7.19	11.45	10.00	
			CADDO 11.2	1.57	7.06	11.30	9.30	
			KOG Interlocking N SL-SF DURANT Int DU 1.7	1.39	6.48	11.16	9.00	
			BLUE 3.3	1.35	6.44	11.12	7.58	
			CALERA 1.8	1.30	6.38	11.05	7.50	
			OLIVE 5.0	1.25	6.33	11.01	7.44	
			COLBERT 2.7					
			N STALEY BF SL-SF North Jct. Inter. 0.3	1.15 AM	6.20 AM	10.50 AM	7.30 AM	
			SL-SF South Jct. Inter. 4.7					
			N DENISON WD					
			N RAY RA 158.8	1.00 AM	6.00 AM	10.30 AM	7.00 AM	
				74	78	72	94	92
			Average speed per hour	32.9	26.4	28.9	16.3	15.3
				2	6	8		
				59.0	42.9	51.3		

NO. 2 IS SUPERIOR TO ALL TRAINS.
 NO. 6 RUN VIA SOUTHWARD TRACK STALEY TO OLIVE (SEE TIME TABLE SPECIAL INSTRUCTIONS 1-1)
 NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 2.

MAXIMUM SPEED MPH—DIESEL OPERATION
OBSERVING PERMANENT SPEED RESTRICTION SIGNS, SPEED RESTRICTIONS OR OTHER RESTRICTIVE CONDITIONS

LOCATION	Passenger Trains	Freight Trains & Light Engines	Steam Derrick	Ditcher (boom attached) and Pile Driver	Scale Test Car X-1658 (See Note 3)	Scale Test Car X-1659 (See Note 3)	Road & Switch Engs. or Road Switchers Towed in Train (See Notes 1 and 2)
ST. LOUIS-SEDALIA-COLUMBIA-MOBERLY-HOLDEN- ELDORADO SUBDIVISIONS							
Machens and Mokane	55	40	30	25	25	35	40
Mokane and Hartsburg	55	45	30	25	25	35	40
Hartsburg and Easley	50	40	30	25	25	35	40
Easley and Franklin	55	40	30	25	25	35	40
Franklin and Parsons	55	40	30	25	25	35	40
McBaine and Columbia	25	20	15	20	20	20	20
Franklin and Moberly	35	25	20	25	25	25	25
Bryson and Paola	20	20	15	20	20	20	20
Walker and Eldorado Springs	15	15	10	15	15	15	15
Exception—Train No. 81 is authorized to run 5 MPH in excess of speed authorized for Freight Trains between Machens and Parsons.							
KANSAS CITY-OSAGE-OKLAHOMA-NEOSHO-IOLA SUBDIVISIONS							
Paola and Parsons	75	55	35	25	25	35	45
Parsons and Okla. City	50	40	30	25	25	35	40
North Yard and M.P. B-77.1	30	30	15	15	15	30	30
M.P. B-77.1 and M.P. B-123.0	20	20	15	15	15	20	20
M.P. B-123.0 and Junction City	25	25	15	15	15	25	25
Moran and Iola	20	20	10	10	10	20	20
CHEROKEE-CHOCTAW-TULSA-WILBURTON-JOPLIN SUBDIVISIONS							
Parsons and Stringtown—Blue and Olive	75	55	40	30	25	35	45
Southward Track—Stringtown and Blue—Olive and Staley....	75	55	40	30	25	35	45
Stringtown { Northward Track—Staley and Olive	60	50	40	30	25	35	45
and { " " Blue and Durant	60	50	40	30	25	35	45
Staley { " " Durant and M.P. 636	75	55	40	30	25	35	45
{ " " M.P. 636 and Atoka	60	50	40	30	25	35	45
{ " " Atoka and Stringtown	75	55	40	30	25	35	45
Staley and Denison	70	30	30	30	30	30	30
Staley and Ray	30	30	30	20	20	30	30
Osage and Chase	45	40	30	30	25	30	20
N. McAlester and Chilli	20	20	10	10	10	10	15
Garvin and M.P. S-435.6	35	35	20	20	20	20	20
M.P. S-435.6 and Joplin	15	15	10	10	10	10	15

Maximum speed against current of traffic, on two main tracks, passenger trains 60 MPH, freight trains 50 MPH, except on southward track between Staley and Olive, passenger trains 75 MPH, freight trains 55 MPH.

ALL SUBDIVISIONS

Engines in Yard Service	25 MPH
Engines towed in train	Handle next to operating engine of through trains and behind short cars of trains setting out or picking up (Exception—as provided in Notes 1 and 2.)
Any Engine	Must have air brakes in operation and when set out, must be coupled to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and it must not be placed next to cars of pipe, poles, piling or loads liable to shift.
Through Turnouts	Passenger 20; Freight 15. Exceptions—South switch siding Vinita 35 MPH. Kiowa, both switches siding 30 MPH. Stringtown, 40 MPH. Blue in both directions on either track 40 MPH. Olive, 40 MPH except movements to or from Southward track. Staley, 40 MPH.

NOTE 1—When more than one unit of switch engine or road switcher, space 5 cars apart.

NOTE 2—All 70-ton Road Switchers to be handled next ahead of caboose.

NOTE 3—Scale test car X-1658 or X-1659 to be handled next ahead of caboose.

Two or more scale test cars handled in same train, must be spaced three cars apart on rear of train with rear scale test car next to caboose.

Rule 2. Supplement to:

Watches that have been examined and certified to by a designated watch inspector must be used by Superintendents, Assistant Superintendents, Trainmasters, Road Foremen of Engines, District Engineers, Roadmasters, Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Flagmen, Firemen, Hostlers, Engine Foremen, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen and any employe in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment.

The above employes, upon entering service, and annually in May, must provide themselves with Form CT-90 Standard, to be issued by designated watch inspector on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. They must submit watch for inspection and Card CT-90 Standard for making record thereon, to designated watch inspector as provided for in Rule 2 of the Uniform Code of Operating Rules (or similar Maintenance of Way Rules); except such maintenance of Way and Bridge and Building employes who are unable to comply with this Rule monthly, must do so as nearly monthly as possible. Form CT-90 Standard must be in employe's possession while on duty and presented for examination when called for by an officer.

Rule 10. (h) Supplement to:

Permanent Speed Restriction Signs:

(1) Where in service in certain territories, (Yellow Sign Black Numerals) located as near one (1) mile as conditions will permit in advance of where speed restricted. Resume Speed Sign (Green) at point where restrictions end.

(2) Where in service in certain territories (Reflector Type), Advance Warning sign (P) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign

(□ or P) at point where speed restricted and Resume Speed Sign

(O or P) at end of restriction. Psgr. trains not exceed speed shown on Speed Restriction Signs. Except on St. Louis and Sedalia Subdivisions, Freight trains and light engines reduce to 10 MPH below speed shown on Speed Restriction Signs, but not exceed maximum speed provided for freight trains and light engines.

Note. All territories are protected by Permanent Speed Signs indicated either in item (1) or item (2).

Rule 12(j). Supplement to:

Five (5) minute yellow fusees may be used in giving hand signals as prescribed by Rule 12(j) except yellow fusees must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

Rule 14. Supplement to:

In making outgoing terminal brake test, one long and one short sound of engine horn will be sounded after a signal has been received from the car inspector to apply the brakes.

Rule 17(f). Amendment to:

Yard engines will display standard white headlight to the front and rear by day.

Rule 35. Amendment to:

Day Signals.	Night Signals.
Red Flag	White Light
Torpedoes	Torpedoes
Red Fusees	Red Fusees

Rule 99(j). Supplement to:

The following units of equipment do not actuate block signals at all times. Unless otherwise provided, flag protection must be afforded in accordance with Rule 99, including territory covered by the provisions of Rule 99(j);
 Pile Drivers
 Ballast Plows
 Sperry Detector Cars
 Weed Burners and Weed Mowers
 Clam Shell and other Material Handling Cranes.

Rule 209. Amendment to:


Second paragraph is cancelled. Form "X" orders must be in handwriting.


Rule 221 (d). Operators Signal Supplies. Amendment to:

Red Flag	Six (6) Torpedoes
White Flag	Six (6) Red Fusees
White Light	

Rules 230 and 232. Supplement to:

Nunn Type Train Order Signal

 Aspect—Parallel with track, Green Light.
 Indication—Proceed, "No Orders".
 Name—Clear Train Order Signal.

 Aspect—At right angle to track, Red Light.
 Indication—Stop, unless clearance received.
 Name—Stop Train Order Signal.

Rule 290(1). Supplement to:

In ABS territory, in the absence of a leaving signal immediately beyond interlocking or remote control switch limits (the limits in each case being the track between the Absolute Signals) movement through interlocking or remote control switch limits under the provision of Rule 290(1) (Lunar), must comply with the provisions of Rule 350 in moving to next governing signal.

Rule 292. Supplement to:

Low signals, commonly called dwarf signals. Rule 350 applies where absolute signals are located at spring switches at fouling point on siding. After opposing movement passes and backward movement is made out of siding or reverse movement made on main track, and Absolute Signal on main track displays "STOP" indication, operate switch after which main track Absolute Signal may indicate "CLEAR" per Rule 281.

Rule 355. Block Indicators:

Color light block indicators at spring switches are located at fouling point, and are designated by letter "B".

Rule 356. Supplement to:

When one or more signals are taken out of service temporarily due to extending sidings, moving signals to new locations, or when signals have been knocked down or damaged, and the territory involved is less than five (5) miles, the following Form of Order may be issued:
 "Signal (or signals) at (station) or (Mile Post) is (or are) temporarily out of service. The territory protected by these signals, is now protected by Signals _____ and _____ between (Station) and (Station) or between (Mile Post) and (Mile Post)."
 Before issuing this order, Signal Supervisor must confirm in writing that the control section has been properly extended and that proper protection will be afforded all movements. This order must not be used to cover signals nor territory involving spring or remote control switches. It must not be used except under conditions mentioned, and not when signals are out of service due to lightning burned out relays, or when waiting for material to make quick repairs, and must not be used for short periods of time.

Forms of Train Orders. Supplement to Form S-E:

The following form is authorized:
 "No 6 Engine 106C wait at B until 930 a m for Extra 207A South.
 "No 6 take siding B for Extra 207A South"
 When a superior train is directed by Train Order Form S-E (Wait Order) to take siding for another train, such instructions, unless annulled by a subsequent Train Order, are in effect after the time stated in the order has expired, and the superior train must approach the designated point at RESTRICTED SPEED prepared to stop, expecting to find the inferior train on the main track between siding switches without flag protection, and must take siding if the inferior train is at the designated point.
 If the superior train arrives at the designated point after the time stated in the order has expired and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding. This form of train order must not be combined with any other form of order, and may contain only one waiting point.

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS:

a. All Subdivisions

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.

b. St. Louis-Holden Subdivisions

No. 77 is superior to No. 66.
No. 57 is superior to No. 56.

c. Kansas City Subdivision

Mo. Pac. trains Nos. 11 and 12, more than thirty minutes behind either their schedule arriving or leaving time, lose both right and schedule, and can thereafter proceed only as per Special Instructions Rule 8-f.

d. Iola Subdivision

No. 59 is superior to No. 60.

e. Parsons Terminal

Between Poole and Signal 1357 (Kansas City Subdivision); trains have no time table superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains, engines or cars standing or moving in either direction on any track.

f. Osage Subdivision

Between MP A-166 and MP A-169 First Class trains have no time table superiority and will run at "RESTRICTED SPEED" expecting to find engines or cars standing or moving in either direction.

g. Oklahoma Subdivision

Between MP A-341, and Oklahoma City Psgr. Station trains have no time table superiority and trains and engines will run at RESTRICTED SPEED between these points, expecting to find other trains, engines or cars standing or moving in either direction on any track.

h. Joplin Subdivision

No. 97 is superior to No. 96.
Between Nettels and MP S-413 trains have no timetable superiority. Trains and engines will run at RESTRICTED SPEED expecting to find other trains and engines or cars standing or moving in either direction.

i. Cherokee Subdivision

No. 2 is superior to all trains.
No. 1 is superior to all trains except No. 2.

j. Choctaw Subdivision

No. 2 is superior to all trains.
No. 1 is superior to all trains except No. 2.
No. 6 run via Southward Track Staley to Olive. Single Track rules govern. Between SL-SF-MV Interlocking and Fon du Lac Street, Muskogee, trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains and engines or cars standing or moving in either direction on any track.
Between Signal 6605 (Denison) and Denison Passenger Station trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains and engines or cars standing or moving in either direction on any track.

2. EXCEPTION TO RULE 5: TIMETABLE OR TRAIN ORDER RESTRICTIONS APPLY AT:

a. St. Louis Subdivision

First class trains and Psgr. extras taking siding at Franklin use old Hannibal Main and short "Wye" track.

b. Kansas City-Osage-Oklahoma Subdivisions

Moran—West Siding.
Eric—North Siding.
Osage—First class trains and Psgr. Extras at the track immediately east of station extending from the first main track switch north to first main track switch south of station.
Cushing—Second track west of Passenger Station.

c. Choctaw Subdivision

North McAlester—
(1) For first class trains and Psgr. Extras at siding between Crossovers Nos. 1 and 2.

(2) For second, third and fourth class trains and Frt. Extras, Track 8 between North switch and Crossover No. 2.

McAlester—

(1) For first class trains and Psgr. Extras at first track West of main track between South switch and Crossover No. 4.

(2) For second, third and fourth class trains and Frt. Extras at first track West of main track between South switch and Crossover No. 2.

Stringtown—

End of Two Main Tracks.

3. WHERE TRAINS WILL REPORT FOR CLEARANCE OTHER THAN REQUIRED BY RULE 83(a) (last paragraph):

a. Sedalia-Kansas City- Osage-Oklahoma-Neosho Subdivisions

Cross, instead of North Yard.
Poole, instead of North Yard.
Poole, instead of Parsons.
Parsons, instead of North Yard.
Bartlesville—all trains.
Turner, instead of Oklahoma City.

b. Cherokee-Choctaw-Joplin-Tulsa Subdivisions

Poole, instead of North Yard and Parsons—Southward Cherokee and Joplin Subdivision trains.
Muskogee, KOG Interlocking Station, instead of Muskogee and Muskogee Yard—Northward Cherokee and Tulsa Subdivision trains.
Muskogee, SL-SF-MV Interlocking Station, instead of Muskogee and Muskogee Yard—Southward Choctaw Subdivision trains.
Staley, instead of Ray.

4. WHERE TRAINS NOT REQUIRED TO REPORT FOR CLEARANCE AS REQUIRED BY RULE 83(a) (last paragraph):

a. St. Louis-Sedalia-Columbia-Moberly-Holden-Eldorado Subdivisions

Unless train order signal displays "Stop", regular trains may leave their initial stations without clearance at following points:
McBaine, Nos. 65 & 66 Columbia, No. 65 Moberly, No. 51
Bryson, Nos. 56 & 57 Walker, No. 53 Eldorado Springs, No. 52

5. REGISTER STATIONS

a. Paola—All trains register by ticket except Nos. 92 and 93.
Osage and Turner—First class trains register by ticket.

Following trains will register at other than register stations:

	Station	Arrival	Departure
	Baden	All trains	All trains
	Machens	All trains	All trains
		(by ticket)	(by ticket)
	McBaine	66	65
b. St. Louis-Sedalia	Sedalia	56	57
	Bryson	57	56
Subdivisions:	Ladue	74-75 (by ticket)	
	Tower	5-6 (by ticket)	
	Cross	5 (by ticket)	6 (by ticket)
	North Yard	All freight	All freight
	Glen Park	All freight	All freight
	North Yard	All freight	All freight
c. Kansas City-Osage-Neosho	Cross (by ticket)	All except first class	All except first class
Subdivisions	Poole (by ticket)	All except first class	All except first class
	Monarch	Fourth class	Fourth class
d. Cherokee-Choctaw-Joplin	North Yard	All freight	All freight
Subdivisions	Muskogee Yard	All freight	All freight
	Muskogee	57	54
	North McAlester	All terminating	All originating
	Ray	All terminating	All originating

6. RULE 99(j) AUTHORIZED ON

- a. St. Louis-Sedalia Subdivisions Between Steadman and Mo. Pac. Interlocking Sedalia.
- b. Kansas City Subdivision
- c. Cherokee-Choctaw Subdivisions

7. FORM Y TRAIN ORDER AUTHORIZED ON:

All subdivisions.

8. SPEED AND OTHER RESTRICTIONS:**a. Sedalia Subdivision**

1. 15 MPH over Mo. Pac. Shop Track crossing, Sedalia.
2. At Walnut Diesel Engines 1651-1654 and 1026-1030 will not be operated within interlocking without at least one car due to short wheel base not actuating signal indications.

b. Columbia Subdivision:

Loaded cars, gross weight exceeding 210,000 pounds will not be handled.

c. Moberly Subdivision:

15 MPH 1200 feet in advance of and between Absolute Signals governing MKT-Wabash Railroad Crossing, Moberly.

d. Holden Subdivision:

1. All trains stop short of Highway 69 crossing at MP E-316, Pole 14, and Highway 169 crossing at MP E-329, Pole 18, then proceed at restricted speed until crossing is occupied by engine.
2. Loaded cars, gross weight exceeding 200,000 pounds will not be handled.

e. Eldorado Subdivision:

Loaded cars, gross weight exceeding 200,000 pounds will not be handled between Dederick and Eldorado Springs.

f. Kansas City Subdivision:

1. ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN PUZZLE SWITCH 700 FEET NORTH OF PAOLA PASSENGER STATION AND MO. PAC. JCT. INTERLOCKING SOUTH OF PAOLA PASSENGER STATION EXPECTING TO FIND MAIN TRACK OCCUPIED OR SWITCHES SET AGAINST THEM.
2. Moran, Psgr. trains 35 MPH, Fri. trains and light engines 25 MPH over Mo. Pac. Crossing.

g. Parsons Terminal:

Movement of trains is authorized without train orders between North Yard and Cross on two tracks, known as "Cutoff" and designated as:

- (1) West track for southward movements.
- (2) East track for northward movements.

Movements must use designated track unless otherwise instructed by Yardmaster, Rule 105.

Eng or cars must not go beyond north end powerhouse State Hospital. Normal position of:

East 16 crossover from East Yard to West Yard switches lined as needed.

Main track switch north end lead North Yard to Neosho Subdivision main track, for the lead.

Klondike 11 crossover from north lead to East Yard lead north switch is for north lead.

h. Osage Subdivision

Poole, 20 MPH between absolute signals.

Mound Valley, 20 MPH between absolute signals.

Mound Valley, southward trains holding main track against northward trains stop clear of fouling point sign opposite approach signal and wait until northward train enters siding.

"DY" Jct. MP A-194.5, 15 MPH over switch.

"BE" Jct. MP A-198.2, 10 MPH through spring switch.

i. Oklahoma Subdivision

Bridge A-246.0, 25 MPH.

Hallett Tower 20 MPH between absolute signals.

Gauntlet track MP A-271.4, passenger trains 20 MPH and freight trains 15 MPH between absolute signals.

Passing Deep Rock Refinery MP A-278, 20 MPH.

Barnard, OCA&A movements to MKT Main track must receive "CLEAR" indication per Rule 281 on signal 3417 and display a lighted red fusee on

MKT Main track north of Barnard before opening switch or obstructing MKT Main track. This does not relieve approaching MKT trains or engines from moving at "RESTRICTED SPEED".

Turner "H" track over Reno Avenue. Each movement, engine with or without cars, must come to a full stop before fouling and/or passing over street crossing.

j. Neosho Subdivision

Trains handling loaded cars of 70 tons or heavier, not exceed 20 MPH over following bridges B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-97.2, B-112.3, B-144.0, B-151.6, B-152.2.

Diesel units having 6 axles or less may be operated without restrictions either singly or in combination of not more than two units.

Monarch, all trains flag Highway crossing over cement lead.

Moody, 20 MPH between absolute signals.

Emporia Jct., 20 MPH between absolute signals.

Emporia, all trains flag 6th Avenue crossing.

Council Grove Tower, 20 MPH between absolute signals.

Council Grove, all northward trains flag Main St. crossing.

k. Iola Subdivision

5 MPH over Bridge T-106.52 on Cement Lead.

Diesels—Single Unit Operation only.

l. Cherokee-Choctaw-Tulsa Subdivisions

Oswego—Nos. 7 and 8—40 MPH passing station to dispatch mail.

Vinita—15 MPH through SL-SF Connection.

Pryor—Nos. 2 and 8—40 MPH passing station to pick up mail.

Muskogee—Passenger trains not exceed 40 MPH, freight trains 10 MPH between KOG and SLSF-MV Interlocking Stations.

Muskogee—40 MPH between SL-SF-MV Interlocking Station and MP 505.

North McAlester—Engine of all trains 20 MPH over Stonewall Avenue.

McAlester—Approach CRI&P R.R. Crossing at restricted speed and engine not exceed 20 MPH over crossing.

Atoka—No. 7—50 MPH passing station to dispatch mail.

No. 8—10 MPH passing station to pick-up mail.

Durant—40 MPH between KOG and SL-SF Interlocking Stations.

Tulsa—20 MPH between Absolute Signals ATSF—SL-SF—MV Interlocking Station, and restricted speed between ATSF—SL-SF—MV Interlocking Station and Tulsa Union Depot.

m. Denison-Ray Terminal

Denison—20 MPH over Street Crossings.

15 MPH over Puzzle Switch North of Psgr. Station.

Ray—15 MPH over Humps.

Derailing switch on main track 280 feet North of Signal 6608, North of Denison Passenger Station, is trailing for southward movements and hand operated for northward movements. It must be handled by crew of northward movements unless in charge of yardmen. This derailing switch does not actuate block signals.

Spring type derail on inbound track, Warner cutoff, 200 feet South of overhead bridge, MP 660.7, is trailing for southward movements, hand operated for northward movements.

Hand throw derail, 90 feet North of running track, No. 1 switch, on outbound track, Warner cutoff.

South crossover switch leading from North switching lead D yard, Ray, to running track entering North end Ray Yard. Normal position of this switch is lined for trains heading out A yard to Dallas freight main track cut off. Southward trains off Warner cut off trail through this switch. Color light low signal 6607 protects switch and displays lunar aspect when switch properly lined in normal position, and red aspect when switch not properly lined. Rules 290 and 291 govern.

n. All Subdivisions

1. "Capacity of Sidings" as shown on schedule pages is based on 48 feet per car less 160 feet allowable for 3 unit Diesel engine.
2. Diesel electric engines shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail of more than 5 inches, except as noted below;

Type of Diesel Engine	Maximum Depth of Water Over Top of Rail
EMD Passenger (EA-7 & E-8-36" wheels)	3 inches
Alco-GE 70 ton (Road Switcher-36" wheels)	3 inches
Maximum speed in all cases shall not exceed three (3) MPH.	

Depths given above are to provide emergency passage through water over top of rail and are not to be considered safe for continuous operation.

A switch engine that might be required to switch through water continuously, water depth should not exceed top of rail, maximum speed three MPH.

3. Trains or engines approaching street or highway crossing protected by automatic crossing signals observe the following:
When train or engine has stopped before crossing is reached or if movement has been made over crossing, it must be known crossing signals are operating before crossing is occupied. If the crossing signals are not operating, crossing must be flagged. Flashing light signal units are equipped with side lights which will indicate when the lights are burning. Otherwise, the crossing bell will indicate signal operation.
4. At locations specified, in order to actuate automatic crossing signals, following speed restrictions govern.
Sedalia, 25 MPH on main track, 5 MPH on Siding over Engineer street crossing MP 226.6.
Coffeyville, 15 MPH on main tracks, 5 MPH on other tracks between MP A-167 and MP A-169. On tracks 1 and 2 over 6th and 7th Streets and Long Bell track over 10th Street, trains and engines stop before fouling and/or passing over crossings.
North switch Sutton and "BE Jct.", 15 MPH.
Oklahoma City. MP A-343.9 and CRI&P Crossing MP A-343.2, 15 MPH.

9. CROSSOVERS

a. Choctaw Subdivision

North McAlester-McAlester

- No. 1—just south of Stonewall Ave.
No. 2—just south of Coal Chute.
No. 3—at Monroe Ave.
No. 4—just North of overpass North of CRI&P R.R. Crossing.

Atoka

- No. 1—just North of Boggy Creek.
No. 2—just South of Court Street.
No. 3—South end of yard.

10. MOVEMENTS BY SIGNAL INDICATION (Rules 400, 402, 403 and 404):

- Between Poole and North switch siding, Labette.
- Between South switch siding, Pryor and North switch siding, Smith.
- Between North switch siding, Chase and Fon du Lac Street, Muskogee.
- Between Blue and Olive.
- Between Interlocking limits of Staley and Ray via freight main track, Warner cutoff.

11. REMOTE CONTROL SIDINGS RULE 425:

a. Sedalia Subdivision

Tower.
Griffith.

b. Cherokee Subdivision

Vinita.

12. REMOTE CONTROL SWITCHES:

a. Sedalia Subdivision

Tower, North Switch Siding.
Griffith, South Switch Siding.

b. Osage Subdivision

"DY" Jct. MP A-194.5.

13. SPRING SWITCHES: Designated by letter "S" attached to switch stand.

a. Sedalia Subdivision:

Hoffman.....South switch siding.
Clifton City.....North switch siding.
Beaman.....North switch siding.
Mahaney.....North switch siding.
Lindale.....Both switches siding.

b. Kansas City-Osage-Oklahoma Subdivisions:

Beagle.....North switch siding.
Parker.....Both switches siding.
Kincaid.....Both switches siding.
Moran.....North switch west siding.
Kimball.....Both switches siding.
"BE" Jct. MP A-198.2.....MKT-AT&SF connection.
Osage.....South switch yard to main track.

c. Cherokee-Choctaw Subdivisions—Denison-Ray Terminal

Garvin.....North switch siding	Checotah	South switch siding
Chetopa.....South switch siding	Bond	Both switches siding
Welch.....North switch siding	Reams	Both switches siding
Winders.....South switch siding	Hanks.....	Both switches siding
Adair.....Both switches siding	McAlester.....	South switch siding
Chouteau.....South switch siding	Kiowa.....	Both switches siding
Wagoner.....South switch siding	Burg.....	Both switches siding
Gibson.....North switch siding	Stringtown.....	North switch siding
Chase.....Tulsa Subdivn. Jct.	Blue.....	End two main tracks
Meyer.....Both switches siding	Olive.....	End two main tracks

East End Ray Yard, intersection of inbound track with Warner cutoff MP 660.1.

West End Ray Yard, West end of crossover from Pottsboro cutoff to tail track, MP 662.8. (Color light signal 6630, protecting this switch is affected by position of switch, or by movement between the signal and East end of crossover, or by switch at East end of crossover, intersecting tail track, being lined for crossover. Block indicator East end crossover must be examined before movements are made from "B" Yard onto Pottsboro cutoff through spring switch. This indicator displays "block occupied" when movement is between point one mile West of signal 6648 and spring switch at West end of crossover).

14. TWO MAIN TRACKS:

a. Choctaw Subdivision

Stringtown, MP 602.6, to Blue, MP 643.1 and Olive, MP 648.2, to Staley, MP 655.9.

15. AUTOMATIC BLOCK SIGNALS BETWEEN:

a. St. Louis-Sedalia Subdivisions:

MP 53.3 and MP 61.4
MP 97.9 and MP 102.4
MP 121.9 and MP 227.0
MP 227.7 and MP 228.3
MP 286.1 and MP 290.2
MP 381.5 and MP 383.5

Northward movements entering yard Franklin should not pass signal 1892 until switch is lined for train to enter yard. Southward movements leaving yard should not close main track switch until entire train has passed signal 1892. Movements from Yard to main track at south switch and thence northward on main track should move south of signal 1892 and be governed by indication of that signal.

Southward trains on main track restricted at Appleton City remain back of fouling point sign just south of north siding switch if necessary, to prevent signal 2874 from displaying "STOP" indication.

b. Kansas City-Osage-Oklahoma Subdivisions:

Paola and Parsons.
MP A-193.1 and MP A-194.2
MP A-240.9 and MP A-247.0
MP A-341.7 and MP A-343.2

c. Cherokee-Choctaw Subdivisions:

Poole and Fon du Lac Street, Muskogee.
SL-SF—MV Interlocking, Muskogee and Stringtown.
Stringtown and Blue (Both tracks) with current of traffic only.
Blue and Olive.
Olive and Staley. Northward track with current of traffic. Southward track both directions.
Staley and Signal 6608, Denison.
Staley and Signal 6601, Ray via Warner cut off.

At Winders, trains on siding may pass southward Low signal indicating "Stop" ONLY after a northward train clears south switch of siding, with track "Clear" from switch to southward Interlocking absolute signal displaying "Proceed".

Northward absolute signal just South SL-SF Interlocking, Vinita, also protects northward movements over spring switch South end siding Winders.

Northward signal 4992, South end siding Chase, also protects northward movements over spring switch Tulsa Subdivision Jct.

Northward Psgr. trains stand back to clear southward movements to other tracks while absolute signal at Fon du Lac Street Muskogee remains at "STOP". If Signal is inoperative movement will be made on instructions of Yardmaster.

Denison-Ray Terminal

Southward movements from any point South of Signal 6585, just South of Reddam Spur, to North end of Ray Yard over Warner cutoff, must be completed by moving through spring switch on inbound track, in clear of Signal 6600, before beginning northward movement.

16. FLOOD INDICATORS:

a. St. Louis Subdivision:

<u>Location</u>	<u>Affects Signals</u>
MP 184.2	1841 and 1850

b. Cherokee-Choctaw Subdivisions:

<u>Location</u>	<u>Affects Signals</u>
MP 388.5	3871 and 3886
391.0	3907 and 3924
407.2	4069 and 4076
413.6	4131 and 4148
434.0	4333 and 4344
440.2	4401 and 4410
443.6	4433 and 4450
455.5	4547 and 4562
460.2	4595 and 4618
465.0	4639 and 4656
493.2	4921 and 4938
518.1	5179 and 5186
519.4	5179 and 5200
521.8	5211 and 5232
612.4	6103 and 6138
638.0	6365 and 6388

Trains finding these signals displaying "STOP" indication will also lookout for track washed out or damaged by high water.

17. SLIDE INDICATORS:

a. Choctaw Subdivision

<u>Location</u>	<u>Affects Signals</u>
MP-592 0	} 5917 and Northward Absolute signal Burg
MP-592.1	

Trains finding these signals displaying "STOP" indication will also lookout for boulders or earth slides on track.

18. AUXILIARY SIGNALS:

a. Sedalia Subdivision:

"Calling-on" indication of Train Order Signal, North Clinton, per Rule 221(a) repeated on Automatic Block Signal 2637 at north siding switch.
"Calling-on" indication of Train Order Signal, Lindale, per Rule 221(a), repeated on Automatic Block Signal 2873 at north siding switch.

b. Parsons Terminal:

Color light signal on pole North of scale house near North Yard Office indicates operator Poole ready for movement;

- (1) "Green" Cherokee Subdivision.
- (2) "Yellow" Osage Subdivision.

If light absent be governed by instructions of Yardmaster.

c. Cherokee-Choctaw Subdivisions

Color lights on pole, opposite Stock Yard, Muskogee, indicates operator is ready for movement and classification signals to be displayed:

- (1) "Green"—Cherokee Subdivision.
- (2) "Yellow"—Tulsa Subdivision.
- (3) "Black letter S" lighted back ground—display green classification signals.
- (4) "Black letter X" lighted back ground—display white classification signals.

If light absent be governed by hand or lamp signal from Operator.

Color light signal on pole just West of scale house, Muskogee Yard, displaying "Green", will authorize southward movements from yard to SL-SF—MV Interlocking without train orders. When light absent, be governed by instructions of Yardmaster.

Light Unit located on mast of absolute signal at Fon du Lac Street, Muskogee, when displaying "Lunar" indicates No. 4 track switch located at this signal and crossover switch located in main track about 200 feet north of signal are lined for train yard, northward movements may then be made without stopping at signal. If Lunar unit is not burning, northward trains must "Stop" before fouling No. 3 track and, if seen or known, that no opposing main track movements are approaching and route is unobstructed, may proceed under flag protection to crossover switch. Switch No. 4 or crossover switch to yard, must not be changed from main track position while a main track movement is approaching.

19. RAILROAD CROSSINGS

a. Sedalia Subdivision

Mahaney.....	MP 226.3, Mo. Pac. R.R., Interlocking.
Sedalia.....	MP 227.7, Mo. Pac. R.R., Gate. Normally against Mo. Pac. Rule 98.
No. Clinton.....	MP 265.4, SL-SF R.R., Interlocking.
Tower.....	MP 316.7, Mo. Pac. R.R., Interlocking.
Ft. Scott.....	MP 337.4, SL-SF R.R., Stop signs. Rule 98.
Ft. Scott.....	MP 337.6, Mo. Pac. R.R., Stop signs. Rule 98.
Griffith.....	MP 339.1, Mo. Pac. R.R., Interlocking.
Walnut.....	MP 365.0, AT&SF R.R., Automatic Interlocking. Operating instructions posted at crossing.
Cross.....	MP 383.5, M-K-T R.R., Interlocking.

b. Moberly Subdivision

Moberly—MP O-70.5, Wabash R.R., Automatic Interlocking. Operating instructions posted at crossing.
Higbee—MP O-79.7, GM&O R.R., Gate. Normally against M-K-T. Rule 98.

c. Holden Subdivision

Harrisonville—MP E-297.5, Mo. Pac. R.R. Electrically locked Gate—Normally against M-K-T. Instructions in mechanism case. Rule 98.
Harrisonville—MP E-298.0, SL-SF R.R., Stop Signs. Rule 98.
Paola—MP E-329.9, Mo. Pac. R.R., Electrically locked Gate—Normally against M.K.T. Instructions in mechanism case. Rule 98.
Paola—MP E-330.4, SL-SF R.R., Protected by derails against M.K.T., operated in connection with switches. Instructions on sign at crossing. Rule 98.

d. Kansas City Subdivision

Paola	MP A-43.4, Mo. Pac. R.R. Interlocking.
Moran.....	MP A-94.8, Mo. Pac. R.R. Interlocking.
Erie.....	MP A-119.9, AT&SF Ry. Interlocking.
Cross.....	MP A-133.7, MKT R.R. Interlocking.

e. Osage Subdivision

Poole—MP A-137.3, SL-SF Ry. Interlocking.
Mound Valley—MP A-149.0, SL-SF Ry. Automatic Interlocking. Rule 344.
Coffeyville—MP A-167.2, AT&SF Ry. Gate. Normally against AT&SF. Rule 98.
Coffeyville—MP A-168.3, Mo. Pac. R.R. Stop Signs. Rule 98.
South Coffeyville—MP A-170.9, Mo. Pac. R.R. Interlocking.
Nelagony—MP A-217.5, MV R.R. Gate. Normally against MV. Rule 98.

f. Oklahoma Subdivision

Hallett Tower—MP A-257.5, SL-SF Ry. Automatic Interlocking. Instructions in mechanism case. Rule 344.

Gauntlet Track—MP A-271.4, AT&SF Ry. Automatic Interlocking. If absolute signal does not clear, train should stop within 100 feet of signal and if no opposing or AT&SF trains approaching, move train by signal but stop clear of AT&SF track. If AT&SF signal can then be seen at "STOP", flagman will cross bridge and if opposing AT&SF and M.K.T. signals are at stop, flagman may give proceed signal. If any opposing absolute signal does not indicate "STOP" full protection must be given before fouling gauntlet. When necessary to stop between approach and absolute signal for reason other than "STOP" absolute signal, stop must be made at least 100 feet in advance of absolute signal until ready to proceed, then move to within 100 feet of absolute signal. If signals inoperative notify M.K.T. dispatcher. Telephone north end of bridge. Barnard—MP A-341.5, CRI&P R.R. Stop Signs. Rule 98. Oklahoma City—MP A-343.2, CRI&P R.R. Stop Signs. Rule 98.

g. Neosho Subdivision

Chanute—MP B-23.7, AT&SF Ry. Gate. Normally against M.K.T. Rule 98. Chanute—MP B-26.8, AT&SF Ry. Electrically locked Gate. Normally against M.K.T. Instructions in mechanism case. Rule 98. Piqua—MP B-44.2, Mo. Pac. R.R. Gate. Normally against M.K.T. Rule 98. Moody—MP B-55.6, Mo. Pac. R.R. Interlocking. Burlington—MP B-67.5, AT&SF Ry. Stop Signs. Rule 98. Emporia Jct.—MP B-94.9, AT&SF Ry. Interlocking. Council Grove Tower—MP B-119.9, Mo. Pac. R.R. Interlocking. White City—MP B-137.9, CRI&P R.R. Electrically locked Gate. Normally against MKT. Instructions in mechanism case. Rule 98.

h. Cherokee Subdivision

Poole—MP 387.1, SL-SF Ry., Interlocking. Oswego—MP 400.9, SL-SF Ry., Interlocking. Chetopa—MP 410.2, Mo. Pac. R.R., Interlocking. Vinita—MP 439.0, SL-SF Ry., Interlocking. Wagoner—MP 488.1, Mo. Pac. R.R., Interlocking. Muskogee Yard—MP 501.7, KOG R.R., Interlocking.

l. Choctaw Subdivision

Muskogee—MP 503.9, SL-SF—MV R.R., Interlocking. McAlester—MP 566.0, CRI&P R.R., Gate. Rule 98. Durant—MP 640.8, KOG R.R., Interlocking. Durant—MP 641.4, SL-SF Ry., Interlocking. Staley—MP 655.9, SL-SF Ry., Interlocking.

j. Tulsa Subdivision

Sand Springs—MP Z-270.8, SSI R.R. Stop Signs. Rule 98. Sand Springs—MP Z-272.4, SSI R.R. Stop Signs. Rule 98. Tulsa—MP Z-278.1, SSI R.R. Street Car Crossing. Tulsa—MP Z-278.2, AT&SF—SL-SF—MV R.R.s., Interlocking.

k. Joplin Subdivision

Cokedate—MP S-412.9, Mo. Pac. R.R. Stop Signs. Rule 98. Columbus—MP S-418.3, NEO R.R. Gate. Normally against NEO. Rule 98. Columbus—MP S-419.0, SL-SF R.R., Interlocking. Crain—MP S-426.7, KCS R.R. Gate. Normally against KCS. Rule 98. Galena—MP S-431.5, SL-SF R.R. Gate. Normally against SL-SF. Rule 98.

20. YARDS PROTECTED BY YARD LIMIT SIGNS:**St. Louis Subdivision**

New Franklin } One Yard
Franklin }

Sedalia Subdivision

Franklin } One Yard
Boonville }

Sedalia
Clinton
Nevada
Ft Scott

Parsons }
North Yard } One Yard
Cross }

Columbia Subdivision

Columbia

Moberly Subdivision

Moberly
New Franklin } One Yard
Franklin }

Holden Subdivision

Paola

Kansas City Subdivision

Paola }
South Paola } One Yard
Cross }
North Yard } One Yard
Poole }

Iola Subdivision

Iola

Osage Subdivision

North Yard }
Poole } One Yard
Hunter }
Coffeyville } One Yard
South Coffeyville }
Dewey Stock Yard }
Dewey } One Yard
"DY" Jct. }
"BE" Jct. } One Yard
Sutton }
Mahan }
Osage } One Yard

Oklahoma Subdivision

Osage }
Mindeman } One Yard
Yale }
Cushing } One Yard
Owanda }
Oklahoma City } One Yard

Tulsa Subdivision

Osage
Tulsa
Wybark

Neosho Subdivision

North Yard }
Poole } One Yard
Chanute }
Monarch } One Yard
Humboldt }
Piqua }
Emporia }
Junction City }

Cherokee Subdivision

Parsons }
North Yard } One Yard
Muskogee Yard }
Muskogee } One Yard

Choctaw Subdivision

Muskogee Yard }
Muskogee } One Yard
Hanks }
Frink }
M.P. R-14 Wilburton } One Yard
Subdiv. }
Stringtown
Atoka
Durant

Staley

Denison }
Ray } One Yard

Joplin Subdivision

Garvin
Nettels }
West Mineral } One Yard
M.P. S-413 }
Columbus }
Military }
Galena }
Joplin }

STOP

Damage to Freight

By Coupling Cars

NOT OVER 4 MPH

21. STANDARD TIME:**a. Standard Clocks Located At:**

Baden
Telegraph Office
Lindale
Telegraph Office
Franklin
Telegraph Office
Sedalia
Telegraph Office

Tower
Telegraph Office
Kansas City
Telegraph Office
Glen Park
Yard Office
Enginehouse

Parsons Terminal
Telegraph Office, Psgr. Sta.
Yard Office
Diesel Shop

Coffeyville
Telegraph Office

Osage
Telegraph Office
Enginehouse

Cushing
Telegraph Office

Oklahoma City
Passenger Station

Turner
Yard Office
Enginehouse

Junction City
Telegraph Office

Muskogee
Telegraph Office
Yard Office

No. McAlester
Telegraph Office

Denison
Telegraph Office, Psgr. Sta.
Callers Office

Ray
Yard Office
Enginehouse Office

Tulsa
Telegraph Office

Joplin
Telegraph Office

b. Watch Inspectors:

St. Louis American Railroad Time Service,
720 Olive St.
R. P. Wiggins and Co.,
123 North 18th St.
Chas. F. Schmidt,
8328 Halls Ferry Road

Boonville Gmelich & Schmidt Jewelry Co.

Sedalia Reed & Son.

Appleton City Granville L. McQueen

Nevada King Jewelry Company

Kansas City, Mo. J. H. Mace Co., Union Station
Helzberg Jewelers, 1100 Walnut St.

Kansas City, Kans. Mace's-Jones, 726 Minnesota

Paola Carpenters Jewelry

Parsons Pfeiffer Jewelry Co., 1810 Main St.

Coffeyville A. C. Hamlin

Osage J. Skelton

Cleveland Giddens Jewelry Co.

Cushing N. C. McCoys

Oklahoma City B. C. Clark, 113 N. Harvey
The House of Time, 212 American
National Bldg.
Weber's, 129 West Grand

Junction City W. G. Glick

Vinita M. Silva

Pryor J. M. Leslie

Muskogee Standard Jewelry Co.

McAlester C. A. White

Denison J. B. Rockwell

Joplin S. M. Molloy

Tulsa Gray's Jewelers
Fred O. Gumm
A. Padevic

22. GENERAL ORDER BOOKS LOCATED AT:

Baden
Yard Office
Enginehouse

Franklin
Telegraph Office

Sedalia
Telegraph Office

Lindale
Telegraph Office

Eldorado Springs
Passenger Station

Kansas City
Telegraph Office

Glen Park
Yard Office
Enginehouse

Parsons Terminal
Telegraph Office
Yard Office
Crawford Avenue
Psgr. Station Basement
Diesel Shop

Coffeyville
Enginehouse

Bartlesville
Switchmen's Bldg.

Osage
Yard Office
Enginehouse

Cushing
Telegraph Office

Turner
Yard Office
Enginehouse

Oklahoma City
Register Room

Junction City
Telegraph Office

Muskogee
Telegraph Office
Yard Office
Callers' Office

No. McAlester
Telegraph Office
Enginehouse

Denison
Telegraph Office
Callers' Office
Engineers Washroom

Ray
Telegraph Office
Enginehouse

Osage
Telegraph Office

Tulsa
Telegraph Office
Dump Track, Locker Room

Pryor
Passenger Station

23. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:

a. St. Louis-Sedalia-Columbia-Moberly-Holden Subdivisions

Station	Location	End	Connected	Capacity
Black Walnut	MP 29.9	Both	.....	28
Cul-De-Sac	MP 35.2	North	.....	4
Bangert	MP 41.3	South	.....	10
Watts	MP 56.9	Wye	.....
Defiance	MP 59.1	South	.....	10
Klondike	MP 64.2	Both	.....	28
Nona	MP 69.5	North	.....	5
Peers	MP 81.2	NS	.....
Case	MP 97.0	North	.....	13
Wilton	MP 157.5	North	.....	8
Providence	MP 165.3	North	.....	15
New Franklin	MP 188.3	Yard	.....	Yard
North Boonville	MP 190.7	South	.....	15
Pleasant Green	MP 209.2	Both	.....	16
Calhoun	MP 255.5	Both	.....	25
Pioneer	MP 286.7	South	.....	Mine
Hollister	MP 347.7	South	.....	8
Brunkhorst	MP V-173.4	North	.....	4
Estill	MP O-101.5	Both	.....	28
West Line	MP E-311.4	Both	.....	6

b. Kansas City-Osage-Oklahoma-Neosho-Iola Subdivisions

Bangor	MP A-50.7	South	.....	16
Selma	MP A-78.5	North	.....	5
Bayard	MP A-89.0	South	.....	12
Hertha	MP A-126.3	North	.....	16
Penfield	MP A-152.3	South	.....	8
Dewey Stock Yards	MP A-192.0	Both	.....	10
Fite	MP A-204.3	North	.....	21
Kiheki	MP A-213.6	North	.....	15
Pershing	MP A-221.0	Both	.....	26
Manion	MP A-231.6	North	.....	6
Mindeman	MP A-249.3	Both	.....	30
Gano	MP A-277.6	Both	.....	33
Petrolia	MP B-30.5	South	.....	5
Monarch	MP B-34.0	Both	.....	Yard
Brown	MP B-63.6	Both	.....	17
Normal	MP B-97.0	South	.....	2
Downing	MP B-127.1	Both	.....	17
Flint	MP B-129.3	South	.....	2
Parkerville	MP B-132.6	Both	.....	14
LaHarpe	MP T-102.1	Both	.....	20

c. Cherokee-Choctaw-Joplin-Tulsa-Wilburton Subdivisions

Green	MP 457.9	North	.....	8
Horner	MP 483.7	North	.....	10
Rentiesville	MP 520.8	NS	.....
Crowder	MP 551.2	NS	.....

Savanna	MP	574.5	North	4
Gap	MP	591.6	North	6
Wassetta (Northward track)	MP	633.4	North	2
Armstrong (Southward track)	MP	636.6	South	14
Star Valley	MP	S-404.5	North	7
Abbey	MP	S-418.0	Both	52
Quaker	MP	S-424.2	Both	23
Crain	MP	S-427.8	Both	11
Horn	MP	S-433.9	South	12
Chitwood	MP	S-437.3	North	20
Bear Mountain	MP	S-437.5	Both	5
Ellis	MP	Z-262.4	Both	20
Fair Grounds Spur	MP	Z-281.0	North	50
Budd	MP	Z-282.7	South	7
Lane	MP	Z-284.0	South	20
Oneta	MP	Z-296.9	Both	20
Tullahassee	MP	Z-318.4	Both	20
Anchor	MP	Z-319.8	North	15
Benmartin	MP	Z-320.4	NS	
Sand Spur	MP	Z-323.6	South	30
Richville	MP	R-6.3	South	Mine Track
Carbon	MP	R-8.0	Both	Mine Track
Gaines	MP	R-11.5	North	9
Manning	MP	R-15.0	South	Mine Track

24. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

For Revenue Passengers only unless otherwise provided.

a. St. Louis-Sedalia Subdivisions:

Train	Station
5, 6	Defiance
5, 6	Klondike
5, 6	Peers
5, 6	Gore
5, 6	Case
5, 6	Wilton
5, 6	Pleasant Green

New Franklin and Calhoun - Regular stop for trains 5 and 6.

Nos. 5 and 6, West Alton, to or from MKT stations.

Nos. 5 and 6 exchange mail from mail box or depot at:

Defiance	Portland
Matson	Steedman
Dutzow	McBaine
Peers	Rocheport
Bluffton	Clifton City
	Beaman

b. Kansas City Subdivision:

Train	Station
Nos. 25-26	Selma
Nos. 25-26	Bayard
No. 25 flag stops for passengers only, except Saturday, Sunday, and Holidays flag stops for passengers, and head end traffic.	
No. 26 flag stops for passengers, and head end traffic.	
Conductors will ascertain from postal clerk and express messenger-baggage man stops necessary to comply with the above.	
Agents, station employes, caretakers, and mail messengers may flag trains Nos. 25-26 as outlined.	
No. 27 Erie to discharge passengers from Kansas City and beyond and receive passengers for regular stops for train No. 27-7.	
No. 28 Erie to discharge passengers from Parsons and south and to receive passengers for Kansas City and beyond.	

c. Osage Subdivision:

Train	Station
Nos. 25-26	Pershing (Regular Stop)

d. Iola Subdivision:

Train	Station
Nos. 59, 60	LaHarpe
Nos. 59, 60	Gas

e. Cherokee Subdivision:

Nos. 5 and 6 any station to discharge or receive.

No. 7 Oswego, Chetopa and Wagoner to receive for South of Denison and discharge from Kansas City.

No. 8 Pryor, Chetopa and Oswego to receive for Kansas City and discharge from South of Denison.

f. Choctaw Subdivision:

No. 1 Durant to receive for points South of Denison that are regular stops for No. 1 and to discharge from points that are regular stops for No. 1.

No. 2 Durant to discharge from points South of Denison that are regular stops for No. 2 and to receive for points that are regular stops for No. 2.

Nos. 5 and 6 any station to discharge or receive.

No. 7 Atoka to discharge or receive to and from points that are regular stops for No. 7.

No. 8 Atoka to discharge or receive to and from points that are regular stops for No. 8.

g. Tulsa Subdivision:

Nos. 54 and 57 Tullahassee and Benmartin to discharge or receive.

h. Following Freight Trains Carry Passengers:

Nos. 90 and 91 - Neosho Subdivision

Nos. 59 and 60 - Iola Subdivision

Nos. 96 and 97 - Joplin Subdivision.

Nos. 92 and 93 - Wilburton Subdivision.

25. GOVERNING TIMETABLE AND RULES:

a. CB&Q R.R. between Machens and North Market, St. Louis.

b. T.R.R.A. between North Market and Union Station, St. Louis.

c. Kansas City Terminal Railway, over tracks at Kansas City.

d. SL-SF Ry. between Paola and Kansas City Terminal tracks.

e. AT&SF Ry. between "DY" Jct. and "BE" Jct.

f. OCA&A trains use MKT tracks between Barnard and Oklahoma City.

g. North Texas Division between Staley, Ray and Denison.

h. Small figures shown at St. Louis, Baden, New Franklin, Kansas City, Glen Park, Parsons, Bartlesville and Tulsa Union Depot for information.

26. IMPAIRED CLEARANCES:

a. Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4½ inches.

Subdivision	Mile Post
St. Louis	93.4 Bridge
St. Louis	178.9 Rocheport Tunnel.
Columbia	V-173.4 Bridge.
Columbia	V-174.2 Bridge.
Kansas City	A-0 Train shed, passenger station, Penn. Ave. Tower, K. C. Terminal Ry.
Kansas City	A-43 Train order delivery staff between main track and siding.
Neosho	B-152.2 Bridge.
Choctaw	620.1 Bridge—both tracks.
All	Various All Mail cranes when pouches are hung.

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

Subdivision	Mile Post
St. Louis	93.4 Bridge.
St. Louis	178.9 Rocheport Tunnel.
Sedalia	255.3 Overpass.
Holden	E-284.3 Bridge.
Holden	E-305.3 Bridge.

CLASSIFICATION OF ENGINES

DIESEL UNIT NUMBER	DESIGNATION	CLASS OF SERVICE	TONNAGE CLASS	STEAM GENERATOR	EQUIPPED FOR MULTIPLE UNIT CONTROL	GEARED FOR MAX. SPEED MPH
101	EA-7	PASS.	21	Yes	Yes	85
106-107	E-8	PASS.	27	Yes	Yes	85
121-124	FP-7	FRT.-PASS.	34	Yes	Yes	77
131-135	E-8	PASS.	27	Yes	Yes	85
151-152	ALCO	PASS.	34	Yes	Yes	90
153-157	ALCO	PASS.	34	Yes	Yes	90
201-207	F-3	FRT.	40	No	Yes	65
208-211	F-7	FRT.	40	No	Yes	65
226-229	F-7	FRT.	40	No	Yes	65
326-334	ALCO	FRT.	40	No	Yes	65
1000-1010	BALD.	SW	34	No	No	60
1026-1030	NW-2	SW	34	No	No	60
1201-1215	BALD.	SW	34	No	No	60
1226-1235	SW-9	SW	34	No	No	65
1501-1509	GP-7	RD-SW	40	No	No	65
1510-1529	GP-7	RD-SW	40	No	Yes	65
1551-1563	ALCO	RD-SW	48	No	Yes	65
1571-1586	BALD.	RD-SW	48	No	Yes	70
1591	F.M.	RD-SW	48	No	No	70
1631-1654	C.E.	RD-SW	21	No	No	55
1701-1702	ALCO	RD-SW	40	Yes	Yes	80
1731-1734	F.M.	RD-SW	40	Yes	Yes	80
1761-1764	GP-7	RD-SW	40	Yes	Yes	65
1787-1788	BALD.	RD-SW	48	Yes	Yes	70

Note: When unit of different make or model is operated with another unit or units, tonnage rating for all units will be that of the lowest rating of any unit of the combination except EMD E-8 will not be operated in combination with other units in freight service.

TONNAGE RATING OF ENGINES BY CLASSES PER UNIT

ST. LOUIS AND SEDALIA SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	27	34	40	48
FROM TO					
Baden.....Franklin.....	1250	1625	2050	2400	2875
McBaine.....Franklin.....	1800	2300	2900	3400	4100
Franklin.....Baden.....	1250	1625	2050	2400	2875
Franklin.....McBaine.....	1560	2000	2525	2950	3550
Franklin.....Sedalia.....	750	950	1190	1400	1675
Sedalia.....Franklin.....	750	1000	1250	1450	1750
Sedalia.....Parsons.....	975	1275	1600	1870	2250
Sedalia.....Fort Scott.....	1000	1275	1625	1930	2300
Ladue.....Eve.....	1050	1350	1700	2000	2400
Parsons.....Sedalia.....	975	1275	1600	1870	2250
Nevada.....Sedalia.....	1025	1300	1650	1930	2300

NEOSHO AND IOLA SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	27	34	40	48
FROM TO					
Moran.....Iola.....	1300	1650	2100	2475	2950
Iola.....Moran.....	1000	1275	1625	1900	2275
North Yard.....Junction City.....	950	1200	1525	1800	2150
Junction City.....North Yard.....	900	1150	1450	1700	2050
North Yard.....Moody.....	1400	1825	2300	2700	3250
Moody.....Burlington.....	1150	1500	1875	2200	2650
Burlington.....Council Grove.....	1575	2025	2550	3000	3600
Council Grove.....White City.....	1250	1625	2050	2400	2900
White City.....Junction City.....	1000	1275	1600	1900	2275
Junction City.....White City.....	950	1200	1525	1800	2150
White City.....Chanute.....	1400	1825	2300	2700	3250
Chanute.....Galesburg.....	1150	1500	1875	2200	2650
Galesburg.....North Yard.....	1575	2025	2550	3000	3600
North Yard.....Piqua.....	1550	1975	2500	2925	3500
Piqua.....North Yard.....	1225	1575	2000	2350	2825

HOLDEN, MOBERLY, ELDORADO AND COLUMBIA SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	27	34	40	48
FROM TO					
Bryson.....Paola.....	780	1000	1250	1450	1750
Bryson.....Holden.....	1085	1375	1750	2050	2450
Paola.....Bryson.....	840	1075	1350	1600	1900
Holden.....Bryson.....	990	1250	1600	1875	2250
Franklin.....Moberly.....	840	1075	1350	1600	1900
Moberly.....Franklin.....	840	1075	1350	1600	1900
Moberly.....Fayette.....	1085	1375	1750	2050	2450
Moberly.....Columbia.....	820	1050	1300	1550	2400
McBaine.....Columbia.....	1010	1275	1625	1900	2275
Columbia.....McBaine.....	650	750	925	1100	1325
Walker.....Eldo. Spgs.....	1000	1250	1575	1850	2200
Eldo. Spgs.....Walker.....	1000	1250	1575	1850	2200

KANSAS CITY, OSAGE, AND OKLAHOMA SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	27	34	40	48
FROM TO					
North Yard.....Glen Park.....	950	1225	1700	1800	2150
Glen Park.....North Yard.....	950	1225	1525	1800	2150
Glen Park.....Paola.....	1050	1350	1700	2000	2400
Paola.....Moran.....	950	1225	1525	1800	2150
Moran.....North Yard.....	1200	2525	3200	3750	4500
North Yard.....Ringer.....	950	1225	1700	1800	2150
Ringer.....Glen Park.....	1475	1900	2400	2800	3350
North Yard.....Osage.....	950	1250	1550	1840	2200
North Yard.....Coffeyville.....	1200	1550	1950	2280	2750
Coffeyville.....Bartlesville.....	1075	1375	1725	2040	2450
Osage.....North Yard.....	875	1125	1425	1680	2025
Osage.....Mahan.....	875	1125	1425	1680	2025
Mahan.....Nelagony.....	1475	1900	2375	2800	3350
Nelagony.....Bartlesville.....	1275	1650	2075	2440	2925
Bartlesville.....Coffeyville.....	1425	1825	2300	2720	3200
Coffeyville.....North Yard.....	1325	1700	2150	2520	3025
Hunter.....Mound Valley.....	1925	2475	3125	3680	4425
Mound Valley.....North Yard.....	1650	2100	2650	3120	3750
Osage.....Oklahoma City.....	900	1150	1450	1700	2050
Osage.....Hallett.....	975	1275	1600	1875	2250
Hallett.....Osage.....	1450	1850	2350	2750	3300
Oklahoma City.....Osage.....	1300	1700	2125	2500	3000

CHEROKEE AND CHOCTAW SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	27	34	40	48
FROM TO					
Parsons.....Muskogee.....	1300	1700	2125	2500	3000
Welch.....Muskogee.....	1600	2050	2600	3050	3650
Muskogee.....Parsons.....	1300	1700	2125	2500	3000
Muskogee.....Wagoner.....	1500	1950	2450	2875	3450
Garvin.....Parsons.....	1650	2150	2700	3170	3800
Muskogee.....Staley.....	1250	1575	2000	2350	2800
No. McAlester.....Staley.....	1400	1800	2250	2650	3150
Staley.....Ray.....	800	1000	1275	1500	1800
Ray.....Muskogee.....	1000	1300	1600	1900	2300
Ray.....Stringtown.....	1300	1700	2125	2500	3000
Stringtown.....Burg.....	1200	1500	1900	2250	2700
Burg.....No. McAlester.....	1300	1700	2100	2500	3000
Ray.....Colbert.....	1000	1250	1600	1850	2200
Choctaw.....Muskogee.....	1600	2025	2600	3000	3600

TULSA, WILBURTON, AND JOPLIN SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	27	34	40	48
FROM TO					
Parsons.....Joplin.....	925	1200	1500	1760	2100
Columbus.....Military.....	1575	2025	2550	3000	3600
Joplin.....Parsons.....	1175	1500	1900	2240	2675
Military.....Columbus.....	1575	2025	2550	3000	3600
Columbus.....Garvin.....	1625	2100	2625	3100	3725
Muskogee.....Osage.....	975	1250	1575	1850	2225
Tulsa.....Osage.....	1475	1900	2375	2800	3350
Osage.....Muskogee.....	1025	1300	1650	1950	2350
Osage.....MP Z-275.....	1825	2350	2975	3500	4200
Chase.....Muskogee.....	1475	1900	2375	2800	3350
No. McAlester.....Chilli.....	775	1000	1275	1500	1800
Chilli.....No. McAlester.....	775	1000	1275	1500	1800

TO BE SAFE

Be Where

You Are

With All

Your Mind

*Wm. S. Johnson
The Elmer*