

MAKE EVERY TRIP A SAFETY TRIP



C. A. BIRGE, JR.

R. L. KAY

A. B. McCORMICK

D. MILLER

Assistant Superintendents

J. A. BARNARD—Chief Dispatcher

W. N. TAYLOR—Ass't Chief Dispatcher

C. CLARK—Night Chief Dispatcher

R. O. MORRIS

W. M. O'DELL

R. L. BURNETTE

F. C. DAVIS

R. F. CURWEN

Q. W. SCHROER

G. E. CANADAY

P. W. CLARK

G. HARVEY

Train Dispatchers



ROAD FOREMAN OF ENGINES HAS THE SAME AUTHORITY
AS ASSISTANT SUPERINTENDENT WHILE ON LINE OF ROAD.

Missouri-Kansas-Texas Railroad Company

EMPLOYES'

TIME TABLE

No. 28

NORTHERN DIVISION

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

SUNDAY, JAN. 8, 1956

Superseding Previous Timetable

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYES ONLY

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

O. L. CRAIN, L. M. STUART, B. A. McDONALD,
Superintendent General Superintendent Superintendent of
Transportation Rules-Safety

CHARLES T. WILLIAMS,
Vice President and
General Manager



SOUTHWARD

SEDALIA SUBDIVISION

NORTHWARD

| FOURTH CLASS | THIRD CLASS | | SECOND CLASS | FIRST CLASS | Distance from St. Louis | TIMETABLE No. 28 | | | | | Symbols and Capacity of Sidings | FIRST CLASS | THIRD CLASS | | | FOURTH CLASS |
|--------------------|-------------|---------|--------------|-------------|-------------------------|-------------------------|--------------------------------------|----|--------|-----|---------------------------------|-------------|-------------|----------|---------------------------|--------------|
| | 55 | 75 | 77 | 81 | | 5 | EFFECTIVE 12:01 A.M. January 8, 1956 | | | | | 6 | 72 | 78 | 74 | 54 |
| Monday Wed. Friday | Daily | Daily | Daily | Daily | | STATIONS | | | | | Passenger | Freight | Freight | Freight | Mixed | |
| | | | | | | Automatic Block Signals | | | | | Daily | Daily | Daily | Daily | Tuesday Thursday Saturday | |
| | PM 12.55 | AM 5.45 | PM 11.17 | AM 4.45 | 189.1 | N | FRANKLIN | FB | WTSYGF | P | Yard | PM 11.59 | AM 7.00 | PM 1.40 | PM 6.20 | |
| | | | | | 191.1 | | Mo. River Bridge Interlocking | | | | | | | | | |
| | 1.01 | 5.51 | 11.21 | s 4.57 | 191.7 | | BOONVILLE | | P | 58 | | 11.46 | 6.54 | 1.33 | 6.05 | |
| | 1.22 | 6.02 | 11.34 | s 5.05 | 197.0 | | LICK | | P | 82 | | 11.34 | 6.43 | 1.22 | 5.50 | |
| | 1.33 | 6.15 | 11.43 | s 5.17 | 203.4 | D | PILOT GROVE | PG | P | 60 | | 11.25 | 6.31 | 1.11 | 5.35 | |
| | 1.38 | 6.26 | 11.47 | s 5.21 | 206.8 | | HOFFMAN | | P | 180 | | 11.17 | 6.26 | 1.05 | 5.28 | |
| | 1.54 | 6.43 | AM 12.02 | s 5.37 | 215.5 | | CLIFTON CITY | | P | 74 | | 11.04 | 6.05 | 12.46 | 5.05 | |
| | 2.04 | 6.53 | 12.11 | f 5.46 | 221.1 | | BEAMAN | | P | 142 | | 10.56 | 5.46 | 12.35 | 4.55 | |
| | 2.12 | 7.05 | 12.21 | s 5.53 | 226.8 | | MAHANEY | | P | 79 | | 10.48 | 5.25 | 12.25 | 4.45 | |
| PM 6.10 | 2.15 | 7.25 | 12.24 | s 6.10 | 227.1 | N | SEDALIA | SA | WSY | P | 116 | 10.45 | 5.20 | 12.20 | 4.40 | AM 5.00 |
| | | | | | 227.7 | | Mo. Pac. Crossing Gate | | | | | | | | | |
| 6.17 | 2.21 | 7.35 | 12.30 | s 6.16 | 230.8 | | CAMPBELL | | P | 143 | | 10.29 | 5.12 | PM 12.10 | 4.33 | 4.53 |
| 6.31 | 2.35 | 7.49 | 12.43 | s 6.28 | 239.2 | | GREENRIDGE | | P | 88 | | 10.19 | 4.58 | 11.50 | 4.16 | 4.39 |
| 6.40 PM | 2.43 | 7.56 | 12.50 | s 6.36 | 243.8 | | BRYSON | | P | NS | | 10.13 | 4.50 | 11.40 | 4.08 | 4.30 AM |
| | 2.53 | 8.04 | 12.56 | s 6.45 | 247.8 | D | WINDSOR | NR | P | 88 | | 10.08 | 4.43 | 11.30 | 3.59 | |
| | 3.11 | 8.23 | 1.14 | f 7.03 | 259.7 | | LEWIS | | P | 101 | | 9.51 | 4.24 | 11.01 | 3.35 | |
| | 3.25 | 8.33 | 1.22 | s 7.11 | 265.4 | N | NORTH CLINTON | CB | P | 164 | | 9.43 | 4.14 | 10.42 | 3.25 | |
| | 3.30 | 8.36 | 1.24 | s 7.24 | 266.6 | | S.L.-S.F. Interlocking | | | | | | | | | |
| | 3.41 | 8.47 | 1.34 | s 7.35 | 273.4 | | CLINTON | | NS | | | 9.40 | 4.11 | 10.39 | 3.20 | |
| | 3.52 | 9.01 | 1.45 | s 7.47 | 280.2 | D | LADUE | DY | P | 101 | | 9.28 | 3.59 | 10.27 | 3.08 | |
| | 4.01 | 9.10 | 1.53 | s 7.57 | 285.7 | D | MONTROSE | MS | P | 88 | | 9.19 | 3.48 | 10.15 | 2.55 | |
| | 4.05 PM | 9.15 AM | 1.57 AM | f 8.01 AM | 287.9 | | APPLETON CITY | AY | P | 76 | | 9.09 | 3.39 | 10.03 | 2.45 | |
| | | | | | | N | LINDALE | ND | WSYF | P | Yard | 9.03 PM | 3.35 AM | 9.55 AM | 2.40 PM | |
| | | | | | | | | | | | | | | | | |
| | 55 | 75 | 77 | 81 | 5 | | | | | | | 6 | 72 | 78 | 74 | 54 |
| 33.4 | 31.2 | 28.2 | 37.1 | 30.2 | | Average speed per hour | | | | | 33.7 | 28.9 | 26.3 | 26.9 | 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

3

| THIRD CLASS | | SECOND CLASS | FIRST CLASS | Distance from St. Louis | TIMETABLE No. 28 EFFECTIVE 12:01 A.M. January 8, 1956 | Symbols and Capacity of Sidings | FIRST CLASS | THIRD CLASS | | |
|---------------|---------------|---------------|----------------|-------------------------|---|---------------------------------|---------------------|----------------------------|---------------|---------------|
| 75 Freight | 77 Freight | 81 Freight | 5 Passenger | | | | 6 Passenger | 72 Freight | 78 Freight | 74 Freight |
| Daily | Daily | Daily | Daily | | STATIONS | | Daily | Daily | Daily | Daily |
| PH 4.05 | AM 9.15 | AM 1.57 | AM 8.25 | 287.0 | Auto- matic Block Signals | N LINDALE ND | WSYF Yard s 9.03 | AM 3.35 | AM 9.55 | PM 2.40 |
| 4.15 | 9.26 | 2.07 | s 8.36 | 294.5 | | D ROCKVILLE RK | P 86 s 8.49 | 3.22 | 9.44 | 2.26 |
| 4.21 | 9.37 | 2.13 | s 8.42 | 298.4 | D SCHELL CITY SC | P 88 s 8.42 | 3.14 | 9.37 | 2.18 | |
| 4.29 | 9.46 | 2.20 | s 8.50 | 303.5 | D HARWOOD HD | P 82 s 8.34 | 3.03 | 9.26 | 2.07 | |
| 4.38 | 9.57 | 2.28 | s 8.59 | 309.3 | D WALKER WR | PY 88 s 8.25 | 2.51 | 9.15 6.50 | 1.55 | |
| 4.50 | 10.10 | 2.38 | 9.08 | 315.7 | N TOWER NA | P 108 8.14 | 2.38 | 6.38 | 1.42 | |
| 4.51 | 10.12 | 2.39 | s 9.15 | 317.1 | Mo. Pac. Interlocking 0.4 | NS s 8.11 | 2.30 | 6.36 | 1.40 | |
| 5.01 | 10.25 | 2.48 | 9.24 | 323.4 | NEVADA 6.3 | P 76 8.00 | 2.16 | 6.23 | 1.27 | |
| 5.07 | 10.37 | 2.53 | s 9.30 | 326.9 | ELLIS 8.5 | P 90 s 7.55 | 2.09 | 6.15 | 1.20 | |
| 5.20 | 11.00 | 2.59 | f 9.36 | 331.2 | DEERFIELD 4.3 | N EVE V | P 100 f 7.47 | 2.01 | 6.05 | 1.12 |
| | | | | 337.4 | S. L.-S. F. Crossing Unprotected 0.2 | | | | | |
| | | | | 337.6 | Mo. Pac. Crossing Unprotected 0.6 | | | | | |
| 5.37 | 11.27 | 3.11 | s 9.52 | 338.2 | FORT SCOTT 0.9 | PW 45 s 7.32 | 1.44 | 5.50 | 12.59 | |
| 5.40 | 11.30 | 3.14 | 9.55 | 339.1 | N GRIFFITH XR | P 142 7.25 | 1.41 | 5.45 | 12.56 | |
| 5.50 | 11.55 | 3.23 | 10.05 | 345.2 | Mo. Pac. Interlocking 6.1 | P 90 7.15 | 1.30 | 5.31 | 12.46 | |
| 6.01 | PM 12.37 | 3.31 | s 10.16 | 351.1 | RONALD 5.9 | D HIATTVILLE HI | P 89 s 7.08 | 1.20 | 5.20 | 12.37 |
| 6.12 | 12.50 | 3.41 | s 10.27 | 359.0 | HEPLER PR | P 84 s 6.58 | 1.05 | 5.05 | 12.25 | |
| 6.23 | 1.10 | 3.51 | s 10.40 | 365.0 | D WALNUT WA | P 65 s 6.49 | 12.50 | 4.50 | PM 12.12 | |
| 6.40 | 1.30 | 4.02 | s 10.53 | 372.9 | A.T.&S.F. Interlocking 7.9 | D ST. PAUL OM | P 153 s 6.40 | 12.35 | 4.31 | 11.59 |
| 6.50 | 1.45 | 4.11 | s 11.04 | 379.5 | SOUTH MOUND 3.1 | P 88 s 6.30 | 12.21 | 4.11 | 11.48 | |
| 6.56 | 1.51 | 4.16 | 11.09 | 382.6 | STOCKER 0.9 | P NS 6.25 | 12.13 | 3.53 | 11.42 | |
| 7.03 | 1.55 | 4.21 | 11.12 AM | 383.5 | N CROSS XO | P NS 6.22 PM | 12.10 | 3.50 | 11.40 | |
| 8.30 PM | 5.00 PM | 5.00 AM | | 386.0 | Interlocking 2.5 | NORTH YARD | WTSYGF Yard | 12.01 AM | 3.40 AM | 11.30 AM |
| | | | 11.25 AM | 386.6 | 0.6 | PARSONS W | 6.15 PM | | | |
| 75 | 77 | 81 | 5 | | 98.7 | | 6 | 72 | 78 | 74 |
| 22.2 | 12.7 | 32.2 | 34.3 | | Average speed per hour..... | | 35.6 | 27.5 | 15.7 | 31.0 |

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.

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COLUMBIA SUBDIVISION

SOUTHWARD

NORTHWARD

| FOURTH CLASS | Distance from St. Louis | TIMETABLE No. 28 | Symbols and Capacity of Sidings | FOURTH CLASS |
|---------------------|-------------------------|--------------------------------|---------------------------------|---|
| 51 Mixed | | | | EFFECTIVE 12:01 A.M. January 8, 1956 |
| Daily Except Sunday | | STATIONS | | Daily Except Sunday |
| PM 8.50 | 178.3 | D COLUMBIA CU | P Yard | PM 8.25 |
| 9.20 PM | 169.5 | 8.8 McBAINE | P | 7.55 PM |
| 51 | | 8.8 | | 50 |
| 17.6 | |Average speed per hour.... | | 17.6 |

HOLDEN SUBDIVISION

SOUTHWARD

NORTHWARD

| FOURTH CLASS | Distance from St. Louis | TIMETABLE No. 28 | Symbols and Capacity of Sidings | FOURTH CLASS |
|--------------------|-------------------------|---|---------------------------------|---|
| 55 Mixed | | | | EFFECTIVE 12:01 A.M. January 8, 1956 |
| Monday Wed. Friday | | STATIONS | | Tuesday Thurs. Saturday |
| PM 6.40 | 248.8 | BRYSON | P 10 | AM 4.30 |
| s 7.16 | 255.7 | D LEETON B | 20 | s 3.54 |
| f 7.26 | 258.8 | 8.1 POST OAK | 18 | f 3.44 |
| f 7.44 | 264.7 | 5.9 CHILHOWEE | 17 | f 3.26 |
| s 7.59 | 269.4 | 4.7 MAGNOLIA | 20 | s 3.11 |
| s 8.20 | 276.2 | D HOLDEN HN | W 26 | s 2.50 |
| f 8.53 | 287.0 | 10.8 GUNN CITY | 18 | f 2.17 |
| s 9.05 | 290.7 | D EAST LYNNE YN | 36 | s 2.05 |
| s 9.26 | 297.5 | D HARRISONVILLE RO | 29 | s 1.44 |
| | 298.0 | Mo. Pac. Crossing Electrically Locked Gate | | |
| s 9.55 | 306.8 | 0.5 S.L.-S.F. Crossing Unprotected | 22 | s 1.16 |
| s 10.25 | 316.8 | D FREEMAN RA | 24 | s 12.46 |
| | 329.9 | 8.8 LOUISBURG UI | | |
| s 11.05 | 330.1 | D PAOLA "A" PO | 18 | s 12.06 |
| | 330.4 | 0.3 S.L.-S.F. Crossing | | |
| 11.10 PM | 330.5 | D PAOLA "D" PD | P Yard | 12.01 AM |
| 55 | | 0.1 86.7 | WTF | 54 |
| 19.3 | |Average speed per hour.... | | 19.3 |

NO. 55 IS SUPERIOR TO NO. 54

MOBERLY SUBDIVISION

SOUTHWARD

NORTHWARD

| FOURTH CLASS | Distance from St. Louis | TIMETABLE No. 28 | Symbols and Capacity of Sidings | FOURTH CLASS |
|---------------------|-------------------------|--|---------------------------------|---|
| 53 Mixed | | | | EFFECTIVE 12:01 A.M. January 8, 1956 |
| Daily Except Sunday | | STATIONS | | Daily Except Sunday |
| AM 10.30 | 224.1 | D MOBERLY MF | PWY 44 | AM 10.00 |
| | 223.5 | 0.6 Wabash Crossing (Auto. Interlocking) | | |
| s 10.55 | 214.4 | D HIGBEE H | PY 40 | s 9.05 |
| | | 0.1 G.M.&O. R.R. Crossing Gate | | |
| f 11.20 | 205.9 | 8.4 BURTON | P 25 | f 8.35 |
| s 11.50 | 199.2 | D FAYETTE FD | P 88 | s 8.15 |
| f 12.20 PM | 189.1 | N FRANKLIN FR | P Yard WTSYGF | f 7.35 AM |
| 12.30 PM | 188.8 | 0.8 NEW FRANKLIN | | 7.80 AM |
| 53 | | 35.8 | | 52 |
| 17.9 | |Average speed per hour.... | | 14.3 |

ELDORADO SUBDIVISION

SOUTHWARD

NORTHWARD

| FOURTH CLASS | Distance from St. Louis | TIMETABLE No. 28 | Symbols and Capacity of Sidings | FOURTH CLASS |
|---------------------|-------------------------|--------------------------------|---------------------------------|---|
| 57 Way | | | | EFFECTIVE 12:01 A.M. January 8, 1956 |
| Daily Except Sunday | | STATIONS | | Daily Except Sunday |
| AM 7.00 | 309.3 | D WALKER | PY | AM 9.10 |
| 7.30 | 316.1 | 6.8 DEDERICK | 8 | 8.40 |
| 8.00 AM | 323.2 | 7.1 ELDORADO SPGS. | 14 YWF | 8.10 AM |
| 57 | | 13.9 | | 56 |
| 13.9 | |Average speed per hour.... | | 13.9 |

NO. 57 IS SUPERIOR TO NO. 56

NEOSHO SUBDIVISION

SOUTHWARD

NORTHWARD

| FOURTH CLASS | Distance from Parsons | TIMETABLE No. 28 | Symbols and Capacity of Sidings | FOURTH CLASS |
|---------------------------|-----------------------|---|---------------------------------|--------------------|
| 61 Way | | EFFECTIVE 12:01 A.M. January 8, 1956 | | 60 Way |
| Tuesday Thursday Saturday | | STATIONS | | Monday Wed. Friday |
| AM 5.00 | 156.8 | D JUNCTION CITY TY | Fwy Yard | PM 4.00 |
| f 5.30 | 146.3 | 10.5 OLSON | 14 | f 3.25 |
| f 5.40 | 148.8 | 2.5 SKIDDY | 17 | f 3.10 |
| | 187.9 | 5.9 C.R.L.&P. Crossing Electrically Locked Gate | | |
| s 6.05 | 187.6 | 0.3 D WHITE CITY WC | 25 | s 2.40 |
| s 7.15 | 120.0 | 17.6 D COUNCIL GROVE CA | 45 | s 1.35 |
| | 119.9 | 0.1 N COUNCIL GROVE TOWER CG Mo. Pac. Interlocking | NS | |
| f 7.40 | 116.0 | 3.9 HAUCKE | 20 | f 1.02 |
| f 8.01 | 111.4 | 4.6 DUNLAP | 22 | f 12.48 |
| f 8.30 | 108.9 | 7.5 D AMERICUS MS | 38 | f 12.25 |
| s 9.23 | 95.2 | 8.7 D EMPORIA RD | 60 Yard W | s 11.55 |
| | 94.9 | 0.3 EMPORIA JCT. A.T.&S.F. Remote Control Interlocking | NS | |
| f 10.25 | 89.0 | 5.9 CURTIS | 20 | f 10.10 |
| f 10.50 | 81.8 | 7.2 D HARTFORD HD | 40 | f 9.45 |
| f 11.10 | 75.5 | 6.3 STRAWN | 25 | f 9.20 |
| s 11.40 | 67.8 | 7.7 D BURLINGTON BI | 33 Y | s 8.55 |
| | 67.5 | 0.3 A. T. & S. F. Crossing Unprotected | | |
| PH f 12.15 | 55.6 | 12.4 MOODY Mo. Pac. Crossing Electrically Locked Gate | 20 | f 8.10 |
| f 12.30 | 49.8 | 5.3 D NEOSHO FALLS NF | 20 | f 7.55 |
| s 12.50 | 44.2 | 5.6 D PIQUA G | 50 Y | s 7.31 |
| f 1.15 | 35.1 | 9.1 D HUMBOLDT HM | 50 Y Yard | f 6.55 |
| | 26.8 | 8.3 A.T.&S.F. Crossing Electrically Locked Gate | | |
| s 1.40 | 25.9 | 0.9 D CHANUTE U | 60 W Yard | s 6.25 |
| | 23.7 | 2.2 A.T.&S.F. Crossing-Gate | | |
| f 2.10 | 16.9 | 6.8 URBANA | 18 | f 5.50 |
| f 2.30 | 10.5 | 6.4 D GALESBURG A | 43 | f 5.30 |
| 5.00 PH | 0.6 | 9.9 NORTH YARD | FGSTWY Yard P | 5.00 AM |
| 61 | | 156.2 | | 60 |
| 18.0 | | Average speed per hour | | 14.2 |

IOLA SUBDIVISION

SOUTHWARD

NORTHWARD

5

| FOURTH CLASS | Distance from Kansas City | TIMETABLE No. 28 | Symbols and Capacity of Sidings | FOURTH CLASS |
|---------------------|---------------------------|--------------------------------------|---------------------------------|---------------------|
| 59 Way | | EFFECTIVE 12:01 A.M. January 8, 1956 | | 58 Way |
| Daily Except Sunday | | STATIONS | | Daily Except Sunday |
| PM 1.00 | 94.7 | N MORAN MN | W NS | PM 3.45 |
| 1.59 PM | 107.9 | D IOLA OA | Yard P | 2.15 PM |
| 59 | | 13.2 Average speed per hour | | 58 |
| 18.4 | | | | 8.8 |

NO. 59 IS SUPERIOR TO NO. 58.

TULSA SUBDIVISION

SOUTHWARD

NORTHWARD

| FOURTH CLASS | Distance from Kansas City Via Osage | TIMETABLE No. 28 | Symbols and Capacity of Sidings | FOURTH CLASS |
|--------------|-------------------------------------|---|---------------------------------|--------------|
| 65 Mixed | | EFFECTIVE 12:01 A.M. January 8, 1956 | | 64 Mixed |
| Daily | | STATIONS | | Daily |
| AM 5.30 | 245.2 | N OSAGE JN | FGWSYP Yard | PM 11.10 |
| s 5.50 | 252.7 | 7.5 PRUE | P 60 | s 10.50 |
| f 6.20 | 267.0 | 14.3 WEKIWA | P 70 | f 10.20 |
| s 6.30 | 270.8 | 8.8 SAND SPRINGS S. S.I. Crossing-Unprotected | P 30 | s 10.10 |
| | 272.4 | 1.6 S. S.I. Crossing-Unprotected | | |
| f 7.30 | 277.7 | 5.3 N TULSA KA | Yard SPYW | f 9.55 |
| 7.45 7.55 | | 0.5 ATSF, SLSP, MV Interlocking Tulsa Union Depot | | 9.45 9.35 |
| 8.01 | 278.2 | TULSA U. D. CONNECTION | | 9.25 |
| f 8.20 | 286.8 | 8.6 ALSUMA | P 80 | f 9.05 |
| s 8.35 | 292.3 | 5.5 D BROKEN ARROW BA | P 70 | s 8.35 |
| s 9.02 | 308.6 | 11.3 D COWETA MO | P 60 | s 8.08 |
| s 9.20 | 309.2 | 5.6 RED BIRD | P 10 | s 7.55 |
| s 9.30 | 313.3 | 4.1 D PORTER PO | P 60 | s 7.44 |
| 10.05 | 324.0 | 10.7 WYBARK | 30 | 7.17 |
| f 10.10 | 324.8 | 0.8 CHASE | P | f 7.15 |
| 10.30 AM | 329.8 | 5.0 MUSKOGEE | FGWSYP Yard | 7.00 PM |
| 65 | | 84.6 Average speed per hour | | 64 |
| 16.9 | | | | 20.3 |

SOUTHWARD

KANSAS CITY SUBDIVISION

SOUTHWARD

| FOURTH CLASS | THIRD CLASS | | | Distance from Kansas City | TIMETABLE No. 28 | | Symbols and Capacity of Sidings | FIRST CLASS | | | |
|---------------------------------|-------------|-------------|-------------|---------------------------|---|---|---------------------------------|-------------|--------------------|------|----|
| | 91 | 275 | 271 | | 281 | EFFECTIVE 12:01 A.M. January 8, 1956 | | 5 | 25 | 27 | 11 |
| Way | Freight | Freight | Freight | | | Passenger | Passenger | Passenger | Mo. Pac. Passenger | | |
| Tuesday Thursday Saturday | Daily | Daily | Daily | | STATIONS | Daily | Daily | Daily | Daily | | |
| | | | | | KANSAS CITY US 2.6 | | | | | | |
| | PM 8.30 | AM 9.30 | PM 11.15 | 2.6 | GLEN PARK KY | FGSTW P Yard | | AM 8.40 | PM 9.40 | | |
| | | | | | Joint Track With S.L.-S.F. Ry. 40.5 | | | | | | |
| AM 9.00 | PM 9.30 | AM 10.30 | AM 12.15 | 43.1 | N PAOLA PD 0.3 | P FTW 140 Yard | | AM 9.30 | PM 10.30 | | |
| | | | | 43.4 | MO. PAC. JUNCTION Interlocking 0.1 | P NS | | | 10.01 PM | | |
| 9.03 | 9.31 | 10.31 | 12.16 | 43.5 | SOUTH PAOLA 3.0 | P 37 | | 9.31 | 10.31 | | |
| 9.17 | 9.35 | 10.35 | 12.20 | 46.5 | RINGER 8.1 | P 96 | | 9.35 | 10.34 | | |
| 9.30 | 9.45 | 10.45 | 12.30 | 54.6 | D BEAGLE B 7.0 | P 80 | | f 9.42 | 10.41 | | |
| 9.50 | 9.55 | 10.55 | 12.40 | 61.6 | N PARKER H 5.2 | P 153 | | s 9.50 | 10.48 | | |
| 10.30 | 10.01 | 11.01 | 12.46 | 68.8 | DUNLAY 3.2 | P 114 | | 9.55 | 10.53 | | |
| | | | | 70.0 | D CENTERVILLE C 5.3 | P 23 | | f 9.59 | 10.56 | | |
| 10.43 | 10.12 | 11.12 | 12.57 | 75.3 | VANCE 7.5 | P 111 | | 10.05 | 11.01 | | |
| 10.55 | 10.22 | 11.22 | 1.07 | 82.8 | D KINCAID KI 4.2 | P 125 | | s 10.11 | 11.07 | | |
| 11.33 | 10.29 | 11.33 | 1.18 | 87.0 | MILDRED 7.7 | P 70 | | f 10.17 | 11.11 | | |
| 12.01 PM 4.30 | 10.38 | 11.43 | 1.28 | 94.7 | MORAN 0.1 | PW E 40 W 125 | | s 10.24 | 11.18 | | |
| | | | | 94.8 | N MORAN TOWER MN Mo. Pac. Interlocking 8.6 | P NS | | | | | |
| 4.46 | 10.49 | 11.55 | 1.40 | 103.4 | D ELSMERE UN 3.0 | P 91 | | f 10.34 | 11.25 | | |
| | | | | 106.4 | D SAVONBURG SG 4.0 | P NS | | f 10.38 | 11.28 | | |
| | | | | 110.4 | D STARK DK 2.2 | P 18 | | f 10.42 | 11.32 | | |
| 5.15 | 11.01 | PM 12.07 | 1.52 | 112.6 | KIMBALL 7.3 | P 125 | | f 10.45 | 11.34 | | |
| | | | | 119.9 | N N. E. TOWER NE A.T.&S.F. Interlocking 0.7 | P NS | | | | | |
| 5.30 | 11.10 | 12.27 | 2.03 | 120.6 | ERIE 10.0 | P 162 | | s 11.01 | f 11.41 | | |
| 6.01 | 11.22 | 12.40 | 2.15 | 130.6 | HAYDEN 3.1 | P 86 | | 11.14 | 11.49 | | |
| 6.05 | 11.27 | 12.45 | 2.20 | 133.7 | N CROSS XO Interlocking 2.5 | P NS | AM 11.12 | 11.17 | 11.52 | | |
| 6.30 PM | 11.50 PM | 1.30 PM | 3.45 AM | 136.2 | NORTH YARD 0.6 | FGSTWY P Yard | | | | | |
| | | | | 136.8 | N PARSONS W 136.8 | Yard | AM 11.25 | AM 11.35 | AM 12.05 | | |
| 91 | 275 | 271 | 281 | | | | | 5 | 25 | | |
| 9.8 | 39.9 | 31.0 | 26.6 | | | | | 14.3 | 46.0 | | |
| | | | | | Average speed per hour | | | | 59.2 | 18.0 | |

NO. 5 IS SUPERIOR TO NO. 28

NORTHWARD

KANSAS CITY SUBDIVISION

NORTHWARD

7

| FIRST CLASS | | | | | | | TIMETABLE No. 28 | | | | THIRD CLASS | | | FOURTH CLASS | |
|-------------|--|--|------------------------------------|-----------------------|------------------------|------------------------|---|-----------------------------------|--|--|-----------------------|-----------------------|-----------------------|-----------------------------------|-------------|
| | | | 12 Mo. Pac. Passenger | 6 Passenger | 26 Passenger | 28 Passenger | EFFECTIVE 12:01 A.M. January 8, 1956 | | | | 270 Freight | 274 Freight | 272 Freight | 90 Way | |
| | | | Daily | Daily | Daily | Daily | STATIONS | | | | Daily | Daily | Daily | Monday Wed. Friday | |
| | | | | | PM 8.50 | AM 7.55 | KANSAS CITY US 2.6 | | | | | | | | |
| | | | | | | | GLEN PARK KY Joint Track With S.L.-S.F. Ry. 40.5 | | | | AM 11.30 | PM 6.00 | AM 4.30 | | |
| | | | AM 5.20 | | s PM 7.59 | f AM 7.03 | N PAOLA PD 0.3 | | | | AM 9.25 | PM 2.20 | AM 2.25 | PM 8.05 | |
| | | | 5.19 AM | | | | MO. PAC. JUNCTION Interlocking 0.1 | | | | | | | | |
| | | | SEE | | 7.51 | 7.01 | SOUTH PAOLA 3.0 | | | | 9.22 | 2.19 | 2.20 | 8.01 | |
| | | | SPL. | | 7.47 | 6.57 | RINGER 8.1 | | | | 9.17 | 2.15 | 2.16 | 7.47 | |
| | | | INSTNS. | | f 7.38 | 6.48 | D BEAGLE B 7.0 | | | | 9.06 | 2.05 | 2.05 | 7.25 | |
| | | | RULE | | s 7.27 | 6.40 | N PARKER H 5.2 | | | | 8.54 | 1.54 | 1.54 | 7.01 | |
| | | | 1-c | | 7.19 | 6.35 | DUNLAY 8.2 | | | | 8.47 | 1.47 | 1.47 | 6.35 | |
| | | | | | s 7.14 | 6.30 | D CENTERVILLE C 5.3 | | | | | | | | |
| | | | | | 7.07 | 6.23 | VANCE 7.5 | | | | 8.35 | 1.35 | 1.34 | 6.12 | |
| | | | | | s 6.59 | 6.14 | D KINCAID KI 4.2 | | | | 8.25 | 1.25 | 1.24 | 5.55 | |
| | | | | | f 6.52 | 6.10 | MILDRED 7.7 | | | | 8.19 | 1.19 | 1.18 | 5.35 | |
| | | | | | s 6.43 | 6.02 | MORAN 0.1 | | | | 8.08 | 1.08 | 1.05 | 5.10 PM 12.10 | |
| | | | | | | | N MORAN TOWER MN Mo. Pac. Interlocking 8.6 | | | | | | | | |
| | | | | | f 6.31 | 5.53 | D ELSMORE UN 3.0 | | | | 7.55 | 12.55 | 12.50 | 11.55 | |
| | | | | | f 6.26 | 5.50 | D SAVONBURG SG 4.0 | | | | | | | | |
| | | | | | f 6.21 | 5.46 | D STARK DK 2.2 | | | | | | | | |
| | | | | | f 6.18 | 5.44 | KIMBALL 7.3 | | | | 7.40 | 12.40 | 12.35 | 11.21 | |
| | | | | | | | N N. E. Tower NE A.T.&S.F. Interlocking 0.7 | | | | | | | | |
| | | | | | s 6.11 | f 5.36 | ERIE 10.0 | | | | 7.27 | 12.27 | 12.16 | 11.01 | |
| | | | | | | 6.01 | 5.27 | HAYDEN 3.1 | | | | 7.15 | 12.15 | AM 12.01 | 10.20 |
| | | | | | PM 6.22 | 5.57 | 5.23 | N CROSS XO Interlocking 2.5 | | | | 7.10 | 12.10 | 11.55 | 10.15 |
| | | | | | | | | NORTH YARD 0.6 | | | | 7.00 AM | 12.01 PM | 11.45 PM | 10.00 AM |
| | | | | | 6.15 PM | 5.50 PM | 5.15 AM | N PARSONS W 136.8 | | | | | | | |
| | | | 12 | 6 | 26 | 28 | | | | | 270 | 274 | 272 | 90 | |
| | | | 18.0 | 26.6 | 43.6 | 52.1 | Average speed per hour | | | | 38.5 | 40.2 | 34.9 | 9.2 | |

NO. 5 IS SUPERIOR TO NO. 28

SOUTHWARD

OSAGE SUBDIVISION

NORTHWARD

| THIRD CLASS | | FIRST CLASS | | Distance from Kansas City | TIMETABLE No. 28 EFFECTIVE 12:01 A.M. January 8, 1956 | Symbols and Capacity of Sidings | THIRD CLASS | | |
|------------------------|----------------|-----------------|-----------------|---------------------------|---|---------------------------------|----------------|----------------|-------------|
| 281 Freight | 275 Freight | 25 Passenger | 26 Passenger | | | | 270 Freight | 274 Freight | |
| Daily | Daily | Daily | Daily | | | | Daily | Daily | |
| AM 7.30 | AM 12.20 | | | 136.2 | NORTH YARD | FGSTWY P Yard | | AM 5.15 | AM 10.00 |
| | | PM 12.05 | | 136.8 | 0.6 N PARSONS W | | PM 5.15 | | |
| 7.35 | 12.25 | 12.06 | | 137.3 | 0.5 N POOLE JG | NS | 5.03 | 3.45 | 7.56 |
| 7.48 | 12.33 | 12.12 | | 141.6 | 4.3 S.L.-S.F. Interlocking | | | 3.45 | 7.56 |
| 8.01 | 12.46 | s 12.21 | | 149.0 | Auto. Inter. { 7.4 D MOUND VALLEY MD | P 71 | 4.57 | 3.37 | 7.48 |
| 8.15 | 12.59 | s 12.34 | | 157.2 | 8.2 S.L.-S.F. Crossing | P 72 | s 4.47 | 3.24 | 7.30 |
| 8.25 | 1.10 | 12.42 | | 163.8 | 6.6 ANGOLA | P 99 | s 4.35 | 3.10 | 7.10 |
| 8.30 | 1.15 | 12.46 | | 166.8 | 3.0 HUNTER | P 36 | 4.27 | 2.59 | 6.59 |
| | | | | 167.2 | 0.4 COX | P 38 | 4.23 | 2.53 | 6.52 |
| 8.35 | 1.20 | s 12.55 | | 167.7 | 0.5 A.T.&S.F. Crossing-Gate | | | | |
| | | | | 168.3 | N COFFEYVILLE FY | WY Yard P 44 | s 4.19 | 2.48 | 6.46 |
| 8.41 | 1.25 | 12.59 | | 168.7 | 0.6 Mo. Pac. Crossing Unprotected | | | | |
| | | s 1.02 | | 170.9 | 0.4 EVANS | P 65 | 4.08 | 2.40 | 6.40 |
| 8.54 | 1.38 | f 1.09 | | 176.4 | 2.2 N SOUTH COFFEYVILLE SC | P NS | s 4.05 | | |
| 9.04 | 1.48 | s 1.17 | | 182.9 | 5.5 Mo. Pac. Interlocking | P 70 | f 3.57 | 2.25 | 6.19 |
| 9.15 | 2.03 | f 1.25 | | 189.1 | 6.5 NOXIE | P 76 | s 3.49 | 2.14 | 6.07 |
| 9.23 | 2.10 | s 1.33 | | 193.7 | 6.2 WANN | P 71 | f 3.41 | 2.03 | 5.55 |
| 9.25 | 2.12 | 1.34 PM | | 194.5 | 4.6 Auto. Block { D DEWEY DE | P 67 Yard | s 3.35 | 1.56 | 5.41 |
| AM 9.31 | AM 2.18 | PM 1.44 | | 197.7 | 0.8 "D Y" JCT. | NS | 3.30 PM | 1.54 AM | 5.39 AM |
| AM 9.33 | AM 2.20 | PM 1.46 | | 198.2 | 3.2 Joint Track with A.T.&S.F. Ry. | SY P Yard | PM 3.25 | AM 1.48 | AM 5.33 |
| 9.35 | 2.22 | 1.47 | | 198.7 | 0.5 N BARTLESVILLE B | NS | PM 3.16 | AM 1.46 | AM 5.31 |
| 9.51 | 2.38 | f 1.59 | | 208.0 | 0.5 "B E" JCT. | | | | |
| 9.58 | 2.46 | 2.06 | | 212.2 | 9.3 SUTTON | P 83 | 3.15 | 1.44 | 5.29 |
| 10.07 | 2.55 | s 2.13 | | 217.5 | 4.2 OKESA | P 84 | f 3.03 | 1.27 | 5.12 |
| 10.21 | 3.08 | s 2.30 | | 225.7 | 5.3 D NELAGONY GY | Y P 61 | s 2.50 | 1.18 | 5.04 |
| 10.38 | 3.25 | s 2.45 | | 236.0 | 8.2 M.V. Crossing-Gate | P 53 | s 2.30 | 1.08 | 4.52 |
| 10.46 | 3.33 | 2.51 | | 240.7 | 10.3 D WYNONA WY | P 88 | s 2.14 | 12.54 | 4.38 |
| 11.00 AM | 3.45 AM | s 2.57 PM | | 245.2 | 4.7 D HOMINY HY | P 72 | 2.06 | 12.37 | 4.20 |
| 281 | 275 | 25 | | | Auto. Block { 4.5 N MAHAN | FGSWY P Yard | 1.59 PM | 12.20 AM | 4.00 AM |
| 31.1 | 31.9 | 37.8 | | | 4.5 N OSAGE JN | | 26 | 270 | 274 |
| Average speed per hour | | | | | | | 33.2 | 22.2 | 18.2 |

SOUTHWARD

OKLAHOMA SUBDIVISION

NORTHWARD

9

| THIRD CLASS | | FIRST CLASS | Distance from Kansas City | TIMETABLE No. 28 | | Symbols and Capacity of Sidings | FIRST CLASS | THIRD CLASS | |
|-------------------------|-------------------------|--------------------------|---------------------------|--|-----------------|---------------------------------|--------------------------|-------------------------|-------------------------|
| 281 Freight Daily | 275 Freight Daily | 25 Passenger Daily | | EFFECTIVE 12:01 A.M. January 8, 1956 | | | 26 Passenger Daily | 274 Freight Daily | 270 Freight Daily |
| | | | STATIONS | | | | | | |
| AM 11.20 | AM 4.05 | PM 3.01 | 245.2 | Auto. Block { N OSAGE JN | FGSWY P Yard | PM s 1.57 | PM 8.00 | PM 11.50 | |
| 11.26 | 4.11 | s 3.07 | 248.2 | D CLEVELAND CN | P 57 | s 1.52 | 7.25 | 11.20 | |
| 11.39 | 4.24 | s 3.18 | 256.5 | HALLETT | | P 59 | s 1.40 | 7.10 | 11.03 |
| | | | 257.5 | Auto. Inter. { HALLETT TOWER S.L.-S.F. Crossing | NS | | | | |
| 11.46 | 4.31 | s 3.25 | 260.2 | D JENNINGS NS | P 98 | s 1.34 | 6.50 | 10.55 | |
| | | s 3.39 | 270.4 | D YALE YA | P NS | s 1.19 | | | |
| PM 12.03 | 4.48 | 3.40 | 271.0 | SUN.-CO. | | 71 | 1.17 | 6.30 | 10.37 |
| | | | 271.4 | Auto. Inter. { A.T. & S.F. Gauntlet Track | | | | | |
| 12.10 | 4.55 | 3.45 | 273.9 | NORFOLK | | P 45 | 1.12 | 6.15 | 10.30 |
| 12.19 | 5.04 | 3.52 | 279.4 | DEEP ROCK | | FGWY P Yard 63 | 1.05 | 5.53 | 10.18 |
| 12.24 | 5.07 | s 4.10 | 280.2 | N CUSHING CH | P 27 | s 1.03 | 5.50 | 10.15 | |
| 12.47 | 5.24 | s 4.25 | 290.6 | AGRA | | P 59 | s 12.47 | 5.32 | 9.59 |
| 1.01 | 5.35 | s 4.34 | 297.2 | D TRYON RN | P 12 | s 12.38 | 5.20 | 9.48 | |
| 1.09 | 5.42 | s 4.41 | 301.8 | CARNEY | | P 11 | s 12.30 | 5.10 | 9.40 |
| 1.23 | 5.56 | s 4.52 | 310.3 | FALLIS | | P 74 | s 12.19 | 4.52 | 9.26 |
| 1.34 | 6.08 | s 5.02 | 317.0 | LUTHER | | P 39 | PM s 12.10 | 4.34 | 9.15 |
| 1.47 | 6.20 | s 5.13 | 324.7 | ARCADIA | | P 57 | s 11.59 | 4.22 | 9.03 |
| 1.59 | 6.32 | f 5.23 | 332.2 | WITCHER | | P 52 | f 11.50 | 4.10 | 8.51 |
| 2.11 | 6.43 | 5.33 | 339.1 | OWANDA | | P 17 | 11.41 | 3.59 | 8.40 |
| | | | 341.5 | C. R. I. & P. Crossing Unprotected | | | | | |
| | | | 341.6 | Automatic Block { BARNARD | NS | | | | |
| 3.00 PM | 7.00 AM | 5.40 | 342.8 | N TURNER SX | FGSTW P Yard | 11.34 | 3.45 PM | 8.30 PM | |
| | | | 343.2 | C. R. I. & P. Crossing Unprotected | | | | | |
| | | 5.55 PM | 343.9 | OKLAHOMA CITY | | P Yard Y | 11.30 AM | | |
| | | | | | | | | | |
| 281 | 275 | 25 | | | | 26 | 274 | 270 | |
| 26.6 | 33.5 | 34.0 | Average speed per hour | | 40.3 | 23.0 | 29.3 | | |

JOPLIN SUBDIVISION

SOUTHWARD

NORTHWARD

| FOURTH CLASS | Distance from St. Louis | TIMETABLE No. 28 | Symbols and Capacity of Sidings | FOURTH CLASS |
|---------------------|-------------------------|---|---------------------------------|---------------------|
| 63 Way | | EFFECTIVE 12:01 A.M. January 8, 1956 | | 62 Way |
| Daily Except Sunday | | STATIONS | | Daily Except Sunday |
| AM 12.20 | 394.4 | GARVIN | PY 90 | PM 6.50 |
| f 12.45 | 402.1 | 7.7 SHERMAN CITY | P 40 | f 6.20 |
| 12.57 | 406.2 | 4.1 NETTELS | P | 6.05 |
| s 1.10 | 410.0 | N WEST MINERAL MY | 40 SY Yd. | s 5.50 |
| | 412.9 | 2.9 Mo.Pac.Crossing-Unprotected | | |
| | 418.3 | 5.4 NEO Crossing - Gate | | |
| | 418.7 | 0.4 SL-SF Interlocking | | |
| s 2.45 | 419.0 | N COLUMBUS CO | Yd 21 | s 4.45 |
| | 427.6 | 8.6 KCS Crossing - Gate | | |
| s 4.00 | 429.3 | D MILITARY RI | Y Yd 25 | s 4.05 |
| | 431.5 | 1.7 SL-SF Crossing - Gate | | |
| s 4.15 | 432.1 | D GALENA AN | Yd. 28 | s 3.50 |
| f 4.35 | 436.0 | 2.2 FALL CITY | PY 30 | f 3.25 |
| 7.30 AM | 440.7 | N JOPLIN JO | STFW Yard | 3.00 PM |
| 63 | | 46.3 | | 62 |
| 6.5 | | Average speed per hour | | 12.1 |

NO. 63 IS SUPERIOR TO NO. 62

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 | TIMETABLE No. 28 | Symbols and Capacity of Sidings | FOURTH CLASS |
|--------------------|-------------------------------|---|---------------------------------|---------------------|
| 95 Way | | EFFECTIVE 12:01 A.M. January 8, 1956 | | 94 Way |
| Mon. Wed., Fri. | | STATIONS | | Tues. Thu., Sat. |
| AM 10.45 | .0 | D N. McALESTER MC | FWSYP Yard | AM 8.00 |
| 11.00 | 3.4 | 3.4 KREBS JCT. | | 7.50 |
| s 11.05 | 3.9 | D KREBS BS | | s 7.45 |
| 12.45 PM | 19.5 | 0.5 CHILLI | | 6.30 AM |
| 95 | | 15.6 -19.5 | | 94 |
| 9.8 | | Average speed per hour | | 13.0 |

SOUTHWARD

CHEROKEE SUBDIVISION

NORTHWARD

11

| FOURTH CLASS | | | THIRD CLASS | | SECOND CLASS | | FIRST CLASS | | | Distance from St. Louis | TIMETABLE No. 28 | | | | | | |
|-------------------|--------------|-------------|-------------|-------------------|--------------|------------|--------------------------------------|-------|----------|-------------------------|------------------|---------|-----------------------|-------------|--|--|--------------|
| 93 | 75 | 71 | 81 | 5 | 7 | 1 | EFFECTIVE 12:01 A.M. January 8, 1956 | | STATIONS | | FIRST CLASS | | | THIRD CLASS | | | FOURTH CLASS |
| Way | Freight | Freight | Freight | Psg. | Psg. | Psg. | 2 | 8 | | 6 | 74 | 78 | 72 | 92 | | | |
| Mon-Wed Friday | Daily | Daily | Daily | Daily | Daily | Daily | Psg. | Psg. | Psg. | Freight | Freight | Freight | Way | | | | |
| AM 3.45 | PM 10.15 | PM 3.00 | AM 7.00 | PM 12.10 | AM 12.20 | | Daily | Daily | Daily | Daily | Daily | Daily | Tuesday Thur.-Sat. | | | | |
| | | | | | | | 386.0 | | | | | | | | | | |
| | | | | | | | 386.6 | | | | | | | | | | |
| 3.55 | 10.20 | 3.06 | 7.05 | 12.12 | 12.22 | | 387.1 | | | | | | | | | | |
| | | | | | | | 394.4 | | | | | | | | | | |
| 4.15 | 10.35 | 3.20 | 7.15 | 12.20 | 12.29 | | 395.5 | | | | | | | | | | |
| 4.34 | 10.43 | 3.29 | 7.23 | 12.25 | 12.34 | | 400.9 | | | | | | | | | | |
| 5.05 | 10.56 | 3.49 | 7.35 | 12.40 | 12.45 | | 410.2 | | | | | | | | | | |
| 5.20 | 11.06 | 4.01 | 7.43 | 12.46 | 12.51 | | 416.1 | | | | | | | | | | |
| 5.35 | 11.15 | 4.21 | 7.50 | 12.51 | 12.56 | | 421.4 | | | | | | | | | | |
| 5.50 | 11.23 | 4.30 | 7.57 | 12.57 | 1.01 | | 426.6 | | | | | | | | | | |
| 6.05 | 11.33 | 4.40 | 8.06 | 1.04 | 1.07 | | 433.9 | | | | | | | | | | |
| 6.15 | 11.39 | 4.46 | 8.11 | 1.08 | 1.11 | | 438.0 | | | | | | | | | | |
| 7.30 | 11.43 | 4.52 | 8.13 | 1.15 | 1.16 | AM 1.10 | 439.0 | | | | | | | | | | |
| 7.58 | 11.54 | 5.04 | 8.23 | 1.24 | 1.23 | | 446.8 | | | | | | | | | | |
| 8.32 | AM 12.16 | 5.15 | 8.32 | 1.32 | 1.30 | 1.24 | 454.4 | | | | | | | | | | |
| 9.15 | 12.32 | 5.32 | 8.43 | 1.46 | 1.40 | 1.32 | 463.7 | | | | | | | | | | |
| 9.40 | 12.46 | 5.41 | 8.49 | 1.51 | 1.44 | 1.36 | 468.6 | | | | | | | | | | |
| 10.15 | 12.52 | 5.47 | 8.53 | 1.55 | 1.47 | 1.39 | 472.2 | | | | | | | | | | |
| 10.45 | 1.00 | 5.55 | 8.59 | 2.01 | 1.52 | 1.44 | 477.7 | | | | | | | | | | |
| 11.05 | 1.13 | 6.10 | 9.10 | 2.10 | 2.00 | 1.52 | 487.0 | | | | | | | | | | |
| 11.30 | 1.15 | 6.12 | 9.12 | 2.16 | 2.02 | 1.53 | 488.1 | | | | | | | | | | |
| 11.45 | 1.23 | 6.21 | 9.19 | 2.22 | 2.07 | 1.58 | 494.1 | | | | | | | | | | |
| 11.59 | 1.30 | 6.30 | 9.24 | 2.26 | 2.11 | 2.02 | 498.6 | | | | | | | | | | |
| 12.15 PM | 2.00 AM | 6.40 PM | 9.30 AM | | | | 503.1 | | | | | | | | | | |
| | | | | 2.35 PM | 2.20 AM | 2.10 AM | 503.6 | | | | | | | | | | |
| 93 | 75 | 71 | 81 | 5 | 7 | 1 | | | | | | | | | | | |
| 13.8 | 31.2 | 31.9 | 46.8 | 48.4 | 58.5 | 64.6 | | | | | | | | | | | |

No. 2 is superior to all trains.

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

Schedules of fourth class trains Nos. 62 and 63, train numbers not shown, are effective between North Yard and Garvin.

No. 62 leave Garvin 6:50 P.M. Poole 6:59 P.M. arrive North Yard 10:10 P.M.

No. 63 leave North Yard 12:01 A.M. Poole 12:10 A.M. arrive Garvin 12:20 A.M.

Schedules of fourth class trains Nos. 64 and 65, train numbers not shown, are effective between Muskogee and Chase.

No. 64 leave Muskogee 7:00 P.M. arrive Chase 7:15 P.M.

No. 65 leave Chase 10:10 A.M. arrive Muskogee 10:30 A.M.

SOUTHWARD

CHOCTAW SUBDIVISION

SOUTHWARD

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

| FOURTH CLASS | | THIRD CLASS | | SECOND CLASS | Distance from St. Louis | FIRST CLASS | | | Symbols and Capacity of Sidings |
|-------------------|---------------------|---------------|---------------|---------------|-------------------------|----------------|----------------|----------------|---------------------------------|
| 97 Way | 95 Way | 71 Freight | 75 Freight | 81 Freight | | 1 Passenger | 7 Passenger | 5 Passenger | |
| Daily except Sun. | Mon.-Wed. Friday | Daily | Daily | Daily | | Daily | Daily | Daily | |
| | AM 7.30 | PM 8.10 | AM 2.45 | AM 9.40 | 503.1 | | | | FGWSTY Yard |
| | | | | | 508.6 | | | | GW Yard |
| | | | | | 503.9 | | | | |
| | 7.45 | 8.27 | 3.00 | 9.53 | 510.4 | | | | |
| | 8.03 | 8.38 | 3.11 | 10.01 | 517.0 | | | | |
| | 8.20 | 8.52 | 3.24 | 10.10 | 524.8 | | | | |
| | 8.35 | 9.01 | 3.33 | 10.16 | 529.8 | | | | |
| | 9.05 | 9.17 | 3.47 | 10.26 | 538.1 | | | | |
| | 9.35 | 9.35 | 4.02 | 10.36 | 547.2 | | | | |
| | 9.57 | 9.47 | 4.19 | 10.43 | 553.3 | | | | |
| | 10.15 | 10.01 | 4.32 | 10.52 | 561.1 | | | | |
| AM 6.15 | 10.35 AM | 10.13 | 4.42 | 10.58 | 564.2 | | | | |
| | | 10.48 | 4.50 | 11.03 | 566.0 | | | | |
| | | 10.58 | 4.58 | 11.07 | 569.0 | | | | |
| | | 11.07 | 5.05 | 11.12 | 573.1 | | | | |
| | | 11.26 | 5.20 | 11.23 | 582.8 | | | | |
| | | 11.48 | 5.38 | 11.36 | 594.0 | | | | |
| | | AM 12.05 | 5.53 | 11.51 | 602.6 | | | | |
| | | 12.30 | 6.05 | PM 12.01 | 609.6 | | | | |
| | | 12.50 | 6.14 | 12.08 | 615.0 | | | | |
| | | 1.00 | 6.20 | 12.13 | 618.7 | | | | |
| | | 1.10 | 6.25 | 12.17 | 621.6 | | | | |
| | | 1.50 | 6.40 | 12.29 | 630.2 | | | | |
| | | 2.15 | 7.02 | 12.45 | 641.4 | | | | |
| | | 2.30 | 7.11 | 12.53 | 646.4 | | | | |
| | | 2.35 | 7.14 | 12.56 | 648.2 | | | | |
| | | 2.50 | 7.22 | 1.03 | 653.2 | | | | |
| 11.01 AM | | 3.00 AM | 7.30 AM | 1.10 PM | 655.9 | | | | |
| | | | | | 656.2 | | | | |
| | | | | | 660.9 | | | | |
| 12.01 PM | | 4.00 AM | 9.30 AM | 2.00 PM | 661.9 | | | | |
| 97 | 95 | 71 | 75 | 81 | | | | | |
| 16.9 | 19.8 | 20.3 | 23.5 | 36.6 | | | | | |

| TIMETABLE No. 28 | | FIRST CLASS | | |
|---|-------|--------------------------|------------|------------|
| EFFECTIVE 12:01 A.M. January 8, 1956 | | 1 | 7 | 5 |
| STATIONS | | Passenger | Passenger | Passenger |
| | | Daily | Daily | Daily |
| MUSKOGEE YARD | 0.5 | | | |
| MUSKOGEE | 0.8 | | | |
| N SL-SF—MV Interlocking SU | 6.5 | | | |
| MEYER | 6.6 | P 101 | 2.28 | 2.43 |
| OKTAHA | 7.8 | P 100 | 2.34 | 2.49 |
| D CHECOTAH VR | 5.0 | P 150 | 2.41 | 2.56 |
| BOND | 8.3 | P 97 | 2.46 | 3.01 |
| N EUPAULA EA | 9.1 | P 95 | 2.53 | 3.08 |
| D CANADIAN SI | 6.1 | P 157 | 3.01 | 3.16 |
| REAMS | 7.8 | P 106 | 3.06 | 3.21 |
| HANKS | 8.1 | P 80 | 3.13 | 3.28 |
| D NORTH McALESTER MC | 1.8 | FWSY Yard | 3.17 | 3.32 |
| N McALESTER C.R.I.&P. Crossing-Gate | 8.0 | Y Yard | s 3.25 | s 3.44 |
| FRINK | 4.1 | P 96 | 3.29 | 3.48 |
| NAVY | 9.7 | P 95 | 3.33 | 3.52 |
| D KIOWA KY | 11.2 | P 150 | 3.41 | 4.01 |
| BURG | 8.6 | P 155 | 3.51 | 4.11 |
| N STRINGTOWN ST | 7.0 | P Yard 182 | 3.58 | 4.20 |
| D ATOKA DK | 5.4 | P Yard 154 | 4.04 | 4.26 |
| TUSHKA | 3.7 | P NS | 4.09 | 4.31 |
| COOK | 2.9 | P 156 | 4.12 | 4.35 |
| CANEY | 8.6 | P NS | 4.15 | 4.38 |
| CADDO | 11.2 | P 179 | 4.22 | 4.46 |
| N KOG Interlocking DURANT DU | 5.0 | P No. 1-230 No. 2-190 | f 4.36 | s 5.05 |
| SL-SF Interlocking | | | | s 6.04 |
| CALERA | 1.8 | P 45 | 4.41 | 5.11 |
| OLIVE | 5.0 | P NS | 4.43 | 5.13 |
| COLBERT | 2.7 | P 48 | 4.48 | 5.18 |
| N STALEY BF | 0.3 | P | 4.51 | 5.21 |
| SL-SF North Jct. Inter. | | | | 6.22 |
| SL-SF South Jct. Inter. | | | | |
| N DENISON WD | 4.7 | FGWSTY Yard | 5.05 AM | 5.35 AM |
| N RAY RA | 158.8 | | | 6.35 PM |
| | | | 1 | 7 |
| | | | 5 | |
| Average speed per hour | | 57.2 | 52.4 | 41.9 |

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 on Tangent Track (See Note 4) | Steam Derrick on Curves | 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 | 20 | 25 | 25 | 35 | 40 |
| Mokane and Hartsburg | 55 | 45 | 30 | 20 | 25 | 25 | 35 | 40 |
| Hartsburg and Easley | 50 | 40 | 30 | 20 | 25 | 25 | 35 | 40 |
| Easley and Franklin | 55 | 40 | 30 | 20 | 25 | 25 | 35 | 40 |
| Franklin and Parsons | 55 | 40 | 30 | 20 | 25 | 25 | 35 | 40 |
| McBaine and Columbia | 25 | 20 | 15 | 15 | 20 | 20 | 20 | 20 |
| Franklin and Moberly | 25 | 25 | 20 | 20 | 25 | 25 | 25 | 25 |
| Bryson and Paola | 20 | 20 | 10 | 10 | 10 | 10 | 20 | 20 |
| Walker and Eldorado Springs | 15 | 15 | 10 | 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 | 25 | 35 | 45 |
| Parsons and Okla. City | 50 | 40 | 30 | 20 | 25 | 25 | 35 | 40 |
| North Yard and MP B-77.1 | 30 | 30 | 15 | 15 | 15 | 15 | 30 | 30 |
| MP B-77.1 and MP B-123.0 | 20 | 20 | 15 | 15 | 15 | 15 | 20 | 20 |
| MP B-123.0 and Junction City | 25 | 25 | 15 | 15 | 15 | 15 | 25 | 25 |
| Moran and Iola | 20 | 20 | 10 | 10 | 10 | 10 | 20 | 20 |
| CHEROKEE-CHOCTAW-TULSA-WILBURTON-JOPLIN SUBDIVISIONS | | | | | | | | |
| Parsons and Olive | 75 | 55 | 40 | 30 | 30 | 25 | 35 | 45 |
| Southward Track—Olive and Staley | 75 | 55 | 40 | 30 | 30 | 25 | 35 | 45 |
| Northward Track—Staley and Olive | 60 | 50 | 40 | 30 | 30 | 25 | 35 | 45 |
| Staley and Denison | 70 | 30 | 30 | 20 | 30 | 25 | 30 | 30 |
| Staley and Ray | 30 | 30 | 30 | 20 | 20 | 20 | 30 | 30 |
| Osage and Chase | 45 | 40 | 30 | 20 | 30 | 25 | 30 | 20 |
| N. McAlester and Chilli | 20 | 20 | 10 | 10 | 10 | 10 | 10 | 15 |
| Garvin and MP S-435.6 | 35 | 35 | 20 | 20 | 20 | 20 | 20 | 20 |
| MP S-435.6 and Joplin | 15 | 15 | 10 | 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. Olive 40 MPH. Staley 40 MPH. Turnouts on sidings at following locations 30 MPH: Parker both switches, Kincaid both switches, Kimball both switches, Erie South switch, Welch both switches, Smith South switch, Wagoner South switch, Canadian both switches, Kiowa both switches, Burg North switch, Stringtown both switches, Atoka both switches, Cook both switches, Caddo both switches, Durant North switch Siding No. 1 and South switch Siding No. 2. |

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, and maximum speed governing X-1658 must be observed.

NOTE 4—Trains handling steam derrick will place at least one car between engine and steam derrick.

Except for short distances steam derrick will be handled with boom trailing.

Trains handling steam derrick avoid run-in of slack while derrick is on curve.

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, Division 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 (⚡) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign

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

(⏏ or ⏏) at end of restriction. Passenger trains, all Subdivisions, and Freight trains and Light engines on St. Louis Subdivision, not exceed speed shown on Speed Restrictions Signs, on the Sedalia Subdivision Freight trains and Light engines reduce to 5 MPH below speed shown on Speed Restriction Signs and on all other Subdivisions 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 10(1) or 10(2).

Rule 12(j). Supplement to:

Yellow fuses may be used in giving hand signals as prescribed by Rule 12(j) except yellow fuses 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 whistle or 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 19. Amendment to:

On passenger trains, a single electric marker lamp may be displayed in center of rear car in lieu of two marker lamps, which will show red to rear at all times, day and night, except when shows green to rear as provided in Rule 19(a).

Rule 35. Amendment to:

| | |
|---------------------|-----------------------|
| Day Signals. | Night Signals. |
| Red Flag | White Light |
| Torpedoes | Torpedoes |
| Red Fuses | Red Fuses |

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);

| | |
|---------------------------|----------------------|
| Single Unit Light Engines | Ballast Plows |
| Pile Drivers | Sperry Detector Cars |

Weed Burners and Weed Mowers

Clam Shell and other Material Handling Cranes.

Rule 209. Amendment to:


Second paragraph is cancelled.


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

| | |
|-------------|-------------------|
| Red Flag | Six (6) Torpedoes |
| White Flag | Six (6) Red Fuses |
| 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:

(a) Supplement to Form S-E

The following form is authorized:

"No. 6 Engine 106C wait at C until 9:30 a.m. for Extra 207A South."

"No. 6 take siding C 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.

(b) Exception to Form "Y"

Form "Y" Protection Order may be used to protect rear of passenger trains.

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-Eldorado Subdivisions

No. 55 is superior to No. 54.
No. 57 is superior to No. 56.

c. Kansas City Subdivision

No. 5 is superior to No. 28.
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. 58.

e. Parsons Terminal

Between Poole and Signal 1357 (Kansas City Subdivision); trains have no timetable 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 run at RESTRICTED SPEED expecting to find AT&SF and Mo. Pac. yard engines without flag protection.

g. Oklahoma Subdivision

Between MP A-341, and Oklahoma City Psgr. Station trains have no timetable 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. 63 is superior to No. 62.
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 T&NO Crossing, Leigh, south of 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.
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—Siding east of main track between MP 602.6 and MP 604.5
Durant—Siding No. 2

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):

Unless train order signal displays "Stop", regular trains may leave their initial stations without clearance at following points:

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

McBaine, Nos. 50 & 51 Columbia, No. 51 Moberly, No. 53
Bryson, Nos. 54 & 55 Walker, No. 57 Eldorado Springs, No. 56

b. Iola Subdivision

Iola, No. 58.

5. REGISTER STATIONS:

- a. Paola—All trains register by ticket except Nos. 90 and 91.
Osage and Turner—First class trains register by ticket.
Following trains will register at other than register stations:

| | Station | Arrival | Departure |
|---|--|------------------------|------------------------|
| b. St. Louis-Sedalia Subdivisions | Baden | All trains | All trains |
| | Machens | All trains | All trains |
| | (by ticket) | | |
| | Sedalia | 54 | 55 |
| | Bryson | 55 | 54 |
| | Ladue (by ticket) | 74-75 | |
| | Tower (by ticket) | 5-6 | |
| | Cross (by ticket) | All trains | All trains |
| | North Yard | All freight | All freight |
| | c. Kansas City-Osage-Neosho Subdivisions | Glen Park | All freight |
| North Yard | | All freight | All freight |
| Cross (by ticket) | | All except first class | All except first class |
| Poole (by ticket) | | All except first class | All except first class |
| Monarch | | Fourth class | Fourth class |
| d. Cherokee-Choctaw-Joplin Subdivisions | | North Yard | All freight |
| | Muskogee Yard | All freight | All freight |
| | North McAlester | All terminating | All originating |
| | Ray | All terminating | All originating |

6. RULE 99(j) AUTHORIZED ON:

- a. St. Louis-Sedalia Subdivisions between Steedman 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**

Sedalia, 15 MPH over Mo. Pac. Shop Track Crossing.
Normal position Wye switch, Walker, for north leg of Wye.
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

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.
Loaded cars, gross weight exceeding 200,000 pounds will not be handled.
Diesel locomotives, gross weight exceeding 200,000 pounds will not be operated.

e. Eldorado Subdivision

Loaded cars, gross weight exceeding 200,000 pounds will not be handled between Dederick and Eldorado Springs.
Trains use not less than one (1) hour between Walker and Eldorado Springs.

f. Kansas City Subdivision

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.

Moran, Psgr. trains 35 MPH, Frt. 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.

Engine or cars 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 train holding main track, remain back of "Fouling Point" sign opposite Approach Signal, until northward train enters siding.

Southward trains or engines, 25 MPH MP A-170 pole 10 to MP A-170 pole 29 observing other restrictive conditions.

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

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

1. 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-53.3, 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.

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 trains flag Main St. crossing.

k. Cherokee-Choctaw-Tulsa Subdivisions

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

Chetopa—No. 8—20 MPH Sunday to dispatch mail.

Vinita—15 MPH through SL-SF Connection.

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

Wagoner—No. 7—20 MPH to dispatch mail.

Muskogee—Passenger trains not exceed 40 MPH between KOG and SL-SF—MV Interlocking Stations, observing Special Instructions Rule 1-j. All trains, 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.

McAlester—Diesel engines with outer wheel base less than 29 feet will not be operated over CRI&P R. R. crossing without at least one car due to short wheel base not actuating signal indications.

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

No. 8—4 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.

l. Denison-Ray Terminal

Denison—20 MPH over Street Crossings.

15 MPH over Puzzle Switch north of Psgr. Station.

Ray—10 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.

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

m. 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 AND SIDINGS:

- a. North McAlester-McAlester—Crossovers designated as:
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.
- b. Durant—Sidings designated as:
Siding No. 1 extends from MP 639.3 through the interlocked crossover just south of Frisco crossing and intersects main track at MP 641.5.
Siding No. 2 extends from MP 643.2 through the crossover north of Main Street and intersects main track at MP 641.1.

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

- a. Between Poole and north switch siding, Labette.
- b. Between south switch siding, Pryor and north switch siding, Smith.
- c. Between north switch siding, Chase and Fon du Lac Street, Muskogee.
- d. Between Southward Signals, MP 643.1 and Olive.
- e. 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.
- c. Cherokee Subdivision
Vinita, south switch siding.

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. |
| Erie..... | South switch 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 | Canadian..... | Both switches siding |
| Chetopa..... | South switch siding | Reams..... | South switch siding |
| Welch..... | Both switches siding | Hanks..... | Both switches siding |
| Winders..... | South switch siding | McAlester..... | South switch siding |
| Adair..... | Both switches siding | Kiowa..... | Both switches siding |
| Smith..... | South switch siding | Burg..... | Both switches siding |
| Wagoner..... | South switch siding | Stringtown..... | South switch siding |
| Chase..... | Tulsa Subdivn. Jct. | Stringtown..... | North switch storage |
| Meyer..... | Both switches siding | Atoka..... | Both switches siding |
| Checotah..... | South switch siding | Cook..... | Both switches siding |
| Bond..... | Both switches siding | Caddo..... | Both switches siding |

Durant.....North switch Siding No. 1

Durant.....Both switches Siding No. 2

Three aspect Absolute Dwarf Signal (red, yellow and lunar) opposite Signal 6412 governs northward movement from Siding No. 2 to the main track. "Yellow" aspect indicates route clear to main track. If this Signal indicates "STOP", after complying Rule 104 (a) if northward Signal 6412 and southward Signal 6411 indicate "Proceed", immediately operate push button on instrument case and wait three (3) minutes for time element to operate and display "Lunar" indication. If Signals 6411 or 6412 indicate "STOP" communicate with Control Operator and operate push button only if no trains approaching in either direction. If "Lunar" not then displayed, be governed by Rule 99(e).

Durant—On siding—at crossover north of Main St. MP 641.2. Normally lined for movement out north end Siding No. 2 to main track. Southward movements in Siding No. 1 trail through.

Olive.....End Two Main Tracks

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

East End "A" Yard, Ray, MP 660.8, where Crossover No. 3 to cutoff between Ray and Dallas Jct. turns out of running track No. 1. Southward movements from Warner cutoff trail through this switch. Low type color light Signal 6607 protects and display of "Lunar" aspect indicates switch points in normal position.

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
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 228.8
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

Northward movements stopped by "Stop and Proceed" indication Signal 1216 south end Erie siding operate push button located on south side of signal in addition to complying with Rule 104 (a).

c. Cherokee-Choctaw Subdivisions

Poole and Fon du Lac Street, Muskogee.
SL-SF—MV Interlocking, Muskogee 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 cutoff.

At Blue Jacket, Chouteau, Gibson and Reams, northward trains holding main track to meet southward trains, or southward trains holding main track to be passed by other southward trains, must remain south of "Fouling Point for Meet" sign until southward train is known to be entering siding.

At Chouteau and Reams, northward trains moving from siding, if semaphore signals at north end siding display "Proceed" indication, must open switch and wait two (2) minutes to receive "Proceed" indication on Low color light Absolute Signal in siding if no southward movement approaching. Switch will not be opened unless semaphore signals display "Proceed" indication.

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.

Northward trains holding main track at meeting point, Atoka remain back of "Fouling Point For Meet" sign until southward train enters siding.

Movements from Siding No. 1, Durant, desiring to receive "Proceed" indication on Signal 6393 for reverse movement or movements from Siding No. 2, Durant, desiring to receive "Proceed" indication on Signal 6432 for reverse movement, must operate push button on instrument case opposite these signals.

Denison-Ray Terminal

All movements will, before fouling Cutoff between Absolute Signal, east end Ray Yard MP 660.3 and Dallas Jct., communicate with, then be governed by instructions of Control Operator, Leigh Interlocking Station, and the indication displayed by Absolute Signal MP 660.3.

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 Absolute Signal at MP 660.0, before beginning northward movement.

Yard movements enroute Gavrin Press Inc. MP 660.0 Warner cutoff use outbound track from Ray Yard, stop clear of inbound track, communicate with Control Operator Staley Interlocking and if no opposing movement Control Operator will clear northward Absolute Signal MP 660.0. Then if track can be seen clear to signal, movement may proceed to Gavrin track switch, passing Absolute Signal MP 660.0 displaying "STOP" indication to enter Gavrin track (opening switch causes signal to display this indication). Leave switch lined for Gavrin track while using track. Movement returning to cutoff from Gavrin track may pass Signal 6601 displaying "STOP" indication, but comply with Rule 104(a) at spring switch MP 660.0.

16. FLOOD INDICATORS:**a. St. Louis Subdivision**

| Location | Effects Signals |
|----------|-----------------|
| MP 184.2 | 1841 and 1850 |

b. Cherokee-Choctaw Subdivisions

| Location | Effects Signals |
|----------|-----------------|
| 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 and Proceed" indication will also lookout for track washed out or damaged by high water.

17. SLIDE INDICATORS:**a. Choctaw Subdivision**

| Location | Effects Signals |
|----------|---|
| MP-592.0 | } 5917 and Northward Absolute Signal Burg |
| MP-592.1 | |

Trains finding these signals displaying "STOP" or "Stop and Proceed" 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. Kansas City Subdivision

Color light signal, on roof of Frisco Passenger Station, Paola, normal aspect "Dark". When "Dark" aspect displayed southward trains will not occupy Kansas City Subdivision main track and will stop clear of that track. Display of "Yellow" aspect authorizes approaching southward trains to continue on the Kansas City Subdivision main track and indicates no train order restrictions at that point and that train order Form "V" will be received covering overdue superior trains or train order authority received to proceed ahead of or against such trains. Form "N" train order must be issued to operator when "Yellow" aspect is to be displayed. This is not a train order signal as defined under Rules 230, 231 and 232, and does not effect observance of any Rules covering block and interlocking signal indications.

c. Parsons Terminal

"Calling-on" indication of Train Order Signal, Cross, per Rule 221(a), to trains approaching from North Yard enroute Kansas City or Sedalia Subdivisions, indicates no train order restrictions at that point, and that train order Form "V" will be received covering overdue superior trains, or train order authority received to proceed ahead of or against such trains.

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.

Color light signal on east side Interlocking Station, Poole, applies to southward Osage Subdivision trains only, and normal aspect "Dark".

Signal will only be illuminated when southward Absolute Signal displays "Proceed" indication, or track occupied within the Interlocking Limits. When signal displays "Red" aspect, such trains will not occupy Osage Subdivision main track, but stop clear of southward Absolute Signal located on Signal Bridge. Display of "Yellow" aspect is authority for southward trains to continue onto Osage Subdivision main track and indicates no train order restrictions at that point, and that, when required, train order Form "V" will be received covering superior trains or train order authority will be received to proceed ahead of or against such trains. Form "N" train order must be issued to operator when "Yellow" aspect to be displayed. This is not a train order signal as defined under Rules 230, 231 and 232, and does not effect observance of any Rules covering block and interlocking signal indications.

d. 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.

Color light signal located on southeast corner of SL-SF-MV Interlocking Station, Muskogee, governs southward trains. Normal aspect is "Dark" and will only be illuminated when southward Absolute Signal is in "Proceed" indication, or the track occupied within the interlocking limits. When "Red" aspect displayed southward trains will not occupy Choctaw Subdivision main track, but stop clear of southward Absolute Signal located on signal bridge. Display of "Yellow" aspect is authority for approaching southward trains to continue on Choctaw Subdivision main track and indicates no train order restrictions at that point and that train order Form "V" will be received covering superior trains or train order authority will be received to proceed ahead of or against such trains. Form "N" train order must be issued to operator when "Yellow" aspect to be displayed. This is not a train order signal as defined under Rules 230, 231 and 232 and does not effect observance of any Rules covering block and interlocking signal indications.

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.

"Calling-on" indication of Train Order Signal, Durant, per Rule 221(a) repeated on Automatic Block Signal 6393, North Switch Siding No. 1 and on Automatic Block Signal 6432, South Switch Siding No. 2.

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 Ry., Interlocking. |
| Tower..... | MP 316.7, Mo. Pac. R.R., Interlocking. |
| Ft. Scott..... | MP 337.4, SL-SF Ry., 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 Ry., Automatic Interlocking |
| | Operating instructions at crossing. Rule 344. |
| Cross..... | MP 383.5, M-K-T R.R., Interlocking. |

b. Moberly Subdivision

Moberly—MP O-70.5, Wabash R.R., Automatic Interlocking. Rule 344. 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 Ry., 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 Ry. Trains or engines desiring to move over SL-SF crossing must, before fouling the crossing, communicate with SL-SF dispatcher for authority to use crossing and for authority to pass "A" signal displaying "STOP" indication. SL-SF dispatcher telephone located in booth east of crossing or SL-SF Passenger Station. After authority secured to use crossing, derails, which operate in connection with switches, must be operated to clear route. Instructions on sign at crossing governs operation of switches and derails. 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, M-K-T R.R. Interlocking. |

e. Osage Subdivision

| | |
|------------------------|--|
| Pooler..... | 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. Electrically locked Gate. Normally against M-K-T. Instructions in mechanism case. Rule 98.

Burlington—MP B-67.5, AT&SF Ry. Stop Signs. Rule 98.

Emporia Jct.—MP B-94.9, AT&SF Ry. Remote Control Interlocking controlled by AT&SF dispatcher Emporia. If Absolute Signal does not clear when approach section occupied, communicate with AT&SF dispatcher by telephone located in box near Absolute Signal, and be governed by his instructions. If unable to communicate and no conflicting movement on AT&SF, move engine beyond Absolute Signal, but do not foul AT&SF tracks, then after proper flag protection has been afforded against movements on all AT&SF tracks, may proceed through 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 M-K-T. 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., Electrically locked gate. Normally against Mo. Pac. Rules 98 and 343. Trains switching between Absolute Signals or over crossing, operate push button located on box at crossing which should permit signals clearing for return movement of engine or leaving movement of train.

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.

i. 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.Rs., Interlocking.

k. Joplin Subdivision

Cokedale—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-418.7, SL-SF Ry., Interlocking.

Crain—MP S-427.6, KCS R.R. Gate. Normally against KCS. Rule 98.

Galena—MP S-431.5, SL-SF Ry. 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 } One Yard
North Yard
Cross }

Kansas City Subdivision

Paola } One Yard
South Paola }

Cross } One Yard
North Yard
Poole }

Iola Subdivision

Iola

Columbia Subdivision

Columbia

Moberly Subdivision

Moberly
New Franklin } One Yard
Franklin }

Holden Subdivision

Paola

Neosho Subdivision

North Yard } One Yard
Poole }

Chanute
Monarch } One Yard
Humboldt }

Piqua
Emporia
Junction City

Osage Subdivision

North Yard } One Yard
Poole }

Hunter } One Yard
Coffeyville }

South Coffeyville }
Dewey Stock Yard }

Dewey } One Yard
"DY" Jct. }

"BE" Jct. } One Yard
Sutton }

Mahan } One Yard
Osage }

Oklahoma Subdivision

Osage } One Yard
Mindeman }

Yale } One Yard
Cushing }

Owanda } One Yard
Oklahoma City }

Tulsa Subdivision

Osage
Tulsa
Wybark

Cherokee Subdivision

Parsons } One Yard
North Yard }

Muskogee Yard } One Yard
Muskogee }

Choctaw Subdivision

Muskogee Yard } One Yard
Muskogee }

Hanks } One Yard
Frink
M.P. R-1.4 Wilburton }
Subdiv. }

Staley } One Yard
Denison }

Ray }

Joplin Subdivision

Garvin } One Yard
Nettels }

West Mineral } One Yard
M.P. S-413 }

Columbus
Military
Galena
Joplin

21. STANDARD TIME:

a. Standard Clocks Located At

Baden
Telegraph Office

Lindale
Telegraph Office

Franklin
Telegraph Office

Sedalia
Telegraph Office

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

Junction City
Telegraph Office

Tower
Telegraph Office

Kansas City
Telegraph Office

Glen Park
Yard Office
Enginehouse

Muskogee
Ticket Office
Yard Office

No. McAlester
Telegraph Office

Denison
Telegraph Office, Psgr. Sta.
Dispatchers Office
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., 1920 Market 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 |
| Mission | Riley's Jewelry, 6118 Johnson Drive |
| 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 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 Forrester's Jewelry, 103 Choctaw |
| Denison | J. B. Rockwell |
| Joplin | Tic-Tic Time, John N. Reeder 710 Main St. |
| Tulsa | Gray's Jewelers Fred O. Gumm A. Padevic |

22. GENERAL ORDER BOOKS LOCATED AT:

| | |
|-----------------------------|-------------------------|
| Baden | Junction City |
| Yard Office | Telegraph Office |
| Enginehouse | |
| Franklin | Kansas City |
| Telegraph Office | Telegraph Office |
| Sedalia | Glen Park |
| Telegraph Office | Yard Office |
| | Enginehouse |
| Lindale | Muskogee |
| Telegraph Office | Psg. Station |
| Parsons Terminal | Yard Office |
| Telegraph Office, Psg. Sta. | |
| Psg. Station Basement | No. McAlester |
| Yard Office | Telegraph Office |
| Crawford Avenue | Enginehouse |
| Diesel Shop | |
| Coffeyville | Denison |
| Enginehouse | Telegraph Office |
| Bartlesville | Callers' Office |
| Switchmen's Bldg. | Engineers Washroom |
| Osage | Ray |
| Telegraph Office | Yard Office |
| Enginehouse | Enginehouse Office |
| Cushing | Tulsa |
| Telegraph Office | Telegraph Office |
| Turner | Dump Track, Locker Room |
| Yard Office | |
| Enginehouse | |
| Oklahoma City | Pryor |
| Register Room | 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 | NS | |
| 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 |
| Wasseta | MP 633.4 | North | 9 |
| Armstrong | 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 | 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 M-K-T stations.

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

| | | |
|----------|----------|--------------|
| Defiance | Bluffton | McBaine |
| Matson | Portland | Rocheport |
| Dutzow | Steedman | Clifton City |
| Peers | Tebbetts | Walnut |

b. Kansas City Subdivision

| Train | Station |
|------------|---------|
| Nos. 25-26 | Selma |
| Nos. 25-26 | Bayard |

No. 25 flag stops for passengers and stop as requested by postal clerk to dispatch registered mail 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 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 |

d. Iola Subdivision

| Train | Station |
|------------|---------|
| Nos. 58-59 | LaHarpe |
| Nos. 58-59 | Gas |

e. Cherokee-Choctaw Subdivisions

| Train | Station |
|-------|--------------|
| 5, 6 | Rentiesville |
| 5, 6 | Crowder |
| 5, 6 | Savanna |

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

No. 5 flag stops for passengers and stop as requested by postal clerk to dispatch registered mail only, (except stop Kiowa to discharge perishable, baggage and express), except Saturdays, Sundays and Holidays, flag stops for passengers and head end traffic.

No. 6 flag stops for passengers and head end traffic.

Conductors will ascertain from postal clerk and express messenger-baggage stops necessary to comply with the above.

Nos. 5-6 may be flagged at these stations as outlined.

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.

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

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

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

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

f. Tulsa Subdivision

Nos. 64 and 65 Tullahassee and Benmartin to discharge or receive.

g. Following Freight Trains Carry Passengers

Nos. 58 and 59 - Iola Subdivision.

Nos. 60 and 61 - Neosho Subdivision.

Nos. 62 and 63 - Joplin Subdivision.

Nos. 94 and 95 - 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 M-K-T 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, Muskogee, 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-O | 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. |
| 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. |
| Holden | E-323.6 | Bridge. |
| Moberly | O-92.7 | Bridge. |
| Columbia | V-171.6 | Bridge. |
| Kansas City | A-6.5 | Highway overpass, SL-SF joint track. |
| Neosho | B-34.2 | Bridge. |
| Neosho | B-58.3 | Bridge. |
| Neosho | B-77.4 | Bridge. |
| Neosho | B-97.2 | Bridge. |
| Neosho | B-112.3 | Bridge. |
| Neosho | B-151.6 | Bridge. |
| Neosho | B-152.2 | Bridge. |
| Choctaw | 503.6 | Viaduct Court Street, all tracks. |
| Choctaw | 623.8 | Overpass. |
| Choctaw | 644.6 | Overpass. |
| Tulsa | Z-276.6 | Overpass, Union Avenue. |
| Joplin | S-440.7 | Train shed, Joplin Union Station. |

It is dangerous to stand erect on top of engine, a high load on open top car, or on top of a covered car, also on side of a car or engine while passing through bridges, by buildings, platforms and other structures along side main and other tracks, due to the fact that engines, cars and loads on open top cars are various heights and widths, which impairs clearances.

27. ENGINE WHISTLE OR HORN SIGNAL:

a. Cross

| | | | |
|--|---|---|---|
| Kansas City to Parsons, or reverse..... | — | o | — |
| Kansas City to North Yard, or reverse..... | — | o | — |
| Sedalia to North Yard, or reverse..... | o | — | o |
| Sedalia to Parsons, or reverse..... | o | o | — |

b. Poole

| | | | |
|---|---|---|---|
| Cherokee Subdivision main track, to or from Passenger station..... | — | o | — |
| Osage Subdivision main track, to or from Passenger station..... | — | — | o |
| Cherokee Subdivision main track, to or from Cherokee Subdivision freight lead..... | — | — | — |
| Osage Subdivision freight lead..... | — | — | — |
| Osage Subdivision main track, to or from Through south cross-over..... | o | — | — |
| Through north cross-over..... | o | o | o |

c. All Other Interlockings

| | | | |
|--|---|---|---|
| Main Track to Main Track..... | — | — | — |
| Main Track to Siding, or reverse..... | — | o | — |
| Main Track to Industry or Transfer Track, or reverse..... | — | o | o |
| Main Track to Branch Line or to Main Track of other Railroad, or reverse..... | o | o | — |

28. ABBREVIATIONS:

| | |
|-----------------------|----------------------------------|
| W—Diesel engine water | F—Diesel Fuel |
| G—Generator water | D—Day Telegraph Office only |
| T—Turntable | N—Day and Night Telegraph Office |
| S—Track Scales | NO—Night Telegraph Office only |
| Y—Wye | NS—No Siding |
| P—Telephone | |

The following letters before figures of schedule indicate:

| |
|--|
| "s"—Regular stop. |
| "f"—Flag stop to receive or discharge passengers or freight. |
| "T"—Stop for meals. |

29. ABBREVIATIONS IN CONNECTION WITH MP LOCATIONS:

| | |
|---|-------------------------|
| V—Columbia Subdivision | T—Iola Subdivision |
| O—Moberly Subdivision | B—Neosho Subdivision |
| E—Holden Subdivision | S—Joplin Subdivision |
| F—Eldorado Subdivision | Z—Tulsa Subdivision |
| A—Kansas City, Osage and Oklahoma Subdivisions | R—Wilburton Subdivision |

STOP

Damage to Freight By Coupling Cars NOT OVER 4 MPH

EMPLOYEES' HOSPITAL ASSOCIATION

Dr. Roland S. Kleffer, Chief Surgeon, 1832 Railway Exchange
Building, St. Louis 1, Missouri

LOCAL SURGEONS

| Station | Name | Title |
|--------------------|------------------------|---------------------------|
| F Americus | Dr. Albert Beam | Local Surgeon |
| F Appleton City | Dr. R. A. Slickman | Local Surgeon |
| F Atoka | Dr. T. H. Briggs | Local Surgeon |
| F Atoka | Dr. A. C. Fina | Local Surgeon |
| F Atoka | Dr. C. D. Dale | Local Surgeon |
| F Bartlesville | Dr. Forrest S. Etter | Local Surgeon |
| F Boonville | Dr. T. C. Beckett | Division Surgeon |
| F Boonville | Dr. W. E. Stone | Division Surgeon |
| F Broken Arrow | Dr. W. H. Newlin | Local Surgeon |
| F Burlington | Dr. A. B. McConnell | Local Surgeon |
| F Caddo | Dr. Roy L. Cochran | Local Surgeon |
| F Chanute | Dr. R. Herbert Rollow | Local Surgeon |
| F Checotah | Dr. F. R. First | Local Surgeon |
| F Chetopa | Dr. Robert A. Dobratz | Local Surgeon |
| F Cleveland | Dr. E. T. Robinson | Local Surgeon |
| F Cleveland | Dr. M. L. Saddaris | Local Surgeon |
| F Clinton | Dr. G. S. Walker | Local Surgeon |
| F Clinton | Dr. Hugh B. Walker | Local Surgeon |
| F Coffeyville | Dr. J. H. Low | Local Surgeon |
| F Coffeyville | Dr. Homer L. Bryant | Oculist |
| F Columbia | Dr. Karl D. Dietrich | Local Surgeon |
| F Columbia | Dr. C. R. Bruner | Oculist |
| F Columbus | Dr. C. C. Fuller | Local Surgeon |
| F Columbus | Dr. G. B. Athy | Local Surgeon |
| F Council Grove | Dr. B. E. Miller | Local Surgeon |
| F Cushing | Dr. W. Orville Davis | Local Surgeon |
| F Cushing | Dr. E. O. Martin | Local Surgeon |
| F Denison | Dr. Thomas A. Moorman | Asst. to Chf. Surg. |
| F Denison | Dr. D. H. Brandt | Division Surgeon |
| F Denison | Dr. W. H. Brown | Asst. Div. Surgeon |
| F Denison | Dr. F. F. Fowler | Division Oculist |
| F Denison | Dr. M. A. Weisberg | Consulting Radiologist |
| F Dewey | Dr. L. D. Hudson | Local Surgeon |
| F Durant | Dr. W. K. Haynie | Local Surgeon |
| F Durant | Dr. R. E. Sawyer | Local Surgeon |
| F Eldorado Springs | Dr. Robert L. Magee | Local Surgeon |
| F Emporia | Dr. Funston J. Eckdall | Local Surgeon |
| F Erie | Dr. E. C. Bryan | Local Surgeon |
| F Eufaula | Dr. W. E. Wendel | Local Surgeon |
| F Fayette | Dr. W. A. Bloom | Local Surgeon |

| Station | Name | Title |
|---------------------|--------------------------|---------------------------------------|
| F Fayette | Dr. Wm. J. Shaw | Local Surgeon |
| F Fayette | Dr. M. P. Lead | Local Surgeon |
| F Fort Scott | Dr. R. R. Nevitt | Local Surgeon |
| F Fort Scott | Dr. W. T. Wilkening | Local Surgeon |
| F Fulton | Dr. Henry Durst | Local Surgeon |
| F Galena | Dr. Frank James | Local Surgeon |
| F Harrisonville | Dr. Edward S. Jones | Local Surgeon |
| F Hermann | Dr. Howard Workman | Local Surgeon |
| F Hermann | Dr. George M. Workman | Local Surgeon |
| F Hermann | Dr. Carvel T. Shaw | Local Surgeon |
| F Holden | Dr. Kelly Rawlins | Local Surgeon |
| F Hominy | Dr. C. I. Walker | Local Surgeon |
| F Humboldt | Dr. Charles E. Vestle | Local Surgeon |
| F Iola | Dr. A. R. Chambers | Local Surgeon |
| F Jefferson City | Dr. Hugh W. Maxey | Local Surgeon |
| F Junction City | Dr. Harry O'Donnell | Local Surgeon |
| F Kansas City, Kan. | Dr. J. W. Young | Division Surgeon |
| F Kansas City, Kan. | Dr. C. L. Francisco | Orthopaedic Surgeon |
| F Kansas City, Mo. | Dr. Carl H. Brust | Local Surgeon |
| F Kansas City, Mo. | Dr. A. W. McAlester, III | Oculist |
| F Kansas City, Mo. | Dr. John R. Rufe | Oculist |
| F Kansas City, Mo. | Dr. H. E. Carlson | Urologist |
| F Kansas City, Mo. | Dr. Thomas G. Orr | Consulting Surgeon |
| F Kansas City, Mo. | Dr. Edwin L. Pfuertze | Dermatologist |
| F Kansas City, Mo. | Dr. Williston P. Bunting | Ear, Nose & Throat Consultant |
| F Kiawa | Dr. H. A. Ellis | Local Surgeon |
| F McAlester | Dr. Elbert H. Shuller | Local Surgeon |
| F McAlester | Dr. L. S. Willour | Local Surgeon |
| F McAlester | Dr. T. H. McCarley | Local Surgeon |
| F McAlester | Dr. L. C. Kuyrkendall | Oculist |
| F McAlester | Dr. Fred D. Switzer | Eye, Ear, Nose & Throat Consultant |
| F Marthasville | Dr. H. H. Schmidt | Local Surgeon |
| F Moberly | Dr. J. Will Fleming, Jr. | Local Surgeon |
| F Moberly | Dr. Thos. S. Fleming | Local Surgeon |
| F Moberly | Dr. Avery P. Rowlette | Local Surgeon |
| F Montrose | Dr. W. E. Baggerly | Local Surgeon |
| F Mound Valley | Dr. Paul Jones | Local Surgeon |
| F Muskogee | Dr. F. G. Dorwart | Division Surgeon |
| F Muskogee | Dr. John E. Horn | Asst. Div. Surgeon |
| F Muskogee | Dr. M. K. Thompson | Oculist |
| F Nevada | Dr. F. L. Martin | Local Surgeon |
| F Nevada | Dr. W. S. Love | Local Surgeon |
| F Nevada | Dr. R. B. Wray | Local Surgeon |
| F Oklahoma City | Dr. Glen F. Wade | Division Surgeon |
| F Oklahoma City | Dr. Joe M. Parker | Consulting Surgeon |
| F Oklahoma City | Dr. S. F. Wildman | Urologist |

| Station | Name | Title |
|-------------------|------------------------|---|
| F Oklahoma City | Dr. Dick M. Lowry | Eye, Ear, Nose & Throat Consultant |
| F Osage | Dr. M. M. Carmichael | Division Surgeon |
| F Osawatomie | Dr. W. L. Spear | Local Surgeon |
| F Oswego | Dr. I. J. Waxse | Local Surgeon |
| F Paola | Dr. P. A. Pettitt | Local Surgeon |
| F Parsons | Dr. Hal A. Burnett | Assistant to the Chief Surgeon |
| F Parsons | Dr. N. C. Morrow | Division Surgeon |
| F Parsons | Dr. J. D. Pace | Asst. Div. Surgeon |
| F Parsons | Dr. Evert C. Beaty | Asst. Div. Surgeon |
| F Parsons | Dr. T. D. Blasdel | Oculist |
| F Pryor | Dr. E. H. Werling | Local Surgeon |
| F St. Charles | Dr. Orville W. Towers | Local Surgeon |
| F St. Louis | Dr. W. A. Bowersox | Division Surgeon |
| F St. Louis | Dr. V. B. Kieffer | Asst. Div. Surgeon |
| F St. Louis | Dr. Wm. Harold Bailey | Oculist |
| F St. Louis | Dr. J. P. Murphy | Ear, Nose and Throat Consultant |
| St. Louis | Dr. Leo Bartels | Urologist |
| St. Louis | Dr. Wm. C. Macdonald | Consulting Internist |
| St. Louis | Dr. M. F. Engman, Jr. | Dermatologist |
| St. Louis | Dr. E. P. Weber | Dermatologist |
| St. Louis | Dr. Wm. B. Kountz | Consulting Cardiologist |
| St. Louis | Dr. Thomas H. Burford | Consulting Thoracic Surgeon |
| St. Louis | Dr. C. M. Witt | Consulting Radiologist |
| F North St. Louis | Dr. Norman A. James | Local Surgeon |
| F Sedalia | Dr. John B. Carlisle | Division Surgeon |
| F Sedalia | Dr. C. H. Brady | Oculist |
| F Tulsa | Dr. Fred E. Woodson | Local Surgeon |
| F Tulsa | Dr. Fred A. Glass | Local Surgeon |
| F Tulsa | Dr. Thomas H. Davis | Local Surgeon |
| F Tulsa | Dr. Ben F. Gorrell | Eye, Ear, Nose and Throat Specialist |
| F Tulsa | Dr. J. F. Gorrell | Oculist |
| F Tulsa | Dr. W. Albert Cook | Oculist |
| F Tulsa | Dr. Maxwell A. Johnson | Consulting Urologist |
| F Vinita | Dr. J. B. Darrough | Local Surgeon |
| F Vinita | Dr. W. R. Marks | Local Surgeon |
| F Wagoner | Dr. H. D. Tuttle | Local Surgeon |
| F Welch | Dr. J. O. Bradshaw | Local Surgeon |
| F Wilburton | Dr. G. R. Booth | Local Surgeon |
| F Windsor | Dr. H. M. Wall | Local Surgeon |

NOTE—F—Denotes those doctors to whom Forms 2001 may be directed.

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. | 27 | 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 | Yes | 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 |
| 1651-1654 | G.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 |

HOLDEN, MOBERLY, EL Dorado 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 |
| McBaine.....Columbia..... | 820 | 1050 | 1300 | 1550 | 2400 |
| Columbia.....McBaine..... | 1010 | 1275 | 1625 | 1900 | 2275 |
| Walker.....Eldo. Spgs..... | 650 | 750 | 925 | 1100 | 1325 |
| 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 | 1530 | 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 | 3250 |
| 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 |

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 |

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..... | 850 | 1075 | 1350 | 1600 | 1925 |
| 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.....Calbert..... | 1000 | 1250 | 1600 | 1850 | 2200 |
| Checotah.....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 |

Your Safety . . .

DEPENDS

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YOU HAVE IN IT