

MAKE EVERY TRIP A SAFETY TRIP



R. L. KAY

A. B. McCORMICK

B. R. BISHOP

J. M. O'BRIEN

Assistant Superintendents

P. C. MOUNGER

Road Foreman of Engines

W. N. TAYLOR—Chief Dispatcher

H. C. PAGEL—Ass't Chief Dispatcher

R. R. HOLDEN—Night Chief Dispatcher

R. O. MORRIS

W. M. O'DELL

C. CLARK

R. L. BURNETTE

F. C. DAVIS

M. H. EPPERSON

R. F. CURWEN

Q. W. SCHROER

G. E. CANADAY

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. 29

NORTHERN DIVISION

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

FRIDAY, MARCH 1, 1957

Superseding Previous Timetable

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

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

O. L. CRAIN,
Superintendent

L. M. STUART,
General Superintendent
Transportation

C. A. BIRGE, JR.,
Superintendent of
Rules

CHARLES T. WILLIAMS,
Vice President and
General Manager

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	40	30	40
Mokane and Hartsburg	55	45	30	20	25	40	30	40
Hartsburg and Easley	50	40	30	20	25	40	30	40
Easley and Franklin	55	40	30	20	25	40	30	40
Franklin and Parsons	55	40	30	20	25	40	30	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	20	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	40	30	45
Parsons and Okla. City	50	40	30	20	25	40	30	40
North Yard and MP B-77.1	30	30	15	15	15	30	30	30
MP B-77.1 and MP B-123.0	20	20	15	15	15	20	20	20
MP B-123.0 and Junction City	25	25	15	15	15	25	25	25
Moran and Iola	20	20	10	10	10	20	20	20
CHEROKEE-CHOCTAW-TULSA-WILBURTON-JOPLIN SUBDIVISIONS								
Parsons and Olive	75	55	40	30	30	40	30	45
Southward Track—Olive and Staley	75	55	40	30	30	40	30	45
Northward Track—Staley and Olive	60	50	40	30	30	40	30	45
Staley and Denison	70	30	30	20	30	30	30	30
Staley and Ray	30	30	30	20	20	30	30	30
Osage and Chase	45	40	30	20	30	40	30	20
N McAlester and Bishop	20	20	10	10	10	20	20	15
Garvin and MP S-435.6	35	35	20	20	20	35	30	20
MP S-435.6 and Joplin	15	15	10	10	10	15	15	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-1659 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.

SOUTHWARD

ST. LOUIS SUBDIVISION

NORTHWARD

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SOUTHWARD					ST. LOUIS SUBDIVISION				NORTHWARD				
FOURTH CLASS	THIRD CLASS	SECOND CLASS	FIRST CLASS	Distance from St. Louis	TIMETABLE No. 29				Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS	FOURTH CLASS	
77	75	81	5		EFFECTIVE 12:01 A.M. March 1, 1957					6	72	74	78
Tuesday Thursday Saturday	Daily	Daily	Daily		STATIONS				Daily	Daily	Daily	Monday Wed. Friday	
			PM 11.28	0.0	Joint Track C. E. Q.	ST. LOUIS	US	P	AM 7.02				
						N	8.7	BADEN	K	WTSYGF P Yard	PM 4.00	AM 2.00	AM 4.45
	PM 8.00	AM 6.00	PM 7.00	8.7	N	18.2	MACHENS	TJ	P NS	AM 6.00	PM 1.30	PM 11.45	AM 3.20
	PM 8.40	AM 6.35	PM 7.30	26.9		0.5	GRAY		102	5.59	1.29	11.44	3.19
	8.41	6.36	7.31	27.4	N	4.7	SIMPSON		P 116	5.50	1.15	11.36	3.05
	8.51	6.44	7.38	32.1		7.1	ST. CHARLES	CH	PW 144	5.35	12.57	11.25	2.40
	9.04	6.55	7.48	39.2	Auto-matic Block Signals	7.9	JACOBS		P 113	5.05	12.38	11.13	2.10
	9.17	7.07	7.59	47.1		7.5	WELDON		P 152	4.50	12.23	11.01	1.45
	9.30	7.19	8.09	54.6	NO	6.1	MATSON		P 84	4.35	PM 12.10	10.51	1.25
	9.42	7.29	8.18	60.7		5.7	AUGUSTA	AU	P 114	4.20	11.59	10.41	1.05
	9.53	7.38	8.26	66.4	D	7.6	DUTZOW		P 84	4.05	11.44	10.28	12.30
	10.05	7.50	8.37	74.0		3.9	MARTHASVILLE	MV	P 145	3.55	11.36	10.21	AM 12.15
	10.21	7.56	8.43	77.9	NO	8.9	TRELOAR	RT	P 27	3.35	11.24	10.10	11.50
	10.32	8.07	8.53	84.8		4.1	BERNHEIMER		P 109	3.25	11.16	10.03	11.40
	10.41	8.14	8.59	88.9	Auto-matic Block Signals	11.8	McKITTRICK	MC	P 115	3.01	10.52	9.45	11.05
	11.05	8.32	9.15	100.7		4.2	RHINELAND	RD	P 67	2.50	10.45	9.38	10.50
	11.14	8.39	9.21	104.9	NO	5.9	BLUFFTON		P 128	2.38	10.35	9.29	10.35
	11.27	8.48	9.29	110.8		5.2	PORTLAND		P 65	2.25	10.26	9.12	10.20
	11.39	8.56	9.36	116.0	D	5.4	STEEDMAN		P 60	2.10	10.17	9.02	10.04
	11.50	9.05	9.44	121.4		3.7	MOKANE	MO	PW 152	2.02	10.11	8.55	9.49
	11.57	9.11	9.49	125.1	NO	6.1	TEBBETTS	BE	P 113	1.45	10.02	8.45	9.25
	AM 12.07	9.20	9.57	131.2		6.4	WAINWRIGHT		P 115	1.32	9.53	8.35	9.05
	12.18	9.29	10.05	137.6	5.7	NORTH JEFFERSON		P 43	1.20	9.44	8.25	8.50	
	12.28	9.44	10.12	143.3	3.0	BOUGHNER		P 115	1.05	9.30	8.20	8.35	
	12.33	9.48	10.16	146.3	D	7.2	HARTSBURG	HU	P 148	12.50	9.15	8.07	8.22
	12.50	9.58	10.26	153.5		8.9	EASLEY		P 109	12.33	8.58	7.50	8.05
	1.09	10.12	10.38	162.4	Auto-matic Block Signals	7.1	McBAINE		P 69	12.18	8.45	7.38	7.53
	1.21	10.24	10.48	169.5		0.3	Columbia Subdivision Jct.						
				169.8	NO	1.9	HUNTSDALE		P 115	12.15	8.37	7.33	7.48
	1.27	10.28	10.51	171.7		6.7	ROCHEPORT		P 54	AM 12.06	8.22	7.20	7.35
	1.42	10.40	11.00	178.4	N	8.5	NIEHAUS		P 115	11.59	8.15	7.14	7.29
	1.50	10.46	11.05	181.9		7.2	FRANKLIN	FR	WTSYGF P Yard	11.45 PM	8.00 AM	7.00 PM	7.15 PM
	2.30 AM	11.00 AM	11.17 PM	189.1		189.1							
	77	75	81	5						6	72	74	78
	27.8	36.7	42.9	37.2	Average speed per hour.....					25.9	29.5	34.1	20.1

SOUTHWARD

SEDALIA SUBDIVISION

NORTHWARD

FOURTH CLASS					THIRD CLASS	SECOND CLASS	FIRST CLASS	Distance from St. Louis	TIMETABLE No. 29					Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS		FOURTH CLASS	
55	77	75	81	5	75	81	5		EFFECTIVE 12:01 A.M. March 1, 1957	6	72	74	78		54	6	72	74	78
Mixed	Freight	Freight	Freight	Passenger	Freight	Freight	Passenger	STATIONS	Passenger	Freight	Freight	Freight	Mixed	Daily	Daily	Daily	Tuesday Thursday Saturday	Tuesday Thursday Saturday	
Monday Wed. Friday	Monday Wed. Friday	Daily	Daily	Daily															
	AM 5.45	AM 11.30	PM 11.25	AM 4.45				189.1	N FRANKLIN FR	WTSYGF P Yard	PM 11.25	AM 7.00	PM 6.20	PM 2.45					
								191.1	Mo. River Bridge Interlocking										
	5.51	11.36	11.30	s 4.57				191.7	BOONVILLE	P 53	s 11.20	6.54	6.05	2.37					
	6.02	11.47	11.41	5.05				197.0	LICK	P 82	11.07	6.43	5.50	2.26					
	6.15	11.58	11.50	s 5.17				208.4	D PILOT GROVE PG	P 60	s 10.59	6.31	5.35	2.15					
	6.26	PM 12.03	11.54	5.21				206.8	HOFFMAN	P 130	10.51	6.26	5.28	2.07					
	6.43	12.19	AM 12.09	s 5.37				215.5	CLIFTON CITY	P 74	s 10.38	6.05	5.05	1.51					
	6.53	12.29	12.18	f 5.46				221.1	BEAMAN	P 142	f 10.30	5.46	4.55	1.40					
	7.05	12.37	12.26	5.53				226.8	N MAHANEY MA	P 79	10.23	5.25	4.45	1.30					
	PM 6.10	7.25	12.40	12.29	s 6.10			227.1	SEDALIA	P WSYG 116	s 10.20	5.20	4.40	1.25	AM 5.00				
								227.7	Mo. Pac. Crossing Gate										
	6.17	7.35	12.46	12.35	6.16			230.8	CAMPBELL	P 143	10.03	5.12	4.33	1.12	4.53				
	6.31	7.49	12.59	12.47	s 6.28			239.2	GREENRIDGE	P 88	s 9.53	4.58	4.16	12.59	4.39				
	6.40 PM	7.56	1.06	12.54	6.36			243.8	BRYSON	P NS	9.47	4.50	4.08	12.43	4.30 AM				
	8.04	1.14	1.00	s 6.45				247.8	D WINDSOR NR	P 88	s 9.42	4.43	3.59	12.35					
	8.23	1.32	1.17	f 7.03				259.7	LEWIS	P 101	f 9.25	4.24	3.35	12.14					
	8.33	1.42	1.25	7.11				265.4	N NORTH CLINTON CB	P 164	9.17	4.14	3.25	PM 12.03					
	8.36	1.45	1.28	s 7.24				266.6	CLINTON	WGF NS	s 9.14	4.11	3.20	11.59					
	8.47	1.56	1.38	s 7.35				273.4	D LADUE DY	P 101	s 9.02	3.59	3.08	11.47					
	9.01	2.07	1.48	s 7.47				280.2	D MONTROSE MS	P 88	s 8.53	3.48	2.55	11.35					
	9.10	2.16	1.56	s 8.20				285.7	N APPLETON CITY AY	P 76	s 8.44	3.39	2.45	11.25					
	9.15 AM	2.40 PM	1.59 AM	8.25 AM				287.9	LINDALE	SY Yard	8.38 PM	3.35 AM	2.40 PM	11.20 AM					
55	77	75	81	5							6	72	74	78	54				
38.4	28.2	31.2	38.5	26.9					Average speed per hour		35.5	28.9	26.9	28.9	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

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FOURTH CLASS	THIRD CLASS	SECOND CLASS	FIRST CLASS	Distance from St. Louis	TIMETABLE No. 29					Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS		FOURTH CLASS
77	75	81	5		EFFECTIVE 12:01 A.M. March 1, 1957						6	72	74	78
Freight	Freight	Freight	Passenger	STATIONS					Passenger	Freight	Freight	Freight		
Monday Wed. Friday	Daily	Daily	Daily						Daily	Daily	Daily	Tuesday Thursday Saturday		
AM 9.15	PM 2.40	AM 1.59	AM 8.25	287.9	Automatic Block Signals	LINDALE 6.6	SY Yard	PM 8.38	AM 3.35	PM 2.40	AM 11.20			
9.26	2.50	2.08	s 8.36	294.5		D	ROCKVILLE 3.9	RK	P 36 s 8.30	3.22	2.26	11.07		
9.37	2.59	2.14	s 8.42	298.4	D	SCHELL CITY 5.1	SC	P 88 s 8.23	3.14	2.18	10.59			
9.46	3.07	2.21	s 8.50	303.5	D	HARWOOD 5.8	HD	P 52 s 8.16	3.03	2.07	10.50			
9.57	3.16	2.29	s 8.59	309.3	D	WALKER 7.4	WR	FY 88 s 8.07	2.51	1.55	10.40 8.20			
10.10	3.28	2.39	9.08	316.7	N	TOWER Mo. Pac. Interlocking 0.4	NA	P 108 7.56	2.39	1.42	8.07			
10.12	3.29	2.40	s 9.15	317.1		NEVADA 6.3	NS	s 7.55	2.30	1.40	8.05			
10.25	3.39	2.49	9.24	323.4		ELLIS 3.5	P 76	7.42	2.16	1.27	7.38			
10.37	3.45	2.54	s 9.30	326.9		DEERFIELD 4.3	P 90	s 7.37	2.09	1.20	7.32			
11.00	3.59	3.00	f 9.36	331.2	N	EVE 6.2	V	P 100 f 7.30	2.01	1.12	7.25			
				337.4		S. L.-S. F. Crossing Unprotected 0.2								
				337.6		Mo. Pac. Crossing Unprotected 0.6								
11.27	4.16	3.12	s 9.52	338.2		FORT SCOTT 0.9	PW 45	s 7.17	1.44	12.59	7.05			
11.30	4.19	3.15	9.55	339.1	N	GRIFFITH Mo. Pac. Interlocking 6.1	XR	P 142 7.10	1.41	12.56	6.45			
11.55	4.29	3.24	10.05	345.2		RONALD 5.9	P 90	7.00	1.30	12.46	6.35			
PM 12.37	4.40	3.32	s 10.16	351.1		HIATTVILLE 6.9	P 89	s 6.53	1.20	12.37	6.25			
12.50	4.51	3.42	s 10.27	358.0	D	HEPLER 7.0	PR	P 64 s 6.43	1.05	12.25	6.10			
1.10	5.02	3.52	s 10.40	365.0	D	WALNUT A.T.&S.F. Interlocking 7.9	WA	P 65 s 6.34	12.50	PM 12.12	5.55			
1.30	5.15	4.03	s 10.53	372.9	D	ST. PAUL 6.6	OM	P 163 s 6.24	12.35	11.59	5.40			
1.45	5.25	4.12	s 11.04	379.5		SOUTH MOUND 3.1	P 86	s 6.15	12.21	11.48	5.25			
1.51	5.31	4.17	11.09	382.6	Automatic Block Signals	STOCKER 0.9	P NS	6.10	12.13	11.42	5.14			
1.55	5.33	4.23	11.12 AM	389.5		N	CROSS Interlocking 2.5	XO	P NS 6.07 PM	12.10	11.40	5.10		
5.00 PM	6.00 PM	5.00 AM		386.0		NORTH YARD 0.6	WTSYGF Yard		12.01 AM	11.30 AM	5.00 AM			
			11.25 AM	386.6	N	PARSONS 98.7	W	6.00 PM						
77	75	81	5							6	72	74	78	
12.7	29.6	32.7	34.3Average speed per hour.....					37.5	27.5	31.0	15.6		

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

COLUMBIA SUBDIVISION

SOUTHWARD

NORTHWARD

		TIMETABLE No. 29			
	Distance from St. Louis	EFFECTIVE 12:01 A.M. March 1, 1957		Symbols and Capacity of Sidings	
		STATIONS			
	178.8	D	COLUMBIA CU	P	Yard
	169.5		8.8 McBAINE	P	
			8.8		
Trains will operate under provisions of Rule 93 without clearance or train orders.					

HOLDEN SUBDIVISION

SOUTHWARD

NORTHWARD

		TIMETABLE No. 29			
	Distance from St. Louis	EFFECTIVE 12:01 A.M. March 1, 1957		Symbols and Capacity of Sidings	FOURTH CLASS
		STATIONS			54 Mixed
	PM 6.40		BRYSON	P 10	AM 4.30
	s 7.16	D	LEETON B	20	s 3.54
	f 7.26		POST OAK	18	f 3.44
	f 7.44		CHILHOWEE	17	f 3.26
	s 7.59		MAGNOLIA	20	s 3.11
	s 8.20	D	HOLDEN EN	W 26	s 2.50
	f 8.53		GUNN CITY	18	f 2.17
	s 9.05	D	EAST LYNNE YN	36	s 2.05
	s 9.26	D	HARRISONVILLE RO Mo. Pac. Crossing Electrically Locked Gate	29	s 1.44
	298.0		S.L.-S.F. Crossing Unprotected		
	s 9.55	D	FREEMAN RA	22	s 1.16
	s 10.25	D	LOUISBURG UI	24	s 12.46
	329.9		Mo. Pac. Crossing Electrically Locked Gate		
	s 11.05	D	PAOLA "A" PO	18	s 12.06
	330.4		SL-SF Crossing (CTC)		
	11.10 PM	N	PAOLA "D" PD	P Yard WTP	12.01 AM
	330.5		86.7		
	55				54
	19.3	Average speed per hour...			19.3

NO. 55 IS SUPERIOR TO NO. 54

MOBERLY SUBDIVISION

SOUTHWARD

NORTHWARD

		TIMETABLE No. 29			
	Distance from St. Louis	EFFECTIVE 12:01 A.M. March 1, 1957		Symbols and Capacity of Sidings	FOURTH CLASS
		STATIONS			52 Mixed
	AM 10.30	D	MOBERLY MF	PWY 44	AM 10.00
			0.6 Wabash Crossing (Auto. Interlocking)		
	s 10.55	D	HIGBEE H	PY 40	s 9.05
			0.1 G.M.&O. R.R. Crossing Gate		
	f 11.20		BURTON	P 25	f 8.35
	s 11.50	D	FAYETTE FD	P 38	s 8.15
	s 12.30 PM	N	FRANKLIN FR	P Yard WTSYGF	s 7.30 AM
	53		35.0		52
	17.5	Average speed per hour...			14.0

ELDORADO SUBDIVISION

SOUTHWARD

NORTHWARD

		TIMETABLE No. 29			
	Distance from St. Louis	EFFECTIVE 12:01 A.M. March 1, 1957		Symbols and Capacity of Sidings	
		STATIONS			
	309.8	D	WALKER WR	PY	
	316.1		6.8 DEDERICK	8	
	323.2		7.1 ELDORADO SPGS.	14 YWF	
			13.9		
Trains will operate under provisions of Rule 93 without clearance or train orders.					

NEOSHO SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from Parsons	TIMETABLE No. 29	Symbols and Capacity of Sidings	FOURTH CLASS
61 Way		EFFECTIVE 12:01 A.M. March 1, 1957		60 Way
Tuesday Thursday Saturday		STATIONS		Monday Wed. Friday
AM 5.00	156.8	D JUNCTION CITY TY 10.5	FWY Yard	PM 4.00
5.30	146.3	OLSON 2.5	14	3.25
5.40	143.8	SKIDDY 6.9	17	3.10
	137.9	C.R.L.&P. Crossing • Electrically Locked Gate 0.3		
6.05	137.6	D WHITE CITY WC 17.6	25	2.40
7.15	120.0	D COUNCIL GROVE CA 0.1	45	1.35
	119.9	N COUNCIL GROVE TOWER CG Mo. Pac. Interlocking 8.5	NS	
8.01	111.4	DUNLAP 7.5	22	12.48
8.30	103.9	D AMERICUS MS 8.7	38	PM 12.25
9.23	95.2	D EMPORIA RD 0.3	60 Yard W	11.55
	94.9	EMPORIA JCT. A.T.&S.F. Remote Control Interlocking 13.1	NS	
10.50	81.8	D HARTFORD HD 6.3	40	9.45
11.10	75.5	STRAWN 7.7	25	9.20
11.40	67.8	D BURLINGTON BI 0.3	33 Y	8.55
	67.5	A.T. & S.F. Crossing Unprotected 11.9		
PM 12.15	55.6	MOODY Mo. Pac. Crossing Electrically Locked Gate 5.8	20	8.10
12.30	49.8	D NEOSHO FALLS NF 5.6	20	7.55
12.50	44.2	D PIQUA G Mo. Pac. Crossing-Gate 9.1	50 Y	7.31
1.15	35.1	D HUMBOLDT HM 8.3	50 Y Yard	6.55
	26.8	A.T.&S.F. Crossing Electrically Locked Gate 0.9		
1.40	25.9	D CHANUTE U 2.2	60 W Yard	6.25
	23.7	A.T.&S.F. Crossing-Gate 6.8		
2.10	16.9	URBANA 6.4	18	5.50
2.30	10.5	D GALESBURG A 9.9	43	5.30
5.00 PM	0.6	NORTH YARD 156.2	FGSTWY Yard P	5.00 AM
61				60
13.0	 Average speed per hour.....		14.2

IOLA SUBDIVISION

SOUTHWARD

NORTHWARD

5

Distance from Kansas City	TIMETABLE No. 29	Symbols and Capacity of Sidings
	EFFECTIVE 12:01 A.M. March 1, 1957	
	STATIONS	
94.7	N MORAN MN 13.2	W NS
107.9	D IOLA OA 13.2	Yard P
Trains will operate under provisions of Rule 93 without clearance or train orders.		

TULSA SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from Kansas City Via Osage	TIMETABLE No. 29	Symbols and Capacity of Sidings	FOURTH CLASS
65 Mixed		EFFECTIVE 12:01 A.M. March 1, 1957		64 Mixed
Daily		STATIONS		Daily
AM 5.30	245.2	N OSAGE JN 7.5	FGWSYP Yard	PM 11.10
s 5.50	252.7	PRUE 14.3	P 60	s 10.50
f 6.20	267.0	WEKIWA 3.8	P 70	f 10.20
s 6.30	270.8	SAND SPRINGS 6.9	P 80	s 10.10
f 7.30	277.7	N TULSA KA 0.4	Yard SPYW	f 9.55
	278.1	SS1 Crossing-Unprotected 0.1		
7.45 7.55	278.2	ATSF. SLSF. MV Interlocking Tulsa Union Depot		9.45 9.35
8.01	278.2	TULSA U. D. CONNECTION 8.6		9.25
f 8.20	286.8	ALSUMA 5.5	P 80	f 9.05
s 8.35	292.3	D BROKEN ARROW BA 11.3	P 70	s 8.35
s 9.02	303.6	D COWETA MO 5.6	P 60	s 8.08
s 9.20	309.2	RED BIRD 4.1	P 10	s 7.55
s 9.30	313.3	D PORTER PO 10.7	P 60	s 7.44
10.05	324.0	WYBARK 0.8	80	7.17
f 10.10	324.8	CHASE 5.0	P	f 7.15
10.30 AM	329.8	MUSKOGEE 84.6	FGWSYP Yard	7.00 PM
65				64
16.9	 Average speed per hour.....		20.3

SOUTHWARD

KANSAS CITY SUBDIVISION

SOUTHWARD

FOURTH CLASS	THIRD CLASS				Distance from Kansas City	TIMETABLE No. 29		Symbols and Capacity of Sidings	FIRST CLASS			
	91	275	271	281		EFFECTIVE 12:01 A.M. March 1, 1957	STATIONS		5	25	21	11
Way	Freight	Freight	Freight				Passenger	Passenger	Passenger	Mo. Pac. Passenger		
Tuesday Thursday Saturday	Daily	Daily	Daily				Daily	Daily	Daily	Daily		
						KANSAS CITY US 2.6		AM 9.00	PM 9.40			
	PM 8.30	AM 9.50	PM 11.15	2.6		GLEN PARK KY	FGSTW P Yard					
						Joint Track With S.L.-S.F. Ry. 40.5						
AM 9.00	PM 9.30	AM 10.50	AM 12.15	43.1		N PAOLA PD 0.3	P FTW 140 Yard	AM 9.50	PM 10.30	PM 10.01		
				43.4		MO. PAC. JUNCTION Interlocking 0.1	P NS			10.02 PM		
9.03	9.31	10.51	12.16	43.5		SOUTH PAOLA 3.0	P 37	9.52	10.31	SEE		
9.17	9.35	10.55	12.20	46.5		RINGER 8.1	P 96	9.56	10.34	SPL.		
9.30	9.45	11.05	12.30	54.6		D BEAGLE B 7.0	P 80	f10.04	10.41	INSTNS.		
10.13	9.55	11.15	12.40	61.6		D PARKER H 5.2	P 153	s10.13	10.48	RULE		
10.30	10.01	11.21	12.46	66.8		DUNLAY 3.2	P 114	10.18	10.53	1-c		
				70.0		NO CENTERVILLE C 5.5	P NS	f10.23	10.56			
10.43	10.12	11.32	12.57	75.3		VANCE 7.5	P 111	10.30	11.01			
11.05	10.22	11.42	1.07	82.8		D KINCAID KI 4.2	P 125	s10.36	11.07			
11.20	10.29	11.48	1.14	87.0		MILDRED 7.7	P 70	f10.43	11.11			
11.40 PM 4.30	10.38	11.58	1.40	94.7		MORAN 0.1	PW E 40 W 125	s10.50	11.18			
				94.8		N MORAN TOWER MN Mo. Pac. Interlocking 8.6	P NS					
4.46	10.49	PM 12.09	1.55	103.4		D ELSMORE UN 8.0	P 91	f11.05	11.25			
				106.4		D SAVONBURG SG 4.0	P NS	f11.09	11.28			
				110.4		D STARK DK 2.2	P NS	f11.14	11.32			
5.15	11.01	12.21	2.07	112.6		KIMBALL 8.0	P 125	f11.17	11.34			
5.30	11.10	12.35	2.20	120.6		D ERIE NE A.T.&-S.F. Auto. Interlocking 10.0	P 162	s11.28	f11.41			
5.50	11.25	12.50	2.35	130.6		HAYDEN 3.1	P 86	11.38	11.49			
5.55	11.30	12.55	2.40	133.7		N CROSS Interlocking 2.5	P NS	AM 11.12	11.42	11.52		
6.30 PM	11.50 PM	1.20 PM	3.45 AM	136.2		NORTH YARD 0.6	FGSTWY P Yard					
				136.8		N PARSONS W 136.8	Yard	11.25 AM	11.55 AM	12.01 AM		
91	275	271	281					5	25	21	11	
9.8	39.9	37.2	26.6			Average speed per hour		14.3	45.0	61.4	18.0	

NO. 5 IS SUPERIOR TO NO. 22

NORTHWARD

KANSAS CITY SUBDIVISION

NORTHWARD

7

FIRST CLASS				TIMETABLE No. 29		THIRD CLASS			FOURTH CLASS				
		12 Mo. Pac. Passenger	6 Passenger	26 Passenger	22 Passenger	EFFECTIVE 12:01 A.M. March 1, 1957			270 Freight	274 Freight	272 Freight	90 Way	
		Daily	Daily	Daily	Daily	STATIONS			Daily	Daily	Daily	Monday Wed. Friday	
				PM 8.30	AM 7.59	KANSAS CITY US							
						2.6							
						GLEN PARK KY			AM 11.30	PM 6.00	AM 6.00		
						Joint Track With S.L.-S.F. Ry. 40.5							
		AM 5.53		PM 7.40	AM 7.09	N PAOLA PD			AM 9.25	PM 2.40	AM 2.59	PM 8.05	
		5.52 AM				0.3 MO. PAC. JUNCTION Interlocking							
		SEE		7.32	7.05	0.1 SOUTH PAOLA			9.22	2.35	2.55	8.01	
		SPL.		7.29	7.01	3.0 RINGER			9.17	2.30	2.50	7.45	
		INSTNS.		f 7.21	6.50	8.1 D BEAGLE B			9.06	2.20	2.38	7.21	
		RULE		7.13	6.42	7.0 D PARKER H			8.54	2.08	2.28	7.01	
		1-c		7.06	6.36	5.2 DUNLAY			8.47	2.01	2.20	6.35	
				7.02	6.32	8.2 NO CENTERVILLE C							
				6.55	6.27	5.8 VANCE			8.35	1.50	2.08	6.12	
				6.47	6.21	7.5 D KINCAID KI			8.25	1.40	1.58	5.55	
				f 6.40	6.17	4.2 MILDRED			8.19	1.33	1.52	5.35	
				6.31	6.10	7.7 MORAN			8.08	1.20	1.40	PM 5.10 11.50	
						0.1 N MORAN TOWER MN							
				f 6.21	6.02	8.6 Mo. Pac. Interlocking							
				f 6.16	5.59	D ELSMORE UN			7.55	1.05	1.25	11.35	
				f 6.11	5.55	8.0 D SAVONBURG SG							
				f 6.08	5.53	4.0 D STARK DK							
				s 6.00	f 5.45	2.2 KIMBALL			7.40	12.50	1.12	11.17	
						8.0 D ERIE NE			7.27	12.35	12.59	10.50	
						A.T.&-S.F. Auto. Interlocking 10.0							
						8.1 HAYDEN			7.15	12.15	12.45	10.20	
				PM 6.07	5.46	5.31	N CROSS XO			7.10	12.10	12.40	10.15
							Interlocking 2.5			7.00 AM	12.01 PM	12.30 AM	10.00 AM
				6.00 PM	5.40 PM	5.25 AM	N NORTH YARD						
							0.6 PARSONS W						
							136.8						
		12	6	26	22				270	274	272	90	
		18.0	26.6	46.6	53.7	Average speed per hour			38.5	35.1	37.5	9.2	

NO. 5 IS SUPERIOR TO NO. 22

THIRD CLASS		FIRST CLASS		Distance from Kansas City	TIMETABLE No. 29		Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS	
281 Freight	275 Freight	25 Passenger	25 Passenger		EFFECTIVE 12:01 A.M. March 1, 1957			26 Passenger	270 Freight	274 Freight	
Daily	Daily	Daily	Daily		STATIONS		Daily	Daily	Daily	Daily	
AM 7.30	AM 12.20			136.2	NORTH YARD 0.6		FGSTWY P Yard		AM 5.15	AM 10.00	
			PM 12.15	136.8	N	PARSONS	W	PM 5.00			
7.35	12.25		12.16	137.3	N	POOLE	JG	NS	4.58	3.45	7.56
						S.L.-S.F. Interlocking					
7.48	12.33		12.22	141.6		BLUM		P 71	4.51	3.37	7.48
					D	MOUND VALLEY	MD	P 72	s 4.41	3.24	7.30
8.01	12.46		12.31	140.0		SL-SF Auto. Interlocking					
8.15	12.59		12.42	157.2		ANGOLA		P 99	s 4.29	3.10	7.10
						HUNTER		P 36	4.21	2.59	6.59
8.25	1.10		12.51	163.8		COX		P 38	4.16	2.53	6.52
8.30	1.15		12.55	166.8		A.T.&S.F. Crossing-Gate					
				167.2							
8.35	1.20		s 1.03	167.7	N	COFFEYVILLE	FY	WY Yard P 44	s 4.10	2.48	6.46
				168.3		Mo. Pac. Crossing Unprotected					
8.41	1.25		1.08	168.7		EVANS		P 65	4.00	2.40	6.40
					N	SOUTH COFFEYVILLE	SC	P NS	s 3.55		
			s 1.12	170.9		Mo. Pac. Interlocking					
8.54	1.38		f 1.19	176.4		NOXIE		P 70	f 3.47	2.25	6.19
						WANN		P 76	s 3.37	2.14	6.07
9.04	1.48		s 1.28	182.9		WAYSIDE		P 71	f 3.27	2.03	5.55
9.15	2.03		f 1.37	189.1		DEWEY	DE	P 67 Yard	s 3.20	1.56	5.41
9.23	2.10		s 1.44	193.7		"D Y" JCT.		NS	3.15 PM	1.54 AM	5.39 AM
9.25	2.12		1.46 PM	194.5		Joint Track with A.T.&S.F. Ry.		SY P Yard	s 3.10 PM	1.48 AM	5.33 AM
AM 9.31	AM 2.18		s 1.55 PM	197.7	N	BARTLESVILLE	B	NS	3.04 PM	1.46 AM	5.31 AM
AM 9.33	AM 2.20		1.56 PM	198.2		"B E" JCT.					
						SUTTON		P 83	3.02	1.44	5.29
9.35	2.22		2.00	198.7		OKESA		P 84	f 2.48	1.27	5.12
9.51	2.38		f 2.14	208.0		UTLEY		P 68	2.41	1.18	5.04
9.58	2.46		2.21	212.2		NELAGONY	GY	P 61	s 2.33	1.08	4.52
10.07	2.55		s 2.33	217.5	D	M.V. Crossing-Gate					
10.21	3.08		s 2.45	225.7	D	WYNONA	WY	P 63	s 2.15	12.54	4.38
10.38	3.25		s 2.59	236.0	D	HOMINY	HY	P 88	s 1.59	12.37	4.20
10.46	3.33		3.06	240.7		MAHAN		P 72	1.50	12.29	4.10
11.00 AM	3.45 AM		s 3.12 PM	245.2		OSAGE	JN	FGSWY P Yard	1.43 PM	12.20 AM	4.00 AM
281	275		25						26	270	274
31.1	31.9		36.7			Average speed per hour		33.0	22.2	18.2	

SOUTHWARD

OKLAHOMA SUBDIVISION

NORTHWARD

9

THIRD CLASS		FIRST CLASS	Distance from Kansas City	TIMETABLE No. 29		Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS	
281 Freight Daily	275 Freight Daily	25 Passenger Daily		EFFECTIVE 12:01 A.M. March 1, 1957			26 Passenger Daily	274 Freight Daily	270 Freight Daily
				STATIONS					
AM 11.20	AM 4.05	PM 3.15	245.2	Auto Block { N OSAGE JN	FGSWY P Yard	PM 1.40	PM 8.00	PM 11.50	
11.26	4.11	s 3.22	248.2	D CLEVELAND CN	P 57	s 1.34	7.35	11.20	
11.39	4.24	s 3.33	256.5	HALLETT 1.0	P 59	s 1.21	7.15	11.03	
			257.5	HALLETT TOWER S.L.-S.F. Auto Interlocking 2.7	NS				
11.46	4.31	s 3.40	260.2	D JENNINGS NS	P 98	s 1.15	7.05	10.55	
		s 3.55	270.4	D YALE YA	P NS	s 12.59			
PM 12.03	4.48	3.56	271.0	SUN-CO. 0.4	71	12.56	6.43	10.37	
			271.4	A.T.&S.F. Gauntlet Track Auto. Interlocking 2.5					
12.10	4.55	4.02	278.9	NORFOLK 5.5	P 45	12.50	6.35	10.30	
12.19	5.04	4.10	279.4	DEEP ROCK 0.8	FGWY P Yard 63	12.42	6.20	10.18	
12.40	5.07	s 4.30	280.2	N CUSHING CH	P 27	s 12.40	6.15	10.15	
1.01	5.24	s 4.45	290.6	AGRA 6.6	P 59	s 12.24	5.55	9.59	
1.15	5.35	s 4.54	297.2	D TRYON RN	P 12	s 12.15	5.40	9.48	
1.24	5.42	s 5.01	301.8	CARNEY 8.5	P 11	s 12.08	5.30	9.40	
1.40	5.56	s 5.14	310.3	FALLIS 6.7	P 74	s 11.57	5.14	9.26	
1.52	6.08	s 5.25	317.0	LUTHER 7.7	P 39	s 11.47	4.50	9.15	
2.06	6.20	s 5.37	324.7	ARCADIA 7.5	P 57	s 11.36	4.35	9.03	
2.20	6.32	f 5.48	332.2	WITCHER 6.9	P 52	f 11.26	4.10	8.51	
2.35	6.43	5.58	339.1	OWANDA 2.4	P 17	11.16	3.59	8.40	
			341.6	C. R. I. & P. Crossing Unprotected 0.1					
			341.6	BARNARD 1.2	NS				
3.00 PM	7.00 AM	6.05	342.8	N TURNER SX	FGSTW P Yard	11.07	3.45 PM	8.30 PM	
			343.2	C. R. I. & P. Crossing Unprotected 0.7					
		6.20 PM	343.9	OKLAHOMA CITY 98.7	P Yard Y	11.01 AM			
281	275	25				26	274	270	
26.6	33.5	32.0	Average speed per hour			37.2	23.0	29.8	

JOPLIN SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from St. Louis	TIMETABLE No. 29	Symbols and Capacity of Sidings	FOURTH CLASS
63 Way		EFFECTIVE 12:01 A.M. March 1, 1957		62 Way
Daily Except Sunday		STATIONS		Daily Except Sunday
AM 12.20	394.4	GARVIN 7.7	PY 90	PM 6.50
12.45	402.1	SHERMAN CITY 4.1	P 40	6.20
12.57	406.2	NETTELS 3.8	P	6.05
1.10	410.0	N WEST MINERAL MY 2.9	SY Yd.	5.50
	412.9	Mo.Pac.Crossing-Unprotected 5.4		
	418.3	NEO Crossing - Gate 0.4		
	418.7	SL-SF Interlocking 0.3		
2.45	419.0	N COLUMBUS CO 8.6	Yd 21	4.45
	427.6	KCS Crossing - Gate 1.7		
4.00	429.3	D MILITARY RI 2.2	Y Yd 25	4.05
	431.5	SL-SF Crossing - Gate 0.6		
4.15	432.1	D GALENA AN 3.9	Yd. 28	3.50
4.35	436.0	FALL CITY 4.7	PY 30	3.25
7.30 AM	440.7	N JOPLIN JO 46.3	STFW Yard	3.00 PM
63				62
6.5		... Average speed per hour ...		12.1
NO. 63 IS SUPERIOR TO NO. 62				

WILBURTON SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from North McAlester	TIMETABLE No. 29	Symbols and Capacity of Sidings	FOURTH CLASS
95 Way		EFFECTIVE 12:01 A.M. March 1, 1957		94 Way
Mon., Wed., Fri.		STATIONS		Tues., Thu., Sat.
AM 10.45	.0	D N. McALESTER MC 3.4	FWSYP Yard	AM 8.00
1.1.00	3.4	KREBS JCT. 0.5		7.50
1.1.05	3.9	D KREBS BS 7.1		7.45
12.01 PM	11.0	BISHOP 11.0		7.00 AM
95				94
8.6		... Average Speed Per Hour ...		11.0

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	80	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

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 (SEE TIME TABLE SPECIAL INSTRUCTIONS 1-1)

FOURTH CLASS		THIRD CLASS		SECOND CLASS	Distance from St. Louis	TIMETABLE No. 29		Symbols and Capacity of Sidings	FIRST CLASS	
97 Way	95 Way	71 Freight	75 Freight	81 Freight		EFFECTIVE 12:01 A.M. March 1, 1957	1 Passenger		5 Passenger	
Daily except Sun.	Mon.-Wed. Friday	Daily	Daily	Daily		STATIONS			Daily	Daily
	AM 7.30	PM 5.50	AM 1.30	AM 9.30	503.1	MUSKOGEE YARD	FGWSTY Yard			
					503.6	0.5				
					503.9	MUSKOGEE	GW Yard	AM 3.00	PM 2.55	
	7.45	6.03	1.45	9.43	510.4	0.3				
	8.03	6.11	1.55	9.51	517.0	N SL-SF—MV Interlocking SU				
	8.20	6.20	2.08	10.00	524.8	6.5				
	9.00	6.36	2.31	10.15	538.1	MEYER	P 63	3.08	3.04	
	9.20	6.47	2.46	10.25	547.2	6.6				
	9.35	6.54	2.55	10.32	553.3	OKTAHA	P 100	3.14	f 3.10	
	9.55	7.03	3.05	10.41	561.1	7.8	P 150	3.21	s 3.24	
AM 6.15	10.10 AM	7.09	3.15 3.58	10.46	564.2	D CHECOTAH VR	P 95	3.33	s 3.41	
					566.0	13.3	P 157	3.41	f 3.52	
					568.0	N EUFAULA EA	P 106	3.46	4.01	
					573.1	9.1	P 80	3.53	4.08	
					582.8	CANADIAN	FWSY Yard	3.58	4.12	
					584.0	6.1				
					602.6	REAMS	P 96	4.13	4.34	
					609.6	7.8	P 95	4.17	4.38	
					615.0	HANKS	P 150	4.26	f 4.49	
					618.7	D NORTH McALESTER MC	P 155	4.36	5.00	
					621.6	1.8	P 182	4.44	s 5.12	
					630.2	N McALESTER MA	P 154	4.50	s 5.25	
					641.4	C.R.I.&P. Crossing-Gate				
					646.4	3.0				
					648.2	FRINK	P NS	4.55	f 5.31	
					653.2	4.1	P 156	4.58	5.35	
					655.9	NAVY	P NS	5.01	f 5.39	
					656.2	9.7	P 179	5.08	f 5.50	
					660.9	D KIOWA KY	P No. 1-230 No. 2-190	s 5.25	s 6.09	
					661.9	11.2				
						BURG	P 45	5.30	f 6.16	
						8.6	P NS	5.32	6.18	
						D STRINGTOWN ST	P 48	5.37	f 6.24	
						7.0	P	5.40	6.27	
						D ATOKA DK				
						5.4				
						TUSHKA				
						3.7				
						COOK				
						2.9				
						CANEY				
						8.6				
						CADDO				
						11.2				
						KOG Auto. Interlocking				
						DURANT				
						N SL-SF Interlocking DU				
						5.0				
						CALERA				
						1.8				
						OLIVE				
						5.0				
						COLBERT				
						2.7				
						N STALEY BF				
						SL-SF North Jct. Inter.				
						0.3				
						SL-SF South Jct. Inter.				
						4.7				
						N DENISON WD	FGWSTY Yard	5.55 AM	6.40 PM	
						RAY RA				
						158.8				
97	95	71	75	81				1	5	
17.5	22.9	38.1	19.9	35.3				53.9	41.9	

Automatic Block Signals

To Main
Track

Average speed per hour

NORTHWARD

CHOCTAW SUBDIVISION

NORTHWARD

13

FIRST CLASS		TIMETABLE No. 29		THIRD CLASS			FOURTH CLASS		
2	6	EFFECTIVE 12:01 A.M. March 1, 1957		74	78	72	96	94	
Passenger	Passenger			Freight	Freight	Freight	Way	Way	
Daily	Daily	STATIONS		Daily	Daily	Daily	Daily Ex- cept Sat.	Tuesday Thur.-Sat.	
		MUSKOGEE YARD 0.5		AM 5.00	PM 12.01	PM 4.45		PM 1.00	
		MUSKOGEE 0.8							
		N SL-SF—MV Interlocking SU 6.5							
		10.36	1.40						
				4.39	11.35	4.25		12.20	
		10.30	f 1.33					PM 12.01	
		10.23	s 1.23	4.28	11.23	4.14			
		10.11	s 1.03	D CHECOTAH VR 7.8	4.17	11.10	4.03	11.10	
		10.03	f 12.51	N EUFULA EA 13.3	3.58	10.45	3.41	10.15	
		9.57	12.44	9.1					
		9.50	12.37	CANADIAN 6.1	3.41	10.25	3.20	9.45	
				REAMS 7.8	3.29	10.10	3.11	9.10	
				HANKS 8.1	3.19	9.55	2.59	8.55	
		9.47	12.34	D NORTH McALESTER MC 1.8	3.15	9.50	2.54	PM 1.15	
		s 9.44	s 12.31	N McALESTER MA C.R.I.&P. Crossing - Gate 3.0	3.09	9.20	2.46	1.05	
				FRINK 4.1	3.04	9.11	2.38	12.50	
		9.35	12.18	NAVY 9.7	2.59	9.05	2.33	12.40	
		9.31	12.14	D KIOWA KY 11.2	2.47	8.50	2.20	PM 12.20	
		9.22	f 12.03	BURG 8.6	2.33	8.30	2.04	11.59	
		9.12	11.51	D STRINGTOWN ST 7.0	2.23	8.15	1.52	11.39	
		9.05	f 11.39	D ATOKA DK 5.4	2.15	8.02	1.43	10.50	
		8.59	s 11.31	TUSHKA 3.7	2.08	7.50	1.35	10.15	
		8.53	f 11.20	COOK 2.9	2.03	7.42	1.28	10.05	
		8.50	11.16	CANEY 8.6	1.59	7.35	1.23	9.55	
		8.47	f 11.13	CADDO 11.2	1.49	7.15	1.12	9.35	
		8.39	f 11.01	KOG Auto. Interlocking DURANT					
		s 8.28	s 10.48	N SL-SF Interlocking DU 5.0	1.35	6.50	12.56	9.00	
		8.21	f 10.36	CALERA 1.8	1.28	6.40	12.49	7.55	
		8.19	10.34	OLIVE 5.0	1.25	6.35	12.44	7.50	
			f 10.29	COLBERT 2.7					
		8.11	10.26	N STALEY BF SL-SF North Jct. Inter. 0.3	1.15	6.20	12.20	7.30	
				SL-SF South Jct. Inter. 4.7	AM	AM	PM	AM	
		8.05	10.20	N DENISON WD					
		PM	AM	N RAY RA 168.8	1.00	6.00	12.01	7.00	
				AM	AM	PM	AM		
		2	6		74	78	72	96	
		55.5	42.9	Average speed per hour		39.7	26.4	33.5	15.6
								14.4	

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

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
1501-1529	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 rated of any unit of the combination, except that when only one FP-7 unit is operated in combination with two or more 40 tonnage class units the FP-7 unit will take the 40 tonnage class rating. EMD E-8 units 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, ELDORADO AND COLUMBIA SUBDIVISIONS

TONNAGE CLASS OF ENGINES		21	27	34	40	48
FROM	TO					
Bryson.....	Paola.....	780	1000	1250	1450	1750
Bryson.....	Holden.....	1085	1375	1750	2050	2450
Paola.....	Bryson.....	840	1075	1350	1600	1900
Holden.....	Bryson.....	990	1250	1600	1875	2250
Franklin.....	Moberly.....	840	1075	1350	1600	1900
Franklin.....	Franklin.....	840	1075	1350	1600	1900
Moberly.....	Franklin.....	1085	1375	1750	2050	2450
Moberly.....	Fayette.....	820	1050	1300	1550	2400
McBaine.....	Columbia.....	1010	1275	1625	1900	2275
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	1525	3200	3750	4500
North Yard.....	Ringer.....	950	1225	1700	1800	2150
Ringer.....	Glen Park.....	1475	1900	2400	2800	3350
North Yard.....	Osage.....	1200	1550	1950	2280	2700
North Yard.....	Coffeyville.....	1200	1550	1950	2280	2700
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.....	Colbert.....	1000	1250	1600	1850	2200
Cherokee.....	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.....	Bishop.....	775	1000	1275	1500	1800
Bishop.....	No. McAlester.....	775	1000	1275	1500	1800

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, Assistant Division Engineers, Roadmasters, Yard Masters, 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 of the immediately preceding period. They must submit watch for inspection with Form CT-90 Standard to designated watch inspector as provided for in Rule 2 of the Uniform Code of Operating Rules (or similar Maintenance of Way Rules); except Maintenance of Way and Bridge and Building employes 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.

Rule 10 (g). Amendment to:

Yellow and Green reflectorized signals as provided by Temporary Speed Restriction Chart, page 130, Uniform Code of Operating Rules, may be used both by day and by night in lieu of signs by day and signs and lights by night.

Rule 10 (h). Supplement to:

Permanent Speed Restriction Signs In Service

(1) Yellow Sign Black Numerals: located as near one (1) mile as conditions will permit in advance of where speed restrictions become effective. Resume Speed Sign (Green) where restriction ends.

(2) 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 restrictions become effective. Resume Speed Sign (⓪ or ⓑ) where restriction ends.

Passenger trains, all Subdivisions, and Freight trains and Light Engines on St. Louis Subdivision, not exceed speed shown on Speed Restriction Sign; 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.

Rule 10 (i).

Unattended Red Flag or Red Light

A train or engine finding a red flag or red light on or near the track must stop, before passing the flag or light if practicable. If there is no one there to explain, flagman must precede movement and carefully examine track and structures for defects. After flagman has started ahead, train may proceed at RESTRICTED SPEED, following flagman for at least 20 rail lengths. If it can then be seen that it is safe to proceed, flagman may be picked up but train must proceed at RESTRICTED SPEED for at least one mile additional, unless cause for red flag or red light has been found. If it cannot be seen that it is safe for train to proceed, train must follow flagman as far as conditions make it necessary. If the red flag or light is on the track, it must be moved to side of track to clear passing train and left to afford protection for a following train.

Rule 12(j). Supplement to:

Yellow fuseses may be used in giving hand signals except yellow fuseses must not be used by trainmen or yardmen 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). Supplement 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 20. Amendment to:

All sections except the last will display two green lights only, by day and by night in the places provided for that purpose.

Rule 20 (a). Amendment to:

Extra trains will display two white lights only, by day and by night, in the places provided for that purpose.

Rule 35. Amendment to:

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

Rule 99 (d). Amendment to:

On passenger trains, the flagman will be permitted to leave the rear of train to perform work as directed by Conductor under following conditions:

- (1) When a competent employe who is qualified to protect the train takes his place.
- (2) When train is clear of main track.
- (3) When train is within yard limits, either standing or moving, under conditions where protection is not required against a following first class train.
- (4) When under the provision of protection order, Form Y, rear end protection against following trains is not required.

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). Amendment to: Operator's Signal Supplies:

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

Rules 230 and 232. Supplement to:

Nunn Type Train Order Signal

	Aspect—Parallel with track, Green Light. Indication—Proceed, "No Orders". Name—Clear Train Order Signal.
	Aspect—At right angle to track, Red Light. Indication—Stop, unless clearance received. Name—Stop Train Order Signal.

Rule 290(1). Supplement to:

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

Rule 292. Supplement to:

Low two unit color light Absolute Signals where located on siding in advance of spring switches, if "STOP" indication per Rule 292 displayed, Rule 350 governs. If back out of siding after opposing movement passes, or if make reverse movement on main track and Absolute Signal on main track displays "STOP" indication, operation of switch may cause it to indicate "CLEAR" per Rule 281.

Rule 332. Supplement to:

First and second paragraph will also apply to R.D.C. (Budd) cars and similar types of equipment.

Rule 355. Block Indicators. Supplement to:

Low two-unit color light block indicators at spring switches are located at fouling point, and designated by letter "B".

OPERATING RULES

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.

Rule 400. Amendment to:

Pile Drivers, Ballast Plows, Weed Burners, Weed Mowers, Clam Shell and other material handling cranes, and Sperry Detector Cars actually in service testing rails, will be handled only on Track and Time Limits (Rule 402) in territory where Movements by Signal Indication (Rules 400-404) are in effect, and not be moved on Signal Indications. In complying with last paragraph Rule 375 (10) Control Operators will not permit other movements into such Absolute Block until information received as required by this Rule. Sperry Detector cars not testing rails may be moved in such territory on Signal Indications.

Rule 402. Amendment to 9th Paragraph:

To hold track limits for the time authorized on track or tracks specified, such track or tracks must be occupied continuously, or a main track switch left open except when it is necessary to close the main track switch to permit a train or engine to pass, provided there is a trainman

or yardman continuously in charge of the switch and provided the switch is again opened immediately after the train or engine has cleared the switch.

Forms of Train Orders:

(a) Form S-E. Supplement to:

The following form is authorized:

"No 6 Eng 106C wait at C until 9 30 am for Extra 207A South
No 6 take siding at 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) Form X. Supplement to:

The following form is authorized:

"(801 am) until (501 pm) trains approach (extra, rail, bridge, etc.) gang working between MP _____ Pole _____ and MP _____ Pole _____ (or at Bridge _____ MP _____ Pole _____) prepared to stop and proceed only on hand signal of foreman in charge, given with yellow flag."

(c) Form Y. Amendment to:

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. Holden Subdivision

No. 55 is superior to No. 54.

c. Kansas City Subdivision

No. 5 is superior to No. 22.

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. 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.

e. 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.

f. 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.

g. 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.

h. Cherokee Subdivision

No. 2 is superior to all trains.

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

i. 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 Fondulac 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, Lamar, 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

Paola—Crossover from main track to puzzle switch.

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

Mahaney, instead of Sedalia—No. 55.
Cross, instead of North Yard—Northward Kansas City and Sedalia
Subdivision freight trains.
Poole, instead of North Yard and Parsons—Southward Osage
Subdivision trains.
Parsons, instead of North Yard—Northward Neosho Subdivision trains.
Bartlesville—all trains.
Turner, instead of Oklahoma City—Northward passenger trains.

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. Sedalia-Moberly-Holden Subdivisions

Bryson, Nos. 54 & 55 Moberly, No. 53

5. REGISTER STATIONS:

- a. Paola—All trains register by ticket except Nos. 90 and 91.
Osage and Turner—First class trains register by ticket.
Muskogee—First class trains only.

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)		
	Mahaney	54	55
	Mahaney	5-6	5-6
	(by ticket)		
	Bryson	55	54
	North Clinton	North Clinton- Lindale Switcher	North Clinton- Lindale Switcher
	Clinton	5-6	5-6
	Ladue (by ticket)	74-75	
	Tower (by ticket)	5-6	
	c. Kansas City- Osage-Neosho Subdivisions	Cross (by ticket)	All trains
North Yard		All freight	All freight
Glen Park		All freight	All freight
North Yard		All freight	All freight
Cross (by ticket)		All except First class	All except First class
d. Cherokee- Choctaw- Joplin Subdivisions	Poole (by ticket)	All except First class	All except First class
	Monarch	Fourth class	Fourth class
	North Yard	All freight	All freight
e. Cherokee- Choctaw- Joplin Subdivisions	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.
Sedalia—25 MPH on main track, 5 MPH on siding over Engineer Street crossing.
Sedalia—15 MPH approaching Third and Fifth Street crossings.
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 MKT-Wabash Railroad Automatic Interlocking, 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

TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN NORTH SWITCH PAOLA 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.

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.

Coffeyville—15 MPH on main track, 5 MPH on other tracks between MP A-167 and MP A-169.

Coffeyville—On tracks 1 and 2 over Sixth and Seventh Streets and Long Bell track over Tenth Street, trains and engines stop before fouling and/or passing over crossings.
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.
"BE" Jct. and north switch Sutton, 15 MPH.

l. 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.

Oklahoma City—MP A-343.9 and CRI&P crossing MP A-343.2, 15 MPH.

j. Neosho Subdivision

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

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

Monarch, all trains flag Highway crossing over cement lead.

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. 21 and 22—40 MPH passing station to dispatch mail.

Chetopa—No. 22—20 MPH Sunday to dispatch mail.

Vinita—15 MPH through SL-SF Connection.

Pryor—Nos. 2 and 22—40 MPH passing station to pick up mail.

Wagoner—No. 21—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. 1—50 MPH passing station to dispatch mail.

No. 2—4 MPH passing station to pick up mail.

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

Tulsa—LOW SPEED 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. Deraill being

open will cause Signal 6608 to display "Stop, Then Proceed at Low

Speed" indication.

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. At locations where automatic crossing devices are located; when movement has stopped before crossing is reached; or is to make reverse movement over crossing; or a forward movement after making a reverse movement; or when approaching crossing on sidings or auxiliary tracks; such crossing must be approached at RESTRICTED SPEED prepared to stop short of crossing until known that devices are operating for movement over crossing on track being used. If they are not operating, movement over crossing must be protected by a flagman.

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, 401, 402, 403 and 404):

- Between Poole and north switch siding, Labette.
- Between south switch siding, Pryor and north switch siding, Smith.
- Between north switch siding, Chase and Fondulac Street, Muskogee.
- Between Southward Signals, MP 643.1 and Olive.
- Between Interlocking limits of Staley and Ray via freight main track, Warner cutoff.

11. REMOTE CONTROL SIDINGS RULE 425:

a. Sedalia Subdivision

Tower.

Griffith.

b. Cherokee Subdivision

Vinita.

12. REMOTE CONTROL SWITCHES:

a. Sedalia Subdivision

Tower, north switch siding.

Griffith, south switch siding.

b. Osage Subdivision

"DY" Jct. MP A-194.5.

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.....	Both switches siding.
"BE" Jct. MP A-198.2.....	MKT-AT&SF connection.
Osage.....	South switch yard to main track.

c. Cherokee-Choctaw Subdivisions—Denison-Ray Terminal

Garvin.....	North switch siding	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.....	Both switches siding	Burg.....	Both switches siding
Wagoner.....	South switch siding	Stringtown.....	South switch siding
Chase.....	Tulsa Subdivn. Jct.	Atoka.....	Both switches siding
Meyer.....	South switch siding	Cook.....	Both switches siding
Checotah.....	South switch 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", comply with Rules 104(a) and 350. If northward Signal 6412 and southward Signal 6411 indicate "Proceed", immediately operate push button on instrument case and after three (3) minutes Signal may display "Lunar" indication. If Signals 6411 or 6412 indicate "STOP" operate push button only if advised by Control Operator that no trains approaching in either direction. If "Lunar" not then displayed, be governed by Rule 99(e) and 350.

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-Sedalla 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

Southward trains on main track restricted at Steedman remain back of "End of Block" sign at north switch until opposing train is entering siding.

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, Then Proceed at Low Speed" 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 Fondulac 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 Absolute Signal of SL-SF Interlocking, Vinita, 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 Fondulac Street Muskogee remains at "STOP". If Signal is inoperative movement will be made on instructions of Yardmaster.

Northward trains will comply with indication of northward Absolute Signal at MP 510.2 at north siding switch Meyer, and when holding main track at meeting point, remain back of "Clearance Point" sign until southward train enters siding.

Low color light Absolute Signal north end siding Canadian does not govern movements from stock track to siding and main track. Such movements will not foul siding or main track unless semaphore signals just north of siding switch both display "Proceed" indication, then must also comply with Rule 104 (a) at spring switch north end of siding.

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

Movements from Ray Yard, before fouling Cutoff to Dallas Jct., communicate with Control Operator, Lamar Interlocking Station, and be governed by his instructions and indication displayed by Absolute Signal MP 660.3.

Southward movements on Warner Cutoff from south of Signal 6585, (Reddam Spur) to north end Ray Yard before making reverse movement will move through spring switch on inbound track and beyond Absolute Signal MP 660.0.

Yard movements to Gavrin track Warner cutoff use outbound track from Ray Yard and stop clear of inbound track to secure track and time limits per Rule 402 from Control Operator Staley.

16. FLOOD INDICATORS:

a. St. Louis Subdivision

Location	Affects Signals
MP 184.2	1841 and 1850

b. Cherokee-Choctaw Subdivisions

Location	Affects 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

c. When these signals display "Stop, Then Proceed at Low Speed" indication also lookout for track washed out or damaged by high water.

17. SLIDE INDICATORS:

a. Choctaw Subdivision

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

When these signals display "STOP" or "Stop, Then Proceed at Low Speed" indication, 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.

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 south of crossover to puzzle switch. 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 affect 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 affect 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 affect observance of any Rules covering block and interlocking signal indications.

Light unit located on mast of Absolute Signal at Fondulac 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, Stringtown, per Rule 221(a) repeated on Automatic Block Signal 6046, South Siding Switch.

"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 363.5, 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. (C.T.C.) Trains or engines desiring to move over SL-SF crossing, 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. Automatic Interlocking.
 If Absolute Signal displays "STOP" indication, and no immediate conflicting movement evident, operation of push button on signal may cause it to display "Proceed" indication. If not, be governed by Rule 344 and 104(a).
 Cross.....MP A-133.7, M-K-T R.R. Interlocking.

e. Osage Subdivision

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

f. Oklahoma Subdivision

Hallett Tower—MP A-257.5, SL-SF Ry. Automatic Interlocking. Instructions in mechanism case. Rule 344.
 Gauntlet Track—MP A-271.4, AT&SF Ry. Automatic Interlocking. If Absolute Signal does not clear, train should stop within 100 feet of signal and if no opposing or AT&SF trains approaching, move train by signal but stop clear of AT&SF track. If AT&SF signal can then be seen at "STOP", flagman will cross bridge and if opposing AT&SF and M-K-T signals are at "STOP", flagman may give proceed signal. If any opposing Absolute Signal does not indicate "STOP" full protection must be given before fouling gauntlet. When necessary to stop between Approach and Absolute Signal for reason other than "STOP" Absolute Signal, stop must be made at least 100 feet in advance of Absolute Signal until ready to proceed, then move to within 100 feet of Absolute Signal. If signals inoperative notify M-K-T dispatcher. Telephone north end of bridge.
 Barnard—MP A-341.5, CRI&P R.R. Stop Signs. Rule 98.
 Oklahoma City—MP A-343.2, CRI&P R.R. Stop Signs. Rule 98.

g. Neosho Subdivision

Chanute—MP B-23.7, AT&SF Ry. Gate. Normally against M-K-T. Rule 98.
 Chanute—MP B-26.8, AT&SF Ry. Electrically locked Gate. Normally against M-K-T. Instructions in mechanism case. Rule 98.
 Piqua—MP B-44.2, Mo. Pac. R.R. Gate. Normally against M-K-T. Rule 98.
 Moody—MP B-55.6, Mo. Pac. R.R. 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. Automatic Interlocking. Rule 344 governs. An approaching KOG movement will cause M-K-T Absolute Signals to assume "STOP" indication immediately provided M-K-T main track movement has occupied approach section over 12 minutes without occupying crossing. To regain "Proceed" indication, or to make reverse movement after moving over crossing, if no immediate conflicting movement evident, operation of push button on Absolute Signal may cause it to display "Proceed" indication. Southward trains will go to Siding No. 2 for opposing trains only when authorized by train order or otherwise to do so.
 Durant—MP 641.4, SL-SF Ry., Interlocking.
 Staley—MP 655.9, SL-SF Ry., Interlocking.

j. Tulsa Subdivision

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		Columbia Subdivision	
New Franklin	} One Yard	Columbia	} One Yard
Franklin			
Sedalia Subdivision		Moberly Subdivision	
Franklin	} One Yard	Moberly	} One Yard
Boonville			
Sedalia		Franklin	
Clinton		Holden Subdivision	
Nevada		Paola	
Ft. Scott		Neosho Subdivision	
Parsons	} One Yard	North Yard	} One Yard
North Yard			
Cross		Chanute	
Kansas City Subdivision		Monarch	} One Yard
Paola	} One Yard	Humboldt	
South Paola			Piqua
Cross	} One Yard	Emporia	
North Yard			Junction City
Poole			
Iola Subdivision			
Iola			

Osage Subdivision

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

Oklahoma Subdivision

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

Tulsa Subdivision

Osage	}	One Yard
Tulsa		
Alsuma		
Wybark		

Cherokee Subdivision

Parsons North Yard	}	One Yard
Muskogee Yard Muskogee		

Choctaw Subdivision

Muskogee Yard Muskogee	}	One Yard
Hanks North McAlester McAlester Frink M.P. R-14 Wilburton Subdiv.		

Staley Denison Ray	}	One Yard
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Joplin Subdivision

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

21. STANDARD TIME:a. Standard Clocks Located At

Baden Telegraph Office	Tower Telegraph Office
Franklin Telegraph Office	Kansas City Telegraph Office
Mahaney Telegraph Office	Glen Park Yard Office Enginehouse
North Clinton Telegraph Office	Muskogee Ticket Office Yard Office
Parsons Terminal Telegraph Office, Psgr. Sta. Yard Office Diesel Shop	No. McAlester Telegraph Office
Coffeyville Telegraph Office	Denison Telegraph Office, Psgr. Sta. Callers Office
Osage Telegraph Office Enginehouse	Ray Yard Office Enginehouse Office
Cushing Telegraph Office	Tulsa Telegraph Office
Oklahoma City Passenger Station	Joplin Telegraph Office
Turner Yard Office	
Junction City 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 Paramount Jewelers, 7324 Manchester.
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 Yard Office Enginehouse	Junction City Telegraph Office
Franklin Telegraph Office	Kansas City Telegraph Office
Sedalia Telegraph Office	Glen Park Yard Office Enginehouse
Clinton Telegraph Office	Muskogee Psgr. Station Yard Office
Parsons Terminal Telegraph Office, Psgr. Sta. Psgr. Station Basement Yard Office Crawford Avenue Diesel Shop	No. McAlester Telegraph Office Enginehouse
Coffeyville Enginehouse	Denison Telegraph Office Callers' Office Engineers Washroom
Bartlesville Switchmen's Bldg.	Ray Yard Office Enginehouse Office
Osage Telegraph Office Enginehouse	Tulsa Telegraph Office Dump Track, Locker Room
Cushing Telegraph Office	Pryor Passenger Station
Turner Yard Office Enginehouse	
Oklahoma City Register Room	

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 41.6	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

Selma	MP A-78.5	North	5
Hertha	MP A-126.3	North	16
Penfield	MP A-152.3	South	8
Dewey Stock Yards	MP A-192.0	Both	10
Pite	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
Shellhorn	MP A-336.0	North	9
Petrolia	MP B-30.5	South	5
Monarch	MP B-34.0	Both	Yard
Brown	MP B-63.6	Both	17
Downing	MP B-127.1	Both	17
Parkerville	MP B-132.6	Both	14
LaHarpe	MP T-102.1	Both	20

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

Kelso	MP 433.9	Both	25
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

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	Rocheport
Matson	Portland	Clifton City
Dutzow	Steedman	Walnut
Peers	McBaine	

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. 21 Erie to discharge passengers from Kansas City and beyond and receive passengers for regular stops for trains Nos. 21-1.

No. 22 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.

Nos. 1 and 2 Atoka to receive or discharge passengers to and from points that are regular stops Nos. 1-21 and 2-22.

No. 21 Oswego, Chetopa and Wagoner to receive for south of Denison and discharge from Kansas City.

No. 22 Pryor, Chetopa and Oswego to receive for Kansas City and discharge from south of Denison.

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:

- CB&Q R.R. between Machens and North Market, St. Louis.
- T.R.R.A. between North Market and Union Station, St. Louis.
- Kansas City Terminal Railway, over tracks at Kansas City.
- SL-SF Ry. between Paola and Kansas City Terminal tracks.
- AT&SF Ry. between "DY" Jct. and "BE" Jct.
- OCA&A trains use M-K-T tracks between Barnard and Oklahoma City.
- Southern Division between Staley, Ray and Denison.
- Small figures shown at St. Louis, Baden, 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-0	Train shed, passenger station and 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 4 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.....	—	—
Kansas City to North Yard, or reverse.....	—	0
Sedalia to North Yard, or reverse.....	0	0
Sedalia to Parsons, or reverse.....	0	0

b. Poole

Cherokee Subdivision main track, to or from Passenger station.....	—	0
Osage Subdivision main track, to or from Passenger station.....	—	0
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.....	0	—
Through north cross-over.....	0	0 0

c. All Other Interlockings

Main Track to Main Track.....	—	—
Main Track to Siding, or reverse.....	—	0
Main Track to Industry or Transfer Track, or reverse.....	—	0 0
Main Track to Branch Line or to Main Track of other Railroad, or reverse.....	0	0

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.
 "M"—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. Kieffer, Chief Surgeon, 1832 Railway Exchange
Building, St. Louis 1, Missouri

LOCAL SURGEONS

Station	Name	Title	Station	Name	Title
F Americus	Dr. Albert Beam	Local Surgeon	F McAlester	Dr. L. S. Willour	Local Surgeon
F Atoka	Dr. T. H. Briggs	Local Surgeon	F McAlester	Dr. T. H. McCarley	Local Surgeon
F Atoka	Dr. A. C. Fina	Local Surgeon	F McAlester	Dr. Fred D. Switzer	Eye, Ear, Nose & Throat Consultant
F Atoka	Dr. C. D. Dale	Local Surgeon	F Marthasville	Dr. H. H. Schmidt	Local Surgeon
F Bartlesville	Dr. Forrest S. Etter	Local Surgeon	F Moberly	Dr. J. Will Fleming, Jr.	Local Surgeon
F Boonville	Dr. T. C. Beckett	Division Surgeon	F Moberly	Dr. Thos. S. Fleming	Local Surgeon
F Boonville	Dr. G. W. Winn	Consulting Surgeon	F Moberly	Dr. Avery P. Rowlette	Local Surgeon
F Broken Arrow	Dr. W. H. Newlin	Local Surgeon	F Moberly	Dr. W. E. Baggerly	Local Surgeon
F Burlington	Dr. A. B. McConnell	Local Surgeon	F Montross	Dr. Paul Jones	Local Surgeon
F Caddo	Dr. Roy L. Cochran	Local Surgeon	F Mound Valley	Dr. F. G. Darwart	Division Surgeon
F Chanute	Dr. R. Herbert Rollow	Local Surgeon	F Muskogee	Dr. John E. Horn	Asst. Div. Surgeon
F Checotah	Dr. F. R. First	Local Surgeon	F Muskogee	Dr. M. K. Thompson	Oculist
F Cleveland	Dr. E. T. Robinson	Local Surgeon	F Nevada	Dr. F. L. Martin	Local Surgeon
F Cleveland	Dr. M. L. Saddaris	Local Surgeon	F Nevada	Dr. W. S. Love	Local Surgeon
F Clinton	Dr. G. S. Walker	Local Surgeon	F Nevada	Dr. R. B. Wray	Local Surgeon
F Clinton	Dr. Hugh B. Walker	Local Surgeon	F Oklahoma City	Dr. Glen F. Wade	Division Surgeon
F Coffeyville	Dr. J. H. Low	Local Surgeon	Oklahoma City	Dr. Joe M. Parker	Consulting Surgeon
F Coffeyville	Dr. Homer L. Bryant	Oculist	Oklahoma City	Dr. S. F. Wildman	Urologist
F Columbia	Dr. Karl D. Dietrich	Local Surgeon	F Oklahoma City	Dr. Dick M. Lowry	Eye, Ear, Nose & Throat Consultant
F Columbia	Dr. C. R. Bruner	Oculist	F Osawatomie	Dr. W. L. Speer	Local Surgeon
F Columbus	Dr. C. C. Fuller	Local Surgeon	F Oswego	Dr. I. J. Waxse	Local Surgeon
F Columbus	Dr. G. B. Athy	Local Surgeon	F Paola	Dr. P. A. Pettit	Local Surgeon
F Council Grove	Dr. N. A. Burkett	Local Surgeon	F Parsons	Dr. Hal A. Burnett	Assistant to Chief Surgeon
F Cushing	Dr. W. Orville Davis	Local Surgeon	F Parsons	Dr. N. C. Morrow	Division Surgeon
F Cushing	Dr. E. O. Martin	Local Surgeon	F Parsons	Dr. J. D. Pace	Asst. Div. Surgeon
F Denison	Dr. Thomas A. Moorman	Asst. to Chf. Surg.	F Parsons	Dr. Evert C. Beaty	Asst. Div. Surgeon
F Denison	Dr. D. H. Brandt	Division Surgeon	F Parsons	Dr. T. D. Blasdel	Oculist
F Denison	Dr. W. H. Brown	Asst. Div. Surgeon	F Pryor	Dr. E. H. Werling	Local Surgeon
F Denison	Dr. W. H. Frietsch	Assistant Division Surgeon	F St. Charles	Dr. Orville W. Towers	Local Surgeon
F Denison	Dr. F. F. Fowler	Division Oculist	F St. Louis	Dr. W. A. Bowersox	Division Surgeon
Denison	Dr. M. A. Weisberg	Consulting Radiologist	F St. Louis	Dr. V. B. Kieffer	Asst. Div. Surgeon
F Dewey	Dr. L. D. Hudson	Local Surgeon	F St. Louis	Dr. Wm. Harold Bailey	Oculist
F Durant	Dr. W. K. Haynie	Local Surgeon	F St. Louis	Dr. J. P. Murphy	Ear, Nose and Throat Consultant
F Durant	Dr. R. E. Sawyer	Local Surgeon	St. Louis	Dr. Leo Bartels	Urologist
F Eldorado Springs	Dr. Robert L. Magee	Local Surgeon	St. Louis	Dr. Wm. C. Macdonald	Consulting Internist
F Emporia	Dr. Funston J. Eckdall	Local Surgeon	St. Louis	Dr. M. F. Engman, Jr.	Dermatologist
F Erie	Dr. E. C. Bryan	Local Surgeon	St. Louis	Dr. E. P. Weber	Dermatologist
F Eufraula	Dr. W. E. Wendel	Local Surgeon	St. Louis	Dr. Wm. B. Kountz	Consulting Cardiologist
F Fayette	Dr. W. A. Bloom	Local Surgeon	St. Louis	Dr. Thomas H. Burford	Consulting Thoracic Surgeon
F Fayette	Dr. Wm. J. Shaw	Local Surgeon	St. Louis	Dr. C. M. Witt	Consulting Radiologist
F Fayette	Dr. M. P. Leech	Local Surgeon	St. Louis	Dr. George E. Roulhac	Consulting Neurosurgeon
F Fort Scott	Dr. R. R. Nevitt	Local Surgeon	F North St. Louis	Dr. Norman A. James	Local Surgeon
F Fort Scott	Dr. W. T. Wilkening	Local Surgeon	F Sedalia	Dr. John B. Carlisle	Division Surgeon
F Fulton	Dr. Henry Durst	Local Surgeon	F Sedalia	Dr. C. H. Brady	Oculist
F Galena	Dr. Frank James	Local Surgeon	F Tulsa	Dr. Fred E. Woodson	Local Surgeon
F Harrisonville	Dr. Edward S. Jones	Local Surgeon	F Tulsa	Dr. Fred A. Glass	Local Surgeon
F Hermann	Dr. George M. Workman	Local Surgeon	F Tulsa	Dr. Thomas H. Davis	Local Surgeon
F Hermann	Dr. Carvel T. Shaw	Local Surgeon	F Tulsa	Dr. Ben F. Gorrell	Eye, Ear, Nose and Throat Specialist
F Holden	Dr. Kelly Rawlins	Local Surgeon	F Tulsa	Dr. J. F. Gorrell	Oculist
F Hominy	Dr. G. I. Walker	Local Surgeon	F Tulsa	Dr. W. Albert Cook	Oculist
F Humboldt	Dr. Charles E. Vestle	Local Surgeon	Tulsa	Dr. Maxwell A. Johnson	Consulting Urologist
F Iola	Dr. A. R. Chambers	Local Surgeon	F Vinita	Dr. J. B. Darrough	Local Surgeon
F Jefferson City	Dr. William A. Cox	Local Surgeon	F Vinita	Dr. W. R. Marks	Local Surgeon
F Junction City	Dr. Harry O'Donnell	Local Surgeon	F Wagoner	Dr. H. D. Tuttle	Local Surgeon
F Kansas City, Kan.	Dr. J. W. Young	Division Surgeon	F Welch	Dr. J. O. Bradshaw	Local Surgeon
F Kansas City, Kan.	Dr. C. L. Francisco	Orthopedic Surgeon	F Wilburton	Dr. G. R. Booth	Local Surgeon
F Kansas City, Kan.	Dr. Thomas G. Orr	Consulting Surgeon	F Windsor	Dr. H. M. Wall	Local 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. Edwin L. Pfuetze	Dermatologist			
F Kansas City, Mo.	Dr. Williston P. Bunting	Ear, Nose & Throat Consultant			
F Kiowa	Dr. H. A. Ellis	Local Surgeon			
F McAlester	Dr. Elbert H. Shuller	Local Surgeon			

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

Secure Your Future

By Cultivating

SAFE HABITS

AND

SAFE PRACTICES