

SUBDIVISIONS

EASTERN—		
St. Louis to North Yard	386.0	Miles
COLUMBIA—		
Columbia Subdiv. Jct. to Columbia	8.5	"
MOBERLY—		
Franklin to Moberly	35.0	"
ELDORADO—		
Walker to Eldorado Springs	13.9	"
KANSAS CITY—		
Kansas City to Parsons	136.8	"
IOLA—		
Moran to Iola	13.2	"
NEOSHO—		
North Yard to Piqua	43.6	"
OKLAHOMA—		
North Yard to Oklahoma City	207.7	"
MUSKOGEE—		
North Yard to Ray	275.9	"
JOPLIN—		
Garvin to Joplin	46.3	"
TULSA—		
Chase to Osage	79.6	"
WILBURTON—		
North McAlester to Bishop	11.0	"
Total	1,257.5	Miles

SAFETY
Is of
FIRST IMPORTANCE
in the
DISCHARGE OF DUTY

**ASSISTANT SUPERINTENDENTS
AND DISPATCHERS**

R. L. Kay, Assistant Superintendent.....	Parsons, Kans.
A. B. McCormick, "	" "
B. R. Bishop, "	Muskogee, Okla.
J. M. O'Brien, "	Franklin, Mo.
W. N. Taylor, Chief Dispatcher.....	Parsons, Kans.
H. C. Pagel, Night Chief Dispatcher.....	" "
R. O. Morris, Dispatcher.....	" "
W. M. O'Dell, "	" "
C. Clark, "	" "
R. R. Holden, "	" "
F. C. Davis, "	" "

W. Williams *2/1/21*
M-K-T LINES

**NORTHERN
DIVISION**

TIME TABLE

No. 1

RECEIVED
M-K-T R. R. CO. of Tex.
JUL 16 1958
DIVISION SALES SERVICE
WICHITA FALLS, TEXAS

Effective At 12:01 A. M.
Sunday, July 20, 1958

FOR EMPLOYEES ONLY

CHARLES T. WILLIAMS,
Vice President & General Manager
Dallas, Texas

L. M. STUART, *R. B. George*
General Superintendent Transportation
Denison, Texas *1/1/59*

C. A. BIRGE, JR.,
Superintendent of Rules-Safety
Denison, Texas

Sewning Miller, *O. L. CRAIN*, *1/1/59*
asst. Superintendent
Parsons, Kansas

EMPLOYEES' HOSPITAL ASSOCIATION

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

		Phone Number				Phone Number	
		Office	Residence			Office	Residence
Atoka, Okla.	Dr. A. C. Fina	330	315	McAlester, Okla.	Dr. Fred D. Switzer	GA 3-4080	GA 3-6329
Bartlesville, Okla.	Dr. Forrest S. Etter	814	1213		Eye, Ear, Nose & Throat Consultant		
Boonville, Mo.	Dr. T. C. Beckett	TU 2-6278	TU 2-2442	Marthasville, Mo.	Dr. H. H. Schmidt	54	42
	Division Surgeon			Moberly, Mo.	Dr. J. Will Fleming, Jr.	633	1073
Broken Arrow, Okla.	Dr. W. H. Newlin	PI 8-2264	400	Moberly, Mo.	Dr. Thos. S. Fleming	633	610
			Bixby, Okla.	Moberly, Mo.	Dr. Avery P. Rowlette	633	1486
Caddo, Okla.	Dr. Roy L. Cochran	EM 7-2323	EM 7-2104	Mound Valley, Kans.	Dr. Paul Jones	DA 8-3321	DA 8-3361
Chanute, Kans.	Dr. R. Herbert Rollow	272	2244	Muskogee, Okla.	Dr. F. G. Dorwart	MU 7-4261	MU 7-4261
Checotah, Okla.	Dr. F. R. First	182	431		Division Surgeon		
Chetopa, Kans.	Dr. E. D. Peffly	BE 6-7342	BE 6-7657		510 S. Eleventh Street		
Cleveland, Okla.	Dr. M. L. Saddoris	190	191	Muskogee, Okla.	Dr. John E. Horn	MU 2-5411	MU 2-5004
Clinton, Mo.	Dr. G. S. Walker	383	443		Asst. Division Surgeon		
Clinton, Mo.	Dr. Hugh B. Walker	383	30		1620 W. Okmulgee Ave.		
Coffeyville, Kans.	Dr. J. H. Low	263	473	Muskogee, Okla.	Dr. M. K. Thompson	MU 2-2301	MU 2-0572
Coffeyville, Kans.	Dr. Homer L. Bryant	1472	1472		Oculist		
	Oculist				608 Surety Building		
Columbia, Mo.	Dr. Karl D. Dietrich	GI 3-8351	GI 3-6275	Nevada, Mo.	Dr. F. L. Martin	352	96
	Professional Building			Nevada, Mo.	Dr. W. S. Love	38	118
Columbia, Mo.	Dr. C. R. Bruner	GI 3-6322	GI 3-7838	Nevada, Mo.	Dr. R. B. Wray	1400	748
	Oculist			Oklahoma City, Okla.	Dr. Glen F. Wade	FO 5-5940	GA 7-6449
	Professional Building				Division Surgeon		
Columbus, Kans.	Dr. C. C. Fuller	103	559		202 Pasteur Med. Bldg.		
Columbus, Kans.	Dr. G. B. Athy	43	271	Oklahoma City, Okla.	Dr. Dick M. Lowry	FO 5-9495	JA 5-2444
Cushing, Okla.	Dr. W. Orville Davis	CA 5-2511	CA 5-3032		Eye, Ear, Nose & Throat Consultant		
Cushing, Okla.	Dr. E. O. Martin	CA 5-0206	CA 5-0207		1200 North Walker		
Denison, Tex.	Dr. Thomas A. Moorman	HO 5-4828	HO 5-2527	Osawatomie, Kans.	Dr. W. L. Speer	PL 5-2145	PL 5-4314
	Asst. to Chief Surgeon			Oswego, Kans.	Dr. I. J. Waxse	264	399
Denison, Tex.	Dr. W. H. Frietsch	HO 5-6111	HO 5-4401	Paola, Kans.	Dr. P. A. Pettitt	39	207
	Asst. Division Surgeon			Parsons, Kans.	Dr. Hal A. Burnett	4002	1492
Denison, Tex.	Dr. Wilburn S. Fry, Jr.	HO 5-8250	HO 5-6548		Asst. to Chief Surgeon		
	Asst. Division Surgeon			Parsons, Kans.	Dr. J. D. Pace	60	1087
Denison, Tex.	Dr. John C. Saunders	HO 5-8524	HO 5-8472		Asst. Division Surgeon		
	Asst. Division Surgeon			Parsons, Kans.	Dr. Evert C. Beaty	711	2326
Denison, Tex.	Dr. F. F. Fowler	HO 5-3355	HO 5-2080		Asst. Division Surgeon		
	Division Oculist			Parsons, Kans.	Dr. T. D. Blasdel	8	829
Dewey, Okla.	Dr. L. D. Hudson	KE 4-2253	KE 4-3492		Oculist		
				Pryor, Okla.	Dr. E. H. Werling	194	337
Durant, Okla.	Dr. W. K. Haynie	74-75	203-500	St. Charles, Mo.	Dr. Orville W. Tower	RA 4-6700	RA 4-0691
Durant, Okla.	Dr. R. E. Sawyer	57	345	St. Louis, Mo.	Dr. W. A. Bowersox	FO 1-6632	WO 1-9094
Eldorado Springs, Mo.	Dr. Robert L. Magee	433	411		Division Surgeon		
Erle, Kans.	Dr. E. C. Bryan	CI 4-5111	CI 4-3339		100 North Euclid		
Eufaula, Okla.	Dr. W. E. Wendel	503	505	St. Louis, Mo.	Dr. V. B. Kieffer	FO 1-6632	YO 5-6819
Fayette, Mo.	Dr. W. A. Bloom	198	30		Asst. Division Surgeon		
Fayette, Mo.	Dr. Wm. J. Shaw	198	520		100 North Euclid		
Fayette, Mo.	Dr. M. P. Leech	198	438	St. Louis, Mo.	Dr. Wm. Harold Bailey	JE 3-5162	HA 7-7144
Fort Scott, Kans.	Dr. R. R. Nevitt	2734	2320		Oculist		
Fort Scott, Kans.	Dr. W. T. Wilkening	1930	2030		634 North Grand		
Galena, Kans.	Dr. Frank James	500	Rural 241-64	Sedalia, Mo.	Dr. John B. Carlisle	TA 6-T092	TA 6-7427
Hermann, Mo.	Dr. George M. Workman	345	592		Division Surgeon		
Hermann, Mo.	Dr. Carvel T. Shaw	345	666	Sedalia, Mo.	Dr. C. H. Brady	TA 6-2411	TA 6-3018
Hominy, Okla.	Dr. G. I. Walker	TU 5-2243	TU 5-2460		Oculist		
Humboldt, Kans.	Dr. Charles E. Vestle	47	247	Tulsa, Okla.	Dr. Fred E. Woodson	CH 2-8233	RI 7-4735
Iola, Kans.	Dr. A. R. Chambers	303	377		908 Med. Arts Bldg.		
Jefferson City, Mo.	Dr. William A. Cox	6-6733	6-8787	Tulsa, Okla.	Dr. Thomas H. Davis	RI 2-3341	WE 9-5343
Kansas City, Kans.	Dr. J. W. Young	JO 2-0450	SK 1-1455		2020 South Xanthus		
	Division Surgeon			Tulsa, Okla.	Dr. Ben F. Gorrell	LU 3-5378	RI 7-0486
	1401 Southwest Blvd.				Eye, Ear, Nose & Throat Specialist		
Kansas City, Mo.	Dr. Carl H. Brust	GR 1-0060	EN 2-6240		1109 Med. Arts Bldg.		
	710 Power & Light Bldg.			Tulsa, Okla.	Dr. J. F. Gorrell	LU 3-5378	MA 6-7863
Kansas City, Mo.	Dr. A. W. McAlester, III	BA 1-2969	JE 1-8971		Oculist		
	Oculist				1109 Med. Arts Bldg.		
Kansas City, Mo.	Dr. John R. Rufe,	BA 1-2969	EM 1-5574	Tulsa, Okla.	Dr. W. Albert Cook	DI 3-0003	LU 3-2141
	Oculist				Oculist		
	1102 Grand				115 West Fifth Street		
Kiowa, Okla.	Dr. H. A. Ellis	22-1765	44-5405	Vinita, Okla.	Dr. J. B. Darrough	440	74
			Pittsburg, Okla.	Vinita, Okla.	Dr. W. R. Marks	67	204
McAlester, Okla.	Dr. Elbert H. Shuller	GA 3-4080	GA 3-0637	Wagoner, Okla.	Dr. H. D. Tuttle	HU 5-2515	HU 5-2115
McAlester, Okla.	Dr. L. S. Willour	GA 3-4048	GA 3-4028	Welch, Okla.	Dr. J. O. Bradshaw	20 J	20 W
McAlester, Okla.	Dr. T. H. McCarley	GA 3-4440	GA 3-5068	Windsor, Mo.	Dr. Claude M. Thurber	62	57

SPECIAL INSTRUCTIONS

MOVEMENT OF TRAINS

1. **SUPERIORITY OF TRAINS BY DIRECTION** is shown at bottom of schedule pages. (See Rule S-72)

2. GOVERNING TIMETABLE AND RULES:

Between Union Station and North Market Street, St. Louis: Be governed by TRRA rules.

Between North Market Street, St. Louis, and Machens: Be governed by CB&Q R.R. timetable and rules.

Between Union Station and 29th Street, Kansas City: Be governed by KCT Ry. rules.

Between 29th Street, Kansas City and Paola: Be governed by SL-SF Ry. timetable and rules.

Oklahoma Subdiv. between "DY" Jct. and "BE" Jct.: Be governed by AT&SF Ry. timetable and rules.

Between Barnard and Oklahoma City: OCA&A trains and engines will be governed by MKT R.R. timetable and rules.

Between Staley and Ray and between Staley and Denison: Muskogee Subdiv. trains will also be governed by Southern Division timetable.

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

3. AUTOMATIC BLOCK SIGNALS:

Subdivision	From (Station)	Mile Post	To (Station)	Mile Post
Eastern	North of Weldon	53.3	South of Matson	61.4
	North of McKittrick	97.9	South of McKittrick	102.4
	North of Mokane	121.9	North of Sedalla	227.0
	Mo. Pac. Crossing	227.7	South of Mo. Pac. Crossing	228.8
	South of Appleton City	286.1	South of Lindale	290.2
	North of Cross	381.5	Cross	383.5
	Kansas City	Mo. Pac. Jct.	A-43.4	Parsons via Pgr. Main Track	A-136.2
Oklahoma	North of Dewey	A-193.1	North of "DY" Jct.	A-194.2
	South of Mahan	A-240.9	North of Cleveland	A-247.0
	South of Barnard	A-341.7	CRI&P Crossing	A-343.2
Muskogee	Poolo	387.1	Fondulac St. Muskogee	503.2
	SL-SF-MV Crossing Staley	503.9 566.2	Denison Ray	660.8 660.0

Franklin—northward movements entering yard will not pass Signal 1892 until switch lined to enter yard. Southward movements leaving yard will 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 move south of Signal 1892 and be governed by its indication.

Southward trains holding main track at meeting point Appleton City; northward trains holding main track at meeting point Meyer and Atoka; remain back of "Fouling Point" sign until opposing train is entering siding.

Northward trains on main track to meet opposing trains, or southward trains on main track to be passed; at Blue Jacket, Chouteau and Reams, remain south of "Fouling Point" sign until southward train is entering siding.

Chouteau and Reams—northward movements from siding, if semaphore signals north end of siding display "Proceed" indication, open switch and wait 2 minutes to receive "Proceed" indication on Absolute Signal in siding.

Vinita—northward Absolute Signal of Interlocking also protects spring switch south end siding, Winders.

Chase—northward Signal 4992, south end siding—also protects spring switch at Tulsa Subdiv. Jct.

Muskogee—northward passenger trains remain back to clear southward movements to other station tracks while Absolute Signal at Fondulac Street displays Stop-indication. If it displays "Proceed" indication, may proceed to interlocking at KO&G crossing. If Absolute Signal inoperative move as instructed by Yardmaster.

Meyer—northward trains comply with indication of northward Absolute Signal MP 510.2 at north siding switch.

Canadian—Absolute Signal north end siding does not govern movements from stock track to siding and main track. Such movements will not foul siding or main track unless both signals north of siding switch display "Proceed" indication, and Rule 104(a) complied with.

RULE 99(j) AUTHORIZED on Eastern Subdiv. between MP 121.9 and MP 227.0, and on Kansas City and Muskogee Subdivisions.

FLOOD INDICATORS at following locations:

MP Location	Affects Signals
184.2	1841 and 1850
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

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

SLIDE INDICATORS at following locations:

MP 592.0 and MP 592.1, affecting Signal 5917 and northward Absolute Signal, Burg. When these signals display Stop-indication or "Stop, Then Proceed at Low Speed" indication, also lookout for boulders or earth slides on track.

4. MOVEMENTS BY SIGNAL INDICATION (Rules 400-404):

a. Between Poole and north switch siding, Labette. Control Operator Poole. Permission of control operator and Signal 3941 displaying "Clear" indication, and northward Absolute Signal on main track displaying "Proceed" indication, is authority for northward movement out of north end siding, Labette, to make a continuous northward movement only, without securing Track and Time Limits, and must move at Low Speed to the next signal. This is an exception to 2nd paragraph Rule 400. Joplin Subdiv. trains are authorized to run as extra trains, without train orders, as provided by Rules 88(a) and 401.

b. 8:00 A.M. to 11:59 P.M. daily—Between south switch siding, Pryor and north switch siding, Smith. Control Operator Pryor. Between 11:59 P.M. and 8:00 A.M. daily no operator on duty Pryor and signals will be automatic block signals only and trains will operate in this territory by timetable, train orders and ABS Rules; Absolute Signals on siding Smith and Pryor and on house track Pryor will display Stop-indication only; and trains will not meet at Pryor except when instructed to do so by Form S-A train order.

c. Between north switch siding, Chase and KO&G Crossing, Muskogee Yard. Control Operator KO&G Crossing. Tulsa Subdiv. trains are authorized to run as extra trains, without train orders as provided by Rules 88(a) and 401.

d. Between southward Signals MP 643.1 and north switch siding, Olive. Control Operator Durant.

e. Between interlocking limits of Staley and MP 660.0 Ray on freight main track. Control Operator Staley.

f. Between MP 660.3 Ray and McCune. Control Operator Lamar. Absolute Signal MP 660.3 east end Ray governs movements from Ray toward McCune. Passenger trains enroute Denison will be governed by indication of this signal; other movements, before accepting "Proceed" indication, must stop to clear road crossing and communicate with Control Operator for permission to proceed.

5. TWO MAIN TRACKS BETWEEN:

Union Station and North Market Street, St. Louis—TRRA tracks.
North Market Street St. Louis and Machens—CB&Q R.R. tracks.
Union Station and 29th Street, Kansas City—KCT Ry. tracks.
29th Street Kansas City and Paola—SL-SF Ry. tracks.

6. AUXILIARY SIGNALS:

a. "Lunar" indication displayed on northward Absolute Signal at Fondulac Street, Muskogee, indicates No. 4 track switch and cross-over switch north of signal are lined for train yard and authorizes northward movements to proceed. If "Lunar" not displayed, northward movements must stop before fouling No. 3 track and, if seen or known that no opposing main track movement approaching and route is unobstructed, may proceed under flag protection to cross-over switch. No. 4 switch or crossover switch to yard must not be changed from main track position while main track movement is approaching.

b. Color light signal on roof of passenger station Paola, on east side of Interlocking Station Poole, and on southeast corner of SL-SF-MV Interlocking Station, Muskogee, when "Yellow" aspect displayed; and "Calling-on" indication of Train Order Signal at Cross; indicates to trains designated, 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 received to proceed ahead of or against them. Train Order Form N required before operator can display "Yellow" aspect or "Calling-on" indication. Color light signals Paola, Poole and Muskogee are not Train Order Signals as defined under Rules 230, 231 and 232. Display of "Yellow" or "Calling-on" does not affect observance of Block or Interlocking Rules.

Paola—governs southward trains. Normal aspect "Dark" and when "Dark" aspect displayed, southward trains will not occupy Kansas City Subdiv. main track south of crossover to puzzle switch, until authorized to do so by "Yellow" aspect.

Poole—governs southward Oklahoma Subdiv. trains only. Normal aspect "Dark" and illuminated only when southward Absolute Signal displays "Proceed" indication, or track occupied within the Interlocking limits. When "Red" aspect displayed, southward trains will not occupy Oklahoma Subdiv. main track but stop clear of southward Absolute Signal on signal bridge, until authorized to do so by "Yellow" aspect.

SL-SF-MV Interlocking Station, Muskogee—governs southward trains. Normal aspect "Dark" and illuminated only when southward Absolute Signal displays "Proceed" indication, or track occupied within the Interlocking limits. When "Red" aspect displayed, southward trains not occupy Muskogee Subdiv. main track, but stop clear of southward Absolute Signal on signal bridge until authorized to do so by "Yellow" aspect.

Cross—"Calling-on" indication governs trains from North Yard to both Kansas City and Eastern Subdivisions.

c. "Calling-on" indication of Train Order Signal, per Rule 221(a), repeated at:

Stringtown—on Signal 6046, south siding switch.

Durant—on Signal 6393, north switch Siding No. 1 and on Signal 6432, south switch Siding No. 2.

d. Color light signal on pole north of scale house near North Yard office displaying "Green" aspect indicates Muskogee Subdiv. trains may proceed to Poole; "Yellow" aspect indicates Oklahoma Subdiv. trains may do so. If light absent, be governed by Yardmaster's instructions.

e. Color lights on pole opposite stock yard Muskogee Yard indicates operator ready for movement and classification signals to be displayed:

"Green" aspect—trains enroute Muskogee Subdiv.

"Yellow" aspect—trains enroute Tulsa Subdiv.

Black letter "S"—display green classification signals.

Black letter "X"—display white classification signals.

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

f. Color light signal on pole near Fondulac Street, Muskogee Yard, displaying "Green" aspect, authorizes southward movements from yard to SL-SF-MV Interlocking without train orders. When light absent be governed by Yardmaster's instructions.

7. TRAINS WILL REPORT FOR CLEARANCE, FORM 118, OTHER THAN REQUIRED BY RULE 83(a) (last paragraph):

Franklin, all trains Eastern Subdivision.

Cross, instead of North Yard—Northward Kansas City and Eastern Subdivision freight trains.

Parsons, instead of North Yard—Northward Neosho Subdiv. trains.

Poole, instead of North Yard and Parsons—Southward Muskogee, Joplin and Oklahoma Subdivision trains.

Bartlesville—All trains, when Operator on duty.

KO&G Crossing, instead of Muskogee and Muskogee Yard—Northward Muskogee and Tulsa Subdivision trains.

SL-SF-MV Crossing, instead of Muskogee and Muskogee Yard—Southward Muskogee Subdiv. trains.

Staley, instead of Ray—Northward Muskogee Subdiv. freight trains.

8. EXCEPTIONS TO RULES 82(a) AND 83(a):

a. Exception to Rule 82(a): Schedules may be assumed without train order authority at other than the initial station on the Subdiv. at the following points:

Franklin—Nos. 52, 53, 75 and 76.

Muskogee—Nos. 1, 2, 5 and 6.

Muskogee Yard—Nos. 41, 42, 52 and 53.

Osage—Nos. 50 and 51.

b. Exception to Rule 83(a) (last paragraph): Unless Train Order Signal displays "Stop, Unless Clearance Received", regular trains may leave their initial station without clearance, Form 118, at the following points:

Garvin—Trains originating.

Chase—Trains originating.

9. REGISTER STATIONS: (Designated by full-faced type):

a. Machens, all trains. Register by ticket.

Parsons is register station only for first class trains and passenger extras.

Paola, all trains, except originating and terminating, by ticket.

Muskogee is register station only for first class trains and passenger extras.

b. Trains will register at other than register stations as follows:

Baden, trains originating or terminating.

Windsor, trains originating or terminating.

Ladue, Nos. 52 and 75. Register by ticket.

Cross, freight trains. Register by ticket.

Glen Park, trains originating or terminating.

Poole, freight trains. Register by ticket.

Muskogee Yard, trains originating or terminating.

North McAlester, trains originating or terminating.

10. STANDARD CLOCKS:

St. Louis.....	Telegraph Office	Osage.....	Telegraph Office
Baden.....	Telegraph Office		Enginehouse
Franklin.....	Telegraph Office	Cushing.....	Telegraph Office
Windsor.....	Telegraph Office	Turner.....	Yard Office
Tower.....	Telegraph Office	Joplin.....	Telegraph Office
North Yard.....	Yard Office	Tulsa.....	Telegraph Office
	Enginemen's Rm.	Muskogee Yard.....	Yard Office
Parsons.....	Telegraph Office	Muskogee.....	Ticket Office
	Dispatcher's Ofc.	McAlester.....	Telegraph Office
Kansas City.....	Telegraph Office	Denison.....	Telegraph Office
Glen Park.....	Telegraph Office		Caller's Office
	Enginemen's Rm.	Ray.....	Yard Office
Coffeyville.....	Telegraph Office		Enginehouse Ofc.

11. GENERAL ORDER BOOKS:

Baden.....	Telegraph Office	Osage.....	Telegraph Office
	Enginehouse		Enginehouse
Franklin.....	Telegraph Office	Cushing.....	Telegraph Office
Windsor.....	Telegraph Office	Turner.....	Yard Office
North Yard.....	Yard Office		Enginemen's Rm.
	Enginemen's Rm.	Tulsa.....	Enginemen's Rm.
	Yardmen's Rm.		Yardmen's Rm.
Parsons.....	Enginemen's Rm.	Pryor.....	Passenger Station
	Crawford Ave.	Muskogee Yard.....	Yard Office
	Telegraph Office	Muskogee.....	Passenger Station
	Psg. Sta. Bsmt.	No. McAlester.....	Enginehouse
Kansas City.....	Telegraph Office	Denison.....	Telegraph Office
Glen Park.....	Yard Office		Caller's Office
	Enginemen's Rm.		Enginemen's Rm.
Coffeyville.....	Enginehouse	Ray.....	Yard Office
Bartlesville.....	Yardmen's Rm.		Enginehouse Ofc.

12. YARDS PROTECTED BY YARD LIMIT SIGNS:

Columbia	Iola		
Moberly	Chanute		
New Franklin	} One Yard	Monarch	} One Yard
Franklin		Humboldt	
Boonville			
Sedalia			
Clinton		Piqua	
Nevada		Garvin (Joplin Subdiv. only)	
Ft. Scott			

Cross North Yard Parsons Poole	} One Yard	Nettels	} One Yard
		West Mineral Cokedale	
MP A-163.5 Coffeyville South Coffeyville	} One Yard	Columbus	
		Military Galena Joplin	
Dewey Stock Yard Dewey "DY" Jet	} One Yard	Tulsa	} One Yard
		Alsuma	
"BE" Jct Sutton	} One Yard	Wybark	
Mahan Osage Mindeman		} One Yard	Muskogee Yard Muskogee	} One Yard
Yale Cushing	} One Yard		MP 560.2 North McAlester McAlester Frink		} One Yard
Owanda Oklahoma City		} One Yard	Staley Denison Ray	} One Yard
Paola South Paola	} One Yard		

13. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

For revenue passengers only unless otherwise provided.

Nos. 1 and 2, Atoka to receive or discharge passengers to and from points that are regular stops for Nos. 1 and 11 and Nos. 2 and 12. Durant on flag also for head end traffic.

No. 11, Oswego and Wagoner to receive for south of Denison and discharge from Kansas City. Also stop on flag Vinita and Pryor for head end traffic.

No. 12, Pryor and Oswego to receive for Kansas City and discharge from south of Denison. Also stop on flag Wagoner and Vinita for head end traffic.

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

Nos. 5 and 6 will also stop at any flag stop shown for head end traffic. Conductors will ascertain from postal clerk and express messenger-haggageman stops necessary to comply with the above. Nos. 5 and 6 may be flagged at these stations as outlined.

Following freight trains carry passengers:
Nos. 84 and 85, Joplin Subdiv.

USE OF TRACK

14. RESTRICTED SPEED REQUIREMENTS:

a. Barnard—OCA&A movements to MKT main track, if no opposing main track movement, must display a lighted red fusee on MKT main track north of Barnard before opening switch or fouling MKT main track. This does not relieve approaching MKT trains and engines from moving at Restricted Speed.

b. ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED between AT&SF-SL-SF-MV Interlocking, Tulsa, and Tulsa Union Depot.

c. TRAINS WILL HAVE NO TIMETABLE SUPERIORITY AND ALL TRAINS AND ENGINES WILL MOVE AT RESTRICTED SPEED at the following locations:

Paola: Between switch intersecting SL-SF main track and Mo. Pac. Junction.

Parsons Terminal: Between Signal 1357 (Kansas City Subdiv. passenger main track) and Poole.

Cox-Evans: Between MP A-166 and MP A-169.

Barnard-Oklahoma City: Between MP A-341 and passenger station.

Nettels-Cokedale: Between MP S-406 and MP S-413.

Muskogee Terminal: Between KO&G Interlocking and SL-SF-MV Interlocking.

Denison-Ray Terminal: Between Signal 6605, Denison, and yard limit sign MP D-662.1, south of Lamar, Dallas Subdiv.; and on Fort Worth Subdiv. between Denison passenger station yard and yard limit sign MP 663.0 south of Ray.

15. BETWEEN THE FOLLOWING POINTS TRAINS AND ENGINES WILL OPERATE UNDER PROVISIONS OF RULE 93 WITHOUT CLEARANCE OR TRAIN ORDERS:

Columbia Subdiv. Jct. and Columbia on Columbia Subdiv.

Franklin and Moberly on Moberly Subdiv.

Walker and Eldorado Springs on Eldorado Subdiv.

Moran and Iola on Iola Subdiv.

North Yard and Cross—Parsons Terminal on two yard tracks known as "Cutoff" and designated as (1) West track for southward movements. (2) East track for northward movements. Use designated track unless otherwise instructed by Yardmaster.

North McAlester and Bishop on Wilburton Subdiv.

16. FORM Y ORDERS AUTHORIZED on all Subdivisions.

On Oklahoma; Joplin and Tulsa Subdivisions, regular trains will be notified of following extra trains by train dispatcher who will issue train order to all concerned as follows:

"C&E

After (time) protect against Extra _____"

Preceding trains receiving this order will, after the specified time, while occupying main track, protect in accordance with Rule 99.

In the absence of this train order, regular scheduled trains on the Subdivisions designated may occupy the main track between Station Whistling Signs (Black letter "S" on white background) protecting against scheduled trains only and following extra trains must approach all stations prepared to stop at the Station Whistling Sign and thereafter proceed only as the way is seen or known to be clear.

17. EXCEPTIONS TO RULE 5. TIMETABLE OR TRAIN ORDER RESTRICTIONS APPLY AT:

Franklin—Passenger extras, old Hannibal main and short wye track.

Paola—Crossover from main track to puzzle switch.

Moran—West siding.

Osage—Passenger extras, track immediately east of station extending from first main track switch north to first main track switch south of station.

Cushing—Second track west of passenger station.

North McAlester—First class trains and passenger extras, siding between Crossovers Nos. 1 and 3; freight trains, track 8 between north siding switch and Crossover No. 3.

Trains using siding North McAlester use runaround track.

McAlester—First class trains and passenger extras, first track west of main track between south switch, siding, and Crossover No. 4; freight trains, first track west of main track between south switch, siding, and Crossover No. 2.

Trains using siding North McAlester use runaround track.

Durant—Siding No. 2. (Southward trains go to Siding No. 2 for opposing trains only when authorized by train order or otherwise to do so.)

18. NORMAL POSITION OF SWITCHES:

Walker—Wye switch, for north leg of wye.

North Yard—East 16 crossover, from East Yard to West Yard, switches lined as needed. Main track switch north end lead North Yard to Neosho Subdiv. main track, for the lead. Klondike 11 crossover, from north lead to East Yard lead, north switch for north lead.

Parsons—Switches, when not being used, must be lined to and from passenger station for Kansas City and Muskogee Subdivisions passenger main track.

19. CROSSOVERS AND SIDINGS:

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 crossing.

Durant: Sidings designated as:

No. 1—extends from MP 639.3 through the interlocked crossover just south of SL-SF crossing and intersects main track at MP 641.5.

No. 2—extends from MP 643.2 through the crossover north of Main Street and intersects main track at MP 641.1.

20. RESTRICTIONS IN OPERATION OF LOCOMOTIVES AND CARS:

Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except where greater depths are authorized by special instructions:

Diesel engines and R.D.C. (Budd) Cars 5 inches.

Passenger cars 9 inches.

Freight cars 25 inches.

When trains are operated through water a maximum speed of 5 MPH must not be exceeded.

Cars with gross weight exceeding 105 tons must not be handled on Columbia Subdiv.

Cars with gross weight exceeding 100 tons must not be handled on Eldorado Subdiv. between Dederick and Eldorado Springs.

Diesels (not more than two units) heavier than Cooper's rating E-47 must not be operated on Neosho Subdiv.

21. ABBREVIATIONS:

a. The following signs placed in column provided on schedule pages indicate:

W—Water.	PH—Telephone.
O—Fuel for diesel locomotives.	R—Radio base station.
T—Turntables.	RY—Radio yard station.
S—Track scales.	"s"—Regular stop.
Y—Wye.	"f"—Flag stop for passengers.
"M"—Stop for meals.	

b. Abbreviations in connection with MP locations and station numbers:

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

22. PRECAUTIONS TO BE TAKEN TO INSURE SAFE TRAIN OPERATION DURING AND FOLLOWING SEVERE STORMS:

OPERATORS—Notify Train Dispatcher promptly of nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

TRAIN AND ENGINEMEN—Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is doubt as to safety of movement, take siding and wait until advised track is safe.

TRAIN DISPATCHERS—On receipt of report of storm, notify trains likely to be affected; see that Superintendent, Division Engineer and Roadmaster are notified and that Section Foremen are patrolling track and get all information necessary to protect safe movement of trains as quickly as possible. If necessary, have Operator call Section Foreman.

23. REMOTE CONTROL SIDING RULE 425:

Vinita

24. REMOTE CONTROL SWITCHES:

"DY" Jct. MP A-194.5.
Vinita - south switch siding.

25. SPRING SWITCHES AND SPRING DERAILS:

a. Spring switches: (Designated by letter "S" attached to switch stand.)

Hoffman - South switch, siding.
Beaman - North switch, siding.
North Clinton - South switch, siding.
Tower - North switch, siding.
Lindale - Both switches, siding.
Griffith - Both switches, 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 Conn. (normal position for AT&SF)
Osage - South switch yard to main track.
Garvin - North switch, siding.
Chetopa - South switch, siding.
Welch - Both switches, siding.
Winders - South switch, siding.
Adair - Both switches, siding.
Smith - Both switches, siding.
Wagoner - South switch, siding.
Chase - Tulsa Subdiv. Jct. switch. (normal position for Muskogee Subdiv.)
Meyer - South switch, siding.
Checotah - South switch, siding.
Canadian - Both switches, siding.
Reams - South switch, siding.
McAlester - South switch, siding.
Kiowa - Both switches, siding.
Burg - Both switches, siding.
Stringtown - South switch, siding.

Atoka - Both switches, siding.
Cook - Both switches, siding.
Caddo - Both switches, siding.
Durant - Siding No. 1 - North switch.
Siding No. 2 - Both switches.
Olive - Both switches, siding.

On siding at crossover MP 641.2, normal position - for movement from north end Siding No. 2 to main track. Southward movements in Siding No. 1 trail thru.

Absolute Signal north end siding No. 2 governs northward movement from Siding No. 2 to main track. "Approach" aspect indicates route clear to main track. When Stop-indication displayed, comply with Rules 350 and 104(a). If Signals 6412 and 6411 indicate "Proceed", immediately operate push button on instrument case and after 3 minutes Signal may indicate "Lunar." If Signals 6411 or 6412 indicate "Stop, Then Proceed at Low Speed", operate push button only after advised by Control Operator that no trains approaching in either direction. If "Lunar" indication not then displayed, be governed by Rules 350 and 99(e).

Ray - East end yard, MP 660.1, intersection of inbound and outbound tracks - normal position for inbound track.

b. Spring Derails:

Denison - on main track 280 feet north of Signal 6608, north of passenger station - trailing for southward movements, hand operated for northward movements. Must be handled by crew of northward movement unless in charge of yardman.

26. CONELRAD:

THE CONELRAD program is a civil defense procedure mandatory to all radio stations in the Land Transportation Radio Service, which includes railroads, to provide for the alerting and operation of radio broadcast stations during periods of air attack or imminent threat thereof and to minimize navigational aid to an enemy from such radio broadcast stations.

CONELRAD ALERT

The CONELRAD RADIO ALERT message for actual alert is as follows:

"We interrupt our normal program to cooperate in Security and Civil Defense measures as requested by the United States Government.

THIS IS A CONELRAD RADIO ALERT.

Normal broadcasting will now be discontinued for an indefinite period.

Civil Defense information will be broadcast in most areas at 640 or 1240 on your regular radio receiver."

The above message is then repeated once and if it is a CONELRAD test or drill broadcast station will so announce.

The above message will be broadcast by all standard AM, FM and TV broadcast stations upon direction of the Air Defense Command at which time all broadcast stations must leave the air except certain stations on CONELRAD frequencies 640kc and 1240kc, which will broadcast under controlled conditions which render the broadcasts useless for direction finding purposes.

The Air Defense Command, when the danger of Radio Navigational aid is removed, initiates a RADIO ALL CLEAR message as follows:

"CONELRAD radio all clear. Resume normal operations."

The message is repeated once, after which normal operations may be resumed.

CONELRAD RADIO ALERT may be given over the whole country or just certain zones. The M-K-T is divided into two zones: all of Missouri, Kansas and that part of Oklahoma north of a point between Checotah and Oktaha on the Muskogee Subdivision, and north of a point between Yale and Jennings on the Oklahoma Subdivision is Zone 20; the remainder of Oklahoma and Texas in Zone 33.

OPERATION DURING A CONELRAD RADIO ALERT

Upon receipt of a CONELRAD RADIO ALERT all radio stations, which includes railroad base and mobile stations, must interrupt any communication in progress, make a brief announcement (base stations, for instance, notify mobile stations); leave the air, and maintain radio silence for the duration of the alert, except for limited transmissions handled in accordance with the following restrictions:

- (1) No transmissions shall be made unless they are of extreme emergency affecting the national safety, or the safety of people and property;
- (2) All transmissions shall be as short as possible;
- (3) No station identification nor geographical location shall be given.

PROCEDURE ON THE M-K-T RAILROAD

Parsons Dispatcher's Office is equipped with an automatic "CON-ALERT" receiver and when a CONELRAD RADIO ALERT is received will notify Parsons Relay Office and all base radio stations on Northern Division, except Glen Park, North Yard and Columbus, who will be notified by Parsons Relay Office.

Radio base stations will notify all mobile units within range by repeating the ALERT message twice, then leaving the air.

The same procedure will be followed when the RADIO ALL CLEAR is received.

Base, fixed or mobile stations not directly receiving the CONELRAD RADIO ALERT must use caution in returning to the air after an "out of service" period, to insure that a CONELRAD RADIO ALERT is not in progress before making any transmissions.

A log must be maintained for all CONELRAD tests, drills and operations on forms provided by Parsons Dispatcher's Office, Parsons Relay Office, and all base stations.

27. SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track, except as otherwise restricted by Yard Limits, Train Orders, Speed Restriction Signs, General Orders, Special Instructions, or other restrictive conditions.		
MAXIMUM SPEED MPH—DIESEL OPERATION:		
Between Machens and Mokane	55	40
Except: When handling No. 53's train		45
Between Mokane and Hartsburg	55	45
Except: When handling No. 53's train		50
Between Hartsburg and Easley	50	40
Except: When handling No. 53's train		45
Between Easley and Cross	55	40
Except: When handling No. 53's train		45
Over Missouri River Bridge, MP 191.1	30	25
Sedalia, over Engineer Street	25	25
Over Engineer Street (on siding)	5	5
Approaching Third and Fifth Streets	15	15
Nevada, through city limits	25	25
Over Maple, Austin and Hickory Streets	10	10
Ft. Scott, MP 338.2 to Griffith, MP 339.1—Southward movements	35	35
Between Paola and Parsons	75	55
Except: Parsons, over Crawford Avenue	10	10
Over Crawford Avenue (other movements)	Flag Crossing	
Between Parsons and MP A-167	50	40
Between MP A-167 and MP A-169	15	15
Except: On other tracks	5	5
Coffeyville, Tracks 1 and 2 over Sixth and Seventh Streets and Long Bell track over Tenth Street (after stop to clear)	Restricted Speed	
Between MP A-169 and Oklahoma City	50	40
Except: MP A-170 Pole 10 to MP A-170 Pole		
29 — Southward movements	25	25
"DY" Jct., MP A-194.5, over switch	15	15
"BE" Jct., MP A-198.2, through switch	10	10
"BE" Jct. and north switch Sutton	15	15
Over Arkansas River Bridge, MP A-246.0	25	25
MP A-278, passing Deep Rock Refinery	20	20
Turner, "H" track over Reno Avenue (after stop to clear)	Restricted Speed	
CRI&P crossing, MP A-342.2 and MP A-343.9	15	15
MP A-343.9	75	55
Between Parsons and KO&G crossing, MP 501.8		
Except: Oswego, Nos. 11 and 12 passing station to dispatch mail	40	
Chetopa, No. 12 Sunday to dispatch mail	20	
Vinita, through city limits	30	30
Through SL-SF connection	15	15

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Pryor, Nos. 2 and 12 passing station to pick up mail	40	
Wagoner, through city limits	40	40
No. 11 to dispatch mail	20	
Between KO&G crossing, MP 501.8 and SL-SF-MV crossing, MP 503.9	25	25
Except: Other than main track	10	10
Between SL-SF-MV crossing, MP 503.9 and MP 605	40	40
Between MP 505 and Staley	75	55
Except: North McAlester, over Stonewall Avenue (until crossing occupied)	20	20
Atoka, No. 2 passing station to pick up mail	4	
No. 1, to dispatch mail	50	
Durant, KO&G crossing, MP 640.8 and SL-SF crossing, MP 641.4	40	40
Staley, over turnout	40	40
Between Staley and Denison	70	30
Except: Over Red River Bridge, MP 656.0	30	25
Denison, city limits, over street crossings	20	20
Over puzzle switch north of Denison passenger station	15	15
Between Staley and Ray	30	30
Except: Over Red River Bridge, MP 656.0	30	25
Between Columbia Subdiv. Jct. and Columbia	25	20
Between Franklin and Moberly	25	25
Between Walker and Eldorado Springs	15	15
Between Moran and Iola	15	15
Between North Yard and Piqua	30	30
Except: Monarch, highway over cement lead Bridge, MP B-34.2, if handling cars gross weight 70 tons or heavier	20	20
Between Garvin and Joplin	35	35
Between Osage and Chase	45	40
Except: Over Bridge, MP Z-253.4	10	10
Between North McAlester and Bishop	20	20
MISCELLANEOUS:		
All trains and engines operating through turnouts	20	15
Except: Through turnouts on Eldorado and Iola Subdivisions	15	10
Parker, Kincaid, Kimball, both siding switches; Erie, south siding switch; Welch, both siding switches; Vinita, south siding switch; Smith, Wagoner, south siding switches; Canadian, Kiowa, Stringtown, Atoka, Cook, Caddo, both siding switches; Burg, north siding switch; Durant, north switch Siding No. 1 and south switch Siding No. 2; Olive, both siding switches	30	30
TRAINS HANDLING:		
Steam derricks, pile driver, ditchers or cranes on their own wheels (except where maximum speed is lower)		30
Derricks X-255 and X-256, (Cooper's rating E-58), Pile Driver X-1030, Cooper's rating E-53) and Crane X-1020 (Cooper's rating E-28) (except where maximum speed is lower)		25
These machines must be located in train not less than four cars nor more than ten cars from engine. When two of these machines are handled in freight trains, they must be separated by at least six cars. When Derricks X-255 and X-256 are operated on tracks other than the main track, on all Subdivisions, timber bridges under those tracks must be inspected before allowing machines to pass over those bridges. If the bridges are constructed with fewer than four stringers per chord, machines will not be permitted to pass over until helper stringers are placed or cribbing placed be-		

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
<p>tween bents to reduce the span length. The machines must not be spotted on bridges to handle loads and must not travel across a bridge while carrying a load.</p> <p>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.</p> <p>Engines Towed in Train - Handle next to operating engine of through trains and behind short cars of trains setting out and picking up; when more than one unit of switch engine or Road Switcher, space 5 cars apart; all 70-ton Road Switchers to be handled next ahead of cabooses.</p>		

28. ... MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	M.P.	At or Near Station	Not to Exceed MPH	
			Passenger	Freight
Mo. Pac. R.R.	226.3	Mahaney	15	15
Mo. Pac. R.R.	227.7	Sedalia	Restricted Speed Gate normally against Mo. Pac.	
SL-SF Ry.	265.4	North Clinton	Restricted Speed Gate normally against SL-SF	
SL-SF Ry.	337.4	Ft. Scott	Stop	Stop
Mo. Pac. R.R.	337.6	Ft. Scott	Stop	Stop
SL-SF Ry.	Yard Track	Paola	Stop	Stop
Mo. Pac. R.R.	A-94.8	Moran	35	25
SL-SF Ry.	A-137.3	Poole (Oklahoma Subdiv.)	20 between Absolute Signals.	
SL-SF Ry.	A-149.2	Mound Valley	20 between Absolute Signals. Southward train holding main track for meet remain back of "Fouling Point" sign until northward train is entering siding.	
AT&SF Ry.	A-167.2	Coffeyville	Restricted Speed Gate normally against AT&SF.	
Mo. Pac. R.R.	A-168.3	Coffeyville	Stop	Stop
MV R.R.	A-217.5	Nelagony	Restricted Speed Gate normally against MV.	
SL-SF Ry.	A-257.5	Hallett Tower	20 between Absolute Signals.	
AT&SF Ry.	A-271.4	Sunco	20 between Absolute Signals.	15 between Absolute Signals.
CRI&P R.R.	A-341.5	Barnard	Stop	Stop
CRI&P R.R.	A-343.2	Oklahoma City	Stop	Stop
SL-SF Ry.	400.8	Oswego	Southward movements on siding must open switch to obtain "Proceed" indication on Absolute Signal on main track.	
Mo. Pac. R.R.	409.9	Chetopa	Gate normally against Mo. Pac. If Absolute Signal displays Stop-indication also comply Rule 343. Push button at	

Railroad	M.P.	At or Near Station	Not to Exceed MPH	
			Passenger	Freight
			crossing should permit reverse movements to obtain "Proceed" indication.	
CRI&P R.R.	565.9	McAlester	20 engine only	20 engine only
Wabash R.R.	O-70.5	Moberly	15, 1200 feet in advance of and between Absolute Signals.	
GM&O R.R.	O-79.7	Higbee	Stop Gate normally against MKT.	Stop Gate normally against MKT.
Mo. Pac. R.R.	T-106.3	Iola (Cement Lead)	Stop Gate normally against MKT.	Stop Gate normally against MKT.
AT&SF Ry.	B-23.7	Chanute	Stop Gate normally against MKT.	Stop Gate normally against MKT.
AT&SF Ry.	B-26.8	Chanute	Stop Gate normally against MKT.	Stop Gate normally against MKT.
Mo. Pac. R.R.	B-44.2	Piqua	Stop Gate normally against MKT.	Stop Gate normally against MKT.
Mo. Pac. R.R.	S-412.9	Cokedale	Stop	Stop
NEO R.R.	S-418.3	Columbus	Restricted Speed Gate normally against NEO.	
KCS R.R.	S-427.6	Crain	Restricted Speed Gate normally against KCS.	
SL-SF Ry.	S-431.5	Galena	Restricted Speed Gate normally against SL-SF.	
SSI R.R.	Z-278.1	Tulsa	Stop	Stop
AT&SF-SL-SF-MV R.R.s	Z-278.2	Tulsa	Low Speed between Absolute Signals.	

29. EXCEPT WHERE OTHER RESTRICTIONS REQUIRE SLOWER SPEED, ALL TRAINS REDUCE SPEED TO 25 MPH WHILE MEETING OR PASSING ANOTHER TRAIN OCCUPYING A SIDING.

STATE STATUTES

MISSOURI.....	Whistle must be sounded or bell rung beginning at least 80 rods from crossing and continuing until locomotive shall have crossed any public road or street.
KANSAS.....	Whistle must be sounded four times (two long and two short blasts) at least 80 rods from the place where the railroad shall cross any public road or street.
OKLAHOMA.....	Whistle shall be sounded or bell rung at least 80 rods from place where the railroad shall cross any road or street.
TEXAS.....	Whistle must be sounded and bell rung at least 80 rods from place where the railroad shall cross any public road or street, and the bell shall be kept ringing until locomotive shall have crossed such public road.

OPERATING INSTRUCTIONS FOR WHITE AND RED OSCILLATING HEADLIGHT

WHITE LIGHT

Must be displayed at night and during the day when weather conditions impair visibility. Must be extinguished when the standard white headlight is dimmed or extinguished.

RED LIGHT

Will be displayed by day or by night when train is stopped suddenly under circumstances in which adjacent tracks may be fouled, or when head end protection is required. Must be extinguished when necessity no longer exists. A headlight burning red is a signal for an approaching train on the same or adjacent track to stop before passing such headlight, and be governed by conditions.

DISPLAY OF HEADLIGHTS DOES NOT RELIEVE ENGINE MEN OR TRAINMEN FROM PROTECTING TRAIN IN ACCORDANCE WITH RULE 99.

EASTERN SUBDIVISION - ST. LOUIS TO NORTH YARD

Capacity of Other Tracks, All Crossing Facilities and Other Facilities	SOUTHWARD		Station Numbers	Station	Distance from St. Louis	TIME TABLE		Official Call	NORTHWARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS					No. 1			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	53	75				Effective			76	52		
	Manifest Daily	Freight Daily				July 20, 1958			Freight Daily	Manifest Daily		
			0	0			PH	ST. LOUIS (Union Station)			US	Continuous
							PH	NORTH MARKET ST.				Continuous
							PH-R	BY RADEN				Continuous
							PH	WEST ALTON				Continuous
							PH	MACHENS				Continuous
							PH	GRAY				Continuous
							PH	SIMPSON				Continuous
							PH-R	ST. CHARLES				* 7.30AM to 4.00PM * 7.30AM to 4.30PM
							PH	WELDON				* 8.30PM to 5.30AM
							PH	MATSON				* 7.45AM to 4.45PM
							PH-R	AUGUSTA				* 8.30PM to 5.30AM
							PH-R	MARTHA'SVILLE				* 7.45AM to 4.45PM
							PH	TRELOAR				* 8.30PM to 5.30AM
							PH	BERNEHMER				* 7.30AM to 4.30PM
							PH	McKITTICK				* 7.30AM to 4.30PM
							PH-R	RINELAND				* 8.30AM to 5.30PM
							PH	BLUFFTON				* 7.45AM to 4.45PM
							PH	MOKANE				* 8.30PM to 5.30AM
							PH-R	TEBBITS				* 8.30PM to 5.30AM
							PH	WAINWRIGHT				* 7.45AM to 4.45PM
							PH	NORTH JEFFERSON				* 8.30PM to 5.30AM
							PH	BOUGHNEE				* 8.30PM to 5.30PM
							PH	HARTSBURG				* 8.30PM to 5.30PM
							PH	EASLEY				* 8.30PM to 5.30PM
							PH	McMAINE				* 8.30PM to 5.30PM
								Columbia Subdiv. Jct.				
							PH	HUNTSDALE				* 7.45AM to 4.45PM
							PH	NIBLAUS				* 7.45AM to 4.45PM
							PH	NEW FRANKLIN				* 7.45AM to 4.45PM
							PH-R	FRANKLIN				* 7.45AM to 4.45PM
								Mo. River Bridge				* 7.45AM to 4.45PM
							PH	BOONVILLE				* 7.45AM to 4.45PM
							PH	LICK				* 7.45AM to 4.45PM
							PH-R	PILOT GROVE				* 7.45AM to 4.45PM
							PH	HOPFMAN				* 7.45AM to 4.45PM
							PH	CLIFTON CITY				* 7.45AM to 4.45PM
							PH	BEAMAN				* 7.45AM to 4.45PM
							PH	MABANEY				* 7.45AM to 4.45PM
							PH-R	SEDALIA				* 7.45AM to 4.45PM
								Mo. Pac. Crossing				* 7.45AM to 4.45PM
							PH	CAMPBELL				* 7.45AM to 4.45PM
							PH-R	WINDSOR				* 7.45AM to 4.45PM
							PH	NORTH CLINTON				* 7.45AM to 4.45PM
							PH-R	CLINTON				* 7.45AM to 4.45PM
							PH	LADUE				* 7.45AM to 4.45PM
							PH	MONTROSE				* 7.45AM to 4.45PM
							PH-R	APPLETON CITY				* 7.45AM to 4.45PM
							PH	LINDALE				* 7.45AM to 4.45PM
							PH	ROCKVILLE				* 7.45AM to 4.45PM
							PH	HARWOOD				* 7.45AM to 4.45PM
							PH	WALKER				* 7.45AM to 4.45PM
							PH	TOWER				* 7.45AM to 4.45PM
							PH-R	NEYADA				* 7.45AM to 4.45PM
							PH	DEERFIELD				* 7.45AM to 4.45PM
							PH	EVE				* 7.45AM to 4.45PM
								S.L.-S.F. Crossing				* 7.45AM to 4.45PM
								Mo. Pac. Crossing				* 7.45AM to 4.45PM
							PH-R	FORT SCOTT				* 7.45AM to 4.45PM
							PH	GRIFFITH				* 7.45AM to 4.45PM
							PH	HIATTVILLE				* 7.45AM to 4.45PM
							PH	HEPLER				* 7.45AM to 4.45PM
							PH	WALNUT				* 7.45AM to 4.45PM
							PH	A.T.S.F. Crossing				* 7.45AM to 4.45PM
							PH	ST. PAUL				* 7.45AM to 4.45PM
							PH	SOUTH MOUND				* 7.45AM to 4.45PM
							PH	CROSS				* 7.45AM to 4.45PM
							PH-R	R-NORTH YARD				* 7.45AM to 4.45PM
								389.0				* 1 Hour for Lunch
								76				* 1 Hour for Lunch
												* 1 Hour for Lunch

COLUMBIA SUBDIVISION - STATIONS

STATION NO.	MILES FROM COLUMBIA SUBDIV. JCT.	CAR CAPACITY	END CONNECTED
Brunkhorst	AB-4 3.6	4	North
Columbia	AB-9 8.5	Yard	Both

MOBERLY SUBDIVISION - STATIONS

STATION NO.	MILES FROM FRANKLIN	CAR CAPACITY	END CONNECTED
Estill	O-102 3.4	28	Both
Fayette	O-95 10.1	3R	Both
Burton	O-88 16.8	7	North
GM&O Crossing	25.2	Galed. Stop	
Higbee	O-79 25.3	40	Both
Wabash Crossing	34.4	Auto. Interlk.	
Moberly	O-70 35.0	44	Both

ELDORADO SUBDIVISION - STATIONS

STATION NO.	MILES FROM WALKER	CAR CAPACITY	END CONNECTED
Dederick	F-7 6.8	8	Both
Eldorado Springs	F-14 13.9	15	Both

OTHER STATIONS AND TRACKS EASTERN SUBDIVISION

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Black Walnut	30 29.9	20	Both
Cul-De-Sac	35 35.2	4	North
Bangerf	42 41.6	29	South
Watts	57 56.9		Wye
Defiance	59 59.1	13	South
Klondike	64 64.2	30	Both
Nona	70 69.5	4	North
Dutzow	74 74.0	10	South
Case	97 97.0	12	North
Portland	116 116.0	18	North
Steedman	121 121.4	7	North
Rocheport	165 178.4	27	Both
North Boonville	191 190.7	21	South
Pleasant Green	209 209.2	16	Both
Greenridge	239 239.2	31	Both
Calhoun	256 255.5	23	Both
Pioneer	287 286.7	Mine Spur	South
Schell City	298 298.4	30	Both
Ronald	345 345.2	9	Both
Hollister	348 347.7	15	South

Southward trains are superior to northward trains of the same class.

10 **KANSAS CITY SUBDIVISION - KANSAS CITY TO PARSONS**

SOUTHWARD					TIME TABLE No. 1 Effective July 20, 1958	Distance from Kansas City	Station Numbers	Office Call	HOURS OF TELEGRAPH SERVICE	
SECOND CLASS		FIRST CLASS							Monday Thru Friday	Saturdays, Sundays, Holidays
43 Manifest Freight Daily	41 Manifest Freight Daily	111 Mo. Pac. Passenger Daily	11 Passenger Daily	5 Passenger Daily						
			9.40 PM	8.20 AM	KANSAS CITY (Union Station) 2.0	0.0	A-0	US	Continuous	Continuous
					29th Street 0.6	2.0				
9.30 PM	9.50 AM				PH-R-RY GLEN PARK 1.3	2.6	A-3	KY	* 7.00AM to 4.00PM	* 7.00AM to 4.00PM
					ROSDALE 35.2	3.9				
10.45 PM	11.01 AM	10.01 PM	10.35 PM	9.15 AM	PH-R PAOLA 0.3	43.1	A-43	PD	Continuous	Continuous
		10.02 PM			PH } MO. PAC. JCT. Mo. Pac. Crossing 0.1	43.4				
10.46	11.02		10.36	9.16	PH SOUTH PAOLA	43.5	A-44			
10.55	11.10		10.40	9.20	PH RINGER	46.5	A-47			
			10.48	9.28	PH BEAGLE 7.0	54.6	A-55	H	8.30PM to 4.30AM	
11.15	11.30		10.56	9.37	PH PARKER 5.2	61.6	A-62	H	* 7.45AM to 4.45PM	
11.21	11.36		11.01	9.42	PH DUNLAY 3.2	66.8	A-67			
			11.04	9.45	PH CENTERVILLE 5.3	70.0	A-70	C	* 6.45PM to 3.45AM	
11.35	11.49		11.10	9.51	PH VANCE 7.5	75.3	A-75			
11.45	11.59 AM		11.18	9.59	PH KINCAID 4.2	82.3	A-83	KI	* 7.45AM to 4.45PM	
11.51 PM	12.05 PM		11.22	10.07	PH MILDRED 7.7	87.0	A-87			
12.01 AM	12.15		11.30	10.15	PH-R MORAN 0.1	94.7	A-95	MN	* 5:30PM to 2:30AM	
					Mo. Pac. Crossing 8.6	94.8				
12.15	12.27		11.39	10.29	PH ELSMORE	103.4	A-103			
			11.42	10.32	PH SAVONBURG 4.0	106.4	A-106	SG	* 7.45AM to 4.45PM	
			11.46	10.36	PH STARK 2.2	110.4	A-110			
12.30	12.40		11.48	10.39	PH KIMBALL 7.3	112.6	A-113			
					AT&SF Crossing 0.7	119.9				
12.40	12.50		11.56 PM	10.49	PH ERIE 19.1	120.6	A-121	NH	* 7.45AM to 4.45PM	
1.01	1.10		12.10 AM	11.05	PH CROSS 2.5	133.7	A-134	XO	Continuous	Continuous
2.00 AM	2.30 PM				PH-R-RY NORTH YARD 0.6	136.2	386			
			12.25 AM	11.20 AM	PH PARSONS	136.8	387	W	Continuous	Continuous
43	41	111	11	5	136.8				* 1 Hour for Lunch	* 1 Hour for Lunch
4.30	4.40	0.01	2.45	3.00	Time on Subdivision					

Southward trains are superior to northward trains of the same class.

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Selma..... A-79	A-78.5	5	North
Bayard..... A-89	A-89.0	15	South
Hertha..... A-126	A-126.3	16	North
Hayden..... A-131	A-130.6	13	North

IOLA SUBDIVISION - STATIONS

STATION NO.	MILES FROM MORAN	CAR CAPACITY	END CONNECTED
La Harpe..... T-7	7.4	20	Both
Mo. Pac. Crossing (Cement Lead).....	11.6	Gated. Stop	
Iola..... T-14	13.2	Yard	Both

KANSAS CITY SUBDIVISION - PARSONS TO KANSAS CITY

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	Capacity of Sidings	TIME TABLE No. 1 Effective July 20, 1958		NORTHWARD				
				FIRST CLASS			SECOND CLASS	
				12	6	112	44	42
				Passenger Daily	Passenger Daily	Mo. Pac. Passenger Daily	Manifest Freight Daily	Manifest Freight Daily
		KANSAS CITY (Union Station) 2.0	8.50AM	9.40PM				
		29th Street 0.6						
Yard O-S-T-W		PH-R-RY GLEN PARK 1.3				8.00 AM	8.00 PM	
		ROSEDALE 39.2						
Yard T-W Connection Interlocking		PH-R PAOLA 0.3	7.40AM	f 8.30PM	5.33AM	5.20AM	4.25PM	
		PH MO. PAC. JCT. Mo. Pac. Crossing 0.1			5.32AM			
33	33	PH SOUTH PAOLA 3.0	7.39	8.22		5.15	4.20	
1-North	98	PH RINGEE 8.1	7.35	8.18		5.10	4.15	
18		PH BEAGLE 7.0	7.26	f 8.08				
14-17	183	PH PARKER 5.2	7.18	f 7.59		4.47	3.47	
4	114	PH DUNLAY 3.2	7.12	7.51		4.37	3.37	
23-25		PH CENTERVILLE 5.3	7.08	f 7.46				
4	111	PH VANCE 7.5	7.02	7.40		4.22	3.22	
11-18-South	125	PH KINCAID 4.2	6.53	f 7.30		4.07	3.07	
12-North	70	PH MILDRED 7.7	6.48	f 7.21		3.59	2.59	
Yard W	E-40 W-125	PH-R MORAN 0.1	6.39	f 7.12		3.45	2.45	
Auto. Interlkg.		Mo. Pac. Crossing 8.8						
25-11	91	PH ELSMORE 3.0	6.29	f 6.56		3.30	2.30	
25-5		PH SAVONBURG 4.0	6.26	f 6.51				
23-24		PH STARK 7.3	6.22	f 6.45				
3-North	125	PH KIMBALL 7.3	6.20	f 6.42		3.15	2.15	
Auto. Interlkg. Connection 4-29	107	PH AT&SF Crossing 0.7						
Interlocking		PH ERIE 13.1	6.11	s 6.32		3.01	2.01	
Yard O-S-T-W-Y		PH CROSS 2.5	5.56	6.16		2.40	1.40	
Yard		PH-R-RY NORTH YARD 0.8				2.30AM	1.30PM	
		PH PARSONS	5.50AM	6.10PM				
		136.8	12	6	112	44	42	
		Time on Subdivision	3.00	3.30	0.01	5.30	6.30	

Southward trains are superior to northward trains of the same class.

NEOSHO SUBDIVISION — STATIONS

STATION NO.	MILES FROM NORTH YARD	CAR CAPACITY	END CONNECTED
Galesburg.....B-11	9.9	41	Both (Siding)
Urbana.....B-17	16.3	18	Both (Siding)
AT&SF Crossing.....	23.1	Gated. Stop	
Chanute.....B-26	25.3	Yard	Both
AT&SF Crossing.....	26.2	Gated. Stop	
Petrolia.....B-31	29.9	5	South
Monarch.....B-34	33.4		Wye
Humboldt.....B-35	34.5	45	Both (Siding)
Mo. Pac. Crossing.....	43.6	Gated. Stop	
Piqua.....B-45	43.6	46	Both (Siding)

North Yard to Piqua is northward; Piqua to North Yard is southward.
 Unless otherwise provided, at meeting points between extra trains the northward extra must take the siding. (See Rule S-88).

MUSKOGEE SUBDIVISION - NORTH YARD TO RAY

SOUTHWARD					TIME TABLE No. 1 Effective July 20, 1958	Distance from St. Louis	Station Number	Office Call	HOURS OF TELEGRAPH SERVICE	
SECOND CLASS		FIRST CLASS							Monday Thru Friday	Saturdays, Sundays, Holidays
41 Manifest Freight Daily	53 Manifest Freight Daily	5 Passenger Daily	1 Passenger Daily	11 Passenger Daily						
3.30PM	7.00AM				PH-R-RYNORTH YARD..... 0.6	386.0	386			
					PH PARSONS..... 0.5	386.6	387	W	Continuous	Continuous
3.35	7.05				PH { POOLE..... SL-SF Crossing } 7.3	387.1		JG	Continuous	Continuous
		11.45AM		12.40AM	PH GARVIN..... 1.1	394.4	394			
3.45	7.15	11.55AM		12.50	PH LABETTE..... 5.3	395.5	396			
					SL-SF Crossing..... 9.0	400.8				
3.53	7.22	12.01PM		12.56	PH OSWEGO..... 9.0	400.9	401	OW	* 7.45AM to 4.45PM	
					Mo. Pac. Crossing..... 11.2	409.9				
4.05	7.33	12.15		1.07	PH CHETOPA..... 11.2	410.2	410	CP	* 8.30AM to 5.30PM	
4.23	7.46	12.28		1.19	PH WELCH..... 5.2	421.4	421	WH	* 8.30AM to 5.30PM	
4.34	7.52	12.35		1.25	PH BLUE JACKET..... 1.1	426.6	427	BJ	* 8.00AM to 5.00PM	
4.48	8.05	12.47		1.37	PH WINDERS..... 0.8	438.0	438			
					PH SL-SF Crossing..... 7.5	438.8		VN	Continuous	Continuous
4.50	8.07	1.01	1.10AM	1.50	PH-R VINITA..... 7.5	439.0	439			
5.01	8.17	1.10	1.18	1.58	PH BIG CABIN..... 7.6	448.8	447	YG	* 8.00AM to 5.00PM	
5.10	8.26	1.18	1.26	2.06	PH ADAIR..... 9.3	454.4	454	X	* 7.45AM to 4.45PM	
5.21	8.37	1.30	1.35	2.16	PH-R PRYOR..... 4.9	463.7	464	CU	8.00AM to 11.58PM	8.00AM to 11.58PM
5.27	8.43	1.36	1.40	2.21	PH SMITH..... 9	468.6	468			
5.31	8.47	1.40	1.44	2.25	PH CHOUTEAU..... 5.5	472.2	472	AU	* 8.00AM to 5.00PM	
5.37	8.53	1.46	1.50	2.31	PH MAZIE..... 5.5	477.7	478			
5.50	9.05	2.01	1.59	2.41	PH WAGONER..... 0.2	489.0	488			
					PH Mo. Pac. Crossing..... 10.4	488.2		A	Continuous	Continuous
6.02	9.17	2.12	2.10	2.51	PH CHASE..... 3	498.0	499			
					PH KO&G Crossing..... 0.7	501.8		UX	Continuous	Continuous
6.30	9.25				PH-R-RY MUSKOGEE YARD..... 0.7	502.5	503			
7.30	9.30				PH MUSKOGEE..... 0.5	508.6	504			
		2.35 3.00	2.30 3.30	3.00AM	PH SL-SF-MV Crossing..... 6.5	500.9		SU	Continuous	Continuous
7.50	9.43	3.09	3.38		PH MEYER..... 14.4	510.4	510			
8.08	10.00	3.28	3.51		PH CHECOTAH..... 13.8	524.8	525	VR	* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
8.24	10.15	3.45	4.03		PH-R EUFAULA..... 9.1	538.1	538	EA	* 8.00AM to 5.00PM	
8.35	10.25	3.56	4.11		PH CANADIAN..... 10.2	547.2	547			
8.42	10.32	4.02	4.16		PH REAMS..... 10.2	553.3	553			
9.05	10.46	4.14	4.26		PH NORTH McALESTER..... 1.7	564.2	564			
					PH-R-RY McALESTER..... 3.0	568.0	566	MA	Continuous	Continuous
9.20	10.50	4.30	4.45		PH FRINK..... 4.1	569.0	569			
9.25	10.54	4.34	4.49		PH NAVY..... 9.7	573.1	573			
9.30	10.59	4.38	4.53		PH KIOWA..... 8.6	582.8	583	KY	* 8.00AM to 5.00PM	
9.52	11.10	4.48	5.02		PH BURG..... 8.6	594.0	594			
10.05	11.23	4.59	5.12		PH STRINGTOWN..... 7.0	602.6	603	ST	* 8.00AM to 5.00PM	(Saturday Only) * 8.00AM to 5.00PM
10.15	11.38	5.08	5.21		PH-R ATOKA..... 11.2	609.6	610	DK	* 8.00AM to 5.00PM	(Except Sunday) * 8.00AM to 5.00PM
10.26	11.46	5.20	5.28		PH TUSHKA..... 3.7	615.0	615			
		5.27	5.34		PH COOK..... 5.8	618.7	619			
10.40	11.58AM	5.31	5.38		PH CANEY..... 5.8	621.8	622			
		5.43	5.50		PH CADDO..... 10.5	630.2	630			
					PH KO&G Crossing..... 0.6	640.8		DU	Continuous	Continuous
11.17	12.32	6.05	6.05		PH-R DURANT..... 5.0	641.4	641	DU	Continuous	Continuous
					PH CALERA..... 2.7	646.4	646			
11.25	12.40	6.11	6.11		PH OLIVE..... 4.1	649.1	649			
11.29	12.44	6.14	6.14		PH COLBERT..... 0.3	653.2	653			
11.35	12.51	6.19	6.19		PH SL-SF North Jct..... 0.3	655.9	656	BE	Continuous	Continuous
					PH SL-SF South Jct..... 1.7	656.2				
11.40PM	12.55	6.22	6.22		PH DENISON..... 1.7	660.9	661	WD	Continuous	Continuous
		6.45PM	6.40AM		PH-R-RY RAY..... 275.9	681.9	682	RA	Continuous	Continuous
4.00AM	2.00PM								* 1 Hour for Lunch	* 1 Hour for Lunch
41	53	5	1	11						
12.80	7.00	7.00	5.30	2.20						

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
416	416.1	39	Both
434	433.9	25	Both
458	457.9	12	North
517	517.0	10	North
521	520.8		North
551	551.2		North
551	551.2		North
575	574.5		North
633	633.4		North
637	636.6		South

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
416	416.1	39	Both
434	433.9	25	Both
458	457.9	12	North
517	517.0	10	North
521	520.8		North
551	551.2		North
551	551.2		North
575	574.5		North
633	633.4		North
637	636.6		South

LOCATION OF MAIL CRANES, OTHER THAN STATIONS

(Bacone College).....MP 501

Southward trains are superior to northward trains of the same class.

MUSKOGEE SUBDIVISION - RAY TO NORTH YARD

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	Capacity of Slidings	TIME TABLE No. 1 Effective July 20, 1958	NORTHWARD				
			FIRST CLASS			SECOND CLASS	
			12	6	2	42	52
			Passenger	Passenger	Passenger	Manifest Freight	Manifest Freight
			Daily	Daily	Daily	Daily	Daily
Yard O-S-T-W-Y		PH-R-RY NORTH YARD				11.30AM	9.00PM
Yard		PH PARSONS	5.35AM	5.45PM			
Interlocking Connection		PH POOLE SL-SF Crossing	5.30	5.10		10.59	8.20
97-97 Y		PH GARVIN					
18-North	125	PH LABETTE	5.21	5.01		10.45	8.05
Auto. Interlocking Connection		PH OSWEGO	5.15	4.55		10.35	7.55
24-20-South Y	100	PH CHEFOPA	5.05	4.40		10.20	7.30
Elec. Gate Connection		PH WELCH	4.53	4.23		10.03	7.05
23-15	91	PH BLUE JACKET	4.47	4.17		9.55	6.55
27-7-North	130	PH WIDERS	4.35	4.04		9.38	6.30
22-17	112	PH VINITA	4.27	3.57	1.10M	9.35	5.50
Interlocking Connection		PH BIG CABIN	4.19	3.49	12.59	9.20	5.25
Yard Y	98	PH ADAIR	4.11	3.40	12.51	9.07	5.10 ⁴¹
20-14	102	PH PRYOR	4.01	3.30	12.41	8.52	4.45
28	150	PH SMITH	3.55	3.20	12.36	8.43 ⁵³	4.20
Yard	100	PH CHOUTEAU	3.51	3.16	12.32	8.31	4.15
Yard	150	PH MAZIE	3.45	3.10	12.26	8.22	4.05
21	99	PH WAGONER	3.33	2.53	12.16	8.06	3.25
17-South	102	PH CHASE	3.22	2.42	12.05M	7.49	3.10
Yard Y	150	PH KO&G Crossing					
Interlocking Connection		PH RY MUSKOGEE YARD				7.40	3.00 ⁵⁻⁰
9-North	64	PH MUSKOGEE	3.15M	2.35 ⁵⁻⁵²	11.59PM	7.30	12.45
Yard O-S-T-W-Y		PH MEYER		1.50	11.07	7.05	12.30
Yard W		PH CHECOTAH		1.30	10.53	6.45	12.05PM
Interlocking Connection	64	PH EUPAULA		1.10	10.41	6.25	11.40AM
Yard	150	PH CANADIAN		12.55	10.33	6.10	11.25
Yard	95	PH BEAMS		12.49	10.27	6.01	11.13
29	157	PH NORTH McALESTER		12.38	10.17	5.40	10.46 ⁵⁹
10	106	PH CRI&P Crossing					
Yard S-W-Y		PH RY McALESTER		12.35	10.15	5.30	10.35
Gated Connection		PH FRINK		12.17	10.05	5.25	10.30
Yard	95	PH NAVY		12.12	10.01	5.15	10.25
16	95	PH KIWIA		12.01PM	9.52 ⁴¹	5.02	10.10
43	95	PH BURG		11.48M	9.42	4.40	9.55
25	150	PH STRINGTOWN		11.38	9.35	4.30	9.40
12	155	PH ATOKA		11.30	9.29	4.22	9.25
Yard	152	PH TUSHKA		11.23	9.24		
Yard	154	PH COOK		11.19	9.20	4.10	9.10
9	156	PH CANEY		11.16	9.17		
11	156	PH CADDO		11.07	9.09	3.55	8.55
15-South	179	PH KO&G Crossing					
10-24-South		PH DURANT		10.55	8.58	3.35	8.35
Auto. Interlocking Connection		PH CALERA		10.39	8.52	3.27	8.27
Yard	45	PH OLIVE		10.36	8.49	3.23	8.23
Interlocking Connection	200	PH COLBERT		10.32	8.45	3.17	8.17
14-48		PH STALEY North Jct.		10.28	8.42	3.10	8.10
Interlocking		PH STALEY South Jct.					
Yard O-S-T-W-Y		PH DENISON		10.20M	8.35PM		
Yard O-S-T-W		PH RY RAY				3.00AM	8.00AM
		275.9		12	6	2	42
		Time on Subdivision		2.20	7.25	4.35	8.39
							13.0

WILBURTON SUBDIVISION - STATIONS

MILES FROM NORTH McALESTER

STATION NO.	END CONNECTED
Krebs Jct. 3.4	North
Krebs 3.9	South
Richville 6.3	Both
Carbon 8.0	
Bishop 11.0	

On spur 0.5 mile South of Krebs Jct.
Mine Track
Mine Track
End of track

Southward trains are superior to northward trains of the same class.

14 OKLAHOMA SUBDIVISION - NORTH YARD TO OKLAHOMA CITY

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTH-WARD		Capacity of Sidings	Station Numbers	Distance from Kansas City	TIME TABLE		Office Call	NORTH-WARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS					No. 1			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	51 Freight Daily					Effective July 20, 1958			50 Freight Daily			
Yard O-S-T-W-Y	4.30PM			386	136.2	PH-R-RY NORTH YARD		5.30AM				
Yard				387	136.8	PH PARSONS	W		Continuous		Contiguous	
Interlocking Connection	4.35				137.3	PH POOLE	JG	4.45	Continuous		Continuous	
18-16 Connection Auto. Interlk.	4.59	72	A-149	149.0	149.2	PH S.L.-S.F. Crossing MOUND VALLEY		4.20				
12-North	5.20	99	A-167	157.2	167.2	PH S.L.-S.F. Crossing ANGOLA		3.59				
Gated Connection Yard W-Y	5.59	60	A-168	167.7	168.3	PH A.T.&S.F. Crossing PH-R-RY COFFEYVILLE	FY	3.40	* 7.00AM to 4.00PM		* 7.00AM to 4.00PM	(Except Sunday)
Not Gated. Stop Connection Yard	6.10	65	A-169	168.7	168.7	PH Mo. Pac. Crossing EVANS		3.30				
23 Interlocking	6.30	70	A-171	171.0	171.0	PH SOUTH COFFEYVILLE Mo. Pac. Crossing	SO		8.00AM to 11.59PM		8.00AM to 11.59PM	
Yard	7.30		A-194	193.7	194.5	PH NOXIE		3.10				
Remote Control Switch Yard S-Y Connection	7.32PM		A-198	197.7	198.2	PH DEWBY	DE	2.15	* 8.30AM to 5.30PM		* 8.30AM to 5.30PM	(Except Sunday)
12-North	7.59	84	A-208	208.0	208.0	PH "DY" Jct. BARTLESVILLE	B	2.08AM	5:20AM to 1:20PM	5:20AM to 1:20PM	5:15PM to 1:15AM	5:15PM to 1:15AM
Yard Gated connection	8.30	59	A-218	217.5	225.7	PH "BE" Jct. OKESA		1.35				
26-South	8.50	93	A-226	225.7	236.0	PH NELAGONY M.V. Crossing		1.15				(Except Sunday)
Yard	9.20	85	A-236	236.0	240.7	PH WYNONA	WY	12.59	* 7.45AM to 4.45PM		* 7.45AM to 4.45PM	(Except Sunday)
Yard O-S-W-Y	9.30	70	A-241	240.7	245.2	PH HOMINY	HY	12.35	* 7.45AM to 4.45PM		* 7.45AM to 4.45PM	(Except Sunday)
7-14	9.45	86	A-248	248.2	257.5	PH MAHAN		12.25				
Auto. Interlk. Connection	11.30		A-245	245.2	257.5	PH OSAGE	JN	12.15AM	* 8.30PM to 5.30AM		* 8.30PM to 5.30AM	(Except Sunday)
10-South	11.40PM		A-248	248.2	257.5	PH CLEVELAND	CN	11.01	* 7.45AM to 4.45PM		* 7.45AM to 4.45PM	(Except Sunday)
17-11 Connection	12.10AM	96	A-260	260.2	270.4	PH HALLETT TOWER S.L.-S.F. Crossing		10.30				(Except Sunday)
Auto. Interlk. Connection	12.35	69	A-271	271.0	271.4	PH JENNINGS	YA	10.05	* 7.45AM to 4.45PM		* 7.45AM to 4.45PM	(Except Sunday)
W-Y	12.55	60	A-279	279.4	280.2	PH YALE		9.10				(Except Sunday)
Yard Connection	1.05	27	A-280	280.2	297.2	PH SUNCO	CH	9.05	* 7.45AM to 4.45PM		* 7.45AM to 4.45PM	(Except Sunday)
12	2.05	70	A-310	310.3	310.3	PH A.T.&S.F. Gauntlet DEEP ROCK		9.10				(Except Sunday)
16	2.20	39	A-317	317.0	339.1	PH CUSHING		9.05				(Except Sunday)
Not Gated. Stop			A-339	339.1	341.5	PH TRYON		8.15				(Except Sunday)
Yard O-S-T-W	4.30AM		A-343	342.8	341.6	PH FALLIS		8.01				(Except Sunday)
Not Gated. Stop			A-344	343.9	341.6	PH LUTHER		8.01				(Except Sunday)
Yard Y					341.5	PH OWANDA						(Except Sunday)
	51				341.6	PH C.R.I.&P. Crossing BARNARD						(Except Sunday)
	12.00				341.6	PH PH-R-RY TURNER	SX	7.00PM	* 5.30PM to 2.30AM		* 5.30PM to 2.30AM	(Except Sunday)
					343.2	PH C.R.I.&P. Crossing						(Except Sunday)
					343.9	PH OKLAHOMA CITY						(Except Sunday)
					207.7			50	* 1 Hour for Lunch		* 1 Hour for Lunch	
					Time on Subdivision			10.30				

Southward trains are superior to northward trains of the same class.

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Penfield	A-152	A-152.3	8 South	Pershing	A-221	A-221.0	26 Both
Cox	A-167	A-166.8	38 Both	Manion	A-232	A-231.6	6 North
Wann	A-183	A-182.9	76 Both (Siding)	Mindeman	A-249	A-249.3	30 Both
Wayside	A-189	A-189.1	71 Both (Siding)	Norfolk	A-274	A-273.9	43 Both
Dewey Stock Yards	A-192	A-192.0	9 Both	Gano	A-278	A-277.6	30 Both
Sutton	A-199	A-198.7	Yard Both	Agra	A-291	A-290.6	44 Both (Siding)
Pite	A-204	A-204.3	21 North	Carney	A-302	A-301.8	11 Both
Utley	A-212	A-212.2	56 Both (Siding)	Arcadia	A-326	A-324.7	56 Both (Siding)
Kiheki	A-214	A-213.8	15 North	Witchee	A-332	A-332.2	51 Both
				Shellhorn	A-336	A-336.0	9 Both

JOPLIN SUBDIVISION - GARVIN TO JOPLIN

15

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTH-WARD		Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE		Office Call	NORTH-WARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS					No. 1			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	85 Freight Daily Except Sunday					Effective July 20, 1958			84 Freight Daily Except Sunday			
37-37 Y	12.20AM			395	394.4	PH	GARVIN			6.20PM		
Mine Spur				8-12	406.2		NETTELS					
Yard S	1.10		40	8-16	410.0		WEST MINERAL		MY	5.50		* 8.30AM to 5.30PM * (Except Sunday) 8.30AM to 5.30PM
Connection Not Gated, Stop					412.9		{ COKEDALE Mo. Pac. Crossing } 5.1					
45-36 Connection Gated				8-24	418.0		ABBEY					
Interlocking					418.3		NEO Crossing					
Yard W Connection Gated	2.45		21	8-25	419.0	R	COLUMBUS		CO	4.45		* 8.00AM to 5.00PM
Yard Y	4.00		25	8-35	420.8		KCS Crossing					
Gated					431.5		MILITARY		RI	4.05		8.00AM to 4.00PM (Except Sunday) 8.00AM to 4.00PM
Yard Connection	4.15		28	8-38	432.1		SL-SF Crossing					
Yard S-T-W Connection	7.30AM			8-45	440.7		GALENA		AN	3.25		* 7.30AM to 4.30PM
	85						JOPLIN		JO	3.00PM		12.00MN to 8.00AM 10.00AM to 6.00PM 12.00MN to 8.00AM 10.00AM to 6.00PM
	7.10						46.3			84		* 1 Hour for Lunch * 1 Hour for Lunch
							Time on Subdivision			3.20		

**Southward trains are superior to northward trains of the same class.
STATIONS AND TRACKS NOT SHOWN ABOVE**

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Star Valley.....	S-10	S-404.5	7 North	Davis.....	S-41	S-436.5	15 North
Quaker.....	S-30	S-424.2	23 Both	Chitwood.....	S-42	S-437.3	20 North
Crain.....	S-33	S-427.8	11 Both	Bear Mountain...	S-43	S-437.5	5 Both
Horn.....	S-39	S-433.9	12 South				

TULSA SUBDIVISION - OSAGE TO CHASE

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTH-WARD		Capacity of Sidings	Station Numbers	Distance from Kansas City	TIME TABLE		Office Call	NORTH-WARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS					No. 1			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	61 Freight Daily					Effective July 20, 1958			60 Freight Daily			
Yard O-S-Y	2.00AM			A-245	245.2	PH	OSAGE		JN	5.15PM		* 8.30PM to 5.30AM * 8.30PM to 5.30AM
	2.20		57	Z-253	252.7	PH	PRUE			4.10		
	2.50		57	Z-267	267.0	PH	WEKIWA			3.40		
Connection	3.01		23	Z-271	270.8	PH	SAND SPRINGS			3.30		
Yard S-W-Y	3.30			Z-278	277.7	PH-R-BY	TULSA		KA	3.15		* 7.00AM to 4.00PM * 7.00AM to 4.00PM
Not Gated, Stop					278.1		SSI Crossing					
Interlocking Connection					278.2		{ AT&SF-SL-SF-MV Crossings } Tulsa Union Depot Conn.					
56	4.05			Z-287	286.8	PH	ALSUMA			2.59		
27-23	4.15		57	Z-292	292.3	PH	BROKEN ARROW		BA	2.45		8.30AM to 4.30PM
16-5	4.35		59	Z-304	303.6	PH	COWETA		MO	2.25		8.00AM to 4.00PM
11				Z-309	309.3	PH	RED BIRD					
19	4.55		58	Z-313	313.3	PH	PORTER		PO	2.05		* 7.45AM to 4.45PM
28				Z-324	324.0		WYBARK					
	5.20AM			499	324.8	PH	CHASE			1.45PM		
	61						78.6			60		* 1 Hour for Lunch * 1 Hour for Lunch
							Time on Subdivision			8.30		

**Southward trains are superior to northward trains of the same class.
STATIONS AND TRACKS NOT SHOWN ABOVE**

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Ellis.....	Z-262	Z-262.4	24 Both	Oneta.....	Z-297	Z-296.9	20 Both
Fair Ground Spur....	Z-281	Z-281.0	50 North	Anchor.....	Z-320	Z-319.8	27 North
Budd.....	Z-283	Z-282.7	7 North	Sand Spur.....	Z-324	Z-323.6	10 South
Lane.....	Z-284	Z-284.0	20 South				

CLASSIFICATION OF ENGINES

CLASS	UNITS	ENGINE NUMBERS	Equipped For MU Control	Geared For Maximum Speed
D-1	4	1651 to 1654 incl.	No	55
D-2	2	101 A-C	Yes	85
D-3	4	106 A-C & 107 A-C	Yes	85
	5	131 to 135 incl.	Yes	85
D-4	14	151 A-C to 157 A-C incl.	Yes	90
D-5	6	1 to 6 incl.	Yes	65
	11	1000 to 1010 incl.	No	60
	5	1026 to 1030 incl.	No	60
	15	1201 to 1215 incl.	No	60
	10	1226 to 1235 incl.	No	65
D-6	12	121 A-B-C to 124 A-B-C incl.	Yes	77
D-7	20	201 A-B-C to 207 A-B incl.	Yes	65
	12	208 A-B-C to 211 A-B-C incl.	Yes	65
	12	226 A-B-C to 229 A-B-C incl.	Yes	65
	18	326 A-C to 334 A-C incl.	Yes	65
D-8	29	1501 to 1529 incl.	Yes	65
	2	1701, 1702	Yes	80
	4	1731 to 1734 incl.	Yes	80
	4	1761 to 1764 incl.	Yes	65
D-9	13	1551 to 1563 incl.	Yes	65
	16	1571 to 1586 incl.	Yes	70
	1	1591	No	70
	2	1787, 1788	Yes	70
Total	221			

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car No.	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
173, 175, 177	5x 9	198,000	138,000	60,000
178	5x 9	199,920	144,920	55,000
179, 181-185	5x 9	200,535	140,535	60,000
187, 188	5½x10	192,000	132,000	60,000
189, 191	5x 9	193,400	133,400	60,000
2650-2655,				
2657-2664	5x 9	195,700	135,700	60,000
216, 217	5x 9	172,400	125,400	47,000
235	5x 9	196,900	136,900	60,000
252, 254	5x 9	198,900	138,900	60,000

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage	32
Baggage-Mail	17
Mail	3
Mail Storage	10
Chair	32
Coach	5
Chair-Lounge-Buffer	2
Lounge	3
Diner	5
Sleeper	21
Observation-Lounge-Sleeper	1
Business	3
RDC (Budd) Car	1
Total	135

Diesel Units Equipped With Boiler

101 A-C
106 A-C, 107 A-C
131 A to and incl. 135 A
121 A-B-C to and incl. 124 A-B-C
151 A-C to and incl. 157 A-C
1701, 1702
1731 to and incl. 1734
1761 to and incl. 1764
1787, 1788

Diesel Units With Steam Pipe But No Boiler or Steam Conduit

201 A-B-C to and incl. 206 A-B-C
207 A-B
208 A-B-C to and incl. 211 A-B-C
226 A-B-C to and incl. 229 A-B-C
326 A-C to and incl. 334 A-C

SPEED TABLE

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Mins.	Sec.		Mins.	Sec.		Mins.	Sec.
6	10	0	33	1	49	55	1	5
8	7	30	34	1	45	56	1	4
10	6	0	35	1	42	57	1	3
12	5	0	36	1	40	58	1	2
15	4	0	37	1	37	59	1	1
16	3	45	38	1	34	60	1	0
17	3	31	39	1	33	61	0	59
18	3	20	40	1	30	62	0	58
19	3	9	41	1	27	63	0	57
20	3	0	42	1	25	64	0	56
21	2	51	43	1	23	65	0	55
22	2	43	44	1	21	67	0	54
23	2	36	45	1	20	68	0	53
24	2	30	46	1	18	69	0	52
25	2	24	47	1	16	70	0	51
26	2	18	48	1	15	72	0	50
27	2	13	49	1	13	73	0	49
28	2	8	50	1	12	75	0	48
29	2	4	51	1	10	76	0	47
30	2	0	52	1	9	78	0	46
31	1	56	53	1	7	80	0	45
32	1	52	54	1	6			

COOPER'S RATING OF M-K-T ENGINES

D-1	E-25
D-2	E-44
D-3	E-45
D-4	E-41
D-5	E-46
D-6	E-46
D-7	E-42
D-8	E-47
D-9	E-45

WEIGHT OF EMPTY PASSENGER CARS

Class	Numbers	Length in Feet	Tons
Baggage	173, 175, 177-179, 181-185, 187-189, 191	73	69
"	2650-2655, 2657-2664	73	69
"	216-217	64	63
"	235	74	68
"	252-254	73	69
Baggage-Mail	218-224, 226-234	74	68
"	1000	73	55
Mail	30, 2900, 2901	64	66
Mail-Storage	50	64	60
"	201-209	81	68
Chair	901-913, 915-925 AC	81	81
"	1200, 1201 AC	85	63
"	1202-R AC	85	66
"	1203-1207 AC	85	68
Coach	641-645 AC	81	90
Chair-Lounge-Buffer	1300, 1301 AC	85	66
Lounge	494, 495 AC	82	91
"	496 AC	82	83
Diner	437-438, 2050 AC	81	92
"	1100 AC	85	68
"	1110 AC	85	75
Sleeper	1500-1506 AC	85	70
"	(Clover) Glade, Meadow, Brook AC	84	92
"	Keightley AC	82	86
"	Lake Jessie AC	83	89
"	McCallsburg AC	83	88
"	Kimbell AC	83	87
"	McInnis AC	83	88
"	McKeever AC	83	87
"	McMasterville AC	83	87
"	Parsons AC	82	86
"	San Antonio AC	82	86
"	Sunnyside AC	83	88
"	Whitehead AC	82	88
Observation-Lounge-Sleeper	1400 AC	85	66
Business Car	400 AC	84	101
"	401 AC	82	99
"	403 AC	80	98

TONNAGE RATINGS – NORTHERN DIVISION

SUBDIVISION	Direction	FROM STATION	TO STATION	Class D-1 & D-2		Class D-4 & D-5		Class D-6 & D-7				Class D-8	Class D-9
				D-2	D-3	D-4	D-5	3000	4500	6000	7500	9000	D-8	D-9
Eastern	South	Baden.....	Franklin.....	1250	1625	2050	4800	7200	9600	12000	14400	2400	2875
		McBaine.....	Franklin.....	1800	2300	2900	6800	10200	13600	17000	20400	3400	4100
		Franklin.....	Sedalia.....	750	950	1190	2800	4200	5600	7000	8400	1400	1675
		Sedalia.....	Parsons.....	975	1275	1600	3740	5610	7480	9350	11220	1870	2250
		Sedalia.....	Ft. Scott.....	1000	1275	1625	3860	5790	7720	9650	11580	1930	2300
		Ladue.....	Eye.....	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
	North	Parsons.....	Sedalia.....	975	1275	1600	3740	5610	7480	9350	11220	1870	2250
		Nevada.....	Sedalia.....	1025	1300	1650	3860	5790	7720	9650	11580	1930	2300
		Sedalia.....	Franklin.....	750	1000	1250	2900	4350	5800	7250	8700	1450	1750
		Franklin.....	Baden.....	1250	1625	2050	4800	7200	9600	12000	14400	2400	2875
Franklin.....	McBaine.....	1560	2000	2525	5900	8850	11800	14750	17700	2950	3550		
Moberly	South	Franklin.....	Moberly.....	840	1075	1350	3200	4800	6400	8000	9600	1600	1900
	North	Moberly.....	Franklin.....	840	1075	1350	3200	4800	6400	8000	9600	1600	1900
Columbia	South	Moberly.....	Fayette.....	1085	1375	1750	4100	6150	8200	10250	12300	2050	2450
	North	Columbia.....	Columbia Subdiv. Jct.....	1010	1275	1625	3800	5700	7600	9500	11400	1900	2275
Eldorado	South	Columbia Subdiv. Jct.....	Columbia.....	820	1050	1300	3100	4650	6200	7750	9300	1550	2400
	North	Walker.....	Eldorado Springs.....	650	750	925	2200	3300	4400	5500	6600	1100	1325
Kansas City	South	Eldorado Springs.....	Walker.....	1000	1250	1575	3700	5550	7400	9250	11100	1850	2200
	North	Glen Park.....	North Yard.....	950	1225	1525	3600	5400	7200	9000	10800	1800	2150
Oklahoma	South	Glen Park.....	Paola.....	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
		Moran.....	North Yard.....	1200	2525	3200	7500	11250	15000	18750	22500	3750	4500
	North	North Yard.....	Glen Park.....	950	1225	1700	3600	5400	7200	9000	10800	1800	2150
		Ringer.....	Glen Park.....	1475	1900	2400	5600	8400	11200	14000	16800	2800	3350
Iola	South	North Yard.....	Osage.....	950	1250	1550	3680	5520	7360	9200	11040	1840	2200
		North Yard.....	Coffeyville.....	1200	1550	1950	4560	6840	9120	11400	13680	2280	2750
		Coffeyville.....	Bartlesville.....	1075	1375	1725	4080	6120	8160	10200	12240	2040	2450
		Osage.....	Oklahoma City.....	900	1150	1450	3400	5100	6800	8500	10200	1700	2450
		Osage.....	Hallett.....	975	1275	1600	3750	5625	7500	9375	11250	1875	2250
		North	Oklahoma City.....	Osage.....	1300	1700	2125	5000	7500	10000	12500	15000	2500	3000
	Hallett.....		Osage.....	1450	1850	2350	5500	8250	11000	13750	16500	2750	3300
	Osage.....		North Yard.....	875	1125	1425	3360	5040	6720	8400	10080	1680	2025
	Mahan.....		Nelagony.....	1475	1900	2375	5600	8400	11200	14000	16800	2800	3350
	Nelagony.....		Bartlesville.....	1275	1650	2075	4880	7320	9760	12200	14640	2440	2925
	Bartlesville.....		Coffeyville.....	1425	1825	2300	5440	8160	10880	13600	16320	2720	3250
	Coffeyville.....		North Yard.....	1325	1700	2150	5040	7560	10080	12600	15120	2520	3025
	MP A-163.8.....		Mound Valley.....	1925	2475	3125	7360	11040	14720	18400	22080	3680	4425
	Mound Valley.....	North Yard.....	1650	2100	2650	6240	9360	12480	15600	18720	3120	3750	
Neosho	South	Moran.....	Iola.....	1300	1650	2100	4950	7425	9900	12375	14850	2475	2950
	North	Iola.....	Moran.....	1000	1275	1625	3800	5700	7600	9500	11400	1900	2275
Muskogee	South	Piqua.....	North Yard.....	1150	1500	1875	4400	6600	8800	11000	13200	2200	2650
		Piqua.....	Chanute.....	1400	1825	2300	5400	8100	10800	13500	16200	2700	3250
		Galesburg.....	North Yard.....	1575	2025	2550	6000	9000	12000	15000	18000	3000	3600
Joplin	North	North Yard.....	Piqua.....	1400	1825	2300	5400	8100	10800	13500	16200	2700	3250
	South	Parsons.....	Muskogee.....	1300	1700	2125	5000	7500	10000	12500	15000	2500	3000
		Welch.....	Muskogee.....	1600	2050	2600	6100	9150	12200	15250	18300	3050	3650
		Muskogee.....	Staley.....	1250	1575	2000	4700	7050	9400	11750	14100	2350	2800
		North McAlester.....	Staley.....	1400	1800	2250	5300	7950	10600	13250	15900	2650	3150
		Staley.....	Ray.....	1000	1225	1500	3500	5250	7000	8750	10500	1750	2075
		North	Ray.....	Muskogee.....	1000	1250	1600	3700	5550	7400	9250	11100	1850	2200
	Colbert.....		Stringtown.....	1300	1700	2125	5000	7500	10000	12500	15000	2500	3000
	Stringtown.....		Burg.....	1200	1500	1900	4500	6750	9000	11250	13500	2250	2700
	Burg.....		North McAlester.....	1300	1700	2100	5000	7500	10000	12500	15000	2500	3000
	North McAlester.....		Checotah.....	1000	1300	1600	3800	5700	7600	9500	11400	1900	2300
	Checotah.....		Muskogee.....	1600	2025	2600	6000	9000	12000	15000	18000	3000	3600
	Muskogee.....		Parsons.....	1300	1700	2125	5000	7500	10000	12500	15000	2500	3000
	Muskogee.....		Wagoner.....	1500	1950	2450	5750	8625	11500	14375	17250	2875	3450
Garvin.....	Parsons.....	1650	2150	2700	6340	9510	12680	15850	19020	3170	3800		
Tulsa	South	Joplin.....	Joplin.....	925	1200	1500	3520	5280	7040	8800	10560	1760	2100
		Columbus.....	Military.....	1575	2025	2550	6000	9000	12000	15000	18000	3000	3600
		North	Joplin.....	Parsons.....	1175	1500	1900	4480	6720	8960	11200	13440	2240	2675
Military.....	Columbus.....		1575	2025	2550	6000	9000	12000	15000	18000	3000	3600	
Columbus.....	Garvin.....		1625	2100	2625	6200	9300	12400	15500	18600	3100	3725	
Wilburton	South	Osage.....	Muskogee.....	1025	1300	1650	3900	5850	7800	9750	11700	1950	2350
		Osage.....	MP Z-275.....	1825	2350	2975	7000	10500	14000	17500	21000	3500	4200
		Chase.....	Muskogee.....	1475	1900	2375	5600	8400	11200	14000	16800	2800	3350
	North	Muskogee.....	Osage.....	975	1250	1575	3700	5550	7400	9250	11100	1850	2225
		Tulsa.....	Osage.....	1475	1900	2375	5600	8400	11200	14000	16800	2800	3350
		South	North McAlester.....	Bishop.....	775	1000	1275	3000	4500	6000	7500	9000	1500	1800
North	Bishop.....		North McAlester.....	775	1000	1275	3000	4500	6000	7500	9000	1500	1800

18 SPECIAL SAFETY CODE FOR EMPLOYES IN TRAIN, ENGINE, AND YARD SERVICE

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or cars.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car, face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. One man will be permitted to ride the leading footboard of switch engine on short switch moves. He will board the footboard from a position outside of the rails, remaining in sight of engineer or fireman. He will alight from the footboard before coupling into other equipment. Enginemen will not permit their engine to couple into other equipment while a man is riding the leading footboard.
13. Employes will not attempt to board oncoming footboards when the movement is of such speed to be unsafe, or when engine is moving over frogs, crossovers, turnouts, or where a safe footing on the ground or footboards is in doubt.
14. Firm grip and safe foothold are essential to safety when on sill-step, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 75 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

DIESEL LOCOMOTIVE SAFETY RULES

30. Enginemen and others will use hard rubber or nonmetallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while motor is running, other than idling.
36. Stepping out of side doors of moving Diesel units to elevated platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plates should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).

RULES REGARDING HANDLING OF PLACARDED CARS

Cars placarded "Explosives" shall, when length of train permits, be placed not nearer than the 16th car from both engine or occupied caboose; otherwise, near middle of train; except in train made up in "blocks" or classifications, be placed near middle of the "block" or classification in which moving, but not nearer than 6th car from both engine or occupied caboose; in train performing pickup or setoff service shall be not nearer than 2nd car from both engine or occupied caboose, when length of train permits.

Placarded loaded tank cars shall, when length of train permits, be placed not nearer than the 6th car from engine, occupied caboose, or passenger car; otherwise, or when handled in freight train engaged in pickup or setoff service, shall not be nearer than the 2nd car from both engine or occupied caboose.

Cars placarded "Explosives" must not be handled next to any car placarded "Dangerous", "Dangerous-Class D Poison" "Poison Gas" or car containing poison liquids Class A. Placarded loaded tank cars must also not be handled next to any car placarded "Poison Gas." Cars placarded "Poison Gas" or containing poison liquid Class A must also not be handled next to cars placarded "Explosives" or "Dangerous."

Cars placarded "Explosives" or placarded loaded tank cars must not be handled next to engine or occupied caboose (except when train consists only of placarded loaded tank cars); next to occupied passenger or combination car, other than gas handlers accompanying shipment as excepted below; wooden underframe cars; loaded flat cars (except cars carrying trailers or containers placarded "Explo-

sives" may be coupled to each other); (flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars); open-top car when any of lading protrudes beyond car ends or any extending above car ends if liable to shift and protrude beyond car ends; car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation; cars containing lighted heaters, stoves or lanterns; cars loaded with live animals or fowl, occupied by an attendant. (Exception: A car placarded "Explosives" or "Poison Gas" or both shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the 4th car behind a car or cars with "Explosive" placards. Otherwise, cars containing explosives, Class A; poison gases or liquids, Class A; and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains.)

When handling car placarded "Explosives" in terminals, yards, side tracks or sidings, such car shall be separated from engine by at least one non-placarded car.

At all terminals or other places where trains are made up by crews other than road crews accompanying them outbound, numbered notice Form 1169, showing the location in train of every car placarded "Explosives" shall be delivered to the train and engine crew. At points where train or engine crews are changed, the notice shall be transferred from crew to crew.

Missouri-Kansas-Texas Lines CONSOLIDATED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTH OR WEST BOUND							Distance from Kansas City	TIMETABLE No. 1 Effective July 20th 1958	Miles from St. Louis	NORTH OR EAST BOUND						
FREIGHT TRAINS				PASSENGER TRAINS						PASSENGER TRAINS			FREIGHT TRAINS			
75	53	43	41	5-15	11	1				2	12	6-16	42	44	52	76
Lv. 4.00AM	Lv. 7.00PM					Lv. 5.40PM		.....ST. LOUIS.....		Ar. 8.00AM				Ar. 4.00AM	Ar. 8.00PM
		Lv. 9.30PM	Lv. 9.50AM	Lv. 8.20AM	Lv. 9.40PM			.....KANSAS CITY.....		Ar. 8.50AM	Ar. 9.40PM	Ar. 8.00PM	Ar. 8.00AM		
Ar. 7.00PM	Ar. 5.00PM Lv. 7.00AM	Ar. 2.00AM	Ar. 2.30PM Lv. 3.30PM	Ar. 11.20AM Lv. 11.45AM	Ar. 12.25AM Lv. 12.40AM		136.8	.....PARSONS.....	386.6	Lv. 5.50AM Ar. 6.35AM	Lv. 6.10PM Ar. 6.45PM	Lv. 1.30PM Ar. 11.30AM	Lv. 2.30AM	Lv. 1.00PM Ar. 9.00PM	Lv. 5.00AM
			Ar. 9.45PM Lv. 11.30PM				245.2	.....OSAGE.....	495.0			Lv. 12.15AM Ar. 11.30PM		Ar. 5.15PM	
			Ar. 4.30AM				343.9	.....OKLAHOMA CITY.....	593.7			Lv. 7.00PM			
	Lv. 8.07AM		Lv. 4.50PM	Lv. 1.01PM	Lv. 1.50AM	Lv. 1.10AM	189.2	.....VINITA.....	439.0	Ar. 1.10AM	Lv. 4.27AM	Lv. 3.57PM	Lv. 9.35AM		Lv. 5.50PM
			Ar. 3.30AM				277.7	.....TULSA.....	527.5					Ar. 3.15PM	
	Ar. 9.25AM Lv. 9.30AM		Ar. 6.30PM Lv. 7.30PM	Ar. 2.35PM Lv. 3.00PM	Ar. 3.00AM	Ar. 2.30AM Lv. 3.30AM	253.8	.....MUSKOGEE.....	503.6	Lv. 11.59PM Ar. 11.25PM	Lv. 3.15AM	Lv. 2.35PM Ar. 2.20PM	Lv. 7.40AM Ar. 7.30AM	Lv. 3.00AM Ar. 11.00AM	Lv. 3.00PM Ar. 12.45PM
			Lv. 10.50AM	Lv. 9.20PM	Lv. 4.30PM	Lv. 4.45AM	316.2MCALISTER.....	566.0	Lv. 10.15PM		Lv. 12.35PM	Lv. 5.30AM		Lv. 10.35AM	62
Lv. 9.15PM	Ar. 2.00PM Lv. 2.40PM	Lv. 7.00PM	Ar. 4.00AM Lv. 5.00AM	Ar. 6.45PM Lv. 7.20PM	Lv. 7.15AM	Ar. 6.40AM Lv. 7.10AM	411.1DENISON.....	660.9	Lv. 8.35PM Ar. 8.00PM	Ar. 7.30PM	Lv. 10.20AM Ar. 9.40AM	Lv. 3.00AM Ar. 12.30AM	Ar. 11.00AM	Lv. 8.00AM Ar. 12.01AM	Ar. 12.30AM
Lv. 10.30PM	Lv. 3.25PM			Lv. 8.25PM	Lv. 8.20AM		485.9	.....WHITESBORO.....	685.7		Lv. 6.15PM	Lv. 8.20AM		Lv. 10.30PM	Lv. 10.40PM
Ar. 8.00AM					Ar. 11.30AM		540.4	.....WICHITA FALLS.....	790.2		Lv. 3.15PM				Lv. 6.00PM
		Lv. 10.10PM	Lv. 7.20AM	Lv. 8.42PM		Lv. 8.15AM	463.2	.....GREENVILLE.....	718.0	Lv. 6.37PM		Lv. 7.51AM	Lv. 10.10PM	Lv. 7.20AM	
		Ar. 2.00AM	Ar. 9.15AM Lv. 10.05AM	Ar. 10.15PM Lv. 10.45PM		Ar. 9.30AM Lv. 10.00AM	517.5	.....DALLAS.....	767.3	Lv. 5.15PM Ar. 4.55PM		Lv. 6.15AM Ar. 6.45AM	Lv. 7.30PM Ar. 8.00PM	Lv. 3.00AM	
	Ar. 5.50PM Lv. 6.30PM			Ar. 10.15PM Lv. 10.45PM			507.2	.....FT. WORTH.....	757.0			Lv. 6.25AM Ar. 5.45AM		Lv. 7.00PM Ar. 2.00PM	
	Lv. 7.45PM		Lv. 1.00PM	Lv. 12.05AM		Lv. 11.20AM	562.1	.....HILLSBORO.....	811.9	Lv. 3.32PM		Lv. 4.04AM	Lv. 10.05AM	Lv. 10.15AM	
	Ar. 9.00PM Lv. 10.30PM		Ar. 2.30PM Lv. 4.30PM	Ar. 1.00AM Lv. 1.40AM		Ar. 12.20PM Lv. 12.45PM	595.7	.....WACO.....	845.5	Lv. 2.45PM Ar. 2.20PM		Lv. 3.15AM Ar. 2.35AM	Lv. 8.00AM Ar. 6.00AM	Lv. 8.30AM Ar. 7.00PM	
	Lv. 12.56AM		Lv. 8.05PM	Lv. 3.22AM		Lv. 2.10PM	658.3	.....GRANGER.....	908.1	Lv. 12.39PM		Lv. 12.56AM	Lv. 2.35AM	Lv. 2.30PM	
			Ar. 9.00PM	Lv. 5.00AM		Lv. 3.38PM	705.7	.....AUSTIN.....	955.5	Lv. 11.35AM		Lv. 11.45PM	Lv. 9.40PM		
	Ar. 2.45AM Lv. 3.30AM		Ar. 10.10PM Lv. 11.15PM				719.6	.....SMITHVILLE.....	969.4			Lv. 12.01AM Ar. 11.00PM		Lv. 11.30AM Ar. 9.30AM	
	Ar. 7.30AM Lv. 10.30AM		Ar. 12.50AM	Ar. 7.30AM		Ar. 5.45PM	788.7	.....SAN ANTONIO.....	1038.5	Lv. 9.30AM		Lv. 9.30PM	Lv. 7.00PM		
	Ar. 2.30PM		Ar. 3.00AM				834.1	.....HOUSTON.....	1083.9			Lv. 7.00PM		Lv. 4.00AM Ar. 12.01AM	
							884.2	.....GALVESTON.....	1194.0					Lv. 8.00PM	

OFFICIAL WATCH INSPECTORS

American Railroad Time Service, Arcade Building, 812 Olive St., St. Louis 1, Mo.

Watch Inspectors (See Rule 2) are located as follows:

Appleton City, Mo..... APPLETON CITY JEWELRY CO.
 Boonville, Mo..... GMEIGH & SCHMIDT JEWELRY CO.
 Cleveland, Okla..... GIDDENS JEWELRY CO.
 103 N. Broadway
 Coffeyville, Kans..... A. C. HAMLIN, JEWELER
 307 Maple St.
 Cushing, Okla..... N. C. MCCOY, JEWELER
 Broadway & Cleveland Aves.
 Denison, Texas..... ROCKWELL'S JEWELRY STORE
 220 W. Main St.
 Franklin, Mo..... OPERATOR
 Glen Park, Kans..... OPERATOR
 Holden, Mo..... O. T. MILLER
 Joplin, Mo..... JOHN H. REEDER, TICK TOCK SHOP
 710 Main St.
 Kansas City, Kans..... HELZBERG'S DIAMOND SHOP
 654 Minnesota Ave.
 Kansas City, Mo..... HELZBERG'S DIAMOND SHOP
 1100 Walnut St.
 Kansas City, Mo..... HELZBERG'S DIAMOND SHOP
 3132 Troost Ave.
 Kansas City, Mo..... J. H. MACE CO.
 Union Station
 McAlester, Okla..... FORRESTER'S JEWELRY CO.
 105 Choctaw
 Mission, Kans..... RILEY'S JEWELERS
 6118 Johnson Drive
 Muskogee, Okla..... KAPLAN JEWELERS
 222 W. Broadway
 Muskogee, Okla..... STANDARD JEWELRY CO.
 308 W. Broadway
 Nevada, Mo..... KING JEWELRY CO.
 113 E. Cherry
 North Kansas City, Mo..... ZAJIC'S JEWELERS
 1900 Erie

Oklahoma City, Okla..... B. C. CLARK, JEWELER
 113 N. Harvey
 Oklahoma City, Okla..... ROBINSON JEWELRY CO.
 204 W. Commerce St.
 Oklahoma City, Okla..... WEBER'S JEWELRY CO.
 142 W. Main St.
 Osage, Okla..... J. S. SKELTON, OPERATOR
 Paola, Kans..... S. O. CARPENTER, JEWELER
 South Side Square
 Parsons, Kans..... PFEIFFER JEWELRY CO.
 1810 Main St.
 Pryor, Okla..... J. M. LESLIE, JEWELER
 201 E. Graham St.
 St. Louis, Mo..... AMERICAN RAILROAD TIME SERVICE
 Room 312, Arcade Building
 812 Olive St.
 St. Louis, Mo..... PARAMOUNT JEWELERS
 7324 Manchester
 St. Louis, Mo..... CHAS. F. SCHMIDT, JEWELER
 8314 Halls Ferry Road
 St. Louis, Mo..... WIGGINS JEWELRY CO.
 1920 Market St.
 St. Louis, Mo..... W. A. ZANDER, JEWELER
 4041 Olive St.
 Sedalia, Mo..... REED & SON, JEWELERS
 309 S. Ohio St.
 Tulsa, Okla..... GRAY'S JEWELERS
 412 S. Main St.
 Tulsa, Okla..... FRED O. GUMM, JEWELER
 818 N. Sheridan
 Tulsa, Okla..... SHERRILL'S JEWELRY CO.
 18 E. Second St.
 Vinita, Okla..... M. SILVA, JEWELER

