

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

Downing Miller	Denison, Tex.
A. B. McCormick	Parsons, Kans.
J. M. O'Brien	Franklin, Mo.

ASSISTANT TRAINMASTERS

B. A. Miller	R. E. Berglund
J. O. Watson, Jr.	B. G. Sinclair

CHIEF DISPATCHERS

R. O. Johnson, Chief Dispatcher	Denison, Tex.
G. Harvey, Assistant Chief Dispatcher	Denison, Tex.
H. C. Pagel, Night Chief Dispatcher	Denison, Tex.
L. A. Volcik, Night Chief Dispatcher	Denison, Tex.

DISPATCHERS

A. D. Lancaster	W. M. O'Dell
W. N. Porche	C. Clark
J. H. Crane	J. E. Dwyer, Jr.
A. P. Schimmel	R. R. Holden
J. D. Cupp	F. C. Davis

M-K-T LINES

NORTHERN DIVISION

TIME TABLE

No. 2

Effective At 12:01 A. M.
Sunday, February 1, 1959

FOR EMPLOYEES ONLY

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

R. B. GEORGE,
Superintendent
Denison, Texas

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

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	380	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		
Cleveland, Okla.	Dr. M. L. Sadoris	190	191		510 S. Eleventh Street		
Clinton, Mo.	Dr. G. S. Walker	383	443	Muskogee, Okla.	Dr. John E. Horn	MU 2-5411	MU 2-5004
Clinton, Mo.	Dr. Hugh B. Walker	383	30		Asst. Division Surgeon		
Coffeyville, Kans.	Dr. J. H. Low	263	473		1620 W. Okmulgee Ave.		
Coffeyville, Kans.	Dr. Homer L. Bryant	1472	1472	Muskogee, Okla.	Dr. M. K. Thompson	MU 2-2301	MU 2-0572
	Oculist				Oculist		
Columbia, Mo.	Dr. Karl D. Dietrich	GI 3-8351	GI 3-6275		608 Surety Building		
	Professional Building			Nevada, Mo.	Dr. F. L. Martin	352	96
Columbia, Mo.	Dr. C. R. Bruner	GI 3-6322	GI 3-7838	Nevada, Mo.	Dr. W. S. Love	98	118
	Oculist			Nevada, Mo.	Dr. R. B. Wray	1400	748
	Professional Building			Oklahoma City, Okla.	Dr. Glen F. Wade	FO 5-5940	GA 7-6449
Columbus, Kans.	Dr. C. C. Fuller	103	559		Division Surgeon		
Columbus, Kans.	Dr. G. B. Athy	43	271		202 Pasteur Med. Bldg.		
Cushing, Okla.	Dr. W. Orville Davis	CA 5-2511	CA 5-3032	Oklahoma City, Okla.	Dr. Dick M. Lowry	FO 5-9495	JA 5-2444
Cushing, Okla.	Dr. E. O. Martin	CA 5-0206	CA 5-0207		Eye, Ear, Nose & Throat Consultant		
Denison, Tex.	Dr. Thomas A. Moorman	HO 5-4828	HO 5-2527		1200 North Walker		
	Asst. to Chief Surgeon			Osawatomie, Kans.	Dr. W. L. Speer	PL 5-2145	PL 5-4314
Denison, Tex.	Dr. W. H. Frietsch	HO 5-6111	HO 5-4401	Oswego, Kans.	Dr. I. J. Waxse	264	399
	Asst. Division Surgeon			Paola, Kans.	Dr. P. A. Pettitt	39	207
Denison, Tex.	Dr. Wilburn S. Fry, Jr.	HO 5-8250	HO 5-6548	Parsons, Kans.	Dr. Hal A. Burnett	4002	1492
	Asst. Division Surgeon				Asst. to Chief Surgeon		
Denison, Tex.	Dr. John C. Saunders	HO 5-8524	HO 5-8472	Parsons, Kans.	Dr. J. D. Pace	60	1087
	Asst. Division Surgeon				Asst. Division Surgeon		
Denison, Tex.	Dr. F. F. Fowler	HO 5-3355	HO 5-2080	Parsons, Kans.	Dr. Evert C. Beaty	711	2326
	Division Oculist				Asst. Division Surgeon		
Dewey, Okla.	Dr. L. D. Hudson	KE 4-2253	KE 4-3492	Parsons, Kans.	Dr. T. D. Blasdel	8	829
					Oculist		
Durant, Okla.	Dr. W. K. Haynie	74-75	203-500	Pryor, Okla.	Dr. E. H. Werling	194	337
Durant, Okla.	Dr. R. E. Sawyer	57	345	St. Charles, Mo.	Dr. Orville W. Tower	RA 4-6700	RA 4-0691
Eldorado Springs, Mo.	Dr. Robert L. Magee	433	411	St. Louis, Mo.	Dr. W. A. Bowersox	FO 1-6632	WO 1-9094
Erie, Kans.	Dr. E. C. Bryan	CI 4-5111	CI 4-3339		Division Surgeon		
Eufaula, Okla.	Dr. W. E. Wendel	503	505		100 North Euclid		
Fayette, Mo.	Dr. W. A. Bloom	198	30	St. Louis, Mo.	Dr. V. B. Kieffer	FO 1-6632	YO 5-6819
Fayette, Mo.	Dr. Wm. J. Shaw	198	520		Asst. Division Surgeon		
Fayette, Mo.	Dr. M. P. Leech	198	438		100 North Euclid		
Fort Scott, Kans.	Dr. R. R. Nevitt	2734	2320	St. Louis, Mo.	Dr. Wm. Harold Bailey	JE 3-5162	HA 7-7144
Fort Scott, Kans.	Dr. W. T. Wilkening	1930	2030		Oculist		
Galena, Kans.	Dr. Frank James	500	Rural 241-64	Sedalia, Mo.	Dr. John B. Carlisle	TA 6-1092	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
					2020 South Xanthus		
Kansas City, Kans.	Dr. J. W. Young	JO 2-0450	SK 1-1455	Tulsa, Okla.	Dr. Ben F. Gorrell	LU 3-5378	RI 7-0486
	Division Surgeon				Eye, Ear, Nose & Throat Specialist		
	1401 Southwest Blvd.				1109 Med. Arts Bldg.		
Kansas City, Mo.	Dr. Carl H. Brust	GR 1-0060	EN 2-6240	Tulsa, Okla.	Dr. J. F. Gorrell	LU 3-5378	MA 6-7863
	710 Power & Light Bldg.				Oculist		
Kansas City, Mo.	Dr. A. W. McAlester, III	BA 1-2969	JE 1-8971		1109 Med. Arts Bldg.		
	Oculist			Tulsa, Okla.	Dr. W. Albert Cook	DI 3-0003	LU 3-2141
	1102 Grand				Oculist		
Kansas City, Mo.	Dr. John R. Rufe,	BA 1-2969	EM 1-5574		115 West Fifth Street		
	Oculist			Vinita, Okla.	Dr. J. B. Darrough	440	74
	1102 Grand			Vinita, Okla.	Dr. W. R. Marks	67	204
Kiowa, Okla.	Dr. H. A. Ellis	22-1765	44-5405	Wagoner, Okla.	Dr. H. D. Tuttle	HU 5-2515	HU 5-2115
			Pittsburg, Okla.	Welch, Okla.	Dr. J. O. Bradshaw	20 J	20 W
McAlester, Okla.	Dr. Elbert H. Shuller	GA 3-4080	GA 3-0637	Windsor, Mo.	Dr. Claude M. Thurber	62	57
McAlester, Okla.	Dr. L. S. Willour	GA 3-4048	GA 3-4028				
McAlester, Okla.	Dr. T. H. McCarley	GA 3-4440	GA 3-5068				

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 Sedalia	227.0
	South of Mo. Pac. Crossing	227.9	South of Mo. Pac. Crossing	228.8
	South of Appleton City	286.1	South of Lindale	290.2
	North of Cross	381.5	Cross	384.0
	Kansas City	Mo. Pac. Jct.	A-43.4	Cross	A-134.0
Oklahoma	North of Dewey	A-193.1	North of "DY" Jct.	A-194.2
Muskogee	Poole	387.1	Fondulac St. Muskogee	503.2
	SL-SF-MV Crossing Staley	503.9 655.9	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.

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	4057 and 4090.
413.6	4131 and 4160.
434.0	4319 and 4344.
440.2	Southward Absolute Signal south end siding Vinita and 4416.
443.6	4433 and 4450.
455.5	4547 and 4562.
460.2	4585 and 4612.
465.0	4639 and 4656.
493.2	4921 and 4950.
518.1	5161 and 5186.
519.4	5161 and 5216.
521.8	5217 and 5236.
612.4	Southward Absolute Signal south end siding Atoka and 6140.
638.0	6377 and northward Absolute Signal north end siding No. 1 Durant.

When any of the above signals display Stop-indication or "Stop, Then Proceed at Low Speed" indication, also look out 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 North Yard. 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 interlocking limits of Staley and MP 660.0 Ray on freight main track. Control Operator Staley.

e. 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, and on southeast corner of SL-SF-MV Interlocking Station, Muskogee, when "Yellow" aspect displayed 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. Color light signals Paola and Muskogee are not Train Order Signals as defined under Rules 230, 231 and 232. Display of "Yellow" aspect 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.

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.

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 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.

e. 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.

Ft. Scott, originating trains, Freight Office.

North Yard, instead of Parsons—Originating 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.

Lamar, instead of Denison—Northward Muskogee Subdiv. 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.

North Yard is not a register station for first class trains or passenger extras.

Parsons is register station only for trains originating and terminating.

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.

Ft. Scott, trains originating or terminating.

Glen Park, trains originating or terminating.

Muskogee Yard, trains originating or terminating.

North McAlester, trains originating or terminating.

10. STANDARD CLOCKS:

St. Louis.....	Telegraph Office	Cushing.....	Telegraph Office
Baden.....	Telegraph Office	Turner.....	Yard Office
Franklin.....	Telegraph Office	Joplin.....	Telegraph Office
Ft. Scott.....	Freight Office	Tulsa.....	Telegraph Office
North Yard.....	Yard Office	Muskogee Yard.....	Yard Office
	Enginemen's Rm.	Muskogee.....	Ticket Office
Parsons.....	Telegraph Office	McAlester.....	Telegraph Office
Kansas City.....	Telegraph Office	Denison.....	Telegraph Office
Glen Park.....	Telegraph Office		Register Room,
	Enginemen's Rm.		Passenger Station
Coffeyville.....	Telegraph Office	Ray.....	Yard Office
Osage.....	Telegraph Office		Enginehouse Ofc.
	Enginehouse		

11. GENERAL ORDER BOOKS:

Baden.....	Telegraph Office	Osage.....	Telegraph Office
	Enginehouse		Enginehouse
Franklin.....	Telegraph Office	Cushing.....	Telegraph Office
Ft. Scott.....	Freight 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
	Psgr. Sta. Bsmt.	No. McAlester.....	Enginehouse
Kansas City.....	Telegraph Office	Denison.....	Register Room,
Glen Park.....	Yard Office		Passenger Station
	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	} One Yard	Cross	} One Yard
Moberly		North Yard	
New Franklin		Parsons	
Franklin		Poole	
Boonville			
Sedalia	} One Yard	Paola	} One Yard
Clinton		South Paola	
Nevada			
Ft. Scott		Iola	

Chanute		Garvin (Joplin Subdiv. only)	
Monarch	} One Yard	Nettels	} One Yard
Humboldt		West Mineral	
Piqua		Cokedale	
MP A-163.5	} One Yard	Columbus	} One Yard
Coffeyville		Military	
South Coffeyville		Galena	
Dewey Stock Yard	} One Yard	Joplin	} One Yard
Dewey		Tulsa	
"DY" Jet		Alsuma	
"BE" Jet	} One Yard	Wybark	} One Yard
Sutton		Muskogee Yard	
Mahan	} One Yard	Muskogee	} One Yard
Osage		MP 560.2	
Mindeman		North McAlester	} One Yard
Yale	} One Yard	McAlester	
Cushing			Frink
Owanda	} One Yard	Staley	} One Yard
Oklahoma City		Denison	
		Ray	

13. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

For revenue passengers only unless otherwise provided.

Nos. 1 and 2, Vinita to receive for or discharge from Denison and points south that are regular stops, and Kansas City and beyond. Durant to receive for or discharge from Dallas and regular stops beyond, and Kansas City and points beyond.

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-baggage man stops necessary to comply with the above. No. 5 between Paola and Erie may be flagged for head end traffic only on Sunday, Monday and day after holiday. Nos. 5 and 6 may be flagged at these stations as outlined.

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 Cross 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. Jet. 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 McAlester and Bishop on Wilburton Subdiv.

16. FORM Y TRAIN ORDERS AUTHORIZED on all Subdivisions, but are not effective in territory where Movements are by Signal Indications (Rules 400-404) as per Special Instructions 4. When Form Y orders are received before reaching Franklin on Eastern Subdiv.; before reaching Muskogee or Muskogee Yard on Muskogee Subdiv.; or before reaching Osage on Oklahoma Subdiv.; to be effective beyond these points must specify a wait at a station beyond the point named on each of these 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.

North Yard—Crossover where station sign located.

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.

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—No track designated as main track between point where trains from Parsons Psg. Station enter North Yard at Klondike No. 1 switch and North Yard Station sign where Kansas City and Eastern Subdivisions main tracks intersect. All tracks are yard tracks and, except as shown below, switches may be left lined in any position.

North Yard—East 16 crossover, from East Yard to West Yard, switches lined as needed. Switch at intersection of Neosho Subdiv. main track with lead, North Yard, for the lead. Klondike 11 crossover, from north lead to East Yard lead, north switch for north lead.

Osage—South switch yard to main track, for yard.

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 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.

Diesel (not more than one unit) heavier than Cooper's rating E-47 must not be operated on Eldorado 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 SWITCHES:

"DY" Jct. MP A-194.5.

24. 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.
 Parsons Terminal - Intersection of passenger main track and Muskogee Subdiv. main track at Poole - normal position for Muskogee Subdiv. Not protected by ABS.
 "BE" Jct. MP A-198.2 - MKT-AT&SF Conn. (normal position for AT&SF)
 Garvin - North switch, siding.
 Chetopa - South switch, siding.
 Welch - Both switches, siding.
 Vinita - South switch SL-SF connection.
 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 movements from Siding No. 2 to main track. "Approach" aspect indicates route clear to main track. When Stop-indication displayed, if no approaching movement evident, and movement has timetable or train order authority to proceed, operate push button on instrument case and after 3 minutes Signal may indicate "Lunar" or "Approach". If signal does not indicate "Lunar" or "Approach", be governed by Rules 350, 99(e) and 104(a).

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

Ray—East end yard, MP 660.8, where crossover intersects Warner cutoff freight main track. Normal position for crossover. Southward movements from Warner cutoff trail through. Signal 6607 protecting as per Rule 104(a) affected only by position of the switch.

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.

25. 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

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

26. **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: "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
Osage other than main track	10	10
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 A343.2 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. 1 and 2 passing station to dispatch mail	40	
Chetopa, No. 2 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, No. 2 passing station to pick up mail	40	
Wagoner, through city limits	40	40
No. 1 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 505	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	90
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	Flag Crossing	
Bridge, MP B-34.2, if handling cars gross weight 70 tons or heavier	20	20
Between Garvin and Joplin	95	95
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, north siding switch.	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-53), 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; except all 70-ton Road Switchers to be handled next ahead of caboose.</p>		

27. 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-137.3 387.1	Poole	Restricted Speed not exceeding 20 approaching and between Absolute Signals. Gate normally against SL-SF	
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 until crossing occupied Restricted Speed approaching Crossing.	
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
Mo. Pac. R.R.	T-106.3	Iola (Cement Lead)	Stop Gate normally against MKT.	Stop
AT&SF Ry.	B-23.7	Chanute	Stop Gate normally against MKT.	Stop
AT&SF Ry.	B-26.8	Chanute	Stop Gate normally against MKT.	Stop
Mo. Pac. R.R.	B-44.2	Piqua	Stop Gate normally against MKT.	Stop
Mo. Pac. R.R.	S-412.9	Cokedale	Stop	Stop
NEO R.R.	S-418.3	Columbus	Restricted Speed Gate normally against NEO.	
SL-SF Ry.	S-418.7	Columbus	20 between Absolute Signals.	
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.	

28. 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 Trains, Pre-Crossing Protection and Other Facilities	SOUTHWARD		Capacity of Sidings	Station Numbers	Miles from St. Louis	TIME TABLE No. 2 Effective February 1, 1959	Office Call	NORTHWARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS							SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	53 Manifest Freight Daily	75 Freight Daily						76 Freight Daily	52 Manifest Freight Daily		
				0	0	PH — ST. LOUIS (Union Station) 0.0	US			Continuous	Continuous
					8.0	PH — NORTH MARKET ST. 0.5					
Yard O-S-T-W-Y	7.00 PM	4.00 AM		9	8.7	PH-R-RY — BADEN 1.0	K	8.00 PM	4.00 AM	7.00AM to 3.00PM 4.00PM to 11.50PM	7.00AM to 3.00PM 4.00PM to 11.50PM
				20	20.4	PH — WEST ALTON 0.5					
Interlocking	7.30M	4.35M		27	26.0	PH — MACHENS 0.0	VI	6.30PM	2.10M	Continuous	Continuous
				28	27.4	PH — GRAY 0.7					
8-4-North	7.31	4.37	102	28	27.4	PH — SIDGON 0.7					
Yard W Connection	7.48	5.05	144	89	30.2	PH-E — ST. CHARLES 1.4	CH	6.05	1.49	* 7.30AM to 4.30PM	* 7.30AM to 4.30PM (Saturday Only)
10	8.09	5.35	148	55	34.0	PH — WELDON 0.1					
17-5	8.18	6.10	81	61	34.7	PH — MATSON 0.7					
21	8.43	6.40	142	78	37.9	PH-R — AUGUSTA 0.9	MY	4.45	12.30	* 7.45AM to 4.45PM	
16	8.53	6.55	28	85	34.8	PH — MARTINAVILLE 0.9	RY	4.30	12.19	* 8.30PM to 5.30AM	
	8.59	7.05	109	69	38.0	PH — TRELOAR 0.9					
15	9.15	7.25	111	101	100.7	PH — BERNHEIMER 1.6					
16-8	9.21	7.35	88	108	104.0	PH — MCKEYTRICK 4.2					
17-North	9.29	7.50	125	111	110.0	PH-R — RHINELAND 4.2	RD	3.47	11.47	* 8.30AM to 2.30PM	
33-22 W	9.49	8.20	149	128	126.1	PH — BLUFFTON 14.5					
18-9	9.57	8.30	119	181	151.2	PH — MOKANE 6.1	MO	3.05	11.15	* 7.45AM to 4.45PM	
14-North	10.05	8.45	112	138	137.0	PH-R — TEBBETS 6.1	SE	2.53	11.05	* 8.30PM to 5.30AM	* 8.30PM to 5.30AM
8	10.12	9.01	48	149	143.9	PH — WAINWRIGHT 3.7					
22-South	10.16	9.10	146	146	146.0	PH — NORTH JEFFERSON 3.7					
18	10.26	9.25	146	154	153.5	PH — BOUGHNER 7.2					
8-North	10.38	9.45	108	162	162.4	PH — HAINSBURG 4.9					
25	10.48	10.01	68	170	168.5	PH — EASLEY 7.1					
					169.8	PH — McRAINE 0.3					
					172.7	PH — Columbia Subdiv. Jct. 0.0					
	10.51	10.05	111	172	171.7	PH — HUNTSDALE 0.0		1.35	9.31		
	11.04	10.25	115	182	181.0	PH — NIEHAUS 6.4		1.15	9.14		
Yard	11.13	10.36		188	188.0	PH — NEW FRANKLIN 6.4		1.02	9.02		
Yard O-S-T-W-Y	11.15	11.00M		189	188.1	PH-R-RY — FRANKLIN 0.0	FR	1.00	9.00	7.45AM to 3.45PM 8.30PM to 4.30AM	7.45AM to 3.45PM 8.30PM to 4.30AM
	11.25	12.01M		191	191.1	PH — Mo. River Bridge 0.6		12.01M	7.30	* 8.00AM to 5.00PM	* 8.00AM to 5.00PM
Interlocking					191.1	PH — BOONVILLE 0.6		11.35M	7.05		
20-10	11.30	12.07	50	192	191.7	PH — LICK 0.6		11.25	6.55		
10-North	11.40	12.17	70	197.0	197.0	PH-R — PILOT GROVE 3.0	PG	11.15	6.45	* 7.00AM to 4.00PM	
25	11.50	12.30	56	203	203.4	PH — HOFFMAN 6.2		11.10	6.40		
	11.54M	12.35	128	208	208.3	PH — CLIFTON CITY 8.2		10.55	6.25		
7-North	12.09M	12.50	78	216	213.5	PH — BEAMAN 8.2		10.45	6.15		
8-South	12.18	1.01	138	221	221.1	PH — MANANEY 0.4	SA			Continuous	Continuous
Interlocking Connection					222.3	PH — Mo. Pac. Crossing 0.9					
Yard S-W-Y	12.28	1.10	118	227	227.1	PH-R — SEDALLIA 0.6		10.30	6.05		
Gated					227.7	PH — Mo. Pac. Crossing 0.6					
	12.34	1.16	140	231	237.0	PH — CAMPBELL 1.7		10.14	5.58		
33-22 W Connection Elec. Gate Connection	1.00	1.50	84	248	247.6	PH-R — WINDSOR 1.7	WR	9.45	5.30	* 7.30AM to 4.30PM	
	1.24	2.20	161	265	265.4	PH — NORTH CLINTON 1.5		9.10	4.59		
Yard W					267	PH-R — CLINTON 1.5	C			* 7.45AM to 4.45PM	(Except Sundays) * 7.45AM to 4.45PM
30-5	1.34	2.35	95	278	270.4	PH — LABUE 0.6		8.55	4.43		
37-18	1.44	2.50	85	280	280.3	PH — MONTROSE 0.6		8.40	4.30	* 7.30PM to 4.30AM	
34-10	1.52	2.59	78	286	285.7	PH-R — APPLETON CITY 0.9	AY	8.30	4.20	* 7.45AM to 4.45PM	* 7.45AM to 4.45PM
Yard Y	1.55	3.05	93	286	287.9	PH — LINDALE 0.9		8.20	4.15		
28-3					284.5	PH — ROCKVILLE 0.9	RK			* 8.00PM to 5.00AM	
14	2.18	3.30	49	304	303.5	PH — HARWOOD 1.8		7.50	3.50		
21-21 Y	2.26	3.40	94	308	308.8	PH — WALKER 1.4	WR	7.40	3.40	* 8.30AM to 5.30PM	
Interlocking Connection	2.36	3.55	178	316	316.7	PH — TOWER 0.4	NA	7.27	3.13	Continuous	Continuous
Yard					317.1	PH-R — NEVADA 0.4					
17	2.50	4.20	87	327	326.9	PH — DERFIELD 4.3		7.10	2.57		
Yard	2.57	4.40	96	331	331.2	PH — EVE 0.9	V	6.55	2.45	* 8.30AM to 5.30PM	* 8.30AM to 5.30PM
Not Gated. Stop Connection					337.4	PH — S.L.-S.F. Crossing 0.2					
Not Gated. Stop Connection					337.8	PH — Mo. Pac. Crossing 0.2					
Yard W	3.09	4.59	40	338	338.2	PH-R — FORT SCOTT 0.9	FR	6.37	2.32	* 7.00AM to 4.00PM	* 7.00AM to 4.00PM
Auto. Interlg.	3.11	5.05	138	358	358.1	PH — GRIFITH 1.0		6.35	2.30		(Except Sundays)
					361.1	PH — RIATWILLE 1.0		6.17	2.12		
13-6	3.27	5.25	85	351	351.1	PH — HEPLER 0.9	PH	5.59	1.59	* 8.00PM to 5.00AM	
27	3.36	5.40	61	358	358.0	PH — WALNUT 1.0	WA	5.45	1.45	* 7.00AM to 4.00PM	
33	3.47	5.55	61	365	365.0	PH — ST. PAUL 0.8	OM	5.30	1.30	* 7.45AM to 4.45PM	
Auto. Interlg.	3.59	6.10	149	378	378.9	PH — SOUTH MOUND 1.0		5.16	1.16		
34	4.08	6.25	85	380	380.5	PH — CROSS 1.5		5.10	1.10		
30	4.15	6.35		384	384.0	PH-R-RY — NORTH YARD 1.5	RY	5.00M	1.00PM	Continuous	Continuous
Yard O-S-T-W-Y	5.00M	7.00PM		388	388.0			76	52	* 1 Hour for Lunch	* 1 Hour for Lunch
	53	75						76	52		
	10.00	18.00						18.00	18.00		

COLUMBIA SUBDIVISION — STATIONS

STATION NO.	MILES FROM COLUMBIA SUBDIV. JCT.	CAR CAPACITY	END CONNECTED
Brunkhorns	AB-4	3.6	4 North
Columbia	AB-9	8.6	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	38 Both
Burton	O-88	16.8	7 North
GM&O Crossing		25.2	Gated, Stop
Higbee	O-79	25.9	40 Both
Wabash Crossing		34.4	Auto. Interlg.
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
Bangerl	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	178	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	258	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. 2 Effective February 1, 1959	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	1 Passenger Daily	5 Passenger Daily						
			9.50PM	8.25AM	KANSAS CITY (Union Station) 2.0	0.0	A-0	US	Continuous	Continuous
9.30 PM	9.50 AM				29th Street 0.6	2.0				
					PH-R-RY GLEN PARK 1.3	2.6	A-3	KY	* 7.00AM to 4.00PM	* 7.00AM to 4.00PM
					ROSEDALE 3.2	3.0				
10.45 PM	11.01 AM	10.01 PM	10.40 PM	9.20 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		10.41	9.21	PH SOUTH PAOLA 3.0	48.5	A-44			
10.55	11.10		10.44	9.24	PH RINGER 8.1	48.5	A-47			
			10.52	9.32	PH BEAGLE 5.2	54.6	A-55	B	8.30PM to 4.30AM	
11.15	11.30		10.59	9.40	PH PARKER 5.2	61.6	A-82	H	* 7.45AM to 4.45PM	
11.21	11.36		11.04	9.45	PH DUNLAY 3.2	66.8	A-67			
			11.07	9.48	PH CENTERVILLE 5.3	70.0	A-70	O	* 6.45PM to 3.45AM	
11.35	11.49		11.12	9.53	PH VANCE 7.5	75.3	A-75			
11.45	11.59 AM		11.19	10.01	PH KINCAID 4.2	82.8	A-83	KI	* 7.45AM to 4.45PM	
11.51 PM	12.05 PM		11.23	10.09	PH MILDRED 7.7	87.0	A-87			
12.01 AM	12.15		11.31	10.17	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	10.30	PH ELSMORE 3.0	103.4	A-103			
			11.42	10.33	PH SAVONBURG 4.0	106.4	A-106			
			11.46	10.37	PH STARK 7.3	110.4	A-110			
12.30	12.40		11.49	10.40	PH KIMBALL 0.7	112.6	A-113			
					AT&SF Crossing 13.1	119.9				
12.40	12.50		11.57 PM	10.50	PH ERIE 2.2	120.6	A-121	NE	* 7.45AM to 4.45PM	
1.01	1.10		12.10 AM	11.03	PH CROSS 2.5	133.7	A-134			
2.00 AM	1.30 PM		12.14	11.07	PH-R-RY NORTH YARD 0.6	136.2	986	SY	Continuous	Continuous
			12.25 AM	11.20 AM	PH PARSONS	136.8	387	W		
43	41	111	1	5	136.8				* 1 Hour for Lunch	* 1 Hour for Lunch
4.30	3.40	0.01	2.35	2.55	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		NORTHWARD				
		No. 2		FIRST CLASS		SECOND CLASS		
		Effective		2	6	112	44	42
		February 1, 1959		Passenger	Passenger	Mo. Pac. Passenger	Manifest Freight	Manifest Freight
			Daily	Daily	Daily	Daily	Daily	
		KANSAS CITY (Union Station) 2.0	s 7.30AM	s 8.50PM				
		29th Street 0.5						
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	6.40AM	f 7.59PM	5.33AM	5.20AM	4.25PM	
		PH MO. PAC. JCT. Mo. Pac. Crossing 0.1			5.32AM			
33	33	PH SOUTH PAOLA	6.39	7.49		5.15	4.20	
1-North	96	PH RINGER	6.35	7.45		5.10	4.15	
18		PH BEAGLE	6.25	f 7.35				
14-17	163	PH PARKER	6.16	f 7.26		4.47	3.47	
4	114	PH DUNLAY	6.10	f 7.19		4.37	3.37	
23-25		PH CENTERVILLE	6.06	f 7.15				
4	111	PH VANCE	6.01	7.09		4.22	3.22	
11-18-South	125	PH KINCAID	5.53	f 7.01		4.07	3.07	
12-North	70	PH MILDRED	5.49	f 6.53		3.59	2.59	
Yard W	E-40 W-125	PH-R MORAN	5.40	f 6.45		3.45	2.45	
Auto. Interlkg.		Mo. Pac. Crossing						
25-11	91	PH ELSMORE	5.31	f 6.28		3.30	2.30	
25-5		PH SAVONBURG	5.28	f 6.23				
23-24		PH STARK	5.24	f 6.18				
3-North	125	PH KIMBALL	5.21	f 6.15		3.15	2.15	
Auto. Interlkg. Connection		PH AT&SF Crossing						
4-29	167	PH ERIE	5.12	s 6.05		3.01	2.01	
		PH CROSS	4.59	5.49		2.40	1.40	
Yard O-S-T-W-Y		PH-R-RY NORTH YARD	4.55	5.45		2.30AM	1.30PM ⁴¹	
Yard		PH PARSONS	4.50AM	5.40PM				
		136.8	2	6	112	44	42	
		Time on Subdivision	2.40	3.10	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 (Siding)
Urbana.....	B-17	16.3	18 (Siding)
AT&SF Crossing.....		23.1	Gated. Stop
Chanute.....	B-26	25.3	Yard
AT&SF Crossing.....		26.2	Gated. Stop
Petrolia.....	B-31	29.9	5
Monarch.....	B-34	33.4	South
Humboldt.....	B-35	34.5	Wye
Mo. Pac. Crossing.....		43.6	Both
Piqua.....	B-45	43.6	45 (Siding)
		46 (Siding)	Both

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).

12 MUSKOGEE SUBDIVISION - NORTH YARD TO RAY

SOUTHWARD				TIME TABLE				HOURS OF TELEGRAPH SERVICE							
SECOND CLASS		FIRST CLASS		No. 2				Distance from St. Louis	Station Number	Office Call	Monday Thru Friday		Saturdays, Sundays, Holidays		
41 Manifest Freight	53 Manifest Freight	5 Passenger	1 Passenger	Effective February 1, 1959							Continuous	Continuous			
Daily	Daily	Daily	Daily												
3.30PM	7.00AM			PH-R-RY NORTH YARD				386.0	386	SY	Continuous	Continuous			
		11.45AM	12.35AM	PH PARSONS				386.6	387	W					
3.35	7.05	11.46	12.36	PH { POOLE } SL-SF Crossing				387.1							
				PH GARVIN				394.4	394						
3.45	7.15	11.55AM	12.44	PH LABETTE				395.5	396						
				SL-SF Crossing				400.8							
3.53	7.22	12.01PM	12.49	PH OSWEGO				400.9	401	OW	* 7.45AM to 4.45PM				
				Mo. Pac. Crossing				409.9							
4.05	7.33	12.15	12.58	PH CHETOPA				410.2	410	CP	* 8.30AM to 5.30PM				
4.23	7.46	12.28	1.09	PH WELCH				421.4	421	WH	* 8.30AM to 5.30PM				
4.34	7.52	12.35	1.14	PH BLUE JACKET				428.6	427						
4.48	8.05	12.47	1.25	PH WINDERS				438.0	438						
				PH SL-SF Crossing				438.8							
4.50	8.07	1.01	1.30	PH-R VINITA				439.0	439	VN	* 8.30AM to 5.30PM	* 8.30AM to 5.30PM			
5.01	8.17	1.10	1.39	PH BIG CABIN				446.8	447	BO	* 8.30PM to 5.30AM				
5.10	8.26	1.18	1.46	PH ADAIR				454.4	454	X	* 7.45AM to 4.45PM				
5.21	8.37	1.30	1.54	PH-R PRYOR				463.7	464	CU	8.00AM to 11.59PM	8.00AM to 11.59PM			
5.27	8.43	1.36	1.59	PH SMITH				468.6	469						
5.31	8.47	1.40	2.02	PH CHOUTEAU				472.2	472	AU	* 8.00AM to 5.00PM				
5.37	8.53	1.46	2.07	PH MAZIE				477.7	478						
5.50	9.05	1.20	2.16	PH WAGONER				488.0	488						
				PH Mo. Pac. Crossing				488.2		A	Continuous	Continuous			
				PH CHASE				498.6	489						
				PH KO&G Crossing				501.8		UX	Continuous	Continuous			
6.30	9.25			PH-R-RY MUSKOGEE YARD				502.5	503						
7.30	9.30	2.20	2.35	PH MUSKOGEE				503.6	504						
		2.35	2.45	PH SL-SF-MV Crossing				503.9		SU	Continuous	Continuous			
7.50	9.43	2.42	2.51	PH MEYER				510.4	510						
8.08	10.00	3.01	3.03	PH CHECOTAH				524.8	525	VR	* 8.00AM to 5.00PM				
8.24	10.15	3.18	3.14	PH-R EUFULA				538.1	538	EA	* 8.00AM to 5.00PM				
8.35	10.25	3.28	3.22	PH CANADIAN				547.2	547						
8.42	10.32	3.34	3.27	PH REAMS				553.5	553						
9.05	10.46	3.45	3.36	PH NORTH McALESTER				564.2	564						
				CRI&P Crossing				565.9							
9.20	10.50	4.05	3.50	PH-R-RY McALESTER				566.0	566	MA	Continuous	Continuous			
9.25	10.54	4.09	3.55	PH FRINK				569.0	569						
9.30	10.59	4.13	3.59	PH NAVY				579.1	579						
9.47	11.10	4.23	4.07	PH KIOWA				582.8	583						
10.05	11.23	4.35	4.16	PH BURG				594.0	594						
10.15	11.38	4.43	4.23	PH STRINGTOWN				602.6	603	ST	* 8.00AM to 5.00PM	* (Saturday Only) 8.00AM to 5.00PM			
10.26	11.46	4.53	4.29	PH-R ATOKA				609.6	610	DK	* 8.00AM to 5.00PM	* (Except Sunday) 8.00AM to 5.00PM			
		4.59	4.34	PH TUSHKA				615.0	615						
10.40	11.58AM	5.03	4.37	PH COOK				618.7	619						
		5.06	4.40	PH CANEY				621.8	622						
		5.15	4.48	PH CADDO				630.2	630						
				PH KO&G Crossing				640.8							
11.17	12.32	5.38	5.01	PH-R { DURANT } SL-SF Crossing				641.4	641	DU	* 8.00AM to 5.00PM	* 6.00AM to 3.00PM			
11.25	12.40	5.43	5.06	PH CALERA				646.4	646						
11.29	12.44	5.46	5.09	PH OLIVE				649.1	649						
11.35	12.51	5.50	5.13	PH COLBERT				653.2	653						
				PH { SL-SF North Jet. } STALEY				655.6	656	BF	Continuous	Continuous			
11.40PM	12.55	5.53	5.16	PH SL-SF South Jet.				656.2							
		6.15PM	5.30AM	PH DENISON				660.9	661	WD					
4.00AM	2.00PM			PH-R-RY RAY				661.9	662	RA	Continuous	Continuous			
41	53	5	1	275.0							* 1 Hour for Lunch	* 1 Hour for Lunch			
12.30	7.00	6.30	4.58	Time on Subdivision											

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Russell	416	33	Both
Kelso	433.9	25	Both
Green	457.9	12	North
Oktaha	517.0	10	North
Rentiesville	520.8		North
Crowder	551.2	10	North
Savanna	574.5	7	North
Gap	591.6	9	North
Wassata	633.4	9	South
Armstrong	636.6	3	South

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

LOCATION OF MAIL CRANES, OTHER THAN STATIONS
MP 601 (Bacone College)

MUSKOGEE SUBDIVISION - RAY TO NORTH YARD

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	Capacity of Sidings	TIME TABLE No. 2 Effective February 1, 1959	NORTHWARD			
			FIRST CLASS		SECOND CLASS	
			6 Passenger	2 Passenger	42 Manifest Freight	52 Manifest Freight
			Daily	Daily	Daily	Daily
Yard O-S-T-W-Y		PH-R-RY NORTH YARD			11.30AM	9.00PM
Yard		PH PARSONS	5.15 PM	4.40 AM		
Gated Connection		PH POOLE SL-SF Crossing	5.03	4.37	10.59	8.20
37-37 Y		PH GARVIN				
18-North	125	PH LABETTE	4.55	4.29	10.45	8.05
Auto. Interlg. Connection		PH SL-SF Crossing				
24-20-South Y	100	PH OSWEGO	4.49	4.24	10.35	7.55
Elec. Gate Connection		PH Mo. Pac. Crossing				
23-15	91	PH CHETOPA	4.36	4.15	10.20	7.30
27-7-North	150	PH WELCH	4.23 ⁴¹	4.04	10.03	7.05
22-17	112	PH BLUE JACKET	4.15	3.59	9.55	6.55
	94	PH WINDERS	4.02	3.48	9.38	6.30
Auto. Interlg. Connection		PH SL-SF Crossing				
Yard Y	98	PH-R VINITA	3.48	3.39	9.35	5.50
20-14	102	PH BIG CABIN	3.40	3.31	9.20	5.25
26	150	PH ADAIR	3.30	3.24	9.07	5.10 ⁴¹
Yard	100	PH-R PRYOR	3.18	3.16	8.52	4.45
Yard	150	PH SMITH	3.06	3.12	8.43 ⁵³	4.20
21	99	PH CHOUTEAU	3.02	3.09	8.31	4.15
17-South	102	PH MAZIE	2.56	3.04	8.22	4.05
Yard Y	150	PH WAGONER	2.38	2.55	8.06	3.25
Interlocking Connection		PH Mo. Pac. Crossing				
8-North	94	PH CHASE	2.28	2.46	7.49	3.10
Interlocking		PH KO&G Crossing				
Yard O-S-T-W-Y		PH-R-RY MUSKOGEE YARD			7.40	3.00 ⁵⁰
Yard W		PH MUSKOGEE	2.20 ⁵² 2.00	2.40 ¹ 2.30	7.30	12.45 ⁵⁰
Interlocking Connection		PH SL-SF-MV Crossing				
Yard	94	PH MEYER	1.50	2.19	7.05	12.30
Yard	150	PH CHECOTAH	1.30	2.07	6.45	12.05 PM
Yard	95	PH-R EUFAULA	1.10	1.55	6.25	11.40 AM
29	157	PH CANADIAN	12.55	1.47	6.10	11.25
10	108	PH REAMS	12.49	1.42	6.01	11.13
Yard S-W-Y		PH NORTH McALESTER	12.38	1.33	5.40	10.46 ⁵³
Gated Connection		PH CRI&P Crossing				
Yard		PH-R-RY McALESTER	12.35	1.30	5.30	10.35
16	95	PH FRANK	12.17	1.19	5.25	10.30
43	95	PH NAVY	12.12	1.15	5.15	10.25
25	150	PH KIOWA	12.01 PM	1.07	5.01	10.10
12	155	PH BURG	11.48 AM	12.58	4.47	9.55
Yard	182	PH STRINGTOWN	11.38 ⁵³	12.51	4.37	9.40
Yard	154	PH-R ATOKA	11.30	12.45	4.29	9.25
9		PH TUSHKA	11.23	12.40		
6-South	156	PH COOK	11.19	12.37	4.10	9.10
15-South		PH CANEY	11.16	12.34		
10-24-South	179	PH CABDO	11.07	12.26	3.55	8.55
Auto. Interlg. Connection		PH KO&G Crossing				
Yard	No. 1-230	PH-R DURANT	10.55	12.14	3.35	8.35
Auto. Interlg. Connection	No. 2-180	PH SL-SF Crossing				
	45	PH CALERA	10.39	12.08	3.27	8.27
	200	PH OLIVE	10.36	12.05	3.23	8.23
14-48		PH COLBERT	10.32	12.01 AM	3.17	8.17
Interlocking		PH SL-SF North Jct.	10.28	11.58 PM	3.10	8.10
		PH STALEY				
		PH SL-SF South Jct.				
Yard O-S-T-W-Y		PH DENISON	10.20 AM	11.50 PM		
Yard O-S-T-W		PH-R-RY RAY			3.00 AM	8.00 AM
		375.9	6	2	42	52
		Time on Subdivision	0.55	4.50	8.30	13.0

WILBURTON SUBDIVISION - STATIONS

MILES FROM NORTH McALESTER

STATION NO.

Krebs Jct. R-4
Krebs R-4
Richville R-6
Carbon R-8
Bishop R-11

END CONNECTED
North
South
Both

CAR CAPACITY

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 Trains, etc. crossing Protection and Other Facilities	SOUTH-WARD		Station Numbers	Distance from Kansas City	TIME TABLE No. 2 Effective February 1, 1959	Office Call	NORTH-WARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS						50 Freight Daily	Monday Thru Friday	Saturdays, Sundays, Holidays	
	51 Freight Daily									
Yard O-S-T-W-Y	4.30 PM		388	138.2	PH-R-RY NORTH YARD..... 0.6	SY	5.30 AM	Continuous	Continuous	
Yard			387	138.8	PH PARSONS..... 0.5	W				
Gated Connection	4.35			137.3	PH { POOLE S.L.-S.F. Crossing } 11.7		4.45			
18-16 Connection	4.59	72	A-149	149.0	PH MOUND VALLEY..... 0.2		4.20			
Auto. Interlkg.				149.2	..... S.L.-S.F. Crossing..... 8.0				
12-North	5.20		99	157.2	PH ANGOLA..... 10.0		3.59			
Gated Connection				167.2	..... A.T.&S.F. Crossing..... 0.5				
Yard W-Y	5.59		60	167.7	PH-R-RY COFFEYVILLE..... 0.6	FY	3.40	* 7.00AM to 4.00PM	* 7.00AM to 4.00PM	
Not Gated. Stop				168.3	..... Mo. Pac. Crossing..... 0.4				
Yard	6.10		65	168.7	PH EVANS..... 2.2		3.30			
23 Auto. Interlkg.				171.0	PH { SOUTH COFFEYVILLE..... Mo. Pac. Crossing } 5.5					
	6.30		70	176.4	PH NOXIE..... 17.3		3.10			
Yard	7.30			193.7	PH-R DEWEY..... 0.8	DE	2.15	* 8.30AM to 5.30PM	* 8.30AM to 5.30PM	
Remote Control	7.32 PM			194.5	..... "DY" Jet..... 3.2		2.08 AM		
Switch				197.7	PH BARTLESVILLE..... 0.5	B	2.00 AM	5:20AM to 1:20PM 5:00PM to 1:00AM	5:20AM to 1:20PM 5:00PM to 1:00AM	
Yard S-Y	7.41 PM			198.2	..... "BE" Jet..... 9.8		1.58 AM		
Connection				208.0	PH OKESA..... 9.5		1.35			
12-North	7.59		84	208.0	PH { NELAGONY M.V. Crossing } 8.2		1.15			
Yard	8.30		59	217.5	PH WYNONA..... 10.3	WY	12.59	* 7.45AM to 4.45PM	* 7.45AM to 4.45PM	
Gated Connection	8.50		93	225.7	PH-R HOMINY..... 4.7	HY	12.35	* 7.45AM to 4.45PM	* 7.45AM to 4.45PM	
26-South	9.20		85	236.0	PH MAHAN..... 4.5		12.25			
Yard	9.30		70	240.7	PH OSAGE..... 3.0	JN	12.15 AM	* 8.30PM to 5.30AM	* 8.30PM to 5.30AM	
	9.45	50		245.2	PH-R CLEVELAND..... 9.3	CN	11.01	* 7.45AM to 4.45PM	* 7.45AM to 4.45PM	
Yard O-S-W-Y	11.30			248.2	PH { HALLETT TOWER..... S.L.-S.F. Crossing } 2.7		11.30 PM			
7-14	11.40 PM		36	248.2	PH JENNINGS..... 10.2		10.30			
Auto. Interlkg.				257.5	PH YALE..... 0.6	YA		* 7.45AM to 4.45PM	* 7.45AM to 4.45PM	
Connection	12.10 AM		96	260.2	..... SUNCO..... 0.4		10.05		
10-South				271.4	PH A.T.&S.F. Gauntlet..... 8.0					
17-11	12.35		69	271.0	PH DEEP ROCK..... 0.6		9.10			
Connection				279.4	PH-R-RY CUSHING..... 17.0	CH	9.05	* 7.45AM to 4.45PM	* 7.45AM to 4.45PM	
Auto. Interlkg.				297.2	PH TRYON..... 18.1					
W-Y	12.55		60	279.4	PH FALLIS..... 8.7		8.15			
Yard	1.05		27	280.2	PH LUTHER..... 22.1		8.01			
Connection	2.05		70	297.2	PH OWANDA..... 2.4					
12	2.20		38	310.3	..... C.R.I.&P. Crossing..... 0.1				
18				317.0	..... BARNARD..... 1.2				
Not Gated. Stop				339.1	PH-R-RY TURNER..... 0.4	SX	7.00 PM	* 5.30PM to 2.30AM	* 5.30PM to 2.30AM	
	4.30 AM			341.5	..... C.R.I.&P. Crossing..... 0.7				
Yard O-S-T-W				341.6	PH OKLAHOMA CITY.....					
Not Gated. Stop				343.2						
Yard Y				343.9						
	51			207.7			50	* 1 Hour for Lunch	* 1 Hour for Lunch	
	12.00			Time on Subdivision			10.30			

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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-152.8	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 (Siding) Both	Mindeman.....	A-249	A-249.3	30 Both
Wayside.....	A-189	A-189.1	71 (Siding) Both	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 (Siding) Both
Fite.....	A-204	A-204.3	21 North	Carney.....	A-302	A-301.8	11 Both
Utley.....	A-212	A-212.2	56 (Siding) Both	Arcadia.....	A-325	A-324.7	56 (Siding) Both
Kiheki.....	A-214	A-213.6	15 North	Witcher.....	A-332	A-332.2	51 Both
				Shellhorn.....	A-336	A-336.0	9 Both

JOPLIN SUBDIVISION - GARVIN TO JOPLIN

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. 2			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	85 Freight Daily Except Sunday					Effective February 1, 1959			84 Freight Daily Except Sunday			
37-37 Y Mine Spur	12.20 AM		395	8-12	394.4	PH	GARVIN		6.20 PM			
Yard S	1.10	40	S-18	410.0	408.2		NETTELS					
Connection Not Gated, Stop					412.9		WEST MINERAL	MY	5.50	* 8.30 AM to 5.30 PM	* 8.30 AM to 5.30 PM (Except Sunday)	
45-36 Connection Gated			S-24	418.0	418.0		{ COKEDALE Mo. Pac. Crossing					
Auto. Interlkg.				418.9	418.9		ABBEY					
Yard W Connection Gated	2.45	31	S-25	419.0	427.0	R	NEO Crossing	CO	4.45	* 8.00 AM to 5.00 PM		
Yard Y Gated	4.00	25	S-35	429.3	431.5		SL-SF Crossing	RI	4.05	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM (Except Sunday)	
Yard Connection S-T-W Connection	4.15	28	S-38	432.1	440.7		MILITARY	AN	3.25	* 7.30 AM to 4.30 PM		
	7.30 AM		S-45	440.7			GALENA	JO	3.00 PM	12.00 MN to 8.00 AM	12.00 MN to 8.00 AM	
	85						JOPLIN			* 1 Hour for Lunch	* 1 Hour for Lunch	
	7.10						49.3		84			
							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. 2			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	61 Freight Daily					Effective February 1, 1959			60 Freight Daily			
Yard O-S-Y	2.00 AM		A-245	245.2	245.2	PH	OSAGE	JN	5.15 PM	* 8.30 PM to 5.30 AM	* 8.30 PM to 5.30 AM	
	2.20	57	Z-253	252.7	252.7	PH	PRUE		4.10			
	2.50	57	Z-267	267.0	267.0	PH	WEKIWA		3.40			
Connection	3.01	23	Z-271	270.8	270.8	PH	SAND SPRINGS		3.30			
Yard S-W-Y	3.30		Z-278	277.7	277.7	PH-R-RY	TULSA	KA	3.15	* 7.00 AM to 4.00 PM	* 7.00 AM to 4.00 PM	
Not Gated, Stop				278.1	278.1		SSI Crossing					
Interlocking Connection				278.2	278.2		{ AT&SF-SL-SF-MV Crossings Talsa Union Depot Conn.					
56	4.05		Z-287	286.8	286.8	PH	ALSUMA		2.59			
27-23	4.15	57	Z-292	292.9	292.9	PH	BROKEN ARROW	BA	2.45	8.30 AM to 4.30 PM		
18-5	4.35	59	Z-304	303.6	303.6	PH	COWETA	MO	2.25	8.00 AM to 4.00 PM		
11			Z-309	309.2	309.2	PH	RED BIRD					
13	4.55	58	Z-313	313.3	313.3	PH	PORTER		2.05			
28			Z-324	324.0	324.0		WYBARK					
	5.20 AM		499	324.8	324.8	PH	CHASE		1.45 PM			
	61						79.6		60	* 1 Hour for Lunch	* 1 Hour for Lunch	
	3.20						Time on Subdivision		8.30			

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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	Oreta..... 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	South	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	2	1653, 1654	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	219			

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
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

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, 182-185	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, 2660-2664	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	29
Baggage-Mail	17
Mail	3
Mail Storage	9
Chair	31
Coach	5
Chair-Lounge-Buffer	2
Lounge	2
Diner	5
Sleeper	21
Observation-Lounge-Sleeper	1
Business	3
RDC (Budd) Car	1
Total	129

WEIGHT OF EMPTY PASSENGER CARS

Class	Numbers	Length in Feet	Tons
Baggage	173, 175, 177-179, 182-185, 187-189, 191	73	69
"	2650-2655, 2657, 2660-2664	73	69
"	216-217	64	63
"	235	74	68
"	252-254	73	69
Baggage-Mail	213-224, 226-234	74	68
"	1000	73	55
Mail	30, 2900, 2901	64	66
Mail-Storage	50	64	60
"	201, 203-209	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	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
"	Kimball 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-3 & D-4		Class D-5 & D-6 & D-7					Class D-8	Class D-9
				D-1	D-2	D-3	D-4	3000	4500	6000	7500	9000		
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.....	Eve.....	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	Columbia.....	Columbia Subdiv. Jct.....	1010	1275	1625	3800	5700	7600	9500	11400	1900	2275	
	North	Columbia Subdiv. Jct.....	Columbia.....	820	1050	1300	3100	4650	6200	7750	9300	1550	2400	
Eldorado	South	Walker.....	Eldorado Springs.....	650	750	925	2200	3300	4400	5500	6600	1100	1325	
	North	Eldorado Springs.....	Walker.....	1000	1250	1575	3700	5550	7400	9250	11100	1850	2200	
Kansas City	South	Glen Park.....	North Yard.....	950	1225	1525	3600	5400	7200	9000	10800	1800	2150	
		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	3850	
Oklahoma	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	
Iola	South	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	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	
North	North Yard.....	Piqua.....	1400	1825	2300	5400	8100	10800	13500	16200	2700	3250		
Muskogee	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	1950	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	
Joplin	South	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	12650	15850	19020	3170	3800	
Tulsa	South	Parsons.....	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		

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. Employees 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. 2 Effective February 1, 1959	Distance from St. Louis	NORTH OR EAST BOUND					
FREIGHT TRAINS				PASSENGER TRAINS					PASSENGER TRAINS			FREIGHT TRAINS		
75	53	43	41	5	11				1	2	12	6	42	44	52	76
Lv. 4.00AM	Lv. 7.00PM													
		Lv. 9.30PM	Lv. 9.50AM	Lv. 8.25AM		Lv. 9.50PM							Ar. 4.00AM	
Ar. 7.00PM	Ar. 5.00AM Lv. 7.00AM	Ar. 2.00AM	Ar. 1.30PM Lv. 3.30PM	Ar. 11.20AM Lv. 11.45AM		Ar. 12.25AM Lv. 12.35AM	136.8		Ar. 7.30AM	Ar. 8.50PM	Ar. 8.00PM	Ar. 8.00AM	Ar. 8.00AM	
			Ar. 9.45PM Lv. 11.30PM				245.2			Lv. 5.40PM Ar. 5.16PM	Lv. 1.30PM Ar. 11.30AM	Lv. 2.30AM	Lv. 1.00PM Ar. 9.00PM	
			Ar. 4.30AM				343.9				Lv. 12.15AM Ar. 11.30PM		Ar. 5.15PM	
	Lv. 8.07AM		Lv. 4.50PM	Lv. 1.01PM		Lv. 1.30AM	189.2		Lv. 3.99AM	Lv. 3.48PM	Lv. 9.35AM		Lv. 5.50PM	
			Ar. 3.30AM				277.7						Ar. 3.15PM	
	Ar. 9.25AM Lv. 9.30AM		Ar. 6.30PM Lv. 7.30PM	Ar. 2.20PM Lv. 2.35PM		Ar. 2.35AM Lv. 2.45AM	259.8		Lv. 2.40AM Ar. 2.30AM	Lv. 2.20PM Ar. 2.00PM	Lv. 7.40AM Ar. 7.50AM		Lv. 8.00PM Ar. 12.45PM	
63	Lv. 10.50AM		Lv. 9.20PM	Lv. 4.05PM		Lv. 3.50AM	316.2		Lv. 1.30AM	Lv. 12.35PM	Lv. 5.30AM		Lv. 10.35AM	
Lv. 9.15PM	Ar. 2.00PM Lv. 2.40PM	Lv. 7.00PM	Ar. 4.00AM Lv. 5.00AM	Ar. 6.15PM Lv. 6.45PM	Lv. 7.15AM	Ar. 5.30AM Lv. 5.40AM	411.1		Lv. 11.50PM Ar. 11.35PM	Ar. 7.30PM	Lv. 10.20AM Ar. 9.50AM	Lv. 3.00AM Ar. 12.01AM	Ar. 11.00AM	
					Lv. 8.20AM		485.9				Lv. 6.15PM		Lv. 10.40PM	
Ar. 6.00AM					Ar. 11.30AM		540.4			Lv. 8.15PM			Lv. 6.00PM	
		Lv. 9.20PM	Lv. 7.10AM	Lv. 8.10PM		Lv. 6.45AM	463.2		Lv. 10.30PM		Lv. 8.10AM		Lv. 7.10AM	
		Ar. 2.00AM	Ar. 9.15AM Lv. 10.05AM	Ar. 9.45PM Lv. 10.15PM		Ar. 7.59AM Lv. 8.20AM	517.5		Lv. 9.15PM Ar. 8.50PM		Lv. 6.25AM Ar. 6.00AM		Lv. 8.00AM	
	Ar. 5.50PM Lv. 6.30PM						507.2					Lv. 7.00PM Ar. 2.00PM		
	Lv. 7.45PM		Lv. 12.45PM	Lv. 12.10AM		Lv. 9.43AM	562.1		Lv. 7.15PM		Lv. 4.10AM	Lv. 10.10AM	Lv. 10.05AM	
	Ar. 9.00PM Lv. 10.30PM		Ar. 2.30PM Lv. 4.30PM	Ar. 1.05AM Lv. 1.25AM		Ar. 10.40AM Lv. 10.55AM	595.7		Lv. 6.30PM Ar. 6.10PM		Lv. 2.50AM Ar. 2.40AM	Lv. 8.30AM Ar. 6.00AM	Lv. 8.00AM Ar. 7.00PM	
	Lv. 12.56AM		Lv. 8.05PM	Lv. 3.12AM		Lv. 12.25PM	658.3		Lv. 4.36PM		Lv. 12.56AM	Lv. 2.35AM	Lv. 2.30PM	
			Ar. 9.00PM	Lv. 5.00AM		Lv. 1.43PM	705.7		Lv. 3.30PM		Lv. 11.45PM	Lv. 9.40PM		
	Ar. 2.45AM Lv. 3.30AM		Ar. 10.10PM Lv. 11.15PM				719.4					Lv. 12.01AM Ar. 11.00PM	Lv. 11.30AM Ar. 9.30AM	
			Ar. 12.50AM	Ar. 7.30AM		Ar. 3.59PM	736.7		Lv. 1.30PM		Lv. 9.30PM	Lv. 7.00PM		
	Ar. 7.30AM Lv. 10.30AM		Ar. 3.00AM				834.1					Lv. 7.00PM	Lv. 4.00AM Ar. 12.01AM	
	Ar. 2.30PM						884.2						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:

<p>Appleton City, Mo. ----- APPLETON CITY JEWELRY CO.</p> <p>Boonville, Mo. ----- GMElich & SCHMIDT JEWELRY CO.</p> <p>Cleveland, Okla. ----- GIDDENS JEWELRY CO. 103 N. Broadway</p> <p>Coffeyville, Kans. ----- A. C. HAMLIN, JEWELER 807 Maple St.</p> <p>Cushing, Okla. ----- N. C. MCCOY, JEWELER Broadway & Cleveland Aves.</p> <p>Denison, Texas. ----- ROCKWELL'S JEWELRY STORE 220 W. Main St.</p> <p>Franklin, Mo. ----- OPERATOR</p> <p>Glen Park, Kans. ----- OPERATOR</p> <p>Holden, Mo. ----- O. T. MILLER</p> <p>Joplin, Mo. ----- JOHN H. REEDER, TICK TOCK SHOP 710 Main St.</p> <p>Kansas City, Kans. ----- HELZBERG'S DIAMOND SHOP 654 Minnesota Ave.</p> <p>Kansas City, Mo. ----- HELZBERG'S DIAMOND SHOP 1100 Walnut St.</p> <p>Kansas City, Mo. ----- HELZBERG'S DIAMOND SHOP 8132 Troost Ave.</p> <p>Kansas City, Mo. ----- J. H. MACE CO. Union Station</p> <p>McAlester, Okla. ----- FORRESTER'S JEWELRY CO. 105 Choctaw</p> <p>Mission, Kans. ----- RILEY'S JEWELERS 6118 Johnson Drive</p> <p>Muskogee, Okla. ----- KAPLAN JEWELERS 222 W. Broadway</p> <p>Muskogee, Okla. ----- STANDARD JEWELRY CO. 308 W. Broadway</p> <p>Nevada, Mo. ----- KING JEWELRY CO. 113 E. Cherry</p> <p>North Kansas City, Mo. ----- ZAJIC'S JEWELERS 1900 Erie</p>	<p>Oklahoma City, Okla. ----- B. C. CLARK, JEWELER 118 N. Harvey</p> <p>Oklahoma City, Okla. ----- ROBINSON JEWELRY CO. 204 W. Commerce St.</p> <p>Oklahoma City, Okla. ----- WEBBER'S JEWELRY CO. 142 W. Main St.</p> <p>Osage, Okla. ----- J. S. SKELTON, OPERATOR</p> <p>Paola, Kans. ----- S. O. CARPENTER, JEWELER South Side Square</p> <p>Parsons, Kans. ----- PFEIFFER JEWELRY CO. 1810 Main St.</p> <p>Pryor, Okla. ----- J. M. LESLIE, JEWELER 201 E. Graham St.</p> <p>St. Louis, Mo. ----- AMERICAN RAILROAD TIME SERVICE Room 312, Arcade Building 812 Olive St.</p> <p>St. Louis, Mo. ----- PARAMOUNT JEWELERS: 7824 Manchester</p> <p>St. Louis, Mo. ----- CHAS. F. SCHMIDT, JEWELER 8314 Halls Ferry Road</p> <p>St. Louis, Mo. ----- WIGGINS JEWELRY CO. 1920 Market St.</p> <p>St. Louis, Mo. ----- W. A. ZANDER, JEWELER 4041 Olive St.</p> <p>Sedalia, Mo. ----- REED & SON, JEWELERS 309 S. Ohio St.</p> <p>Tulsa, Okla. ----- GRAY'S JEWELERS 412 S. Main St.</p> <p>Tulsa, Okla. ----- FRED O. GUMM, JEWELER 818 N. Sheridan</p> <p>Tulsa, Okla. ----- SHERRILL'S JEWELRY CO. 18 E. Second St.</p> <p>Vinita, Okla. ----- M. SILVA, JEWELER</p>
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