

## 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	"
NEOSHO —		
North Yard to Piqua.....	43.6	"
OKLAHOMA —		
North Yard to Oklahoma City.....	207.7	"
MUSKOGEE —		
North Yard to Ray.....	275.9	"
JOPLIN —		
Labette to Joplin.....	46.3	"
TULSA —		
Chase to Profit.....	54.2	"
WILBURTON —		
North McAlester to Bishop.....	11.0	"
<b>Total</b> .....	<b>1,218.9</b>	<b>Miles</b>

**SAFETY**  
Is of  
**FIRST IMPORTANCE**  
in the  
**DISCHARGE OF DUTY**

### ASSISTANT SUPERINTENDENT

J. M. O'Brien.....Franklin, Mo.

### TRAINMASTERS

M. D. Woodroof.....Denison, Tex.  
C. A. Cassidy.....Denison, Tex.  
J. D. Harvey.....Denison, Tex.  
D. D. Doyle.....Denison, Tex.  
W. E. Dusenberry.....Denison, Tex.  
R. E. Berglund.....Denison, Tex.

### CHIEF DISPATCHERS

R. O. Johnson, Chief Dispatcher.....Denison, Tex.  
G. Harvey, Assistant Chief Dispatcher.....Denison, Tex.  
R. L. Kay, Night Chief Dispatcher.....Denison, Tex.

### DISPATCHERS

J. H. Crane  
A. P. Schimmel  
L. A. Volcik  
J. D. Cupp  
G. E. Canaday  
H. C. Pagel  
W. M. O'Dell  
C. Clark  
R. R. Holden  
J. R. Nash  
H. F. Carter  
R. R. McCrery

# M-K-T R.R. CO.

## NORTHERN DIVISION

## TIME TABLE

### No.

# 7

Effective At 12:01 A.M.  
**Sunday, September 12, 1965**

FOR THE INFORMATION AND GUIDANCE  
OF EMPLOYEES ONLY

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

DOWNING MILLER,  
Superintendent  
Denison, Texas

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

R. B. GEORGE,  
General Superintendent  
Denison, Texas

T. S. CARTER,  
Vice President—Operations  
Dallas, Texas

## 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.		
<b>MAXIMUM SPEED MPH — DIESEL OPERATION:</b>		
Between Machens and Franklin.....	45	35
Between Franklin and Boonville.....	30	25
Between Boonville and Cross.....	45	35
Except: Sedalia, over Engineer Street.....	25	25
Approaching Third and Fifth Streets.....	15	15
Nevada, through city limits.....	25	25
Over Maple, Austin and Hickory Streets.....	10	10
Over Bridge 374.7, Neosho River.....	25	25
Between Paola and Cross.....	55	45
Except: Paola, between crossover from main track to SL-SF main track (old Puzzle switch), to Signal 431-Southward movements.....	20	20
Parsons, over Crawford Avenue.....	10	10
Between Poole and Oklahoma City.....	40	30
Except: Between MP A-167 and MP A-169 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
"DY" Jct., MP A-194.5, through switch.....	15	15
"BE" Jct., MP A-198.2, through switch.....	10	10
Between "BE" Jct. and north switch Sutton.....	15	15
Hominy, through station limits.....	15	15
MP A-277.6, passing Kerr-McGee Refinery.....	20	20
Turner, "H" track over Reno Avenue (after stop to clear).....	Restricted	Speed
Between MP A-343.2 and MP A-343.9.....	15	15
Between Poole and MP 451.....	55	45
Except: Vinita, through city limits.....	30	30
Between MP 451 and KO&G Crossing MP 501.8.....	65	45
Except: Wagoner, through city limits.....	40	40
Between KO&G Crossing, MP 501.8 and SL-SF-MV Crossing, MP 503.9.....	25	25
Except: Other than main track.....	10	10
Fondulac Street—Movements on No. 10 track.....	Flag	Crossing
Between SL-SF-MV Crossing, MP 503.9 and MP 505.....	40	40
Between MP 505 and MP 527.....	50	45
Between MP 527 and MP 532.....	55	45
Between MP 532 and MP 563.....	75	55
Between MP 563 and MP 629.....	55	45
Except: North McAlester, over Stonewall Avenue (until crossing occupied).....	20	20
Between MP 629 and MP 651.....	60	50
Except: Durant, between KO&G Crossing, MP 640.8 and SL-SF Crossing, MP 641.4.....	40	40
Between MP 651 and Staley.....	55	45
Between Staley and MP 656.2.....	30	25

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Between MP 656.2 and Denison.....	45	30
Except: Denison, over street crossings.....	20	20
Over puzzle switch north of passenger station.....	15	15
Between MP Q-657 and MP Q-660 (Warner Cutoff).....	20	20
Between Columbia Subdivision Junction and Columbia.....	15	10
Between Franklin and Moberly.....	15	15
Between Walker and Eldorado Springs.....	10	10
Between North Yard and Piqua.....	15	15
Except: Monarch, hwy. over cement lead.....	Flag	Crossing
Between Labette and Joplin.....	20	20
Except: Columbus, Main Street.....	Flag	Crossing
Between Chase and Profit.....	25	25
Between North McAlester and Bishop.....	10	10
<b>MISCELLANEOUS:</b>		
All trains and engines operating through turnouts, except where other restrictions require slower speed.....	20	15
Except: Through turnouts on Eldorado Subdivision and turnout at Moran to "old Iola Subdivision".....	10	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, both siding switches; Olive, north siding switch.....	30	30
During snow storms and fog, all freight trains will stop and inspect their train every 60 miles.		
<b>TRAINS HANDLING:</b>		
Steam derricks, pile driver, ditchers or cranes on their own wheels (except where maximum speed is lower).....		30
Derricks X-255 and X-256, (Cooper's rating E-58), Pile Driver X-1030, (Cooper's rating E-53), Crane X-1020, (Cooper's rating E-28) and Scale test car X-77 (except where maximum speed is lower).....		25
Derricks X-255, X-256 and Pile Driver X-1030 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 between 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.		
Scale test car X-77 must be handled next ahead of caboose.		
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.		
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.		

### 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 Electric Gate normally against SL-SF	
SL-SF Ry.	337.4	Fort Scott	Stop	Stop
Mo. Pac. R.R.	337.6	Fort Scott	Stop	Stop
SL-SF Ry.	Yard Track	Paola	Stop	Stop
Mo. Pac. R.R.	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.	
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	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
CRI&P R.R.	Yard Track	Oklahoma City	Stop	Stop
SL-SF Ry.	Yard Track	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.	

Railroad	M.P.	At or Near Station	Not to Exceed MPH	
			Passenger	Freight
Mo. Pac. R.R.	409.9	Chetopa	Electric Gate normally against Mo. Pac. If Absolute Signal displays Stop-indication also comply Rule 343. Push button at crossing should permit reverse movements to obtain "Proceed" indication.	
CRI&P R.R.	565.9	McAlester	20 until crossing occupied Restricted Speed approaching Crossing.	
N&W 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 against MKT.
AT&SF Ry.	B-23.7	Chanute	Stop Gate normally against MKT.	Stop against MKT.
AT&SF Ry.	B-26.8	Chanute	Stop Electric gate normally against MKT. Instructions posted at crossing.	Stop against MKT. Instructions posted at crossing.
Mo. Pac. R.R.	B-44.2	Piqua	Stop Gate normally against MKT.	Stop against MKT.
Mo. Pac. R.R.	S-412.9	Cokedale	Stop	Stop
NEO R.R.	S-418.3	Columbus	Restricted Speed Gate normally against NEO.	
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.	

### 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.

**EASTERN SUBDIVISION - ST. LOUIS TO FRANKLIN**

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD		Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE No. 7 Effective September 12, 1965	Office Call	NORTHWARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS							14 Freight Daily	12 Freight Daily	Monday Thru Friday	Saturdays, Sundays, Holidays
	15 Freight Daily	11 Freight Daily									
				0	0.0	PH ST. LOUIS (Union Station)	US			Continuous	Continuous
					3.9	NORTH MARKET ST.					
Dual Control Sw. Yard O-S-T-W-Y	7.00 PM	8.00 AM		9	8.7	PH-R-RY BADEN	K	6.00 PM	7.00 AM	1.00AM to 8.00AM 1.00PM to 8.00PM	1.00AM to 8.00AM 1.00PM to 8.00PM
				20	20.4	WEST ALTON					
Dual Control Sw.	7.35PM	3.35AM		27	28.9	<b>MACHENS</b>		4.15PM	5.20AM		
6 South				28	27.4	PH GRAY					
20				80	29.9	PH BLACK WALNUT					
9 North				82	82.1	PH SIMPSON					
Yard W Connection	7.57	3.57	144	89	80.2	PH-R ST. CHARLES	OH	3.50	4.55	* 7.30AM to 4.80PM	(Saturday Only) * 7.30AM to 4.80PM
29-South				42	41.6	BANGERT					
	8.24	4.24 <sup>12</sup>	148	55	54.6	PH WELDON		3.15	4.24 <sup>11</sup>		
Y				87	56.9	PH WATTS					
84				81	60.7	PH MATSON					
30				84	64.2	PH KLONDIKE				Non-telegraph	
23-7				88	68.4	PH AUGUSTA					
10 South				74	74.0	PH DUTZOW					
21	9.05	5.05	142	78	77.9	PH-R MARTHAVILLE	MV	2.30	3.25	* 7.45AM to 4.45PM	
12-16				85	84.8	PH TRELOAR					
15	9.46	5.46	111	101	100.7	PH McKITTRICK		1.50	2.40		
15-6-10				105	104.9	PH-R RHINELAND	RD			* 5.30PM to 2.30AM	
7 North				111	110.8	PH BLUFFTON					
18 North				118	116.0	PH PORTLAND					
35-52 W	10.29	6.29	149	125	125.1	PH-R MOKANE	MO	1.05	1.55	* 7.45AM to 4.45PM	
15 North-27				131	131.2	PH TEBBETTS					
Yard	11.01	7.01	49	143	143.3	PH NORTH JEFFERSON	JB	12.30	1.20	* 7.00AM to 4.00PM	(Except Sundays) * 7.00AM to 4.00PM
16	11.19PM	7.19	140	154	158.5	PH HARTSBURG		12.10PM	1.00		
6 North				162	162.4	PH EASLEY					
25				170	169.5	PH McBAINE					
					189.8	Columbia Subdiv. Jct.					
27				178	178.4	PH ROCHEPORT					
	12.09AM <sup>12</sup>	8.09	115	182	181.9	PH NIEHAUS		11.20AM	12.09AM <sup>15</sup>		
Yard				188	188.3	NEW FRANKLIN					
Yard O-S-T-W-Y	12.25AM	8.25AM		189	189.1	PH-R-RY FRANKLIN	FR	11.00AM	11.30PM	6.30AM to 2.30PM 8.00PM to 4.00AM	6.30AM to 2.80PM 8.00PM to 4.00AM
	<b>15</b>	<b>11</b>			189.1			<b>14</b>	<b>12</b>	* 1 Hour for Lunch	* 1 Hour for Lunch
	5.25	5.25			Time on Subdivision			7.00	7.80		

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

Machens and North Yard are initial and terminal stations for train No.'s 11, 12, 14 and 15 on combined pages 4 and 5 of the Eastern Subdivision.

**MOBERLY SUBDIVISION - STATIONS**

STATION NO.	OFFICE CALL	MILES FROM FRANKLIN	CAR CAPACITY	END CON-NECTED	HOURS OF TELEGRAPH SERVICE
Estill	O-102	3.4	28	Both	
Fayette	O-95	10.1	38	Both	* 7.45AM to 4.45 PM
GM&O Crossing		25.2	Gated. Stop		Monday through Friday
Higbee	O-79	25.3	40	Both	
N&W Crossing		34.4	Auto. Interlkg.		
Moberly	O-70	35.0	44	Both	* 7.45AM to 4.45PM

**COLUMBIA SUBDIVISION - STATIONS**

STATION NO.	OFFICE CALL	MILES FROM COLUMBIA SUBDIV. JCT.	CAR CAPACITY	END CON-NECTED	HOURS OF TELEGRAPH SERVICE
Columbia	AB-9	8.5	Yard	Both	* 7.45AM to 4.45PM * 1 Hour Lunch

# EASTERN SUBDIVISION - FRANKLIN TO NORTH YARD

Capacity of other Trains, RR Crossing Protection and other Facilities	SOUTHWARD		Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE		Office Call	NORTHWARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS					No. 7			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	11	15				Effective			14	12		
	Freight	Freight				September 12, 1965			Freight	Freight		
Daily	Daily			Daily	Daily							
Yard O-S-T-W-Y	8.45AM	12.35AM		189	189.1	PH-R-RY	FRANKLIN	FR	10.15AM	10.45PM	8.30AM to 2.30PM 8.00PM to 4.00AM	8.30AM to 8.30PM 8.00PM to 4.00AM
Interlocking					191.1	PH	Mo. River Bridge				Continuous	Continuous (Except Sundays) * 7.45AM to 4.45PM
28-10 Connection	8.53	12.43		80	192	PH	BOONVILLE	BY	9.55	10.25	* 7.45AM to 4.45PM	* 7.45AM to 4.45PM
10-North	9.05	12.55		79	197	PH	LICK		9.45	10.15		
25				208	209.4	PH-R	PILOT GROVE	PG			* 7.00AM to 4.00PM	
	9.22 <sup>14</sup>	1.12		120	206.3	PH	HOFFMAN		9.22 <sup>11</sup>	9.55		
18				210	215.5	PH	CLIFTON CITY					
8 South	9.50	1.40		198	221	PH	BEAMAN		8.35	9.20		
Auto. Interlkg. Connection & North				226.8		PH {	MAHANEY					
Yard W-Y				227	227.1	PH-R {	Mo. Pac. Crossing				12.01AM to 8.01AM 8.30AM to 4.30PM	12.01AM to 8.01AM 8.30AM to 4.30PM
Gated				227.7		PH-R {	SEDALIA	SA				
	10.15	2.05		140	281	PH	Mo. Pac. Crossing		8.10	8.55		
48-22-7-W Connection				248	247.9	PH-R	CAMPBELL				* 8.30AM to 5.30PM	
Spec. Gate Connection	11.15	3.05		101	265	PH-R	WINDSOR	NR				
Yard W				267	265.6	PH {	NORTH CLINTON		7.10	7.55		(Except Sundays) * 7.45AM to 4.45PM
50-5	11.30	3.20		95	273	PH-R {	S.L.-S.F. Crossing					
57-18				280	280.2	PH-R	CLINTON	U			* 7.45AM to 4.45PM	
28-10	11.55AM	3.45		78	285	PH	LADUE		6.50	7.35		
85-10	12.01PM	3.50		150	288	PH-R	MONTROSE	MB			* 8.30PM to 8.30AM	
26-8				294	284.5	PH-R	APPLETON CITY	AY	6.25	7.10	* 7.45AM to 4.45PM	* 7.45AM to 4.45PM
88				308	308.5	PH	LINDALE		6.20	7.05		
21-Y	12.40	4.30		84	309	PH	ROCKVILLE	RK			* 8.30PM to 5.30AM	
Auto. Interlkg.				316.7		PH	HARWOOD		5.40	6.25		
Connection Yard	12.55	4.45		156	317	PH-R	WALKER					
17	1.15	5.05 <sup>14</sup>		87	327	PH-R	Mo. Pac. Crossing		5.25	6.10	* 7.45AM to 4.45PM	(Except Sundays) * 7.45AM to 4.45PM
Yard Connection	1.25	5.15		90	331	PH	NEVADA	NA	5.25	6.10		
Not Gated Stop Connection				337.4		PH	DEERFIELD		5.05 <sup>18</sup>	5.50		
Not Gated Stop Connection				337.6		PH	EVE		4.40	5.40		
Yard W	1.40	5.30		40	338	PH-R	S.L.-S.F. Crossing					
Auto. Interlkg.	1.45	5.35		198	339	PH-R	Mo. Pac. Crossing		4.20	5.20	* 7.45AM to 4.45PM	(Except Sundays) * 7.45AM to 4.45PM
84				351	351.1	PH {	FORT SCOTT	XR	4.18	5.18		
27	2.20	6.10		91	358	PH {	GRIFITH					
37-23 Auto. Interlkg.				365	365.0	PH {	Mo. Pac. Crossing		3.45	4.45	* 8.30PM to 2.30AM	
84	2.50	6.40		149	373	PH {	HIATTVILLE					
80	3.05	6.55		85	380	PH {	HEPLER	PR				
	3.15	7.05		384	388.5	PH {	WALNUT		3.15	4.15	* 7.45AM to 4.45PM	
Yard O-S-T-W-Y	3.30PM <sup>13</sup>	8.30AM		388	388.0	PH {	A.T.&S.F. Crossing		3.00	4.00		
						PH	ST. PAUL	OM	2.50	3.50		
						PH	SOUTH MOUND		2.30AM	3.30PM <sup>11</sup>	Continuous	Continuous
						PH	CROSS					
						PH-R-RY	NORTH YARD	SY				
	11	15			196.9				14	12	* 1 Hour for Lunch	* 1 Hour for Lunch
	8.45	7.55			Time on Subdivision				7.45	7.15		

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Machens and North Yard are initial and terminal stations for train No.'s 11, 12, 14 and 15 on combined pages 4 and 5 of the Eastern Subdivision.

### ELDORADO SUBDIVISION - STATIONS

STATION NO.	MILES FROM WALKER	CAR CAPACITY	END CON- NECTED	HOURS OF TELEGRAPH SERVICE
Dederick	F-7	6.8		
Eldorado Springs	F-14	18.9	Yard-Wye Both	* 7.30AM to 4.30PM (Monday Thru Friday) * 1 Hour Lunch

### STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CON- NECTED
North Boonville	191	190.7	31 South
Pleasant Green	209	209.3	16 Both
Greenridge	239	239.3	51 Both
Erson	244	243.8	100 North
Calhoun	258	258.5	38 Both
Pioneer	287	286.7	Mine Spur
Schell City	308	308.4	30 Both
Bonala	348	348.3	2 Both
Hollister	348	347.7	18 South

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

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD			Capacity of Sidings	Station Numbers	Distance from Kansas City	TIME TABLE No. 7 Effective September 12, 1965	Office Call	NORTHWARD			HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS								SECOND CLASS			Monday Thru Friday	Saturdays, Sundays, Holidays
	3	1	5						4	6	2		
	Freight Daily	Freight Daily	Freight Daily						Freight Daily	Freight Daily	Freight Daily		
					A-0	0.0	KANSAS CITY (Union Station) 2.0 29th Street 0.6	US				Continuous	Continuous
Yard O-S-T-W	5.30 PM	10.00 AM	1.30 AM		A-8	2.6	PH-R-RY GLEN PARK 1.3 ROSEDALE 89.2	KY	9.00 AM	1.30 PM	9.30 PM	*8.30AM to 5.30PM	*8.30AM to 5.30PM
Yard W Connection	6.30PM	11.05AM	2.30AM		A-43	43.1	PH-R PAOLA 0.3	PD	6.40AM	10.45AM	6.10PM	7.00AM to 3.00PM 5.30PM to 1.30AM	7.00AM to 3.00PM 5.30PM to 1.30AM
Auto. Interlkg.					A-43	43.4	PH Mo. Pac. Crossing 3.1						
1 North	6.40	11.20	2.40		A-47	46.5	PH RINGER 8.1	B	6.30	10.35	6.00		
18					A-55	64.6	PH BEAGLE 7.0					*5.30PM to 2.30AM	
14 North	7.05	11.50	3.05		A-62	61.6	PH PARKER 5.2		6.05	10.10	5.35		
4 North	7.15	11.59AM	3.15		A-67	66.8	PH DUNLAY 3.2		5.55	9.55	5.25		
23 South-25					A-70	70.0	PH CENTERVILLE 5.3						
2 South					A-75	75.3	PH VANCE 7.5						
11 South	7.40	12.30PM	3.40		A-83	82.8	PH KINCAID 4.2	KI	5.30	9.30	5.00	*8.30AM to 5.30PM	
Elev. Spur-South	7.50	12.40	3.50		A-97	87.0	PH MILDRED 2.0		5.20	9.20	4.50		
8 South					A-89	89.0	PH BAYARD 5.7						
Yard-W	8.05	12.55	4.05	E-40 W-125	A-95	94.7	PH-R MORAN 0.1		5.05	9.00	4.30		
Auto. Interlkg.					A-95	94.8	Mo. Pac. Crossing 8.6						
11 North	8.20	1.10	4.20		A-103	103.4	PH ELSMORE 8.0		4.50	8.45	4.15		
5 South-25					A-106	106.4	PH SAVONBURG 4.0						
23-24					A-110	110.4	PH STARK 2.2						
8 North	8.35	1.35	4.35 <sup>4</sup>		A-113	112.6	PH KIMBALL 7.3		4.35 <sup>5</sup>	8.25	3.55		
Auto. Interlkg. Connection					A-113	112.6	PH AT&SF Crossing 0.7						
6 South-29	8.50	1.50	4.50		A-121	120.6	PH ERIE 18.1	NE	4.05	8.05	3.35	*8.30AM to 5.30PM	
	9.15	2.15	5.15		A-194	189.7	PH CROSS 2.5		3.40	7.40	3.10		
Yard O-S-T-W-Y	9.30PM	3.00PM <sup>2</sup>	7.00AM		386	136.2	PH-R-RY NORTH YARD 0.6	SY	3.30AM	7.30AM	3.00PM <sup>1</sup>	Continuous 6.00AM to 2.00PM 2.00PM to 10.00PM	Continuous 6.00AM to 2.00PM
Yard W					387	136.8	PH PARSONS	W					
	3	1	5				136.8		4	6	2	*1 Hour for Lunch	*1 Hour for Lunch
	4.00	5.00	5.30				Time on Subdivision		5.30	6.00	6.30		

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

**NEOSHO SUBDIVISION - STATIONS**

STATION	STATION NO.	MILES FROM NORTH YARD	CAR CAPACITY	END CONNECTED	OFFICE CALL	HOURS OF TELEGRAPH SERVICE
Galesburg	B-11	9.9	15	Both	A	*7.45AM to 4.45 PM Monday through Friday
AT&SF Crossing		23.1	Gated. Stop			
Chanute	B-26	25.3	Yard	Both	U	*8.30AM to 5.30 PM Monday through Saturday
AT&SF Crossing		26.2	Electric Gate. Stop.			
Petrolia	B-31	29.9	4	South		
Monarch	B-34	33.4		Wye		
Humboldt	B-35	34.5	16-16	Both	HM	*7.45AM to 4.45 PM Monday through Saturday
Mo. Pac. Crossing		43.6	Gated. Stop			
Piqua	B-45	43.6	46 (Siding)	Both		*1 Hour for Lunch

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 5-88).

# OKLAHOMA SUBDIVISION - NORTH YARD TO OKLAHOMA CITY

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD		Capacity of Siding	Station Numbers	Distance from Kansas City	TIME TABLE		Office Call	NORTHWARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS					No. 7			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	23					Effective			22			
	Freight					September 12, 1965			Freight			
Daily Except Sunday				Daily Except Saturday								
Yard O-S-T-W-Y	12.01AM		886	136.2	<b>PH-R-RY NORTH YARD</b>		SY	6.30AM	Continuous	Continuous		
Yard			387	136.8	PH <small>0.6</small> PARSONS		W		8.00AM to 2.00PM	8.00AM to 2.00PM		
Gated Connection	12.05			137.3	PH { <small>0.5</small> POOLE <small>11.7</small> S.L.-S.F. Crossing }			5.00				
16 North-18 Connection			A-149	149.0	PH <small>0.2</small> MOUND VALLEY							
Auto. Interlkg.				149.2	<small>3.1</small> S.L.-S.F. Crossing							
8 South			A-152	152.3	<small>4.9</small> PENFIELD							
12 North	12.50	99	A-157	157.2	PH <small>9.6</small> ANGOLA			4.00				
38			A-167	166.8	<small>0.4</small> COX							
Gated Connection				167.2	<small>0.5</small> A.T.&S.F. Crossing							
Yard W-Y	1.25	60	A-168	167.7	<b>PH-R-RY</b> <small>0.6</small> COFFEYVILLE		FY	3.30	*7.45AM to 4.45PM	*7.45AM to 4.45PM		(Except Sunday)
Not Gated. Stop Connection				168.3	<small>0.4</small> Mo. Pac. Crossing							
Yard	1.35	65	A-169	168.7	PH <small>2.2</small> EVANS			3.20				
28 Auto. Interlkg.			A-171	170.9	PH { <small>12.0</small> SOUTH COFFEYVILLE <small>12.0</small> Mo. Pac. Crossing }							
6 South	2.25	76	A-183	182.9	PH <small>10.8</small> WANN			2.25				
Yard	2.55		A-194	193.7	PH-R <small>0.9</small> DEWEY		DE	1.50	*8.30AM to 5.30PM	*8.30AM to 5.30PM		(Except Sunday)
Remote Control Sw.	3.00AM			194.5	<small>3.2</small> "DY" Jct.			1.45AM				
Yard S-Y Connection	3:10 AM		A-198	197.7	PH <small>0.5</small> BARTLESVILLE		B	1:35 AM	5.00AM to 1.00PM	5.00AM to 1.00PM		
	3.15AM			198.2	<small>0.5</small> "BE" Jct.			1.30AM	3.00PM to 11.00PM	3.00AM to 11.00PM		
Yard	3.20		A-199	198.7	PH <small>13.5</small> SUTTON			1.25				
	4.00	56	A-212	212.2	PH <small>5.3</small> UTLEY			12.55				
9 Gated Connection			A-218	217.5	PH { <small>9.2</small> NELAGONY <small>9.2</small> M.V. Crossing }							
30 North	4.40	59	A-226	225.7	PH <small>5.9</small> WYNONA			12.25				
6 North			A-232	231.6	<small>4.4</small> MANION							
Yard W	5.15	85	A-238	236.0	PH-R <b>HOMINY</b>		HY	12.01AM	*5.30AM to 2.30PM	*5.30AM to 2.30PM		(Except Sunday)
12-18	6.00	59	A-248	246.6	PH-R <small>0.7</small> CLEVELAND		CN	11.00PM	*7.45AM to 4.45PM	*7.45AM to 4.45PM		(Except Sunday)
30			A-248	248.3	PH <small>8.2</small> MINDEMAN							
Auto. Interlkg. Connection			A-258	257.5	PH { <small>2.7</small> HALLETT <small>2.7</small> S.L.-S.F. Crossing }							
32 North			A-260	260.2	PH <small>10.2</small> JENNINGS							
17-11 Connection			A-270	270.4	PH <small>0.6</small> YALE		YA		*7.45AM to 4.45PM	*7.45AM to 4.45PM		(Except Sunday)
	6.55	69	A-271	271.0	PH <small>0.4</small> SUNCO			10.00				
Auto. Interlkg.				271.4	PH <small>6.2</small> A.T.&S.F. Gauntlet							
30			A-278	277.6	PH <small>1.8</small> GANO							
W-Y	7.20	60	A-279	279.4	PH <small>0.8</small> DEEP ROCK			9.40				
Yard Connection	7.45	27	A-280	280.2	<b>PH-R-RY</b> <small>10.4</small> CUSHING		CH	9.30	*7.45AM to 4.45PM	*7.45AM to 4.45PM		(Except Sunday)
17 South			A-291	290.6	PH <small>3.6</small> AGRA							
6 South			A-297	297.2	PH <small>4.6</small> TRYON							
11			A-302	301.8	PH <small>22.9</small> CARNEY							
15			A-325	324.7	PH <small>7.5</small> ARCADIA							
	9.40	51	A-332	332.2	<small>3.8</small> WITCHER			7.35				
9			A-336	336.0	<small>3.1</small> SHELLHORN							
16	10.00		A-339	339.1	PH <small>2.4</small> OWANDA			7.15				
Not Gated. Stop				341.5	<small>0.1</small> C.R.I.&P. Crossing							
				341.6	<small>1.2</small> BARNARD							
Yard O-S-T-W	11.00AM		A-343	342.8	<b>PH-R-RY</b> <small>0.7</small> TURNER		SX	7.00PM	*5.30PM to 2.30AM	*5.30PM to 2.30AM		
Not Gated. Stop				343.2	<small>0.7</small> C.R.I.&P. Crossing							
Yard Y			A-344	343.9	PH <b>OKLAHOMA CITY</b>							
	<b>23</b>			207.7				<b>22</b>	*1 Hour for Lunch	*1 Hour for Lunch		
	10.59			Time on Subdivision				11.30				

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

MUSKOGEE SUBDIVISION - NORTH YARD TO MUSKOGEE

Capacity of Other Trains, RR Crossing Protection and Other Facilities	SOUTHWARD			Capacity of Sidings	Station Number	Distance from St. Louis	TIME TABLE No. 7 Effective September 12, 1965	Office Call	NORTHWARD			HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS								SECOND CLASS			Monday Thru Friday	Saturdays, Sundays, Holidays
	3 Freight Daily	1 Freight Daily	5 Freight Daily						2 Freight Daily	6 Freight Daily	4 Freight Daily		
Yard O-S-T-W-Y	10.00PM	4.45PM	10.00AM		386	386.0	PH-R-RY NORTH YARD	SY	1.30PM	12.01AM	1.00AM	Continuous	Continuous
Yard W					387	386.6	PH PARSONS	W				6.00AM to 2.00PM	6.00AM to 2.00PM
Gated Connection					387.1	387.1	PH POOLE SL-SF Crossing					2.00PM to 10.00PM	
Y	10.14 <sup>6</sup>	4.59	10.20	204	398	395.5	PH LABETTE		12.50	10.14PM <sup>3</sup>	12.35		
Auto. Interlkg. Connection					400.8	400.8	PH SL-SF Crossing						
20 South-24	10.22	5.08	10.30	100	401	400.9	PH OSWEGO	OW	12.40	9.45	12.25AM	*8.30AM to 5.30PM	
Elec. Gate Connection					409.9	409.9	Mo. Pac. Crossing						
15 South-23-91					410	410.2	PH CHETOPA	CP				*8.30AM to 5.30PM	
7 North-27	10.50	5.37	11.05	150	421	421.4	PH WELCH	WH	12.05PM	9.00	11.50PM	*8.30AM to 5.30PM	
22					427	426.6	PH BLUE JACKET						
25					434	433.9	PH KELSO						
	11.13	6.00	11.35 <sup>2</sup>	94	438	438.0	PH WINDERS		11.35AM <sup>5</sup>	8.30	11.20		
Auto. Interlkg. Connection					438.8	438.8	PH SL-SF Crossing						
Yard Y	11.15 <sup>4</sup>	6.02	11.37AM	98	439	439.0	PH-R VINITA	VN	11.05	8.15	11.15 <sup>3</sup>	*8.00AM to 5.00PM	*8.00AM to 5.00PM
25					447	446.8	PH BIG CABIN						
26	11.36	6.24	12.05PM	150	454	454.4	PH ADAIR	X	10.40	7.45	10.47	*7.45AM to 4.45PM	
12 North					458	457.9	PH GREEN						
Yard	11.50	6.37	12.20	100	464	463.7	PH-R PRYOR	CU	10.25	7.30	10.33	8.00AM to 4.00PM	8.00AM to 4.00PM
Yard	11.58PM	6.44	12.30	150	469	468.6	PH SMITH		10.15	7.20	10.25	5.00PM to 1.00AM	5.00PM to 1.00AM
68					472	472.2	PH CHOUTEAU	AU				*8.00AM to 5.00PM	
	12.11AM	6.57 <sup>6</sup>	1.00	102	478	477.7	PH MAZIE		10.00	6.57 <sup>1</sup>	10.11		
	12.25	7.10	1.15	99	487	486.8	PH VANN		9.45	6.32	9.57		
Yard	12.27	7.12	1.17	150	488	488.0	PH WAGONER	A	9.43	6.30	9.55	*8.30AM to 5.30PM	*8.30AM to 5.30PM
Auto. Interlkg. Connection					488.2	488.2	PH Mo. Pac. Crossing						
	12.42	7.27	1.35	64	499	498.6	PH CHASE		9.25	6.10	9.40		
Interlocking					501.8	501.8	PH KO&G Crossing	UX				Continuous	Continuous
Yard O-S-T-W-Y	12.50AM	7.35PM	2.00PM <sup>6</sup>		503	502.5	PH-R-RY MUSKOGEE YARD		9.15AM	6.00PM <sup>5</sup>	9.30PM		
Yard W					504	503.8	PH MUSKOGEE						
	3	1	5			117.6			2	6	4	*1 Hour for Lunch	*1 Hour for Lunch
	2.50	2.50	4.00			Time on Subdivision			4.15	6.01	8.30		

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

North Yard and Ray are initial and terminal stations for train No's. 1, 2, 3, 4, 5 and 6 on combined pages 8 and 9 of the Muskogee Subdivision.



# MUSKOGEE SUBDIVISION - MUSKOGEE YARD TO RAY

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD			Capacity of Sidings	Station Number	Distance from St. Louis	TIME TABLE No. 7 Effective September 12, 1965			Office Call	NORTHWARD			HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS						SECOND CLASS				Monday Thru Friday	Saturdays, Sundays, Holidays			
	1	5	3				2	6	4						
	Freight	Freight	Freight				Freight	Freight	Freight						
Daily	Daily	Daily	Daily	Daily	Daily										
Yard-O-S-T-W-Y	8.00PM	2.30PM <sup>6</sup>	1.00AM		503	502.5	PH-R-RY	<b>MUSKOGEE YARD</b>		8.30AM	2.30PM <sup>5</sup>	9.00PM			
Yard W Interlocking Connection					504	508.6	PH	MUSKOGEE							
	8.13 <sup>4</sup>	2.50	1.14		510	510.4	PH	SL-SF-MV Crossing	SU	8.00	2.10	8.13 <sup>1</sup>	Continuous	Continuous	
10 North					517	517.0	PH	MEYER							
Yard	8.33	3.15	1.38		526	524.8	PH	CHECOTAH	VR	7.40	1.45	7.43	*8.00AM to 5.00PM		
Yard	8.50	3.35	1.58		588	588.1	PH-R	EUFULA	EA	7.23	1.10	7.25	*8.00AM to 5.00PM		
28 South	9.01	3.50	2.10		547	547.2	PH	CANADIAN		7.12	12.40	7.14			
Yard-S-W-Y	9.23	4.15	2.33		564	564.2	PH	NORTH McALESTER		6.50	12.10PM	6.52			
Gated Connection					565.9	565.9	PH	CRI&P Crossing							
Yard					566	564.0	PH-R-RY	McALESTER	MA				Continuous	Continuous	
48	9.35	4.50	2.46		573	573.1	PH	NAVY		6.35	11.15AM	6.37			
25	9.49	5.06	3.00		583	582.8	PH	KIOWA		6.20	10.50	6.22			
12	10.05	5.25	3.20		594	594.0	PH	BURG		6.00	10.30	6.04			
Yard	10.18	5.50 <sup>4</sup>	3.35		608	602.6	PH	STRINGTOWN	ST	5.45	10.05	5.50 <sup>5</sup>	*8.30AM to 5.30PM	(Except Sunday)	
Yard	10.29	6.05	3.47		610	609.6	PH-R	ATOKA	DK	5.33	9.50	5.39	*8.30AM to 5.30PM	*8.30AM to 5.30PM	
9					616	615.0	PH	TUSHKA							
9 South	10.43	6.25	4.02		619	618.7	PH	COOK		5.18	9.10	5.24			
15 South					622	621.6	PH	CANEY							
5 South-8	11.00	6.50	4.20		630	630.2	PH	CADDO		5.00	8.50	5.04			
9 North					633	633.4	PH	WASSETA							
Auto. Interlkg.					640.8	640.8	PH	KO&G Crossing							
Remote Control Sv					641.0	641.0	PH	KO&G Junction							
Yard Auto. Interlkg. Connection	11.20	7.10	4.38 <sup>2</sup>		641	641.4	PH-R	DURANT SL-SF Crossing	DU	4.38 <sup>8</sup>	8.20	4.45	7.00AM to 3.00PM 10.00PM to 8.00AM	(Except Sunday) 7.00AM to 3.00PM 10.00 PM to 8.00AM	
45					646	646.4	PH	CALERA							
	11.32	7.25	4.50		649	649.1	PH	OLIVE		4.05	7.35	4.32			
Interlocking	11.44PM	7.40	5.05		656	655.9	PH	SL-SF North Jct. STALEY		3.50	7.20	4.20			
Yard O-S-T-W-Y					661	660.9	PH	SL-SF South Jct.					6.00AM to 2.00PM 4.30PM to 12.30AM	6.00AM to 2.00PM 4.30PM to 12.30AM	
Yard O-S-T-W	12.01AM	8.45PM	6.00AM		662	661.9	PH-R-RY	DENISON RAY	WD RA	3.30AM	7.00AM	4.00PM	Continuous	Continuous	
	1	5	3			159.4				2	6	4	* 1 Hour for Lunch	* 1 Hour for Lunch	
	4.01	6.15	5.00			Time on Subdivision				5.00	7.30	5.00			

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

North Yard and Ray are initial and terminal stations for train No's. 1, 2, 3, 4, 5 and 6 on combined pages 8 and 9 of the Muskogee Subdivision.

## WILBURTON SUBDIVISION — STATIONS

STATION NO.	MILES FROM NORTH McALESTER	CAR CAPACITY	END CONNECTED
Krebs Jct.....	3.4		North
Krebs..... R- 4	3.9	On spur 0.5 mile South of Krebs Jct.	
Bishop..... R-11	11.0	End of track	

**JOPLIN SUBDIVISION - JOPLIN TO LABETTE**

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD		Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE No. 7 Effective September 12, 1965	Office Call	NORTHWARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS							SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	31 Freight Daily Except Saturday							34 Freight Daily Except Sunday			
Y	4.20PM			395	894.4	PH LABETTE		8.00PM			
Yard S	7.00	34	40	S-16	410.0	15.6 WEST MINERAL	MY	7.00		* 8.30AM to 5.30PM	(Except Sunday) * 8.30AM to 5.30PM
Connection Not Gated. Stop					412.9	2.9 COKEDALE					
45-36 Connection Gated				S-24	416.0	5.1 Mo. Pac. Crossing ABBEY					
Auto. Interlkg. Connection Yard W	8.30		21	S-25	419.0	0.3 NEO Crossing 0.4 SL-SF Crossing	R	5.00		* 8.00AM to 5.00PM	
Gated					427.6	0.9 COLUMBUS	CO				
Yard Y	9.30		25	S-35	429.3	1.7 MILITARY	RI	4.20		8.00AM to 4.00PM	(Except Sunday) 8.00AM to 4.00PM
Gated					431.5	2.2 SL-SF Crossing					
Yard Connection Yard-S-T-W Connection	9.45		28	S-38	432.1	0.6 GALENA	AN	3.30		* 7.30AM to 4.30PM	
	11.59PM			S-45	440.7	8.6 JOPLIN	JO	3.00PM		12.00MN to 8.00AM 10.00AM to 6.00PM	12.00MN to 8.00AM 10.00AM to 6.00PM
	<b>31</b>					46.3		<b>34</b>		* 1 Hour for Lunch	* 1 Hour for Lunch
	7.39					Time on Subdivision		5.00			

Northward trains are superior to southward 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
Sherman City	S-402.0		Horn	S-39	S-433.9	12	South
New Mine Lead	S-403.8	Mine Spur	South	Bear Mountain	S-43	5	Both
Crain	S-33	S-427.8	11	Nettles	S-406.2		

**TULSA SUBDIVISION - CHASE TO PROFIT**

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD		Capacity of Sidings	Station Numbers	Distance from Chase	TIME TABLE No. 7 Effective September 12, 1965	Office Call	NORTHWARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS							SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	45 Freight Daily							46 Freight Daily			
	6.45AM			Z-270	54.2	PH PROFIT		6.35AM			
Connection	6.50		23	Z-271	53.7	0.5 PH SAND SPRINGS		6.30			
Yard S-W-Y	7.30			Z-278	46.8	8.9 PH-R-RY TULSA	KA	6.00		* 5.30AM to 2.30PM	* 5.30AM to 2.30PM
Not Gated. Stop					49.3	0.5 SSI Crossing					
Interlocking Connection 56	8.15			Z-286	39.0	0.1 AT&SF-SL-SF-MV Crossings 7.2 PH ALSUMA		5.15			
27-23	8.45		57	Z-292	32.7	8.3 PH BROKEN ARROW	BA	5.00		* 7.45AM to 4.45PM	
16-5	9.25			Z-303	21.4	11.3 PH COWETA		4.35			
11				Z-309	15.8	5.6 PH RED BIRD					
13	9.50			Z-313	11.7	4.1 PH PORTER		4.10			
28			30	Z-324	0.4	11.3 WYBARK					
	10.25AM			499	0.0	0.4 PH CHASE		3.15AM			
	<b>45</b>					54.2		<b>46</b>		* 1 Hour for Lunch	* 1 Hour for Lunch
	3.40					Time on Subdivision		3.20			

Northward trains are superior to southward 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
Fair Ground Spur	Z-281	Z-281.0	50	Lane	Z-284	Z-284.0	20
Budd	Z-283	Z-282.7	7	Anchor	Z-320	Z-319.8	27

**THE UNIFORM CODE OF OPERATING RULES, EFFECTIVE MAY 1, 1950, ARE SUPPLEMENTED AND AMENDED AS FOLLOWS:**

**Rule G. Supplement to:**

Numerous medicines contain drugs which may produce a condition ranging from drowsiness to an almost complete inability to remain awake, and in some cases periods of mental confusion. Such drugs are in many cold cures, sleeping pills, headache tablets, pain killers, cough mixtures, etc. Employees, especially those working on or around moving trains, machinery, etc., are not to use any of the above preparations while on duty or for a period of at least 12 hours before reporting for duty. Each employee must find out if any medicine taken contains such drugs.

**Rule 2. Supplement to:**

Watches that have been examined and certified as per Rule 2 must be used by Superintendents, Assistant Superintendents, Trainmasters, Assistant Trainmasters, Road Foreman of Engines, Division Engineers, Assistant Division Engineers, Roadmasters, Assistant Roadmasters, Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Firemen, Hostlers, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen and any employees in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment. Upon entering service and annually in May, they must provide themselves with Form CT-90 Standard, issued by designated watch inspector on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. Watch with Form CT-90 Standard must be submitted to designated watch inspector for inspection as per Rule 2 of the Uniform Code of Operating Rules (or similar Maintenance of Way Rules), except Maintenance of Way Bridge and Building employees, unable to comply monthly must do so as nearly monthly as possible. Form CT-90 Standard must be in employee's possession while on duty.

**Rule 5. Supplement to:**

Capacity of sidings as shown on schedule pages in timetable is based on 48 feet per car less 160 feet allowed for 3 units diesel engine.

**Rule 10(g). Amendment to:**

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

**Rule 10(h). Supplement to:**

First paragraph of this Rule changed to read: Permanent speed restriction signs as prescribed in Special Instructions or General Orders, will be placed a sufficient distance in advance of the point where speed restrictions become effective.

**Permanent Speed Restriction Signs in Service:**

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

(2) Reflector Type: Advance Warning Sign (P) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign (Q or R) at point where speed restriction becomes effective. Resume Speed Sign (Q or R) where restriction ends. Passenger trains not exceed speed shown on Speed Restriction Sign.

Freight trains and light engines between Machens and Franklin not exceed speed shown on Speed Restriction Sign; between Franklin and Cross freight trains and light engines reduce to 5 MPH below speed shown on Speed Restriction Signs; and on all other Subdivisions, freight trains and light engines reduce to 10 MPH below speed shown on Speed Restriction Signs; but in no territory will they exceed maximum speed provided for freight trains and light engines.

**Rule 10(i). Unattended Red Flag or Red Light:**

A train or engine finding a red flag or red light on or near the track must stop before passing the flag or light if practicable. If there is no one there to explain, flagman must precede movement and carefully examine track and structures for defects. After flagman has started ahead, train may proceed at restricted speed, following flagman for at least 20 rail lengths. If it can then be seen that it is safe to proceed, flagman may be picked up but train must proceed at restricted speed for at least one mile additional, unless cause for red flag or red light has been found. If it cannot be

seen that it is safe for train to proceed, train must follow flagman as far as conditions make it necessary. If the red flag or red light is on the track, it must be moved to the side of track to clear passing train and left to afford protection for a following train.

**Rule 12(i). Supplement to:**

When hand, flag or lamp signals prescribed by Rule 12 cannot be plainly seen, the use of radio communication is authorized to govern and control movement of a train or engine in lieu of hand, flag or lamp signals.

**Rule 12(i). Amendment to:**

Last paragraph of Rule 12(i) is amended to read: "When backing or shoving a train, engine or cars, the disappearance from view of employe or light by which signals are given, or failure to hear his voice continually on radio when movement is being controlled by radio instructions, must be construed as a stop signal, unless the movement is otherwise protected."

**Rule 12(j). Supplement to:**

Yellow fuseses may be used in giving hand signals, except must not be used by trainmen or yardmen within interlocking limits.

**Rule 14. Supplement to:**

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

**Rule 14(k). Supplement to:**

On two or more tracks, train displaying signals for a following section will comply with requirements applicable to single track instead of Two or More Tracks.

**Rule 17(f). Supplement to:**

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

**Rule 19 and 19(a). Amendment To:**

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

On freight trains, two flashing type electric marker lamps may be displayed on rear in lieu of standard marker lamps. By night will show red to rear and green to front except must be turned to show green to rear as provided in Rule 19(a).

Reflector type markers showing red to rear, yellow to front and no reflection to side authorized in lieu of standard marker lamps between Whitesboro, Texas and Durant, Okla.

**Rule 20. Amendment to:**

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

**Rule 20(a). Amendment to:**

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

**Rule 27 and 221(c). Amendment to:**

Second paragraph of Rule 221(c) reading: "When train order office hours are designated in timetable or general orders, light in a color light type train order signal may be extinguished during the hours such office is closed" is cancelled.

Where the train order signal is a semaphore type or Nunn type, train order signal, and no light displayed at night, the position of the semaphore arm or disc will govern as prescribed by Rule 27.

Where the train order signal is a color light type signal (either flashing light or non-flashing type) and no light displayed, such signal must be regarded as displaying Rule 232 (Stop Unless Clearance Received) Indication.

A train stopped by a train order signal displaying Rule 232 indication or by reason of no light, after communicating with train dispatcher and ascertaining no operator on duty, may proceed without a clearance on permission of train dispatcher and information from him that there are no orders for that train at that station. Any member of crew may obtain this permission but other members of crew must be informed of the permission before leaving.

**Rule 35. Amendment to:**

Flagging Signals, Red Light no longer required.

**Rule 83(a). Amendment to:**

The train register may be used as evidence of the arrival of an extra train by a train restricted therefor, only when authorized by Train Order, Form V, Supplement To, Example (3).

**Rule 93. Supplement to:**

At locations listed below, standard Yard Limit Signs cover yard limits where Rule 93 is in effect. Switch Limit Signs (Black letters on white background) located on right hand side of main track as viewed from trains or engines leaving the yard, indicate limit of yard engines operations. Between Yard Limit Signs and Switch Limit Signs, train movements will be governed by rules governing movements outside limits of Yard Limit Sign; yard engine movements will be made only on train order authority or under flag protection. Train Order authority to include either Form G train order or Form S-H train order.

Franklin-Boonville . . . . .	Yard Limit Sign MP 190.1
	Switch Limit Sign MP 193.7
Nevada . . . . .	Yard Limit Sign MP 317.4
	Switch Limit Sign MP 318.3
MP A-163.5 Cox . . . . .	Yard Limit Sign MP A-166.0
	Switch Limit Sign MP A-163.5
Yale-Cushing . . . . .	Yard Limit Sign MP A-276.0
	Switch Limit Sign MP A-269.5
Owanda-Oklahoma City . . . . .	Yard Limit Sign MP A-341.6
	Switch Limit Sign MP A-338.9
North McAlester . . . . .	North Yard Limit Sign MP 564.0
McAlester	North Switch Limit Sign MP 560.2
	South Yard Limit Sign MP 567.0
	South Switch Limit Sign MP 569.8

**Rule 99(d). Amendment to:**

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

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

**Rule 99(j). Supplement to:**

The following units of equipment do not actuate block signals at all times. Unless otherwise provided, flag protection must be afforded in accordance with Rule 99, including territory covered by the provisions of Rule 99(j):

Single Unit Light Engines	Jackson Tamperers
Pile Drivers	Spike Masters
Ballast Regulators	Tie Bed Scarifiers
Track Liners	Sperry Detector Cars
Diesel Electric Locomotive Crane and Other Material handling cranes.	

**Rule 103. Supplement to:**

At crossings where automatic crossing devices are located, when movement approaches slowly or stops before crossing is reached, or makes a reverse movement over crossing, or makes a forward movement after making a reverse movement, or when movement approaches crossing on sidings or auxiliary tracks, or when the approaching movement is one of the units of equipment listed in Rule 99(j) Supplement to, which does not actuate block signals at all times, such crossing must be approached at Restricted Speed, prepared to stop short of crossing, until known that devices are operating for movement over crossing on track being used. If they are not operating, movement over the crossing must be protected by flagman.

**Rule 104. Supplement to:**

Some hand operated switches equipped with safety type switch stands and when trailing movement made through them points line for route being used and switch target indication changes to indicate route switch then lined for a facing point movement. Only such switches identified by bowl of switch stand painted yellow are designated switches that may be run through when lined against movement, without operating switch. When making trailing movement over such switches, either lined for or against movement, it must be seen and known there is no conflicting movement on or closely approaching route to be used. This supersedes

conflicting portions of Rules 104(5) and 104(13) but does not supersede Southern Division Timetable Special Instructions 17 with reference to crossover switches.

**Rule 104(b), Rule 104(c), Item 62 of Instructions for Train Dispatchers, Item 3 of Instructions for Operators. Amendment to:**

Unless dual control switch has been placed in hand operation per Rule 104(b), Control Operator will not give information to train or engine that will permit movement over dual control switch until indication on control board denotes that switch is over and locked.

**Rule 206. Amendment to:**

Fifth paragraph amended to read: When diesel engines are composed of multiple units, the number of the operating control unit must be displayed and this number will be the identifying number of the engine, and will be the number of the leading unit, except that on work extras the number of any of the control units may be used in train orders relating to such work extras; numbers on other units may be displayed but such numbers will not be used in train orders.

**Rule 209. Amendment to:**

Second paragraph is cancelled.

**Rule 216(b). Amendment to:**

Rule 216(b) amended to read as follows: Restricting orders after cleared or by signal. An operator must not repeat a train order restricting the movement of a train after clearance and train orders have been delivered, nor after engine of a train has passed the train order signal displaying proceed indication, until he has taken up and destroyed all clearances previously issued to the train at that station and has obtained the signature of the engineer to the order, and, when practicable, also obtain signature of the conductor.

After signature of the engineer and, when practicable, of the conductor, have been obtained, all previous clearances destroyed and train dispatcher notified as prescribed in Rule 216, the operator will repeat the order and transmit the signatures to train dispatcher who will then give "Complete".

Clearances will then be issued and OK'd by train dispatcher showing ALL orders delivered to the train at that station.

**Rule 221(d). Amendment to:**

Operator Signal Supplies:

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

**Rules 230 and 232. Supplement to:**

**Nunn Type Train Order Signal**



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

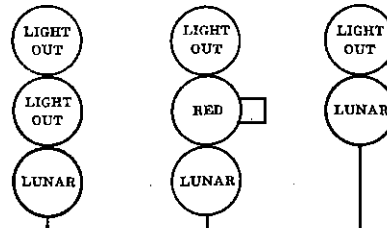


Aspect - At right angle to track, Red Light.  
Indication - Stop, Unless Clearance Received.  
Name - Stop Train Order Signal.

**Rule 290. Amendment to:**

The following Block and interlocking Signal Aspects will be indications: "Proceed at Low Speed"

- (1) Within ABS - to next signal governing in same direction.
- (2) At interlockings outside ABS - through interlocking limits.
- (3) Where this signal governs movement onto non-signalled track - until entire train is through turnout.



Semaphore arms have been removed from "Lunar" aspects and when semaphore arm is in 45 degree angle with light out, the day indication will be as if "yellow" light was displayed in the semaphore arm in 45 degree angle.

**Rule 290(1). Supplement to:**

At interlockings or remote control switches within ABS territory when a train or engine has moved within interlocking or remote control switch limits under the provisions of Rule 290(1) (Lunar) (the limits in each case being the track between Absolute Signals), unless there is a siding immediately beyond the interlocking or remote control switch limits, or a leaving signal governing movements beyond the limits, in addition to complying with Rule 290, it must not move beyond the limits except as prescribed by Rule 350.

**Rule 326. Amendment to:****Rule 326 amended to read as follows:**

326. Imperfectly Displayed Signals or Absence of Lights—The absence of a light, or a white light displayed where a colored or lunar light should be, on a block or interlocking signal must be regarded as the most restrictive indication that can be given by that signal, except that when the position of the semaphore arms are plainly seen, or a colored light is displayed in the top unit, or it is known that a yellow light is displayed in the light-out unit per Rule 285 or a lunar light displayed anywhere on the signal per Rule 290, such indications will govern. When block signal rules have been suspended per Rule 356, the provisions of such rule will govern.

**Rule 332. Supplement to:**

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

**Rule 340 and 344. Amendment to:**

Sperry Detector Cars actually in service testing rails, and the other units of Maintenance of Way equipment listed in Rule 99(j) Supplement to — that do not actuate block signals at all times, must not, at Automatic Interlockings, move into or through such interlocking limits until Signal Department representatives have actuated interlocking signals so that they display Stop-indication against movements on conflicting routes, and employ in charge of the equipment is so notified; or until flag protection per Rule 99 has been provided on conflicting routes if no signalman available. At Manually Controlled Interlockings, must not move into or through interlocking limits on interlocking signal indications until permission of control operator in charge of interlocking has also been secured, and must notify control operator when movement through interlocking has been completed.

**Rule 344. Amendment to:**

After approach circuit occupied causing signals for movement through interlocking to display "Proceed" if no conflicting movement, if movement through interlocking is not completed within a designated time, at some interlockings, absolute signal will change to display Stop-indication. To regain route, if there is a re-clearing section in advance of Absolute signal, it must be occupied. Where push buttons are located on absolute signals, their operation may cause Absolute Signal to display "Proceed" indication, after losing route, or when making reverse movement through the interlocking after a forward movement. If Absolute Signal still displays Stop-indication, or if interlocking not so equipped, time release in relay box at crossing must be operated under provisions of Rule 344.

**Rule 355. Block Indicators, Supplement to:**

Block indicators other than those prescribed by Rule 355 will be designated by letter "B".

**Rule 356. Supplement to:**

When one or more signals are taken out of service and the territory involved is less than 5 miles, the following form of train order may be issued: "Signal (or signals) at (station) (or MP) is (or are) temporarily out of service. The territory protected by these signals is now protected by signals.....and.....between (station) and (station) (or between MP.....and MP.....)" This order must not be used to cover signals or territory involving spring or remote control switches.

**Rule 400. Amendment to:**

Pile drivers, Ballast Regulators, Track Liners, Jackson Tampers, Spike

Masters, Tie Bed Scarifiers, Diesel Electric Locomotive Crane and other material handling cranes, and Sperry Detector cars actually in service testing rails will be handled on Track and Time Limits (Rule 402) in territory where Movement by Signal Indications (Rules 400-404) are in effect, or move under flag protection. In addition to complying with the last paragraph Rule 375(10), Control Operators will maintain absolute block and not permit other movements into such block until information received as required by this rule. Sperry Detector cars not testing rails may be moved on signal indications.

**Rule 401. Amendment to:**

In territory where Movements by Signal Indications (Rules 400-404) are in effect, an extra train originating at a station not an open train order office, may leave such station without a clearance.

**Rule 510. Amendment to:**

Riding on pilot step on freight or passenger diesel locomotives is prohibited.

**Forms of Train Orders:****(a) Form S-E Supplement to:**

The following form is authorized:

"No. 6 Eng 64A wait at B until 930am for Extra 65C South  
No. 6 take siding at B for Extra 65C South"

When a superior train is directed by Train Order Form S-E (Time Order) to take siding for another train, such instructions, unless annulled by a subsequent train order, are in effect after the time stated in the order has expired and the superior train must approach the designated point at restricted speed, prepared to stop, expecting to find the inferior train on the main track between the siding switches, without flag protection, and must take siding if the inferior train is at the designated point. If the superior train arrives at the designated point after the time stated in the order has expired, and the expected train has not arrived, the superior train may proceed without entering and using the siding only if main track can be seen to be clear to the other end of the siding. This form of train order must not be combined with any other form and may contain only one waiting point.

**(b) Form V. Supplement to:**

The following forms are authorized:

(3) "No 3 (or Extra 101 South) may check train register at R against Extra 100 North on Order No 76"

(4) "Extra 100 North register at R on Order No 76"

When example (4) is used, number and date of the order specified will be inserted in column of train register captioned "Classification Signals".

**(c) Form X. Supplement to:**

The following form is authorized:

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

**(d) Form Y. Amendment to:**

Form Y protection order may be used to protect rear of passenger trains.

**Supplement to "Rules and Instructions for Operators" and "Rules and Instructions for Train Dispatchers."**

When train order office is opened, in emergency, at hours other than established by timetable, general order or train order, the operator will use stop signals (red flag or red fuseses) in addition to, or in lieu of, train order signal to stop trains, and if view is restricted will use torpedoes to be placed so as to give ample warning, except, a non-restricting "wait order" as per Forms of Train Orders S-E and E, addressed to an inferior train, when "Stop Train Order Signal" as per Rule 232 and Supplement to Rule 232 (above) is displayed, may be delivered without train having to be flagged with hand signals and brought to a stop. The underscored words "or in lieu of" to take care of a condition where, in emergency, such as derailment, train order office had to be opened where there was no train order signal (non-telegraph office or blind siding) and this would be the method to handle train orders for trains at such point, in absence of a train order signal.

**OPERATION OF RADIO.**

All employes using Railroad Radio Communication must have a copy of and comply with MKT Lines Rules and Instructions Governing Operation of a Railroad Radio Communication System effective November 1, 1952, in addition to complying with Federal Communication Commission Rules and MKT Lines Instructions issued and posted by the Communications and Signal Department. Radio communications systems are under the jurisdiction of the Federal Communications Commission. The Railroad Company and its employes are governed by the Commissions' Operating Rules. Violation is a Federal offense for which severe penalties are provided.

Federal Communications Commission Rule 2 reads as follows:

"No employe shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language by radio."

Communications via radio must not be utilized by any employe in any manner that would have the effect of supplementing or modifying strict compliance with Operating Rules and Special Instructions.

Radio will not be used in the transmission of train orders directly to a train or engine, except in emergencies. When so used every precaution must be taken to prevent any misunderstanding. Uniform Code of Operating Rules covering train orders transmitted by telephone will be followed.

The use of radio to transmit train orders is prohibited except as follows:

- (1) In an emergency, train dispatcher may transmit a train order by use of radio communication direct to an operator, or direct to a conductor or engineer as provided in Rule 206(b).
- (2) In an emergency, train orders may be relayed by radio communication direct to a conductor, an engineer, or another operator, by an operator, as provided in Rule 206(c).

Employes are prohibited from advising approaching trains as to the position of train order signal, or informing them of the contents of any train orders for their train, or for any other train. Train and engine crews are prohibited from requesting such information by radio.

**FIXED AND BASE STATIONS - Operators Requirements**

Railroad employes may, without holding any class of commercial operators license, operate fixed and base stations in Railroad Radio Service, provided the Railroad has adopted and published Railroad General and Operating Rules in a form which has been approved by the Commission. All railroad employes who have occasion to use the radio at a base station are required to pass an examination given by railroad examiners on the applicable Railroad Radio General and Operating Rules. The first such examination must be given prior to the operation of any radio transmitting apparatus by the employes and re-examination shall thereafter be given at intervals not in excess of two years.

**STATION OR IDENTIFICATION**

A base or mobile station must be identified in each transmission. Identification shall be by assigned call letters unless a different method is specifically authorized by the Commission. Stations in the Railroad Radio Service may be identified in lieu of the use of the assigned call letters, by name of the railroad and the train number, truck number, engine number or fixed wayside station, or, if that is not practicable, by such other number or name as may be specified by the Railroad concerned to identify the fixed or mobile unit. Where identification is made other than by train number, caboose number or engine number, a list of such identification shall be maintained by the railroad. An abbreviated name or initial letters of the Railroad may be used where such name or initials are in general usage, such as, the word "Katy".

**IMPAIRED CLEARANCES:**

**Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4 1/2 inches**

Subdivision	Mile Post	Kind of Structure
Eastern	93.4	Bridge
Eastern	178.9	Rocheport Tunnel
Columbia	V-173.4	Bridge
Columbia	V-174.2	Bridge
Kansas City	AO	Train shed, passenger station and Penn. Ave. Tower
Kansas City	A-43	Train Order delivery staff between main track and siding

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

Subdivision	Mile Post	Kind of Structure
Eastern	93.4	Bridge
Eastern	178.9	Rocheport Tunnel
Eastern	255.3	Overpass
Moberly	O-92.7	Bridge
Columbia	V-171.6	Bridge
Kansas City	A-6.5	Highway overpass, SL-SF joint track
Neosho	B-34.2	Bridge
Muskogee	503.6	Viaduct Court Street (All Tracks)
Muskogee	623.8	Overpass
Muskogee	644.6	Overpass
Tulsa	Z-276.6	Overpass, Union Avenue
Joplin	S-440.7	Train Shed, Joplin Union Station

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

**ENGINE WHISTLE OR HORN SIGNALS, INTERLOCKING:**

Main track to main track.....	_____
Main track to siding, or reverse.....	_____ O _____
Main track to industry or transfer or reverse.....	_____ OO _____
Main track to subdivision, or main track of another railroad, or reverse.....	_____ OO _____

**MOVEMENT OF TRAINS**

1. **SUPERIORITY OF TRAINS BY DIRECTION** is shown at the 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.

North Clinton-Clinton: SL-SF trains and engines may use MKT main track between wye tracks North Clinton and KCC&S connection Clinton, upon receipt of train order authority to occupy main track

Nevada: MKT trains and engines may use Mo.Pac. tracks, but must obtain permission from Mo.Pac. dispatcher before fouling Mo. Pac. main track and all movements on Mo. Pac. tracks must be made at restricted speed. Mo. Pac. trains and engines may use MKT main track upon receipt of permission from MKT train dispatcher.

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 be governed by MKT R.R. timetable and rules.

Between KO&G Junction and Ray: KO&G trains 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 Mokane	121.9	North of Sedalia	227.0
	North of Cross	381.5	Cross	384.0
Kansas City	Paola	A-43.1	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	503.9	Denison	660.8
	Staley	655.9	Ray	Q-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.

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 "Clear" aspect, may proceed to Interlocking at KO&G crossing. If Absolute Signal inoperative move as instructed.

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

Checotah and Canadian — southward trains on main track or siding to meet opposing trains or to be passed, remain 600 feet north of leaving Absolute Signal at Checotah and 500 feet north of leaving Absolute Signal at Canadian, until such train has arrived or departed, then will occupy the 600 foot section at Checotah and 500 foot section at Canadian to receive clear Absolute Signal for departure. Southward train in siding passing a southward train on main track will be delayed after moving into the 600 foot section at Checotah and the 500 foot section at Canadian for elapse of change over time for signal governing siding to clear.

Canadian and North McAlester — northward trains on main track or siding to meet opposing trains or to be passed, remain 500 feet south of leaving Absolute Signal until such train has arrived or departed, then will occupy the 500 foot section to receive clear Absolute Signal for departure. Northward train in siding passing a northward train on main track will be delayed after moving into the 500 foot section for elapse of change over time for signal governing siding to clear.

Atoka — northward trains holding main track at meeting point remain back of "Fouling Point" sign until opposing train is entering siding.

**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 4086.
413.6 . . . . .	4131 and 4160.
434.0 . . . . .	4323 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 . . . . .	5187 and 5212.
521.8 . . . . .	5213 and 5236.
612.4 . . . . .	Southward Absolute Signal Atoka and 6140.
638.0 . . . . .	6377 and northward Absolute Signal north end siding 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. Clear signal indication on Signal 3960, south end siding, Labette, authorizes northward movements to proceed on main track to north siding switch, ahead of or against superior trains, but observing indication displayed by Signal 3950. Northward trains restricted for a train at south siding switch, Labette, receiving Stop-indication, or "Approach" indication on Signal 3960 will take siding. Northward trains not restricted at south siding switch, Labette, will be governed by indications displayed by Signals 3960 and 3950. 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 1:00 A.M. daily — Between south switch siding, Pryor and north switch siding, Smith. Control Operator Pryor. Between 1:00 A.M. and 8:00 A.M. daily no operator on duty Pryor and signals will be automatic block signals only and trains and engines 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 MP 660.3 Ray and McCune. Control Operator Ray.

## 5. TWO MAIN TRACKS BETWEEN:

Union Station and North Market Street, St. Louis — TRRA tracks.  
Union Station and 29th Street, Kansas City — KCT tracks.  
29th Street Kansas City and MP C-26 pole 28 — SL-SF Ry. tracks.  
MP C-37 pole 17 and MP C-41 pole 10 — SL-SF Ry. tracks.

## 6. AUXILIARY SIGNALS:

a. Muskogee — "Lunar" aspect displayed on northward Absolute Signal at Fondulac St., indicates crossover switches north of signal are lined for movement into freight yard.

When Stop-indication displayed on this signal, northward freight movements stop before fouling other depot tracks. After stop is made if seen or known that no opposing main track movement approaching and route is unobstructed, may proceed to crossover switch.

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 SL-SF main track, (Old 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 stop clear of southward Absolute Signal on signal bridge until "Yellow" aspect displayed.

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

Stringtown — on Signal 6046, south switch siding.

Durant — on Signal 6393, north switch siding and on Signal 6432, south switch siding.

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

- Baden instead of Machens -- Trains originating.
- Franklin, all trains Eastern Subdivision.
- North Yard, instead of Parsons -- Originating trains.
- Durant, northward KO&G trains, when train order signal displays "Stop--Unless Clearance Received," secure KO&G clearance Form 101-50M-7-63.
- Ray, northward KO&G trains, secure KO&G clearance Form 101-50M-7-63.
- Bartlesville -- All trains, when Operator on duty.
- KO&G Crossing, instead of Muskogee Yard -- Northward Muskogee and Tulsa Subdivision trains.
- SL-SF-MV Crossing, instead of Muskogee Yard -- Southward 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. 11, 12, 14 and 15.
  - Muskogee Yard -- Nos. 1, 2, 3, 4, 5 and 6.
  - Hominy -- Nos. 22 and 23.
- 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:
  - Labette -- Trains originating.
  - Chase -- Trains originating.
  - Profit -- Trains originating.

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

- a. North Yard is register station for freight trains only.
- Paola, all trains, except originating and terminating, by ticket.
- Muskogee Yard is register station for freight trains only.
- b. Trains will register at other than register stations as follows:
  - Baden, trains originating or terminating.
  - Baden instead of Machens, northward trains.
  - Franklin instead of Machens, southward trains.
  - Sedalia, trains originating or terminating.
  - Fort Scott, trains originating or terminating.
  - Parsons, trains originating or terminating.
  - Glen Park, trains originating or terminating.
  - Muskogee, trains originating or terminating.
  - North McAlester, trains originating or terminating.
  - Denison, 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
Sedalia . . . . .	Telegraph Office	Tulsa . . . . .	Telegraph Office
Ft. Scott . . . . .	Freight Office	Muskogee Yd. . . . .	Yard Office
North Yard . . . . .	Yard Office	McAlester . . . . .	Telegraph Office
	Enginemen's Rm.	Denison . . . . .	Telegraph Office
Kansas City . . . . .	Telegraph Office	Ray . . . . .	Yard Office
Glen Park . . . . .	Telegraph Office		
Coffeyville . . . . .	Telegraph Office		

**11. GENERAL ORDER BOOKS:**

Baden . . . . .	Telegraph Office	Hominy . . . . .	Locker Room
	Enginehouse	Cushing . . . . .	Telegraph Office
Franklin . . . . .	Telegraph Office	Turner . . . . .	Yard Office
Sedalia . . . . .	Telegraph Office		Enginemen's Rm.
Ft. Scott . . . . .	Freight Office	Tulsa . . . . .	Freight Station
North Yard . . . . .	Yard Office	Muskogee Yd. . . . .	Yard Office
	Enginemen's Rm.	Muskogee . . . . .	Passenger Sta.
	Yardmen's Rm.	No. McAlester . . . . .	Freight Station
Parsons . . . . .	Psg. Sta. Bsmt.	Denison . . . . .	Register Room,
Kansas City . . . . .	Telegraph Office		Passenger Sta.
Glen Park . . . . .	Yard Office		Enginemen's Rm.
	Enginemen's Rm.	Ray . . . . .	Yard Office
Coffeyville . . . . .	Enginehouse		Enginehouse Ofc.
Bartlesville . . . . .	Yardmen's Rm.		

**12. YARDS PROTECTED BY YARD LIMIT SIGNS:**

Columbia		Cleveland	} One Yard
Moberly		Mindeman	
New Franklin	} One Yard	Yale	} One Yard
Franklin		Cushing	
Boonville			Owanda
		Oklahoma City	
Sedalia		Labette (Joplin Subdiv. only)	
Clinton		Nettles	} One Yard
Nevada		West Mineral	
Ft. Scott		Cokedale	
Cross	} One Yard	Columbus	
North Yard		Military	
Parsons		Galena	
Poole		Joplin	
Paola		Tulsa	} One Yard
Chanute		Alsuma	
Monarch	} One Yard	Wybark	
Humboldt			Muskogee Yard
Piqua		Muskogee	
MP A-163.5	} One Yard	MP 560.2	} One Yard
Coffeyville		North McAlester	
South Coffeyville		McAlester	
Dewey Stock Yard	} One Yard	MP 569.8	} One Yard
Dewey			
"DY" Jct.	} One Yard	Staley	} One Yard
"BE" Jct.		Denison	
Sutton	} One Yard	Ray	
Hominy			

**13. 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 main track.
- KO&G Junction -- When Southward Absolute Signal at KO&G Junction displays "Proceed" indication, Southward KO&G movements may move from KO&G Junction to train order signal Durant at Restricted Speed, to receive train orders authorizing their movement. Operator Durant will not cause Southward Absolute Signal at KO&G Junction to display "Proceed" indication until necessary train orders issued to advance train and Form "N" train order issued to Operator authorizing movement on main track.
- Sand Springs -- Between interchange track Home Junction and Profit, all movements move at Restricted Speed expecting to find cars on main track loading or unloading.
- b. TRAINS WILL HAVE NO SUPERIORITY AND TRAINS AND ENGINES WILL MOVE AT RESTRICTED SPEED at the following locations:

Paola: Between switch intersecting SL-SF main track at north end (Old Long Track) and crossover from main track to SL-SF main track, (Old Puzzle Switch).

Barnard-Oklahoma City: Between MP A-341 and MP A-343.9.

Sherman City-Cokedale: Between MP S-402 and MP S-413.

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

- Columbia Subdiv. Jct. and Columbia on Columbia Subdiv.
- Franklin and Moberly on Moberly Subdiv.
- Walker and Eldorado Springs on Eldorado Subdiv.
- North McAlester and Bishop on Wilburton Subdiv.

**15. 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 Hominy 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 tracks, 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.

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

Paola - Crossover from main track to SL-SF main track, (Old Puzzle Switch).

- Moran - West siding.
- North Yard - Crossover where station sign located.
- Dewey - Storage track No. 1.
- Cushing - Second track west of passenger station.

#### 17. NORMAL POSITION OF SWITCHES:

North Yard-Parsons-Poole - No track designated as main track between SL-SF Crossing, Poole, 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, except crossover switches not specified will be left with both switches lined for crossover or both switches lined against crossover movement. Kansas City Subdiv. passenger trains will move via scale track and "Hound" lead track unless otherwise instructed.

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.

Parsons - Oklahoma Subdiv. freight trains will use crossover Corning Ave. and track used by Muskogee Subdiv. freight trains to enter or leave North Yard, and will leave both switches of crossover Corning Ave. lined against crossover movement.

Poole - Spring switch at intersection of track used by Muskogee Subdiv. freight trains to enter or leave North Yard, and track used by trains to enter and leave passenger station, leave lined for freight trains.

Labette - Intersection of Joplin Subdiv. main track with siding, for siding.

Chase - Spring switch at intersection of Tulsa Subdiv. main track with Muskogee subdiv. main track, for Muskogee Subdiv. main track.

Muskogee Yard - Rip lead switch and yard lead switch, lined for No. 10 track. If these switches against any movement, track between these switches must be flagged. No. 8 track switch, lined for No. 8 track.

Tulsa - No track designated as main track between AT&SF-SL-SF-MV crossing and Boulder St., second street west of station. All tracks are yard tracks and switches may be left lined in any position, except crossover switches will be left with both switches lined for crossover or both switches lined against crossover movement.

Dewey - East end of south crossover new yards, into yards, lined for AT&SF connection.

Turner - Main track switches, lined as needed.

Denison - First track east of passenger station designated as main track through Denison and trains will use this track unless otherwise instructed. Rule 104 and other applicable Uniform Code of Operating Rules govern. No. 2 track will be left clear for meeting trains.

#### 18. CROSSOVERS AND SIDINGS:

Lindale: Lead track from south switch to crossover, and No. 2 track, designated as siding.

North McAlester-McAlester: Crossovers designated as:

- No. 1 - just south of coal chute.
- No. 2 - just north of overpass north of CRI&P crossing.
- Durant: Siding extends from MP 639.2 to MP 643.1.

Crossovers designated as:

North crossover - north of Main St., intersects main track MP641.2.  
South crossover - south of SL-SF crossing, intersects main track MP 641.5.

(Southward trains go to north crossover for opposing trains only when authorized by train order or otherwise to do so.)

#### 19. 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	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.

#### 20. ABBREVIATIONS:

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

W-Water.	Y-Wye.
O-Fuel for diesel locomotives.	PH-Telephone.
T-Turntable.	R-Radio base station.
S-Track scales.	RY-Radio yard station.

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

A - Kansas City, and Oklahoma Subdivisions	Q - Warner Cutoff
B - Neosho Subdivision	R - Wilburton Subdivision
F - Eldorado Subdivision	S - Joplin Subdivision
O - Moberly Subdivision	V - Columbia Subdivision
	Z - Tulsa Subdivision

#### 21. 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 trainmaster 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.

#### 22. REMOTE CONTROL SWITCHES:

##### a. Dual Control Switches:

Baden - Entrance to CB&Q R.R. main track - normally controlled from CB&Q Dispatcher's office, Hannibal, Mo.

Machens (MP 26.9) intersection of MKT main track and CB&Q main track - Normally controlled from CB&Q Dispatcher's office, Hannibal, Mo.

SL-SF North Jct. (MP 655.9) intersection of MKT main track and SL-SF main track - Normally controlled from Ray.

SL-SF South Jct. (MP 656.2) intersection of MKT main track and SL-SF main track - Normally controlled from Ray.

MP 656.2 - intersection of MKT (old passenger) main track and MKT freight main track (Warner cutoff) south of Red River Bridge - Normally controlled from Ray.

##### b. Other Remote Control Switches:

"DY" Jct. MP A-194.5

KO&G Junction MP 641.03 Durant

#### 23. SPRING SWITCHES:

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

Hoffman - South switch, siding.

Beaman - North switch, siding.

North Clinton - South switch, siding.

Nevada - 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.

Poole - Intersection of track used by Muskogee Subdiv. freight trains and track used by Muskogee Subdiv. trains to enter or leave passenger station - normal position for freight trains. Not protected by ABS.

"BE" Jct. MP A-198.2 - MKT-AT&SF Conn. (normal position for AT&SF)

Labette - North switch, siding.

Chetopa - South switch, coal track, (old siding).

Welch - Both switches, siding.

Vinita - South switch, siding.

Adair - Both switches, siding.

Smith - Both switches, siding.

Wagoner - Both switches, siding.

Chase - Tulsa Subdiv. Jct. switch. (normal position for Muskogee Subdiv.)

Meyer - South switch, siding.

Checotah - South switch, siding.

Canadian - Both switches, siding.

North McAlester - Both switches, 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 - Both switches, siding.

Olive - Both switches, siding.

## 24. INSTRUCTIONS AT RAILROAD CROSSINGS.

At railroad crossings listed below, in addition to observing applicable Rules of the Uniform Code of Operating Rules and Timetable Special Instructions "Maximum Speed of Trains Over Railroad Crossings" these additional instructions and information are in effect, and must be observed:

NOTE: Where instructions show movements "time out" at certain automatic interlockings, this means that if an MKT movement in either direction, after receiving a "Proceed" indication, does not enter interlocking limits within the period of time shown, Absolute Signal governing MKT movement will automatically change to display Stop-indication. Where a "re-clearing" circuit is shown in advance of Absolute Signal, occupying this "re-clearing" circuit, if no movement approaching crossing on the other railroad, may cause Absolute Signal that is displaying Stop-indication to be restored to indicate "Proceed."

Where push buttons, other than those in release box at crossing are shown, operation of push button on Absolute Signal displaying Stop-indication, if no movement approaching crossing on the other railroad, may cause Absolute Signal displaying Stop-indication to be restored to indicate "Proceed." Also, if train or engine has moved through interlocking and a reverse movement is required to return to train standing beyond the opposing Absolute Signal, operation of push button on the Absolute Signal displaying Stop-indication in direction of reverse movement may result in this Absolute Signal displaying "Proceed" indication or Rule 290 (Lunar) aspect, provided there is no conflicting movement on the other railroad approaching the crossing.

**Missouri River Bridge, MP 191.7, Boonville.** (Interlocking) During period interlocking station is closed, or where no operator is on duty at the interlocking, Rule 343 governs. Note: This requires checking to ascertain if drawbridge is in proper position for passage of train or engine, as well as checking position of derails, in addition to other provisions of this rule. No leaving signal governing movement beyond the interlocking limits, northward. Approach signals are automatic block signals. When there is no operator on duty, southward movements have preference over northward movements. Movements do not "time-out". "Lunar" aspects on both absolute signals and may be received with light out on other units.

**Mo. Pac. Crossing MP 226.3, Mahaney.** (Automatic Interlocking) Approach signals are operative and display aspects per Rules 281, 285, and 291 and are affected by track occupancy, broken rail, open switch or car fouling, as well as by the indication displayed by Absolute Signal. "Lunar" aspect on northward Absolute Signal only. Northward movements "time-out" in 4 minutes. Southward movements do not "time-out". No "re-clearing" circuit. No push-buttons on Absolute Signals. Northward approach starts at Third Street, Sedalia. Southward approach starts at MP 224.9. Push button time release and indicator light in release box at crossing marked MKT. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operating time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking is 4 minutes 6 seconds and must wait this interval after operating release, unless Absolute Signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote signals on Mo. Pac. RR indicate STOP, but time release must have been operated and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

**SL-SF Crossing MP 265.4, North Clinton.** (Electric Gate) Normally against SL-SF. Movements over crossing governed by Absolute Signals on main track which normally display Rule 281 aspect both directions with gate across SL-SF (but only one direction can CLEAR if either approach circuit occupied) and by low Absolute Signal in siding which normally displays Rule 292 aspect until movement occupies 300 foot approach circuit in siding, when it displays Rule 285 aspect if no movement on main track and the gate across SL-SF. Northward movements have preference over southward movements and receive "light out over lunar" aspect on northward Absolute Signal with track occupied between switches of siding or in approach circuit beyond interlocking. Push buttons on both Absolute Signals for making reverse movements. Northward Absolute Signal also protects spring switch south end North Clinton siding. Approach signals are operative and display aspects per Rules 281, 285 and 291, and are affected by track occupancy, broken rail, open switch or car fouling, as well as by the indication displayed by Absolute Signal. "Light out over lunar" aspect on either Absolute Signal may indicate track occupancy, broken rail, open switch or car fouling or approach circuit occupied beyond the interlocking limits. Unless SL-SF movements break seal and operate emergency release, they cannot unlock gate with MKT movement in approach circuit, or with

south siding switch open, unless first operate time release (time release interval on SL-SF 4½ minutes). If Absolute Signal displays Stop-indication, movements over crossing must be preceded by flagman and, before proceeding, the enginemen and trainmen must know gate is in proper position against SL-SF and no SL-SF movements in vicinity of crossing that have not stopped. Northward movements must check position of spring switch per Rule 104(a).

**Mo. Pac. Crossing MP 316.7, Nevada.** (Automatic Interlocking) Approach signals are operative and display aspects per Rules 281, 285 and 291 and are affected by track occupancy, broken rail, open switch or car fouling, as well as by the indications displayed by Absolute Signal. "Lunar" aspects on both Absolute Signals. Movements "time-out" in 6 minutes, "Re-clearing" circuits begin 400 feet north of southward Absolute Signal and 700 feet south of northward Absolute Signal. Northward movements have preference. Southward movements on main track to meet northward movement, should remain north of leaving signals of south siding switch, to prevent giving Stop-indication to northward movement through the interlocking. Southward Absolute Signal north of south siding switch on main track has preference over southward Absolute Signal in siding. No push buttons on Absolute Signals. Push button time release and indicator light in release box at crossing market MKT. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under provisions of Rule 344, hold it 5 seconds, before releasing. Time release interval at this interlocking is 4 minutes 6 seconds, and must wait this interval after operating release, unless Absolute Signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on Mo. Pac. RR indicate Stop, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes. 300 foot approach circuit in siding.

**Mo. Pac. Crossing MP 339.1, Griffith.** (Automatic Interlocking) Approach signals are operative and display aspects per Rules 281, 285 and 291 and are affected by track occupancy, broken rail, open switch or car fouling, as well as by the indication displayed by Absolute Signal. "Lunar" aspects on both Absolute Signals on main track and also on low Absolute Signal in siding. Movements "time-out" in 12 minutes. "Re-clearing" circuit begins 1326 feet north of Absolute Signal and 1035 feet south of Absolute Signal. Push buttons on both Absolute Signals to regain route or make reverse movement. Push button on northward Absolute Signal effective on either main track or siding. Southward movements have preference. Southward movement wishing to go to siding for northward movement already in approach circuit south of interlocking get "Lunar" aspect after change over period of 3½ minutes. Northward main track movements have preference over northward movements in siding, and for movement in siding to receive "Proceed" indication on Absolute Signal in siding under such conditions, necessary they operate push button on main track Absolute Signal and after change over period of 3½ minutes will receive "Proceed" on Absolute Signal in siding. Push button time release and indicator light in release box at crossing marked MKT. Uniform Code of Operating Rules, Rule 344 and other applicable rules will govern. When operate time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking is 2 minutes and must wait this interval after operating release, unless Absolute Signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote signals on Mo. Pac. RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes. 500 foot approach circuit in siding.

**AT&SF Crossing MP 365.0, Walnut.** (Automatic Interlocking) Approach signals operative and display aspects per Rules 281, 285 and 291 and are affected by track occupancy, broken rail, open switch or car fouling, as well as by the indication displayed by Absolute Signal. "Lunar" aspects on both Absolute Signals and "Light out over lunar" aspect displayed on Absolute Signal may indicate track occupied, broken rail, open switch or car fouling between the crossing and approach signal beyond the crossing. Movements do not "time out". Push buttons on both Absolute Signals to make reverse movements. Southward movements have preference over northward movements. Key type time release and indicator light in release box at crossing. MKT and AT&SF time releases and indicator lights are in same release box, but properly marked MKT and AT&SF. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under the provisions of Rule 344, insert switch key in key controller type release marked MKT and turn key in manner similar to opening standard switch lock, and hold it 5 seconds before releasing. Time

release interval at this interlocking is 2 minutes, and must wait this interval after operating release, unless Absolute Signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light marked MKT illuminated in release box will denote signals on AT&SF RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes. No approach circuit in siding.

**Mo. Pac. Crossing on Yard Track, Paola.** (Electric Gate) Normally against MKT. Protected only by STOP signs. Two miniature semaphore indicators on top of release box at crossing, one for each direction on Mo. Pac. RR. Horizontal position of miniature semaphore arm indicates Mo. Pac. movement approaching crossing on "Proceed" indication. Vertical position indicates that release box may be opened immediately. Opening release box causes Mo. Pac. Absolute Signals to immediately display Stop-indication. Clock type time release in release box. No indicator light. Time release interval is 3 minutes 6 seconds. Instructions for operating Electric Locked Gate are: Wait for indicator on lock mechanism to clear. When indicator clears, move lever from right hand to left hand position. Move sliding member on end of gate out of lock. Turn gate. If indicator on lock mechanism does not clear when door of lock is opened, operate the time release. To operate time release, turn knob to right as far as it will go and allow to run down. If, after operating time release, the lock indicator still does not clear, the gate may, after protecting against Mo. Pac. trains, be released with switch provided for emergency release of lock. Move emergency switch to DOWN position. When movement over crossing is completed, replace the sliding member of gate in lock, move lever from L hand to R hand position. Close and lock door, be sure to restore emergency switch to UP position if same has been used. If necessary to use emergency switch, notify the Mo. Pac. operator at Paola. (The emergency release is in separate box below the release box, with seal which must be broken before the two way switch inside can be moved to DOWN position to release gate). Northward approach circuit starts about 60 feet south of crossing and, when occupied, causes Mo. Pac. Absolute Signals to immediately display Stop-indication.

**SL-SF Crossing, on Yard Track, Paola.** (CTC) Hand operated switches equipped with electric locks in service at MP C-42 pole 40 and MP C-42 pole 41. Northward or eastward movements desiring to move over SL-SF main track must stop 200 feet in advance of STOP signal and contact SL-SF dispatcher to get signal so can operate switch. Return movements, moving southward or westward, will stop before fouling SL-SF circuit and contact SL-SF dispatcher for authority to operate switch. SL-SF telephones in Joint depot and east of SL-SF main track.

**Mo. Pac. Crossing MP A-43.4, Paola.** (Automatic Interlocking) Approach signals are automatic block signals. "Lunar" aspect on southward Absolute Signal only, which displays aspects per Rules 281, 285, 290 and 292. Northward Absolute Signal displays aspects per Rules 281 and 292 only. Movements do not "time out", nor is there "re-clearing" circuits. No push buttons on Absolute Signals. Push button time release and indicator light located in release box marked MKT and attached to relay case in northwest angle of crossing. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under the provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 6 minutes and must wait this interval after operating time release, unless Absolute Signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on Mo. Pac. indicate STOP, but time release must have been operated and time release interval expired and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection as per Rule 99 on conflicting routes. Southward movements Paola should not occupy southward approach circuit until ready to depart from Paola.

**Mo. Pac. Crossing MP A-94.8, Moran.** (Automatic Interlocking) Approach signals are automatic block signals. "Lunar" aspects on both Absolute Signals. Movements "time out" in 12 minutes. "Re-clearing" circuit northward begins at Highway 59 crossing, southward begins at south switch of west siding. Push button on both Absolute Signals to regain route or make reverse movement. Northward movements have preference over southward movements. Push button time release in release box at crossing marked MKT, also indicator light. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under the provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 3 minutes and must wait this interval after operating time release, unless Absolute Signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time

release interval, indicator light in release box will denote that signals on Mo. Pac. RR indicate STOP, but time release must have been operated, time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing protection as per Rule 99 on conflicting routes. No approach circuits in either siding. "Lunar" aspects on Absolute Signals is "Light out over lunar".

**AT&SF Crossing MP A-119.9, Erie.** (Automatic Interlocking) Approach signals are automatic block signals. No "Lunar" aspects. Normally, both MKT Absolute Signals are CLEAR both directions, and both AT&SF Absolute Signals indicate STOP. AT&SF crew member must go to AT&SF Absolute Signals and operate switch key in Key controller box to receive CLEAR signal if no MKT movement in MKT approach circuit. Operation of AT&SF time release at crossing by AT&SF causes MKT Absolute Signals to immediately display Stop-indication and after time release interval of 3 minutes 47 seconds, AT&SF may receive "Proceed" indication even if MKT movement in approach circuit. Separate release boxes for MKT and AT&SF. No time release in MKT release box. When MKT movement stopped by Stop-indication of MKT Absolute Signal, member of crew will operate push button located on Absolute Signal. If signal does not change its indication, member of crew will go to crossing and open release box locked with MKT switch lock. If indicator light in release box is illuminated, this will denote that signals on AT&SF conflicting routes indicate STOP and train or engine may proceed on hand signal from member of crew located at the crossing, except, if train or engine is on conflicting routes on AT&SF, hand proceed signal must not be given until such movement is stopped, and after stopped, a thorough understanding has been reached with the crew of the train or engine on conflicting route. If indicator light is not illuminated, flag protection per Rule 99 must be provided against movements on conflicting routes before moving through interlocking. The above instructions are a supplement to Rule 344 in so far as this particular interlocking is concerned. No directional preference. Push buttons on both Absolute Signals and also on the low Absolute Signal in siding for purpose outlined above, and for making reverse movement. MKT movements do not "time out". Northward movement on main track has preference over movements in siding and causes low Absolute Signal in siding to display RED aspect. Operation of push button in siding will change over from main track Absolute Signal to siding Absolute Signal. Movement out south end of siding desiring to make a northward movement, if Signal 1216 displays "Stop, Then Proceed at Low Speed" indication, will operate push button on signal, in addition to complying with Rule 104(a). Approach circuit in siding about 500 feet.

**SL-SF Crossing MP 387.1, Poole, Muskogee Subdivision and MP 137.3, Poole, Oklahoma Subdivision.** (Crossing gate, not electric locked) Normal position against SL-SF but can be placed across MKT at any time, regardless of approaching MKT movements. Movement of MKT movements over crossing governed by Absolute Signals. Northward approach signal on Muskogee Subdivision is automatic block signal. Northward approach signal on Oklahoma Subdivision is fixed non-operative signal always displaying aspect as per Rule 285. No southward approach signals on either subdivision. Rule 98 and other applicable Rules of the Uniform Code of Operating Rules, govern.

**SL-SF Crossing MP A-149.2, Mound Valley.** (Automatic Interlocking) Fixed non-operative approach signals always display aspect as per Rule 285. Southward approach signal is beyond rails of siding with no bracket to right of mast to so indicate, but governs main track movements. Movements do not "time out". No directional preference. Clock type time release in release box marked MKT at crossing, also indicator light. Uniform Code of Operating Rules, Rule 344 and other applicable rules will govern. When operate clock type time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 1 minute 30 seconds and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on SL-SF indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movements being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

**Mo. Pac. Crossing MP A-170.9, South Coffeyville.** (Automatic Interlocking) Approach signals operative and display aspects per Rules 281, 285 and 291 are affected by track occupancy, broken rail, open switch or car fouling, as well as by the indication displayed by Absolute Signal. Southward movements "time out" in 5 minutes. Northward movements do not time out. "Re-clearing" circuit for southward movements begins about 300 feet north of southward Absolute Signal at battery box case. No push

buttons on Absolute Signals. No directional preference. Push button type time release and indicator light in release box marked MKT. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate push button time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking is 4 minutes 21 seconds, and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on Mo. Pac. RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

**SL-SF Crossing MP A-257.5, Hallett Tower.** (Automatic Interlocking)

Approach signals fixed non-operative and always display aspect per Rule 285. Movements do not "time out". No directional preference. Both MKT and SL-SF time releases and indicator lights are in same box located at crossing, but inside outer door of box are separate compartments marked MKT and Frisco. Push button type time release and indicator light in compartment marked MKT. Uniform Code of Operating Rules, Rule 344, and other applicable rules will govern. When operating time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 2 minutes, and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in MKT compartment of release box will denote that signals on SL-SF RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes. No approach circuit in siding.

**AT&SF Gauntlet Track MP A-271.4, Sunco.** (Automatic Interlocking)

Approach signals fixed non-operative and always display aspect per Rule 285. Movements "time out" in 5 minutes. "Re-clearing" circuit begins about 100 feet in advance of both Absolute Signals. No push buttons on Absolute Signals. No directional preference. No release box, time release or indicator light at crossing. The applicable parts of Rule 344 of Uniform Code of Operating Rules and other applicable Rules, and these instructions will govern: When stopped by Stop-indication of the Absolute Signal, first occupy "re-clearing" section in advance of the Absolute Signal. If signal does not clear, and no opposing or AT&SF movements are approaching, move by the Absolute Signal, but stop clear of AT&SF track. (Occupying circuit between the Absolute Signals should cause AT&SF signals to display Stop-indication). If AT&SF Absolute Signal on side of bridge MKT movement is, is displaying Stop-indication, flagman will cross bridge and if opposing AT&SF and MKT Absolute Signals are STOP, flagman may give hand "Proceed" signal for movement through the interlocking. If any opposing Absolute Signal does not display Stop-indication, full flag protection per Rule 99 must be provided on conflicting routes before fouling gauntlet track. When signals are inoperative, MKT train dispatcher will be notified from telephone at north end of bridge.

**SL-SF Crossing MP 400.8, Oswego.** (Automatic Interlocking)

Approach signals are automatic block signals. "Lunar" aspects on both Absolute Signals. Movements "time out" in 12 minutes. No "re-clearing" circuits. Push buttons on both Absolute Signals to regain route or make reverse movement. Northward movements have preference over southward movements. Push button type time release and indicator light in release box marked MKT at crossing. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 2 minutes, and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on SL-SF RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes. No approach circuit in siding. Necessary to open switch or to foul main track to secure "Proceed" indication on main track Absolute Signal if no conflicting movements.

**Mo. Pac. Crossing MP 409.9, Chetopa.** (Electric Gate) Normally against Mo. Pac. Movements over crossing governed by Absolute Signals. Approach signals are automatic block signals. No directional preference. No "Lunar" aspects. Push button on outside of release box for making reverse

movement. If MKT Absolute Signal displays Stop-indication, movements over crossing must be preceded by flagman and, before proceeding, the enginemen and trainmen must know gate is in proper position against Mo. Pac. and no Mo. Pac. movements in vicinity of crossing that have not stopped. This in addition to complying with other applicable Uniform Code of Operating Rules.

**SL-SF Crossing MP 438.8, Vinita.** (Automatic Interlocking) Approach signals are automatic block signals. "Lunar" aspect on northward Absolute Signal only. Movements "time out" in 12 minutes. "Re-clearing" circuit for southward movements begin 475 feet north of southward signal, for northward movements begin just south of highway crossing south of northward Absolute Signal. Push buttons on both Absolute Signals to regain route or make reverse movement. Southward movements have preference over northward movements.

No leaving signal governing movements beyond the interlocking limits, northward. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 4 minutes 30 seconds, and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on SL-SF RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes. Push button time release and indicator light in release box marked MKT at crossing. Southward movements leaving train on main track north of south switch Winders and moving through interlocking should receive "Lunar" aspect on northward Absolute Signal to return to train, after operating push button on northward Absolute Signal, if no conflicting movements.

**Mo. Pac. Crossing MP 488.2, Wagoner.** (Automatic Interlocking)

Approach signals are automatic block signals. "Lunar" aspects on both main track Absolute Signals. Northward Absolute Signal governing movements from siding to main track also governs movements over Mo. Pac. crossing. Movements "time-out" in 10 minutes. Southward approach starts at MP 486.0, "re-clearing" circuit starts at Cherokee Street. Northward main track approach starts at MP 491.0, "re-clearing" circuit starts 500 feet in advance of Absolute Signal. Northward siding approach starts 500 feet in advance of siding Absolute Signal. Southward movements have preference over northward movements. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. Push button type time release and indicator light located in release box marked MKT attached to instrument house in southeast angle of the crossing. When operate time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking is 5 minutes and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on Mo. Pac. RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99.

**CRI&P Crossing MP 565.9, McAlester.** (Gate, not electric locked)

Controlled by Operator, McAlester, and can be placed across MKT at any time, regardless of approaching movements. "Stop, Then Proceed at Low Speed" automatic block signals each side of crossing; display "Proceed" with gate across CRI&P RR. Approach signals are also automatic block signals. Rule 98 and other applicable Rules of the Uniform Code of Operating Rules, govern.

**KO&G Crossing MP 640.8, Durant.** (Automatic Interlocking)

Approach signals are automatic block signals. "Lunar" aspects both Absolute Signals on main track. Movements "time out" in 12 minutes. No "re-clearing" circuits either direction. Push buttons on both main track Absolute Signals to regain route or make reverse movement. Northward movements have preference over southward movements. Push button type time release and indicator light in release boxes at crossing. There are two release boxes, at crossing, one of which marked MKT main track and one marked MKT Siding. The Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release in the proper box, under the provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking is 2 minutes, either on main track or in siding and must wait this interval after operating release, unless signal

changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on KO&G RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection as per Rule 99 on conflicting routes. Northward approach circuit in siding starts about 1500 feet south of Absolute Signal, and southward approach in siding starts about 800 feet north of Absolute Signal. Train must be left outside approach circuit on siding, when cut off and move through interlocking, in order that reverse movement in siding back to train may receive "Proceed" signal to move through interlocking.

**SL-SF Crossing MP 641.4, Durant.** (Automatic Interlocking) Approach signals are automatic block signals. No "Lunar" aspects. Movements do not "time out". No push buttons on Absolute Signals. No directional preference. Push button type time release and indicator light in release box marked MKT at crossing. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operating time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 2 minutes 30 seconds, and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on SL-SF RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection as per Rule 99 on conflicting routes. Approach circuit in siding starts about 500 feet in advance of each Absolute Signal.

**SL-SF Crossing MP 655.9-656.2, Staley.** (Interlocking) This is not an automatic interlocking, but remotely controlled by control operator located at Ray Yard. Rules 325 to 345 inclusive, except Rule 344, as well as other Rules of the Uniform Code of Operating Rules that are applicable, will govern. Approach signals are automatic block signals. No "Lunar" aspects. Dual controlled switches at the following locations;

Intersection of MKT main track and SL-SF main track north of Red River Bridge, SL-SF North Jct.,

Intersection of MKT main track and SL-SF main track south of Red River Bridge, SL-SF South Jct.,

Intersection of MKT (old passenger) track and MKT freight main track MP 656.2.

All three these dual control switches normally controlled from Ray Yard Office, and Operator that point is designated as Control Operator. Rule 104(b) and 104(c) as well as other applicable Rules of the Uniform Code of Operating Rules will govern.

Control Operator, Ray Yard, will normally line the interlocking positioning the three dual control switches and clearing the Absolute Signals for movement through the interlocking.

When train or engine is stopped by Stop-indication of an Absolute Signal, communicate with control operator at Ray Yard office by telephone located at each Absolute Signal, and be governed by his instructions and Rules 340 and 345, and other applicable Rules. Control operator at Ray Yard office, in compliance with Rules 104(b), 104(c), item 62 of Instructions for Train Dispatchers and item 3 of Instructions for Operators, as amended in Timetable Special Instructions must not only have indication on control board denoting that the first of the three dual control switches involved is over and locked, but he must also have indication on control board that the other two dual control switches are over and locked in proper position for the movement, before giving information to permit movement over any dual control switch and through the interlocking. When control board does not denote that all of the three dual control switches are over and locked in proper position, control operator Ray will instruct train or engine to place any dual control switch or switches not shown on control board to be over and locked, in hand operation as per Rule 104(b) before giving information that will permit movement over dual control switches and through interlocking, under provisions of the applicable Rules.

If after proper effort, it is decided that it is impossible to communicate with Control Operator at Ray Yard office for verbal permission to operate dual control switch, or to pass Absolute Signal indicating STOP, the following instructions will govern:

1. If no movement is evident on conflicting route the nearest of the

three dual control switches will be operated by hand by unlocking switch lock, operating dual control selector lever marked "Power" or "Motor" to position marked "Hand", then operate hand lever back and forth until switch points are seen to move with movement of lever, then line switch back and forth once, after which line switch in position for route to be used. Switch must be placed in hand operation and operated back and forth as shown above, regardless of the fact that it may already be properly lined for the route to be used. Engineer must be notified when dual control switch selector lever is in "Hand" position.

2. Wait 5 minutes at switch after placing it in hand operation, protecting movements that may have been approaching.

3. After waiting 5 minutes, examine Absolute Signal or Signals on conflicting route or routes on side of Red River Bridge that the movement is stopped at Absolute Signal, and be sure they are displaying Stop-indication.

4. If the Absolute Signal or Signals displaying Stop-indication, the two remaining dual control switches must be operated by hand in the same manner as outlined in (1), a member of crew crossing Red River Bridge to do this, and they must all be operated by hand as shown in (1) regardless of whether or not they are properly lined already for route to be used, or whether or not one of them may not be involved in the movement to be made.

5. After crossing Red River Bridge and operating other dual control switch or switches by hand as above, observation must be made of the Absolute Signals on conflicting routes on that side of Red River Bridge, to be sure they are displaying Stop-indication.

6. If Absolute Signals on that side of Red River Bridge are all displaying Stop-indication, train or engine that has stopped at the Stop-indication, and whose crew member has performed the operations mentioned, may, after complying with Rule 104(c), proceed through the interlocking at Low Speed on hand signal from member of crew located on far side of bridge from the movement. Before giving hand signal to proceed to train or engine to move through interlocking, note all three dual control switches must have been operated by hand as outlined in (1), must have waited 5 minutes after placing first dual control switch in hand operation before handling the other two dual control switches as per (1), and all Absolute Signals on conflicting routes must be displaying Stop-indication. Should any Absolute Signal on any conflicting route not be displaying Stop-indication, full flag protection per Rule 99, must be provided on such conflicting route or routes, before moving through the interlocking.

7. Before moving beyond the interlocking limits, Rule 345 must be observed.

8. After movements over dual control switches have been completed, restore switches by hand to the position in which they were found, then lock dual control selector lever in position marked "Power" or "Motor", notify engineer, and also notify control operator, Ray Yard, from first available point of communication.

**Other instructions in effect at Staley interlocking:** Movements north of Warner Jct. must remain south of battery box south of the northward Absolute Signal for the interlocking, to permit southward movements receiving "Proceed" indication on southward Absolute Signal of interlocking. Color light Absolute Signals governing southward movements on passenger and freight main tracks beyond Staley interlocking limits are located on signal bridge supporting northward Absolute Signals for the interlocking.

**N&W Crossing MP 0-34.4, Moberly.** (Automatic Interlocking) No approach signals to Absolute Signals. Northward approach circuit starts 1509 feet from Absolute Signal, southward approach starts 369 feet from Absolute Signal. No "Lunar" aspects. Movements do not "time out". No directional preference. No push buttons on Absolute Signals. Knob clock type time release in release box marked MKT at crossing, but no indicator light in release box. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under the provisions of Rule 344, turn knob to Zero, hold 5 seconds, and release knob, allowing pointer on dial to return to normal position. Time release interval at this interlocking 3 minutes and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, it must be determined by actual observation that signals on N&W RR indicate STOP, since there is no indicator light in release box to indicate this. Time release must have been operated, and time release interval have expired, and it must be known all signals on N&W RR indicate STOP both directions on both tracks, and the other requirements of Rule 344 must be complied with,



to permit movement being made through interlocking without providing flag protection per Rule 99 on all conflicting routes. If has been necessary to operate time release, or move through interlocking on hand signals under provisions of Rule 344, trainmen will notify N&W RR dispatcher.

**AT&SF Crossing MP B-26.8, North of Chanute.** (Electric Gate) Normally against MKT. No approach or Absolute Signals on MKT, only STOP signs each side of crossing. Approach circuit about 75 feet each side of crossing, occupancy of which causes AT&SF signals to display Stop-indication. Instructions for operating gate are: **General Instructions:** engine and cars must be stopped and not moved past white marker posts located 75 feet each side of crossing until gate is unlocked and opened. This to prevent giving STOP signal to approaching AT&SF train. **To unlock gate:** Turn handle on lock to the R until edge of handle is even with white line on indicator case. When signals on AT&SF go to STOP position, arm indicator should clear. When arm indicator clears, turn handle on lock to the R as far as it will go. This will unlock gate. If arm indicator does not clear when lock handle is moved to white line, this indicates that AT&SF train is approaching crossing and gate cannot be unlocked until AT&SF train has completed movement over crossing or until hand release has been operated. **To operate hand release:** Hand release must not be operated until it is ascertained that no AT&SF train is approaching crossing. Hand release may be operated when AT&SF switching or other movements have stopped before reaching their home signals. Turn knob on release to the R as far as it will go (to figure 0) and hold in this position until indicator lamp lights, and let go of knob. After release has operated until pointer is in red spot on dial, indicator should clear. Movement of lock handle should be made while pointer on release is in red spot by moving to R as far as it will go and unlock gate. **To lock gate:** After movement over crossing completed, gate must be closed and end of gate arm placed in proper position in mechanism case and locked in position by turning lock handle to the L as far as it will go. Necessary that lock handle be placed in proper position to permit mechanism case door to be locked. **Emergency operation:** If, after hand release has been operated twice and arm indicator fails to clear, train will move onto the 75 foot track section fouling the MKT track circuit but not fouling crossing, hand release operated again, then if indicator fails to clear, seal on cover of lock will be broken, cover removed and armature of lock raised to permit lock handle to be moved to the R and gate unlocked. If member of crew finds home signals

on AT&SF at STOP in both directions, gate may be opened and train signalled to proceed over crossing. If home signal on AT&SF does not indicate STOP, flagman must protect against train movement in that direction on AT&SF tracks. After movement over crossing completed, gate must be properly locked and both AT&SF and MKT dispatchers notified. **Note** — indicator lamp placed on top of release box. A clock type time release in MKT release box at crossing which is to be operated as shown in instructions. Time release interval is 3 minutes 30 seconds. Indicator light on release box is illuminated when handle on lock turned to R as per instructions and AT&SF signals go to STOP, but still must operate time release as per above instructions. This indicator light will not illuminate unless AT&SF signals display Stop-indication.

**SL-SF Crossing MP S-418.7, Columbus.** (Automatic Interlocking) Approach signals fixed non-operative and always display aspect per Rule 285. No "Lunar" aspects on Absolute Signals. Movements do not "time out". No push buttons on Absolute Signals. No directional preference. Push button time release and indicator light in release box at crossing marked MKT. Uniform Code of Operating Rules, Rule 344 and other applicable Rules will govern. When operate time release under provisions of Rule 344, hold it 5 seconds before releasing. Time release interval at this interlocking 5 minutes 30 seconds, and must wait this interval after operating release, unless signal changes to indicate "Proceed". If signal has not changed to indicate "Proceed" at expiration of time release interval, indicator light illuminated in release box will denote that signals on SL-SF RR indicate STOP, but time release must have been operated, and time release interval expired, and indicator light must be illuminated when engine or leading car moves by Absolute Signal, and the other requirements of Rule 344 must be complied with, to permit movement being made through interlocking without providing flag protection per Rule 99 on conflicting routes.

**AT&SF-SL-SF-MV Crossing MP Z-278.2, Tulsa.** (Interlocking) Interlocking Rules, except Rule 344, and other applicable Rules of the Uniform Code of Operating Rules, govern. Approach signals are fixed non-operative, and always display aspect per Rule 285, "Lunar" aspects on both absolute signals.

## 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, except as provided in NOTE below.

Except in train consisting entirely of placarded loaded tank cars and as otherwise provided below, 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; when length of train will not permit, or when handled in freight train engaged in pickup or setoff service, shall not be nearer than the 2nd car from engine, occupied caboose or passenger car.

**NOTE:** In freight or mixed trains, cars placarded "Explosives" or "Poison Gas" or both or placarded "Flammable Poison Gas" when accompanied by cars carrying guards or gas handling crews, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when such car is equipped with a lighted heater or stove it shall be the fourth car behind a car or cars requiring "Explosive" placards.

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

Cars placarded "Explosives" or loaded tank cars placarded "Dangerous", "Poison Gas" or "Flammable Poison Gas" must not be handled next to engine, or occupied caboose (except as provided in NOTE above) (except loaded tank cars placarded "Dangerous" when train consists only of placarded loaded tank cars) (loaded tank cars placarded "Poison Gas" or "Flammable Poison Gas" must not be handled next to engine or occupied caboose); next to occupied passenger or combination car except as provided in NOTE above; (loaded tank cars placarded "Poison Gas" or "Flammable Poison Gas" will not be handled

next to occupied passenger or combination car other than cars occupied by gas handlers and authorized personnel accompanying shipment); wooden underframe cars; loaded flat cars (except cars carrying trailers or containers placarded "Explosives" may be coupled to each other); (loaded tank cars placarded "Dangerous" or "Poison Gas" or "Flammable Poison Gas" may be handled next to specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks or trailer bodies which are secured by means of a device designed and permanently installed for that purpose and of a type generally accepted for handling in interchange between railroads); (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 when lading extending above car ends is liable to shift so as to protrude beyond car ends; car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies with open flame apparatus in service or with internal combustion engine in operation; cars, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns; (except in case of loaded tank cars placarded "Dangerous", "Poison Gas" or "Flammable Poison Gas", when car is occupied by gas handlers or authorized personnel accompanying shipment); cars loaded with live animals or fowl, occupied by an attendant.

Cars containing explosives, Class A; poison gases or liquids, Class A or flammable poison gas and tank cars placarded "Dangerous" shall not be transported in a passenger train, nor next to occupied caboose or cars carrying passengers in mixed trains except as otherwise provided above.

Cars containing "Dangerous Radio-Active Material" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

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.

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 trains, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car, face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. One man will be permitted to ride the leading footboard of switch engine on short switch moves. He will board the footboard from a position outside of the rails, remaining in sight of engineer or fireman. He will alight from the footboard before coupling into other equipment. Enginemen will not permit their engine to couple into other equipment while a man is riding the leading footboard.
13. Employes will not attempt to board oncoming footboards when the movement is of such speed to be unsafe, or when engine is moving over frogs, crossovers, turnouts, or where a safe footing on the ground or footboards is in doubt.
14. Firm grip and safe foothold are essential to safety when on sillstep, 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**

1. Enginemen and others will use hard rubber or nonmetallic cased flashlights in and around Diesel locomotives.
2. Never place hands or face near main generator or any high voltage equipment while it is working under load.
3. Do not smoke or have open flame in engine room.
4. Rings and wrist watches will not be worn while working around electrical equipment.
5. Fuses will not be pulled while under load.
6. High voltage cabinet will not be opened while motor is running, other than idling.
7. Stepping out of side doors of moving Diesel units to elevated platform or other side elevation is prohibited.
8. 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).
9. Backing trains with Road Switch and/or Yard Switch Type Units Hauling Or in Tow.
  - (A) To minimize the possibility of jack-knifing when trains are backed up or locomotives are used in pusher service the following restrictions should be observed:  
When necessary to back up or push a train consisting of more than fifty (50) cars and there are any Road Switch Units in the loco-consist, the engineman will be governed by the following:  
Maximum Amperage Rating With —
 

3 Units working	800 Amps
4 Units working	600 Amps
5 Units working	500 Amps
6 Units or more working	400 Amps
10. Do not under any circumstances run a unit with ground switch open or ground switch jumper removed (except to clear main line in emergency).
11. If a unit trips ground relay 3 times on a trip, it should be isolated and reported to next division point.
12. Reduce throttle to No. 5 position when locomotive passes over rail crossing.
13. Do not operate units in excess of load meter ratings.
14. In event of an electrical fire — open battery switch or disconnect battery cables in battery box.
15. Doors on Diesel units should be kept closed at all times. This applies to hood doors on road switchers and end doors, as well as side doors on carbody type units.
16. Do not remove overhead duct panels.

**RAILROAD COMPANY MEDICAL STAFF**  
**Dr. Roland S. Kieffer, Medical Director, St. Louis, Mo.**

		Office	Phone Number Residence	Exchange
Boonville, Mo.	Dr. T. C. Beckett	TU 2-6278	TU 2-2442	
Denison, Tex.	Dr. W. D. Blassingame	HO 5-5005	HO 5-6366	
Fayette, Mo.	Dr. M. P. Leech Fayette Medical Clinic	CH 8-8217		
Kansas City, Mo.	Dr. Graham Joseph Owens 152 West Mezzanine Union Station	VI 2-2813	EN 2-8160	WE 1-9500
McAlester, Okla.	Dr. George M. Brown, Jr.	GA 3-4080	GA 3-4442	
Muskogee, Okla.	Dr. G. W. Tracy 104 North 16th St.	MU 2-0210	MU 7-4707	MU 7-6356
Okla. City, Okla.	Dr. Glen F. Wade Pasteur Medical Bldg. 1111 North Lee	CE 5-5940		CE 2-8861
Parsons, Kansas	Dr. Evert C. Beaty	GA 1-0600	GA 1-6457	
St. Louis, Mo.	Dr. R. S. Kieffer 100 North Euclid	FO 1-6632		PR 1-6080
St. Louis, Mo.	Dr. Norman A. James 9953 Lewis and Clark Blvd. Suite 301, Lewis Tower (For examinations only.)	UN 7-1250		
St. Louis, Mo.	Dr. Warren A. Bowersox 100 North Euclid	CL 7-3500	VO 3-5514	PR 1-6080

**OFFICIAL WATCH INSPECTORS**

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

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

Appleton City, Mo.	APPLETON CITY JEWELRY CO.	North Kansas City, Mo.	ZAJIC'S JEWELERS, 323 Armour Road
Boonville, Mo.	GMELICH & SCHMIDT JEWELRY CO.	Oklahoma City, Okla.	B. C. CLARK, JEWELER, 113 N. Harvey
Cleveland, Okla.	GIDDENS JEWELRY CO.	Oklahoma City, Okla.	ROBINSON JEWELRY CO. 204 W. Commerce St.
Coffeyville, Kans.	A. C. HAMLIN, JEWELER	Oklahoma City, Okla.	WEBER'S JEWELRY CO., 142 W. Main
Cushing, Okla.	N. C. McCOY, JEWELER	Paola, Kans.	S. O. CARPENTER, JEWELER
Denison, Tex.	GRAY'S CREDIT JEWELRY	Parsons, Kans.	PFEIFFER JEWELRY CO.
Ft. Scott, Kans.	BARTELSMEYER JEWELER	Pryor, Oklahoma.	J. M. LESLIE, JEWELER
Franklin, Mo.	OPERATOR	Sedalia, Mo.	REED & SON JEWELERS
Glen Park, Kans.	OPERATOR	Sedalia, Mo.	GEM DANDEE JEWELRY
Jennings, Mo.	HARTIG JEWELER No. 8 River Roads Shopping Center	St. Louis, Mo.	AMERICAN RAILROAD TIME SERVICE Room 312, Arcade Building, 812 Olive St.
Joplin, Mo.	JOHN H. REEDER, JEWELER	St. Louis, Mo.	QUALITY WATCH REPAIR 7242 Manchester Ave.
Kansas City, Kans.	HELZBERG'S DIAMOND SHOP 654 Minnesota Ave.	St. Louis, Mo.	WIGGINS JEWELRY CO. 1920 Market
Kansas City, Mo.	HELZBERG'S JEWELERS, 1100 Walnut	St. Louis, Mo.	W. A. ZANDER, JEWELER 2818 Cherokee Ave.
Kansas City, Mo.	HELZBERG'S DIAMOND SHOP 3132 Troost Ave.	Tulsa, Okla.	GRAY'S JEWELERS
Kansas City, Mo.	J. H. MACE CO., Union Station	Tulsa, Okla.	FRED O. GUMM, JEWELER
McAlester, Okla.	HUNT'S JEWELRY	Tulsa, Okla.	SHERRILL'S JEWELRY CO.
Mission, Kans.	RILEY'S JEWELERS, 6118 Johnson Dr.	Vinita, Okla.	M. SILVA, JEWELER
Muskogee, Okla.	STANDARD JEWELRY CO.		
Nevada, Mo.	KING JEWELRY CO.		



**CLASSIFICATION OF ENGINES**

CLASS	UNITS	UNITS NUMBERED	Equipped For MU Control	Geared For Maximum Speed
D-2	47	1 to 11 incl., 13, 15, 17, 18, 20 to 32 incl., 34, 43, 44, 12, 14, 16, 19, 33, 35 to 42 incl., 45, 46, 47	Yes	65
			No	65
D-3	12	78 A-C to 81 A-C incl., 78 B-D-E-F	Yes	77
D-4	59	64 A to H, 65 A to H, 66 A-C to 77 A-C incl., 75 B-D-E-F, 82 A-C to 90 A-C incl. Except 84A, 86A and 87A.	Yes	65
D-5	71	91 to 161 incl.	Yes	65
Total	189			

**COOPER'S RATING OF MKT UNITS**

D-2 .....	E-46
D-3 .....	E-46
D-4 .....	E-42
D-5 units 124 to 161, incl. ....	E-45
units 91 to 123 incl. ....	E-47

**AVOID DAMAGE  
SWITCH CUSTOMERS CARS CAREFULLY**

**JUDGING SPEED**

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

**IMPACT FORCE AT  
VARIOUS STRIKING SPEEDS**

	Car Coupled at	Units of Destructive Force
Safe	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

**TABLE OF SPEEDS**

(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	45	80.0	1	08	52.9	1	46	34.0
..	46	78.3	1	10	51.4	1	48	33.3
..	47	76.6	1	12	50.0	1	50	32.7
..	48	75.0	1	14	48.6	1	52	32.1
..	49	73.5	1	16	47.4	1	54	31.6
..	50	72.0	1	18	46.1	1	56	31.0
..	51	70.6	1	20	45.0	1	58	30.5
..	52	69.2	1	22	43.9	2	..	30.0
..	53	67.9	1	24	42.9	2	05	28.8
..	54	66.6	1	26	41.9	2	10	27.7
..	55	65.5	1	28	40.9	2	15	26.7
..	56	64.2	1	30	40.0	2	30	24.0
..	57	63.2	1	32	39.1	2	45	21.8
..	58	62.1	1	34	38.3	3	..	20.0
..	59	61.0	1	36	37.5	3	30	17.1
1	..	60.0	1	38	36.8	4	..	15.0
1	02	58.0	1	40	36.0	4	30	13.3
1	04	56.2	1	42	35.3	5	..	12.0
1	06	54.5	1	44	34.6	6	..	10.0

**SPEED CARD**

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Sec. onds	40 Foot Car Miles Per Hour	50 Foot Car Miles Per Hour
1	28	35
2	14	17.5
3	9.3	11.6
4	7	8.7
5	5.6	7
6	4.7	5.9
7	4	5
8	3.5	4.4
9	3.1	3.9
10	2.8	3.5
11	2.5	3.1
12	2.3	2.9
13	2.15	2.7
14	2	2.5

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over—prevent Rough Handling—it can be done.

## TONNAGE RATINGS - NORTHERN DIVISION

SUBDIVISION	Direction	FROM STATION	TO STATION	Class D-2	Class D-3, D-4 and D-5					
					1500	3000	4500	6000	7500	9000
Eastern	South	Baden.....	Franklin.....	2050	2400	4800	7200	9600	12000	14400
		McBaine.....	Franklin.....	2900	3400	6800	10200	13600	17000	20400
		Franklin.....	Sedalia.....	1190	1400	2800	4200	5600	7000	8400
		Sedalia.....	Parsons.....	1600	1870	3740	5610	7480	9350	11220
		Sedalia.....	Ft. Scott.....	1625	1930	3860	5790	7720	9650	11580
		Ladue.....	Eve.....	1700	2000	4000	6000	8000	10000	12000
	North	Parsons.....	Sedalia.....	1600	1870	3740	5610	7480	9350	11220
		Nevada.....	Sedalia.....	1650	1930	3860	5790	7720	9650	11580
		Sedalia.....	Franklin.....	1250	1450	2900	4350	5800	7250	8700
		Franklin.....	Baden.....	2050	2400	4800	7200	9600	12000	14400
		Franklin.....	McBaine.....	2525	2950	5900	8850	11800	14750	17700
Moberly	North	Franklin.....	Moberly.....	1350	1600	3200	4800	6400	8000	9600
	South	Moberly.....	Franklin.....	1350	1600	3200	4800	6400	8000	9600
		Moberly.....	Fayette.....	1750	2050	4100	6150	8200	10250	12300
Columbia	South	Columbia.....	Columbia Subdiv. Jct.....	1625	1900	3800	5700	7600	9500	11400
	North	Columbia Subdiv. Jct.....	Columbia.....	1300	1550	3100	4650	6200	7750	9300
Eldorado	South	Walker.....	Eldorado Springs.....	925	1100	2200	3300	4400	5500	6600
	North	Eldorado Springs.....	Walker.....	1575	1850	3700	5550	7400	9250	11100
Kansas City	South	Glen Park.....	North Yard.....	1525	1800	3600	5400	7200	9000	10800
		Glen Park.....	Paola.....	1700	2000	4000	6000	8000	10000	12000
		Moran.....	North Yard.....	3200	3750	7500	11250	15000	18750	22500
	North	North Yard.....	Glen Park.....	1700	1800	3600	5400	7200	9000	10800
		Ringer.....	Glen Park.....	2400	2800	5600	8400	11200	14000	16800
Oklahoma	South	North Yard.....	Hominy.....	1550	1840	3680	5520	7360	9200	11040
		North Yard.....	Coffeyville.....	1950	2280	4560	6840	9120	11400	13680
		Coffeyville.....	Bartlesville.....	1725	2040	4080	6120	8160	10200	12240
		Hominy.....	Oklahoma City.....	1450	1700	3400	5100	6800	8500	10200
		Hominy.....	Hallett.....	1600	1875	3750	5625	7500	9375	11250
	North	Oklahoma City.....	Hominy.....	2125	2500	5000	7500	10000	12500	15000
		Hallett.....	Hominy.....	2350	2750	5500	8250	11000	13750	16500
		Hominy.....	North Yard.....	1425	1680	3360	5040	6720	8400	10080
		Mahan.....	Nelagony.....	2375	2800	5600	8400	11200	14000	16800
		Nelagony.....	Bartlesville.....	2075	2440	4880	7320	9760	12200	14640
		Bartlesville.....	Coffeyville.....	2300	2720	5440	8160	10880	13600	16320
		Coffeyville.....	North Yard.....	2150	2520	5040	7560	10080	12600	15120
MP A-163.8.....	Mound Valley.....	3125	3680	7360	11040	14720	18400	22080		
Mound Valley.....	North Yard.....	2650	3120	6240	9360	12480	15600	18720		
Neosho	South	Piqua.....	North Yard.....	1875	2200	4400	6600	8800	11000	13200
		Piqua.....	Chanute.....	2300	2700	5400	8100	10800	13500	16200
		Galesburg.....	North Yard.....	2550	3000	6000	9000	12000	15000	18000
	North	North Yard.....	Piqua.....	2300	2700	5400	8100	10800	13500	16200
Muskogee	South	Parsons.....	Muskogee.....	2125	2500	5000	7500	10000	12500	15000
		Welch.....	Muskogee.....	2600	3050	6100	9150	12200	15250	18300
		Muskogee.....	Staley.....	2170	2550	5100	7650	10200	12750	15300
		North McAlester.....	Staley.....	2250	2650	5300	7950	10600	13250	15900
		Staley.....	Ray.....	1500	1750	3500	5250	7000	8750	10500
	North	Ray.....	Muskogee.....	1600	1850	3700	5550	7400	9250	11100
		Colbert.....	Stringtown.....	2125	2500	5000	7500	10000	12500	15000
		Stringtown.....	Burg.....	1900	2250	4500	6750	9000	11250	13500
		Burg.....	North McAlester.....	2100	2500	5000	7500	10000	12500	15000
		North McAlester.....	Checotah.....	1600	1900	3800	5700	7600	9500	11400
		Checotah.....	Muskogee.....	2600	3000	6000	9000	12000	15000	18000
		Muskogee.....	Parsons.....	2125	2500	5000	7500	10000	12500	15000
		Muskogee.....	Wagoner.....	2450	2875	5750	8625	11500	14375	17250
Labette.....	Parsons.....	2700	3170	6340	9510	12680	15850	19020		
Joplin	South	Parsons.....	Joplin.....	1500	1760	3520	5280	7040	8800	10560
		Columbus.....	Military.....	2550	3000	6000	9000	12000	15000	18000
	North	Joplin.....	Parsons.....	1900	2240	4480	6720	8960	11200	13440
		Military.....	Columbus.....	2550	3000	6000	9000	12000	15000	18000
		Columbus.....	Labette.....	2625	3100	6200	9300	12400	15500	18600
Tulsa	South	Profit.....	Muskogee.....	1650	1950	3900	5850	7800	9750	11700
		Profit.....	MP Z-275.....	2975	3500	7000	10500	14000	17500	21000
		Chase.....	Muskogee.....	2375	2800	5600	8400	11200	14000	16800
	North	Muskogee.....	Profit.....	1575	1850	3700	5550	7400	9250	11100
		Tulsa.....	Profit.....	2375	2800	5600	8400	11200	14000	16800
Wilburton	South	North McAlester.....	Bishop.....	1275	1500	3000	4500	6000	7500	9000
	North	Bishop.....	North McAlester.....	1275	1500	3000	4500	6000	7500	9000

## Missouri-Kansas-Texas Railroad Company CONSOLIDATED SCHEDULES OF FAST FREIGHT TRAINS

SOUTH OR WEST BOUND						Distance from Kansas City	TIMETABLE No. 7 Effective Sept. 12, 1965	Distance from St. Louis	NORTH OR EAST BOUND					
23	15	11	5	3	1				2	4	6	12	14	22
	Lv. 7.00PM	Lv. 5.00AM					ST. LOUIS					Ar. 7.00AM	Ar. 6.00PM	
	Ar. 12.25AM Lv. 12.35AM	Ar. 8.25AM Lv. 8.45AM				333.7	FRANKLIN	189.1				Lv. 11.30PM Ar. 10.45PM	Lv. 11.00AM Ar. 10.15AM	
			Lv. 1.30AM	Lv. 5.30PM	Lv. 10.00AM		KANSAS CITY		Ar. 9.30PM	Ar. 9.00AM	Ar. 1.30PM			
Lv. 12.01AM	Ar. 8.30AM	Ar. 3.30PM Lv. 4.00PM	Ar. 7.00AM Lv. 10.00AM	Ar. 9.30PM Lv. 10.00PM	Ar. 3.00PM Lv. 4.45PM	136.8	PARSONS	386.6	Lv. 3.00PM Ar. 1.30PM	Lv. 3.30AM Ar. 1.00AM	Lv. 7.30AM Ar. 12.01AM	Lv. 3.30PM	14 Lv. 2.30AM 34 Ar. 11.00PM	Ar. 6.30AM
		Ar. 11.59PM				192.6	JOPLIN	442.4					Lv. 3.00PM	
Lv. 5.15AM		<b>31</b>				236.0	HOMINY	485.8					<b>34</b>	Lv. 12.01AM
Ar. 11.00AM						343.9	OKLAHOMA CITY	593.7						Lv. 7.00PM
			Lv. 11.37AM	Lv. 11.15PM	Lv. 6.02PM	189.2	VINITA	439.0	Lv. 11.05AM	Lv. 11.15PM	Lv. 8.15PM			
		<b>45</b> Lv. 7.30AM				295.9	TULSA	545.7				<b>46</b> Ar. 6.00AM		
	Ar. 11.00AM	Ar. 2.00PM Lv. 2.30PM	Ar. 12.50AM Lv. 1.00AM	Ar. 7.35PM Lv. 8.00PM	Ar. 7.35PM Lv. 8.00PM	263.8	MUSKOGEE	603.6	Lv. 9.15AM Ar. 8.30AM	Lv. 9.30PM Ar. 9.00PM	Lv. 6.00PM Ar. 2.30PM	Lv. 3.00AM		
			Lv. 4.15PM	Lv. 2.33AM	Lv. 9.23PM	316.2	McALESTER	566.0	Lv. 6.50AM	Lv. 6.52PM	Lv. 12.10PM			
	<b>63</b> Lv. 7.30AM	<b>55</b> Lv. 9.15PM	Ar. 8.45PM Lv. 10.00PM	Ar. 6.00AM Lv. 7.00AM	Ar. 12.01AM Lv. 12.45AM	411.1	DENISON	660.9	Lv. 3.30AM Ar. 2.30AM	Lv. 4.00PM Ar. 3.00PM	Lv. 7.00AM Ar. 2.30AM	<b>54</b> Ar. 2.00PM	<b>64</b> Ar. 3.15PM	
	Ar. 5.30PM					540.4	WICHITA FALLS	790.2					Lv. 6.00AM	
		Lv. 10.56PM				463.2	GREENVILLE	718.0			Lv. 9.23PM	Lv. 11.25AM		
				Lv. 9.30AM		471.9	DENTON	721.7	Lv. 12.30AM	Lv. 1.00PM				
	Ar. 2.00AM				Ar. 5.00AM Lv. 5.45AM	517.5	DALLAS	787.3			Lv. 7.15PM Ar. 4.00PM	Lv. 9.30AM		
			Ar. 2.30AM Lv. 2.30AM	Ar. 11.15AM Lv. 12.01PM		507.2	FT. WORTH	757.0	Lv. 10.30PM Ar. 9.45PM	Lv. 11.15AM Ar. 10.15AM				
<b>73</b> Lv. 7.00PM			Ar. 7.00AM Lv. 9.00AM	Ar. 4.30PM Lv. 6.00PM	Ar. 9.30AM Lv. 10.30AM	595.7	WACO	845.5	Lv. 6.30PM Ar. 5.00PM	Lv. 7.00AM Ar. 6.00AM	Lv. 8.00AM Ar. 5.30AM		<b>72</b> Ar. 1.00PM	
Ar. 6.00AM						822.0	STAMFORD	1071.8					Lv. 1.00AM	
		<b>83</b> Lv. 10.30PM		Lv. 9.30PM	Lv. 2.00PM	671.7	TAYLOR	918.9	Lv. 1.00PM	Lv. 3.00AM	Lv. 7.30PM	Ar. 1.00AM		
		Ar. 11.59PM				705.7	AUSTIN	955.5				Lv. 10.15PM		
			Ar. 3.45PM Lv. 7.30PM	Ar. 11.30PM Lv. 12.01AM	Ar. 4.00PM Lv. 4.30PM	719.6	SMITHVILLE	969.4	Lv. 11.00AM Ar. 10.30AM	Lv. 12.30AM Ar. 12.01AM	Lv. 5.00PM Ar. 4.00PM			
		Ar. 5.00AM				789.7	SAN ANTONIO	1038.5				Lv. 7.00PM		
			Ar. 3.00AM	Ar. 5.00AM Lv. 1.00PM	Ar. 9.00PM	834.1	HOUSTON	1083.9	Lv. 6.00AM Ar. 1.00AM	Lv. 7.00PM	Lv. 8.00AM			
				Ar. 5.00PM		884.2	GALVESTON	1134.0	Lv. 10.00PM					

