



ALWAYS  
BE  
**SAFE**

ALL WAYS

PRINT  SHOP



**M-K-T R.R. CO.**

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SYSTEM  
**TIMETABLE**  
**No. 1**

**EFFECTIVE 12:01 A.M. JAN. 26, 1975**

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FOR THE INFORMATION AND GUIDANCE  
OF EMPLOYEES ONLY

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

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## OFFICERS

H. L. GASTLER VICE PRES. -OPERATION  
DENISON, TEXAS

T. G. TODD GENERAL MANAGER  
DENISON, TEXAS

H. T. DIMMERMAN SUPT. TRANSP  
DENISON, TEXAS



**"Go"  
for safety**



COUNT ON KATY

THE EMPLOYEE IS THE SENTINEL OF HIS SAFETY AND THE SAFETY OF OTHERS; THROUGH HIS INTELLIGENCE, KNOWLEDGE OF THE RULES AND INSTRUCTIONS, AND THE EXERCISE OF PRUDENT JUDGMENT.

EACH CONDUCTOR, ENGINEER AND FOREMAN IS A TEACHER AND HAS THE OBLIGATION TO REQUIRE RULES OBSERVANCE AND SAFETY IN THE PERFORMANCE OF DUTY BY MEN UNDER HIS SUPERVISION.

S A F E T Y

IS UP TO YOU

and

SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY

## EXPLANATION OF CHARACTERS

A—Automatic Interlocking.  
B—Radio Base Station.  
C—Connection.  
D—Diesel Fuel Oil.  
G—Gate- Normal position against M-K-T.  
H—Draw Bridge.  
M—Manual Interlocking.  
N—Gate- Normal position against conflicting route.  
O—Train Order Office.  
P—Track Scales.  
S—Stop Sign.  
T—Turntable or Wye.  
V—Automatic Switch.  
W—Water.  
X—Railroad Crossing at Grade.  
Y—Yard Limits.  
Z—Remote Control Switch.  
#—Standard Clock only.  
\*—General Order Book only.

Register Stations are shown in full-faced type, and by symbol letter (R) immediately above station name.

## ABBREVIATIONS IN CONNECTION WITH MILE POST LOCATIONS

A—Kansas City and Oklahoma Subdiv. R—Wilburton Subdiv.  
B—Neosho Subdiv. S—Joplin Subdiv.  
D—Dallas and Hillsboro Subdiv. U—Austin Subdiv.  
K—Denton Subdiv. V—Columbia Subdiv.  
M—Lockhart and San Antonio Subdiv. Z—Tulsa Subdiv.  
O—Moberly Subdiv. —B—Western Subdiv.  
P—Sherman Subdiv.

## CLASSIFICATION OF ENGINES

UNITS NUMBERED	Equipped For MU Control	Tonnage Class	Cooper Rating
1 to 3 incl., 5 to 12 incl.	Yes	34	E-46
14 to 32 incl., 34, 43, 44.	Yes	34	E-46
50 to 55 incl.	Yes	40	E-46
67-C, 70-A, 72-C, 75-E, F, 77-A, 78-C, 80-A, 81-A.	Yes	40	E-41
91 to 123 incl.	Yes	40	E-45
142, 143, 146, 152 to 154 incl.	Yes	40	E-45
170 to 230 incl.	Yes	55	E-46
300 to 317 incl.	Yes	54	E-44
350 to 352 incl.	Yes	54	E-44
401-B.	Yes	40	E-41
500-S.	Yes	40	E-41

## INDEX

NORTHERN DIVISION		PAGE	SOUTHERN DIVISION		PAGE
Cherokee Subdiv.....	6- 7		Austin Subdiv.....		22
Choctaw Subdiv.....	8- 9		Dallas Subdiv.....		13
Columbia Subdiv.....	12		Denton Subdiv.....		22
Joplin Subdiv.....	10		Fort Worth Subdiv....	16-17	
Kansas City Subdiv...	4- 5		Hillsboro Subdiv.....	14-15	
Moberly Subdiv.....	12		Houston Subdiv.....		20
Neosho Subdiv.....	12		Lockhart Subdiv.....		23
Oklahoma Subdiv.....	11		San Antonio Subdiv...		21
St. Louis Subdiv.....	2		Sherman Subdiv.....		22
Sedalia Subdiv.....	3		Texas Subdiv.....	18-19	
Tulsa Subdiv.....	10		Western Subdiv.....		23
Wilburton Subdiv.....	12				



SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE  STATIONS
SECOND CLASS					
105	103	111			
DAILY	DAILY	DAILY			
			1000	0.0	KANSAS CITY.....
				2.0	29TH STREET.....
PM 9 30	PM 4 30	AM 8 00	1003	2.6	GLEN PARK. YTWDPB
				3.9	ROSEDALE.....
PM 10 45	PM 5 45	AM 9 15	3043	43.1	PAOLA..... YWOB
				43.4	MO. PAC.....XA
10 52	5 52	9 22	3047	46.5	RINGER.....
11 14	6 14	9 44	3062	61.6	PARKER.....
11 22	6 22	9 52	3067	66.8	DUNLAY.....
106 11 46	6 46	10 16	3083	82.8	KINCAID.....O
11 52	6 52	10 22	3087	87.0	MILDRED.....
12 05	7 05	10 35	3095	94.7	MORAN.....
AM				94.8	MO. PAC.....XA
12 30	7 30	11 01	3113	112.6	KIMBALL.....
				119.9	AT&SF.....XA
12 42	7 42	11 13	3121	120.6	ERIE.....O
1 02	8 02	11 33	3384	133.7	CROSS.....Y
2 30	8 45	12 45	3386	136.2	NORTH YARD. YTWDPB
AM	PM	PM			136.2

ABS between MP A-43.1 and MP A-134.0.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP A-43.1 - MP A-133.7...	45	Beagle.....	A-54.6	3055
MP A-133.7 - MP A-135.2...	10	Centerville..	A-70.0	3070
Except; Paola, through Long Track.....	10	Elsmore.....	A-103.4	3103
Paola, between crossover MKT Main Track to SL-SF Main Track (MP A-42.9) and Signal 431 (MP A-43.14).....	20	Savonburg....	A-106.4	3106
Over MO. PAC. crossing (MP A-94.8).....	30	Stark.....	A-110.4	3110

Glen Park: On northward movements, 30th Street Crossing flasher devices time out in one minute thirty seconds after approach circuit occupied. Signal will not again start operating until Island Track circuit through street is occupied. Northward movements from Glen Park must approach 30th Street crossing at very slow speed to permit crossing signals to be operating before crossing is occupied by engine or cars.

MAIN LINE  STATIONS	Length of Platform in Feet	NORTHWARD		
		SECOND CLASS		
		104	204	106
		DAILY	DAILY	DAILY
KANSAS CITY.....				
29TH STREET.....				
GLEN PARK.....	YARD	PM 1 20	PM 5 30	AM 4 00
ROSEDALE.....				
PAOLA.....		AM 11 55	PM 3 35	AM 12 47
MO. PAC.....				
RINGER.....	4745	11 48	3 25	12 40
PARKER.....	7893	11 26	3 03	12 18
DUNLAY.....	5640	11 18	2 55	12 10
KINCAID.....	6375	10 54	2 31	11 46
MILDRED.....	1385	10 48	2 25	11 25
MORAN.....	W-6257 E-2073	10 35	2 12	11 12
MO. PAC.....				
KIMBALL.....	6338	9 37	1 47	10 47
AT&SF.....				
ERIE.....	8352	9 25	1 35	10 35
CROSS.....		9 05	1 15	10 15
NORTH YARD.....	YARD	8 50	1 00	10 00
136.2		AM	PM	PM

Between Kansas City and 29th Street, KCT Ry. Rules, Timetable and Special Instructions govern.

Between 29th Street and Paola, SL-SF Ry. Rules, Timetable and Special Instructions govern.

Paola: Track between switch intersecting SL-SF Main Track at north end and crossover from MKT Main Track to SL-SF Main Track (MP 42.9) designated as "Long Track". Trains have no superiority on Long Track and trains and engines will move at Restricted Speed.

Paola: Southward trains restricted at Paola will not occupy Kansas City Subdivision Main Track south of crossover to SL-SF Main Track (MP 42.9), until opposing movements have arrived or restriction has expired.

Trains will report for clearance other than as required by Rule 83(a) (last paragraph):  
Glen Park instead of Paola—Trains originating.

Trains will register at other than register stations as follows:  
Glen Park—Trains originating or terminating.  
Glen Park instead of Paola—Northward trains.  
North Yard instead of Paola—Southward trains.

Exception to Rule 83(a): Proper identification of a train, including confirmation via radio of M-K-T engine number and signals displayed on arrival Paola, if any, when moving on the SL-SF Ry. tracks between Glen Park and Paola, by a train restricted therefor at Paola may be used to confirm the arrival of that train at Paola.

SOUTHWARD					Station Numbers	Mile Post Location	MAIN LINE
SECOND CLASS							
145	101	105	107	103	STATIONS		
DAILY	DAILY	DAILY	DAILY	DAILY			
PM 11 30	PM 2 30	AM 7 00	AM 6 00	AM 12 30	3386	386.0	(R) NORTH YARD..YTWD <sup>OB</sup>
					3387	386.6	PARSONS <sup>0.6</sup> .....Y
						387.1	SL-SF <sup>0.5</sup> .....CXN
<sup>146</sup> 11 53	2 50	<sup>104</sup> 7 20	6 20	12 50	3396	395.5	LABETTE <sup>8.4</sup> .....Y
						400.8	SL-SF <sup>5.3</sup> .....CXA
					3401	400.9	OSWEGO <sup>0.1</sup> .....O
						409.9	MO. PAC <sup>9.0</sup> .....CXN
12 14 AM	3 11	7 41	<sup>104</sup> 6 41	1 11	3410	410.2	CHETOPA <sup>0.3</sup> .....O
12 30	3 27	7 57	6 57	1 27	4421	421.4	WELCH <sup>11.2</sup> .....OB
12 54	3 51	8 21	7 21	1 51	4438	438.0	WINDERS <sup>16.6</sup> .....
						438.8	SL-SF <sup>0.8</sup> .....CXA
12 57 <sup>102</sup> 1 19	3 54 4 16	8 24 8 46	7 24 7 46	<sup>102</sup> 2 16	4439 4454	439.0 454.4	VINITA <sup>0.2</sup> .....OB ADAIR <sup>15.4</sup> .....
						4464	PRYOR <sup>9.3</sup> .....WOB
1 40	4 37	9 07	8 07	2 37	4469	468.6	SMITH <sup>4.9</sup> .....
1 53	4 50	9 20	8 20	2 50	4478	477.7	MAZIE <sup>9.1</sup> .....
2 08	5 05	9 35	8 35	3 05	4488	488.0	WAGONER <sup>10.3</sup> .....O
						488.2	MO. PAC <sup>0.2</sup> .....CXA
						496.0	AU JCT <sup>7.8</sup> .....V
						497.4	UX JCT <sup>1.4</sup> .....V
2 30 AM	5 21	9 51	8 51	3 21	4499	498.6	CHASE <sup>1.2</sup> .....T
						501.8	T&P <sup>3.2</sup> .....XA
	5 40	2 45	9 10	<sup>104</sup> 3 35	4503	502.5	MUSKOGEE YARD <sup>(R) 0.7</sup> ..YB YTW
	PM	PM	AM	AM			116.5

ABS between MP 387.1 and MP 501.8.

CTC between MP 387.1 and MP 395.5.—Control Operator at North Yard.

CTC between MP 498.6 and MP 501.8.—Control Operator at Muskogee Yard.

CTC between MP 463.8 (Pryor) and north switch siding, Smith, daily except from 12 01 A. M. to 8 00 A. M., Sundays and Mondays.—Control Operator at Pryor.

ABS between MP 463.8 (Pryor) and north switch siding, Smith, 12 01 A. M. to 8 00 A. M., Sundays and Mondays.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
Over SL-SF crossing		Blue Jacket.....	426.6	4427
(MP 387.1).....	20	Big Cabin.....	445.8	4447
MP 387.1 - MP 501.8.....	45	Green.....	457.9	4458
		Chouteau.....	472.2	4472
		LaBarge.....	486.8	4487

**SPEED LIMITS PRESCRIBED BY CITY ORDINANCE**

Vinita, through city limits 30  
Pryor, through city limits 45  
Wagoner, through city limits 40

**Flood Indicators:**

MP 388.5	MP 434.0	MP 460.2
MP 391.0	MP 440.2	MP 465.0
MP 407.2	MP 443.6	MP 493.2
MP 413.6	MP 455.5	

MAIN LINE	Length of siding in feet	NORTHWARD			
		SECOND CLASS			
		104	154	146	102
STATIONS		DAILY	DAILY	DAILY	DAILY
(R) NORTH YARD.....	YARD	AM 8 30	AM 12 30	AM 2 00	AM 5 30
PARSONS <sup>0.6</sup> .....					
SL-SF <sup>0.5</sup> .....					
LABETTE <sup>8.4</sup> .....	10019	<sup>105</sup> 7 20	9 43	<sup>145</sup> 11 53	2 58
SL-SF <sup>5.3</sup> .....					
OSWEGO <sup>0.1</sup> .....					
MO. PAC <sup>9.0</sup> .....					
CHETOPA <sup>0.3</sup> .....	4688	<sup>107</sup> 6 41	9 22	11 10	2 37
WELCH <sup>11.2</sup> .....	8108	5 41	9 06	10 54	2 21
WINDERS <sup>16.6</sup> .....	4595	5 17	8 42	10 30	1 57
SL-SF <sup>0.8</sup> .....					
VINITA <sup>0.2</sup> .....	4944	5 14	8 39	10 27	<sup>103</sup> 1 54
ADAIR <sup>15.4</sup> .....	7557	4 52	8 17	10 05	<sup>145</sup> 1 19
PRYOR <sup>9.3</sup> .....					
SMITH <sup>4.9</sup> .....	7471	4 31	7 56	9 44	12 26
MAZIE <sup>9.1</sup> .....	4997	4 18	7 43	9 31	<sup>AM</sup> 12 13
WAGONER <sup>10.3</sup> .....	7994	4 03	7 28	9 16	11 58
MO. PAC <sup>0.2</sup> .....					
AU JCT <sup>7.8</sup> .....					
UX JCT <sup>1.4</sup> .....					
CHASE <sup>1.2</sup> .....	8345	3 47	7 12	9 00	11 42
T&P <sup>3.2</sup> .....				PM	
(R) MUSKOGEE YARD.....	YARD	<sup>103</sup> 3 35	7 00		11 30
116.5		AM	PM		PM

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at the following points.

Chase—Trains originating.

Trains will register at other than register stations as follows:  
Chase—Trains originating and terminating, and trains instructed by train order.

Joplin Subdivision trains are authorized to run as extra trains, without clearance or train orders between MP 395.5 and MP 387.1 as provided by Rule 88(a) and 401.

Movements by signal indication CTC (Rules 400 - 404): Between MP 387.1 (SL-SF crossing) and north switch siding, Labette, Clear signal Proceed 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. 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 indication displayed by Signal 3960.

Between Absolute Signal MP 463.8, Pryor, and north switch siding, Smith, 12 01 A. M. to 8 00 A. M. Sundays and Mondays, no Control 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.

SOUTHWARD				Station Numbers	Mile Post Location	MAIN LINE  STATIONS
SECOND CLASS						
101	105	107	103			
DAILY	DAILY	DAILY	DAILY			
PM 5 45	PM 3 15	AM 9 15	AM 3 40	4503	502.5	(R) MUSKOGEE YARD .BYTW PO
				4504	503.6	MUSKOGEE.....Y
					503.9	T&P.....CXN
6 23	3 53	9 53	4 18	4525	524.8	CHECOTAH.....O
				4538	538.1	EUFULA.....OB
6 54	4 24	10 24	4 49	4547	547.2	CANADIAN.....
7 21	4 51	10 51	5 16	4564	564.2	NORTH McALESTER.YT WPOB
					565.9	CRI&P.....CXA
				4566	566.0	McALESTER.....Y
7 38	5 08	11 08	5 33	4573	573.1	NAVY.....
7 52	5 22	11 22	5 47	4583	582.8	KIOWA.....
8 08	5 38	11 38	6 03	4594	594.0	BURG.....
8 20	5 50	11 50	6 15	4603	602.6	STRINGTOWN.....
8 35	6 01	12 01	6 25	4610	609.6	ATOKA.....OB
9 04	6 30	12 30	6 54	4630	630.2	CADDO.....
					640.8	T&P.....XA
					641.0	KO&G JCT.....Z
9 21	6 47	12 47	7 11	4641	641.4	DURANT.....COB
					641.4	SL-SF.....XA
9 33	6 59	12 59	7 23	4649	649.1	OLIVE.....
					655.9	SL-SF NORTH JCT.ZM
					656.2	SL-SF SOUTH JCT.ZM
9 45	7 11	1 11	7 35	5657	656.7	EXCESS.....Y
10 10	8 30	2 30	8 00	5664	661.9	RAY.....YTWDPOB
PM	PM	PM	AM			159.4

ABS between MP 503.9 and MP 660.2.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 503.9 - MP 505.0.....	40	Savanna.....	574.5	4575
MP 505.0 - MP 655.9.....	45	Caney.....	621.6	4621
MP 655.9 - MP 658.0.....	30	Calera.....	646.4	4646
MP 658.0 - MP 660.5.....	25			

**SPEED LIMITS PRESCRIBED BY CITY ORDINANCE**

Muskogee, through city limits.....	25
North McAlester, over Stonewall Avenue.....	20
McAlester, through city limits.....	25
Durant, through city limits.....	40

**Flood Indicators:**

MP 518.1	MP 521.8	MP 638.0
MP 519.4	MP 612.4	

MAIN LINE  STATIONS	Length of Siding in feet	NORTHWARD		
		SECOND CLASS		
		154	102	104
		DAILY	DAILY	DAILY
(R) MUSKOGEE YARD.....	YARD	PM 3 00	PM 11 25	AM 3 25
MUSKOGEE.....				
T&P.....				
CHECOTAH.....	11040	11 49	10 42	2 37
EUFULA.....				
CANADIAN.....	10193	11 18	10 11	2 06
NORTH McALESTER.....	11043	10 51	9 44	1 39
CRI&P.....				
McALESTER.....				
NAVY.....	4914	9 37	9 27	1 22
KIOWA.....	7574	9 23	9 13	1 08
BURG.....	7715	9 07	8 57	12 52
STRINGTOWN.....	9343	8 55	8 45	12 40
ATOKA.....	7570	8 45	8 35	12 30
CADDO.....	8921	8 16	7 52	12 01
T&P.....				
KO&G JCT.....				
DURANT.....	20101	7 59	7 35	11 44
SL-SF.....				
OLIVE.....	10092	7 47	7 23	11 32
SL-SF NORTH JCT.....				
SL-SF SOUTH JCT.....				
EXCESS.....	5214	7 35	7 11	11 20
RAY.....	YARD	7 00	6 30	11 00
159.4		AM	PM	PM

Trains will report for clearance other than as required by Rule 83(a) (last paragraph):  
 Durant—Northward T&P trains, when train order signal displays "Stop, Unless Clearance Received" indication, secure T&P clearance.

KO&G Jct.—When Absolute Signal at KO&G Jct. displays Proceed indication, Southward T&P movements may move from KO&G Jct. 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 Jct. 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.

Atoka—Northward trains holding main track at meeting point remain back of "Fouling Point" sign until opposing train is entering siding. Checotah and Canadian—Southward Trains. Canadian and North McAlester—Northward trains. Trains on main track or siding, to meet opposing trains or to be passed, remain 600 feet back of leaving Signal until such train has arrived or departed, then will occupy the 600 feet section to receive clear signal for departure. Trains in siding, passing a train on main track, will be delayed after moving into the 600 feet section for elapse of change over time for the signal governing to clear.

## JOPLIN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	
		SOUTH ↓ STATIONS ↑	NORTH ↑ STATIONS ↓		
3396	394.4	LABETTE.....Y			
....	403.8	MINE LEAD.....T			
3916	410.0	MINERAL.....	2070		MAXIMUM SPEED MPH
....	412.9	MO. PAC.....XS			MP S-394.5-MP S-440.7 25
....	418.7	SL-SF.....XA			Except; Columbus, over Main street... Flag Street
3925	419.0	COLUMBUS.....CYWO	1158		Joplin, over Schifferdecker Ave. Flag Street
3933	429.3	MILITARY.....YT	1350		
....	431.5	SL-SF.....XN			BUSINESS TRACKS MP STA NO
3938	432.1	GALENA.....CYO	1494		Crain..... S-427.8 3931
2945	440.7	JOPLIN.....YTWDO	YARD		Horn..... S-433.9 2940
		46.3			

## TULSA SUBDIVISION

SOUTHWARD		Station Numbers	Mile Post Location	BRANCH LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	
145		146					
DAILY		DAILY					
AM		PM					
2 40	4499	324.8	CHASE.....YT			9 00	
....	4901	324.0	WYBARK.....Y	1500			
3 55	4933	291.8	BROKEN ARROW.....O	2850		6 30	
....	287.2	TYO.....DOB					
....	278.3	AT&SF-SL-SF-T&P.XA					
....	278.2	SSI.....XS					
6 00 AM	4947	277.7	TULSA.....YTWDO	YARD		5 00 PM	
....	4954	270.8	SAND SPRINGS.....				
			54.0				

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at the following points.

Chase—Trains originating.

Trains will report for clearance other than as required by Rule 83(a) (last paragraph):  
Tyo instead of Tulsa—Trains originating.

Trains will register at other than register stations as follows:  
Tyo instead of Tulsa—Trains originating or terminating Tulsa, by ticket.

Between Mile Post Z-290.0 and Sand Springs (MP Z-270.8), trains have no superiority and trains and engines will operate under the provisions of Rule 93; and expecting to find cars occupying the Main Track at any location between MP Z-290.0 and MP Z-270.8.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP Z-324.8 - MP Z-290.0...	35	Alsuma.....	Z-286.8	4938
MP Z-290.0 - MP Z-270.8...	10	Oneta.....	Z-296.9	4927
Except; Tulsa, over		Coweta.....	Z-303.6	4921
Detroit Street.....		Red Bird.....	Z-309.2	4916
Flag Street		Porter.....	Z-313.3	4912
		Anchor.....	Z-319.8	4906

MAXIMUM SPEED PRESCRIBED BY CITY ORDINANCE

Broken Arrow, through city limits..... 25

## OKLAHOMA SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	
		SOUTH ↓ STATIONS ↑	NORTH ↑ STATIONS ↓		
3386	136.2	(R) NORTH YARD..YTWDP	OB	YARD	
....	137.3	SL-SF.....XN			
....	149.2	SL-SF.....XA			
3157	157.2	ANGOLA.....			MAXIMUM SPEED MPH
....	167.2	AT&SF.....XCN			MP A-137.3 - MP A-194.5 10
3168	167.7	COFFEYVILLE. TWOB	YARD		MP A-198.2 - MP A-200.0 10
....	168.3	MO. PAC.....CXS			MP A-200.0 - MP A-336.0 25
3169	168.7	EVANS.....Y	3236		MP A-336.0 - MP A-343.9 10
....	170.3	MO. PAC.....XA			Except; DY Jct. and BE Jct. through switch. 10
4194	193.7	DEWEY.....Y			Over SL-SF crossing (MP A-257.5)..... 20
....	194.5	DY JCT.....Z			Over AT&SF Gauntlet track (MP A-271.4).... 10
4198	197.7	BARTLESVILLE. CYTP	YARD		SPEED LIMITS PRESCRIBED BY CITY ORDINANCE
....	198.2	BE JCT.....			Hominy, through city limits..... 10
4199	198.7	SUTTON.....Y	YARD		Turner, "H" track over Reno Avenue Stop then Proceed
4212	212.2	UTLEY.....			BUSINESS TRACKS MP STA NO
....	217.5	T&P.....CXN			Parsons..... A-136.8 3387
4218	217.5	MELAGONY.....			Mound Valley. A-149.0 3149
4226	225.7	WYNONA.....			Cox..... A-166.8 3167
4236	236.0	HOMINY.....YWOB	4318		South Coffeyville.. A-170.9 4171
4248	248.6	CLEVELAND.....Y			Wann..... A-182.9 4183
....	257.5	SL-SF.....CXA			Manion..... A-231.6 4235
4257	257.5	HALLETT.....			Yale..... A-270.4 4270
....	271.4	AT&SF GAUNTLET.XA			Agra..... A-290.6 4291
4280	280.2	CUSHING.....CTWOB	YARD		Tryon..... A-297.2 4297
4339	339.1	OWANDA.....Y			Corney..... A-301.8 4302
....	341.5	CRI&P.....XG			Arcadia..... A-324.7 4324
4342	342.8	TURNER.....YTWD	YARD		Braun..... A-336.7 4337
....	343.2	CRI&P.....XG			
4343	343.9	OKLAHOMA CITY. CYT			
		207.7			

Between DY Jct. and BE Jct. AT&SF Ry. Rules, Timetable and Special Instructions govern.

Trains will register at other than register stations as follows:  
Hominy—Trains originating and terminating.

Evans—Trains and engines approach expecting to find cars on Main Track between siding switches.

Cox—Trains and engines approach expecting to find cars on Main Track between switches.

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	Between Columbia Jct. and Columbia, trains and engines will operate under provisions of Rule 93 without clearance or train orders.
		SOUTH STATIONS	NORTH STATIONS		
2609	178.3	COLUMBIA	Y	YARD	MAXIMUM SPEED MPH Between Columbia Jct. and Columbia.. 5
....	169.8	COLUMBIA JCT.	....	....	
		8.5			

## MOBERLY SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	Between Franklin and Moberly, trains and engines will operate under provisions of Rule 93 without clearance or train orders; except trains originating Franklin will secure clearance Franklin.
		SOUTH STATIONS	NORTH STATIONS		
2470	70.0	MOBERLY	CY	YARD	MAXIMUM SPEED MPH Between Franklin and Moberly..... 5
2479	79.7	HIGBEE	....	2050	
....	79.8	ICG	XG	....	
2495	94.9	FAYETTE	....	....	MAXIMUM SPEED MPH Between Fayette and Moberly trains will be operated only when authorized.
2502	101.6	ESTILL	....	1475	
2189	105.0	FRANKLIN	YTWDPOB	YARD	
		35.0			

## NEOSHO SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	MAXIMUM SPEED MPH Between North Yard and MP B-27.8..... 25
		SOUTH STATIONS	NORTH STATIONS		
....	27.8	(END TRACK)	Y	....	MAXIMUM SPEED MPH Between North Yard and MP B-27.8..... 25
....	27.2	AT&SF	XG	....	
3526	26.9	CHANUTE	CYO	2130	
....	24.1	AT&SF	XG	....	MAXIMUM SPEED MPH Between North Yard and MP B-27.8..... 25
3511	9.9	GALESBURG	Y	850	
3387	0.3	NORTH YARD	YTWDPOB	YARD	
		27.5			

## WILBURTON SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	MAXIMUM SPEED MPH Between North McAlester and Krebs..... 5
		SOUTH STATIONS	NORTH STATIONS		
4011	11.0	BISHOP	Y	....	MAXIMUM SPEED MPH Between North McAlester and Krebs..... 5
4004	(3.9)	KREBS (ON SPUR)	Y	....	
....	3.4	KREBS JCT.	Y	....	
4564	0.0	NORTH McALESTER	YT	YARD	Between Krebs Jct. and Bishop trains will be operated only when authorized.
		11.0			

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE STATIONS	Length of siding in feet	NORTHWARD	
SECOND CLASS	CLASS					SECOND CLASS	CLASS
101	153					152	154
DAILY	DAILY					DAILY	DAILY
PM	PM	5664	661.9	RAY (R).....YTWDPOB	YARD	AM	AM
10 10	12 30	....	662.9	SHERMAN JCT.....	....	11 30	2 30
....	....	....	661.7	McCUNE.....YZ	....	10 31	12 45
10 25	12 45	....	661.2	S. P.....XA	....	....	....
....	....	5661	660.9	DENISON (ON SPUR)	....	....	....
10 42	1 02	5008	668.7	PENLAND.....	5885	10 14	AM 12 28
....	....	....	674.3	T&P.....XA	....	....	....
11 48	1 42	5027	688.1	TRENTON.....	4927	9 34	101 11 48
....	....	....	701.3	AT&SF.....CXA	....	....	....
12 41	2 35	5052	713.0	GREENVILLE.....YOB	....	8 41	10 41
AM	....	....	5053	HUNT.....CYB	YARD	....	....
....	....	....	714.3	STLSW.....XA	....	....	....
12 50	2 44	5055	715.6	MELTON.....Y	6411	8 32	10 32
1 39	3 33	5078	738.7	ROCKWALL.....O	4937	7 43	9 43
....	....	....	750.0	ELLIS.....Y	4649	7 20	9 20
....	....	....	750.3	AT&SF.....CXA	....	....	....
2 05	3 59	5090	750.9	GARLAND.....YOB	2908	7 01	9 01
2 17	4 11	5093	754.1	BETHARD.....Y	2625	6 48	8 48
2 40	4 34	5101	761.4	ATKINS.....Y	4915	6 25	8 25
....	....	....	766.2	DENY.....Y	....	....	....
6 00	8 00	5106	766.9	DALLAS YARD.YTWDPOB	YARD	101 6 00	153 8 00
AM	PM			105.0		AM	PM

ABS between MP 660.6 (Ray) and MP D-766.9.  
CTC between MP 660.6 (Ray) and MP 661.2 (S. P. Crossing)—  
Control Operator at Ray.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA	NO
MP 661.9 - MP 662.0	20	Bells.....	D-674.3	5013	
MP 662.0 - MP D-713.5...	30	Whitewright...	D-681.3	5020	
MP D-713.5 - MP D-714.0...	20	Leonard.....	D-694.6	5034	
MP D-714.0 - MP D-740.3...	30	Celeste.....	D-701.2	5040	
MP D-740.3 - MP D-744.9...	40	Caddo Mills...	D-721.6	5061	
MP D-744.9 - MP D-761.4...	30	Royse City.....	D-730.3	5069	
MP D-761.4 - MP D-766.9...	20	Thomas.....	D-731.6	5071	
		Krem.....	D-752.9	5092	

## SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

Whitewright, over street crossings	30	FLOOD INDICATORS
Trenton, over street crossings	30	
Greenville, through city limits	30	MP D-667.1 MP D-732.3
Dallas, through city limits	20	MP D-669.5 MP D-733.3
Dallas, over Cole, Knox, Airline		MP D-724.6 MP D-742.0
Road, Mockingbird Lane, Houston		MP D-729.0 MP D-748.2
and McKinney streets.....	10	MP D-732.3 MP D-758.5

Southward movements from siding Melton, if block indicator indicates "Block Clear", must open switch and wait 2 minutes to receive "Proceed" indication on leaving signal.

Northward trains holding main track at meeting point Melton; Northward trains holding main track at meeting point Bethard, remain back of "Fouling Point" sign until opposing train entering siding.



SOUTHWARD				Station Numbers	Mile Post Location	MAIN LINE  STATIONS
SECOND CLASS		CLASS				
777 FWD	101	767 CRIP	775 FWD			
DAILY	DAILY	DAILY	DAILY			
	AM 7 00			5106	766.9	(R) DALLAS YARD..YTDWP END UNION TERM Co. 0.1
					767.0	UT - T&P.....XM 0.3
					767.3	DALLAS..... 1.6
					768.9	END UNION TERM Co. AT&SF (TOWER 19)XM 768.9 CRI&P JCT.....Z 0.4
PM 8 50	AM 7 15	AM 5 30	AM 4 00		769.3	ENDOT.....YZ 12.4
				5121	781.7	LANCASTER..... 9.5
				5130	791.2	STERRETT.....Y 5.4
					796.6	S. P.....XA 0.9
PM 9 40	AM 8 05	AM 6 20	AM 4 50		797.5	B-R-I JCT.....CYZ 0.6
				5137	798.1	WAXAHACHIE...CYOB 15.0
				5152	813.1	ITALY..... 19.8
					832.9	DANA JCT.....Y 66.0
	AM					

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP D-769.3 - MP D-772.7...	20	Peeler.....	D-772.7	5112
MP D-772.7 - MP D-797.5...	50	Red Oak.....	D-788.0	5127
MP D-797.5 - MP D-832.9...	25	Service.....	D-793.5	5133
Except; Dana Jct., through switch.....	20	Armglass.....	D-794.6	5134
		Alderdice.....	D-796.4	5135
		Nena.....	D-802.6	5139
		Milford.....	D-818.3	5157

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	FLOOD INDICATORS		
Dallas, through city limits	20	MP D-774.6	MP D-798.3
Red Oak, over street crossings.....	40	MP D-775.2	MP D-802.8
Waxahachie, over street crossings.....	20	MP D-776.7	MP D-807.2
		MP D-791.9	MP D-822.0

Trains will register at other than register stations as follows:  
CRI&P - FWD Office, Cadiz Street, Dallas-CRI&P and FWD trains  
originating or terminating Endot.  
Waxahachie-MKT trains originating or terminating; CRI&P and  
FWD trains originating or terminating B-R-I Jct., by ticket only.

MAIN LINE	Length of siding in feet	NORTHWARD			
		SECOND CLASS		CLASS	
		154	798 CRIP	776 FWD	778 FWD
STATIONS		DAILY	DAILY	DAILY	DAILY
(R) DALLAS YARD.....	YARD	PM 3 00			
END UNION TERM Co. 0.1					
UT - T&P.....					
DALLAS.....					
END UNION TERM Co. AT&SF (TOWER 19).....					
CRI&P JCT.....					
ENDOT.....		AM 11 59	AM 10 50	PM 6 20	PM 11 20
LANCASTER.....	4623	11 36	10 27	5 57	10 57
STERRETT.....	6252	11 23	10 14	5 44	10 44
S. P.....					
B-R-I JCT.....		AM 11 09	AM 10 00	PM 5 30	PM 10 30
WAXAHACHIE.....	2925	11 06			
ITALY.....		10 29			
DANA JCT.....		9 41			
66.0		AM			

ABS between MP D-768.9 and MP D-832.9.  
CTC between MP D-768.9 and MP D-769.3—Control Operator at  
AT&SF (Tower 19).

Two Main Tracks between MP D-768.9 and MP D-769.3.

Between MP D-766.9 and MP D-768.9, Union Terminal Co. Rules,  
Timetable and Special Instructions govern.

Trains will report for clearance other than as required by Rule  
83(a) (last paragraph):  
Dallas Yard instead of Endot—Southward MKT trains originating.  
CRI&P - FWD Office, Cadiz Street, Dallas—CRI&P and FWD trains  
originating Endot.  
Waxahachie—CRI&P and FWD trains originating B-R-I Jct.  
Hillsboro instead of Dana Jct.—Trains originating.

Exception to Rule 83(a) (last paragraph): Regular trains may  
leave their initial station without clearance at the following  
points.  
Dana Jct.—Trains originating.

Exception to Rule 221(a): Display of "Calling On" indication  
(Rule 231) of Train Order Signal, Hillsboro, will authorize a  
train restricted at Dana Jct. to move on main track from  
Dana Jct. to Hillsboro station for train orders.

Dallas—Southward two unit color light signals, immediately over  
track which they govern, located on signal bridge 610 feet north  
of Forest Avenue. The Red over Yellow aspect on either signal  
indicates route lined for S. P. and MKT movements will not pass  
signal when Red over Yellow aspect displayed unless enroute to  
S. P. Movements on "North Track" when operating against current  
of traffic, Red over Yellow aspect only authorizes movement  
against current of traffic on S. P. main track to crossover  
just south of Forest Avenue.

SOUTHWARD				Station Numbers	Mile Post Location	MAIN LINE  STATIONS
SECOND CLASS						
107	101	103	105			
DAILY	DAILY	DAILY	DAILY			
PM 3 30		AM 8 00	AM 1 00	5664	661.9	(R) RAY.....YTWDPOB
					5670	7.7 POTTSBORO.....
4 20		8 50	1 50	5686	16.1 685.7	WHITESBORO.....CY
					5722	0.1 685.8 WHITESBORO JCT..Y
					5757	35.9 721.7 DENTON.....OB
						35.4 757.1 T&P (Tower 55).XM
						757.1 FORT WORTH.....Y
7 00 PM		11 30 AM	4 30 AM	5759	758.5	(R) NEY.....YTWDPOB
		11 59	5 30		759.4	0.9 S. P.....XA
		12 35 PM	6 06	5778	777.6	18.2 EGAN.....
					783.0	5.4 AT&SF.....XA
		12 55	6 26	5793	793.2	10.2 GRANDVIEW.....
	AM 9 33	1 21	6 52		811.6	18.4 DANA JCT.....Y
				5812	811.9	0.3 HILLSBORO.....YTOB
	154 9 37	1 25	6 56	5813	813.0	1.1 WINSLOW.....Y
	9 57	1 45	7 16	5827	827.4	14.4 WEST.....O
	10 09	1 57	7 28	5836	836.4	9.0 ELM MOTT.....O
	10.19	2 07	7 38		841.9	5.5 CAPHEAD.....YZ
					842.1	0.2 WACO JCT.....YZ
	194 1 30	2 30	8 00	5843	842.9	(R) BELLMEAD.....YTWDPOB
	PM	PM	AM			181.0

ABS between MP 663.5 and MP 685.7.  
 ABS between MP 759.4 and MP 843.6.  
 CTC between MP 663.5 and MP 668.8 (Pottsboro) - Control Operator Ray.  
 CTC between MP 764.7 and MP 777.4 - Control Operator Ney.  
 CTC between MP 837.9 and MP 842.1 - Control Operator Bellmead.

Between Whitesboro Jct. and Tower 55, T&P Ry. Rules, Timetable and Special Instructions govern.

Northward M-K-T trains originating Ney secure M-K-T Clearance for movement Whitesboro Jct. to Ray.  
 Northward T&P trains originating Centennial Yard secure M-K-T Clearance at Centennial Yard or Tower 55 for movement through Whitesboro Jct.

Two Main Tracks between MP 757.7 and MP 759.1. Northward movements remain on "North Track" until interlocking signal to proceed received. Yardmasters instructions will authorize movements on "North Track" or "South Track" against the current of traffic.

Exception to Rule 83(a): Proper identification of a train when moving on the T&P Ry. tracks between Tower 55 and Whitesboro Jct., by a train restricted therefor at Whitesboro or Whitesboro Jct. may be used to confirm the arrival of that train at Whitesboro or Whitesboro Jct.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 662.9 - MP 685.8	50	Perrin Field	668.9	5669
MP 757.1 - MP 761.4	20	Sadler	681.9	5682
MP 761.4 - MP 841.9	50	Burleson	771.2	5771
MP 841.9 - MP 842.9	20	Alvarado	784.0	5784
		Itasca	801.3	5801
		Abbott	821.5	5822
		Greer	838.8	5839

#### SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

Burleson, through city limits	30
Grandview, over FM Road 110	30
Itasca, through city limits	30
Hillsboro, over street crossings	30
West, over street crossings	30

#### FLOOD INDICATORS

MP 669.9	MP 780.8
MP 772.0	

MAIN LINE  STATIONS	Length in feet	NORTHWARD		
		SECOND CLASS		
		154	102	104
		DAILY	DAILY	DAILY
(R) RAY.....	YARD		PM 3 00	PM 8 00
7.7 POTTSBORO.....	6568			
16.1 WHITESBORO.....	6257		PM 1 30	6 30
0.1 WHITESBORO JCT.....				
35.9 DENTON.....				
35.4 T&P (Tower 55).....				
1.4 FORT WORTH.....				
(R) NEY.....	YARD		11 30 AM	4 30 PM
0.9 S. P.....			10 00	4 00
18.2 EGAN.....	8752		8 51	3 19
5.4 AT&SF.....				
10.2 GRANDVIEW.....	9583		8 31	2 59
18.4 DANA JCT.....		AM 9 41	8 05	2 33
0.3 HILLSBORO.....	YARD			
1.1 WINSLOW.....	7218	101 9 37	8 01	2 29
14.4 WEST.....	8830		8 27	7 40
9.0 ELM MOTT.....	8060		8 15	7 28
5.5 CAPHEAD.....			8 05	7 05
0.2 WACO JCT.....				
(R) BELLMEAD.....	YARD		8 00	7 00
				101 1 30
181.0		AM	AM	PM

Between south end "North Track" and "South Track" Ney (MP 759.1) and north end CTC territory (MP 764.7), trains have no superiority and will be governed by Rule 93.

Movements by signal indication CTC (Rules 400 - 404): Between Ray and Pottsboro Lunar indication displayed in unit on pole 100 feet south of underpass, south end Ray, indicates that Absolute Signal MP 663.5 is displaying proceed indication. Lunar not displayed indicates that Absolute Signal MP 663.5 is displaying Stop. Telephone for communicating with Control Operator, Ray. Proceed indication on Signal 6700, south end siding, Pottsboro, authorizes northward movements to proceed on main track to north switch siding, ahead of or against superior trains. Northward trains restricted for a train at south siding switch Pottsboro, receiving Stop indication or Approach indication on Signal 6700 will take siding. Northward trains not restricted at south siding switch, Pottsboro, will be governed by indication displayed on Signal 6700. Northward movements moving from Pottsboro siding must line switch for movement to secure Proceed indication.

Movements by signal indication CTC (Rules 400 - 404): Between Mile Post 764.7 (Ney) and north switch siding, Egan, Proceed indication on Signal 7792, south end siding, Egan, authorizes northward movements to proceed on main track to north siding switch, ahead of or against superior trains. Northward trains restricted for a train at south siding switch, Egan, receiving Stop indication, or Approach indication on Signal 7792 will take siding. Northward trains not restricted at south siding switch, Egan, will be governed by indication displayed by Signal 7792. Trains must not leave end of Two Main Tracks or from a Yard Track at Ney until communicate with Control Operator and receive authority to proceed.

Movements by signal indication CTC (Rules 400 - 404): Between south switch siding Elm Mott and Waco Jct. Proceed indication on Signal 8363, north end siding, Elm Mott, authorizes southward movements to proceed on main track to south siding switch ahead of or against superior trains. Southward trains restricted for a train at north siding switch, Elm Mott, and receiving Stop indication or Approach indication on Signal 8363 will take siding. Southward trains not restricted for a train at north siding switch, Elm Mott, will be governed by indication displayed by Signal 8363.

SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE  STATIONS
SECOND CLASS					
183	103	105			
DAILY	DAILY	DAILY			
PM 6 30	PM 3 30	AM 9 30	5843	842.9	(R) BELLMEAD...YTWDPOB
.....	.....	.....	.....	843.6	STLSW NORTH JCT...
.....	.....	.....	.....	844.2	STLSW SOUTH JCT...
.....	.....	.....	5846	845.5	WACO.....Y
6 50	3 50	9 50	5849	849.7	BASS.....Y
7 14	4 14	10 14	5865	865.2	EDDY.....Y
7 39	4 39	10 39	5880	880.0	TEMPLE.....CYPOB
.....	.....	.....	.....	880.7	AT&SF.....XM
7 43	4 43	10 43	5881	881.1	COBEL.....Y
.....	.....	.....	5883	883.1	SMITH.....CY
7 54	4 54	10 54	5888	887.6	LITTLE RIVER.....
8 27	5 27	11 27	5908	908.1	GRANGER.....YTOB
9 17	5 44	11 44	5918	918.4	BIRGE.....Y
9 20	5 47	11 47	5919	918.9	TRANSFER JCT.....CYTOB
.....	.....	.....	.....	918.9	TAYLOR.....XA
.....	.....	.....	.....	934.8	S. P.....XA
.....	6 13	12 13	5935	935.0	ELGIN.....CO
.....	6 43	12 43	5949	948.9	PHELAN.....
.....	.....	.....	5954	953.8	BASTROP.....O
.....	7 40	1 35	5969	969.4	(R) SMITHVILLE...YTWOB
.....	PM	PM	.....	126.5	.....

ABS between MP 847.6 and MP 918.9.  
 CTC between MP 908.8 and MP 918.8, continuously daily except;  
 Sundays from 7 00 A. M. until 3 00 P. M.—Control Operator  
 Granger.  
 ABS between MP 908.8 and MP 918.8, 7 00 A. M. until 3 00 P. M.  
 Sundays.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 842.9 - MP 844.9.....	20	Hewitt.....	853.1	5853
MP 844.9 - MP 845.5.....	10	Lorena.....	859.4	5858
MP 845.5 - MP 847.4.....	20	Troy.....	872.1	5872
MP 847.4 - MP 934.2.....	40	Holland.....	896.8	5897
MP 934.2 - MP 936.2.....	25	Bartlett.....	902.8	5903
MP 936.2 - MP 941.0.....	40	Coupland.....	926.7	5927
MP 941.0 - MP 969.4.....	25	Dunstan.....	947.0	5947

## SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

Temple, over street crossings	25
Granger, through city limits	30
Elgin, through city limits	20
Smithville, through city limits	25

MAIN LINE  STATIONS	Length of siding in feet	NORTHWARD		
		SECOND CLASS		
		104	184	102
		DAILY	DAILY	DAILY
(R) BELLMEAD.....	YARD	PM 12 01	AM 1 00	AM 3 30
STLSW NORTH JCT...	.....	.....	.....	.....
STLSW SOUTH JCT...	.....	.....	.....	.....
WACO.....	.....	.....	.....	.....
BASS.....	10964	11 36	10 05	2 28
EDDY.....	10142	11 12	9 41	2 04
TEMPLE.....	2128	10 47	9 16	1 39
AT&SF.....	.....	.....	.....	.....
COBEL.....	4620	10 43	9 12	1 35
SMITH.....	.....	.....	.....	.....
LITTLE RIVER.....	4619	10 09	9 01	1 24
GRANGER.....	5278	9 36	8 27	12 51
BIRGE.....	6078	9 19	7 13	12 34
TRANSFER JCT.....	.....	9 16	7 10	12 31
TAYLOR.....	.....	.....	PM	.....
MO. PAC.....	.....	.....	.....	.....
S. P.....	.....	.....	.....	.....
ELGIN.....	6020	8 50	.....	AM 12 05
PHELAN.....	8804	8 20	.....	11 35
BASTROP.....	.....	.....	.....	.....
(R) SMITHVILLE.....	YARD	7 30	.....	10 45
126.5	.....	AM	.....	PM

Exception to Rule 83(a) (last paragraph): Regular trains may  
 leave their initial station without clearance at the following  
 points.  
 Transfer Jct.—Trains originating.

Trains will register at other than register stations as follows:  
 Temple—Trains originating and terminating.

San Antonio Subdivision trains are authorized to run as extra  
 trains, without clearance or train orders between MP 918.8 and  
 MP 908.8 as provided by Rule 88(a) and 401, when CTC operation  
 in effect and Control Operator on duty.

Movements by signal indication CTC (Rules 400 - 404): Between  
 MP 908.8 and MP 918.8 Absolute Signals MP 918.8 and on Transfer  
 Track, Transfer Jct. govern route to Signal 9186, south end  
 siding Birge. Northward trains restricted for a train at south  
 siding Birge, receiving Stop indication or Approach  
 indication on Signal 9186 will take siding. Approach indication  
 displayed on Signal 9186 does not authorize movement on main  
 track beyond signal. When Approach indication displayed on  
 Signal 9186 movements must move onto siding, Birge.

Between MP 908.8 and MP 918.8, 7 00 A. M. to 3 00 P. M. Sundays,  
 no Control Operator on duty Granger, and signals will be Auto-  
 matic Block Signals only and trains and engines will operate in  
 this territory by timetable, train orders and ABS Rules.

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	
103	105					104	102
DAILY	DAILY					DAILY	DAILY
PM 7 45	PM 2 30	5969	969.4	SMITHVILLE (R) YTM	YARD	AM 7 25	PM 10 40
			978.0	S. P. 8.6	XA		
		5988	988.2	LAGRANGE 10.2	OB		
8 35	3 20	5989	989.0	L. A. YARD 0.8	4138	6 26	9 48
9 15	3 53	6002	1002.1	FAYETTEVILLE 13.1	9349	5 53	9 15
9 43	4 21	6014	1013.6	NEW ULM 11.5	5565	5 25	8 36
10 09	4 47	6024	1024.0	CAT SPRING 10.4	5649	4 59	8 10
10 27	5 05	6035	1035.4	SEALY 11.4	2837	4 41	7 52
			1035.4	ATRSF 12.4	XA		
10 47	5 25	6048	1047.8	BROOKSHIRE 8.2	4705	4 21	7 32
11 07	5 45	6056	1056.0	KATY 5.2	4116	4 01	7 12
11 20	6 59	6061	1061.2	WHIT 11.7	6900	3 48	6 59
11 46	7 26	6073	1072.9	HENNESSEY 6.0	4996	3 22	6 22
			1078.9	S. P. 1.3	XA		
		6079	1080.2	EUREKA (R) YTWDP	YARD	3 00	6 00
			1080.8	S. P. 0.6	XN		
			1084.2	S. P. 3.4	XA		
		6084	1084.2	HOUSTON 49.9	Y		
		6133	1134.0	GALVESTON 164.6			

Between Houston and Galveston, GH&H RR Co. Rules, Timetable and Special Instructions govern.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 969.4 - MP 971.0	25	West Point	978.0	5978
MP 971.0 - MP 974.0	20	Schindler	1036.5	6036
MP 974.0 - MP 1024.0	25	Midway	1049.9	6049
MP 1024.0 - MP 1049.5	40	Cardiff	1050.8	6051
MP 1049.5 - MP 1065.0	25	Barker	1063.9	6064
MP 1065.0 - MP 1072.0	30	Addicks	1066.7	6066
MP 1072.0 - MP 1079.0	20			
MP 1079.0 - MP 1084.2	10			

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

Smithville, through city limits	25
Katy, through city limits	25
Houston, over street crossings	20

Houston City Ordinance prohibits the operation of any railroad train over and across the railroad track crossing of the 700 to 800 blocks of North San Jacinto Street at Allen Street between the hours of 7 00 A. M. to 9 00 A. M. and between the hours of 4 00 P. M. to 6 00 P. M., except on Saturdays, Sundays or official city holidays, without first securing authority.

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	
183						184	
DAILY						DAILY	
PM 9 20		6647	918.9	TRANSFER JCT. 1.0		PM 7 10	
			919.9	TAYLOR (MO. PAC.) B 34.3			
PM 11 15			955.5	AUSTIN 29.7			
			984.9	M-K-T JCT. 0.6	YO	PM 4 46	
11 18			985.5	AJAX 0.8	Y	4 43	
11 21	6753		986.3	SAN MARCOS 16.4	YWOB 924	4 40	
11 47			1002.7	N. B. YARD 0.6	4462	4 14	
		6769	1003.3	NEW BRAUNFELS 0.3	CO		
			1003.6	MO. PAC. 7.0	XA		
12 01	AM	6777	1010.6	COMAL 14.2		2305	4 01
12 24		6791	1024.8	FRATT 5.5		2856	3 37
12 38		6797	1030.3	TRAVIS 2.5	Y	5123	3 23
12 46		6800	1032.8	WARDEN 3.3	Y	2046	3 15
			1036.1	S. P. 0.4	X		
			1036.5	S. P. (R) 1.0	XM		
2 30	AM	6803	1037.5	SLOAN 0.5	YTWDP	YARD	3 00
			1038.0	S. P. 0.5	XS		
		6804	1038.5	SAN ANTONIO 118.6	Y		

ABS between MP 984.9 and MP 1037.2.

Between Transfer Jct. and M-K-T Jct., Mo. Pac. RR Co., Rules, Timetable and Special Instructions govern.

Between M-K-T Jct. and San Marcos:—Trains have no superiority and trains and engines will move at Restricted Speed.

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at the following point.

M-K-T Jct.—Trains originating.

Trains will register at other than register stations as follows: San Marcos—Trains originating and terminating.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 984.9 - MP 985.5	20	Gruene	M-999.7	6766
MP 985.5 - MP 1026.0	40	Ogden	M-1012.6	6779
MP 1026.0 - MP 1026.5	25	Longhorn	M-1023.6	6790
MP 1026.5 - MP 1033.0	40	Dixie	M-1023.7	6789
MP 1033.0 - MP 1037.5	20	Remount	M-1027.1	6794
MP 1037.5 - MP 1038.5	10			

FLOOD INDICATORS

MP M-999.5	MP M-1013.5
MP M-1006.5	MP M-1023.5

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	
		SOUTH ↓ STATIONS	NORTH ↑		
.....	662.9	SHERMAN JCT.....	Y	.....	Between Sherman Jct. and Sherman, trains and engines will operate under the provisions of Rule 93 without clearance or train orders; except trains originating Ray (Dallas Subdiv.) will secure clearance Ray.  MAXIMUM SPEED MPH MP 662.9 - MP 671.8. 20 Except; Sherman, over street crossings, Mulberry street to King street inclusive..... Stop Flag crossing
6207	667.9	MIDWAY CENTER.....		100	
6208	669.1	STANDARD.....		250	
.....	671.4	T&P.....	XSN	.....	
6211	671.8	SHERMAN.....	CYOB	YARD	
				8.9	

## DENTON SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	
		SOUTH ↓ STATIONS	NORTH ↑		
5722	721.7	DENTON.....	CYOB	.....	Trains will report for clearance other than as required by Rule 83(a) (last paragraph): Dallas Yard (Dallas Subdiv.) instead of Deny—Trains originating.
5509	730.9	LAKE DALLAS.....	Y	.....	
5515	736.8	LEWISVILLE.....		1150	MAXIMUM SPEED MPH MP 721.7 - MP 738.0. 25 MP 738.0 - MP 758.0. 10
5523	744.6	CARROLLTON.....	CO	.....	SPEED LIMITS PRESCRIBED BY CITY ORDINANCE
.....	744.6	SL-SF - STLSW.....	XA	.....	
5524	746.1	BEAVER.....	Y	1225	Dallas, through city limits..... 20
5525	746.9	FARMERS BRANCH.....	Y	.....	Dallas, over Harry Hines Blvd..... 10
5529	750.7	OLDHAM.....	Y	2245	Dallas, over Maple Ave., Hawes Street and Inwood Road, crossings..... 15
.....	758.0	DENY.....	Y	YARD	Denton, over Shore Crest Drive..... 15
				36.3	Farmers Branch, over street crossings.... 5 MP 735.5, over street crossings.... 10

## AUSTIN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	
		SOUTH ↓ STATIONS	NORTH ↑		
5908	908.1	GRANGER.....	YTOB	5278	Trains will register at other than register stations as follows: Austin—Trains originating or terminating. When Freight Office closed, register by ticket, leaving in waybill box.
6609	917.4	WEIR.....		910	
6615	923.2	GEORGETOWN.....	C	.....	MAXIMUM SPEED MPH MP 908.1 - MP 953.7 20
6630	937.8	PFLUGERVILLE.....		2595	
6645	953.4	IGLEHART.....	Y	2165	Between Pershing and Congress Avenue, M-K-T Yard, Austin, trains and engines operating over Southern Pacific Co. tracks will be governed by Rule 93.
.....	953.7	PERSHING.....	Y	.....	
6647	955.5	AUSTIN.....	CYOB	YARD	
				47.4	

Between Pershing and Congress Avenue, Austin, S. P. Co. Rules, Timetable and Special Instructions govern.

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	
		WEST ↓ STATIONS	EAST ↑		
5759	758.5	NEY.....	YTWDPOB	YARD	Between Fort Worth and FWD Jct., T&P Ry. Rules, Timetable and Special Instructions govern.
5757	757.1	FORT WORTH.....	Y	.....	
.....	0.0	FWD JCT.....		.....	Between FWD Jct. and WF&NW Jct., B N Inc. (FW&D Ry.) Rules, Timetable and Special Instructions govern.
.....	6.0	NORTH YARD (FWD).....		.....	Between North Yard (MKT) and Altus, trains and engines will operate under provisions of Rule 93 without clearance or train orders; except trains originating North Yard (MKT) secure clearance North Yard.
.....	40.3	DECATUR.....		.....	
.....	68.5	BOWIE.....		.....	
5305	114.1	WICHITA FALLS.....	Y	.....	MAXIMUM SPEED MPH Between Ney and FWD Jct..... 20 WF&NW Jct. (MP 0.9) and MP 77.3..... 10
.....	0.9	WF&NW JCT.....	Y	.....	BUSINESS TRACKS MP STA NO
8101	1.4	NORTH YARD (MKT).....	Y	YARD	
8114	14.0	BURKBURNETT.....	Y	3300	Oildom..... 4.0-B 8104 Bacon..... 6.7-B 8107 Humphreys.. 67.7-B 0068
0021	20.9	DEVOL.....		2884	
0027	27.1	GRANDFIELD.....	Y	4209	
0034	34.3	LOVELAND.....		3190	
0041	40.9	HOLLISTER.....		3228	
0049	49.2	HUFF.....	Y	2388	
0051	50.7	FREDERICK.....	CY	.....	For trains originating at North Yard, operating between North Yard and Altus, Form X Train Orders, unless annulled, must be retained during a continuous trip or tour of duty, until arrival at North Yard on return trip.
.....	50.3	SL-SF.....	XS	.....	
0053	51.1	GROVER.....	Y	2293	
0061	61.1	TIPTON.....		2206	
.....	74.8	SL-SF.....	XG	.....	
0076	75.6	ALTUS.....	CYM	2849	
.....	76.2	AT&SF.....	XS	.....	
0077	77.3	WELON (ON SPUR).....	CY	YARD	
				194.9	

## LOCKHART SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	
		SOUTH ↓ STATIONS	NORTH ↑		
5969	0.0	SMITHVILLE.....	YTWOB	YARD	Between Smithville and Ajax, trains and engines will operate under provisions of Rule 93 without clearance or train orders; except trains originating Smithville secure clearance at Smithville, and trains originating Ajax secure clearance at San Marcos (San Antonio Subdiv.).
6710	10.2	ROSANKY.....		530	
6721	20.3	RED ROCK.....		725	
6737	36.4	LOCKHART.....	O	YARD	
6744	43.5	MAXWELL.....		1540	MAXIMUM SPEED MPH Between Smithville and MP M-51.5..... 20 Except; Lockhart, over street crossings..... 10
6747	46.8	REEDVILLE.....		1830	
.....	51.5	AJAX.....		.....	
				51.5	

OPERATING RULES

The Uniform Code of Operating Rules, effective June 2, 1968, is supplemented and amended as follows:

**Rule 2. Time Requirements, Supplement to:** Watches that have been examined and certified as per Rule 2 must be used by Superintendents, Assistant Superintendents, Terminal Superintendents, Trainmasters, Assistant Trainmasters, Road Foremen of Engines, Division Engineers, Assistant Division Engineers, Roadmasters, Assistant Roadmasters, Yardmasters, Footboard Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Firemen, Hostlers, Yardmen, Signal Supervisors, Signal Maintainers, Line Repairer, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen, and any employes in charge of or responsible for obstructing main track with Track Cars or other Maintenance cars, Machinery or equipment. Operators will not be required to have Standard Watches. Upon entering service employes specified must provide themselves with Form CT-90 Standard, issued by designated watch inspector or on order from the Superintendent. Watch with Form CT-90 Standard must be submitted to designated watch inspector for inspection, cleaning and maintenance in accordance with instructions to Local Watch Inspectors, annually during month of September. Form CT-90 Standard must be in employe's possession while on duty.

**Rule 3. Supplement to:** The time when watches are compared as provided in second paragraph must be registered on prescribed form.

**Rule 82(a) and 83(a):** Exceptions to these Rules are shown on schedule pages.

**Rule 93. Supplement to:** Points where yard limit signs are in place are designated by "Y", and locations where yard limits are in effect by Special Instructions are shown on the schedule pages. Switch Limit Signs located where shown. Between Yard Limit Signs and Switch Limit Signs, Rule 93 is not in effect, and yard engine movements will be made only on train order authority (Form G or Form S-H Train Order) or under flag protection, except, where otherwise provided. Exception: Shown on schedule pages. Ray between MP 663.5 and MP 668.8, yard engine movement will be made as prescribed by CTC (Rules 400 - 404).

Franklin-Boonville.....	Yard Limit Sign MP 190.1
	Switch Limit Sign MP 195.2
MP A-163.5-Cox.....	Yard Limit Sign MP A-166.0
	Switch Limit Sign MP A-163.5
North McAlester-McAlester-Navy.....	Yard Limit Sign MP 564.0
	Switch Limit Sign MP 560.2
	Yard Limit Sign MP 567.2
	Switch Limit Sign MP 575.0
Ray-Pottsboro.....	Yard Limit Sign MP 663.5
	Switch Limit Sign MP 668.2
Ray-McCune.....	Yard Limit Sign MP 662.2
	Switch Limit Sign MP D-666.2

**Rule 99(d) authorized:** Denton, Neosho and Tulsa Subdivisions.

**Rule 99(j) authorized:** St. Louis Subdivision between MP 121.9 and MP 187.8; Sedalia Subdivision between MP 190.1 and MP 227.0 and on Kansas City, Cherokee, Choctaw, Dallas, Hillsboro, Fort Worth Subdivisions; Texas Subdivision between MP 847.6 and MP 918.9; and San Antonio Subdivision between MP M-984.9 and MP M-1037.2.

**Rule 105. Amendment to:** Trains and engines using a siding, or any track other than a main track, must proceed at Restricted Speed not exceeding 10 miles per hour, except as otherwise provided.

**Rule 107(6). Supplement to:** A Trainman will ride in the lead unit on trains and yard engines when practicable.

**Rule 223. Supplement to:** The abbreviation "MAX" may be used for the word "maximum".

**Rule 340. Amendment to:** At Manually Controlled Interlockings, Sperry Detector Cars actually in service testing rails, and all units of Maintenance of Way equipment that do not actuate block signals at all times, must not move into or through interlocking limits on interlocking signal indication 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:** At Automatic Interlockings, when Absolute Signal indicates Stop indication be governed by instructions in "Release Box" in operating release. Release must have been operated and release time interval checked and known to have expired before movement, unless absolute signal aspect changes authorizing movement. Sperry Detector Cars actually in service testing rails, and all units of Maintenance of Way equipment that do not actuate the block signals at all times, must not move into or through interlocking limits until Signal Department Signalman has actuated interlocking signals so signals display Stop indication on conflicting routes, and employe in charge of equipment is so notified; or flag protection per Rule 99 has been provided on conflicting routes if no signalman available.

**Rule 345. Amended:** Interlockings Within ABS Territory.

At interlockings within ABS territory, when a train or engine has moved within interlocking limits, either on hand signals, verbal permission, or when preceded by a flagman, it must not move beyond the interlocking limits, unless there is a leaving signal governing movement beyond interlocking limits, displaying other than Low, Stop and Proceed, or Stop, except;

- (1) When signal displays Stop, only as prescribed by Rule 350.
- (2) When signal displays Low, or Stop and Proceed, train or engine must be moved forward until leading wheels are 100 feet past signal, wait 10 minutes, then proceed at Low Speed to the next signal.
- (3) When there is not a leaving signal beyond the interlocking limits, train or engine must be moved forward until leading wheels are 100 feet past the Absolute signals of the interlocking limits, wait 10 minutes, then proceed at Low Speed to the next signal.
- (4) When it can be ascertained under the provisions of Rule 350, from train dispatcher or control operator "There is no opposing train in the block", or if the track ahead is seen to be clear through to the next signal displaying other than Low, Stop and Proceed, or Stop, train or engine may proceed at Low Speed without waiting 10 minutes.

**Rule 401. Amendment to:** In CTC territory, an extra train originating at a station not an open train order office, may leave such station without a clearance, being governed by signal indications.

**Rule 510(2). Amended:** Train and engine service employes must not occupy the roof of a freight car or caboose under any circumstances. Other employes whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

SAFETY RULES

**Rule 2. Supplement to:** Employes in Train, Engine, Yard, Mechanical and Maintenance of Way service will not wear pointed toe and/or high heel cowboy, western or similar type boots while on duty. Lace up shoes or boots with tops at least six inches high are recommended, and the same type with safety steel toes provide the greatest measure of personal safety.

**Rule 14. Supplement to:** Do not stand in front of coupler to adjust coupler or knuckle, or repair air devices.

**Rule 150. Supplement to:** Brakes on sliding end sill or cushion underframe car must not be released from a standing position on ground at end of car.

OPERATION OF RADIO

All employes using Railroad Radio communications must provide themselves with a copy of and comply with Missouri-Kansas-Texas Railroad Co. Rules and Instructions Governing the Operation of a Railroad Radio Communication System, effective January 1, 1973.

Use of Radio in connection with Form X Approach Order or Stop Order: Verbal permission or oral authority may be given via radio to trains and engines authorizing them to proceed through the limits of Approach Order or Stop Order. When granting such authority the communication must be properly identified in accordance with Radio Rules, given and repeated in the following form. Example:

"MKT Foreman Smith, in charge of (Extra) gang (location) to Engineer MKT Train No 1, over." The Engineer Train No 1 will answer, "Engineer MKT train No 1 Foreman Smith over." After identification the Foreman will authorize movement of No 1 through limits of order as follows: "Train No 1 may proceed through limits of Approach (or Stop) Order No. 501 between MP 617 and MP 619 (or over Bridge 617.7 MP 617 pole 28). Men and machines are clear of track and track is OK, over." The engineer of train will repeat back the instructions, "Train No 1 may proceed through limits of Approach (or Stop) Order No. 501 between MP 617 and MP 619 (or over Bridge 617.7 MP 617 pole 28). Men and machines are clear of track and track is OK, over." The gang foreman will respond "OK, out."

This authorizes the train or engine to proceed through limits of Approach Order at speed prescribed in order, and to proceed through the limits of the Stop Order, after stopping at the Red Flag or Red Light, unless the Red Flag or Red Light has been removed, at speed not exceeding 10 MPH unless otherwise prescribed by Foreman in charge. Foreman in charge may prescribe speed and train or engine will proceed through limits of Stop Order at speed prescribed by Foreman.

These instructions do not modify compliance with other rules or signals which restrict the movement of a train or engine.

RULES AND INSTRUCTIONSEmployes Must Provide Themselves With:

1. Uniform Code of Operating Rules.
2. Uniform Code of Safety Rules.
3. Rules and Instructions Governing the Operation of a Railroad Radio Communications System.
4. Circular No. DP-2, reissued January 1, 1975 by Manager of Personnel, H. M. Hacker.
5. Instructions on Train Handling with Diesel Electric Locomotives for Operating and Mechanical Department Employes.

ENGINE WHISTLE OR HORN SIGNALS, INTERLOCKINGS:

Main track to main track.....	=====	0	=====
Main track to siding, or reverse.....	=====	0	=====
Main track to industry or transfer or reverse.....	=====	0 0	=====
Main track to subdivision, or main track of another railroad, or reverse.....	=====	0 0	=====

STATE STATUTES:

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.

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.

OKLAHOMA.....Whistle shall be sounded or bell rung at least 80 rods from place where railroad shall cross any road or street.

TEXAS.....Whistle must be sounded or 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.

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 inches.

Subdivision	Mile Post	Nature of Structure	Subdivision	Mile Post	Nature of Structure
Columbia.....	V-173.4	Bridge	St. Louis.....	93.4	Bridge
Columbia.....	V-174.2	Bridge	St. Louis.....	178.9	Tunnel
Fort Worth.....	TP-203.3	Bridge	San Antonio.....	M-992.2	Overpass
Fort Worth.....	784.3	Bridge	San Antonio.....	M-1033.5	Overpass
Houston.....	1084.1	Overpass	Western.....	FWD-114.73	Bridge

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

Subdivision	Mile Post	Nature of Structure	Subdivision	Mile Post	Nature of Structure
Austin.....	U-948.0	Overpass	St. Louis.....	178.9	Tunnel
Cherokee.....	503.6	Viaduct	San Antonio.....	M-992.12	Overpass
Choctaw.....	623.8	Overpass	San Antonio.....	M-992.2	Overpass
Choctaw.....	644.6	Overpass	San Antonio.....	M-1031.6	Overpass
Columbia.....	V-171.6	Bridge	San Antonio.....	M-1033.5	Overpass
Dallas.....	D-766.6	Bridge	San Antonio.....	M-1033.7	Overpass
Fort Worth.....	757.45	Viaduct	San Antonio.....	M-1034.0	Overpass
Fort Worth.....	758.5	Viaduct	San Antonio.....	M-1034.1	Overpass
Hillsboro.....	D-767.5	Viaduct	San Antonio.....	M-1034.2	Overpass
Houston.....	1084.1	Overpass	San Antonio.....	M-1034.4	Overpass
Kansas City.....	A-6.5	Overpass	San Antonio.....	M-1034.5	Overpass
Moberly.....	O-92.7	Bridge	San Antonio.....	M-1034.6	Overpass
St. Louis.....	93.4	Bridge			

MOVEMENT OF TRAINS

1. Superiority of Trains by Direction: Southward regular trains are superior to Northward regular trains of the same class. (See Rule S-72).

2. Governing Timetable and Rules: Crews of Foreign Line Trains operating over the Missouri-Kansas-Texas Railroad Co. tracks are subject to the Uniform Code of Operating Rules, Timetable and Special Instructions of this railroad, and must provide themselves with copies thereof, be conversant therewith and governed thereby. Unless otherwise provided M-K-T RR Co. trains and engines using foreign lines tracks under joint track agreements, or otherwise, will be governed by the rules and instructions, and subject to the jurisdiction of the officers of the railroad line being used.

Altus: Hollis & Eastern trains and engines may use M-K-T RR. Main Track within Yard Limits MP B-74.2 and MP B-78.4 under provisions of Rule 93 without clearance or train orders.

Bellmead-Waco: STLSW trains and engines may use M-K-T Main Track between STLSW North Jct. and STLSW South Jct. under provisions of Rule 93 not exceeding 20 miles per hour, and without clearance or train orders.

Greenville-Hunt: L&A Yard Engines may use M-K-T Main Track within Yard Limits MP D-711.5 and MP D-718.1 under provisions of Rule 93 without clearance or train orders.

Nevada: Mo. Pac. trains and engines may use M-K-T Main Track within Yard Limits MP 314.6 and MP 317.4 under provisions of Rule 93 upon receipt of permission of M-K-T Train Dispatcher, and without clearance or train orders.

North Clinton-Clinton: SL-SF trains and engines may use M-K-T Main Track between Wye Tracks North Clinton and KCCGS Connection Clinton, upon receipt of train order authority, and observing provisions of Rule 93.

### 3. Exceptions to Rule 5: Timetable or train order restrictions apply at:

Dallas Yard - Deny  
 Endot - Southward trains restricted Endot remain back of Absolute Signal north of AT&SF Interlocking (Tower 19), except, Southward trains from CRI&P tracks remain at CRI&P Jct. to avoid fouling interlocking.  
 Granger - East siding.  
 Moran - West siding.  
 North Yard (MP 386.0) - Crossover where station sign located.  
 Paola - Crossover from M-K-T main track to SL-SF main track (MP A-42.9).  
 Waxahachie - Northward trains at station.  
 Whitesboro - Southward trains on main track, at Whitesboro Jct. Southward trains on siding, at "Fouling Point" south siding switch.

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

**4. Restricted Speed Requirements:** Speed limits prescribed by City Ordinance shown on schedule page for information only; except where speed limit is less than authorized maximum speed, speed prescribed by City Ordinance will govern.

Trains and engines will not exceed speed of ten miles per hour through turnouts, unless otherwise provided.

In CTC territory where maximum speed permitted is in excess of 20 miles per hour, trains and engines using a main track switch not equipped with electric lock must have a portion of the train or cars occupying main track or leave main track switch open while using such track. The following locations are affected:

Consumers Co-op Spur (MP 501.5)  
 Burleson, Team Track (MP 771.2)  
 Greer, Spur Track (MP 838.8)

To avoid harmonic oscillation and rocking of freight cars, train speeds in the range of 10 MPH to 20 MPH must be avoided when possible. Acceleration or deceleration through this speed range must be accomplished on tangent track, and should be accomplished within the shortest practicable distance. Red reflective tape on speedometer faces call attention to speed range of 12 MPH to 18 MPH. When train enters this speed range, the engineer must notify personnel on caboose via radio communication.

### 5. Restrictions in Operation of Locomotives and Cars:

Engines running light with or without a caboose, must not exceed speed of 40 miles per hour except; Engines Nos. 1 to 44 inclusive (Tonnage Class 34), must not be operated, or towed in train in excess of 30 miles per hour.

Engines towed in train, handle next to operating engine of through trains and behind short cars of trains setting out and picking up.

Trains handling Derricks 1040, 1041 and 1042, Pile Driver 1031 and Scale Test Car 77 must not exceed 25 miles per hour.

Derricks 1040, 1041, 1042 and Pile Driver 1031 must be located in train not less than four cars nor more than ten cars from engine and if handling more than one of these machines, must be separated by six cars. Scale test car 77 must be handled next ahead of caboose.

Derricks 1040, 1041, 1042 and Pile Driver 1031 are self-propelled when gears engaged, and they must not be moved by engines when gears are engaged.

Diesel engines will not be operated through water, except when authorized by proper authority.

Cars exceeding gross weight in tons and on subdivisions given must not be handled, except, when authorized by proper authority:

Columbia Subdivision.....105 tons.  
 Denton Subdivision.....117 tons.  
 Western Subdivision.....117 tons.

**6. Automatic Block Signals:** Shown on schedule pages.

**7. Movements by Signal Indication (Rule 400 - 404):** Shown on schedule pages.

### 8. Normal Position of Switches:

Ajax—Lockhart - San Antonio Subdivisions main track switch lined for San Antonio Subdivision movement.

Bellmead—Yard Lead - Main track switch south end yard lined for main track to yard lead movement.

BE Jct.—MKT - AT&SF main track switch lined for AT&SF movements.

Chase—Cherokee-Tulsa Subdivision main track switches lined for Cherokee Subdivision movements. Tulsa Subdivision-Wye track main track switch lined for North Wye Track movements.

Dana Jct.—Fort Worth - Hillsboro Subdivisions main track spring switch lined for Fort Worth Subdivision movements.

Deny—Dallas - Denton Subdivision main track switch lined for Dallas Subdivision movements.

Eureka—Yard lead - Main track switch north end yard lined for main track to Yard Lead movements.

Georgetown—MKT - GRR main track switch lined for GRR movements.

Granger—Texas-Austin Subdivisions main track switch lined for Texas Subdivision movements. Austin Subdivision Wye track switch lined for south Wye track movements.

Labette—Joplin Subdivision-Labette siding main track switch lined for Labette siding movements.

M-K-T Jct.—MKT - Mo. Pac. main track switch lined for Mo. Pac. movements.

North Yard (MP 386.0)—Sedalia Subdivision trains entering and leaving North Yard using Crossover Sedalia Subdivision MP 384.05 Kansas City Subdivision MP A-134.3 for movement via ACI scanner must leave crossover switches lined and locked against crossover movement. East 16 crossover from East Yard to West Yard switches lined as needed. Neosho Subdivision - Yard Lead main track switch lined for Yard Lead movements. Cherokee-Oklahoma Subdivision switch at South end yard lined for Cherokee Subdivision movements.

Paola—Kansas City Subdivision-Long Track main track switch lined for Kansas City Subdivision to Long Track movements.

Pershing—M-K-T Main Track - S. P. Main Track switch lined for S. P. movements.

Ray (MP 660.6)—Wye Track - Dallas Subdivision Main Track switch lined for Dallas Subdivision movements.

Sherman Jct.—Dallas Subdivision- Sherman Subdivision spring switch lined for Dallas Subdivision movements.

STLSW North Jct. & STLSW South Jct.—MKT - STLSW main track switches lined for MKT Texas Subdivision movements.

WF&NW Jct.—FWD - MKT main track switch lined for FWD movements.

### 9. Yards Not Having a Designated Main Track:

Muskogee Yard—No track designated as Main Track between T&P crossing (MP 501.8) and T&P crossing (MP 503.9).

North Yard (Northern Division)—No track designated as Main Track between north end of yard where Kansas City and Sedalia Subdivisions main tracks intersect (MP 384.9) and SL-SF crossing (MP 387.1).

Ray—No track designated as Main Track between Choctaw Subdivision Wye track and Dallas Subdivision Wye track switches at north end of yard and the South Lead track switch at south end of yard.

### 10. Tracks Designated as Siding:

Whitesboro—Tracks from north siding switch at north end, south and through to where MKT track intersects T&P main track designated as siding.

Length of sidings are shown in timetable in feet. Markers showing distance in feet for measuring length of trains are located on poles along side track. When trains leave terminal length of train will be measured by these markers, and this information communicated, or relayed to train dispatcher when practicable.

### 11. Operation of Railroad Crossing and Interlocking Devices, and Mechanical Electric Locked Switches:

AU Jct. and UX Jct.—Territory between Absolute Signals is not designated as Automatic Interlocking. Instructions posted in boxes at junction switches govern in proceeding when Absolute Signal displays Stop Indication. Dual Control switches are not controlled by Control Operator, and the provisions of Rule 350 and 402 requiring communication with Control Operator, or granting of track and time limits are not applicable. When Stop indication displayed, before proceeding communicate as prescribed by Rule 350 with MKT and T&P train dispatchers via radio through operator Muskogee Yard to ascertain if any train in block before operating devices and flagging through. Territory between AU Jct. and UX Jct. is joint M-K-T - T&P operation.



Birge—North and south siding switches equipped with Mechanical Electric Lock. Trains and engines in siding must remain back of "Fouling Point" until switch is unlocked and reversed. To operate mechanical electric lock switch, open electric lock box located at switch stand and be governed by instructions in box. To move from siding to main track before unlocking mechanical electric lock and reversing switch, permission must be secured from Control Operator at Granger.

Chase—North and south siding switches and north Wye switch equipped with Mechanical Electric Lock. Trains and engines in siding, or on north wye track must remain back of "Fouling Point" until switch is unlocked and reversed. To operate mechanical electric lock switch unlock and remove switch lock from switch. If switch does not unlock after 5 minutes unlock and open telephone box and be governed by instructions posted therein. To move from siding to main track, or from north wye track to main track before unlocking mechanical electric lock and reversing switch permission must be secured from Control Operator at Muskogee Yard.

AT&SF Gauntlet Track (MP A-271.4) — When Absolute Signal displays Stop indication, after stopping then occupy reclearing section (100 feet) in advance of Absolute Signal. If signal does not clear and there are no conflicting movements on AT&SF, move by Absolute Signal, but stop clear of AT&SF track. 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 Absolute Signal is displaying Stop indication, flagman may give hand "Proceed" signal for movement over bridge. If any opposing Absolute Signal does not display Stop indication, protection per Rule 99 must be provided on conflicting route before fouling Gauntlet Track.

AT&SF crossing (MP 880.7) — When Absolute Signal displays Stop indication, communicate with Control Operator at AT&SF Office and be governed by his instructions in proceeding through interlocking limits. Telephones connecting with control operator located on control house at crossing, both Absolute Signals and on outside of station Temple. If unable to communicate with control operator to secure signal to proceed, devices may be manually operated. First determine that Absolute Signals on AT&SF display Stop indication, then manually line dual control derail for MKT movement. After lining derail must again determine that Absolute Signals on AT&SF display Stop indication. Hand signal will then be given for movement over crossing. After movement over crossing and clear of interlocking limits dual control derail must be restored to derailing position and selector lever to "Power" position. Report notifying Control Operator at AT&SF Office Temple of handling must be made at first open office.

San Antonio—S. P. Crossing (MP M-1036.1) If Stop Indication displayed, flag protection must be provided in both directions on S. P. Co. tracks before moving over crossing.

#### 12. Restrictions on Auxiliary Tracks:

Burkburnett—Bunge Elevator Spur track, do not operate engines or scales on this track.

Calhoun—Tebo Mine Lead track, do not exceed speed 8 MPH. Franklin—Do not exceed speed 5 MPH on yard and auxiliary tracks.

Itasca—Monsanto track, trains switching this track use one unit only.

New Ulm—Spur Track, engines and cars will not be shoved beyond loading ramp.

North Yard (Northern Division)—Dump track, do not exceed speed 5 MPH on this track.

San Marcos—Kerr Ban track, trains switching this track use one unit only.

Sherman—Do not operate engine over rock unloading pit ABC track. Enter Hardwick-Etter spur track at Pecan from track No. 2 only at Pecan Street.

Smith GRDA Area—Trains and engines switching over Highway 69-A a member of crew will protect movement over crossing. Georgia Pacific Gypsum Co. No. 2 track, lift bridge obstructs track when in use. National Gypsum Co. No. 2 track, lift bridge obstructs track when in use. Cherokee Nitrogen Plant color light located north of lead bulk fertilizer plant. When light displays Red aspect do not pass light. Sound whistle signal 14(j) to secure permission to proceed. National Gypsum Co. Plant, derrails on No. 1 and No. 2 tracks and semaphore signals display Stop when derrails on track. Movement must not be made into No. 1 and No. 2 tracks when signal displaying Stop. National Gypsum personnel only are authorized to operate derrails and signals.

Midwest Carbide Company Plant, derrails on west end tracks No. 1 and No. 2, and derrails secured with Midwest Carbide Company locks. Before entering track sound whistle signal 14(j) or have a member of crew contact Midwest Carbide employee to get derrails unlocked. Within GRDA area fuseses must not be used for giving hand signals except in an emergency. When fusee is used under emergency conditions, it must not be dropped or thrown to extinguish.

Spur Track (MP 1070.5)—Do not operate more than one road switcher unit around curve on this track.

#### 13. Hot Box and Dragging Equipment Detective Systems:

A Monitor Display Board and Hot Box and Dragging Equipment indicator lights are mounted on a signal mast at approximately caboose personnel eye level and will function as follows: As the train passes the system, the right or left hot box indicator light on top of the board starts to flash immediately upon detection of a hot journal, indicating the side of the train having the overheated journal. Two seconds after the train passes the detector, the display board will display numerals indicating the accumulated axle count from the hot box to the rear of the train.

A flashing indicator light in the center indicates that another hot box was detected subsequent to the hot box which is numerically indicated on the display board. Flashing lights, both left and right, but not in the center, indicate a probable hot box on both sides of the train.

Flashing center light, together with either the left or right light only, indicates the hot boxes detected were all on the same side of the train. All three indicator lights flashing signify the indicated hot box may be on either side and that one of the subsequent hot boxes was on the opposite side.

When dragging equipment is detected the right and left lights on top of the Monitor Display Board will display a yellow aspect, and in addition light located below Monitor Display Board will display red aspect. If dragging equipment detection in addition to one or more hot boxes or additional dragging equipment detections are made all three lights on top of the Monitor Display Board will display flashing yellow aspect, and in addition light located below Monitor Display Board will display red aspect.

The indicator lights are normally dark and illuminate displaying flashing yellow aspect on top and red aspect on bottom of Monitor Display Board, only when hot box or dragging equipment is detected. The display board is illuminated, white light, as a train passes and will display zeroes in the absence of a hot box or dragging equipment.

When any indicator light displays flashing yellow or red aspect, train will be stopped and standing inspection made from rear of train to car indicated by Monitor Display Board plus five (5) cars when flashing yellow indication; and entire train inspected when red indication. Report of results of inspection will be made to Superintendent. When the white light located on the signal house (system-on light) is not illuminated or train order instructions indicate that indicator is inoperative or out of service, the train must be stopped and inspected.

In the event there is a power failure of the detective system, the white light located on top of the Signal House will not be illuminated; and must be reported to Train Dispatcher by first available means of communication.

When radio communication available, the engineer or other member of crew on engine, designated by him; must inform the conductor or other member of crew at rear of train, when train approaching hot box and dragging equipment detective systems. Communication must be properly acknowledged and the engineer must be informed of indication displayed, if an indication displayed. If no indication displayed after train passes he must be informed that no indication was displayed.

Presence and location of hot box and dragging equipment detective systems will not relieve train and engine crews from the responsibility of inspecting trains for defects as prescribed in the Uniform Code of Operating Rules.



## OFFICIAL WATCH INSPECTORS

Banks Railroad Time Service Company

325 Main Street

Pine Bluff, Arkansas 71601

Watch inspectors (see Rule 2) are located as follows:

Altus, Okla.....Green's Jewelry Company  
122 West Broadway

Appleton City, Mo.....Appleton City Jewelry Company  
109 West Fourth Street

Austin, Tex.....Carpenter's Watch & Jeweler  
111 West Seventh

Bellmead, Tex.....Chenault's Jewelers  
157A East Gate Plaza

Boonville, Mo.....Gmelich & Schmidt Jewelry Company  
309 Main Street

Coffeyville, Kans.....Hamlin Jewelry  
807 Maple

Cushing, Okla.....McCoy's Jeweler  
101 East Broadway

Dallas, Tex.....Pete's Jewelers  
2223 South Buckner Boulevard

Denison, Tex.....Gray's Credit Jewelers  
505 West Main

Fort Scott, Kans.....Bartlesmeyer's Jewelry  
14 East Walnut

Fort Worth, Tex.....Wheeler's Jewelers  
1708 Eighth Avenue

Greenville, Tex.....Taylor Bro's. Jewelry  
2518 Lee

Hillsboro, Tex.....T. B. Bond Jeweler  
South Side Square

Hominy, Okla.....White's Jewelry Company  
108 West Main

Houston, Tex.....Houston Watch Co. Inc.  
911 Franklin Avenue  
Billings Jewelers  
1025 North Shepard

Jennings, Mo.....Hartig Jeweler  
8 River Roads Center

Joplin, Mo.....Tic - O - Time Jewelry Inc.  
712 Main Street

Kansas City, Mo.....J. H. Mace Company  
Union Station  
Pershing Road & Main Street

Maplewood, Mo.....Hart Jewelers  
7342 Manchester Avenue

McAlester, Okla.....Hunt's Jewelry  
123 East Choctaw

Muskogee, Okla.....Klar Brothers Jewelers  
234 West Okmulgee

Oklahoma City, Okla.....B. C. Clark Jeweler  
113 North Harvey

Oklahoma City, Okla.....Robinson Jewelry Company  
204 West Commerce

Oklahoma City, Okla.....Webers Jewelry Company  
223 West Main

Parsons, Kans.....Pfeiffer Jewelry Company  
78 Parsons Plaza

St. Charles, Mo.....Zander Jeweler  
219 First Capitol Plaza

St. Louis, Mo.....Wiggins Jewelry  
11048 Olive Boulevard

San Antonio, Tex.....Gildemeister's Jewelers  
209 East Travis Street

Sedalia, Mo.....Reed & Son Jewelers  
309 South Ohio

Smithville, Tex.....Ragsdale Jewelry Company  
205 Main

Tulsa, Okla.....M. L. Hardesty Jeweler  
712 West 23rd Street

Waxahachie, Tex.....Maxwell Jewelry Company  
311 South Rogers

Wichita Falls, Tex.....Nacol Jeweler  
726 Indiana Street

## RAILROAD COMPANY MEDICAL STAFF

Dr. W. D. Blassingame, Medical Director, Denison, Texas

Austin, Texas..... Dr. B. J. Smith  
(78223) 1106 Clayton Lane  
Twin Towers Professional Bldg  
Telephone: Office GL3-7204  
Exchange GR6-2616

Dallas, Texas..... Dr. T. L. Lauderdale  
(75235) 5540 Denton Drive Cutoff  
Telephone: 631-3880

Denison, Texas..... Dr. W. D. Blassingame  
(75020) 501 West Gandy  
Telephone: Office 465-5005

Fayette, Missouri..... Dr. M. P. Leech  
(65248) Fayette Medical Clinic  
Elm and Church  
Telephone: CH8-8217

Fort Worth, Texas..... Dr. C. B. Bruner  
(76133) 6113 Hulen Street  
Telephone: AX2-5000

Houston, Texas..... Dr. Norman H. Moore, Jr.  
(77008) 411 West 20th. Street  
Telephone: 869-3701

Kansas City, Missouri..... Dr. J. William Young  
(64111) 1401 Southwest Blvd.  
Telephone: 262-0530: 931-4511

McAlester, Oklahoma..... Dr. George M. Brown, Jr.  
(74501) Third & Seminole  
Telephone: GA3-4080

Muskogee, Oklahoma..... Dr. G. W. Tracy  
(74401) 1524 West Okmulgee  
Telephone: MU2-0210

Oklahoma City, Oklahoma... Dr. Glen F. Wade  
(73103) 1111 North Lee  
Telephone: CE5-5940

Parsons, Kansas..... Dr. Guy W. Cramer  
(67357) 1509 Main  
Telephone: Office GA1-0600  
Home GA1-1722

Pryor, Oklahoma..... Dr. E. H. Werling  
(74361) 10 South Vann Street  
Telephone: VA5-2113

St. Louis, Missouri..... Dr. N. Bruce Pitsinger, MD  
(63112) 5505 Delmar  
Telephone: 862-4860

San Antonio, Texas,..... Dr. Walter Walthall  
(78209) 6714 North New Braunfels Ave.  
Telephone: 828-2531: 828-2532

Smithville, Texas..... Dr. Francis J. Weishuhn  
(78957) 302 Olive Street  
Telephone: AD7-2421

Waco, Texas..... Dr. Horace H. Trippet  
(76702) 2320 Columbus Ave.  
Telephone: PL3-2437

Wichita Falls, Texas..... Dr. Hulen J. Cook, Jr.  
(76308) 500 Broad Street  
Telephone: 723-4149: 322-0701

Wichita Falls, Texas..... Dr. William B. Huckaby  
(76308) 500 Broad Street  
Telephone: 723-2758

## TONNAGE RATINGS—NORTHERN DIVISION

Direction	FROM STATION	TO STATION	TONNAGE CLASS			
			34	40	54	55
South	Baden.....	Franklin.....	2050	2400	3240	3300
North	Franklin.....	Baden.....	2050	2400	3240	3300
South	Franklin.....	Sedalia.....	1190	1400	1890	1920
South	Sedalia.....	North Yard.....	1600	1870	2520	2570
North	North Yard.....	Sedalia.....	1600	1870	2520	2570
South	Sedalia.....	Franklin.....	1250	1450	1960	1990
South	Moberly.....	Franklin.....	1350	1600	2160	2200
North	Franklin.....	Moberly.....	1350	1600	2160	2200
South	Columbia.....	Columbia Jct.....	1625	1900	2560	2610
North	Columbia Jct.....	Columbia.....	1300	1550	2090	2130
South	Glen Park.....	North Yard.....	1525	1800	2430	2470
South	Moran.....	North Yard.....	3200	3750	5060	5160
North	North Yard.....	Glen Park.....	1700	1800	2430	2470
South	North Yard.....	Hominy.....	1550	1840	2480	2530
South	North Yard.....	Coffeyville.....	1950	2280	3080	3130
South	Hominy.....	Turner.....	1450	1700	2300	2340
North	Turner.....	Hominy.....	2125	2500	3370	3440
North	Hominy.....	North Yard.....	2075	2440	3290	3350
North	Coffeyville.....	North Yard.....	2150	2520	3400	3460
South	Chanute.....	North Yard.....	1875	2200	2970	3020
North	North Yard.....	Chanute.....	2300	2700	3640	3710
South	North Yard.....	Muskogee Yard.....	2125	2500	3370	3440
South	Welch.....	Muskogee Yard.....	2600	3050	4120	4190
North	Muskogee Yard.....	North Yard.....	2125	2500	3370	3440
North	Muskogee Yard.....	Wagoner.....	2450	2875	3880	3950
North	Labette.....	North Yard.....	2700	3170	4280	4360
South	Muskogee Yard.....	Excess.....	2170	2550	3440	3510
South	North McAlester.....	Excess.....	2250	2650	3580	3640
South	Excess.....	Ray.....	1500	1750	2360	2410
North	Ray.....	Muskogee Yard.....	1600	1850	2500	2540
North	North McAlester.....	Muskogee Yard.....	1600	1900	2560	2610
South	North Yard.....	Joplin.....	1500	1760	2380	2420
South	Columbus.....	Military.....	2550	3000	4050	4120
North	Joplin.....	North Yard.....	1900	2240	3020	3080
North	Military.....	Labette.....	2550	3000	4050	4120
North	Tulsa.....	Chase.....	1650	1950	2630	2680
South	Chase.....	Tulsa.....	1575	1850	2500	2540
South	North McAlester.....	Bishop.....	1275	1500	2020	2060
North	Bishop.....	North McAlester.....	1275	1500	2020	2060

## TONNAGE RATINGS—SOUTHERN DIVISION

Direction	FROM STATION	TO STATION	TONNAGE CLASS			
			34	40	54	55
South	Ray.....	Dallas Yard.....	1625	1900	2560	2610
South	Dallas Yard.....	Dana Jct.....	1525	1800	2430	2470
North	Dana Jct.....	Dallas Yard.....	1450	1700	2290	2340
North	Italy.....	Dallas Yard.....	1700	2000	2700	2750
North	Dallas Yard.....	Ray.....	1350	1600	2160	2200
North	Dallas Yard.....	Royse City.....	1475	1750	2360	2410
North	Royse City.....	MP D-665.0.....	1875	2200	2970	3020
South	Ray.....	Ney.....	1525	1800	2430	2470
South	Ray.....	Denton.....	1700	2000	2700	2750
South	Ney.....	Bellmead.....	1775	2100	2830	2890
South	Grandview.....	Bellmead.....	2625	3100	4180	4260
North	Bellmead.....	Ney.....	1775	2100	2830	2890
North	Ney.....	Ray.....	1325	1550	2090	2130
South	Ray.....	Sherman.....	1275	1500	2020	2060
North	Sherman.....	Ray.....	1200	1400	1890	1920
South	Altus.....	Grandfield.....	3050	3600	4860	4920
South	Grandfield.....	North Yard.....	2550	3000	4050	4120
South	North Yard.....	Ney.....	1525	1800	2430	2470
North	Ney.....	North Yard.....	1525	1800	2430	2470
North	North Yard.....	Altus.....	2300	2700	3640	3710
South	Denton.....	Dallas Yard.....	1900	2250	3040	3090
North	Dallas Yard.....	Denton.....	1350	1400	1890	1920
North	MP K-754.2.....	Denton.....	1800	1900	2560	2610
South	Bellmead.....	Smithville.....	1625	1900	2560	2610
South	Eddy.....	Smithville.....	1775	2100	2830	2890
North	Smithville.....	Bellmead.....	1525	1800	2430	2470
North	Granger.....	Bellmead.....	1700	2000	2700	2750
South	Smithville.....	Eureka.....	1625	1900	2560	2610
South	New Ulm.....	Eureka.....	3225	3800	5130	5220
North	Eureka.....	Smithville.....	1700	2000	2700	2750
North	Eureka.....	New Ulm.....	2125	2500	3370	3440
South	Granger.....	Austin.....	1450	1700	2290	2340
North	Austin.....	Granger.....	1475	1750	2360	2410
South	Taylor.....	M-K-T Jct.....	1150	1250	1690	1720
South	M-K-T Jct.....	Sloan.....	1475	1750	2360	2410
North	Sloan.....	M-K-T Jct.....	1475	1750	2360	2410
North	M-K-T Jct.....	Taylor.....	1250	1400	1890	1920
South	Smithville.....	Ajax.....	1475	1750	2360	2410
North	Ajax.....	Smithville.....	1475	1750	2360	2410

## ROADWAY SIGNS

**PERMANENT ADVANCE WARNING SIGN**  
YELLOW OR YELLOW REFLECTIVE SHEETING  
BLACK NUMBERS  
LOCATED APPROXIMATELY ONE MILE FROM POINT SPEED RESTRICTION EFFECTIVE.  
RULE 10 (h)

**PERMANENT SPEED RESTRICTION SIGN**  
LOCATED AT BEGINNING OF RESTRICTION.  
RULE 10 (i)

**PERMANENT RESUME SPEED SIGNS**  
AUTHORIZED SPEED MAY BE RESUMED WHEN ENTIRE TRAIN HAS PASSED RESUME SPEED SIGN.  
RULE 10 (h)

**WHITE WITH BLACK FIGURE & BORDER**  
REFLECTIVE SHEETING WITH BLACK FIGURE  
**PASSING TRACK WARNING SIGN**  
APPROXIMATELY ONE MILE FROM SWITCH.

**WHITE BACKGROUND**  
BLACK LETTER  
**SPRING SWITCH SIGN**  
RULE 104 (a)

**GREEN REFLECTIVE SHEETING**  
GREEN PAINT  
**PERMANENT RESUME SPEED SIGNS**

**WHITE WITH BLACK FIGURE & BORDER**  
REFLECTIVE SHEETING WITH BLACK FIGURE  
**WHISTLE SIGNS**  
RULES 14, 14(1), TIMETABLE STATE STATUTES, SIGN WILL BE PLACED ONE-FOURTH MILE FROM CROSSING WHEN PRACTICAL.

**SWITCH LIMIT**  
WHITE WITH BLACK LETTERS & BORDER  
**SWITCHING LIMIT SIGN**  
INDICATES LIMITS OF YARD ENGINE OPERATION.

**YARD LIMIT**  
WHITE WITH BLACK LETTERS & BORDER  
**YARD LIMIT SIGN**  
RULE 93, TIMETABLE SPECIAL INSTRUCTIONS.

**END OF BLOCK NORTH BOUND**  
WHITE WITH BLACK LETTERS  
**END OF BLOCK SIGNALS SIGN**

**ASPECT - AT RIGHT ANGLE TO TRACK, RED LIGHT, RULE 232 APPLIES.**  
**ASPECT - PARALLEL WITH TRACK, GREEN LIGHT, RULE 230 APPLIES.**

**STOP**  
RED WITH WHITE LETTERS & BORDER  
**STOP SIGN**  
RULE 98

**TEMPORARY SPEED RESTRICTION SIGN**  
YELLOW  
RULE 10 (g)

**TEMPORARY RESUME SPEED SIGN**  
GREEN  
RULE 10 (g)

**RESTRICTION 10 PLACED AT END OF RESTRICTION OTHERWISE DIRECTED BY TRAIN ORDER OR GENERAL ORDER.**

## TABLE OF SPEEDS

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

Time Per . Miles . . .		Time Per . Miles . . .		Time Per . Miles . . .	
Minute	Per Hour	Minute	Per Hour	Minute	Per Hour
1	60.0	1	40.0	2	30.0
1	12 50.0	1	42 35.3	3	00 20.0
1	20 45.0	2	00 30.0	6	00 10.0