



**ALWAYS  
BE  
SAFE**

**ALL WAYS**

PRINT  SHOP



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

**SYSTEM  
TIMETABLE  
No. 2**

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

**FOR THE INFORMATION AND GUIDANCE  
OF EMPLOYEES ONLY**

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

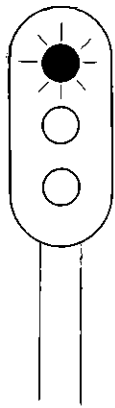


OFFICERS

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

T. G. TODD, GENERAL MANAGER  
DENISON, TEXAS

D. D. DOYLE, 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—Yard Control Switch.  
#—Standard Clock only.  
\*—General Order Book only.  
Register Stations are shown in full-faced type, or 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 24 incl., 26 to 28 incl.	Yes	34	E-46
30 to 31 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

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SOUTHWARD		MAIN LINE			NORTHWARD	
SECOND CLASS	Station Numbers	Mile Post Location		Length of siding in feet	SECOND CLASS	
101			STATIONS		102	
DAILY					DAILY	
.....	2000	0.0	ST. LOUIS.....	.....	.....	.....
.....	.....	3.9	NORTH MARKET ST.....	.....	.....	.....
PM	.....	8.7	BADEN.....YTWDPOB	YARD	AM	.....
7 00	2007	8.7	(R) 18.2	.....	3 00	.....
PM	.....	26.9	MACHENS.....	.....	AM	.....
7 35	2027	26.9	12.3	.....	1 35	.....
8 05	2039	39.2	ST. CHARLES.....CWOB	6962	1 01	.....
8 42	2055	54.6	WELDON.....	7356	AM	.....
9 38	2078	77.9	MARTHASVILLE.....	7043	12 24	.....
10 32	2101	100.7	McKITTRICK.....	5457	11 28	.....
10 33	2105	104.9	RHINELAND.....OB	.....	10 33	.....
.....	2125	125.1	MOKANE.....	7355	8 59	.....
11 32	2143	143.3	NORTH JEFFERSON..OB	2144	8 37	.....
11 54	2154	153.5	HARTSBURG.....	6942	8 24	.....
12 07	2170	169.5	McBAINE.....	.....	7 48	.....
12 43	.....	169.8	COLUMBIA JCT.....	.....	.....	.....
.....	2188	188.3	NEW FRANKLIN.....Y	.....	.....	.....
.....	2189	189.1	(R) 0.8	.....	.....	.....
1 40	.....	.....	FRANKLIN.....YTWDOB	YARD	7 00	.....
AM	.....	.....	189.1	.....	PM	.....

ABS between MP 121.2 and MP 188.2.

Between St. Louis and North Market St., TRRA Rules, Timetable and Special Instructions govern.

Between North Market St. and Machens, B N Inc. Rules, Timetable and Special Instructions govern.

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

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.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 26.9 - MP 125.0.....	25	Bangert.....	41.6	2041
MP 125.0 - MP 156.0.....	50	Watts.....	56.9	2057
MP 156.0 - MP 187.9.....	25	Matson.....	60.7	2061
		Klondike.....	64.2	2064
FLOOD INDICATORS		Augusta.....	66.4	2066
		Dutzow.....	74.0	2074
MP 169.25		Treloar.....	84.8	2085
MP 184.2		Portland.....	116.0	2116
		Tebbetts.....	131.2	2131
		Easley.....	162.4	2162
		Rochepport.....	178.4	2178

SOUTHWARD		MAIN LINE			NORTHWARD	
SECOND CLASS	Station Numbers	Mile Post Location		Length of siding in feet	SECOND CLASS	
101			STATIONS		102	
DAILY					DAILY	
AM	.....	189.1	(R) FRANKLIN.....YTWDOB	YARD	PM	.....
2 00	2189	189.1	2.0	.....	6 05	.....
.....	.....	191.1	MO. RIVER BRIDGE...H	.....	.....	.....
2 16	2192	191.7	0.6	.....	5 46	.....
2 29	2197	197.0	5.3	.....	5 33	.....
2 52	2206	206.3	9.5	.....	5 10	.....
.....	2227	227.1	20.0	.....	.....	.....
.....	2227	227.1	0.8	.....	.....	.....
.....	2227	227.7	0.6	.....	.....	.....
3 59	2231	230.8	5.1	.....	4 03	.....
.....	2248	247.8	17.0	.....	.....	.....
4 59	2255	255.5	7.7	.....	3 03	.....
5 23	2265	265.4	9.9	.....	2 39	.....
.....	2267	266.6	1.2	.....	.....	.....
5 45	2273	273.4	6.8	.....	2 17	.....
6 15	2286	285.7	12.3	.....	1 47	.....
6 21	2288	287.9	2.2	.....	1 41	.....
7 25	2309	309.3	21.4	.....	12 37	.....
7 42	2316	316.0	6.7	.....	PM	.....
.....	.....	316.7	0.7	.....	12 20	.....
.....	2317	317.1	0.4	.....	.....	.....
8 20	2331	331.2	14.1	.....	11 42	.....
.....	.....	337.4	6.2	.....	.....	.....
.....	3338	338.2	0.8	.....	.....	.....
8 39	3339	339.1	0.9	.....	11 23	.....
.....	.....	365.0	25.9	.....	.....	.....
10 2	3373	372.9	7.9	.....	10 01	.....
10 31	3384	383.5	10.6	.....	9 15	.....
11 30	3386	386.0	(R) 2.5	.....	9 00	.....
AM	.....	.....	196.9	.....	AM	.....

ABS between MP 189.7 and MP 227.0.

Trains will register at other than register stations as follows:  
Sedalia—Trains originating or terminating.  
Clinton—Trains originating or terminating.  
Fort Scott—Trains originating or terminating.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 189.3 - MP 191.7.....	10	North Boonville	190.7	2191
MP 191.7 - MP 226.3.....	25	Pilot Grove.....	203.4	2203
MP 226.3 - MP 227.7.....	10	Clifton City.....	215.5	2215
MP 227.7 - MP 382.5.....	25	Beaman.....	221.1	2221
MP 382.5 - MP 385.0.....	10	Greenridge.....	239.2	2239
Except; over SL-SF		Montrose.....	280.2	2280
crossing MP 265.4.....	10	Rockville.....	294.5	2294
Over Bridge 296.4		Schell City.....	298.4	2298
(MP 296.4)	5	Harwood.....	303.5	2303
		Deerfield.....	326.9	2327
		Hiattville.....	351.1	3351
		Hepler.....	358.0	3358
		Walnut.....	365.0	3365
		South Mound.....	379.5	3380

KANSAS CITY SUBDIVISION (SOUTH)

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..YTWDP
				3.9	ROSEDALE
PM 10 45	PM 5 45	AM 9 15	3043	43.1	PAOLA..YWO
				43.4	MO. PAC.....XA
			3047	46.5	RINGER.....
			3062	61.6	PARKER.....
			3067	66.8	DUNLAY.....
			3083	82.8	KINCAID.....
			3087	87.0	MILDRED.....
			3095	94.7	MORAN.....B
				94.8	MO. PAC.....XA
			3113	112.6	KIMBALL.....
				119.9	AT&SF.....XA
			3121	120.6	ERIE.....O
			3384	133.7	CROSS.....Y
			3386	136.2	NORTH YARD.YTWDP
AM	PM	PM			136.2

ABS between MP A-43.1 and MP A-134.5.

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		Elsmore.....	A-103.4	3103
Long Track.....	10	Savonburg...	A-106.4	3106
Paola, between crossover		Stark.....	A-110.4	3110
MKT Main Track to SL-SF				
Main Track (MP A-42.9)				
and Signal 431				
(MP A-43.14).....	20			
Over Bridge A-70.4				
(MP A-70.4).....	35			
Over MO. PAC. crossing				
(MP A-94.8).....	30			
Over AT&SF crossing				
(MP A-119.9).....	25			

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.

KANSAS CITY SUBDIVISION (NORTH)

MAIN LINE STATIONS	Length of Siding 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 50
MO. PAC				
RINGER	4745	11 48	3 26	12 40
PARKER	7893	11 26	3 04	12 18
DUNLAY	5640	11 18	2 56	12 10
KINCAID	6375	10 54	2 32	11 46
MILDRED	1385	10 48	2 26	11 26
MORAN	W-6257 E-2073	10 35	2 13	11 13
MO. PAC				
KIMBALL	6338	9 38	1 48	10 48
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
		AM	PM	PM
136.2				

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 A-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 A-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  STATIONS
SECOND CLASS						
145	103	105	101			
DAILY	DAILY	DAILY	DAILY			
PM 11 50	PM 11 30	AM 6 00	AM 1 30	3386	386.0	(R) NORTH YARD.YTWDPOB
				3387	386.6	PARSONS.....Y
					387.1	SL-SF.....CXN
AM 12 10	AM 11 50	AM 6 20	AM 1 50	3394	394.4	LABETTE.....Y
					400.8	SL-SF.....CXA
				3401	400.9	OSWEGO.....O
					409.9	MO. PAC.....XN
AM 12 32	AM 12 12	AM 6 42	AM 2 12	3410	410.2	CHETOPA.....O
AM 12 47	AM 12 27	AM 6 57	AM 2 27	4421	421.4	WELCH.....
AM 1 10	AM 12 50	AM 7 20	AM 2 50	4438	438.0	WINDERS.....
					438.8	SL-SF.....CXA
AM 1 12	AM 12 52	AM 7 22	AM 2 52	4439	439.0	VINITA.....OB
AM 1 34	AM 1 14	AM 7 44	AM 3 14	4454	454.4	ADAIR.....
				4464	463.7	PRYOR.....WOB
AM 1 55	AM 1 35	AM 8 05	AM 3 35	4469	468.6	SMITH.....
AM 2 08	AM 1 48	AM 8 18	AM 3 48	4478	477.7	MAZIE.....
AM 2 22	AM 2 02	AM 8 32	AM 4 02	4488	488.0	WAGONER.....O
					488.2	MO. PAC.....CXA
					496.0	AU JCT.....V
					497.4	UX JCT.....V
AM 2 40	AM 2 17	AM 8 47	AM 4 22	4499	498.6	CHASE.....T
					501.8	T&P.....XA
	AM 2 30	AM 12 01	AM 4 40	4503	502.5	(R) MUSKOGEE YARD..YWP
	AM	PM	AM			116.5

ABS between MP 387.1 and MP 501.8.  
 CTC between MP 387.1 and MP 394.2—Control Operator at North Yard.  
 CTC between MP 498.2 and MP 501.8—Control Operator at Muskogee Yard.  
 CTC between MP 463.8 (Pryor) and MP 468.2 (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 MP 468.2 (Smith) 12 01 A.M. to 8 00 A.M., Sundays and Mondays.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 387.1 - MP 501.8.....	45	Blue Jacket.....	426.6	4427
Except; over SL-SF		Big Cabin.....	446.8	4447
crossing (MP 387.1).....	20	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	25	MP 388.5	MP 434.0	MP 460.2
Wagoner, through city limits	25	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  STATIONS	Length of siding in feet	NORTHWARD			
		SECOND CLASS			
		104	154	146	102
		DAILY	DAILY	DAILY	DAILY
(R) NORTH YARD.....	YARD	AM 8 30	PM 12 30	AM 2 00	AM 5 30
PARSONS.....					
SL-SF.....					
LABETTE.....	10019	7 04	9 50	10 27	2 34
SL-SF.....					
OSWEGO.....					
MO. PAC.....					
CHETOPA.....	4688	105 6 42	9 28	10 05	101 2 12
WELCH.....	8108	6 12	9 13	9 50	1 37
WINDERS.....	4595	5 49	8 50	9 27	1 14
SL-SF.....					
VINITA.....	4944	5 47	8 48	9 25	103 145 1 12
ADAIR.....	7557	5 25	8 26	9 03	AM 12 15
PRYOR.....					
SMITH.....	7471	5 04	105 8 05	8 42	11 54
MAZIE.....	4997	4 51	7 41	8 29	11 41
WAGONER.....	7994	4 37	7 27	8 15	11 27
MO. PAC.....					
AU JCT.....					
UX JCT.....					
CHASE.....	8345	101 4 22	7 12	8 00	11 12
T&P.....					
(R) MUSKOGEE YARD.....	YARD	4 00	7 00		11 00
		AM	AM		PM
116.5					

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at the following points.  
 Chase—No 146.

Trains will register at other than register stations as follows:  
 Chase—Trains originating and terminating will register their arrival and departure verbally via radio or telephone with the Operator at Muskogee Yard in lieu of register ticket. Train register for Chase will be maintained in Muskogee Yard.

Joplin Subdivision trains are authorized to run as extra trains, without clearance or train orders between MP 394.2 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 (MP 394.2). 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 (MP 468.2), 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					
105	101	103			
DAILY	DAILY	DAILY			
PM 12 30	AM 4 45	AM 2 35	4503	502.5	(R) MUSKOGEE YARD..YWP
			4504	503.6	MUSKOGEE.....Y
			503.9	503.9	SL-SF.....CXN
1 08	5 23	3 13	4525	524.8	CHECOTAH.....O
1 39	5 54	3 44	4547	547.2	CANADIAN.....O
2 04	6 19	4 09	4564	564.2	NORTH McALESTER..Y WPOB
			565.9	565.9	CRI&P.....CXA
			4566	566.0	McALESTER.....Y
2 21	6 36	4 26	4573	573.1	NAVY.....Y
2 35	6 50	4 40	4583	582.8	KIOWA.....Y
2 51	7 06	4 56	4594	594.0	BURG.....Y
3 03	7 18	5 08	4603	602.6	STRINGTOWN.....Y
3 13	7 28	5 18	4610	609.6	ATOKA.....Y
3 42	7 57	5 47	4630	630.2	CADDO.....Y
			640.8	640.8	T&P.....XA
			641.0	641.0	KO&G JCT.....Z
3 58	8 13	6 03	4641	641.4	DURANT.....COB
			641.4	641.4	SL-SF.....XA
4 10	8 25	6 15	4649	649.1	OLIVE.....Y
			655.9	655.9	SL-SF NORTH JCT.ZM
			656.2	656.2	SL-SF SOUTH JCT.ZM
4 22	8 37	6 27	5657	656.7	EXCESS.....Y
5 30	9 00	6 50	5664	661.9	RAY.....Y (R) YTWDP
PM	AM	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	Eufaula.....	538.1	4538
MP 505.0 - MP 655.9.....	45	Savanna.....	574.5	4575
MP 655.9 - MP 660.5.....	25	Caney.....	621.6	4621
Except; over bridge		Calera.....	646.4	4646
619.8 (MP 619.8).....	30			

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 519.4
MP 521.8
MP 612.4
MP 638.0

Trains and engines must not apply train brakes when crossing  
or on bridge 619.8 (MP 619.8).

MAIN LINE  STATIONS	Length of Section in Feet	NORTHWARD		
		SECOND CLASS		
		154	102	104
		DAILY	DAILY	DAILY
(R) MUSKOGEE YARD.....	YARD	PM 12 01	PM 10 50	AM 3 55
MUSKOGEE.....				
SL-SF.....				
CHECOTAH.....	11040	8 49	10 04	3 13
CANADIAN.....	10191	8 18	9 33	2 04
NORTH McALESTER....	11043	7 53	9 08	1 39
CRI&P.....				
McALESTER.....				
NAVY.....	4914	7 36	8 51	1 22
KIOWA.....	7574	7 22	8 37	1 08
BURG.....	7715	7 06	8 21	12 52
STRINGTOWN.....	9343	6 26	8 09	12 40
ATOKA.....	7570	6 16	7 59	12 30
CADDO.....	8911	5 47	7 30	12 01
T&P.....				
KO&G JCT.....				
DURANT.....	20101	5 14	7 14	11 44
SL-SF.....				
OLIVE.....	10092	5 02	7 02	11 32
SL-SF NORTH JCT...				
SL-SF SOUTH JCT...				
EXCESS.....		4 50	6 50	11 20
RAY.....	YARD	4 30	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		
3394	394.4	LABETTE.....	Y		
....	403.8	MINE LEAD.....	T		
3916	410.0	MINERAL.....	Y	2070	MAXIMUM SPEED MPH
....	412.9	MO. PAC.....	XS		MP S-394.4-MP S-440.7 10
....	418.7	SL-SF.....	XA		Except; Columbus, Flag over Main Street... Flag Street
3925	419.0	COLUMBUS.....	CYO	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				STATIONS		DAILY	
AM						PM	
2 50	4499	324.8	CHASE.....	YT		7 55	
....	4901	324.0	WYBARK.....	Y	1500	....	
4 10	4933	291.8	BROKEN ARROW.....	O	2850	6 30	
....	....	287.2	TYO.....	TDOB		....	
....	....	278.3	AT&SF-SL-SF-T&P.....	CXA		....	
....	....	278.2	SSI.....	XS		....	
6 00	4947	277.7	TULSA.....	YWP	YARD	5 00	
AM	4954	270.8	SAND SPRINGS.....			PM	
			54.0				

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at the following points.  
Chase—No 145.

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...	25	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.....	Flag crossing	Red Bird.....	Z-309.2	4916
		Porter.....	Z-313.3	4912
		Anchor.....	Z-319.8	4906

OKLAHOMA SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	
		SOUTH ▼ STATIONS ▲	NORTH		
3386	136.2	(R) NORTH YARD..	YTWDP	YARD	
....	137.3	SL-SF.....	XN		
....	149.2	SL-SF.....	XA		MAXIMUM SPEED MPH
3157	157.2	ANGOLA.....			MP A-137.3 - MP A-194.5 10
....	167.2	AT&SF.....	CXN		MP A-198.2 - MP A-200.0 10
3168	167.7	COFFEYVILLE..	YTWOB	YARD	MP A-200.0 - MP A-238.0 25
....	168.3	MO. PAC.....	CXS		MP A-238.0 - MP A-343.9 10
3169	168.7	EVANS.....	Y	3236	Except; Oklahoma City 63rd St. (MP A-336.7) Flag crossing
....	170.9	MO. PAC.....	XA		Turner, 'H' track over Reno Avenue... Flag crossing
4194	193.7	DEWEY.....	Y		Between MP A-199.0 and MP A-282.0 where crossing equipped with Automatic crossing protection must ascertain crossing protection working before passing over crossing. If not working must flag crossing until entire train over the crossing.
....	194.5	DY JCT.....	Z		
4198	197.7	BARTLESVILLE..	CYTPO	YARD	
....	198.2	BE JCT.....			
4199	198.7	SUTTON.....	Y	YARD	SPEED LIMITS PRESCRIBED BY CITY ORDINANCE
4212	212.2	UTLEY.....			Hominy, through city limits..... 10
4218	217.5	T&P.....	CXN		
4226	225.7	WYNONA.....			BUSINESS TRACKS MP STA NO
4236	236.0	HOMINY.....	YWOB	4318	Parsons..... A-136.8 3387
4248	248.6	CLEVELAND.....	Y		Mound Valley A-149.0 3149
....	257.5	SL-SF.....	CXA		Cox..... A-166.8 3167
4257	257.5	HALLETT.....			Wann..... A-182.9 4183
....	271.4	AT&SF GAUNTLET..	XA		Manion..... A-231.6 4233
4280	280.2	CUSHING.....	YCWOB	YARD	Yale..... A-270.4 4270
4339	339.1	OWANDA.....	Y		Agra..... A-290.6 4291
....	341.5	CRI&P.....	XG		Tryon..... A-297.2 4297
4342	342.8	(R) TURNER.....	YTWDPB	YARD	Carney..... A-301.8 4302
....	343.2	CRI&P.....	XG		Arcadia..... A-324.7 4324
4343	343.9	OKLAHOMA CITY..	CYT		Braun..... A-336.7 4337
		207.7			Between MP A-282.0 and MP A-336.0 trains will be operated only when authorized by proper authority.

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.  
Bartlesville—Trains originating and terminating at Dewey.

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 siding switches.

## COLUMBIA SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH ↓ STATIONS	NORTH ↑	
2609	178.3	COLUMBIA	Y	YARD
....	169.8	COLUMBIA JCT.	....	....
		8.5		
		8.5		

Between Columbia Jct. and Columbia, trains and engines will operate under the provisions of Rule 93 without clearance or train orders.

MAXIMUM SPEED MPH

Between Columbia Jct. and Columbia..... 5  
Except; over Providence, Stewart and Stadium Roads, if crossing flashers not operating..... Flag crossings

## MOBERLY SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH ↓ STATIONS	NORTH ↑	
....	94.3	(END TRACK)	....	....
2495	94.9	FAYETTE	....	....
2502	101.6	ESTILL	1475	....
2189	105.0	FRANKLIN	YARD	....
		10.7		

Between Franklin and MP 0-94.3, trains and engines will operate under provisions of Rule 93 without clearance or train orders; except trains originating Franklin will secure clearance Franklin.

MAXIMUM SPEED MPH

Between Franklin and MP 0-94.3..... 5

## NEOSHO SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH ↓ STATIONS	NORTH ↑	
....	27.8	(END TRACK)	Y	....
....	27.1	AT&SF	XG	....
3526	26.2	CHANUTE	CYO	2130
....	24.0	AT&SF	XG	....
3511	10.8	GALESBURG	....	850
3386	0.6	NORTH YARD	YTDWPOB	YARD
		27.5		

MAXIMUM SPEED MPH

Between North Yard and MP B-27.8..... 25

## WILBURTON SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH ↓ STATIONS	NORTH ↑	
4011	11.0	BISHOP	Y	....
4004	(3.9)	KREBS (ON SPUR)	Y	....
....	3.4	KREBS JCT.	Y	....
4564	0.0	NORTH McALESTER	YTDWPOB	YARD
		11.0		

MAXIMUM SPEED MPH

Between North McAlester and Krebs..... 5

Between Krebs Jct. and Bishop trains will be operated only when authorized by proper authority.

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE STATIONS	Length of siding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	
101		154					
DAILY		DAILY					
154 AM	9 05	5664	661.9	RAY (R).....YTDWPOB	YARD	101 AM	9 00
			662.9	SHERMAN JCT.....Y			
	9 20		661.7	McCUNE.....YZ			8 19
			661.2	S. P.....XA			
		5661	660.9	DENISON (ON SPUR).....Y			
	9 40	5008	668.7	PENLAND.....Y	5885		7 59
			674.3	T&P.....XA			
	10 27	5027	688.1	TRENTON.....Y	4927		7 12
			701.3	AT&SF.....CXA			
	11 29	5052	713.0	GREENVILLE.....YOB			6 10
		5053	714.0	HUNT.....CYB	YARD		
			714.3	STLSW.....XA			
	11 38	5055	715.6	MELTON.....Y	6411		6 01
	12 34	5078	738.7	ROCKWALL.....O	4937		4 39
	12 58	5089	750.0	ELLIS.....Y	4649		4 15
			750.8	AT&SF.....CXA			
	1 01	5090	750.9	GARLAND.....YOB	2908		3 52
	1 30	5093	754.1	BETHARD.....Y	2625		3 42
	1 52	5101	761.4	ATKINS.....Y	4915		3 20
			766.2	DENY (R).....Y			
	4 00	5106	766.9	DALLAS YARD.....YTDWPOB	YARD		3 00
	PM			105.0			AM

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 D-663.0	20	Bells.....	D-674.3	5013
MP D-663.0 - MP D-712.5	25	Whitewright...	D-681.3	5020
MP D-712.5 - MP D-714.0	20	Celeste.....	D-701.2	5040
MP D-714.0 - MP D-740.3	25	Caddo Mills...	D-721.6	5061
MP D-740.3 - MP D-744.9	40	Royce City....	D-730.3	5069
MP D-744.9 - MP D-761.4	25	Thomas.....	D-731.6	5071
MP D-761.4 - MP D-766.9	20	Krem.....	D-752.9	5092

## SPEED LIMITS PRESCRIBED BY CITY ORDINANCE FLOOD INDICATORS

Dallas, through city limits 20	MP D-677.1	MP D-732.3
Dallas, over Cole, Knox,	MP D-669.5	MP D-733.3
Airline Road, Mockingbird	MP D-724.6	MP D-742.0
Lane, Houston and McKinney	MP D-729.0	MP D-748.2
streets..... 10		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.

Trains and engines will not be operated over street crossings within the city of Greenville during the following hours, except by special authority.

## Monday through Saturday

## Sunday

7:00 A.M. until 7:15 A.M.	11:45 A.M. until 12:15 P.M.
7:45 A.M. until 8:15 A.M.	
11:45 A.M. until 12:15 P.M.	
12:45 P.M. until 1:00 P.M.	
4:45 P.M. until 5:15 P.M.	



SOUTHWARD				Station Numbers	Mile Post Location	MAIN LINE  STATIONS
SECOND CLASS						
777 FWD	153	723 CRIP	751 FWD			
DAILY	DAILY	DAILY	DAILY			
	AM 7 00			5106	766.9	(R) DALLAS YARD..YTWDP OB
					766.9	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. 1.6
					768.9	AT&SF (LOWER 19)XM 0.4
					768.9	CRIP JCT.....Z
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
					797.5	B-R-I JCT.....CYZ 0.6
	AM 8 11	AM 6 25	AM 4 55	5137	798.1	WAXAHACHIE.....CYOB 15.0
				5152	813.1	ITALY..... 19.8
	AM 8 48 154 9 40				832.9	DANA JCT.....Y
						66.0

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.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP D-769.3 - MP D-772.7...	20	Sargent.....	D-770.8	5110
MP D-772.7 - MP D-797.5...	40	Peeler.....	D-772.7	5112
MP D-797.5 - MP D-832.9...	25	Red Oak.....	D-788.0	5127
Except; Dana Jct., through switch.....	20	Service.....	D-793.5	5133
		Armaglass.....	D-794.6	5134
		Alderdice.....	D-795.4	5135
		Nena.....	D-802.6	5139
		Milford.....	D-818.3	5157

SPEED LIMITS PRESCRIBED BY  
CITY ORDINANCE

Dallas, through city limits 20  
Waxahachie, over street  
crossings..... 20

## FLOOD INDICATORS

MP D-774.6	MP D-798.3
MP D-775.2	MP D-802.8
MP D-776.7	MP D-807.2
MP D-791.9	MP D-822.0

MAIN LINE	Length of siding in feet	NORTHWARD			
		SECOND CLASS			
		720 CRIP	154	752 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. 1.6					
AT&SF (LOWER 19).. 0.4					
CRIP JCT.....					
ENDOT.....		AM 10 55	PM 12 11	PM 6 25	PM 11 25
LANCASTER.....	4623	10 29	11 47	5 59	10 59
STERRETT.....	6252	10 14	11 32	5 44	10 44
S. P.....					
B-R-I JCT.....		AM 10 00	PM 11 18	PM 5 30	PM 10 30
WAXAHACHIE.....	2925		11 15		
ITALY.....			10 38		
DANA JCT.....			153 9 48		
66.0			AM		

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.  
South Tower (Union Terminal) instead of Endot—CRI&P and FWD trains originating Endot.  
Waxahachie—CRI&P and FWD trains originating B-R-I Jct.

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at the following points.  
Dana Jct.—No 154.

Trains will register at other than register stations as follows:  
South Tower (Union Terminal)—CRI&P and FWD trains originating or terminating Endot.  
Waxahachie—CRI&P and FWD trains originating or terminating B-R-I Jct., by ticket only.

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					
103	153	105			
DAILY	DAILY	DAILY			
AM 7 00		PM 8 00	5664	661.9	(R) RAY.....YTWDPOB
			5670	669.6	POTTSBORO.....
			5686	685.7	WHITESBORO.....CY
7 50		8 50		685.8	WHITESBORO JCT...Y
			5722	721.7	DENTON.....OB
			757.1	757.1	T&P (Tower 55)OBXM
			5757	757.1	FORT WORTH.....
10 30 AM		12 01 AM	5759	758.5	(R) NEY.....YTWDPOB
11 00		1 00		759.4	S. P.....XA
			5778	777.6	EGAN.....
11 35		1 35		783.0	AT&SF.....XA
			5793	793.2	GRANDVIEW.....
11 55		1 55		811.6	DANA JCT.....Y
12 21 PM	9 40	2 21	5812	811.9	HILLSBORO.....YTOB
			5813	813.0	WINSLOW.....Y
12 25	9 44	2 25	5827	827.4	WEST.....
12 43	10 02	2 43	5836	836.4	ELM MOTT.....
12 55	10 14	2 55		841.9	CAPHEAD.....YZ
1 05	10 24	3 05		842.1	WACO JCT.....YZ
			5843	842.9	(R) BELLMEAD...YTWDPOB
1 20	1 00	3 20		181.0	
PM	PM	AM			

ABS between MP 663.5 and MP 685.7.  
 ABS between MP 759.4 and MP 842.9.  
 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 842.2—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 Ney 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 Whitesboro Jct. to Ray.

Two Main Tracks between MP 757.7 and MP 759.2. 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) (last paragraph): Regular trains may leave their initial station without clearance at the following points.  
 Dana Jct—No 153.

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	5859

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	MPH	FLOOD INDICATORS
Burleson, through city limits	30	
Grandview, over FM Road 110	30	
Itasca, through city limits	30	MP 669.9 MP 780.8
Hillsboro, over street crossings	30	MP 772.0

MAIN LINE  STATIONS	Length of siding in feet	NORTHWARD			
		SECOND CLASS			
		102	154	104	
DAILY	DAILY	DAILY			
(R) RAY.....	YARD	PM 3 00		PM 8 00	
POTTSBORO.....	6568				
WHITESBORO.....	8424				
WHITESBORO JCT....		PM 1 30		6 30	
DENTON.....					
T&P (Tower 55)....					
FORT WORTH.....					
(R) NEY.....	YARD	11 30 AM		4 30 PM	
S. P.....		10 00		3 45	
EGAN.....	8752	8 35		3 05	
AT&SF.....					
GRANDVIEW.....	9583	8 15		2 45	
DANA JCT.....		7 49	AM 9 48	2 19	
HILLSBORO.....	YARD				
WINSLOW.....	7218	7 45	153 9 44	2 15	
WEST.....	8830	7 27	8 27	1 57	
ELM MOTT.....	8060	7 15	8 15	1 45	
CAPHEAD.....		7 05	8 05	1 35	
WACO JCT.....					
(R) BELLMEAD.....	YARD	7 00		153 103 1 30	
	181.0	AM	AM	PM	

Between south end "North Track" and "South Track" Ney (MP 759.2) 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 (MP 663.5) and north switch siding Pottsboro (MP 668.8). 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 siding switch, 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 (MP 777.9), 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		FIRST CLASS				
183	103	105	21			
DAILY	DAILY	DAILY	MON THU SAT			
PM 5 30	PM 2 45	AM 6 00	.....	5843	842.9	(R) BELLMEAD...YTWDPOB 0.7
.....	.....	.....	.....	.....	843.6	STLSW NORTH JCT..Y 0.6
.....	.....	.....	.....	.....	844.2	STLSW SOUTH JCT..Y 1.3
.....	.....	.....	.....	5846	845.5	WACO.....Y 4.2
5 50	3 05	6 20	.....	5849	849.7	BASS.....Y 15.5
6 14	3 29	6 44	.....	5865	865.2	EDDY.....Y 14.8
6 39	3 54	7 09	.....	5880	880.0	TEMPLE.....CYPOB 0.7
.....	.....	.....	.....	.....	880.7	AT&SF.....XM 0.1
6 41	3 56	7 11	AM 11 15	.....	880.8	OPAL.....Y 0.3
.....	.....	.....	.....	5881	881.1	COBEL.....Y 2.0
.....	.....	.....	.....	5883	883.1	SMITH.....CY 4.5
6 51	4 06	7 21	11 25	5888	887.6	LITTLE RIVER..... 20.5
184 7 45	22 4 48	7 47	11 47	5908	908.1	GRANGER.....YTOB 10.3
7 59	5 02	8 01	11 58	5918	918.4	BIRGE.....Y 0.5
8 01	5 04	8 03	12 05	.....	918.9	TRANSFER JCT.....Y 15.9
PM	.....	PM	.....	5919	918.9	TAYLOR.....CYTOB 15.9
.....	.....	.....	.....	.....	918.9	MO. PAC.....XA 0.2
.....	.....	.....	.....	.....	934.8	S. P.....XA 13.9
.....	5 30	8 29	.....	5935	935.0	ELGIN.....CO 4.9
.....	6 01	8 59	.....	5949	948.9	PHELAN..... 15.6
.....	.....	.....	.....	5954	953.8	BASTROP..... (R) 15.6
.....	7 00	10 00	.....	5969	969.4	SMITHVILLE...YTWOB 126.5
PM	AM					126.5

ABS between MP 842.9 and MP 843.6.  
 ABS between MP 847.6 and MP 918.9.  
 CTC between MP 908.9 and MP 918.9, continuously daily except;  
 Sundays from 7 00 A. M. until 3 00 P. M.—Control Operator  
 Granger.  
 ABS between MP 908.9 and MP 918.9, 7 00 A. M. until 3 00 P. M.  
 Sundays.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
PASSENGER TRAINS		Hewitt.....	853.1	5853
MP 880.8 - MP 918.9.....	70	Lorena.....	858.4	5858
FREIGHT TRAINS		Troy.....	872.1	5872
MP 842.9 - MP 844.9.....	20	Holland.....	896.8	5897
MP 844.9 - MP 845.5.....	10	Bartlett.....	902.8	5903
MP 845.5 - MP 847.4.....	20	Coupland.....	926.7	5927
MP 847.4 - MP 880.8.....	40	Dunstan.....	947.0	5947
MP 880.8 - MP 918.9.....	50			
MP 918.9 - MP 934.2.....	40			
MP 934.2 - MP 936.2.....	25			
MP 936.2 - MP 941.0.....	40			
MP 941.0 - MP 969.0.....	25			

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			
		FIRST CLASS		SECOND CLASS	
		22	104	184	102
		SUN TUE FRI	DAILY	DAILY	DAILY
(R) BELLMEAD.....	YARD	.....	PM 12 05	AM 12 01	AM 3 30
0.7 STLSW NORTH JCT...	.....	.....	.....	.....	.....
0.6 STLSW SOUTH JCT...	.....	.....	.....	.....	.....
1.3 WACO.....	.....	.....	.....	.....	.....
4.2 BASS.....	10964	.....	11 38	9 12	2 44
15.5 EDDY.....	10142	.....	11 14	8 48	2 20
14.8 TEMPLE.....	2128	.....	10 49	8 23	1 55
0.7 AT&SF.....	.....	.....	.....	.....	.....
0.1 OPAL.....	.....	PM 5 25	10 47	8 21	1 53
0.3 COBEL.....	3400	.....	.....	.....	.....
2.0 SMITH.....	.....	.....	.....	.....	.....
4.5 LITTLE RIVER.....	4619	5 10	10 37	8 11	1 43
20.5 GRANGER.....	5278	103 4 48	10 11	7 45	1 17
10.3 BIRGE.....	6078	4 37	9 57	7 02	1 03
0.5 TRANSFER JCT.....	.....	4 35	9 55	7 00	1 01
15.9 TAYLOR.....	.....	PM	.....	PM	.....
15.9 MO. PAC.....	.....	.....	.....	.....	.....
0.2 S. P.....	.....	.....	.....	.....	.....
13.9 ELGIN.....	6020	.....	9 29	.....	12 35
4.9 PHELAN.....	8804	.....	105 8 59	.....	12 05
15.6 BASTROP.....	.....	.....	.....	.....	.....
(R) 15.6 SMITHVILLE.....	YARD	.....	7 30	.....	11 10
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—No 184.

Trains will report for clearance other than as required by Rule  
83(a) (last paragraph):  
AT&SF Office Temple instead of Opal—No 21.  
Mo. Pac. Office Taylor instead of Transfer Jct—No 22.

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

San Antonio Subdivision Extra trains are authorized to run as  
Extra trains, without clearance or train orders between MP 918.9  
and MP 908.9 as provided by Rule 88(a) and 401, when CTC operat-  
ion in effect and Control Operator on duty.

Movements by signal indication CTC (Rules 400 - 404): Between  
MP 908.9 and MP 918.9 Absolute Signals MP 918.9 and on Transfer  
Track, Transfer Jct. govern route to Signal 9186, south end  
siding Birge. Northward trains restricted for a train at south  
siding switch, 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 908.9 and MP 918.9, 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  STATIONS	Length of Riding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	SECOND CLASS
103	105					104	102
DAILY	DAILY			DAILY	DAILY		
PM 7 15	AM 10 45	5969	969.4	(R) SMITHVILLE.YTWOB	YARD	AM 7 25	PM 11 05
			978.0	S. P. 3.6	XA		
		5988	988.2	LAGRANGE 10.2	OB		
8 09	11 39	5989	989.0	L. A. YARD 0.8	4138	6 31	10 11
8 25	11 56		995.9	LCRA 6.9		6 14	9 54
8 42	12 12	6002	1002.1	FAYETTEVILLE 6.2	9349	5 58	9 38
9 10	12 40	6014	1013.6	NEW ULM 11.5	5565	5 30	9 10
9 35	1 05	6024	1024.0	CAT SPRING 10.4	5649	5 05	8 05
9 53	1 23	6035	1035.4	SEALY 11.4	2837	4 47	7 47
			1035.4	AT&SF 12.4	XA		
10 12	1 42	6048	1047.8	BROOKSHIRE 8.2	4705	4 28	7 28
10 31	2 01	6056	1056.0	KATY 5.2	4116	4 09	7 09
10 44	2 14	6061	1061.2	WHIT 11.7	6900	3 56	6 56
11 10	2 40	6073	1072.9	HENNESSEY 6.0	4996	3 30	6 30
			1078.9	S. P. 1.3	XA		
1 00	5 00	6079	1080.2	(R) EUREKA.YTWDPOB	YARD	3 00	6 00
AM	PM		1080.8	S. P. 0.6	XN	AM	PM
			1084.2	S. P. 3.4	XA		
		6084	1084.2	HOUSTON 49.9	Y		
		6133	1134.0	GALVESTON			
				164.6			

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

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA	NO
MP 970.3 - MP 1024.0	25	West Point	978.0	5978	
MP 1024.0 - MP 1049.5	40	Schindler	1036.5	6036	
MP 1049.5 - MP 1065.0	25	Midway	1049.9	6049	
MP 1065.0 - MP 1072.0	40	Cardiff	1050.8	6051	
MP 1072.0 - MP 1079.0	20	Barker	1063.9	6064	
MP 1079.0 - MP 1084.2	10	Addicks	1066.7	6066	

**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  STATIONS	Length of Riding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	SECOND CLASS
183	184					184	184
DAILY	DAILY			DAILY	DAILY		
PM 9 01		6647	918.9	TRANSFER JCT. 1.0			PM 7 00
			919.9	TAYLOR (MO PAC.) 34.3	B		
PM 10 00			955.5	AUSTIN 29.7	B		PM 5 00
			984.9	M-K-T JCT. 0.6	YO		
10 02			985.5	AJAX 0.8	Y		4 57
10 05		6753	986.3	SAN MARCOS.YWOB 16.4	924		4 54
10 31			1002.7	N. B. YARD 0.6	4462		4 28
		6769	1003.3	NEW BRAUNFELS.CO 0.3			
			1003.6	MO. PAC. 3.1	XA		
10 39			1006.7	WRP 3.9			4 20
10 46		6777	1010.6	COMAL 14.2	2305		4 13
11 09		6791	1024.8	FRATT 5.5	2856		3 50
11 22		6797	1030.3	TRAVIS 2.5	3123		3 37
11 29		6800	1032.8	WARDEN 3.3	2046		3 30
			1036.1	S. P. 0.4	X		
			1036.5	S. P. 1.0	XM		
2 30		6803	1037.5	(R) SLOAN.YTWDPOB	YARD		3 00
AM				0.5			PM
			1038.0	S. P. 0.5	XS		
		6804	1038.5	SAN ANTONIO	YB		
				118.6			

ABS between MP M-984.9 and MP M-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 points.  
M-K-T Jct.—No 183.

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 M- 984.9 - MP M- 985.5	20	Ogden	M-1012.6	6779	
MP M- 985.5 - MP M-1026.0	40	Longhorn	M-1023.6	6790	
MP M-1026.0 - MP M-1033.0	25	Dixie	M-1023.7	6789	
MP M-1033.0 - MP M-1038.5	10	Remount	M-1027.1	6794	

**FLOOD INDICATORS**

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

## SHERMAN SUBDIVISION

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.
6207	667.9	MIDWAY CENTER.....	5.0	100	
6208	669.1	STANDARD.....	1.2	....	MAXIMUM SPEED MPH MP P-662.9-MP P-671.8 20 Except; Sherman, over street crossings, Mulberry street to King street inclusive..... Stop Flag crossing
....	671.4	T&P.....XSN	2.3	....	
6211	671.8	SHERMAN.....CYOB	0.4	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.....	9.2	....	
5515	736.8	LEWISVILLE.....	5.9	1150	MAXIMUM SPEED MPH MP K-721.7-MP K-758.0 10 Except; Farmers Branch over street crossings-5 MPH. Dallas, approach road crossing Inwood Road at Denton Drive prepared to stop and know signals operating or crossing protected by flagman before proceeding.
5523	744.6	CARROLLTON.....CO	7.8	....	
....	744.6	SL-SF - STLSW...XA	1.5	....	
5524	746.1	BEAVER.....Y	0.8	1225	
5525	746.9	FARMERS BRANCH...Y	3.8	....	
5529	750.7	OLDHAM.....Y	7.3	2245	
....	758.0	DENY.....Y		YARD	
			36.3		

## AUSTIN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	
		SOUTH ↓ STATIONS	NORTH ↑		
5908	908.1	GRANGER.....YTOB		....	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.....	9.3	910	
6615	923.2	GEORGETOWN.....C	5.8	....	MAXIMUM SPEED MPH MP U-908.9-MP U-953.7 20
6630	937.8	PFLUGERVILLE.....	14.6	2595	
6645	953.4	IGLEHART.....Y	15.6	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	0.3	....	
6647	955.5	AUSTIN.....CYOB	1.8	YARD	
			47.4		

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

## WESTERN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	
		WEST ↓ STATIONS	EAST ↑		
5759	758.5	(R) NEY.....YTWDPOB		YARD	Between Fort Worth and FWD Jct., T&P Ry. Rules, Timetable and Special Instructions govern.
5757	757.1	FORT WORTH.....	1.4	....	
....	757.1	T&P.....XM	0.9	....	Between FWD Jct. and WF&NW Jct., B N Inc. (FW&D Ry.) Rules, Timetable and Special Instructions govern.
....	0.0	FWD JCT.....	6.1	....	
....	6.0	NORTH YARD (FWD)...	34.2	....	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.....	28.2	....	
....	68.5	BOWIE.....	45.6	....	
5305	114.1	WICHITA FALLS...Y	0.9	....	
....	0.9	WF&NW JCT.....Y	(R) 0.5	YARD	MAXIMUM SPEED MPH
8101	1.4	NORTH YARD (MKT).Y	12.6	....	
8114	14.0	BURKBURNETT.....Y	6.9	3300	Between Ney and FWD Jct..... 20 WF&NW Jct. (MP 0.9-B) and MP 77.3-B..... 10
0021	20.9	DEVOL.....	6.2	2884	
0027	27.1	GRANDFIELD.....Y	7.2	4209	BUSINESS TRACKS MP STA NO
0034	34.3	LOVELAND.....	6.6	3190	
0041	40.9	HOLLISTER.....	8.3	3228	Oildom..... 4.0-B 8104 Bacon..... 6.7-B 8107 Humphreys.... 67.7-B 0068
0049	49.2	HUFF.....Y	1.5	2388	
0051	50.7	FREDERICK.....CYB	0.4	....	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	0.8	....	
0053	51.1	GROVER.....Y	10.0	2293	
0061	61.1	TIPTON.....	13.7	2206	
....	74.8	SL-SF.....CXG	(R) 0.8	....	
0076	75.6	ALTUS.....CYW	0.6	2849	
....	76.2	AT&SF.....XS	1.1	....	
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	(R) 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.....	10.2	530	
6721	20.3	RED ROCK.....	10.1	725	
6737	36.4	LOCKHART.....O	16.1	YARD	MAXIMUM SPEED MPH
6744	43.5	MAXWELL.....	7.1	1540	
6747	46.8	REEDVILLE.....	3.3	1850	Between Smithville and MP M-51.5..... 10
....	51.5	AJAX.....	4.7	....	
			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 Repairers, 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 668.8
Ray-McCune.....	Yard Limit Sign MP D-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 121.2 and MP 188.2; Sedalia Subdivision between MP 189.7 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 110. Supplement to:** When a train takes siding to be met or passed by another train, it must stop when it gets in the clear and remain stopped until the train on the main track has passed it entirely.

Member of crew of the train standing in siding will inspect both sides of the train moving past them on the main track.

**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 101, over." The Engineer Train No 101 will answer, "Engineer MKT train No 101 Foreman Smith, over." After identification the Foreman will authorize movement of No 101 through limits of order as follows: "Train No 101 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 101 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 INSTRUCTIONS

##### Employees 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 Employees.

##### ENGINE WHISTLE OR HORN SIGNALS, INTERLOCKINGS:

Main track to main track.....	_____
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
St. Louis.....	93.4	Bridge	San Antonio.....	M-1034.6	Overpass

#### 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 74.2-B and MP 78.4-B 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 KCC&S Connection Clinton under provisions of Rule 93 upon receipt of permission of M-K-T Train Dispatcher, and without clearance or train orders.

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)  
Burlison, Team Track (MP 771.2)  
Greer, Spur Track (MP 839.8)

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.

Trains with carloads of passenger automobiles or trucks in consist will reduce speed to 10 miles per hour if encounter hailstorm.

**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, Pile Driver 1031 and Scale Test Car 77 must not exceed speed 25 miles per hour.

Trains handling Derrick 1042 must not exceed speed 10 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

Denton Subdivision.....117

Western Subdivision (MP 1.4-B to MP 34.3-B)...117

Western Subdivision (MP 34.3-B to MP 77.3-B)...105

**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-OKla-homa 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.

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

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

Franklin--No track designated as Main Track between North End Yard (MP 187.9) and South End Yard (MP 189.3).

Muskogee Yard--No track designated as Main Track between T&P crossing (MP 501.8) and SL-SF 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.

Smithville--No track designated as Main Track between Wye Track switch (MP 969.0) and South End Yard (MP 970.3).

**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 siding switches do not unlock after 3 mins. 12 secs. and Wye switch after 5 mins., unlock 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 derauling 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 over 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, except on Old Main Track.

Itasca — Monsanto track, trains switching this track do not exceed speed 5 MPH, and 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.

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 fusesets 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.

Waxahachie — When switching Oil Mill, use one unit only.

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

Monitor Display Boards and Hot Box and Dragging Equipment Indicator Lights are mounted on a Signal mast at approximately caboose personnel eye level.

The Monitor Display Board is illuminated (white light) as a train passes and two (2) seconds after the train passes the detector will display:

1. Zeros in the absence of hot box or dragging equipment.
2. Numerals indicating the accumulated axle count from the car in distress to the rear of the train.

The Hot Box and Dragging Equipment Indicator Lights are normally dark and illuminate displaying flashing yellow aspect on top and red aspect on the bottom of the Display Board only when a car in distress has been detected.

When radio communication is 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 the train is approaching hot box or dragging equipment detective system. The engineer must then be informed whether or not the train must be inspected. Both communications must be properly acknowledged.

If there is no radio communication available the engineer must carefully note train line air gauge as the train passes indicator for any indication that the train brakes are being applied from the caboose, and take appropriate action accordingly.

As the train passes a detector and it reveals a passing car or engine to be in distress one of the following indications will be observed.

1. Single flashing yellow light. The right or left hot box indicator light on top of the display board will start to flash immediately upon detection of a hot journal indicating the side of the train having the overheated journal.

2. Flashing yellow center light together with either right or left light. Another hot box was detected subsequent to the one which is numerically indicated on the display board, and the hot boxes detected were all on the same side of the train.

3. Flashing yellow lights both right and left. Probable hot box on both sides of the train, and indicated hot box may be on either side.

4. All three top indicator lights flashing yellow. Indicated hot box may be on either side and one of the subsequent hot boxes was on the other side.

5. Flashing right and left yellow lights and red bottom light. Dragging equipment has been detected.

6. All three top indicator lights flashing yellow and red bottom light. Dragging equipment plus one or more hot boxes or additional dragging equipment has been detected, and indicated car may be in distress on either side.

When the hot box and dragging equipment indicator light displays one of these aspects, the train must be stopped and inspected. Head end and rear end crew members must be on the lookout for, and continue to observe the indicator lights until the entire train has passed the indicator, if practicable, and must take whatever action may be required.

In the event there is a power failure of the detective system the white light located on the signal house (power-on light) will not be illuminated; this must be reported to the Train Dispatcher by the first available means of communication.

When the "power-on" light is not illuminated, when the indication of the light and display board cannot be seen, or when train order instructions indicate that the indicator is inoperative or out of service, the train must be stopped and inspected unless a running inspection can be made by employees on both sides of the train. Both employees need not be at the same location, however, both sides must be inspected in the immediate vicinity of the hot box detector site and train must operate at a reduced speed not to exceed 25 miles per hour until the inspection has been completed.

#### Locating car in distress:

If there is an indication that there is only one car in distress all the journals on the car indicated on the Display Board plus two cars on either side of that car must be inspected. Only those journals on the side indicated need be inspected.

When there is an indication that more than one car is in distress, or that there may be dragging equipment, the entire train must be inspected from the rear of the train to and including five (5) cars ahead of the car indicated on the Display Board in accordance with Rule 111.

When making the inspection the entire car must be visually inspected for obvious mechanical defects, such as broken bolster, broken truck-side, loose wheel, fouled or dragging brake rigging, hand brake set, sticking brakes, dragging pin-lifter, or car being derailed.

A report of the results of the hot box detector inspection must be wired to the Superintendent, including car initial and number and indication displayed by indicator lights.

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

HOT BOX AND DRAGGING EQUIPMENT DETECTOR LOCATIONS:

<u>St. Louis Subdivision</u>	<u>Choctaw Subdivision</u>
MP 34.9	MP 529.8
MP 66.4	MP 557.5
MP 102.5	MP 588.3
MP 135.1	MP 630.6
MP 171.1	
<u>Sedalia Subdivision</u>	<u>Fort Worth Subdivision</u>
MP 224.7	MP 682.7
MP 262.9	MP 788.3
MP 295.0	MP 817.2
MP 329.0	
MP 355.2	
<u>Kansas City Subdivision</u>	<u>Texas Subdivision</u>
MP A-54.6	MP 865.7
MP A-75.5	MP 892.2
MP A-107.2	MP 931.5
<u>Cherokee Subdivision</u>	<u>Houston Subdivision</u>
MP 416.1	MP 1000.8
MP 446.9	MP 1027.4
MP 477.9	MP 1053.0

14. Hazardous Materials:

Federal regulations governing the transportation of hazardous materials prescribe that the following regulations must be observed when handling shipments of **FLAMMABLE COMPRESSED GAS** in tank cars placarded "DANGEROUS":

1. Shall not be cut off in motion.
2. No car moving under its own momentum shall be allowed to strike any tank car containing flammable compressed gas, placarded "DANGEROUS", nor shall any such car be coupled into with more force than is necessary to complete the coupling.

Cars containing **HYDROCYANIC ACID** are identified by a red stripe around each end and lengthwise around the tank. On both sides and ends are large red and white placards showing the contents as "Class 'A' Poison" and a telephone number to call in case of trouble.

This is a **highly lethal poison**, as indicated by the description below:

Description of the material and danger potential as follows:

1. 2700 parts per million mixed with the atmosphere is fatal to humans in 30 seconds of breathing.
2. Conventional cannister type gas masks are not effective. Only a self-contained breathing apparatus is safe.
3. Material is under pressure in cars and turns from liquid to vapor at 80 degrees Fahrenheit.
4. No known antidote for a lethal dose.
5. Human contact with the vapor is detected by a bitter almond taste and odor, followed by a painful tingling of the lips and nostrils.
6. The material is flammable and will burn furiously - is not explosive.

If one of these cars is involved in a derailment, Chief Dispatcher will be notified promptly so specially equipped and trained employes of the shipper may be flown to the scene. This must be done regardless of how slight the involvement.

If one of these cars is leaking from any point and catches fire, **LET IT BURN. DO NOT ATTEMPT TO PUT OUT THE FIRE AND DO NOT PERMIT LOCAL FIRE DEPARTMENTS TO ATTEMPT TO DO SO.** To further bring to the attention of yard and train crews, clerks, car inspectors, and others involved in transportation, the shippers will, in addition to sticker now attached, provide an additional sticker to be attached to the top left corner of the waybill that is large enough to protrude outside the waybill so as to attract the attention of those handling. This sticker will bear a picture of the tank and direct attention to the sticker attached to the body of the bill.

In the event of trouble, the men on the ground must be advised of the danger involved so that they would not breathe any fumes that may be leaking from the car.

Men should not approach the car area unless it is definitely known that the car or cars are not involved, and then only with extreme caution and upwind if possible.

Empty tank cars returning to origin could be critical and extreme care should be exercised in the handling of these cars also.

15. Standard Clocks and General Order Books:

<u>Northern Division</u>	<u>Southern Division</u>		
Baden	Telegraph Office	Altus	Freight Station
Bartlesville	*Enginehouse	Austin	Freight Station
Coffeyville	Yardmen's Room	Bellmead	Trainmen's Room
	*Telegraph Office	Dallas Yard	Yard Office
	*Enginehouse		*Enginehouse
Clinton	Freight Office		*Yardmen's Room
Fort Scott	Freight Office	Denison	Dispatcher's Office
Franklin	Telegraph Office	Eureka	Yard Office
Glen Park	Yard Office		*Enginehouse
	*Locker Room		*Yardmen's Room
Hominy	Freight Office	Garland	*Locker Room
Joplin	Telegraph Office	Ney	Yard Office
Muskogee	*Enginemen's Room		*Trainmen's Room
Muskogee Yard	Yard Office	North Yard	Yard Office
North McAlester	Freight Office		*Enginemen's Room
North Yard	Yard Office	Ray	Yard Office
	Enginemen's Room		*Enginehouse
	*Yardmen's Room	San Marcos	Freight Office
Pryor	Freight Office	Sloan	Yard Office
Sedalia	Freight Office		*Enginehouse
Tulsa	*Locker Room	Smithville	Yard Office
Turner	Yard Office	Temple	Freight Office
	*Enginemen's Room		
Tyo	Yard Office		

YARD LIMITSNORTHERN DIVISION

Bartlesville.....	A-191.9	-	A-200.7
Chanute.....	B-25.0	-	B-27.8
Chase.....	Z-323.1	-	Z-324.8
Clinton.....	265.0	-	266.8
Coffeyville.....	A-166.0	-	A-171.3
Columbia.....	V-177.0	-	V-178.3
Columbus.....	S-417.1	-	S-420.0
Cushing.....	A-276.0	-	A-282.2
Dewey.....	A-191.9	-	A-200.7
Fort Scott.....	336.5	-	339.1
Franklin.....	187.0	-	190.1
	0-103.9	-	
Galena.....	S-431.1	-	S-433.8
Hominy.....	A-235.1	-	A-236.7
Joplin.....	S-439.1	-	S-440.7
Labette.....	S-394.4	-	S-396.0
Military.....	S-428.3	-	S-430.4
Mineral.....	S-406.4	-	S-414.0
Nevada.....	314.6	-	317.4
North McAlester.....	564.0	-	567.2
	R-3.9	-	
Muskogee Yard.....	500.7	-	505.6
Paola.....	A-42.0	-	A-44.5
Parsons.....	384.3	-	389.4
	A-133.4	-	A-138.6
	B-3.5	-	
Ray.....	655.36	-	663.5
	P-663.3	-	
	D-662.2	-	
Sedalia.....	224.7	-	230.2
Tulsa.....	Z-273.9	-	Z-287.0
Turner.....	A-339.0	-	A-343.9

SOUTHERN DIVISION

Altus.....	74.2-B	-	78.4-B
Bellmead.....	840.85	-	852.0
Burk Burnett.....	11.9-B	-	18.5-B
Dallas.....	D-753.2	-	D-771.1
	K-745.8	-	
Eureka.....	1070.8	-	GH 10.04
Frederick.....	48.1-B	-	52.7-B
Garland.....	D-749.4	-	D-753.2
Grandfield.....	25.8-B	-	29.0-B
Granger.....	906.5	-	909.4
	U-909.12	-	
Greenville.....	D-711.5	-	D-718.1
Hillsboro.....	808.8	-	814.9
	D-831.1	-	
Ney.....	TP-237.5	-	764.7
Ray.....	655.36	-	663.5
	P-663.3	-	
	D-662.2	-	
San Marcos.....	M-985.3	-	M-988.0
Sherman.....	TP-670.0	-	P-671.8
Sloan.....	M-1027.5	-	M-1038.5
Smithville.....	967.8	-	971.3
	M-0.97	-	
Taylor.....	916.08	-	919.92
Temple.....	877.9	-	883.2
Waxahachie.....	D-791.1	-	D-798.96
Whitesboro.....	683.2	-	TP174.13
Wichita Falls.....	G-785.0	-	7.1-B

## 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

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

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

Kansas City, Mo.....Kansas City Jewelers Inc.  
Union Station

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. Blessingame, Medical Director, Denison, Texas

Austin, Texas.....(78723) Dr. B. J. Smith  
1106 Clayton Lane  
Twin Towers Professional Bldg.  
Telephone: Office 453-7356  
Exchange 453-0878

Dallas, Texas.....(75235) S-W Clinic Assn.  
Drs. R. W. Henderson, J. W. Jones,  
and F. G. Garfias  
5540 Denton Drive Cutoff  
Telephone 631-3880

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

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

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

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

Kansas City, Kansas.....(66103) Dr. J. William Young  
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Oklahoma City, Oklahoma.....(73103) Dr. Glen F. Wade  
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Parsons, Kansas.....(67357) Dr. Guy W. Cramer  
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Pryor, Oklahoma.....(74361) Dr. E. H. Werling  
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St. Louis, Missouri.....(63112) Dr. N. Bruce Pitsinger  
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San Antonio, Texas.....(78209) Dr. Walter Walthall  
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Telephone: 828-2531; 828-2532

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

Waco, Texas.....(76702) Dr. Horace H. Trippet  
Hillcrest Medical Tower, Suite 204  
3115 Pine Avenue  
Telephone 753-2437

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

**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	1350	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	1750	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	1825	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	Georgetown	1450	1700	2350	2400
North	Georgetown	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**

LOCATED APPROXIMATELY ONE MILE FROM POINT SPEED RESTRICTION EFFECTIVE. RULE 10(h)

LOCATED AT BEGINNING OF RESTRICTION.

**TABLE OF SPEEDS**

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

Time Per . Miles		Time Per . Miles		Time Per . Miles				
Per	Hour	Per	Hour	Per	Hour			
Min.	Sec.	Min.	Sec.	Min.	Sec.			
1	..	60.0	1	30	40.0	2	30	24.0
1	12	50.0	1	42	35.3	3	00	20.0
1	20	45.0	2	00	30.0	6	00	10.0