



ALWAYS
BE
SAFE

ALL WAYS

PRINT  SHOP



M-K-T R.R. CO.

SYSTEM
TIMETABLE
No. 3

EFFECTIVE 12:01 A.M. OCT. 31, 1976

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—Drawbridge.
M—Manual Interlocking.
N—Gate- Normal position against conflicting route.
O—Train Order Office.
P—Track Scales.
S—Stop Sign.
T—Turntable or Wye.
V—Automatic Switch.
W—Water.
X—Railroad Crossing at Grade.
Y—Yard Limits.
Z—Remote Control Switch.
#—Standard Clock only.
*—General Order Book only.
Register Stations are shown in full-faced type, and by symbol letter (R) immediately above station name.

ABBREVIATIONS IN CONNECTION WITH MILE POST LOCATIONS

A—Kansas City and Oklahoma Subdiv. R—Wilburton Subdiv.
B—Neosho Subdiv. S—Joplin Subdiv.
D—Dallas and Hillsboro Subdiv. U—Georgetown Subdiv.
K—Denton Subdiv. V—Columbia Subdiv.
M—Lockhart and San Antonio Subdiv. Z—Tulsa Subdiv.
O—Fayette 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
70-A, 72-C, 75-E, 75-F, 78-C.	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 321 incl.	Yes	54	E-44
350 to 352 incl.	Yes	54	E-44
401-B.	Yes	40	E-41
500-S.	Yes	40	E-41

INDEX

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

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	
101						102	
DAILY		DAILY					
.....	2000	0-0	ST. LOUIS.....	.....	.....	.....	.....
.....	.....	3.9	NORTH MARKET ST.....	.....	.....	.....	.....
PM 7 00	2007	8-7	BADEN.....YTWDPOB	YARD	AM 5 00	.....	.....
PM 7 40	2027	26-9	MACHENS.....Z	.....	AM 3 40	.....	.....
8 10	2039	39-2	ST. CHARLES.....W	6962	3 07	.....	.....
9 43	2078	77-9	MARTHASVILLE.....	7043	AM 1 34	.....	.....
.....	2105	104-9	RHINELAND.....OB	.....	.....	.....	.....
102 11 40	2125	125-1	MOKANE.....	7355	101 11 40	.....	.....
12 08	2143	143-3	NORTH JEFFERSON.....OB	2144	10 43	.....	.....
12 24	2154	153-5	HARTSBURG.....	6942	10 27	.....	.....
1 01	2170	169-5	McBAINE.....	.....	9 50	.....	.....
.....	.....	169-8	COLUMBIA JCT.....	.....	.....	.....	.....
.....	2188	188-3	NEW FRANKLIN.....Y	.....	.....	.....	.....
2 05	2189	189-1	FRANKLIN.....YTWDOB	YARD	9 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.....	40	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		McKittrick.....	100.7	2101
		UE.....	119.7	2120
		Tebbetts.....	131.2	2131
		Rocheport.....	178.4	2178

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	
101						102	
DAILY		DAILY					
AM 2 25	2189	189-1	FRANKLIN.....YTWDOB	YARD	PM 6 20	.....	.....
.....	.....	191-1	MO. RIVER BRIDGE..H	.....	.....	.....	.....
2 41	2192	191-7	BOONVILLE.....C	.....	5 59	.....	.....
2 54	2197	197-0	LICK.....	3995	5 46	.....	.....
3 17	2206	206-3	HOFFMAN.....	6303	5 23	.....	.....
.....	.....	226-3	MO. PAC.....XA	.....	.....	.....	.....
.....	2227	227-1	SEDALIA.....CYTWDOB	.....	.....	.....	.....
.....	.....	227-7	MO. PAC.....XN	.....	.....	.....	.....
4 24	2231	230-8	CAMPBELL.....Y	6928	4 16	.....	.....
.....	2248	247-8	WINDSOR.....WOB	.....	.....	.....	.....
5 24	2255	255-5	CALHOUN.....T	.....	3 16	.....	.....
5 48	2265	265-4	NORTH CLINTON.....CY	7942	2 52	.....	.....
.....	.....	265-4	SL-SF.....XN	.....	.....	.....	.....
.....	2267	266-6	CLINTON.....YWOB	.....	.....	.....	.....
6 13	2273	273-4	LADUE.....	4800	2 27	.....	.....
6 43	2286	285-7	APPLETON CITY....B	3722	1 57	.....	.....
6 49	2288	287-9	LINDALE.....	7696	1 51	.....	.....
7 44	2309	309-3	WALKER.....	4282	12 56	.....	.....
8 01	2316	316-0	TODD.....Y	9205	12 39	.....	.....
.....	.....	316-7	MO. PAC.....XA	.....	.....	.....	.....
.....	2317	317-1	NEVADA.....YCOB	.....	.....	.....	.....
8 39	2331	331-2	EVE.....C	4857	PM 12 01	.....	.....
.....	.....	337-4	SL-SF.....CXA	.....	.....	.....	.....
.....	3338	338-2	FORT SCOTT.....YWOB	.....	.....	.....	.....
8 58	3339	339-1	GRIFFITH.....	6878	11 42	.....	.....
.....	.....	365-0	AT&SF.....XA	.....	.....	.....	.....
102 10 20	3373	372-9	ST. PAUL.....	7390	101 10 20	.....	.....
10 46	3384	383-5	CROSS.....Y	.....	9 15	.....	.....
11 30	3386	386-0	NORTH YARD..YTWDPOB	YARD	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.

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	Beaman.....	221.1	2221
MP 227.7 - MP 382.5.....	25	Greenridge.....	239.2	2239
MP 382.5 - MP 385.0.....	10	Montrose.....	280.2	2280
		Rockville.....	294.5	2294
		Schell City.....	298.4	2298
		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...YTWDPOB
.....	.....	.....	.....	3.9	ROSEDALE.....
PM 10 45	PM 5 45	AM 9 15	3043	43.1	PAOLA.....YWB
.....	.....	.....	.....	43.4	MO. PAC.....XA
10 52	5 52	9 22	3047	46.5	RINGER.....
11 15	6 15	9 45	3062	61.6	PARKER.....
11 23	6 23	9 53	3067	66.8	DUNLAY.....
106 11 55	6 49	10 19	3083	82.8	KINCAID.....
12 15	7 09	10 39	3095	94.7	MORAN.....B
AM	.....	.....	.....	94.8	MO. PAC.....XA
12 44	7 38	11 08	3113	112.6	KIMBALL.....
.....	.....	.....	.....	119.9	AT&SF.....XA
12 59	7 53	11 23	3121	120.6	ERIE.....
1 21	8 15	11 45	3384	133.7	CROSS.....Y
2 30	8 45	12 45	3386	136.2	NORTH YARD...YTWDPOB
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...	40	Beagle.....	A- 54.6	3055
MP A-133.7 - MP A-135.2...	10	Centerville..	A- 70.0	3070
Except; Paola, through		Mildred.....	A- 87.0	3087
Long Track.....	10	Elsmore.....	A-103.4	3103
Paola, between crossover		Savonburg....	A-106.4	3106
MKT Main Track to SL-SF		Stark.....	A-110:4	3110
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 movement, 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.....	2.0	.....	.....	.....
GLEN PARK.....	0.6	PM 1 20	PM 5 30	AM 4 00
ROSEDALE.....	1.3	.....	.....	.....
(R) 39.2	.....	.....	.....	.....
PAOLA.....	0.3	PM 12 05	PM 3 45	AM 1 00
MO. PAC.....	3.1	.....	.....	.....
RINGER.....	4745	11 56	3 38	12 52
PARKER.....	7893	11 33	3 15	12 29
DUNLAY.....	5640	11 25	3 07	12 21
KINCAID.....	6375	10 59	2 41	11 55
MORAN.....	W-6257 E-2073	10 39	2 21	11 21
MO. PAC.....	0.1	.....	.....	.....
KIMBALL.....	6338	9 42	1 52	10 52
AT&SF.....	.....	.....	.....	.....
ERIE.....	8352	9 27	1 37	10 37
CROSS.....	.....	9 05	1 15	10 15
(R) 2.5	.....	.....	.....	.....
NORTH YARD.....	YARD	8 50	1 00	10 00
136.2		AM	PM	PM

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

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

Paola: Track between switch intersecting SL-SF Main Track at north end and crossover from MKT Main Track to SL-SF Main Track (MP 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..YTWDP
				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.....
					409.9	MO. PAC.....CXN
AM 12 32	AM 12 12	AM 6 42	AM 2 12	3410	410.2	CHETOPA.....O
AM 12 49	AM 12 29	AM 7 10	AM 2 29	4421	421.4	WELCH.....B
				4438	438.0	WINDERS.....
					438.8	SL-SF.....CXA
AM 1 16	AM 12 56	AM 7 37	AM 2 56	4439	439.0	VINITA.....OB
					454.4	ADAIR.....
				4464	463.7	PRYOR.....WOB
					468.6	SMITH.....
AM 2 04	AM 1 44	AM 8 25	AM 3 44	4469	468.6	SMITH.....
				4478	477.7	MAZIE.....
					488.0	WAGONER.....O
					488.2	MO. PAC.....CXA
					496.0	AU JCT.....V
					497.4	UX JCT.....V
AM 2 55	AM 2 30	AM 9 11	AM 4 30	4499	498.6	CHASE.....T
					501.8	T&P.....XA
				4503	502.5	(R) MUSKOGEE YARD..YWPO
	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 463.8 and MP 468.2—Control Operator at Pryor, except from 12 01 A.M. until 8 00 A.M. Sundays and Mondays Control Operator is Train Dispatcher at Denison.
 CTC between MP 498.2 and MP 501.8—Control Operator at Muskogee Yard.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 387.1 - MP 415.0.....	45	Cenergy.....	417.0	4417
MP 415.0 - MP 501.8.....	40	Big Cabin.....	446.8	4447
Except; over SL-SF crossing (MP 387.1)....	20	Green.....	457.9	4458
		Chouteau.....	472.2	4472
		LaBarge.....	486.8	4487

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	FLOOD INDICATORS
Vinita, through city limits 30	MP 388.5 MP 434.0 MP 460.2
Pryor, through city limits 25	MP 391.0 MP 440.2 MP 465.0
Waboner, through city limits 25	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 49	10 19	10 40	2 34
SL-SF.....					
OSWEGO.....					
MO. PAC.....					
CHETOPA.....	4688	7 27	9 57	10 18	101 2 12
WELCH.....	8108	7 10	9 40	10 01	1 43
WINDERS.....	4595	6 33	9 15	9 36	1 18
SL-SF.....					
VINITA.....	4944	6 31	9 13	9 34	103 145 1 16
ADAIR.....	7557	6 07	8 49	9 10	AM 12 22
PRYOR.....					
SMITH.....	7471	5 43	8 25	8 46	11 58
MAZIE.....	4997	5 29	7 44	8 32	11 44
WAGONER.....	7994	5 13	7 28	8 16	11 28
MO. PAC.....					
AU JCT.....					
UX JCT.....					
CHASE.....	8345	4 57	7 12	8 00 PM	11 12
T&P.....					
(R) MUSKOGEE YARD.....	YARD	101 4 45	7 00		11 00
		AM	AM		PM

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), Clear (green aspect) displayed 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.

SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE STATIONS
SECOND CLASS					
105	101	103			
DAILY	DAILY	DAILY			
PM 12 30	AM 4 50	AM 2 50	4503	502.5	(R) MUSKOGEE YARD..YWPO ^B
.....	.....	.....	4504	503.6	MUSKOGEE.....Y
.....	.....	.....	.....	503.9	SL-SF.....CXN
1 10	5 30	3 30 ¹⁰⁴	4525	524.8	CHECOTAH.....O
1 41	6 01	4 01	4547	547.2	CANADIAN.....
2 06	6 26	4 26	4564	564.2	NORTH McALESTER..YT ^{WDPOB}
.....	.....	.....	.....	565.9	CRI&P.....CXA
.....	.....	.....	4566	566.0	McALESTER.....Y
2 23	6 43	4 43	4573	573.1	NAVY.....
2 37	6 57	4 57	4583	582.8	KIOWA.....
2 52	7 12 ¹⁵⁴	5 12	4594	594.0	BURG.....
3 04	7 24	5 24	4603	602.6	STRINGTOWN.....
3 14	7 34	5 34	4610	609.6	ATOKA.....B
3 44	8 04	6 04 ¹⁵⁴	4630	630.2	CADDO.....
.....	.....	.....	.....	641.0	KO&G JCT.....Z
4 01	8 21	6 21	4641	641.4	DURANT.....COB
.....	.....	.....	.....	641.4	SL-SF.....XA
4 13	8 33	6 33	4649	649.1	OLIVE.....
.....	.....	.....	.....	655.9	SL-SF NORTH JCT..ZM
.....	.....	.....	.....	656.2	SL-SF SOUTH JCT..ZM
5 30 ¹⁰²	9 10	7 10	5664	661.9	RAY.....YTWDPOB ^(R)
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.....B	538.1	4538
MP 505.0 - MP 653.9.....	45	Savanna.....	574.5	4575
MP 653.9 - MP 660.5.....	25	Caney.....	621.6	4621
Except; over Bridge		Calera.....	646.4	4646
619.8 (MP 619.8).....	30	Excess.....	656.7	5657

SPEED LIMITS PRESCRIBED BY
CITY ORDINANCE

	MPH	FLOOD INDICATORS
Muskogee, through city		MP 518.1
limits.....	25	MP 519.4
North McAlester, over		MP 521.8
Stonewall Avenue.....	20	MP 612.4
McAlester, through city		MP 638.0
limits.....	25	
Durant, through city		
limits.....	40	

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

Cars or train must not be left standing on "Island Circuit" of road crossing near Ethan Allen Spur (MP 607.0). Yellow markings have been placed on tie either side of crossing denoting limits of circuit.

MAIN LINE STATIONS	Length of siding in feet	NORTHWARD		
		SECOND CLASS		
		154	102	104
		DAILY	DAILY	DAILY
(R) MUSKOGEE YARD.....	YARD	PM 12 01	PM 10 50	AM 4 15
MUSKOGEE.....	.....	.....	.....	.....
SL-SF.....	.....	.....	.....	.....
CHECOTAH.....	11040	8 54	10 05	3 30 ¹⁰³
CANADIAN.....	10191	8 23	9 34	2 04
NORTH McALESTER....	11043	7 58	9 09	1 39
CRI&P.....	.....	.....	.....	.....
McALESTER.....	.....	.....	.....	.....
NAVY.....	4914	7 41	8 52	1 22
KIOWA.....	7574	7 27	8 38	1 08
BURG.....	7715	7 12 ¹⁰¹	8 23	12 53
STRINGTOWN.....	9343	6 44	8 11	12 41
ATOKA.....	7570	6 34	8 01	12 31
CADDO.....	8911	6 04 ¹⁰³	7 31	12 01 ^{AM}
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....	.....	.....	.....	.....
RAY.....	YARD	4 30	6 30 ¹⁰⁵	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 authorized by Train Dispatcher.

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

MAXIMUM SPEED MPH

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	MP S-394.4-MP S-440.7 10 Except; Columbus, over Main street....Flag crossing Joplin, over Schifferdecker Ave...Flag crossing
		SOUTH ↓ STATIONS ↑	NORTH		
3394	394.4	LABETTE.....Y			BUSINESS TRACKS MP STA NO
....	403.8	MINE LEAD.....T			Crain..... S-427.8 3931 Horn..... S-433.9 2940
3916	410.0	MINERAL.....Y	2070		Trains have no superiority between Joplin(MP S-440.7) and Galena (MP S-432.1) and trains and engines will operate under the provisions of Rule 93 without clearance or train orders.
....	412.9	MO. PAC.....XS			
3924	418.2	ABBEY.....Y	2507		
....	418.7	SL-SF.....XA			
3925	419.0	COLUMBUS.....CY	1158		Trains originating Joplin will report for clearance Galena instead of Joplin.
3933	429.3	MILITARY.....YT	1350		
....	451.5	SL-SF.....XN			Trains originating or terminating Joplin will register their arrival and departure Galena in register book at Galena.
3938	432.1	GALENA.....CYO	1494		
2945	440.7	JOPLIN.....YTWD	YARD		
		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 3 05	4499	324.8	CHASE.....YT	.....		PM 7 55	
.....	4901	324.0	WYBARK.....Y	1500			
4 30	4933	291.8	BROKEN ARROW.....	2850		6 30	
.....	.....	287.2	TYO.....TDOB				
.....	.....	278.3	AT&SF-SL-SF-T&P.CXA				
.....	.....	278.2	SSI.....XS				
6 00 AM	4947	277.7	TULSA.....YW	YARD		5 00 PM	
.....	4954	270.8	SAND SPRINGS.....				
			54.0				

Exception to Rule 83(a) (last paragraph): Regular Trains may leave their initial station without clearance at the following points.
Chase—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 without clearance or train orders.

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		Porter.....	Z-313.3	4912
crossing		Anchor.....	Z-319.8	4906

Movements on siding track over Mingo Road must occupy circuit within sixty feet of crossing identified by ties painted yellow wait 25 seconds to cause flashers and gates to be actuated before proceeding over crossing. Northward movements approaching Garnett Road on the three tracks in the "Auto Convoy Yard" must not exceed 5 MPH until ascertained that flashers have been actuated before proceeding over crossing.

OKLAHOMA SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet	Between North Yard and Turner trains and engines will operate under the provisions of Rule 93 without clearance or train orders except; trains originating North Yard, Coffeyville, Hominy and Turner will report for clearance at station where originates and trains originating at DY Jct. or BE Jct. will report at Bartlesville for clearance.
		SOUTH ↓ STATIONS ↑	NORTH		
3386	136.2	(R) NORTH YARD..YTWD	B YARD		
....	137.3	SL-SF.....XN			
....	149.2	SL-SF.....XA			
3157	157.2	ANGOLA.....			Between MP A-199.0 and MP A-282.0 where crossings equipped with automatic crossing protection: must ascertain crossing protection working before passing over crossing, and will be governed by Supplement to Rule 103 Special Instns.
....	167.2	AT&SF.....CXN			
3168	167.7	COFFEYVILLE..YTWOB	YARD		
....	168.3	MO. PAC.....CXS			
3169	168.7	EVANS.....Y	3236		
....	170.9	MO. PAC.....XA			Between MP A-282.0 and MP A-336.0 trains will be operated only when authorized by proper authority.
4194	193.7	DEWEY.....Y			
....	194.5	DY JCT.....Z			
4198	197.7	BARTLESVILLE.CYTP	YARD		BUSINESS TRACKS MP STA NO
....	198.2	BE JCT.....			Parsons..... A-136.8 3387 Mound Valley A-149.0 3149 Cox..... A-166.8 3167 Wann..... A-182.9 4183 Wynona..... A-225.7 4226 Manion..... A-231.6 4233 Yale..... A-270.4 4270 Agra..... A-290.6 4291 Tryon..... A-297.2 4297 Carney..... A-301.8 4302 Arcadia..... A-324.7 4324 Braun..... A-336.7 4337
4199	198.7	SUTTON.....Y	YARD		
4212	212.2	UTLEY.....			
....	217.5	T&P.....XN			
4218	217.5	RELAGONY.....			
....	236.0	(R) HOMINY.....YWO	4318		
4248	248.6	CLEVELAND.....Y			
....	257.5	SL-SF.....XA			
4257	257.5	HALLET.....			
....	271.4	AT&SF GAUNTLET..XA			
4280	280.2	CUSHING.....YCW	YARD		
4339	339.1	OWANDA.....Y			
....	341.5	CRI&P.....XG			
4342	342.8	TURNER.....YTWD	YARD		
....	343.2	CRI&P.....XG			
4343	343.9	OKLAHOMA CITY..CYT			
		207.7			

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

Trains will register at other than register stations as follows:
Bartlesville—Trains originating or terminating at DY Jct. or BE Jct.

MAXIMUM SPEED	MPH	SPEED LIMITS PRESCRIBED BY CITY ORDINANCE
MP A-137.3 - MP A-194.5....	10	
MP A-198.2 - MP A-200.0....	10	Hominy, through city
MP A-200.0 - MP A-203.4....	25	limits..... 10
MP A-203.4 - MP A-205.0....	10	
MP A-205.0 - MP A-208.7....	25	
MP A-208.7 - MP A-211.4....	10	
MP A-211.4 - MP A-219.3....	25	
MP A-219.3 - MP A-220.5....	10	
MP A-220.5 - MP A-238.0....	25	
MP A-238.0 - MP A-343.9....	10	
Except; Oklahoma City, 63rd St. (MP A-336.7)...		Flag crossing
Turner, 'H' track over Reno Avenue.....		Flag crossing

COLUMBIA SUBDIVISION

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

FAYETTE SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH	NORTH	
		STATIONS		
.....	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 the 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
Except; Highway 5 crossing at (MP 0-102.12)..... Flag crossing

NEOSHO SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH	NORTH	
		STATIONS		
.....	27.8	(END TRACK)	.....Y	.....
.....	27.1	AT&SF	.....XG	.....
3526	26.2	CHANUTE	.....CY	2130
.....	24.0	AT&SF	.....XG	.....
3511	10.8	GALESBURG	.....	850
3386	0.6	NORTH YARD	.....YARD	.....
		27.2		

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	NORTH	
		STATIONS		
4011	11.0	BISHOP	.....Y	.....
4004	(3.9)	KREBS (ON SPUR)	.....Y	.....
.....	3.4	KREBS JCT.	.....Y	.....
4564	0.0	NORTH MCALESTER	.....YT	YARD
		11.0		

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

MAXIMUM SPEED MPH

Between North McAlester and Krebs..... 5
Except; Highway 69 crossing (MP R-2.12) Flag crossing

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	
101		154					
DAILY		DAILY					
154 AM		101 AM					
9 10	5664	661.9	(R) RAY.....YTWDPOB	YARD	9 00		
.....	.....	662.9	SHERMAN JCT.....Y	.....	.....
9 33	.....	661.7	McCUNE.....YZ	.....	8 28
.....	.....	661.2	S. P.....COB	.....	.....
.....	5661	660.9	DENISON (ON SPUR).....Y	.....	.....
10 02	5008	668.7	PENLAND.....	5885	7 59		
.....	.....	674.3	T&P.....XA	.....	.....
10 49	5027	688.1	TRENTON.....	4927	7 12		
.....	.....	701.3	AT&SF.....XA	.....	.....
11 51	5052	713.0	GREENVILLE.....YOB	.....	6 10	
.....	5053	714.0	HUNT.....CYB	YARD	.....	
.....	.....	714.3	STLSW.....XA	.....	.....
12 01	5055	715.6	MELTON.....Y	6411	6 01		
12 57	5078	738.7	ROCKWALL.....	4937	4 39		
1 21	5089	750.0	ELLS.....Y	4649	4 15		
.....	.....	750.8	AT&SF.....CXA	.....	.....
1 24	5090	750.9	GARLAND.....YOB	2908	3 52		
1 45	5093	754.1	BETHARD.....Y	2625	3 42		
2 07	5101	761.4	ATKINS.....Y	4915	3 20		
.....	.....	766.2	DENY (R).....Y	.....	.....
4 00	5106	766.9	DALLAS YARD.YTWDPOB	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	10	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	Leonard.....	D-694.6	5034
MP D-714.0 - MP D-740.3	25	Celeste.....	D-701.4	5040
MP D-740.3 - MP D-745.5	40	Caddo Mills.....	D-721.6	5061
MP D-745.5 - MP D-761.4	25	Royce City.....	D-730.3	5069
MP D-761.4 - MP D-766.9	20	Thomas.....	D-731.6	5071
		Krem.....	D-752.9	5092

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

Dallas, through city limits 20
Dallas, over Cole, Knox,
Arling Road, Mockingbird
Lane and McKinney streets 10

FLOOD INDICATORS

MP D-669.5 MP D-733.3
MP D-724.6 MP D-748.2
MP D-729.0 MP D-758.5
MP D-752.5

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.
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.

11:45 A.M. until 12:15 P.M.

SOUTHWARD				Station Numbers	Mile Post Location	MAIN LINE
SECOND CLASS						
777 FWD	153	723 CRIP	751 FWD			
DAILY	DAILY	DAILY	DAILY	STATIONS		
	AM 7 00			5106	766.9	(R) DALLAS YARD-YTWDPOB
					766.9	RIGHT OF WAY DIST..
					767.0	0.1 ROWD - T&P.....XM
					767.3	0.3 DALLAS.....
						1.6 RIGHT OF WAY DIST..
					768.9	AT&SF (LOWER 19).XM
					768.9	CRI&P JCT.....Z
PM 8 50	AM 7 15	AM 5 30	AM 4 00		769.3	0.4 ENDOT.....YZ
						12.4 LANCASTER.....
				5121	781.7	9.5 LANCASTER.....
				5130	791.2	5.4 STERRETT.....Y
					796.6	0.9 S. P.....CXA
					797.5	0.6 B-R-I JCT.....CY2
PM 9 45	AM 8 08	AM 6 25	AM 4 55		798.1	15.0 WAXAHACHIE.....YOB
					813.1	19.8 ITALY.....
					832.9	DANA JCT.....Y
	AM					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-826.7...	10	Service.....	D-793.5	5133
MP D-826.7 - MP D-832.9...	25	Armglass.....	D-794.6	5134
Except; Dana Jct.,		Alderdice.....	D-795.4	5135
through switch.....	20	Nena.....	D-802.6	5139
		Milford.....	D-818.3	5157

**SPEED LIMITS PRESCRIBED BY
CITY ORDINANCE**

	MPH	FLOOD INDICATORS
Dallas, through city limits	20	MP D-774.6 MP D-798.3
Waxahachie, over street		MP D-775.2 MP D-802.8
crossings.....	20	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 5 00		
RIGHT OF WAY DIST..					
0.1 ROWD - T&P.....					
0.3 DALLAS.....					
1.6 RIGHT OF WAY DIST..					
AT&SF (LOWER 19).XM					
CRI&P JCT.....					
0.4 ENDOT.....		AM 10 55	PM 3 32	PM 6 25	PM 11 25
12.4 LANCASTER.....	4623	10 29	3 08	5 59	10 59
9.5 STERRETT.....	6252	10 14	2 53	5 44	10 44
5.4 S. P.....					
0.9 B-R-I JCT.....		AM 10 00	2 39	PM 5 30	PM 10 30
0.6 WAXAHACHIE.....	2925		AM 2 35		
15.0 ITALY.....			1 05		
19.8 DANA JCT.....			11 28		
66.0			AM		

Between MP D-766.9 and MP D-768.9, Right of Way District 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 (Right of Way District) 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 (Right of Way District)—CRI&P and FWD trains originating or terminating Endot.
Waxahachie—M-K-T trains originating or terminating. 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 25		PM 9 00	5664	661.9	(R) RAY.....YTWDP
			5670	669.6	POTTSBORO.....
			5686	685.7	WHITESBORO.....CY
8 15		8 50		685.8	WHITESBORO JCT....Y
			5722	721.7	DENTON.....OB
			5757	757.1	T&P (TOWER 55).....OBXM
			5757	757.1	FORT WORTH.....
10 30 102 AM 11 00		12 01 AM 1 00	5759	758.5	(R) NEY.....YTWDP
				759.4	S. P.....XA
11 35		1 35	5778	777.6	EGAN.....
				783.0	AT&SF.....XA
11 55		1 55	5793	793.2	GRANDVIEW.....
12 21	AM 11 20	2 21		811.6	DANA JCT.....Y
	PM		5812	811.9	HILLSBORO.....YTOB
12 25	154 11 24	2 25	5813	813.0	WINSLOW.....Y
12 43	11 42	2 43	5827	827.4	WEST.....
12 55	11 54	2 55	5836	836.4	ELM MOTT.....
1 05	12 04 PM	3 05		841.9	CAPHEAD.....YZ
				842.1	WACO JCT.....YZ
1 20	104 1 00	3 20	5843	842.9	(R) BELLMEAD.....YTWDP
PM	PM	AM			181.0

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—Control Operator at Ray.
 CTC between MP 764.7 and MP 777.4—Control Operator at Ney.
 CTC between MP 837.9 and MP 842.2—Control Operator at 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 or permission received from Operator Ney to proceed. 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 thereto 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 842.1.....	50	Burleson.....	771.2	5771
MP 842.1 - MP 842.9.....	20	Alvarado.....	784.0	5784
		Itasca.....	801.3	5801
		Greer.....	838.8	5839

SPEED LIMITS PRESCRIBED BY
 CITY ORDINANCE

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

FLOOD INDICATORS

MP 669.9
MP 772.0
MP 780.8

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
7.7 POTTSBORO.....	6568			
16.1 WHITESBORO.....	8424			
0.1 WHITESBORO JCT.....		PM 1 30		6 30
35.9 DENTON.....				
35.4 T&P (TOWER 55).....				
1.4 FORT WORTH.....				
(R) NEY.....	YARD	11 30 103 AM 10 00		4 30 PM 3 45
0.9 S. P.....				
18.2 EGAN.....	8752	6 35		3 05
5.4 AT&SF.....				
10.2 GRANDVIEW.....	9583	6 15		2 45
18.4 DANA JCT.....		5 49	AM 11 28	2 19
0.3 HILLSBORO.....	YARD			
1.1 WINSLOW.....	7218	5 45	153 11 24	2 15
14.4 WEST.....	8830	5 27	10 27	1 57
9.0 ELM MOTT.....	8060	5 15	10 15	1 45
5.5 CAPHEAD.....		5 05	10 05	1 35
0.2 WACO JCT.....				
(R) 0.8 BELLMEAD.....	YARD	5 00	10 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.

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. Clear (green aspect) displayed 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 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 777.4). Clear (green aspect) displayed 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. 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. Clear (green aspect) displayed 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.

Northward trains taking siding at West will not, when train length will permit, block crossings north of old station site until after train(s) being met have passed allowing vehicular traffic an opportunity to move between trains.

SOUTHWARD				Station Numbers	Mile Post Location	MAIN LINE
SECOND CLASS			FIRST CLASS			
183	103	105	21			
DAILY	DAILY	DAILY	MON THU SAT			STATIONS
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 40	3 54	7 09		5880	880.0	TEMPLE.....CYPOB 0.7
					880.7	AT&SF.....XM 0.1
²² 6 47	3 56	7 11	10 25		880.8	OPAL.....Y 0.3
				5881	881.1	COBEL.....Y 2.0
				5883	883.1	SMITH.....CY 4.5
6 59	4 08	7 23	10 35	5888	887.6	LITTLE RIVER..... 20.5
¹⁸⁴ 7 45	4 34	7 49	10 57	5908	908.1	GRANGER.....YTOB 10.3
7 59	4 48	8 03	11 08	5918	918.4	BIRGE.....Y 0.5
8 01	4 50	8 05	11 15		918.9	TRANSFER JCT.....Y 0.5
PM			AM	5919	918.9	TAYLOR.....CYTOB 15.9
					918.9	MO. PAC.....XA
					934.8	S. P.....XA 0.2
	5 16	¹⁰⁴ 8 31		5935	935.0	ELGIN.....CO 13.9
	5 38	8 53		5949	948.9	PHELAN..... 4.9
				5954	953.8	BASTROP..... (R) 15.6
	6 15	10 00		5969	969.4	SMITHVILLE...YTWOB
	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—Control Operator at Granger
 except, Sundays from 7 00 A.M. until 3 00 P.M. Control Operator
 is Train Dispatcher at Denison.

MAXIMUM SPEED	MPH
PASSENGER TRAINS	
MP 880.8 - MP 918.9.....	70
FREIGHT TRAINS	
MP 842.9 - MP 847.4.....	20
MP 847.4 - MP 880.8.....	40
MP 880.8 - MP 918.9.....	50
MP 918.9 - MP 969.4.....	40

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	Length of siding in feet	NORTHWARD			
		FIRST CLASS		SECOND CLASS	
		22	104	184	102
STATIONS		SUN TUE FRI	DAILY	DAILY	DAILY
(R) BELLMEAD.....	YARD		PM 12 05	AM 12 01	AM 1 30
STLSW NORTH JCT...					
STLSW SOUTH JCT...					
WACO.....					
BASS.....	10964		10 45	9 17	12 45
EDDY.....	10142		10 21	8 53	12 21 ^{AM}
TEMPLE.....	2128		9 53	8 25	11 53
AT&SF.....					
OPAL.....		¹⁸³ PM 6 37	9 51	8 23	11 51
COBEL.....	3400				
SMITH.....					
LITTLE RIVER.....	4619	6 23	9 39	8 11	11 39
GRANGER.....	5278	6 01	9 13	7 45 ¹⁸³	11 13
BIRGE.....	6078	5 49	8 59	7 02	10 59
TRANSFER JCT.....		5 47	8 57	7 00	10 57
TAYLOR.....		PM		PM	
MO. PAC.....					
S. P.....					
ELGIN.....	6020		¹⁰⁵ 8 31		10 31
PHELAN.....	8804		7 34		10 09
BASTROP.....					
(R) SMITHVILLE.....	YARD		7 00		9 35
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 or terminating.
 Elgin—Trains originating or 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 Rule 401.

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 receiving Stop Indication on
 Absolute Signal at south end siding, Birge, will take siding
 when instructed to do so by Control Operator.

Trains will be governed by instructions of the Train Dispatcher
 in use of the Main Tract at Smithville.

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS	CLASS					SECOND CLASS	CLASS
103	105					104	102
DAILY	DAILY			STATIONS		DAILY	DAILY
PM 6 20	AM 10 45	5969	969.4	(R) SMITHVILLE. YTWOB	YARD	AM 6 45	PM 9 30
			978.0	S. P. ....XA			
		5988	988.2	LAGRANGE. ....OB			
6 52	11 17	5989	989.0	L. A. YARD.	4138	5 39	8 53
7 04	11 29		995.9	LCRA.		5 27	8 41
7 14	11 39	6002	1002.1	FAYETTEVILLE.	9349	5 17	8 31
7 33	11 58	6014	1013.6	NEW ULM. ....B	5565	4 58	8 12
7 55	12 15	6024	1024.0	CAT SPRING.	5649	4 41	7 55
8 13	12 33	6035	1035.4	SEALY. ....C	2857	4 23	7 23
			1035.4	AT&S. ....XA			
8 32	12 52	6048	1047.8	BROOKSHIRE. ....OB	4705	4 04	7 04
8 47	1 07	6056	1056.0	KATY. ....O	4116	3 49	6 49
8 57	1 17	6061	1061.2	WHIT.	6900	3 39	6 39
9 16	1 36	6073	1072.9	HENNESSEY. ....Y	4996	3 20	6 20
			1078.9	S. P. ....XA			
1 00	5 00	6079	1080.2	(R) EUREKA. YTWDP	YARD	3 00	6 00
			1080.8	S. P. ....XN			
			1084.2	S. P. ....XA			
		6084	1084.2	HOUSTON. ....Y			
		6133	1134.0	GALVESTON.			
				164.6			

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

Trains are authorized to operate between Eureka and Houston without clearance or train orders being governed by instructions of Yardmaster.

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	STA NO
MP 969.4 - MP 1072.0.....	40	Halsted.....	994.2	5994
MP 1072.0 - MP 1084.2.....	25	Schindler.....	1036.5	6036
		Midway.....	1049.9	6049
		Cardiff.....	1050.8	6051
		Addicks.....	1066.7	6066

Smithville, through city limits..... 25
Katy, through city limits.. 25
Houston, through city limits..... 25

Southward trains arriving Eureka will contact the Yardmaster before entering Yard Limits, and will be governed by his instructions.

Trains will be governed by instructions of the Train Dispatcher in use of the Main Track at Smithville.

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE	Length of siding in feet	NORTHWARD	
SECOND CLASS	CLASS					SECOND CLASS	CLASS
183						184	
DAILY				STATIONS		DAILY	
PM 8 01		....	918.9	TRANSFER JCT.		PM 7 00	
			919.9	TAYLOR (MO PAC) B			
		6647	955.5	AUSTIN. ....CYOB			
PM 10 00		....	984.9	M-K-T JCT. ....YO		PM 5 05	
10 02		....	985.5	AJAX. ....Y		5 01	
10 05		6753	986.3	SAN MARCOS. YWOB	924	4 58	
10 35		....	1002.7	N. B. YARD.	4462	4 28	
		6769	1003.3	NEW BRAUNFELS. CO			
		....	1003.6	MO. PAC. ....XA			
10 43		....	1006.7	WRP. ....C		4 20	
10 50		6777	1010.6	COMAL.	2305	4 13	
11 13		6791	1024.8	FRATT.	2856	3 50	
11 26		6797	1030.3	TRAVIS. ....Y	3123	3 37	
11 33		6800	1032.8	WARDEN. ....Y	2046	3 30	
		....	1036.1	S. P. ....X			
		....	1036.5	(R) S. P. ....XM			
2 30	AM	6803	1037.5	SLOAN. YTWDP	YARD	3 00	PM
		....	1038.0	S. P. ....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: Austin (MKT Yard)—Trains originating or terminating. San Marcos—Trains originating or terminating.

Trains and Engines moving from Mo. Pac. Main Track to MKT Yard Tracks at Austin will be governed by S. P. Co. Rules, Timetable and Special Instructions between Pershing and Congress Avenue; and will be governed by Rule 93 when on S. P. Co. tracks.

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-1036.1:	25	Dixie.....	M-1023.7	6789
MP M-1036.1 - 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		8.5
....	671.4	T&P.....XSN		0.4
6211	671.8	SHERMAN.....CYO	YARD	
				8.9

Between Sherman Jct. and Sherman, trains and engines will operate under the provisions of Rule 93 without clearance or train orders; except trains originating Ray (Dallas Subdiv.) will secure clearance Ray.

MAXIMUM SPEED MPH
MP P-662.9 - MP P-671.8 20
Except; Sherman, over street crossings, Mulberry street to King street incl.... Flag crossings

DENTON SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH ↓ STATIONS ↑	NORTH	
5722	721.7	DENTON.....CYB		9.2
5509	730.9	LAKE DALLAS.....		5.9
5515	736.8	LEWISVILLE.....	1150	7.8
5523	744.6	CARROLLTON.....O		1.5
....	744.6	SL-SF - STLSW...XA		0.8
5524	746.1	BEAVER.....Y	1225	0.8
5525	746.9	FARMERS BRANCH...Y		3.8
5529	750.7	OLDHAM.....Y	2245	7.3
....	758.0	DENY.....Y	YARD	
				36.5

Trains will report for clearance other than as required by Rule 83 (a) (last paragraph): Dallas Yard (Dallas Subdiv.) instead of Deny—Trains originating.

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.

GEORGETOWN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH ↓ STATIONS ↑	NORTH	
5908	908.1	GRANGER.....YTOB		9.5
6609	917.4	WEIR.....		5.8
6615	923.2	GEORGETOWN.....C		0.5
....	923.7	(END TRACK).....		
				15.6

MAXIMUM SPEED MPH
MP U-908.9 - MP U-923.7 25

WESTERN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		WEST ↓ STATIONS ↑	EAST	
5759	758.5	(R) NEY.....YTWDPOB	YARD	
5757	757.1	FORT WORTH.....		1.4
....	757.1	T&P.....XM		0.9
....	0.0	FWD JCT.....		6.1
....	6.0	NORTH YARD (FWD)...		34.2
....	40.3	DECATUR.....		28.2
....	68.5	BOWIE.....		45.6
5305	114.1	WICHITA FALLS...Y		0.9
....	0.9	WF&NW JCT.....Y		0.5
8101	1.4	(R) NORTH YARD (MKT)Y	YARD	
8114	14.0	BURKBURNETT.....Y	3300	17.6
0021	20.9	DEVOL.....	2884	6.9
0027	27.1	GRANFIELD.....Y	4209	6.2
0034	34.3	LOVELAND.....	3190	7.2
0041	40.9	HOLLISTER.....	3228	6.6
0049	49.2	HUFF.....Y	2388	8.3
0051	50.7	FREDERICK.....CY		1.5
....	50.3	SL-SF.....XS		0.4
0053	51.1	GROVER.....Y	2293	0.8
0061	61.1	TIPTON.....	2206	10.0
....	74.8	SL-SF.....CXG		13.7
0076	75.6	(R) ALTUS.....CYW	2849	0.8
....	76.2	AT&SF.....XS		0.6
0077	77.3	WELON (ON SPUR)CY	YARD	1.1
				194.9

Between Fort Worth and FWD Jct., T&P Ry. Rules, Timetable and Special Instructions govern.

Between FWD Jct. and WF&NW Jct., B N Inc. (FWD Ry.) Rules, Timetable and Special Instructions govern.

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.

MAXIMUM SPEED MPH

Between Ney and FWD Jct. 20
WF&NW Jct. (MP 0.9-B) and MP 77.3-B 8

BUSINESS TRACKS MP STA NO

Oildom 4.0-B 8104
Bacon 6.7-B 8107
Humphreys 67.7-B 0068

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.

LOCKHART SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of siding in feet
		SOUTH ↓ STATIONS ↑	NORTH	
5969	0.0	(R) SMITHVILLE...YTWOB	YARD	
6721	20.3	RED ROCK.....	725	20.3
6737	36.4	LOCKHART.....O	4400	16.1
6744	43.5	MAXWELL.....	1540	7.1
6747	46.8	REEDVILLE.....	1830	3.3
....	51.5	AJAX.....		4.7
				51.5

Trains will be governed by instructions of the Train Dispatcher in use of the Main Track at Smithville.

MAXIMUM SPEED MPH

Between Smithville and MP M-51.5 25

OPERATING RULES

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

Rule Q. Supplement to: The possession or use of firearms while on duty or on company property is prohibited except by those so authorized by proper authority.

Rule 1. Standard Time, Amended: Standard Time may be obtained from Radio Station WWV, Fort Collins, Colorado, or Train Dispatchers' Office, Denison, Texas, by employee charged with the duty of maintaining standard clock with correct time.

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 employees 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 employees 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 employee'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 26. Blue Signals, Amended: A blue signal displayed at one or both ends of an engine(s) and / or car(s) indicates that workmen are on, under or between the equipment, and the equipment must not be coupled to or moved. Other engine(s) and / or car(s) must not be placed on the same track so as to block or reduce the view of the blue signals.

When a blue signal is displayed at an entrance to a track, engines and/or cars must not be permitted to enter that track.

When workmen are working on, under or between an engine or car(s) coupled to an engine, a blue signal must be attached to the controlling unit of the engine at a location where it is readily visible to the engineman or operator at the controls of that engine.

Blue signals must be displayed by each class or group of workmen and may only be removed by the same class or group that placed them.

When emergency repair work is to be done on, under or between an engine or one or more cars coupled to an engine, and a blue signal is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures must be taken to protect the employees making the repairs.

Rule 26(a). Protection Workmen on Hump Yard Tracks, Amended: When workmen are working on, under or between an engine(s) and/or car(s) on a track other than a classification track of a hump yard, a blue signal must be displayed at each end of the equipment to which a coupling can be made, or at each entrance to the track.

When workmen are working on, under or between an engine and/or car(s) on a classification track of a hump yard, the following protection must be provided.

(a) Each manually-operated switch, including crossover switches, providing access to the track must be lined for movement to another track and a blue signal displayed at or near each such switch; and each remotely-controlled switch providing access to the track must be lined against movement to the track and a locking device applied to the control for the switch.

(b) The employe in charge of the workmen must ask for and receive from the operator of the remotely-controlled switches the required protection before the work is begun.

(c) The operator of the remotely-controlled switches will provide the protection before informing the employe in charge of the workmen that it has been provided. He will not remove the locking device until notified by the employe in charge of the workmen that the work is completed.

(d) The operator will record on a prescribed form and retain for thirty (30) days information as to the date and time he received request for track protection; name and craft of the employe in charge who requested the protection; the number or other designation of the track involved; the date and time he notified the employe in charge that the protection had been provided; the date and time he was informed the work had been completed and the name and craft of the employe in charge who provided this information.

Rule 34 (Rules 34 and 34(a)) Superseded: All members of engine and train crews located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name of each signal affecting the movement of their train or engine, as soon as the signal is clearly visible. It is the responsibility of the engineer to have each member of the crew in the operating compartment of the engine comply with these requirements, including himself.

It is the engineer's responsibility to have each member of the crew located in the operating compartment of the engine to maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

Should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, or if a crew member becomes aware that the engineer has become incapacitated, other members of the crew must take action necessary to insure the safety of the train or engine, including operating the emergency valve.

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-666.2
	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 103. Supplement to: When Automatic Crossing Devices at public crossings at grade are inoperative or are not operating properly, and notice is given by train order of such failure or it is otherwise known, trains and engines must stop and flagman will precede movement over crossing affording protection. At night, in addition, burning red fuses will be placed on roadway on each side of track to give warning to approaching traffic.

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 209. Supplement to: Form X speed restricting train

orders, Examples (1) and (2) only, are authorized to be duplicated mechanically on Xerox or A. B. Dick machines at offices where these machines are in use and in good condition.

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 504. Supplement to: Any employe who may be called to report for duty before his legal rest period has expired in accordance with Federal Laws Relating to Hours of Service, must report the facts to the proper officer before going on duty.

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 pro-

vide 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

Employes Must Provide Themselves With:

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

ENGINE WHISTLE OR HORN SIGNALS, INTERLOCKINGS:

Main track to main track.....	_____
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 from center line of main track.

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
Choctaw.....	503.6	Viaduct	San Antonio....	M-992.2	Overpass
Choctaw.....	623.8	Overpass	San Antonio....	M-1031.6	Overpass
Choctaw.....	644.6	Overpass	San Antonio....	M-1033.5	Overpass
Columbia.....	V-171.6	Bridge	San Antonio....	M-1033.7	Overpass
Dallas.....	D-766.6	Bridge	San Antonio....	M-1034.0	Overpass
Hillsboro....	D-767.5	Viaduct	San Antonio....	M-1034.1	Overpass
Houston.....	1084.1	Overpass	San Antonio....	M-1034.2	Overpass
Kansas City...	A-6.5	Overpass	San Antonio....	M-1034.4	Overpass
St. Louis.....	93.4	Bridge	San Antonio....	M-1034.5	Overpass
St. Louis.....	178.9	Tunnel	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 line 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.

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.

Temple: ATSF Railway Company Yard Engines may use M-K-T Main Track within Temple Yard Limits, MP 877.9 to MP 883.2 without clearance or train orders to interchange cars to and from Cobel siding under provisions of Rules 93 and 104(15) upon receipt of permission from M-K-T Train Dispatcher clearing Main Track for First Class trains. Train Nos. 21 and 22 scheduled between Opal and Transfer Junction. No. 21 scheduled to depart Opal at 10:25 A.M. on Mondays, Thursdays and Saturdays and No. 22 scheduled to depart Little River at 6:25 P.M. on Sundays, Tuesdays and Fridays. Yard Engines will be clear of Main Track for No. 21 at 10:20 A.M. and for No. 22 at 6:18 P.M.

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 and will be observed until engine is over crossing(s) within city limits; speed may then be increased.

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

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

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

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

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; Engine 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.

Ney—Southward trains handling loads 11 feet 7 inches or wider must receive route from Yardmaster, Ney, before occupying double track.

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.

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

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

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

North Yard (MP 386.0)—Sedalia Subdivision trains entering and leaving North Yard using Crossover Sedalia Subdivision MP

384.05 Kansas City Subdivision MP A-134.3 for movement via ACI scanner must leave crossover switches lined and locked against crossover movement. East 16 crossover from East Yard to West Yard switches lined as needed. Neosho Subdivision - Yard Lead main track switch lined for Yard Lead movements. Cherokee-Oklahoma Subdivision switch at South end yard lined for Cherokee Subdivision movements.

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

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

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

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

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

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

9. Yards Not Having a Designated Main Track:

Coffeyville-Evans—No track designated as Main Track between MP A-166.2 and MP A-169.1.

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.

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 Rules 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 derailing position and selector lever to "Power" position. Report notifying Control Operator at AT&SF Office Temple of handling must be made at first open office.

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

12. Restrictions on Auxiliary Tracks:

Burkburnett—Bunge Elevator Spur Track, do not operate engines 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.

Granger—South Leg of Wye, do not exceed speed 5 MPH.

Italy—Tail Track, do not exceed speed 5 MPH.

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.

Ogden—Transfer Track, do not exceed speed of 5 MPH.

Sherman—Do not operate engine over rock unloading pit ABC track. Enter Hardwicke-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 fuses must not be used for giving hand signals except in an emergency. When fuse is used under emergency conditions, it must not be dropped or thrown to extinguish.

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

WRP—Do not exceed speed 20 MPH between WRP and WRRR yard.

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 detector systems do not function properly when train is stopped on detector circuit or when train passes over circuit at a speed of less than 5 MPH. Trains are not to be stopped on detector circuits, except in cases of emergency.

HOT BOX AND DRAGGING EQUIPMENT DETECTOR LOCATIONS:

St. Louis Subdivision

MP 34.9
MP 66.4
MP 102.5
MP 135.1
MP 171.1

Choctaw Subdivision

MP 529.8
MP 557.5
MP 588.3
MP 630.6

Sedalia Subdivision

MP 224.7
MP 262.9
MP 293.0
MP 329.0
MP 355.2

Fort Worth Subdivision

MP 682.7
MP 788.3
MP 817.2

Kansas City Subdivision

MP A- 54.6
MP A- 75.5
MP A-107.2

Texas Subdivision

MP 865.7
MP 892.2
MP 931.5

Cherokee Subdivision

MP 416.1
MP 446.9
MP 477.9

Houston Subdivision

MP 1000.8
MP 1027.4
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:

NORTHERN DIVISION

Baden
Bartlesville
Coffeyville
Clinton
Franklin
Glen Park
Hominy
Joplin
Muskogee Yard
North McAlester
North Yard
Pryor
Sedalia
Tulsa
Turner
Tyo

Telegraph Office
*Enginehouse
Yardmen's Room
*Telegraph Office
*Enginehouse
Freight Office
Telegraph Office
Yard Office
*Locker Room
Freight Office
Telegraph Office
Yard Office
Freight Office
Yard Office
Yard Office
Enginemen's Room
*Yardmen's Room
Freight Office
Freight Office
*Locker Room
Yard Office
*Enginemen's Room
Yard Office

SOUTHERN DIVISION

Altus
Bellmead
Dallas Yard
Denison
Elgin
Eureka
Garland
Ney
North Yard
Ray
San Marcos
Sloan
Smithville
Temple
Freight Station
Trainmen's Room
Yard Office
*Enginehouse
*Yardmen's Room
Dispatcher's Office
Freight Office
Yard Office
*Enginehouse
*Yardmen's Room
Yard Office
Yard Office
*Locker Room
Yard Office
*Enginemen's Room
Yard Office
*Enginehouse
Freight Office
Yard Office
*Enginehouse
Yard Office
Freight Office

YARD LIMITS

NORTHERN 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
 O-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-GHH 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.....655.56 - 663.5
 P-663.3
 D-662.2
 San Marcos.....M-985.3 - M-988.0
 Sherman.....P-670.0 - P-671.8
 Sloan.....M-1027.5 - M-1038.5
 Smithville.....967.8 - 971.3
 M-0.97
 Taylor.....976.08 - 919.92
 Temple.....877.9 - 883.2
 Waxahachie....D-791.1 - D-798.96
 Whitesboro.....683.2 - TP174.13
 Wichita Falls...G-785.0 - 71.1-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
 Houstonm Tex.....Billings Jewelers
 1025 North Shepard
 Jennings, Mo.....Hartig Jeweler
 8 River Roads Center
 Joplin, Mo.....Tic - O - Time Jewelry Inc.
 712 Main Street
 Kansas City, Mo.....Kansas City Jewelers Inc.
 Union Station
 Pershing Road & Main Street
 Maplewood, Mo.....Hart Jewelers
 7342 Manchester Avenue
 McAlester, Okla.....Hunt's Jewelry
 123 East Choctaw
 Muskogee, Okla.....Klar Brothers Jewelers
 234 West Okmulgee
 Oklahoma City, Okla.....B. C. Clark Jeweler
 113 North Harvey
 Oklahoma City, Okla.....Robinson Jewelry Company
 204 West Commerce

Oklahoma City, Okla.....Webers Jewelry Company
 223 West Main
 Parsons, Kans.....Pfeiffer Jewelry Company
 78 Parsons Plaza
 St. Charles, Mo.....Zander Jeweler
 219 First Capitol Plaza
 St. Louis, Mo.....Wiggins Jewelry
 11048 Olive Boulevard
 San Antonio, Tex.....Lloyd's Jewelers
 3111-A Nacogdoches
 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
 Waco, Tex.....Chenault's Watch Repair
 The Market Place
 4700 Basque
 Waxahachie, Tex.....Maxwell Jewelry Company
 311 South Rogers
 Wichita Falls, Tex.....Ragland Jewelers
 711 Eighth Street

RAILROAD COMPANY MEDICAL STAFF

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

Austin, Texas.....Dr. B. J. Smith
 (78723) 1106 Clayton Lane
 Twin Towers Professional Bldg.
 Telephone: Office 453-7356
 Exchange 453-0878
 Dallas, Texas.....S-W Clinic Assn.
 (75235) Drs. R. W. Henderson, J. W. Jones,
 and F. G. Garfias
 5540 Denton Drive Cutoff
 Telephone 631-3880
 Denison, Texas.....Dr. W. D. Blassingame
 (75020) 501 West Gandy
 Telephone: Office 465-5005
 Fayette, Missouri.....Dr. M. P. Leech
 (65248) Fayette Medical Clinic
 Elm & Church
 Telephone CH8-8217
 Fort Worth, Texas.....Dr. C. B. Bruner
 (76133) 6113 Hulen Street
 Telephone AX2-5000
 Houston, Texas.....Dr. Norman H. Moore, Jr.
 (77008) 411 West 20th Street
 Telephone 869-3701
 Kansas City, Kansas.....Dr. J. William Young
 (66103) 1401 Southwest Blvd.
 Telephone: 262-0530; 931-4511
 McAlester, Oklahoma.....Dr. George M. Brown, Jr.
 (74501) Third & Seminole
 Telephone 426-0240
 Muskogee, Oklahoma.....Dr. G. W. Tracy
 (74401) 1524 West Okmulgee
 Telephone MU2-0210
 Oklahoma City, Oklahoma...Dr. Glen F. Wade
 (73103) 1111 North Lee
 Telephone CE5-5940
 Parsons, Kansas.....Dr. Guy W. Cramer
 (67357) 1509 Main
 Telephone: Office 421-0600
 Home 421-1722
 St. Louis, Missouri.....Dr. N. Bruce Pitsinger
 (63112) 5505 Delmar
 Telephone 862-4860
 San Antonio, Texas.....Dr. Walter Walthall
 (78209) 6714 North New Braunfels Ave.
 Telephone 828-2531; 828-2532
 Smithville, Texas.....Dr. Francis J. Weishuhn
 (78957) 302 Olive Street
 Telephone 237-2421
 Tulsa, Oklahoma.....Dr. S. E. Willis
 (74152) Glass Nelson Clinic
 2020 South Xanthus
 Telephone 742-3341
 Waco, Texas.....Dr. Horace H. Trippet
 (76702) Hillcrest Medical Tower, Suite 204
 3115 Pine Avenue
 Telephone 753-2437
 Wichita Falls, Texas.....Dr. Hulen J. Cook, Jr.
 (76308) 500 Broad Street
 Telephone 723-4119; 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
	Sedalia.....	North Yard.....	1600	1870	2520	2570
North	North Yard.....	Sedalia.....	1600	1870	2520	2570
	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
North	Moran.....	North Yard.....	3200	3750	5060	5160
South	North Yard.....	Glen Park.....	1700	1800	2430	2470
North	North Yard.....	Hominy.....	1550	1840	2480	2530
South	North Yard.....	Coffeyville.....	1950	2280	3080	3130
	Hominy.....	Turner.....	1450	1700	2300	2340
North	Turner.....	Hominy.....	2125	2500	3370	3440
	Hominy.....	North Yard.....	2075	2440	3290	3350
	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
	Welch.....	Muskogee Yard.....	2600	3050	4120	4190
North	Muskogee Yard.....	North Yard.....	2125	2500	3370	3440
	Muskogee Yard.....	Wagoner.....	2450	2875	3880	3950
	Labette.....	North Yard.....	2700	3170	4280	4360
South	Muskogee Yard.....	Excess.....	2170	2550	3440	3510
	North McAlester.....	Excess.....	2250	2650	3580	3640
	Excess.....	Ray.....	1500	1750	2360	2410
North	Ray.....	Muskogee Yard.....	1600	1850	2500	2540
	North McAlester.....	Muskogee Yard.....	1600	1900	2560	2610
South	North Yard.....	Joplin.....	1500	1760	2380	2420
	Columbus.....	Military.....	2550	3000	4050	4120
North	Joplin.....	North Yard.....	1900	2240	3020	3080
	Military.....	Labette.....	2550	3000	4050	4120
North	Tulsa.....	Chase.....	1650	1950	2630	2680
South	Chase.....	Tulsa.....	1575	1850	2500	2540
South	North McAlester.....	Bishop.....	1275	1500	2020	2060
North	Bishop.....	North McAlester.....	1275	1500	2020	2060

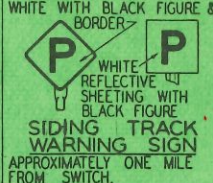
TONNAGE RATINGS—SOUTHERN DIVISION

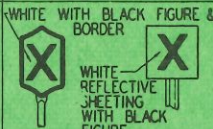
Direction	FROM STATION	TO STATION	TONNAGE CLASS			
			34	40	54	55
South	Ray.....	Dallas Yard.....	1625	1900	2560	2610
	Dallas Yard.....	Dana Jct.....	1525	1800	2430	2470
North	Dana Jct.....	Dallas Yard.....	1450	1700	2290	2340
	Italy.....	Dallas Yard.....	1700	2000	2700	2750
	Dallas Yard.....	Ray.....	1350	1600	2160	2200
	Dallas Yard.....	Royse City.....	1475	1750	2360	2410
	Royse City.....	MP D-665.0.....	1875	2200	2970	3020
South	Ray.....	Ney.....	1525	1800	2430	2470
	Ray.....	Denton.....	1700	2000	2700	2750
	Ney.....	Bellmead.....	1775	2100	2830	2890
	Grandview.....	Bellmead.....	2625	3100	4180	4260
North	Bellmead.....	Ney.....	1775	2100	2830	2890
	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
	Grandfield.....	North Yard.....	2550	3000	4050	4120
	North Yard.....	Ney.....	1525	1800	2430	2470
North	Ney.....	North Yard.....	1525	1800	2430	2470
	North Yard.....	Altus.....	2300	2700	3640	3710
South	Denton.....	Dallas Yard.....	1900	2250	3040	3090
North	Dallas Yard.....	Denton.....	1350	1400	1890	1920
	MP K-754.2.....	Denton.....	1800	1900	2560	2610
South	Bellmead.....	Smithville.....	1625	1900	2560	2610
	Eddy.....	Smithville.....	1775	2100	2830	2890
North	Smithville.....	Bellmead.....	1525	1800	2430	2470
	Granger.....	Bellmead.....	1700	2000	2700	2750
South	Smithville.....	Eureka.....	1625	1900	2560	2610
	New Ulm.....	Eureka.....	3225	3800	5130	5220
North	Eureka.....	Smithville.....	1700	2000	2700	2750
	Eureka.....	New Ulm.....	2125	2500	3370	3440
South	Georgetown.....	Georgetown.....	1450	1700	3850	3930
North	Georgetown.....	Granger.....	1475	1750	3920	4000
South	Taylor.....	M-K-T Jct.....	1150	1250	1690	1720
	M-K-T Jct.....	Sloan.....	1475	1750	2360	2410
North	Sloan.....	M-K-T Jct.....	1475	1750	2360	2410
	M-K-T Jct.....	Taylor.....	3250	1400	1890	1920
South	Smithville.....	Ajax.....	1475	1750	2360	2410
North	Ajax.....	Smithville.....	1475	1750	2360	2410


ROADWAY SIGNS


PERMANENT ADVANCE WARNING SIGN

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


PERMANENT SPEED RESTRICTION SIGN

 WHITE WITH BLACK FIGURE & BORDER
 LOCATED AT BEGINNING OF RESTRICTION.
 RULE 10(h)

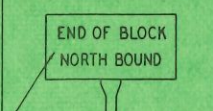
SPRING SWITCH SIGN

 WHITE BACKGROUND BLACK LETTER
 APPROXIMATELY ONE MILE FROM SWITCH.
 RULE 104(a)


WHISTLE SIGNS

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


PERMANENT RESUME SPEED SIGNS

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


SWITCHING LIMIT SIGN

 INDICATES LIMITS OF YARD ENGINE OPERATION.
 WHITE WITH BLACK LETTERS & BORDER

YARD LIMIT SIGN

 RULE 93, TIMETABLE SPECIAL INSTRUCTIONS.
 WHITE WITH BLACK LETTERS & BORDER

END OF BLOCK SIGNALS SIGN

 WHITE WITH BLACK LETTERS & BORDER

NUNN TYPE TRAIN ORDER SIGNAL

 ASPECT - AT RIGHT ANGLE TO TRACK, RED LIGHT, RULE 232 APPLIES.

STOP SIGN

 RED WITH WHITE LETTERS & BORDER
 RULE 98

TEMPORARY SPEED RESTRICTION SIGN

 YELLOW
 RULE 10(g)
 RESTRICTION TO BE PLACED AT END OF RESTRICTION UNLESS OTHERWISE DIRECTED BY TRAIN ORDER OR GENERAL ORDER.


TEMPORARY RESUME SPEED SIGN

 GREEN
 RULE 10(g)
 PLACED AT END OF RESTRICTION UNLESS OTHERWISE DIRECTED BY TRAIN ORDER OR GENERAL ORDER.

TABLE OF SPEEDS

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

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour
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