## TABLE OF TRAIN SPEED

| Mins. Per Mile | Secs. Per Mile | Miles Per Hour | Mins. Per Mile | Secs. Per Mile | Miles Per Hour |
|---|---|---|---|---|---|
| | | | 1 | 19 | 45.6 |
| | | | 1 | 20 | 45.0 |
| | | | 1 | 21 | 44.4 |
| | | | 1 | 22 | 43.9 |
| | | | 1 | 23 | 43.4 |
| 0 | 45 | 80.0 | 1 | 24 | 42.9 |
| 0 | 48 | 75.0 | 1 | 25 | 42.4 |
| 0 | 50 | 72.0 | 1 | 26 | 41.9 |
| 0 | 52 | 69.2 | 1 | 27 | 41.4 |
| 0 | 54 | 66.6 | 1 | 28 | 40.9 |
| 0 | 56 | 64.2 | 1 | 29 | 40.4 |
| 0 | 58 | 62.0 | 1 | 30 | 40.0 |
| 1 | 0 | 60.0 | 1 | 31 | 39.6 |
| 1 | 1 | 59.0 | 1 | 32 | 39.1 |
| 1 | 2 | 58.0 | 1 | 33 | 38.7 |
| 1 | 3 | 57.1 | 1 | 34 | 38.2 |
| 1 | 4 | 56.2 | 1 | 35 | 37.9 |
| 1 | 5 | 55.3 | 1 | 40 | 36.0 |
| 1 | 6 | 54.5 | 1 | 45 | 34.3 |
| 1 | 7 | 53.7 | 1 | 50 | 32.7 |
| 1 | 8 | 52.9 | 1 | 55 | 31.3 |
| 1 | 10 | 51.4 | 2 | 0 | 30.0 |
| 1 | 11 | 50.7 | 2 | 5 | 28.8 |
| 1 | 12 | 50.0 | 2 | 10 | 27.7 |
| 1 | 13 | 49.3 | 2 | 15 | 26.7 |
| 1 | 14 | 48.6 | 2 | 20 | 25.7 |
| 1 | 15 | 48.0 | 2 | 25 | 24.8 |
| 1 | 16 | 47.4 | 3 | 0 | 20.0 |
| 1 | 17 | 46.7 | 4 | 0 | 15.0 |
| 1 | 18 | 46.1 | 6 | 0 | 10.0 |

"Go" for safety

KATY M-K-T RAILROAD

KATY M-K-T RAILROAD

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

# SYSTEM TIMETABLE No. 11

**EFFECTIVE 12:01 A.M. Jan. 1, 1982**

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

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

OFFICERS

T. G. TODD, VICE PRESIDENT–OPERATION

M. L. JANOVEC, GENERAL MANAGER

O. C. PUTSCHE, GENERAL SUPT. TRANSPORTATION

DENISON, TEXAS

## SYSTEM OFFICERS

| | | |
|---|---|---|
| P. E. Jacquinot | A.V.P. - Maint. of Way & Structures | Denison |
| M. F. Rister | A.V.P. - Mechanical | Denison |
| D. D. Doyle | Superintendent - Transportation | Denison |
| R. N. Wagnon | Chief Engineer | Denison |
| O. W. Smith | Asst. Chief Engineer | Denison |
| W. E. Smith | Engineer - Maintenance | Denison |
| B. D. Phillips | Engineer - Communications & Signals | Denison |
| E. G. Bowdre | Asst. Engineer - Comm. & Signals | Denison |
| D. C. Joseph | Supt. - Cars & Locomotives | Denison |
| L. E. Gosdin | Supt. - Air Eqt. & Diesel Operation | Denison |
| C. W. Lane | Traveling Car Inspector | Denison |
| W. T. Grier | Superintendent of Safety | Denison |
| R. E. Lee | Superintendent of Rules | Denison |
| R. D. Powell | Trainmaster | Denison |

## DIVISION OFFICERS

| | | |
|---|---|---|
| R. L. Clarkson | Southern Division Superintendent | Waco |
| J. E. Wood | Northern Division Superintendent | Parsons |
| J. D. Colvin | Division Engineer | Parsons |
| W. R. Green | Division Engineer | Denison |
| J. F. Masters | Division Engineer | Waco |
| W. F. Talbott | Senior Master Mechanic | Denison |
| G. R. Dodds | Master Mechanic | Parsons |
| K. L. Sellers | Master Mechanic | Waco |
| C. A. Cassidy | Terminal Superintendent | Houston |
| T. E. Cassidy | Terminal Superintendent | Ft. Worth |
| R. B. Doyle | Terminal Superintendent | Parsons |
| J. W. Hays | Terminal Superintendent | Kansas City |
| C. T. Massey | Terminal Superintendent | San Antonio |
| R. W. Robbins | Terminal Superintendent | St. Louis |
| J. W. Skinner | Terminal Superintendent | Denison |
| B. W. Streety | Terminal Superintendent | Dallas |
| K. E. Pfaff | Asst. Terminal Superintendent | Dallas |
| S. A. Young | Asst. Terminal Superintendent | Ft. Worth |
| R. E. Auvigne | Trainmaster | Denison |
| J. Y. Bounds | Trainmaster | Oklahoma City |
| G. C. Burns | Trainmaster | Smithville |
| C. J. David | Senior Trainmaster | Muskogee |
| J. R. Davis | Trainmaster | Garland |
| W. T. Dearman | Trainmaster | Tulsa |
| L. E. Gale | Trainmaster | Waco |
| G. K. Milliron | Trainmaster | Franklin |
| W. F. Popp | Trainmaster | Houston |
| D. E. Templeton | Trainmaster | Parsons |
| T. C. Burlison | Road Foreman of Engines | Waco |
| D. D. Hubbard | Road Foreman of Engines | Parsons |
| J. H. Tomhave | Road Foreman of Engines | Denison |

## DISPATCHERS - DENISON

| | |
|---|---|
| H. F. Carter | Chief Dispatcher |
| G. E. Canaday | Assistant Chief Dispatcher |
| W. M. Kurtz | Assistant Chief Dispatcher |
| T. W. Lightfoot | Relief Chief Dispatcher |
| R. W. Duncan | Night Chief Dispatcher |
| J. R. Nash | Train Dispatcher |
| T. E. Priester | Train Dispatcher |
| B. T. Stratton | Train Dispatcher |
| G. W. Cobb | Train Dispatcher |
| G. W. Morgan | Train Dispatcher |
| H. G. Putsche | Train Dispatcher |
| J. D. VanMeter | Train Dispatcher |
| B. T. Scally | Train Dispatcher |
| S. K. Culbertson | Train Dispatcher |
| C. P. Bailey | Train Dispatcher |
| T. F. Herzog | Train Dispatcher |
| M. E. Sears | Train Dispatcher |
| J. R. Young | Train Dispatcher |
| D. K. Short | Train Dispatcher |
| W. J. Billner, Jr | Train Dispatcher |
| D. W. Moss | Train Dispatcher |

* * * * * * * * * * *

SAFETY IS OF THE FIRST IMPORTANCE IN THE

DISCHARGF OF DUTY

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## EXPLANATION OF CHARACTERS

A — Automatic Interlocking
B — Radio Base Station
C — Connection
D — Diesel Fuel Oil
F — Radio Wayside Station
G — Gate - Normal position against M-K-T
H — Drawbridge
J — Dispatcher/Control Operator/Yardmaster Phone
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

Register Stations are shown by symbol letter (R) immediately after station name.

## ABBREVIATIONS IN CONNECTION WITH MILE POST LOCATION

A — Coffeyville and Kansas City Subdivisions
B — Neosho Subdivision
D — Dallas and Hillsboro Subdivisions
K — Denton Subdivision
M — Lockhart and San Antonio Subdivisions
P — Sherman Subdivision
S — Joplin Subdivision
U — Georgetown Subdivision
Y — Oklahoma Subdivision
Z — Tulsa Subdivision
-B — Western Subdvision

## CLASSIFICATION OF ENGINES

| UNITS NUMBERED | Equipped For MU Control | Tonnage Class | Cooper Rating |
|---|---|---|---|
| 1 to 3 incl., 6 to 12 incl. | Yes | 34 | E-46 |
| 14 to 24 incl., 26 to 28 incl. | Yes | 34 | E-46 |
| 30, 31, 34, 43, 44 | Yes | 34 | E-46 |
| 50 to 59 incl. | Yes | 40 | E-46 |
| 91 to 123 incl. | Yes | 40 | E-45 |
| 142, 143, 146, 152, 153, 154 | Yes | 40 | E-45 |
| 170 to 230 incl. | Yes | 55 | E-46 |
| 300 to 321 incl. | Yes | 54 | E-44 |
| 350, 351, 352 | Yes | 54 | E-44 |
| 401-B | Yes | 40 | E-41 |
| 500-S | Yes | 40 | E-41 |
| 600 to 636 incl. | Yes | 69 * | E-56 |
| 600 to 636 incl. | Yes | 72 | E-56 |

* Note: Tonnage Class 69 applies to SD-40-2, 3000 h.p., Series 600 diesel units when used in mixed consist with any other tonnage class units.

## INDEX

## ST. LOUIS SUBDIVISION

| SOUTHWARD | Station Numbers | Mile Post Location | MAIN LINE | Length Of Siding In Feet | NORTHWARD |
|---|---|---|---|---|---|
| SECOND CLASS | | | | | SECOND CLASS |
| 1 0 1 | | | | | 1 0 2 |
| DAILY | | | STATIONS | | DAILY |
| ..... | 2000 | 0.0 | ST. LOUIS | .... | ..... |
| | | | 3.9 | | |
| ..... | .... | 3.9 | NORTH MARKET | .... | ..... |
| | | | 4.8 | | |
| PM 7:00 | 2007 | 8.7 | BADEN.....YTWDPOB | YARD | AM 5:00 |
| | | | 18.2 | | |
| PM 7:40 | 2027 | 26.9 | MACHENS (R).....Z | .... | AM 3:40 |
| | | | 12.3 | | |
| 8:10 | 2039 | 39.2 | ST. CHARLES | 6962 | 3:07 |
| | | | 38.7 | | AM |
| 9:43 | 2078 | 77.9 | MARTHASVILLE.....J | 7043 | 1:34 |
| 102 | | | 47.2 | | 101 |
| 11:40 | 2125 | 125.1 | MOKANE.....J | 7355 | 11:40 |
| | | | 18.2 | | |
| 12:08 | 2143 | 143.3 | NORTH JEFFERSON.....OB | 2144 | 10:43 |
| AM | | | 10.2 | | |
| 12:24 | 2154 | 153.5 | HARTSBURG | 6942 | 10:27 |
| | | | 16.0 | | |
| 1:01 | 2170 | 169.5 | McBAINE | .... | 9:50 |
| | | | 18.8 | | |
| ..... | 2188 | 188.3 | NEW FRANKLIN.....Y | .... | ..... |
| | | | 0.8 | | |
| 2:05 | 2189 | 189.1 | FRANKLIN (R).....YTWDOB | YARD | 9:00 |
| AM | | | 189.1 | | PM |

ABS between MP 121.2 and MP 156.8.

FLAGGING DISTANCE—One and one-fourth miles. (See Note to Rule 99 Amended.)

| MAXIMUM SPEED | MPH |
|---|---|
| MP 26.9 - MP 92.7 | 25 |
| MP 92.7 - MP 93.0 | 10 |
| MP 93.0 - MP 125.0 | 25 |
| MP 125.0 - MP 156.0 | 40 |
| MP 156.0 - MP 187.9 | 25 |

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

Between North Market and Machens, BN 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.

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 Machens, if any, when moving on the BN Railway tracks between Baden and Machens, by a train restricted therefor at Machens, may be used to confirm arrival of that train at Machens.

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

| BUSINESS TRACKS | MP | STA. NO. |
|---|---|---|
| Bangert | 41.6 | 2041 |
| Watts | 56.9 | 2057 |
| Matson | 60.7 | 2061 |
| Klondike | 64.2 | 2064 |
| Augusta | 66.4 | 2066 |
| Treloar | 84.8 | 2085 |
| McKittrick | 100.7 | 2101 |
| Rhineland | 104.9 | 2105 |
| UE | 119.7 | 2120 |
| Tebbetts | 131.2 | 2131 |
| Easley | 162.4 | 2162 |
| Rocheport | 178.4 | 2178 |

HOT BOX & DRAGGING EQUIPMENT DETECTOR LOCATIONS

MP 34.9 MP 66.4 MP 102.5 MP 135.1 MP 171.1

The Hot Box Detectors on the St. Louis Subdivision go through a "SYSTEM TEST" as a train or engine enters the detector circuit approximately one-half mile in advance of the detector. If all the components are functioning properly as the train approaches the detector, the display board will light up and momentarily display zeros, the two outside lights will flash yellow a few times, and then all the lights will go out.

Train inspection per ITEM 7 of Special Instructions required at Franklin for trains departing.

Restrictions on Auxiliary Tracks:

Franklin—Do not exceed 5 MPH on yard and auxiliary tracks, except on Old Main Track.

North Jefferson—Use only one (1) unit while switching industries.

SEDALIA SUBDIVISION

| SOUTHWARD | Station Numbers | Mile Post Location | MAIN LINE | Length Of Siding In Feet | NORTHWARD |
|---|---|---|---|---|---|
| SECOND CLASS | | | | | SECOND CLASS |
| 1 0 1 | | | | | 1 0 2 |
| DAILY | | | STATIONS | | DAILY |
| AM 2:25 | 2189 | 189.1 | FRANKLIN (R).....YTWDOB | YARD | PM 6:00 |
| | | | 2.0 | | |
| ..... | .... | 191.1 | MO. RIVER BRIDGE.....H | .... | ..... |
| | | | 0.6 | | |
| 2:41 | 2192 | 191.7 | BOONVILLE.....CY | .... | 5:27 |
| | | | 14.6 | | |
| 3:17 | 2206 | 206.3 | HOFFMAN..... | 6303 | 4:51 |
| | | | 20.0 | | |
| ..... | .... | 226.3 | MO. PAC.....XA | .... | ..... |
| | | | 0.8 | | |
| ..... | 2227 | 227.1 | SEDALIA.....CYWDOB | .... | ..... |
| | | | 3.7 | | |
| 4:24 | 2231 | 230.8 | CAMPBELL.....Y | 6928 | 3:44 |
| | | | 24.7 | | |
| 5:24 | 2255 | 255.5 | CALHOUN.....T | .... | 2:44 |
| | | | 9.9 | | |
| 5:48 | 2265 | 265.4 | NORTH CLINTON.....TY | 7942 | 2:20 |
| | | | 0.7 | | |
| ..... | 2267 | 266.1 | CLINTON.....YWOB | .... | ..... |
| | | | 7.3 | | |
| 6:03 | 2273 | 273.4 | LADUE..... | 4800 | 2:05 |
| | | | 12.3 | | |
| ..... | 2286 | 285.7 | APPLETON CITY.....F | .... | ..... |
| | | | 2.2 | | |
| 6:39 | 2288 | 287.9 | LINDALE..... | 7696 | 1:29 |
| | | | 21.4 | | |
| 7:29 | 2309 | 309.3 | WALKER..... | 4282 | 12:39 |
| | | | 6.7 | | PM |
| 7:46 | 2316 | 316.0 | TODD.....Y | 9205 | 12:22 |
| | | | 0.7 | | |
| ..... | .... | 316.7 | MO. PAC.....XA | .... | ..... |
| | | | 0.4 | | |
| ..... | 2317 | 317.1 | NEVADA.....CYOB | .... | ..... |
| | | | 14.1 | | |
| 8:23 | 2331 | 331.2 | EVE.....C | 4857 | 11:45 |
| | | | 6.2 | | |
| ..... | .... | 337.4 | BN.....CXA | .... | ..... |
| | | | 0.8 | | |
| ..... | 3338 | 338.2 | FORT SCOTT.....YWOB | .... | ..... |
| | | | 0.9 | | |
| 8:42 | 3339 | 339.1 | GRIFFITH..... | 6878 | 11:26 |
| | | | 25.9 | | |
| ..... | .... | 365.0 | AT&SF.....XA | .... | ..... |
| 102 | | | 7.9 | | 101 |
| 10:04 | 3373 | 372.9 | ST. PAUL..... | 7390 | 10:04 |
| | | | 10.6 | | |
| 10:34 | 3384 | 383.5 | CROSS.....Y | .... | 9:15 |
| | | | 2.5 | | |
| 11:30 | 3386 | 386.0 | PARSONS (R).....YTWDPOB | YARD | 9:00 |
| AM | | | 196.9 | | AM |

MAXIMUM SPEED — MPH

MP 189.3 - MP 191.7.....10
MP 191.7 - MP 196.0 (Northward Trains & Engines ONLY).....10
MP 191.7 - MP 226.3.....25
MP 226.3 - MP 227.7.....10
MP 227.7 - MP 267.0.....25
MP 267.0 - MP 274.7.....35
MP 274.7 - MP 294.7.....25
MP 294.7 - MP 299.4.....35
MP 299.4 - MP 382.5.....25
MP 382.5 - MP 385.0.....10

Ladue Mine Lead Track (from switch leading off Ladue Siding to MP 2).....20

FLAGGING DISTANCE—One and one-fourth miles. (See Note to Rule 99 Amended.)

HOT BOX & DRAGGING EQUIPMENT DETECTOR LOCATIONS
MP 224.7 MP 262.9 MP 293.0 MP 329.0 MP 355.2

Exception to Rule 5: Timetable and train order restrictions apply at:

Parsons—(MP 386.0) crossover where station sign located.

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

| BUSINESS TRACKS | MP | STA. NO. |
|---|---|---|
| N. Boonville.....Y | 190.7 | 2191 |
| Pilot Grove..... | 203.4 | 2203 |
| Beaman..... | 221.1 | 2221 |
| Alcolac.....Y | 224.7 | 2225 |
| Greenridge..... | 239.2 | 2239 |
| Windsor..... | 247.8 | 2248 |
| MFA..... | 262.9 | 2263 |
| 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.....J | 358.0 | 3358 |
| Walnut..... | 365.0 | 3365 |
| South Mound..... | 379.5 | 3380 |

NOTES

Restrictions on Auxiliary Tracks:

Franklin—Do not exceed 5 MPH on yard and auxiliary tracks, except on Old Main Track.

Sedalia—Use only one unit while switching industries.

Train inspection per ITEM 7 of Special Instructions required at Franklin for trains departing.

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

Parsons—No track designated as Main Track between MP A-135.0 (Kansas City Subdivision) and MP 385.0 (Sedalia Subdivision) on the North end of the yard and MP 387.1 (BN Crossing) on the South end of the yard.

Parsons (MP 386.0)—Sedalia Subdivision trains entering and leaving Parsons using Crossover (Sedalia Subdivision MP 384.05, Kansas City Subdivision MP A-134.3) must leave crossover switches lined and locked against crossover movements. 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. Appleton Crossover switches at South End of yard lined for Cherokee Subdivision movements. East 1 Crossover switches from East Yard to Klondike (K) Yard at North end lined as needed. South Lead and Cherokee Lead Crawford Avenue Crossover switches lined as needed.

The Hot Box Detectors on the Sedalia Subdivision go through a "SYSTEM TEST" as a train or engine enters the detector circuit approximately one-half mile in advance of the detector. If all the components are functioning properly as the train approaches the detector, the display board will light up and momentarily display zeros, the two outside lights will flash yellow a few times, and then all the lights will go out.

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OBEDIENCE TO THE RULES IS ESSENTIAL

TO SAFETY AND IS REQUIRED

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KANSAS CITY SUBDIVISION

| SOUTHWARD | | | Station Numbers | Mile Post Location | MAIN LINE | Length Of Siding In Feet | NORTHWARD | | |
|---|---|---|---|---|---|---|---|---|---|
| SECOND CLASS | | | | | | | SECOND CLASS | | |
| 1 1 1 | 1 0 3 | 1 0 5 | | | | | 1 0 4 | 2 0 4 | 1 0 6 |
| DAILY | DAILY | DAILY | | | STATIONS | | DAILY | DAILY | DAILY |
| ..... | ..... | ..... | 1000 | 0.0 | KANSAS CITY..... | .... | ..... | ..... | ..... |
| | | | | | 2.0 | | | | |
| ..... | ..... | ..... | .... | 2.0 | 29TH STREET..... | .... | ..... | ..... | ..... |
| | | | | | 0.6 | | AM | PM | PM |
| PM 8:30 | PM 3:15 | AM 5:00 | 1003 | 2.6 | GLEN PARK.....YTWDPOB | YARD | 11:59 | 5:00 | 11:59 |
| | | | | | 1.3 | | | | |
| ..... | ..... | ..... | .... | 3.9 | ROSEDALE..... | .... | ..... | ..... | ..... |
| | | | | | 39.2 | | AM | PM | PM |
| PM 9:45 | PM 4:30 | AM 6:15 | 3043 | 43.1 | PAOLA (R).....YWOB | .... | 9:15 | 3:15 | 9:15 |
| | | | | | 0.3 | | | | |
| ..... | ..... | ..... | .... | 43.4 | MO. PAC.....XA | .... | ..... | ..... | ..... |
| | | | | | 3.1 | | | | |
| 9:51 | 4:36 | 6:21 | 3047 | 46.5 | RINGER.....JY | 8640 | 9:09 | 3:09 | 9:09 |
| | | | | | 20.3 | | | | |
| 10:16 | 5:01 | 6:46 | 3067 | 66.8 | DUNLAY.....J | 8670 | 8:44 | 2:44 | 8:44 |
| | | | | | 16.0 | | | | |
| 10:38 | 5:23 | 7:08 | 3083 | 82.8 | KINCAID..... | 6375 | 8:22 | 2:22 | 8:22 |
| | | | | | 11.9 | | | | |
| 10:53 | 5:38 | 7:23 | 3095 | 94.7 | MORAN.....JF | W-6257 E-2073 | 8:07 | 2:07 | 8:07 |
| | | | | | 17.9 | | | | |
| | | 104 | | | | | 105 | | |
| 11:15 | 6:00 | 7:45 | 3113 | 112.6 | KIMBALL..... | 6338 | 7:45 | 1:45 | 7:45 |
| | | | | | 7.3 | | | | |
| ..... | ..... | ..... | .... | 119.9 | AT&SF.....XA | .... | ..... | ..... | ..... |
| | | | | | 0.7 | | | | |
| 11:28 | 6:13 | 7:58 | 3121 | 120.6 | ERIE..... | 8352 | 7:17 | 1:32 | 7:32 |
| | | | | | 13.1 | | | | |
| 11:45 | 6:30 | 8:15 | 3384 | 133.7 | CROSS.....Y | .... | 7:00 | 1:15 | 7:15 |
| | 106 | | | | 2.5 | | | | 103 |
| 12:30 | 7:00 | 9:00 | 3386 | 136.2 | PARSONS (R).....YTWDPOB | YARD | 6:45 | 1:00 | 7:00 |
| AM | PM | AM | | | 136.2 | | AM | PM | PM |

ABS between MP A-42.7 and A-134.5.

FLAGGING DISTANCE—One and one-fourth miles.

| MAXIMUM SPEED | MPH |
|---|---|
| MP A-41.9 - MP A-43.4 (North End of Long Track to Mo. Pac. Crossing) | 20 |
| MP A-43.4 - MP A-133.7 | 50 |
| MP A-133.7 - MP A-135.0 | 20 |
| Except: | |
| Over Bridge A-70.4 (MP A-70.4) | 25 |

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

Erie.....25

HOT BOX & DRAGGING EQUIPMENT DETECTOR LOCATIONS

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

Exceptions to Rule 5: Timetable and train order restrictions apply at:
Paola—Crossover from MKT Main Track to BN Main Track (MP A-42.9).
Moran—West siding.
Parsons—(MP 386.0) crossover where station sign located.

Trains will register at other than register stations as follows:
Glen Park—Trains originating or terminating.

Southward trains must secure clearance at Paola, Kansas.

| BUSINESS TRACKS | MP | STA. NO. |
|---|---|---|
| Beagle | A- 54.6 | 3055 |
| Parker | A- 61.6 | 3062 |
| Centerville | A- 70.0 | 3070 |
| Elsmore | A-103.4 | 3103 |
| Savonburg | A-106.4 | 3106 |
| Stark | A-110.4 | 3110 |

Exception to Rule 83:
Paola—Northward and Southward trains register by ticket only.

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 BN Rwy. 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.

Exception to Rule 221(a):
Ringer—Display of "Calling On" indication (Rule 231) of Train Order Signal, Paola, will authorize a train restricted at Ringer to move on Main Track to Paola station for train orders.

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.

Trains and engines using Union Pacific tracks in Kansas City will be governed as follows:

| MAXIMUM SPEED | MPH | MAXIMUM SPEED | MPH |
|---|---|---|---|
| On Elevator Track No. 1 between Terminal Jct. and East Switch | 20 | On Curve from East End of Elevator Track No. 1 to Kansas Avenue | 10 |

Crossover switches on Eastward Yard Main Track, Westward Yard Main Track and Running Track at Terminal Junction locked for normal position. All Westward movements and Westward trains must restore and lock switches to normal position after completion of movement. Permission must be obtained from Kaw Tower Operator before using switches governing track numbers 25 and 26 or crossovers at Terminal Junction.

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Within Greater Kansas City Switching Area, Greater Kansas City Area Operating Rules govern.

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

Between 29th Street and Paola, BN Rwy. Rules, Timetable and Special Instructions govern.

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Glen Park—Car-Puller between Mill 1 and 2 Tracks (Bunge) eighty (80) feet North of loading tipple will not clear man on side of car.

Glen Park—Cooper's Lead will not accommodate high-wide loads and will not clear man on side of car due to close clearance at Bunge Elevator.

Paola—Track between switch to BN Main Track at North end (MP A-41.9) and crossover from M-K-T Main Track to BN 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.

Parsons—No track designated as Main Track between MP A-135.0 (Kansas City Subdivision) and MP 385.0 (Sedalia Subdivision) on the North end of the yard and MP 387.1 (BN Crossing) on the South end of the yard.

Normal Position of Switches:

Glen Park—Cooper's Lead Yard By-Pass Track — Normal position of switches for auxiliary tracks will be lined for Cooper's Lead. Normal position of south switch will be lined for the "Inbound Track." Normal position of the north switch will be lined as used.

Glen Park—Crossover switch at Yard Office lined for Northward movements from inbound to outbound track.

Paola—Kansas City Subdivision-Long Track/Main Track switch lined for Kansas City Subdivision to Long Track movements.

Parsons (MP 386.0)—Sedalia Subdivision trains entering and leaving Parsons using Crossover (Sedalia Subdivision MP 384.05, Kansas City Subdivision MP A-134.3) must leave crossover switches lined and locked against crossover movements. 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. Appleton Crossover switches at South End of yard lined for Cherokee Subdivision movements. East 1 Crossover switches from East Yard to Klondike (K) Yard at North end lined as needed. South Lead and Cherokee Lead Crawford Avenue Crossover switches lined as needed.

N O T E S

## CHEROKEE SUBDIVISION

| SOUTHWARD | | | | Station Numbers | Mile Post Location | MAIN LINE | Length Of Siding In Feet | NORTHWARD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SECOND CLASS | | | | | | | | SECOND CLASS | | | |
| 1 4 5 | 1 0 3 | 1 0 5 | 1 0 1 | | | | | 1 0 4 | 1 5 4 | 1 0 6 | 1 4 6 |
| DAILY | DAILY | DAILY | DAILY | | | STATIONS | | DAILY | DAILY | DAILY | DAILY |
| PM 8:45 | PM 8:20 | PM 12:30 | AM 2:40 | 3386 | 386.0 | PARSONS (R).....YTWDPOB | YARD | AM 4:15 | AM 10:30 | PM 3:30 | PM 11:15 |
| | | | | | | 1.1 | | | | | |
| ..... | ..... | ..... | ..... | .... | 387.1 | BN.....CXN | .... | ..... | ..... | ..... | ..... |
| | | | | | | 7.3 | | | | | |
| 9:05 | 8:40 | 12:50 | 3:00 | 3394 | 394.4 | LABETTE.....J | 10019 | 3:38 | 9:23 | 2:31 | 10:11 |
| | | | | | | 6.4 | | | | | |
| ..... | ..... | ..... | ..... | .... | 400.8 | BN.....CXA | .... | ..... | ..... | ..... | ..... |
| | | | | | | 0.1 | | | | | |
| ..... | ..... | ..... | ..... | 3401 | 400.9 | OSWEGO..... | .... | ..... | ..... | ..... | ..... |
| | | | | | | 9.0 | | | | | |
| ..... | ..... | ..... | ..... | .... | 409.9 | MO. PAC.....CXN | .... | ..... | ..... | ..... | ..... |
| | | | 104 | | | 0.3 | | 101 | | | |
| 9:24 | 8:59 | 1:09 | 3:19 | 3410 | 410.2 | CHETOPA.....YO | 4688 | 3:19 | 9:04 | 2:12 | 9:52 |
| 146 | 146 | | | | | 11.2 | | | | | 103 145 |
| 9:38 | 9:13 | 1:23 | 3:33 | 4421 | 421.4 | WELCH.....F | 8108 | 2:35 | 8:55 | 2:03 | 9:38 |
| | | | | | | 16.6 | | | | | |
| | | 106 | | | | | | | | 105 | |
| 9:58 | 9:33 | 1:43 | 3:53 | 4438 | 438.0 | WINDERS.....Y | 4595 | 2:15 | 8:35 | 1:43 | 8:33 |
| | | | | | | 0.8 | | | | | |
| ..... | ..... | ..... | ..... | .... | 438.8 | BN.....CXA | .... | ..... | ..... | ..... | ..... |
| | | | | | | 0.2 | | | | | |
| ..... | ..... | ..... | ..... | 4439 | 439.0 | VINITA.....YOB | .... | ..... | ..... | ..... | ..... |
| | | | | | | 3.0 | | | | | |
| 10:04 | 9:39 | 1:49 | 3:59 | 4442 | 442.0 | KEELE..... | 9000 | 2:09 | 8:29 | 12:59 | 8:27 |
| | | | | | | 12.4 | | | | | |
| 10:19 | 9:54 | 2:04 | 4:14 | 4454 | 454.4 | ADAIR..... | 7557 | 1:54 | 8:14 | 12:44 | 8:12 |
| | | | | | | 13.8 | | | | | |
| 10:38 | 10:13 | 2:23 | 4:33 | 4468 | 468.2 | PRYOR.....YWOB | 8971 | 1:35 | 7:55 | 12:25 | 7:53 |
| | | | | | | 9.5 | | | | PM | |
| 10:52 | 10:27 | 2:37 | 4:47 | 4478 | 477.7 | MAZIE..... | 4997 | 1:21 | 7:41 | 12:11 | 7:39 |
| | | | | | | 10.3 | | | | | |
| 11:06 | 10:41 | 2:51 | 5:01 | 4488 | 488.0 | WAGONER.....YO | 7994 | 1:07 | 7:27 | 11:57 | 7:25 |
| | | | | | | 0.2 | | | | | |
| ..... | ..... | ..... | ..... | .... | 488.2 | MO. PAC.....CXA | .... | ..... | ..... | ..... | ..... |
| | | | | | | 7.8 | | | | | |
| ..... | ..... | ..... | ..... | .... | 496.0 | AU JCT.....JV | .... | ..... | ..... | ..... | ..... |
| | | | | | | 1.4 | | | | | |
| ..... | ..... | ..... | ..... | .... | 497.4 | UX JCT.....JV | .... | ..... | ..... | ..... | ..... |
| | | | | | | 1.2 | | | | | |
| 11:19 | 10:54 | 3:04 | 5:14 | 4499 | 498.6 | CHASE.....JT | 8345 | 12:54 | 7:14 | 11:44 | 7:12 |
| PM | | | | | | 3.2 | | | | | PM |
| ..... | ..... | ..... | ..... | .... | 501.8 | MO. PAC.....XA | .... | ..... | ..... | ..... | ..... |
| | | | | | | 0.7 | | | | | |
| ..... | 11:08 | 3:18 | 5:28 | 4503 | 502.5 | MUSKOGEE (R).....YWPOB | YARD | 12:40 | 7:00 | 11:30 | ..... |
| | PM | PM | AM | | | 116.5 | | AM | AM | AM | |

ABS between MP 387.1 and MP 501.8.
CTC between MP 387.1 and MP 394.2—Control Operator at Parsons.
CTC between MP 498.2 and MP 501.8—Control Operator at Muskogee.

FLAGGING DISTANCE—One and one-fourth miles.

MAXIMUM SPEED — MPH

MP 387.1 - MP 501.8.....50
Except:
Over BN Crossing (MP 387.1).....20
Keele, through siding and turnouts.....20

FLOOD INDICATORS

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

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE — MPH

Vinita, thru city limits.....30
Pryor, thru city limits.....25
Chouteau, thru city limits.....25
Wagoner, thru city limits.....25
Muskogee, thru city limits.....25

HOT BOX & DRAGGING EQUIPMENT DETECTOR LOCATIONS

MP 416.1 MP 446.9 MP 477.9

| BUSINESS TRACKS | MP | STA. NO. |
|---|---|---|
| Burkdoll..... | 408.1 | 3408 |
| Leon..... | 420.0 | 4420 |
| Big Cabin..... | 446.8 | 4447 |
| Chouteau..... | 472.2 | 4472 |
| LaBarge..... | 486.8 | 4487 |

Train inspection per ITEM 7 of Special Instructions required at Muskogee for trains departing and at Mazie for trains heading through the siding.

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at:
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 in lieu of register ticket. Train Register for Chase will be maintained in Muskogee.

Exception to Rule 221(a):
Keele—Display of "Calling On" indication (Rule 231) of Train Order Signal, Vinita, will authorize a train restricted at Keele to move on Main Track to Vinita station for train orders.

Parsons—Southward movements on Joy Track and all movements on House tracks at Parsons must approach Crawford Avenue at a speed not exceeding 5 MPH and must not occupy crossing until it is known flashers and gates are operating. Movements over Crawford Avenue on O. E. Wood Spur Track must be protected by a member of crew on the ground.

Parsons—No track designated as Main Track between MP A-135.0 (Kansas City Subdivision) and MP 385.0 (Sedalia Subdivision) on the North end of the yard and MP 387.1 (BN Crossing) on the South end of the yard.

Muskogee—No track designated as Main Track between Mo. Pac. Crossing (MP 501.8) and BN Crossing (MP 503.9).

Movements by signal indication CTC (Rules 400-404):
Labette—Between MP 387.1 (BN 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.

Chase—Northward trains receiving stop indication on Absolute Signal at South entrance to CTC (Chase) will take siding when instructed to do so by Control Operator.

Wagoner—Movements on siding must approach Prestolite crossing not exceeding 5 MPH, and must not occupy crossing until known that flashers and gates are operating. When train is separated to open crossing, "Island Circuit" must be cleared 200 feet each side as identified by yellow marks on cross ties. Southbound trains stopping for stop signal at Mo. Pac. Crossing (MP 488.2) must stop North of Cherokee Street.

Welch—Movements in siding approaching the Highway 10 crossing, must STOP after entering the "Island Circuit" (identified by yellow insulated joints on both sides of the crossing) and must wait 26 seconds before occupying the crossing. If a train is being delayed in the siding to be met or passed by another train or trains, the train must not occupy the "Island Circuit" until it is ready to depart except to cut the crossing when necessary due to the length of the train. When necessary to cut crossing the "Island Circuit" must be cleared when practicable.

Operation of Railroad Crossing and Interlocking Devices, and Mechanical Electrically Locked Switches:
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 minutes 12 seconds and Wye switch after 5 minutes, 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.

AU Jct. and UX Jct.—When Absolute Signal entering joint track displays Stop indication, member of crew will proceed to release box located on building at switch. After opening release box, if indicator light is illuminated, operate push button and hold 5 seconds before releasing. If indicator light is not illuminated, must wait 5 minutes for release time to expire. After release time has expired, if Absolute Signal continues to display Stop indication, member of crew will examine switch per Rule 104(c) and place in hand position. After placing switch in hand position, engine will be moved beyond Absolute Signal. Before occupying switch, the switch will be restored to Power position and train or engine will proceed at Low Speed to next signal. When Absolute Signal leaving joint track displays Stop indication, member of crew will examine switch per Rule 104(c) and place in hand position. After placing switch in hand position, engine will be moved beyond Absolute Signal. Before occupying switch, the switch will be restored to Power position and train or engine will proceed at Low Speed to next signal.

Leon—Lookout for close clearance on business track. Pulleys will not clear man on side of car.

Vinita— Cars left on East Connection must not be left East of insulated joint 45 feet West of Second Street.

Pryor—Conductors and Engineers handling unit coal trains from Parsons to Pryor and returning to Parsons must retain all train orders and clearances held by their crew which are still in effect and deliver them per Rule 220 and/or Rule 220 Supplement.

Pryor—To avoid unnecessary blocking of Highway 69 at Pryor, Northward trains on GRDA Lead Track must remain back of fouling point on Highway 69 until it has been ascertained that clearance and orders for movement beyond Pryor are ready to be delivered.

Pryor—Industrial Area Restrictions:

GRDA Area: Do not exceed 5 MPH on GRDA Lead Track East and South of the "Water Tower Crossing." Within the GRDA Area, fusees must not be used for giving hand signals except in an emergency, and when used, they must not be dropped or thrown to extinguish.

Georgia Pacific Co. (Bestwall Div.): There are two red lights on the southwest corner of the building. When one or both of these lights are illuminated, a lift bridge is obstructing Track 1. Do not couple into or move cars on Track 1 until the lift bridge has been raised. Red light on Track 2 when illuminated indicates that door to building is closed.

Midwest Carbide Co.: Derails, secured with Midwest Carbide Co. locks, are in place on the West end of Tracks 1 and 2, and must be unlocked by Midwest Carbide employees only.

National Gypsum Co.: There are derails on Tracks 1 and 2 and a lift bridge which obstructs Track 2 when it is in use. Semaphore signals display Stop when the derails and lift bridge are on. Movement must not be made into these tracks when the signals display Stop. National Gypsum personnel only are authorized to operate the derails and signals.

Normal Position of Switches:

Parsons (MP 386.0)—Sedalia Subdivision trains entering and leaving Parsons using Crossover (Sedalia Subdivision MP 384.05, Kansas City Subdivision MP A-134.3) must leave crossover switches lined and locked against crossover movements. 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. Appleton Crossover switches at South End of yard lined for Cherokee Subdivision movements. East 1 Crossover switches from East Yard to Klondike (K) Yard at North end lined as needed. South Lead and Cherokee Lead Crawford Avenue Crossover switches lined as needed.

Chase—Main track switches must be left lined for Cherokee Subdivision movements. Tulsa Subdivision Wye track Main track switch must be left lined for North Wye movements.

CHOCTAW SUBDIVISION

| SOUTHWARD | | | Station Numbers | Mile Post Location | MAIN LINE | Length Of Siding In Feet | NORTHWARD | | |
|---|---|---|---|---|---|---|---|---|---|
| SECOND CLASS | | | | | | | SECOND CLASS | | |
| 103 | 105 | 101 | | | | | 154 | 106 | 104 |
| DAILY | DAILY | DAILY | | | STATIONS | | DAILY | DAILY | DAILY |
| PM 11:15 | PM 3:35 | AM 5:40 | 4503 | 502.5 | MUSKOGEE (R).....YWPOB | YARD | AM 10:00 | AM 11:15 | AM 12:30 |
| | | | | | 1.4 | | | | |
| ..... | ..... | ..... | .... | 503.9 | BN.....CXN | .... | ..... | ..... | ..... |
| | | | | | 20.9 | | | | |
| 104 11:47 | 4:07 | 6:12 | 4525 | 524.8 | CHECOTAH.....O | 11040 | 7:48 | 10:04 | 103 11:47 |
| | | | | | 22.4 | | | | |
| 12:14 | 4:34 | 6:39 | 4547 | 547.2 | CANADIAN..... | 10191 | 7:21 | 9:37 | 11:12 |
| AM 12:35 | 4:55 | 154 7:00 | 4564 | 564.2 | 17.0 NORTH McALESTER.....YTWDPOB | 11043 | 101 7:00 | 9:16 | 10:51 |
| | | | | | 1.7 | | | | |
| ..... | ..... | ..... | .... | 565.9 | MKT.....CXA | .... | ..... | ..... | ..... |
| | | | | | 0.1 | | | | |
| ..... | ..... | ..... | 4566 | 566.0 | McALESTER.....Y | .... | ..... | ..... | ..... |
| | | | | | 7.1 | | | | |
| 12:57 | 5:17 | 7:22 | 4573 | 573.1 | NAVY.....Y | 4914 | 6:29 | 8:54 | 10:29 |
| | | | | | 9.7 | | | | |
| 1:09 | 5:29 | 7:34 | 4583 | 582.8 | KIOWA.....J | 7574 | 6:17 | 8:42 | 10:17 |
| | | | | | 11.2 | | | | |
| 1:23 | 5:43 | 7:48 | 4594 | 594.0 | BURG..... | 7715 | 6:03 | 8:28 | 10:03 |
| | | | | | 8.6 | | | | |
| 1:34 | 5:54 | 7:59 | 4603 | 602.6 | STRINGTOWN..... | 9343 | 5:52 | 8:17 | 9:52 |
| | | 106 | | | 7.0 | | | 101 | |
| 1:43 | 6:03 | 8:08 | 4610 | 609.6 | ATOKA.....JF | 7570 | 5:43 | 8:08 | 9:43 |
| | | | | | 20.6 | | | | |
| 2:08 | 6:28 | 8:33 | 4630 | 630.2 | CADDO..... | 8911 | 5:18 | 7:33 | 9:18 |
| | | | | | 10.8 | | | | |
| ..... | ..... | ..... | .... | 641.0 | KO&G JCT.....JYZ | .... | ..... | ..... | ..... |
| | | | | | 0.4 | | | | |
| 2:23 | 6:43 | 8:48 | 4641 | 641.4 | DURANT.....YCOB | 9635 | 5:03 | 7:18 | 9:03 |
| ..... | ..... | ..... | .... | 641.4 | BN.....YXA | .... | ..... | ..... | ..... |
| | | | | | 7.7 | | | | |
| 2:39 | 6:59 | 9:04 | 4649 | 649.1 | OLIVE..... | 10092 | 4:47 | 7:02 | 8:47 |
| | | | | | 6.8 | | | | |
| ..... | ..... | ..... | .... | 655.9 | BN NORTH JCT.....JZM | .... | ..... | ..... | ..... |
| | | | | | 0.3 | | | | |
| ..... | ..... | ..... | .... | 656.2 | BN SOUTH JCT.....JZM | .... | ..... | ..... | ..... |
| | | | | | 1.0 | | | | |
| ..... | ..... | ..... | .... | 657.2 | JOE JCT.....JZM | .... | ..... | ..... | ..... |
| | 104 | | | | 4.7 | | | | 105 |
| 3:15 | 8:15 | 10:00 | 5664 | 661.9 | RAY (R).....YTWDPOB | YARD | 4:15 | 6:30 | 8:15 |
| AM | PM | AM | | | 159.4 | | AM | AM | PM |

ABS between MP 503.9 and MP 660.2.

FLAGGING DISTANCE—One and one-fourth miles.

MAXIMUM SPEED — MPH

MP 503.9 - MP 505.0.....40
MP 505.0 - MP 653.9.....50
MP 653.9 - MP 660.5.....25

Olive, thru siding and turnouts.....20

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE — MPH

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

HOT BOX & DRAGGING EQUIPMENT DETECTOR LOCATIONS
MP 529.8 MP 557.5 MP 588.3 MP 630.6

BUSINESS TRACKS — MP — STA. NO.

Eufaula.....F 538.1 4538
Caney..... 621.6 4621
Calera..... 646.4 4646
Excess..... 656.7 5657

FLOOD INDICATORS

MP 518.1 MP 519.4 MP 521.8 MP 612.4 MP 638.0

Train inspection per ITEM 7 of Special Instructions required for trains departing Muskogee and at Caddo for trains heading through the siding.

Trains and engines entering interlocking limits of manually controlled interlocking between MP 655 Pole 24 and MP 657 Pole 14 between Ray and Olive are governed by signal indication per Rules 281, 285 and 292. Movement must not be made past a block signal displaying indication per Rules 283 or 288 unless enroute to the Burlington Northern Railroad.

Trains will report for clearance other than as required by Rule 83(a) (last paragraph):

Durant—Northward Mo. Pac. trains, when train order signal displays "Stop, Unless Clearance Received" indication, secure Mo. Pac. clearance.

Joe Jct.—Northward MKT trains originating secure clearance at Ray.

KO&G Jct.—When Absolute Signal at KO&G Jct. displays Proceed indication, southward Mo. Pac 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 be passed, remain 600 feet back of leaving signal until such train has arrived or departed, then will occupy the 600 ft. section to receive clear signal for departure. Trains in siding, passing train on Main Track, will be delayed after moving into the 600 ft. section for elapse of change-over time for the governing signal to clear.

North McAlester—When making switch movements from Scale Track to Main Track and West lead to siding at North McAlester (MP 565.4), movement must not be made over Monroe Street until gates are down and flashers are operating unless protected by member of crew.

McAlester—Engines or cars weighing 200,000 pounds or more must not move over private industry scales McAlester Oil Mill.

Stringtown—When quarry is not operating, gate across quarry track by scale house is closed.

Cars or train must not be left standing on "Island Circuit" of road crossing near Ethan Allen Spur (MP 607.0). Yellow marking on cross tie each side of crossing denotes limits of circuit.

Muskogee—No track designated as Main Track between Mo. Pac. Crossing (MP 501.8) and BN Crossing (MP 503.9).

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

N O T E S

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SUGGESTIONS FROM EMPLOYEES INTENDED TO PROMOTE
SAFETY, ECONOMY, OR IMPROVE SERVICE,
ARE SOLICITED AND WILL RECEIVE CONSIDERATION.

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## TULSA SUBDIVISION

| SOUTHWARD | Station Numbers | Mile Post Location | MAIN LINE | Length Of Siding In Feet | NORTHWARD |
|---|---|---|---|---|---|
| SECOND CLASS | | | | | SECOND CLASS |
| 1 4 5 | | | | | 1 4 6 |
| DAILY | | | STATIONS | | DAILY |
| PM 11:19 | 4499 | 324.8 | CHASE.....JYT | .... | PM 7:12 |
| | | | 0.8 | | |
| ..... | 4901 | 324.0 | WYBARK.....Y | 1500 | ..... |
| | | | 32.2 | | |
| 12:40 | 4933 | 291.8 | BROKEN ARROW..... | 2850 | 5:52 |
| AM | | | 4.6 | | |
| 1:15 | .... | 287.2 | TYO (R).....YTDOB | .... | 5:30 |
| AM | | | 8.9 | | PM |
| ..... | .... | 278.3 | AT&SF-BN.....CXA | .... | ..... |
| | | | 0.1 | | |
| ..... | .... | 278.2 | SSI.....XS | .... | ..... |
| | | | 0.5 | | |
| ..... | 4947 | 277.7 | TULSA.....YW | YARD | ..... |
| | | | 6.9 | | |
| ..... | 4954 | 270.8 | SAND SPRINGS..... | .... | ..... |
| | | | 54.0 | | |

FLAGGING DISTANCE—Three-fourths mile.

| MAXIMUM SPEED | MPH |
|---|---|
| MP Z-324.8 - MP Z-290.0 | 25 |
| MP Z-290.0 - MP Z-270.8 | 10 |

Except:
Tulsa over Detroit Street.....Flag Crossing

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

Chase—Main track switches must be left lined for Cherokee Subdivision movements. Wye track Main Track switch must be left lined for North Wye track movements.

| BUSINESS TRACKS | MP | STA. NO. |
|---|---|---|
| Alsuma | Z-286.8 | 4938 |
| Oneta | Z-296.9 | 4927 |
| Coweta | Z-303.6 | 4921 |
| Patch | Z-311.6 | 4914 |
| Porter | Z-313.3 | 4912 |
| Anchor | Z-319.8 | 4906 |

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.

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.

N O T E S

N O T E S

JOPLIN SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE SOUTH ↓ STATIONS ↑ NORTH | Length Of Siding In Feet |
|---|---|---|---|
| .... | 400.8 | OSWEGO.....CXA | .... |
| | | 17.6 | |
| 3925 | 419.1 | COLUMBUS.....CY | YARD |
| | | 8.7 | |
| 3931 | 427.8 | CRAIN..... | 493 |
| | | 1.5 | |
| 3933 | 429.3 | MILITARY.....YT | 1350 |
| | | 2.2 | |
| .... | 431.5 | BN.....XN | .... |
| | | 0.6 | |
| 3938 | 432.1 | GALENA.....CYO | 1494 |
| | | 1.8 | |
| 2940 | 433.9 | HORN.....Y | .... |
| | | 6.8 | |
| 2945 | 440.7 | JOPLIN.....YTW | YARD |
| | | 39.2 | |

FLAGGING DISTANCE—Three-fourths mile.

MAXIMUM SPEED — MPH

MP S-419.1 to MP S-433.4.....25
MP S-433.4 to MP S-440.7.....10

Except:
Columbus, over Maple St.....Flag Crossing
Joplin, over Schifferdecker Avenue.....Flag Crossing

Between Oswego and Columbus, BN Rules, Timetable and Special Instructions govern.

Trains will report for clearance other than is required by Rule 83(a) (last paragraph):
Galena instead of Joplin—Trains originating.
Parsons instead of Oswego—Trains originating.

Between Galena (MP S-432.1) and Joplin (MP S-440.7), trains and engines will operate under the provisions of Rule 93 without clearance or train orders.

Trains originating or terminating Joplin will register their arrival and departure Galena in register book at Galena.

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EMPLOYEES MUST RENDER EVERY ASSISTANCE IN THEIR POWER IN CARRYING OUT THE RULES AND INSTRUCTIONS. COURTEOUS COOPERATION BETWEEN EMPLOYEES IS REQUIRED FOR PROPER FUNCTIONING UNDER THE RULES AND INSTRUCTIONS.

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COFFEYVILLE SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE SOUTH ↓ STATIONS ↑ NORTH | Length Of Siding In Feet |
|---|---|---|---|
| 3410 | 410.2 | CHETOPA.....YO | 4688 |
| | | 29.8 | |
| 3168 | 168.4 | COFFEYVILLE.....CYTWOB | YARD |
| | | 0.3 | |
| 3169 | 168.7 | EVANS.....Y | 3236 |
| | | 2.2 | |
| .... | 170.9 | MO. PAC.....XA | .... |
| | | 12.0 | |
| 4183 | 182.9 | WANN..... | .... |
| | | 10.8 | |
| 4194 | 193.7 | DEWEY.....Y | .... |
| | | 0.8 | |
| .... | 194.5 | DY JCT.....YZ | .... |
| | | 3.2 | |
| 4198 | 197.7 | BARTLESVILLE.....CYTPO | YARD |
| | | 0.5 | |
| .... | 198.2 | BE JCT.....Y | .... |
| | | 0.5 | |
| 4199 | 198.7 | SUTTON.....Y | YARD |
| | | 1.3 | |
| .... | 200.0 | End of Track.....Y | .... |
| | | 61.4 | |

FLAGGING DISTANCE—Three-fourths mile.

MAXIMUM SPEED — MPH

MP A-166.0 - MP A-200.0.....10

Trains and engines will operate under the provisions of Rule 93 without clearance or train orders except:
Trains originating Chetopa, secure clearance Parsons; Coffeyville will report for clearance at Coffeyville; and trains originating at DY Jct. will report for clearance at Bartlesville.

Between Chetopa and Coffeyville, Mo. Pac. RR Timetable and Special Instructions govern.

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

Trains originating and terminating at DY Jct. or BE Jct. will register at Bartlesville.

Coffeyville—RR Crossings:
AT&SF (MP A-167.2).....XN
Mo. Pac. (MP A-168.3).....XS

Evans—No track designated as Main Track between MP A-166.0 and MP A-169.1.

BE Jct.—MKT/AT&SF Main Track switch must be left lined for AT&SF movements.

Sutton—Crossing flashers at State Highway 123, MP A-199.55, are now activated only after a train or engine occupies the "Island Circuit" which is identified by yellow paint on the ties. Movements over this crossing must occupy the Island Circuit and ascertain that the flashers are operating for 23 seconds before occupying the crossing.

| Station Numbers | Mile Post Location | BRANCH LINE WEST ⬇ STATIONS ⬆ EAST | Length Of Siding In Feet |
|---|---|---|---|
| .... | 0.0 | NORTH McALESTER (R).....Y | YARD |
| | | 1.7 | |
| 0366 | 366.4 | McALESTER.....Y | YARD |
| .... | 366.4 | MKT Crossing.....XA | .... |
| | | 11.0 | |
| 0377 | 377.4 | HAYWOOD.....Y | 3845 |
| | | 9.1 | |
| 0387 | 386.5 | STUART..... | 4080 |
| | | 4.6 | |
| 0391 | 391.1 | HILLTOP..... | 2239 |
| | | 5.2 | |
| .... | 396.3 | KO&G Crossing.....XA | .... |
| | | 0.9 | |
| 0397 | 397.2 | CALVIN..... | 4486 |
| | | 13.5 | |
| .... | 410.7 | BN Crossing.....XA | .... |
| | | 0.3 | |
| 0411 | 411.0 | HOLDENVILLE.....W | 3600 |
| | | 7.7 | |
| 0419 | 418.7 | WEWOKA..... | 2400 |
| | | 6.3 | |
| 0425 | 425.0 | LIMA..... | 5635 |
| | | 6.2 | |
| 0431 | 431.2 | SEMINOLE.....W | 2692 |
| | | 4.6 | |
| 0436 | 435.8 | TRACY..... | 4050 |
| | | 10.1 | |
| .... | 445.9 | OCA JCT.....Y | .... |
| | | 3.0 | |
| 0449 | 448.9 | SHAWNEE (R).....TYWO | 3700 |
| | | 8.1 | |
| 0457 | 457.0 | DALE..... | 4588 |
| | | 9.1 | |
| 0466 | 466.1 | HARRAH..... | 4613 |
| | | 6.5 | |
| 0472 | 472.6 | CHOCTAW..... | .... |
| | | 9.9 | |
| .... | 482.5 | BN Crossing.....XA | .... |
| | | 0.5 | |
| 0483 | 483.0 | MIDWEST.....Y | .... |
| | | 1.1 | |
| .... | 484.1 | MKT Crossing.....XN | .... |
| | | 1.4 | |
| .... | 485.5 | AT&SF JCT..... | .... |
| | | 0.1 | |
| .... | 485.6 | MKT Crossing.....XN | .... |
| 0486 | 485.6 | HARTER (R).....YDTFW | YARD |
| | | 120.9 | |

FLAGGING DISTANCE—Three-fourths mile.

MAXIMUM SPEED — MPH

MP Y-365.0 to MP Y-397.1.....25
MP Y-397.1 to MP Y-398.3.....10
MP Y-398.3 to MP Y-484.0.....25
MP Y-484.0 to MP Y-485.6.....10
Except:
KO&G Crossing (MP Y-396.4) (Engine only).....10
BN Crossing (MP Y-410.7) (Engine only).....10
Oklahoma City, over Rogers,
Woodson & Mitchell Streets.....10
63rd Street and 'H' Track over Reno Avenue
and Land Rush Street.....Flag Crossing

| BUSINESS TRACKS | MP | STA NO. |
|---|---|---|
| Nu Metals..... | Y-417.4 | 0417 |
| Brick..... | Y-422.0 | 0422 |
| Haliburton..... | Y-427.8 | 0429 |
| Huey..... | Y-467.3 | 0467 |
| Goodner..... | Y-481.5 | 0482 |



Train inspection per ITEM 7 of Special Instructions required at Lima for trains departing.

DO NOT EXCEED 5 MPH on any track other than the Main Track.

Exception to Rule 83: MKT trains need not register at Shawnee unless directed by train order.

Shawnee—Use only one (1) unit while switching Waldo Elevator and S&S Feed.

Shawnee—No. 5 Yard Track is designated as siding. West siding switch located at MP Y-449 Pole 19; East siding switch located at MP Y-448 Pole 33.

Harter—High TOFC cars will not clear Walnut Street viaduct when switching on K-83 Ramp track. Ralston Purina Co. track scales not equipped with dead rails; engines are not permitted on this scale.

Haywood—TOFC Ramp will not clear man on side of car.

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IN CASE OF DOUBT OR UNCERTAINTY,

THE SAFE COURSE MUST BE TAKEN.

* * * * * * * * * * * *

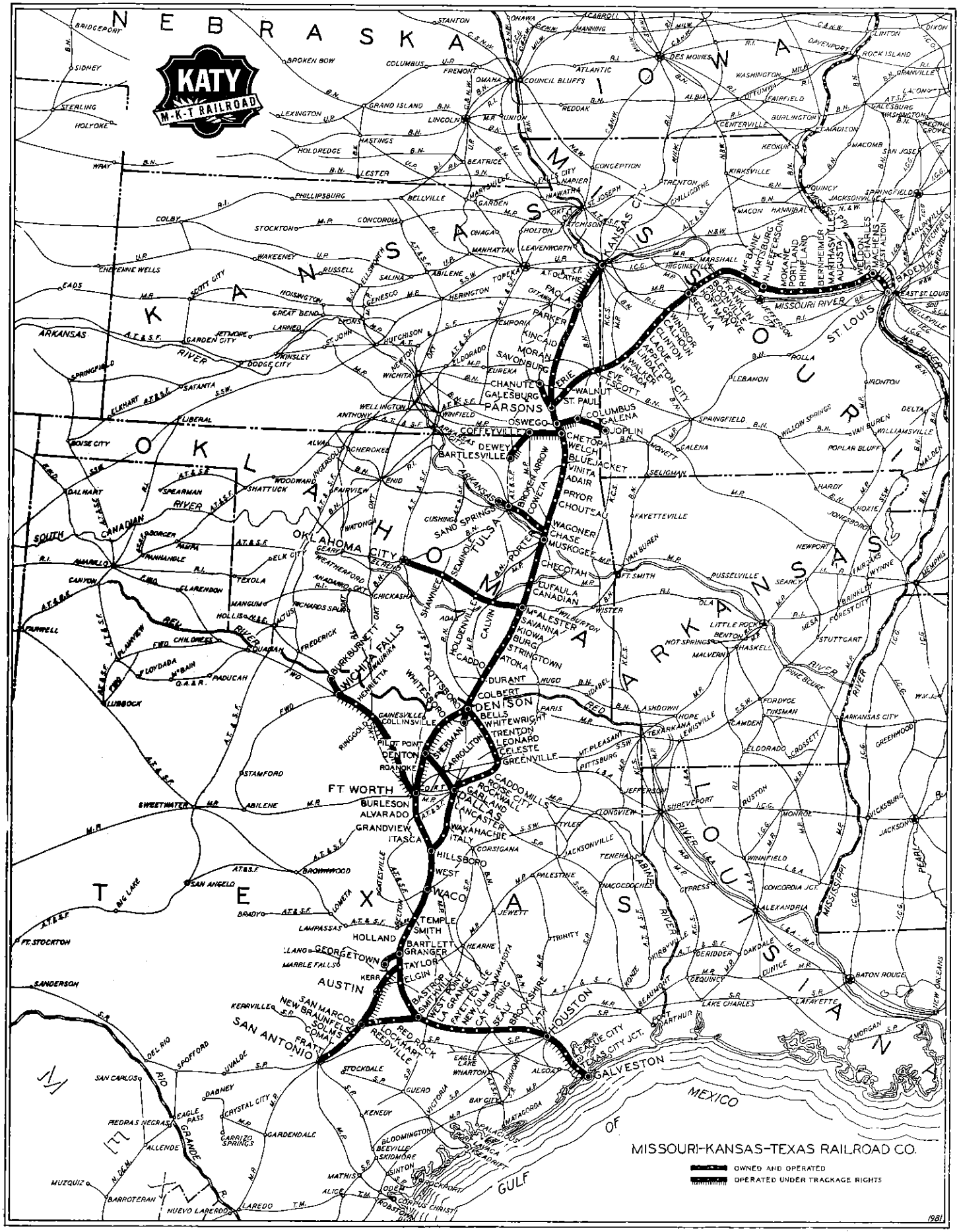
NEOSHO SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE SOUTH ⬇ STATIONS ⬆ NORTH | Length Of Siding In Feet |
|---|---|---|---|
| .... | 27.8 | End of Track.....Y | .... |
| | | 0.7 | |
| .... | 27.1 | AT&SF.....XG | .... |
| | | 0.9 | |
| 3526 | 26.2 | CHANUTE.....CY | 2130 |
| | | 2.2 | |
| .... | 24.0 | AT&SF.....XG | .... |
| | | 13.2 | |
| 3511 | 10.8 | GALESBURG..... | 850 |
| | | 10.2 | |
| 3386 | 0.6 | PARSONS (R).....YTWDPOB | YARD |
| | | 27.2 | |

FLAGGING DISTANCE—Three-fourths mile.

MAXIMUM SPEED — MPH
Between Parsons and MP B-27.8.....25

Parsons—Yard Lead Main Track switch must be left lined for Yard Lead movements.


KATY
M-K-T RAILROAD
NEBRASKA
IOWA
KANSAS
MISSOURI
OKLAHOMA
ARKANSAS
LOUISIANA
TEXAS
MISSOURI-KANSAS-TEXAS RAILROAD CO.
OWNED AND OPERATED
OPERATED UNDER TRACKAGE RIGHTS
MEXICO
GULF OF
1981

DALLAS SUBDIVISION

| SOUTHWARD | Station Numbers | Mile Post Location | MAIN LINE | Length Of Siding In Feet | NORTHWARD |
|---|---|---|---|---|---|
| SECOND CLASS | | | | | SECOND CLASS |
| 1 0 1 | | | | | 1 5 4 |
| DAILY | | | STATIONS | | DAILY |
| AM 10:30 | 5664 | 661.9 | RAY (R).....YTWDPOB | YARD | PM 9:30 |
| | | | 1.4 | | |
| ..... | .... | 658.3 | DALLAS JCT.....Y | .... | ..... |
| | | | 0.5 | | |
| ..... | .... | 658.8 | CONWAY.....Y | 1322 | ..... |
| | | | 0.8 | | |
| ..... | .... | 659.6 | SHERMAN JCT.....JY | .... | ..... |
| | | | 1.1 | | |
| 10:53 | .... | 660.7 | McCUNE.....JYZ | .... | 7:43 |
| | | | 0.5 | | |
| ..... | .... | 661.2 | S.P.....XA | .... | ..... |
| | | | 7.5 | | |
| 11:22 | 5008 | 668.7 | PENLAND..... | 5885 | 7:14 |
| | | | 5.6 | | |
| ..... | .... | 674.3 | MO. PAC.....XA | .... | ..... |
| | | | 13.8 | | |
| 12:09 | 5027 | 688.1 | TRENTON..... | 4927 | 6:26 |
| PM | | | 13.2 | | |
| ..... | .... | 701.3 | AT&SF.....JXA | .... | ..... |
| | | | 11.7 | | |
| 1:01 | 5052 | 713.0 | GREENVILLE.....YOB | .... | 5:32 |
| | | | 1.0 | | |
| ..... | 5053 | 714.0 | HUNT.....CYB | .... | ..... |
| | | | 0.3 | | |
| ..... | .... | 714.3 | STLSW.....XA | .... | ..... |
| | | | 1.3 | | |
| 1:07 | 5055 | 715.6 | MELTON.....Y | 6116 | 5:26 |
| | | | 23.1 | | |
| 1:47 | 5078 | 738.7 | ROCKWALL..... | 4937 | 4:46 |
| | | | 11.3 | | |
| 2:09 | 5089 | 750.0 | ELLIS.....Y | 4649 | 4:24 |
| | | | 0.8 | | |
| ..... | .... | 750.8 | AT&SF.....CXA | .... | ..... |
| | | | 0.1 | | |
| 2:12 | 5090 | 750.9 | GARLAND.....YOB | 2908 | 4:21 |
| | | | 2.0 | | |
| 2:17 | 5092 | 752.9 | KREM.....Y | 4906 | 4:16 |
| | | | 1.2 | | |
| 2:21 | 5093 | 754.1 | BETHARD.....Y | 2625 | 4:12 |
| | | | 7.3 | | |
| 2:43 | 5101 | 761.4 | ATKINS.....Y | 4915 | 3:50 |
| | | | 4.8 | | |
| ..... | .... | 766.2 | DENY.....Y | .... | ..... |
| 154 | | | 0.7 | | 101 |
| 3:30 | 5106 | 766.9 | DALLAS (R).....YTWDPOB | YARD | 3:30 |
| PM | | | 110.1 | | PM |

ABS between MP D-658.3 (Dallas Jct.) and MP D-750.4.
ABS between MP D-756.1 and MP D-765.5.
CTC between MP D-658.3 (Dallas Jct.) and MP D-661.2 (S.P. Crossing) — Control Operator at Ray.

FLAGGING DISTANCE—One and one-fourth miles. (See Note to Rule 99 Amended.)

MAXIMUM SPEED — MPH

MP D-658.3 - MP D-662.0.....10
MP D-662.0 - MP D-674.3.....25
MP D-674.3 - MP D-712.5.....35
MP D-712.5 - MP D-714.0.....20
MP D-714.0 - MP D-740.3.....35
MP D-740.3 - MP D-745.5.....40
MP D-745.5 - MP D-761.4.....25
MP D-761.4 - MP D-765.5.....20

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE — MPH

Dallas, through city limits.....20
Dallas, over Cole St., Knox St., Airline Road, Mockingbird Lane, and McKinney St.....10

| BUSINESS TRACKS | | MP | STA. NO. |
|---|---|---|---|
| Denison | CYB | D-660.9 | 5661 |
| Bells | | D-674.3 | 5013 |
| Whitewright | | D-681.3 | 5020 |
| Caddo Mills | | D-721.6 | 5061 |
| Royse City | | D-730.3 | 5069 |
| Thomas | | D-731.6 | 5071 |

FLOOD INDICATORS

| | | | |
|---|---|---|---|
| MP D-667.1 | MP D-724.6 | MP D-732.3 | MP D-748.2 |
| MP D-669.5 | MP D-729.0 | MP D-733.3 | MP D-758.5 |

Exception to Rule 5: Timetable or train order restrictions apply at:
Dallas — Deny.

Train inspection per ITEM 7 of Special Instructions required for trains departing Melton.

Greenville—Trains and engines will approach MP D-713.6 and MP D-713.7 expecting to find Main Track switches lined against Main Track movements and will not operate over street crossings during the following hours except by special authority:

Monday through Saturday

7:00 AM to 7:15 AM
7:45 AM to 8:15 AM
11:45 AM to 12:15 PM
12:45 PM to 1:00 PM
4:45 PM to 5:15 PM

Sunday

11:45 AM to 12:15 PM

Northward trains holding Main Track at meeting point Melton remain back of "Fouling Point" sign until opposing train is entering siding.

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.

Normal Position of Switches:

Dallas Jct.—Wye track switch lined for Dallas Subdivision movements.

Deny—Dallas/Denton Subdivision Main Track switch lined for Dallas Subdivision movements.

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

Yards Not Having a Designated Main Track:

Dallas—No track designated as Main Track between North End Yard (MP D-765.5) and South End Yard (MP D-766.9).

Ray—No track designated as Main Track between the Choctaw Subdivision Wye Track and Dallas Jct. switches at the North End of the yard, and the South Lead Track switch at the South End of the yard.

Restrictions on Auxiliary Tracks:

Conway—Overhead vents over Tracks "C" and "D" restrict vertical clearance to 16 feet and cars which exceed 16 feet in height must not be moved into the Safeway Warehouse.

Denison—Main Street Crossing, do not approach exceeding 5 MPH and crossing must not be occupied without protection by member of crew on the ground.

Krem—Movements on Krem Siding over Shiloh Road, Forest Lane and International Road must occupy circuit within thirty (30) feet of crossing identified by ties painted yellow; wait twenty-five (25) seconds to cause flashers to be actuated; and then movement may proceed over crossing.

N O T E S

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THE PUBLIC JUDGES A RAILROAD BY
THE APPEARANCE AND CONDUCT OF ITS EMPLOYEES,
QUALITY OF SERVICE AND CONDITION OF THE PROPERTY.

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HILLSBORO SUBDIVISION

| SOUTHWARD | | Station Numbers | Mile Post Location | MAIN LINE | Length Of Siding In Feet | NORTHWARD | |
|---|---|---|---|---|---|---|---|
| SECOND CLASS | | | | | | SECOND CLASS | |
| 777 F W D | 751 F W D | | | | | 752 F W D | 778 F W D |
| DAILY | DAILY | | | STATIONS | | DAILY | DAILY |
| ..... | ..... | 5106 | 766.9 | DALLAS (R).....YTWDPOB | YARD | ..... | ..... |
| ..... | ..... | .... | 766.9 | Right-of-Way District..... | .... | ..... | ..... |
| | | | | 0.1 | | | |
| ..... | ..... | .... | 767.0 | ROWD - MO. PAC.....XM | .... | ..... | ..... |
| | | | | 1.9 | | | |
| ..... | ..... | .... | 768.9 | Right-Of-Way Dist..... | .... | ..... | ..... |
| ..... | ..... | .... | 768.9 | AT&SF (Tower 19).....XM | .... | ..... | ..... |
| ..... | ..... | .... | 768.9 | OKT JCT.....Z | .... | ..... | ..... |
| PM | AM | | | 0.4 | | PM | PM |
| 8:50 | 4:00 | .... | 769.3 | ENDOT.....JYZ | .... | 6:32 | 11:32 |
| | | | | 12.4 | | | |
| 9:19 | 4:29 | 5121 | 781.7 | LANCASTER..... | 4623 | 6:03 | 11:03 |
| | | | | 9.5 | | | |
| 9:38 | 4:48 | 5130 | 791.2 | STERRETT.....Y | 6252 | 5:44 | 10:44 |
| | | | | 5.4 | | | |
| ..... | ..... | .... | 796.6 | S.P.....CXA | .... | ..... | ..... |
| | | | | 0.9 | | | |
| 9:54 | 5:04 | .... | 797.5 | B-R-I JCT.....CYZ | .... | 5:30 | 10:30 |
| PM | AM | | | 0.6 | | PM | PM |
| ..... | ..... | 5137 | 798.1 | WAXAHACHIE..... ..YOB | 2925 | ..... | ..... |
| | | | | 15.0 | | | |
| ..... | ..... | 5152 | 813.1 | ITALY..... ..... | .... | ..... | ..... |
| | | | | 19.4 | | | |
| ..... | ..... | .... | 832.5 | DANA JCT.....Y | .... | ..... | ..... |
| | | | | 65.6 | | | |

ABS between MP D-768.9 and MP D-798.0.
CTC between MP D-768.9 and MP D-769.3--Control Operator at AT&SF (Tower 19).

FLAGGING DISTANCE--One and one-fourth miles.

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

| MAXIMUM SPEED | MPH |
|---|---|
| MP D-769.3 - MP D-772.7 | 20 |
| MP D-772.7 - MP D-787.8 | 30 |
| MP D-787.8 - MP D-797.5 | 40 |
| MP D-797.5 - MP D-832.5 | 10 |

| SPEED LIMITS PRESCRIBED BY CITY ORDINANCE | MPH |
|---|---|
| Dallas, thru city limits | 20 |
| Waxahachie, over street crossings | 20 |

Between MP D-766.9 and MP D-768.9, Right-of-Way District Rules and Special Instructions govern.

Trains have no superiority on the Right-of-Way District tracks (MP D-766.9 to MP D-768.9). Interlocking Rules are in effect and movement of trains and engines will be governed by signal indication.

Trains and engines must not exceed speed of 10 MPH on the Right-of-Way District tracks.

"Kelley Lead" connecting South end Coach Yard Running Track and Cadiz Street Yard may be used to enter and leave Cadiz Street Yard after permission has been obtained from Towerman.

Engines and cars exceeding 17 feet 6 inches high, when using Kelley Lead track, must not pass under Houston Street viaduct. Trains using this route will be governed by Uniform Code of Operating Rules, Rule 105.

| BUSINESS TRACKS | MP | STA. NO. |
|---|---|---|
| Sargent.....Y | D-770.8 | 5110 |
| Peeler..... | D-772.7 | 5112 |
| Service.....Y | D-793.5 | 5133 |
| Armaglass.....Y | D-794.6 | 5134 |
| Nena.....Y | D-802.6 | 5139 |
| Milford..... | D-818.3 | 5157 |

FLOOD INDICATORS

MP D-774.6 MP D-775.2 MP D-776.7 MP D-791.9

Exception to Rule 5:
Endot--Southward trains restricted Endot remain back of Absolute Signal North of AT&SF Interlocking (Tower 19); except, Southward trains from OKT tracks remain at OKT Jct. to avoid fouling interlocking.

Trains will report for clearance other than as required by Rule 83(a) (last paragraph):

South Tower (Right-of-Way District) instead of Endot--MKT and FWD trains originating Endot.

Waxahachie--FWD trains originating B-R-I Jct.

Trains will register at other than register stations as follows:

South Tower (Right-of-Way District)--M-K-T and FWD trains originating or terminating Endot.

Waxahachie--M-K-T trains originating or terminating. FWD trains originating or terminating B-R-I Jct., by ticket only.

Dallas—Southward two-unit color light signals, immediately over track which they govern, located on signal bridge 610 feet North of Forrest 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 Forrest Avenue.

Between Waxahachie (MP D-798.1) and Dana Jct. (MP D-832.5), trains have no superiority and trains and engines will operate under the provision of Rule 93 without clearance or train orders.

Dana Jct.—Fort Worth/Hillsboro Subdivision Main Track switch must be left lined for Fort Worth Subdivision movements.

Dallas—No track designated as Main Track between North End Yard (MP D-765.5) and South End of Yard (MP D-766.9).

Restrictions on Auxiliary Tracks:

Service—All gates across tracks leading to Owens-Corning plant will be closed and locked with switch locks. Crews switching Owens-Corning plant will lock gates when finished with switching.

N O T E S

N O T E S

## FORT WORTH SUBDIVISION

| SOUTHWARD | | | Station Numbers | Mile Post Location | MAIN LINE | Length Of Siding In Feet | NORTHWARD | | |
|---|---|---|---|---|---|---|---|---|---|
| SECOND CLASS | | | | | | | SECOND CLASS | | |
| 105 | 107 | 103 | | | | | 104 | 106 | 204 |
| DAILY | DAILY | DAILY | | | STATIONS | | DAILY | DAILY | DAILY |
| PM | PM | AM | | | | | PM | PM | AM |
| 10:05 | 12:40 | 3:30 | 5664 | 661.9 | RAY (R).....YTWDPOB | YARD | 5:00 | 1:30 | 4:15 |
| | | | | | 5.4 | | | | |
| ..... | ..... | ..... | 5670 | 669.6 | POTTSBORO..... | 5970 | ..... | ..... | ..... |
| | | | | | 16.1 | | | | |
| ..... | ..... | ..... | 5686 | 685.7 | WHITESBORO.....JCY | 8424 | ..... | ..... | ..... |
| | | | | | 0.1 | | | | |
| ..... | ..... | ..... | .... | 685.8 | WHITESBORO JCT.....Y | .... | ..... | ..... | ..... |
| | | | | | 35.9 | | | | |
| ..... | ..... | ..... | 5722 | 721.7 | DENTON..... | .... | ..... | ..... | ..... |
| | | | | | 35.4 | | | | |
| ..... | ..... | ..... | .... | 757.1 | MO. PAC. (Tower 55).....OBXM | .... | ..... | ..... | ..... |
| ..... | ..... | ..... | 5757 | 757.1 | FORT WORTH..... | .... | ..... | ..... | ..... |
| | | | | | 1.4 | | | | |
| 1:15 AM | 3:50 PM | 6:40 AM | 5759 | 758.5 | NEY (R).....YTWDPOB | YARD | 1:15 PM | 9:30 PM | 12:45 AM |
| 2:45 | 4:50 | 7:40 | | | | | 12:15 | 8:30 | 12:01 |
| | | | | | 0.9 | | | | |
| ..... | ..... | ..... | .... | 759.4 | S. P.....XA | .... | ..... | ..... | ..... |
| | | | | | 4.5 | | | | |
| 3:03 | 5:08 | 7:58 | 5764 | 763.9 | WRENN.....J | 7828 | 11:54 | 8:04 | 11:24 |
| | | | | | 13.7 | | | | |
| 3:20 | 5:25 | 8:15 | 5778 | 777.6 | EGAN.....J | 8752 | 11:37 | 7:47 | 11:07 |
| | | | | | 5.4 | | | | |
| ..... | ..... | ..... | .... | 783.0 | AT&SF.....XA | .... | ..... | ..... | ..... |
| | | | | | 10.2 | | | | |
| 3:40 | 5:45 | 8:35 | 5793 | 793.2 | GRANDVIEW..... | 9583 | 11:17 | 7:27 | 10:47 |
| | | | | | 18.0 | | | | |
| 4:06 | 6:11 | 9:01 | .... | 811.2 | DANA JCT.....Y | .... | 10:51 | 7:01 | 10:21 |
| | | | | | 0.7 | | | | |
| ..... | ..... | ..... | 5812 | 811.9 | HILLSBORO.....YTOB | YARD | ..... | ..... | ..... |
| | | | | | 1.1 | | | | |
| 4:11 | 6:16 | 9:06 | 5813 | 813.0 | WINSLOW.....Y | 7218 | 10:46 | 6:56 | 10:16 |
| | 106 | | | | 14.4 | | | 107 | |
| 4:31 | 6:36 | 9:26 | 5827 | 827.4 | WEST..... | 8830 | 10:26 | 6:36 | 9:56 |
| | | | | | 9.0 | | | | |
| 4:43 | 6:48 | 9:38 | 5836 | 836.4 | ELM MOTT..... | 8060 | 10:14 | 6:14 | 9:44 |
| | | | | | 5.5 | | | | |
| 4:52 | 6:57 | 9:47 | .... | 841.9 | CAPHEAD.....YZ | .... | 10:05 | 6:05 | 9:35 |
| | | | | | 0.2 | | | | |
| ..... | ..... | ..... | .... | 842.1 | WACO JCT.....YZ | .... | ..... | ..... | ..... |
| | | | | | 0.8 | | | | |
| 5:05 | 7:10 | 10:00 | 5843 | 842.9 | BELLMEAD (R).....YTWDPOB | YARD | 10:00 | 6:00 | 9:30 |
| AM | PM | AM | | | 178.7 | | AM | PM | PM |

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.

FLAGGING DISTANCE—One and one-fourth miles.

| MAXIMUM SPEED | MPH |
|---|---|
| MP 662.9 - MP 663.5 | 20 |
| MP 663.5 - MP 669.0 | 30 |
| MP 669.0 - MP 685.8 | 50 |
| MP 757.1 - MP 761.4 | 20 |
| MP 761.4 - MP 841.9 | 50 |
| MP 841.9 - MP 842.1 | 25 |
| MP 842.1 - MP 842.9 | 20 |
| Pottsboro, Whitesboro, Wrenn, Egan, Grandview, West, and Elm Mott, thru sidings and turnouts | 20 |

| SPEED LIMITS PRESCRIBED BY CITY ORDINANCE | MPH |
|---|---|
| Burleson, thru city limits | 30 |
| Grandview, over FM Road 110 | 30 |
| Itasca, thru city limits | 30 |
| Hillsboro, over street crossings | 30 |
| West, over street crossings | 30 |

| BUSINESS TRACKS | MP | STA. NO. |
|---|---|---|
| Perrin Field | 668.9 | 5669 |
| Sadler | 681.9 | 5682 |
| Burleson | 771.2 | 5771 |
| Alvarado | 784.0 | 5784 |
| Itasca.....J | 801.3 | 5801 |

FLOOD INDICATORS
MP 679.9 MP 772.0 MP 780.8

HOT BOX & DRAGGING EQUIPMENT DETECTOR LOCATIONS
MP 682.7 MP 788.3 MP 817.2

Ray—No track designated as Main Track between Choctaw Subdivision Wye track and Dallas Jct. switches at the North End of the yard, and the South Lead Track switch at the South End of the yard.

Between Whitesboro Jct. and Tower 55, Mo. Pac. RR Co. Timetable and Special Instructions govern.

Northward M-K-T trains originating Ney enroute to Ray via Whitesboro Jct. secure M-K-T clearance at Ney.

Northward Mo. Pac. trains originating Centennial Yard enroute to Ray via Whitesboro Jct. secure M-K-T clearance at Centennial Yard or Tower 55.

Whitesboro—Track from North siding switch at North end, South and through to where M-K-T track intersects Mo. Pac. Main Track designated as siding.

Whitesboro Jct.—Northward trains arriving Whitesboro Jct. enroute to Ray must take siding at Whitesboro unless otherwise directed by train order.

Whitesboro Jct.—Southward trains, when practicable, will contact M-K-T Operator at Ray and furnish the time they depart Whitesboro.

Exception to Rule 5:
Whitesboro—Southward trains on Main Track at Whitesboro Jct.; Southward trains on siding at "Fouling Point" South siding switch.

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

Exception to Rule 221(a):
Hillsboro—Display of "Calling On" indication (Rule 231) of train order signal, Hillsboro, will authorize a train restricted at Winslow to move on Main Track to Hillsboro station for train orders.

Ney:

Between South End Two Main Tracks at Ney (MP 759.2) and North End CTC Territory (MP 764.7) TRAINS HAVE NO SUPERIORITY. Authority to ENTER AND OPERATE trains and/or engines within these limits must be obtained from Yardmaster or Control Operator at Ney.

Southward movements on Main Track and/or in Wrenn Siding must remain back of fouling point South End Wrenn Siding unless Absolute Signal (MP 764.7) displays Proceed indication or permission to enter CTC has been obtained from Control Operator at Ney.

Trains and/or engines delayed at South End of Wrenn Siding must remain back of fouling point for flasher circuit Sycamore School Road. When flasher circuit has timed out, movement must not be made over crossing except when protected by member of crew at the crossing unless the flashers have been operating for a minimum of 25 seconds. Fouling points for flasher circuit identified by ties painted yellow.

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

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.

Trains have no superiority between Mo. Pac. Tower 55 and end Two Main Tracks (MP 757.7) and movements must be governed by Rule 93.

Passenger trains enroute to or from AT&SF Passenger Station Fort Worth via Missouri Pacific - M-K-T tracks will operate on M-K-T Main Track between Mo. Pac. Tower 55 and end of Two Main Tracks (MP 757.7) without clearance or train orders.

Movements by Signal Indication CTC (Rules 400-404):

Between Ray (MP 663.5) and North switch siding Pottsboro (MP 668.8). Trains must not leave Ray until receive lunar indication displayed in unit on pole 100 feet south of underpass, South end Ray or communicate 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.

Between MP 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.

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.

National Can Spur Track (MP 765.5)—Spur Track switch equipped with a mechancial electric lock. To operate switch, unlock and open electric lock box located at switch stand and be governed by instructions in box. When moving from Main Track to Spur Track when lock lever is properly positioned, electric lock will unlock immediately and allow lever to be reversed. When moving from Spur Track to Main Track, movement must remain back of "Fouling Point" until switch is unlocked and reversed. Before unlocking and reversing switch, permission must be secured from Control Operator at Ney. After permission has been secured and lock has been properly positioned, lock will unlock after five (5) minutes and allow switch to be reversed.

Restrictions on Auxiliary Tracks:

Itasca—Monsanto Track, trains switching this track do not exceed 5 MPH and use only one unit.

Hillsboro—Use only one unit when switching tracks West of City Pass.

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.

Bellmead—Inbound loaded and empty coal trains will use Passenger Main and stop engines at new fuel facility unless otherwise instructed.

Normal Position of Switches:

Ney—Southbound Main Track/North Lead Track Main Track switch lined as needed.

Dana Jct.—Fort Worth/Hillsboro Subdivision Main Track switch must be left lined for Fort Worth Subdivision movements.

TEXAS SUBDIVISION

| SOUTHWARD | | | | Station Numbers | Mile Post Location | MAIN LINE | Length Of Siding In Feet | NORTHWARD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SECOND CLASS | | | 1ST CLASS | | | | | 1ST CLASS | SECOND CLASS | | |
| 105 | 183 | 103 | 21 | | | | | 22 | 104 | 106 | 184 |
| DAILY | DAILY | DAILY | MON WED FRI | | | STATIONS | | SUN TUE THUR | DAILY | DAILY | DAILY |
| PM 10:45 | PM 6:00 | AM 11:45 | ..... | 5843 | 842.9 | BELLMEAD (R).....YTWDPOB | YARD | ..... | AM 5:05 | PM 5:15 | AM 1:00 |
| | | | | | | 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 | | | | | |
| 11:05 | 6:20 | 12:05 | ..... | 5849 | 849.7 | BASS.....JY | 10964 | ..... | 4:09 | 4:25 | 11:43 |
| 184 | | PM | | | | 15.5 | | | | | 105 |
| 11:24 | 6:39 | 12:24 | ..... | 5865 | 865.2 | EDDY..... | 10142 | ..... | 3:50 | 4:06 | 11:24 |
| | | | | | | 14.8 | | | | | |
| 11:43 | 6:58 | 12:43 | ..... | 5880 | 880.0 | TEMPLE.....JCYPOB | 2128 | ..... | 3:31 | 3:47 | 10:57 |
| | | | | | | 0.7 | | | | | |
| ..... | ..... | ..... | ..... | .... | 880.7 | AT&SF.....XM | .... | ..... | ..... | ..... | ..... |
| | | | PM | | | 0.1 | | PM | | | |
| 11:45 | 7:00 | 12:45 | 6:00 | .... | 880.8 | OPAL.....YZ | .... | 12:40 | 3:29 | 3:45 | 10:55 |
| | | | | | | 0.3 | | | | | |
| ..... | ..... | ..... | ..... | 5881 | 881.1 | COBEL.....Y | 3400 | ..... | ..... | ..... | ..... |
| | | | | | | 2.0 | | | | | |
| ..... | ..... | ..... | ..... | 5883 | 883.1 | SMITH.....CY | .... | ..... | ..... | ..... | ..... |
| | | | | | | 4.5 | | | | | |
| 11:55 | 7:10 | 12:55 | 6:10 | 5888 | 887.6 | LITTLE RIVER.....J | 8993 | 12:22 | 3:19 | 3:35 | 10:45 |
| | | | | | | 20.5 | | PM | | | |
| 12:26 | 7:41 | 1:26 | 6:31 | 5908 | 908.1 | GRANGER.....YTOB | 7371 | 12:01 | 2:48 | 3:04 | 10:14 |
| AM | | | | | | 10.3 | | | | | |
| 12:39 | 7:54 | 1:39 | 6:40 | 5918 | 918.4 | BIRGE.....Y | 9121 | 11:52 | 2:35 | 2:51 | 10:01 |
| | | | | | | 0.5 | | | | | |
| 12:45 | 8:00 | 1:45 | 6:50 | .... | 918.9 | TRANSFER JCT.....Y | .... | 11:50 | 2:29 | 2:45 | 9:55 |
| | PM | | PM | 5919 | 918.9 | TAYLOR.....CYTOB | .... | AM | | | PM |
| ..... | ..... | ..... | ..... | .... | 918.9 | MO. PAC.....XA | .... | ..... | ..... | ..... | ..... |
| | | | | | | 15.9 | | | | | |
| ..... | ..... | ..... | ..... | .... | 934.8 | S. P.....XA | .... | ..... | ..... | ..... | ..... |
| | | 106 | | | | 0.2 | | | | 103 | |
| 1:15 | ..... | 2:15 | ..... | 5935 | 935.0 | ELGIN..... | 6020 | ..... | 1:59 | 2:15 | ..... |
| 104 | | | | | | 13.9 | | | 105 | | |
| 1:37 | ..... | 2:37 | ..... | 5949 | 948.9 | PHELAN..... | 8804 | ..... | 1:37 | 1:10 | ..... |
| | | | | | | 4.9 | | | | | |
| ..... | ..... | ..... | ..... | 5954 | 953.8 | BASTROP..... | .... | ..... | ..... | ..... | ..... |
| | | | | | | 15.6 | | | | | |
| 2:30 | ..... | 3:20 | ..... | 5969 | 969.4 | SMITHVILLE (R).....YWOB | YARD | ..... | 12:50 | 12:30 | ..... |
| AM | | PM | | | | 126.5 | | | AM | PM | |

ABS between MP 846.5 and MP 918.9.
CTC between MP 908.7 and MP 918.9—Control Operator at Taylor.

FLAGGING DISTANCE—One and one-fourth miles.

MAXIMUM SPEED MPH

PASSENGER TRAINS
MP 880.8 - MP 918.9.....70

FREIGHT TRAINS
MP 842.9 - MP 846.5.....20
MP 846.5 - MP 918.9.....50
MP 918.9 - MP 969.4.....40
Bass and Eddy, thru sidings and turnouts.....20

HOT BOX & DRAGGING EQUIPMENT DETECTOR LOCATIONS
MP 865.7 MP 892.2 MP 931.5

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE MPH

Waco, thru city limits.....25
Hewitt, thru city limits.....35
Troy, thru city limits.....40
Temple, over street crossings.....25
Granger, thru city limits.....30
Elgin, thru city limits.....20
Smithville, thru city limits.....25

| BUSINESS TRACKS | MP | STA. NO. |
|---|---|---|
| Hewitt..... | 853.1 | 5853 |
| Troy..... | 872.1 | 5872 |
| Holland..... | 896.8 | 5897 |
| Bartlett..... | 902.8 | 5903 |
| Coupland..... | 926.7 | 5927 |
| Dunstan..... | 947.0 | 5947 |

Trains will register at other than register stations as follows:

Taylor (Transfer Jct.)—Trains originating or terminating by register ticket.

Opal—Trains originating or terminating by register ticket.

Between South End Bass Siding (MP 849.8) and Bellmead, TRAINS HAVE NO SUPERIORITY. Authority to ENTER AND OPERATE trains and/or engines within these limits must be obtained from the Yardmaster or Control Operator at Bellmead.

Bellmead—Inbound loaded and empty coal trains will use Passenger Main and stop engines at new fuel facility unless otherwise instructed.

Movements by signal indication CTC (Rules 400 - 404): Between MP 908.7 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 Track at Smithville.

Opal—Signal 8807 displaying indication per Rule 288 governs Northward movements on diverging route on connecting track from M-K-T to AT&SF North Track. AT&SF Controlled Signal at AT&SF Mile Post 217 Pole 17 governs southward movements from AT&SF North Track on connecting track from AT&SF to M-K-T Main Track Signal 8809.

Normal Position of Switches:

Bellmead—Yard Lead/Main Track switch South end of yard left lined as needed.

StLSW North Jct. and StLSW South Jct.—MKT/StLSW Main Track switches lined for M-K-T Texas Subdivision movements.

Granger—Texas/Georgetown Subdivision Main Track switch lined for Texas Subdivision movements. Georgetown Subdivision-Wye Track switch lined for South Wye Track movements. Normal position of switches in siding will be for through movements except South Leg of Wye will be lined from siding to South Leg of the Wye.

Restrictions on Auxiliary Tracks:

Temple—Trains or engines setting out cars on siding, Cobel (ATSF Interchange Track), will not leave cars closer than 200 feet to Taylor Road crossing and VA Hospital private road crossing.

Smith—Trains setting out must leave set out just in clear of fouling point to avoid blocking run-around track when possible.

Granger—South leg of Wye, DO NOT exceed 5 MPH. Six-axle units must not be used on South leg of Wye.

Operation of Mechanical Electrically Locked Switches and Interlocking Devices:

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 are 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 M-K-T 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.

Granger—LOW (DWARF) ABSOLUTE SIGNAL, located 235 feet North of the South switch of the storage track, MP 908.7, governs Southward movements on the Main Track. When this signal displays a "STOP" indication, be governed by Rules 350 and 400 and communicate with the Control Operator at Taylor.

Granger—LOW (DWARF) ABSOLUTE SIGNAL, located to the West of the storage track, MP 908.7, governs Southward movement from the South leg of the Wye or storage track to the Texas Subdivision Main Track. Southward trains or engines moving on the storage track to the Main Track will receive a "STOP" indication on this signal unless there are no approaching movements on the Main Track. If there are no approaching movements on the Main Track, this signal will display an illuminated "S". When the signal displays an illuminated "S", the train or engine must stop short of the signal and communicate with the Control Operator at Taylor. After the Control Operator at Taylor gives the train or engine permission, a member of the crew can operate the switch in accordance with Rule 36(2). Within twenty (20) seconds after the switch is lined for movement to the Main Track, the signal will display a "STOP" indication, and indicate to the Control Operator that the switch is open. The Control Operator will line for movement through CTC territory which will cause the signal on the storage track to display an approach indication, and then the train or engine may proceed through the turnout to the Main Track. If the signal does not display an approach indication after two (2) minutes, but continues to display a "STOP" indication, the train or engine must communicate with the Control Operator at Taylor in accordance with the provisions of Rules 350 and 400.

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.

Train inspection per ITEM 7 of Special Instructions required for trains heading through the siding at Eddy.

Train inspection per ITEM 7 of Special Instructions required for rock trains originating Granger prior to leaving Taylor.

Bellmead-Waco—StLSW trains and engines may use MKT Main Track between StLSW North Jct. and StLSW South Jct. under provisions of Rule 93 without clearance or train orders or authority from Yardmaster or Control Operator.

Temple—AT&SF Yard Engines may use MKT Main Track within Temple Yard Limits, MP 877.9 to MP 884.0, without clearance or train orders to interchange cars to and from Cobel Siding under provisions of Rule 93, 104(15) and 351 upon receipt of permission from MKT Train Dispatcher clearing Main Track for First Class trains. Trains Nos. 21 and 22 scheduled between Opal and Transfer Jct.; No. 21 scheduled to depart Opal at 6:00 PM Monday, Wednesday and Friday and No. 22 scheduled to depart Little River at 12:22 PM Sunday, Tuesday and Thursday. Yard Engines will be clear of Main Track for No. 21 at 5:55 PM and for No. 22 at 12:17 PM.

AMTRAK passenger trains with 500 through 649 series locomotives must reduce speed to 40 MPH around all curves.

## HOUSTON SUBDIVISION

| SOUTHWARD SECOND CLASS 103 DAILY | SOUTHWARD SECOND CLASS 105 DAILY | Station Numbers | Mile Post Location | MAIN LINE STATIONS | Length Of Siding In Feet | NORTHWARD SECOND CLASS 106 DAILY | NORTHWARD SECOND CLASS 104 DAILY |
|---|---|---|---|---|---|---|---|
| PM 3:25 | AM 2:35 | 5969 | 969.4 | SMITHVILLE (R).....YWOB | YARD | PM 12:25 | AM 12:21 |
| | | | 8.6 | | | | |
| ..... | ..... | .... | 978.0 | S. P.....XA | .... | ..... | ..... |
| | | | 10.2 | | | | |
| ..... | ..... | 5988 | 988.2 | LA GRANGE.....OB | .... | ..... | ..... |
| | | | 0.8 | | | | |
| 4:01 | 3:11 | 5989 | 989.0 | L. A. YARD..... | 4138 | 11:45 | 11:45 |
| | | | 6.9 | | | | |
| 4:12 | 3:22 | 5996 | 995.9 | LCRA.....Y | .... | 11:34 | 11:34 |
| | | | 6.2 | | | | |
| 4:23 | 3:33 | 6002 | 1002.1 | FAYETTEVILLE.....J | 9349 | 11:23 | 11:23 |
| | | | 11.5 | | | | |
| 4:42 | 3:52 | 6014 | 1013.6 | NEW ULM.....F | 5565 | 11:04 | 11:04 |
| | | | 10.4 | | | | |
| 4:59 | 4:09 | 6024 | 1024.0 | CAT SPRING..... | 5649 | 10:47 | 10:47 |
| | | | 11.4 | | | | |
| 5:19 | 4:29 | 6035 | 1035.4 | SEALY.....JC | 2837 | 10:27 | 10:27 |
| ..... | ..... | .... | 1035.4 | AT&SF.....XA | .... | ..... | ..... |
| | | | 12.4 | | | | |
| 5:39 | 4:49 | 6048 | 1047.8 | BROOKSHIRE.....OB | 4705 | 10:07 | 10:07 |
| | | | 8.2 | | | | |
| 5:54 | 5:04 | 6056 | 1056.0 | KATY..... | 4116 | 9:52 | 9:52 |
| | | | 5.2 | | | | |
| 6:02 | 5:12 | 6061 | 1061.2 | WHIT..... | 6900 | 9:44 | 9:44 |
| | | | 11.7 | | | | |
| 6:24 | 5:34 | 6073 | 1072.9 | HENNESSEY.....Y | 4996 | 9:22 | 9:22 |
| | | | 6.0 | | | | |
| ..... | ..... | .... | 1078.9 | S. P.....XA | .... | ..... | ..... |
| | | | 1.3 | | | | |
| 7:30 | 7:00 | 6079 | 1080.2 | EUREKA (R).....YTWDPOB | YARD | 9:00 | 9:00 |
| PM | AM | | 0.6 | | | AM | PM |
| ..... | ..... | .... | 1080.8 | S. P.....XN | .... | ..... | ..... |
| | | | 3.4 | | | | |
| ..... | ..... | .... | 1084.2 | S. P.....XA | .... | ..... | ..... |
| ..... | ..... | 6084 | 1084.2 | HOUSTON.....Y | .... | ..... | ..... |
| | | | 49.8 | | | | |
| ..... | ..... | 6134 | 1134.0 | GALVESTON..... | .... | ..... | ..... |
| | | | | 164.6 | | | |

FLAGGING DISTANCE—One and one-fourth miles.

MAXIMUM SPEED

| | MPH |
|---|---|
| MP 969.4 - MP 1072.0 | 40 |
| MP 1072.0 - MP 1084.2 | 25 |
| Except: | |
| LCRA (MP 995.9) thru turnout | 20 |
| Eureka, thru yard (MP 1078.9 - MP 1080.2) | 10 |
| Around curve (MP 1083.8 - MP 1084.2) | 10 |

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

| | MPH |
|---|---|
| Smithville, thru city limits | 25 |
| Sealy, thru city limits | 25 |
| Katy, thru city limits | 25 |
| Houston, thru city limits | 25 |

HOT BOX & DRAGGING EQUIPMENT DETECTOR LOCATIONS
MP 1000.8 MP 1027.4 MP 1053.0

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

Train inspection per ITEM 7 of Special Instructions required for trains departing Smithville.

BUSINESS TRACKS

| | MP | STA. NO. |
|---|---|---|
| Plum | 982.1 | 5982 |
| Schindler | 1036.5 | 6036 |
| Cardiff | 1050.8 | 6051 |
| Addicks | 1066.7 | 6066 |

LCRA—Conductors and engineers handling unit coal trains from Smithville to LCRA and returning to Smithville must retain all train orders and clearances held by their crew which have not been fulfilled and deliver them per Rule 220 and/or Rule 220 Supplement.

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

Eureka—Yard Lead/Main Track switch North end of yard must be left lined for Main Track to Yard Lead movements.

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

Trains are authorized to operate between Eureka (MP 1080.2) and Houston (MP 1084.2) without clearance or train orders, being governed by instructions of Yardmaster.

Restrictions on Auxiliary Tracks:

LCRA—Northward movements on Lead, do not exceed 5 MPH while approaching flasher crossing.

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

Sealy—Train crews delivering multi-levels of automobiles to AT&SF will not shove other cars with automobile cars.

Sealy—AT&SF Siding Track designated as a "Controlled Siding" governed by Train Control System signal indication. Before opening switch and entering onto and using siding, communicate with AT&SF Train Dispatcher and secure permission to use Siding Track. AT&SF telephone in vicinity of switch or at Automatic Interlocking.

Brookshire—Trains leaving cars on siding must not leave cars standing in the "Island Circuit" at the gated crossing at MP 1047.6. The limits of the Island Circuit are designated by ties painted yellow on each side of the crossing.

Addicks—Use only one (1) unit while switching Park Ten.

Eureka—Southward movements from the Tail Track to the Main Track crossing Sheppard Drive at MP 1080.4 must ascertain that crossing gates are down before proceeding over the crossing.

Eureka—While switching Southern Warehouse at MP 1076.1, movement must not be made over Maryvest Road until it is known that the flashers and crossing gates are operating and in the proper position before fouling the crossing unless the crossing is protected by flagman.

N O T E S

N O T E S

## SAN ANTONIO SUBDIVISION

| SOUTHWARD<br>SECOND CLASS<br>1 8 3<br>DAILY | Station Numbers | Mile Post Location | MAIN LINE<br>STATIONS | Length Of Siding In Feet | NORTHWARD<br>SECOND CLASS<br>1 8 4<br>DAILY |
|---|---|---|---|---|---|
| PM<br>8:00 | .... | 918.9 | TRANSFER JCT..... | .... | PM<br>9:55 |
| | | | 1.0 | | |
| ..... | .... | 919.9 | TAYLOR (MO PAC)..... | .... | ..... |
| | | | 34.3 | | |
| ..... | 6647 | 955.5 | AUSTIN.....CYOB | .... | ..... |
| PM<br>9:55 | .... | 984.9 | 29.7<br>M-K-T JCT.....O | .... | PM<br>7:15 |
| | | | 0.6 | | |
| 9:59 | .... | 985.5 | AJAX.....JY | .... | 7:11 |
| | | | 0.8 | | |
| 10:02 | 6753 | 986.3 | SAN MARCOS.....YWOB | 924 | 7:08 |
| | | | 16.4 | | |
| 10:35 | .... | 1002.7 | N. B. YARD.....Y | 4462 | 6:35 |
| | | | 0.6 | | |
| ..... | 6769 | 1003.3 | NEW BRAUNFELS.....JCY | .... | ..... |
| | | | 0.3 | | |
| ..... | .... | 1003.6 | MO. PAC.....XA | .... | ..... |
| | | | 3.1 | | |
| 10:43 | .... | 1006.7 | WRP.....CY | .... | 6:27 |
| | | | 3.9 | | |
| 10:51 | 6777 | 1010.6 | COMAL..... | 2305 | 6:19 |
| | | | 14.2 | | |
| 11:20 | 6791 | 1024.8 | FRATT.....Y | 2856 | 5:50 |
| | | | 5.5 | | |
| 11:34 | 6797 | 1030.3 | TRAVIS.....Y | 3123 | 5:36 |
| | | | 5.8 | | |
| ..... | .... | 1036.1 | S. P.....X | .... | ..... |
| | | | 0.4 | | |
| ..... | .... | 1036.5 | S. P.....XM | .... | ..... |
| | | | 1.0 | | |
| 2:00 | 6803 | 1037.5 | SLOAN (R).....YTWDPOB | YARD | 5:00 |
| AM | | | 0.5 | | PM |
| ..... | .... | 1038.0 | S. P.....XS | .... | ..... |
| | | | 0.5 | | |
| ..... | 6804 | 1038.5 | SAN ANTONIO.....YB | .... | ..... |
| | | | 118.6 | | |

ABS between MP M-984.9 and MP M-1037.2.

FLAGGING DISTANCE—One and one-fourth miles.

MAXIMUM SPEED

| | MPH |
|---|---|
| MP M- 984.9 - MP M- 985.5 | 10 |
| MP M- 985.5 - MP M-1026.0 | 30 |
| MP M-1026.0 - MP M-1036.1 | 25 |
| MP M-1036.1 - MP M-1038.5 | 10 |

FLOOD INDICATORS
MP M-999.5 MP M-1006.5 MP M-1013.5 MP M-1023.5

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.

Trains will report for clearance other than as required by Rule 83(a) (last paragraph): Transfer Jct. instead of M-K-T Jct. - No. 183.

Trains originating or terminating at San Marcos may operate between San Marcos and M-K-T Jct. without clearance or train orders.

| BUSINESS TRACKS | MP | STA. NO. |
|---|---|---|
| TXI | M- 994.0 | 6761 |
| Ogden | M-1012.6 | 6779 |
| Longhorn | M-1023.6 | 6790 |
| Dixie | M-1023.7 | 6789 |
| Remount | M-1027.1 | 6794 |
| Warden | M-1032.8 | 6800 |

Trains and engines moving from Mo. Pac. Main Track to M-K-T Yard Tracks at Austin will be governed by S. P. RR Co. Rules, Timetable and Special Instructions between Pershing and Congress Avenue and will be governed by Rule 93 when on S. P. RR Co. tracks.

Southward MKT Extra Trains originating Transfer Jct. secure MKT clearance Transfer Jct. for movement MKT Jct. to Sloan.

Trains will register at other than register stations as follows:

Ajax—No. 184 and Extra Trains instructed by train order.

WRP—Trains instructed by train order to register. (Register located in box near Main Track switch.)

San Marcos—Trains originating or terminating.

## SAN ANTONIO SUBDIVISION

Exception to Rule 83(a): Proper identification of a train when moving on Mo. Pac. tracks between Transfer Jct. and M-K-T Jct. by a train restricted therefor at M-K-T Jct. may be used to confirm the arrival of that train at M-K-T Jct.

Normal Position of Switches:
Ajax—Spring switch lined for movement to and from Lockhart Subdivision.

M-K-T Jct.—MKT/Mo.Pac. Main Track switch lined for Mo. Pac. movement.

Restrictions on Auxiliary Tracks:

San Marcos—Engines or cars must not be left standing on House Track South of South end of depot building.

TXI—Do not operate engines over scales.

WRP—Do not exceed 10 MPH between WRP and WRRC Yard.

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

## GEORGETOWN SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE SOUTH ↓ STATIONS ↑ NORTH | Length Of Siding In Feet |
|---|---|---|---|
| 5908 | 908.1 | GRANGER.....YTOB | .... |
| | | 9.3 | |
| 6609 | 917.4 | WEIR..... | .... |
| | | 5.8 | |
| 6615 | 923.2 | GEORGETOWN.....C | .... |
| | | 0.5 | |
| .... | 923.7 | End Of Track..... | .... |
| | | 15.6 | |

FLAGGING DISTANCE—Three-fourths mile.

MAXIMUM SPEED — MPH

MP U-908.9 - MP U-923.0.....25
MP U-923.0 - MP U-923.7.....10

Restrictions on Auxiliary Tracks:

Georgetown—Georgetown Railroad, do not exceed 10 MPH on connection tracks.

Granger—South leg of Wye, DO NOT exceed 5 MPH. Six-axle units must not be used on South leg of Wye.

Weir—Trains switching on the House Track must only use one unit and cars must not be dropped into House Track.

Granger—Texas/Georgetown Subdivision Main Track switch will be left lined for Texas Subdivision movements. Georgetown Subdivision Wye Track switch lined for South Wye Track movements. Normal position of switches in siding will be from siding to South Leg of the Wye.

## LOCKHART SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE SOUTH ↓ STATIONS ↑ NORTH | Length Of Siding In Feet |
|---|---|---|---|
| 5969 | 0.0 | SMITHVILLE (R).....YWOB | YARD |
| | | 20.3 | |
| 6721 | 20.3 | RED ROCK..... | 725 |
| | | 16.1 | |
| 6737 | 36.4 | LOCKHART.....J | 4400 |
| | | 7.1 | |
| 6744 | 43.5 | MAXWELL..... | 1500 |
| | | 3.3 | |
| 6747 | 46.8 | REEDVILLE..... | 1830 |
| | | 4.7 | |
| .... | 51.5 | AJAX.....JY | .... |
| | | 51.5 | |

FLAGGING DISTANCE—Three-fourths mile.

MAXIMUM SPEED — MPH

MP M-0.0 - MP M-51.5.....25
In sidings at:
Red Rock.....5
Reedville.....5

Trains will register at other than register stations as follows:
Ajax—Trains instructed by train order to register.

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

Ajax—Spring switch will be left lined for movement to and from Lockhart/San Antonio Subdivisions.

## N O T E S

| Station Numbers | Mile Post Location | BRANCH LINE<br>WEST ⬇ STATIONS ⬆ EAST | Length Of Siding In Feet |
|---|---|---|---|
| 5759 | 758.5 | NEY (R).....YTWDPOB | YARD |
| | | 1.4 | |
| 5757 | 757.1 | FORT WORTH..... | .... |
| .... | 757.1 | MO. PAC.(Tower 55).....BXM | .... |
| | | 0.9 | |
| .... | 0.0 | FWD JCT..... | .... |
| | | 6.1 | |
| .... | 6.1 | 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 | NORTH YARD (MKT) (R)....YTWDPOB | YARD |
| | | 12.6 | |
| 8114 | 14.0 | BURKBURNETT.....Y | 3300 |
| | | 6.9 | |
| 0021 | 20.9 | DEVOL..... | 2884 |
| | | 6.2 | |
| 0027 | 27.1 | GRANDFIELD.....Y | 4209 |
| | | 7.2 | |
| 0034 | 34.3 | LOVELAND..... | 3190 |
| | | 6.6 | |
| 0041 | 40.9 | HOLLISTER..... | 3228 |
| | | 8.3 | |
| 0049 | 49.2 | HUFF.....Y | 2388 |
| | | 1.5 | |
| 0051 | 50.7 | FREDERICK.....CY | .... |
| | | 0.4 | |
| .... | 50.3 | BN.....XS | .... |
| | | 0.8 | |
| 0053 | 51.1 | GROVER.....Y | 2293 |
| | | 10.0 | |
| 0061 | 61.1 | TIPTON..... | 2206 |
| | | 13.7 | |
| .... | 74.8 | BN.....CXG | .... |
| | | 0.8 | |
| 0076 | 75.6 | ALTUS (R).....CYW | 2849 |
| | | 0.6 | |
| .... | 76.2 | AT&SF.....XS | .... |
| | | 1.1 | |
| 0077 | 77.3 | WELON (On Spur).....TWPCY | YARD |
| | | 194.9 | |

FLAGGING DISTANCE—Three-fourths mile.

| MAXIMUM SPEED | MPH |
|---|---|
| MP 758.5 - MP 757.1 | 20 |
| WF&NW Jct. (MP 0.9-B) and MP 2-B | 10 |
| MP 2-B - MP 14-B | 25 |
| MP 14-B - MP 28-B | 8 |
| MP 28-B - MP 77.3-B | 10 |

| BUSINESS TRACKS | MP | STA. NO. |
|---|---|---|
| Oildom | 4.0-B | 8104 |
| Bacon | 6.7-B | 8107 |
| Humphreys | 67.7-B | 0068 |

Between Fort Worth and FWD Jct., Mo. Pac. Railroad Rules, Timetable and Special Instructions govern.

Between FWD Jct. and WF&NW Jct. BN (FWD) Rules, Timetable and Special Instructions govern.

North Yard—Do not exceed 5 MPH on all yard tracks.

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) will secure clearance North Yard.

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.

Cars exceeding gross weight in tons shown below must not be handled except when authorized by proper authority:

MP 14.0-B to MP 34.3-B.....117
MP 34.3-B to MP 77.3-B.....105

WF&NW Jct. - FWD/MKT Main Track switch will be left lined for FW&D movements.

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

Altus—Hollis & Eastern trains and engines may use MKT Main Track within Yard Limits (MP 74.2-B and MP 78.4-B) under provisions of Rule 93 without clearance or train orders.

N O T E S

DENTON SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE SOUTH ↓ STATIONS ↑ NORTH | Length Of Siding In Feet |
|---|---|---|---|
| 5722 | 721.7 | DENTON.....CY | .... |
| | | 9.2 | |
| 5509 | 730.9 | LAKE DALLAS..... | .... |
| | | 5.9 | |
| 5515 | 736.8 | LEWISVILLE..... | 1150 |
| | | 7.8 | |
| 5523 | 744.6 | CARROLLTON.....CO | .... |
| .... | 744.6 | BN - STLSW.....XA | .... |
| | | 1.5 | |
| 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 |
| | | 36.3 | |

FLAGGING DISTANCE—Three-fourths mile.

MAXIMUM SPEED MPH

MP K-721.7 - MP K-744.0.....10
MP K-744.0 - MP K-758.0.....25

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE MPH

Farmers Branch, over street crossings.....5
Dallas, thru city limits.....20
Dallas, over Mockingbird Lane, and
Inwood Road at Denton Drive.....10

Extra trains originating Deny will report for clearance at Dallas (Dallas Subdivision).

Do not exceed 5 MPH on all auxiliary tracks.

Deny—Dallas/Denton Subdivision Main Track switch will be left lined for Dallas Subdivision movements.

Dallas—Approach road crossing Inwood Road at Denton Drive prepared to stop and know signals operating or crossing protected by flagman before proceeding.

Cars exceeding gross weight of 117 tons must not be handled unless authorized by proper authority.

N O T E S

SHERMAN SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE SOUTH ↓ STATIONS ↑ NORTH | Length Of Siding In Feet |
|---|---|---|---|
| .... | 662.9 | SHERMAN JCT.....Y | .... |
| | | 8.5 | |
| .... | 671.4 | MO. PAC.....XSN | .... |
| | | 0.4 | |
| 6211 | 671.8 | SHERMAN.....CYO | YARD |
| | | 8.9 | |

MAXIMUM SPEED MPH

MP P-662.9 - MP P-671.8.....10

Except:
Sherman, over street crossings from
Mulberry St. to King St., incl.....Flag crossings

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 Subdivision) will secure clearance Ray.

Sherman Jct.—Dallas/Sherman Subdivision spring switch will be left lined for Dallas Subdivision movements.

Sherman—Do not operate engine over rock unloading pit ABC Track.

N O T E S

## OPERATING RULES

The Uniform Code of Operating Rules, effective June 2, 1968, is supplemented, modified 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 3. Supplement to: The time when watches are compared as provided in the second paragraph must be registered on the prescribed form.

Rule 19. Supplement to: Electric markers must be illuminated continuously during the hours between one hour before sunset and one hour after sunrise, and during all other hours when weather conditions restrict visibility so that the end silhouette of a standard box car cannot be seen from one-half mile on tangent track by a person having 20/20 corrected vision.

The markers must be inspected by the train crew at each crew change point to assure that they are in proper operating condition, and any defects must be reported to the Chief Train Dispatcher.

Rule 26. Blue Signal: A blue signal signifies that workmen are on, under or between rolling equipment and that the equipment must not be coupled to or moved, except as provided in (A) and (E) of this rule. Rolling equipment must not pass a blue signal. Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on designated locomotive servicing area tracks, car shop repair area tracks or when a derail is used to divide a track into separate working areas. When a blue signal is displayed at the entrance to a track, rolling equipment must not enter that track.

Blue signals must be displayed by each craft or group of workmen who are to work on, under or between rolling equipment. They may be removed only by the same craft or group who placed them for protection.

When blue signal protection has been removed from one entrance of a track with a switch at each end or from either end of rolling equipment on a main track, that track is no longer under blue signal protection.

Rule 26(A): When workmen are on, under or between rolling equipment and such work subjects them to the danger of personal injury from movement of such equipment, protection must be provided as follows:

ON A MAIN TRACK — A blue signal must be displayed at each end of the rolling equipment.

ON A TRACK OTHER THAN MAIN TRACK — One of the following methods of protection or a combination thereof must be provided:

Each manually operated switch, including trailing point crossover switch, providing direct access to track on which protected equipment is standing, the switches at both ends of the crossover must be lined against entry into the protected track. The switch at the end of that crossover which connects directly to the protected track must be locked and a blue signal displayed at that locked switch. If protected equipment is standing on the switch of such a crossover so as to block other equipment from entering protected track through crossover, the switch need not be locked or blue signal displayed.

A derail capable of restricting access to that portion of track where work will be performed must be locked in derailing position with an effective locking device and either:

—positioned at least 150 feet from the rolling equipment to be protected; or,

—positioned at least 50 feet from the end of rolling equipment on a designated locomotive servicing track or car shop repair track where speed is limited to 5 MPH.

A blue signal must be displayed at each derail; or

Where remotely-controlled switches provide direct access, the person in charge of the workmen must notify the employee in charge of the remotely-controlled switches of work to be performed and be informed by the employee in charge of such switches that switches involved have been lined against movement to that track and devices controlling the switches have been secured.

The employee in charge of remotely-controlled switches must not remove the locking devices unless informed by the person in charge of workmen that it is safe to do so.

The employee in charge of remotely-controlled switches must maintain for 30 days a written record of each notification, which must contain the following information:

(1) Date and time notification received of work to be performed;

(2) Name and craft of employee in charge requesting the protection;

(3) The number or other designation of track involved;

(4) Date and time person in charge of workmen notified that protection has been provided; and

(5) Date, time, name and craft of person in charge of workmen authorizing removal of the protection.

Rule 26(B): In addition to protection required as prescribed in (A) of this rule, when workmen are on, under or between a locomotive or rolling equipment coupled to a locomotive, a blue signal must be attached to the controlling locomotive at a location where it is readily visible to the engineman or employee at the controls of that locomotive.

Rule 26(C): When emergency repair work is to be done on, under or between a locomotive or rolling equipment coupled to a locomotive, and a blue signal is not available, the engineman or employee at the controls of the locomotive must be notified and appropriate measure must be taken to protect the employees performing such work.

Rule 26(D): A locomotive must not enter a designated locomotive servicing area track under the exclusive control of mechanical forces unless blue signal protection governing entry is removed. The locomotive must stop short of coupling to another locomotive.

A locomotive must not leave a designated locomotive servicing area track unless blue signal protection is removed from that locomotive and from the track in the direction of movement.

Blue signal protection removed from track for the movement of such locomotives must be restored immediately after the locomotive has entered or has cleared the area.

A locomotive protected by blue signals may be moved on a track within the designated locomotive servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of workmen, after the blue signal has been removed from the controlling locomotive to be repositioned and the workmen have been warned of the movement.

Rule 26(E): Rolling equipment protected by blue signals on car shop repair tracks which are under exclusive control of car department forces may be repositioned with a car mover, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the workmen have been warned of the movement.

DEFINITIONS:

Workmen: Railroad employees assigned to inspect, test, repair or service railroad rolling equipment or their components, including brake systems. Train and yard crews are excluded except when assigned to perform such work on

railroad rolling equipment that is not part of the train or yard movement they are handling or will handle.

Note — "Servicing" does not include supplying cabooses, locomotives or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery or flagging equipment. "Testing" does not include visual observations made by an employee positioned inside or alongside a caboose, locomotive or passenger car.

Group of Workmen: Two or more workmen of same or different crafts assigned to work together as a unit under a common authority and who are in communication with each other while the work is being done.

Rolling Equipment: Locomotives, railroad cars and one or more locomotives coupled to one or more cars.

Blue Signal: A clearly distinguishable blue flag or blue light by day and a blue light at night. The blue light may be displayed either steady or flashing. When attached to the operating controls of a locomotive, it need not be lighted if the inside of the cab area of the locomotive is sufficiently lighted so as to make the blue signal clearly distinguishable.

Effective Locking Device: When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying lock.

Car Shop Repair Track Area: One or more tracks within an area in which the testing, servicing, repair, inspection or rebuilding of railroad rolling equipment is under the exclusive control of Mechanical Department personnel.

Locomotive Servicing Track Area: One or more tracks within an area in which the testing, servicing, repair, inspection or rebuilding of locomotives is under the exclusive control of Mechanical Department personnel.

Switch Providing Direct Access: A switch, which if traversed by rolling equipment, could permit that rolling equipment to couple to the equipment being protected.

Rule 34 [Rules 34 and 34(a)] Superseded: All the 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 S-88. Amended: Meeting Points Extra Trains — Unless otherwise provided by Train Order Form S-C, at meeting points prescribed by Form S-A Train Order between Extra Trains, the train order must specify which train will hold the Main Track.

Rule 93, 93(a) Amended: Yard Limit Rule — Within yard limits, the Main Track may be used, clearing first class trains at the time shown at the next station in the direction of their approach, but not less than 5 minutes.

If not clear by the time required, train or engine must be protected at that time, as prescribed by Rule 99.

Within yard limits, the Main Track may be used without protecting against second and inferior class trains, extra trains and engines.

Within yard limits, second and inferior class trains, extra trains and engines must move prepared to stop within one-half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 miles per hour unless the Main Track is known to clear by block signal indication, per Rule 281, then trains and engines may proceed at restricted speed.

Rule D-93. Amended: Within yard limits, movements against the current of traffic must not be made unless authorized by train order, train dispatcher, yardmaster, or designated supervisor.

Within yard limits, when moving against the current of traffic, all trains and engines must move prepared to stop within one-half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 MPH.

Note to Rule 93. — The provisions of this rule do not relieve a train from clearing an opposing superior train as required by Rule S-89.

Rule 99. Amended: Flagging Rule — When a train is moving on the Main Track at a speed less than one-half the maximum speed (including Speed Restricting Orders) for trains in that territory, flag protection against following trains on the same track must be provided by a crew member dropping off lighted fusees at intervals that do not exceed the burning time of the fusees.

When a train is moving on Main Track at or more than one-half the maximum speed for trains in that territory under circumstances in which it may be overtaken, crew members responsible for providing protection must take into consideration, grade, track curvature, weather conditions, sight distance and relative speed of his train to following trains and will be governed accordingly in the use of fusees.

When a train stops on Main Track, flag protection against following trains on the same track must be provided as follows: A member of the crew must go back immediately with flagman's signals at least the distance prescribed by timetable or other instructions for the territory, place two torpedoes on the rail not less than 150 feet apart and display a lighted fusee. He may then return one-half of the distance to rear of his train where he must remain until he has stopped a following train, is recalled or relieved. When recalled, he must leave a lighted fusee and while returning to train, must place lighted fusees at intervals not to exceed the burning time of the fusees. When train departs, a crew member must leave a lighted fusee and must continue dropping off lighted fusees at intervals not exceeding the burning time of fusees until train speed is not less than one-half maximum speed for trains in that territory.

When required by the rules, a forward crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for the territory placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee and remaining at that location until relieved or recalled.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

A crew member providing flag protection must not permit other duties to interfere with the protection of his train.

When a train requires protection, the engineer must immediately sound Signal 14(c). Inability to hear this signal does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

(a) In ABS territory, when rear of train is protected by at least two block signals; except will not apply:
  (1) To single unit light engine;
  (2) To Work Extras;
  (3) To any unit of equipment which will not actuate the block; or
  (4) Against opposing trains when required, and against following trains when making backup movement.
(b) When rear of train is protected by an absolute block, (absolute block being a block in which no train is permitted to enter while it is occupied by another train.)
(c) When rear of train is within interlocking limits.
(d) When a train order or special instruction provides that flag protection is not required.

Note — Flagging distances for each subdivision shown on schedule page. Where Maximum Speed as shown on Timetable schedule page or General Order is less than 30 MPH, flagging distance per Rule 99 Amended, when required, is three-fourths mile.

Rules 99(d), 99(j), 99(k) and Note to Rules 99(j) and 99(k): Cancelled.

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 fusees will be placed on roadway on each side of track to give warning to approaching traffic.

Rule 104(15). Amended: At Main Track switches in ABS territory, train and yardmen will operate switch and wait 5 minutes at switch for train or engine movement to Main Track; except:

(a) When switch is equipped with an electric lock.
(b) Where block signals governing movement to Main Track indicate proceed, or block indicator indicates block clear.
(c) Where signals on Main Track indicate proceed.
(d) At meeting points where switch is operated before the train met has passed its next signal.
(e) When entering the Main Track between signals to hostle engine or switch train standing between such signals.
(f) When entering Main Track under Rule 402.

The 5-minute wait does not relieve employees from protecting the movement, when required.

Rule 104(d): Instructions for the Operation of Electrically-Locked Hand-Operated Switches —

(1) To occupy Main Track, obtain authority from Control Operator before operating switch.
(2) If movement is to be made from the Main Track, occupy track in advance of switch within 150 feet to obtain quick release of lock.
(3) To operate switch, remove padlock from Latch Pedal, step on Foot Pedal, and raise switch throw lever. If Foot Pedal cannot be fully depressed within 15 seconds, allow time relay to run for 5 minutes. At expiration of time, depress Foot Pedal and throw switch. (Leave Latch Pedal "Depress to apply padlock" in unlocked position.)
(4) When movement is completed, restore switch to normal, depress Latch and Padlock Switch.

Rule 105. Amendment to: Trains and engines using a siding, or any track other than Main Track, must proceed at Restricted Speed not exceeding 10 MPH, 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.

All members of the crew of the train standing in siding will inspect both sides of the train moving past them on the Main Track.

When trains stop at or in sidings or other intermediate locations, walking inspections of train must be made when time will permit.

Rule 206(b). Amendment to: A train order may be transmitted to conductor or engineer, or member of crew, in which case such employee copying order will be governed by rules applicable to operators governing repetition and completion of train orders.

If a restricting order is sent in this manner, signature of engineer of train restricted must be received by train dispatcher before "Complete" is given to order for the other train.

Rule 209. Supplement to: Form X speed restricting train orders, Examples (1) and (2) are authorized to be duplicated mechanically on copying machines at offices where these machines are in use and in good condition.

Rule 220. Supplement to: The Conductor and Engineer of trains being tied up short of terminal, and leaving train before relief crew arrives, will secure all train orders and clearances held by their crew which have not been fulfilled. The Conductor will leave the train orders and clearances, the train consist and the delay report with the waybills. The Engineer will leave the train orders and clearances for the head end with the Locomotive Inspection Reports (Forms 1058). The relieving Conductor or Yard Foreman will deliver the waybills, consist and delay report to the proper personnel at the final terminal, and will register the train's arrival on the proper form.

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

Rule 285. Supplement to: When emergency light illuminated, proceed, immediately reducing to 40 MPH or slower if necessary, prepared to stop before reaching next signal.

Rule 340. Supplement 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. Supplement to: At Automatic Interlockings, when Absolute Signal displays Stop indication, be governed by instructions in the "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 must not move into or through interlocking limits until Signal Department signalman has actuated interlocking signals so signals display Stop on conflicting routes, and employee in charge of equipment is so notified; or flag protection per Rule 99 has been provided on conflicting routes if no Signalman is available. When Maintenance-of-Way work equipment is working within interlocking limits, flag protection must be provided at all times or protection provided on each route by train order in the form prescribed by each railroad affected. Foreman in charge will not permit track work to be done within interlocking limits unless foreman of railroads affected is present, and information regarding train and engine movements and their approach is provided. When Maintenance of Way equipment is only to move across conflicting route through interlocking limits, equipment must stop clear of crossing. After stopping it must be ascertained that there is no train or engine closely approaching crossing on conflicting routes. Equipment may then proceed over crossing when no movement is closely approaching crossing on conflicting routes; should equipment be delayed on crossing, flag protection must be provided on conflicting route in both directions until equipment is clear of crossing.

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:

(a) When signal displays Stop, only as prescribed by Rule 350.

(b) 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.

(c) 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.

(d) 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 350. Modified: Communication with train dispatcher is not required:

(a) When excepted in Rules 345 and 402.

(b) In making switch movements within yard limits under provisions of Rule 93 outside CTC territory. Exception to Rule 351 will apply.

Rule 351. Modified: On single track within yard limits, when the movement of a train or engine is reversed and making reverse movement, train or engine, after stopping, may proceed at Low Speed under one of the following conditions:

(a) When a train moving in the same direction is seen in the block to be occupied and intervening track is seen to be clear.

(b) When no movement is seen or heard approaching, train or engine must move 100 feet past signal and wait five (5) minutes before proceeding.

Rule 401. Supplement 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 employee 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). Supplement to: Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees 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: Employees in Train, Engine, Yard, Mechanical and Maintenance of Way service will not wear highheel cowboy, western or similar type boots while on duty. Lace-up shoes or boots with tops at least six (6) 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 34(x). Amended: Employees must not: Use finger in hole at bottom of coupler to adjust lock pin or place finger in knuckle pin holes while handling knuckles.

Rule 120(a). Amended: Employees must not get on or off moving flat cars or tank cars, except in an emergency.

Safety Rule 142: Employees, seated in cabooses, must use seat belts and restraining harnesses when cabooses are so equipped.

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

Radio Channel Designations. — Channel No. 1, MKT frequency, and Channel No. 2, MKT Yard frequency, are in use on all Subdivisions. Foreign line motive power and/or cabooses must be maintained on the following channels unless equipped with MKT radios:

Kansas City Subdivision
UP - Channel No. 1
BN - Channel No. 1
MILW - Channel No. 1
CNW - Channel No. 1

Sedalia Subdivision
BN - Channel No. 2

Cherokee Subdivision
BN - Channel No. 1

Coffeyville Subdivision
MOP - Channel No. 1

Joplin Subdivision
BN - Channel No. 2

Choctaw Subdivision
BN - Channel No. 1
MOP - Channel No. 1

Ft. Worth Subdivision
BN - Channel No. 1
MOP - Channel No. 1

Texas Subdivision
BN - Channel No. 1
MOP - Channel No. 1

Houston Subdivision
BN - Channel No. 1

Hillsboro Subdivision
BN - Channel No. 1

Identification of Trains at Meeting or Passing Points. — Proper identification under Uniform Code of Operating Rules 24, 83(a) or S-89(a) may be accomplished by direct radio communication between crews involved. Train must approach such location at Restricted Speed until proper identification is received and acknowledged.

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 and examples:

> "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, at speed not exceeding 10 MPH unless otherwise prescribed by foreman in charge. Foreman in charge may prescribe speed and train or engine will proceed through limits of Stop Order at speed prescribed by foreman.

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

## RULES AND INSTRUCTIONS

Employees Must Provide Themselves With Current Copies Of:

1. Uniform Code of Operating Rules.
2. Uniform Code of Safety Rules.
3. Uniform Code of Rules and Instructions Governing Display of Blue Signal by Workmen When On, Under or Between Rolling Equipment.
4. Rules and Instructions Governing the Operation of a Railroad Radio Communications System.
5. Instructions on Train Handling with Diesel Electric Locomotives for Operating and Mechanical Department Employees ("Red Book").
6. Rules for the Maintenance of Way and Structures for Maintenance of Way employees.
7. Circular No. DP-2, reissued January 1, 1975, by Manager of Personnel, H. M. Hacker.

ENGINE WHISTLE OR HORN SIGNALS, INTERLOCKING

| | | | |
|---|---|---|---|
| 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 | — |

## IMPAIRED CLEARANCES

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

| Subdivision | Mile Post | Nature of Structure |
|---|---|---|
| Choctaw | 503.6 | Viaduct |
| Choctaw | 623.8 | Overpass |
| Choctaw | 644.6 | Overpass |
| Dallas | D-766.6 | Bridge |
| Hillsboro | D-767.5 | Viaduct |
| Houston | 1084.1 | Overpass |
| Kansas City | A-6.5 | Overpass |
| St. Louis | 93.4 | Bridge |
| St. Louis | 178.9 | Tunnel |
| San Antonio.. | M- 992.2 | Overpass |
| San Antonio.. | M-1031.6 | Overpass |
| San Antonio.. | M-1033.5 | Overpass |
| San Antonio.. | M-1033.7 | Overpass |
| San Antonio.. | M-1034.0 | Overpass |
| San Antonio.. | M-1034.1 | Overpass |
| San Antonio.. | M-1034.2 | Overpass |
| San Antonio.. | M-1034.4 | Overpass |
| San Antonio.. | M-1034.5 | Overpass |
| San Antonio.. | M-1034.6 | Overpass |

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 |
|---|---|---|
| Fort Worth | MOP-203.3 | Bridge |
| Fort Worth | 784.3 | Bridge |
| Houston | 1084.1 | Overpass |
| St. Louis | 93.4 | Bridge |
| St. Louis | 178.9 | Tunnel |
| San Antonio | M-992.2 | Overpass |
| San Antonio | M-1033.5 | Overpass |
| Western | FWD-114.73 | Bridge |

## MOVEMENT OF TRAINS

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

ITEM 2. Governing Timetable and Rules: Crews of foreign line trains operating over MKT tracks are subject to Uniform Code of Operating Rules, Timetable and Special Instructions of the MKT and must provide themselves with copies thereof, be conversant therewith and governed thereby. Unless otherwise provided, MKT 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 line being used.

Time shown in small figures on Schedule Page is for information only and confers no authority.

ITEM 3. Restricted Speed Requirements: Engines running light, with or without a caboose, must not exceed 40 MPH except: Nos. 1 to 44 inclusive (Tonnage Class 34) must not be operated or towed in train in excess of 30 MPH.

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

AMTRAK passenger trains with 500 through 649 series locomotives must reduce speed to 40 MPH around all curves.

Loaded unit coal trains must not exceed 35 MPH.

Trains handling 30 or more loads of grain, rock and/or ballast must not exceed 35 MPH.

Trains handling Derricks 1040 and 1041, Pile Driver 1031 and Scale Test Car 77 must not exceed 25 MPH.

Trains handling Derrick 1042 must not exceed 10 MPH.

All Engine Servicing Tracks—Movements must not exceed 5 MPH.

Trains handling placarded tank cars of 112-A and 114-A types loaded with anhydrous ammonia, chlorine, or any compressed flammable gas will observe the following instructions:

Where maximum authorized speed is 50 MPH, do not exceed 40 MPH.

Where maximum authorized speed is 40 MPH, do not exceed 30 MPH.

Trains having six-axle locomotive unit(s) in their engine consist are restricted to 5 MPH less than the speed shown for freight trains on curves having permanent speed restriction signs until the locomotive units are around the curve(s).

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 then may be increased.

Trains and engines must not exceed 10 MPH through turnouts, unless otherwise provided.

In CTC territory where maximum speed permitted is in excess of 20 MPH, 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)
Bay Plastic Spur (MP 772.7)
Granger, South Switch Old East Siding (MP 908.8)

To avoid harmonic oscillation and rocking of freight cars, train speeds 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 calls 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.

Length of sidings is 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.

ITEM 4. Restrictions in Operation of Locomotives and Cars: Derricks 1040, 1041 and 1042 and Pile Driver 1031 must be located in train not less than four cars nor more than ten cars from engine and if handled with another one of these machines, must be separated by six cars. Scale Test Car 77 must be handled next ahead of caboose.

Crane Cars MKT 100109 and MKT 100110 must be located not more than five cars ahead of caboose.

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

All flatcars of any description, loaded or empty, having eight (8) or more axles will be moved only with message instructions received from the office of the General Superintendent of Transportation, Denison, Texas. Flatcars MKT 14002 and MKT 14003 are excepted from these instructions.

Bulkhead flat cars that are equipped with center beam (or partition) extending entire length of car requires the loading or unloading to be performed on both sides. This type of car must not be moved when one side only has been loaded or unloaded.

Empty flat cars, which are longer than 60 feet, must be handled in the rear-quarter of the train, and must not be placed ahead of heavy loads (loads exceeding 80 tons).

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

Many engines now have a protective device on them known as "Crankcase Pressure Detector." This device is located near the "Lay Shaft" on EMD motors and is identified by the words "Crankcase Pressure" embossed on the device. The following WARNING is quoted from the manufacturer's instructions and must be literally observed. Serious personal injury can occur if this warning is not complied with:

> WARNING: Following an engine shutdown because the crankcase pressure detector has been actuated, DO NOT open any handhole or top deck covers to make an inspection until the engine has been stopped and allowed to cool off for at least two hours. DO NOT attempt to restart the engine until the cause of the trip has been determined and corrected. The action of the pressure detector indicates the possibility of a condition within the engine, such as an overheated bearing, that may ignite the hot oil vapors with an explosive force if air is allowed to enter. DO NOT operate the engine until the pressure detector has been replaced, since the diaphragm backup plates may be damaged.

Supplement to Item 102, Paragraph (z), Page 72, of "RED BOOK" Instructions: When coupling into cars in a TOFC Ramp Track, or when spotting cars to a TOFC Ramp, the movement must first be stopped between 5 and 20 feet from the standing cars or TOFC Ramp.

ITEM 5. Automatic Block Signals: Shown on schedule pages.

ITEM 6. Movements by Signal Indication(Rules 400-404): Shown on schedule page.

ITEM 7. Train Inspections: In addition to inspections per Rules 110 and 111 of Uniform Code of Operating Rules, trainmen or other competent employees will make train inspections of both sides of trains where required.

When train inspection is made by crew of their train, Head Brakemen will drop off and have one-half of train pulled by and then train will stop. Rear Brakeman will walk the rear one-half of train and cross over. Train will then pull by to be inspected on opposite side and Rear Brakeman will board caboose.

When a train is stopped with emergency application of the brakes, whether from locomotive or train, following instructions must be observed:

1. If train is separated, entire train must be inspected, also observing track structure to determine if the emergency application caused track damage.

2. If train is not separated, train may be moved when proper brake pipe pressure is obtained and brakes fully released, not exceeding 10 MPH for the first train length. Crew members will closely observe train and members of crew on rear of train must observe track structure to ascertain any track damage that may have resulted from the emergency brake application.

3. Each emergency stop must be reported to the train dispatcher by the first available means of communication.

ITEM 8. 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. Three 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 and this must be reported to the Train Dispatcher by the first available means of communication.

When the display board does not display a three-digit indication, when the indication of the 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 not exceed 25 MPH 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 the car must be inspected. Only those journals on the side indicated need be inspected.

When there is an indication that more than one car 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 pinlifter, 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 or 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 when it can be avoided.

If a car equipped with roller bearing wheels actuates two hot box detectors and the crew is unable to find an overheated journal or other defect, the car must be set out so it can be inspected by qualified Mechanical Department personnel.

Connecting crews, if any, must be notified by incoming crew of failure to locate overheated journal if an indication was received on a hot box detector and the car was not set out.

Whenever a train passes a detector and does not receive a distress indication, but develops an overheated journal within 20 miles of the detector, the Conductor must report the details to the Superintendent.

## ITEM 9. Standard Clocks and General Order Books

NORTHERN DIVISION

Baden..... Telegraph Office
*Enginehouse
Bartlesville.. Yardmen's Room
Coffeyville...#Telegraph Office
*Enginehouse
Clinton..... Freight Office
Fort Scott.... Telegraph Office
Franklin..... Telegraph Office
Galena..... Telegraph Office
Glen Park..... Yard Office
*Locker Room
*Ambassador Hotel
Harter..... Yard Office
*Enginemen's Room
McAlester..... Freight Office
Muskogee..... Yard Office
Parsons..... Yard Office
Enginemen's Room
*Yardmen's Room
Pryor..... Freight Office
Sedalia..... Freight Office
Shawnee..... Freight Office
TYO..... Yard Office

SOUTHERN DIVISION

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

* General Order Book Only
\# Standard Clock Only

## ITEM 10. Yard Limits

NORTHERN DIVISION

Bartlesville....A-191.9 - A-200.0
Chanute.....B-25.0 - B- 27.8
Chase.....Z-323.1 - Z-324.8
Chetopa.....407.0 - 412.0
Clinton.....265.0 - 266.8
Coffeyville.....A-166.0 - A-171.3
Columbus.....S-419.1 - S-420.0
Dewey.....A-191.9 - A-200.0
Durant.....638.0 - 644.0
Fort Scott.....336.5 - 339.1
Franklin.....187.0 - 195.2
Galena.....S-431.1 - S-440.7
Harter.....Y-481.0 - Y-496.4
Joplin.....S-431.1 - S-440.7
McAlester.....Y-365.0 - Y-379.0
560.2 - 575.0
Military.....S-428.3 - S-430.4
Muskogee.....500.7 - 505.6
Nevada.....314.6 - 317.4
Paola-Ringer.....A-42.9 - A-47.0
Parsons.....381.0 - 389.4
A-133.4 - A-138.6
B- 3.5
Pryor.....463.0 - 471.0
Ray.....655.36 - 669.0
P-663.3
D-666.2
Sedalia.....224.0 - 230.2
Shawnee.....Y-445.6 - Y-450.8
Tulsa.....Z-270.8 - Z-290.0
Vinita.....436.0 - 441.0
Wagoner.....485.0 - 490.0

SOUTHERN DIVISION

Altus.....74.2-B - 78.4-B
Bellmead.....840.85 - 852.0
Burkburnett.....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
LCRA.....994.6 - 997.6
New Braunfels..M-1001.5 - M-1007.0
Ney.....MOP237.5 - 764.9
Ray.....655.36 - 669.0
P-663.3
D-666.2
San Marcos.....M-984.9 - M-988.0
M- 49.5
Sherman.....P-670.0 - P-671.8
Sloan.....M-1023.8 - M-1038.5
Smithville.....967.6 - 971.3
M-2.0
Taylor.....916.08 - 919.92
Temple.....877.9 - 884.0
Waxahachie.....D-791.1 - D-802.7
Whitesboro.....632.2 - MOP174.13
Wichita Falls.....0.9-B - 7.1-B

ITEM 11. Hazardous Materials

A. When leaks, spills, derailments or fires occur in connection with the transportation of Hazardous Materials, the immediate aim of those in charge is to prevent injury or loss of life and to minimize property damage and exposure. To do this intelligently, it is necessary to know what materials are involved, and to have some knowledge of their properties.

To enable field personnel to know how to approach one of the above situations confidently, all Road Cabooses, Yard Offices, Freight Offices, Mechanical Offices, and Officers have been furnished a copy of the Bureau of Explosives handbook, Emergency Handling of Hazardous Materials in Surface Transportation.

B. HYDROCYANIC ACID cars have a red stripe around each end of the car and lengthwise around the car. Both sides and ends have a large red and white stenciled area showing the contents as "Class A Poison," and an emergency telephone number.

HYDROCYANIC ACID is a highly lethal poison as shown below:

(1) Description of material and potential dangers:
   a. 2700 parts per million mixed with the atmosphere is fatal to humans in 30 seconds of breathing.
   b. Lethal amounts may be absorbed through the skin, as well as by inhalation.
   c. Human contact with the vapor is detected by a bitter almond taste and odor, followed by a painful tingling of the lips and nostrils.
   d. No known antidote for a lethal dose.
   e. Conventional canister gas masks are not effective. Only a self-contained breathing apparatus is safe.
   f. The material is flammable and will burn furiously, but is not explosive.
   g. Material is under pressure in cars and turns from liquid to vapor at 80 degrees Fahrenheit.

(2) Empty tank cars must be handled as carefully as loaded movements.

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

(4) 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.

(5) 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 DEPARTMENT TO ATTEMPT TO DO SO.

(6) 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.

C. Union Carbide tank cars in the series UCOX 150 thru 184 require special handling. These 100-ton, 30,000-gallon tank cars contain LIQUID ETHYLENE and are placarded "FLAMMABLE." When two or more of these cars are moving together the 'A' ends of the cars must not be coupled together.

ITEM 12. Instructions for Crew in Event of Derailment

Check other crew members for injuries--Give FIRST AID/CALL FOR HELP if needed.

Get WAYBILLS, WHEEL REPORT (or other documents with Hazardous Material information).

Find the WAYBILLS marked in UPPER LEFT CORNER as:

EXPLOSIVE
DANGEROUS
POISON GAS
RADIOACTIVE MATERIAL

(The conductor should have already reviewed the waybills.) When found, KEEP waybills until full details have been reported to the dispatcher, AND FIND LOCATION OF CARS IN TRAIN BY USING WHEEL REPORT.

Head-End Crew: Survey derailment for FIRST CAR derailed.
Rear-End Crew: Survey derailment for LAST CAR derailed.

IF HAZARDOUS MATERIALS ARE INVOLVED,
DO NOT GO NEAR DERAILED CARS

Survey the AREA for ROADS, BUILDINGS or other PUBLIC structures.

Look for FIRES and/or LEAKING MATERIAL.

Call DISPATCHER and give your location. If Bell phone is used, call (214)465-8933.

STAY IN CONTACT WITH DISPATCHER
WHILE HE IS GETTING INSTRUCTIONS FOR YOU TO FOLLOW

Give Dispatcher the information he requests, which will include the following from the WAYBILLS of cars containing Hazardous Materials:

1. Car Initial and Number
2. Consignee Name
3. Consignee Location
4. Shipper Name
5. Shipper Location
6. Commodity code number (49_____)
7. Wording that Appears in Bottom Left Corner of Waybill (Description, Material Class, Placard)
   NOTE: Spell The Names Of Chemicals.

STAY IN CONTACT WITH DISPATCHER
WHILE HE IS GETTING FURTHER INSTRUCTIONS

Get READY for the following IF's:

IF Local Authorities Appear:
Give them NAME of HAZARDOUS MATERIAL and 49 CODE NUMBER and Advise them to STAY AWAY and KEEP PUBLIC AWAY.

IF Local Authorities Insist on Taking Action Before You Receive Further Instructions:
Tell them to CALL CHEMTREC (800)424-9300.

IF Dispatcher Relays Advice:
Give it to LOCAL AUTHORITIES.

IF Railroad Personnel Appear:
Warn them of DANGER; and
Get them to HELP CONTROL SPECTATORS.

IF A Supervisor Arrives:
Explain Situation, What Has Been Done, Who Has Been Notified, and Advice Received From Dispatcher; and Follow Supervisor's Orders.

ITEM 13. Hazardous Material 49 Code Definitions

These 49 Codes are shown on waybills under Commodity Code:

01 CLASS A EXPLOSIVE

A solid explosive which is easily detonated or otherwise of maximum hazard. Example: Black Powder

02 CLASS B EXPLOSIVE

Explosives which are generally ignited by means other than detonation. Example: Flash Powder

03 CLASS C EXPLOSIVE

Manufactured articles which contain Class A and/or Class B explosives in restricted quantities. Example: Ammunition

04 NONFLAMMABLE COMPRESSED GAS

A nonexplosive or nonflammable gas in containers or tank cars under pressure exceeding 40 psi.

05 FLAMMABLE COMPRESSED GAS

An explosive or flammable gas in containers or tank cars under pressure exceeding 40 psi.

06-07-08-09-10 FLAMMABLE LIQUIDS

Any liquid that has a flash point at or below 100 degrees F.

12-13-15 COMBUSTIBLE LIQUIDS

Any liquid that has a flash point at or above 100 degrees F. and below 200 degrees F.

16-17 FLAMMABLE SOLIDS

A solid material, other than one classified as an explosive which is liable to cause fires through friction, absorption of moisture, chemical changes, retained heat or which can be easily ignited.

18-19 OXIDIZING MATERIALS

A substance that yields oxygen readily to stimulate combustion of organic matter.

20 POISON CLASS A

A gas or liquid of such nature that a very small amount of the gas or vapor thereof, mixed with air, is dangerous to life.

21-23 POISON CLASS B

Poisons other than Class A which must be presumed to be toxic to man.

25 IRRITATING MATERIALS AND ETIOLOGIC AGENTS

A material, liquid or solid, which when exposed to fire or air gives off dangerous or intensely irritating fumes.

26-27-28-29 RADIOACTIVE MATERIALS

Any material containing plutonium or uranium.

30-31-32-33-34-35-36 CORROSIVE MATERIALS

A liquid or solid that will cause immediate destruction in human skin tissue or severe corrosion on other materials.

40 OTHER RESTRICTED ARTICLES

Any material that does not meet the definition of hazardous material other than a combustible liquid in packaging having a capacity of 110 gallons or less. These commodities have various destructive, corrosive properties or are hazardous to one's health.

50 MIXED LOADS

These commodities will be treated as Class A Explosives.

59 MIXED LOADS OF HAZARDOUS MATERIALS ONLY; MIXED LOADS OF HAZARDOUS AND NON-HAZARDOUS MATERIALS

These commodities will be treated as Class A Explosives.

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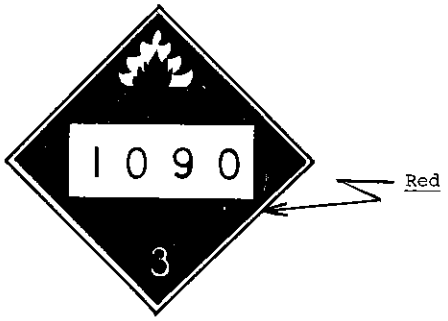
HAZARDOUS MATERIALS PLACARDS ON TANK CARS MAY HAVE UNITED NATIONS (UN) IDENTIFICATION NUMBERS INSTEAD OF THE HAZARD CLASS NAME. THESE PLACARDS HAVE THE SAME MEANING AND TRAIN PLACEMENT RESTRICTIONS AS PLACARDS WITH HAZARD CLASS NAME. IF MORE THAN ONE OF THESE PLACARDS ARE MISSING FROM A TANK CAR, TRAINMEN MUST BE ALERT TO NOTIFY PROPER OFFICER AS SOON AS PRACTICABLE.

Example:




(FLAMMABLE)

## ITEM 14. Identification of Hazardous Materials by Placards and Emergency Procedures


EXPLOSIVES "A" **(EXP)** are capable of exploding or detonating in mass when involved in fire or subjected to strong impacts or shocks. When involved in fires, all persons should be evacuated for a distance of **one mile.** When not on fire, they should be protected from being struck, crushed, exposed to fire, or contact with corrosive materials. Examples of Class A Explosives: High Explosives; Explosive Bombs; Initiating Explosives; Black Powder.


EXPLOSIVES "B" **(VRP)** are capable of burning rapidly, and causing sudden, violent rupture of cars or containers when involved in fires. When they are involved in fire, all persons should be evacuated for a distance of **½ mile.** When not on fire, they should be protected from being struck, crushed, exposed to fire or contact with corrosive materials. Examples of Class B Explosives: Railway Torpedoes; Special Fireworks.


FLAMMABLE LIQUIDS **(VRP,** if polymerizeable material, see below) are materials which when spilled give off flammable vapors that will ignite on contact with an open flame, spark or hot metal surface. Their vapors are usually heavier than air and will flow into low areas, ditches or ravines. Vapors, when ignited, burn rapidly spreading flame back to the source of the spill. Contact with corrosive materials can cause ignition and should be prevented. Personnel should evacuate areas of vapor concentration and avoid contact with the material. Action should be taken to keep ignition sources out of the area of vapor concentrations; smoking, engines, and other ignition sources must be prohibited in the area of spills. Examples of Flammable Liquids: Gasoline; Acetone; Toluene; Methyl Ethyl Ketone.

Polymerizeable materials **(VRP),** indicated by "inhibited" or "uninhibited" in the commodity name, are subject to violent rupture when exposed to fire conditions. When such materials are involved in fires, persons should be evacuated for a distance of **½ mile** from the scene. Examples of polymerizeable Flammable Liquids: Methyl Methacrylate Monomer, Inhibited **or** Uninhibited; Vinyl Fluoride, Inhibited; Ethylene Imine, Inhibited.


FLAMMABLE SOLIDS are materials that can cause fires by self-ignition or spontaneous combustion if exposed to proper conditions, such as becoming wet, being exposed to air, being crushed, or coming in contact with corrosive materials or outside heat sources. They are easily ignited and burn readily. They should be isolated from other hazardous materials. (NOTE—The "Flammable" placard may be used in place of the "Flammable Solid" placard.) Examples of Flammable Solids: Railway Fusees; Phosphorus, White or Yellow, Dry **or** In Water.


FLAMMABLE SOLID W are materials which are strongly reactive with water. If these materials themselves are involved in a fire, **the use of water must be avoided.** Individual packages of these materials will bear the "Dangerous When Wet" label. Examples of Flammable Solids (Dangerous When Wet): Calcium Carbide; Potassium Metal; Phosphorus Pentasulfide.


OXIDIZING MATERIALS are materials which readily yield oxygen to greatly stimulate the burning of fuels. If mixed with fuels and ignited, rapid combustion will result. If spilled, they should be kept from coming in contact with flammable or combustible materials. Examples of Oxidizing Materials: Ammonium Nitrates; Hydrogen Peroxide Solutions; Chromic Acid, Solid; Nitric Acid (over 40% concentration).


FLAMMABLE GASES **(VRP)** are usually ignited immediately when punctures or serious leaks occur. If not, the gas is easily ignited, and will result in rapid combustion of the entire cloud; ignitable atmospheres may extend well beyond any visible cloud. Fires from leaks in containers that cannot be shut off should be allowed to burn. Tanks containing flammable gases that are exposed to intense fire and flame impingement are likely to rupture violently, involving the immediate area in a large fire ball. When compressed gas tank cars are involved in fires or exposed to flame impingement, all persons should be evacuated for **½ mile** from the scene. When compressed gas cylinders are involved in fires, personnel should remain several hundred yards away. These materials may be toxic or irritating, and contact with liquefied gases will produce serious frost bite. Examples of Flammable Gases: Liquefied Petroleum Gas, Propane; Butadiene, Inhibited; Vinyl Chloride (See also "Cryogenics" below).


NONFLAMMABLE GASES **(VRP)** can cause suffocation of persons entering the gas cloud when leaks occur. Tanks containing nonflammable gases can rupture when exposed to intense fire conditions, and persons should be evacuated for **½ mile** from the scene. These materials may be toxic or irritating, and contact with liquefied gases will produce serious frost bite. Examples of Nonflammable Gases: Anhydrous Ammonia; Refrigerant Gases; Sulfur Dioxide, Carbon Dioxide, Liquefied (See also "Cryogenics" below).


EXPLOSIVES "C" are fire hazards. Placards are applied only to cars, trailers or freight containers carrying packages bearing the "EXPLOSIVES C" label. If material is involved in a fire, extinguish from a safe distance. When not on fire, the material should be protected from sparks and other sources of ignition. Examples of Class C Explosives: Common Fireworks; Small Arms Ammunition. (NOTE-This placard is also applied to cars, trailers or freight containers carrying Flammable Liquids or Solids, see page 5.)


CHLORINE **(TOX)** is a nonflammable gas with highly toxic properties; material itself will not burn; however, it will support combustion. Leakage of the material should be treated the same as "POISONS "A".


POISONS "A" **(TOX)** are extremely toxic materials, and very small quantities can cause rapid illness or death. These materials, when spilled or vented, must be avoided by all persons, except protected specialists. Evacuate personnel from the immediate area, and if a gas is leaking evacuate all persons downwind as far as necessary to avoid contact with the material. If spilled material enters streams, community authorities and persons down-stream must be notified immediately. Examples of Poisons A: Hydrocyanic Acid; Phosgene; Phosphine.


OXYGEN (PRESSURIZED LIQUID) **(VRP)** in contact with fuels, oils and other combustible materials can cause violent, rapid combustion or explosion. Sources of ignition, sparks, impacts, friction or sudden shocks should be prevented in areas exposed to liquid oxygen spills or leakages.

**Cryogenics** are extremely low temperature (about -150 degrees F. and below) gaseous materials transported in a liquid state. When leaks occur, a fog or mist is caused due to the freezing or the moisture in the air. If a container is breached, the material may warm, expand and rupture the container. If liquid leaks occur and contact is made with adjacent metal containers, they will become brittle, crack and release their contents. Persons and sources of ignition should be kept out of the gas cloud area. Cryogenics may or may not be placarded, depending on the pressure within the container or tank car. When placarded, leakage should be treated the same as a Flammable Gas or Nonflammable Gas, depending on the hazard class. Examples of Cryogenics: Nitrogen, Pressurized Liquid; Hydrogen, Liquefied; Ethylene, Liquefied.


POISONS "B" are moderately toxic materials, and can cause illness or death if persons remain in contact with them or inhale or ingest them in moderate quantities. These materials, when spilled or vented, must be avoided by all persons, except protected specialists. Evacuate personnel from the immediate area to avoid contact. If possible, confine spread or flow of material to the immediate area. If spilled material enters streams, community authorities and persons downstream must be notified immediately. Examples of Poisons B: Aniline Oil; Carbolic Acid; Motor Fuel Antiknock Compound; Organic Phosphate Compound Mixtures.


RADIOACTIVE MATERIALS are materials which emit various degrees of radiation that consists on energy such as gamma rays or x-rays. These emissions cannot be felt or detected without proper instruments. When these materials are involved in accidents severe enough that they may be spilled or leak from their containers, all personnel should evacuate the immediate area for several hundred yards until the area is surveyed by specialists. When the material, or its containers, are involved in fire, all persons should be evacuated from the smoke cloud areas and downwind a distance beyond the visible smoke cloud. Danger of exposure must be assumed until the area is surveyed by properly equipped specialists. There are three groups of radioactive materials, designated as "One", "Two" and "Three". Group "Three" materials are the most hazardous, and consequently are specifically packaged to prevent spills. Examples of Radioactive Materials: Radioactive Material, Fissile; Uranyl Nitrate, Solid.


ORGANIC PEROXIDES **(VRP)** are materials which contain an excess of oxygen.
In addition to the normal oxidizing material hazard, when heated or subjected to strong shocks Organic Peroxides can decompose rapidly with explosive force. If these materials are involved in fires, persons should be evacuated for a distance of **½ mile** from the scene. Examples of Organic Peroxides: Peracetic Acid Solution; Benzoyl Peroxide.


CORROSIVE MATERIALS (Acid and Caustics) are materials, either liquid or solid, which upon contact with other materials, such as flammables, oxidizers or explosives, etc., may produce violent reactions or fires. Spills of these materials may liberate large volumes of fumes that may be toxic, and can cause eye, skin and respiratory injury. Personnel should evacuate areas of fumes and avoid contact with the materials. Most of these materials will generate heat when contacted by water, and may erupt violently endangering nearby persons. Spills should be confined, if possible, to prevent mixing with other materials or the contamination of streams and property. Persons coming in contact with corrosive materials should wash with water for at least 15 minutes, remove contaminated clothing and obtain medical attention. Examples of Corrosive Materials: Sulfuric Acid; Nitric Acid (Concentrations of 40% or less); Caustic Soda, Liquid **or** Dry; Hydrochloric Acid; Acetic Acid.


IRRITATING MATERIALS are less dangerous materials which upon exposure to air or heat give off dangerous and intensely irritating fumes which cause temporary irritation and discomfort to persons coming in contact with them. Irritating materials should be kept away from fires and avoided by personnel. Examples of Irritating Materials: Tear Gas Grenades **or** Candles.

DANGEROUS placards may also be applied to motor vehicles or rail cars containing two or more classes of hazardous materials; except Class A and Class B Explosives, Poisons A, Flammable Solid W, and Radioactive Material which require separate placards for each hazard class. A rail car utilized in TOFC or COFC service containing less than 1,000 pounds (aggregate gross weight) of hazardous materials, other than those mentioned above, need not be placarded.


COMBUSTIBLE LIQUIDS are materials which are less dangerous than flammable liquids due to their higher flash points; however, leaks, spills and fires should be treated in the same manner as flammable liquids. Examples of Combustible Liquids: Fuel Oil; certain Naphathas and Petroleum Distillates.

## Item 15. Switching Placarded Cars

Where use of hand brakes is necessary, a loaded placarded tank car or draft containing a loaded placarded tank car must not be cut off until preceding cars are clear of the lead.

A draft containing a placarded loaded tank car must be clear of lead before releasing any cars to follow.

Where use of hand brakes is necessary, before a "loaded" placarded car or a draft containing a loaded placarded tank car is released, it must be determined by trial that the hand brake on the placarded car or the car in the draft being ridden is in proper working condition.

These restrictions do not apply to cars placarded COMBUSTIBLE.

The following precautions must be followed when switching cars placarded EXPLOSIVES A, FLAMMABLE GAS, NONFLAMMABLE GAS, POISON GAS, DANGEROUS, OR EMPTY POISON GAS:

A. Must not be cut off in motion (kicked or dropped).

B. Must not have car(s) moving under its own momentum couple into it.

C. Must not be coupled into with more force than is necessary to complete the coupling.

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CAR OR FLAT CARS WITH TRAILERS PLACARDED "EXPLOSIVES A"


Must be separated from engine by at least one non-placarded car.
Must not be cut off while in motion.
Must not be struck by any car moving under its own momentum.
Must not be coupled to with any more force than necessary to make coupling.
Must have doors closed before moving.
Must not be placed or left where there is any possible danger of fire, under bridges, under overhead highway crossings or along passenger stations.

---

FLAT CARS CARRYING PLACARDED TRAILERS OR CONTAINERS
PLACARDED FLAT CARS CARRYING TRAILERS OR CONTAINERS
CARS PLACARDED POISON GAS
DOT 112A AND 114A TANK CARS WITHOUT HEAD SHIELDS
PLACARDED FLAMMABLE GAS


Must not be cut off while in motion.
Must not be struck by any car moving under its own momentum.
Must not be coupled into with any more force than necessary to make coupling.


DOT 112A 114A
Tank Cars
Without
Head Shields

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PLACARDED EMPTY TANK CARS

These cars last contained a commodity whose residue could be harmful. There are no switching restrictions.

ITEM 16. Position in Freight Train of Placarded Cars

| HOW TO USE THIS CHART<br>To determine the type of placard applied to car, follow vertical line down and note which lines apply by "X" shown in box. | | EXPLOSIVES - A | POISON GAS | LOADED PLACARDED TANK CARS (EXCEPT CARS PLACARDED POISON GAS OR COMBUSTIBLE) | EMPTY PLACARDED TANK CARS (EXCEPT COMBUSTIBLE) | RADIOACTIVE | COMBUSTIBLE | ALL OTHER PLACARDED CARS |
|---|---|---|---|---|---|---|---|---|
| PLACARD APPLIED ON CAR | | | | | | | | |
| RESTRICTIONS | | | | | | | | |
| MUST NOT BE NEARER THAN THE SIXTH CAR FROM ENGINE OR CABOOSE. HOWEVER WHEN LENGTH OF TRAIN WILL NOT PERMIT CAR TO BE SO PLACED IT MUST BE PLACED NEAR MIDDLE OF TRAIN. | | X | X | X | | | | |
| PLACARDED CAR MUST NOT BE PLACED NEXT TO | ENGINE | X | X | X | X | X | | |
| | OCCUPIED CABOOSE | X[4] | X[4] | X | X | X | | |
| | LOADED FLAT CARS [1] | X | X | X [2] | | | | |
| | OPEN TOP CARS [3] | X | X | X | | | | |
| | CARS WITH ANY OF THE FOLLOWING OPERATING:<br>AN ENGINE<br>LIGHTED HEATERS<br>STOVES OR LAMPS<br>AUTOMATIC REFRIGERATION UNITS | X | X | X | | | | |
| | OCCUPIED CAR | X[4] | X[4] | X | | | | |
| | EXPLOSIVES - A | | X | X | | X | | X |
| | POISON GAS | X | | X | | X | | X |
| | RADIOACTIVE | X | X | X | | | | X |
| | UNDEVELOPED FILM | | | | | X | | |
| | EMPTY PLACARDED TANK CARS | | | | | | | |
| | ANY LOADED PLACARDED CAR (EXCEPT COMBUSTIBLE) | X | X | | | X | | |
| NOTE: CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER. | | | | | | | | |

[1] A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car.

[2] A loaded flatcar, other than a specially equipped car in trailer-on-flatcar or container-on flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads. This except for cars in trailer-of-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

[3] An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

[4] A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

ITEM 17. Railroad Company Medical Staff

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

Austin, TX 78723.....Dr. Robert W. Pape'
1213 North IH-35 Hwy.
Telephone: 512/476-9141

Dallas, TX 75235.....Dr. M. B. Teddlie
2719 Manor Way at Denton Drive
Telephone: 214/358-3367

Denison, TX 75020.....Dr. W. D. Blassingame
501 West Gandy Street
Telephone: 214/465-5005

Fayette, MO 65248.....Dr. M. P. Leech
c/o Albert Keller Mem. Hosp.
600 West Morrison
Telephone: 816/248-2261

Ft. Worth, TX 76133.....Dr. C. B. Bruner
6113 Hulen Street
Telephone: 817/292-5000

Hillsboro, TX 76645.....Dr. David B. Skelton
101 Circle Drive
Telephone: 817/582-3401

Houston, TX 77008.....Dr. Norman H. Moore, Jr.
Durham Clinic
427 West 20th Street
Telephone: 713/869-3701

Joplin, MO 64801.....Dr. Joe L. Longenecker
2503 Jackson Avenue
Telephone: 417/624-7311

Kansas City, MO 64132.....Dr. Harry B. Overesch
Dr. B. Z. Abella
6400 Prospect
Telephone: 816/363-2202
816/761-5273

Kansas City, KS 66103.....Dr. J. W. Young
1401 S. W. Blvd.
Telephone: 913/262-0550

Muskogee, OK 74401.....Dr. G. W. Tracy
1524 West Okmulgee
Telephone: 918/682-0210
918/687-4707

Oklahoma City, OK 73102.....Dr. Lorance M. White
Adams Clinic
1015 North Shartel
Telephone: 405/232-6144

Parsons, KS 67357.....Dr. John P. White
Dr. A. L. Sharma
Parsons Clinic
1509 Main
Telephone: 316/421-0600

St. Louis, MO 63112.....Dr. Vernon Balster
Sutter Clinic, 2nd Floor
819 Locust Street
Telephone: 314/621-4300

San Antonio, TX 78209.....Dr. Walter Walthall
6714 No. New Braunfels Ave.
Telephone: 512/828-2531
512/828-2532

Smithville, TX 78957.....Dr. James W. Thomas
P. O. Box 717
701 East 9th
Telephone: 512/237-3231

Tulsa, OK 74101.....Dr. Kenneth B. Craig
2732 East 15th Street
Telephone: 918/744-0082

Waco, TX 76702.....Dr. Horace H. Trippet
Hillcrest Med. Twr., Suite 204
3115 Pine Avenue
Telephone: 817/753-2437

Wichita Falls, TX 76308.....Dr. Hulen J. Cook, Jr.
500 Broad Street
Telephone: 817/723-4149
817/322-0701

ITEM 18. Official Watch Inspectors

United Railway Time Service, Inc.
911 Franklin Avenue
Houston, Texas 77002

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

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

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

Austin, TX.....Carpenter's Watch and Jeweler
111 West Seventh

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

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

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

Denison, TX.....Gray's Credit Jewelers
505 West Main Street

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

Fort Worth, TX.....Norman's Jewelers
3534 Denton Highway

Greenville, TX.....Taylor Brothers Jewelry
2518 Lee

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

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

Houston, TX.....Houston Watch Company, Inc.
911 Franklin Avenue
Billings Jewelers
1025 North Shepard

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

Kansas City, KS.....Johnson Jewelry, Inc.
6534 Kaw Drive

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

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

Oklahoma City, OK.....B. C. Clark Jeweler
101 Park Avenue
Robinson Jewelry Comapny
204 West Commerce
Peacock Jewelers
Penn Square

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

St. Louis, MO.....Hartig Jeweler
8 River Road Center
Jennings, MO
Hart Jewelers
7342 Manchester Avenue
Maplewood, MO

San Antonio, TX.....Lloyd's Jewelers
3111-A Nacogdoches

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

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

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

Waco, TX.....Kindler's Gem Jewelers
4700 Bosque - Market Place

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

DERAILMENT/ACCIDENT - RAIL/HIGHWAY
GRADE CROSSING ACCIDENT REPORT

In the event of a derailment/accident and/or rail/highway grade crossing accident, the Conductor, or other member of the crew if the Conductor is not present, must secure the applicable information required below and make a telephone report to the Chief Dispatcher as soon as practicable.

1. Train/Engine No.:_____ Approx. Speed:_____MPH

2. Nearest Mile Post:_____ Highway Name/No.:_____

3. Date & Time: Mo._____ Day_____ Year_____ AM PM _____

4. Weather:_____ Visibility:_____

5. Hwy. Vehicle Involved: Type_____ Model_____License_____

   Name of Driver:_____ Address:_____

   Passenger(s):_____ Address:_____

6. Circumstances:_____

   _____

7. Type Crossing Warning Device:

   Gates:_____ Flashers:_____ Working:_____

   Crossbuck(s):_____ Placement:_____

   Other:_____

8. Headlight Burning:_____ Whistle Sounded:_____ Bell Ringing:_____

9. Train/Engine Crew:_____

10. Name/Address of Witnesses:_____

11. Rail Equipment Involved If Derailed or Damaged:

| Car Initial & No. | Load/Mty | Placarded | Position of Derailed Car |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

TONNAGE RATINGS - NORTHERN DIVISION

| DIRECTION | FROM STATION | TO STATION | TONNAGE CLASS 40 | 54 | 55 | 69 | 72 |
|---|---|---|---|---|---|---|---|
| South | Baden..... | Franklin..... | 2400 | 3240 | 3300 | 4080 | 4320 |
| North | Franklin..... | Baden..... | 2400 | 3240 | 3300 | 4080 | 4320 |
| South | Franklin..... | Sedalia..... | 1400 | 1890 | 1920 | 2380 | 2520 |
| | Sedalia..... | Parsons..... | 1870 | 2520 | 2570 | 3180 | 3365 |
| North | Parsons..... | Sedalia..... | 1870 | 2520 | 2570 | 3180 | 3365 |
| | Sedalia..... | Franklin..... | 1450 | 1960 | 1990 | 2465 | 2610 |
| South | Glen Park..... | Parsons..... | 1800 | 2430 | 2470 | 3060 | 3240 |
| | Moran..... | Parsons..... | 3750 | 5060 | 5160 | 6375 | 6750 |
| North | Parsons..... | Glen Park..... | 1800 | 2430 | 2470 | 3060 | 3240 |
| South | Chetopa..... | Coffeyville... | 1300 | 1760 | 1790 | .... | .... |
| | Coffeyville... | Sutton..... | 2040 | 2750 | 2805 | .... | .... |
| North | Sutton..... | Coffeyville... | 2720 | 3670 | 3740 | .... | .... |
| | Coffeyville... | Chetopa..... | 1300 | 1760 | 1790 | .... | .... |
| South | Chanute..... | Parsons..... | 2200 | 2970 | 3020 | 3740 | 3960 |
| North | Parsons..... | Chanute..... | 2700 | 3640 | 3710 | 4590 | 4860 |
| South | Parsons..... | Muskogee..... | 2500 | 3370 | 3440 | 4250 | 4500 |
| | Welch..... | Muskogee..... | 3050 | 4120 | 4190 | 5185 | 5490 |
| North | Muskogee..... | Parsons..... | 2500 | 3370 | 3440 | 4250 | 4500 |
| | Muskogee..... | Wagoner..... | 2875 | 3880 | 3950 | 4885 | 5175 |
| | Labette..... | Parsons..... | 3170 | 4280 | 4360 | 5390 | 5705 |
| South | Muskogee..... | Excess..... | 2550 | 3440 | 3510 | 4335 | 4590 |
| | McAlester..... | Excess..... | 2650 | 3580 | 3640 | 4505 | 4770 |
| | Excess..... | Ray..... | 1750 | 2360 | 2410 | 2975 | 3150 |
| North | Ray..... | Muskogee..... | 1850 | 2500 | 2540 | 3145 | 3330 |
| | McAlester..... | Muskogee..... | 1900 | 2560 | 2610 | 3230 | 3420 |
| South | Oswego..... | Columbus..... | 2350 | 3170 | 3230 | 3995 | 4230 |
| | Columbus..... | Military..... | 3000 | 4050 | 4120 | 5100 | 5400 |
| | Military..... | Joplin..... | 1860 | 2510 | 2560 | 3160 | 3350 |
| North | Joplin..... | Military..... | 2240 | 3020 | 3080 | 3810 | 4030 |
| | Military..... | Columbus..... | 3000 | 4050 | 4120 | 5100 | 5400 |
| | Columbus..... | Oswego..... | 1575 | 2125 | 2165 | 2675 | 2835 |
| North | Tulsa..... | Chase..... | 1950 | 2630 | 2680 | 3315 | 3510 |
| South | Chase..... | Tulsa..... | 1850 | 2500 | 2540 | 3145 | 3330 |
| South | McAlester..... | Harter..... | 1870 | 2520 | 2570 | 3180 | 3365 |
| North | Harter..... | McAlester..... | 1870 | 2520 | 2570 | 3180 | 3365 |

TONNAGE RATINGS - SOUTHERN DIVISION

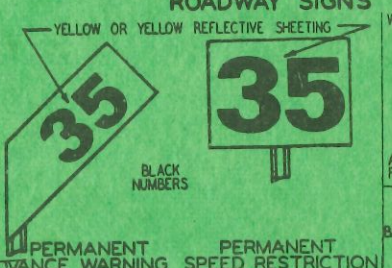
| DIRECTION | FROM STATION | TO STATION | TONNAGE CLASS 40 | 54 | 55 | 69 | 72 |
|---|---|---|---|---|---|---|---|
| South | Ray..... | Dallas..... | 1900 | 2560 | 2610 | 3230 | 3420 |
| | Dallas..... | Dana Jct..... | 1800 | 2430 | 2470 | 3060 | 3240 |
| North | Dana Jct..... | Dallas..... | 1700 | 2290 | 2340 | 2890 | 3060 |
| | Italy..... | Dallas..... | 2000 | 2700 | 2750 | 3400 | 3600 |
| | Dallas..... | Ray..... | 1600 | 2160 | 2200 | 2720 | 2880 |
| | Dallas..... | Royse City.... | 1750 | 2360 | 2410 | 2975 | 3150 |
| | Royse City.... | MP D-665.0.... | 2200 | 2970 | 3020 | 3740 | 3960 |
| South | Ray..... | Ney..... | 1800 | 2430 | 2470 | 3060 | 3240 |
| | Ray..... | Denton..... | 2000 | 2700 | 2750 | 3400 | 3600 |
| | Ney..... | Bellmead..... | 2100 | 2830 | 2890 | 3570 | 3780 |
| | Grandview..... | Bellmead..... | 3100 | 4180 | 4260 | 5270 | 5580 |
| North | Bellmead..... | Ney..... | 2100 | 2830 | 2890 | 3570 | 3780 |
| | Ney..... | Ray..... | 1550 | 2090 | 2130 | 2635 | 2790 |
| South | Ray..... | Sherman..... | 1500 | 2020 | 2060 | 2550 | 2700 |
| North | Sherman..... | Ray..... | 1400 | 1890 | 1920 | 2380 | 2520 |
| South | Altus..... | Grandfield.... | 3600 | 4860 | 4920 | 6120 | 6480 |
| | Grandfield.... | North Yard.... | 3000 | 4050 | 4120 | 5100 | 5400 |
| | North Yard.... | Ney..... | 1800 | 2430 | 2470 | 3060 | 3240 |
| North | Ney..... | North Yard.... | 1800 | 2430 | 2470 | 3060 | 3240 |
| | North Yard.... | Altus..... | 2700 | 3640 | 3710 | 4590 | 4860 |
| South | Denton..... | Dallas..... | 2250 | 3040 | 3090 | 3825 | 4050 |
| North | Dallas..... | Denton..... | 1400 | 1890 | 1920 | 2380 | 2520 |
| | MP K-754.2.... | Denton..... | 1900 | 2560 | 2610 | 3230 | 3420 |
| South | Bellmead..... | Smithville.... | 1900 | 2560 | 2610 | 3230 | 3420 |
| | Eddy..... | Smithville.... | 2100 | 2830 | 2890 | 3570 | 3780 |
| North | Smithville.... | Bellmead..... | 1800 | 2430 | 2470 | 3060 | 3240 |
| | Granger..... | Bellmead..... | 2000 | 2700 | 2750 | 3400 | 3600 |
| South | Smithville.... | Eureka..... | 1900 | 2560 | 2610 | 3230 | 3420 |
| | New Ulm..... | Eureka..... | 3800 | 5130 | 5220 | 6460 | 6840 |
| North | Eureka..... | Smithville.... | 2000 | 2700 | 2750 | 3400 | 3600 |
| | Eureka..... | New Ulm..... | 2500 | 3370 | 3440 | 4250 | 4500 |
| South | Granger..... | Georgetown.... | 1800 | 2430 | 2470 | 3060 | 3240 |
| North | Georgetown.... | Granger..... | 2875 | 3880 | 4000 | 4885 | 5175 |
| South | Taylor..... | M-K-T Jct..... | 1250 | 1690 | 1720 | 2125 | 2250 |
| | M-K-T Jct..... | Sloan..... | 1750 | 2360 | 2410 | 2975 | 3150 |
| North | Sloan..... | M-K-T Jct..... | 1750 | 2360 | 2410 | 2975 | 3150 |
| | M-K-T Jct..... | Taylor..... | 1400 | 1890 | 1920 | 2380 | 2520 |
| South | Smithville.... | Ajax..... | 1750 | 2360 | 2410 | 2975 | 3150 |
| North | Ajax..... | Smithville.... | 1750 | 2360 | 2410 | 2975 | 3150 |

NOTES: 1. Tonnage Class 34 engines are rated approximately 82% of Tonnage Class 40 engines.

2. Tonnage Class 69 applies to 3000 h.p., six-axle diesel units when used in mixed consist with any other tonnage class units.

PRINT KATY SHOP

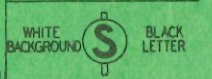
## ROADWAY SIGNS



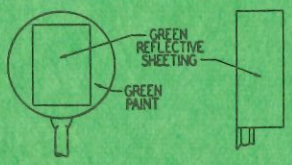

PERMANENT ADVANCE WARNING SIGN
LOCATED APPROXIMATELY ONE MILE FROM POINT SPEED RESTRICTION EFFECTIVE.
RULE 10(h)

PERMANENT SPEED RESTRICTION SIGN
LOCATED AT BEGINNING OF RESTRICTION.

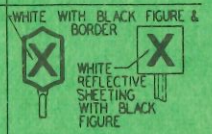

SIDING TRACK WARNING SIGN
APPROXIMATELY ONE MILE FROM SWITCH.




SPRING SWITCH SIGN
RULE 104(a)




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




WHISTLE SIGNS
RULES 14.14(1), TIMETABLE STATE STATUTES SIGN WILL BE PLACED ONE-FOURTH MILE FROM CROSSING WHEN PRACTICAL.

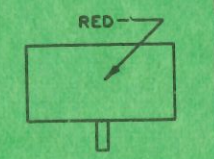

WHITE WITH BLACK LETTERS & BORDER

SWITCHING LIMIT SIGN
INDICATES LIMITS OF YARD ENGINE OPERATION.


WHITE WITH BLACK LETTERS & BORDER

YARD LIMIT SIGN
RULE 93, TIMETABLE SPECIAL INSTRUCTIONS.

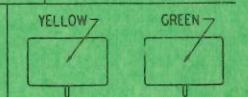

FRACTIONAL MILE MARKER




STOP SIGN
RULES 10(j) AND 10(k)

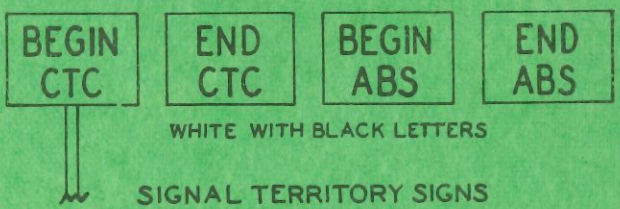

RED WITH WHITE LETTERS & BORDER

STOP SIGN
RULE 98




TEMPORARY SPEED RESTRICTION SIGN
RULE 10(g)
RESTRICTION 10 MPH UNLESS OTHERWISE DIRECTED BY TRAIN ORDER OR GENERAL ORDER.

TEMPORARY RESUME SPEED SIGN
RULE 10(g)
PLACED AT END OF RESTRICTION.




WHITE WITH BLACK LETTERS

SIGNAL TERRITORY SIGNS