



**MISSOURI - KANSAS - TEXAS
OKLAHOMA, KANSAS & TEXAS
RAILROAD COMPANY**

SYSTEM TIMETABLE

No. 3

Effective 12:01 a.m.

April 28, 1985

OFFICERS

T. G. TODD, VICE PRESIDENT-OPERATION

M. L. JANOVEC, GENERAL MANAGER

O. C. PUTSCHE, GENERAL SUPT. TRANSPORTATION

DENISON, TEXAS

SYSTEM OFFICERS

M. F. Rister Vice President - Mechanical.....Denison
 P. E. Jacquinot A.V.P. - Maint. of Way & Structures..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
 W. T. Grier Superintendent of Safety.....Denison
 R. E. Lee Superintendent of Rules.....Denison
 R. D. Powell Trainmaster.....Denison

EXPLANATION OF TIMETABLE CHARACTERS

A - Automatic Interlocking
 B - Radio Base Station
 C - Connection
 D - Diesel Fuel Oil
 F - Radio Wayside Station
 G - Gate - Normal position against MKT/OKT
 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
 W - Water
 X - Railroad Crossing at Grade
 Y - Yard Limits
 Z - Remote Control Switch

MKT DIVISION OFFICERS

R. L. Clarkson Southern Division Superintendent.....Waco
 J. E. Wood Northern Division Superintendent....Parsons
 W. C. Campbell Division Engineer.....Parsons
 W. R. Green Division Engineer.....Waco
 J. F. Masters Division Engineer.....Waco
 W. F. Talbott Senior Master Mechanic.....Denison
 G. R. Dodds Master Mechanic.....Parsons
 C. W. Lane Master Mechanic.....Waco
 C. A. Cassidy Terminal Superintendent.....Fort Worth
 R. B. Doyle Terminal Superintendent.....Parsons
 L. E. Gale Terminal Superintendent.....Waco
 J. W. Hays Terminal Superintendent.....Kansas City
 C. T. Massey Terminal Superintendent.....San Antonio
 W. F. Popp Terminal Superintendent.....Houston
 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
 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
 G. T. Duggan Trainmaster.....Kansas City
 K. B. Graft Trainmaster.....Tulsa
 G. D. Neasbitt Trainmaster.....Fort Worth
 D. E. Templeton Trainmaster.....Parsons
 D. L. Duckett Road Foreman of Engines.....Denison
 D. D. Hubbard Road Foreman of Engines.....Parsons
 J. H. Tomhave Road Foreman of Engines.....Waco

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

ABBREVIATIONS IN CONNECTION WITH MKT MILE POST LOCATION

A - Coffeyville and Kansas City Subdivisions
 B - Neosho Subdivision
 D - Dallas and Hillsboro Subdivisions
 F - DFW Subdivision
 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 Subdivision

ABBREVIATIONS IN CONNECTION WITH OKT MILE POST LOCATION

L - Lawton Subdivision
 S - Salina Subdivision
 Y - Yukon Subdivision

OKT DIVISION OFFICERS

B. R. Musick Superintendent.....Enid
 H. H. Lambert Assistant Superintendent.....El Reno
 W. T. Dearman Trainmaster.....Wichita
 H. W. Headley Trainmaster.....Enid
 J. J. Figura Division Engineer.....Enid
 P. Casey Maintenance Engineer.....Chickasha
 E. L. Wiard Master Mechanic.....Enid
 C. W. Ivey Road Foreman of Engines.....Enid
 D. E. Davis Assistant Signal Engineer.....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. Priestester.....Train Dispatcher
 B. T. Stratton.....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
 G. T. Whiting II.....Train Dispatcher

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SAFETY IS OF THE FIRST IMPORTANCE IN THE
 DISCHARGE OF DUTY

ST. LOUIS SUBDIVISION

| SOUTHWARD | | Station Numbers | Mile Post Location | MAIN LINE STATIONS | Length of siding In Feet | NORTHWARD | |
|--------------|--|-----------------|--------------------|-------------------------|--------------------------|--------------|--|
| SECOND CLASS | | | | | | SECOND CLASS | |
| 1 0 1 | | | | | | 1 0 2 | |
| DAILY | | | | | | DAILY | |
| ..... |  | 2000 | 0.0 | ST. LOUIS..... | ..... | ..... |  |
| ..... |  | ..... | 3.9 | 3.9 NORTH MARKET..... | ..... | ..... |  |
| PM | | 2007 | 8.7 | 4.8 BADEN.....TWDP | YARD | AM | |
| 7:00 | | | | 18.2 | | 1:15 | |
| PM | | 2027 | 26.9 | MACHENS (R).....Z | ..... | PM | |
| 7:40 | | | | 12.3 | | 11:48 | |
| 8:10 | | 2039 | 39.2 | ST. CHARLES..... | 6962 | 11:16 | |
| 102 | | | | 38.7 | | 101 | |
| 9:43 | | 2078 | 77.9 | MARTHASVILLE.....FJ | 7043 | 9:43 | |
| | | | | 47.2 | | | |
| 11:39 | | 2125 | 125.1 | MOKANE.....J | 7355 | 7:25 | |
| | | | | 18.2 | | | |
| 12:07 | | 2143 | 143.3 | NORTH JEFFERSON.....OB | 2144 | 6:57 | |
| AM | | | | 10.2 | | | |
| 12:23 | | 2154 | 153.5 | HARTSBURG..... | 6942 | 6:41 | |
| | | | | 34.8 | | | |
| ..... |  | 2188 | 188.3 | NEW FRANKLIN.....Y | ..... | ..... |  |
| | | | | 0.8 | | | |
| 2:00 | | 2189 | 189.1 | FRANKLIN (R).....YTWDOB | YARD | 5:15 | |
| AM | | | | 189.1 | | PM | |

ABS between MP 121.2 and MP 156.8.

FLAGGING DISTANCE.....One and one-fourth miles

| 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 |
| MP 187.9 - MP 189.1..... | 10 |

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 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.

Trains will report for clearance other than as required by Rule 82(A):

- Baden instead of Machens--Trains originating.

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.

BUSINESS TRACKS

| | MILE POST | STA. NO. |
|-----------------|-----------|----------|
| Bangert..... | 41.6 | 2041 |
| Matson..... | 60.7 | 2061 |
| Klondike..... | 64.2 | 2064 |
| Augusta.....J | 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 |
| McBaine..... | 169.5 | 2170 |
| Rocheport..... | 178.4 | 2178 |

TRACKSIDE WARNING DETECTOR LOCATIONS

| | | | | |
|---------|---------|----------|----------|----------|
| MP 34.9 | MP 66.4 | MP 102.5 | MP 135.1 | MP 171.1 |
|---------|---------|----------|----------|----------|

The Trackside Warning 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 tracks.
- 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 | | | | STATIONS | | | SECOND CLASS | |
| 1 0 1 | | | | | | | 1 0 2 | |
| DAILY | | | | | | | DAILY | |
| AM | 2:25 | 2189 | 189.1 | FRANKLIN (R)..... | YTWDOB | YARD | PM | 5:00 |
| ..... | ..... | ..... | 191.1 | MO. RIVER BRIDGE..... | H | ..... | ..... | ..... |
| | 2:41 | 2192 | 191.7 | BOONVILLE..... | Y | ..... | 4:08 | ..... |
| | 3:17 | 2206 | 206.3 | HOFFMAN..... | | 6303 | 3:32 | ..... |
| ..... | ..... | ..... | 226.3 | MO. PAC..... | XA | ..... | ..... | ..... |
| ..... | ..... | 2227 | 227.1 | SEDALIA..... | CYWOB | ..... | ..... | ..... |
| | 4:16 | 2231 | 230.8 | CAMPBELL..... | Y | 6928 | 2:33 | ..... |
| | 5:16 | 2255 | 255.5 | CALHOUN..... |  | ..... | 1:33 | ..... |
| | 5:40 | 2265 | 265.4 | NORTH CLINTON..... | Y | 7942 | 1:09 | ..... |
| ..... | ..... | 2267 | 266.1 | CLINTON..... | YWOB | ..... | ..... | ..... |
| | 5:55 | 2273 | 273.4 | LADUE..... | | 4800 | 12:54 | ..... |
| ..... | ..... | 2286 | 285.7 | APPLETON CITY..... | F | ..... | ..... | ..... |
| | 6:28 | 2288 | 287.9 | LINDALE..... | | 7696 | PM | 12:21 |
| | 7:01 | 2309 | 309.3 | WALKER..... | | 4282 | 11:48 | ..... |
| | 7:12 | 2316 | 316.0 | TODD..... | | 9205 | 11:37 | ..... |
| ..... | ..... | ..... | 316.7 | MO. PAC..... | XA | ..... | ..... | ..... |
| ..... | ..... | 2317 | 317.1 | NEVADA..... | COB | ..... | ..... | ..... |
| | 7:35 | 2331 | 331.2 | EVE..... | C | 4857 | 11:14 | ..... |
| ..... | ..... | 3338 | 337.3 | FORT SCOTT..... | YWOB | ..... | ..... | ..... |
| ..... | ..... | ..... | 337.4 | BN..... | CXA | ..... | ..... | ..... |
| | 7:53 | 3339 | 339.1 | GRIFFITH..... | | 6878 | 10:56 | ..... |
| ..... | ..... | ..... | 365.0 | AT&SF..... | XA | ..... | ..... | ..... |
| 102 | 9:34 | 3373 | 372.9 | ST. PAUL..... | | 7390 | 101 | 9:34 |
| | 10:03 | 3384 | 383.5 | CROSS..... | Y | ..... | 9:00 | ..... |
| | 11:30 | 3386 | 386.0 | PARSONS (R)..... | YTWDPOB | YARD | 8:45 | ..... |
| AM | | | | 196.9 | | | AM | |

FLAGGING DISTANCE.....One and one-fourth miles

| MAXIMUM SPEED | MPH |
|--|-----|
| MP 189.1 - MP 191.7..... | 10 |
| MP 191.7 - MP 196.0 (Northward Trains & Engines ONLY)..... | 10 |
| MP 191.7 - MP 267.0..... | 25 |
| MP 267.0 - MP 274.7..... | 35 |
| MP 274.7 - MP 284.2..... | 25 |
| MP 284.2 - MP 333.0..... | 40 |
| MP 333.0 - MP 382.5..... | 25 |
| MP 382.5 - MP 385.0..... | 10 |

Ladue Mine Lead Track (from switch leading off
Ladue Siding to MP 2).....25

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE MPH
Schell City, through city limits.....30
Appleton City, through city limits.....25

TRACKSIDE WARNING DETECTOR LOCATIONS
MP 224.7 MP 262.9 MP 293.0 MP 329.0 MP 355.2

Exception to Rule 5(A): 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.

SEDALIA SUBDIVISION

| BUSINESS TRACKS | MILE POST | 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 |
| 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 tracks.

Sedalia—Use only one unit while switching industries.

Eve—Do not exceed 5 MPH on New Connection.

Fort Scott—Do not exceed 5 MPH through BN Connection.

Parsons—Do not exceed 5 MPH on Gooseneck Track from north end of Diesel Shop to the East Yard Lead at the north end of the yard.

Parsons—East One Crossover between Klondike Yard Lead and the East Yard Lead at the north end of Parsons cannot be used coming out of or into Tracks K-10 and K-11. Six-axle units cannot be used through this crossover.

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

Clinton—Movements on Henry County Lead must stop before entering island circuit of Highway 13 and crew member must open knife switch located in box on south side of flasher case. Know flashers are operating minimum of twenty (20) seconds before entering crossing. Knife switch must be closed after movement over crossing is completed.

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 387.0 (Appleton Street Crossover) 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. 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 trackside warning 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.

OBEDIENCE TO THE RULES IS ESSENTIAL
TO SAFETY AND TO REMAINING IN SERVICE

KANSAS CITY SUBDIVISION

| SOUTHWARD | | | Station Numbers | Mile Post Location | MAIN LINE STATIONS | 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 | DAILY | DAILY | DAILY | | | | |
| ..... | ..... | ..... | 1000 | 0.0 | KANSAS CITY..... | .... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 2.0 | 29TH STREET..... | .... | ..... | ..... | ..... |
| PM 8:30 | PM 3:15 | AM 5:00 | 1003 | 2.6 | GLEN PARK.....TWPOB | YARD | PM 12:30 | PM 5:30 | PM 11:59 |
| ..... | ..... | ..... | ..... | 3.9 | ROSEDALE..... | .... | ..... | ..... | ..... |
| PM 9:45 | PM 4:30 | AM 6:15 | 3043 | 43.1 | PAOLA (R).....JYW | .... | AM 10:15 | PM 3:35 | PM 9:59 |
| ..... | ..... | ..... | ..... | 43.4 | MO. PAC.....XA | .... | ..... | ..... | ..... |
| 106 9:52 | 4:37 | 6:22 | 3047 | 46.5 | RINGER.....JYF | 8640 | 10:08 | 3:28 | 111 9:52 |
| 10:23 | 5:08 | 6:53 | 3067 | 66.8 | DUNLAY.....J | 8670 | 9:37 | 2:57 | 9:12 |
| 10:47 | 5:32 | 7:17 | 3083 | 82.8 | KINCAID..... | 6375 | 9:13 | 2:33 | 8:48 |
| 11:05 | 5:50 | 7:35 | 3095 | 94.7 | MORAN.....JF | W-6257 E-2073 | 8:55 | 2:15 | 8:30 |
| 11:32 | 6:17 | 8:02 | 3113 | 112.6 | KIMBALL..... | 6338 | 8:28 | 1:48 | 8:03 |
| ..... | ..... | ..... | ..... | 119.9 | AT&SF.....XA | .... | ..... | ..... | ..... |
| 11:45 | 6:30 | 8:15 | 3121 | 120.6 | ERIE..... | 8352 | 105 8:15 | 1:35 | 7:50 |
| 12:05 | 6:50 | 8:35 | 3384 | 133.7 | CROSS.....Y | .... | 7:45 | 1:15 | 7:30 |
| AM 12:45 | 106 7:15 | 9:15 | 3386 | 136.2 | PARSONS (R).....YTWDPOB | YARD | 7:30 | 1:00 | 103 7:15 |
| 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.....40
 MP A-133.7 - MP A-135.0.....20

Except:
 Over Bridge A-70.4 (MP A-70.4).....35
 Erie, House Track over 3rd Street.....Flag crossing

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE
 Erie.....25

TRACKSIDE WARNING DETECTOR LOCATIONS
 MP A-54.6 MP A-75.5 MP A-107.2

BUSINESS TRACKS MILE POST 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

Northward trains enroute to Glen Park via BN Railroad trackage secure BN clearance at Parsons instead of Paola.

Trains will register at other than register stations as follows:

- Glen Park—Trains originating or terminating.
- Glen Park instead of Paola—Northward trains.
- Parsons instead of Paola—Southward trains.

Exceptions to Rule 5(A): 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 report for clearance other than as required by Rule 82(A):

- Glen Park instead of Paola—Trains originating.

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.

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.

Restrictions on Auxiliary Tracks:

- Glen Park—Do not exceed 5 MPH on any track except:
 1. Outbound Track from Point Shanty south to BN Conn..20 MPH
 2. Inbound Track from BN Conn. to Mill No. 1 Switch...20 MPH
 3. Cooper's Lead.....10 MPH

KANSAS CITY SUBDIVISION

Parsons—Do not exceed 5 MPH on Gooseneck Track from north end of Diesel Shop to the East Yard at the north end of the yard.

Parsons—East One Crossover between Klondike Yard Lead and the East Yard Lead at the north end of Parsons cannot be used coming out of or into Tracks K-10 and K-11. Six-axle units cannot be used through this crossover.

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. 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.

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

NOTES

| 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.

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.

Glen Park—Car-Puller between Mill 1 and 2 Tracks (Bunge) 80 feet north of loading tipple will not clear man on side of car. Car-puller between Mill 3 and 4 Tracks (Bunge) just south of unloading 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.

Paola—Southward trains and engines using crossover from BN Main Track to MKT Main Track must approach absolute signal at Mo. Pac. Interlocking (MP A-43.4) prepared to stop until absolute signal is seen to display a Proceed indication.

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 387.0 (Appleton Street Crossover) 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.

CHEROKEE SUBDIVISION

| SOUTHWARD | | | | Station Numbers | Mile Post Location | MAIN LINE STATIONS | Length of Siding In Feet | NORTHWARD | | | |
|--------------|--------------|----------------|----------|-----------------|--------------------|------------------------|--------------------------|--------------|----------|--------------|-----------------|
| SECOND CLASS | | | | | | | | SECOND CLASS | | | |
| 1 4 5 | 1 0 3 | 1 0 1 | 1 0 5 | | | | | 1 0 4 | 1 0 6 | 1 0 2 | 1 4 6 |
| DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | | | | |
| PM 8:55 | PM 8:30 | PM 3:00 106 | AM 11:30 | 3386 | 386.0 | PARSONS (R).....YTWPOB | YARD | AM 6:45 | PM 3:45 | AM 3:30 | PM 11:15 |
| 9:13 | 8:48 | 3:18 | 11:48 | 3394 | 394.4 | LABETTE.....J | 10019 | 5:57 | 3:18 | 2:24 | 10:37 |
| ..... | ..... | ..... | ..... | ..... | 400.8 | BN.....CXA | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | 3401 | 400.9 | OSWEGO..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | 409.9 | MO. PAC.....CXN | ..... | ..... | ..... | ..... | ..... |
| 9:37 146 | 9:12 146 | 3:42 | 12:12 | 3410 | 410.2 | CHETOPA.....Y | 4688 | 5:33 | 2:34 | 2:00 | 10:13 |
| 9:55 | 9:30 | 4:00 | 12:30 | 4421 | 421.4 | WELCH.....F | 8108 | 5:15 | 2:16 | 1:42 | 103 145 9:55 |
| ..... | ..... | ..... | ..... | ..... | ..... | 16.6 | ..... | ..... | ..... | ..... | ..... |
| 10:21 | 9:56 | 4:26 | 12:56 | 4438 | 438.0 | WINDERS.....Y | 4595 | 4:49 | 1:50 | 1:16 | 8:51 |
| ..... | ..... | ..... | ..... | ..... | 438.8 | BN.....CXA | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | 4439 | 439.0 | VINITA.....Y | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | 3.0 | ..... | ..... | ..... | ..... | ..... |
| 10:29 | 10:04 | 4:34 | 1:04 | 4442 | 442.0 | KEELE..... | 9000 | 4:41 | 1:42 | 1:08 | 8:43 |
| ..... | ..... | ..... | ..... | ..... | ..... | 12.4 | ..... | ..... | ..... | ..... | ..... |
| 10:48 | 10:23 | 4:53 | 1:23 | 4454 | 454.4 | ADAIR..... | 7557 | 4:22 | 1:23 | 12:47 | 8:24 |
| ..... | ..... | ..... | ..... | ..... | ..... | 13.8 | ..... | ..... | ..... | ..... | ..... |
| 11:10 | 10:45 | 5:15 | 1:45 | 4468 | 468.2 | PRYOR.....YWOB | 8971 | 4:00 | 12:56 | 12:25 | 8:02 |
| ..... | ..... | ..... | ..... | ..... | ..... | 9.5 | ..... | ..... | ..... | AM | ..... |
| 11:26 | 11:01 | 5:31 | 2:01 | 4478 | 477.7 | MAZIE..... | 4997 | 3:44 | 12:40 | 12:09 | 7:46 |
| ..... | ..... | ..... | ..... | ..... | ..... | 10.3 | ..... | ..... | ..... | ..... | ..... |
| 11:43 | 11:18 | 5:48 | 2:18 | 4488 | 488.0 | WAGONER..... | 7994 | 3:27 | 12:23 | 11:52 | 7:29 |
| ..... | ..... | ..... | ..... | ..... | 488.2 | MO. PAC.....CXA | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | 496.0 | AU JCT.....JXA | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | 497.4 | UX JCT.....JXA | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | 1.2 | ..... | ..... | ..... | ..... | ..... |
| 12:01 AM | 102 11:35 | 6:05 | 2:35 | 4499 | 498.6 | CHASE.....JT | 8345 | 3:10 | PM 12:06 | 103 11:35 | 7:12 PM |
| ..... | ..... | ..... | ..... | ..... | 501.8 | MO. PAC.....XA | ..... | ..... | ..... | ..... | ..... |
| ..... | 11:45 | 6:15 | 2:45 | 4503 | 502.5 | MUSKOGEE (R).....YWPOB | YARD | 3:00 | 11:55 | 11:20 | ..... |
| ..... | PM | PM | PM | ..... | ..... | 116.5 | ..... | AM | AM | PM | ..... |

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 498.1 and MP 501.8—Control Operator at Muskogee.

FLAGGING DISTANCE.....One and one-fourth miles

MAXIMUM SPEED MPH
 MP 387.0 - MP 501.8.....40
 Except:
 Over BN Crossing (MP 400.8).....30
 Keele, through siding and turnouts.....20
 Muskogee, Old Main Track (MP 501.8 to MP 503.9).....20

FLOOD INDICATORS
 MP 388.5 MP 407.2 MP 440.2 MP 455.5 MP 465.0
 MP 391.0 MP 413.6 MP 443.6 MP 460.2 MP 493.2

TRACKSIDE WARNING DETECTOR LOCATIONS
 MP 416.1 MP 446.9 MP 477.9

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE MPH

Welch, through city limits.....25
 Vinita, through city limits.....30
 Pryor, through city limits (MP 462.6 - MP 464.7).....25
 Chouteau, through city limits.....25
 Wagoner, through city limits.....25
 Muskogee, through city limits.....25

BUSINESS TRACKS MILEPOST STA. NO.

Burkdoll..... 408.1 3408
 Ranchers..... 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.

CHEROKEE SUBDIVISION

Exception to Rule 82(A): Trains may leave their initial station without clearance at Chase.

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. Train Register for Chase will be maintained in Muskogee.

Trains handling coal picked up on line MUST NOT EXCEED 30 MPH.

Parsons—Do not exceed 5 MPH on Gooseneck Track from north end of Diesel Shop to the East Yard Lead at the north end of the yard.

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 387.0 (Appleton Street Crossover) 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 350-351(E)]:

Labette—Between MP 387.1 and North siding 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.

Parsons—East One Crossover between Klondike Yard Lead and the East Yard Lead at the north end of Parsons cannot be used coming out of or into Tracks K-10 and K-11. Six-axle units cannot be used through this crossover.

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 and be governed by instructions posted in the box.

Ranchers—Lookout for close clearance on business track. Pulleys will not clear man on west 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 214 and/or Rule 215.

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, fuseses must not be used for giving hand signals except in an emergency, and when used, they must not be dropped or thrown to extinguish.

Cherokee Nitrogen: Do not exceed 5 MPH on all tracks.

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. 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 STATIONS | Length of siding In feet | NORTHWARD | | |
|-----------------|---------|---------|-----------------|--------------------|------------------------|--------------------------|--------------|-------------|-----------------|
| SECOND CLASS | | | | | | | SECOND CLASS | | |
| 1 0 3 | 1 0 1 | 1 0 5 | | | | | 1 0 6 | 1 0 2 | 1 0 4 |
| DAILY | DAILY | DAILY | | | | DAILY | DAILY | DAILY | |
| PM 11:50 | PM 6:30 | PM 2:50 | 4503 | 502.5 | MUSKOGEE (R).....YWPOB | YARD | AM 11:30 | PM 11:15 | AM 2:15 |
| ..... | ..... | ..... | ..... | 503.9 | BN.....CXN | ..... | ..... | ..... | ..... |
| 12:25 | 7:05 | 3:25 | 4525 | 524.8 | CHECOTAH..... | 11040 | 10:03 | 10:39 | 1:34 |
| AM 104 12:59 | 7:39 | 3:59 | 4547 | 547.2 | CANADIAN..... | 10191 | 9:29 | 10:05 | AM 103 12:59 |
| 1:25 | 8:05 | 4:25 | 4564 | 564.2 | McALESTER.....YTWDPOB | 11043 | 9:03 | 9:39 | 11:28 |
| ..... | ..... | ..... | ..... | 565.9 | MKT.....XA | ..... | ..... | ..... | ..... |
| 1:40 | 8:20 | 4:40 | 4573 | 573.1 | NAVY.....Y | 4914 | 8:48 | 9:24 | 11:14 |
| 1:55 | 8:35 | 4:55 | 4583 | 582.8 | KIOWA.....J | 7574 | 8:33 | 9:09 | 10:59 |
| 2:12 | 8:52 | 5:12 | 4594 | 594.0 | BURG..... | 7715 | 8:16 | 8:52 | 10:42 |
| 2:25 | 9:05 | 5:25 | 4603 | 602.6 | STRINGTOWN.....Y | 9343 | 8:03 | 8:33 | 10:29 |
| 2:36 | 9:16 | 5:36 | 4610 | 609.6 | ATOKA.....JF | 7570 | 7:52 | 8:22 | 10:18 |
| 3:07 | 9:47 | 6:07 | 4630 | 630.2 | CADDO..... | 8911 | 7:21 | 7:51 | 10:47 |
| ..... | ..... | ..... | ..... | 641.0 | KO&G JCT.....JYZ | ..... | ..... | ..... | ..... |
| 3:24 | 10:04 | 6:24 | 4641 | 641.4 | DURANT.....YCOB | 9635 | 7:04 | 7:34 | 8:55 |
| ..... | ..... | ..... | ..... | 641.4 | BN.....XA | ..... | ..... | ..... | ..... |
| 3:33 | 10:13 | 6:33 | 4649 | 649.1 | OLIVE..... | 10092 | 6:55 | 7:25 | 8:45 |
| ..... | ..... | ..... | ..... | 655.9 | BN NORTH JCT.....JZM | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 656.2 | BN SOUTH JCT.....JZM | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 657.2 | JOE JCT.....JZM | ..... | ..... | ..... | ..... |
| 4:20 | 10:40 | 7:00 | 5664 | 661.9 | RAY (R).....YTWDPOB | YARD | 6:30 | 105 7:00 | 8:20 |
| AM | PM | PM | | | 159.4 | | AM | PM | 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 513.0.....50
 MP 513.0 - MP 641.0.....40
 MP 641.0 - MP 653.9.....60
 MP 653.9 - MP 660.5.....25

Except:
 Olive, through siding and turnouts.....20
 Muskogee, Old Main Track (MP 501.8 to MP 503.9).....20

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE MPH
 Muskogee, through city limits.....25
 McAlester, through city limits.....25
 Durant, through city limits.....40

BUSINESS TRACKS MILE POST STA. NO.
 Eufaula.....F 538.1 4538
 Caney..... 621.6 4621
 Calera..... 646.4 4646
 Excess..... 656.7 5657

TRACKSIDE WARNING DETECTOR LOCATIONS

MP 529.8 MP 557.1 MP 588.3 MP 630.6

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 230, 236 and 242. Movement must not be made past a block signal displaying indication per Rules 237 or 239 unless enroute to the Burlington Northern Railroad.

Trains will report for clearance other than as required by Rule 82(A):

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

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

NOTES

Trains handling coal picked up on line MUST NOT EXCEED 30 MPH.

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

Checotah and Canadian--Southward trains. Canadian and 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.

McAlester--When making switch movements from Scale Track to Main Track and West lead to siding (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--Movements in siding approaching State Highway 43 (MP 602.49) crossing must know that flashers are working and gates are down before occupying the crossing.

The "Island Circuit" is designated by yellow boards attached to ties on both sides of the crossing. Trains, in siding, being met or passed will clear the Island Circuit when practicable.

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

Stringtown--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.

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

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.

Durant--Movements over public crossings on all auxiliary tracks except the siding must be protected by a crew member on the ground at the crossing until the crossing is occupied.

Ray--Do not exceed 5 MPH with six-axle units on the following tracks:

- C-4 Running Track from West end of yard to Dump Track.
- Old Yard Running Track from East end of yard to Dump Track.
- Red Dam Spur from Main Line switch (MP 658) to J-M Mfg. Co. Plant.

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.

Ray--High switch North end New 3 Track must be lined and locked for Dallas Subdivision movements when not in use. South switch of Choctaw crossover must be lined for Dallas Subdivision movements when not in use.

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

TULSA SUBDIVISION

| SOUTHWARD | | Station Numbers | Mile Post Location | MAIN LINE | | Length Of Siding In Feet | NORTHWARD | |
|--------------|-------|--------------------|-----------------------|-----------|-------|-----------------------------|--------------|--|
| SECOND CLASS | | | | STATIONS | | | SECOND CLASS | |
| 1 4 5 | | | | | | | 1 4 6 | |
| DAILY | | | | DAILY | | | | |
| AM 12:01 | 4499 | 324.8 | CHASE..... | JYT | ..... | PM 7:12 | | |
| ..... | 4901 | 324.0 | WYBARK..... | Y | 1500 | ..... |  |  |
| 1:22 | 4933 | 291.8 | BROKEN ARROW..... | | 2850 | 5:52 | | |
| 2:00 | 4937 | 287.2 | TULSA (R)..... | WTDob | YARD | 5:30 | | |
| AM | ..... | 278.3 | BN..... | CXA | ..... | PM | | |
| ..... | ..... | 278.2 | SSI..... | XS | ..... | ..... |  |  |
| | | | | 46.6 | | | | |

FLAGGING DISTANCE.....Three-fourths mile

NOTES

MAXIMUM SPEED MPH
 MP Z-324.8 - MP Z-290.0.....25
 MP Z-290.0 - MP Z-287.7 (Garnett Road).....20
 MP Z-287.7 - MP Z-284.0 (Sheridan Road).....10
 MP Z-284.0 - MP Z-280.3 (Lewis Avenue).....20
 MP Z-280.3 - MP Z-278.2.....10

Exception to Rule 82(A): Trains may leave their initial station without clearance at Chase.

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. Train Register for Chase will be maintained in Muskogee.

Trains handling coal picked up on line MUST NOT EXCEED 25 MPH.

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

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 | MILE POST | 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 MP Z-290.0 and MP Z-278.2, Rule 94 is in effect.

Restrictions on Auxiliary Tracks:

Tulsa--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.

Tulsa--Movements on auxiliary tracks crossing Rockford Avenue (MP Z-279.3) and Quincy Avenue (MP Z-279.2) must occupy circuit within 30 feet of crossing identified by ties painted yellow; know flashers are working and gates are down for 20 seconds, and then movement may proceed over crossing.

Tulsa--Movements on side track over Third Street (MP Z-278.6) must occupy "island circuit"; know gates are down and lights are flashing 20 seconds; and then movement may proceed over crossing.

OMAHA SUBDIVISION

NOTES

| Station Numbers | Mile Post Location | MAIN LINE STATIONS | | Length Of Siding In Feet |
|-----------------|--------------------|---------------------|------------|--------------------------|
| | | SOUTH ▼ | NORTH ▲ | |
| 1600 | 0.0 | COUNCIL BLUFFS..... | | YARD |
| | | | 6.4 | |
| 1606 | 6.4 | SOUTH OMAHA..... | | YARD |
| .... |  |  | 4.5 | |
| .... | 473.1 | GILMORE JCT..... |  | .... |
| | | | 25.7 | |
| 1637 | 447.4 | UNION..... |  | .... |
| | | | 63.1 | |
| 1699 | 384.3 | FALLS CITY..... |  | .... |
| | | | 53.6 | |
| 1754 | 330.7 | ATCHISON..... | | YARD |
| .... |  |  | 43.2 | |
| .... | 287.5 | EDGEWATER JCT..... |  | .... |
| | | | 4.7 | |
| 1003 | ..... | GLEN PARK..... | YTDWPOB | YARD |
| | | | 201.2 | |

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

Between Highline Connection and Gilmore Jct., Mo. Pac. RR Rules, Timetable and Special Instructions govern.

Between Gilmore Jct. and Council Bluffs, UP Railroad Rules, Bridge Subdivision Tenant Line Rules, Timetable and Special Instructions govern.

LINCOLN SUBDIVISION

| Station Numbers | Mile Post Location | MAIN LINE STATIONS | | Length Of Siding In Feet |
|-----------------|--------------------|--------------------|-----------|--------------------------|
| | | WEST ▼ | EAST ▲ | |
| 1637 | 447.4 | UNION..... |  | .... |
| | | | 13.0 | |
| .... | 460.4 | WEeping WATER..... | | YARD |
| | | | 33.8 | |
| .... | 494.2 | OL&B JCT..... | | YARD |
| | | | 0.9 | |
| 1948 | 495.1 | LINCOLN..... |  | .... |
| | | | 47.7 | |

Between Union and Lincoln, Mo. Pac. RR Rules, Timetable and Special Instructions govern.

TOPEKA SUBDIVISION

| Station Numbers | Mile Post Location | MAIN LINE STATIONS | | Length Of Siding In Feet |
|-----------------|--------------------|--------------------|-----------|--------------------------|
| | | WEST ▼ | EAST ▲ | |
| 1003 | ..... | GLEN PARK..... | YTDWPOB | YARD |
| | | | 2.8 | |
| .... | 3.3 | TERMINAL JCT..... |  | .... |
| | | | 64.7 | |
| 1867 | 68.0 | TOPEKA..... | | YARD |
| | | | 67.5 | |

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

Between Terminal Jct. and Topeka, UP RR Rules, Timetable and Special Instructions govern.

JOPLIN SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE | | Length of Siding In Feet |
|-----------------|--------------------|-------------------|------------|--------------------------|
| | | SOUTH ▼ | NORTH ▲ | |
| | | STATIONS | | |
| .... | 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..... | T | 1350 |
| | | 2.2 | | |
| .... | 431.5 | BN..... | XN | .... |
| | | 0.6 | | |
| 3938 | 432.1 | GALENA..... | C | 1494 |
| | | 1.8 | | |
| 2940 | 433.9 | HORN..... |  | .... |
| | | 0.3 | | |
| .... | 434.2 | END OF TRACK..... |  | .... |
| | | 32.7 | | |

FLAGGING DISTANCE.....Three-fourths mile

MAXIMUM SPEED MPH

MP S-419.1 - MP S-433.4.....25

MP S-433.4 - MP S-434.2.....10

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

Between Galena (MP S-432.1) and End of Track (MP S-434.2), Rule 94 is in effect.

COFFEYVILLE SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE | | Length of Siding In Feet |
|-----------------|--------------------|-------------------|------------|--------------------------|
| | | SOUTH ▼ | NORTH ▲ | |
| | | STATIONS | | |
| 3410 | 410.2 | CHEGOPA..... | Y | 4688 |
| | | 29.8 | | |
| 3168 | 168.4 | COFFEYVILLE..... | CTWOB | YARD |
| | | 0.3 | | |
| 3169 | 168.7 | EVANS..... | | 3236 |
| | | 2.2 | | |
| .... | 170.9 | MO. PAC..... | XA | .... |
| | | 12.0 | | |
| 4183 | 182.9 | WANN..... |  | .... |
| | | 10.8 | | |
| 4194 | 193.7 | DEWEY..... |  | .... |
| | | 0.8 | | |
| .... | 194.5 | DY JCT..... |  | .... |
| | | 3.2 | | |
| 4198 | 197.7 | BARTLESVILLE..... | CP | YARD |
| | | 0.5 | | |
| .... | 198.2 | BE JCT..... |  | .... |
| | | 0.5 | | |
| 4199 | 198.7 | SUTTON..... | | YARD |
| | | 1.3 | | |
| .... | 200.0 | END OF TRACK..... |  | .... |
| | | 61.4 | | |

FLAGGING DISTANCE.....Three-fourths mile

MAXIMUM SPEED MPH

MP A-166.0 - MP A-194.5.....10

MP A-198.2 - MP A-200.0.....10

Trains will report for clearance other than as required by Rule 82(A):

Southward trains originating Chetopa, secure clearance at Parsons instead of Chetopa. Train orders still in effect must be retained for return trip as prescribed by Rule 214.

Between Coffeyville and DY Jct. and between BE Jct. and End of Track, Rule 94 is in effect.

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

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

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.

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

Between DY Jct. and BE Jct., AT&SF Rule 94 is in effect.

MKT train(s) will contact AT&SF dispatcher, using phone near switch, for permission to occupy AT&SF Main Track at DY Jct. and BE Jct., and will notify AT&SF dispatcher when train(s) clear AT&SF Main Track at DY Jct. and BE Jct.

Sutton—Crossing flashers at State Highway 123, MP A-199.55, are 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.

EMPLOYEES MUST EXERCISE CARE TO PREVENT INJURY TO THEMSELVES OR OTHERS. THEY MUST BE ALERT AND ATTENTIVE AT ALL TIMES WHEN PERFORMING THEIR DUTIES AND PLAN THEIR WORK TO AVOID INJURY.

OKLAHOMA SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE | | Length Of Siding In Feet |
|-----------------|--------------------|--------------------|-----------|--------------------------|
| | | WEST ▼ | EAST ▲ | |
| STATIONS | | | | |
| .... | 0.0 | McALESTER (R)..... | YTWDPOB | YARD |
| .... | 366.4 | MKT..... | XA | .... |
| 0377 | 377.4 | HAYWOOD..... | | 3845 |
| 0387 | 386.5 | STUART..... | | 4080 |
| 0391 | 391.1 | HILLTOP..... | | 2239 |
| .... | 396.3 | MoPac..... | XA | .... |
| 0397 | 397.2 | CALVIN..... | | 4486 |
| 0411 | 410.7 | HOLDENVILLE..... | | YARD |
| .... | 410.7 | BN..... | XA | .... |
| 0419 | 418.7 | WEWOKA..... | | 2400 |
| 0425 | 425.0 | LIMA..... | | 5635 |
| 0431 | 431.2 | SEMINOLE..... | | 2692 |
| 0436 | 435.8 | TRACY..... | | 4050 |
| .... | 447.8 | AT&SF JCT..... | Y | .... |
| 0449 | 448.9 | SHAWNEE (R)..... | CYTWPOB | 3700 |
| 0457 | 457.0 | DALE..... | | 4588 |
| 0466 | 466.1 | HARRAH..... | | 4613 |
| 0472 | 472.6 | CHOCTAW..... |  | .... |
| .... | 482.5 | BN..... | XA | .... |
| 0483 | 483.0 | MIDWEST..... | Y | .... |
| .... | 484.1 | MKT..... | XN | .... |
| .... | 485.5 | AT&SF JCT..... | Y | .... |
| 0486 | 485.6 | HARTER (R)..... | CYTWPOB | YARD |
| | | 120.9 | | |

FLAGGING DISTANCE.....Three-fourths mile

| | |
|------------------------------|-----|
| MAXIMUM SPEED | MPH |
| MP Y-365.0 - MP Y-397.1..... | 25 |
| MP Y-397.1 - MP Y-398.3..... | 10 |
| MP Y-398.3 - MP Y-484.0..... | 25 |
| MP Y-484.0 - MP Y-485.6..... | 10 |

| | | |
|-----------------|-----------|----------|
| BUSINESS TRACKS | MILE POST | STA. NO. |
| Nu Metals..... | Y-417.4 | 0417 |
| Brick..... | Y-422.0 | 0422 |
| Huey..... | Y-467.3 | 0467 |
| Goodner..... | Y-481.5 | 0482 |

Train inspection per ITEM 7 of Special Instructions required for trains between Seminole and Shawnee as follows:
 Westward trains—Before departing Shawnee.
 Eastward trains—Before departing Seminole.

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

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

Exception to Rule 104(B):

McAlester—Main Track switch (MP Y-366.6) must be left lined and locked for movement from Main Track to north leg of wye when not otherwise in use.

OKLAHOMA SUBDIVISION

Shawnee—Use only one (1) unit while switching.

Shawnee—All tracks serving Shawnee Mill from Bell Street west have close clearance and will not clear a man on sides or top of cars.

Shawnee—Cars must not be left on fouling point Farrell Avenue, MP Y-447.9, on Mill Spur Track. Fouling point marked by orange-colored boards attached to ties.

Shawnee—No. 3 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.

IN CASE OF DOUBT OR UNCERTAINTY,

THE SAFE COURSE MUST BE TAKEN.

NEOSHO SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE | | Length Of Siding In Feet |
|-----------------|--------------------|-------------------|------------|--------------------------|
| | | SOUTH ▼ | NORTH ▲ | |
| STATIONS | | | | |
| .... | 27.8 | END OF TRACK..... | Y | .... |
| .... | 27.1 | AT&SF..... | XG | .... |
| 3526 | 26.2 | CHANUTE..... | CY | 2130 |
| .... | 24.0 | AT&SF..... | XG | .... |
| 3511 | 10.8 | GALESBURG..... | | 850 |
| 3386 | 0.6 | 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.

Parsons—Do not exceed 5 MPH on Gooseneck Track from north end of Diesel Shop to the East Yard Lead at the north end of the yard.

Parsons—East One Crossover between Klondike Yard Lead and the East Yard Lead at the north end of Parsons cannot be used coming out of or into Tracks K-10 and K-11. Six-axle units cannot be used through this crossover.

DALLAS 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 | | | | | | DAILY | |
| STATIONS | | STATIONS | | | | | |
| PM 11:30 | 5664 | 661.9 | RAY (R).....YTWDPOB | YARD | PM 6:30 | | |
| ..... | ..... | 658.3 | DALLAS JCT.....Y | ..... | ..... |  |  |
| ..... | ..... | 658.8 | CONWAY.....Y | 1322 | ..... |  |  |
| ..... | ..... | 659.6 | SHERMAN JCT.....Y | ..... | ..... |  |  |
| 11:53 | ..... | 660.7 | McCUNE.....Y | ..... | 5:14 | | |
| ..... | ..... | 661.2 | S.P.....XA | ..... | ..... |  |  |
| 12:22 | 5008 | 668.7 | PENLAND..... | 5885 | 4:45 | | |
| AM | ..... | 674.3 | MO. PAC.....XA | ..... | ..... |  |  |
| 1:09 | 5027 | 688.1 | TRENTON..... | 4927 | 3:57 | | |
| ..... | ..... | 701.3 | AT&SF.....XA | ..... | ..... |  |  |
| 1:57 | 5052 | 714.1 | GREENVILLE.....CYOB | ..... | 3:02 | | |
| ..... | ..... | 714.3 | STLSW.....XA | ..... | ..... |  |  |
| 2:02 | 5055 | 715.6 | MELTON.....Y | 6116 | 2:57 | | |
| 2:43 | 5078 | 738.7 | ROCKWALL..... | 4937 | 2:16 | | |
| 3:05 | 5089 | 750.0 | ELLIS.....Y | 4649 | 1:54 | | |
| ..... | ..... | 750.8 | AT&SF.....CXA | ..... | ..... |  |  |
| 3:08 | 5090 | 750.9 | GARLAND.....YOB | 2908 | 1:51 | | |
| 3:13 | 5092 | 752.9 | KREM.....Y | 4906 | 1:46 | | |
| 3:17 | 5093 | 754.1 | BETHARD.....Y | 2625 | 1:42 | | |
| 3:39 | 5101 | 761.4 | ATKINS.....Y | 4915 | 1:20 | | |
| ..... | ..... | 766.2 | DENY.....Y | ..... | ..... |  |  |
| 5:00 | 5106 | 766.9 | DALLAS (R).....YTWDPOB | YARD | 1:00 | | |
| AM | | | 110.1 | | PM | | |

ABS between MP D-661.1 and MP D-750.4.
 ABS between MP D-756.1 and MP D-765.5.

FLAGGING DISTANCE.....One and one-fourth miles

| 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-765.5..... | 25 |

| SPEED LIMITS PRESCRIBED BY CITY ORDINANCE | MPH |
|--|-----|
| Trenton, through city limits..... | 30 |
| Royse City, through city limits..... | 25 |
| Rockwall, through city limits..... | 20 |
| Dallas, through city limits..... | 25 |
| Dallas, over Cole St., Knox St., Airline Road, Mockingbird Lane, and McKinney St..... | 10 |

BUSINESS TRACKS

| | |
|------------------|-----|
| Denison..... | CYB |
| Bells..... | |
| Whitewright..... | |
| Caddo Mills..... | |
| Royse City..... | |
| Thomas..... | |
| Rowlett..... | |

| MILE POST | STA. NO. |
|-----------|----------|
| D-660.9 | 5661 |
| D-674.3 | 5013 |
| D-681.3 | 5020 |
| D-721.6 | 5061 |
| D-730.3 | 5069 |
| D-731.6 | 5071 |
| D-746.5 | 5086 |

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(A): Timetable or train order restrictions apply at:

Ray — Dallas Jct.
 Dallas — Deny.

Ray—Trains arriving and departing will be governed by instructions from the Yardmaster before occupying the Main Track within yard limits.

DALLAS SUBDIVISION

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

NOTES

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:

Ray--High switch North end New 3 Track lined and locked for Dallas Subdivision movements. South switch of Choctaw crossover lined for Dallas Subdivision movements.

Dallas Jct.--Wye Track switch lined for Dallas Subdivision movements.

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

Yards Not Having a Designated Main Track:

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.

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

Restrictions on Auxiliary Tracks:

Ray--Do not exceed 5 MPH with six-axle units on the following tracks:

1. C-4 Running Track from west end of yard to Dump Track.
2. Old Yard Running Track from east end of yard to Dump Track.

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.

Garland--Movements on Safeway Lead tracks over Kingsley Road must occupy crossing circuit marked by yellow board attached to tie; know flashers have been actuated a minimum of twenty (20) seconds; then movement may proceed over crossing.

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.

Dallas--Movement from Dr. Pepper Spur over Mockingbird Lane (MP D-762.16) must occupy circuit within thirty (30) feet of crossing identified by ties painted orange; know flashers have been actuated a minimum of twenty (20) seconds; then movement may proceed over crossing.

Dallas--Do not exceed 5 MPH on any track except Main Track and No. 1, No. 2 and No. 3 yard tracks.

DFW SUBDIVISION

| Station Numbers | Mile Post Location | MAIN LINE | | Length Of Siding In Feet | Other Tracks Length In Feet |
|-----------------|--------------------|-------------------------------|---------|--------------------------|-----------------------------|
| | | SOUTH STATIONS | NORTH | | |
| .... | .... | NEY (R)..... | YTWDPOB | .... | YARD |
| .... | .... | MOPAC JCT (17th St)..... | Y | .... | .... |
| .... | .... | 6TH ST JCT..... | YZ | .... | .... |
| .... | 612.2 | DALWOR JCT..... | JZ | .... | .... |
| 9614 | 613.5 | SYLVANIA..... | J | 4728 | YARD |
| 9622 | 621.6 | HURST..... | J | 4983 | 2244 |
| 9627 | 627.2 | TARRANT..... | J | 10000 | 903 |
| 9998 | 628.4 | DOROTHY(Great Southwest)..... | CJ | .... | 1206 |
| .... | 634.6 | N.C. JCT..... | J | .... | .... |
| 9635 | 634.7 | IRVING..... | CJ | 4645 | 7103 |
| .... | 634.9 | S.C. JCT..... | J | .... | .... |
| 9639 | 639.0 | MOCKINGBIRD..... | J | 7429 | YARD |
| 9641 | 641.3 | PERKINS..... | J | 4150 | .... |
| .... | 642.5 | DALLAS JCT..... | J | .... | YARD |
| .... | 643.8 | NORTH JCT..... | J | .... | .... |
| | | 33.7 | | | |

FLAGGING DISTANCE.....One and one-fourth miles

| MAXIMUM SPEED | MPH |
|---|-----|
| Between Purina Jct, Dalwor Jct and 6th St. Jct..... | 10 |
| MP F-612.2 - MP F-614.2 (Beach Street)..... | 20 |
| MP F-614.2 - MP F-617.6..... | 40 |
| MP F-617.6 - MP F-621.7 (Norwood Drive)..... | 50 |
| MP F-621.7 - MP F-629.6..... | 40 |
| MP F-629.6 - MP F-637.1..... | 30 |
| MP F-637.1 - MP F-643.8 (North Jct)..... | 25 |

Except:

| | |
|---|----|
| MP F-617.1 (over street crossing)..... | 20 |
| MP F-625.6 (over street crossing)..... | 20 |
| MP F-627.6 (over street crossing)..... | 20 |
| Dorothy to Station 95 (Great Southwest Railroad)..... | 5 |

Manual Interlocking between 6th Street Jct. (MP F-612.4), Purina Jct. (MP F-611.9) and Dalwor Jct. (MP F-612.2) — Control Operator is the Dispatcher at Denison, Texas.

CTC between MP F-612.2 and MP F-643.8—Control Operator is the Dispatcher at Denison, Texas.

Between 6th St. Jct. (MP F-612.4) and Purina Jct. (MP F-611.9) and between Dalwor Jct. (MP F-612.2) and Purina Jct. (MP F-611.9), hand-operated switches must not be fouled or operated by hand unless governing signal displays Proceed indication or authority is obtained from the Control Operator.

Double Track between MP 610.2 (Duncan Subdivision) and MoPac Jct. (17th St.). Yardmaster's instructions will authorize movement on northward track or southward track against the current of traffic. Main Track switch at north end of Double Track (MP 610.2) may be left lined as needed.

DFW SUBDIVISION

CLEARANCE REQUIREMENTS

BN trains originating N.C. Jct. or S.C. Jct. must secure clearance at BN Irving Station.

Southward BN trains must secure MKT clearance at BN North Yard, Ft. Worth.

Northward BN trains must secure MKT clearance at South Tower.

Irving:

Trains and engines will not stop and block any public street crossings between the hours of 7:00 a.m. and 8:30 a.m. and between 4:00 p.m. and 6:00 p.m., Monday through Friday.

Right-Of-Way District:

Between MP F-643.8 and AT&SF (Tower 19), Right-Of-Way District Special Instructions govern as follows:

Maximum Speed is 20 MPH on Tracks "A" and "B" between North Jct. and southward absolute signal at Tower 19. Maximum Speed is 10 MPH on all other tracks and through all turnouts.

Hand-operated switch and connecting track (Kelley Lead) at the North end of Cadiz Street Yard must not be used until the permission has been obtained from Control Operator.

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 General Code of Operating Rules, Rule 105.

Restrictions On Auxiliary Tracks:

DO NOT EXCEED 5 MPH on auxiliary tracks except sidings.

Peach—Engines must not be operated over scales on Purina Elevator Tracks 1 and 3.

Dorothy to Station 95 (Great Southwest Railroad) — Six-axle diesel locomotives are prohibited.

Industrial and Yard Track Restrictions Account of Bridges:

| | |
|-----------------------------------|--------------|
| Dorothy Spur..... | 210,000 Lbs. |
| Highland Industrial District..... | 240,000 Lbs. |
| Trinity Industrial District..... | 240,000 Lbs. |

| BUSINESS TRACKS | MILE POST | STA. NO. |
|------------------------------|---------------|----------|
| Richland Park.....J | F-618 Pole 5 | 9618 |
| Anchor Metal-Boyle Galv....J | F-620 Pole 27 | 9621 |
| Bell Helicopter.....J | F-622 Pole 8 | 9623 |
| Centerport.....J | F-629 Pole 24 | 9629 |
| Texas Gypsum Co.....J | F-629 Pole 25 | 9630 |
| Laggett(TP&L).....J | F-630 Pole 10 | 9631 |
| Rattree.....J | F-633 Pole 24 | 9634 |
| Frito-Lay Lead.....J | F-636 Pole 6 | .... |
| Brookhollow B.....J | F-637 Pole 17 | .... |
| Brookhollow F.....J | F-638 Pole 3 | .... |
| Brookhollow A.....J | F-638 Pole 29 | |
| Record Crossing.....J | F-639 Pole 27 | |
| McKinney Lead.....J | F-643 Pole 29 | |

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EMPLOYEES MUST CONDUCT THEMSELVES IN SUCH A MANNER THAT THEIR COMPANY WILL NOT BE SUBJECT TO CRITICISM OR LOSS OF GOOD WILL.

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HILLSBORO SUBDIVISION

| SOUTHWARD | | Station Numbers | Mile Post Location | MAIN LINE | | Length Of siding In Feet | NORTHWARD | |
|--------------|-------|-----------------|-----------------------|------------------|---------|--------------------------|--------------|-------|
| SECOND CLASS | | | | STATIONS | | | SECOND CLASS | |
| 7 7 7 B N | | | | | | | 7 7 8 B N | |
| DAILY | | | | | | | DAILY | |
| ..... | 5106 | 766.9 | Right-Of-Way District | DALLAS (R)..... | YTWDPOB | YARD | ..... |  |
| | | 767.0 | | 0.1 | | | | |
| | | 767.0 | | MoPac..... | XM | | | |
| | | 767.5 | | North Tower..... | OB | | | |
| | | 767.8 | | 0.5 | | | | |
| | | 768.9 | | South Tower..... | OB | | | |
| | | 768.9 | | 0.3 | | | | |
| ..... | ..... | 768.9 | Cadiz St. Jct..... | Z | ..... | ..... | ..... |  |
| ..... | ..... | 768.9 | 1.1 | | | | | |
| ..... | ..... | 768.9 | CJ JCT..... | Z | ..... | ..... | ..... |  |
| ..... | ..... | 768.9 | ATSF (Tower 19)..... | XM | ..... | ..... | ..... |  |
| AM | | | 0.4 | | | | PM | |
| 2:45 | ..... | 769.3 | ENDOT..... | JYZ | ..... | ..... | 2:51 | |
| ..... | ..... | 769.3 | 12.4 | | | | | |
| 3:10 | 5121 | 781.7 | LANCASTER..... | | 3932 | | 2:26 | |
| ..... | ..... | 781.7 | 9.5 | | | | | |
| 3:25 | 5130 | 791.2 | STERRETT..... | Y | 6252 | | 2:11 | |
| ..... | ..... | 791.2 | 5.4 | | | | | |
| ..... | ..... | 796.6 | S.P..... | CXA | ..... | ..... | ..... |  |
| ..... | ..... | 796.6 | 1.3 | | | | | |
| 3:36 | ..... | 797.9 | B-R-I JCT..... | CYZ | ..... |  | 2:00 | |
| ..... | ..... | 797.9 | 0.2 | | | | | |
| AM | | | | | | | PM | |
| ..... | 5137 | 798.1 | WAXAHACHIE..... | YOB | 2925 |  | ..... |  |
| ..... | ..... | 798.1 | 15.0 | | | | | |
| ..... | 5152 | 813.1 | ITALY..... |  | ..... |  | ..... |  |
| ..... | ..... | 813.1 | 19.4 | | | | | |
| ..... | ..... | 832.5 | DANA JCT..... | Y | ..... |  | ..... |  |
| ..... | ..... | 832.5 | | | | | | |
| ..... | ..... | 832.5 | 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-768.9 - MP D-779.5 (Whitt Road).....25
 MP D-779.5 - MP D-797.9.....40
 MP D-797.9 - MP D-832.5.....10

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE MPH
 Dallas, through city limits.....25
 Waxahachie, over street crossings.....20

Right-Of-Way District:
 Between MP D-766.9 and MP D-768.9, Right-of-Way District Special Instructions govern as follows:

Maximum Speed is 20 MPH on Tracks "A" and "B" between North Jct. and southward absolute signal at Tower 19. Maximum Speed is 10 MPH on all other tracks and through all turnouts.

Hand-operated switch and connecting track (Kelley Lead) at the North end of Cadiz Street Yard must not be used until permission has been obtained from Control Operator.

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 General Code of Operating Rules, Rule 105.

Exception to Rule 5(A):
 Endot—Southward trains restricted Endot remain back of Absolute Signal North of AT&SF Interlocking (Tower 19); except, Southward trains from Cadiz Street Yard remain at CJ Jct. to avoid fouling interlocking.

| BUSINESS TRACKS | MILE POST | STA. NO. |
|-----------------|-----------|----------|
| Sargent..... | D-770.8 | 5110 |
| Peeler..... | D-772.7 | 5112 |
| Service..... | D-793.5 | 5133 |
| Armaglass..... | D-794.6 | 5134 |
| Nena..... | 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

Trains will report for clearance other than as required by Rule 82(A):

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

Waxahachie—BN trains originating B-R-I Jct.

Trains will register at other than register stations as follows:

South Tower (Right-of-Way District)—MKT and BN trains originating or terminating Endot by ticket.

Waxahachie—MKT trains originating or terminating. BN trains originating or terminating B-R-I Jct., by ticket.

Between Waxahachie (MP D-798.1) and Dana Jct. (MP D-832.5), Rule 94 is in effect.

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—Gates across tracks Owens-Corning plant must be closed and locked when not in use.

FORT WORTH SUBDIVISION

| SOUTHWARD | | | | | Station Numbers | Mile Post Location | MAIN LINE STATIONS | Length Of Siding In Feet | NORTHWARD | | |
|--------------|----------------|--------------|--------------|--------------|-----------------|--------------------|-------------------------------------|--------------------------|----------------|--------------|-------------------|
| SECOND CLASS | | | | | | | | | SECOND CLASS | | |
| 1 0 5 | 1 1 1 | 1 0 9 | 1 0 7 | 1 0 3 | | | | | 1 0 4 | 1 0 6 | 2 0 4 |
| DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | | | | |
| PM 11:59 | PM 7:30 | PM 3:10 | AM 10:10 | AM 5:10 | 5664 | 661.9 | RAY (R).....YTDPOB | YARD | PM 4:30 | AM 12:35 | AM 3:40 |
| ..... | ..... | ..... | ..... | ..... | ..... | 5670 | 5.4 POTTSBORO..... | 5970 | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | 5686 | 685.7 | 16.1 WHITESBORO.....JCY | 8424 | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | 685.8 | 0.1 WHITESBORO JCT.....Y | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | 5722 | 721.7 | 35.9 DENTON..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | 757.1 | 35.4 MO. PAC. (Tower 55)....OBXM | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | 5757 | 757.1 | FORT WORTH..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.4 | ..... | ..... | ..... | ..... |
| 3:00 AM 4:20 | 10:30 PM 11:30 | 6:10 PM 6:45 | 1:10 PM 2:00 | 8:10 AM 9:10 | 5759 | 758.5 | NEY (R).....YTDPOB | YARD | 12:50 PM 12:01 | 9:05 PM 8:05 | AM 12:10 PM 11:25 |
| ..... | ..... | ..... | ..... | ..... | ..... | 759.4 | 0.9 S. P.....XA | ..... | ..... | ..... | ..... |
| 4:38 | 11:48 | 7:03 106 | 2:18 | 9:28 | 5764 | 763.9 | 4.5 WRENN.....J | 7828 | 11:27 | 7:39 109 | 11:02 |
| 4:56 | 12:06 AM | 7:21 | 2:36 | 9:46 | 5778 | 777.6 | 13.7 EGAN.....J | 8752 | 11:09 | 7:21 | 10:44 |
| ..... | ..... | ..... | ..... | ..... | ..... | 783.0 | 5.4 AT&SF.....XA | ..... | ..... | ..... | ..... |
| 5:12 | 12:22 | 7:37 | 2:52 | 10:02 | 5793 | 793.2 | 10.2 GRANDVIEW..... | 9583 | 10:53 | 6:58 | 10:28 |
| 5:31 | 12:41 | 7:56 | 3:11 | 10:21 | ..... | 811.2 | 18.0 DANA JCT.....Y | ..... | 10:34 | 6:39 | 10:09 |
| ..... | ..... | ..... | ..... | ..... | 5812 | 811.9 | 0.7 HILLSBORO.....YTOB | YARD | ..... | ..... | ..... |
| 5:34 | 12:44 | 7:59 | 3:14 | 10:24 | 5813 | 813.0 | 1.1 WINSLOW.....Y | 7545 | 10:31 | 6:36 | 10:06 |
| 5:50 | 1:00 | 8:15 | 3:30 | 10:40 | 5827 | 827.4 | 14.4 WEST..... | 8830 | 10:15 | 6:20 | 9:50 |
| 5:59 | 1:09 | 8:24 | 3:39 | 10:49 | 5836 | 836.4 | 9.0 ELM MOTT..... | 8060 | 10:06 | 6:11 | 9:41 |
| 6:05 | 1:15 | 8:30 | 3:45 | 10:55 | ..... | 841.9 | 5.5 CAPHEAD.....YZ | ..... | 10:00 | 6:05 | 9:35 |
| ..... | ..... | ..... | ..... | ..... | ..... | 842.1 | 0.2 WACO JCT.....YZ | ..... | ..... | ..... | ..... |
| 6:15 | 1:25 | 8:40 | 3:55 | 11:10 | 5843 | 842.9 | 0.6 BELLMEAD (R).....YTDPOB | YARD | 9:55 | 6:00 | 9:30 |
| AM | AM | PM | 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.....Two miles

MAXIMUM SPEED MPH
 MP 662.9 - MP 663.5.....20
 MP 663.5 - MP 669.0.....30
 MP 669.0 - MP 679.8.....50
 MP 679.8 - MP 685.8.....40
 MP 757.1 - MP 761.4.....20
 MP 761.4 - MP 769.1.....40
 MP 769.1 - MP 842.1.....60
 MP 842.1 - MP 842.9.....20
 Pottsboro, Whitesboro, Wrenn, Egan, Grandview, Winslow,
 West and Elm Mott, through sidings and turnouts.....20
 Loaded Unit Coal Trains.....40

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE MPH
 Fort Worth, over McAllister Road (MP 769.1).....20
 Burleson, through city limits.....30
 Grandview, over street crossings.....40
 Itasca, through city limits.....40
 Hillsboro, over street crossings.....30
 West, over street crossings.....40

BUSINESS TRACKS MILE POST STA. NO.
 Perrin Field..... 668.9 5669
 Sadler..... 681.9 5682
 Frazier..... 766.0 5766
 Burleson..... 771.2 5771
 Alvarado..... 784.0 5784
 Itasca.....J 801.3 5801

FLOOD INDICATORS
 MP 679.9 MP 772.0 MP 780.8

TRACKSIDE WARNING DETECTOR LOCATIONS
 MP 682.7 MP 788.3 MP 817.2

FORT WORTH SUBDIVISION

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(A):

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 223:

Hillsboro—Display of "Call On" indication (Rule 225) 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 Double Track 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 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.

Trains handling loads 11 feet 7 inches or wider must receive route from Yardmaster, Ney, before occupying southbound track.

On Double Track between MP 757.7 and MP 759.2, northward movements remain on "North Track" until interlocking signal to proceed received or permission to proceed received from Operator Ney. Yardmaster's 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 north end Double Track (MP 757.7) and movements will be governed by Rule 93.

Bellmead—Between Waco Jct. and Bellmead, TRAINS HAVE NO SUPERIORITY. Authority to ENTER AND OPERATE trains and/or engines within these limits must be obtained from Control Operator at Bellmead.

Movements by Signal Indication CTC [Rules 350-351(E)]:

Between Ray (MP 663.5) and North switch siding Pottsboro (MP 668.8) — Trains must not leave Ray before communicating with Control Operator at 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 from siding Pottsboro to the Main Track must communicate with Control Operator, Ray. After Control Operator gives train or engine permission, a member of the crew must depress button in the box located adjacent to absolute signal (MP 668.8) and hold for two seconds to secure Proceed indication to enter CTC territory. If signal continues to display Stop indication, a member of the crew must communicate with Control Operator in accordance with Rule 350 or Rule 351.

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, 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 mechanical 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:

Ray—Do not exceed 5 MPH with six-axle units on the following tracks:

1. C-4 Running Track from west end of yard to Dump Track.
2. Old Yard Running Track from east end of yard to Dump Track.

Ney—Movements on Bunge Tracks 1, 2 and 3 over Dickson Street must occupy "island circuit"; know gates are down and lights are flashing 20 seconds; and then movement may proceed over crossing.

Normal Position of Switches:

Ray—High switch North end New 3 Track lined and locked for Dallas Subdivision movements. South switch of Choctaw crossover lined for Dallas Subdivision movements.

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

TEXAS SUBDIVISION

| SOUTHWARD | | | | | Station Numbers | Mile Post Location | MAIN LINE STATIONS | Length Of Siding In Feet | NORTHWARD | | | |
|--------------|------------|-------------|------------|-------------------|--------------------|-----------------------|---------------------------|-----------------------------|-------------------|--------------|-------------|--------------|
| SECOND CLASS | | | | FIRST CLASS | | | | | FIRST CLASS | SECOND CLASS | | |
| 1 0 5 | 1 8 3 | 1 0 3 | 1 0 7 | 2 1 | | | | | 2 2 | 1 0 4 | 1 0 6 | 1 8 4 |
| DAILY | DAILY | DAILY | DAILY | MON WED SAT | | | | | SUN TUE FRI | DAILY | DAILY | DAILY |
| PM 10:45 | PM 7:45 | PM 1:00 | AM 7:00 | ..... | 5843 | 842.9 | BELLMEAD (R).....YTWDP | YARD | ..... | AM 5:05 | PM 5:00 | AM 12:45 |
| ..... | ..... | ..... | ..... | ..... | ..... | 843.6 | STLSW NORTH JCT.....Y | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | 844.2 | STLSW SOUTH JCT.....Y | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | 5846 | 845.5 | WACO.....Y | ..... | ..... | ..... | ..... | ..... |
| 11:05 184 | 8:05 | 1:20 | 7:20 | ..... | 5849 | 849.7 | BASS.....JY | 10964 | ..... | 4:07 | 4:14 | 11:47 105 |
| 11:26 | 8:26 | 1:41 | 7:41 | ..... | 5865 | 865.2 | EDDY..... | 10142 | ..... | 3:46 | 3:53 | 11:26 |
| 11:49 | 8:49 | 2:04 | 8:04 | ..... | 5880 | 880.0 | TEMPLE.....JCYPOB | 2128 | ..... | 3:23 | 3:30 | 10:47 |
| ..... | ..... | ..... | ..... | ..... | ..... | 880.7 | AT&SF.....XM | ..... | ..... | ..... | ..... | ..... |
| 11:51 | 8:51 | 2:06 | 8:06 | 6:30 | ..... | 880.8 | OPAL.....YZ | ..... | PM 1:15 | 3:21 | 3:28 | 10:45 |
| ..... | ..... | ..... | ..... | ..... | 5881 | 881.1 | COBEL.....Y | 3400 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | 5883 | 883.1 | SMITH.....CY | ..... | ..... | ..... | ..... | ..... |
| 12:02 AM | 9:02 | 2:17 106 | 8:17 | 6:40 | 5888 | 887.6 | LITTLE RIVER.....J | 8993 | 12:57 | 3:10 | 3:17 103 | 10:34 |
| 12:32 | 9:32 | 2:47 | 8:47 | 7:01 | 5908 | 908.1 | GRANGER.....YT | 7371 | 12:36 | 2:40 | 2:47 | 10:04 183 |
| 12:48 184 | 9:48 | 3:03 | 9:03 | 7:10 | 5918 | 918.4 | BIRGE.....Y | 9121 | 12:27 | 2:24 | 1:40 | 9:48 |
| 12:50 | 9:50 | 3:05 | 9:05 | 7:15 | ..... | 918.9 | TRANSFER JCT.....Y | ..... | 12:25 | 2:22 | 1:38 | 9:35 |
| ..... | PM | ..... | ..... | PM | 5919 | 918.9 | TAYLOR.....CYTOB | ..... | PM | ..... | ..... | PM |
| ..... | ..... | ..... | ..... | ..... | ..... | 918.9 | MO. PAC.....XA | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | 934.8 | S. P.....XA | ..... | ..... | ..... | ..... | ..... |
| 1:15 104 | ..... | 3:30 | 9:30 | ..... | 5935 | 935.0 | ELGIN..... | 6170 | ..... | 1:57 105 | 1:13 | ..... |
| 1:36 | ..... | 3:51 | 9:51 | ..... | 5949 | 948.9 | PHELAN..... | 8804 | ..... | 1:36 | 12:52 | ..... |
| ..... | ..... | ..... | ..... | ..... | 5954 | 953.8 | BASTROP..... | ..... | ..... | ..... | ..... | ..... |
| 2:25 | ..... | 4:30 | 10:30 | ..... | 5969 | 969.4 | SMITHVILLE (R).....YWOB | YARD | ..... | 12:45 | 12:20 | ..... |
| AM | ..... | PM | AM | ..... | ..... | ..... | 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 858.0.....50
 MP 858.0 - MP 888.0.....40
 MP 888.0 - MP 896.0.....50
 MP 896.0 - MP 969.4.....40
 Bass, Eddy, Elgin and Phelan, through sidings and turnouts.....20

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE MPH
 Waco, through city limits.....25
 Hewitt, through city limits.....35
 Troy, through city limits.....40
 Temple, over street crossings.....25
 Granger, through city limits.....30
 Taylor, through city limits.....35
 Elgin, through city limits.....20
 Smithville, through city limits.....25

BUSINESS TRACKS MILE POST 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

TRACKSIDE WARNING DETECTOR LOCATIONS
 MP 865.7 MP 892.2 MP 931.5

TEXAS SUBDIVISION

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 Control Operator at Bellmead.

Movements by Signal Indication CTC [Rules 350 - 351(E)]:
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 239 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 (AT&SF 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—Southward movements from the South leg of Wye or from the siding to the Main Track must communicate with Control Operator, Taylor. After Control Operator gives train or engine permission, a crew member must depress button in box located adjacent to Absolute Signal MP 908.7 and hold for two seconds to secure Proceed signal to enter CTC territory. If signal continues to display Stop indication after two minutes, crew member must communicate with Control Operator in accordance with Rule 350 or Rule 351.

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 Taylor.

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. only with authority from the MKT Control Operator at Bellmead. Movements then must be made under the provisions of Rule 93.

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 and Rule 317 upon receipt of permission from MKT Train Dispatcher clearing Main Track for First Class trains. Train Nos. 21 and 22 scheduled between Opal and Transfer Jct.; No. 21 scheduled to depart Opal at 6:30 PM Monday, Wednesday and Saturday and No. 22 scheduled to depart Little River at 12:57 PM Sunday, Tuesday and Friday. Yard Engines will be clear of Main Track for No. 21 at 6:25 PM and for No. 22 at 12:52 PM.

HOUSTON SUBDIVISION

| SOUTHWARD | | | Station Numbers | Mile Post Location | MAIN LINE STATIONS | Length Of Siding In Feet | NORTHWARD | |
|--------------|-------------|------------|-----------------|--------------------|-------------------------|--------------------------|--------------|-------------|
| SECOND CLASS | | | | | | | SECOND CLASS | |
| 1 0 3 | 1 0 7 | 1 0 5 | | | | | 1 0 6 | 1 0 4 |
| DAILY | DAILY | DAILY | | | DAILY | DAILY | | |
| PM 4:35 | AM 10:35 | AM 2:35 | 5969 | 969.4 | SMITHVILLE (R).....YWOB | YARD | PM 12:05 | AM 12:05 |
| ..... | ..... | ..... | ..... | 978.0 | S. P.....XA | ..... | ..... | ..... |
| 5:05 | 11:05 | 3:05 | 5988 | 989.0 | LA GRANGE..... | 3933 | 11:29 | 11:29 |
| 5:16 | 11:16 | 3:16 | 5996 | 995.9 | LCRA.....YB | ..... | 11:18 | 11:18 |
| 5:26 | 11:26 | 3:26 | 6002 | 1002.1 | FAYETTEVILLE.....J | 9349 | 11:08 | 11:08 |
| 5:44 | 11:44 | 3:44 | 6014 | 1013.6 | NEW ULM.....F | 5565 | 10:49 | 10:49 |
| 6:00 | 12:01 | 4:00 | 6024 | 1024.0 | CAT SPRING..... | 5649 | 10:33 | 10:33 |
| 6:18 | PM 12:19 | 4:18 | 6035 | 1035.4 | SEALY.....JC | 2837 | 10:15 | 10:15 |
| ..... | ..... | ..... | ..... | 1035.4 | AT&SF.....XA | ..... | ..... | ..... |
| 6:37 | 12:38 | 4:37 | 6048 | 1047.8 | BROOKSHIRE.....OB | 4705 | 9:56 | 9:56 |
| 6:51 | 12:52 | 4:51 | 6056 | 1056.0 | KATY..... | 4100 | 9:42 | 9:42 |
| 6:59 | 1:00 | 4:59 | 6061 | 1061.2 | WHIT..... | 5900 3000 | 9:34 | 9:34 |
| ..... | ..... | ..... | ..... | 1078.9 | S. P.....XA | ..... | ..... | ..... |
| 8:00 | 2:00 | 6:00 | 6079 | 1080.2 | EUREKA (R).....YTWDPOB | YARD | AM 8:50 | PM 8:50 |
| ..... | ..... | ..... | ..... | 1080.8 | S. P.....XN | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 1084.2 | S. P.....XA | ..... | ..... | ..... |
| ..... | ..... | ..... | 6084 | 1084.2 | HOUSTON.....Y | ..... | ..... | ..... |
| ..... | ..... | ..... | 6134 | 1134.0 | GALVESTON..... | ..... | ..... | ..... |
| | | | | | 164.6 | | | |

FLAGGING DISTANCE.....One and one-fourth miles

MAXIMUM SPEED MPH
 MP 969.4 - MP 1070.8.....40
 MP 1070.8 - MP 1082.4.....20
 MP 1082.4 - MP 1084.2.....10

Except:
 LCRA (MP 995.9) through turnout.....20
 Fayetteville and New Ulm, through sidings and turnouts..20
 Eureka, through yard (MP 1078.9 - MP 1080.2).....10

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE MPH
 Smithville, through city limits.....25
 Sealy, through city limits.....25
 Brookshire, through city limits.....25
 Katy, through city limits.....30

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 MILE POST STA. NO.
 Plum..... 982.1 5982
 Schindler..... 1036.5 6036
 Cardiff..... 1050.8 6051
 Addicks..... 1066.7 6066
 Hennessey..... 1072.9 6073

TRACKSIDE WARNING DETECTOR LOCATIONS
 MP 1000.8 MP 1027.4 MP 1053.0

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 are still in effect and deliver them per Rule 214 and/or Rule 215.

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, Timetable 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.

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.

Whit—Track No. 1 (3000 feet long) located west of and adjacent to the siding track. Unless otherwise instructed, trains in excess of 5900 feet in length required to clear the Main Track will pull front portion of train into Track No. 1 and then pull rear portion of train into the siding track.

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.

Eureka—Movements on auxiliary track crossing East Frontage Road (MP 1078.02) must occupy circuit within 55 feet of crossing identified by ties painted orange; know flashers are working and gates are down for 20 seconds; and then movement may proceed over crossing.

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.

Houston—Do not exceed 5 MPH on Tracks 1 through 6 and on Back Lead Track at City Yard.

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.

Train inspection per ITEM 7 of Special Instructions required for trains between New Braunfels and Comal as follows:
 Southward trains—before departing Comal.
 Northward trains—before departing New Braunfels.

Normal Position of Switches:

Ajax—Spring switch lined for movement to and from Lockhart Subdivision.

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 WRRS Yard.

LOCKHART SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE | | Length Of Siding In Feet |
|-----------------|--------------------|---------------------|------------|--------------------------|
| | | SOUTH ⇩ | NORTH ⇧ | |
| 5969 | 0.0 | SMITHVILLE (R)..... | YWOB | YARD |
| | | | 20.3 | |
| 6721 | 20.3 | RED ROCK..... |  | .... |
| | | | 16.1 | |
| 6737 | 36.4 | LOCKHART..... | | 4400 |
| | | | 7.1 | |
| 6744 | 43.5 | MAXWELL..... |  | .... |
| | | | 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-10.0.....40
 MP M-10.0 - MP M-37.0.....25
 MP M-37.0 - MP M-51.5.....40

Except:

MP M-10.4 - MP M-35.5 (Northward Trains).....10
 Reedville, through siding..... 5
 Ajax, through turnout.....20

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.

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

GEORGETOWN SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE | | Length Of Siding In Feet |
|-----------------|--------------------|-------------------|------------|--------------------------|
| | | SOUTH ⇩ | NORTH ⇧ | |
| 5908 | 908.1 | GRANGER..... | YT | .... |
| | | | 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.

Georgetown—Use only one unit switching in House Track.

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.

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.

NOTES

WESTERN SUBDIVISION

WESTERN SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE | | Length of siding In Feet |
|-----------------|--------------------|--------------------------|-----------|--------------------------|
| | | WEST ↓ | EAST ↑ | |
| | | STATIONS | | |
| 5759 | 758.5 | NEY (R)..... | YTWDPOB | YARD |
| 5757 | 757.1 | FORT WORTH..... |  | .... |
| .... | 757.1 | MO. PAC.(Tower 55)..... | BXM | .... |
| | | 0.9 | | |
| .... | 0.0 | BN JCT..... |  | .... |
| | | 6.1 | | |
| .... | 6.1 | NORTH YARD (BN)..... |  | .... |
| | | 34.2 | | |
| .... | 40.3 | DECATUR..... |  | .... |
| | | 28.2 | | |
| .... | 68.5 | BOWIE..... |  | .... |
| | | 45.6 | | |
| 5305 | 114.1 | WICHITA FALLS..... |  | .... |
| | | 0.9 | | |
| .... | 0.9 | WF&NW JCT..... |  | .... |
| | | 0.5 | | |
| 8101 | 1.4 | NORTH YARD (MKT) (R).... | YTWDPOB | YARD |
| | | 5.3 | | |
| 8107 | 6.7 | BACON..... | | 1611 |
| | | 7.3 | | |
| 8114 | 14.0 | BURKBURNETT..... |  | .... |
| | | 6.9 | | |
| 0021 | 20.9 | DEVOL..... | | 2884 |
| | | 6.2 | | |
| 0027 | 27.1 | GRANDFIELD..... | | 1544 |
| | | 7.2 | | |
| 0034 | 34.3 | LOVELAND..... | | 1560 |
| | | 6.6 | | |
| 0041 | 40.9 | HOLLISTER..... | | 3228 |
| | | 9.4 | | |
| 0051 | 50.3 | FREDERICK..... | CT | .... |
| .... | 50.3 | BN..... | XS | .... |
| | | 10.9 | | |
| 0061 | 61.1 | TIPTON..... | | 2206 |
| | | 6.6 | | |
| 0068 | 67.7 | HUMPHREYS..... |  | .... |
| | | 7.1 | | |
| .... | 74.8 | BN..... | CXG | .... |
| | | 1.4 | | |
| .... | 76.2 | AT&SF..... | XS | .... |
| | | 0.3 | | |
| 0076 | 76.5 | ALTUS..... | YTC | 5838 |
| | | 2.1 | | |
| .... | 78.6 | END OF TRACK..... |  | .... |
| | | 196.2 | | |

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

WF&NW Jct.—BN/MKT Main Track switch will be left lined for BN movements.

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

Altus—Hollis & Eastern trains and engines may use MKT Main Track between MP 74.2-B and MP 78.6-B under provisions of Rule 93 without clearance or train orders.

NOTES

FLAGGING DISTANCE.....Three-fourths mile

| MAXIMUM SPEED | MPH |
|----------------------------|-----|
| MP 0.9-B - MP 2.0-B..... | 10 |
| MP 2.0-B - MP 14.0-B..... | 25 |
| MP 14.0-B - MP 17.0-B..... | 10 |
| MP 17.0-B - MP 33.8-B..... | 25 |
| MP 33.8-B - MP 51.2-B..... | 10 |
| MP 51.2-B - MP 57.1-B..... | 30 |
| MP 57.1-B - MP 61.7-B..... | 10 |
| MP 61.7-B - MP 66.3-B..... | 30 |
| MP 66.3-B - MP 73.0-B..... | 10 |
| MP 73.0-B - MP 74.8-B..... | 20 |
| MP 74.8-B - MP 78.6-B..... | 10 |

Except:
Altus, through siding and turnouts..... 20

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

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

DENTON SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE | | Length Of Siding In Feet |
|-----------------|--------------------|------------------------|------------|--------------------------|
| | | SOUTH ↓ STATIONS | NORTH ↑ | |
| 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 |
| | | 6.6 | | |
| .... | 757.3 | DFW JCT..... | YJ | .... |
| | | 0.7 | | |
| .... | 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
 Carrollton, through city limits.....20
 Dallas, through city limits.....25
 Dallas, over Mockingbird Lane.....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.

DFW Jct.—DFW Jct. switch is a hand-throw electric locked switch. Authority must be obtained from Dispatcher, Denison, Texas, before lining switch for movement to DFW Subdivision.

Carrollton—Cars must not be left on fouling point Belt Line Road, MP K-744.7, on Team Track or on Cotton Belt Track. Fouling point marked by orange boards attached to ties.

NOTES

SHERMAN SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE | | Length Of Siding In Feet |
|-----------------|--------------------|------------------------|------------|--------------------------|
| | | SOUTH ↓ STATIONS | NORTH ↑ | |
| .... | 662.9 | SHERMAN JCT..... | Y | .... |
| | | 8.5 | | |
| .... | 671.4 | MO. PAC..... | XSN | .... |
| | | 0.4 | | |
| 6211 | 671.8 | SHERMAN..... | CO | 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, Rule 94 is in effect.

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

NOTES

WICHITA SUBDIVISION

| Station Numbers | Mile Post Location | MAIN LINE | | Siding Length In Feet | Other Tracks Length In Feet |
|-----------------|--------------------|---------------------|------------|-----------------------|-----------------------------|
| | | SOUTH ↓ | NORTH ↑ | | |
| | | STATIONS | | | |
| 7172 | 172.0 | HERINGTON (R)..... | BCOWY | .... | YARD |
| .... | 178.5 | AT&SF..... | XA | .... | .... |
| 7179 | 178.5 | LOST SPRINGS..... | Y | 6000 | .... |
| 7194 | 194.3 | MARION..... | C | 4660 | 2450 |
| .... | 194.5 | AT&SF..... | XA | .... | .... |
| 7208 | 208.3 | PEABODY..... | CF | 6050 | 1965 |
| .... | 208.5 | AT&SF..... | XA | .... | .... |
| 7223 | 222.8 | WHITEWATER..... | | 6200 | 975 |
| .... | 222.9 | MoPac..... | XA | .... | .... |
| 7230 | 229.5 | FURLEY..... | | 5130 | 695 |
| 7241 | 241.2 | CLINE..... | CDPTWY | 5830 | YARD |
| .... | 241.6 | BN..... | XA | .... | .... |
| 7242 | 241.8 | WICHITA..... | BOY | .... | .... |
| .... | 242.0 | MoPac..... | XA | .... | .... |
| .... | 243.7 | NORTH JCT..... | JZ | .... | .... |
| .... | 245.4 | SOUTH JCT..... | JZ | .... | .... |
| 7250 | 249.6 | MIDLAND..... | | 7200 | .... |
| .... | 266.3 | MoPac..... | XA | .... | .... |
| 7266 | 266.4 | RIVERDALE..... | | 6100 | 670 |
| 7274 | 273.8 | WELLINGTON..... | C | 3900 | 2700 |
| 7295 | 294.5 | CALDWELL..... | F | 5780 | YARD |
| 8303 | 302.6 | RENFROW..... | | 4589 | 1640 |
| .... | 311.6 | AT&SF..... | X | .... | .... |
| 8319 | 318.5 | JEFFERSON..... | | 6228 | 2080 |
| 8331 | 330.7 | KREMLIN..... | | 4640 | 2210 |
| 8340 | 339.5 | NORTH ENID (R)..... | BCDOPTWY | 6044 | YARD |
| | | 167.5 | | | |

WICHITA SUBDIVISION

AT&SF Crossing (MP 311.6)—Train(s) and engine(s) stopped by Stop indication at absolute signal governing movement over crossing must not proceed until way is seen to be clear on conflicting routes and a Proceed signal is given by crew member located at the crossing.

Wichita

Between North Jct. and South Jct., trains and engines will be governed by the Wichita Union Terminal Railway Company Special Rules and Regulations, which provide:

"Between interlocking North Jct. and interlocking South Jct. the two west tracks are main tracks signalled in both directions. Trains and engines using these main tracks will be governed by interlocking and block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

Interlocking signals at North Jct. and South Jct. controlled by Santa Fe Train Dispatcher located at Newton, Kansas.

Freight cars must not be handled on tracks adjacent to train sheds.

Except as provided above, crews on trains and engines operating over tracks of the Wichita Union Terminal Railway Company will be governed by rules and regulations of their respective company."

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

Herington Caldwell
Cline North Enid

Restrictions on Auxiliary Tracks:

Peabody—Six-axle diesel locomotives are prohibited over South House Track switch.

| BUSINESS TRACKS | MILE POST | STA. NO. |
|-------------------------|-------------|----------|
| Lincolnville..... | 183 Pole 20 | 7184 |
| Antelope..... | 187 Pole 16 | 7187 |
| Aulne..... | 200 Pole 16 | 7200 |
| Elbing..... | 216 Pole 8 | 7216 |
| Kechi..... | 236 Pole 4 | 7236 |
| Peck..... | 258 Pole 32 | 7259 |
| Wellington Coop..... | 270 Pole 33 | 7271 |
| Perth..... | 283 Pole 0 | 7283 |
| Corbin..... | 287 Pole 0 | 7287 |
| Medford..... | 311 Pole 32 | 8312 |
| Orin..... | 314 Pole 24 | 8315 |
| Pond Creek..... | 322 Pole 8 | 8322 |
| Cyanamid..... | 322 Pole 27 | 8323 |
| Great Lakes Carbon..... | 333 Pole 15 | 8333 |

NOTES

FLAGGING DISTANCE.....One and one-fourth miles

MAXIMUM SPEED MPH

| | |
|--------------------------|----|
| MP 172.0 - MP 241.6..... | 40 |
| MP 241.6 - MP 243.7..... | 10 |
| MP 245.4 - MP 247.0..... | 10 |
| MP 247.0 - MP 263.0..... | 40 |
| MP 263.0 - MP 300.0..... | 25 |
| MP 300.0 - MP 320.0..... | 40 |
| MP 320.0 - MP 327.0..... | 25 |
| MP 327.0 - MP 339.5..... | 40 |

Except:

Lost Springs, Marion, Peabody, Midland and Caldwell, through sidings and turnouts..... 10

Herington—Railroad crossing at grade, MP 171.3 (MoPac), is a manual interlocking. SSW Operator, Herington, is the Control Operator.

ENID SUBDIVISION

| Station Numbers | Mile Post Location | MAIN LINE | | Siding Length In Feet | Other Tracks Length In Feet |
|-----------------|--------------------|---------------------|------------|-----------------------|-----------------------------|
| | | SOUTH ⇩ | NORTH ⇧ | | |
| | | STATIONS | | | |
| 8340 | 339.5 | NORTH ENID (R)..... | BCDOPTWY | 6044 | YARD |
| .... | 340.5 | BN..... | XA | .... | .... |
| 8342 | 341.8 | ENID..... | Y | 8095 | YARD |
| 8355 | 355.4 | BISON..... | | 6245 | 1145 |
| 8367 | 366.5 | JACKS..... | | 4592 | .... |
| 8379 | 378.6 | KINGFISHER..... | | 6798 | 8890 |
| 8388 | 388.4 | OKARCHE..... | | 5178 | 1070 |
| 8396 | 396.1 | CONCHO..... | | 7302 | .... |
| .... | 400.9 | OKT..... | X | .... | .... |
| 8403 | 402.5 | EL RENO..... | BOWY | .... | YARD |
| .... | 403.6 | PACIFIC JCT..... | Y | .... | .... |
| 8418 | 418.0 | MINCO..... | | 8010 | 2645 |
| .... | 435.7 | BN..... | CXA | .... | .... |
| 8436 | 436.3 | CHICKASHA..... | B DOTWY | 6650 | YARD |
| 8456 | 456.0 | RUSH SPRINGS..... | | 6316 | 1130 |
| 8476 | 475.5 | DUNCAN (R)..... | BOWY | 2589 | YARD |
| | | 136.0 | | | |

ENID SUBDIVISION

Train inspection per ITEM 7 of Special Instructions required for trains departing:
 North Enid
 El Reno
 Duncan

Restrictions on Auxiliary Tracks:
 Kingfisher—Open pit north end No. 3 Track Wolfe Ready Mix Plant.

El Reno—Evergreen Mill private industry scales are not equipped with dead rail. Engines are not permitted on these scales.

| BUSINESS TRACKS | MILE POST | STA. NO. |
|---------------------|-------------|----------|
| Waukomis..... | 349 Pole 20 | 8350 |
| Hennessey..... | 361 Pole 16 | 8361 |
| Dover..... | 370 Pole 16 | 8370 |
| Armour..... | 380 Pole 18 | 8380 |
| Wagon Sales..... | 404 Pole 4 | 8404 |
| Jensen Spur..... | 405 Pole 15 | 8405 |
| Oklahoma Brick..... | 409 Pole 22 | 8410 |
| Union City..... | 412 Pole 8 | 8412 |
| Pocasset..... | 425 Pole 36 | 8426 |
| Marlow..... | 465 Pole 20 | 8466 |

NOTES

FLAGGING DISTANCE.....One and one-fourth miles

MAXIMUM SPEED MPH
 MP 339.5 - MP 342.0..... 10
 MP 342.0 - MP 402.0..... 30
 MP 402.0 - MP 403.6..... 10
 MP 403.6 - MP 475.5..... 40

Except:
 OKT Crossing (MP 400.9)..... 10

SPEED RESTRICTIONS MPH
 El Reno, over all public crossings..... 25
 Except: Rogers, Woodson, Watts and Elm Streets..... 10
 Minco, over Main Street Crossing, MP 417 Pole 35
 (Engines only)..... 25
 Minco, through siding and turnouts..... 10
 Chickasha, MP 435 Pole 21 - MP 437 Pole 0, over
 street crossings (Engines Only)..... 20
 Chickasha, through siding and turnouts..... 10

CLEARANCE AND REGISTER REQUIREMENTS
 El Reno—Trains originating at Pacific Jct. secure clearance at El Reno instead of Pacific Jct.

El Reno—Trains originating or terminating at El Reno or Pacific Jct. register as required by Rule 83.

Chickasha—Trains originating or terminating register as required by Rule 83.

El Reno—OKT Crossing (MP 400.9)—When train or engine is stopped by Stop indication at a signal governing movement over crossing, a crew member must go to the crossing and if no train or engine is on conflicting route and signals on conflicting route indicate Stop, train or engine may proceed on hand signal from crew member located at the crossing. If signals on conflicting route do not indicate Stop, flag protection per Rule 99 must be provided on conflicting routes.

DUNCAN SUBDIVISION

| Station Numbers | Mile Post Location | MAIN LINE | | Siding Length In Feet | Other Tracks Length In Feet |
|-----------------|--------------------|--------------------------------|------------|-----------------------|-----------------------------|
| | | SOUTH ⇩ | NORTH ⇧ | | |
| | | STATIONS | | | |
| 8476 | 475.5 | DUNCAN (R)..... | BOWY | 2589 | YARD |
| | | 5.7 | | | |
| 8481 | 481.2 | SUNRAY..... | Y | 6682 | YARD |
| | | 18.9 | | | |
| 8500 | 500.1 | WAURIKA..... | FY | .... | YARD |
| | | 10.6 | | | |
| 8511 | 510.7 | RYAN..... | | 6297 | 1575 |
| | | 24.8 | | | |
| 9536 | 535.5 | STONEBURG..... | | 4878 | 840 |
| | | 7.9 | | | |
| .... | 543.4 | BN..... | CXA | .... | .... |
| | | 0.4 | | | |
| 9544 | 543.8 | BOWIE..... | | 4585 | 3330 |
| | | 19.2 | | | |
| 9563 | 563.0 | CHICO..... | BTQY | 4608 | 6000 |
| | | 6.6 | | | |
| 9570 | 569.6 | BRIDGEPORT..... | | 4585 | YARD |
| | | 14.9 | | | |
| 9585 | 584.5 | BOYD..... | | 4597 | .... |
| | | 14.7 | | | |
| 9599 | 599.2 | HICKS..... | Y | 5301 | .... |
| | | 5.5 | | | |
| 9605 | 604.7 | SAGINAW..... | CY | 4900 | 1215 |
| .... | 604.7 | AT&SF..... | XM | .... | .... |
| | | 4.9 | | | |
| .... | 609.6 | StLSW (Tower 60)..... | XM | .... | .... |
| .... | 609.6 | FT. WORTH BELT (Tower 60)..... | XM | .... | .... |
| .... | 609.6 | BN (Tower 60)..... | XM | .... | .... |
| | | 1.8 | | | |
| 9611 | 611.4 | PEACH..... | PTWY | .... | YARD |
| | | 0.5 | | | |
| .... | 611.9 | PURINA JCT..... | YZ | .... | .... |
| | | 0.6 | | | |
| .... | .... | 6TH ST. JCT..... | YZ | .... | .... |
| | | 0.6 | | | |
| .... | .... | MOPAC JCT. (17TH ST.)..... | Y | .... | .... |
| | | 1.3 | | | |
| 5759 | .... | NEY..... | YTWDPOB | .... | .... |
| | | 138.9 | | | |

DUNCAN SUBDIVISION

REGISTER REQUIREMENTS

Chico—Trains originating or terminating register as prescribed by Rule 83.

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

- Duncan
- MP 519 Pole 0—Southward trains
- MP 522 Pole 0—Northward trains
- MP 564 Pole 0

Restrictions on Auxiliary Tracks:

Ryan—Unloading spout on elevator track will not clear man on east side of car.

Engines not permitted on scales Texas Industries, Inc. located approximately 20 car lengths from east switch on South track, MP 565 Pole 14.

Do not use more than one unit in movements beyond 4000 feet from Main Track switch on Texas Electric Spur, MP 597 Pole 22.

Peach—Engines must not be operated over scales on Purina Elevator Tracks 1 and 3.

BUSINESS TRACKS

| | MILE POST | STA. NO. |
|---------------------|-------------|----------|
| Comanche..... | 485 Pole 8 | 8485 |
| Addington..... | 493 Pole 28 | 8494 |
| Ringgold..... | 524 Pole 12 | 9524 |
| Cities Service..... | 561 Pole 10 | 9561 |
| Trinity..... | 564 Pole 0 | 9564 |
| Vulcan..... | 565 Pole 4 | 9565 |
| Perch Hill..... | 565 Pole 5 | 9566 |
| Texas Ind..... | 565 Pole 14 | 9567 |
| TXI Stone Spur..... | 565 Pole 24 | 9568 |
| Lone Star..... | 584 Pole 12 | 9584 |
| Newark..... | 591 Pole 22 | 9592 |
| Texas Electric..... | 597 Pole 22 | 9598 |
| Masonite Lead..... | 606 Pole 36 | 9607 |

NOTES

ABS between MP 596.7 and MP 608.9.

FLAGGING DISTANCE.....One and one-fourth miles

| MAXIMUM SPEED | MPH |
|---------------------------------------|-----|
| MP 475.5 - MP 509.0..... | 25 |
| MP 509.0 - MP 555.0..... | 40 |
| MP 555.0 - MP 589.0..... | 25 |
| MP 589.0 - MP 604.0..... | 40 |
| MP 604.0 - MP 608.9..... | 30 |
| MP 608.9 - MP 611.9..... | 20 |
| MP 611.9 - MoPac Jct. (17th St.)..... | 10 |

Except:
AT&SF Crossing (MP 604.7)..... 25

| SPEED RESTRICTIONS | MPH |
|----------------------------------|-----|
| Newark, through city limits..... | 10 |

Manual Interlocking between 6th Street Jct. (MP 612.4), Purina Jct. (MP 611.9) and Dalwor Jct. (MP 612.2)—Control Operator is the Dispatcher at Denison, Texas. Do not exceed 10 MPH within these limits.

Between 6th St. Jct. (MP 612.4) and Purina Jct. (MP 611.9), and between Dalwor Jct. (MP 612.2) and Purina Jct. (MP 611.9), hand-operated switches must not be fouled or operated by hand unless governing signal displays Proceed indication or authority is obtained from the Control Operator.

Double Track between MP 610.2 and MoPac Jct. (17th St.). Yardmaster's instructions will authorize movement on northward track or southward track against the current of traffic. Main Track switch at north end of Double Track (MP 610.2) may be left lined as needed.

SALINA SUBDIVISION

NOTES

| Station Numbers | Mile Post Location | BRANCH LINE | | Siding Length In Feet | Other Tracks Length In Feet |
|-----------------|--------------------|-------------------------|------------|-----------------------|-----------------------------|
| | | SOUTH ↓ STATIONS | NORTH ↑ | | |
| 7620 | 219.4 | SALINA.....C |  | .... | YARD |
| .... | 219.1 | AB JCT..... |  | .... | .... |
| .... | 218.8 | AT&SF JCT..... |  | .... | .... |
| .... | 218.7 | EAST SALINA..... |  | .... | .... |
| .... | 199.3 | WEST ABILENE.....C |  | .... | .... |
| .... | 198.8 | OKT JCT..... |  | .... | .... |
| 7598 | 198.4 | ABILENE..... |  | .... | 1280 |
| 7593 | 193.1 | ENTERPRISE..... |  | .... | 2400 |
| .... | 192.8 | AT&SF.....XG |  | .... | .... |
| 7587 | 186.7 | PEARL..... |  | .... | 680 |
| 7580 | 180.3 | WOODBINE..... |  | .... | 1280 |
| .... | 172.8 | NORTH HERINGTON..... |  | .... | .... |
| .... | 171.3 | MoPac.....XM |  | .... | .... |
| 7172 | 172.0 | HERINGTON (R).....BCOWY |  | .... | YARD |
| | | 47.4 | | | |

FLAGGING DISTANCE.....Three-fourths mile

MAXIMUM SPEED.....10 MPH

Salina—All tracks from AT&SF Jct. to end of track are yard tracks.

Between North Herington (MP S-172.8) and OKT Jct. (MP S-198.8), Rule 94 is in effect.

Southward trains will obtain UP clearance at Union Station, Salina.

Northward trains will obtain UP clearance at Abilene.

Between East Salina and West Abilene, UP Railroad Rules and Timetable will govern.

Between OKT Jct. and West Abilene and between East Salina and AT&SF Jct., AT&SF Railway Timetable and Rule 93 will govern.

Between North Herington and Herington, trains and engines will be governed by instructions from SSW Yardmaster.

Six-axle diesel locomotives are prohibited.

 THERE'S NOTHING ACCIDENTAL ABOUT SAFETY

YUKON SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE | | Siding Length In Feet | Other Tracks Length In Feet |
|-----------------|--------------------|------------------------------|-----------|-----------------------|-----------------------------|
| | | WEST ⇩ STATIONS | EAST ⇧ | | |
| 0486 | 485.6 | HARTER (R).....YTWDOBPC | | 5532 | YARD |
| .... | 486.5 | BN.....0.9.....XN |  | .... | .... |
| .... | 486.8 | BN.....0.3.....XN |  | .... | .... |
| .... | 487.7 | BN.....0.9.....XN |  | .... | .... |
| 0495 | 494.5 | COUNCIL.....6.8.....Y | | 987 | .... |
| 0501 | 500.9 | YUKON.....6.4..... | | 2678 | 850 |
| 0507 | 506.7 | BANNER.....5.8..... |  | .... | 1820 |
| .... | 512.3 | BELT JCT.....5.6.....Y |  | .... | .... |
| 8401 | ..... | EL RENO (R).....1.3.....BOWY |  | .... | YARD |
| | | 30.0 | | | |

FLAGGING DISTANCE.....Three-fourths mile

MAXIMUM SPEED MPH
 MP Y-485.6 - Y-496.4..... 10
 MP Y-496.4 - Y-512.3..... 25

SPEED RESTRICTIONS MPH
 El Reno, over all public crossings..... 25
 Except: Rogers, Woodson and Mitchell Streets..... 10
 Belt Jct. (Through Switch)..... 10

El Reno--All tracks between MP 400.8 (Enid Subdivision) and Belt Jct. (MP Y-512.3) and between Belt Jct. (MP Y-512.3) and Pacific Jct. (MP 403.6, Enid Subdivision) are yard tracks.

Oklahoma City--Ralston Purina Co. track scales are not equipped with dead rail. Engines are not permitted on these scales.

Yukon--Mid-Continent Coop scales are not equipped with dead rail. Engines are not permitted on these scales.

Industrial and Yard Track Restrictions Account of Bridge:
 Bethany Line (Oklahoma City).....190,000 Lbs.

| BUSINESS TRACKS | MILE POST | STA. NO. |
|------------------------|---------------|----------|
| OG&E (Two Tracks)..... | Y-496 Pole 0 | 0496 |
| Lacey..... | Y-497 Pole 33 | 0498 |
| Cimarron..... | Y-503 Pole 19 | 0503 |
| National..... | Y-503 Pole 24 | 0504 |

LAWTON SUBDIVISION

| Station Numbers | Mile Post Location | BRANCH LINE | | Siding Length In Feet | Other Tracks Length In Feet |
|-----------------|--------------------|------------------------------|------------|-----------------------|-----------------------------|
| | | SOUTH ⇩ STATIONS | NORTH ⇧ | | |
| 8436 | 0.0 | CHICKASHA.....BDOTWY | | 6650 | YARD |
| .... | 0.6 | BN.....0.6.....XA |  | .... | .... |
| 8809 | 9.3 | VERDEN.....8.7..... |  | .... | 2100 |
| 8818 | 18.0 | ANADARKO.....8.7.....CY |  | .... | YARD |
| 8876 | 460.5 | APACHE.....15.5..... |  | .... | 2593 |
| 8885 | 476.0 | RICHARDS SPUR.....9.3.....TY | | 2286 | YARD |
| 8892 | 485.3 | FORT SILL.....7.2.....T | | 2766 | 2216 |
| 8896 | 492.5 | LAWTON.....3.7.....C | | 1259 | YARD |
| .... | 496.2 | BN.....0.3.....XN |  | .... | .... |
| 8905 | 496.5 | GERONIMO.....10.0..... |  | .... | 1405 |
| 8915 | 504.7 | WALTERS.....8.2..... |  | .... | 3275 |
| 8922 | 514.7 | TEMPLE.....7.1..... |  | .... | 1535 |
| 8500 | 521.8 | WAURIKA.....15.8.....FY |  | .... | YARD |
| | | 95.0 | | | |

FLAGGING DISTANCE.....Three-fourths mile

MAXIMUM SPEED MPH
 L- 0.0 - L- 18.0 (L-460.5)..... 25
 L- 18.0 (L-460.5) - L-479.5..... 10
 L-479.5 - L-485.3..... 25
 L-485.3 - L-537.6..... 10

SPEED RESTRICTIONS MPH
 Chickasha, through siding and turnouts..... 10

Chickasha--Trains originating and terminating register as prescribed by Rule 83.

Between Richards Spur (MP L-485.3) and Waurika (MP L-537.6), Rule 94 is in effect.

NOTES

SPECIAL INSTRUCTIONS

OPERATING RULES

The General Code of Operating Rules, effective April 28, 1985, is supplemented, modified and amended as follows:

Rule 1. Standard Time, Supplement: 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 first paragraph must be registered on the prescribed form.

Rule 102(2) Supplement to: If train is not separated, train may be moved without walking inspection, when proper brake pipe pressure is restored and train brakes are fully released, not exceeding 10 MPH for the first train length. Crew member(s) must be located on rear of train to observe track structure to ascertain any track damage that may have resulted from the emergency brake application or severe slack action incidental to stopping.

Each emergency stop must be reported to the train dispatcher as soon as practicable.

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

Crew members must be alert to observe "Power On" light on automatic crossing devices where provided. "Power On" light not illuminated must be reported to the train dispatcher as soon as possible.

Rule 105. Supplement to: Except on track where a block system is in effect, trains and engines using other than Main Track must not exceed 10 MPH on MKT tracks and turnouts and must not exceed 5 MPH on OKT tracks and turnouts, except as otherwise instructed.

Rule 106(4). Supplement to: A trainman will ride in the lead unit on trains and yard engines when practicable.

Rule 109. Supplement to: When a train takes siding to be met or passed by another train, stop must be made to allow crew members on the engine to inspect both sides of train(s) on the Main Track when practicable. Train in siding must not proceed until train(s) on Main Track has entirely cleared train in siding, unless otherwise instructed. When inspection by crew members on engine is not practicable, stop must be made to allow crew members on rear-end of train to make inspection as required.

Where authorized speed in siding is 20 MPH, train in siding may proceed when rear-end of train(s) on the Main Track has passed the engine, unless otherwise restricted.

Rule 214. Supplement to: Conductors and engineers operating in territory where Rule 94 is in effect will retain Form X train orders that are in effect until return trip is completed.

Rule 236. Supplement to: When emergency light (yellow aspect) is illuminated, proceed prepared to stop at next signal, immediately reducing speed to 40 MPH, or slower if necessary.

Rule 312(2). 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 312(3). Supplement to: 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 319. Supplement to: Instructions for the Operation of Electrically-Locked Hand-Operated Switches -

- (a) To occupy or leave Main Track, obtain authority from Control Operator before operating switch.
(b) 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.
(c) 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.)
(d) When movement is completed, restore switch to normal, depress Latch and Padlock Switch.

OPERATION OF RADIO

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

Table with 2 columns listing subdivisions and their radio channel assignments. Subdivisions include Kansas City, Choctaw, Ft. Worth, Segalia, Texas, Cherokee, Coffeyville, Joplin, Hillsboro, and Houston.

Channel No. 1, MKT frequency, is in use on all OKT Subdivisions.

SPECIAL INSTRUCTIONS

RULES AND INSTRUCTIONS

Employees Must Provide Themselves With Current Copies Of:

1. General Code of Operating Rules.
2. Safety, Radio and General Rules for All Employees.
3. Instructions on Train Handling with Diesel Electric Locomotives for Operating and Mechanical Department Employees ("Red Book").
4. Rules for the Maintenance of Way and Structures for Maintenance of Way employees.

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 | Subdivision | Mile Post | Nature of Structure |
|-----------------|-----------|---------------------|-----------------|-----------|---------------------|
| Choctaw..... | 503.6 | Viaduct | St. Louis..... | 93.4 | Bridge |
| Choctaw..... | 623.8 | Overpass | St. Louis..... | 178.9 | Tunnel |
| Choctaw..... | 644.6 | Overpass | Salina..... | S-193.5 | Bridge |
| Dallas..... | D-766.6 | Bridge | San Antonio..M- | 992.2 | Overpass |
| Duncan..... | 521.8 | Overpass | San Antonio..M- | 1031.6 | Overpass |
| Duncan..... | 611.2 | Overpass | San Antonio..M- | 1033.5 | Overpass |
| Duncan(6th St.) | 612.4 | Overpass | San Antonio..M- | 1033.7 | Overpass |
| Enid..... | 373.3 | Overpass | San Antonio..M- | 1034.0 | Overpass |
| Enid..... | 436.3 | Overpass | San Antonio..M- | 1034.1 | Overpass |
| Hillsboro.... | D-767.5 | Viaduct | San Antonio..M- | 1034.2 | Overpass |
| Houston..... | 1084.1 | Overpass | San Antonio..M- | 1034.4 | Overpass |
| Kansas City.... | A-6.5 | Overpass | San Antonio..M- | 1034.5 | Overpass |
| Oklahoma..... | Y-397.8 | Bridge | San Antonio..M- | 1034.6 | Overpass |
| | | | Wichita..... | 274.2 | 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..... | BN-114.73 | Bridge |

MOVEMENT OF TRAINS

ITEM 1. Superiority of Trains by Direction: Southward and Westward regular trains are superior to Northward and Eastward regular trains of the same class. (See Rule S-71.)

ITEM 2. Governing Timetable and Rules: Time shown in small figures on schedule page is for information only and confers no authority.

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 3. Restricted Speed Requirements: Where Maximum Speed is more than 50 MPH, MKT trains, except No. 101, No. 103 and HCX regular connections designated by the Chief Dispatcher, WILL NOT EXCEED 50 MPH.

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 25 MPH.

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

Trains handling one (1) or more empty bulkhead flat cars must not exceed 40 MPH.

Loaded unit coal trains will not exceed 35 MPH except as otherwise specified on schedule page.

Loaded rail trains will not exceed 25 MPH. Empty rail trains will not exceed 35 MPH.

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

Trains handling Derrick 1040, Pile Driver 1031 and Scale Test Car 77 must not exceed 25 MPH. Scale Test Car 77 must be handled next ahead of caboose.

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.

To avoid harmonic oscillation and rocking of freight cars, train speeds between 10 MPH and 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.

NOTE TO ITEM 3: The exceptions for handling loaded or empty rail trains, Derricks 1040 and 1042, Pile Driver 1031, Scale Test Car 77 and Engine Nos. 1 to 44 inclusive and empty bulkhead flatcars will be in effect when moving on trackage of other railroads.

ITEM 4. Restrictions in Operation of Locomotives and Cars: Derricks 1040 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.

Company material cars MKT 100100 through MKT 100219, MKT 100260 through 100295, MKT 100370 through MKT 100393, and GRR 10 must be handled in the rear portion of train, or in local service.

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

SPECIAL INSTRUCTIONS

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 flatcars that are equipped with center beam (or partition) extending entire length of cars 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 flatcars, 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).

Many engines now have a protective device 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**, quoted from the manufacturer's instructions, 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 350-351(E)]: Shown on schedule page.

ITEM 7. Train Inspections: In addition to inspections per Rules 109 and 109(A) of General 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. Head Brakeman will cross over and walk the front one-half of train. 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.

NOTE TO ITEM 7: The following instructions apply only to train(s) authorized to operate with all crew members occupying the engine:

When starting train, crew members must know all cars in train are properly coupled and moving before reaching maximum authorized speed.

When leaving stations and at every opportunity on the road, conductors must carefully inspect and require their trainmen to carefully inspect the train for defects.

If train is moving when defect is discovered, train must be stopped.

Engineers and other members of crew on engine must frequently look back, especially when moving around curves and approaching and passing stations, to observe signals and to note condition of train.

When approaching and passing through stations or yards, or passing over railroad crossings, drawbridges, track covered by speed restricting orders, or on long descending grades, and other places where safety requires, conductors and brakemen must, when practicable, station themselves where they can observe conditions and transmit signals and assist in stopping train, if necessary.

When train inspection is made by crew members riding in the engine, a crew member may drop off and have the entire train pulled by and then train will stop. Crew member will then crossover and walk back to the engine on the opposite side of the train.

When a train is stopped with emergency application of the brakes, whether from the locomotive or train, the entire train must be inspected, also observing track structure to determine if the emergency application caused track damage.

Each emergency stop must be reported to the Train Dispatcher at the first available means of communications.

ITEM 8. Trackside Warning Detector Systems: Monitor display boards and trackside warning detector 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 trackside warning detector 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 a trackside warning detector. 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.

SPECIAL INSTRUCTIONS

When the trackside warning detector 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.

The presence or location of trackside warning detector systems does not relieve train and engine crews from the responsibility of inspecting trains for defects as prescribed in the General Code of Operating Rules.

Trackside warning 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.

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 109(A).

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.

ITEM 9. Standard Clocks and General Order Books

| | | | |
|----------------|----------------------|-----------------|--------------------|
| Baden..... | Train Order Office | Harter..... | Yard Office |
| | *Enginehouse | | *Enginemen's Room |
| Bellmead..... | Trainmen's Room | Herington..... | Train Order Office |
| Chickasha..... | Train Order Office | McAlester..... | Freight Office |
| Chico..... | Train Order Office | Muskogee..... | Yard Office |
| Coffeyville... | #Train Order Office | Ney..... | Yard Office |
| | *Enginehouse | | *Locker Room |
| Dallas..... | Yard Office | North Enid..... | Train Order Office |
| | *Enginehouse | North Yard.... | Yard Office |
| | *Yardmen's Room | | *Enginemen's Room |
| Denison..... | Dispatchers' Office | Parsons..... | Yard Office |
| Duncan..... | Train Order Office | | Enginemen's Room |
| El Reno..... | Train Order Office | | *Yardmen's Room |
| Eureka..... | Yard Office | Fryor..... | Freight Office |
| | *Enginehouse | Ray..... | Yard Office |
| | *Yardmen's Room | | *Enginehouse |
| Franklin..... | Train Order Office | San Marcos.... | Freight Office |
| Garland..... | Yard Office | Sedalia..... | Freight Office |
| Glen Park.... | Yard Office | Shawnee..... | Freight Office |
| | *Locker Room | Sloan..... | Yard Office |
| | *Western Hills Motel | Smithville.... | Yard Office |
| Greenville.... | #Train Order Office | Tulsa..... | Freight Office |
| | | Waxahachie.... | Freight Office |
| | | Wichita..... | Train Order Office |

* General Order Book Only

Standard Clock Only

ITEM 10. Yard Limits

| | | | |
|-----------------|-------------------|------------------|---------------------|
| Altus..... | 74.2-B — 78.6-B | Muskogee..... | 500.7 — 505.6 |
| Anadarko..... | L-15.38 — L-463.5 | New Braunfels.. | M-1001.5 — M-1007.0 |
| Bellmead..... | 840.85 — 852.0 | Ney..... | MOP-243.4 — 764.9 |
| Chanute..... | B-25.0 — B-27.8 | North Enid..... | 338.0 — 345.0 |
| Chetopa..... | 407.0 — 412.0 | North Yard(MKT) | 0.9-B — 2.0-B |
| Chickasha..... | 434.0 — 438.0 | Paola/Ringer.... | A-42.9 — A-47.0 |
| | L-0.0 — L-2.0 | Parsons..... | 381.0 — 387.1 |
| Chico..... | 562.0 — 567.5 | | A-133.4 — A-138.6 |
| Cline/Wichita.. | 239.0 — 251.0 | | B-3.5 |
| Clinton..... | 265.0 — 266.8 | Peach..... | 596.7—MoPac Jct |
| Columbus..... | S-419.1 — S-420.0 | | (17th St) |
| Dallas..... | D-753.2 — D-771.1 | Pryor..... | 463.0 — 471.0 |
| | K-745.8 | Ray..... | 655.36 — 669.0 |
| Duncan/Sunray.. | 473.0 — 483.0 | | D-666.2 |
| Durant..... | 638.0 — 645.5 | Richards Spur.. | L-484.25 — L-485.3 |
| El Reno..... | 400.0 — 406.0 | San Marcos..... | M-984.9 — M-988.0 |
| | Y-510.0 — Y-512.3 | | M-49.5 |
| Eureka..... | 1070.8 — GHH10.04 | Sedalia..... | 224.0 — 230.2 |
| Fort Scott..... | 336.5 — 339.1 | Shawnee..... | Y-447.0 — Y-450.8 |
| Franklin..... | 187.0 — 195.2 | Sloan..... | M-1023.8 — M-1038.5 |
| Garland..... | D-749.4 — D-753.2 | Smithville..... | 967.6 — 971.3 |
| Grandview..... | 792.7 — 795.5 | | M-2.0 |
| Granger..... | 906.5 — 909.4 | Stringtown..... | 601.0 — 605.0 |
| | U-909.12 | Taylor..... | 916.08 — 919.92 |
| Greenville..... | D-711.5 — D-718.1 | Temple..... | 877.9 — 884.0 |
| Harter..... | Y-481.0 — Y-496.4 | Vinita..... | 436.0 — 441.0 |
| Herington..... | 172.0 — 180.0 | Waurika..... | 499.0 — 502.3 |
| Hillsboro..... | 808.8 — 814.9 | West..... | D-790.0 — D-798.1 |
| LCRA..... | 994.6 — 997.6 | West..... | 826.2 — 829.0 |
| McAlester..... | Y-365.0 — Y-369.0 | Whitesboro..... | 683.2 — 685.8 |
| | 560.2 — 575.0 | | |

SPECIAL INSTRUCTIONS

ITEM 11. Railroad Company Medical Staff

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

| | | | |
|--------------------------|---|------------------------------|---|
| Abilene, KS 67410..... | Dr. J. Dennis Biggs Abilene Family Physicians 1405 North Cedar Telephone: 913/263-7190 | Kansas City, MO 64132..... | Dr. Erich A. Quer 6420 Prospect Avenue Telephone: 816/333-8151 |
| Austin, TX 78702..... | Dr. Robert W. Pape 1213 North IH-35 Hwy. Telephone: 512/476-9159 | Muskogee, OK 74401..... | Dr. W. K. Baker 319 South 37th Street Telephone: 918/683-6601 |
| Chickasha, OK 73018..... | Dr. C. R. Gibson Chickasha Clinic 2222 Iowa Street Telephone: 405/224-4853 | Oklahoma City, OK 73102..... | Dr. Lorance M. White Dr. G. A. Bocox Adams Clinic 1015 North Shartel Telephone: 405/232-6144 |
| Dallas, TX 75235..... | Dr. M. B. Teddlie 2719 Manor Way at Denton Drive Telephone: 214/358-3367 | Parsons, KS 67357..... | Dr. John P. White Dr. A. L. Sharma Parsons Clinic 1509 Main Street Telephone: 405/421-0600 |
| Denison, TX 75020..... | Dr. W. D. Blassingame 501 West Gandy Street Telephone: 214/465-5005 | St. Louis, MO 63101..... | Dr. Vernon Balster Barnes/Sutter Healthcare, Inc. 819 Locust Street Telephone: 314/621-4300 |
| El Reno, OK 73036..... | Dr. K. L. Peacher Canadian Valley Clinic 2001 Park View Drive Telephone: 405/262-2114 | San Antonio, TX 78209..... | Dr. Walter Walthall 6714 N. New Braunfels Ave. Telephone: 512/828-2531 |
| Enid, OK 73701..... | Dr. B. R. Hinson 330 South Fifth Telephone: 405/233-1200 | Smithville, TX 78957..... | Dr. Guillermo Sanchez Smithville Medical Clinic Telephone: 512/237-4444 If no answer, 512/237-3214 |
| Fayette, MO 65248..... | Dr. M. P. Leech c/o Albert Keller Mem. Hosp. 600 West Morrison Telephone: 816/248-2261 | Tulsa, OK 74104..... | Dr. Kenneth B. Craig 2732 East 15th Street Telephone: 918/744-0082 |
| Ft. Worth, TX 76133..... | Dr. C. B. Bruner 6113 Hulen Street Telephone: 817/292-5000 | Vinita, OK 74301..... | Dr. Ollie W. Dehart 803 North Foreman Telephone: 918/256-6464 |
| Herington, KS 67449..... | Dr. Jonas G. Bustos Dr. Fred Dozier 1005 North B Street Telephone: 913/258-2215 | Waco, TX 76708..... | Dr. Horace H. Trippet Hillcrest Med. Twr., Suite 204 3115 Pine Avenue Telephone: 817/753-2437 |
| Hillsboro, TX 76645..... | Dr. David B. Skelton 101 Circle Drive Telephone: 817/582-3401 | Wichita, KS 67214..... | Dr. Rolland K. Enoch 315 North Hillside Telephone: 316/681-0423 |
| Houston, TX 77008..... | Dr. Norman H. Moore, Jr. Durham Clinic 427 West 20th Street Telephone: 713/869-3701 | Wichita Falls, TX 76301..... | Dr. Hulen J. Cook, Jr. 500 Broad Street Telephone: 817/723-4149 |

SPECIAL INSTRUCTIONS

ITEM 12. 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 13. 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.

SPECIAL INSTRUCTIONS

ITEM 14. 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

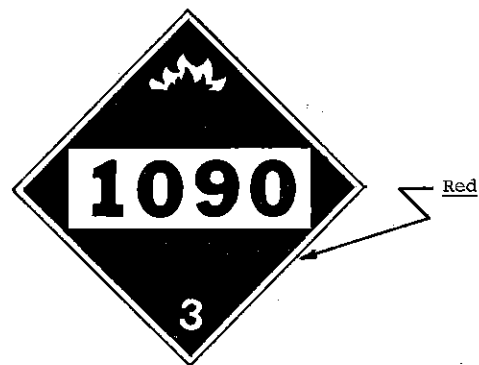
These commodities will be treated as Class A Explosives.

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

These commodities will be treated as Class A Explosives.

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)

SPECIAL INSTRUCTIONS

Item 15. 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 **1/2 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 **1/2 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 Fuses; Phosphorus, White or Yellow, Dry or In Water.



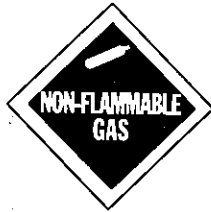
FLAMMABLE SOLID W are materials which are strongly reactive with water. If these materials themselves are involved in a fire, the use of water must be avoided. Individual packages of these materials will bear the "Dangerous When Wet" label. Examples of Flammable Solids (Dangerous When Wet): Calcium Carbide; 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 Nitrate; Hydrogen Peroxide Solutions; Chromic Acid, Solid; Nitric Acid (over 40% concentration).



FLAMMABLE GASES (VRP) are usually ignited immediately when purges 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 **1/2 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 **1/2 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 of 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.

SPECIAL INSTRUCTIONS



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 of 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 1/4 mile from the scene. Examples of Organic Peroxides: Peroxy Acetic 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 with 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 Naphthas and Petroleum Distillates.

Item 16. 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.

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



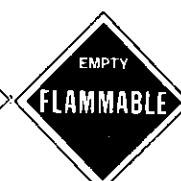
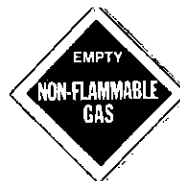
Must not be cut off while in motion. Must not be struck by any car moving under its own momentum. Must not be coupled into with any more force than necessary to make coupling.



DOT 112A 114A Tank Cars Without Head Shields

PLACARDED EMPTY TANK CARS

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



SPECIAL INSTRUCTIONS

Item 17. Position in Freight Train of Placarded Cars

| HOW TO USE THIS CHART | | EXPLOSIVES - A | POISON GAS | LOADED PLACARDED TANK CARS (EXCEPT GAS PLACARDED POISON GAS OR COMBUSTIBLE) | EMPTY PLACARDED TANK CARS (EXCEPT COMBUSTIBLE) | RADIOACTIVE | COMBUSTIBLE | ALL OTHER PLACARDED CARS |
|--|---|----------------|----------------|---|--|-------------|-------------|--------------------------|
| To determine the type of placard applied to car, follow vertical line down and note which lines apply by "X" shown in box. | | | | | | | | |
| 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: AN ENGINE LIGHTED HEATERS STOVES OR LAMPS 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 exception for cars in trailer-on-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.

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 |
|-------------------|----------|-----------|--------------------------|
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |

MKT 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 |
| South | Sedalia..... | Parsons..... | 1870 | 2520 | 2570 | 3180 | 3365 |
| North | Parsons..... | Sedalia..... | 1870 | 2520 | 2570 | 3180 | 3365 |
| North | Sedalia..... | Franklin.... | 1450 | 1960 | 1990 | 2465 | 2610 |
| South | Gilmore Jct.. | Falls City.. | 1520 | 2010 | 2050 | 2975 | 3150 |
| South | Falls City.. | Atchison.... | 1480 | 1950 | 1990 | 2880 | 3050 |
| South | Atchison.... | Edgewater Jt | 2100 | 2770 | 2820 | 4185 | 4430 |
| South | Edgewater Jt | Glen Park... | 1850 | 2500 | 2580 | 3600 | 3810 |
| North | Glen Park... | Edgewater Jt | 850 | 1150 | 1170 | 1445 | 1530 |
| North | Edgewater Jt | Atchison.... | 2540 | 3340 | 3400 | 4920 | 5210 |
| North | Atchison.... | Falls City.. | 1330 | 1750 | 1790 | 2590 | 2740 |
| North | Falls City.. | Gilmore Jct.. | 1520 | 2010 | 2050 | 2975 | 3150 |
| West | Union..... | Lincoln..... | 1660 | 2190 | 2230 | ..... | ..... |
| East | Lincoln..... | Union..... | 1660 | 2190 | 2230 | ..... | ..... |
| West | Glen Park... | Hi-Line..... | 850 | 1150 | 1170 | 1445 | 1530 |
| West | Terminal Jct | Topeka..... | 3650 | 5050 | 5145 | 7420 | 7850 |
| East | Topeka..... | Terminal Jct | 3650 | 5050 | 5145 | 7420 | 7850 |
| East | Terminal Jct | Glen Park... | 1700 | 2290 | 2340 | 2890 | 3060 |
| South | Glen Park... | Parsons..... | 1800 | 2430 | 2470 | 3060 | 3240 |
| South | Moran..... | Parsons..... | 3750 | 5060 | 5160 | 6375 | 6750 |
| North | Parsons..... | Glen Park... | 1800 | 2430 | 2470 | 3060 | 3240 |
| South | Chetopa..... | Coffeyville.. | 1300 | 1760 | 1790 | ..... | ..... |
| South | Coffeyville.. | Sutton..... | 2040 | 2750 | 2805 | ..... | ..... |
| North | Sutton..... | Coffeyville.. | 2720 | 3670 | 3740 | ..... | ..... |
| North | 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 |
| South | Welch..... | Muskogee.... | 3050 | 4120 | 4190 | 5185 | 5490 |
| North | Muskogee.... | Parsons..... | 2500 | 3370 | 3440 | 4250 | 4500 |
| North | Muskogee.... | Wagoner.... | 2875 | 3880 | 3950 | 4885 | 5175 |
| North | Labette..... | Parsons..... | 3170 | 4280 | 4360 | 5390 | 5705 |
| South | Muskogee.... | Excess..... | 2550 | 3440 | 3510 | 4335 | 4590 |
| South | McAlester... | Excess..... | 2650 | 3580 | 3640 | 4505 | 4770 |
| South | Excess..... | Ray..... | 1750 | 2360 | 2410 | 2975 | 3150 |
| South | Joe Jct..... | Denison..... | 1655 | 2235 | 2275 | 2885 | 3050 |
| North | Ray..... | Muskogee.... | 1850 | 2500 | 2540 | 3145 | 3330 |
| North | McAlester... | Muskogee.... | 1900 | 2560 | 2610 | 3230 | 3420 |
| North | Checotah.... | Muskogee.... | 3000 | 4050 | 4125 | 5100 | 5400 |
| South | Oswego..... | Columbus.... | 2350 | 3170 | 3230 | 3995 | 4230 |
| South | Columbus.... | Military.... | 3000 | 4050 | 4120 | 5100 | 5400 |
| South | Military.... | Joplin..... | 1860 | 2510 | 2560 | 3160 | 3350 |
| North | Joplin..... | Military.... | 2240 | 3020 | 3080 | 3810 | 4030 |
| North | Military.... | Columbus.... | 3000 | 4050 | 4120 | 5100 | 5400 |
| North | Columbus.... | Oswego..... | 1575 | 2125 | 2165 | 2675 | 2835 |
| North | Tulsa..... | Chase..... | 1950 | 2630 | 2680 | 3315 | 3510 |
| South | Chase..... | Tulsa..... | 1850 | 2500 | 2540 | 3145 | 3330 |
| West | McAlester... | Harter..... | 1870 | 2520 | 2570 | 3180 | 3365 |
| East | Harter..... | McAlester... | 1870 | 2520 | 2570 | 3180 | 3365 |

MKT TONNAGE RATINGS

| DIRECTION | FROM STATION | TO STATION | TONNAGE CLASS | | | | |
|-----------|--------------|--------------|---------------|------|------|-------|-------|
| | | | 40 | 54 | 55 | 69 | 72 |
| South | Herington... | North Enid.. | 2325 | 3140 | 3200 | 3950 | 4185 |
| North | North Enid.. | Herington... | 2325 | 3140 | 3200 | 3950 | 4185 |
| South | North Enid.. | Duncan..... | 1940 | 2620 | 2665 | 3300 | 3490 |
| North | Duncan..... | North Enid.. | 1940 | 2620 | 2665 | 3300 | 3490 |
| South | Duncan..... | Peach..... | 1940 | 2620 | 2665 | 3300 | 3490 |
| North | Peach..... | Duncan..... | 1940 | 2620 | 2665 | 3300 | 3490 |
| South | Peach..... | Ney..... | 1140 | 1560 | 1640 | 2140 | 2535 |
| South | Salina..... | Herington... | 1630 | 2200 | 2240 | ..... | ..... |
| North | Herington... | Salina..... | 1630 | 2200 | 2240 | ..... | ..... |
| West | Harter..... | El Reno..... | 2850 | 3845 | 3920 | ..... | ..... |
| East | El Reno..... | Harter..... | 2850 | 3845 | 3920 | ..... | ..... |
| South | Chickasha... | Rich. Spur.. | 1940 | 2620 | 2665 | ..... | ..... |
| North | Rich. Spur.. | Chickasha... | 2325 | 3140 | 3200 | ..... | ..... |
| North | Waurika..... | Rich. Spur.. | 1940 | 2620 | 2665 | ..... | ..... |
| South | Rich. Spur.. | Waurika..... | 1940 | 2620 | 2665 | ..... | ..... |

MKT TONNAGE RATINGS - SOUTHERN DIVISION

| DIRECTION | FROM STATION | TO STATION | TONNAGE CLASS | | | | |
|-----------|--------------|--------------|---------------|------|------|------|------|
| | | | 40 | 54 | 55 | 69 | 72 |
| South | Ray..... | Dallas..... | 1900 | 2560 | 2610 | 3230 | 3420 |
| South | Dallas..... | Dana Jct.... | 1800 | 2430 | 2470 | 3060 | 3240 |
| North | Dana Jct.... | Dallas..... | 1700 | 2290 | 2340 | 2890 | 3060 |
| North | Italy..... | Dallas..... | 2000 | 2700 | 2750 | 3400 | 3600 |
| North | Dallas..... | Ray..... | 1600 | 2160 | 2200 | 2720 | 2880 |
| North | Dallas..... | Royse City.. | 1750 | 2360 | 2410 | 2975 | 3150 |
| North | Royse City.. | MP D-665.0.. | 2200 | 2970 | 3020 | 3740 | 3960 |
| South | Dalwor Jct.. | Endot..... | 2715 | 3665 | 3730 | 4615 | 4885 |
| North | Endot..... | Dalwor Jct.. | 2715 | 3665 | 3730 | 4615 | 4885 |
| South | Ray..... | Ney..... | 1800 | 2430 | 2470 | 3060 | 3240 |
| South | Ray..... | Denton..... | 2000 | 2700 | 2750 | 3400 | 3600 |
| South | Ney..... | Bellmead.... | 2100 | 2830 | 2890 | 3570 | 3780 |
| South | Grandview... | Bellmead.... | 3100 | 4180 | 4260 | 5270 | 5580 |
| North | Bellmead.... | Ney..... | 2100 | 2830 | 2890 | 3570 | 3780 |
| North | Ney..... | Ray..... | 1550 | 2090 | 2130 | 2635 | 2790 |
| South | Ray..... | Sherman.... | 1500 | 2020 | 2060 | 2550 | 2700 |
| North | Sherman.... | Ray..... | 1400 | 1890 | 1920 | 2380 | 2520 |
| West | Ney..... | North Yard.. | 1800 | 2430 | 2470 | 3060 | 3240 |
| West | North Yard.. | Altus..... | 2700 | 3640 | 3710 | 4590 | 4860 |
| East | Altus..... | Grandfield.. | 3600 | 4860 | 4920 | 6120 | 6480 |
| East | Grandfield.. | North Yard.. | 3000 | 4050 | 4120 | 5100 | 5400 |
| East | North Yard.. | Ney..... | 1800 | 2430 | 2470 | 3060 | 3240 |
| South | Denton..... | Dallas..... | 2250 | 3040 | 3090 | 3825 | 4050 |
| North | Dallas..... | Denton..... | 1400 | 1890 | 1920 | 2380 | 2520 |
| North | MP K-754.2.. | Denton..... | 1900 | 2560 | 2610 | 3230 | 3420 |
| South | Bellmead.... | Smithville.. | 1900 | 2560 | 2610 | 3230 | 3420 |
| South | Eddy..... | Smithville.. | 2100 | 2830 | 2890 | 3570 | 3780 |
| North | Smithville.. | Bellmead.... | 1800 | 2430 | 2470 | 3060 | 3240 |
| North | Granger..... | Bellmead.... | 2000 | 2700 | 2750 | 3400 | 3600 |
| South | Smithville.. | Eureka..... | 1900 | 2560 | 2610 | 3230 | 3420 |
| South | New Ulm..... | Eureka..... | 3800 | 5130 | 5220 | 6460 | 6840 |
| North | Eureka..... | Smithville.. | 2000 | 2700 | 2750 | 3400 | 3600 |
| North | 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 |
| South | M-K-T Jct... | Sloan..... | 1750 | 2360 | 2410 | 2975 | 3150 |
| North | Sloan..... | M-K-T Jct... | 1750 | 2360 | 2410 | 2975 | 3150 |
| North | 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 |

CLASSIFICATION OF ENGINES

| MKT 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 | 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 248 incl. | Yes | 55 | E-46 |
| 300 to 321 incl. | Yes | 54 | E-44 |
| 360 to 388 incl. | Yes | 54 | E-44 |
| 401-B | Yes | 40 | E-41 |
| 600 to 637 incl. | Yes | 69 | E-56 |
| 600 to 637 incl. | Yes | 72 | E-56 |

NOTES:

- Tonnage Class 34 engines are rated approximately 82% of Tonnage Class 40 engines.
- Tonnage Class 40 applies to Units 99-500 when combined together.
- Tonnage Class 54 applies to Units 226-501-227 when combined together.
- Tonnage Class 69 applies to 3000 h.p., six-axle Diesel units when used in mixed consist with any other tonnage class units.

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 |

ROADWAY SIGNS

YELLOW OR YELLOW REFLECTIVE SHEETING

BLACK NUMBERS

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

PERMANENT SPEED RESTRICTION SIGN
LOCATED AT BEGINNING OF RESTRICTION.

WHITE WITH BLACK FIGURE & BORDER

WHITE REFLECTIVE SHEETING WITH BLACK FIGURE

SIDING TRACK WARNING SIGN
APPROXIMATELY ONE MILE FROM SWITCH.

WHITE BACKGROUND BLACK LETTER

SPRING SWITCH SIGN
RULE 104 (M)

GREEN REFLECTIVE SHEETING GREEN PAINT

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

WHITE WITH BLACK FIGURE & BORDER

WHITE REFLECTIVE SHEETING WITH BLACK FIGURE

WHISTLE SIGNS
RULES 15, 15(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.

BLACK WITH WHITE STRIPES

1-STRIPES = 10 POLES

FRACTIONAL MILE MARKER

RED

RED WITH WHITE LETTERS & BORDER

STOP SIGN
RULES 10(A) AND 10(B)

YELLOW

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

GREEN

TEMPORARY RESUME SPEED SIGN
RULE 10 PLACED AT END OF RESTRICTION



"Go" for safety



BEGIN
CTC

END
CTC

BEGIN
ABS

END
ABS

WHITE WITH BLACK LETTERS

SIGNAL TERRITORY SIGNS