

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

**SYSTEM TIMETABLE**

**No. 5**

**Effective 12:01 a.m.**

**October 26, 1986**

**OFFICERS**

**T. G. TODD, VICE PRESIDENT-OPERATION**

**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

MKT DIVISION OFFICERS

R. L. Clarkson Southern Division Superintendent.....Waco  
 J. E. Wood Northern Division Superintendent.....Parsons  
 W. G. Campbell Division Engineer.....Denison  
 J. F. Masters Division Engineer.....Waco  
 E. J. Ringle Division Engineer.....Parsons  
 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  
 G. T. Duggan Terminal Superintendent.....St. Louis  
 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  
 J. W. Skinner Terminal Superintendent.....Denison  
 B. W. Streety Terminal Superintendent.....Dallas  
 K. E. Pfaff Asst. Terminal Superintendent.....Dallas  
 R. E. Auvinne Trainmaster.....Denison  
 J. Y. Bounds Trainmaster.....Oklahoma City  
 G. C. Burns Trainmaster.....Smithville  
 C. J. David Senior Trainmaster.....Muskogee  
 J. R. Davis Trainmaster.....Garland  
 K. B. Graft Trainmaster.....Tulsa  
 G. D. Neasbitt Trainmaster.....Fort Worth  
 R. W. Robbins Senior Trainmaster.....Sedalia  
 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  
 J. E. Whitman Road Foreman of Engines.....Fort Worth

OKT DIVISION OFFICERS

B. R. Musick Superintendent.....Enid  
 H. W. Headley Trainmaster.....Enid  
 J. J. Figura Division Engineer.....Enid  
 P. Casey Maintenance Engineer.....Chickasha  
 E. L. Wiard Master Mechanic.....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. Priestner.....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  
 W. J. Billner, Jr.....Train Dispatcher  
 G. T. Whiting II.....Train Dispatcher

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  
 U — Controlled Siding  
 W — Water  
 X — Railroad Crossing at Grade  
 Y — Yard Limits  
 Z — Dual Control Switch

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 and Howe Subdivisions  
 Z — Tulsa Subdivision  
 -B — Western Subdivision

ABBREVIATIONS IN CONNECTION WITH OKT MILE POST LOCATION

L — Lawton Subdivision  
 S — Salina Subdivision  
 Y — Yukon Subdivision

MKT INDEX

NORTHERN DIVISION		PAGE	SOUTHERN DIVISION		PAGE
Cherokee Subdivision...	6-7		Dallas Subdivision....	14-15	
Choctaw Subdivision...	8-9		Denton Subdivision....	27	
Coffeyville Subdiv....	12		DFW Subdivision.....	16	
Howe Subdivision.....	13		Fort Worth Subdiv....	18-19	
Joplin Subdivision....	12		Georgetown Subdiv....	25	
Kansas City Subdiv....	4-5		Hillsboro Subdiv....	17	
Lincoln Subdivision....	11		Houston Subdivision...	22-23	
Missouri Subdivision...	2		Lockhart Subdivision..	25	
Neosho Subdivision....	12		San Antonio Subdiv....	24-25	
Oklahoma Subdivision...	13		Sherman Subdivision...	27	
Omaha Subdivision.....	11		Texas Subdivision....	20-21	
St. Louis Subdiv.....	1		Western Subdivision...	26	
Sedalia Subdivision....	3		System Map.....	33	
Topeka Subdivision....	11				
Tulsa Subdivision.....	10				

OKT INDEX

SUBDIVISION		PAGE	SPECIAL INSTRUCTIONS INDEX		PAGE
Abilene Subdivision....	31		Hazardous Materials...	39	
Duncan Subdivision....	30		Operating Rules.....	34	
Enid Subdivision.....	29		Speed Restrictions....	35	
Lawton Subdivision....	32		Trackside Warning		
Salina Subdivision....	31		Detector Systems....	37	
Wichita Subdivision....	28		Train Inspections....	36	
Yukon Subdivision.....	32				

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SAFETY IS OF THE FIRST IMPORTANCE IN THE

DISCHARGE OF DUTY

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ST. LOUIS SUBDIVISION

Station Numbers	Mile Post Location	MAIN LINE		Length of Siding In Feet
		SOUTH ▽	NORTH ▲	
2000	0.0	ST. LOUIS.....		....
....	3.9	NORTH MARKET.....		....
2007	8.7	BADEN (R).....	TNDPOB	YARD
2027	26.9	MACHENS.....	Z	....
2039	39.2	ST. CHARLES.....		6962
2078	77.9	MARTHASVILLE.....		7043
2125	125.1	MOKANE.....		7355
2143	143.3	NORTH JEFFERSON.....		2144
2154	153.5	HARTSBURG.....		6942
2188	188.3	NEW FRANKLIN.....		....
2189	189.1	FRANKLIN.....	TWOB	6500
....	191.1	MISSOURI RIVER BRIDGE.....	H	....
2192	191.7	BOONVILLE.....		....
2206	206.3	HOFFMAN.....		6303
....	226.3	UP.....	XA	....
2227	227.1	SEDALIA (R).....	CYWOB	....
		227.1		

ST. LOUIS SUBDIVISION

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

Restrictions on Auxiliary Tracks:

- Do not exceed 5 MPH on any track except the main track.
- Boonville—Use only one unit while switching industries.
- North Jefferson—Use only one unit while switching industries.
- Pilot Grove—Movements on House Track over public crossing must be protected by crew member.

NOTES

FLAGGING DISTANCE.....Three-fourths mile

MAXIMUM SPEED MPH  
 MP 26.9 - MP 131.0..... 10  
 MP 131.0 - MP 152.2..... 20  
 MP 152.2 - MP 153.7..... 10  
 MP 153.7 - MP 227.1..... 20

Except:  
 MP 191.7 - MP 196.0 (Northward trains and engines only) 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.

Between Machens (MP 26.9) and Sedalia (MP 224.5) Rule 94 is in effect.

Between Machens (MP 26.9) and Sedalia (MP 224.5) Rule 10(D) is in effect.

BUSINESS TRACKS	MILE POST	STA. NO.
Bangert.....	41.6	2041
Matson.....	60.7	2061
Augusta.....	66.4	2066
McRittrick.....	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
N. Boonville.....	190.7	2191
MFA Spur.....	194.5	2194
Pilot Grove.....	203.4	2203
Beaman.....	221.1	2221
Alcolac.....	224.7	2225

MISSOURI SUBDIVISION

NOTES

Station Numbers	Mile Post Location	MAIN LINE		Length Of Siding In Feet
		WEST ↓	EAST ↑	
2007	8.7	BADEN (R).....	TWDPOB	YARD
.....	.....	16.6	GRAND AVE.....	.....
.....	.....	80.7	GASCONADE JCT.....	.....
.....	.....	4.7	MORRISON JCT.....	.....
.....	.....	25.8	BONNOT JCT.....	.....
.....	.....	0.6	OSAGE JCT.....	.....
.....	.....	8.2	JEFFERSON CITY.....	.....
.....	.....	2.4	RIVER JCT.....	.....
.....	.....	12.3	CENTERTOWN.....	9080
.....	.....	25.9	DOW.....	8556
.....	.....	21.6	MKT.....	.....
.....	.....	1.2	.....XA	.....
2227	227.1	SEDALIA (R).....	CYWOB	.....
		200.0		

Between Baden and Grand Avenue, TRRA Rules and Special Instructions govern.

Between Grand Avenue and Sedalia, UP Rules, Timetable and Special Instructions govern.

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 EMPLOYEES MUST NOT RELY ENTIRELY  
 UPON OTHERS, BUT MUST PROTECT  
 THEMSELVES WHEN THEIR OWN  
 SAFETY IS AFFECTED.  
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SEDALIA SUBDIVISION

Station Numbers	Mile Post Location	MAIN LINE		Length Of Siding In Feet
		SOUTH ▼	NORTH ▲	
STATIONS				
2227	227.1	SEDALIA (R).....	CYWOB	....
		3.7		
2231	230.8	CAMPBELL.....	Y	6928
		24.7		
2255	255.5	CALHOUN.....		....
		9.9		
2265	265.4	NORTH CLINTON.....	Y	7942
		0.7		
2267	266.1	CLINTON.....	YWOB	....
		7.3		
2273	273.4	LADUE.....		4800
		12.3		
2286	285.7	APPLETON CITY.....	F	....
		2.2		
2288	287.9	LINDALE.....		7696
		21.4		
2309	309.3	WALKER.....		4282
		6.7		
2316	316.0	TODD.....		9205
		0.7		
....	316.7	UP.....	XA	....
		0.4		
2317	317.1	NEVADA.....	C	....
		14.1		
2331	331.2	EVE.....	C	4857
		6.1		
3338	337.3	FORT SCOTT.....	YW	....
		0.1		
....	337.4	BN.....	CXA	....
		1.7		
3339	339.1	GRIFFITH.....		6878
		25.9		
....	365.0	ATSF.....	XA	....
		7.9		
3373	372.9	ST. PAUL.....		7390
		10.6		
3384	383.5	CROSS.....	Y	....
		2.5		
3386	386.0	PARSONS (R).....	YTWDPOB	YARD
		158.9		

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

MAXIMUM SPEED	MPH
MP 227.1 - MP 267.0.....	25
MP 267.0 - MP 274.7.....	35
MP 274.7 - MP 280.6.....	25
MP 280.6 - 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.....30

TRACKSIDE WARNING DETECTOR LOCATIONS

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.

SEDALIA SUBDIVISION

BUSINESS TRACKS	MILE POST	STA. NO.
Greenridge.....	239.2	2239
Windsor.....	247.8	2248
PFE Spur.....	262.6	2263
Montrose.....	280.2	2280
Rockville.....	294.5	2294
Harwood.....	303.5	2303
Deerfield.....	326.9	2327
Hiattville.....	351.1	3351
Hepler.....	358.0	3358
Walnut.....	365.0	3365
South Mound.....	379.5	3380

Restrictions on Auxiliary Tracks:

Do not exceed 5 MPH on any track except Main Track and sidings.

Sedalia—Use only one unit while switching industries.

Clinton—Use only one unit while switching industries.

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.

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

Sedalia—Normal position MKT/UP connection switch (MP 226.8) lined for movement to or from MKT/UP connection track.

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. 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.

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OBEDIENCE TO THE RULES IS ESSENTIAL

TO SAFETY AND TO REMAINING IN SERVICE

\* \* \* \* \*

KANSAS CITY SUBDIVISION

SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE	Length Of Siding In Feet	NORTHWARD		
SECOND CLASS							SECOND CLASS		
1 1 1	1 0 3	1 0 5					1 0 4	2 0 4	1 0 6
DAILY	DAILY	DAILY	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.....TWDBOB	YARD	AM 3:15	PM 5:30	AM 2:00
.....	.....	.....	.....	3.9	ROSEDALE.....	.....	.....	.....	.....
PM 9:45	PM 4:30	AM 6:15	3043	43.1	PAOLA (R).....YW	.....	.....	PM 3:35	12:25
.....	.....	.....	.....	43.4	UP.....XA	.....	.....	.....	.....
9:52	4:37	6:22	3047	46.5	RINGER.....JYF	8640	1:43	3:28	AM 12:18
10:23	5:08	6:53	3067	66.8	DUNLAY.....	8670	1:12	2:57	11:47
10:47	5:32	7:17	3083	82.8	KINCAID.....	6133	12:48	2:33	11:23
106 11:05	5:50	7:35	3095	94.7	MORAN.....F	W-6257 E-2073	12:30	2:15	11:05
11:32	6:17	8:02	3113	112.6	KIMBALL.....	6204	12:03	1:48	10:18
.....	.....	.....	.....	119.9	ATSF.....XA	.....	.....	.....	.....
104 11:45	6:30	8:15	3121	120.6	ERIE.....	8352	11:45	1:35	10:05
12:05	6:50	8:35	3384	133.7	CROSS.....Y	.....	11:20	1:15	9:45
AM 12:45	7:15	9:15	3386	136.2	PARSONS (R).....YTWDPOB	YARD	11:05	1:00	9:30
AM	PM	AM			136.2		PM	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 UP Crossing).....20  
 MP A- 43.4 - MP A-95.0.....40  
 MP A- 95.0 - MP A-105.0.....50  
 MP A-105.0 - 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 Third Street.....Flag crossing  
 Loaded Unit Coal Trains between MP A-95.0 and MP A-105.0.....40

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE.....MPH  
 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 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 engine number, when moving on the BN 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 circuit through street is occupied. Northward movements from Glen Park must approach 30th Street crossing at very slow speed to permit crossing signals to be operating before crossing is occupied by engine or cars.

KANSAS CITY SUBDIVISION

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

Elsmore—Do not exceed 5 MPH on Elevator Track.

Parsons—Do not exceed 20 MPH on the Bypass Track and East 14 Track between the turnouts.

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.

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

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

Crossover switches on Eastward Yard Main Track, Westward Yard Main Track and Running Track at Terminal Junction locked for normal position. All westward movements and westward trains must restore and lock switches to normal position after completion of movement. Permission must be obtained from Kaw Tower Operator before using switches governing Track Nos. 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 Rules and Special Instructions govern.

Between 29th Street and Paola, BN 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 MKT 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 UP 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 Bypass 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 Track to Outbound Track.

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

Parsons (MP 386.0)—Sedalia Subdivision trains entering and leaving Parsons using Crossover (Sedalia Subdivision MP 384.05, Kansas City Subdivision MP A-134.3) must leave crossover switches lined and locked against crossover movements. 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. South Lead and Cherokee Lead Crawford Avenue Crossover switches lined as needed.

NOTES

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 9:00	PM 8:35	PM 3:10	AM 11:35	3386	386.0	PARSONS (R).....YTWPOB	YARD	PM 10:30	PM 5:30	AM 3:30	PM 11:00
9:18	8:53	3:28	11:53	3394	394.4	LABETTE.....J	10019	10:02	4:44	2:52	10:38
.....	.....	.....	.....	.....	400.8	BN.....CXA	.....	.....	.....	.....	.....
.....	.....	.....	.....	3401	400.9	OSWEGO.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	409.9	UP.....CXN	.....	.....	.....	.....	.....
104 9:40	104 9:15	3:46	12:15	3410	410.2	CHETOPA.....Y	4688	103 145 9:40	4:22	2:30	10:16
146 9:58	146 9:33	106 4:04	PM 12:33	4421	421.4	WELCH.....F	8108	101 8:42	4:04	2:12	145 103 9:58
10:23	9:58	4:29	12:58	4438	438.0	WINDERS.....Y	4595	8:17	3:29	1:47	8:37
.....	.....	.....	.....	.....	438.8	BN.....JCXA	.....	.....	.....	.....	.....
.....	.....	.....	.....	4439	439.0	VINITA.....Y	.....	.....	.....	.....	.....
10:29	10:04	4:35	1:04	4442	442.0	KEELE.....	9000	8:11	3:23	1:41	8:31
10:44	10:19	4:50	1:19	4454	454.4	ADAIR.....	7557	7:56	3:08	1:26	8:16
11:05	10:40	5:11	1:40	4468	468.2	PRYOR.....YWOB	8971	7:34	2:46	1:04	7:54
11:21	10:56	5:27	1:56	4478	477.7	MAZIE.....	4997	7:18	2:30	12:48	7:38
.....	.....	.....	106 2:13	4488	488.0	WAGONER.....	7994	7:11	105 2:13	12:31	7:21
.....	.....	.....	.....	.....	488.2	UP.....CXA	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	496.0	AU JCT.....JXA	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	497.4	UX JCT.....JXA	.....	.....	.....	.....	.....
11:55 PM	11:29	6:00	2:29	4499	498.6	CHASE.....JT	8345	6:55	1:40	12:15	7:05 PM
.....	.....	.....	.....	.....	501.8	UP.....XA	.....	.....	.....	.....	.....
.....	11:45	6:15	2:45	4503	502.5	MUSKOGEE (R).....YWPOB	YARD	6:45	1:30	12:05	.....
.....	PM	PM	PM	.....	.....	116.5	.....	PM	PM	AM	.....

ABS between MP 387.1 and MP 501.8.  
 CTC between MP 387.1 and MP 394.2—Control Operator at Parsons.  
 CTC between MP 498.1 and MP 501.8—Control Operator at Muskogee.

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

MAXIMUM SPEED MPH  
 MP 387.0 - MP 404.5.....50  
 MP 404.5 - MP 437.0.....40  
 MP 437.0 - MP 461.0.....50  
 MP 461.0 - MP 501.8.....40

Except:  
 Over BN Crossing (MP 400.8).....30  
 Winders, through siding and turnouts.....5  
 Keela, through siding and turnouts.....20  
 Muskogee, Old Main Track (MP 501.8 to MP 503.9).....20  
 Between MP 387.0 and MP 404.5, Loaded Unit Coal Trains..40  
 Between MP 437.0 and MP 461.0, Loaded Unit Coal Trains..40

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

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

TRACKSIDE WARNING DETECTOR LOCATIONS  
 MP 416.1 MP 446.9 MP 477.9

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.

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

Labette—Between MP 387.1 and north switch siding, Labette (MP 394.2), Clear (green aspect) displayed on Signal 3960 south end siding, Labette, authorizes northward movements to proceed on Main Track to north siding switch, ahead of or against superior trains.

Chase—Northward trains receiving Stop indication on absolute signal at south entrance to CTC (Chase) will take siding when instructed to do so by Control Operator.

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.

Parsons—Do not exceed 20 MPH on the Bypass Track and East 14 Track between the turnouts.

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.

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

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.

Vinita—Do not exceed 5 MPH on BN Connection Track and on House Track.

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 crossties. Southbound trains stopping for stop signal at UP Crossing (MP 488.2) must stop north of Cherokee 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 Rules 214 and/or 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.

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

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.

GRDA Area: Both loaded and empty coal trains must be weighed by motion-sensor scales at MP 3.6 to MP 3.7 on GRDA Lead Track. The use of train brakes is not permitted over scales. **DO NOT STOP** any part of train or engine on the scale except for an emergency or when instructed by the proper authority. Reverse movement must not be made while any part of train or engine is on the scale.

Speed over scales **MUST NOT EXCEED 5 MPH**. When speed of train is below 5 MPH, signal aspect will show **Green**. When **Yellow** aspect is on, train speed must be reduced to proper speed. When aspect is **Red**, scale is not weighing cars; contact GRDA Dumper Operator.

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. 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				
102 PM 11:50	104 PM 6:30	PM 2:50	4503	502.5	MUSKOGEE (R).....YWPOB	YARD	PM 1:00	103 PM 11:50	101 PM 6:30
.....	.....	.....	.....	503.9	BN.....CXN	.....	.....	.....	.....
12:25 AM	7:05	3:25	4525	524.8	CHECOTAH.....	11040	11:36	11:05	5:55
12:59	7:39	3:59	4547	547.2	CANADIAN.....	10191	11:02	10:31	5:21
1:25	8:05	4:25	4564	564.2	McALESTER.....YTWDPOB	11043	10:36	10:05	4:55
.....	.....	.....	.....	565.9	MKT.....XA	.....	.....	.....	.....
1:40	8:20	4:40	4573	573.1	NAVY.....Y	4914	10:21	9:50	4:40
1:55	8:35	4:55	4583	582.8	KIOWA.....	7574	10:06	9:35	4:06
2:12	8:52	5:12	4594	594.0	BURG.....	7715	9:49	9:18	3:49
2:25	9:05	5:25	4603	602.6	STRINGTOWN.....Y	9343	9:36	9:05	3:36
2:36	9:16	5:36	4610	609.6	ATOKA.....F	7570	9:25	8:30	3:25
3:07	9:47	6:07	4630	630.2	CADDO.....	8911	8:54	7:59	2:54
.....	.....	.....	.....	641.0	KO&G JCT.....JYZ	.....	.....	.....	.....
3:24	10:04	6:24	4641	641.4	DURANT.....YCOB	9635	8:37	7:42	2:37
.....	.....	.....	.....	641.4	BN.....XA	.....	.....	.....	.....
3:33	10:13	6:33	4649	649.1	OLIVE.....	10092	8:28	7:33	2:28
.....	.....	.....	.....	655.9	BN NORTH JCT.....JZM	.....	.....	.....	.....
.....	.....	.....	.....	656.2	BN SOUTH JCT.....JZM	.....	.....	.....	.....
.....	.....	.....	.....	657.2	JOE JCT.....JZM	.....	.....	.....	.....
.....	.....	.....	.....	660.2	RAY JCT.....Y	.....	.....	.....	.....
4:20	10:45	7:05	5664	661.9	RAY (R).....YTWDPOB	YARD	8:00	105 7:05	2:00
AM	PM	PM			159.4		AM	PM	PM

ABS between MP 503.9 and MP 660.2.

FLAGGING DISTANCE.....Two miles

MAXIMUM SPEED	MPH
MP 503.9 - MP 505.0.....	40
MP 505.0 - MP 513.0.....	50
MP 513.0 - MP 533.0.....	40
MP 533.0 - MP 544.8.....	50
MP 544.8 - MP 641.0.....	40
MP 641.0 - MP 653.9.....	60
MP 653.9 - MP 657.2.....	25
MP 657.2 - MP 660.2.....	30
MP 660.2 - MP 661.9.....	20

Except:

Olive, through siding and turnouts.....	20
Muskogee, Old Main Track (MP 501.8 to MP 503.9).....	20
Loaded Unit Coal Trains between MP 505.0 to MP 513.0, MP 533.0 to 544.8 and MP 641.0 to MP 653.9.....	40

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 BN Railroad.

NOTES

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

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

Joe Jct.--Northward MKT trains originating, secure clearance at Ray.

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

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.

Atoka--Cars or train must not be left standing on island circuit of road crossing near Ethan Allen Spur (MP 607.0). Yellow marking on crosstie each side of crossing denotes limits of island 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 UP 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--Double Track between MP 660.9 (Choctaw Subdivision) and MP 662.9 (Fort Worth Subdivision). Yardmaster's instructions will authorize movement on North Track or South Track against the current of traffic. Main Track switches at each end of Double Track must be left lined and locked for North Track when not in use.

Ray--Switch at east end New 3 Track must be lined and locked for Dallas Subdivision movements when not in use.

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

\* \* \* \* \*

TULSA SUBDIVISION

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE		Length Of Siding In Feet	NORTHWARD	
SECOND CLASS							SECOND CLASS	
1 4 5							1 4 6	
DAILY				STATIONS			DAILY	
PM 11:55	4499	324.8	CHASE.....	JYT	....	PM 7:05		
.....	4901	324.0	WYBARK.....	Y	1500	.....		
AM 2:11	4933	291.8	BROKEN ARROW.....		2850	5:52		
2:45	4937	287.2	TULSA (R).....	WTD0B	YARD	5:30		
AM .....	.....	278.3	END OF TRACK.....	C	....	PM .....		
				46.5				

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-278.3.....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.

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-278.3, 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 island 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
1606	6.4	SOUTH OMAHA.....	6.4	YARD
....	473.1	GILMORE JCT.....	4.5	....
1637	447.4	UNION.....	25.7	....
1699	384.3	FALLS CITY.....	63.1	....
1754	330.7	ATCHISON.....	53.6	YARD
....	287.5	EDGEWATER JCT.....	43.2	....
1003	.....	GLEN PARK.....	4.7	YARD
			201.2	

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

Between Highline Connection and Gilmore Jct., UP Rules, Timetable and Special Instructions govern.

Between Gilmore Jct. and Council Bluffs, UP 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.....		....
....	460.4	WEeping WATER.....	13.0	YARD
....	494.2	OL&B JCT.....	33.8	YARD
1948	495.1	LINCOLN.....	0.9	....
			47.7	

Between Union and Lincoln, UP 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.....	YTWDPOB	YARD
....	3.3	TERMINAL JCT.....	2.8	....
1867	68.0	TOPEKA.....	64.7	YARD
			67.5	

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

Between Terminal Jct. and Topeka, UP 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.....	C	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.....20  
 MP S-433.4 - MP S-434.2.....10  
 Except: Columbus over Maple Street.....Flag Crossing

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

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

Between Columbus and End of Track (MP S-434.2), Rule 10(D) is in effect.

BN trains using MKT trackage between Columbus and End of Track (MP S-434.2) will contact the MKT Operator at Parsons to obtain permission to occupy MKT Main Track, and must notify the MKT Operator at Parsons when the train is clear of the MKT tracks between Columbus and End of Track (MP S-434.2).

NEOSHO SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of Siding In Feet
		SOUTH ▼	NORTH ▲	
		STATIONS		
....	27.8	END OF TRACK.....		....
		0.7		
....	27.1	ATSF.....	XG	....
		0.9		
3526	26.2	CHANUTE.....	C	2130
		2.2		
....	24.0	ATSF.....	XG	....
		13.2		
3511	10.8	GALESBURG.....		850
		10.2		
3386	0.6	PARSONS (R).....	TWDPOB	YARD
		27.2		

FLAGGING DISTANCE.....Three-fourths mile

MAXIMUM SPEED MPH  
 Between Parsons and MP B-27.8.....10

Between Parsons and End of Track, Rule 94 is in effect.

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 East Yard Lead at north end of yard.

COFFEYVILLE SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length of Siding In Feet
		SOUTH ▼	NORTH ▲	
		STATIONS		
3410	410.2	CHETOPA.....	Y	4688
		29.8		
3168	168.4	COFFEYVILLE.....	CTWOB	YARD
		0.3		
3169	168.7	EVANS.....		3236
		2.2		
....	170.9	UP.....	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 Chetopa and Coffeyville, UP Rules, Timetable and Special Instructions govern, except MKT trains do not exceed 10 MPH.

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

Between DY Jct. and BE Jct., ATSF Rules, Timetable and Special Instructions govern.

Between DY Jct. and BE Jct., ATSF Rule 94 is in effect.

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

Coffeyville—Railroad Crossings:

ATSF (MP A-167.2).....XN  
 UP (MP A-168.3).....XS

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

Bartlesville—Movement on spur track over Oak Street must be preceded by crew member to provide warning.

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.

BE Jct.—MKT/ATSF Main Track switch must be left lined for ATSF movements.

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	UP.....	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	ATSF JCT.....	Y	....
0449	448.9	SHAWNEE (R).....	CYTWPF	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	ATSF JCT.....	Y	....
0486	485.6	HARTER (R).....	CYTWDPOB	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 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

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

C&E on ATSF trains originating at Harter enroute to Shawnee are required to retain train orders still in effect for the return trip as prescribed by Rule 214.

Shawnee—Use only one 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.

HOWE SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length Of Siding In Feet
		WEST ▽	EAST ▲	
STATIONS				
0295	295.5	HOWE.....	C	1000
0302	301.8	WISTER.....	XN	3125
0336	335.6	WILBURTON.....		3273
0340	340.0	LIMESTONE.....		7558
....	366.4	MKT.....	XA	....
....	0.0	McALESTER (R).....	YTWDPOB	YARD
		72.6		

FLAGGING DISTANCE.....Three-fourths mile

MAXIMUM SPEED	MPH
MP Y-295.5 - MP Y-299.6.....	25
MP Y-299.6 - MP Y-300.1.....	10
MP Y-300.1 - MP Y-302.9.....(City Ordinance)	25
MP Y-302.9 - MP Y-334.6.....	30
MP Y-334.6 - MP Y-336.6.....(City Ordinance)	25
MP Y-336.6 - MP Y-351.2.....	30
MP Y-351.2 - MP Y-352.2.....(City Ordinance)	25
MP Y-352.2 - MP Y-365.0.....	30
MP Y-365.0 - MP Y-366.4.....	20

BUSINESS TRACKS	MILE POST	STA. NO.
Red Oak.....	Y-322.3	0322
Panola.....	Y-330.0	0330
Hartshorne.....	Y-351.5	0351
Alderson.....	Y-360.8	0361

Absolute Block Register Territory in effect between MP Y-295.5 and MP Y-360.0 (Rule S-227).

Howe—Movements over public crossing MP Y-295.5 must be preceded by a crew member to provide warning.

DALLAS 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	
PM 11:00	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	.....	.....			
11:23	.....	660.7	McCUNE.....Y	.....	5:06			
.....	.....	661.2	SP.....XA	.....	.....			
11:52	5008	668.7	PENLAND.....	5885	4:37			
.....	.....	674.3	UP.....XA	.....	.....			
AM 12:39	5027	688.1	TRENTON.....	4927	3:50			
.....	.....	701.3	AT&SF.....XA	.....	.....			
1:27	5052	714.1	GREENVILLE.....CYOB	.....	3:02			
.....	.....	714.3	STLSW.....XA	.....	.....			
1:32	5055	715.6	MELTON.....Y	6116	2:57			
2:13	5078	738.7	ROCKWALL.....	4937	2:16			
2:35	5089	750.0	ELLIS.....Y	4649	1:54			
.....	.....	750.8	AT&SF.....CXA	.....	.....			
2:38	5090	750.9	GARLAND.....YOB	700	1:51			
2:43	5092	752.9	KREM.....Y	4906	1:46			
2:47	5093	754.1	BETHARD.....Y	2625	1:42			
3:09	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

BUSINESS TRACKS

	MILE POST	STA. NO.
Denison.....CYB	D-660.9	5661
Bells.....	D-674.3	5013
Whitewright.....	D-681.3	5020
Caddo Mills.....	D-721.6	5061
Royse City.....	D-730.3	5069
Thomas.....	D-731.6	5071
Rowlett.....	D-746.5	5086
Tex-Mat.....	D-747.4	5087

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

MAXIMUM SPEED

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



DALLAS SUBDIVISION

Exception to Rule 5(A): Timetable or train order restrictions apply at:  
Ray — Dallas Jct.  
Dallas — Deny.

Trains will register at other than register stations as follows:

Garland—Trains originating and terminating. Trains may register by ticket when Operator is on duty.

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

Ray—Double Track between MP 660.9 (Choctaw Subdivision) and MP 662.9 (Fort Worth Subdivision). Yardmaster's instructions will authorize movement on North Track or South Track against the current of traffic. Main Track switches at each end of Double Track must be left lined and locked for North Track when not in use.

Train inspection per ITEM 7 of Special Instructions required for trains departing Melton, except train designated "Texas Special."

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—Switch at east end New 3 Track lined and locked 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:

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.

Greenville—Movements from main track to yard over Wellington Street know flashers working and gates down 20 seconds before occupying crossing.

Garland—Do not exceed 5 MPH on the Safeway Lead Track.

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.

Garland—Do not exceed 5 MPH on North or South Wye Tracks at the TOFC Ramp.

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.

NOTES

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
.....	.....	UP (Tower 55).....	OBXM	.....	.....
.....	.....	BN (17th St).....	YX	.....	.....
.....	.....	6TH ST JCT.....	JYZ	.....	.....
.....	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	.....	.....
		34.2			

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 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
Liggett(TP&L).....J	F-630 Pole 10	9631
Ratteree.....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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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 BN Crossing (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.

HILLSBORO SUBDIVISION

Station Numbers	Mile Post Location	MAIN LINE		Length Of Siding In Feet
		SOUTH STATIONS	NORTH	
5106	766.9	DALLAS (R).....	YTWDPOB	YARD
....	767.0	UP.....	XM	....
....	767.0	North Tower.....	OB	....
....	767.5	South Tower.....	OB	....
....	767.8	Cadiz St. Jct.....	Z	....
....	768.9	CJ JCT.....	Z	....
....	768.9	ATSF (Tower 19).....	XM	....
....	769.3	ENDOT.....	JYZ	....
5121	781.7	LANCASTER.....	JB	3932
5130	791.2	STERRETT.....	Y	6252
....	796.6	SP.....	XA	....
....	797.9	BRI JCT.....	CYZ	....
5137	798.1	WAXAHACHIE.....	YOB	2925
5152	813.1	ITALY.....		....
....	832.5	DANA JCT.....		....
		65.6		

HILLSBORO SUBDIVISION

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

Endot—Southward trains restricted Endot remain back of absolute signal north of ATSF Interlocking (Tower 19); except, southward trains from Cadiz Street Yard remain at CJ Jct. to avoid fouling interlocking.

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 BRI 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.

NOTES

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 ATSF (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.

FLOOD INDICATORS

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



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

Between Ray (MP 663.7) 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.

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.

Burleson—Movements on House Track must occupy island circuit; know lights are flashing 20 seconds; and then movement may proceed over crossing.

Hillsboro—On yard track west of Main Track, movements over Walnut Street, Elm Street and Franklin Street must occupy island circuit; know lights are flashing 20 seconds; and then movement may proceed over crossing.

Winslow—Movements on Elevator Track over Church Street must occupy island circuit; know lights are flashing 20 seconds; and then movement may proceed over crossing.

Normal Position of Switches:

Ray—Switch at east end New 3 Track lined and locked for Dallas Subdivision movements.

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

NOTES

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).....YTWDPOB	YARD	.....	AM 12:50	PM 8:30	PM 11:30
.....	.....	.....	.....	.....	.....	843.6	STLSW NORTH JCT.....Y	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	844.2	STLSW SOUTH JCT.....Y	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	5846	845.5	WACO.....Y	.....	.....	.....	.....	.....
184 11:03	106 8:03	1:18	7:18	.....	5849	849.7	BASS.....JY	10964	.....	12:29	183 8:03	105 11:03
11:21	8:21	1:36	7:36	.....	5865	865.2	EDDY.....	10142	.....	AM 12:11	7:11	10:11
11:37	8:37	1:52	7:52	.....	5880	880.0	TEMPLE.....JCYPOB	2128	.....	11:55	6:55	9:55
.....	.....	.....	.....	.....	.....	880.7	AT&SF.....XM	.....	.....	.....	.....	.....
.....	.....	.....	.....	PM 5:45	.....	880.8	OPAL.....YZ	.....	PM 12:30	11:53	6:53	9:53
.....	.....	.....	.....	.....	5881	881.1	COBEL.....Y	3400	.....	.....	.....	.....
.....	.....	.....	.....	.....	5883	883.1	SMITH.....CY	.....	.....	.....	.....	.....
104 11:46	8:46	2:01	8:01	5:55	5888	887.6	LITTLE RIVER.....J	8093	PM 12:07	105 11:46	6:46	9:46
AM 12:16	184 9:16	2:31	8:31	106 6:16	5908	908.1	GRANGER.....YT	7371	11:46	21 11:01	183 6:16	183 9:16
12:32	9:32	2:47	8:47	6:25	5918	918.4	BIRGE.....Y	9121	11:37	10:45	5:35	8:34
12:34	9:34	2:49	8:49	6:35	.....	918.9	TRANSFER JCT.....Y	.....	11:35	10:43	5:33	8:32
.....	PM	.....	.....	PM	5919	918.9	TAYLOR.....CYTOB UP.....XA	.....	AM	.....	.....	PM
.....	.....	.....	.....	.....	.....	934.8	AUNW.....CXA	.....	.....	.....	.....	.....
12:59	.....	3:14	9:14	.....	5935	935.0	ELGIN.....	6345	.....	10:18	5:08	.....
1:20	.....	3:35	9:35	.....	5949	948.9	PHELAN.....	8804	.....	9:57	4:47	.....
.....	.....	.....	.....	.....	5954	953.8	BASTROP.....	.....	.....	.....	.....	.....
1:55	.....	106 4:15	10:15	.....	5969	969.4	SMITHVILLE (R).....YWOB	YARD	.....	9:25	103 4:15	.....
AM	.....	PM	AM	.....	.....	.....	126.5	.....	.....	PM	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 (Bellmead to Taylor).....Two miles  
 FLAGGING DISTANCE (Taylor to Smithville).....1-1/4 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 853.0.....50  
 MP 853.0 - MP 896.0.....60  
 MP 896.0 - MP 969.4.....40  
 Bass, Eddy, Little River, Elgin and Phelan, through sidings and turnouts.....20

Loaded Unit Coal Trains, between MP 846.5 and MP 896.0....40

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE MPH  
 Waco, through city limits.....25  
 Hewitt, through city limits.....35  
 Troy, through city limits (Northward/Southward).....40/50  
 Temple, between MP 878.3 and MP 881.1.....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 Mine Track.....	946.0	5946
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 Operator at Bellmead.

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 Operator at Bellmead. Movements then must be made under the provisions of Rule 93.

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.

Movements by Signal Indication CTC [Rules 350 - 351(E)]: Between MP 908.7 and MP 918.9, Absolute Signals 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 MKT to ATSF North Track. ATSF controlled signal at ATSF MP 217 Pole 17 governs southward movements from ATSF North Track on Connecting Track from ATSF to MKT 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 MKT 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 Wye.

Restrictions on Auxiliary Tracks:

Temple—Do not exceed 5 MPH or use more than one unit on Hole Track.

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.

Dunstan Mine Track—Stop will be made before engine passes over car retarder located under tipple. Crew member will inspect all units in engine consist to see that no part is lower than three inches above the top of the rail. Crew member will stand on the ground at the retarder each time the engine passes over the retarder. Do not exceed 2 MPH over retarder, engine only.

Smithville—Movements on auxiliary tracks approaching Miller Street crossing (MP 970.2) must occupy island circuit and know flashers are working and gates are down for 20 seconds before occupying crossing. The island circuit is identified by orange boards attached to ties approximately 40 feet each side of the crossing.

Operation of Mechanical Electrically Locked Switches and Interlocking Devices:

ATSF Crossing (MP 880.7)—When absolute signal displays Stop indication, communicate with Control Operator at ATSF 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 ATSF display Stop indication, then manually line dual control derail for MKT movement. After lining derail, must again determine that absolute signals on ATSF 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 ATSF 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 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, Taylor.

Temple—ATSF 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 are scheduled between Opal and Transfer Jct.; No. 21 scheduled to depart Opal at 5:45 PM Monday, Wednesday and Saturday; and No. 22 scheduled to depart Little River at 12:07 PM Sunday, Tuesday and Friday. Yard Engines will be clear of Main Track for No. 21 at 5:40 PM and for No. 22 at 12:02 PM.

HOUSTON SUBDIVISION

SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE STATIONS	Siding Length 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 4:20	AM 10:20	AM 2:30	5969	969.4	SMITHVILLE (R).....YWOB	YARD	PM 3:15	PM 9:15
.....	.....	.....	.....	978.0	SP.....XA	.....	.....	.....
4:50	10:50	3:00	5988	989.0	LA GRANGE.....	3933	2:38	8:38
5:01	11:01	3:11	5996	995.9	LCRA.....YB	.....	2:27	8:27
5:11	11:11	3:21	6002	1002.1	FAYETTEVILLE.....	9349	2:17	8:17
5:29	11:29	3:39	6014	1013.6	NEW ULM.....F	5565	1:59	7:59
5:45	11:45	3:55	6024	1024.0	CAT SPRING.....	5649	1:43	7:43
6:03	12:03	4:13	6035	1035.4	SEALY.....C	2837	1:25	7:25
.....	.....	.....	.....	1035.4	ATSF.....XA	.....	.....	.....
6:22	12:22	4:32	6048	1047.8	BROOKSHIRE.....	4705	1:06	7:06
6:36	12:36	4:46	6056	1056.0	KATY.....	4100	12:52	6:52
104	106					5900	107 PM	103
6:44	12:44	4:54	6061	1061.2	WHIT.....	3000	12:44	6:44
.....	.....	.....	.....	1078.9	SP.....XA	.....	.....	.....
8:00	2:00	6:00	6079	1080.2	EUREKA (R).....YTWDPOB	YARD	11:55	5:50
PM	PM	AM					AM	PM
.....	.....	.....	.....	1080.8	SP.....XN	.....	.....	.....
.....	.....	.....	.....	1084.2	SP.....XA	.....	.....	.....
.....	.....	.....	6084	1084.2	HOUSTON.....Y	.....	.....	.....
.....	.....	.....	.....	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

Plum.....  
 Schindler.....  
 Cardiff.....  
 Addicks.....  
 Hennessey.....

MILE POST STA. NO.  
 982.1 5982  
 1036.5 6036  
 1050.8 6051  
 1066.7 6066  
 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.



NOTES

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.

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

Restrictions on Auxiliary Tracks:

Smithville—Movements on auxiliary tracks approaching Miller Street crossing (MP 970.2) must occupy island circuit and know flashers are working and gates are down for 20 seconds before occupying crossing. The island circuit is identified by orange boards attached to ties approximately 40 feet each side of the crossing.

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

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

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

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

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.

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.

NOTES

SAN ANTONIO SUBDIVISION

SOUTHWARD		Station Numbers	Mile Post Location	MAIN LINE		Length of Siding In Feet	NORTHWARD	
SECOND CLASS				STATIONS			SECOND CLASS	
1 8 3							1 8 4	
DAILY							DAILY	
PM 9:34	.....	918.9	TRANSFER JCT.....	.....		PM 8:32		
.....	.....	919.9	TAYLOR (UP).....	.....		.....		
.....	6647	955.5	AUSTIN.....	.....		.....		
PM 11:14	.....	984.9	MKT JCT.....Z	.....		6:52		
11:16	.....	985.5	AJAX.....JY	.....		6:50		
11:18	6753	986.3	SAN MARCOS.....YWOB	924		6:48		
.....	6769	1003.3	NEW BRAUNFELS.....CY	.....		.....		
.....	.....	1003.6	UP.....XA	.....		.....		
11:59 AM	.....	1006.7	WRP.....CY	.....		6:07		
12:07	6777	1010.6	COMAL.....	2305		5:59		
12:11	6779	1012.6	OGDEN JCT.....FJZ	.....		5:55		
12:30	6791	1024.8	FRATT.....Y	2856		5:36		
12:43	6797	1030.3	TRAVIS.....Y	.....		5:23		
.....	.....	1036.5	SP JCT.....CXM	.....		.....		
2:00	6803	1037.5	SLOAN (R).....YTWDPOB	YARD		5:00		
AM	.....	1038.0	SP.....XG	.....		PM		
.....	6804	1038.5	SAN ANTONIO.....YB	.....		.....		
				118.6				

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

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

MAXIMUM SPEED MPH  
 MP M- 984.9 - MP M-1012.6.....30  
 MP M-1012.6 - MP M-1025.0.....40  
 MP M-1025.0 - MP M-1036.1.....25  
 MP M-1036.1 - MP M-1038.5.....10

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

Between Transfer Jct. and MKT Jct., UP Rules, Timetable and Special Instructions govern.

Between MKT Jct. and San Marcos, trains have no superiority and trains and engines will move at Restricted Speed.

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

Transfer Jct. instead of MKT Jct.  
 Taylor instead of Ogden.

Trains originating or terminating at San Marcos may operate between San Marcos and MKT Jct. without clearance or train orders.

BUSINESS TRACKS

TXI.....  
 Ogden.....  
 Longhorn.....  
 Dixie.....  
 Remount.....  
 Warden.....

MILE POST	STA. NO.
M- 994.0	6761
M-1012.6	6779
M-1023.6	6790
M-1023.7	6789
M-1027.1	6794
M-1032.8	6800

TRACKSIDE WARNING DETECTOR LOCATIONS  
 MP M- 998.2

UP dispatcher phone at MP M-986.5 (Patton Street) on east side of Main Track.

Trains and engines moving from UP Main Track to MKT Yard Tracks at Austin will be governed by SP Rules, Timetable and Special Instructions between Pershing and Congress Avenue and will be governed by Rule 93 when on SP tracks.

Southward movements over Presa Street (Mile Post M-1036.0) must know flashers and gates have been activated minimum of 20 seconds before occupying crossing.

SAN ANTONIO SUBDIVISION

Trains will register at other than register stations as follows:

- Ajax—No. 184; Extras instructed by train order.
- TXI—Trains instructed by train order to register. (Register located in box near Main Track switch.)
- WRP—Trains instructed by train order to register. (Register located in box near Main Track switch.)
- San Marcos—Trains originating or terminating.
- Ogden Jct.—UP trains originating or terminating and northward MKT trains passing register arrival or departure time via radio to train dispatcher, Denison, Texas.
- SP Jct.—UP trains originating or terminating will register arrival or departure time via radio to operator at Sloan or train dispatcher, Denison, Texas.

Exception to Rule 83(A): Proper identification of a train when moving on UP tracks between Transfer Jct. and MKT Jct. by a train restricted therefor at MKT Jct. may be used to confirm the arrival of that train at MKT Jct.

Normal Position of Switches:

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

Restrictions on Auxiliary Tracks:

- TXI—Do not operate engines over scales.
- WRP—Do not exceed 10 MPH between WRP and WRRC Yard.

GEORGETOWN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length Of Siding In Feet
		SOUTH ▽	NORTH ▲	
		STATIONS		
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.

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

LOCKHART SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length Of Siding In Feet
		SOUTH ▽	NORTH ▲	
		STATIONS		
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.....One and one-fourth miles

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-31.5 (Northward Trains)..... 10  
 Reedville, through siding..... 5  
 Ajax, through turnout..... 20

TRACKSIDE WARNING DETECTOR LOCATIONS

MP M-39.0

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.

NOTES

WESTERN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length Of Siding In Feet
		WEST ⚡	EAST ⚡	
STATIONS				
5759	758.5	NEY (R).....	YTDWPOB	YARD
5757	757.1	FORT WORTH.....		.....
....	757.1	UP (Tower 55).....	BXM	.....
		0.9		
....	0.0	BN JCT.....		.....
....	6.1	NORTH YARD (BN).....		.....
....	40.3	DECATUR.....		.....
....	68.5	BOWIE.....		.....
5305	114.1	WICHITA FALLS.....		.....
		0.9		
....	0.9	WF&NW JCT.....		.....
8101	1.4	NORTH YARD (MKT) (R)....	YTDWPOB	YARD
8107	6.7	BACON.....		1611
8114	14.0	BURKBURNETT.....		.....
0021	20.9	DEVOL.....		2884
0027	27.1	GRANDFIELD.....		1544
0034	34.3	LOVELAND.....		1560
0041	40.9	HOLLISTER.....		3228
0051	50.3	FREDERICK.....	CT	.....
....	50.3	BN.....	XS	.....
0061	61.1	TIPTON.....		2206
0068	67.7	HUMPHREYS.....		.....
....	74.8	BN.....	CX6	.....
....	76.2	AT&SF.....	XS	.....
0076	76.5	ALTUS.....	YTC	5838
....	78.6	END OF TRACK.....		.....
		196.2		

WESTERN SUBDIVISION

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.

MP 10.3-B—Texoma Ag Track, do not operate engine over scales.

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

Between Fort Worth and BN Jct., UP 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 ▽	NORTH ▲	
STATIONS				
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 ▽	NORTH ▲	
STATIONS				
....	662.9	SHERMAN JCT.....	Y	....
		8.5		
....	671.4	UP.....	XS	....
		0.4		
6211	671.8	SHERMAN.....	C	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		Length of Siding In Feet	Other Tracks Length In Feet
		SOUTH ↓ STATIONS	NORTH ↑		
7172	172.0	HERINGTON (R).....	BCOWY	....	YARD
....	178.5	6.5			
7179	178.5	ATSF.....	XA	6000	....
....	178.5	LOST SPRINGS.....	CJY		
....	178.5	15.8			
7194	194.3	MARION.....	C	4660	2450
....	194.3	0.2			
....	194.5	ATSF.....	XA	....	....
....	194.5	13.8			
7208	208.3	PEABODY.....	JCF	6050	1965
....	208.3	0.2			
....	208.5	ATSF.....	XA	....	....
....	208.5	14.3			
7223	222.8	WHITewater.....		6200	975
....	222.8	0.1			
....	222.9	UP.....	XA	....	....
....	222.9	6.6			
7230	229.5	FURLEY.....		5130	695
....	229.5	11.7			
7241	241.2	CLINE.....	CDPTWY	5830	YARD
....	241.2	0.4			
....	241.6	BN.....	XA	....	....
....	241.6	0.2			
7242	241.8	WICHITA.....	BOY	....	....
....	241.8	0.2			
....	242.0	UP.....	XA	....	....
....	242.0	1.7			
....	243.7	NORTH JCT.....	JZ	....	....
....	243.7	1.7			
....	245.4	SOUTH JCT.....	JZ	....	....
....	245.4	4.2			
7250	249.6	MIDLAND.....		7200	....
....	249.6	16.7			
....	266.3	UP.....	XA	....	....
....	266.3	0.1			
7266	266.4	RIVERDALE.....		6100	670
....	266.4	7.4			
7274	273.8	WELLINGTON.....	C	3900	2700
....	273.8	20.7			
7295	294.5	CALDWELL.....		5780	YARD
....	294.5	8.1			
8303	302.6	RENFROW.....		4589	1640
....	302.6	9.0			
....	311.6	ATSF.....	X	....	....
....	311.6	6.9			
8319	318.5	JEFFERSON.....		6228	2080
....	318.5	12.2			
8331	330.7	KREMLIN.....		4640	2210
....	330.7	8.8			
8340	339.5	NORTH ENID (R).....	BCDOPTWY	6044	YARD
....	339.5	167.5			

WICHITA SUBDIVISION

ATSF Crossing (MP 311.6)—Trains and engines 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 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/Lost Springs 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.
Lincolntonville.....	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 270.0.....	40
MP 270.0 - 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  
Over railroad crossings at MP 194.5, MP 208.5 and MP 222.9..... 25

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

ENID SUBDIVISION

Station Numbers	Mile Post Location	MAIN LINE		Length Of Siding 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.....		4342	....
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.....	BDOTWY	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
Dolese.....	371 Pole 37	8372
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		Length of Siding In Feet	Other Tracks Length In Feet
		SOUTH ▼	NORTH ▲		
8476	475.5	DUNCAN (R).....	BOWY	2589	YARD
		5.7			
8481	481.2	SUNRAY.....	Y	6682	YARD
		18.9			
8500	500.1	WAURIKA.....	FY	5800	YARD
		10.6			
8511	510.7	RYAN.....		6297	1575
		24.8			
9536	535.5	STONEBURG.....		4878	840
		7.9			
....	543.4	BN.....	XA	....	....
		0.4			
9544	543.8	BOWIE.....	F	4585	1250
		19.2			
9563	563.0	CHICO.....	BOY	4608	6000
		6.6			
9570	569.6	BRIDGEPORT.....	F	4585	YARD
		14.9			
9585	584.5	BOYD.....		....	3800
		14.7			
9599	599.2	HICKS.....	Y	5301	....
		5.5			
9605	604.7	SAGINAW.....	CY	4900	....
....	604.7	ATSF.....	XM	....	....
		4.9			
....	609.6	StLSW (Tower 60).....	XM	....	....
....	609.6	BN (Tower 60).....	XM	....	....
		1.8			
9611	611.4	PEACH.....	JTWY	....	YARD
		0.5			
....	611.9	PURINA JCT.....	JYZ	....	....
		0.2			
....	....	6TH ST. JCT.....	JYZ	....	....
		0.7			
....	....	BN (17th St.).....	YX	....	....
		0.1			
....	....	UP (Tower 55).....	OBXM	....	....
		1.5			
5759	....	NEY (R).....	YTDPOB	....	....
		138.9			

DUNCAN SUBDIVISION

The Trackside Warning Detectors on the Duncan 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.

TRACKSIDE WARNING DETECTOR LOCATIONS  
MP 506.0 MP 581.3

Double Track between MP 610.2 and BN Crossing (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.

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.

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
Lone Star (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
Newark.....	591 Pole 22	9592
Texas Electric.....	597 Pole 22	9598
Masonite Lead.....	606 Pole 36	9607

ABS between MP 596.7 and MP 608.9.

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

MAXIMUM SPEED	MPH
MP 475.5 - MP 507.0.....	25
MP 507.0 - MP 520.0.....	40
MP 520.0 - MP 555.0.....	30
MP 555.0 - MP 569.0.....	25
MP 569.0 - MP 604.0.....	40
MP 604.0 - MP 608.9.....	30
MP 608.9 - MP 611.9.....	20
MP 611.9 - UP (Tower 55).....	10

Except:  
ATSF Crossing (MP 604.7)..... 25

SPEED RESTRICTIONS	MPH
Newark, through city limits (MP 590.4 to MP 593.1).....	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.

NOTES



SALINA SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length Of Siding In Feet	Other Tracks Length In Feet
		SOUTH ▽ STATIONS	NORTH ▲		
7620	219.4	SALINA.....C		....	YARD
....	219.1	AB JCT.....	0.3	....	....
....	218.8	ATSF JCT.....	0.3	....	....
....	218.7	EAST SALINA.....	0.1	....	....
....	199.3	WEST ABILENE.....C	19.4	....	....
....	198.8	OKT JCT.....	0.5	....	....
7598	198.4	ABILENE.....	0.4	....	1280
7593	193.1	ENTERPRISE.....	5.3	....	2400
....	192.8	ATSF.....XG	0.3	....	....
7587	186.7	PEARL.....	6.1	....	680
7580	180.3	WOODBINE.....	6.4	....	1280
....	172.8	NORTH HERINGTON.....	7.5	....	....
....	171.3	UP.....XM	1.5	....	....
7172	172.0	HERINGTON (R).....BCOWY	0.7	....	YARD
		47.4			

FLAGGING DISTANCE.....Three-fourths mile

MAXIMUM SPEED.....10 MPH

Salina—All tracks from ATSF 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 Rules and Timetable will govern.

Between OKT Jct. and West Abilene and between East Salina and ATSF Jct., ATSF 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.

ABILENE SUBDIVISION

Station Numbers	Mile Post Location	MAIN LINE		Length Of Siding In Feet	Other Tracks Length In Feet
		WEST ▽ STATIONS	EAST ▲		
7179	178.5	LOST SPRINGS.....CJY		6000	....
....	....	SP.....XA	5.4	....	....
....	....	HOPE.....	5.9	....	....
....	....	UP.....XA	0.3	....	....
....	....	NAVARRE.....	7.3	....	....
....	....	ENTERPRISE.....	7.7	....	....
....	....	OKT.....XN	0.1	....	....
....	....	ABILENE.....Y	5.9	....	....
....	....	SA JCT.....	0.4	....	....
....	....	WEST ABILENE.....	0.3	....	....
....	....	SOLOMON.....	7.5	....	....
....	218.9	EAST SALINA.....	12.6	....	....
....	219.8	ATSF JCT.....	0.1	....	....
....	219.1	AB JCT.....	0.3	....	....
7620	219.4	SALINA.....C	0.3	....	YARD
		54.1			

Between Lost Springs and West Abilene, Atchison, Topeka and Santa Fe Railway Company Rules, Timetable and Special Instructions govern.

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

Salina—All tracks from ATSF Jct. to end of track are yard tracks.

Six-axle diesel locomotives are prohibited.

NOTES

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THERE'S NOTHING ACCIDENTAL ABOUT SAFETY  
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YUKON SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length Of Siding In Feet	Other Tracks Length In Feet
		WEST ▽ STATIONS	EAST ▲		
0486	485.6	HARTER (R).....	YTWDOBPC	5532	YARD
....	486.5	BN.....	XN	....	....
....	486.8	BN.....	XN	....	....
....	487.7	BN.....	XN	....	....
0495	494.5	COUNCIL.....	Y	987	....
0501	500.9	YUKON.....		2678	850
0507	506.7	BANNER.....		....	1500
....	512.3	BELT JCT.....	Y	....	....
8401	.....	EL RENO (R).....	BOWY	....	YARD
		30.0			

FLAGGING DISTANCE.....Three-fourths mile

MAXIMUM SPEED MPH  
 MP Y-485.6 - Y-496.4..... 20  
 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.

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

LAWTON SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE		Length Of Siding In Feet	Other Tracks Length In Feet
		SOUTH ▽ STATIONS	NORTH ▲		
8436	0.0	CHICKASHA.....	B DOTWY	6650	YARD
....	0.6	BN.....	XA	....	....
8809	9.3	VERDEN.....		....	2100
8818	18.0	ANADARKO.....	FCY	....	YARD
8876	460.5	APACHE.....		....	2593
8885	476.0	RICHARDS SPUR.....	TY	2286	YARD
8892	485.3	FORT SILL.....	T	2766	2216
8896	492.5	LAWTON.....	C	1259	YARD
....	496.2	BN.....	XN	....	....
8905	496.5	GERONIMO.....		....	1405
8915	504.7	WALTERS.....		....	3275
8922	514.7	TEMPLE.....		....	1535
8500	521.8	WAURIKA.....	FY	....	YARD
		95.0			

FLAGGING DISTANCE.....Three-fourths mile

MAXIMUM SPEED MPH  
 L- 0.0 - L- 1.0..... 10  
 L- 1.0 - L- 18.0..... 25  
 L-460.5 - L-460.6 (around curve)..... 10  
 L-460.6 - L-466.5..... 25  
 L-466.5 - 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.



SPECIAL INSTRUCTIONS

OPERATING RULES

The General Code of Operating Rules is supplemented, modified and amended as follows:

Rule G, Amendment to: The use of alcoholic beverages by employes subject to duty or on Company property is prohibited.

The illegal use, possession or sale, of any drug, narcotic or controlled substance is prohibited at any time, either on duty or off duty.

Employes are expected to know those drugs, narcotics or controlled substances which are illegal to use.

Employes must not report for duty, or be on Company property under the influence of or use while on duty or have in their possession while on Company property, any drug, alcoholic beverage, intoxicant, narcotic, marijuana, medication, or other substance, including those prescribed by a doctor, that will in any way adversely affect their alertness, coordination, reaction, response or safety.

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 2, Supplement to: Officers and employes whose duties are prescribed by and who are examined on the rules must, while on duty, use watches that have been authorized by bulletin.

EXCEPTION: Employes whose duties require them to handle train orders, track warrants or track bulletins or to record or report the arrival, departure or passing of trains when assigned in an office where a Standard Clock is readily available.

The location of Standard Clocks will be shown in Timetable Special Instructions.

Employes in charge of Standard Clocks must, during each tour of duty, secure correct time from Train Dispatcher or Radio Station WWV, Fort Collins, Colorado, and set clock when found to differ more than 10 seconds from the correct time. If Standard Clock will not maintain correct time, it must be removed from service and face covered.

Instructions issued by bulletin will govern other time service requirements.

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

Rule 4(C), Supplement to: General Orders will be numbered consecutively beginning with the effective date of each timetable and will expire with such timetable.

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 crew member will precede movement over crossing affording warning. At night, in addition, burning red fuseses 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.

Forms of Train Orders, Supplement to: On subdivisions where Form "F" Examples (1) and (2) are used, the use of Form "F" Example (3) is authorized.

Printed Train Order Form X Example (1) and Form Y Example (1) showing multiple locations may be used. Form X Example (1) Train Orders must be reissued daily when there is a change in location or removal of any of the restrictions. Individual location may be annulled to trains holding the order until it is practicable to reissue the order including the date of the order when required. The following examples will be used to annul one or more individual lines:

"LINE 2 OF ORDER NO 523 IS ANNULLED"  
OR,  
"LINE 2 AND LINE 4 OF ORDER NO 523 ARE ANNULLED"

On Page 118, General Code of Operating Rules, Train Order Form Y Example (1) columns showing "BETWEEN STATIONS" will not be used.

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.

**SPECIAL INSTRUCTIONS**

**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 —**

- To occupy or leave Main Track, obtain authority from Control Operator before operating switch.
- 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.
- 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 10 minutes unless a different time is posted on this lock. At expiration of time, depress Foot Pedal and throw switch. (Leave Latch Pedal "Depress to apply padlock" in unlocked position.)
- 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:

<u>Kansas City Subdivision</u> UP - Channel No. 1 BN - Channel No. 2 SOC - Channel No. 4 CNW - Channel No. 1	<u>Choctaw Subdivision</u> BN - Channel No. 1 UP - Channel No. 1
<u>Sedalia Subdivision</u> BN - Channel No. 2	<u>Ft. Worth Subdivision</u> BN - Channel No. 1 UP - Channel No. 1
<u>Cherokee Subdivision</u> BN - Channel No. 2	<u>Texas Subdivision</u> BN - Channel No. 1 UP - Channel No. 1
<u>Coffeyville Subdivision</u> UP - Channel No. 1	<u>Houston Subdivision</u> BN - Channel No. 1
<u>Joplin Subdivision</u> BN - Channel No. 2	<u>Hillsboro Subdivision</u> BN - Channel No. 1

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

**RULES AND INSTRUCTIONS**

**Employees Must Provide Themselves With Current Copies Of:**

- General Code of Operating Rules and revisions.
- Safety, Radio and General Rules for All Employees and revisions.
- Instructions on Train Handling with Diesel Electric Locomotives for Operating and Mechanical Department Employees ("Red Book").
- 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 ft. and 16 ft. above top of rail, less than 7 ft. 4 in. from center line of Main Track:

Subdivision	Mile Post	Nature of Structure
Fort Worth.....	UP-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, No. 183, No. 184, Texas Special, 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: No. 31 and No. 34 (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.

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

Trains handling coal picked up on line that has not been weighed **MUST NOT EXCEED 30 MPH.**

## SPECIAL INSTRUCTIONS

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.

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 60 MPH, do not exceed 50 MPH.

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.

**NOTE TO ITEM 3:** The exceptions for handling loaded or empty rail trains, Derrick 1040, Pile Driver 1031, Scale Test Car 77, Engine No. 31 and No. 34 and empty bulkhead flatcars will be in effect when moving on trackage of other railroads.

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

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

All flatcars of any description, loaded or empty, having eight 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 (2), 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.

SPECIAL INSTRUCTIONS

**ITEM 8. TRACKSIDE WARNING DETECTOR SYSTEMS:** 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 plus two cars on either side of the car must 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, 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 results of the hot box detector inspection must be wired to the Superintendent, including car initial and number and indication displayed by indicator lights or verbal message.

**ITEM 8(a). Trackside Warning Detector System Equipped with Monitor Display Boards:** Monitor display boards and 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.

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.

**ITEM 8(b). Trackside Warning Detector Equipped with Radio-Transmitted Verbal Defect Indicators:** As movement over the detector begins, the detector will identify itself once. As the train is moving over the detector, crew members must monitor the radio for any messages from the detector.

The detector can transmit information on up to three (3) defects. If more than three defects are found, the detector will tell you to inspect the entire train.

These detectors count the axles from the lead axle of the lead unit and will announce each defect as it is noted. Except when a dragging equipment warning is given, the entire train should be pulled by the detector before stopping to make an inspection. When dragging equipment is found, the train must be stopped immediately and the entire train visually inspected.

The train must be stopped and visually inspected when:

1. The radio message is not received or not understood.
2. The detector announces:
  - (a) Hot Box Detector Malfunction and/or
  - (b) Dragging Equipment Malfunction.

Except in emergency, radios must not be used while train is within 150 feet of the Trackside Warning Detector and/or until the entire message has been transmitted by the detector.

**SPECIAL INSTRUCTIONS**

**ITEM 9. Standard Clocks and General Order Books**

Baden.....	Train Order Office	Herington.....	Train Order Office
	*Enginehouse	McAlester.....	Freight Office
Bartlesville..	*Trainmen's Room	Madison.....	*TRRA Yard Office
Bellmead.....	Yard Office	Muskogee.....	Yard Office
Chickasha.....	Train Order Office	Ney.....	Yard Office
Chico.....	Train Order Office		*Locker Room
Coffeyville...	Train Order Office	North Enid....	Train Order Office
Dallas.....	Yard Office	North Yard....	Yard Office
	*Enginehouse	Parsons.....	*Enginemen's Room
	*Yardmen's Room		Yard Office
Denison.....	Dispatchers' Office		Enginemen's Room
Duncan.....	Train Order Office		*Yardmen's Room
El Reno.....	Train Order Office	Pryor.....	Freight Office
Eureka.....	Yard Office	Ray.....	Yard Office
	*Enginehouse		*Enginehouse
	*Yardmen's Room	San Marcos....	Freight Office
Garland.....	Yard Office	Sedalia.....	Freight Office
Glen Park.....	Yard Office	Sloan.....	Yard Office
	*Locker Room	Smithville....	Yard Office
	*Americana Hotel	Tulsa.....	Freight Office
Greenville....	*Train Order Office	Waxahachie....	Freight Office
Harter.....	Yard Office	Wichita.....	Train Order Office
	*Enginemen's Room		

\* General Order Book Only  
# Standard Clock Only

**ITEM 10. Yard Limits**

Altus.....	74.2-B — 78.6-B	New Braunfels..	M-1001.5 — M-1007.0
Anadarko.....	L-15.38 — L-463.5	Ney.....	757.7 — 763.1
Bellmead.....	842.2 — 852.0	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-2.0	Parsons.....	381.0 — 387.1
Chico.....	562.0 — 567.5		A-133.4
Cline/Wichita..	239.0 — 251.0	Peach.....	596.7 — BN
Clinton.....	265.0 — 266.8		Crossing(17th St)
Dallas/Garland..	D-749.4 — 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-998.0
	Y-510.0		M-49.5
Eureka.....	1070.8 — GH#10.04	Sedalia.....	224.5 — 231.5
Fort Scott.....	336.5 — 339.1	Shawnee.....	Y-447.0 — Y-450.8
Granger.....	906.5 — 908.7	Sloan.....	M-1023.8 — M-1038.5
	U-909.12	Smithville....	967.6 — 971.3
Greenville.....	D-711.5 — D-718.1		M-2.0
Harter.....	Y-481.0 — Y-496.4	Stringtown....	601.0 — 605.0
Herington.....	172.0 — 180.0	Taylor.....	918.9 — 919.92
LCRA.....	994.6 — 997.6	Temple.....	877.9 — 884.0
McAlester.....	Y-360.0 — Y-370.0	Vinita.....	436.0 — 441.0
	560.2 — 575.0	Waurika.....	499.0 — 502.3
Muskogee.....	500.7 — 505.6	Waxahachie....	D-790.0 — D-798.1
		Whitesboro....	683.2 — 685.8

**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
Austin, TX 77823.....	Dr. Robert W. Pape First Care Medical Clinic 6207 Sheridan, Suite 200 Telephone: 512/451-9969

Chickasha, OK 73018.....	Dr. C. R. Gibson Chickasha Clinic 2222 Iowa Street Telephone: 405/224-4853
Dallas, TX 75235.....	Dr. M. B. Teddlie 2719 Manor Way at Denton Drive Telephone: 214/358-3367
Denison, TX 75020.....	Dr. W. D. Blassingame 501 West Gandy Street Telephone: 214/465-5005
El Reno, OK 73036.....	Dr. K. L. Peacher Canadian Valley Clinic 2001 Park View Drive Telephone: 405/262-2114
Enid, OK 73701.....	Dr. B. R. Hinson 330 South Fifth Telephone: 405/233-1200
Ft. Worth, TX 76104.....	Dr. Robert L. Barrett 1201 Eighth Avenue Telephone: 817/335-8478
Herington, KS 67449.....	Dr. Jonas G. Bustos Dr. Fred Dozier 1005 North B Street Telephone: 913/258-2215
Hillsboro, TX 76645.....	Dr. David B. Skelton 101 Circle Drive Telephone: 817/582-3401
Houston, TX 77008.....	Dr. Norman H. Moore, Jr. Durham Clinic 427 West 20th Street Telephone: 713/869-3701
Kansas City, MO 64132.....	Dr. Erich A. Quer 6420 Prospect Avenue Telephone: 816/333-8151
Muskogee, OK 74401.....	Dr. W. K. Baker 319 South 37th Street Telephone: 918/683-6601
Oklahoma City, OK 73102.....	Dr. Lorance M. White Adams Clinic 1015 North Shartel Telephone: 405/232-6144
Parsons, KS 67357.....	Dr. Larry J. Carey Labette County Medical Clinic Suite 5 Telephone: 316/421-8361
St. Louis, MO 63101.....	Dr. Vernon Balster Barnes/Sutter Healthcare, Inc. 819 Locust Street Telephone: 314/621-4300
San Antonio, TX 78209.....	Dr. Walter Walthall 6714 N. New Braunfels Ave. Telephone: 512/828-2531
Sedalia, MO 63501.....	Dr. Albert J. Campbell 625 East 13th Street Telephone: 816/826-8989
Smithville, TX 78957.....	Dr. Guillermo Sanchez Smithville Medical Clinic Telephone: 512/237-4444 If no answer, 512/237-3214
Tulsa, OK 74104.....	Dr. Kenneth B. Craig 2732 East 15th Street Telephone: 918/744-0082
Vinita, OK 74301.....	Dr. Ollie W. Dehart 803 North Foreman Telephone: 918/256-6464
Waco, TX 76708.....	Dr. Horace H. Trippet Hillcrest Med. Twr., Suite 204 3115 Pine Avenue Telephone: 817/753-2437
Wichita, KS 67214.....	Dr. Rolland K. Enoch 315 North Hillside Telephone: 316/681-0423
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 Caboosees, 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

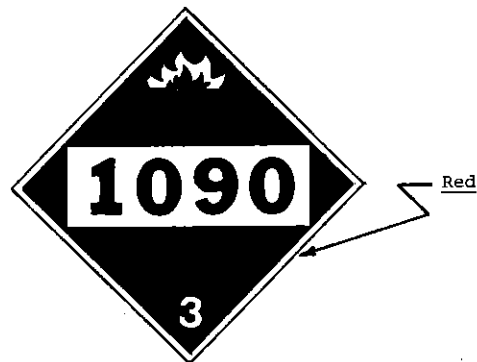
These commodities will be treated as Class A Explosives.

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 polymerizable 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.

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



ORGANIC PEROXIDES (VRP) are materials which contain an excess of oxygen. In addition to the normal oxidizing material hazard, when heated or subjected to strong shocks Organic Peroxides can decompose rapidly with explosive force. If these materials are involved in fires, persons should be evacuated for a distance of 1/4 mile from the scene. Examples of Organic Peroxides: Peroxyacetic Acid Solution; Benzoyl Peroxide.



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



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

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



COMBUSTIBLE LIQUIDS are materials which are less dangerous than flammable liquids due to their higher flash points; however, leaks, spills and fires should be treated in the same manner as flammable liquids. Examples of Combustible Liquids: Fuel Oil; certain 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 <sup>4</sup>	X <sup>4</sup>	X	X	X		
	LOADED FLAT CARS	<sup>1</sup> X	X	X <sup>2</sup>				
	OPEN TOP CARS	<sup>3</sup> 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 <sup>4</sup>	X <sup>4</sup>	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.

<sup>1</sup> A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car.

<sup>2</sup> 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.

<sup>3</sup> 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.

<sup>4</sup> 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
West	St. Louis...	Sedalia.....	1500	2000	2100	2835	3000
East	Sedalia.....	St. Louis...	1500	2000	2100	2835	3000
South	Franklin....	Sedalia.....	1400	1890	1920	2380	2520
North	Sedalia.....	Parsons.....	1870	2520	2570	3180	3365
South	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
North	Falls City..	Atchison....	1480	1950	1990	2880	3050
South	Atchison....	Edgewater Jt	2100	2770	2820	4185	4430
North	Edgewater Jt	Glen Park...	1850	2500	2580	3600	3810
South	Glen Park...	Edgewater Jt	850	1150	1170	1445	1530
North	Edgewater Jt	Atchison....	2540	3340	3400	4920	5210
South	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... Terminal Jct	Hi-Line.....	850	1150	1170	1445	1530
East	Terminal Jct	Topeka.....	3650	5050	5145	7420	7850
South	Topeka.....	Terminal Jct	3650	5050	5145	7420	7850
North	Terminal Jct	Glen Park...	1700	2290	2340	2890	3060
South	Glen Park... Parsons.....	Parsons.....	1800	2430	2470	3060	3240
North	Moran.....	Parsons.....	3750	5060	5160	6375	6750
South	Parsons.....	Glen Park... Terminal Jct	1800	2430	2470	3060	3240
North	Chetopa....	Coffeyville..	1300	1760	1790	....	....
South	Coffeyville..	Sutton.....	2040	2750	2805	....	....
North	Sutton.....	Coffeyville..	2720	3670	3740	....	....
South	Coffeyville..	Chetopa....	1300	1760	1790	....	....
North	Chanute....	Parsons.....	2200	2970	3020	3740	3960
South	Parsons.....	Chanute....	2700	3640	3710	4590	4860
North	Parsons.....	Muskogee....	2500	3370	3440	4250	4500
South	Welch.....	Muskogee....	3050	4120	4190	5185	5490
North	Muskogee....	Parsons.....	2500	3370	3440	4250	4500
South	Muskogee....	Wagoner....	2875	3880	3950	4885	5175
North	Labette....	Parsons.....	3170	4280	4360	5390	5705
South	Muskogee....	Excess.....	2550	3440	3510	4335	4590
North	McAlester... Excess.....	Excess.....	2650	3580	3640	4505	4770
South	Excess.....	Ray.....	1750	2360	2410	2975	3150
North	Joe Jct....	Denison....	1655	2235	2275	2885	3050
South	Ray.....	Muskogee....	1850	2500	2540	3145	3330
North	McAlester... Muskogee....	Muskogee....	1900	2560	2610	3230	3420
South	Checotah....	Muskogee....	3000	4050	4125	5100	5400
North	Oswego....	Columbus....	2350	3170	3230	3995	4230
South	Columbus....	Military....	3000	4050	4120	5100	5400
North	Military....	Joplin.....	1860	2510	2560	3160	3350
South	Joplin.....	Military....	2240	3020	3080	3810	4030
North	Military....	Columbus....	3000	4050	4120	5100	5400
South	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.....	Harter.....	1870	2520	2570	3180	3365
East	Harter.....	McAlester... Howe.....	1870	2520	2570	3180	3365
West	Howe.....	McAlester... Howe.....	1800	2430	2475	3060	3240
East	McAlester... Howe.....	Howe.....	1830	2470	2520	3110	3295

OKT TONNAGE RATINGS

DIRECTION	FROM STATION	TO STATION	TONNAGE CLASS				
			40	54	55	69	72
South	Herington... North Enid..	North Enid..	2325	3140	3200	3950	4185
North	North Enid.. Herington... North Enid..	Herington... North Enid..	2325	3140	3200	3950	4185
South	North Enid.. Duncan.....	Duncan.....	1940	2620	2665	3300	3490
North	Duncan..... North Enid.. Duncan.....	North Enid.. Duncan.....	1940	2620	2665	3300	3490
South	Duncan..... Peach.....	Peach.....	1940	2620	2665	3300	3490
North	Peach..... Duncan.....	Duncan.....	1940	2620	2665	3300	3490
South	Peach..... Ney.....	Ney.....	1140	1560	1640	2140	2535
North	Salina..... Herington... Salina.....	Herington... Salina.....	1630	2200	2240	....	....
West	Harter..... El Reno....	El Reno....	2850	3845	3920	....	....
East	El Reno.... Harter.....	Harter.....	2850	3845	3920	....	....
South	Chickasha... Rich. Spur..	Rich. Spur..	1940	2620	2665	....	....
North	Rich. Spur.. Chickasha... Rich. Spur..	Chickasha... Rich. Spur..	1940	2620	2665	....	....
South	Waurika.... Rich. Spur..	Rich. Spur..	1940	2620	2665	....	....
North	Rich. Spur.. Waurika....	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
North	Dallas.....	Dana Jct....	1800	2430	2470	3060	3240
South	Dana Jct....	Dallas.....	1700	2290	2340	2890	3060
North	Italy.....	Dallas.....	2000	2700	2750	3400	3600
South	Dallas.....	Ray.....	1600	2160	2200	2720	2880
North	Dallas.....	Royse City..	1750	2360	2410	2975	3150
South	Royse City..	MP D-665.0	2200	2970	3020	3740	3960
North	Dalwor Jct..	Endot.....	2715	3665	3730	4615	4885
South	Endot.....	Dalwor Jct..	2715	3665	3730	4615	4885
North	Ray.....	Ney.....	1800	2430	2470	3060	3240
South	Ray.....	Denton.....	2000	2700	2750	3400	3600
North	Ney.....	Bellmead....	2100	2830	2890	3570	3780
South	Grandview... Bellmead....	Bellmead....	3100	4180	4260	5270	5580
North	Bellmead....	Ney.....	2100	2830	2890	3570	3780
South	Ney.....	Ray.....	1550	2090	2130	2635	2790
North	Ray.....	Sherman....	1500	2020	2060	2550	2700
South	Sherman....	Ray.....	1400	1890	1920	2380	2520
West	Ney.....	North Yard..	1800	2430	2470	3060	3240
East	North Yard..	Altus.....	2700	3640	3710	4590	4860
South	Altus.....	Grandfield..	3600	4860	4920	6120	6480
North	Grandfield..	North Yard..	3000	4050	4120	5100	5400
South	North Yard..	Ney.....	1800	2430	2470	3060	3240
North	Denton.....	Dallas.....	2250	3040	3090	3825	4050
South	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
North	Eddy.....	Smithville..	2100	2830	2890	3570	3780
South	Smithville..	Bellmead....	1800	2430	2470	3060	3240
North	Granger.....	Bellmead....	2000	2700	2750	3400	3600
South	Smithville..	Eureka.....	1900	2560	2610	3230	3420
North	New Ulm....	Eureka.....	3800	5130	5220	6460	6840
South	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.....	MKT Jct....	1250	1690	1720	2125	2250
North	MKT Jct....	Sloan.....	1750	2360	2410	2975	3150
South	Sloan.....	MKT Jct....	1400	1890	1920	2380	2520
North	Smithville..	Ajax.....	1750	2360	2410	2975	3150
South	Ajax.....	Smithville..	1750	2360	2410	2975	3150

CLASSIFICATION OF ENGINES

MKT UNITS NUMBERED	Equipped For MU Control	Tonnage Class	Cooper Rating
31 and 34	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)

WHITE WITH BLACK FIGURE & BORDER  
WHITE REFLECTIVE SHEETING WITH BLACK FIGURE  
WHISTLE SIGNS  
RULES 15, 15(I), 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 WITH WHITE LETTERS & BORDER  
STOP SIGN  
RULE 98

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

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

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



**"Go" for safety**



WHITE WITH BLACK LETTERS  
SIGNAL TERRITORY SIGNS