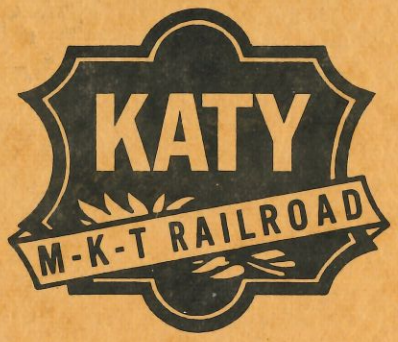

MISSOURI - KANSAS - TEXAS
OKLAHOMA, KANSAS & TEXAS
RAILROAD COMPANY

SYSTEM TIMETABLE

No. 7

Effective 12:01 a.m. **May 15, 1988**

OFFICERS

T. G. TODD, VICE PRESIDENT–OPERATION

O. C. PUTSCHE, GENERAL SUPT. TRANSPORTATION

DENISON, TEXAS

MKT TONNAGE RATINGS - NORTHERN DIVISION

DIRECTION	FROM STATION	TO STATION	TONNAGE CLASS 40	54	55	69	72
West	St. Louis...	Sedalia.....	1500	2000	2100	2835	3000
East	Sedalia.....	St. Louis...	1500	2000	2100	2835	3000
South	Sedalia.....	Parsons.....	1870	2520	2570	3180	3365
North	Parsons.....	Sedalia.....	1870	2520	2570	3180	3365
South	Gilmore Jct.	Falls City..	1520	2010	2050	2975	3150
	Falls City..	Atchison....	1480	1950	1990	2880	3050
	Atchison....	Edgewater Jt	2100	2770	2820	4185	4430
	Edgewater Jt	Glen Park...	1850	2500	2580	3600	3810
North	Glen Park...	Edgewater Jt	850	1150	1170	1445	1530
	Edgewater Jt	Atchison....	2540	3340	3400	4920	5210
	Atchison....	Falls City..	1330	1750	1790	2590	2740
	Falls City..	Gilmore Jct.	1520	2010	2050	2975	3150
West	Union.....	Lincoln.....	1660	2190	2230	....	....
East	Lincoln.....	Union.....	1660	2190	2230	....	....
West	Glen Park...	Hi-Line.....	850	1150	1170	1445	1530
	Terminal Jct	Topeka.....	3650	5050	5145	7420	7850
East	Topeka.....	Terminal Jct	3650	5050	5145	7420	7850
	Terminal Jct	Glen Park...	1700	2290	2340	2890	3060
South	Glen Park...	Parsons.....	1800	2430	2470	3060	3240
	Moran.....	Parsons.....	3750	5060	5160	6375	6750
North	Parsons.....	Glen Park...	1800	2430	2470	3060	3240
South	Chetopa.....	Coffeyville.	1300	1760	1790	....	....
	Coffeyville.	Sutton.....	2040	2750	2805	....	....
North	Sutton.....	Coffeyville.	2720	3670	3740	....	....
	Coffeyville.	Chetopa.....	1300	1760	1790	....	....
North	Parsons.....	Chanute.....	2700	3640	3710	4590	4860
South	Parsons.....	Muskogee....	2500	3370	3440	4250	4500
	Welch.....	Muskogee....	3050	4120	4190	5185	5490
North	Muskogee....	Parsons.....	2500	3370	3440	4250	4500
	Muskogee....	Wagoner.....	2875	3880	3950	4885	5175
	Labette.....	Parsons.....	3170	4280	4360	5390	5705
South	Muskogee....	Excess.....	2550	3440	3510	4335	4590
	McAlester...	Excess.....	2650	3580	3640	4505	4770
	Excess.....	Ray.....	1750	2360	2410	2975	3150
	Joe Jct.....	Denison.....	1655	2235	2275	2885	3050
North	Ray.....	Muskogee....	1850	2500	2540	3145	3330
	McAlester...	Muskogee....	1900	2560	2610	3230	3420
North	Checotah....	Muskogee....	3000	4050	4125	5100	5400
South	Oswego.....	Columbus....	2350	3170	3230	3995	4230
	Columbus....	Military....	3000	4050	4120	5100	5400
	Military....	Joplin.....	1860	2510	2560	3160	3350
North	Horn.....	Military....	2240	3020	3080	3810	4030
	Military....	Columbus....	3000	4050	4120	5100	5400
	Columbus....	Oswego.....	1575	2125	2165	2675	2835
North	Tulsa.....	Chase.....	1950	2630	2680	3315	3510
South	Chase.....	Tulsa.....	1850	2500	2540	3145	3330
West	McAlester...	Harter.....	1870	2520	2570	3180	3365
East	Harter.....	McAlester...	1870	2520	2570	3180	3365
West	Howe.....	McAlester...	1800	2430	2475	3060	3240
East	McAlester...	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..	2325	3140	3200	3950	4185
North	North Enid..	Herington...	2325	3140	3200	3950	4185
South	North Enid..	Duncan.....	1940	2620	2665	3300	3490
North	Duncan.....	North Enid..	1940	2620	2665	3300	3490
South	Duncan.....	Peach.....	1940	2620	2665	3300	3490
North	Peach.....	Duncan.....	1940	2620	2665	3300	3490
South	Peach.....	Ney.....	1140	1560	1640	2140	2535
South	Salina.....	Herington...	1630	2200	2240	....	....
North	Herington...	Salina.....	1630	2200	2240	....	....
West	Harter.....	El Reno.....	2850	3845	3920	....	....
East	El Reno.....	Harter.....	2850	3845	3920	....	....
South	Chickasha...	Rich. Spur..	1940	2620	2665	....	....
North	Rich. Spur..	Chickasha...	2325	3140	3200	....	....
North	Waurika.....	Rich. Spur..	1940	2620	2665	....	....
South	Rich. Spur..	Waurika.....	1940	2620	2665	....	....

MKT TONNAGE RATINGS - SOUTHERN DIVISION

DIRECTION	FROM STATION	TO STATION	TONNAGE CLASS 40	54	55	69	72
South	Ray.....	Dallas.....	1900	2560	2610	3230	3420
	Dallas.....	Dana Jct....	1800	2430	2470	3060	3240
North	Dana Jct....	Dallas.....	1700	2290	2340	2890	3060
	Italy.....	Dallas.....	2000	2700	2750	3400	3600
	Dallas.....	Ray.....	1600	2160	2200	2720	2880
	Dallas.....	Royse City..	1750	2360	2410	2975	3150
	Royse City..	MP D-665.0..	2200	2970	3020	3740	3960
South	Dalwor Jct..	Endot.....	2715	3665	3730	4615	4885
North	Endot.....	Dalwor Jct..	2715	3665	3730	4615	4885
South	Ray.....	Ney.....	1800	2430	2470	3060	3240
	Ray.....	Denton.....	2000	2700	2750	3400	3600
	Ney.....	Bellmead....	2100	2830	2890	3570	3780
	Grandview...	Bellmead....	3100	4180	4260	5270	5580
North	Bellmead....	Ney.....	2100	2830	2890	3570	3780
	Ney.....	Ray.....	1550	2090	2130	2635	2790
South	Ray.....	Sherman.....	1500	2020	2060	2550	2700
North	Sherman.....	Ray.....	1400	1890	1920	2380	2520
West	Ney.....	North Yard..	1800	2430	2470	3060	3240
	North Yard..	Altus.....	2700	3640	3710	4590	4860
East	Altus.....	Grandfield..	3600	4860	4920	6120	6480
	Grandfield..	North Yard..	3000	4050	4120	5100	5400
	North Yard..	Ney.....	1800	2430	2470	3060	3240
South	Denton.....	Dallas.....	2250	3040	3090	3825	4050
North	Dallas.....	Denton.....	1400	1890	1920	2380	2520
	MP K-754.2..	Denton.....	1900	2560	2610	3230	3420
South	Bellmead....	Smithville..	1900	2560	2610	3230	3420
	Eddy.....	Smithville..	2100	2830	2890	3570	3780
North	Smithville..	Bellmead....	1800	2430	2470	3060	3240
	Granger.....	Bellmead....	2000	2700	2750	3400	3600
South	Smithville..	Eureka.....	1900	2560	2610	3230	3420
	New Ulm.....	Eureka.....	3800	5130	5220	6460	6840
North	Eureka.....	Smithville..	2000	2700	2750	3400	3600
	Eureka.....	New Ulm.....	2500	3370	3440	4250	4500
South	Granger.....	Georgetown..	1800	2430	2470	3060	3240
North	Georgetown..	Granger.....	2875	3880	4000	4885	5175
South	Taylor.....	MKT Jct.....	1250	1690	1720	2125	2250
	MKT Jct.....	Sloan.....	1750	2360	2410	2975	3150
North	Sloan.....	MKT Jct.....	1750	2360	2410	2975	3150
	MKT Jct.....	Taylor.....	1400	1890	1920	2380	2520
South	Smithville..	Ajax.....	1750	2360	2410	2975	3150
North	Ajax.....	Smithville..	1750	2360	2410	2975	3150

CLASSIFICATION OF ENGINES

MKT UNITS NUMBERED	Equipped For MU Control	Tonnage Class	Cooper Rating
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:

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

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. E. Davis	Assistant Signal Engineer	Denison
L. D. Gibson	Asst. Communications Engineer	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

DIVISION OFFICERS

R. L. Clarkson	Southern Division Superintendent	Waco
B. R. Musick	OKT Division Superintendent	Enid
J. E. Wood	Northern Division Superintendent	Parsons
W. G. Campbell	Division Engineer	Denison
J. J. Figura	Division Engineer	Enid
J. F. Masters	Division Engineer	Waco
E. J. Ringle	Division Engineer	Parsons
P. Casey	Maintenance Engineer	Chickasha
W. F. Talbott	Senior Master Mechanic	Denison
G. R. Dodds	Master Mechanic	Parsons
C. W. Lane	Master Mechanic	Waco
E. L. Wiard	Master Mechanic	Enid
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
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
H. W. Headley	Trainmaster	Enid
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
J. H. Tomhave	Road Foreman of Engines	Waco
J. E. Whitman	Road Foreman of Engines	Fort Worth

DISPATCHERS - DENISON

H. F. Carter	Chief Dispatcher
G. E. Canaday	Assistant Chief Dispatcher
W. M. Kurtz	Assistant Chief Dispatcher
T. W. Lightfoot	Relief Chief Dispatcher
R. W. Duncan	Night Chief Dispatcher
J. R. Nash	Train Dispatcher
T. E. Priester	Train Dispatcher
B. T. Stratton	Train Dispatcher
G. W. 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
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
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 Subdvision

ABBREVIATIONS IN CONNECTION WITH OKT MILE POST LOCATION

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

MKT INDEX

OKT INDEX

SPECIAL INSTRUCTIONS INDEX

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SAFETY IS OF THE FIRST IMPORTANCE IN THE

DISCHARGE OF DUTY

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MISSOURI SUBDIVISION

Station Number	Mile Post Location	MAIN LINE WEST ▽ STATIONS EAST △	Siding Length In Feet
2007	8.7	BADEN (R).....TWDOB	YARD
		10.8	
....	....	GRAND AVE.....	....
		83.9	
....	....	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.....XA	....
		0.8	
2227	227.1	SEDALIA (R).....CYWOB	....
		197.0	

NOTES

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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EMPLOYES 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 SOUTH ▽ STATIONS △ NORTH	Length of Siding In Feet
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.....	7942
		0.7	
2267	266.1	CLINTON.....W	....
		7.3	
2273	273.4	LADUE.....Y	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.....Y	6878
		33.8	
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 272.8	35
MP 272.8 - MP 333.0	49
MP 333.0 - MP 382.5	25
MP 382.5 - MP 385.0	10
Except:	
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
Montrose, through city limits	25
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
FPE 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. 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

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KANSAS CITY SUBDIVISION

SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE	Length Of Siding In Feet	NORTHWARD		
SECOND CLASS							SECOND CLASS		
1 1 1	1 0 3	1 0 5					1 0 4	2 0 4	1 0 6
DAILY	DAILY	DAILY			STATIONS		DAILY	DAILY	DAILY
.....	.....	.....	1000	0.0	KANSAS CITY.....	....	.....	.....	.....
				2.0					
.....	.....	.....	....	2.0	29TH STREET.....	....	.....	.....	.....
PM	PM	AM		0.6			AM	PM	AM
8:50	3:15	5:00	1003	2.6	GLEN PARK.....TWDOB	YARD	3:15	5:30	2:00
				1.3					
.....	.....	.....	....	3.9	ROSEDALE.....	....	.....	.....	.....
PM	PM	AM		39.2			AM	PM	PM
10:05	4:30	6:15	3043	43.1	PAOLA (R).....YW	....	1:19	3:08	11:45
				0.3					
.....	.....	.....	....	43.4	UP.....XA	....	.....	.....	.....
				3.1					
10:10	4:35	6:20	3047	46.5	RINGER.....JYF	8640	1:14	3:03	11:40
				20.3					
10:35	5:00	6:45	3067	66.8	DUNLAY.....	8670	12:49	2:38	11:15
106				16.0					111
10:55	5:20	7:05	3083	82.8	KINCAID.....	6133	12:29	2:18	10:55
				11.9			AM		
11:10	5:35	7:20	3095	94.7	MORAN.....F	W-6257 E-2073	12:14	2:03	10:33
				17.9					
11:32	5:57	7:42	3113	112.6	KIMBALL.....	6204	11:52	1:41	10:11
				7.3					
.....	.....	.....	....	119.9	ATSF.....XA	....	.....	.....	.....
104				0.7			111		
11:42	6:07	7:52	3121	120.6	ERIE.....	8352	11:42	1:31	10:01
				13.1					
11:58	6:23	8:08	3384	133.7	CROSS.....Y	....	11:20	1:15	9:45
				2.5					
12:30	7:00	8:45	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	50
MP A- 95.0 - MP A-105.0	55
MP A-105.0 - MP A-133.7	50
MP A-133.7 - MP A-135.0	20
Except:	
Over Bridge A-70.4 (MP A-70.4)	40
Erie, House Track over Third Street.....Flag crossing	

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.

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 movements through crossover from BN to MKT must know crossing protection for Peoria Street is working or flag crossing.

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. 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.

N O T E S

CHEROKEE SUBDIVISION

SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE	Length Of Siding In Feet	NORTHWARD		
SECOND CLASS							SECOND CLASS		
103	101	105					102	106	104
DAILY	DAILY	DAILY			STATIONS		DAILY	DAILY	DAILY
PM	PM	AM					AM	PM	PM
8:30	3:10	11:35	3386	386.0	PARSONS (R).....YTWDPOB	YARD	3:30	5:30	10:30
					8.4				
8:45	3:25	11:50	3394	394.4	LABETTE.....	9633	2:40	4:33	9:31
					6.4				
.....	.....	.....	....	400.8	BN.....CXA	....	.....	.....	.....
					0.1				
.....	.....	.....	3401	400.9	OSWEGO.....	....	.....	.....	.....
					9.0				
.....	.....	.....	....	409.9	SEK.....CXN	....	.....	.....	.....
104					0.3				103
9:03	3:43	12:08	3410	410.2	CHETOPA.....	4688	2:22	4:15	9:03
	106	PM			11.2			101	
9:19	3:59	12:24	4421	421.4	WELCH.....F	8108	2:06	3:59	8:36
					16.6				
9:45	4:25	12:50	4438	438.0	WINDERS.....Y	4595	1:40	3:08	8:10
					0.8				
.....	.....	.....	....	438.8	BN.....JCXA	....	.....	.....	.....
					0.2				
.....	.....	.....	4439	439.0	VINITA.....Y	....	.....	.....	.....
					3.0				
9:50	4:30	12:55	4442	442.0	KEELE.....	9000	1:35	3:03	8:05
					12.4				
10:04	4:44	1:09	4454	454.4	ADAIR.....	7557	1:21	2:49	7:51
					13.8				
10:23	5:03	1:28	4468	468.2	PRYOR.....YWOB	8971	1:02	2:30	7:32
					9.5				
10:38	5:18	1:43	4478	477.7	MAZIE.....	4997	12:47	2:15	7:17
		106			10.3			105	
10:54	5:34	1:59	4488	488.0	WAGONER.....	7994	12:31	1:59	7:11
					0.2				
.....	.....	.....	....	488.2	UP.....CXA	....	.....	.....	.....
					7.8				
.....	.....	.....	....	496.0	AU JCT.....JXA	....	.....	.....	.....
					1.4				
.....	.....	.....	....	497.4	UX JCT.....JXA	....	.....	.....	.....
					1.2				
11:10	5:50	2:15	4499	498.6	CHASE.....JT	8345	12:15	1:35	6:55
					3.2				
.....	.....	.....	....	501.8	UP.....XA	....	.....	.....	.....
					0.7				
11:25	6:05	2:30	4503	502.5	MUSKOGEE (R).....YWPOB	YARD	12:05	1:25	6:45
PM	PM	PM			116.5		AM	PM	PM

ABS between MP 387.1 and MP 501.8.
CTC between MP 387.1 and MP 394.3—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 415.0	55
MP 415.0 - MP 437.0	40
MP 437.0 - MP 461.0	55
MP 461.0 - MP 501.8	40
Except:	
Over BN Crossing (MP 400.8)	30
Winders, through siding and turnouts	5
Keele, through siding and turnouts	20
Muskogee, Old Main Track (MP 501.8 to MP 503.9)	20

FLOOD INDICATORS

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

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	MPH
Parsons, over Southern Boulevard	30
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.
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.

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 394.3), 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 East 14 Track between the turnouts.

Parsons—Do not exceed 20 MPH on the Bypass Track and Old Cherokee Main to MP 387.0.

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.

AU Jct./UX Jct.—A train restricted at AU Jct. or UX Jct. for the arrival of a train that terminates at either point must not foul the interlocking limits until the conductor and engineer have ascertained that the train for which they are restricted has arrived.

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

Gate across track at MP 3.5 must be opened by GRDA personnel.

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.

WIL GRO: 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. 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 south Wye movements.

CHOCTAW SUBDIVISION

SOUTHWARD			Station Number	Mile Post Location	MAIN LINE	Siding Length In Feet	NORTHWARD		
SECOND CLASS							SECOND CLASS		
103	101	105					106	102	104
DAILY	DAILY	DAILY			STATIONS		DAILY	DAILY	DAILY
102 PM	104 PM	PM					PM	103 PM	101 PM
11:40	6:25	2:50	4503	502.5	MUSKOGEE (R).....YWPOB	YARD	12:45	11:40	6:25
					1.4				
.....	.....	.....	....	503.9	BN.....CXN	.....	.....	.....	.....
					20.9				
12:09	6:54	3:19	4525	524.8	CHECOTAH.....	11040	11:17	10:22	5:47
AM					22.4				
12:34	7:19	3:44	4547	547.2	CANADIAN.....	10191	10:52	9:57	5:22
					17.0				
12:54	7:39	4:04	4564	564.2	McALESTER.....YTWDPOB	11043	10:32	9:37	5:02
					1.7				
.....	.....	.....	....	565.9	MKT.....XA	.....	.....	.....	.....
					7.2				
1:08	7:53	4:18	4573	573.1	NAVY.....Y	4914	10:18	9:23	4:48
		104			9.7				105
1:23	8:08	4:33	4583	582.8	KIOWA.....	7574	10:03	9:08	4:33
					11.2				
1:40	8:25	4:50	4594	594.0	BURG.....	7715	9:46	8:51	3:46
	102				8.6			101	
1:53	8:38	5:03	4603	602.6	STRINGTOWN.....Y	9343	9:33	8:38	3:33
					7.0				
2:04	8:49	5:14	4610	609.6	ATOKA.....F	7570	9:22	8:07	3:22
					20.6				
2:35	9:20	5:45	4630	630.2	CADDO.....	8911	8:51	7:36	2:51
					10.8				
2:52	9:37	6:02	....	641.0	KO&G JCT.....JYZ	.....	8:34	7:19	2:34
AM	PM	PM			0.4		AM	PM	PM
.....	.....	.....	4641	641.4	DURANT.....JUZYCOB	9635	.....	.....	.....
.....	.....	.....	....	641.4	KRR.....JXA	.....	.....	.....	.....
					7.7				
.....	.....	.....	4649	649.1	OLIVE.....JUZ	9595	.....	.....	.....
					6.8				
.....	.....	.....	....	655.9	BN NORTH JCT.....JZM	.....	.....	.....	.....
					0.3				
.....	.....	.....	....	656.2	BN SOUTH JCT.....JZM	.....	.....	.....	.....
					1.0				
.....	.....	.....	....	657.2	JOE JCT.....JZM	.....	.....	.....	.....
					3.0				
.....	.....	.....	....	660.2	RAY JCT.....JZY	.....	.....	.....	.....
					1.7				
3:30	10:20	6:45	5664	661.9	RAY (R).....JUZYTWDPOB	YARD 9544	8:00	6:45	2:00
AM	PM	PM			159.4		AM	PM	PM

ABS between MP 503.9 and MP 661.9.

CTC between MP 641.0 and MP 655.7 and between MP 657.3 and MP 661.9. Control Operator is the train dispatcher, Denison, Texas.

Manual interlocking between MP 655.7 and MP 657.3. Control Operator is the train dispatcher, Denison, Texas.

FLAGGING DISTANCE.....Two miles

MAXIMUM SPEED	MPH
MP 503.9 - MP 505.0	40
MP 505.0 - MP 563.5	55
MP 563.5 - 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:	
Ray and Olive, through siding and turnouts	20
Muskogee, Old Main Track (MP 501.8 to MP 503.9)	20

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

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

TRACKSIDE WARNING DETECTOR LOCATIONS
MP 529.8 MP 557.1 MP 588.3 MP 630.6

FLOOD INDICATORS
MP 518.1 MP 519.4 MP 521.8 MP 612.4 MP 638.0

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

Clearance per Rule 82(A) not required for trains originating KOG Jct.(MP 641.0).

Track Bulletins authorized between KOG Jct. (MP 641.0) and Ray (MP 661.9)

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.

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.

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

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N O T E S

TULSA SUBDIVISION

Station Number	Mile Post Location	MAIN LINE — SOUTH ▽ STATIONS ▽ NORTH	Siding Length In Feet
4499	324.8	CHASE.....JYT	....
		0.8	
4901	324.0	WYBARK.....Y	1500
		32.2	
4933	291.8	BROKEN ARROW.....	2850
		4.6	
4937	287.2	TULSA (R).....WTDOB	YARD
		8.9	
....	278.3	END OF TRACK.....C	....
		46.5	

FLAGGING DISTANCE.....Three-fourths mile

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 departing Muskogee enroute to Tulsa secure clearance at Muskogee instead of 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 South 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.

NOTES

OMAHA SUBDIVISION

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

TOPEKA SUBDIVISION

Station Numbers	Mile Post Location	MAIN LINE WEST ⇩ STATIONS ⇧ EAST	Length Of Siding In Feet
1003	.....	GLEN PARK.....YTWDPOB	YARD
		2.8	
....	3.3	TERMINAL JCT.....	....
		64.7	
1867	68.0	TOPEKA.....	YARD
		67.5	

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

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

NOTES

JOPLIN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE — SOUTH ⇩ STATIONS ⇧ NORTH	Siding Length In Feet
....	400.8	OSWEGO.....CXA	....
		17.6	
3925	419.1	COLUMBUS.....C	YARD
		6.7	
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).

COFFEYVILLE SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE — SOUTH ⇩ STATIONS ⇧ NORTH	Siding Length In Feet
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 JCT.....JC	....
		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	

COFFEYVILLE SUBDIVISION

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

Between UP Jct. (MP 170.9) and UP Coffeyville Yard, UP Railroad Rules, Timetable and Special Instructions govern.

Between Chetopa and Coffeyville, Southeast Kansas Railroad Company Rules, Timetable and Special Instructions govern.

Rule 93 and Rule 10(D) in effect between Chetopa and Coffeyville on Southeast Kansas Railroad Company trackage.

Southeast Kansas Railroad Company clearance not required at Chetopa for westward trains or at Coffeyville for eastward trains.

MKT train orders still in effect must be retained for return trip as prescribed by Rule 214.

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

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
SEK (MP A-168.3).....XS

Evans—No track designated as Main Track between MP A-166.0 and MP A-170.9.

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.

N O T E S

Station Numbers	Mile Post Location	BRANCH LINE — WEST ⇩ STATIONS ⇧ EAST	Length Of Siding In Feet
....	0.0	McALESTER (R).....YTWDPOB	YARD
		1.7	
....	366.4	MKT.....XA	....
		11.0	
0377	377.4	HAYWOOD.....	3845
		9.1	
0387	386.5	STUART.....	4080
		4.6	
0391	391.1	HILLTOP.....	2239
		5.2	
....	396.3	UP.....XA	....
		0.9	
0397	397.2	CALVIN.....	4486
		13.5	
0411	410.7	HOLDENVILLE.....	YARD
....	410.7	BN.....XA	....
		8.0	
0419	418.7	WEWOKA.....	2400
		6.3	
0425	425.0	LIMA.....	5635
		6.2	
0431	431.2	SEMINOLE.....	2692
		4.6	
0436	435.8	TRACY.....	4050
		12.0	
....	447.8	ATSF JCT.....Y	....
		1.1	
0449	448.9	SHAWNEE (R).....CYTWPF	6200
		8.1	
0457	457.0	DALE.....	4588
		9.1	
0466	466.1	HARRAH.....	4613
		6.5	
0472	472.6	CHOCTAW.....	....
		9.9	
....	482.5	BN.....XA	....
		0.5	
0483	483.0	MIDWEST.....Y	....
		1.1	
....	484.1	MKT.....XN	....
		1.4	
....	485.5	ATSF JCT.....Y	....
		0.1	
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
Except:	
Over BN crossing (MP Y-410.7)	20

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 and through siding and turnouts-Shawnee.

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.

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 except Shawnee Mill track.

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—No. 3 Yard Track is designated as siding. West siding switch located at MP Y-449 Pole 30; east siding switch located at MP Y-448 Pole 23.

Harter—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 — WEST ⇩ STATIONS ⇧ EAST	Length Of Siding In Feet
0295	295.5	HOWE.....C	1000
		6.3	
0302	301.8	WISTER.....XN	3125
		33.8	
0336	335.6	WILBURTON.....	3273
		4.4	
0340	340.0	LIMESTONE.....	7558
		26.4	
....	366.4	MKT.....XA	....
		1.7	
....	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					SECOND CLASS
1 0 1					1 0 2
DAILY			STATIONS		DAILY
PM 11:00	5664	661.9	RAY (R).....YTWDPOB	YARD	PM 6:30
			1.4		
.....	....	658.3	DALLAS JCT.....Y	....	.....
			0.5		
.....	....	658.8	CONWAY.....Y	1322	.....
			0.8		
.....	....	659.6	SHERMAN JCT.....Y	....	.....
			1.1		
11:23	....	660.7	McCUNE.....Y	....	5:06
			0.5		
.....	....	661.2	SP.....XA	....	.....
			7.5		
11:52	5008	668.7	PENLAND.....	5885	4:37
			5.6		
.....	....	674.3	UP.....XA	....	.....
			13.8		
AM 12:39	5027	688.1	TRENTON.....	4927	3:50
			13.2		
.....	....	701.3	AT&SF.....XA	....	.....
			12.8		
1:27	5052	714.1	GREENVILLE.....CYOB	....	3:02
			0.2		
.....	....	714.3	STLSW.....XA	....	.....
			1.3		
1:32	5055	715.6	MELTON.....Y	6116	2:57
			23.1		
2:13	5078	738.7	ROCKWALL.....	4937	2:16
			11.3		
2:35	5089	750.0	ELLIS.....Y	4649	1:54
			0.8		
.....	....	750.8	AT&SF.....CXA	....	.....
			0.1		
2:38	5090	750.9	GARLAND.....YOB	700	1:51
			2.0		
2:43	5092	752.9	KREM.....Y	4906	1:46
			1.2		
2:47	5093	754.1	BETHARD.....Y	2625	1:42
			7.3		
3:09	5101	761.4	ATKINS.....Y	4915	1:20
			4.8		
.....	....	766.2	DENY.....Y	....	.....
			0.7		
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	MPH
MP D-658.3 - MP D-662.0	10
MP D-662.0 - MP D-674.3	25
MP D-674.3 - MP D-712.5	35
MP D-712.5 - MP D-714.0	20
MP D-714.0 - MP D-740.3	35
MP D-740.3 - MP D-745.5	40
MP D-745.5 - MP D-765.5	25

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

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.

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.

Rockwall—Movements on siding and House Track over High School Road (south end siding) must be preceded by crew member at the cossing to provide warning.

Normal Position of Switches:
Dallas Jct.—Wye Track switch lined for Dallas Subdivision movements.

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

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.

N O T E S

Station Numbers	Mile Post Location	MAIN LINE SOUTH ▽ STATIONS △ NORTH	Siding Length In Feet	Other Tracks Length In Feet
....	.....	NEY (R).....YTWDPOB	.....	YARD
		1.5		
....	.....	UP (Tower 55).....OBXM	.....	....
		0.1		
....	.....	BN (17th St).....YX	.....	....
		0.7		
....	.....	6TH ST JCT.....JYZ	.....	....
		0.3		
....	612.2	DALWOR JCT.....JZ	.....	....
		1.3		
9614	613.5	SYLVANIA.....JZ	4728	YARD
		8.1		
9622	621.6	HURST.....JZ	4983	2244
		5.6		
9627	627.2	TARRANT.....JZ	10000	903
		1.2		
9998	628.4	DOROTHY(Great Southwest).....CJ	.....	1206
		6.2		
....	634.6	N.C. JCT.....J	.....	....
		0.1		
9635	634.7	IRVING.....CJZ	4645	7103
		0.2		
....	634.9	S.C. JCT.....J	.....	....
		4.1		
9639	639.0	MOCKINGBIRD.....JZ	7429	YARD
		2.3		
9641	641.3	PERKINS.....J	4150	....
		1.2		
....	642.5	DALLAS JCT.....J	.....	YARD
		1.3		
....	643.8	NORTH JCT.....J	.....	....
		34.2		

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.

Race Track switch north end Peach, MP 611.0 (Duncan Subdivision) may be left lined as needed.

DFW SUBDIVISION

Southward movements from 6th Street Jct. to Ney are restricted to not more than 6,000 tons, except solid grain and/or rock movements consisting of up to a maximum of 80 cars. Mixed consist movements with 30 or more loads must have the loads on the head end of the movement. Loaded and/or empty flat cars, which are longer than 60 feet, must be handled in the rear-quarter of the train.

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.

Movement on Richland Park Lead Track over Handley Edderville Road and movement on Hurst Team Track over Norwood Street must occupy island circuit; know gates are down and lights are flashing a minimum of 20 seconds; and then movement may proceed over crossing.

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	....

Station Number	Mile Post Location	MAIN LINE — SOUTH ▽ STATIONS △ NORTH	Siding Length In Feet
5106	766.9	DALLAS (R).....YTWDPOB	YARD
		0.1	
....	767.0	Right-Of-Way Dist. UP.....XM	....
....	767.0	North Tower.....OB	....
		0.5	
....	767.5	South Tower.....OB	....
		0.3	
....	767.8	Cadiz St. Jct.....Z	....
		1.1	
....	768.9	CJ JCT.....Z	....
....	768.9	ATSF (Tower 19).....XM	....
		0.4	
....	769.3	ENDOT.....JYZ	....
		12.4	
5121	781.7	LANCASTER.....JF	3932
		9.5	
5130	791.2	STERRETT.....Y	6252
		5.4	
....	796.6	SP.....XA	....
		1.3	
....	797.9	BRI JCT.....JCYF	....
		0.2	
5137	798.1	WAXAHACHIE.....Y	2925
		15.0	
5152	813.1	ITALY.....	....
		19.4	
....	832.5	DANA JCT.....	....
		65.6	

ABS between MP D-768.9 and MP D-798.0.
CTC between MP D-768.9 and MP D-769.3 — Control Operator at 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

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

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

Track Warrant Control Limits (TWC) between MP D-769.3 and MP D-797.9. Track Bulletins authorized within TWC limits.

Northward BN Trains originating BRI Jct. secure Hillsboro Subdivision Track Bulletins at BN station, Teague, Texas.

BRI Jct—Normal Position main track switch lined for movement to and from MKT/BN main tracks.

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

Restrictions on Auxiliary Tracks:
Service—Gates across tracks Owens-Corning plant must be closed and locked when not in use.

N O T E S

Station Numbers	Mile Post Location	MAIN LINE SOUTH ▽ STATIONS NORTH △	Siding Length In Feet
5664	661.9	RAY (R).....JUZYTWDPOB	9544 YARD
		1.8	
....	663.7	SOUTH LEAD RAY.....JZ	....
		3.6	
5670	669.6	POTTSBORO.....JUZ	5702
		16.1	
5686	685.7	WHITESBORO.....ZUJC	8010
		0.1	
....	685.8	WHITESBORO JCT.....JZ	....
		35.9	
5722	721.7	DENTON.....	....
		35.4	
....	757.1	UP (Tower 55).....OBXM	....
5757	757.1	FORT WORTH.....	....
		0.6	
....	757.7	CP 757.7.....JYMZ	....
		0.8	
5759	758.5	NEY (R).....YTWDPOB	YARD
		0.7	
....	759.2	CP 759.2.....JYZ	....
		0.2	
....	759.4	SP.....JXA	....
		4.5	
5764	763.9	WRENN.....UJZ	7632
		13.7	
5778	777.6	EGAN.....UJZ	8485
		5.4	
....	783.0	ATSF.....JXA	....
		10.2	
5793	793.2	GRANDVIEW.....JUZ	9387
		16.4	
....	809.6	CP 809.55.....J	....
		1.6	
....	811.2	DANA JCT.....	....
		0.7	
5812	811.9	HILLSBORO.....TOB	YARD
		1.1	
5813	813.0	WINSLOW.....JUZ	7431
		14.4	
5827	827.4	WEST.....JUZ	8599
		9.0	
5836	836.4	ELM MOTT.....JUZ	7872
		5.5	
....	841.9	CAPHEAD.....JZ	....
		0.2	
....	842.1	WACO JCT.....JYZ	....
		0.8	
5843	842.9	BELLMEAD (R).....YTWDPOB	YARD
		178.7	

ABS between MP 661.9 and MP 685.8.
ABS between MP 757.7 and MP 842.2.
CTC between MP 661.9 and MP 685.8—and;
between MP 757.7 and MP 842.2—Control Operator is the train dispatcher, Denison, Texas.

FLAGGING DISTANCE.....Two miles

MAXIMUM SPEED	MPH
MP 661.9 - MP 663.7	20
MP 663.7 - MP 669.0	30
MP 669.0 - MP 679.8	50
MP 679.8 - MP 685.8	40
MP 757.1 - MP 761.4	20
MP 761.4 - MP 773.4	40
MP 773.4 - MP 842.1	60
MP 842.1 - MP 842.9	20
Except:	
Through all sidings and turnouts	20
Double Crossover, MP 757.7, through turnouts	20

Trains exceeding 6000 feet in length and/or 7000 tons must not exceed 40 MPH between MP 804 and MP 810.

FORT WORTH SUBDIVISION

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	MPH
Grandview, over street crossings	40
Itasca, through city limits	40
Hillsboro, over street crossings	40
West, over street crossings	40

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

FLOOD INDICATORS
MP 679.9 MP 772.0 MP 780.8

TRACKSIDE WARNINGS DETECTOR LOCATIONS
MP 682.7 MP 788.3 MP 817.2

Between Whitesboro Jct. and Tower 55, UP Timetable and Special Instructions govern.

Northward MKT trains originating Ney enroute to Ray via Whitesboro Jct., secure MKT clearance at Ney.

Northward UP trains originating Centennial Yard enroute to Ray via Whitesboro Jct., secure MKT clearance at Centennial Yard or Tower 55.

Ney:
Multiple Main Tracks between MP 757.7 and MP 759.2. Track on Yard Office side is North Track. Track on Yard side is South Track.

Trains handling loads 11 feet 7 inches or wider must receive route from Yardmaster at Ney before occupying South Track.

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

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 Old Siding, movements over Walnut Street, Elm Street and Franklin Street must be preceded by flagman to provide warning.

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.

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EMPLOYES 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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SAFETY MEANS
PROTECTION OF YOURSELF
PROTECTION OF YOUR FELLOW EMPLOYES
PROTECTION OF THE PUBLIC
CORRECT UNSAFE PRACTICES

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TEXAS SUBDIVISION

SOUTHWARD					Station Numbers	Mile Post Location	MAIN LINE	Length Of Siding In Feet	NORTHWARD			
SECOND CLASS				FIRST CLASS					FIRST CLASS	SECOND CLASS		
105	183	103	107	21					22	106	104	184
DAILY	DAILY	DAILY	DAILY	MON WED SAT			STATIONS		SUN TUE FRI	DAILY	DAILY	DAILY
PM	PM	PM	AM							PM	PM	PM
184 10:45	106 7:45	1:00	7:00	.....	5843	842.9	BELLMEAD (R).....YTWDPOB	YARD	.....	183 7:45	12:50	105 10:45
							0.7					
.....	.....	.....	.....	.....	....	843.6	STLSW NORTH JCT.....Y	.....	.....	.....	.....	.....
							0.6					
.....	.....	.....	.....	.....	....	844.2	STLSW SOUTH JCT.....Y	.....	.....	.....	.....	.....
							1.3					
.....	.....	.....	.....	.....	5846	845.5	WACO.....Y	.....	.....	.....	.....	.....
							4.2					
11:00	8:00	1:15	7:15	.....	5849	849.7	BASS.....Y	10964	.....	6:47	12:22	10:04
							15.5				AM	
11:17	8:17	1:32	7:32	.....	5865	865.2	EDDY.....	10142	.....	6:30	12:05	9:47
							14.8					
11:32	8:32	1:47	7:47	.....	5880	880.0	TEMPLE.....JCYPOB	2128	.....	6:15	11:50	9:32
							0.7					
.....	.....	.....	.....	.....	....	880.7	AT&SF.....XM	.....	.....	.....	.....	.....
				PM			0.1		AM			
11:34	8:34	1:49	7:49	7:25	....	880.8	OPAL.....YZ	.....	11:35	6:13	11:48	9:30
							0.3					
.....	.....	.....	.....	.....	5881	881.1	COBEL.....Y	3400	.....	.....	.....	.....
							2.0					
.....	.....	.....	.....	.....	5883	883.1	SMITH.....CY	.....	.....	.....	.....	.....
104							4.5				105	
11:41	8:41	1:56	7:56	7:35	5888	887.6	LITTLE RIVER.....J	8093	11:17	6:06	11:41	9:23
12:02	184 9:02	2:17	8:17	7:56	5908	908.1	20.5 GRANGER.....YT	7371	10:56	5:45	10:55	183 9:02
AM							10.3					
12:13	9:13	2:28	8:28	8:05	5918	918.4	BIRGE.....Y	8962	10:47	5:34	10:44	8:34
							0.5					
12:15	9:15	2:30	8:30	8:15	....	918.9	TRANSFER JCT.....Y	.....	10:45	5:32	10:42	8:32
.....	PM	.....	.....	PM	5919	918.9	TAYLOR.....CYTOB	.....	AM	.....	.....	PM
.....	.....	.....	.....	.....	....	918.9	UP.....XA	.....	.....	.....	.....	.....
							15.9					
.....	.....	.....	.....	.....	....	934.8	AUNW.....CXA	.....	.....	.....	.....	.....
							0.2					
12:40	.....	2:55	8:55	.....	5935	935.0	ELGIN.....	6345	.....	5:07	10:17	.....
							13.9					
1:01	.....	3:16	9:16	.....	5949	948.9	PHELAN.....	8804	.....	4:46	9:56	.....
							4.9					
.....	.....	.....	.....	.....	5954	953.8	BASTROP.....	.....	.....	.....	.....	.....
							15.6					
1:35	.....	3:50	9:50	.....	5969	969.4	SMITHVILLE (R).....YWOB	YARD	.....	4:15	9:25	.....
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 918.9..... 60
MP 918.9 - MP 969.4..... 40
Except:
Through all sidings and turnouts except Temple and Cobel. 20

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE — MPH
Waco, through city limits..... 25
Hewitt, through city limits..... 35
Troy, through city limits..... 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.
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

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 4-axle unit on Hole Track.

Temple—Do not use more than one 4-axle unit while switching on House Track north leg of wye and on Williamson County Grain Tracks No. 1 and No. 2.

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 unless authorized by Chief Dispatcher.

Granger—Movements on siding approaching F.M. Road 2983 (MP 908.3) must know flashers are working and gates are down for 20 seconds before occupying crossing.

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—South siding switch 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 7:25 PM Monday, Wednesday and Saturday; and No. 22 scheduled to depart Little River at 11:17 AM Sunday, Tuesday and Friday. Yard Engines will be clear of Main Track for No. 21 at 7:20 PM and for No. 22 at 11:12 AM.

HOUSTON SUBDIVISION

SOUTHWARD			Station Numbers	Mile Post Location	MAIN LINE	Length Of Siding In Feet	NORTHWARD	
SECOND CLASS							SECOND CLASS	
103	107	105					106	104
DAILY	DAILY	DAILY			STATIONS		DAILY	DAILY
PM 3:55	AM 10:20	AM 2:30	5969	969.4	SMITHVILLE (R).....YWOB	YARD	PM 3:15	PM 9:10
					8.6			
.....	.....	.....	....	978.0	SP.....XA	....	.....	.....
					11.0			
4:25	10:50	3:00	5988	989.0	LA GRANGE.....	3933	2:38	8:13
					6.9			
4:36	11:01	3:11	5996	995.9	LCRA.....YB	....	2:27	8:02
					6.2			
4:46	11:11	3:21	6002	1002.1	FAYETTEVILLE.....	9349	2:17	7:52
					11.5			
5:04	11:29	3:39	6014	1013.6	NEW ULM.....F	5565	1:59	7:34
					10.4			
5:20	11:45	3:55	6024	1024.0	CAT SPRING.....	5649	1:43	7:18
	PM				11.4			
5:38	12:03	4:13	6035	1035.4	SEALY.....C	2837	1:25	7:00
.....	.....	.....	....	1035.4	ATSF.....XA	....	.....	.....
					12.4			
5:57	12:22	4:32	6048	1047.8	BROOKSHIRE.....OB	4705	1:06	6:41
					8.2			
6:11	12:36	4:46	6056	1056.0	KATY.....	4100	12:52	6:27
104	106				5.2	5900	107 PM	103
6:19	12:44	4:54	6061	1061.2	WHIT.....	3000	12:44	6:19
					17.7			
.....	.....	.....	....	1078.9	SP.....XA	....	.....	.....
					1.3			
7:30	2:00	6:00	6079	1080.2	EUREKA (R).....YTWDPOB	YARD	11:55	5:30
PM	PM	AM			0.6		AM	PM
.....	.....	.....	....	1080.8	SP.....XN	....	.....	.....
					3.4			
.....	.....	.....	....	1084.2	SP.....XA	....	.....	.....
.....	.....	.....	6084	1084.2	HOUSTON.....Y	....	.....	.....
					49.8			
.....	.....	.....	6134	1134.0	GALVESTON.....	....	.....	.....
					164.6			

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

MAXIMUM SPEED	MPH
MP 969.4 - MP 1070.8	40
MP 1070.8 - MP 1082.4	20
MP 1082.4 - MP 1084.2	10
Except:	
LCRA (MP 995.9) through turnout	20
Fayetteville and New Ulm, through sidings and turnouts.	20
Eureka, through yard (MP 1078.9 - MP 1080.2)	10

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

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

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

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

TRACKSIDE WARNING DETECTOR LOCATIONS
MP 1000.8 MP 1027.4 MP 1053.0

LCRA—Conductors and engineers handling unit coal trains from Smithville to LCRA and returning to Smithville must retain all train orders and clearances held by their crew which are still in effect and deliver them per Rule 214 and/or Rule 215.

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

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

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

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SAN ANTONIO SUBDIVISION

SOUTHWARD	Station Numbers	Mile Post Location	MAIN LINE	Length Of Siding In Feet	NORTHWARD
SECOND CLASS					SECOND CLASS
1 8 3					1 8 4
DAILY			STATIONS		DAILY
PM 9:34	....	918.9	TRANSFER JCT:.....	....	PM 8:32
			1.0		
.....	....	919.9	TAYLOR (UP).....	....	.....
			34.3		
.....	6647	955.5	AUSTIN.....	....	.....
			29.7		
PM 11:14	....	984.9	MKT JCT.....Z	....	6:52
			0.6		
11:16	....	985.5	AJAX.....JY	....	6:50
			0.8		
11:18	6753	986.3	SAN MARCOS.....JFYW	924	6:48
			17.0		
.....	6769	1003.3	NEW BRAUNFELS.....CY	....	.....
			0.3		
.....	....	1003.6	UP.....XA	....	.....
			3.1		
11:59	....	1006.7	WRP.....CY	....	6:07
			3.9		
AM 12:07	6777	1010.6	COMAL.....	2305	5:59
			2.0		
12:11	6779	1012.6	OGDEN JCT.....FJZ	....	5:55
			12.2		
12:30	6791	1024.8	FRATT.....Y	2856	5:36
			5.5		
12:43	6797	1030.3	TRAVIS.....Y	....	5:23
			6.2		
.....	....	1036.5	SP JCT.....CXM	....	.....
			1.0		
2:00	6803	1037.5	SLOAN (R).....YTWDPOB	YARD	5:00
AM			0.5		PM
.....	....	1038.0	SP.....XG	....	.....
			0.5		
.....	6804	1038.5	SAN ANTONIO.....YB	....	.....
			118.6		

ABS between MP M-984.9 and MP M-1036.5.

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-1036.5	25
MP M-1036.5 - MP M-1038.5	10
Except:	
Ogden Jct., through turnout	25

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	MILE POST	STA. NO.
TXI	M- 994.0	6761
Ogden	M-1012.6	6779
Longhorn	M-1023.6	6790
Dixie	M-1023.7	6789
Remount	M-1027.1	6794
Warden	M-1032.8	6800

TRACKSIDE WARNING DETECTOR LOCATIONS
MP M- 998.2

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

Southward movements over Presa Street (Mile Post M-1036.2) 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.)

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.

WRP—Track 2A designated as scale track and must not be used without authority of WRRC.

Sloan—Six-axle units must not be used on short leg of wye.

GEORGETOWN SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE — SOUTH ▽ STATIONS △ NORTH	Length Of Siding In Feet
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 — SOUTH ▽ STATIONS △ NORTH	Length Of Siding In Feet
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-16.4	40
MP M-16.4 - MP M-31.5	25
MP M-31.5 - MP M-51.5	40
Except:	
MP M-16.4 - 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.

N O T E S

Station Numbers	Mile Post Location	BRANCH LINE WEST ⇩ STATIONS ⇧ EAST	Length Of Siding In Feet
5759	758.5	NEY (R).....YTWDPOB	YARD
		1.4	
5757	757.1	FORT WORTH.....	....
....	757.1	UP (Tower 55).....BXM	....
		0.9	
....	0.0	BN JCT.....	....
		6.1	
....	6.1	NORTH YARD (BN).....	....
		34.2	
....	40.3	DECATUR.....	....
		28.2	
....	68.5	BOWIE.....	....
		45.6	
5305	114.1	WICHITA FALLS.....	....
		0.9	
....	0.9	WF&NW JCT.....	....
		0.5	
8101	1.4	NORTH YARD (MKT) (R)....YTWDPOB	YARD
		5.3	
8107	6.7	BACON.....	1611
		7.3	
8114	14.0	BURKBURNETT.....	....
		6.9	
0021	20.9	DEVOL.....	2884
		6.2	
0027	27.1	GRANDFIELD.....	1544
		7.2	
0034	34.3	LOVELAND.....	1560
		6.6	
0041	40.9	HOLLISTER.....	3228
		9.4	
0051	50.3	FREDERICK.....CT	....
....	50.3	GNBC.....XS	....
		10.8	
0061	61.1	TIPTON.....	2206
		6.6	
0068	67.7	HUMPHREYS.....	....
		7.1	
....	74.8	BN.....CXG	....
		1.4	
....	76.2	AT&SF.....XS	....
		0.3	
0076	76.5	ALTUS.....YTC	5838
		2.1	
....	78.6	END OF TRACK.....	....
		196.2	

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.

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

DENTON SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE — STATIONS (SOUTH ⇩ / NORTH ⇧)	Length Of Siding In Feet
5722	721.7	DENTON.....CY	....
		9.2	
5509	730.9	LAKE DALLAS.....	....
		5.9	
5515	736.8	LEWISVILLE.....	1150
		7.8	
5523	744.6	CARROLLTON.....C	....
....	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 — STATIONS (SOUTH ⇩ / NORTH ⇧)	Length Of Siding In Feet
....	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

Station Numbers	Mile Post Location	MAIN LINE SOUTH ▽ STATIONS ▽ NORTH	Siding Length In Feet	Other Tracks Length In Feet
7172	172.0	HERINGTON (R).....BCOWY	....	YARD
		6.5		
....	178.5	ATSF.....XA	....	....
7179	178.5	LOST SPRINGS.....CY	6000	....
		15.8		
7194	194.3	MARION.....C	4660	2450
		0.2		
....	194.5	ATSF.....XA	....	....
		13.8		
7208	208.3	PEABODY.....CF	6050	1965
		0.2		
....	208.5	ATSF.....XA	....	....
		14.3		
7223	222.8	WHITEWATER.....	6200	975
		0.1		
....	222.9	UP.....XA	....	....
		6.6		
7230	229.5	FURLEY.....	5130	695
		11.7		
7241	241.2	CLINE.....CDPTWY	5830	YARD
		0.4		
....	241.6	BN.....XA	....	....
		0.2		
7242	241.8	WICHITA.....BOY	....	....
		0.2		
....	242.0	UP.....XA	....	....
		1.7		
....	243.7	NORTH JCT.....JZ	....	....
		1.7		
....	245.4	SOUTH JCT.....JZ	....	....
		4.2		
7250	249.6	MIDLAND.....	7200	....
		16.8		
7266	266.4	RIVERDALE.....	6100	670
		7.4		
7274	273.8	WELLINGTON.....C	3900	2700
		20.7		
7295	294.5	CALDWELL.....	5780	YARD
		8.1		
8303	302.6	RENFROW.....	4589	1640
		9.0		
....	311.6	ATSF.....X	....	....
		6.9		
8319	318.5	JEFFERSON.....	6228	2080
		12.2		
8331	330.7	KREMLIN.....	4640	2210
		8.8		
8340	339.5	NORTH ENID (R).....BCDOPTWY	6044	YARD
		167.5		

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 269.8	40
MP 269.8 - 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 Train Dispatcher, Kansas City, is the Control Operator.

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

BUSINESS TRACKS	MILE POST	STA. NO.
Lincolnville	183 Pole 20	7184
Antelope	187 Pole 16	7187
Aulne	200 Pole 16	7200
Elbing	216 Pole 8	7216
Kechi	236 Pole 4	7236
Peck	258 Pole 32	7259
Wellington Coop	270 Pole 33	7271
Perth	283 Pole 0	7283
Corbin	287 Pole 0	7287
Medford.....F	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

Station Number	Mile Post Location	MAIN LINE SOUTH ⇩ STATIONS ⇧ NORTH	Siding Length In Feet	Other Tracks Length In Feet
8340	339.5	NORTH ENID (R).....BCDOPTWY	6044	YARD
		1.0		
....	340.5	BN.....XA	....	....
		1.3		
8342	341.8	ENID.....Y	8095	YARD
		13.6		
8355	355.4	BISON.....	6245	1145
		11.1		
8367	366.5	JACKS.....	4342	....
		12.1		
8379	378.6	KINGFISHER.....	6798	8890
		9.8		
8388	388.4	OKARCHE.....	5178	1070
		7.7		
8396	396.1	CONCHO.....	7302	....
		4.8		
....	400.9	OKT.....X	....	....
		1.6		
8403	402.5	EL RENO.....BOWY	....	YARD
		1.1		
....	403.6	PACIFIC JCT.....Y	....	....
		14.4		
8418	418.0	MINCO.....	8010	2645
		17.5		
8436	435.5	CHICKASHA.....BDOTWY	6650	YARD
		0.2		
....	435.7	BN.....CXA	....	....
		20.3		
8456	456.0	RUSH SPRINGS.....	6316	1130
		19.5		
8476	475.5	DUNCAN (R).....BOWY	2589	YARD
		136.0		

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)	20

SPEED RESTRICTIONS	MPH
Dover, over Main Street crossing (MP 370 Pole 16)	25
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.

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

Station Number	Mile Post Location	MAIN LINE SOUTH ▽ STATIONS ▽ NORTH	Siding Length In Feet	Other Tracks Length In Feet
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	....	....
....	604.7	ATSF.....XMZ	....	....
		4.9		
....	609.6	StLSW (Tower 60).....XMZ	....	....
....	609.6	BN (Tower 60).....XMZ	....	....
		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).....YTWDPOB	....	....
		138.9		

ABS between MP 596.7 and MP 608.9.

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

MAXIMUM SPEED	MPH
MP 475.5 - MP 498.2	40
MP 498.2 - 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 586.6	40
MP 586.6 - MP 608.9	30
MP 608.9 - MP 611.9	20
MP 611.9 - UP (Tower 55)	10
Except:	
Hicks, through siding and turnouts	10
ATSF Crossing (MP 604.7)	25

SPEED RESTRICTIONS	MPH
Boyd, through city limits	25
Newark, through city limits (MP 590.4 to MP 593.1)	25

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.

Southward movements from 6th Street Jct. to Ney are restricted to not more than 6,000 tons, except solid grain and/or rock movements consisting of up to a maximum of 80 cars. Mixed consist movements with 30 or more loads must have the loads on the head end of the movement. Loaded and/or empty flat cars, which are longer than 60 feet, must be handled in the rear-quarter of the train.

The Trackside Warning Detector at MP 506.0 goes 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. Race Track switch north end Peach (MP 611.0) may be left lined as needed.

Train inspection per ITEM 7 of Special Instructions required for trains departing:
Duncan
MP 522 Pole 0—Northward trains

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
TXI Stone Spur	565 Pole 14	9567
South Leg Wye-TXI	565 Pole 22	9568
Paradise	575 Pole 20	9575
Newark	591 Pole 22	9592
Texas Electric	597 Pole 22	9598
Masonite Lead	606 Pole 36	9607

NOTES

SALINA SUBDIVISION

BRANCH LINE

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

Northward trains will obtain UP Track Warrant 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.

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THERE'S NOTHING ACCIDENTAL ABOUT SAFETY

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ABILENE SUBDIVISION

MAIN LINE

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

NOTES

YUKON SUBDIVISION

Station Numbers	Mile Post Location	BRANCH LINE WEST ⇩ STATIONS ⇧ EAST	Length Of Siding In Feet	Other Tracks Length In Feet
0486	485.6	HARTER (R).....YTWDOBPC	5532	YARD
		0.9		
....	486.5	BN.....XN	....	....
		0.3		
....	486.8	BN.....XN	....	....
		0.9		
....	487.7	BN.....XN	....	....
		6.8		
0495	494.5	COUNCIL.....Y	987	....
		6.4		
0501	500.9	YUKON.....	2678	850
		5.8		
0507	506.7	BANNER.....	....	1500
		5.6		
....	512.3	BELT JCT.....Y	....	....
		1.3		
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.

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 Number	Mile Post Location	BRANCH LINE SOUTH ⇩ STATIONS ⇧ NORTH	Siding Length In Feet	Other Tracks Length In Feet
8436	0.0	CHICKASHA..... ..BDOTWY	6650	YARD
		9.3		
8809	9.3	VERDEN.....	....	2100
		8.7		
8818	18.0 460.5	ANADARKO.....FCY	....	YARD
		15.5		
8876	476.0	APACHE.....	....	2593
		9.3		
8885	485.3	RICHARDS SPUR.....TY	2286	YARD
		7.2		
8892	492.5	FORT SILL.....T	2766	2216
		3.7		
8896	496.2	LAWTON.....C	1259	YARD
		0.3		
....	496.5	BN.....XN	....	....
		10.0		
8905	504.7	GERONIMO.....	....	1405
		8.2		
8915	514.7	WALTERS.....	....	3275
		7.1		
8922	521.8	TEMPLE.....	....	1535
		15.8		
8500	537.6	WAURIKA.....FY	....	YARD
		95.0		

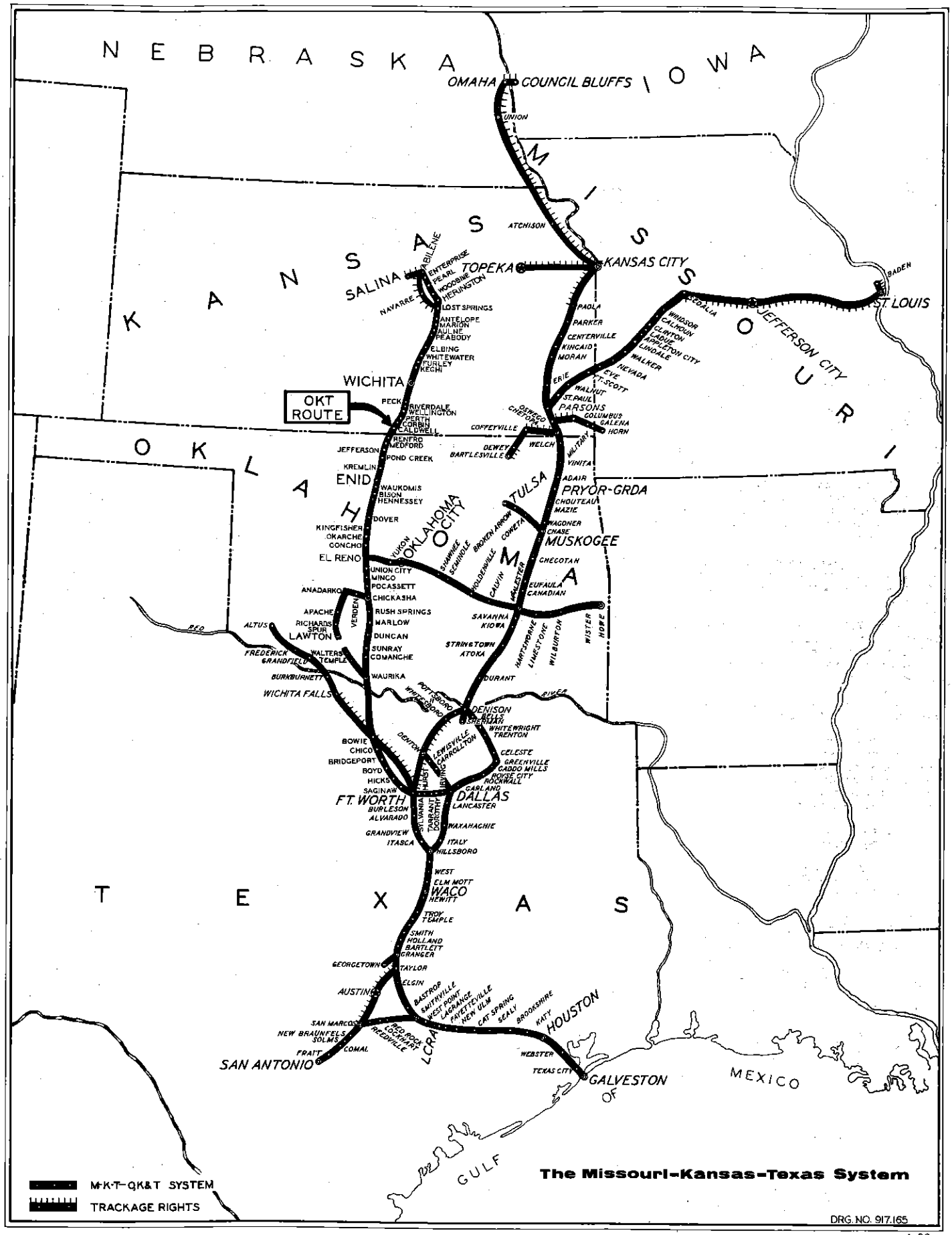
FLAGGING DISTANCE.....Three-fourths mile

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.


NEBRASKA
IOWA
OMAHA
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ABILENE
ENTERPRISE
PEARL
WOODBINE
HERINGTON
NAVARRE
TOPEKA
KANSAS CITY
BADEN
ST. LOUIS
LOST SPRINGS
ANTELOPE
MARION
PAULINE
PEABODY
ELBING
WHITEWATER
FURLEY
KECHI
WICHITA
OKT ROUTE
PECK
RIVERDALE
WELLINGTON
PERTH
CORBIN
CALDWELL
PAOLA
PARKER
CENTERVILLE
KINCAID
MORAN
ERIE
OSWEGO
CHETOPA
PARSONS
COLUMBUS
GALENA
HORN
COFFEYVILLE
WINDSOR
CALHOUN
CLINTON
SEDALIA
KNOB NOSTER
CLEVELAND
LINDALE
WALKER
NEVADA
EVE
FT. SCOTT
WALNUT
ST. PAUL
JEFFERSON CITY
RENFRO
MEDFORD
JEFFERSON
POND CREEK
KREMLIN
ENID
DEWEY
BARTLESVILLE
WELCH
MILITARY
VINITA
ADAIR
PRYOR-GRDA
CHOUTEAU
MAZIE
OKLAHOMA
WAUKOMIS
BISON
HENNESSEY
DOVER
KINGFISHER
OKARCHE
CONCHO
EL RENO
YUKON
OKLAHOMA CITY
SHAWNEE
SCHINOLE
BROKEN ARROW
COWETA
TULSA
WAGONER
CHASE
MUSKOGEE
GOLDENVILLE
CALVIN
VALLEY
CHECOTAH
UNION CITY
MINCO
POCASSETT
EUFAULA
CANADIAN
ANADARKO
CHICKASHA
VERDEN
APACHE
RUSH SPRINGS
SAVANNA
KIOWA
RED
ALTUS
RICHARDS SPUR
LAWTON
MARLOW
DUNCAN
SUNRAY
COMANCHE
STRINGTOWN
ATOKA
HARTSHORNE
LIMESTONE
WILBURTON
WISTER
HOWE
FREDERICK
GRANDFIELD
WALTERS
TEMPLE
WAURIKA
BURKBURNETT
DURANT
WICHITA FALLS
RED RIVER
DENISON
DENTON
SHERMAN
WHITEWRIGHT
TRENTON
BOWIE
CHICO
BRIDGEPORT
BOYD
HICKS
SAGINAW
LEWISVILLE
CARROLLTON
CELESTE
GREENVILLE
CADDO MILLS
ROYSE CITY
ROCKWALL
IRVING
HURST
GARLAND
FT. WORTH
DALLAS
LANCASTER
BURLESON
ALVARADO
SYLVANIA
GRANDVIEW
ITASCA
WAXAHACHIE
ITALY
HILLSBORO
TEXAS
WEST
ELM MOTT
WACO
HEWITT
TROY
TEMPLE
SMITH
HOLLAND
BARTLETT
GRANGER
GEORGETOWN
TAYLOR
AUSTIN
ELGIN
BASTROP
SMITHVILLE
WEST POINT
LAGRANGE
FAYETTEVILLE
NEW ULM
CAT SPRING
SEALY
BROOKSHIRE
KATY
HOUSTON
SAN MARCOS
NEW BRAUNFELS
SOLMS
COMAL
FRAIT
SAN ANTONIO
RED ROCK
LOCKHART
REDDVILLE
LCRA
WEBSTER
TEXAS CITY
GALVESTON
MEXICO
OF
GULF
M-K-T-O-K&T SYSTEM
TRACKAGE RIGHTS
The Missouri-Kansas-Texas System
DRG. NO. 917.165
4-88

OPERATING RULES

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

Definitions. Supplement to:

CONTROLLED SIDING — A siding within CTC or interlocking limits, the authorization for use of which is governed by signal indication or control operator. Controlled sidings are designated by special instructions or general order. ABS, CTC and other operating rules applicable to main track apply in controlled sidings.

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 93, Supplement to: Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

Rule 99. Supplement to: Where required by rules, a flagman must protect front of train against opposing movements by going forward at least the distance prescribed by the timetable for the territory, place torpedoes, display a lighted fusee and remain at that location until recalled.

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

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

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

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

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

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

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

Rule 230 through Rule 242. Amendment to: Signal aspects and indications as shown in General Code of Operating Rules do not apply on MKT/OKT trackage.

Signal aspects and indications shown in Special Instructions, Item 18, page 44, apply on MKT/OKT trackage.

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.

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 315(A). DUAL CONTROL SWITCHES AND DERAILS. Amendment to: Before proceeding from a Stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining switches or derails, if any, must then be examined by crew member on the ground before movement is made over the switch or derail.

If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, control operator must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

Rule 319. Supplement to: Instructions for the Operation of Electrically-Locked Hand-Operated Switches —

(a) To occupy or leave Main Track, obtain authority from Control Operator before operating switch.
(b) If movement is to be made from the Main Track, occupy track in advance of switch within 150 feet to obtain quick release of lock.
(c) To operate switch, remove padlock from Latch Pedal, step on Foot Pedal, and raise switch throw lever. If Foot Pedal cannot be fully depressed within 15 seconds, allow time relay to run for 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.)
(d) When movement is completed, restore switch to normal, depress Latch and Padlock Switch.

Rule 463 Supplement to: To void a track bulletin or part of a track bulletin, the train dispatcher will issue a track bulletin Form A (use line No. 11) or a track warrant (use line No. 17) and use the following:

(a) LINE 4 OF TRACK BULLETIN NO 8 IS VOID.

The word VOID will be written in the margin to the left of the line indicated and a copy of the track bulletin or track warrant which made the line void retained.

(b) THAT PART OF LINE _____ (OTHER CONDITIONS) _____ OF TRACK BULLETIN NO 9 READING _____ IS VOID.

A line will be drawn through the portion made void and a copy of the track bulletin or track warrant which made it void retained.

(c) TRACK BULLETIN NO 10 IS VOID.

The word VOID will be written across each copy of the track bulletin being voided.

The track bulletin or part of track bulletin indicated will no longer be in effect.

Employes who receive track bulletins for delivery to others must retain copies of the track bulletins voided and the track bulletin or track warrant which rendered them void on file.

SAFETY RULES

The Safety, Radio and General Rules for All Employes, effective October 26, 1986, is supplemented, modified and amended as follows:

Rule 4013(A), Supplement to: All conductors, engineers, firemen, trainmen and yardmen must wear approved safety glasses at all times while on duty.

Freight and yard office personnel must wear approved safety glasses at all times while out of the office building while on duty.

Rule 4057. RIDING IN CABOOSES, Amendment to: Employes riding in cabooses must exercise care to avoid being injured by couplings, slack action or other unexpected movements and must:

(1) Be seated while the caboose is moving or about to move, except when performing required duties, and;
(2) Have seat belts and restraining harnesses fastened while seated on cabooses that are so equipped, and;
(3) Be seated leaving initial terminal, entering final terminal or when stopping, except;
(a) when getting on or off moving caboose, or;
(b) in emergencies.

When getting on or off a caboose or while not seated on a caboose, employes must not have hands encumbered with grips or other material which would prevent having a secure handhold and being properly braced. Employes must be seated as quickly as is safely possible. Standing in the doorway or on the platform of a moving caboose to make roll-by inspections is prohibited.

Rule 4063. Supplement to: When side mount lever type hand brake is mounted above side sill level, employe must board car to apply hand brake to avoid strain or being struct by handle. Maintain firm grip on grab iron with one hand, applying or releasing with the other. When hand brake is mounted at sill level, it may be operated from the ground if car is stopped and precaution taken for unexpected movement.

If car is stopped, side mount wheel type hand brake can be applied or released from the ground, taking care to protect one's self from unexpected movement.

OPERATION OF RADIO

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

Kansas City Subdivision
UP - Channel No. 1
BN - Channel No. 2
SOO - Channel No. 4
CNW - Channel No. 1

Sedalia Subdivision
BN - Channel No. 2

Cherokee Subdivision
BN - Channel No. 2

Coffeyville Subdivision
UP - Channel No. 1

Joplin Subdivision
BN - Channel No. 2

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

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

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

Houston Subdivision
BN - Channel No. 1

Hillsboro Subdivision
BN - Channel No. 1

RULES AND INSTRUCTIONS

Employees Must Provide Themselves With Current Copies Of:

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

IMPAIRED CLEARANCES

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

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

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	Subdivision	Mile Post	Nature of Structure
Fort Worth	UP-203.3	Bridge	San Antonio	M-992.2	Overpass
Fort Worth	784.3	Bridge	San Antonio	M-1033.5	Overpass
Houston	1084.1	Overpass	Western	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, or as noted on train consist printout, and this information communicated or relayed to train dispatcher, when practicable.

ITEM 3. Restricted Speed Requirements: The following restrictions apply to Loaded Unit Coal Trains and MKT/OKT trains handling 30 or more loads of grain, cement, rock and/or ballast:

(1) Where Maximum Speed is 40 MPH or less, do not exceed 35 MPH except train No. 103's connection is authorized to run 40 MPH where Maximum Speed is 40 MPH between MP 918.9 (Texas Subdivision) and MP 1070.8 (Houston Subdivision), or;

(2) Where Maximum Speed is more than 40 MPH, do not exceed 40 MPH.

Where Maximum Speed is 50 MPH or more, Empty Unit Coal Trains must 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 rail trains will not exceed 25 MPH except will not exceed 5 MPH when being shoved through turnouts. Empty rail trains will not exceed 35 MPH.

Trains handling GRR Dump Train cars must handle on rear of train and must not exceed 40 MPH when cars are loaded or empty.

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

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

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 40 MPH or more reduce speed by 10 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.

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, GRR 10 and MKT 1045 must be handled in the rear portion of train, or in local service.

The following listed consists of cars are assigned to rail hauling service and must be handled in rear portion of train when not run as a special train. While under load, cars must not be separated. When empty, cars may be separated only with proper authority.

1st Consist: MKT 100500 through MKT 100526.
2nd Consist: MKT 100201, 100206, 100210, 100215, 100216, 100217, 100218, 100219, 13112, 13114, 13116, 13122, 13180.

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

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

ITEM 6. Movements by Signal Indication [Rules 350-351(E)]: Shown on schedule page.

ITEM 7. Train Inspections: In addition to inspections per Rules 109 and 109(A) of General Code of Operating Rules, trainmen or other competent employees will make train inspections of both sides of trains where required.

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

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

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

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

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

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

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

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

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

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

ITEM 8. TRACKSIDE WARNING DETECTOR SYSTEMS: 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 is in distress or that there may be dragging equipment, the entire train must be inspected from the rear of the train to and including five 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.

ITEM 9. Standard Clocks and General Order Books

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

ITEM 10. Yard Limits

Altus.....	74.2-B	—	78.6-B	Ney.....	757.7	—	761.4
Anadarko.....	L-15.38	—	L-463.5	North Enid.....	338.0	—	345.0
Bellmead.....	842.2	—	852.0	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
Dallas/Garland.	D-749.4	—	D-771.1		Crossing(17th St)		
	K-745.8			Pryor.....	463.0	—	471.0
Duncan/Sunray..	473.0	—	483.0	Ray.....	655.36	—	660.9
Durant.....	638.0	—	641.0		D-666.2		
El Reno.....	400.0	—	406.0	Richards Spur..	L-484.25	—	L-485.3
	Y-510.0			San Marcos.....	M-984.9	—	M-988.0
Eureka.....	1070.8	—	GHH10.04		M-49.2		
Fort Scott.....	336.5	—	341.0	Sedalia.....	224.5	—	231.5
Granger.....	906.5	—	908.7	Shawnee.....	Y-445.5	—	Y-450.8
	U-909.12			Sloan.....	M-1023.8	—	M-1038.5
Greenville.....	D-711.5	—	D-718.1	Smithville.....	967.6	—	971.3
Harter.....	Y-481.0	—	Y-496.4		M-2.0		
Herington.....	172.0	—	180.0	Stringtown.....	601.0	—	605.0
Ladue.....	271.5	—	274.0	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
New Braunfels..	M-1001.5	—	M-1007.0	Wybark.....	Z-323.0	—	Z-324.8

ITEM 11. Railroad Company Medical Staff

Dr. M. B. Teddlie, Medical Director
Dallas, 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. Glenn L. Tindell
100 Memorial Drive
Telephone: 214/463-1921

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. Donald M. Elgin
211 S. 36th Street
Telephone: 918/687-4361

Oklahoma City, OK 73102.....Dr. Lorance M. White
Classen Medical Center
4115 North Classen
Telephone: 405/524-5915

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 78212.....Dr. Harold N. Cooper
2200 McCollough
Telephone: 512/732-7131
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

ITEM 12. Hazardous Materials

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

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

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

HYDROCYANIC ACID is a highly lethal poison as shown below:

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

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

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

(4) In the event of trouble, the men on the ground must be advised of the danger involved so that they would not breathe any fumes that may be leaking from the car. Men should not approach the car area unless it is definitely known that the car or cars are not involved and then only with extreme caution and upwind if possible.

(5) If one of these cars is leaking from any point and catches fire, LET IT BURN. DO NOT ATTEMPT TO PUT OUT THE FIRE AND DO NOT PERMIT LOCAL FIRE DEPARTMENT TO ATTEMPT TO DO SO.

(6) To further bring to the attention of yard and train crews, clerks, car inspectors and others involved in transportation, the shippers will, in addition to sticker now attached, provide an additional sticker to be attached to the top left corner of the waybill that is large enough to protrude outside the waybill so as to attract the attention of those handling. This sticker will bear a picture of the tank and direct attention to the sticker attached to the body of the bill.

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

ITEM 13. Instructions for Crew in Event of Derailment

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

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

Find the WAYBILLS marked in UPPER LEFT CORNER as:

EXPLOSIVE
DANGEROUS
POISON GAS
RADIOACTIVE MATERIAL

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

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

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

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

Look for FIRES and/or LEAKING MATERIAL.

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

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

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

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

STAY IN CONTACT WITH DISPATCHER
WHILE HE IS GETTING FURTHER INSTRUCTIONS

Get READY for the following IF's:

IF Local Authorities Appear:
Give them NAME of HAZARDOUS MATERIAL and 49 CODE NUMBER and Advise them to STAY AWAY and KEEP PUBLIC AWAY.
IF Local Authorities Insist on Taking Action Before You Receive Further Instructions:
Tell them to CALL CHEMTREC (800)424-9300.
IF Dispatcher Relays Advice:
Give it to LOCAL AUTHORITIES.
IF Railroad Personnel Appear:
Warn them of DANGER; and
Get them to HELP CONTROL SPECTATORS.
IF A Supervisor Arrives:
Explain Situation, What Has Been Done, Who Has Been Notified, and Advice Received From Dispatcher; and Follow Supervisor's Orders.

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

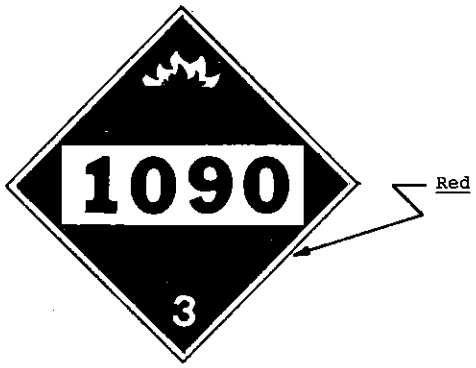
These commodities will be treated as Class A Explosives.

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)

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 **½ mile.** When not on fire, they should be protected from being struck, crushed, exposed to fire or contact with corrosive materials. Examples of Class B Explosives: Railway Torpedoes; Special Fireworks.

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

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

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

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

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

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

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

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

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

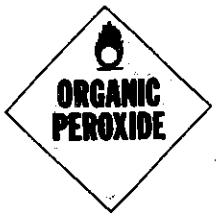
POISONS "A" **(TOX)** are extremely toxic materials, and very small quantities can cause rapid illness or death. These materials, when spilled or vented, must be avoided by all persons, except protected specialists. Evacuate personnel from the immediate area, and if a gas is leaking evacuate all persons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

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

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

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

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



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

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

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

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

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

Item 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.

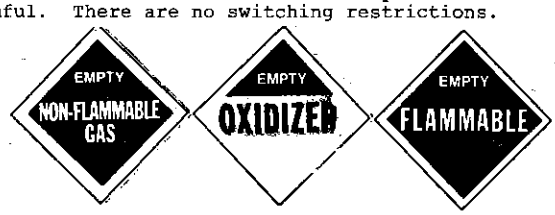
FLAT CARS CARRYING PLACARDED TRAILERS OR CONTAINERS
PLACARDED FLAT CARS CARRYING TRAILERS OR CONTAINERS
CARS PLACARDED POISON GAS
DOT 112A AND 114A TANK CARS WITHOUT HEAD SHIELDS
PLACARDED FLAMMABLE GAS

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.



Item 17. Position in Freight Train of Placarded Cars

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

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

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

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

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

ITEM 18. BLOCK AND INTERLOCKING SIGNALS:
Signal Rules 230-242 Apply in All Territories On MKT/OKT Railroad System

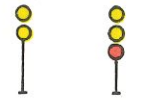
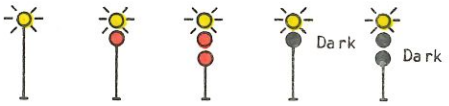
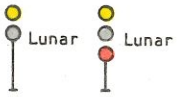
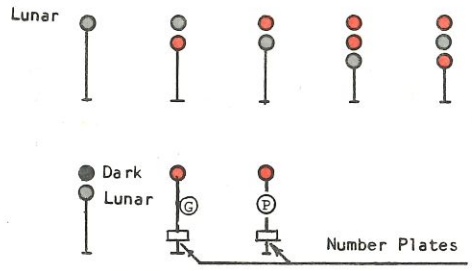
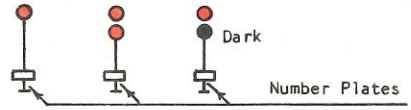
RULE	NAME	ASPECT	INDICATION
230	CLEAR		Proceed
233	APPROACH DIVERGING		Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234	APPROACH MEDIUM		Proceed prepared to pass next signal not exceeding 40 MPH.
235	APPROACH RESTRICTING		Proceed prepared to pass next signal at restricted speed.
236	APPROACH		Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR		Proceed on diverging route not exceeding prescribed speed through turnout.
239	DIVERGING APPROACH		Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
240	RESTRICTING		Proceed on route indicated at restricted speed.
241	STOP AND PROCEED		Stop before any part of train passes signal, then proceed at restricted speed.
242	STOP		Stop before any part of train passes signal.

TABLE OF TRAIN SPEED

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

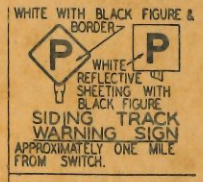
"Go" for safety

KATY M-K-T RAILROAD

ROADWAY SIGNS

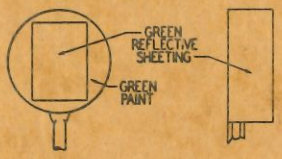
PERMANENT ADVANCE WARNING SIGN
LOCATED APPROXIMATELY ONE MILE FROM POINT SPEED RESTRICTION EFFECTIVE. RULE 10(E)

PERMANENT SPEED RESTRICTION SIGN
LOCATED AT BEGINNING OF RESTRICTION.

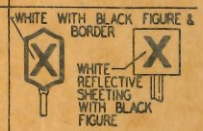


SIDING TRACK WARNING SIGN
APPROXIMATELY ONE MILE FROM SWITCH.

SPRING SWITCH SIGN
RULE 104 (M)



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

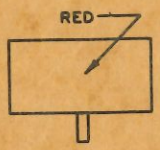


WHISTLE SIGNS
RULES 15, 15(1), TIMETABLE STATE STATUTES. SIGN WILL BE PLACED ONE-FOURTH MILE FROM CROSSING WHEN PRACTICAL.

SWITCHING LIMIT SIGN
INDICATES LIMITS OF YARD ENGINE OPERATION.

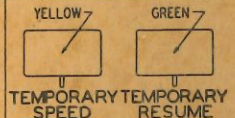
YARD LIMIT SIGN
RULE 93, TIMETABLE SPECIAL INSTRUCTIONS.

FRACTIONAL MILE MARKER



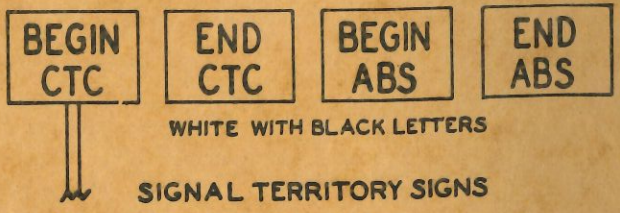
STOP SIGN
RULES 10(A) AND 10(B)

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.



SIGNAL TERRITORY SIGNS

* * * *

BUILDING OUR FUTURE

ON SAFETY

* * * *

E. H. Harriman Memorial Awards Institute

The E. H. Harriman Memorial Medal

Silver Medal

1987

1986

Bronze Medal

1985

1984

Certificate of Commendation

1985 *1982*

awarded to

Missouri-Kansas-Texas Railroad Company