SUBDIVISIONS

EASTERN—		
St. Louis to North Yard	386.0	Miles
COLUMBIA—		
Columbia Subdiv. Jct. to Columbia	8.5	"
MOBERLY—		
Franklin to Moberly	35.0	"
ELDORADO—		
Walker to Eldorado Springs	13.9	"
KANSAS CITY—		
Kansas City to Parsons	136.8	"
IOLA—		
Moran to Iola	13.2	"
NEOSHO—		
North Yard to Piqua	43.6	"
OKLAHOMA—		
North Yard to Oklahoma City	207.7	"
MUSKOGEE—		
North Yard to Ray	275.9	"
JOPLIN—		
Garvin to Joplin	46.3	"
TULSA—		
Chase to Osage	79.6	"
WILBURTON—		
North McAlester to Bishop	11.0	"
Total	**1,257.5**	**Miles**

SAFETY
Is of
FIRST IMPORTANCE
in the
DISCHARGE OF DUTY

ASSISTANT SUPERINTENDENTS

Downing Miller ..... Denison, Tex.
A. B. McCormick ..... Parsons, Kans.
J. M. O'Brien ..... Franklin, Mo.

ASSISTANT TRAINMASTERS

B. A. Miller — R. E. Berglund
J. O. Watson, Jr. — B. G. Sinclair

CHIEF DISPATCHERS

R. O. Johnson, Chief Dispatcher ..... Denison, Tex.
G. Harvey, Assistant Chief Dispatcher .... Denison, Tex.
H. C. Pagel, Night Chief Dispatcher ..... Denison, Tex.
J. E. Dwyer, Jr., Night Chief Dispatcher .... Denison, Tex.

DISPATCHERS

A. D. Lancaster — W. M. O'Dell
W. N. Porche — C. Clark
J. H. Crane — L. A. Volcik
A. P. Schimmel — R. R. Holden
J. D. Cupp — F. C. Davis

M-K-T LINES

NORTHERN DIVISION

TIME TABLE No. 3

Effective At 12:01 A. M.
Sunday, April 26, 1959

FOR EMPLOYEES ONLY

CHARLES T. WILLIAMS,
Vice President & General Manager
Dallas, Texas

R. B. GEORGE,
Superintendent
Denison, Texas

C. A. BIRGE, JR.,
Superintendent of Rules-Safety
Denison, Texas

EMPLOYES' HOSPITAL ASSOCIATION

Dr. Roland S. Kieffer, Chief Surgeon, 1832 Railway Exchange Building, St. Louis 1, Missouri.

		Phone Number Office	Residence
Atoka, Okla.	Dr. A. C. Fina	330	315
Bartlesville, Okla.	Dr. Forrest S. Etter	814	1213
Boonville, Mo.	Dr. T. C. Beckett Division Surgeon	TU 2-6278	TU 2-2442
Broken Arrow, Okla.	Dr. W. H. Newlin	PI 8-2264	400 Bixby, Okla.
Caddo, Okla.	Dr. Roy L. Cochran	EM 7-2323	EM 7-2104
Chanute, Kans.	Dr. R. Herbert Rollow	272	2244
Checotah, Okla.	Dr. F. R. First	182	431
Chetopa, Kans.	Dr. E. D. Peefly	BE 6-7342	BE 6-7657
Cleveland, Okla.	Dr. M. L. Saddoris	190	191
Clinton, Mo.	Dr. G. S. Walker	383	443
Clinton, Mo.	Dr. Hugh B. Walker	383	30
Coffeyville, Kans.	Dr. J. H. Low	263	473
Coffeyville, Kans.	Dr. Homer L. Bryant Oculist	1472	1472
Columbia, Mo.	Dr. Karl D. Dietrich Professional Building	GI 3-8351	GI 3-6275
Columbia, Mo.	Dr. C. R. Bruner Oculist Professional Building	GI 3-6322	GI 3-7838
Columbus, Kans.	Dr. C. C. Fuller	103	559
Columbus, Kans.	Dr. G. B. Athy	43	271
Cushing, Okla.	Dr. W. Orville Davis	CA 5-2511	CA 5-3032
Cushing, Okla.	Dr. E. O. Martin	CA 5-0206	CA 5-0207
Denison, Tex.	Dr. Thomas A. Moorman Asst. to Chief Surgeon	HO 5-4828	HO 5-2527
Denison, Tex.	Dr. W. H. Frietsch Asst. Division Surgeon	HO 5-6111	HO 5-4401
Denison, Tex.	Dr. Wilburn S. Fry, Jr. Asst. Division Surgeon	HO 5-8250	HO 5-6548
Denison, Tex.	Dr. John C. Saunders Asst. Division Surgeon	HO 5-8524	HO 5-8472
Denison, Tex.	Dr. F. F. Fowler Division Oculist	HO 5-3355	HO 5-2080
Dewey, Okla.	Dr. L. D. Hudson	KE 4-2253	KE 4-3492
Durant, Okla.	Dr. W. K. Haynie	74-75	203-500
Durant, Okla.	Dr. R. E. Sawyer	57	345
Eldorado Springs, Mo.	Dr. Robert L. Magee	433	411
Erie, Kans.	Dr. E. C. Bryan	CI 4-5111	CI 4-3339
Eufaula, Okla.	Dr. W. E. Wendel	503	505
Fayette, Mo.	Dr. W. A. Bloom	198	30
Fayette, Mo.	Dr. Wm. J. Shaw	198	520
Fayette, Mo.	Dr. M. P. Leech	198	438
Fort Scott, Kans.	Dr. R. R. Nevitt	2734	2320
Fort Scott, Kans.	Dr. W. T. Wilkening	1930	2030
Galena, Kans.	Dr. Frank James	500	Rural 241-64
Hermann, Mo.	Dr. George M. Workman	345	592
Hermann, Mo.	Dr. Carvel T. Shaw	345	666
Hominy, Okla.	Dr. G. I. Walker	TU 5-2243	TU 5-2460
Humboldt, Kans.	Dr. Charles E. Vestle	47	247
Iola, Kans.	Dr. A. R. Chambers	303	377
Jefferson City, Mo.	Dr. William A. Cox	6-6733	6-8787
Kansas City, Kans.	Dr. J. W. Young Division Surgeon 1401 Southwest Blvd.	JO 2-0450	SK 1-1455
Kansas City, Mo.	Dr. Carl H. Brust 710 Power & Light Bldg.	GR 1-0060	EN 2-6240
Kansas City, Mo.	Dr. A. W. McAlester, III Oculist 1102 Grand	BA 1-2969	JE 1-8971
Kansas City, Mo.	Dr. John R. Rufe, Oculist 1102 Grand	BA 1-2969	EM 1-5574
Kiowa, Okla.	Dr. H. A. Ellis	22-1765	44-5405 Pittsburg, Okla.
McAlester, Okla.	Dr. Elbert H. Shuller	GA 3-4080	GA 3-0637
McAlester, Okla.	Dr. L. S. Willour	GA 3-4048	GA 3-4028
McAlester, Okla.	Dr. T. H. McCarley	GA 3-4440	GA 3-5068
McAlester, Okla.	Dr. Fred D. Switzer Eye, Ear, Nose & Throat Consultant	GA 3-4080	GA 3-6329
Marthasville, Mo.	Dr. H. H. Schmidt	54	42
Moberly, Mo.	Dr. J. Will Fleming, Jr.	633	1073
Moberly, Mo.	Dr. Thos. S. Fleming	633	610
Moberly, Mo.	Dr. Avery P. Rowlette	633	1486
Mound Valley, Kans.	Dr. Paul Jones	DA 8-3321	DA 8-3361
Muskogee, Okla.	Dr. F. G. Dorwart Division Surgeon 510 S. Eleventh Street	MU 7-4261	MU 7-4261
Muskogee, Okla.	Dr. John E. Horn Asst. Division Surgeon 1620 W. Okmulgee Ave.	MU 2-5411	MU 2-5004
Muskogee, Okla.	Dr. M. K. Thompson Oculist 608 Surety Building	MU 2-2301	MU 2-0572
Nevada, Mo.	Dr. F. L. Martin	352	96
Nevada, Mo.	Dr. W. S. Love	38	118
Nevada, Mo.	Dr. R. B. Wray	1400	748
Oklahoma City, Okla.	Dr. Glen F. Wade Division Surgeon 202 Pasteur Med. Bldg.	FO 5-5940	GA 7-6449
Oklahoma City, Okla.	Dr. Dick M. Lowry Eye, Ear, Nose & Throat Consultant 1200 North Walker	FO 5-9495	JA 5-2444
Osawatomie, Kans.	Dr. W. L. Speer	PL 5-2145	PL 5-4314
Oswego, Kans.	Dr. I. J. Waxse	264	399
Paola, Kans.	Dr. P. A. Petitt	39	207
Parsons, Kans.	Dr. Hal A. Burnett Asst. to Chief Surgeon	4002	1492
Parsons, Kans.	Dr. J. D. Pace Asst. Division Surgeon	60	1087
Parsons, Kans.	Dr. Evert C. Beaty Asst. Division Surgeon	711	2326
Parsons, Kans.	Dr. T. D. Blasdel Oculist	8	829
Pryor, Okla.	Dr. E. H. Werling	194	337
St. Charles, Mo.	Dr. Orville W. Tower	RA 4-6700	RA 4-0691
St. Louis, Mo.	Dr. W. A. Bowersox Division Surgeon 100 North Euclid	FO 1-6632	WO 1-9094
St. Louis, Mo.	Dr. V. B. Kieffer Asst. Division Surgeon 100 North Euclid	FO 1-6632	YO 5-6819
St. Louis, Mo.	Dr. Wm. Harold Bailey Oculist 634 North Grand	JE 3-5162	HA 7-7144
Sedalia, Mo.	Dr. John B. Carlisle Division Surgeon	TA 6-1092	TA 6-7427
Sedalia, Mo.	Dr. C. H. Brady Oculist	TA 6-2411	TA 6-3018
Tulsa, Okla.	Dr. Fred E. Woodson 908 Med. Arts Bldg.	CH 2-8233	RI 7-4735
Tulsa, Okla.	Dr. Thomas H. Davis 2020 South Xanthus	RI 2-3341	WE 9-5343
Tulsa, Okla.	Dr. Ben F. Gorrell Eye, Ear, Nose & Throat Specialist 1109 Med. Arts Bldg.	LU 3-5378	RI 7-0486
Tulsa, Okla.	Dr. J. F. Gorrell Oculist 1109 Med. Arts Bldg.	LU 3-5378	MA 6-7863
Tulsa, Okla.	Dr. W. Albert Cook Oculist 115 West Fifth Street	DI 3-0003	LU 3-2141
Vinita, Okla.	Dr. J. B. Darrough	440	74
Vinita, Okla.	Dr. W. R. Marks	67	204
Wagoner, Okla.	Dr. H. D. Tuttle	HU 5-2515	HU 5-2115
Welch, Okla.	Dr. J. O. Bradshaw	20 J	20 W
Windsor, Mo.	Dr. Claude M. Thurber	62	57

SPECIAL INSTRUCTIONS

MOVEMENT OF TRAINS

1. SUPERIORITY OF TRAINS BY DIRECTION is shown at bottom of schedule pages. (See Rule S-72)

2. GOVERNING TIMETABLE AND RULES:

Between Union Station and North Market Street, St. Louis: Be governed by TRRA rules.

Between North Market Street, St. Louis, and Machens: Be governed by CB&Q R.R. timetable and rules.

Nevada: M-K-T trains and engines use Mo.Pac. tracks but must obtain permission from Mo.Pac. dispatcher and ascertain by checking Register that overdue Mo.Pac. first class trains have passed before fouling Mo.Pac. main track and all movements on Mo.Pac. tracks must be made at restricted speed.

Between Union Station and 29th Street, Kansas City: Be governed by KCT Ry. rules.

Between 29th Street, Kansas City and Paola: Be governed by SL-SF Ry. timetable and rules.

Oklahoma Subdiv. between "DY" Jct. and "BE" Jct.: Be governed by AT&SF Ry. timetable and rules.

Between Barnard and Oklahoma City: OCA&A trains and engines will be governed by MKT R.R. timetable and rules.

Between Staley and Ray and between Staley and Denison: Muskogee Subdiv. trains will also be governed by Southern Division timetable.

Time shown in small figures on schedule pages is for information only and confers no authority.

3. AUTOMATIC BLOCK SIGNALS:

Subdivision	From (Station)	Mile Post	To (Station)	Mile Post
Eastern	North of Mokane	121.9	North of Sedalia	227.0
	North of Cross	381.5	Cross	384.0
Kansas City	Mo. Pac. Jct.	A-43.4	Cross	A-134.0
Oklahoma	North of Dewey	A-193.1	North of "DY" Jct.	A-194.2
Muskogee	Poole	387.1	Fondulac St. Muskogee	503.2
	SL-SF-MV Crossing	503.9	Denison	660.8
	Staley	655.9	Ray	660.0

Franklin—northward movements entering yard will not pass Signal 1892 until switch lined to enter yard. Southward movements leaving yard will not close main track switch until entire train has passed Signal 1892. Movements from yard to main track at south switch and thence northward on main track move south of Signal 1892 and be governed by its indication.

Northward trains holding main track at meeting point Meyer and Atoka; remain back of "Fouling Point" sign until opposing train is entering siding.

Northward trains on main track to meet opposing trains, or southward trains on main track to be passed; at Blue Jacket, Chouteau and Reams, remain south of "Fouling Point" sign until southward train is entering siding.

Chouteau and Reams—northward movements from siding, if semaphore signals north end of siding display "Proceed" indication, open switch and wait 2 minutes to receive "Proceed" indication on Absolute Signal in siding.

Chase—northward Signal 4992, south end siding—also protects spring switch at Tulsa Subdiv. Jct.

Muskogee—northward passenger trains remain back to clear southward movements to other station tracks while Absolute Signal at Fondulac Street displays Stop-indication. If it displays "Proceed" indication, may proceed to Interlocking at KO&G crossing. If Absolute Signal inoperative move as instructed by Yardmaster.

Meyer—northward trains comply with indication of northward Absolute Signal MP 510.2 at north siding switch.

Canadian—Absolute Signal north end siding does not govern movements from stock track to siding and main track. Such movements will not foul siding or main track unless both signals north of siding switch display "Proceed" indication, and Rule 104(a) complied with.

RULE 99(j) AUTHORIZED on Eastern Subdiv. between MP 121.9 and MP 227.0, and on Kansas City and Muskogee Subdivisions.

FLOOD INDICATORS at following locations:

MP Location	Affects Signals
184.2	1841 and 1850.
388.5	3871 and 3886.
391.0	3907 and 3924.
407.2	4057 and 4090.
413.6	4131 and 4160.
434.0	4319 and 4344.
440.2	Southward Absolute Signal south end siding Vinita and 4416.
443.6	4433 and 4450.
455.5	4547 and 4562.
460.2	4585 and 4612.
465.0	4639 and 4656.
493.2	4921 and 4950.
518.1	5161 and 5186.
519.4	5161 and 5216.
521.8	5217 and 5236.
612.4	Southward Absolute Signal south end siding Atoka and 6140.
638.0	6377 and northward Absolute Signal north end siding No. 1 Durant.

When any of the above signals display Stop-indication or "Stop, Then Proceed at Low Speed" indication, also look out for track washed out or damaged by high water.

SLIDE INDICATORS at following locations:

MP 592.0 and MP 592.1, affecting Signal 5917 and northward Absolute Signal, Burg. When these signals display Stop-indication or "Stop, Then Proceed at Low Speed" indication, also lookout for boulders or earth slides on track.

4. MOVEMENTS BY SIGNAL INDICATION (Rules 400-404):

a. Between Poole and north switch siding, Labette. Control Operator North Yard. Permission of control operator and Signal 3941 displaying "Clear" indication, and northward Absolute Signal on main track displaying "Proceed" indication, is authority for northward movement out of north end siding, Labette, to make a continuous northward movement only, without securing Track and Time Limits, and must move at Low Speed to the next signal. This is an exception to 2nd paragraph Rule 400. Joplin Subdiv. trains are authorized to run as extra trains, without train orders, as provided by Rules 88(a) and 401.

b. 8:00 A.M. to 11:59 P.M. daily—Between south switch siding, Pryor and north switch siding, Smith. Control Operator Pryor. Between 11:59 P.M. and 8:00 A.M. daily no operator on duty Pryor and signals will be automatic block signals only and trains will operate in this territory by timetable, train orders and ABS Rules; Absolute Signals on siding Smith and Pryor and on house track Pryor will display Stop-indication only; and trains will not meet at Pryor except when instructed to do so by Form S-A train order.

c. Between north switch siding, Chase and KO&G Crossing, Muskogee Yard. Control Operator KO&G Crossing. Tulsa Subdiv. trains are authorized to run as extra trains, without train orders as provided by Rules 88(a) and 401.

d. Between interlocking limits of Staley and MP 660.0 Ray on freight main track. Control Operator Staley.

e. Between MP 660.3 Ray and McCune. Control Operator Lamar. Absolute Signal MP 660.3 east end Ray governs movements from Ray toward McCune. Passenger trains enroute Denison will be governed by indication of this signal; other movements must communicate with Control Operator and have his permission to proceed before accepting "Proceed" indication.

5. TWO MAIN TRACKS BETWEEN:

Union Station and North Market Street, St. Louis—TRRA tracks.
North Market Street St. Louis and Machens—CB&Q R.R. tracks.
Union Station and 29th Street, Kansas City—KCT Ry. tracks.
29th Street Kansas City and Paola—SL-SF Ry. tracks.

6. AUXILIARY SIGNALS:

a. "Lunar" indication displayed on northward Absolute Signal at Fondulac Street, Muskogee, indicates No. 4 track switch and crossover switch north of signal are lined for train yard and authorizes northward movements to proceed. If "Lunar" not displayed, northward movements must stop before fouling No. 3 track and, if seen or known that no opposing main track movement approaching and route is unobstructed, may proceed under flag protection to crossover switch. No. 4 switch or crossover switch to yard must not be changed from main track position while main track movement is approaching.

b. Color light signal on roof of passenger station Paola, and on southeast corner of SL-SF-MV Interlocking Station, Muskogee, when "Yellow" aspect displayed indicates to trains designated, no train order restrictions at that point, and that, when required, Train Order Form V will be received covering superior trains or train order authority received to proceed ahead of or against them. Train Order Form N required before operator can display "Yellow" aspect. Color light signals Paola and Muskogee are not Train Order Signals as defined under Rules 230, 231 and 232. Display of "Yellow" aspect does not affect observance of Block or Interlocking Rules.

Paola—governs southward trains. Normal aspect "Dark" and when "Dark" aspect displayed, southward trains will not occupy Kansas City Subdiv. main track south of crossover to puzzle switch, until authorized to do so by "Yellow" aspect.

SL-SF-MV Interlocking Station, Muskogee—governs southward trains. Normal aspect "Dark" and illuminated only when southward Absolute Signal displays "Proceed" indication, or track occupied within the Interlocking limits. When "Red" aspect displayed, southward trains not occupy Muskogee Subdiv. main track, but stop clear of southward Absolute Signal on signal bridge until authorized to do so by "Yellow" aspect.

c. "Calling-on" indication of Train Order Signal, per Rule 221(a), repeated at:

Stringtown—on Signal 6046, south siding switch.

Durant—on Signal 6393, north switch Siding No. 1 and on Signal 6432, south switch Siding No. 2.

d. Color lights on pole opposite stock yard Muskogee Yard indicates operator ready for movement and classification signals to be displayed:

"Green" aspect—trains enroute Muskogee Subdiv.
"Yellow" aspect—trains enroute Tulsa Subdiv.
Black letter "S"—display green classification signals.
Black letter "X"—display white classification signals.
If light absent be governed by hand or lamp signal from Operator.

e. Color light signal on pole near Fondulac Street, Muskogee Yard, displaying "Green" aspect, authorizes southward movements from yard to SL-SF-MV Interlocking without train orders. When light absent be governed by Yardmaster's instructions.

7. TRAINS WILL REPORT FOR CLEARANCE, FORM 118, OTHER THAN REQUIRED BY RULE 83(a) (last paragraph):

Franklin, all trains Eastern Subdivision.

Ft. Scott, originating trains, Freight Office.

North Yard, instead of Parsons—Originating trains.

Bartlesville—All trains, when Operator on duty.

KO&G Crossing, instead of Muskogee and Muskogee Yard—Northward Muskogee and Tulsa Subdivision trains.

SL-SF-MV Crossing, instead of Muskogee and Muskogee Yard—Southward Muskogee Subdiv. trains.

Staley, instead of Ray—Northward Muskogee Subdiv. freight trains.

Lamar, instead of Denison—Northward Muskogee Subdiv. trains.

8. EXCEPTIONS TO RULES 82(a) AND 83(a):

a. Exception to Rule 82(a): Schedules may be assumed without train order authority at other than the initial station on the Subdiv. at the following points:

Franklin—Nos. 52, 53, 75 and 76.
Muskogee—Nos. 1, 2, 5 and 6.
Muskogee Yard—Nos. 41, 42, 52 and 53.
Osage—Nos. 50 and 51.

b. Exception to Rule 83(a) (last paragraph): Unless Train Order Signal displays "Stop, Unless Clearance Received", regular trains may leave their initial station without clearance, Form 118, at the following points:

Garvin—Trains originating.
Chase—Trains originating.

9. REGISTER STATIONS: (Designated by full-faced type):

a. Machens, all trains. Register by ticket.

North Yard is not a register station for first class trains or passenger extras.

Parsons is register station only for trains originating and terminating.

Paola, all trains, except originating and terminating, by ticket.

Muskogee is register station only for first class trains and passenger extras.

b. Trains will register at other than register stations as follows:

Baden, trains originating or terminating.

Ft. Scott, trains originating or terminating.

Glen Park, trains originating or terminating.

Muskogee Yard, trains originating or terminating.

North McAlester, trains originating or terminating.

10. STANDARD CLOCKS:

St. Louis	Telegraph Office	Cushing	Telegraph Office
Baden	Telegraph Office	Turner	Yard Office
Franklin	Telegraph Office	Joplin	Telegraph Office
Ft. Scott	Freight Office	Tulsa	Telegraph Office
North Yard	Yard Office Enginemen's Rm.	Muskogee Yard	Yard Office
		Muskogee	Ticket Office
Parsons	Telegraph Office	McAlester	Telegraph Office
Kansas City	Telegraph Office	Denison	Telegraph Office Register Room, Passenger Station
Glen Park	Telegraph Office Enginemen's Rm.		
Coffeyville	Telegraph Office	Ray	Yard Office Enginehouse Ofc.
Osage	Telegraph Office Enginehouse		

11. GENERAL ORDER BOOKS:

Baden	Telegraph Office Enginehouse	Osage	Telegraph Office Enginehouse
Franklin	Telegraph Office	Cushing	Telegraph Office
Ft. Scott	Freight Office	Turner	Yard Office Enginemen's Rm.
North Yard	Yard Office Enginemen's Rm. Yardmen's Rm.	Tulsa	Enginemen's Rm. Yardmen's Rm.
Parsons	Enginemen's Rm. Crawford Ave. Telegraph Office Psgr. Sta. Bsmt.	Pryor	Passenger Station
		Muskogee Yard	Yard Office
		Muskogee	Passenger Station
		No. McAlester	Enginehouse
Kansas City	Telegraph Office	Denison	Register Room, Passenger Station Enginemen's Rm.
Glen Park	Yard Office Enginemen's Rm.		
Coffeyville	Enginehouse	Ray	Yard Office Enginehouse Ofc.
Bartlesville	Yardmen's Rm.		

12. YARDS PROTECTED BY YARD LIMIT SIGNS:

Columbia Moberly New Franklin Franklin Boonville	One Yard	Cross North Yard Parsons Poole	One Yard
Sedalia Clinton Nevada Ft. Scott		Paola South Paola Iola	One Yard

Chanute		Garvin (Joplin Subdiv. only)	
Monarch Humboldt Piqua	One Yard	Nettels West Mineral Cokedale	One Yard
MP A-163.5 Coffeyville South Coffeyville	One Yard	Columbus Military Galena Joplin	
Dewey Stock Yard Dewey "DY" Jct	One Yard	Tulsa Alsuma	One Yard
"BE" Jct Sutton	One Yard	Wybark	
Mahan Osage Mindeman	One Yard	Muskogee Yard Muskogee	One Yard
Yale Cushing	One Yard	MP 560.2 North McAlester McAlester Frink	One Yard
Owanda Oklahoma City	One Yard	Staley Denison Ray	One Yard

13. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

For revenue passengers only unless otherwise provided.

Nos. 1 and 2, Vinita to receive for or discharge from Denison and points south that are regular stops, and Kansas City and beyond. Durant to receive for or discharge from Dallas and regular stops beyond, and Kansas City and points beyond.

Nos. 5 and 6, any station to receive or discharge.

Nos. 5 and 6 will also stop at any flag stop shown for head end traffic. Conductors will ascertain from postal clerk and express messenger-baggageman stops necessary to comply with the above. No. 5 between Paola and Erie may be flagged for head end traffic only on Sunday, Monday and day after holiday. Nos. 5 and 6 may be flagged at these stations as outlined.

USE OF TRACK

14. RESTRICTED SPEED REQUIREMENTS:

a. Barnard—OCA&A movements to MKT main track, if no opposing main track movement, must display a lighted red fusee on MKT main track north of Barnard before opening switch or fouling MKT main track. This does not relieve approaching MKT trains and engines from moving at Restricted Speed.

b. **ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED between AT&SF-SL-SF-MV Interlocking, Tulsa, and Tulsa Union Depot.**

c. **TRAINS WILL HAVE NO TIMETABLE SUPERIORITY AND ALL TRAINS AND ENGINES WILL MOVE AT RESTRICTED SPEED** at the following locations:

Paola: Between switch intersecting SL-SF main track and Mo. Pac. Junction.

Parsons Terminal: Between Cross and Poole.

Cox-Evans: Between MP A-166 and MP A-169.

Barnard-Oklahoma City: Between MP A-341 and passenger station.

Nettels-Cokedale: Between MP S-406 and MP S-413.

Muskogee Terminal: Between KO&G Interlocking and SL-SF-MV Interlocking.

Denison-Ray Terminal: Between Signal 6605, Denison, and yard limit sign MP D-662.1, south of Lamar, Dallas Subdiv.; and on Fort Worth Subdiv. between Denison passenger station yard and yard limit sign MP 663.0 south of Ray.

15. BETWEEN THE FOLLOWING POINTS TRAINS AND ENGINES WILL OPERATE UNDER PROVISIONS OF RULE 93 WITHOUT CLEARANCE OR TRAIN ORDERS:

Columbia Subdiv. Jct. and Columbia on Columbia Subdiv.
Franklin and Moberly on Moberly Subdiv.
Walker and Eldorado Springs on Eldorado Subdiv.
Moran and Iola on Iola Subdiv.
North McAlester and Bishop on Wilburton Subdiv.

16. FORM Y TRAIN ORDERS AUTHORIZED on all Subdivisions, but are not effective in territory where Movements are by Signal Indications (Rules 400-404) as per Special Instructions 4. When Form Y orders are received before reaching Franklin on Eastern Subdiv.; before reaching Muskogee or Muskogee Yard on Muskogee Subdiv.; or before reaching Osage on Oklahoma Subdiv.; to be effective beyond these points must specify a wait at a station beyond the point named on each of these Subdivisions.

On Oklahoma, Joplin and Tulsa Subdivisions, regular trains will be notified of following extra trains by train dispatcher who will issue train order to all concerned as follows:

"C&E_____
After (time) protect against Extra_____"

Preceding trains receiving this order will, after the specified time, while occupying main track, protect in accordance with Rule 99.

In the absence of this train order, regular scheduled trains on the Subdivisions designated may occupy the main track between Station Whistling Signs (Black letter "S" on white background) protecting against scheduled trains only and following extra trains must approach all stations prepared to stop at the Station Whistling Sign and thereafter proceed only as the way is seen or known to be clear.

17. EXCEPTIONS TO RULE 5. TIMETABLE OR TRAIN ORDER RESTRICTIONS APPLY AT:

Franklin—Passenger extras, old Hannibal main and short wye track.

Paola—Crossover from main track to puzzle switch.

Moran—West siding.

North Yard—Crossover where station sign located.

Osage—Passenger extras, track immediately east of station extending from first main track switch north to first main track switch south of station.

Cushing—Second track west of passenger station.

North McAlester—First class trains and passenger extras, siding between Crossovers Nos. 1 and 3; freight trains, track 8 between north siding switch and Crossover No. 3.

Trains using siding North McAlester use runaround track.

McAlester—First class trains and passenger extras, first track west of main track between south switch, siding, and Crossover No. 4; freight trains, first track west of main track between south switch, siding, and Crossover No. 2.

Durant—Siding No. 2. (Southward trains go to Siding No. 2 for opposing trains only when authorized by train order or otherwise to do so.)

18. NORMAL POSITION OF SWITCHES:

Walker—Wye switch, for north leg of wye.

North Yard—No track designated as main track between point where trains from Parsons Psgr. Station enter North Yard at Klondike No. 1 switch and North Yard Station sign where Kansas City and Eastern Subdivisions main tracks intersect. All tracks are yard tracks and, except as shown below, switches may be left lined in any position.

North Yard—East 16 crossover, from East Yard to West Yard, switches lined as needed. Switch at intersection of Neosho Subdiv. main track with lead, North Yard, for the lead. Klondike 11 crossover, from north lead to East Yard lead, north switch for north lead.

Osage—South switch yard to main track, for yard.

19. CROSSOVERS AND SIDINGS:

North McAlester-McAlester: Crossovers designated as:
No. 1—just south of Stonewall Ave.
No. 2—just south of coal chute.
No. 3—at Monroe Ave.
No. 4—just north of overpass north of CRI&P crossing.

Durant: Sidings designated as:

No. 1—extends from MP 639.3 through the crossover just south of SL-SF crossing and intersects main track at MP 641.5.

No. 2—extends from MP 643.2 through the crossover north of Main Street and intersects main track at MP 641.1.

20. RESTRICTIONS IN OPERATION OF LOCOMOTIVES AND CARS:

Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except where greater depths are authorized by special instructions:

Diesel engines and R.D.C. (Budd) Cars	5 inches.
Passenger cars	9 inches.
Freight cars	25 inches.

When trains are operated through water a maximum speed of 5 MPH must not be exceeded.

Cars with gross weight exceeding 105 tons must not be handled on Columbia Subdiv.

Diesel (not more than one unit) heavier than Cooper's rating E-47 must not be operated on Eldorado Subdiv.

Cars with gross weight exceeding 100 tons must not be handled on Eldorado Subdiv. between Dederick and Eldorado Springs.

Diesels (not more than two units) heavier than Cooper's rating E-47 must not be operated on Neosho Subdiv.

21. ABBREVIATIONS:

a. The following signs placed in column provided on schedule pages indicate:

W—Water.
O—Fuel for diesel locomotives.
T—Turntables.
S—Track scales.
Y—Wye.
"¶"—Stop for meals.
PH—Telephone.
R—Radio base station.
RY—Radio yard station.
"s"—Regular stop.
"f"—Flag stop for passengers.

b. Abbreviations in connection with MP locations and station numbers:

A—Kansas City, and Oklahoma Subdivisions
B—Neosho Subdivision
F—Eldorado Subdivision
O—Moberly Subdivision
R—Wilburton Subdivision
S—Joplin Subdivision
T—Iola Subdivision
V—Columbia Subdivision
Z—Tulsa Subdivision

22. PRECAUTIONS TO BE TAKEN TO INSURE SAFE TRAIN OPERATION DURING AND FOLLOWING SEVERE STORMS:

OPERATORS—Notify Train Dispatcher promptly of nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

TRAIN AND ENGINEMEN—Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is doubt as to safety of movement, take siding and wait until advised track is safe.

TRAIN DISPATCHERS—On receipt of report of storm, notify trains likely to be affected; see that Superintendent, Division Engineer and Roadmaster are notified and that Section Foremen are patrolling track and get all information necessary to protect safe movement of trains as quickly as possible. If necessary, have Operator call Section Foreman.

23. REMOTE CONTROL SWITCHES:

"DY" Jct. MP A-194.5.

24. SPRING SWITCHES AND SPRING DERAILS:

a. **Spring switches:** (Designated by letter "S" attached to switch stand.)

Hoffman - South switch, siding.
Beaman - North switch, siding.
North Clinton - South switch, siding.
Tower - North switch, siding.
Griffith - Both switches, siding.
Parker - Both switches, siding.
Kincaid - Both switches, siding.
Moran - North switch, west siding.
Kimball - Both switches, siding.
Erie - Both switches, siding.
Parsons Terminal - Intersection of passenger main track and Muskogee Subdiv. main track at Poole - normal position for Muskogee Subdiv. Not protected by ABS.
"BE" Jct. MP A-198.2 - MKT-AT&SF Conn. (normal position for AT&SF)
Garvin - North switch, siding.
Chetopa - South switch, siding.
Welch - Both switches, siding.
Vinita - South switch, siding.
Adair - Both switches, siding.
Smith - Both switches, siding.
Wagoner - South switch, siding.
Chase - Tulsa Subdiv. Jct. switch. (normal position for Muskogee Subdiv.)
Meyer - South switch, siding.
Checotah - South switch, siding.
Canadian - Both switches, siding.
Reams - South switch, siding.
McAlester - South switch, siding.
Kiowa - Both switches, siding.
Burg - Both switches, siding.
Stringtown - South switch, siding.
Atoka - Both switches, siding.
Cook - Both switches, siding.
Caddo - Both switches, siding.
Durant - Siding No. 1 - North switch.
Siding No. 2 - Both switches.
Olive - Both switches, siding.

On siding at crossover MP 641.2 - normal position for movement from north end Siding No. 2 to main track. Southward movements in Siding No. 1 trail thru.

Absolute Signal north end siding No. 2 governs northward movements from Siding No. 2 to main track. "Approach" aspect indicates route clear to main track. When Stop-indication displayed, if no approaching movement evident, and movement has timetable or train order authority to proceed, operate push button on instrument case and after 3 minutes Signal may indicate "Lunar" or "Approach". If signal does not indicate "Lunar" or "Approach", be governed by Rules 350, 99(e) and 104(a).

Ray - East end yard, MP 660.1, intersection of inbound and outbound tracks - normal position for inbound track.

Ray—East end yard, MP 660.8, where crossover intersects Warner cutoff freight main track. Normal position for crossover. Southward movements from Warner cutoff trail through. Signal 6607 protecting as per Rule 104(a) affected only by position of the switch.

b. **Spring Derails:**

Denison - on main track 280 feet north of Signal 6608, north of passenger station - trailing for southward movements, hand operated for northward movements. Must be handled by crew of northward movement.

25. CONELRAD:

THE CONELRAD program is a civil defense procedure mandatory to all radio stations in the Land Transportation Radio Service, which includes railroads, to provide for the alerting and operation of radio broadcast stations during periods of air attack or imminent threat thereof and to minimize navigational aid to an enemy from such radio broadcast stations.

CONELRAD ALERT

The CONELRAD RADIO ALERT message for actual alert is as follows:

> "We interrupt our normal program to cooperate in Security and Civil Defense measures as requested by the United States Government.
>
> THIS IS A CONELRAD RADIO ALERT.
>
> Normal broadcasting will now be discontinued for an indefinite period.
>
> Civil Defense information will be broadcast in most areas at 640 or 1240 on your regular radio receiver."

The above message is then repeated once and if it is a CONELRAD test or drill broadcast station will so announce.

The above message will be broadcast by all standard AM, FM and TV broadcast stations upon direction of the Air Defense Command at which time all broadcast stations must leave the air except certain stations on CONELRAD frequencies 640kc and 1240kc, which will broadcast under controlled conditions which render the broadcasts useless for direction finding purposes.

The Air Defense Command, when the danger of Radio Navigational aid is removed, initiates a RADIO ALL CLEAR message as follows:

> "CONELRAD radio all clear. Resume normal operations."

The message is repeated once, after which normal operations may be resumed.

CONELRAD RADIO ALERT may be given over the whole country or just certain zones. The M-K-T is divided into two zones: all of Missouri, Kansas and that part of Oklahoma north of a point between Checotah and Oktaha on the Muskogee Subdivision, and north of a point between Yale and Jennings on the Oklahoma Subdivision is Zone 20; the remainder of Oklahoma and Texas in Zone 33.

OPERATION DURING A CONELRAD RADIO ALERT

Upon receipt of a CONELRAD RADIO ALERT all radio stations, which includes railroad base and mobile stations, must interrupt any communication in progress, make a brief announcement (base stations, for instance, notify mobile stations); leave the air, and maintain radio silence for the duration of the alert, except for limited transmissions handled in accordance with the following restrictions:

(1) No transmissions shall be made unless they are of extreme emergency affecting the national safety, or the safety of people and property;

(2) All transmissions shall be as short as possible;

(3) No station identification nor geographical location shall be given.

PROCEDURE ON THE M-K-T RAILROAD

Denison Dispatcher's Office is equipped with an automatic "CONALERT" receiver and when a CONELRAD RADIO ALERT is received will notify North Yard Telegraph Office and all base radio stations on Northern Division, except Glen Park and Columbus, who will be notified by North Yard Telegraph Office.

Radio base stations will notify all mobile units within range by repeating the ALERT message twice, then leaving the air.

The same procedure will be followed when the RADIO ALL CLEAR is received.

Base, fixed or mobile stations not directly receiving the CONELRAD RADIO ALERT must use caution in returning to the air after an "out of service" period, to insure that a CONELRAD RADIO ALERT is not in progress before making any transmissions.

A log must be maintained for all CONELRAD tests, drills and operations on forms provided by Denison Dispatcher's Office, North Yard Telegraph Office and all base stations.

26. SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track, except as otherwise restricted by Yard Limits, Train Orders, Speed Restriction Signs, General Orders, Special Instructions, or other restrictive conditions.		
MAXIMUM SPEED MPH—DIESEL OPERATION:		
Between Machens and Mokane	55	40
Except: When handling No. 53's train		45
Between Mokane and Hartsburg	55	45
Except: When handling No. 53's train		50
Between Hartsburg and Easley	50	40
Except: When handling No. 53's train		45
Between Easley and Cross	55	40
Except: When handling No. 53's train		45
Over Missouri River Bridge, MP 191.1	30	25
Sedalia, over Engineer Street	25	25
Over Engineer Street (on siding)	5	5
Approaching Third and Fifth Streets	15	15
Nevada, through city limits	25	25
Over Maple, Austin and Hickory Streets	10	10
Ft. Scott, MP 338.2 to Griffith, MP 339.1—Southward movements	35	35
Between Paola and Parsons	75	55
Except: Parsons, over Crawford Avenue	10	10
Over Crawford Avenue (other movements)	Flag Crossing	
Between Parsons and MP A-167	50	40
Between MP A-167 and MP A-169	15	15
Except: On other tracks	5	5
Coffeyville, Tracks 1 and 2 over Sixth and Seventh Streets and Long Bell track over Tenth Street (after stop to clear)	Restricted Speed	
Between MP A-169 and Oklahoma City	50	40
Except: "DY" Jct., MP A-194.5, over switch	15	15
"BE" Jct., MP A-198.2, through switch	10	10
"BE" Jct. and north switch Sutton	15	15
Osage other than main track	10	10
Over Arkansas River Bridge, MP A-246.0	25	25
MP A-278, passing Deep Rock Refinery	20	20
Turner, "H" track over Reno Avenue (after stop to clear)	Restricted Speed	
CRI&P crossing, MP A343.2 and MP A-343.9	15	15
Between Parsons and KO&G crossing, MP 501.8	75	55
Except: Oswego, Nos. 1 and 2 passing station to dispatch mail	40	
Chetopa, No. 2 Sunday to dispatch mail	20	
Vinita, through city limits	30	30
Through SL-SF connection	15	15
Pryor, No. 2 passing station to pick up mail	40	
Wagoner, through city limits	40	40
No. 1, to dispatch mail	20	
Between KO&G crossing, MP 501.8 and SL-SF-MV crossing, MP 503.9	25	25
Except: Other than main track	10	10
Between SL-SF-MV crossing, MP 503.9 and MP 505	40	40
Between MP 505 and Staley	75	55
Except: North McAlester, over Stonewall Avenue (until crossing occupied)	20	20
Atoka, No. 2 passing station to pick up mail	20	
No. 1, to dispatch mail	30	
Durant, KO&G crossing, MP 640.8 and SL-SF crossing, MP 641.4	40	40
No. 1, to dispatch mail	20	
Staley, over turnout	40	40
Between Staley and Denison	70	30
Except: Over Red River Bridge, MP 656.0	30	25
Denison, city limits, over street crossings	20	20
Over puzzle switch north of Denison passenger station	15	15
Between Staley and Ray	30	30
Except: Over Red River Bridge, MP 656.0	30	25
Between Columbia Subdiv. Jct. and Columbia	25	20
Between Franklin and Moberly	25	25
Between Walker and Eldorado Springs	15	15
Between Moran and Iola	15	15
Between North Yard and Piqua	30	30
Except: Monarch, highway over cement lead Bridge, MP B-34.2, if handling cars gross weight 70 tons or heavier	Flag Crossing	
	20	20
Between Garvin and Joplin	35	35
Between Osage and Chase	45	40
Except: Over Bridge, MP Z-253.4	10	10
Between North McAlester and Bishop	20	20
MISCELLANEOUS:		
All trains and engines operating through turnouts	20	15
Except: Through turnouts on Eldorado and Iola Subdivisions	15	10
Parker, Kincaid, Kimball, both siding switches; Erie, south siding switch; Welch, both siding switches; Vinita, south siding switch; Smith, Wagoner, south siding switches; Canadian, Kiowa, Stringtown, Atoka, Cook, Caddo, both siding switches; Burg, north siding switch; Durant, north switch Siding No. 1 and south switch Siding No. 2; Olive, north siding switch.	30	30
TRAINS HANDLING:		
Steam derricks, pile driver, ditchers or cranes on their own wheels (except where maximum speed is lower)		30
Derricks X-255 and X-256, (Cooper's rating E-58), Pile Driver X-1030, (Cooper's rating E-53) and Crane X-1020, (Cooper's rating E-28) (except where maximum speed is lower)		25
These machines must be located in train not less than four cars nor more than ten cars from engine. When two of these machines are handled in freight trains, they must be separated by at least six cars.		
When Derricks X-255 and X-256 are operated on tracks other than the main track, on all Subdivisions, timber bridges under those tracks must be inspected before allowing machines to pass over those bridges. If the bridges are constructed with fewer than four stringers per chord, machines will not be permitted to pass over until helper stringers are placed or cribbing placed be-		

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
tween bents to reduce the span length. The machines must not be spotted on bridges to handle loads and must not travel across a bridge while carrying a load. Any Engine - must have air brakes in operation and when set out, must be coupled to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and it must not be placed next to cars of pipe, poles, piling or loads liable to shift. Engines Towed in Train - Handle next to operating engine of through trains and behind short cars of trains setting out and picking up; except all 70-ton Road Switchers to be handled next ahead of caboose.		

27. .....MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	M.P.	At or Near Station	Not to Exceed MPH	
			Passenger	Freight
Mo. Pac. R.R.	226.3	Mahaney	15	15
Mo. Pac. R.R.	227.7	Sedalia	Restricted Speed Gate normally against Mo. Pac.	
SL-SF Ry.	265.4	North Clinton	Restricted Speed Gate normally against SL-SF	
SL-SF Ry. Mo. Pac. R.R.	337.4 337.6	Ft. Scott Ft. Scott	Stop Stop	Stop Stop
SL-SF Ry.	Yard Track	Paola	Stop	Stop
Mo. Pac. R.R.	A-94.8	Moran	35	25
SL-SF Ry.	A-137.3 387.1	Poole	Restricted Speed not exceeding 20 approaching and between Absolute Signals. Gate normally against SL-SF	
SL-SF Ry.	A-149.2	Mound Valley	20 between Absolute Signals. Southward train holding main track for meet remain back of "Fouling Point" sign until northward train is entering siding.	
AT&SF Ry.	A-167.2	Coffeyville	Restricted Speed Gate normally against AT&SF.	
Mo. Pac. R.R.	A-168.3	Coffeyville	Stop	Stop
MV R.R.	A-217.5	Nelagony	Restricted Speed Gate normally against MV.	
SL-SF Ry.	A-257.5	Hallett Tower	20 between Absolute Signals.	
AT&SF Ry.	A-271.4	Sunco	20 between Absolute Signals.	15 between Absolute Signals.
CRI&P R.R.	A-341.5	Barnard	Stop	Stop
CRI&P R.R.	A-343.2	Oklahoma City	Stop	Stop
SL-SF Ry.	400.8	Oswego	Southward movements on siding must open switch to obtain "Proceed" indication on Absolute Signal on main track.	
Mo. Pac. R.R.	409.9	Chetopa	Gate normally against Mo. Pac. If Absolute Signal displays Stop-indication also comply Rule 343. Push button at crossing should permit reverse movements to obtain "Proceed" indication.	
CRI&P R.R.	565.9	McAlester	20 until crossing occupied Restricted Speed approaching Crossing.	
Wabash R.R.	O-70.5	Moberly	15, 1200 feet in advance of and between Absolute Signals.	
GM&O R.R.	O-79.7	Higbee	Stop Gate normally against MKT.	Stop
Mo. Pac. R.R.	T-106.3	Iola (Cement Lead)	Stop Gate normally against MKT.	Stop
AT&SF Ry.	B-23.7	Chanute	Stop Gate normally against MKT.	Stop
AT&SF Ry.	B-26.8	Chanute	Stop Gate normally against MKT.	Stop
Mo. Pac. R.R.	B-44.2	Piqua	Stop Gate normally against MKT.	Stop
Mo. Pac. R.R.	S-412.9	Cokedale	Stop	Stop
NEO R.R.	S-418.3	Columbus	Restricted Speed Gate normally against NEO.	
SL-SF Ry.	S-418.7	Columbus	20 between Absolute Signals.	
KCS R.R.	S-427.6	Crain	Restricted Speed Gate normally against KCS.	
SL-SF Ry.	S-431.5	Galena	Restricted Speed Gate normally against SL-SF.	
SSI R.R.	Z-278.1	Tulsa	Stop	Stop
AT&SF-SL-SF-MV R.R.s	Z-278.2	Tulsa	Low Speed between Absolute Signals.	

28. EXCEPT WHERE OTHER RESTRICTIONS REQUIRE SLOWER SPEED, ALL TRAINS REDUCE SPEED TO 25 MPH WHILE MEETING OR PASSING ANOTHER TRAIN OCCUPYING A SIDING.

STATE STATUTES

MISSOURI..... Whistle must be sounded or bell rung beginning at least 80 rods from crossing and continuing until locomotive shall have crossed any public road or street.

KANSAS..... Whistle must be sounded four times (two long and two short blasts) at least 80 rods from the place where the railroad shall cross any public road or street.

OKLAHOMA..... Whistle shall be sounded or bell rung at least 80 rods from place where the railroad shall cross any road or street.

TEXAS..... Whistle must be sounded and bell rung at least 80 rods from place where the railroad shall cross any public road or street, and the bell shall be kept ringing until locomotive shall have crossed such public road.

OPERATING INSTRUCTIONS FOR WHITE AND RED OSCILLATING HEADLIGHT

WHITE LIGHT

Must be displayed at night and during the day when weather conditions impair visibility. Must be extinguished when the standard white headlight is dimmed or extinguished.

RED LIGHT

Will be displayed by day or by night when train is stopped suddenly under circumstances in which adjacent tracks may be fouled, or when head end protection is required. Must be extinguished when necessity no longer exists. A headlight burning red is a signal for an approaching train on the same or adjacent track to stop before passing such headlight, and be governed by conditions.

DISPLAY OF HEADLIGHTS DOES NOT RELIEVE ENGINE MEN OR TRAINMEN FROM PROTECTING TRAIN IN ACCORDANCE WITH RULE 99.

EASTERN SUBDIVISION – ST. LOUIS TO NORTH YARD

Capacity of Other Tracks, ABS Crossing Protection and Other Facilities	SOUTHWARD SECOND CLASS 53 Manifest Freight Daily	SOUTHWARD SECOND CLASS 75 Freight Daily	Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE No. 3 Effective April 26, 1959	Office Call	NORTHWARD SECOND CLASS 76 Freight Daily	NORTHWARD SECOND CLASS 52 Manifest Freight Daily	HOURS OF TELEGRAPH SERVICE Monday Thru Friday	HOURS OF TELEGRAPH SERVICE Saturdays, Sundays, Holidays
				0	0	PH ST. LOUIS (Union Station)	US			Continuous	Continuous
					3.9	NORTH MARKET ST.					
Yard O-S-T-W-Y	7.00 PM	4.00 AM		9	8.7	PH-R-RY BADEN	K	8.00 PM	4.00 AM	7.00AM to 3.00PM 4.00PM to 11.59PM	7.00AM to 3.00PM 4.00PM to 11.59PM
				20	20.4	WEST ALTON					
Interlocking	7.30PM	4.35AM		27	26.9	PH MACHENS	TJ	6.30PM	2.10AM	Continuous	Continuous
	7.31	4.37	102	28	27.4	GRAY		6.28	2.08		
9-4-North	7.38	4.45	116	32	32.1	PH SIMPSON		6.19	2.00		(Saturday Only)
Yard W Connection	7.48	5.05	144	39	39.2	PH-R ST. CHARLES	CH	6.05	1.49	• 7.30AM to 4.30PM	• 7.30AM to 4.30PM
	8.09	5.35	148	55	54.6	PH WELDON	P	5.35	1.25		
19	8.18	6.10	81	61	60.7	PH MATSON		5.22	1.15		
17-5	8.26	6.20	111	66	66.4	PH AUGUSTA		5.10	1.05		
21	8.43	6.40	142	78	77.9	PH-R MARTHASVILLE	MV	4.45	12.30	• 7.45AM to 4.45PM	
16	8.53	6.55	23	85	84.8	PH TRELOAR	BT	4.30	12.19	• 8.30PM to 5.30AM	
15-South	8.59	7.05		89	88.9	PH BERNHEIMER		4.20	12.12AM		
15	9.15	7.25	111	101	100.7	PH McKITTRICK		3.55	11.54PM		
15-6	9.21	7.35	63	105	104.9	PH-R RHINELAND	RD	3.47	11.47	• 5.30AM to 2.30PM	
17-North	9.29	7.50	125	111	110.8	PH BLUFFTON		3.35	11.38		
33-32 W	9.49	8.20	149	125	125.1	PH MOKANE	MO	3.05	11.15	• 7.45AM to 4.45PM	
18-9	9.57	8.30	110	131	131.2	PH-R TEBBETTS	BE	2.53	11.05	• 8.30PM to 5.30AM	• 8.30PM to 5.30AM
14-North	10.05	8.45	113	138	137.6	PH WAINWRIGHT		2.40	10.55		
3	10.12	9.01	43	143	143.3	PH NORTH JEFFERSON		2.30	10.45		
22-South	10.16	9.10		146	146.3	PH BOUGHNER		2.25	10.40		
16	10.26 53	9.25	149	154	153.5	PH HARTSBURG		2.12	10.26 53		
8-North	10.38	9.45	106	162	162.4	PH EASLEY		1.55	9.50		
25	10.48	10.01	66	170	169.5	PH McBAINE		1.40	9.38		
					169.5	Columbia Subdiv. Jct.					
	10.51	10.05	111	172	171.7	PH HUNTSDALE		1.35	9.31		
	11.04	10.25	115	182	181.9	PH NIEHAUS		1.15	9.14		
Yard	11.13	10.36		188	188.3	PH NEW FRANKLIN		1.02	9.02		
Yard O-S-T-W-Y	11.15	11.00AM						1.00 75	9.00	7.45AM to 3.45PM 8.30PM to 4.30AM	7.45AM to 3.45PM 8.30PM to 4.30AM
Interlocking	11.25	12.01 75 PM		189	189.1	PH-R-RY FRANKLIN	FR	12.01PM	7.30	Continuous	Continuous
					191.1	Mo. River Bridge					
23-10	11.30	12.07	50	192	191.7	PH BOONVILLE		11.35AM	7.05		
10-North	11.40	12.17	79	197	197.0	PH LICK		11.25	6.55		
25	11.50	12.30	56	205	203.4	PH-R PILOT GROVE	PG	11.15	6.45	• 7.00AM to 4.00PM	
	11.54PM	12.35	126	206	206.3	PH HOFFMAN		11.10	6.40		
7-North	12.09AM	12.50	78	216	215.5	PH CLIFTON CITY		10.55	6.25		
8-South	12.18	1.01	138	221	221.1	PH BEAMAN		10.45	6.15		
Interlocking Connection					226.3	PH MAHANEY Mo. Pac. Crossing	SA			Continuous	Continuous
Yard S-W-Y	12.28	1.10	116	227	227.1	PH-R SEDALIA		10.30	6.05		
Gated					227.7	Mo. Pac. Crossing					
	12.34	1.16	140	231	230.8	PH CAMPBELL		10.14	5.58		
23-22 W Connection	1.00	1.50	84	248	247.8	PH-R WINDSOR	NR	9.45	5.30	• 8.30AM to 5.30PM	
Elec. Gate Connection	1.24	2.20	161	265	265.4	PH NORTH CLINTON S.L.-S.P. Crossing		9.10	4.59		
Yard W				267	266.6	PH-R CLINTON	C			• 7.45AM to 4.45PM	(Except Sundays) • 7.45AM to 4.45PM
30-5	1.34	2.35	95	275	273.4	PH LADUE		8.55	4.43		
37-18	1.44	2.50	85	280	280.2	PH MONTROSE		8.40	4.30	• 7.30PM to 4.30AM	
23-10	1.52	2.59	73	286	285.7	PH-R APPLETON CITY	AY	8.30	4.20	• 7.45AM to 4.45PM	• 7.45AM to 4.45PM
Yard Y	1.55	3.05	93	288	287.9	PH LINDALE		8.20	4.15		
26-3				295	294.5	PH ROCKVILLE	RK			• 8.00PM to 5.00AM	
14	2.18	3.30	49	304	303.5	PH HARWOOD		7.50	3.50		
21-21 Y	2.26	3.40 53	84	309	309.3	PH WALKER	WR	7.40	3.40 75	• 8.30AM to 5.30PM	
Interlocking Connection	2.36	3.55	136	316	316.7	PH TOWER Mo. Pac. Crossing	NA	7.27	3.13	Continuous	Continuous
Yard				317	317.1	PH-R NEVADA					
17	2.50	4.20	87	327	326.9	PH DEERFIELD		7.10	2.57		
Yard	2.57	4.40	96	331	331.2	PH EVE	V	6.55	2.45	• 8.30AM to 5.30PM	• 8.30AM to 5.30PM
Not Gated. Stop Connection					337.4	S.L.-S.F. Crossing					
Not Gated. Stop Connection					337.6	Mo. Pac. Crossing					
Yard W	3.09	4.59	40	338	338.2	PH-R FORT SCOTT	XR	6.37	2.32	• 8.30AM to 5.30PM	(Except Sundays) • 8.30AM to 5.30PM
Auto. Interlkg.	3.11	5.05	138	339	339.1	PH GRIFFITH Mo. Pac. Crossing		6.35	2.30		
13-6	3.27	5.25	85	351	351.1	PH HIATTVILLE		6.17	2.12		
27	3.36	5.40	61	358	358.0	PH HEPLER	PR	5.59	1.59	• 8.00PM to 5.00AM	
23 Auto. Interlkg.	3.47	5.55	61	365	365.9	PH WALNUT A.T.&S.F. Crossing	WA	5.45	1.45	• 7.00AM to 4.00PM	
34	3.59	6.10	149	373	372.9	PH ST. PAUL	OM	5.30	1.30	• 7.45AM to 4.45PM	
30	4.08	6.25	85	380	379.5	PH SOUTH MOUND		5.16	1.16		
	4.15	6.35		384	383.5	PH CROSS		5.10	1.10		
Yard O-S-T-W-Y	5.00 76 AM	7.00PM		386	386.0	PH-R-RY NORTH YARD	ST	5.00 55 AM	1.00PM	Continuous	Continuous
	53	75			386.0	Time on Subdivision		76	52	• 1 Hour for Lunch	• 1 Hour for Lunch
	10.00	15.00						15.00	15.00		

Automatic Block Signals — A.B.S.

C.T.C. Rules T.R.A. and T.T. Govern Two Main Tracks

Southward trains are superior to northward trains of the same class.

COLUMBIA SUBDIVISION — STATIONS

	STATION NO.	MILES FROM COLUMBIA SUBDIV. JCT.	CAR CAPACITY	END CONNECTED
Brunkhorst	AB-4	3.6	4	North
Columbia	AB-9	8.5	Yard	Both

MOBERLY SUBDIVISION — STATIONS

	STATION NO.	MILES FROM FRANKLIN	CAR CAPACITY	END CONNECTED
Estill	O-102	3.4	28	Both
Fayette	O-95	10.1	38	Both
Burton	O-88	16.8	7	North
GM&O Crossing		25.2	Gated, Stop	
Higbee	O-79	25.3	40	Both
Wabash Crossing		34.4	Auto. Interlkg.	
Moberly	O-70	35.0	44	Both

ELDORADO SUBDIVISION — STATIONS

	STATION NO.	MILES FROM WALKER	CAR CAPACITY	END CONNECTED
Dederick	F-7	6.8	8	Both
Eldorado Springs	F-14	13.9	15	Both

OTHER STATIONS AND TRACKS EASTERN SUBDIVISION

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Black Walnut	30	29.9	20	Both
Cul-De-Sac	35	35.2	4	North
Bangert	42	41.6	29	South
Watts	57	56.9		Wye
Defiance	59	59.1	13	South
Klondike	64	64.2	30	Both
Nona	70	69.5	4	North
Dutzow	74	74.0	10	South
Case	97	97.0	12	North
Portland	116	116.0	18	North
Steedman	121	121.4	7	North
Rocheport	178	178.4	27	Both
North Boonville	191	190.7	21	South
Pleasant Green	209	209.2	16	Both
Greenridge	239	239.2	31	Both
Calhoun	256	255.5	23	Both
Pioneer	287	286.7	Mine Spur	South
Schell City	298	298.4	30	Both
Ronald	345	345.2	9	Both
Hollister	348	347.7	15	South

KANSAS CITY SUBDIVISION – KANSAS CITY TO PARSONS

SOUTHWARD					TIME TABLE No. 3 Effective April 26, 1959				HOURS OF TELEGRAPH SERVICE	
SECOND CLASS		FIRST CLASS				Distance from Kansas City	Station Numbers	Office Call		
43 Manifest Freight	41 Manifest Freight	111 Mo. Pac. Passenger	1 Passenger	5 Passenger					Monday Thru Friday	Saturdays, Sundays, Holidays
Daily	Daily	Daily	Daily	Daily						
			10.00PM	8.45AM	KANSAS CITY (Union Station) — C.T.C. A.B.S. — Two Main Tracks — S.L.-S.F. T.T. K.C.T. and Rules Govern	0.0	A-0	US	Continuous	Continuous
					2.0 29th Street	2.0				
9.30 PM	9.50 AM				0.6 PH-R-RY GLEN PARK	2.6	A-3	KY	* 7.00AM to 4.00PM	* 7.00AM to 4.00PM
					1.3 ROSEDALE	3.9				
10.55PM	11.01AM	10.01PM	10.50PM	f 9.40AM	39.2 PH-R PAOLA	43.1	A-43	PD	Continuous	Continuous
		10.02PM			0.3 PH MO. PAC. JCT. Mo. Pac. Crossing	43.4				
10.56	11.02		10.51	9.41	0.1 PH SOUTH PAOLA	43.5	A-44			
11.05	11.10		10.54	9.44	3.0 PH RINGER	46.5	A-47			
			11.02	f 9.52	8.1 PH BEAGLE	54.6	A-55	B	8.30PM to 4.30AM	
11.25	11.30		11.09	f10.00	7.0 PH PARKER	61.6	A-62	H	* 7.45AM to 4.45PM	
11.31	11.36		11.14	10.05	5.2 PH DUNLAY	66.8	A-67			
			11.17	f10.08	3.2 PH CENTERVILLE	70.0	A-70	C	* 6.45PM to 3.45AM	
11.45	11.49		11.22	10.13	5.3 PH VANCE	75.3	A-75			
11.55PM	11.59AM		11.29	f10.21	7.5 PH KINCAID	82.8	A-83	KI	* 7.45AM to 4.45PM	
12.01AM	12.05PM		11.33	f10.27	4.2 PH MILDRED	87.0	A-87			
12.11	12.15		11.40	f10.35	7.7 PH-R MORAN	94.7	A-95	MN	* 5:30PM to 2:30AM	
					0.1 Mo. Pac. Crossing	94.8				
12.25	12.27		11.48	f10.48	8.6 PH ELSMORE	103.4	A-103			
			11.51	f10.51	3.0 PH SAVONBURG	106.4	A-106			
			11.55	f10.55	4.0 PH STARK	110.4	A-110			
12.40	12.40		11.57PM	f10.58	2.2 PH KIMBALL	112.6	A-113			
					7.3 AT&SF Crossing	119.9				
12.50	12.50		12.05AM	s11.08	0.7 PH ERIE	120.6	A-121	NH	* 7.45AM to 4.45PM	
1.11	1.10		12.17	11.21	13.1 PH CROSS	133.7	A-134			
2.00AM	1.30 42 PM		12.20	11.25	2.5 PH-R-RY NORTH YARD	136.2	386	SY	Continuous	Continuous
			s12.30AM	¶ s11.35AM	0.6 PH PARSONS	136.8	387	W		
43	41	111	1	5	136.8				* 1 Hour for Lunch	* 1 Hour for Lunch
4.30	3.40	0.01	2.30	2.50	Time on Subdivision					

Southward trains are superior to northward trains of the same class.

STATIONS AND TRACKS NOT SHOWN ABOVE

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Selma	A-79	A-78.5	5	North
Bayard	A-89	A-89.0	15	South
Hertha	A-126	A-126.3	16	North
Hayden	A-131	A-130.6	13	North

IOLA SUBDIVISION — STATIONS

	STATION NO.	MILES FROM MORAN	CAR CAPACITY	END CONNECTED
La Harpe	T-7	7.4	20	Both
Mo. Pac. Crossing (Cement Lead)		11.6	Gated. Stop	
Iola	T-14	13.2	Yard	Both

KANSAS CITY SUBDIVISION – PARSONS TO KANSAS CITY

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	Capacity of Sidings	TIME TABLE No. 3 Effective April 26, 1959	NORTHWARD FIRST CLASS 2 Passenger Daily	NORTHWARD FIRST CLASS 6 Passenger Daily	NORTHWARD FIRST CLASS 112 Mo. Pac. Passenger Daily	NORTHWARD SECOND CLASS 44 Manifest Freight Daily	NORTHWARD SECOND CLASS 42 Manifest Freight Daily
		KANSAS CITY (Union Station)	s 7.00AM	s 8.30PM			
		2.0					
		29th Street					
		0.6					
Yard O-S-T-W		PH-R-RY GLEN PARK				8.00 AM	8.00 PM
		1.3					
		ROSEDALE					
		39.2					
Yard T-W Connection Interlocking		PH-R PAOLA	6.11AM	f 7.25PM	5.33AM	5.20AM	4.25PM
		0.3					
		PH MO. PAC. JCT. Mo. Pac. Crossing			5.32AM		
		0.1					
33	33	PH SOUTH PAOLA	6.10	7.15		5.15	4.20
		3.0					
1-North	96	PH RINGER	6.07	7.12		5.10	4.15
		8.1					
18		PH BEAGLE	5.58	f 7.03			
		7.0					
14-17	153	PH PARKER	5.50	f 6.55		4.47	3.47
		5.2					
4	114	PH DUNLAY	5.45	6.48		4.37	3.37
		3.2					
23-25		PH CENTERVILLE	5.42	f 6.45			
		5.3					
4	111	PH VANCE	5.37	6.39		4.22	3.22
		7.5					
11-18-South	125	PH KINCAID	5.30	f 6.31		4.07	3.07
		4.2					
12-North	70	PH MILDRED	5.26	f 6.25		3.59	2.59
		7.7					
Yard W	E-40 W-125	PH-R MORAN	5.18	f 6.17		3.45	2.45
		0.1					
Auto. Interlkg.		Mo. Pac. Crossing					
		8.6					
25-11	91	PH ELSMORE	5.09	f 6.00		3.30	2.30
		3.0					
25-5		PH SAVONBURG	5.06	f 5.56			
		4.0					
23-24		PH STARK	5.02	f 5.51			
		2.2					
3-North	125	PH KIMBALL	4.59	f 5.48		3.15	2.15
		7.3					
Auto. Interlkg. Connection		PH AT&SF Crossing					
		0.7					
4-29	167	PH ERIE	4.51	s 5.38		3.01	2.01
		13.1					
		PH CROSS	4.38	5.23		2.40	1.40
		2.5					
Yard O-S-T-W-Y		PH-R-RY NORTH YARD	4.35	5.20		2.30AM	41 1.30PM
		0.6					
Yard		PH PARSONS	4.30AM	5.15PM			
		136.8	2	6	112	44	42
		Time on Subdivision	2.30	3.15	0.01	5.30	6.30

Automatic Block Signals C.T.C. A.B.S.

S.L.-S.F.-T.T. K.C.T. and Rules Govern Two Main Tracks

Southward trains are superior to northward trains of the same class.

NEOSHO SUBDIVISION — STATIONS

	STATION NO.	MILES FROM NORTH YARD	CAR CAPACITY	END CONNECTED
Galesburg	B-11	9.9	41 (Siding)	Both
Urbana	B-17	16.3	18 (Siding)	Both
AT&SF Crossing		23.1	Gated. Stop	
Chanute	B-26	25.3	Yard	Both
AT&SF Crossing		26.2	Gated. Stop	
Petrolia	B-31	29.9	5	South
Monarch	B-34	33.4		Wye
Humboldt	B-35	34.5	45 (Siding)	Both
Mo. Pac. Crossing		43.6	Gated. Stop	
Piqua	B-45	43.6	46 (Siding)	Both

North Yard to Piqua is northward; Piqua to North Yard is southward.
Unless otherwise provided, at meeting points between extra trains the northward extra must take the siding. (See Rule S-88).

MUSKOGEE SUBDIVISION – NORTH YARD TO RAY

SOUTHWARD				TIME TABLE No. 3 Effective April 26, 1959					HOURS OF TELEGRAPH SERVICE	
SECOND CLASS		FIRST CLASS								
41 Manifest Freight Daily	53 Manifest Freight Daily	5 Passenger Daily	1 Passenger Daily			Distance from St. Louis	Station Number	Office Call	Monday Thru Friday	Saturdays, Sundays, Holidays
3.30PM	7.00AM			PH-R-RY NORTH YARD		386.0	386	SY	Continuous	Continuous
		12.01PM	12.40AM	PH PARSONS	0.6	386.6	387	W		
3.35	7.05	12.02	12.41	PH POOLE / SL-SF Crossing	0.5	387.1				
				PH GARVIN	7.3	394.4	394			
3.45	7.15	f12.11	12.49	PH LABETTE	1.1	395.5	396			
				SL-SF Crossing	5.3	400.8				
3.53	7.22	s12.17	12.54	PH OSWEGO	0.1	400.9	401	OW	• 7.45AM to 4.45PM	
				Mo. Pac. Crossing	9.0	409.9				
4.16 6	7.33	f12.31	1.03	PH CHETOPA	0.3	410.2	410	CP	• 8.30AM to 5.30PM	
4.31	7.46	f12.44	1.13	PH WELCH	11.2	421.4	421	WH	• 8.30AM to 5.30PM	
4.39	7.52	f12.51	1.18	PH BLUE JACKET	5.2	426.6	427			
4.53	8.05	1.03	1.29	PH WINDERS	11.4	438.0	438			
				PH SL-SF Crossing	0.8	438.8				
4.55	8.07	s 1.17	1.33	PH-R VINITA	0.2	439.0	439	VN	• 8.30AM to 5.30PM	• 8.30AM to 5.30PM
5.06	8.17	f 1.26	1.41	PH BIG CABIN	7.8	446.8	447	BG	• 8.30PM to 5.30AM	
5.15 52	8.26	f 1.34	1.48	PH ADAIR	7.6	454.4	454	X	• 7.45AM to 4.45PM	
5.26	8.37	f 1.46	1.56	PH-R PRYOR	9.3	463.7	464	CU	8.00AM to 11.59PM	8.00AM to 11.59PM
5.32	8.43 42	1.52	2.00	PH SMITH	4.9	468.6	469			
5.36	8.47	f 1.56	2.03	PH CHOUTEAU	3.6	472.2	472	AU	• 8.00AM to 5.00PM	
5.42	8.53	f 2.02	2.08	PH MAZIE	5.5	477.7	478			
5.55	9.05	f 2.18 6	2.17	PH WAGONER	10.3	488.0	488			
				PH Mo. Pac. Crossing	0.2	488.2		A	Continuous	Continuous
6.07	9.17	2.28	2.26 2	PH CHASE	10.4	498.6	499			
				PH KO&G Crossing	3.2	501.8		UX	Continuous	Continuous
6.30	9.25			PH-R-RY MUSKOGEE YARD	0.7	502.5	503			
7.30	9.30			PH MUSKOGEE	1.1	503.6	504			
		s 2.35 52	s 2.35	PH SL-SF-MV Crossing	0.3	503.9		SU	Continuous	Continuous
		2.50	2.45	PH MEYER	6.5	510.4	510			
7.50	9.43	2.57	2.51	PH CHECOTAH	14.4	524.8	525	VR	• 8.00AM to 5.00PM	
8.08	10.00	f 3.14	3.03	PH-R EUFAULA	13.3	538.1	538	EA	• 8.00AM to 5.00PM	
8.24	10.15	f 3.29	3.14	PH CANADIAN	9.1	547.2	547			
8.35	10.25	f 3.38	3.22	PH REAMS	6.1	553.3	553			
8.42	10.32	3.44	3.27	PH NORTH McALESTER	10.9	564.2	564			
9.05	10.46 52	3.54	3.36	CRI&P Crossing	1.7	565.9				
				PH-R-RY McALESTER	0.1	566.0	566	MA	Continuous	Continuous
9.20	10.50	s 4.14	s 3.50	PH FRINK	3.0	569.0	569			
9.25	10.54	4.18	3.55	PH NAVY	4.1	573.1	573			
9.30	10.59	4.22	3.59	PH KIOWA	9.7	582.8	583			
9.47	11.10	f 4.32	4.07	PH BURG	11.2	594.0	594			
10.05	11.35 6	4.44	4.16	PH STRINGTOWN	8.6	602.6	603	ST	• 8.00AM to 5.00PM	(Saturday Only) • 8.00AM to 5.00PM
10.15	11.47	f 4.52	4.23	PH-R ATOKA	7.0	609.6	610	DK	• 8.00AM to 5.00PM	(Except Sunday) • 8.00AM to 5.00PM
10.26	11.57AM	f 5.02	4.29 42	PH TUSHKA	5.4	615.0	615			
		f 5.07	4.34	PH COOK	3.7	618.7	619			
10.40	12.09PM	5.11	4.37	PH CANEY	2.9	621.6	622			
		f 5.14	4.40	PH CADDO	8.6	630.2	630			
10.59	12.24	f 5.23	4.48	PH KO&G Crossing	10.6	640.8				
				PH-R DURANT / SL-SF Crossing	0.6	641.4	641	DU	• 7.45AM to 4.45PM	• 7.45AM to 4.45PM
11.17	12.41	f 5.44	5.01	PH CALERA	5.0	646.4	646			
11.25	12.49	f 5.49	5.06	PH OLIVE	2.7	649.1	649			
11.29	12.53	5.52	5.09	PH COLBERT	4.1	653.2	653			
11.34	12.59	f 5.56	5.13	PH SL-SF North Jct. / STALEY	2.7	655.9	656	BF	Continuous	Continuous
11.38	1.03	5.59	5.16	PH SL-SF South Jct.	0.3	656.2				
		¶ s 6.15PM	s 5.30AM	PH DENISON	4.7	660.9	661	WD		
4.00AM	2.00PM			PH-R-RY RAY		661.9	662	RA	Continuous	Continuous
41	53	5	1			275.9			• 1 Hour for Lunch	• 1 Hour for Lunch
12.30	7.00	6.14	4.50	Time on Subdivision						

Automatic Block Signals — A. B. S. Rule 400 — Automatic Block Signals — A. B. S. Rule 400

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Russell	416.1	33	Both
Kelso	433.9	25	Both
Green	457.9	12	North
Vann	486.8	93 (Siding)	Both
Oklaha	517.9	10	North
Rentiesville	520.8		
Crowder	551.2		North
Savanna	574.5	10	North
Gap	591.6	7	North
Wassela	633.4	9	South
Armstrong	636.6	3	

LOCATION OF MAIL CRANES, OTHER THAN STATIONS

(Bacone College) ..... MP 501

Southward trains are superior to northward trains of the same class.

MUSKOGEE SUBDIVISION – RAY TO NORTH YARD

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	Capacity of Sidings	TIME TABLE No. 3 Effective April 26, 1959	NORTHWARD FIRST CLASS 6 Passenger Daily	NORTHWARD FIRST CLASS 2 Passenger Daily	NORTHWARD SECOND CLASS 42 Manifest Freight Daily	NORTHWARD SECOND CLASS 52 Manifest Freight Daily
Yard O-S-T-W-Y		PH-R-RY **NORTH YARD**			11.30AM	9.00PM
		0.6				
Yard		PH **PARSONS**	¶ s 4.50PM	s 4.20AM		
		0.5				
Gated Connection		PH **POOLE** / **SL-SF Crossing**	4.43	4.10	10.59	8.20
		7.3				
37-37 Y		PH **GARVIN**				
18-North	125	1.1 PH **LABETTE**	f 4.35	4.02	10.45	8.10
Auto. Interlkg. Connection		5.3 **SL-SF Crossing**				
24-20-South Y	100	0.1 PH **OSWEGO**	s 4.29	3.57	10.35	8.00
Elec. Gate Connection		9.0 **Mo. Pac. Crossing**				
23-15	91	0.3 PH **CHETOPA**	f **4.16**[41]	3.48	10.20	7.35
27-7-North	150	11.2 PH **WELCH**	f 4.03	3.37	10.03	7.10
22-17	112	5.2 PH **BLUE JACKET**	f 3.55	3.32	9.55	7.00
	94	11.4 PH **WINDERS**	3.42	3.21	9.38	6.35
Auto. Interlkg. Connection		0.8 PH **SL-SF Crossing**				
Yard Y	98	0.2 PH-R **VINITA**	s 3.28	3.18	9.35	5.55
20-14	102	7.8 PH **BIG CABIN**	f 3.20	3.11	9.20	5.30
26	150	7.6 PH **ADAIR**	f 3.10	3.04	9.07	**5.15**[41]
Yard	100	9.3 PH-R **PRYOR**	f 2.58	2.56	8.52	4.45
Yard	150	4.9 PH **SMITH**	2.46	2.52	**8.43**[53]	4.20
21	99	3.6 PH **CHOUTEAU**	f 2.42	2.49	8.31	4.15
17-South	102	5.5 PH **MAZIE**	f 2.36	2.44	8.22	4.05
Yard Y	150	10.3 PH **WAGONER**	f **2.18**[5]	2.35	8.06	3.25
Interlocking Connection		0.2 PH **Mo. Pac. Crossing**				
3-North	64	10.4 PH **CHASE**	2.03	**2.26**[1]	7.49	3.10
Interlocking		3.2 PH **KO&G Crossing**				
Yard O-S-T-W-Y		0.7 PH-R-RY **MUSKOGEE YARD**			7.40 / 7.30	**3.00**[5-0] / **12.45**
Yard W		1.1 PH **MUSKOGEE**	**1.55**[52] / s **1.40**	2.20 / s 2.10		
Interlocking Connection		0.3 PH **SL-SF-MV Crossing**				
	64	6.5 PH **MEYER**	1.30	2.00	7.05	12.30
Yard	150	14.4 PH **CHECOTAH**	f 1.13	1.48	6.45	12.05PM
Yard	95	13.3 PH-R **EUFAULA**	f12.55	1.37	6.25	11.40AM
29	157	9.1 PH **CANADIAN**	f12.41	1.29	6.10	11.25
10	106	6.1 PH **REAMS**	12.35	1.24	6.01	11.13
Yard S-W-Y		10.9 PH **NORTH McALESTER**	12.24	1.15	5.40	**10.46**[53]
Gated Connection		1.7 **CRI&P Crossing**				
Yard		0.1 PH-R-RY **McALESTER**	s12.21	s 1.12	5.30	10.35
16	95	3.0 PH **FRINK**	12.03PM	1.02	5.25	10.30
43	95	4.1 PH **NAVY**	11.58AM	12.58	5.15	10.25
25	150	9.7 PH **KIOWA**	f11.48	12.50	5.01	10.10
12	155	11.2 PH **BURG**	**11.35**[53]	12.41	4.47	9.55
Yard	182	8.6 PH **STRINGTOWN**	f11.26	12.34	4.37	9.40
Yard	154	7.0 PH-R **ATOKA**	f11.18	12.28	**4.29**[1]	9.25
9		5.4 PH **TUSHKA**	f11.11	12.23		
9-South	156	3.7 PH **COOK**	11.07	12.20	4.10	9.10
15-South		2.9 PH **CANEY**	f11.04	12.17		
10-24-South	179	8.6 PH **CADDO**	f10.55	12.09AM	3.55	8.55
Auto. Interlkg. Connection		10.6 PH **KO&G Crossing**				
Yard	No. 1-230	0.6 PH-R **DURANT** / **SL-SF Crossing**	f10.43	11.58PM	3.35	8.35
Auto. Interlkg. Connection	No. 2-130	5.0				
	45	PH **CALERA**	f10.29	11.53	3.27	8.27
	200	2.7 PH **OLIVE**	10.26	11.50	3.23	8.23
14-48		4.1 PH **COLBERT**	f10.22	11.46	3.17	8.17
Interlocking		2.7 PH **SL-SF North Jct.** / **STALEY**	10.18	11.43	3.10	8.10
		0.3 PH **SL-SF South Jct.**				
		4.7 PH **DENISON**	10.10AM	11.35PM		
Yard O-S-T-W-Y		PH-R-RY **RAY**			3.00AM	8.00AM
Yard O-S-T-W		275.9	6	2	42	52
		Time on Subdivision	6.40	4.45	8.30	13.0

Rule 400 — Automatic Block Signals — A. B. S. — Rule 400 — A.B.S. Rule 400 — Automatic Block Signals — Rule 400

WILBURTON SUBDIVISION — STATIONS

STATION NO.	MILES FROM NORTH McALESTER	CAR CAPACITY
Krebs Jct.	3.4	On spur 0.5 mile South of Krebs Jct.
Krebs	3.9	Mine Track
Richville	6.3	Mine Track
Carbon	8.0	End of track
Bishop	11.0	
R-4		
R-6		
R-8		
R-11		

END CONNECTED
North
South
Both

Southward trains are superior to northward trains of the same class.

OKLAHOMA SUBDIVISION – NORTH YARD TO OKLAHOMA CITY

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD SECOND CLASS 51 Freight Daily	Capacity of Sidings	Station Numbers	Distance from Kansas City	TIME TABLE No. 3 Effective April 26, 1959	Office Call	NORTHWARD SECOND CLASS 50 Freight Daily	HOURS OF TELEGRAPH SERVICE Monday Thru Friday	HOURS OF TELEGRAPH SERVICE Saturdays, Sundays, Holidays
Yard O-S-T-W-Y	4.30PM		386	136.2	PH-R-RY **NORTH YARD**	SY	5.30AM	Continuous	Continuous
					0.6				
Yard			387	136.8	PH **PARSONS**	W			
					0.5				
Gated Connection	4.35			137.3	PH **POOLE** / **S.L.-S.F. Crossing**		4.45		
					11.7				
18-16 Connection Auto. Interlkg.	4.59	72	A-149	149.0	PH **MOUND VALLEY**		4.20		
				149.2	0.2 **S.L.-S.F. Crossing**				
					8.0				
12-North	5.20	99	A-157	157.2	PH **ANGOLA**		3.59		
				167.2	10.0 **A.T.&S.F. Crossing**				
Gated Connection					0.5				(Except Sunday)
Yard W-Y	5.59	60	A-168	167.7	PH-R-RY **COFFEYVILLE**	FY	3.40	* 7.00AM to 4.00PM	* 7.00AM to 4.00PM
					0.6				
Not Gated. Stop Connection				168.3	**Mo. Pac. Crossing**				
					0.4				
Yard	6.10	65	A-169	168.7	PH **EVANS**		3.30		
					2.2				
23 Auto. Interlkg.			A-171	171.0	PH **SOUTH COFFEYVILLE** / **Mo. Pac. Crossing**				
					5.5				
	6.30	70	A-176	176.4	PH **NOXIE**		3.10		
					17.3				(Except Sunday)
Yard	7.30		A-194	193.7	A.B.S. PH-R **DEWEY**	DE	2.15	* 8.30AM to 5.30PM	* 8.30AM to 5.30PM
					0.8				
Remote Control Switch	7.32PM			194.5	**"DY" Jct.**		2.08AM		
					3.2				
Yard S-Y Connection	7.39 PM		A-198	197.7	PH **BARTLESVILLE** A.T.&S.F. and T.T. and Rules Govern	B	2.00 AM	5:20AM to 1:20PM 5.00PM to 1.00AM	5:20AM to 1:20PM 5.00PM to 1.00AM
					0.5				
	7.41PM			198.2	**"BE" Jct.**		1.58AM		
					9.8				
12-North	7.59	84	A-208	208.0	PH **OKESA**		1.35		
					9.5				
Yard Gated Connection	8.30	59	A-218	217.5	PH **NELAGONY** / **M.V. Crossing**		1.15		
					8.2				(Except Sunday)
26-South	8.50	93	A-226	225.7	PH **WYNONA**	WY	12.59	* 7.45AM to 4.45PM	* 7.45AM to 4.45PM
					10.3				(Except Sunday)
Yard	9.20	85	A-236	236.0	PH-R **HOMINY**	HY	12.35	* 7.45AM to 4.45PM	* 7.45AM to 4.45PM
					4.7				
	9.30	70	A-241	240.7	PH **MAHAN**		12.25		
					4.5				
Yard O-S-W-Y	9.45 50		A-245	245.2	PH **OSAGE**	JN	12.15AM 51	* 8.30PM to 5.30AM	* 8.30PM to 5.30AM
	11.30				3.0		**11.30PM**		
7-14	11.40PM	36	A-248	248.2	PH-R **CLEVELAND**	CN	11.01	* 7.45AM to 4.45PM	* 7.45AM to 4.45PM
					9.3				(Except Sunday)
Auto. Interlkg. Connection			A-258	257.5	PH **HALLETT TOWER** / **S.L.-S.F. Crossing**				
					2.7				
10-South	12.10AM	96	A-260	260.2	PH **JENNINGS**		10.30		
					10.2				(Except Sunday)
17-11 Connection			A-270	270.4	PH **YALE**	YA		* 7.45AM to 4.45PM	* 7.45AM to 4.45PM
					0.6				
	12.35	69	A-271	271.0	**SUNCO**		10.05		
					0.4				
Auto. Interlkg.				271.4	PH **A.T.&S.F. Gauntlet**				
					8.0				
W-Y	12.55	60	A-279	279.4	PH **DEEP ROCK**		9.10		
					0.8				(Except Sunday)
Yard Connection	1.05	27	A-280	280.2	PH-R-RY **CUSHING**	CH	9.05	* 7.45AM to 4.45PM	* 7.45AM to 4.45PM
					17.0				
12			A-297	297.2	PH **TRYON**				
					13.1				
	2.05	70	A-310	310.3	PH **FALLIS**		8.15		
					6.7				
	2.20	39	A-317	317.0	PH **LUTHER**		8.01		
					22.1				
16			A-339	339.1	PH **OWANDA**				
					2.4				
Not Gated. Stop				341.5	**C.R.I.&P. Crossing**				
					0.1				
				341.6	**BARNARD**				
					1.2				
Yard O-S-T-W	4.30AM		A-343	342.8	PH-R-RY **TURNER**	SX	7.00PM	* 5.30PM to 2.30AM	* 5.30PM to 2.30AM
					0.4				
Not Gated. Stop				343.2	**C.R.I.&P. Crossing**				
					0.7				
Yard Y			A-344	343.9	PH **OKLAHOMA CITY**				
	51				207.7		50	* 1 Hour for Lunch	* 1 Hour for Lunch
	12.00				Time on Subdivision		10.30		

Southward trains are superior to northward trains of the same class.

STATIONS AND TRACKS NOT SHOWN ABOVE

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Penfield	A-152	A-152.3	8	South
Cox	A-167	A-166.8	88	Both
Wann	A-183	A-182.9	76 (Siding)	Both
Wayside	A-189	A-189.1	71 (Siding)	Both
Dewey Stock Yards	A-192	A-192.0	9	Both
Sutton	A-199	A-198.7	Yard	Both
Fite	A-204	A-204.3	21	North
Utley	A-212	A-212.2	56 (Siding)	Both
Kiheki	A-214	A-213.6	15	North

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Pershing	A-221	A-221.0	26	Both
Manion	A-232	A-231.6	6	North
Mindeman	A-249	A-249.3	30	Both
Norfolk	A-274	A-273.9	43	Both
Gano	A-278	A-277.6	30	Both
Agra	A-291	A-290.6	44 (Siding)	Both
Carney	A-302	A-301.8	11	Both
Arcadia	A-325	A-324.7	56 (Siding)	Both
Witcher	A-332	A-332.2	51	Both
Shellhorn	A-336	A-336.0	9	Both

JOPLIN SUBDIVISION – GARVIN TO JOPLIN

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD SECOND CLASS 85 Freight Daily Except Sunday	Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE No. 3 Effective April 26, 1959	Office Call	NORTHWARD SECOND CLASS 84 Freight Daily Except Sunday	HOURS OF TELEGRAPH SERVICE Monday Thru Friday	HOURS OF TELEGRAPH SERVICE Saturdays, Sundays, Holidays
37-37 Y	12.20AM		395	394.4	PH GARVIN		6.20PM		
Mine Spur			S-12	406.2	11.8 NETTELS				
Yard S	1.10	40	S-16	410.0	3.8 WEST MINERAL	MY	5.50	* 8.30AM to 5.30PM	(Except Sunday) * 8.30AM to 5.30PM
Connection Not Gated. Stop				412.9	2.9 COKEDALE — Mo. Pac. Crossing				
45-36 Connection Gated			S-24	418.0	5.1 ABBEY				
				418.3	0.3 NEO Crossing				
Auto. Interlkg.				418.7	0.4 SL-SF Crossing				
Yard W Connection Gated	2.45	21	S-25	419.0	0.3 R COLUMBUS	CO	4.45	* 8.00AM to 5.00PM	
				427.6	8.6 KCS Crossing				
Yard Y	4.00	25	S-35	429.3	1.7 MILITARY	RI	4.05	8.00AM to 4.00PM	(Except Sunday) 8.00AM to 4.00PM
Gated				431.5	2.2 SL-SF Crossing				
Yard Connection	4.15	28	S-38	432.1	0.6 GALENA	AN	3.25	* 7.30AM to 4.30PM	
Yard S-T-W Connection	7.30AM		S-45	440.7	8.6 JOPLIN	JO	3.00PM	12.00MN to 8.00AM 10.00AM to 6.00PM	12.00MN to 8.00AM 10.00AM to 6.00PM
	85				46.3		84	* 1 Hour for Lunch	* 1 Hour for Lunch
	7.10				Time on Subdivision		3.20		

Southward trains are superior to northward trains of the same class.

STATIONS AND TRACKS NOT SHOWN ABOVE

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED		STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Star Valley	S-10	S-404.5	7	North	Davis	S-41	S-436.5	15	North
Quaker	S-30	S-424.2	23	Both	Chitwood	S-42	S-437.3	20	North
Crain	S-33	S-427.8	11	Both	Bear Mountain	S-43	S-437.5	5	Both
Horn	S-39	S-433.9	12	South					

TULSA SUBDIVISION – OSAGE TO CHASE

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTHWARD SECOND CLASS 61 Freight Daily	Capacity of Sidings	Station Numbers	Distance from Kansas City	TIME TABLE No. 3 Effective April 26, 1959	Office Call	NORTHWARD SECOND CLASS 60 Freight Daily	HOURS OF TELEGRAPH SERVICE Monday Thru Friday	HOURS OF TELEGRAPH SERVICE Saturdays, Sundays, Holidays
Yard O-S-Y	2.00AM		A-245	245.2	PH OSAGE	JN	5.15PM	* 8.30PM to 5.30AM	* 8.30PM to 5.30AM
	2.20	57	Z-253	252.7	PH 7.5 PRUE		4.10		
	2.50	57	Z-267	267.0	PH 14.3 WEKIWA		3.40		
Connection	3.01	23	Z-271	270.8	PH 3.8 SAND SPRINGS		3.30		
Yard S-W-Y	3.30		Z-278	277.7	PH-R-RY 6.9 TULSA	KA	3.15	* 7.00AM to 4.00PM	* 7.00AM to 4.00PM
Not Gated. Stop				278.1	0.4 SSI Crossing				
Interlocking Connection				278.2	0.1 AT&SF-SL-SF-MV Crossings — Tulsa Union Depot Conn.				
56	4.05		Z-287	286.8	PH 8.6 ALSUMA		2.59		
27-23	4.15	57	Z-292	292.3	PH 5.5 BROKEN ARROW	BA	2.45	8.30AM to 4.30PM	
16-5	4.35	59	Z-304	303.6	PH 11.3 COWETA	MO	2.25	8.00AM to 4.00PM	
11			Z-309	309.2	PH 5.6 RED BIRD				
13	4.55	58	Z-313	313.3	PH 4.1 PORTER		2.05		
28			Z-324	324.0	10.7 WYBARK				
	5.20AM		499	324.8	PH 0.8 CHASE		1.45PM		
	61				79.6		60	* 1 Hour for Lunch	* 1 Hour for Lunch
	3.20				Time on Subdivision		3.30		

Southward trains are superior to northward trains of the same class.

STATIONS AND TRACKS NOT SHOWN ABOVE

	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED		STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Ellis	Z-262	Z-262.4	24	Both	Oneta	Z-297	Z-296.9	20	Both
Fair Ground Spur	Z-281	Z-281.0	50	North	Anchor	Z-320	Z-319.8	27	North
Budd	Z-283	Z-282.7	7	South	Sand Spur	Z-324	Z-323.6	10	South
Lane	Z-284	Z-284.0	20	South					

CLASSIFICATION OF ENGINES

CLASS	UNITS	ENGINE NUMBERS	Equipped For MU Control	Geared For Maximum Speed
D-1	2	1653, 1654	No	55
D-2	2	101 A-C	Yes	85
D-3	4	106 A-C & 107 A-C	Yes	85
	5	131 to 135 incl.	Yes	85
D-4	14	151 A-C to 157 A-C incl.	Yes	90
D-5	6	1 to 6 incl.	Yes	65
	11	1000 to 1010 incl.	No	60
	5	1026 to 1030 incl.	No	60
	15	1201 to 1215 incl.	No	60
	10	1226 to 1235 incl.	No	65
D-6	12	121 A-B-C to 124 A-B-C incl.	Yes	77
D-7	20	201 A-B-C to 207 A-B incl.	Yes	65
	12	208 A-B-C to 211 A-B-C incl.	Yes	65
	12	226 A-B-C to 229 A-B-C incl.	Yes	65
	18	326 A-C to 334 A-C incl.	Yes	65
D-8	29	1501 to 1529 incl.	Yes	65
	2	1701, 1702	Yes	80
	4	1731 to 1734 incl.	Yes	80
	4	1761 to 1764 incl.	Yes	65
D-9	13	1551 to 1563 incl.	Yes	65
	16	1571 to 1586 incl.	Yes	70
	1	1591	No	70
	2	1787, 1788	Yes	70
Total	219			

Diesel Units Equipped With Boiler	Diesel Units With Steam Pipe But No Boiler or Steam Conduit
101 A-C	201 A-B-C to and incl. 206 A-B-C
106 A-C, 107 A-C	207 A-B
131 A to and incl. 135 A	208 A-B-C to and incl. 211 A-B-C
121 A-B-C to and incl. 124 A-B-C	226 A-B-C to and incl. 229 A-B-C
151 A-C to and incl. 157 A-C	326 A-C to and incl. 334 A-C
1731 to and incl. 1734	
1761 to and incl. 1764	
1787, 1788	

SPEED TABLE

Miles Per Hour	1 Mile in Mins.	Sec.	Miles Per Hour	1 Mile in Mins.	Sec.	Miles Per Hour	1 Mile in Mins.	Sec.
6	10	0	33	1	49	55	1	5
8	7	30	34	1	45	56	1	4
10	6	0	35	1	42	57	1	3
12	5	0	36	1	40	58	1	2
15	4	0	37	1	37	59	1	1
16	3	45	38	1	34	60	1	0
17	3	31	39	1	33	61	0	59
18	3	20	40	1	30	62	0	58
19	3	9	41	1	27	63	0	57
20	3	0	42	1	25	64	0	56
21	2	51	43	1	23	65	0	55
22	2	43	44	1	21	67	0	54
23	2	36	45	1	20	68	0	53
24	2	30	46	1	18	69	0	52
25	2	24	47	1	16	70	0	51
26	2	18	48	1	15	72	0	50
27	2	13	49	1	13	73	0	49
28	2	8	50	1	12	75	0	48
29	2	4	51	1	10	76	0	47
30	2	0	52	1	9	78	0	46
31	1	56	53	1	7	80	0	45
32	1	52	54	1	6			

COOPER'S RATING OF M-K-T ENGINES

D-1 ..... E-25
D-2 ..... E-44
D-3 ..... E-45
D-4 ..... E-41
D-5 ..... E-46
D-6 ..... E-46
D-7 ..... E-42
D-8 ..... E-47
D-9 ..... E-45

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car No.	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
173, 175, 177	5x 9	198,000	138,000	60,000
178	5x 9	199,920	144,920	55,000
179, 182-185	5x 9	200,535	140,535	60,000
187, 188	5½x10	192,000	132,000	60,000
189, 191	5x 9	193,400	133,400	60,000
2650-2655				
2657, 2660-2664	5x 9	195,700	135,700	60,000
216, 217	5x 9	172,400	125,400	47,000
235	5x 9	196,900	136,900	60,000
252, 254	5x 9	198,900	138,900	60,000

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage	29
Baggage-Mail	17
Mail	3
Mail Storage	9
Chair	31
Coach	5
Chair-Lounge-Buffet	2
Lounge	2
Diner	5
Sleeper	21
Observation-Lounge-Sleeper	1
Business	3
RDC (Budd) Car	1
Total	129

WEIGHT OF EMPTY PASSENGER CARS

Class	Numbers		Length in Feet	Tons
Baggage	173, 175, 177-179, 182-185, 187-189, 191		73	69
"	2650-2655, 2657, 2660-2664		73	69
"	216-217		64	63
"	235		74	68
"	252-254		73	69
Baggage-Mail	218-224, 226-234		74	68
" "	1000		73	55
Mail	30, 2900, 2901		64	66
Mail-Storage	50		64	60
" "	201, 203-209		81	68
Chair	901-913, 915-925	AC	81	81
"	1200, 1201	AC	85	63
"	1202-R	AC	85	66
"	1203-1207	AC	85	68
Coach	641-645	AC	81	90
Chair-Lounge-Buffet	1300, 1301	AC	85	66
Lounge	495	AC	82	91
"	496	AC	82	83
Diner	437-438, 2050	AC	81	92
"	1100	AC	85	68
"	1110	AC	85	75
Sleeper	1500-1506	AC	85	70
"	(Clover) Glade, Meadow, Brook	AC	84	92
"	Keightley	AC	82	86
"	Lake Jessie	AC	83	89
"	McCallsburg	AC	83	88
"	Kimbell	AC	83	87
"	McInnis	AC	83	88
"	McKeever	AC	83	87
"	McMasterville	AC	83	87
"	Parsons	AC	82	86
"	San Antonio	AC	82	86
"	Sunnyside	AC	83	88
"	Whitehead	AC	82	88
Observation-Lounge-Sleeper	1400	AC	85	66
Business Car	400	AC	84	101
" "	401	AC	82	99
" "	403	AC	80	98

TONNAGE RATINGS – NORTHERN DIVISION

SUBDIVISION	Direction	FROM STATION	TO STATION	Class D-1 & D-2	Class D-3	Class D-4 & D-5	Class D-6 & D-7 3000	4500	6000	7500	9000	Class D-8	Class D-9
Eastern	South	Baden	Franklin	1250	1625	2050	4800	7200	9600	12000	14400	2400	2875
		McBaine	Franklin	1800	2300	2900	6800	10200	13600	17000	20400	3400	4100
		Franklin	Sedalia	750	950	1190	2800	4200	5600	7000	8400	1400	1675
		Sedalia	Parsons	975	1275	1600	3740	5610	7480	9350	11220	1870	2250
		Sedalia	Ft. Scott	1000	1275	1625	3860	5790	7720	9650	11580	1930	2300
		Ladue	Eve	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
	North	Parsons	Sedalia	975	1275	1600	3740	5610	7480	9350	11220	1870	2250
		Nevada	Sedalia	1025	1300	1650	3860	5790	7720	9650	11580	1930	2300
		Sedalia	Franklin	750	1000	1250	2900	4350	5800	7250	8700	1450	1750
		Franklin	Baden	1250	1625	2050	4800	7200	9600	12000	14400	2400	2875
		Franklin	McBaine	1560	2000	2525	5900	8850	11800	14750	17700	2950	3550
Moberly	South	Franklin	Moberly	840	1075	1350	3200	4800	6400	8000	9600	1600	1900
	North	Moberly	Franklin	840	1075	1350	3200	4800	6400	8000	9600	1600	1900
		Moberly	Fayette	1085	1375	1750	4100	6150	8200	10250	12300	2050	2450
Columbia	South	Columbia	Columbia Subdiv. Jct.	1010	1275	1625	3800	5700	7600	9500	11400	1900	2275
	North	Columbia Subdiv. Jct.	Columbia	820	1050	1300	3100	4650	6200	7750	9300	1550	2400
Eldorado	South	Walker	Eldorado Springs	650	750	925	2200	3300	4400	5500	6600	1100	1325
	North	Eldorado Springs	Walker	1000	1250	1575	3700	5550	7400	9250	11100	1850	2200
Kansas City	South	Glen Park	North Yard	950	1225	1525	3600	5400	7200	9000	10800	1800	2150
		Glen Park	Paola	1050	1350	1700	4000	6000	8000	10000	12000	2000	2400
		Moran	North Yard	1200	2525	3200	7500	11250	15000	18750	22500	3750	4500
	North	North Yard	Glen Park	950	1225	1700	3600	5400	7200	9000	10800	1800	2150
		Ringer	Glen Park	1475	1900	2400	5600	8400	11200	14000	16800	2800	3350
Oklahoma	South	North Yard	Osage	950	1250	1550	3680	5520	7360	9200	11040	1840	2200
		North Yard	Coffeyville	1200	1550	1950	4560	6840	9120	11400	13680	2280	2750
		Coffeyville	Bartlesville	1075	1375	1725	4080	6120	8160	10200	12240	2040	2450
		Osage	Oklahoma City	900	1150	1450	3400	5100	6800	8500	10200	1700	2450
		Osage	Hallett	975	1275	1600	3750	5625	7500	9375	11250	1875	2250
	North	Oklahoma City	Osage	1300	1700	2125	5000	7500	10000	12500	15000	2500	3000
		Hallett	Osage	1450	1850	2350	5500	8250	11000	13750	16500	2750	3300
		Osage	North Yard	875	1125	1425	3360	5040	6720	8400	10080	1680	2025
		Mahan	Nelagony	1475	1900	2375	5600	8400	11200	14000	16800	2800	3350
		Nelagony	Bartlesville	1275	1650	2075	4880	7320	9760	12200	14640	2440	2925
		Bartlesville	Coffeyville	1425	1825	2300	5440	8160	10880	13600	16320	2720	3250
		Coffeyville	North Yard	1325	1700	2150	5040	7560	10080	12600	15120	2520	3025
		MP A-163.8	Mound Valley	1925	2475	3125	7360	11040	14720	18400	22080	3680	4425
		Mound Valley	North Yard	1650	2100	2650	6240	9360	12480	15600	18720	3120	3750
Iola	South	Moran	Iola	1300	1650	2100	4950	7425	9900	12375	14850	2475	2950
	North	Iola	Moran	1000	1275	1625	3800	5700	7600	9500	11400	1900	2275
Neosho	South	Piqua	North Yard	1150	1500	1875	4400	6600	8800	11000	13200	2200	2650
		Piqua	Chanute	1400	1825	2300	5400	8100	10800	13500	16200	2700	3250
		Galesburg	North Yard	1575	2025	2550	6000	9000	12000	15000	18000	3000	3600
	North	North Yard	Piqua	1400	1825	2300	5400	8100	10800	13500	16200	2700	3250
Muskogee	South	Parsons	Muskogee	1300	1700	2125	5000	7500	10000	12500	15000	2500	3000
		Welch	Muskogee	1600	2050	2600	6100	9150	12200	15250	18300	3050	3650
		Muskogee	Staley	1250	1575	2000	4700	7050	9400	11750	14100	2350	2800
		North McAlester	Staley	1400	1800	2250	5300	7950	10600	13250	15900	2650	3150
		Staley	Ray	1000	1225	1500	3500	5250	7000	8750	10500	1750	2075
	North	Ray	Muskogee	1000	1250	1600	3700	5550	7400	9250	11100	1850	2200
		Colbert	Stringtown	1300	1700	2125	5000	7500	10000	12500	15000	2500	3000
		Stringtown	Burg	1200	1500	1900	4500	6750	9000	11250	13500	2250	2700
		Burg	North McAlester	1300	1700	2100	5000	7500	10000	12500	15000	2500	3000
		North McAlester	Checotah	1000	1300	1600	3800	5700	7600	9500	11400	1900	2300
		Checotah	Muskogee	1600	2025	2600	6000	9000	12000	15000	18000	3000	3600
		Muskogee	Parsons	1300	1700	2125	5000	7500	10000	12500	15000	2500	3000
		Muskogee	Wagoner	1500	1950	2450	5750	8625	11500	14375	17250	2875	3450
		Garvin	Parsons	1650	2150	2700	6340	9510	12680	15850	19020	3170	3800
Joplin	South	Parsons	Joplin	925	1200	1500	3520	5280	7040	8800	10560	1760	2100
		Columbus	Military	1575	2025	2550	6000	9000	12000	15000	18000	3000	3600
	North	Joplin	Parsons	1175	1500	1900	4480	6720	8960	11200	17920	2240	2675
		Military	Columbus	1575	2025	2550	6000	9000	12000	15000	18000	3000	3600
		Columbus	Garvin	1625	2100	2625	6200	9300	12400	15500	18600	3100	3725
Tulsa	South	Osage	Muskogee	1025	1300	1650	3900	5850	7800	9750	11700	1950	2350
		Osage	MP Z-275	1825	2350	2975	7000	10500	14000	17500	21000	3500	4200
		Chase	Muskogee	1475	1900	2375	5600	8400	11200	14000	16800	2800	3350
	North	Muskogee	Osage	975	1250	1575	3700	5550	7400	9250	11100	1850	2225
		Tulsa	Osage	1475	1900	2375	5600	8400	11200	14000	16800	2800	3350
Wilburton	South	North McAlester	Bishop	775	1000	1275	3000	4500	6000	7500	9000	1500	1800
	North	Bishop	North McAlester	775	1000	1275	3000	4500	6000	7500	9000	1500	1800

SPECIAL SAFETY CODE FOR EMPLOYES IN TRAIN, ENGINE, AND YARD SERVICE

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or cars.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car, face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. One man will be permitted to ride the leading footboard of switch engine on short switch moves. He will board the footboard from a position outside of the rails, remaining in sight of engineer or fireman. He will alight from the footboard before coupling into other equipment. Enginemen will not permit their engine to couple into other equipment while a man is riding the leading footboard.
13. Employes will not attempt to board oncoming footboards when the movement is of such speed to be unsafe, or when engine is moving over frogs, crossovers, turnouts, or where a safe footing on the ground or footboards is in doubt.
14. Firm grip and safe foothold are essential to safety when on sill-step, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 75 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

DIESEL LOCOMOTIVE SAFETY RULES

30. Enginemen and others will use hard rubber or nonmetallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while motor is running, other than idling.
36. Stepping out of side doors of moving Diesel units to elevated platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plates should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).

RULES REGARDING HANDLING OF PLACARDED CARS

Cars placarded "Explosives" shall, when length of train permits, be placed not nearer than the 16th car from both engine or occupied caboose; otherwise, near middle of train; except in train made up in "blocks" or classifications, be placed near middle of the "block" or classification in which moving, but not nearer than 6th car from both engine or occupied caboose; in train performing pickup or setoff service shall be not nearer than 2nd car from both engine or occupied caboose, when length of train permits.

Placarded loaded tank cars shall, when length of train permits, be placed not nearer than the 6th car from engine, occupied caboose, or passenger car; otherwise, or when handled in freight train engaged in pickup or setoff service, shall not be nearer than the 2nd car from both engine or occupied caboose.

Cars placarded "Explosives" must not be handled next to any car placarded "Dangerous", "Dangerous-Class D Poison" "Poison Gas" or car containing poison liquids Class A. Placarded loaded tank cars must also not be handled next to any car placarded "Poison Gas." Cars placarded "Poison Gas" or containing poison liquid Class A must also not be handled next to cars placarded "Explosives" or "Dangerous."

Cars placarded "Explosives" or placarded loaded tank cars must not be handled next to engine or occupied caboose (except when train consists only of placarded loaded tank cars); next to occupied passenger or combination car, other than gas handlers accompanying shipment as excepted below; wooden underframe cars; loaded flat cars (except cars carrying trailers or containers placarded "Explosives" may be coupled to each other); (flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars); open-top car when any of lading protrudes beyond car ends or any extending above car ends if liable to shift and protrude beyond car ends; car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation; cars containing lighted heaters, stoves or lanterns; cars loaded with live animals or fowl, occupied by an attendant. (Exception: A car placarded "Explosives" or "Poison Gas" or both shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the 4th car behind a car or cars with "Explosive" placards. Otherwise, cars containing explosives, Class A; poison gases or liquids, Class A; and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains.)

When handling car placarded "Explosives" in terminals, yards, side tracks or sidings, such car shall be separated from engine by at least one non-placarded car.

At all terminals or other places where trains are made up by crews other than road crews accompanying them outbound, numbered notice Form 1169, showing the location in train of every car placarded "Explosives" shall be delivered to the train and engine crew. At points where train or engine crews are changed, the notice shall be transferred from crew to crew.

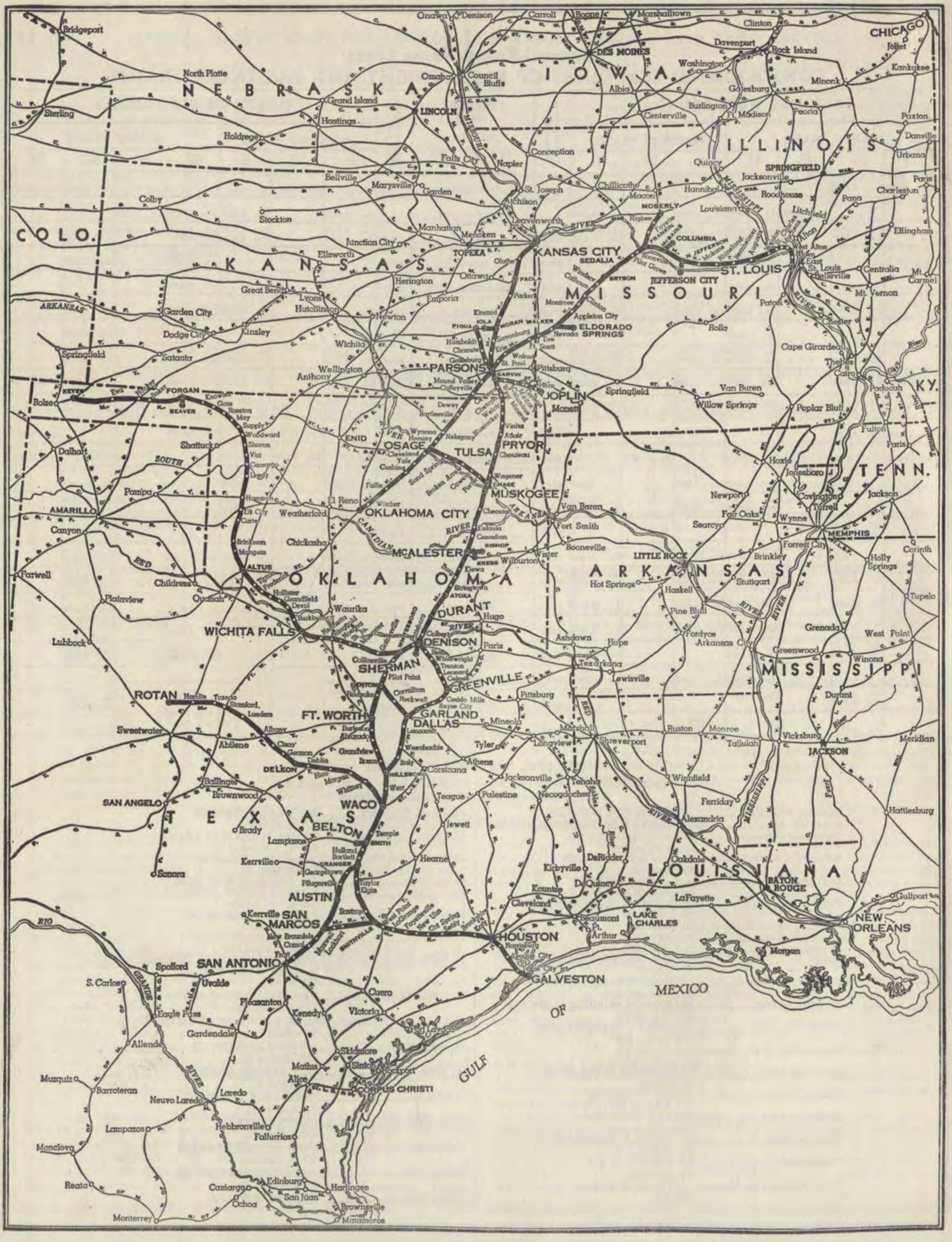
Missouri-Kansas-Texas Lines
CONSOLIDATED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTH OR WEST BOUND							Distance from Kansas City	TIMETABLE No. 3 Effective April 26, 1959	Distance from St. Louis	NORTH OR EAST BOUND						
FREIGHT TRAINS				PASSENGER TRAINS						PASSENGER TRAINS			FREIGHT TRAINS			
75	53	43	41	5	11	1				2	12	6	42	44	52	76
Lv. 4.00AM	Lv. 7.00PM							ST. LOUIS							Ar. 4.00AM	Ar. 8.00PM
		Lv. 9.30PM	Lv. 9.50AM	Lv. 8.45AM		Lv. 10.00PM		KANSAS CITY		Ar. 7.00AM		Ar. 8.30PM	Ar. 8.00PM	Ar. 8.00AM		
Ar. 7.00PM	Ar. 5.00AM Lv. 7.00AM	Ar. 2.00AM	Ar. 1.30PM Lv. 3.30PM	Ar. 11.35AM Lv. 12.01PM		Ar. 12.30AM Lv. 12.40AM	136.8	PARSONS	386.6	Lv. 4.30AM Ar. 4.20AM		Lv. 5.15PM Ar. 4.50PM	Lv. 1.30PM Ar. 11.30AM	Lv. 2.30AM	Lv. 1.00PM Ar. 9.00PM	Lv. 5.00AM
			Ar. 9.45PM Lv. 11.30PM				245.2	OSAGE	495.0				Lv. 12.15AM Ar. 11.30PM		Ar. 5.15PM	
			Ar. 4.30AM				343.9	OKLAHOMA CITY	593.7				Lv. 7.00PM			
	Lv. 8.07AM		Lv. 4.55PM	Lv. 1.17PM		Lv. 1.33AM	189.2	VINITA	439.0	Lv. 3.18AM		Lv. 3.28PM	Lv. 9.35AM		Lv. 5.55PM	
			Ar. 3.30AM				277.7	TULSA	527.5						Ar. 3.15PM	
	Ar. 9.25AM Lv. 9.30AM		Ar. 6.30PM Lv. 7.30PM	Ar. 2.35PM Lv. 2.50PM		Ar. 2.35AM Lv. 2.45AM	253.8	MUSKOGEE	503.6	Lv. 2.20AM Ar. 2.10AM		Lv. 1.55PM Ar. 1.40PM	Lv. 7.40AM Ar. 7.30AM		Lv. 3.00PM Ar. 12.45PM	
63	Lv. 10.50AM		Lv. 9.20PM	Lv. 4.14PM		Lv. 3.50AM	316.2	McALESTER	566.0	Lv. 1.12AM		Lv. 12.21PM	Lv. 5.30AM		Lv. 10.35AM	62
Lv. 9.15PM	Ar. 2.00PM Lv. 2.40PM	Lv. 7.00PM	Ar. 4.00AM Lv. 5.00AM	Ar. 6.15PM Lv. 6.45PM	Lv. 7.15AM	Ar. 5.30AM Lv. 5.40AM	411.1	DENISON	660.9	Lv. 11.35PM Ar. 11.20PM	Ar. 7.30PM	Lv. 10.10AM Ar. 9.40AM	Lv. 3.00AM Ar. 12.01AM	Ar. 11.00AM	Lv. 8.00AM Ar. 12.30AM	Ar. 12.30AM
Lv. 10.30PM	Lv. 3.25PM				Lv. 8.20AM		435.9	WHITESBORO	685.7		Lv. 6.15PM		Lv. 10.30PM			Lv. 10.40PM
Ar. 6.00AM					Ar. 11.30AM		540.4	WICHITA FALLS	790.2		Lv. 3.15PM					Lv. 6.00PM
		Lv. 9.20PM	Lv. 7.10AM	Lv. 8.10PM		Lv. 6.45AM	463.2	GREENVILLE	713.0	Lv. 10.13PM		Lv. 8.10AM		Lv. 7.10AM	Lv. 10.09PM	
		Ar. 2.00AM	Ar. 9.15AM Lv. 10.05AM	Ar. 9.45PM Lv. 10.15PM		Ar. 7.59AM Lv. 8.20AM	517.5	DALLAS	767.3	Lv. 9.00PM Ar. 8.40PM		Lv. 6.25AM Ar. 6.00AM		Lv. 3.00AM	Lv. 7.30PM Ar. 3.00PM	
	Ar. 5.50PM Lv. 6.30PM						567.2	FT. WORTH	757.0				Lv. 7.00PM Ar. 2.00PM			
	Lv. 7.45PM		Lv. 12.45PM	Lv. 12.10AM		Lv. 9.43AM	562.1	HILLSBORO	811.9	Lv. 7.07PM		Lv. 4.10AM	Lv. 10.10AM		Lv. 10.05AM	
	Ar. 9.00PM Lv. 10.30PM		Ar. 2.30PM Lv. 4.30PM	Ar. 1.05AM Lv. 1.25AM		Ar. 10.40AM Lv. 10.55AM	595.7	WACO	845.5	Lv. 6.25PM Ar. 6.05PM		Lv. 2.50AM Ar. 2.40AM	Lv. 8.30AM Ar. 6.00AM		Lv. 8.00AM Ar. 7.00PM	
	Lv. 12.56AM		Lv. 8.05PM	Lv. 3.12AM		Lv. 12.25PM	658.3	GRANGER	908.1	Lv. 4.35PM		Lv. 12.56AM	Lv. 2.35AM		Lv. 2.30PM	
			Ar. 3.00AM	Lv. 5.00AM		Lv. 1.43PM	705.7	AUSTIN	955.5	Lv. 3.30PM		Lv. 11.45PM	Lv. 6.00PM			
	Ar. 2.45AM Lv. 3.30AM		Ar. 10.10PM Lv. 11.15PM				719.6	SMITHVILLE	969.4				Lv. 12.01AM Ar. 11.00PM		Lv. 11.30AM Ar. 9.30AM	
			Ar. 3.15AM	Ar. 7.30AM		Ar. 3.59PM	788.7	SAN ANTONIO	1038.5	Lv. 1.30PM		Lv. 9.30PM	Lv. 8.01AM			
	Ar. 7.30AM Lv. 10.30AM		Ar. 3.00AM				834.1	HOUSTON	1083.9				Lv. 7.00PM		Lv. 4.00AM Ar. 12.01AM	
	Ar. 2.30PM						884.2	GALVESTON	1134.0						Lv. 8.00PM	

OFFICIAL WATCH INSPECTORS

American Railroad Time Service, Arcade Building, 812 Olive St., St. Louis 1, Mo.
Watch Inspectors (See Rule 2) are located as follows:

Appleton City, Mo.—APPLETON CITY JEWELRY CO.
Boonville, Mo.—GMELICH & SCHMIDT JEWELRY CO.
Cleveland, Okla.—GIDDENS JEWELRY CO.
103 N. Broadway
Coffeyville, Kans.—A. C. HAMLIN, JEWELER
807 Maple St.
Cushing, Okla.—N. C. McCOY, JEWELER
Broadway & Cleveland Aves.
Denison, Texas—ROCKWELL'S JEWELRY STORE
220 W. Main St.
Franklin, Mo.—OPERATOR
Glen Park, Kans.—OPERATOR
Holden, Mo.—O. T. MILLER
Joplin, Mo.—JOHN H. REEDER, TICK TOCK SHOP
710 Main St.
Kansas City, Kans.—HELZBERG'S DIAMOND SHOP
654 Minnesota Ave.
Kansas City, Mo.—HELZBERG'S DIAMOND SHOP
1100 Walnut St.
Kansas City, Mo.—HELZBERG'S DIAMOND SHOP
3132 Troost Ave.
Kansas City, Mo.—J. H. MACE CO.
Union Station
McAlester, Okla.—FORRESTER'S JEWELRY CO.
105 Choctaw
Mission, Kans.—RILEY'S JEWELERS
6118 Johnson Drive
Muskogee, Okla.—KAPLAN JEWELERS
222 W. Broadway
Muskogee, Okla.—STANDARD JEWELRY CO.
308 W. Broadway
Nevada, Mo.—KING JEWELRY CO.
113 E. Cherry
North Kansas City, Mo.—ZAJIC'S JEWELERS
1900 Erie
Oklahoma City, Okla.—B. C. CLARK, JEWELER
113 N. Harvey
Oklahoma City, Okla.—ROBINSON JEWELRY CO.
204 W. Commerce St.
Oklahoma City, Okla.—WEBER'S JEWELRY CO.
142 W. Main St.
Osage, Okla.—J. S. SKELTON, OPERATOR
Paola, Kans.—S. O. CARPENTER, JEWELER
South Side Square
Parsons, Kans.—PFEIFFER JEWELRY CO.
1810 Main St.
Pryor, Okla.—J. M. LESLIE, JEWELER
201 E. Graham St.
St. Louis, Mo.—AMERICAN RAILROAD TIME SERVICE
Room 312, Arcade Building
812 Olive St.
St. Louis, Mo.—PARAMOUNT JEWELERS
7324 Manchester
St. Louis, Mo.—CHAS. F. SCHMIDT, JEWELER
8314 Halls Ferry Road
St. Louis, Mo.—WIGGINS JEWELRY CO.
1920 Market St.
St. Louis, Mo.—W. A. ZANDER, JEWELER
4041 Olive St.
Sedalia, Mo.—REED & SON, JEWELERS
309 S. Ohio St.
Tulsa, Okla.—GRAY'S JEWELERS
412 S. Main St.
Tulsa, Okla.—FRED O. GUMM, JEWELER
818 N. Sheridan
Tulsa, Okla.—SHERRILL'S JEWELRY CO.
18 E. Second St.
Vinita, Okla.—M. SILVA, JEWELER


NEBRASKA
IOWA
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LOUISIANA
GULF OF MEXICO
Bridgeport
North Platte
Sterling
Grand Island
LINCOLN
Hastings
Holdrege
Onawa
Denison
Carroll
Boone
Marshalltown
Clinton
CHICAGO
Joliet
Kankakee
DES MOINES
Davenport
Rock Island
Washington
Omaha
Council Bluffs
Albia
Galesburg
Minonk
Burlington
Ft. Madison
Peoria
Centerville
Paxton
Danville
Urbana
Falls City
Napier
Conception
Quincy
SPRINGFIELD
Jacksonville
Paris
Bellville
Marysville
Garden
St. Joseph
Chillicothe
Macon
Hannibal
Roodhouse
Pana
Charleston
Colby
Stockton
Atchison
MOBERLY
Louisiana
Litchfield
Manhattan
Menoken
Leavenworth
Higbee
Fayette
FRANKLIN
McBAINE
COLUMBIA
Alton
Effingham
Junction City
TOPEKA
KANSAS CITY
SEDALIA
Boonville
Pilot Grove
N. JEFFERSON
Mokane
Rhineland
Hermann
Augusta
St. Charles
West Alton
Ellsworth
Olathe
Windsor
Calhoun
BRYSON
JEFFERSON CITY
ST. LOUIS
East St. Louis
Belleville
Centralia
Mt. Carmel
Herington
Ottawa
PAOLA
Mt. Vernon
Great Bend
Lyons
Hutchinson
Emporia
Parker
Montrose
Clinton
Patosi
ARKANSAS
Garden City
Newton
Kincaid
Appleton City
Chester
Dodge City
Kinsley
PIQUA
IOLA
MORAN
WALKER
ELDORADO SPRINGS
Nevada
Rolla
Wichita
Humboldt
Chanute
Savonburg
Erie
Eve
Ft. Scott
Cape Girardeau
Springfield
Satanta
Wellington
Anthony
Galesburg
PARSONS
St. Paul
Walnut
Pittsburg
Thebes
Cairo
Paducah
KEYES
Eva
Hooker
Baker
FORGAN
Knowles
Gate
Rosston
May
BEAVER
Boise
Mound Valley
Coffeyville
GARVIN
JOPLIN
Monett
Van Buren
Willow Springs
Poplar Bluff
Dewey
Bartlesville
Vinita
Adair
Fulton
Supply
Woodward
Shattuck
Sharon
Vici
Camargo
Leedy
Dalhart
ENID
Wynona
Hominy
OSAGE
Nelagony
PRYOR
Chouteau
Cleveland
Yale
Cushing
TULSA
Hoxie
Jonesboro
SOUTH
Fallis
Sand Springs
Broken Arrow
Coweta
Porter
Wagoner
CHASE
MUSKOGEE
Newport
Covington
Tufrell
Jackson
Pampa
Hammon
El Reno
Witcher
OKLAHOMA CITY
Checotah
Van Buren
Fort Smith
Fair Oaks
Wynne
AMARILLO
Elk City
Carter
Weatherford
CANADIAN RIVER
Eufaula
Canadian
BISHOP
Searcy
MEMPHIS
Canyon
Brinkman
Mangum
Chickasha
McALESTER
KREBS
Wilburton
Wister
Booneville
LITTLE ROCK
Forrest City
Brinkley
Holly Springs
Corinth
RED
ALTUS
Tipton
Frederick
Kiowa
Stringtown
ATOKA
Hot Springs
Haskell
Stuttgart
Farwell
Childress
Quanah
Hollister
Grandfield
Devol
Waurika
Burkburnett
Pine Bluff
Tupelo
Plainview
DURANT
Hugo
Fordyce
Arkansas City
Grenada
West Point
Lubbock
WICHITA FALLS
DENISON
Colbert
Paris
Ashdown
Hope
Greenwood
Winona
Collinsville
SHERMAN
Whitesboro
Bells
Whitewright
Trenton
Leonard
Celeste
Texarkana
Lewisville
Pilot Point
DENTON
Roanoke
Carrollton
Rockwall
GREENVILLE
Caddo Mills
Royse City
Pittsburg
Durant
ROTAN
Hamlin
Tuxedo
Stamford
Lueders
FT. WORTH
GARLAND
DALLAS
Mineola
Marshall
Shreveport
Ruston
Monroe
Tallulah
Vicksburg
JACKSON
Meridian
Sweetwater
Abilene
Albany
Cisco
Gorman
Dublin
Burleson
Alvarado
Grandview
Itasca
Lancaster
Waxahachie
Tyler
Longview
Athens
DeLEON
Hico
Morgan
Whitney
Italy
HILLSBORO
Corsicana
Jacksonville
Tenaha
Winnfield
Ballinger
Brownwood
West
Teague
Palestine
Nacogdoches
Ferriday
SAN ANGELO
WACO
Alexandria
Hattiesburg
Brady
BELTON
Temple
SMITH
Jewett
Lampasas
Holland
Bartlett
GRANGER
Kerrville
Georgetown
Hearne
DeRidder
Oakdale
Sonora
Pflugerville
Taylor
Elgin
Kirbyville
DeQuincy
BATON ROUGE
AUSTIN
Kountze
Cleveland
LaFayette
Gulfport
Kerrville
SAN MARCOS
Bastrop
West Point
LaGrange
Fayetteville
New Ulm
Cat Spring
Sealy
Brookshire
Katy
Beaumont
LAKE CHARLES
Pt. Arthur
NEW ORLEANS
RIO GRANDE
New Braunfels
Comal
Maxwell
Lockhart
SMITHVILLE
HOUSTON
Harrisburg
Morgan
Spofford
SAN ANTONIO
Fratt
Texas City Jct.
GALVESTON
S. Carlos
Uvalde
Cuero
Pleasanton
Eagle Pass
Kenedy
Victoria
Port Lavaca
Gardendale
Allende
Skidmore
Sinton
Rockport
Mathis
Alice
Muzquiz
Barroteran
CORPUS CHRISTI
Neuvo Laredo
Laredo
Lampazos
Hebbronville
Falfurrias
Monclova
Reata
Edinburg
Camargo
San Juan
Harlingen
Ochoa
Brownsville
Monterrey
Matamoros