

TERMINAL SUPERINTENDENTS

J. O. Watson, Jr. St. Louis, Mo.
D. D. Doyle Kansas City, Mo.
L. H. Keele Parsons, Kans.

TRAINMASTERS

R. W. Robbins Muskogee, Okla.
R. R. McCrery Franklin, Mo.
K. L. Welch Denison, Tex.

ROAD FOREMEN OF ENGINES

M. D. Woodroof Denison, Tex.
N. Y. Hayes Denison, Tex.

CHIEF DISPATCHERS

G. Harvey, Chief Dispatcher Denison, Tex.
H. F. Carter, Assistant Chief Dispatcher Denison, Tex.
R. L. Kay, Night Chief Dispatcher Denison, Tex.

DISPATCHERS

| | |
|----------------|---------------|
| A. P. Schimmel | C. Clark |
| L. A. Volcik | R. R. Holden |
| J. D. Cupp | J. R. Nash |
| G. E. Canaday | J. B. Charles |
| R. E. Snyder | |
| J. M. Miller | |

Road Foreman of Engines has the same authority as Trainmaster.

SAFETY FIRST



M-K-T R.R. CO.

NORTHERN DIVISION

TIMETABLE No. 1

EFFECTIVE 12:01 A. M. SUNDAY SEPT. 29, 1968

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

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

T. G. TODD,
Superintendent
Parsons, Kansas

DOWNING MILLER,
Superintendent of Rules-Safety
Denison, Texas

O. C. PUTSCHE,
Assistant General Manager
Denison, Texas

B. R. BISHOP,
General Manager
Denison, Texas

TONNAGE RATINGS—NORTHERN DIVISION

| Direction | FROM STATION | TO STATION | TONNAGE CLASS | | | |
|------------|------------------------|------------------------|---------------|------|------|------|
| | | | 34 | 40 | 54 | 55 |
| South | Baden..... | Franklin..... | 2050 | 2400 | 3240 | 3300 |
| | McBaine..... | Franklin..... | 2900 | 3400 | 4590 | 4670 |
| North | Franklin..... | Baden..... | 2050 | 2400 | 3240 | 3300 |
| | Franklin..... | McBaine..... | 2525 | 2950 | 3980 | 4060 |
| South | Franklin..... | Sedalia..... | 1190 | 1400 | 1890 | 1920 |
| | Sedalia..... | Parsons..... | 1600 | 1870 | 2520 | 2570 |
| | Ladue..... | Eve..... | 1700 | 2000 | 2700 | 2750 |
| | Parsons..... | Sedalia..... | 1600 | 1870 | 2520 | 2570 |
| North | Nevada..... | Sedalia..... | 1650 | 1930 | 2600 | 2650 |
| | Sedalia..... | Franklin..... | 1250 | 1450 | 1960 | 1990 |
| | Moberly..... | Franklin..... | 1350 | 1600 | 2160 | 2200 |
| South | Moberly..... | Fayette..... | 1750 | 2050 | 2770 | 2820 |
| | Franklin..... | Moberly..... | 1350 | 1600 | 2160 | 2200 |
| South | Columbia.... | Columbia Subdiv. Jct.. | 1625 | 1900 | 2560 | 2610 |
| North | Columbia Subdiv. Jct.. | Columbia.... | 1300 | 1550 | 2090 | 2130 |
| South | Walker..... | Eldorado Springs.... | 925 | 1100 | 1480 | 1510 |
| North | Eldorado Springs.... | Walker..... | 1575 | 1850 | 2500 | 2540 |
| South | Glen Park... | North Yard.. | 1525 | 1800 | 2430 | 2470 |
| | Moran..... | North Yard.. | 3200 | 3750 | 5060 | 5160 |
| North | North Yard.. | Glen Park... | 1700 | 1800 | 2430 | 2470 |
| | Ringer..... | Glen Park... | 2400 | 2800 | 3780 | 3850 |
| South | North Yard.. | Hominy..... | 1550 | 1840 | 2480 | 2530 |
| | North Yard.. | Coffeyville... | 1950 | 2280 | 3080 | 3130 |
| | Coffeyville... | Bartlesville.. | 1725 | 2040 | 2750 | 2800 |
| | Hominy..... | Oklahoma City..... | 1450 | 1700 | 2300 | 2340 |
| North | Hominy..... | Hallett..... | 1600 | 1875 | 2530 | 2580 |
| | Oklahoma City..... | Hominy..... | 2125 | 2500 | 3370 | 3440 |
| | Hallett..... | Hominy..... | 2350 | 2750 | 3710 | 3780 |
| | Hominy..... | North Yard.. | 2075 | 2440 | 3290 | 3350 |
| | Bartlesville.. | Coffeyville... | 2300 | 2720 | 3670 | 3740 |
| | Coffeyville... | North Yard.. | 2150 | 2520 | 3400 | 3460 |
| | MP A-163.8.. | North Yard.. | 2650 | 3120 | 4210 | 4290 |
| | Piqua..... | North Yard.. | 1875 | 2200 | 2970 | 3020 |
| South | Piqua..... | Chanute..... | 2300 | 2700 | 3640 | 3710 |
| | Galesburg... | North Yard.. | 2550 | 3000 | 4050 | 4120 |
| | North Yard.. | Piqua..... | 2300 | 2700 | 3640 | 3710 |
| South | North Yard.. | Muskogee Yd | 2125 | 2500 | 3370 | 3440 |
| Welch..... | Muskogee Yd | 2600 | 3050 | 4120 | 4190 | |
| North | Muskogee Yd | North Yard.. | 2125 | 2500 | 3370 | 3440 |
| | Muskogee Yd | Wagoner..... | 2450 | 2875 | 3880 | 3950 |
| | Labette..... | North Yard.. | 2700 | 3170 | 4280 | 4360 |
| | Muskogee Yd | Excess..... | 2170 | 2550 | 3440 | 3510 |
| South | N. McAlester | Excess..... | 2250 | 2650 | 3580 | 3640 |
| | Excess..... | Ray..... | 1500 | 1750 | 2360 | 2410 |
| | Ray..... | Muskogee Yd | 1600 | 1850 | 2500 | 2540 |
| North | Colbert..... | Stringtown... | 2125 | 2500 | 3370 | 3440 |
| | N. McAlester | Checotah.... | 1600 | 1900 | 2560 | 2610 |
| | Checotah.... | Muskogee Yd | 2600 | 3000 | 4050 | 4120 |
| | North Yard.. | Joplin..... | 1500 | 1760 | 2380 | 2420 |
| South | Columbus.... | Military..... | 2550 | 3000 | 4050 | 4120 |
| | Joplin..... | North Yard.. | 1900 | 2240 | 3020 | 3080 |
| | Military..... | Columbus.... | 2550 | 3000 | 4050 | 4120 |
| North | Columbus.... | Labette..... | 2625 | 3100 | 4180 | 4260 |
| | Profit..... | Muskogee Yd | 1650 | 1950 | 2630 | 2680 |
| | Profit..... | MP Z-275.... | 2975 | 3500 | 4720 | 4810 |
| | Chase..... | Muskogee Yd | 2375 | 2800 | 3780 | 3850 |
| North | Muskogee Yd | Profit..... | 1575 | 1850 | 2500 | 2540 |
| | Tulsa..... | Profit..... | 2375 | 2800 | 3780 | 3850 |
| South | N. McAlester | Bishop..... | 1275 | 1500 | 2020 | 2060 |
| North | Bishop..... | N. McAlester | 1275 | 1500 | 2020 | 2060 |

EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓑ—Radio Base Station.
- Ⓓ—Diesel Fuel Oil.
- Ⓔ—Draw Bridge.
- Ⓒ—Gate—Normal position against conflicting route.
- Ⓖ—Gate—Normal position against this Subdiv.
- Ⓜ—Manual Interlocking.
- Ⓢ—Stop Sign.
- Ⓣ—Turntable or Wye.
- Ⓦ—Water.
- Ⓧ—Railroad Crossing at Grade.
- Ⓨ—Yard Limits.
- Ⓒ—Connection.
- Ⓝ—Track Scale.
- ★—Train Order Office.
- Ⓡ—Remote Control Switch.

Register Stations are shown in full-faced type.

ABBREVIATIONS IN CONNECTION WITH MP LOCATION

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

CLASSIFICATION OF ENGINES

| UNITS NUMBERED | Equipped For MU Control | Tonnage Class | Cooper Rating |
|----------------------------------------------------------------------------------|-------------------------|---------------|---------------|
| 1 to 11 incl., 14, 15, 17, 18 | | | |
| 20 to 32 incl., 34, 43, 44, | Yes | 34 | E-46 |
| 12, 16, 19, 33, | No | 34 | E-46 |
| 35 to 42 incl., 45, 46, 47 | Yes | 40 | E-46 |
| 50 to 55 incl. | | | |
| 78 A-C to 81 A-C incl., 78, B-D-E-F | Yes | 40 | E-45 |
| 64 A to H, 65 A to H, 66 A-C to 77 A-C incl., 75 B-D-E-F, 82 A-C to 90 A-C incl. | Yes | 40 | E-41 |
| 91 to 123 incl. | Yes | 40 | E-46 |
| 124 to 154 incl. | Yes | 40 | E-45 |
| 170 to 210 incl. | Yes | 55 | E-46 |
| GP-38 Units | Yes | 54 | E-44 |

TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour)

| Time Per Mile | | Miles Per Hour | Time Per Mile | | Miles Per Hour | Time Per Mile | | Miles Per Hour |
|---------------|------|----------------|---------------|------|----------------|---------------|------|----------------|
| Min. | Sec. | Hour | Min. | Sec. | Hour | Min. | Sec. | Hour |
| .. | 45 | 80.0 | 1 | 08 | 52.9 | 1 | 46 | 34.0 |
| .. | 46 | 78.3 | 1 | 10 | 51.4 | 1 | 48 | 33.3 |
| .. | 47 | 76.6 | 1 | 12 | 50.0 | 1 | 50 | 32.7 |
| .. | 48 | 75.0 | 1 | 14 | 48.6 | 1 | 52 | 32.1 |
| .. | 49 | 73.5 | 1 | 16 | 47.4 | 1 | 54 | 31.6 |
| .. | 50 | 72.0 | 1 | 18 | 46.1 | 1 | 56 | 31.0 |
| .. | 51 | 70.6 | 1 | 20 | 45.0 | 1 | 58 | 30.5 |
| .. | 52 | 69.2 | 1 | 22 | 43.9 | 2 | .. | 30.0 |
| .. | 53 | 67.9 | 1 | 24 | 42.9 | 2 | 05 | 28.8 |
| .. | 54 | 66.6 | 1 | 26 | 41.9 | 2 | 10 | 27.7 |
| .. | 55 | 65.5 | 1 | 28 | 40.9 | 2 | 15 | 26.7 |
| .. | 56 | 64.2 | 1 | 30 | 40.0 | 2 | 30 | 24.0 |
| .. | 57 | 63.2 | 1 | 32 | 39.1 | 2 | 45 | 21.8 |
| .. | 58 | 62.1 | 1 | 34 | 38.3 | 3 | .. | 20.0 |
| .. | 59 | 61.0 | 1 | 36 | 37.5 | 3 | 30 | 17.1 |
| 1 | .. | 60.0 | 1 | 38 | 36.8 | 4 | .. | 15.0 |
| 1 | 02 | 58.0 | 1 | 40 | 36.0 | 4 | 30 | 13.3 |
| 1 | 04 | 56.2 | 1 | 42 | 35.3 | 5 | .. | 12.0 |
| 1 | 06 | 54.5 | 1 | 44 | 34.6 | 6 | .. | 10.0 |

| SOUTHWARD | | Station Numbers | Distance from St. Louis | TIMETABLE | | Length of Siding in feet | NORTHWARD | |
|--------------|------------|-----------------|-------------------------|-------------------------|------------|--------------------------|--------------|--|
| SECOND CLASS | | | | No. 1 | | | SECOND CLASS | |
| 15 Freight | 11 Freight | | | 14 Freight | 12 Freight | | | |
| Daily | Daily | | | Daily | Daily | | | |
| | | 2000 | 0.0 | ST. LOUIS UNION STATION | | | | |
| | | | 3.9 | NORTH MARKET ST. | | | | |
| PM 7.00 | AM 3.00 | 2007 | 8.7 | BADEN | Yard | PM 6.00 | AM 7.00 | |
| 7.35 | 3.35 | 2027 | 26.9 | MACHENS | | 3.05 | 2.50 | |
| 7.57 | 3.57 | 2039 | 39.2 | ST. CHARLES | 6962 | 2.40 | 2.28 | |
| 8.24 | 4.24 | 2055 | 54.6 | WELDON | 7356 | 2.13 | 2.01 | |
| | | 2057 | 56.9 | WATTS | T | | | |
| | | 2064 | 64.2 | KLONDIKE | | | | |
| 9.05 | 5.05 | 2078 | 77.9 | MARTHASVILLE | 7043 | 1.33 | 1.21 | |
| 9.46 | 5.46 | 2101 | 100.7 | McKITTRICK | 5457 | 12.53 | 12.41 | |
| | | 2105 | 104.9 | RHINELAND | | | | |
| 10.33 | 6.33 | 2125 | 125.1 | MOKANE | 7355 | 12.06 | 11.55 | |
| 10.59 | 6.59 | 2143 | 143.3 | NORTH JEFFERSON | 2144 | 11.41 | 11.30 | |
| 11.15 | 7.13 | 2154 | 153.5 | HARTSBURG | 6942 | 11.17 | 11.15 | |
| 11.45 | 7.43 | 2170 | 169.5 | McBAINE | | 10.47 | 10.42 | |
| | | | 169.8 | COLUMBIA SUBDIV. JCT. | | | | |
| 12.09 AM | 8.07 | 2182 | 181.9 | NIEHAUS | 5597 | 10.23 | 10.18 | |
| | | 2188 | 188.3 | NEW FRANKLIN | | | | |
| 12.25 AM | 8.25 | 2189 | 189.1 | FRANKLIN | | 10.10 | 10.05 | |

ABS between MP 121.9 and MP 189.1.

Between St. Louis Union Station and North Market St., TRRA Rules, Timetable and Special Instructions apply.

Between North Market St. and Machens, CB&Q R.R. Rules, Timetable and Special Instructions apply.

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

Baden instead of Machens—Trains originating.

Trains will register at other than register stations as follows:

Baden, trains originating or terminating.

Baden instead of Machens, Northward trains.

Franklin instead of Machens, Southward trains.

| MAXIMUM SPEED | MPH | Business Tracks | MP | Sta. No. |
|---------------------|-----|-----------------|-------|----------|
| MP 26.9 - MP 125.0 | 35 | Gray | 27.4 | 2028 |
| | | Black Walnut | 29.9 | 2030 |
| MP 125.0 - MP 156.0 | 50 | Simpson | 32.1 | 2032 |
| | | Bangert | 41.6 | 2041 |
| MP 156.0 - MP 189.1 | 35 | Matson | 60.7 | 2061 |
| | | Augusta | 66.4 | 2066 |
| | | Dutzow | 74.0 | 2074 |
| | | Treloar | 84.8 | 2085 |
| | | Bluffton | 110.8 | 2111 |
| | | Portland | 116.0 | 2116 |
| | | Tebbetts | 131.2 | 2131 |
| | | Hartsburg | 153.5 | 2154 |
| | | Easley | 162.4 | 2162 |
| | | McBaine | 169.5 | 2170 |
| | | Rocheport | 178.4 | 2178 |

Sedalia Subdivision Business Tracks

| Business Tracks | MP | Sta. No. | Greenridge | 239.2 | 2239 |
|-----------------|-------|----------|--------------------|-------|------|
| North Boonville | 190.7 | 2191 | Bryson | 243.8 | 2244 |
| Pleasant Green | 209.2 | 2209 | (length 8500 feet) | | |
| Clifton City | 215.5 | 2215 | Calhoun | 255.5 | 2255 |
| | | | Schell City | 298.4 | 2298 |

| SOUTHWARD | | Station Numbers | Distance from St. Louis | TIMETABLE | | Length of Siding in feet | NORTHWARD | |
|--------------|------------|-----------------|-------------------------|------------------|------------|--------------------------|--------------|--|
| SECOND CLASS | | | | No. 1 | | | SECOND CLASS | |
| 11 Freight | 15 Freight | | | 14 Freight | 12 Freight | | | |
| Daily | Daily | | | Daily | Daily | | | |
| | | | | FRANKLIN | Yard | AM 9.55 | PM 9.55 | |
| AM 8.40 | 12.35 | 2189 | 189.1 | MO. RIVER BRIDGE | | | | |
| | | | 191.1 | BOONVILLE | 2596 | 9.45 | 9.46 | |
| 8.47 | 12.42 | 2192 | 191.7 | LICK | 3995 | 9.33 | 9.35 | |
| 9.01 | 12.55 | 2197 | 197.0 | PILOT GROVE | | | | |
| | | 2203 | 203.4 | HOFFMAN | 6303 | 9.17 | 9.19 | |
| 9.17 | 1.11 | 2206 | 206.3 | BEAMAN | 6853 | 8.20 | 8.49 | |
| 9.45 | 1.39 | 2221 | 221.1 | MO. PAC. | | | | |
| | | | 226.3 | SEDALIA | | | | |
| | | 2227 | 227.1 | MO. PAC. | | | | |
| | | | 227.7 | CAMPBELL | 6928 | 7.52 | 8.22 | |
| 10.12 | 2.06 | 2231 | 230.8 | WINDSOR | | | | |
| | | 2248 | 247.8 | NORTH CLINTON | 7942 | 6.52 | 7.22 | |
| 11.12 | 3.06 | 2265 | 265.4 | CLINTON | | | | |
| | | 2267 | 266.6 | LADUE | 4800 | 6.35 | 7.05 | |
| 11.28 | 3.22 | 2273 | 273.4 | MONTROSE | | | | |
| | | 2280 | 280.2 | APPLETON CITY | 3722 | 6.13 | 6.43 | |
| 11.50 | 3.44 | 2286 | 285.7 | LINDALE | 7696 | 6.09 | 6.39 | |
| 11.54 | 3.48 | 2288 | 287.9 | ROCKVILLE | | | | |
| | | 2294 | 294.5 | WALKER | 4282 | 5.32 | 6.02 | |
| 12.31 PM | 4.25 | 2309 | 309.3 | MO. PAC. | | | | |
| | | | 316.7 | NEVADA | 9205 | 5.18 | 5.48 | |
| 12.47 | 4.41 | 2317 | 317.1 | DEERFIELD | 4406 | 4.58 | 5.28 | |
| 1.04 | 4.58 | 2327 | 326.9 | EVE | 4857 | 4.30 | 5.20 | |
| 1.12 | 5.06 | 2331 | 331.2 | SL-SF | | | | |
| | | | 337.4 | FORT SCOTT | 2240 | 4.17 | 5.07 | |
| 1.27 | 5.21 | 3338 | 338.2 | GRIFFITH | 6878 | 4.15 | 5.05 | |
| 1.29 | 5.23 | 3339 | 339.1 | HEPLER | 3146 | 3.40 | 4.30 | |
| 2.04 | 5.58 | 3358 | 358.0 | AT&SF | | | | |
| | | | 365.0 | ST. PAUL | 7390 | 3.14 | 4.04 | |
| 2.30 | 6.24 | 3373 | 372.9 | CROSS | | 2.50 | 3.40 | |
| 2.55 | 6.50 | 3384 | 383.5 | NORTH YARD | | 2.30 | 3.30 | |
| 3.30 PM | 8.30 AM | 3386 | 386.0 | PARSONS | | | | |
| | | 3387 | 386.6 | | | | | |

ABS between MP 189.1 and MP 227.0.

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

North Yard instead of Parsons—Train originating.

Trains will register at other than register stations as follows:

Sedalia, trains originating or terminating.

Fort Scott, trains originating or terminating.

Parsons, trains originating or terminating instead of North Yard.

| MAXIMUM SPEED | MPH | Business Tracks | MP | Sta. No. |
|-----------------------------|-----|-----------------|-------|----------|
| MP 189.1 - MP 191.7 | 25 | Harwood | 303.5 | 2303 |
| MP 191.7 - MP 383.5 | 40 | Walker | 309.3 | 2309 |
| Except: MP 226.3 - MP 227.7 | 15 | Ronald | 345.2 | 2345 |
| Nevada, through city limits | 25 | Hollister | 347.7 | 2347 |
| Over Maple & Hickory Sts. | 10 | Hiattville | 351.1 | 2351 |
| Over Bridge 374.7 | 25 | Walnut | 365.0 | 2365 |
| Parsons; over Crawford Ave. | 10 | | | |

4 KANSAS CITY SUBDIV.—Kansas City To Parsons

| SOUTHWARD | | | Station Numbers | Distance from Kansas City | STATIONS |
|-----------------------|-------------------------|-----------------------|-----------------|---------------------------|-------------------------------------------------|
| SECOND CLASS | | | | | |
| 3 Freight Daily | 1 Freight Daily | 5 Freight Daily | | | |
| | | | 1000 | 0-0 | KANSAS CITY UNION STATION..... |
| | | | | 2.0 | 29th STREET..... |
| PM 5.30 | AM 10.00 | AM 1.30 | 1003 | 2.6 | GLEN PARK..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| | | | | 3.9 | ROSEDALE..... |
| PM 6.30 | AM 11.05 | AM 2.30 | 3043 | 43.1 | PAOLA..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| | | | | 43.4 | MO. PAC..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| 6.35 | 11.10 | 2.35 | 3047 | 46.5 | RINGER..... |
| 6.52 | 11.27 | 2.52 | 3062 | 61.6 | PARKER..... |
| 6.58 | 11.33 | 2.58 | 3067 | 66.8 | DUNLAY..... |
| 7.16 | 11.51 | 3.16 | 3083 | 82.8 | KINCAID..... [Ⓢ] |
| 7.21 | 11.56 | 3.21 | 3087 | 87.0 | MILDRED..... |
| 7.32 | 12.07 PM | 3.32 | 3095 | 94.7 | MORAN..... |
| | | | | 94.8 | MO. PAC..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| 7.42 | 12.17 | 3.42 | 3103 | 103.4 | ELSMORE..... |
| 7.53 | 12.28 | 3.53 | 3113 | 112.6 | KIMBALL..... |
| | | | | 119.9 | AT&SF..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| 8.03 | 12.38 | 4.03 ⁴ | 3121 | 120.6 | ERIE..... [Ⓢ] |
| 8.18 | 12.53 | 4.18 | 3384 | 133.7 | CROSS..... [Ⓢ] |
| 9.30 PM | 3.00 ² PM | 7.00 AM | 3386 | 136.2 | NORTH YARD..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| | | | 3387 | 136.8 | PARSONS..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| | | | | 136.8 | |

ABS between MP A-43.1 and MP A-134.0.

Between Kansas City Union Station and 29th St. Kansas City, KCT Ry. Rules, Timetable and Special Instructions apply.

Between 29th St. Kansas City and Paola, SL-SF Ry. Rules, Timetable and Special Instructions apply.

Paola: Between switch intersecting SL-SF main track at north end (Old Long Track) and crossover from main track to SL-SF main track (Old Puzzle Switch); Trains have no superiority and trains and engines will move at Restricted Speed.

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

North Yard, instead of Parsons—Originating trains.

Trains will register at other than register stations as follows:

Glen Park, trains originating and terminating.

Parsons, trains originating or terminating instead of North Yard.

Paola, by ticket except originating or terminating trains.

Paola—Southward trains will not occupy Kansas City Subdivision main track south of crossover to SL-SF main track, (Old Puzzle Switch), until authorized by "Calling-on" indication displayed by Train Order Signal (Rule 221(a)).

KANSAS CITY SUBDIV.—Parsons To Kansas City 5

| NORTHWARD | | | Length of Siding in feet | STATIONS |
|-----------------------|-----------------------|-----------------------|--------------------------|-------------------------------------------------|
| SECOND CLASS | | | | |
| 4 Freight Daily | 6 Freight Daily | 2 Freight Daily | | |
| | | | | KANSAS CITY UNION STATION..... |
| | | | | 29th STREET..... |
| | AM 9.00 | PM 1.30 | Yard | GLEN PARK..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| | | | | ROSEDALE..... |
| | AM 6.40 | AM 9.50 | | PAOLA..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| | | | | MO. PAC..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| | 5.27 | 9.42 | 4745 | RINGER..... |
| | 5.10 | 9.25 | 7893 | PARKER..... |
| | 5.04 | 9.19 | 5640 | DUNLAY..... |
| | 4.46 | 9.01 | 6375 | KINCAID..... [Ⓢ] |
| | 4.41 | 8.55 | 1385 | MILDRED..... |
| | 4.32 | 8.44 | E-2073 W-6257 | MORAN..... |
| | | | | MO. PAC..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| | 4.22 | 8.34 | 1152 | ELSMORE..... |
| | 4.11 | 8.23 | 6338 | KIMBALL..... |
| | | | | AT&SF..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| | 4.03 ⁵ | 8.01 | 8352 | ERIE..... [Ⓢ] |
| | 3.40 | 7.45 | | CROSS..... [Ⓢ] |
| | 3.30 AM | 7.30 AM | Yard | NORTH YARD..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| | | | Yard | PARSONS..... [Ⓢ] ⓉⓂⓈ [Ⓢ] Ⓢ |
| | | | | 136.8 |

MAXIMUM SPEED MPH

| | |
|----------------------------------------------------------------------------------------------------------------------|----|
| MP A-43.1 - MP A-133.7 | 55 |
| Except: Paola; between crossover from main to SL-SF main track (Old Puzzle Switch) to Signal 431-Southward movements | 20 |
| Over Mo. Pac. (MP A-94.8) | 25 |
| Parsons; over Crawford Ave. | 10 |
| Moran to "Old Iola Subdivision" | 10 |
| Through turnouts: Parker, Kincaid, Kimball, both siding switches, Erie south siding switch | 30 |

| Business Tracks | MP | Sta. No. |
|-----------------|---------|----------|
| Beagle | A- 54.6 | 3055 |
| Centerville | A- 70.0 | 3070 |
| Vance | A- 75.3 | 3075 |
| Bayard | A- 89.0 | 3089 |
| Savonburg | A-106.4 | 3106 |
| Stark | A-110.4 | 3110 |

6 OKLAHOMA SUBDIV.—North Yard To Hominy

| SOUTH-WARD SECOND CLASS | Station Numbers | Distance from Kansas City | TIMETABLE No. 1 | | Length of Siding in feet | NORTH-WARD SECOND CLASS |
|----------------------------|-----------------|---------------------------|---------------------------------|------|--------------------------|----------------------------|
| | | | STATIONS | | | |
| 23 Freight | | | | | | 22 Freight |
| Daily Ex. Sunday | | | | | | Daily Ex. Saturday |
| AM | | | NORTH YARD ... ⓄTWD\$ ⓄⓅ | Yard | AM | 6.30 |
| 12.01 | 3386 | 136.2 | 0.6 | | 6.05 | 236.0 |
| | 3387 | 136.8 | PARSONS... ⓄⓄTWD\$ ⓄⓅ | Yard | 6.40 | 248.6 |
| | | | 0.5 | | 4.20 | 249.3 |
| 12.05 | | 137.3 | POOLE... ⓄⓄ | | 4.25 | 257.5 |
| | | | 11.9 | | | |
| | | 149.2 | SL-SF... ⓄⓄⓅ | | 4.27 | 270.4 |
| | | | 8.0 | | | |
| 12.55 | 3157 | 157.2 | ANGOLA... ⓄⓄⓅ | 4851 | 4.27 | 270.4 |
| | | | 10.0 | | 7.35 | 271.0 |
| | | 167.2 | AT&SF... ⓄⓄⓅ | | | |
| | | | 0.5 | | | |
| 2.01 | 3168 | 167.7 | COFFEYVILLE... ⓄTWD\$ ⓄⓅ | Yard | 8.00 | 271.4 |
| | | | 0.6 | | | |
| | | 168.3 | MO. PAC... ⓄⓄⓅ | | 8.00 | 279.4 |
| | | | 0.4 | | 8.15 | 280.2 |
| 2.55 | 3169 | 168.7 | EVANS... ⓄⓄ | 3236 | 10.20 | 332.2 |
| | | | 2.2 | | | |
| | | 170.9 | MO. PAC... ⓄⓄⓅ | | | |
| | | | 12.0 | | | |
| | 4183 | 182.9 | WANN... ⓄⓄ | | | |
| | | | 10.8 | | | |
| 3.55 | 4194 | 193.7 | DEWEY... ⓄⓄ | Yard | | |
| | | | 0.8 | | | |
| 4.00 | | 194.5 | "DY" JCT... ⓄⓄ | R | | |
| | | | 3.2 | | | |
| 4.10 | 4198 | 197.7 | BARTLESVILLE... ⓄⓄT\$ ⓄⓅ | Yard | 11.00 | 339.1 |
| | | | 0.5 | | | |
| 4.15 | | 198.2 | "BE" JCT... ⓄⓄ | | | |
| | | | 0.5 | | | |
| 4.20 | 4199 | 198.7 | SUTTON... ⓄⓄ | Yard | | |
| | | | 13.5 | | | |
| 4.55 | 4212 | 212.2 | UTLEY... ⓄⓄ | 2902 | | |
| | | | 5.3 | | | |
| | | 217.5 | T&P... ⓄⓄⓅ | | | |
| | | | 8.2 | | | |
| 5.30 | 4226 | 225.7 | WYNONA... ⓄⓄ | 1964 | | |
| | | | 10.3 | | | |
| 6.00 | 4236 | 236.0 | HOMINY... ⓄW\$ ⓄⓅ | 4318 | | |
| AM | | | 99.8 | | PM | |

North Yard and Turner are initial and terminal stations for trains No.'s 22 and 23 on combined pages 6 and 7 of the Oklahoma Subdivision.

Between "DY" Jct. and "BE" Jct. AT&SF Ry. Rules, Timetable and Special Instructions apply.

Exception to Rule 82(a): Schedules may be assumed without train order authority at other than initial station: Hominy—No.'s 22 and 23.

Trains will report for clearance other than required by Rule 83(a) (last paragraph): Hominy—All trains.

| MAXIMUM SPEED | MPH | Business Tracks | MP | Sta. No. |
|-----------------------------------------------------------------------------------|-------------------|-------------------|---------|----------|
| Parsons; over Crawford Ave. | 10 | Mound Valley | A-149.0 | 3149 |
| Over SL-SF (MP A-137.3) | 20 | Penfield | A-152.3 | 3152 |
| MP A-137.3 - MP A-194.5 | 35 | Cox | A-166.8 | 3167 |
| MP A-198.7 - MP 236.0 | 25 | South Coffeyville | A-170.9 | 4171 |
| Except, Coffeyville; MP A-167.0 to MP A-169.0 | 15 | Nelagony | A-217.5 | 4218 |
| Over street crossings on tracks except, main track | 5 | Manion | A-231.6 | 4233 |
| Over Sixth & Seventh Sts. on tracks 1 and 2 and over Tenth St. on Long Bell track | Stop then Proceed | | | |
| "DY" Jct., through switch | 15 | | | |
| "BE" Jct., through switch and between "BE" Jct. and north siding switch, Sutton | 10 | | | |
| Hominy; through city limits | 15 | | | |

OKLAHOMA SUBDIV.—Hominy To Oklahoma City 7

| SOUTH-WARD SECOND CLASS | Station Numbers | Distance from Kansas City | TIMETABLE No. 1 | | Length of Siding in feet | NORTH-WARD SECOND CLASS |
|----------------------------|-----------------|---------------------------|---------------------------|------|--------------------------|----------------------------|
| | | | STATIONS | | | |
| 23 Freight | | | | | | 22 Freight |
| Daily Ex. Sunday | | | | | | Daily Ex. Saturday |
| AM | | | HOMINY ... ⓄW\$ ⓄⓅ | Yard | PM | 11.40 |
| 6.05 | | 236.0 | 12.6 | | 11.05 | 1962 |
| 6.40 | 4248 | 248.6 | CLEVELAND... ⓄⓄⓅ | | | |
| | 4249 | 249.3 | MINDEMAN... ⓄⓄ | | | |
| | 4257 | 257.5 | HALLETT... ⓄⓄ | | | |
| | | | 8.2 | | | |
| | | | 12.9 | | | |
| | 4270 | 270.4 | YALE... ⓄⓄ | | | |
| | | | 0.6 | | | |
| 7.35 | 4271 | 271.0 | SUNCO... ⓄⓄ | 3504 | 10.10 | 3504 |
| | | | 0.4 | | | |
| | 4271.4 | 271.4 | AT&SF GAUNTLET... ⓄⓄ | | | |
| | | | 8.0 | | | |
| 8.00 | 4279 | 279.4 | DEEP ROCK... ⓄTW | 3117 | 9.45 | 3117 |
| | | | 0.8 | | | |
| 8.15 | 4280 | 280.2 | CUSHING... ⓄⓄW\$ ⓄⓅ | Yard | 9.40 | Yard |
| | | | 52.0 | | | |
| 10.20 | 4332 | 332.2 | WITCHER... ⓄⓄ | 2606 | 7.35 | 2606 |
| | | | 6.9 | | | |
| | 4339 | 339.1 | OWANDA... ⓄⓄ | | | |
| | | | 2.4 | | | |
| | 341.5 | 341.5 | ORI&P... ⓄⓄ | | | |
| | | | 0.1 | | | |
| | 341.6 | 341.6 | BARNARD... ⓄⓄ | | | |
| | | | 1.2 | | | |
| 11.00 | 4342 | 342.8 | TURNER... ⓄTWD\$ ⓄⓅ | Yard | 7.00 | Yard |
| AM | | | 0.4 | | PM | 7.00 |
| | | | 0.7 | | | |
| | 343.2 | 343.2 | ORI&P... ⓄⓄ | | | |
| | | | 0.7 | | | |
| | 4343 | 343.9 | OKLAHOMA CITY ⓄTWD\$ | Yard | | Yard |
| | | | 107.9 | | | |

North Yard and Turner are initial and terminal stations for trains No.'s 22 and 23 on combined pages 6 and 7 of Oklahoma Subdivision.

Between MP A-341 and MP A-343.9: Trains have no superiority and trains and engines will move at Restricted Speed.

Exception to Rule 82(a): Schedules may be assumed without train order authority at other than initial station: Hominy—No.'s 22 and 23.

Trains will report for clearance other than required by Rule 83(a) (last paragraph): Hominy—All trains.

Barnard-AT&SF 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 main track.

| MAXIMUM SPEED | MPH | Business Tracks | MP | Sta. No. |
|----------------------------------------|-----|-----------------|---------|----------|
| MP A-236.0 - MP A-343.2 | 25 | Jennings | A-260.2 | 4260 |
| Except, Hominy; through city limits | 15 | Gano | A-277.6 | 4278 |
| Over SL-SF (MP A-257.5) | 20 | Agra | A-290.6 | 4291 |
| Over AT&SF Gauntlet track (MP A-271.4) | 15 | Tryon | A-297.2 | 4297 |
| MP A-343.2 - MP A-343.9 | 15 | Carney | A-301.8 | 4302 |
| Turner; "H" track over Reno Ave. | 15 | Arcadia | A-324.7 | 4324 |
| Stop then Proceed | | Shellhorn | A-336.0 | 4336 |

8 CHEROKEE SUBDIV.—North Yard To Muskogee

| SOUTHWARD | | | Station Numbers | Distance from St. Louis | TIMETABLE | |
|--------------|-----------|-----------|-----------------|-------------------------|-------------------------------|--|
| SECOND CLASS | | | | | No. 1 | |
| 3 Freight | 1 Freight | 5 Freight | | | STATIONS | |
| Daily | Daily | Daily | | | NORTH YARD ...@TWD\$⊕⊗ | |
| PM 10.00 | PM 4.45 | AM 10.00 | 3386 | 386.0 | PARSONS...0.6...O@TWD\$⊕⊗ | |
| | | | 3387 | 386.6 | POOLE...0.5...⊕ | |
| | | | 3396 | 395.5 | SL-SF...8.4...⊗⊕ | |
| 10.11 | 4.56 | 10.12 | | | LABETTE...5.3...⊕T | |
| | | | 3401 | 400.8 | SL-SF...0.1...O⊗⊕ | |
| 10.17 | 5.02 | 10.18 | | | OSWEGO...9.0...⊕ | |
| | | | 3410 | 409.9 | MO. PAC...0.3...O⊗⊕ | |
| | | | 3410 | 410.2 | CHETOPA...11.2...⊕ | |
| 10.40 | 5.25 | 10.41 | | | WELCH...16.6...⊕ | |
| 10.59 | 5.44 | 11.01 | | | WINDERS...0.8...O⊗⊕ | |
| | | | 4439 | 439.0 | SL-SF...0.2...⊕⊗ | |
| 11.01 | 5.46 | 11.03 | | | VINITA...15.4...⊕⊗ | |
| 11.19 | 6.04 | 11.21 | | | ADAIR...9.3...⊕ | |
| 11.30 | 6.15 | 11.32 | | | PRYOR...4.9...W⊕⊗ | |
| 11.36 | 6.21 | 11.38 | | | SMITH...3.6...⊕ | |
| | | | 4472 | 472.2 | CHOUTEAU...5.5...⊕ | |
| 11.45 | 6.30 | 11.47 | | | MAZIE...9.1...⊕ | |
| 11.56 | 6.41 | 11.58 | | | VANN...1.2...⊕ | |
| 12.01 | 6.46 | 12.03 | | | WAGONER...0.2...⊕ | |
| AM | | PM | | | MO. PAC...10.4...O⊗⊕ | |
| 12.13 | 6.58 | 12.15 | | | CHASE...3.2...⊕⊗⊕⊕ | |
| | | | 4503 | 502.5 | KO&G...0.7...⊕⊗⊕⊕ | |
| 12.50 | 7.35 | 2.00 | | | MUSKOGEE YARD...1.1...⊕TWD | |
| AM | PM | PM | | | MUSKOGEE...1.1...O@TWD\$⊕ | |
| | | | | | 117.6 | |

ABS between MP 387.1 and MP 503.6.
 CTC between MP 387.1 and MP 395.5.
 CTC between MP 498.6 and MP 501.8.
 CTC between south switch siding, Pryor and north switch siding, Smith 8:00 AM to 1:00 AM daily.

ABS between south switch siding, Pryor and north switch siding, Smith 1:00 AM to 8:00 AM daily.

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

North Yard instead of Parsons—Trains originating.
 KO&G Crossing instead of Muskogee Yard—Cherokee and Tulsa Sub-division trains.

Joplin Subdivision trains are authorized to run as extra trains, without clearance or train orders between MP 387.1 and MP 395.5 as provided by Rules 88(a) and 401.

Tulsa Subdivision trains are authorized to run as extra trains without clearance or train orders between MP 498.6 and MP 501.8 as provided by Rules 88(a) and 401.

Oswego—Southward movements on siding must open switch to obtain Proceed indication on Absolute Signal on main track.

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

CHEROKEE SUBDIV.—Muskogee To North Yard 9

| NORTHWARD | | | Length of Siding in feet | TIMETABLE | |
|--------------|-----------|-----------|--------------------------|-----------|-------------------------------|
| SECOND CLASS | | | | No. 1 | |
| 2 Freight | 6 Freight | 4 Freight | | STATIONS | |
| Daily | Daily | Daily | | | NORTH YARD ...@TWD\$⊕⊗ |
| PM 1.30 | AM 12.01 | AM 1.00 | Yard | | PARSONS...0.6...O@TWD\$⊕⊗ |
| | | | Yard | | POOLE...0.5...⊕ |
| | | | 10019 | | SL-SF...8.4...⊗⊕ |
| 11.49 | 8.32 | 11.47 | | | LABETTE...5.3...⊕T |
| | | | 4626 | | SL-SF...0.1...O⊗⊕ |
| 11.43 | 8.25 | 11.41 | | | OSWEGO...9.0...⊕ |
| | | | 8101 | | MO. PAC...0.3...O⊗⊕ |
| 11.20 | 8.02 | 11.18 | | | CHETOPA...11.2...⊕ |
| 11.01 | 7.43 | 10.59 | | | WELCH...16.6...⊕ |
| | | | 4595 | | WINDERS...0.8...O⊗⊕ |
| | | | 4944 | | SL-SF...0.2...⊕⊗ |
| 10.38 | 7.38 | 10.49 | | | VINITA...15.4...⊕⊗ |
| 10.19 | 7.20 | 10.30 | | | ADAIR...9.3...⊕ |
| 10.08 | 7.09 | 10.19 | | | PRYOR...4.9...W⊕⊗ |
| 10.02 | 7.03 | 10.13 | | | SMITH...3.6...⊕ |
| | | | 4997 | | CHOUTEAU...5.5...⊕ |
| 9.53 | 6.52 | 10.02 | | | MAZIE...9.1...⊕ |
| | | | 4754 | | VANN...1.2...⊕ |
| 9.42 | 6.41 | 9.51 | | | WAGONER...0.2...⊕ |
| 9.37 | 6.20 | 9.49 | | | MO. PAC...10.4...O⊗⊕ |
| | | | 3110 | | CHASE...3.2...⊕⊗⊕⊕ |
| 9.25 | 6.08 | 9.37 | | | KO&G...0.7...⊕⊗⊕⊕ |
| | | | Yard | | MUSKOGEE YARD...1.1...⊕TWD |
| 9.15 | 6.00 | 9.30 | | | MUSKOGEE...1.1...O@TWD\$⊕ |
| AM | PM | PM | | | 117.6 |

| MAXIMUM SPEED | MPH | Business Tracks | MP | Sta. |
|--------------------------------------------------------------------------------------------------|-----|-----------------|-------|------|
| Parsons: over Crawford Ave. | 10 | | | |
| Over SL-SF (MP 387.1) | 20 | Blue Jacket | 426.6 | 4427 |
| MP 387.1 - MP 501.8 | 55 | Kelso | 433.9 | 4434 |
| Through turnouts: Welch, Adair both siding switches, Vinita, Smith, Wagoner, south siding switch | 30 | Big Cabin | 446.8 | 4447 |
| | | Green | 457.9 | 4458 |

Movements by Signal Indication CTC (Rules 400-404): Between Poole and north switch siding, Labette. Control Operator North Yard. Clear signal indication on Signal 3960, south end siding, Labette, authorizes northward movements to proceed on main track to north siding switch, ahead of or against superior trains. Northward trains restricted for a train at south siding switch, Labette, receiving Stop indication, or Approach indication on Signal 3960 will take siding. Northward trains not restricted at south siding switch, Labette, will be governed by indication displayed by signal 3960.

8:00 A.M. to 1:00 P.M. daily—between south switch siding Pryor and north switch siding, Smith. Control Operator Pryor. Between 1:00 A.M. and 8:00 A.M. daily no operator on duty Pryor and signals will be automatic block signals only and train and engines 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.

Between north switch siding, Chase and KO&G Crossing, Muskogee Yard. Control Operator KO&G Crossing.

10 CHOCTAW SUBDIV.—Muskogee Yard To Ray

| SOUTHWARD | | | Station Numbers | Distance from St. Louis | TIMETABLE | |
|--------------|-----------|-----------|-----------------|-------------------------|-------------------------------------------|--|
| SECOND CLASS | | | | | No. 1 | |
| 1 Freight | 5 Freight | 3 Freight | | | STATIONS | |
| Daily | Daily | Daily | | | | |
| PM 8.00 | PM 2.30 | AM 1.00 | 4503 | 502.5 | MUSKOGEE YARD... ^{1.1} ⊙TWD\$⊕ | |
| | | | 4504 | 503.6 | MUSKOGEE... ^{0.3} ⊙TWD\$⊕ | |
| | | | | 503.9 | SL-SF - T&P... ^{6.5} ⊙⊗⊕⊙ | |
| 8.15 | 2.45 | 1.15 | 4511 | 510.4 | MEYER... ^{14.4} | |
| 8.31 | 3.01 | 1.31 | 4525 | 524.8 | CHECOTAH... ^{13.3} ⊕ | |
| 8.46 | 3.16 | 1.46 | 4538 | 538.1 | EUFAULA... ^{9.1} ⊕⊗ | |
| 8.56 | 3.26 | 1.56 | 4547 | 547.2 | CANADIAN... ^{17.0} | |
| 9.15 | 3.45 | 2.15 | 4564 | 564.2 | NORTH McALESTER... ^{1.7} ⊙TW\$⊕⊗ | |
| | | | | 565.9 | CRI&P... ^{0.1} ⊙⊗⊕⊙ | |
| | | | 4566 | 566.0 | McALESTER... ^{7.1} ⊙TW\$⊕ | |
| 9.28 | 3.58 | 2.28 | 4573 | 573.1 | NAVY... ^{9.7} | |
| 9.39 | 4.09 | 2.39 | 4583 | 582.8 | KIOWA... ^{11.2} | |
| 9.52 | 4.22 | 2.52 | 4594 | 594.0 | BURG... ^{8.6} | |
| 10.02 | 4.32 | 3.02 | 4603 | 602.6 | STRINGTOWN... ^{7.0} ⊕ | |
| 10.10 | 4.40 | 3.10 | 4610 | 609.6 | ATOKA... ^{9.1} ⊕⊗ | |
| 10.20 | 5.15 | 3.20 | 4619 | 618.7 | COOK... ^{11.5} | |
| 10.33 | 5.28 | 3.33 | 4630 | 630.2 | CADDO... ^{0.2} | |
| | | | | 640.8 | KO&G... ^{0.4} ⊗⊕ | |
| | | | | 641.0 | KO&G JUNCTION... ^{0.4} R | |
| 10.47 | 5.42 | 3.47 | 4641 | 641.4 | DURANT... ^{7.7} ⊙⊕⊗ | |
| | | | | | SL-SF... ^{6.8} ⊙⊗⊕⊙ | |
| 10.58 | 5.53 | 4.01 | 4649 | 649.1 | OLIVE... ^{0.3} | |
| | | | | 655.9 | SL-SF NORTH JCT... ^{0.5} ⊙⊗⊕ | |
| | | | | | STALEY... ^{5.2} | |
| | | | | 656.2 | SL-SF SOUTH JCT... ^{5.2} ⊙ | |
| 11.10 | 6.10 | 4.15 | 5657 | 656.7 | EXCESS... ^{5.2} ⊙ | |
| 12.01 | 8.45 | 6.00 | 5664 | 661.9 | RAY... ^{159.5} ⊙TWD\$⊕⊗ | |
| | | | 5661 | 660.9 | DENISON... ^{159.5} ⊙TWD\$⊕⊗ | |

ABS between MP 503.9 and MP 660.0.

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

SL-SF-T&P Crossing instead of Muskogee Yard—Southward trains.

Durant—Northward KO&G trains, when train order signal displays "Stop—Unless Clearance Received", secure KO&G clearance.

Ray—Northward KO&G trains, secure KO&G clearance.

Trains will register at other than register stations as follows:

Muskogee—Trains originating or terminating instead of Muskogee Yard.

Denison—Trains originating or terminating instead of Ray.

Muskogee SL-SF-T&P Interlocking Station—Color light on southeast corner of Interlocking Station. When illuminated will display yellow aspect, indicating to southward trains authority to proceed, no train order restrictions. Operator will not cause yellow aspect to be displayed until necessary train orders issued to advance train, and Form N train order issued to operator authorizing movement on main track. Color light signal is not train order signal as defined under Rules 230, 231 and 232. Southward trains stop clear of southward Absolute Signal on signal bridge until "Yellow" aspect displayed.

KO&G Junction—When Southward Absolute Signal at KO&G Jct. displays Proceed indication, Southward KO&G movements may move from KO&G Jct. to train order signal Durant at Restricted Speed, to receive train orders authorizing their movement. Operator Durant will not cause Southward Absolute Signal at KO&G Jct. to display Proceed indication until necessary train orders issued to advance train and Form N train order issued to Operator authorizing movement on main track.

CHOCTAW SUBDIV.—Ray To Muskogee Yard 11

| NORTHWARD | | | Length of Siding in feet | TIMETABLE | |
|--------------|-----------|-----------|--------------------------|-----------|-------------------------------------------|
| SECOND CLASS | | | | No. 1 | |
| 2 Freight | 6 Freight | 4 Freight | | STATIONS | |
| Daily | Daily | Daily | | | |
| AM 8.30 | PM 2.30 | PM 9.00 | Yard | | MUSKOGEE YARD... ^{1.1} ⊙TWD\$⊕ |
| | | | Yard | | MUSKOGEE... ^{0.3} ⊙TWD\$⊕ |
| | | | | | SL-SF - T&P... ^{6.5} ⊙⊗⊕⊙ |
| 6.46 | 10.15 | 7.25 | 4907 | | MEYER... ^{14.4} |
| 6.30 | 9.55 | 7.05 | 11048 | | CHECOTAH... ^{13.3} ⊕ |
| 6.15 | 9.40 | 6.50 | 4615 | | EUFAULA... ^{9.1} ⊕⊗ |
| 6.05 | 9.30 | 6.40 | 10191 | | CANADIAN... ^{17.0} |
| 5.45 | 9.10 | 6.20 | 11043 | | NORTH McALESTER... ^{1.7} ⊙TW\$⊕⊗ |
| | | | | | CRI&P... ^{0.1} ⊙⊗⊕⊙ |
| | | | Yard | | McALESTER... ^{7.1} ⊙TW\$⊕ |
| 5.32 | 8.57 | 6.07 | 4914 | | NAVY... ^{9.7} |
| 5.21 | 8.46 | 5.56 | 7574 | | KIOWA... ^{11.2} |
| 5.08 | 8.33 | 5.43 | 7715 | | BURG... ^{8.6} |
| 4.58 | 8.23 | 5.33 | 9343 | | STRINGTOWN... ^{7.0} ⊕ |
| 4.50 | 8.15 | 5.25 | 7570 | | ATOKA... ^{9.1} ⊕⊗ |
| 4.40 | 8.05 | 5.15 | 7709 | | COOK... ^{11.5} |
| 4.27 | 7.52 | 4.52 | 8911 | | CADDO... ^{0.2} |
| | | | | | KO&G... ^{0.4} ⊗⊕ |
| | | | | | KO&G JUNCTION... ^{0.4} R |
| 4.12 | 7.37 | 4.37 | 20101 | | DURANT... ^{7.7} ⊙⊕⊗ |
| | | | | | SL-SF... ^{6.8} ⊙⊗⊕⊙ |
| 4.01 | 7.26 | 4.26 | 10092 | | OLIVE... ^{0.3} |
| | | | | | SL-SF NORTH JCT... ^{0.5} ⊙⊗⊕ |
| | | | | | STALEY... ^{5.2} |
| | | | | | SL-SF SOUTH JCT... ^{5.2} ⊙ |
| 3.42 | 7.12 | 4.12 | 5463 | | EXCESS... ^{5.2} ⊙ |
| 3.30 | 7.00 | 4.00 | Yard | | RAY... ^{159.5} ⊙TWD\$⊕⊗ |
| | | | Yard | | DENISON... ^{159.5} ⊙TWD\$⊕⊗ |

| MAXIMUM SPEED | MPH | Business Tracks | MP | Sta. No. |
|-----------------------------------------------------------------------------------------------------------|-----|-----------------|-------|----------|
| MP 503.9 - MP 505.0 | 40 | | | |
| MP 505.0 - MP 655.9 | 55 | | | |
| Except: North McAlester; over Stonewall Ave. | 20 | | 517.0 | 4517 |
| Between MP 640.8 - MP 641.4 | 40 | | 574.5 | 4575 |
| MP 655.9 - MP 660.0 | 35 | | 615.0 | 4615 |
| Through turnouts: | | | 621.6 | 4621 |
| Canadian, Kiowa, Stringtown, Atoka, Cook, Caddo, Durant, both siding switches, Olive, north siding switch | 30 | | | |

Meyer and Atoka—Northward trains holding main track at meeting point remain back of "Fouling Point" sign until opposing train is entering siding. Checotah and Canadian—Southward trains, Canadian and North McAlester—Northward trains, on main track or siding to meet opposing trains or to be passed, remain 600 feet back of leaving Absolute Signal until such train has arrived or departed, then will occupy the 600 feet section to receive clear Absolute Signal for departure. Trains in siding passing a train on main track will be delayed after moving into the 600 feet section for elapse of change over time for the signal governing to clear.

Movements by Signal Indication CTC (Rules 400-404): Between MP 660.3 Ray and McCune. Control Operator Ray.

| TIMETABLE | | | | |
|-----------------|------------------------|------------|-----------------|-----------------|
| No. 1 | | | | |
| Station Numbers | Distance from Franklin | STATIONS | | Siding Capacity |
| | | SOUTH ▼ | NORTH ▲ | |
| 2470 | 35.0 | MOBERLY | C ⊙ ⊕ | 44 |
| | | | 0.6 | |
| | 34.4 | N&W | ⊗ ⊕ | |
| 2479 | 25.3 | HIGBEE | C | 40 |
| | | | 9.1 | |
| | 25.2 | GM&O | ⊗ ⊕ | |
| 2495 | 10.1 | FAYETTE | ⊕ | 38 |
| | | | 15.1 | |
| 2502 | 3.4 | ESTILL | | 28 |
| | | | 6.7 | |
| 2189 | 0.0 | FRANKLIN | ⊙ TWD ⊕ ⊕ | Yard |
| | | | 3.4 | |

Between Franklin and Moberly trains and engines will operate under provisions of Rule 93 without clearance or train orders.

MAXIMUM SPEED MPH
Between Franklin and Moberly..... 10

| TIMETABLE | | | | |
|-----------------|-------------------------|------------|-----------------|-----------------|
| No. 1 | | | | |
| Station Numbers | Distance from St. Louis | STATIONS | | Siding Capacity |
| | | SOUTH ▼ | NORTH ▲ | |
| 3916 | 410.0 | MINERAL | ⊙ | 40 |
| | | | 2.9 | |
| 3918 | 412.9 | COKEDALE | C ⊙ | |
| | | | 5.4 | |
| | 418.3 | SL-SF | C ⊗ ⊕ | |
| | | | 0.4 | |
| | 418.7 | SL-SF | ⊗ ⊕ | |
| | | | 0.3 | |
| 3925 | 419.0 | COLUMBUS | C ⊙ W ⊕ | 21 |
| | | | 8.6 | |
| | 427.6 | KCS | ⊗ ⊕ | |
| 3933 | 429.3 | MILITARY | ⊙ T | 25 |
| | | | 1.7 | |
| | 431.5 | SL-SF | ⊗ ⊕ | |
| | | | 2.2 | |
| 3938 | 432.1 | GALENA | C ⊙ ⊕ | 28 |
| | | | 0.6 | |
| 2945 | 440.7 | JOPLIN | ⊙ TWD ⊕ ⊕ | Yard |
| | | | 8.6 | |
| | | | 46.3 | |

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

Between MP S-402.0 and MP S-413.0: Trains have no superiority and trains and engines will move at Restricted Speed.

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at the following points.

Labette—Trains originating.

| MAXIMUM SPEED MPH | MPH | Business Tracks | MP | Sta. No. |
|----------------------------|-----|-----------------|---------|----------|
| MP S-394.4 - MP S-440.7 | 25 | Crain | S-427.8 | 3931 |
| Except: over SL-SF | | Horn | S-433.9 | 2940 |
| (MP S-418.3) | 20 | Bear Mountain | S-437.5 | 2944 |
| Columbus, over Main Street | | | | |
| Flag Crossing | | | | |

COLUMBIA SUBDIV.—Columbia Subdiv. Jct. To Columbia

| TIMETABLE | | | | |
|-----------------|--------------------------------------|-----------------------|------------|-----------------|
| No. 1 | | | | |
| Station Numbers | Distance from Columbia Sub-div. Jct. | STATIONS | | Siding Capacity |
| | | SOUTH ▼ | NORTH ▲ | |
| 2609 | 8.5 | COLUMBIA | ⊙ ⊕ | Yard |
| | | | 8.5 | |
| | 0.0 | COLUMBIA SUBDIV. JCT. | | |

Between Columbia Subdiv. Jct. and Columbia trains and engines will operate under provisions of Rule 93 without clearance or train orders.

MAXIMUM SPEED MPH
Between Columbia Subdiv. Jct. and Columbia 10

NEOSHO SUBDIV.—North Yard To Piqua

| TIMETABLE | | | | |
|-----------------|-----------------------|------------|-----------------|-----------------|
| No. 1 | | | | |
| Station Numbers | Miles from North Yard | STATIONS | | Siding Capacity |
| | | SOUTH ▼ | NORTH ▲ | |
| 3545 | 43.6 | PIQUA | C ⊙ T | 46 |
| | | | 9.1 | |
| | 34.5 | HUMBOLDT | ⊙ ⊕ | 16 |
| | | | 1.1 | |
| | 33.4 | MONARCH | ⊙ T | |
| | | | 7.2 | |
| | 26.2 | AT&SF | ⊗ ⊕ | |
| | | | 0.9 | |
| 3526 | 25.3 | CHANUTE | C ⊙ ⊕ | Yard |
| | | | 2.2 | |
| | 23.1 | AT&SF | ⊗ ⊕ | |
| | | | 13.2 | |
| 3511 | 9.9 | GALESBURG | | 15 |
| | | | 9.9 | |
| 3387 | 0.0 | NORTH YARD | ⊙ TWD ⊕ ⊕ | Yard |

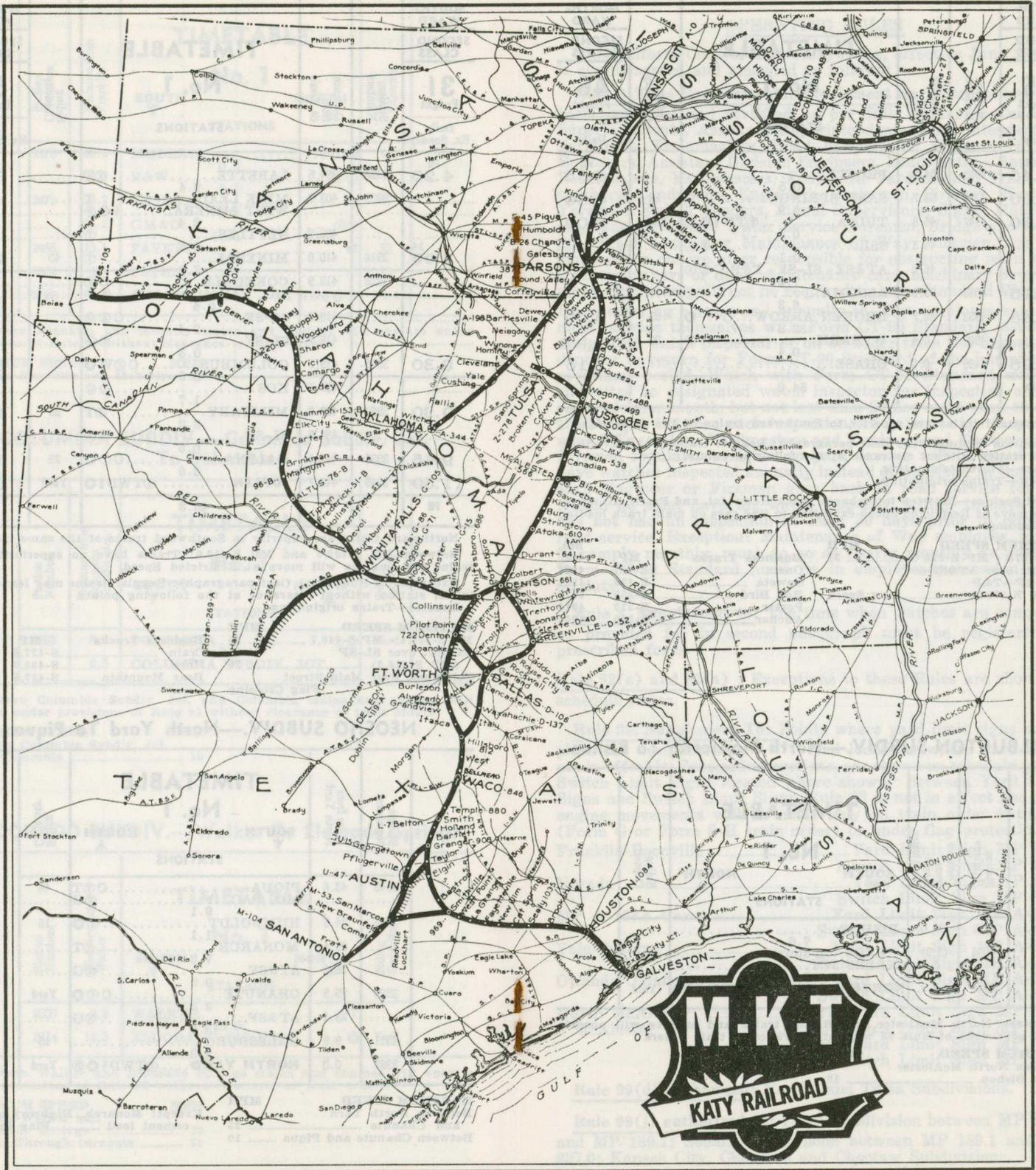
| MAXIMUM SPEED MPH | MPH | Except: Monarch, Highway over cement lead | Flag Crossing |
|--------------------------------|-----|-------------------------------------------|---------------|
| Between North Yard and Chanute | 25 | | |
| Between Chanute and Piqua | 10 | | |

ELDORADO SUBDIV.—Walker To Eldorado Springs

| TIMETABLE | | | | |
|-----------------|----------------------|------------------|------------|-----------------|
| No. 1 | | | | |
| Station Numbers | Distance from Walker | STATIONS | | Siding Capacity |
| | | SOUTH ▼ | NORTH ▲ | |
| 2309 | 0.0 | WALKER | T | |
| | | | 13.9 | |
| 2714 | 13.9 | ELDORADO SPRINGS | ⊕ | Yard |

Between Walker and Eldorado Springs trains and engines will operate under provisions of Rule 93 without clearance or train orders.

MAXIMUM SPEED MPH
Between Walker and Eldorado Springs 20
Except: Through turnouts 10



| SOUTH- WARD SECOND CLASS | Station Numbers | Distance from Chase | TIMETABLE No. 1 | | Siding Capacity | NORTH- WARD SECOND CLASS |
|-----------------------------------|--------------------|---------------------------|---------------------|------|--------------------|-----------------------------------|
| | | | STATIONS | | | |
| 45 Freight | | | | | | 46 Freight |
| Daily | | | | | | Daily |
| AM | | | | | | AM |
| 6.45 | 4955 | 54.2 | PROFIT..... | | | 6.35 |
| | | | 0.5 | | | |
| 6.50 | 4954 | 53.7 | SAND SPRINGS.....C | 23 | | 6.30 |
| | | | 6.9 | | | |
| 7.30 | 4947 | 46.8 | TULSA.....⊙TW&⊕Ⓢ | Yard | | 6.00 |
| | | | 0.5 | | | |
| | | 46.3 | SSI.....⊙Ⓢ | | | |
| | | 46.2 | AT&SF-SL-SF-T&P.C⊙Ⓢ | | | |
| | | | 0.1 | | | |
| 8.15 | 4938 | 39.0 | ALSUMA.....⊙ | | | |
| | | | 7.2 | | | |
| 8.45 | 4933 | 32.7 | BROKEN ARROW.....⊕ | 57 | | 5.00 |
| | | | 6.3 | | | |
| | 4901 | 0.4 | WYBARK.....⊙ | 30 | | |
| | | | 32.3 | | | |
| 10.25 | 4499 | 0.0 | CHASE..... | | | 3.15 |
| | | | 0.4 | | | |
| AM | | | 54.2 | | | AM |

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

Exception to Rule 83(a) (last paragraph): Regular trains may leave their initial station without clearance at the following points.

Chase—Trains originating.

Profit—Trains originating.

Sand Springs—Between interchange track Home Jct. and Profit, all movements move at Restricted Speed expecting to find cars on main track loading or unloading.

| MAXIMUM SPEED | MPH | Business Tracks | MP | Sta. No. |
|------------------------|-----|-----------------|-------|----------|
| MP Z-270 - MP Z-328 | 35 | Oneta | Z-297 | 4927 |
| Except: over AT&SF— | | Coweta | Z-303 | 4921 |
| SL-SF—T&P | | Red Bird | Z-309 | 4916 |
| (MP Z-278.2) Low Speed | | Porter | Z-313 | 4912 |
| | | Anchor | Z-320 | 4906 |

WILBURTON SUBDIV.—North McAlester To Bishop

| Station Numbers | Distance from North McAlester | TIMETABLE No. 1 | | Siding Capacity |
|--------------------|----------------------------------------|------------------------|------------|--------------------|
| | | SOUTH ▼ | NORTH ▲ | |
| | | STATIONS | | |
| 4011 | 11.0 | BISHOP..... | | |
| | | 7.6 | | |
| 4004 | (3.9) | KREBS (on spur)..... | | |
| | 3.4 | KREBS JCT..... | | |
| | | 3.4 | | |
| 4564 | 0.0 | NORTHMcALESTER.⊙TWD&⊕Ⓢ | Yard | |

Between North McAlester and Bishop trains and engines will operate under provisions of Rule 93 without clearance or train orders.

| MAXIMUM SPEED | MPH |
|------------------------------------|-----|
| Between North McAlester and Bishop | 10 |

OPERATING RULES

The Uniform Code of Operating Rules, effective June 2, 1968, is supplemented and amended as follows:

Rule 2. Time Requirements, Supplement to: Watches that have been examined and certified as per Rule 2 must be used by Superintendents, Assistant Superintendents, Superintendents of Terminals, Trainmasters, Road Foremen of Engines, Division Engineers, Assistant Division Engineers, Roadmasters, Assistant Roadmasters, Yardmasters, Footboard Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Firemen, Hostlers, Yardmen, Switch Tenders, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen, and any employes in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment. Operators will not be required to have Standard Watches.

Upon entering service and annually in May, employes specified must provide themselves with Form CT-90 Standard, issued by designated watch inspector or on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. Watch with Form CT-90 Standard must be submitted to designated watch inspector for inspection once in each calendar month, but not less than 20 nor more than 40 days shall elapse between each inspection. They must sign inspection record. **Exception:** Yardmasters and Yardmen and Engineers and Firemen regularly assigned to yard service will be required to have watches inspected annually instead of monthly. In the event such Engineer or Fireman goes back in road service for any reason he must have his watch inspected within 10 days if he has not had an inspection at least 30 days prior to going in road service. **Exception:** Maintenance of Way employes, unable to comply monthly, must do so as nearly monthly as possible. Form CT-90 Standard must be in employes possession while on duty.

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

Rule 82(a) and 83(a) : Exceptions to these Rules are shown on schedule pages.

Rule 93. Supplement To: Points where yard limit signs are in place are designated by "⊙". And locations where yard limits are in effect by Special Instructions, are shown on schedule pages. Switch Limit Signs located where shown. Between Yard Limit Signs and Switch Limit Signs, Rule 93 is not in effect and yard engine movements will be made only on train order authority (Form G or Form S-H train order) or under flag protection.

| | |
|----------------------|----------------------------------|
| Franklin-Boonville | Yard Limit Sign MP 190.1 |
| | Switch Limit Sign MP 193.7 |
| Nevada | Yard Limit Sign MP 317.4 |
| | Switch Limit Sign MP 318.3 |
| MP A-163.5 Cox | Yard Limit Sign MP A-166.0 |
| | Switch Limit Sign MP A-163.5 |
| Yale-Cushing | Yard Limit Sign MP A-276.0 |
| | Switch Limit Sign MP A-269.5 |
| Owanda-Oklahoma City | Yard Limit Sign MP A-341.6 |
| | Switch Limit Sign MP A-338.9 |
| North McAlester | North Yard Limit Sign MP 564.0 |
| McAlester | North Switch Limit Sign MP 567.0 |
| | South Yard Limit Sign MP 567.0 |
| | South Switch Limit Sign MP 569.8 |

Rule 99(d) authorized: Neosho and Tulsa Subdivisions.

Rule 99(j) authorized: St Louis Subdivision between MP 121.9 and MP 189.1; Sedalia Subdivision between MP 189.1 and MP 227.0; Kansas City, Cherokee and Choctaw Subdivisions.

Rule 290 and 345. Supplement to: At interlockings within ABS territory, when a train or engine has moved within interlocking limits under the provisions of Rule 290 Low, unless there is a siding immediately beyond the interlocking limits, it must not move beyond the limits unless there is a leaving signal governing movement beyond interlocking limits displaying other than Low, Stop and Proceed, or Stop, except as prescribed by Rule 350.

Rule 340 and 344. Amendment to: Sperry Detector Cars actually in service testing rails, and all units of Maintenance of Way equipment that do not actuate block signals at all times, must not, at automatic interlockings, move into or through such interlocking limits, until Signal Department representatives have actuated interlocking signals so they display Stop indication against movements on conflicting routes, and employ in charge of the equipment is so notified; or until flag protection per Rule 99 has been provided on conflicting routes if no signalman available. At manually controlled interlockings, must not move into or through interlocking limits on interlocking signal indications until permission of control operator in charge of interlocking has also been secured, and must notify Control Operator when movement through interlocking has been completed.

Rule 401. Amendment to: In CTC territory, an extra train originating at a station not an open train order office, may leave such station without a clearance, being governed by signal indications.

OPERATION OF RADIO

All employees using Railroad Radio Communications must have a copy of and comply with MKT Lines Rules and Instructions Governing Operation of a Railroad Radio Communication System effective June 2, 1968.

ENGINE WHISTLE OR HORN SIGNALS,

INTERLOCKINGS:

| | |
|--------------------------------------------------------------------------|----------------|
| Main track to main track | _____ |
| Main track to siding, or reverse | _____ 0 _____ |
| Main track to industry or transfer or reverse | _____ 00 _____ |
| Main track to subdivision, or main track of another railroad, or reverse | _____ 00 _____ |

IMPAIRED CLEARANCES:

Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4½ inches.

| Subdivision | Mile Post | Kind of Structure |
|-------------|-----------|----------------------------------------------------|
| St. Louis | 93.4 | Bridge |
| St. Louis | 178.9 | Rocheport Tunnel |
| Columbia | V-173.4 | Bridge |
| Columbia | V-174.2 | Bridge |
| Kansas City | A0 | Train shed, passenger station and Penn. Ave. Tower |

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

| Subdivision | Mile Post | Kind of Structure |
|-------------|-----------|-------------------------------------|
| St. Louis | 93.4 | Bridge |
| St. Louis | 178.9 | Rocheport Tunnel |
| Sedalia | 255.3 | Overpass |
| Moberly | 0-92.7 | Bridge |
| Columbia | V-171.6 | Bridge |
| Kansas City | A-6.5 | Highway overpass, SL-SF joint track |
| Neosho | B-34.2 | Bridge |
| Cherokee | 503.6 | Viaduct Court Street (All Tracks) |
| Choctaw | 623.8 | Overpass |
| Choctaw | 644.6 | Overpass |
| Tulsa | Z-276.6 | Overpass Union Avenue |
| Joplin | S-440.7 | Train shed, Joplin Union Station |

MOVEMENTS OF TRAINS

1. Superiority of Trains by Direction: Southward trains are superior to Northward trains of the same class, unless otherwise specified on schedule page. (See Rule S-72).

2. Governing Timetable and Rules: Crews of Foreign Line Trains operating over MKT RR. Co. tracks are subject to the Uniform Code of Operating Rules, Timetable and Special Instructions of MKT RR. Co., and must provide themselves with copies thereof and be conversant therewith.

North Clinton-Clinton: SL-SF trains and engines may use MKT main track between wye tracks North Clinton and KCC&S Connection Clinton, upon receipt of train order authority.

Nevada: MKT trains and engines may use Mo. Pac. tracks, but must obtain permission from Mo. Pac. train dispatcher before fouling Mo. Pac. main track. Mo. Pac. trains and engines may use MKT main track upon receipt of permission from MKT train dispatcher, observing requirements of Rule 93.

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

3. Exceptions to Rule 5: Timetable or train order restrictions apply at:

Paola—Crossover from main track to SL-SF main track, (Old Puzzle Switch).

Moran—West siding.

North Yard—Crossover where station sign located.

Dewey—Storage track No. 1.

Cushing—Second track west of station.

4. Restricted Speed Requirements: Trains and engines will not exceed speed 15 MPH through turnouts unless otherwise provided.

5. Restrictions in Operation of Locomotives and Cars: Engines 1 to 12 inc., 14 to 35 inc., 37, 39, 40, 41, 43, 44, 45 and 47 (Tonnage Class 34) must not be operated, or towed in train, in excess of 35 MPH.

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

Trains handling Derricks X-255, X-256, Pile Driver X-1030, Crane X-1020 and Scale test car X-77 must not exceed 25 MPH.

Derricks X-255, X-256 and Pile Driver X-1030 must be located in train not less than four cars nor more than ten cars from engine and if handling more than one of these machines, must be separated by six cars. Scale test car X-77 must be handled next ahead of caboose.

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

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

Cars with gross weight exceeding 100 tons must not be handled on Eldorado Subdivision.

Cars with gross weight exceeding 105 tons must not be handled over bridge B-34.2 Neosho Subdivision.

Diesel engines (not more than two units) heavier than Tonnage Class 40 must not be operated on Eldorado and Neosho Subdivisions.

6. Automatic Block Signals: Shown on schedule pages.

7. Movements by Signal Indication CTC (Rules 400-404): Shown on schedule pages.

8. Auxiliary Signals: Shown on schedule pages.

9. Normal Position of Switches: North Yard-Parsons-Poole—No track designated as main track between SL-SF Crossing, Poole, and North Yard Station sign where Kansas City and Sedalia Subdivisions main tracks intersect.

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

Parsons—Oklahoma Subdivision trains will use crossover Corning Ave. and track used by Cherokee Subdivision trains to enter or leave North Yard, and will leave both switches of crossover Corning Ave. lined against crossover movement.

Poole—Switch at intersection of track used by Cherokee Subdivision trains to enter and leave passenger station, leave lined for Cherokee Subdivision trains to enter or leave North Yard.

Labette—Intersection of Joplin Subdivision main track with siding, for siding.

Chase—Spring switch at intersection of Tulsa Subdivision main track with Cherokee Subdivision main track, for Cherokee Subdivision main track.

Tulsa—No track designated as main track between AT&SF—SL-SF—T&P crossing and Boulder St., second street west of station.

10. Remote Control Switches: Remote Control Switches are identified by power machine adjacent and connected to switch.

11. Standard clocks and General order books:

| | | | |
|--------------|----------------------------------------------------|-----------------|--------------------------------------------------------------------------|
| St. Louis | #Telegraph Office | Cushing | Telegraph Office |
| Baden | Telegraph Office *Enginehouse | Turner | Yard Office *Enginemen's Room |
| Franklin | Telegraph Office | Joplin | Telegraph Office |
| Sedalia | Telegraph Office | Tulsa | #Telegraph Office *Freight Station |
| Fort Scott | Freight Office | Pryor | #Telegraph Office *Freight Station |
| North Yard | Yard Office Enginemen's Room *Yardmen's Room | Muskogee Yard | Yard Office |
| Parsons | *Psgr. Sta. Bsmt. | Muskogee | *Enginemen's Room *KO&G Yard Office *KO&G Jct. Telegraph Office |
| Kansas City | #Telegraph Office | North McAlester | #Telegraph Office *Freight Station |
| Glen Park | Telegraph Office *Enginemen's Room | Ray | Yard Office *Enginehouse Office |
| Coffeyville | #Telegraph Office *Enginehouse | Denison | #Telegraph Office |
| Bartlesville | *Yardmen's Room | | |
| Hominy | #Telegraph Office *Locker Room | | |

* General order book only

Standard clock only

OFFICIAL WATCH INSPECTORS

American Railroad Time Service, Arcade Building,
812 Olive St., St. Louis 1, Mo.

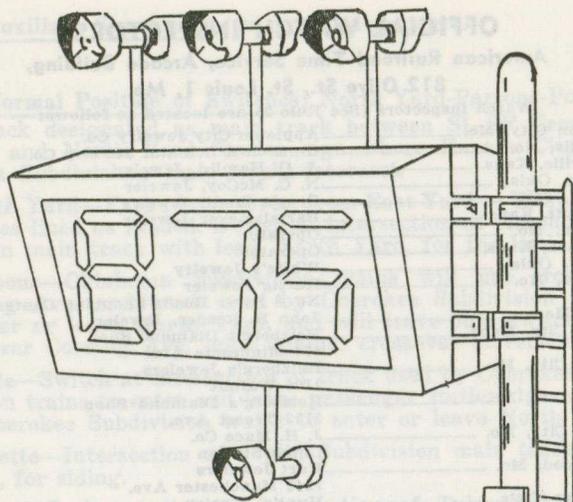
Watch inspectors (See Rule 2) are located as follows:

| | |
|------------------------|----------------------------------------------------------------------------|
| Appleton City, Mo. | Appleton City Jewelry Co. |
| Boonville, Mo. | Gmelich & Schmidt Jewelry Co. |
| Coffeyville, Kans. | A. C. Hamlin, Jeweler |
| Cushing, Okla. | N. C. McCoy, Jeweler |
| Denison, Tex. | Gray's Credit Jewelry |
| Fort Scott, Kans. | Bartelsmeyer Jeweler |
| Franklin, Mo. | Operator |
| Glen Park, Kans. | Operator |
| Hominy, Okla. | White's Jewelry |
| Jennings, Mo. | Hartig Jeweler |
| Joplin, Mo. | No. 8 River Roads Shopping Center |
| Kansas City, Kans. | John H. Reeder, Jeweler |
| Kansas City, Mo. | Helzberg's Diamond Shop 654 Minnesota Ave. |
| Kansas City, Mo. | Helzberg's Jewelers 1100 Walnut |
| Kansas City, Mo. | Helzberg's Diamond Shop 3132 Troost Ave. |
| Kansas City, Mo. | J. H. Mace Co. |
| Maplewood, Mo. | Union Station Hart Jewelers 7242 Manchester Ave. |
| McAlester, Okla. | Hunt's Jewelry |
| Mission, Kans. | Riley's Jewelers 6118 Johnson Drive |
| Muskogee, Okla. | Standard Jewelry Co. |
| Nevada, Mo. | King Jewelry Co. |
| North Kansas City, Mo. | Zajic's Jewelers 323 Armour Road |
| 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 West Main |
| Paola, Kans. | S. O. Carpenter, Jeweler |
| Parsons, Kans. | Pfeiffer Jewelry Co. |
| Pryor, Okla. | J. M. Leslie, Jeweler |
| Sedalia, Mo. | Reed & Son Jewelers |
| Sedalia, Mo. | Gem Dandee Jewelry |
| St. Louis, Mo. | American Railroad Time Service Room 312, Arcade Building, 812 Olive St. |
| St. Louis, Mo. | Wiggins Jewelry Co. 1920 Market |
| St. Louis, Mo. | W. A. Zander, Jeweler 2818 Cherokee Ave. |
| Tulsa, Okla. | Gray's Jewelers |
| Tulsa, Okla. | Fred O. Gumm, Jeweler |
| Tulsa, Okla. | Moody's Jewelers 6502 East Admiral Place |
| Tulsa, Okla. | Sherrill's Jewelry Co. |
| Vinita, Okla. | M. Silva, Jeweler |

RAILROAD COMPANY MEDICAL STAFF

Dr. Roland S. Kieffer, Medical Director, St. Louis, Mo.

| | | Telephone Number | | |
|------------|------------------------------------------------------------------------------------------------------------|------------------|-----------|-----------|
| | | Office | Residence | Exchange |
| Denison | Dr. W. D. Blassingame | HO 5-5005 | HO 5-6366 | |
| Fayette | Dr. M. P. Leech Fayette Medical Clinic | CH 8-8217 | | |
| Kans. City | Dr. Graham Joseph Owens 4117 Broadway 2nd Floor North | LO 1-4353 | EN 2-8160 | WE 1-9500 |
| McAlester | Dr. George M. Brown, Jr. | GA 3-4080 | GA 3-4442 | |
| Muskogee | Dr. G. W. Tracy 1524 W. Okmulgee | MU 2-0210 | MU 7-4707 | MU 7-6356 |
| Okla. City | Dr. Glen F. Wade Pasteur Medical Bldg. 1111 North Lee | CE 5-5940 | | CE 2-8861 |
| Parsons | Dr. G. W. Cramer 1509 Main | GA 1-0600 | GA 1-1722 | |
| Pryor | Dr. E. H. Werling 10 South Dann St. | VA 5-2133 | VA 5-0337 | |
| St. Louis | Dr. R. S. Kieffer 420 Gimblin Road | EV 8-1200 | | PR 1-6080 |
| St. Louis | Dr. Charles R. Lewis 9953 Lewis and Clark Blvd. Suite 301, Lewis Tower (For examinations only) | UN 7-1250 | | |
| St. Louis | Dr. Warren A. Bowersox 319 North 1st St. Pacific, Mo. | CL 7-3500 | CL 7-3501 | PR 1-6080 |



Hot box and dragging equipment detective systems are to be placed in service at various locations, to be designated by general order as they are installed.

A Monitor Display Board and Hot Box and Dragging Equipment indicator lights, as shown in the above diagram, mounted on a signal mast at approximately caboose personnel eye level will function as follows: As the train passes the system, the right or left hot box indicator light on top of the board starts to flash immediately upon detection of a hot journal, indicating the side of the train having the overheated journal. Two seconds after the train passes the detector the display board will display numerals indicating the accumulated axle count from the hot box to the rear of the train.

A flashing indicator light in the center indicates that another hot box was detected subsequent to the hot box which is numerically indicated on the display board. Flashing lights, both left and right, but not in the center, indicate a probable hot box on both sides of the train.

Flashing center light, together with either the left or right light only, indicates the hot boxes detected were all on the same side of the train. All three indicator lights flashing signify the indicated hot box may be on either side and that one of the subsequent hot boxes was on the opposite side.

When dragging equipment is detected the right and left lights on top of the Monitor Display Board will display a yellow aspect, and in addition light located below Monitor Display Board will display red aspect. If dragging equipment detection in addition to one or more hot boxes or additional dragging equipment detections are made all three lights on top of the Monitor Display Board will display flashing yellow aspect, and in addition light located below Monitor Display Board will display red aspect.

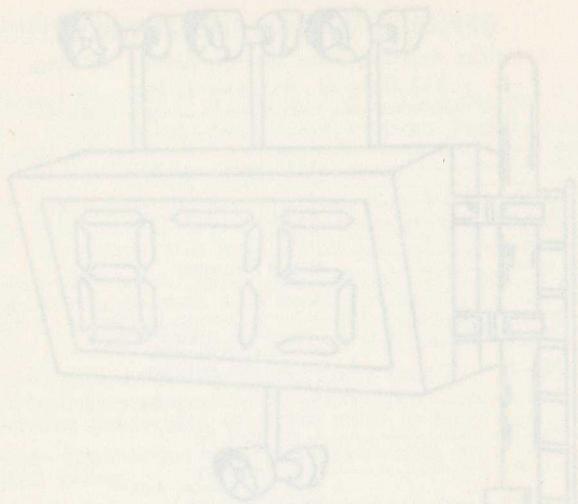
The indicator lights are normally dark and illuminate displaying flashing yellow aspect on top and red aspect on bottom of Monitor Display Board, only when hot box or dragging equipment is detected. The display board is illuminated, white light, as a train passes and will display zeroes in the absence of a hot box or dragging equipment.

When any indicator light displays flashing yellow or red aspect train will be stopped and inspected.

In the event there is a power failure of the detective system, the white light located on top of the Signal House will not be illuminated; and must be reported to Train Dispatcher by first available means of communication.

Presence of hot box and dragging equipment detective systems will not relieve train and engine crews from the responsibility of inspecting trains for defects as provided in the Uniform Code of Operating Rules.

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DO NOT TEAR OUT**



Hot box and dragging equipment detector systems are to be placed in service at various locations, to be designated by general order as they are installed.

A Monitor Display Board and Hot Box and Dragging Equipment indicator lights, as shown in the above diagram, mounted on a signal mast at approximately caboose personnel eye level will function as follows: As the train passes the system, the right or left hot box indicator light on top of the board starts to flash immediately upon detection of a hot journal, indicating the side of the train having the overheated journal. Two seconds after the train passes the detector the display board will display numerals indicating the recalculated axle count from the hot box to the rear of the train.

A flashing indicator light in the center indicates that another hot box was detected subsequent to the hot box which is numerically indicated on the display board. Flashing lights, both left and right, but not in the center, indicate a possible hot box on both sides of the train.

Flashing center light, together with either the left or right light only, indicates the hot boxes detected were all on the same side of the train. All three indicator lights flashing signify the indicated hot box may be on either side and that one of the subsequent hot boxes was on the opposite side.

When dragging equipment is detected the right and left lights on top of the Monitor Display Board will display a yellow aspect, and in addition light located below Monitor Display Board will display red aspect. If dragging equipment detection in addition to one or more hot boxes or additional dragging equipment detections are made all three lights on top of the Monitor Display Board will display flashing yellow aspect, and in addition light located below Monitor Display Board will display red aspect.

The indicator lights are normally dark and illuminate displaying flashing yellow aspect on top and red aspect on bottom of Monitor Display Board, only when hot box or dragging equipment is detected. The display board is illuminated, white light, as a train passes and will display zeros in the absence of a hot box or dragging equipment.

When any indicator light displays flashing yellow or red aspect train will be stopped and inspected.

In the event there is a power failure of the detector system, the white light located on top of the Signal House will not be illuminated, and must be reported to Train Dispatcher by first available means of communication.

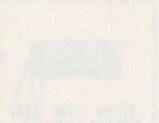
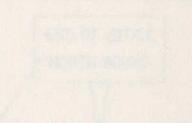
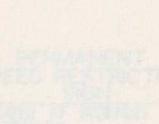
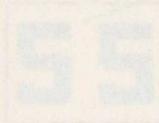
Presence of hot box and dragging equipment detector systems will not relieve train and engine crews from the responsibility of inspecting trains for defects as provided in the Uniform Code of Operating Rules.

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ROADWAY SIGNS



STATE STATUTES

Section 1. It shall be unlawful for any person to drive a motor vehicle on a highway at a speed in excess of the posted speed limit or the speed limit for that highway.

Section 2. It shall be unlawful for any person to drive a motor vehicle on a highway at a speed in excess of the posted speed limit or the speed limit for that highway.

Section 3. It shall be unlawful for any person to drive a motor vehicle on a highway at a speed in excess of the posted speed limit or the speed limit for that highway.

Section 4. It shall be unlawful for any person to drive a motor vehicle on a highway at a speed in excess of the posted speed limit or the speed limit for that highway.

Section 5. It shall be unlawful for any person to drive a motor vehicle on a highway at a speed in excess of the posted speed limit or the speed limit for that highway.

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ROADWAY SIGNS

YELLOW OR YELLOW REFLECTIVE SHEETING

BLACK NUMBERS

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

PERMANENT SPEED RESTRICTION SIGN
LOCATED AT BEGINNING OF RESTRICTION.

WHITE WITH BLACK FIGURE & BORDER

WHITE REFLECTIVE SHEETING WITH BLACK FIGURE

PASSING TRACK WARNING SIGN
APPROXIMATELY ONE MILE FROM SWITCH.

WHITE BACKGROUND BLACK LETTER

SPRING SWITCH SIGN
RULE 104 (a)

GREEN REFLECTIVE SHEETING

GREEN PAINT

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

WHITE WITH BLACK FIGURE & BORDER

WHITE REFLECTIVE SHEETING WITH BLACK FIGURE

WHISTLE SIGNS
RULES 14, 14(1), TIMETABLE STATE STATUTES. SIGN WILL BE PLACED ONE-FOURTH MILE FROM CROSSING WHEN PRACTICAL.

WHITE WITH BLACK LETTERS & BORDER

SWITCHING LIMIT SIGN
INDICATES LIMITS OF YARD ENGINE OPERATION.

WHITE WITH BLACK LETTERS & BORDER

YARD LIMIT SIGN
RULE 93, TIMETABLE SPECIAL INSTRUCTIONS.

WHITE WITH BLACK LETTERS

END OF BLOCK SIGNALS SIGN

ASPECT - AT RIGHT ANGLE TO TRACK, RED LIGHT, RULE 232 APPLIES.

ASPECT - PARALLEL WITH TRACK, GREEN LIGHT, RULE 230 APPLIES.

NUNN TYPE TRAIN ORDER SIGNAL

RED WITH WHITE LETTERS & BORDER

STOP SIGN
RULE 98

YELLOW

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

GREEN

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

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 or 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.