

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
North	Parsons.....	Sedalia.....	1600	1870	2520	2570
	Nevada.....	Sedalia.....	1650	1930	2600	2650
	Sedalia.....	Franklin.....	1250	1450	1960	1990
South	Moberly.....	Franklin.....	1350	1600	2160	2200
	Moberly.....	Fayette.....	1750	2050	2770	2820
North	Franklin.....	Moberly.....	1350	1600	2160	2200
South	Columbia.....	Columbia Subdiv. Jct..	1625	1900	2560	2610
	Columbia Subdiv. Jct..	Columbia.....	1300	1550	2090	2130
South	Walker.....	Eldorado Springs.....	925	1100	1480	1510
North	Eldorado Springs.....	Walker.....	1575	1850	2500	2540
	Glen Park... North Yard..	Moran..... North Yard..	1525 3200	1800 3750	2430 5060	2470 5160
North	North Yard.. Ringer.....	Glen Park... Glen Park...	1700 2400	1800 2800	2430 3780	2470 3850
South	North Yard.. Coffeyville...	Hominy..... Coffeyville...	1550 1950	1840 2280	2480 3080	2530 3130
	Coffeyville... Bartlesville..	Bartlesville.. Oklahoma City.....	1725 1450	2040 1700	2750 2300	2800 2340
	Hominy..... Hallett.....	Hallett..... Hominy.....	1600 2125	1875 2500	2530 3370	2580 3440
	Oklahoma City.....	Hominy..... North Yard..	2350 2075	2750 2440	3710 3290	3780 3350
	Hallett..... Bartlesville...	Bartlesville... Coffeyville...	2300 2150	2720 2520	3670 3400	3740 3460
South	Coffeyville... North Yard..	North Yard.. Piqua.....	2650 1875	3120 2200	4210 2970	4290 3020
	MP A-163.8..	Chanute.....	2300	2700	3640	3710
	Piqua.....	Galesburg... North Yard..	2550	3000	4050	4120
	Galesburg... North Yard..	Piqua.....	2300	2700	3640	3710
North	North Yard.. Muskogee Yd	Muskogee Yd	2125 2600	2500 3050	3370 4120	3440 4190
	Welch.....	Muskogee Yd	2125 2450	2500 2875	3370 3880	3440 3950
North	Muskogee Yd 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
South	North Yard..	Joplin.....	1500	1760	2380	2420
	Columbus....	Military.....	2550	3000	4050	4120
North	Joplin.....	North Yard..	1900	2240	3020	3080
	Military.....	Columbus....	2550	3000	4050	4120
	Columbus....	Labette.....	2625	3100	4180	4260
South	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	Yes	34	E-46
20 to 32 incl., 34, 43, 44,			
12, 16, 19, 33,			
35 to 42 incl., 45, 46, 47	No	34	E-46
50 to 55 incl.	Yes	40	E-46
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	Yes	40	E-41
A-C to 77 A-C incl., 75			
B-D-E-F, 82 A-C to 90 A-C incl.			
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.		Min.	Sec.		Min.	Sec.	
..	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			STATIONS			Daily	Daily
		2000	0.0	ST. LOUIS UNION STATION.....				
			3.9	NORTH MARKET ST.....				
PM 7.00	AM 3.00	2007	8.7	BADEN.....ⓈTWD\$ⓈⓈ		Yard	PM 6.00	AM 7.00
7.35	3.35	2027	26.9	MACHENS.....			3.05	2.50
			12.3					
7.57	3.57	2039	39.2	ST. CHARLES.....CWⓈⓈ		6962	2.40	2.28
			15.4					
8.24	4.24	2055	54.6	WELDON.....		7356	2.13	2.01
			2.3					
		2057	56.9	WATTS.....T				
			7.3					
		2064	64.2	KLONDIKE.....				
			13.7					
9.05	5.05	2078	77.9	MARTHASVILLE.....ⓈⓈ		7043	1.33	1.21
			22.8					
9.46	5.46	2101	100.7	McKITTRICK.....		5457	12.53	12.41
			4.2					
		2105	104.9	RHINELAND.....ⓈⓈ				
			20.2					
10.33	6.33	2125	125.1	MOKANE.....ⓈⓈ		7355	12.06	11.55
			18.2					
10.59	6.59	2143	143.3	NORTH JEFFERSON.....Ⓢ		2144	11.41	11.30
			10.2					
11.15	7.13	2154	153.5	HARTSBURG.....		6942	11.17	11.15
			16.0					
11.45	7.43	2170	169.5	McBAINE.....			10.47	10.42
			0.3					
			169.8	COLUMBIA SUBDIV. JCT.....				
			12.1					
12.09	8.07	2182	181.9	NIEHAUS.....		5597	10.23	10.18
			6.4					
		2188	188.3	NEW FRANKLIN.....ⓈTWD\$				
			0.8					
12.25	8.25	2189	189.1	FRANKLIN.....ⓈTWD\$ⓈⓈ			10.10	10.05
AM	AM			189.1			AM	PM

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
MP 125.0 - MP 156.0	50	Black Walnut	29.9	2030
		Simpson	32.1	2032
MP 156.0 - MP 189.1	35	Bangert	41.6	2041
		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 No. 1 STATIONS	Length of Siding in feet	NORTHWARD	
SECOND CLASS						SECOND CLASS	
11 Freight Daily	15 Freight Daily					14 Freight Daily	12 Freight Daily
AM 8.40	AM 12.35	2189	189.1	FRANKLIN.....@TWD\$C@B	Yard	AM 9.55	PM 9.55
			191.1	MO. RIVER BRIDGE.....@B			
8.47	12.42	2192	191.7	BOONVILLE.....C@	2596	9.45	9.46
9.01	12.55	2197	197.0	LICK.....	3995	9.33	9.35
		2203	203.4	PILOT GROVE.....@B			
9.17	1.11	2206	206.3	HOFFMAN.....	6303	9.17	9.19
9.45	1.39	2221	221.1	BEAMAN.....	6853	8.20	8.49
			226.3	MO. PAC.....@A			
		2227	227.1	SEDALIA.....C@TW@B			
			227.7	MO. PAC.....@B			
10.12	2.06	2231	230.8	CAMPBELL.....	6928	7.52	8.22
		2248	247.8	WINDSOR.....CW@B			
11.12	3.06	2265	265.4	NORTH CLINTON.....C@	7942	6.52	7.22
				SL-SF.....@C			
		2267	266.6	CLINTON.....@W@B			
11.28	3.22	2273	273.4	LADUE.....	4800	6.35	7.05
		2280	280.2	MONTROSE.....W@B			
11.50	3.44	2286	285.7	APPLETON CITY.....@B	3722	6.13	6.43
11.54	3.48	2288	287.9	LINDALE.....	7696	6.09	6.39
		2294	294.5	ROCKVILLE.....@			
12.31	4.25	2309	309.3	WALKER.....T	4282	5.32	6.02
			316.7	MO. PAC.....@A			
12.47	4.41	2317	317.1	NEVADA.....C@T@B	9205	5.18	5.48
1.04	4.58	2327	326.9	DEERFIELD.....	4406	4.58	5.28
1.12	5.06	2331	331.2	EVE.....C	4857	4.30	5.20
			337.4	SL-SF.....C@S			
1.27	5.21	3338	338.2	FORT SCOTT.....@W@B	2240	4.17	5.07
1.29	5.23	3339	339.1	GRIFFITH.....	6878	4.15	5.05
2.04	5.58	3358	358.0	HEPLER.....@	3146	3.40	4.30
			365.0	AT&SF.....@A			
2.30	6.24	3373	372.9	ST. PAUL.....@	7390	3.14	4.04
2.55	6.50	3384	383.5	CROSS.....@		2.50	3.40
3.30	8.30	3386	386.0	NORTH YARD.....@TWD\$C@B		2.30	3.30
PM	AM	3387	386.6	PARSONS.....C@TWD\$@B		AM	PM
				197.5			

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 Continued	MP	Sta. No.
MP 189.1 - MP 191.7	25	from Page 2		
MP 191.7 - MP 383.5	40	Business Tracks		
Except: MP 226.3 - MP 227.7	15	Harwood	303.5	2303
Nevada, through city limits	25	Walker	309.3	2309
Over Maple & Hickory Sts.	10	Ronald	345.2	3345
Over Bridge 374.7	25	Hollister	347.7	3347
Parsons; over Crawford Ave.	10	Hiattville	351.1	3351
		Walnut	365.0	3365

4 KANSAS CITY SUBDIV.—Kansas City To Parsons

SOUTHWARD			Station Numbers	Distance from Kansas City	TIMETABLE No. 1
SECOND CLASS					
3 Freight	1 Freight	5 Freight			
Daily	Daily	Daily			STATIONS
			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..... $\text{\textcircled{V}}\text{TWD}\text{\textcircled{S}}\text{\textcircled{B}}$
				3.9	ROSEDALE.....
PM 6.30	AM 11.05	AM 2.30	3043	43.1	PAOLA..... $\text{\textcircled{C}}\text{VW}\text{\textcircled{S}}\text{\textcircled{B}}$
				43.4	MO. PAC..... $\text{\textcircled{S}}\text{\textcircled{A}}$
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..... $\text{\textcircled{S}}$
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..... $\text{\textcircled{S}}\text{\textcircled{A}}$
7.42	12.17	3.42	3103	103.4	ELSMORE.....
7.53	12.28	3.53	3113	112.6	KIMBALL.....
				119.9	AT&SF..... $\text{\textcircled{C}}\text{\textcircled{S}}\text{\textcircled{A}}$
8.03	12.38	4.03 ⁴	3121	120.6	ERIE..... $\text{\textcircled{S}}$
8.18	12.53	4.18	3384	133.7	CROSS..... $\text{\textcircled{V}}$
9.30	3.00 ² PM	7.00 AM	3386	136.2	NORTH YARD..... $\text{\textcircled{V}}\text{TWD}\text{\textcircled{S}}\text{\textcircled{B}}$
			3387	136.8	PARSONS..... $\text{\textcircled{C}}\text{\textcircled{V}}\text{TWD}\text{\textcircled{S}}\text{\textcircled{B}}$
					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

TIMETABLE No. 1		Length of Siding in feet	NORTHWARD			
			SECOND CLASS			
			4 Freight Daily	6 Freight Daily	2 Freight Daily	
STATIONS						
KANSAS CITY UNION STATION.....	2.0					
29th STREET.....	0.6					
GLEN PARK.....	1.3	⊙TWD\$⊗	Yard	AM 9.00	PM 1.30	PM 9.30
ROSEDALE.....	39.2					
PAOLA.....	0.3	C⊙V⊗⊗		AM 6.40	AM 9.50	PM 6.10
MO. PAC.....	3.1	⊗⊙⊗				
RINGER.....	15.1		4745	5.27	9.42	4.58
PARKER.....	5.2		7893	5.10	9.25	4.41
DUNLAY.....	16.0		5640	5.04	9.19	4.35
KINCAID.....	4.2	⊗	6375	4.46	9.01	4.17
MILDRED.....	7.7		1385	4.41	8.55	4.12
MORAN.....	0.1		E-2073 W-6257	4.32	8.44	4.01
MO. PAC.....	8.6	⊗⊙⊗				
ELSMORE.....	9.2		1152	4.22	8.34	3.51
KIMBALL.....	7.3		6338	4.11	8.23	3.40
AT&SF.....	0.7	C⊗⊙⊗				
ERIE.....	13.1	⊗	8352	⁵ 4.03	8.01	3.30
CROSS.....	2.5	⊙		3.40	7.45	3.15
NORTH YARD.....	0.6	⊙TWD\$⊗⊗	Yard	3.30	7.30	3.00
PARSONS.....		C⊙TWD\$⊗⊗	Yard	AM AM	AM	PM
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. 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 STATIONS	Length of Siding in feet	NORTH- WARD SECOND CLASS
23 Freight					22 Freight
Daily Ex. Sunday					Daily Ex. Saturday
AM					AM
12.01	3386	136.2	NORTH YARD...@TWD\$C@B	Yard	6.30
	3387	136.8	PARSONS...O@TWD\$C@B	Yard	
12.05		137.3	POOLE...@TWD\$C@B		4.20
		149.2	SL-SF...@TWD\$C@B		
12.55	3157	157.2	ANGOLA...@TWD\$C@B	4851	3.30
		167.2	AT&SF...@TWD\$C@B		
2.01	3168	167.7	COFFEYVILLE...@TWD\$C@B	Yard	3.00
		168.3	MO. PAC...@TWD\$C@B		
2.55	3169	168.7	EVANS...@TWD\$C@B	3236	2.55
		170.9	MO. PAC...@TWD\$C@B		
	4183	182.9	WANN...@TWD\$C@B		
3.55	4194	193.7	DEWEY...@TWD\$C@B	Yard	1.45
4.00		194.5	"DY" JCT...@TWD\$C@B		1.40
4.10	4198	197.7	BARTLESVILLE...@TWD\$C@B	Yard	1.30
4.15		198.2	"BE" JCT...@TWD\$C@B		1.25
4.20	4199	198.7	SUTTON...@TWD\$C@B	Yard	1.20
4.55	4212	212.2	UTLEY...@TWD\$C@B	2902	12.45
		217.5	T&P...@TWD\$C@B		
5.30	4226	225.7	WYNONA...@TWD\$C@B	1964	12.10
6.00	4236	236.0	HOMINY...@TWD\$C@B	4318	11.45
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		Nelagony	A-217.5	4218
to MP A-169.0	15	Manion	A-231.6	4233
Over street crossings on tracks				
except, main track	5			
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 STATIONS	Length of Siding in feet	NORTH- WARD SECOND CLASS
23 Freight					22 Freight
Daily Ex. Sunday					Daily Ex. Saturday
AM					PM
6.05		236.0	HOMINY...@TW@B		11.40
6.40	4248	248.6	CLEVELAND...@TW@B	1962	11.05
	4249	249.3	MINDEMAN...@TW@B		
	4257	257.5	HALLETT...@TW@B		
		270.4	SL-SF...@TW@B		
	4270	270.4	YALE...@TW@B		
7.35	4271	271.0	SUNCO...@TW@B	3504	10.10
		271.4	AT&SF GAUNTLET...@TW@B		
8.00	4279	279.4	DEEP ROCK...@TW@B	3117	9.45
8.15	4280	280.2	CUSHING...@TW@B	Yard	9.40
10.20	4332	332.2	WITCHER...@TW@B	2606	7.35
	4339	339.1	OWANDA...@TW@B		
		341.5	ORI&P...@TW@B		
		341.6	BARNARD...@TW@B		
11.00	4342	342.8	TURNER...@TW@B	Yard	7.00
AM		343.2	ORI&P...@TW@B		PM
	4343	343.9	OKLAHOMA CITY @TW@B	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	15	Gano	A-277.6	4278
limits	15	Agra	A-290.6	4291
Over SL-SF (MP A-257.5)	20	Tryon	A-297.2	4297
Over AT&SF Gauntlet	15	Carney	A-301.8	4302
track (MP A-271.4)	15	Arcadia	A-324.7	4324
MP A-343.2 - MP A-343.9	15	Shellhorn	A-336.0	4336
Turner; "H" track over Reno Ave.				
Stop then Proceed				

8 CHEROKEE SUBDIV.—North Yard To Muskogee

SOUTHWARD			Station Numbers	Distance from St. Louis	TIMETABLE No. 1
SECOND CLASS					
3 Freight	1 Freight	5 Freight			
Daily	Daily	Daily			STATIONS
PM 10.00	PM 4.45	AM 10.00	3386	386.0	NORTH YARD. ④TWD\$ ⑧Ⓢ
			3387	386.6	PARSONS. . . . ④TWD\$ ⑧Ⓢ
				387.1	POOLE. ④TWD\$ ⑧Ⓢ
					SL-SF. ④Ⓢ
10.11	4.56	10.12	3396	395.5	LABETTE. ④T
				400.8	SL-SF. ④Ⓢ
10.17	5.02	10.18	3401	400.9	OSWEGO. ⑧
				409.9	MO. PAC. ④Ⓢ
			3410	410.2	CHETOPA. ⑧
10.40	5.25	10.41	4421	421.4	WELCH. ⑧
10.59	5.44	11.01	4438	438.0	WINDERS. ⑧
				438.8	SL-SF. ④Ⓢ
11.01	5.46	11.03	4439	439.0	VINITA. ⑧Ⓢ
11.19	6.04	11.21	4454	454.4	ADAIR. ⑧
11.30	6.15	11.32	4464	463.7	PRYOR. ⑧Ⓢ
11.36	6.21	11.38	4469	468.6	SMITH. ⑧
			4472	472.2	CHOUTEAU. ⑧
11.45	6.30	11.47	4478	477.7	MAZIE. ⑧
11.56	6.41	11.58	4487	486.8	VANN. ⑧
12.01	6.46	12.03	4488	488.0	WAGONER. ⑧
AM		PM		488.2	MO. PAC. ④Ⓢ
12.13	6.58	12.15	4499	498.6	CHASE. ⑧
				501.8	KO&G. ④ⓈⓈ
12.50	7.35	2.00	4503	502.5	MUSKOGEE YARD. ④TWD ⑧Ⓢ
AM	PM	PM	4504	503.6	MUSKOGEE. . . ④TWD\$ ⑧
					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 A.M. to 1:00 A.M. daily.

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

TIMETABLE No. 1		Length of Siding in feet	NORTHWARD		
			SECOND CLASS		
			2 Freight	6 Freight	4 Freight
STATIONS			Daily	Daily	Daily
NORTH YARD..... $\text{\textcircled{V}}\text{TWD}\$ \text{\textcircled{+}} \text{\textcircled{B}}$		Yard	PM 1.30	AM 12.01	AM 1.00
PARSONS..... $\text{\textcircled{C}}\text{\textcircled{V}}\text{TWD}\$ \text{\textcircled{+}} \text{\textcircled{B}}$		Yard			
POOLE..... $\text{\textcircled{V}}$					
SL-SF..... $\text{\textcircled{X}} \text{\textcircled{G}}$					
LABETTE..... $\text{\textcircled{V}}\text{T}$		10019	11.49	8.32	11.47
SL-SF..... $\text{\textcircled{C}} \text{\textcircled{X}} \text{\textcircled{A}}$					
OSWEGO..... $\text{\textcircled{+}}$		4626	11.43	8.25	11.41
MO. PAC..... $\text{\textcircled{C}} \text{\textcircled{X}} \text{\textcircled{G}}$					
CHETOPA..... $\text{\textcircled{+}}$					
WELCH..... $\text{\textcircled{+}}$		8101	11.20 ₅	8.02	11.18 ₃
WINDERS.....		4595	11.01	7.43	10.59
SL-SF..... $\text{\textcircled{C}} \text{\textcircled{X}} \text{\textcircled{A}}$					
VINITA..... $\text{\textcircled{+}} \text{\textcircled{B}}$		4944	10.38	7.38	10.49
ADAIR..... $\text{\textcircled{+}}$		7557	10.19	7.20	10.30
PRYOR..... $\text{\textcircled{W}} \text{\textcircled{+}} \text{\textcircled{B}}$		4793	10.08	7.09	10.19
SMITH.....		7471	10.02	7.03	10.13
CHOUTEAU..... $\text{\textcircled{+}}$					
MAZIE.....		4997	9.53	6.52 ₁	10.02
VANN.....		4754	9.42	6.41	9.51
WAGONER..... $\text{\textcircled{+}}$		7994	9.37	6.20	9.49
MO. PAC..... $\text{\textcircled{C}} \text{\textcircled{X}} \text{\textcircled{A}}$					
CHASE.....		3110	9.25	6.08	9.37
KO&G..... $\text{\textcircled{V}} \text{\textcircled{X}} \text{\textcircled{B}} \text{\textcircled{+}}$					
MUSKOGEE YARD..... $\text{\textcircled{V}}\text{TWD}\$ \text{\textcircled{B}}$		Yard	9.15 _{AM}	6.00 _{PM}	9.30 _{PM}
MUSKOGEE..... $\text{\textcircled{C}}\text{\textcircled{V}}\text{TWD}\$$		Yard			
117.6					

MAXIMUM SPEED	MPH	Business Tracks	MP	Sta. No.
Parsons: over Crawford Ave.	20	Blue Jacket	426.6	4427
Over SL-SF (MP 387.1)	10	Kelso	433.9	4434
MP 387.1 - MP 501.8	55	Big Cabin	446.8	4447
Through turnouts: Welch, Adair both siding switches, Vinita, Smith, Wagoner, south siding switch	30	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 No. 1
SECOND CLASS					
1 Freight	5 Freight	3 Freight			
Daily	Daily	Daily			STATIONS
PM 8.00	PM 2.30	AM 1.00	4503	502.5	MUSKOGEE YARD.. $\text{\textcircled{V}}\text{TWD}\$ \text{\textcircled{B}}$
			4504	503.6	MUSKOGEE..... $\text{\textcircled{C}}\text{\textcircled{V}}\text{TWD}\$$
				503.9	SL-SF - T&P..... $\text{\textcircled{C}}\text{\textcircled{M}}\text{\textcircled{A}}$
8.15	2.45	1.15	4511	510.4	MEYER.....
8.31	3.01	1.31	4525	524.8	CHECOTAH..... $\text{\textcircled{A}}$
8.46	3.16	1.46	4538	538.1	EUFAULA..... $\text{\textcircled{A}}\text{\textcircled{B}}$
8.56	3.26	1.56	4547	547.2	CANADIAN.....
9.15	3.45	2.15	4564	564.2	NORTH MCALESTER.. $\text{\textcircled{V}}\text{TW}\$$
				565.9	CRI&P..... $\text{\textcircled{C}}\text{\textcircled{M}}\text{\textcircled{A}}$
			4566	566.0	MCALESTER..... $\text{\textcircled{V}}\text{TW}\$$
9.28	3.58	2.28	4573	573.1	NAVY.....
9.39	4.09	2.39	4583	582.8	KIOWA.....
9.52	4.22	2.52	4594	594.0	BURG.....
10.02	4.32	3.02	4603	602.6	STRINGTOWN..... $\text{\textcircled{A}}$
10.10	4.40	3.10	4610	609.6	ATOKA..... $\text{\textcircled{A}}\text{\textcircled{B}}$
10.20	5.15	3.20	4619	618.7	COOK.....
10.33	5.28	3.33	4630	630.2	CADDO.....
				640.8	KO&G..... $\text{\textcircled{M}}\text{\textcircled{A}}$
				641.0	KO&G JUNCTION.....R
10.47	5.42	3.47	4641	641.4	DURANT..... $\text{\textcircled{C}}\text{\textcircled{M}}\text{\textcircled{A}}$
10.58	5.53	4.01	4649	649.1	SL-SF..... $\text{\textcircled{C}}\text{\textcircled{M}}\text{\textcircled{A}}$
				655.9	OLIVE.....
				656.2	SL-SF NORTH JCT..... $\text{\textcircled{V}}\text{\textcircled{M}}\text{\textcircled{A}}$
				656.7	SL-SF SOUTH JCT.....
11.10	6.10	4.15	5657	656.7	EXCESS..... $\text{\textcircled{V}}$
12.01 AM	8.45 PM	6.00 AM	5664	661.9	RAY..... $\text{\textcircled{V}}\text{TWD}\$ \text{\textcircled{A}}\text{\textcircled{B}}$
			5661	660.9	DENISON.... $\text{\textcircled{C}}\text{\textcircled{V}}\text{TWD}\$ \text{\textcircled{A}}\text{\textcircled{B}}$
				159.5	

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

TIMETABLE		NORTHWARD			
No. 1	STATIONS	Length of Siding in feet	SECOND CLASS		
			2	6	4
			Freight	Freight	Freight
			Daily	Daily	Daily
MUSKOGEE YARD... ①TWD\$ ②	Yard		AM 8.30	PM 2.30	PM 9.00
MUSKOGEE... ①C ①TWD\$	Yard				
SL-SF - T & P... ①C ①M ①A					
MEYER... 14.4	4907	6.46	10.15	7.25	
CHECOTAH... ①A	11048	6.30	9.55	7.05	
EUFAULA... ①A ①B	4615	6.15	9.40	6.50	
CANADIAN... 17.0	10191	6.05	9.30	6.40	
NORTH MCALESTER ①TW\$ ①A ①B	11043	5.45	9.10	6.20	
CRI & P... ①C ①M ①A					
MCALESTER... ①TW\$	Yard				
NAVY... 7.1	4914	5.32	8.57	6.07	
KIOWA... 9.7	7574	5.21	8.46	5.56	
BURG... 11.2	7715	5.08	8.33	5.43	
STRINGTOWN... ①A	9343	4.58	8.23	5.33	
ATOKA... ①A ①B	7570	4.50	8.15	5.25 ₃	
COOK... 9.1	7709	4.40	8.05	5.15	
CADDO... 11.5	8911	4.27	7.52	4.52	
KO & G... ①M ①A					
KO & G JUNCTION... R					
DURANT... ①C ①A ①B	20101	4.12	7.37	4.37	
SL-SF... ①C ①M ①A					
OLIVE... 7.7	10092	4.01	7.26	4.26	
SL-SF NORTH JCT... ①V ①M ①A					
SL-SF SOUTH JCT... ①V	5463	3.42	7.12	4.12	
RAY... ①TWD\$ ①A ①B	Yard	3.30 AM	7.00 AM	4.00 PM	
DENISON... ①C ①TWD\$ ①A ①B	Yard				
159.5					

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	
Between MP 640.8 - MP 641.4	40	
MP 655.9 - MP 660.0	35	

Through turnouts:

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.

Station Numbers	Distance from Franklin	TIMETABLE No. 1		Siding Capacity
		SOUTH ↓ STATIONS	NORTH ↑ STATIONS	
2470	35.0	MOBERLY.....	○ ○ ☆	44
	34.4	N&W.....	○ ○	
2479	25.3	HIGBEE.....	○	40
	25.2	GM&O.....	○	
2495	10.1	FAYETTE.....	☆	38
2502	3.4	ESTILL.....		28
2189	0.0	FRANKLIN.....	○ TWD \$ ○	Yard

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

COLUMBIA SUBDIV.—Columbia Subdiv. Jct. To Columbia

Station Numbers	Distance from Columbia Sub-div. Jct.	TIMETABLE No. 1		Siding Capacity
		SOUTH ↓ STATIONS	NORTH ↑ STATIONS	
2609	8.5	COLUMBIA.....	○ ☆	Yard
	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

ELDORADO SUBDIV.—Walker To Eldorado Springs

Station Numbers	Distance from Walker	TIMETABLE No. 1		Siding Capacity
		SOUTH ↓ STATIONS	NORTH ↑ STATIONS	
2309	0.0	WALKER.....	T	
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 St. Louis	TIMETABLE No. 1		Siding Capacity	NORTH- WARD SECOND CLASS
			STATIONS	STATIONS		
31 Freight						34 Freight
Daily Ex. Sunday						Daily Ex. Saturday
PM 4.20	3396	394.5	LABETTE.....	○ T		PM 8.00
	3909	403.8	MINE LEAD.....	T		
			WEST MINERAL.....	○		
		406.2	NETTLES.....	○		
34 7.00	3916	410.0	MINERAL.....	○	40	31 7.00
	3918	412.9	COKE DALE.....	○		
			MO. PAC.....	○		
		418.3	SL-SF.....	○		
		418.7	SL-SF.....	○		
8.30	3925	419.0	COLUMBUS.....	○ ○ W ☆	21	5.00
		427.6	KCS.....	○		
9.30	3933	429.3	MILITARY.....	○ T	25	4.20
		431.5	SL-SF.....	○		
9.45	3938	432.1	GALENA.....	○ ○ ☆	28	3.30
11.59	2945	440.7	JOPLIN.....	○ TWD \$ ☆	Yard	3.00
PM			46.3			PM

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.

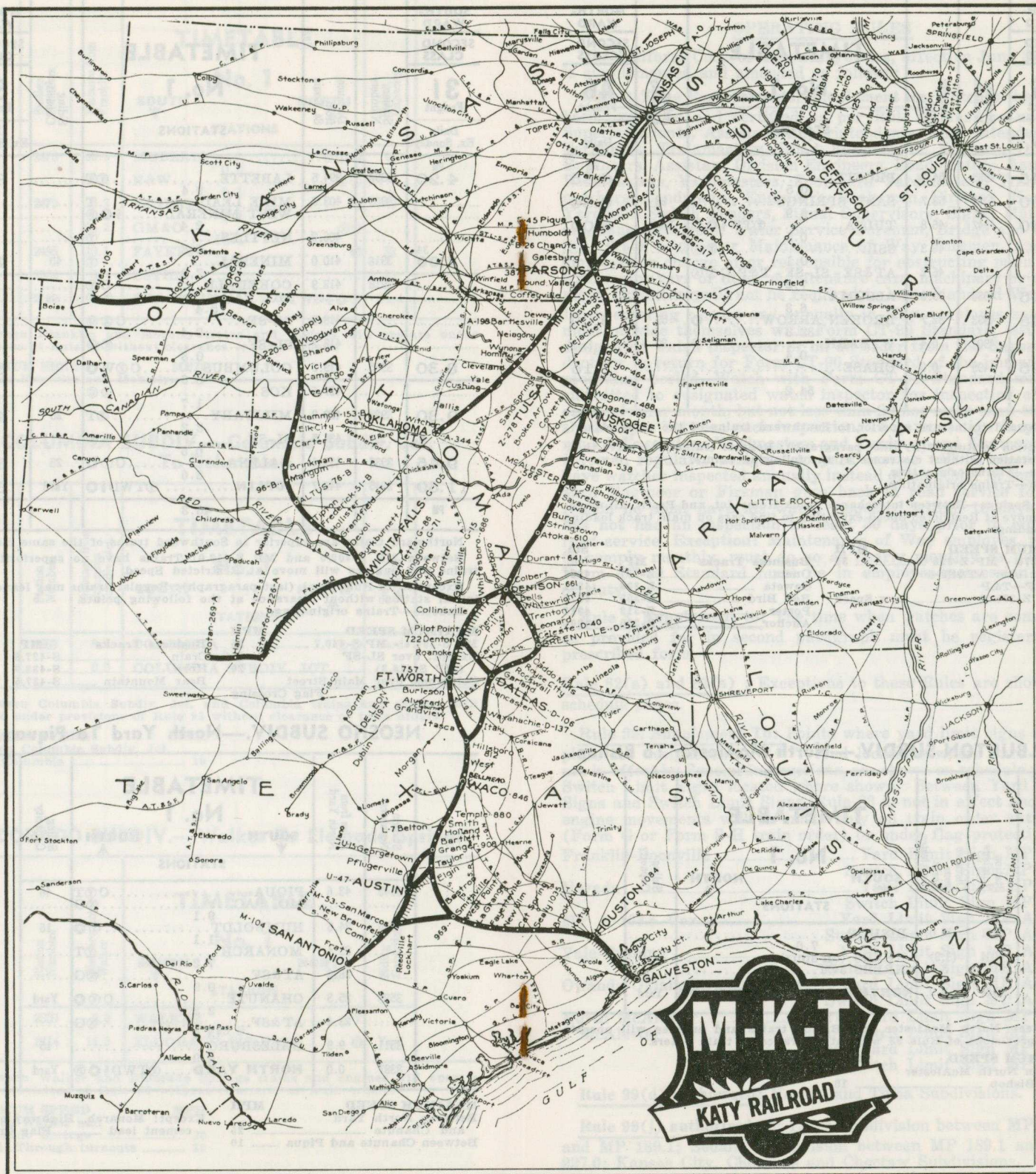
Labette—Trains originating.

MAXIMUM SPEED		MPH	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						

NEOSHO SUBDIV.—North Yard To Piqua

Station Numbers	Miles from North Yard	TIMETABLE No. 1		Siding Capacity
		SOUTH ↓ STATIONS	NORTH ↑ STATIONS	
3545	43.6	PIQUA.....	○ ○ T	46
		MO. PAC.....	○	
3535	34.5	HUMBOLDT.....	○ ☆	16
	33.4	MONARCH.....	○ T	
	26.2	AT&SF.....	○	
3526	25.3	CHANUTE.....	○ ○ ☆	Yard
	23.1	AT&SF.....	○	
3511	9.9	GALESBURG.....		15
3387	0.0	NORTH YARD.....	○ TWD \$ ○	Yard

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



SOUTH- WARD SECOND CLASS	Station Numbers	Distance from Chase	TIMETABLE No. 1 STATIONS		Siding Capacity	NORTH- WARD SECOND CLASS
45 Freight						46 Freight
Daily						Daily
AM						AM
6.45	4955	54.2	PROFIT.....			6.35
6.50	4954	53.7	SAND SPRINGS.....	0.5	23	6.30
7.30	4947	46.8	TULSA.....	6.9	Yard	6.00
		46.3	SSI.....	0.5		
		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.....	6.3	57	5.00
	4901	0.4	WYBARK.....	32.3	30	
10.25	4499	0.0	CHASE.....	0.4		3.15
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 STATIONS		Siding Capacity
		SOUTH ▼	NORTH ▲	
4011	11.0	BISHOP.....		
4004	(3.9)	KREBS (on spur).....		
	3.4	KREBS JCT.....		
4564	0.0	NORTHMcALESTER.....	①TWD①②③	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 "①". 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 employe 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.

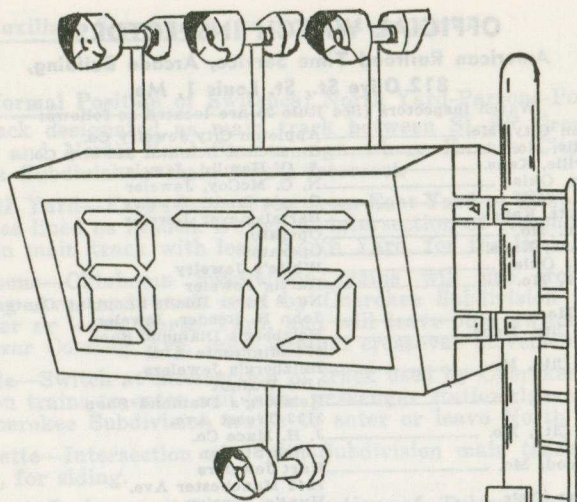
Watch inspectors (See Rule 2) are located as follows:

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



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.

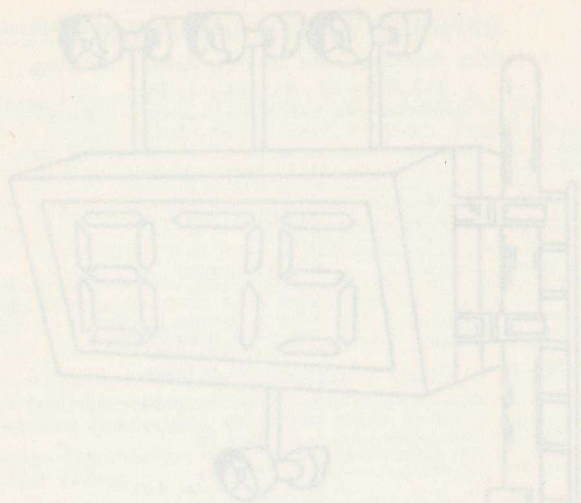
When any indicator light displays flashing yellow or red aspect train will be stopped and inspected.

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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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.

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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.

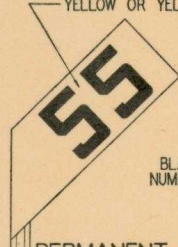
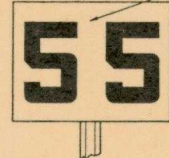


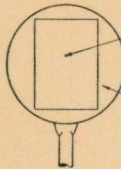



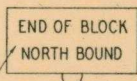




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ROADWAY SIGNS

 <p>YELLOW OR YELLOW REFLECTIVE SHEETING</p> <p>BLACK NUMBERS</p> <p>PERMANENT ADVANCE WARNING SIGN LOCATED APPROXIMATELY ONE MILE FROM POINT SPEED RESTRICTION EFFECTIVE. RULE 10 (h)</p>	 <p>PERMANENT SPEED RESTRICTION SIGN LOCATED AT BEGINNING OF RESTRICTION.</p>	 <p>WHITE WITH BLACK FIGURE & BORDER</p> <p>WHITE REFLECTIVE SHEETING WITH BLACK FIGURE</p> <p>PASSING TRACK WARNING SIGN APPROXIMATELY ONE MILE FROM SWITCH.</p>  <p>WHITE BACKGROUND BLACK LETTER</p> <p>SPRING SWITCH SIGN RULE 104 (a)</p>
 <p>GREEN REFLECTIVE SHEETING</p> <p>GREEN PAINT</p> <p>PERMANENT RESUME SPEED SIGNS AUTHORIZED SPEED MAY BE RESUMED WHEN ENTIRE TRAIN HAS PASSED RESUME SPEED SIGN. RULE 10 (h)</p>		 <p>WHITE WITH BLACK FIGURE & BORDER</p> <p>WHITE REFLECTIVE SHEETING WITH BLACK FIGURE</p> <p>WHISTLE SIGNS RULES 14, 14(1), TIMETABLE STATE STATUTES. SIGN WILL BE PLACED ONE-FOURTH MILE FROM CROSSING WHEN PRACTICAL.</p>
 <p>WHITE WITH BLACK LETTERS & BORDER</p> <p>SWITCHING LIMIT SIGN INDICATES LIMITS OF YARD ENGINE OPERATION.</p>	 <p>WHITE WITH BLACK LETTERS & BORDER</p> <p>YARD LIMIT SIGN RULE 93, TIMETABLE SPECIAL INSTRUCTIONS.</p>	 <p>WHITE WITH BLACK LETTERS</p> <p>END OF BLOCK SIGNALS SIGN</p>
 <p>ASPECT - AT RIGHT ANGLE TO TRACK, RED LIGHT, RULE 232 APPLIES.</p> <p>NUNN TYPE TRAIN ORDER SIGNAL</p>	 <p>RED WITH WHITE LETTERS & BORDER</p> <p>STOP SIGN RULE 98</p>	 <p>YELLOW</p> <p>TEMPORARY SPEED RESTRICTION SIGN RULE 10 (g) RESTRICTION 10 MPH UNLESS OTHERWISE DIRECTED BY TRAIN ORDER OR GENERAL ORDER.</p>  <p>GREEN</p> <p>TEMPORARY RESUME SPEED SIGN RULE 10 (g) PLACED AT END OF RESTRICTION.</p>

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.