Missouri, Kansas & Texas Railway

EMPLOYES' TIME TABLE No. 36.

(SUCCEEDING TIME TABLE No. 35.)

IN EFFECT

SUNDAY, NOVEMBER 11, 1906,

AT 12:01 O'CLOCK A M

ALL PREVIOUS TIME TABLES ARE VOID AND MUST BE DESTROYED.

This Time Table is for the GOVERNMENT AND INFORMATION OF EMPLOYES of this Railway Only.

The Management Reserves the Right to Vary from it at Pleasure.

A. A. ALLEN,
Vice-Prest. and Genl. Manager.

J. W. MAXWELL,
Ass't Genl. Manager.

E. M. ALVORD,
General Superintendent.

THE FOLEY RAILWAY PRINTING CO., PARSONS, KAN.

Note Changes in Rules.

Rule 81A. Train 6 has absolute right over all trains. Train 5 has absolute right over all trains except train 6. Other first class trains must take siding at meeting and passing points and clear the time of trains 5 and 6 at least 5 minutes; all other trains and yard engines at least 10 minutes.

Register Stations: Texas Junction, Mokane and Franklin Junction.

Second class trains will approach and pass all coal chutes and water tanks and pass through yard limits of Texas Junction, St. Charles, Matson, Portland, Mokane, New Franklin and Franklin Junction under complete control, in the absence of information in form of a regular train order as to location of first class trains moving in same direction, Rule 98b will apply to second class trains at all yards and stations.

Second class trains reducing speed or stopping at stations or yards other than Texas Junction, St. Charles, Matson, Portland, Mokane, New Franklin and Franklin Junction must protect against other second class trains moving in same direction.

Nos. 501 and 503 will carry passengers.

Nos. 1, 3, 501 and 503 will stop on flag at Jungs, Weldon Springs, Finney, Defiance, Klondike, Pearsons and Claysville.

Time Table

No. 36

In Effect, Nov. 11, 1906.

THIRD CLASS				SECOND CLASS	Distance from St. Louis	STATIONS	FIRST CLASS		
503 Way Freight	501 Way Freight	407 Through Freight	403 Through Freight	401 Fast Freight			1 Passenger	3 Passenger	5 Flyer
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily			Daily	Daily	Daily
	A.M. 6.30	A.M. 4.20	P.M. 5.10	P.M. 9.50	0.0	Leave ST. LOUIS Leave	A.M. 9.15	P.M. 11.50	P.M. 8.32
						26.9			
	s 7.40	5.50	7.18	10.50	26.9	n TEXAS JUNCTION	s 10.10	A.M. s 12.43	s 9.25
						3.0			
	s 7.53	6.03	7.24	10.58	29.9	BLACK WALNUT	f 10.17	f 12.48	
						2.3			
	f 8.05	6.34	7.32	11.06	32.2	MARIAS CROCHE	f 10.22	f 12.52	9.35
						7.0			
	s 8.45 9.15	6.59	7.55	11.30	39.2	n ST. CHARLES	s 10.40	s 1.06	s 9.48
						7.9			
	f 9.50	7.22	8.20	11.55	47.1	MILLER	f 10.57	f 1.22	10.01
						7.5			
	s 10.20	7.45	8.40	A.M. 12.18	54.6	d HAMBURG	s 11.15	f 1.37	10.13
						6.1			
	s 11.10	8.08	9.00	12.41	60.7	n MATSON	s 11.30	f 1.50	10.25
						5.7			
	s 11.45 P.M.	8.28	9.15	1.03	66.4	d AUGUSTA	s 11.45	f 2.04	10.34
						7.5			
	s 12.25	8.52	9.35	1.24	73.9	d DUTZOW	s 11.59 P.M.	f 2.20	10.45
						3.9			
	s 12.50	9.07	9.50	1.42	77.8	n MARTHASVILLE	s 12.08	s 2.29	10.51
						3.3			
	f 1.08	9.18	10.00	1.53	81.1	PEERS	f 12.15	f 2.36	
						3.6			
	s 1.20	9.30	10.08	2.00	84.7	d TRELOAR	s 12.22	f 2.42	11.02
						4.2			
	f 1.53	9.47	10.21	2.16	88.9	BERNHEIMER	f 12.32	f 2.50	11.09
						4.8			
	f 2.26	10.05	10.34	2.28	93.7	GORE	f 12.43	f 2.59	11.17
						3.3			
	f 2.42	10.17	10.42	2.40	97.0	CASE	f 12.50	f 3.10	11.23
						3.8			
	s 3.04	10.33	10.55	3.00	100.8	n McKITTRICK	s 1.00	f 3.22	11.29
						4.0			
	s 3.25	10.50	11.07	3.17	104.8	d RHINELAND	s 1.10	f 3.33	11.35
						6.0			
	f 3.50	11.15	11.30	3.40	110.8	BLUFFTON	f 1.20	f 3.48	11.43
						5.2			
	s 4.15	11.35	11.51	4.05	116.0	d PORTLAND	¶ 1.35 1.55	s 4.05	11.51
						5.4			
	f 4.40	11.55	A.M. 12.10	4.23	121.4	STEEDMAN	f 2.06	f 4.14	11.59
						3.6			
A.M. Lv 6.00	Ar 5.00 P.M.	P.M. 12.10	12.30	4.40 5.05	125.0	n MOKANE	s 2.15	s 4.23	A.M. s 12.06
						6.2			
s 6.20		12.37	1.05	5.35	131.2	d TEBBETTS	s 2.28	f 4.38	12.17
						6.4			
f 6.40		1.10	1.38	5.57	137.7	WAINWRIGHT	f 2.38	f 4.53	12.26
						5.7			
s 7.00 7.30		1.30	2.05	6.20	143.3	n NORTH JEFFERSON	s 2.53	s 5.07	f 12.36
						C. & A. 3.2 Crossing			
f 7.50		1.40	2.15	6.30	146.5	BOUGHNER	f 3.00	f 5.13	12.41
						7.0			
s 8.10		2.05	2.50 3.03	6.50	153.5	d HARTSBURG	s 3.15	s 5.30	12.53
						4.0			
f 8.30		2.20	3.20	7.05	157.5	WILTON	f 3.24	f 5.40	12.59
						4.9			
s 8.50		2.40	3.40	7.20	162.4	d RUTLAND	s 3.34	f 5.52	1.06
						3.0			
f 9.05		2.53	3.52	7.32	165.4	PROVIDENCE	f 3.40	f 6.00	1.11
						4.2			
s 9.30		3.10	4.09	7.47	169.6	n McBAINE	s 3.52	s 6.14	f 1.20
						2.1			
s 9.40		3.18	4.17	7.55	171.7	d HUNTSDALE	s 3.57	f 6.20	1.24
						6.7			
s 10.15		3.45	4.44	8.18	178.4	d ROCHEPORT	s 4.12	s 6.35	1.36
						3.5			
f 10.42		4.00	4.56	8.30	181.9	LLOYD	f 4.18	f 6.43	1.42
						6.4			
s 11.05		4.25	5.25	8.55	188.3	d NEW FRANKLIN	s 4.32	s 7.00	1.52
						0.8			
11.10 A.M.		4.30 P.M.	5.30 A.M.	9.00 A.M.	189.1	n FRANKLIN JUNCT. Arrive Arrive	4.35 P.M.	7.05 A.M.	1.55 A.M.
503	501	407	403	401		189.1	1	3	5

ST. LOUIS DIVISION. — Trains Going North.

Time Table
No. 36
In Effect, Nov. 11, 1906.

FIRST CLASS						SECOND CLASS		THIRD CLASS			
6 Flyer	4 Passenger	2 Passenger	STATIONS		Station Numbers	402 Stock Express	404 P.H.P. Express	408 Through Freight	502 Way Freight	504 Way Freight	
Daily	Daily	Daily				Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
A.M. 7.35	A.M. 7.05	P.M. 6.00	Arrive	Arrive ST. LOUIS	0	A.M. 4.30	A.M. 11.30	P.M. 9.00	P.M. 4.20		
				26.9							
s 6.43	s 6.10	s 5.04	n	TEXAS JUNCTION	27	3.30	**10.10**	7.50	s 3.20		
				3.0							
	f **6.03**	f 4.55		BLACK WALNUT	30	3.15	9.52	7.38	f 3.08		
				2.3							
6.34	f 5.57	f 4.49		MARIAS CROCHE	32	3.08	9.43	**7.32**	f 3.00		
				7.0							
s 6.20	s 5.38	s 4.33	n	ST. CHARLES	39	2.40	**9.15**	7.08	s 2.25 / s 1.55		
				7.9							
6.07	f 5.15	f 4.16		MILLER	47	2.10	8.50	6.40	f 1.02		
				7.5							
5.54	f 4.57	s 3.59	d	HAMBURG	55	**1.37**	8.27	6.15	s 12.15 P.M.		
				6.1							
5.42	s 4.43	s 3.42	n	MATSON	61	1.20	**8.08**	5.55	**11.30** / **11.10**		
				5.7							
5.30	f 4.30	s 3.28	d	AUGUSTA	66	**1.03**	7.47	5.35	s 10.45		
				7.5							
5.19	f 4.10	s 3.14	d	DUTZOW	74	12.43	7.22	5.10	s 10.20		
				3.9							
5.12	s 4.00	s 3.04	n	MARTHASVILLE	78	12.32	7.07	4.57	s 10.05		
				3.3							
	f 3.51	f 2.55		PEERS	81	12.25	6.55	4.46	f 9.45		
				3.6							
5.02	f 3.42	s 2.48	d	TRELOAR	85	12.17	6.45	4.36	s **9.30**		
				4.2							
4.53	f 3.30	f 2.38		BERNHEIMER	89	12.03 A.M.	6.28	4.19	f 9.10		
				4.8							
4.45	f 3.18	f **2.26**		GORE	94	11.53	6.12	4.04	f 8.50		
				3.3							
4.38	f **3.10**	f 2.20		CASE	97	11.43	6.00	3.50	f 8.35		
				3.8							
4.32	f **3.00**	s 2.12	n	McKITTRICK	101	**11.29**	5.46	3.35	s 8.15		
				4.0							
4.25	f 2.50	s 2.00	d	RHINELAND	105	**11.07**	5.34	**3.25**	s 7.55		
				6.0							
4.14	f 2.37	1.47		BLUFFTON	111	10.50	5.18	3.00	f 7.30		
				5.2							
4.05	s 2.27	**1.35** / 1.15	d	PORTLAND	116	10.34	5.05	2.45	s 7.10		
				5.4							
3.57	f 2.14	f 12.59		STEEDMAN	121	10.18	4.52	2.30	f 6.45		
				3.6							
s 3.50	s 2.05	s 12.52	n	MOKANE	125	10.05	**4.40** / **4.23**	**2.15**	Lv 6.30 A.M.	P.M. Ar 4.15	
				6.2							
3.40	f 1.52	s **12.37**	d	TEBBETTS	131	9.48	4.02	1.45		s 3.50	
				6.4							
3.29	f **1.38**	f 12.24		WAINWRIGHT	138	9.28	3.45	**1.10**		f 3.25	
				5.7							
f 3.20	s 1.27	s 12.10	n	NORTH JEFFERSON	143	9.10	3.27	12.43		s **2.53**	
				C. & A. 3.2 Crossing							
3.14	f 1.20	f 12.01		BOUGHNER	147	8.55	**3.14**	12.27 P.M.		f 2.30	
				7.0							
3.03	s 1.08	P.M. s 11.48	d	HARTSBURG	154	8.38	**2.50**	11.55		s **2.05**	
				4.0							
2.57	f **12.59**	f **11.36**		WILTON	157	8.27	2.39	**11.36**		f 1.45	
				4.9							
2.49	f 12.38	s 11.25	d	RUTLAND	162	8.12	2.24	11.14		s 1.20	
				3.0							
2.44	f 12.30	f 11.18		PROVIDENCE	165	8.02	2.15	11.02		f 1.05	
				4.2							
2.38	12.15a / s 10.55m	s 11.10	n	McBAINE	170	7.49	2.02	10.48		s 12.45	
				2.1							
2.34	f 10.47	s 11.03	d	HUNTSDALE	172	7.43	1.55	10.40		s 12.28 P.M.	
				6.7							
2.24	s 10.32	s 10.49	d	ROCHEPORT	178	7.24	**1.36**	**10.15**		s 11.59	
				3.5							
2.18	f 10.25	f **10.42**		LLOYD	182	7.12	1.15	10.00		f 11.40	
				6.4							
2.08	s 10.14	s 10.28	d	NEW FRANKLIN	188	6.54	12.50	9.35		s 11.15	
				0.8							
2.05 A.M.	10.10 P.M.	10.25 A.M.	n	FRANKLIN JUNCT. Leave	189	6.50 P.M.	12.45 A.M.	9.30 A.M.		**11.10** A.M.	
			Leave								
6	4	2		189.1		402	404	408	502	504	

Note Changes in Rules.

Rule 81 A. Train 6 has absolute right over all trains. Train 5 has absolute right over all trains except train 6. Other first class trains must take siding at meeting and passing points and clear the time of trains 5 and 6 at least 5 minutes; all other trains and yard engines at least 10 minutes.

Register Stations: Franklin Junction, Mokane and Texas Junction.

Second class trains will approach and pass all coal chutes and water tanks and pass through yard limits of Texas Junction, St. Charles, Matson, Portland, Mokane, New Franklin and Franklin Junction under complete control, in the absence of information in form of a regular train order as to location of first class trains moving in same direction, Rule 98b will apply to second class trains at all yards and stations.

Second class trains reducing speed or stopping at stations or yards other than Texas Junction, St. Charles, Matson, Portland, Mokane, New Franklin and Franklin Junction must protect against other second class trains moving in same direction.

Nos. 502 and 504 will carry passengers.

Nos. 2, 4, 502 and 504 will stop on flag at Weldon Springs, Defiance, Finney, Klondike, Pearsons and Claysville.

No. 2 will stop on flag at Jungs.

HANNIBAL SOUTH DIVISION.

Trains Going South.

THIRD CLASS			SECOND CLASS	FIRST CLASS			Distance from St. Louis	Time Table No. 36 In Effect, Nov. 11, 1906. STATIONS	Station Numbers	FIRST CLASS			SECOND CLASS		THIRD CLASS	
503 Way Freight	407 Through Freight	403 Through Freight		401 Fast Freight	5 Flyer	3 Passenger	1 Passenger				2 Passenger	4 Passenger	6 Flyer	402 Stock Express	404 P.H.P. Express	408 Through Freight	504 Way Freight
Daily Ex. Sunday	Daily	Daily		Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday
P.M. 12.05	P.M. 5.20	A.M. 6.00		A.M. 9.50	A.M. 2.00	A.M. 7.20	P.M. 4.50	189.1	Leave n FRANKLIN JUNCT. Arrive	189	A.M. 10.20	P.M. 10.00	A.M. 1.53	P.M. 5.50	P.M. 11.45	A.M. 8.45	A.M. 10.05
									1.6								
f 12.10	5.25	6.05		9.55	2.03	f 7.25	f 4.55	190.7	KINGSBURY	191	f 10.15	f 9.55	1.51	5.45	11.40	8.40	s 9.55
									1.0								
s 12.20 12.45	5.37	6.15		10.08	s 2.10	s 7.30	s 5.03	191.7	n BOONVILLE	192	s 10.08	s 9.50	s 1.44	5.37	11.30	8.32	s 9.45 s 9.15
									5.3								
s 1.10	6.00	6.38		10.25	2.24	f 7.42	f 5.18	197.0	PRAIRIE LICK	197	f 9.58	f 9.38	1.34	5.18	11.15	8.15	s 8.40
									6.4								
s 1.45	6.25	7.05		10.50	2.34	s 7.55	s 5.30	203.4	d PILOT GROVE	203	s 9.46	s 9.23	1.24	4.55	10.56	7.55	s 7.55
									2.9								
s 2.00	6.35	7.17		11.00	2.38	f 8.01	f 5.36	206.3	HARRISTON	206	f 9.40	f 9.17	1.20	4.46	10.48	7.45	s 7.40
									2.9								
s 2.15	6.48	7.30 7.35		11.15	2.43	s 8.09	s 5.48	209.2	d PLEASANT GREEN	209	s 9.32	s 9.10	1.14	4.36	10.40	7.35	s 7.30
									6.3								
s 2.45	7.13	8.00		11.38	2.53	s 8.23	s 5.57	215.5	d CLIFTON CITY	216	s 9.18	s 8.56	1.04	4.16	10.20	7.12	s 7.02
									5.6								
s 3.15	7.35	8.20		11.57 P.M.	3.03	s 8.37	s 6.10	221.1	d BEAMAN	221	s 9.05	s 8.43	12.55	3.59	10.03	6.52	s 6.40
									Mo. Pac. 6.0 Junction								
3.40 P.M.	8.00 P.M.	8.40 A.M.		12.25 P.M.	3.15 A.M.	¶ 8.50 A.M.	¶ 6.25 P.M.	227.1	n SEDALIA Arrive Leave	227	¶ 8.50 A.M.	8.30 P.M.	12.45 A.M.	3.40 P.M.	9.45 P.M.	6.30 A.M.	6.15 A.M.
503	407	403		401	5	3	1		38.0		2	4	6	402	404	408	504

HANNIBAL NORTH DIVISION.

Trains Going South.

THIRD CLASS		FIRST CLASS			Distance from Hannibal	Time Table No. 36 In Effect, Nov. 11, 1906. STATIONS	Station Numbers	FIRST CLASS		THIRD CLASS	
507 Way Freight	443 Through Freight		53 Passenger	51 Passenger				52 Passenger	54 Passenger	444 Through Freight	508 Way Freight
Daily Ex. Sunday	Daily		Daily	Daily				Daily	Daily	Daily	Daily Ex. Sunday
A.M. 7.00	P.M. 6.30		A.M. 2.20	A.M. 10.50		Leave n HANNIBAL Arrive	00	P.M. 3.45	A.M. 2.35	A.M. 3.35	P.M. 4.17
						69.7					
P.M. s 12.01	P.M. 11.47		A.M. s 5.35	P.M. ¶ 2.30	69.7	n MOBERLY	070	P.M. ¶ 12.01	P.M. s 11.47	P.M. 10.40	A.M. s 10.45
						Wabash 5.2 Crossing					
s 12.20	A.M. 12.05		s 5.47	s 2.41	74.9	d ELLIOTT	075	s 11.47	f 11.35	10.15	s 10.20
						4.5					
s 12.37	12.27		s 6.00	s 2.55	79.4	n HIGBEE	080	s 11.32	s 11.24	9.55	s 9.55
						C. & A. 3.2 Crossing					
f 1.28			f 6.10	f 3.07	82.6	RUSSELL	083	f 11.20	f 11.12		f 9.15
						5.3					
s 2.05	12.57		f 6.22	s 3.20	87.9	BURTON	088	s 11.08	f 10.58	9.23	s 8.50
						6.6					
s 3.00	1.22		s 6.40	s 3.40	94.5	d FAYETTE	095	s 10.52	s 10.40	8.55	s 8.20
						3.7					
f 3.30			f 6.48	f 3.50	98.2	TALBOT	098	f 10.44	f 10.30		f 7.35
						4.2					
s 4.04	1.50		s 6.58	s 4.04	102.4	d ESTILL	0102	s 10.35	f 10.20	8.22	s 7.20
						2.5					
4.30 P.M.	2.00 A.M.		7.05 A.M.	4.10 P.M.	104.9	n FRANKLIN JUNCT. Arrive Leave	189	10.30 A.M.	10.15 P.M.	8.15 P.M.	7.10 A.M.
507	443		53	51		104.9		52	54	444	508

COLUMBIA BRANCH.

Trains Going South.

THIRD CLASS	FIRST CLASS			Distance from Columbia	Time Table No. 36 In Effect, Nov. 11, 1906. STATIONS	Station Numbers	Distance from St. Louis	FIRST CLASS			Third Class
505 Mixed	45 Passenger	43 Passenger	41 Passenger					42 Passenger	44 Passenger	46 Passenger	506 Mixed
Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily
P.M. 5.00	P.M. 11.28	P.M. 3.15	A.M. 10.30	.0	Leave d COLUMBIA Arrive	V 9	178.3	P.M. 4.35	A.M. 11.50	P.M. 11.27	A.M. 7.10
					3.0						
f 5.11	11.39	f 3.26	f 10.41	3.0	LIMERICK	V 6	175.3	f 4.23	f 11.39	11.18	f 7.01
					1.8						
f 5.16	11.44	f 3.32	f 10.46	4.8	TURNER	V 4	173.5	f 4.18	f 11.34	11.13	f 6.56
					1.8						
f 5.21	11.49	f 3.37	f 10.51	6.6	BRUSHWOOD LAKE	V 2	171.7	f 4.13	f 11.29	11.08	f 6.51
					1.2						
f 5.26	11.53	f 3.41	f 10.55	7.8	WEBSTER	V 1	170.5	f 4.09	f 11.25	11.04	f 6.46
					0.9						
5.30 P.M.	11.57 P.M.	3.45 P.M.	11.00 A.M.	8.7	n McBAINE Arrive Leave	170	169.6	4.05 P.M.	11.20 A.M.	11.00 P.M.	6.40 A.M.
505	45	43	41		8.7			42	44	46	506

Hannibal South Division Foot Notes.

Note Changes in Rules.

Rule 81 A. Train 6 has absolute right over all trains. Train 5 has absolute right over all trains except train 6. Other first class trains must take siding at meeting and passing points and clear the time of trains 5 and 6, at least 5 minutes; all other trains and yard engines at least 10 minutes.

Nos. 503 and 504 will carry passengers.

Second class trains will approach and pass all coal chutes and water tanks and pass through yard limits of Franklin Junction, Boonville and Sedalia under complete control and in the absence of information in form of a regular train order as to location of first class trains moving in same direction, rule 98b will apply to second class trains at all yards and stations.

Second class trains reducing speed or stopping at stations or yards other than Sedalia, Boonville or Franklin Junction must protect against other second class trains moving in same direction.

Register Stations: Sedalia and Franklin Junction.

Hannibal North Division Foot Notes.

Note Changes in Rules.

Train and Enginemen will be governed by Joint Time Table between Moberly and Hannibal.

Register Stations: Franklin Junction, Moberly, Outer Depot and Hannibal.

507 and 508 will carry passengers.

Columbia Branch Foot Notes.

Note Changes in Rules.

Nos. 41 and 43 are superior to Trains Nos. 42 and 44.

Register Stations: McBaine. For Columbia branch trains.

505 and 506 will carry passengers.

KANSAS CITY DIVISION.

Trains Going South.

THIRD CLASS		FIRST CLASS	Distance from St. Louis	Time Table No. 36 In Effect, Nov. 11. 1906. STATIONS	Station Numbers	FIRST CLASS	THIRD CLASS	
515 Way Freight Daily Ex.Sunday	451 Through Freight Daily						452 Through Freight Daily	516 Way Freight Daily Ex.Sunday
A.M. 8.35	P.M. 2.00			Leave SEDALIA Arrive			A.M. 5.00	P.M. 3.55
				16.7				
s 9.55	3.10		243.8	d KANSAS CITY JCT.	244		4.05	s 3.10
				6.2				
f 10.17	f 3.35		250.0	SUTHERLAND	E 6		f 3.45	f 2.40
				5.7				
s 10.40	f 4.00		255.7	d LEETON	E 12		f 3.25	s 2.10
				3.1				
f 10.52	f 4.13		258.8	POST OAK	E 15		f 3.15	f 1.50
				5.9				
s 11.15	f 4.37		264.7	d CHILHOWEE	E 21		f 2.55	s 1.20
				4.6				
f 11.32	f 4.57		269.3	MAGNOLIA	E 26		f 2.41	f 12.55
				6.9				
s 11.59a 12.15p	f 5.27		276.2	n HOLDEN	E 32		f 2.18	12.20p s 11.59a
				11.0				
s 1.03	f 6.15		287.2	GUNN CITY	E 43		f 1.42	s 11.05
				4.5				
s 1.22	f 6.35		291.7	d EAST LYNNE	E 48		f 1.25	s 10.42
				Mo. Pac. 6.3 Crossing				
s 1.50	f 7.00		298.0	n HARRISONVILLE	E 54		f 1.05	s 10.12
				0.4				
			298.4	St. L. & S. F. Crossing				
			298.5	K. C. C. & S. Crossing				
				8.4				
s 2.25	f 7.38		306.9	d FREEMAN	E 63		f 12.35	s 9.30
				4.6				
s 2.47	f 7.58		311.5	d WEST LINE	E 68		f 12.20 A.M.	s 9.07
				3.5				
			315.0	OLDS	E 71			
				1.7				
s 3.10	f 8.20		316.7	d LOUISBURG	E 73		f 11.59	s 8.42
				5.5				
s 3.30	f 8.45		322.2	SOMERSET	E 78		f 11.45	s 8.15
				7.9				
				Mo. Pac. Crossing				
				0.1				
s 4.05	f 9.15		330.0	PAOLA "A"	E 86		f 11.25	s 7.50
				St.L.&S.F. 0.2 Crossing				
4.15 P.M.	9.25 P.M.		330.2	n PAOLA Arrive Leave	A 43		11.15 P.M.	7.30 A.M.
515	451			103.2			452	516

STANDARD CROSSING GATES. (See Rules on pages 21.)

LOCATION.	MILE.	RAILWAY.	BLOCKS.
Harrisonville	298.0	Mo. Pac.	M., K. & T.
Paola	330.2	Mo. Pac.	M., K. & T.

Note Changes in Rules. **Train No. 451 is superior to Train No. 452. Train No. 515 is superior to Train No. 516.**

Kansas City Division Train and Enginemen will be governed by Sedalia Division time table between Sedalia and Kansas City Junction.

Register Station: Paola.

Nos. 451, 452, 515 and 516 will carry passengers.

EL DORADO BRANCH.

Trains Going South.

THIRD CLASS		FIRST CLASS	Distance from Walkers	Time Table No. 36 In Effect, Nov. 11. 1906. STATIONS	Station Numbers	FIRST CLASS	THIRD CLASS
517 Mixed Daily Ex.Sunday		67 Passenger Daily				66 Passenger Daily	518 Mixed Daily Ex.Sunday
A.M. 9.55		P.M. 3.50	14.0	Leave EL DORADO SPRINGS Arrive	F 14	P.M. 3.05	A.M. 9.10
				1.0			
10.00		f 3.55	13.0	WEST EL DORADO	F 13	f 3.00	f 9.05
				6.2			
10.15		s 4.12	6.8	DEDERICK	F 7	s 2.45	s 8.45
				4.3			
10.25		f 4.26	2.5	HANDLEY	F 3	f 2.35	f 8.30
				2.5			
10.35		s 4.35	.0	WALKERS	309	s 2.25	s 8.20
				7.8			
11.00 A.M.		5.20 P.M.		NEVADA Arrive Leave		2.05 P.M.	8.00 A.M.
517		67		21.8		66	518

Note Changes in Rules.

El Dorado Branch Train and Enginemen will be governed by Sedalia Division time table between Walkers and Nevada.

Nos. 517 and 518 will carry passengers.

THIRD CLASS									SECOND CLASS		Distance from St. Louis	Time Table No. 36 In Effect, Nov. 11, 1906.	FIRST CLASS			
				517 Mixed	515 Way Freight	513 Way Freight	511 Way Freight	451 Through Freight	407 Through Freight	403 Through Freight		401 Fast Freight			1 Passenger	3 Passenger	5 Flyer	67 Passenger
				Daily Ex.Sunday	Daily Ex.Sunday	Daily Ex.Sunday	Daily Ex.Sunday	Daily	Daily	Daily		Daily		STATIONS	Daily	Daily	Daily	Daily
					A.M. 8.35		A.M. 6.40	P.M. 2.00	P.M. 9.00	A.M. 10.45		P.M. 1.20	227.1	Leave n SEDALIA Leave	¶ P.M. 6.50	¶ A.M. 9.10	A.M. 3.25	
					f 9.00		f 7.00	2.30 2.45	9.30	11.20		1.45	236.1	Mo. Pac. 9.0 Crossing CAMP BRANCH 3.1	f 7.08	f 9.28	3.40	
					s 9.19		s 7.15	f 2.57	9.45	11.30		1.55	239.2	d GREEN RIDGE 4.6	s 7.15	s 9.40	3.45	
					Ar 9.35 A.M.		s 7.45	Ar 3.10 P.M.	10.00	11.45		2.05 2.10	243.8	d KANSAS CITY JCT. 4.0	s 7.26	s 9.53	3.51	
							s 8.05		10.20	P.M. 12.05		2.25	247.8	d WINDSOR 7.7	s 7.35	s 10.05	3.57	
							s 8.45		10.45	12.35		2.52	255.5	d CALHOUN 4.2	s 7.50	s 10.25	4.08	
							s 9.10		11.00	12.52 1.05		3.07	259.7	d LEWIS St.L.&S.F. 6.9 Crossing	f 7.59	s 10.37	4.14	
							s 10.05 11.55		11.33	1.25		3.30	266.6	n CLINTON K.C.C.&S. 6.8 Crossing	s 8.17	s 10.52	s 4.28	
							P.M. s 12.25		A.M. 12.15	1.45		3.53	273.4	d LADUE 6.8	s 8.31	s 11.07	4.40	
							s 1.00		12.50	2.10		4.15	280.2	d MONTROSE 5.5	s 8.48	s 11.22	4.52	
							s 1.30		1.20	2.25		4.33	285.7	d APPLETON CITY 8.7	s 9.01	s 11.35	5.02	
							s 2.10		2.05	2.53		5.00	294.4	d ROCKVILLE 4.0	s 9.17	s 11.55	5.14	
							s 2.30		2.30	3.05		5.19	298.4	n SCHELL CITY 5.1	s 9.27	P.M. s 12.03	5.20	
							s 2.55		3.00	3.20		5.35	303.5	d HARWOOD 5.8	s 9.38	s 12.13	5.28	
				A.M. Lv 10.40			s 3.25		3.30	3.40		5.55	309.3	d WALKERS Mo. Pac. 7.8 Junction	s 9.52	s 12.27	5.36	P.M. 5.00
				Ar 11.00 A.M.		A.M. Lv 9.30	Ar 4.05 P.M.		4.00 4.45	4.05 4.55		6.25 6.45	317.1	n NEVADA 6.3	s 10.13 10.20	¶ 12.45 1.05	s 5.50 5.55	5.20 P.M.
						s 9.53			5.10	5.20		7.05	323.4	ELLIS 3.5	f 10.34	f 1.20	6.05	
						s 10.10			5.25	5.35		7.15	326.9	d DEERFIELD 4.3	f 10.41	s 1.30	6.10	
						s 10.30			5.43	5.50		7.26	331.2	d EVE 6.2	f 10.50	s 1.40	6.16	
													337.4	SCOTT JUNCTION St.L.&S.F. 0.8 Crossing	s 11.02	s 1.55	s 6.25	
						s 11.00a 12.45p			6.15	6.20		7.50	338.2	Mo. Pac. Crossing n FORT SCOTT Mo. Pac. 6.9 Crossing	s 11.07 11.12	s 2.00 2.05	s 6.30	
						f 1.30			6.45	6.50		8.15	345.1	RONALD 6.0	f 11.27	f 2.27	6.45	
						s 2.10			7.10	7.15		8.30	351.1	d HIATTVILLE 6.9	f 11.40	s 2.45	6.57	
						s 3.05			7.30	7.40		8.56	358.0	d HEPLER A.T.&S.F. 7.2 Crossing	s 11.54	s 3.05	7.08	
						s 3.45			8.00	8.00		9.32	365.2	n WALNUT 7.7	A.M. s 12.10	s 3.22	f 7.20	
						s 4.25			8.35	8.30		9.57	372.9	d ST. PAUL 6.6	s 12.25	s 3.42	7.32	
						s 5.05			9.10	9.00		10.20	379.5	d SOUTH MOUND 7.1	f 12.41	f 3.57	7.43	
						5.40 P.M.			9.55 A.M.	9.30 P.M.		10.45 P.M.	386.6	n PARSONS Arrive	1.00 A.M.	4.15 P.M.	¶ 7.55 A.M.	
				517	515	513	511	451	407	403		401		159.5	1	3	5	67

Note Changes in Rules.

Rule 81 A. Train 6 has absolute right over all trains. Train 5 has absolute right over all trains except train 6. Other first class trains must take siding at meeting and passing points and clear the time of trains 5 and 6 at least 5 minutes; all other trains and yard engines at least 10 minutes.

Register Stations: Sedalia, Nevada and Parsons.

Second class trains will approach and pass all coal chutes and water tanks and pass through yard limits of Parsons, Fort Scott, Nevada, Clinton, and Sedalia under complete control and in the absence of information in form of a regular train order as to location of first class trains moving in same direction rule 98b will apply to second class trains at all yards and stations.

Second class trains reducing speed or stopping at stations or yards other than Fort Scott, Nevada, Clinton or Sedalia must protect against other second class trains moving in same direction.

Nos. 451, 511, 513, 515 and 517 will carry passengers.

SEDALIA DIVISION. — Trains Going North.

Time Table
No. 36
In Effect, Nov. 11, 1906.

FIRST CLASS						SECOND CLASS			THIRD CLASS									
66 Passenger	6 Flyer	4 Passenger	2 Passenger	STATIONS	Station Numbers	402 Stock Express	404 P. H. P. Express		408 Through Freight	452 Through Freight	512 Way Freight	514 Way Freight	516 Way Freight	518 Mixed				
Daily	Daily	Daily	Daily			Daily	Daily		Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday				
	A.M. 12.35	P.M. ¶ 8.05	A.M. ¶ 8.25	Arrive Arrive n SEDALIA	227	P.M. 2.50	P.M. 9.00		A.M. 5.10	A.M. 5.00	P.M. 3.20		P.M. 3.55					
				Mo. Pac. 9.0 Crossing														
	12.19	f 7.45	f 8.05	CAMP BRANCH 3.1	236	2.30	8.26		4.43	f 4.35	f 2.45		f 3.35					
	12.15	s 7.36	s 7.57	d GREEN RIDGE 4.6	239	2.20	8.11		4.30	f 4.25	s 2.30		s 3.25					
	12.09	s 7.26	s 7.45	d KANSAS CITY JCT. 4.0	244	2.05	7.52		4.15	4.10 A.M.	s 2.10		Lv 3.10 P.M.					
	12.03	s 7.16	s 7.32	d WINDSOR 7.7	248	1.45	7.35		3.57		s 1.45							
	A.M. 11.5 1	s 6.59	s 7.15	d CALHOUN 4.2	255	1.20	7.06		3.20		s 1.10							
	11.45	s 6.49	s 7.05	d LEWIS St.L.&S.F. 6.9 Crossing	260	1.05	6.49		3.02		s 12.52							
	s 11.33	s 6.31	s 6.50	n CLINTON K.C.C.&S. 6.8 Crossing	267	12.45	6.20		2.35		12.30p s 11.30a							
	11.20	s 6.17	f 6.33	d LADUE 6.8	273	12.25 P.M.	5.59		2.09		s 11.07							
	11.08	s 6.01	s 6.18	d MONTROSE 5.5	280	11.58	5.41		1.42		s 10.25							
	11.00	s 5.48	s 6.05	d APPLETON CITY 8.7	286	11.35	5.25		1.20		s 9.50							
	10.48	s 5.29	s 5.50	d ROCKVILLE 4.0	294	11.10	5.00		12.40		s 9.05							
	10.42	s 5.19	s 5.41	n SCHELL CITY 5.1	298	11.00	4.50		12.20 A.M.		s 8.45							
	10.35	s 5.07	s 5.28	d HARWOOD 5.8	303	10.45	4.39		11.59		s 8.20							
P.M. 2.25	10.27	s 4.53	s 5.08	d WALKERS Mo. Pac. 7.8 Junction	309	10.30	4.25		11.35		s 7.55			A.M. Ar 8.20				
2.05 P.M.	Lv 10.13 Ar 10.08	Lv 4.36 Ar 4.31	4.50 s 4.45	n NEVADA 6.3	317	10.10	4.05		11.02		Lv 7.20 A.M.	P.M. Ar 4.31		Lv 8.00 A.M.				
	9.56	f 4.19	f 4.34	ELLIS 3.5	323	9.53	3.45		10.34			s 3.45						
	9.51	s 4.11	f 4.27	d DEERFIELD 4.3	327	9.43	3.35		10.20			s 3.25						
	9.44	f 4.01	f 4.18	d EVE 6.2	331	9.32	3.17		10.00			s 3.00						
	9.33	s 3.48	s 4.05	SCOTT JUNCTION St.L.&S.F. 0.8 Crossing	337													
	s 9.28	s 3.43	4.00	Mo. Pac. Crossing n FT. SCOTT	338	9.12	2.52		9.28			2.00p s 12.45m						
	9.16	f 3.30	f 3.45	Mo. Pac. 6.9 Crossing RONALD 6.0	345	8.55	2.27		9.05			f 12.10 P.M						
	9.06	s 3.18	f 3.35	d HIATTVILLE 6.9	351	8.40	2.10		8.30			s 11.40						
	8.56	s 3.05	s 3.24	d HEPLER A.T.&S.F. 7.2 Crossing	358	8.20	1.52		8.15			s 11.05						
	f 8.44	s 2.51	s 3.10	n WALNUT 7.7	365	8.00	1.33		8.00			s 10.25						
	8.30	s 2.34	s 2.58	d ST. PAUL 6.6	373	7.32	1.12		7.43			s 9.45						
	8.18	s 2.20	f 2.45	d SOUTH MOUND 7.1	380	6.55	12.55		7.22			s 9.10						
	8.05 P.M.	2.05 P.M.	2.30 A.M.	n PARSONS Leave Leave	387	6.30 A.M.	12.35 P.M.		7.00 P.M.			8.45 A.M.						
66	6	4	2	159.5		402	404		408	452	512	514	516	518				

STANDARD CROSSING GATES.
(See Rules on Page 21.)

LOCATION.	MILE.	RAILROAD.	BLOCKS.
North Clinton	265.6	St. L. & S. F.	St. L. & S. F.
Scott Junction	337.4	St. L. & S. F.	M., K. & T.
Scott Junction	337.4	Mo. Pac.	Mo. Pac.
*Walnut	365.2	A. T. & S. F.	A. T. & S. F.

Note Changes in Rules.

Rule 81 A. Train 6 has absolute right over all trains. Train 5 has absolute right over all trains except train 6. Other first class trains must take siding at meeting and passing points and clear the time of trains 5 and 6 at least 5 minutes; all other trains and yard engines at least 10 minutes.

No. 1 and No. 3 are superior to No. 66.

Register Stations: Parsons, Nevada and Sedalia.

Second class trains will approach and pass all coal chutes and water tanks and pass through yard limits of Parsons, Fort Scott, Nevada, Clinton and Sedalia under complete control and in the absence of information in form of a regular train order as to location of first class trains moving in same direction, rule 98b will apply to second class trains at all yards and stations.
Second class trains reducing speed or stopping at stations or yards other than Fort Scott, Nevada, Clinton and Sedalia, must protect against other second class trains moving in same direction.
Nos. 452, 512, 514, 516 and 518 will carry passengers.

THIRD CLASS								SECOND CLASS		Distance from St. Louis	Time Table No. 36 In Effect Nov. 11, 1906.	FIRST CLASS							
535 Way Freight	533 Way Freight	531 Way Freight	471 Through Freight	411 Through Freight	409 Through Freight	407 Through Freight	405 Through Freight	403 Fast Freight	401 Fast Freight			1 Passenger	3 Passenger	5 Flyer	7 Fast Mail	81 Passenger	83 Passenger	85 Passenger	91 Passenger
Daily Ex.Sunday	Daily Ex.Sunday	Daily Ex.Sunday	Daily Ex.Sunday	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	A.M. 4.30	A.M. 7.00	A.M 4.10	P.M. 9.00	P.M. 3.30	A.M. 11.50	A.M. 10.15	A.M. 5.25	A.M. 12.01	386.6	Leave n PARSONS Leave	A.M. 2.15	P.M. 5.35	A.M. 8.15	A.M. 9.40	P.M. 8.20	P.M. 5.40	A.M 8.25	
											St.L.&S.F. 3.6 Crossing								
	4.40	7.10	4.20	9.12	3.45	P.M. 12.05	10.28	5.36	12.16	390.2	OLIVE	2.21	5.41	8.21	9.47	8.25	5.47	8.33	
											4.2								
	Ar 4.50 A.M.	f 7.25	Ar 4.30 A.M.	9.25	4.05	12.25	10.40	5.46	12.34	394.4	n CHEROKEE JUNC'N	2.29	5.50	8.27	9.55	Ar 8.35 P.M.	Ar 5.55 P.M.	Ar 8.40 A.M.	
											1.1								
		s 7.35		9.30	4.10	12.30	10.45	5.50	12.39	395.5	d LABETTE	f 2.31	s 5.52	8.29	s 9.57				
											St.L.&S.F. 5.4 Crossing								
		s 8.00		9.46	4.30	12.55	11.14	6.05	1.00	400.9	n OSWEGO	s 2.40	s 6.01	s 8.37	s 10.08				
											3.0								
		8.15		9.56	4.48	1.09	11.28	6.15	1.13	404.0	CONDON	2.45	6.07	8.42	10.14				
											Mo. Pac. 6.3 Crossing								
		s 8.50		10.16	5.06	1.36	11.44	6.35	1.25	410.2	n CHETOPA	s 2.56	s 6.17	s 8.50	s 10.25				
											5.9								
		f 9.35		10.36	5.23	2.03	P.M. 12.10	6.50	1.37	416.1	RUSSELL CREEK	3.07	f 6.27	9.01	f 10.36				
											5.2								
		s 10.20		10.53	5.46	2.28	12.28	7.05	1.50	421.3	d WELCH	s 3.18	s 6.43	9.10	s 10.48				
											5.3								
		s 10.57		11.10	6.01	2.50	12.45	7.20	2.10	426.6	n BLUE JACKET	s 3.27	s 6.55	9.17	s 10.57				
											7.3								
		f 11.45		11.35	6.26	3.20	1.12	7.38	2.35	433.9	KELSO	3.40	f 7.05	9.26	f 11.10				
											St.L.&S.F. 5.0 Crossing								
		12.15p s 1.25m		A.M. 12.05	6.45	3.40	1.25	7.50	2.52	438.9	n VINITA	s 3.52	s 7.15	s 9.43	s 11.20 11.40				
											3.0								
		1.50		12.25	7.00	3.50	1.40	8.05	3.03	441.9	HULWE	3.58	7.24	9.50	11.44				
											4.9								
		s 2.20		12.40	7.33	4.10 4.30	1.55	8.25	3.20	446.8	d BIG CABIN	f 4.10	s 7.33	9.58	11.50				
											7.6								
		s 2.56		1.00	8.04	4.58	2.15	8.50	3.45	454.4	d ADAIR	s 4.23	s 7.47	10.09	P.M. 12.01				
											3.5								
		f 3.09		1.10	8.19	5.10	2.30	9.02	3.58	457.9	DAWES	4.30	7.53	10.14	12.05				
											5.7								
		s 3.31		1.28	8.40	5.38	2.50	9.19	4.17	463.6	n PRYOR CREEK	s 4.41	s 8.05	f 10.22	12.12				
											5.0								
		3.53		1.45	8.55	5.58	3.03	9.34	4.33	468.6	ROGERS	4.50	8.14	10.29	12.18				
											3.6								
		s 4.10		1.58	9.10	6.15	3.12	9.45	4.45	472.2	d CHOUTEAU	s 4.56	s 8.21	10.34	12.22				
											5.7								
		f 4.30		2.20	9.35	6.41	3.36	10.00	5.05	477.9	MAZIE	f 5.05	8.30	10.43	12.29				
											5.8								
		f 5.11		2.40	10.00	7.09	3.55	10.16	5.25	483.7	LELIAETTA	f 5.16	f 8.41	10.52	12.36				
											4.5								
		s 5.35		2.59	10.25	7.30	4.10	10.59	5.41	488.2	n WAGONER	s 5.26	s 8.53	s 10.59	s 12.43				
											St.L.I.M.&S 5.9 Crossing								
		s 5.55		3.22	10.50	7.55	4.25	11.20	6.00	494.1	d GIBSON	s 5.37	s 9.08	11.09	12.50				
											4.7								
P.M. Lv 4.00		s 6.15		3.40	11.10	8.22	4.47	11.35	6.10	498.8	d VERDARK	s 5.46	f 9.16	11.16	12.56				P.M Lv 6.15
											M.O.& G. 4.8 Crossing								
4.15 P.M.		6.35 P.M.		4.00 A.M.	11.30 P.M.	8.45 P.M.	5.15 P.M.	P.M. 12.25 P.M.	6.30 A.M.	503.6	n MUSKOGEE Arrive Arrive	6.00 A.M.	9.30 P.M.	11.25 A.M.	1.03 P.M.				6.25 P.M.
535	533	531	471	411	409	407	405	403	401		117.0	1	3	5	7	81	83	85	91

Note Changes in Rules.

Rule 81A. Train No. 7 has absolute right over all trains. Train No. 5 has absolute right over all trains except train No. 7. Train No. 6 has absolute right over all trains except trains No. 7 and 5. All first class trains will clear time of train No. 7 at least 5 minutes and all other trains and yard engines at least 10 minutes. All first class trains except trains No. 7 and 6 will clear time of train No. 5 at least 5 minutes, and all other trains and yard engines at least 10 minutes. All first class trains except trains No. 7 and 5 will clear time of No. 6 at least 5 minutes, and all other trains and yard engines at least 10 minutes.

Other trains of the first class have absolute right over trains No. 91 and 92 between Muskogee and Verdark.

Second class trains will approach and pass all coal chutes and water tanks and pass through yard limits of Parsons, Cherokee Junction, Oswego, Chetopa, Vinita, Wagoner, Verdark, and Muskogee under complete control and in the absence of information in form of a regular train order as to location of first class trains moving in same direction rule 98b will apply to second class trains at all yards and stations.

Second class trains reducing speed or stopping at stations or yards other than Parsons, Cherokee Junction, Oswego, Chetopa, Vinita, Wagoner, Verdark and Muskogee must protect against other second class trains moving in same direction.

All third class and extra trains will approach Cherokee Junction and Verdark under control, expecting to find Joplin Division and Tulsa Division trains using main track.

Register Stations: Parsons and Muskogee for all trains; Cherokee Junction for Joplin Division trains; Verdark for Tulsa Division trains.

Nos. 531 and 535 will carry passengers.

Cherokee Division trains will approach cross over immediately south of St. L. & S. F. crossing Parsons expecting to find Osage Division trains crossing over.

CHEROKEE DIVISION. — Trains Going North.

Time Table

No. 36

In Effect, Nov. 11, 1906.

FIRST CLASS									SECOND CLASS			THIRD CLASS						
92 Passenger	86 Passenger	84 Passenger	82 Passenger	8 Passenger	6 Flyer	4 Passenger	2 Passenger	STATIONS	Station Numbers	402 Stock Express	404 P. H. P. Express	406 Stock Express	408 Through Freight	410 Through Freight	412 Through Freight	472 Through Freight	532 Way Freight	534 Way Freight	536 Way Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
	P.M. 7.55	P.M. 12.55	A.M. 8.05	¶ P.M. 7.00	¶ P.M. 7.40	¶ A.M. 11.50	A.M. 1.50	Arrive n PARSONS Arrive	387	A.M. 4.30	A.M. 10.00	P.M. 6.30	A.M. 4.00	A.M. 10.40	P.M. 4.35	P.M. 5.10	P.M. 6.45	P.M. 8.45	
	7.47	12.47	7.58	6.53	7.31	11.40	1.43	St.L.&S.F. 3.6 Crossing OLIVE 4.2	390	4.20	9.47	6.20	3.45	10.28	4.20	4.58	6.20	8.25	
	Lv 7.39 P.M.	Lv 12.40 P.M.	Lv 7.50 A.M.	6.46	7.24	11.29	1.34	n CHEROKEE JUNC'N 1.1	394	4.12	9.28	6.14	3.27	10.03	4.05	Lv 4.45 P.M.	5.55 5.50	Lv 8.00 P.M.	
				s 6.44	7.22	s 11.27	f 1.32	d LABETTE	396	4.10	9.25	6.11	3.23	9.57	4.00		s 5.42		
				s 6.34	s 7.14	s 11.14	s 1.20	St.L.&S.F. 5.4 Crossing n OSWEGO 3.0	401	4.00	9.12	6.01	3.01	9.35	3.42		s 5.07		
				6.28	7.07	11.06	1.13	CONDON	404	3.53	9.05	5.50	2.45	9.20	3.30		4.48		
				s 6.17	6.59	s 10.54	s 1.02	Mo. Pac. 6.3 Crossing n CHETOPA 5.9	410	3.42	8.50	5.35	2.20	8.50	3.10		s 4.15		
				f 6.00	6.51	f 10.36	12.52	RUSSEL CREEK 5.2	416	3.30	8.39	5.23	2.05	8.05	2.50		f 3.40		
				s 5.46	6.43	s 10.20	s 12.40	d WELCH 5.3	421	3.18	8.28	5.10	1.50	7.40	2.28		s 3.15		
				s 5.29	6.36	s 10.10	s 12.30	n BLUE JACKET 7.3	427	2.58	8.17	4.57	1.27	7.20	1.50		s 2.50		
				f 5.12	6.26	f 9.58	12.15	KELSO	434	2.35	8.04	4.45	12.55	6.57	1.12		f 2.20		
				s 5.00 s 4.45	s 6.18	s 9.43	s 12.05 A.M.	St.L.&S.F. 5.0 Crossing n VINITA 3.0	439	2.25	7.50	4.32	12.37	6.45	1.00		s 2.00 1.25		
				4.37	6.05	9.28	11.55	HULWE 4.9	442	2.17	7.46	4.20	12.25	6.33	12.41		1.05		
				s 4.30	5.59	f 9.20	f 11.45	d BIG CABIN 7.6	447	2.05	7.38	4.10	12.01 A.M.	6.16	12.25		s 12.45		
				s 4.18	5.50	s 9.09	s 11.30	d ADAIR 3.5	454	1.50	7.24	3.52	11.30	5.56	12.01 P.M.		s 12.01 P.M.		
				4.11	5.45	9.02	11.21	DAWES 5.7	458	1.40	7.17	3.44	11.10	5.45	11.42		f 11.35		
				s 4.01	5.38	s 8.53	s 11.12	n PRYOR CREEK 5.0	464	1.28	7.07	3.31	10.45	5.25	11.25		s 11.10		
				3.53	5.31	8.42	11.02	ROGERS 3.6	469	1.16	6.58	3.20	10.22	5.10	11.09		10.48		
				s 3.46	5.27	s 8.35	s 10.56	d CHOUTEAU 5.7	472	1.09	6.52	3.12	10.02	4.56 4.45	10.57		s 10.34		
				f 3.36	5.19	f 8.27	10.45	MAZIE 5.8	478	12.56	6.40	2.59	9.35	4.23	10.43		f 10.00		
				f 3.27	5.11	f 8.15	f 10.35	LELIAETTA 4.5	484	12.44	6.26	2.44	9.13	4.00	10.16		f 9.10		
				s 3.19	s 5.05	s 8.06	s 10.25	n WAGONER	488	12.34	6.15	2.35	8.53	3.45	9.53		s 8.50		
				s 3.07	4.52	s 7.54	s 10.10	St.L.I.M.&S.9.9 Crossing d GIBSON 4.7	494	12.21	6.00	2.21	8.35	3.22	9.25		s 7.54		
A.M. Ar 9.10				f 2.59	4.47	f 7.45	f 10.00	d VERDARK	499	12.12	5.46	2.10	8.22	3.05	9.05		f 7.25		A.M. Ar. 9.25
9.00 A.M.				2.50 P.M.	4.39 P.M.	7.35 A.M.	9.50 P.M.	M.O.& G. 4.8 Crossing n MUSKOGEE Leave Leave	504	12.01 A.M.	5.20 A.M.	2.00 P.M.	8.00 P.M.	2.45 A.M.	8.45 A.M.		7.00 A.M.		9.10 A.M.
92	86	84	82	8	6	4	2	117.0		402	404	406	408	410	412	472	532	534	536

STANDARD CROSSING GATES.
(See Rules on Page 21.)

LOCATION	MILE	RAILROAD	BLOCKS
Parsons.....	386.7	St. L. & S. F.....	St. L. & S. F.
Chetopa	410.	Mo. Pac.....	Mo. Pac.
Muskogee.....	502.	M. O. & G	M. O. & G.

Note Changes in Rules.

Rule 81A. Train No. 7 has absolute right over all trains. Train No. 5 has absolute right over all trains except train No. 7. Train No. 6 has absolute right over all trains except trains No. 7 and 5. All first class trains will clear time of train No. 7 at least 5 minutes and all other trains and yard engines at least 10 minutes. All first class trains except trains No. 7 and 6 will clear time of train No. 5 at least 5 minutes, and all other trains and yard engines at least 10 minutes. All first class trains except trains No. 7 and 5 will clear time of No. 6 at least 5 minutes, and all other trains and yard engines at least 10 minutes.

Other trains of the first class have absolute right over trains No. 91 and 92 between Muskogee and Verdark.

Second class trains will approach and pass all coal chutes and water tanks and pass through yard limits of Muskogee, Verdark, Wagoner, Vinita, Chetopa, Oswego, Cherokee Junction and Parsons under complete control and in the absence of information in form of a regular train order as to location of first class trains moving in same direction rule 98b will apply to second class trains at all yards and stations.

Second class trains reducing speed or stopping at stations or yards other than Muskogee, Verdark, Wagoner, Vinita, Chetopa, Oswego, Cherokee Junction and Parsons must protect against other second class trains moving in same direction.

All third class and extra trains will approach Cherokee Junction and Verdark under control, expecting to find Joplin Division and Tulsa Division trains using main track.

Register Stations: Parsons and Muskogee, for all trains; Cherokee Junction for Joplin Division trains; Verdark for Tulsa Division trains.

Nos, 532 and 536 will carry passengers.

Cherokee Division trains will approach cross over immediately south of St. L. & S. F. crossing, Parsons, expecting to find Osage Division trains crossing over.

Note Changes in Rules.

Rule 1. Train No. 7 has absolute right over all trains. Train No. 5 has absolute right over all trains, except No. 7. Train No. 6 has absolute right over all trains except trains No. 7 and No. 5. All first class trains will clear time of train No 7 at least 5 minutes, and all other trains and yard engines at least 10 minutes. All first class trains except trains No. 7 and 6 will clear time of train No. 5 at least 5 minutes. and all other trains and yard engines at least 10 minutes. All first class trains except No. 7 and No. 5 will clear time of train No. 6 at least 5 minutes, and all other trains and yard engines at least 10 minutes. Other trains of the first class have absolute right over Nos. 121, 122, 123 and 124 between North McAlester and McAlester.

2 Second class trains will approach and pass all coal chutes and water ranks, and pass through yard limits of Atoka, McAlester, North McAlester and Muskogee, under complete control, and in the absence of information in the form of a regular train order as to location of first class trains moving in same direction, rule 98b will apply to second class trains at ALL YARDS AND STATIONS.

Second class trains reducing speed or stopping at stations or yards other than Atoka, McAlester, North McAlester and Muskogee, must protect against other second class trains moving in same direction.

3. North bound second and inferior class trains will use the west track between second cross-over south of C., R. I. & P. crossing McAlester, and the north passing track switch North McAlester. Switches must be kept set for main line, or east track.

4. All north-bound trains will use old main line between Denison and Warner Junction. All south-bound trains, except those of the first class will use Warner cut off between Warner Junction and Ray.

Switch at Warner Junction will be kept set for old main line. Enginemen will call for switch as per rule 14j.

5. Second and inferior class trains, will not exceed a speed of 15 miles per hour between Warner Junction and Ray.

6. Trainmen of south bound freight trains will, immediately after leaving Colbert, turn up on head end of train 5 or more retainers, (on cars with brakes in good working order,) to enable enginemen to keep train under control, or stop, if necessary, at home signal St. L. & S. F. north junction. See rule No. 417.

7. See rules on page No. 21 governing interlocking system between mile 655.1 and 656.5, covering joint track across Red River bridge with St. L. & S. F. Ry.

8. Switch at end of double track, Sherman Junction, must be set for north-bound track. All trains and engines must approach end of double track under full control, expecting to find cross-over being used by other trains.

STANDARD CROSSING GATES.
(See Rules on Page 21)

LOCATION	Mile	RAILROAD	BLOCKS
Muskogee	504.	St. L. & S. F. R. R.	St. L. & S. F. R. R.
Muskogee	504.	Midland Valley	Midland Valley
Crowder	551.	Ft. S. & W. R. R.	Ft. S. & W. R. R.
McAlester	565.9	C. R. I. & P. R. R.	C. R. I. & P. R. R.
Durant	641.4	St. L. & S. F. R. R.	St. L. & S. F. R. R.

See Additional Foot Notes on Opposite Page.

Trains Going South.

CHOCTAW DIVISION.

Time Table
No. 36
In Effect, Nov. 11, 1906.

THIRD CLASS				SECOND CLASS				FIRST CLASS					
543 Way Freight	541 Way Freight	407 Through Freight	405 Through Freight	403 Fast Freight	401 Fast Freight	Distance from St. Louis	STATIONS	1 Passenger	3 Passenger	5 Flyer	7 Fast Mail	121 Passenger	123 Passenger
Da. Ex. Su.	Da. Ex. Su.	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily
	A.M. 7.45	P.M. 10.05	P.M. 6.30	P.M. 1.25	A.M. 7.45	503.6	Leave n MUSKOGEE Leave	A.M. 6.15	P.M. 9.40	A.M. 11.30	P.M. 1.05		
							S.F.&M.V.7.0 Crossings						
	s 8.10	10.35	6.54	1.55	8.02	510.6	SUMMIT	f 6.28	f 9.54	11.40	1.13		
							6.7						
	s 8.35	11.00	7.16	2.16	8.18	517.2	d OAKTAHA	s 6.45	s 10.10	11.49	1.20		
							7.6						
	s 9.40	11.27	7.45	2.37	8.36	524.8	n CHECOTAH	s 6.59	s 10.25	P.M. s 12.02	1.30		
							5.1						
	s 10.15	11.45	8.03	2.53	8.50	529.9	BOND	f 7.09	10.35	12.11	1.36		
							4.4						
	s 10.30	A.M. 12.01	8.17	3.06	9.01	534.3	WELLS	f 7.17	10.45	12.18	1.41		
							3.8						
	s 11.28	12.16	8.30	3.16	9.10	538.1	n EUFAULA	s 7.25	s 10.53	s 12.23	1.46		
							4.7						
	s 11.50	12.35	8.48	3.34	9.19	542.8	WIRTH	f 7.34	f 11.02	12.30	1.51		
							4.4						
	P.M. s 12.38	12.57	9.10	3.54	9.31	547.2	d CANADIAN	s 7.45	s 11.12	12.38	1.57		
							3.8						
	s 1.00	1.09	9.20	4.06	9.40	551.0	n CROWDER	s 7.53	s 11.20	s 12.45	2.02		
							Ft.S.&W. 4.1 Crossing						
	f 1.40	1.25	9.33	4.20	9.51	555.1	REAMS	f 8.02	f 11.30	12.51	2.08		
							6.0						
	2.15	1.50	9.50	4.34	10.05	561.1	MEKKO	8.14	11.41	12.58	2.15		
							3.1						
A.M. Lv 7.30	Ar 2.55 P.M.	2.05	10.00	4.45	10.15	564.2	n NORTH McALESTER	s 8.20	s 11.50	1.03	2.19	P.M. Lv 12.30	P.M. Lv 6.35
							1.7						
s 7.40		2.25	10.30	5.00	10.45	565.9	n McALESTER	¶ 8.30	s 12.01 A.M.	¶ 1.14	s 2.28	Ar 12.40 P.M.	Ar 6.45 P.M.
							C.R.I.&P. 3.1 Crossing	8.50	12.15	1.34			
f 7.50		2.40	10.41	5.10	10.55	569.0	FRINK	8.57	12.22	1. 39	2.33		
							5.5						
s 8.10		3.03	11.00	5.25	11.11	574.5	SAVANNA	f 9.10	f 12.34	1.47	2.40		
							1.9						
f 8.20		3.13	11.05	5.30	11.15	576.4	JOHNSVILLE	f 9.14	f 12.38	1.49	2.42		
							6.4						
s 9.27		3.38	11.30	5.50	11.33	582.8	n KIOWA	s 9.27	s 12.50	1.57	2.50		
							4.3						
f 9.45		3.58	11.42	6.02	11.43	587.1	REYNOLDS	f 9.36	f 12.58	2.03	2.55		
							4.1						
f 10.05		4.18	11.55	6.20	11.55	591.2	GAP	f 9.45	f 1.06	2.08	3.00		
							3.1						
s 10.17		4.35	A.M. 12.05	6.30	P.M. 12.03	594.3	n CHOCKIE	s 9.52	f 1.13	2.12	3.04		
							4.0						
f 10.30		4.55	12.18	6.40	12.12	598.3	FLORA	10.00	1.21	2.17	3.09		
							4.3						
s 10.53		5.15	12.32	6.54	12.21	602.6	d STRINGTOWN	s 10.10	f 1.30	2.22	3.14		
							4.4						
f 11.08		5.35	12.47	7.07	12.30	607.0	TELLICO	10.18	1.39	2.28	3.19		
							2.7						
11.25a 12.15p		5.50 6.10	1.20	7.15 7.30	12.40 12.55	609.7	n ATOKA	s 10.25	s 1.45	s 2.38	s 3.24		
							3.1						
f 12.30		6.25	1.35	7.44	1.12	612.8	SMALLWOOD	10.33	1.54	2.44	3.29		
							2.1						
f 12.35		6.30	1.43	7.50	1.26	614.8	PECK	f 10.36	1.58	2.46	3.31		
							6.5						
s 12.55		6.49	2.10	8.12	1.46	621.3	n CANEY	s 10.46	f 2.10	2.55	3.38		
							4.6						
f 1.08		7.05	2.37 2.55	8.26	2.00	625.9	WARD	10.55	2.20	3.01	3.43		
							3.7						
s 1.24		7.18	3.20	8.40	2.10	629.6	n CADDO	s 11.02	s 2.30	3.07	3.47		
							3.8						
f 1.37		7.30	3.40	8.53	2.22	633.4	WASSETA	11.10	2.37	3.12	3.51		
							3.4						
f 1.50		7.41	3.59	9.04	2.31	636.8	ARMSTRONG	f 11.15	f 2.45	3.16	3.55		
							4.6						
s 2.05		7.57	4.25	9.20	2.45	641.4	n DURANT	s 11.25	s 2.55	s 3.25	4.01		
							St.L.&S.F. 5.0 Crossing						
s 2.27		8.15	4.54	9.38	3.03	646.4	d CALE	s 11.35	f 3.05	3.37	4.09		
							6.9						
s 3.00		8.40	5.32	10.04	3.30	653.3	n COLBERT	s 11.49	f 3.19	3.49	4.18		
							2.6						
						655.9	St. L. & S. F. North Jct.						
							0.3						
						656.2	St. L. & S. F. South Jct.						
							1.1						
3.20		9.06	6.00	10.15 P.M.	3.45	657.3	n WARNER JCT.	11.58	3.25	3.57	4.24		
							3.6	P.M.					
				A.M.		660.9	n Ar DENISON Ar	¶ 12.10 P.M.	3.35 A.M.	4.10 P.M.	4.35 P.M.		
							3.5						
4.15 P.M.		10.30 A.M.	6.30 A.M.	1.00 A.M.	7.20 P.M.	664.4	n RAY						
							Arrive Arrive						
543	541	407	405	403	401		157.3	1	3	5	7	121	123

CHOCTAW DIVISION.

Time Table No. 36

In Effect, Nov. 11, 1906

Trains Going North.

124 Passenger	122 Passenger	8 Passenger	6 Flyer	4 Passenger	2 Passenger	STATIONS	Station Numbers	402 Stock Express	404 P H.P. Express	406 Stock Express	408 Through Freight	410 Through Freight	412 Through Freight	414 Through Freight	542 Way Freight	544 Way Freight
								SECOND CLASS			THIRD CLASS					
Daily	Daily	Daily	Daily	Daily	Daily	Arrive Arrive		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Da. Ex. Su.	Da. Ex. Su.
		P.M.	P.M.	A.M.	P.M.			P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	
		2.45	4.34	¶ 7.15	9.40	n MUSKOGEE	504	11.00	3.55	12.50	6.30	2.55	4.30	11.00	2.25	
						S.F.&M.V. 7.0 Crossings										
		2.30	4.21	† 6.59	f 9.25	SUMMIT	511	10.35	3.35	12.35	6.07	2.30	4.05	10.34	s 1.55	
						6.7										
		s 2.16	4.12	s 6.45	s 9.13	d OAKTAHA	517	10.10	3.18	12.20	5.47	2.06	3.43	10.07	s 1.20	
						7.6										
		s 2.01	4.00	s 6.28	s 8.57	n CHECOTAH	525	9.54	3.00	12.02 P.M.	5.25	1.40	3.17	9.40	s 12.30	
						5.1										
		f 1.51	3.52	6.17	f 8.47	BOND	530	9.45	2.50	11.43	5.09	1.20	3.00	9.19	f 12.11 P.M.	
						4.4										
		1.41	3.46	6.08	f 8.37	WELLS	534	9.35	2.40	11.35	4.55	1.05	2.45	9.01	s 11.48	
						3.8										
		s 1.27	3.42	s 6.01	s 8.30	n EUFAULA	538	9.29	2.33	11.28	4.45	12.51	2.33	8.45	s 11.28	
						4.7										
		1.18	3.34	f 5.51	f 8.22	WIRTH	543	9.20	2.25	11.14	4.30	12.35 A.M.	2.10	8.28	f 10.25	
						4.4										
		s 1.08	3.29	s 5.42	s 8.12	d CANADIAN	547	9.10	2.15	10.59	4.16	11.55	1.52	8.07	s 10.10	
						3.8										
		s 1.00	3.24	s 5.35	s 8.05	n CROWDER	551	9.03	2.08	10.47	4.06	11.44	1.40	7.53	s 9.40	
						Ft.S&W. 4.1 Crossing										
		12.51	3.19	f 5.25	f 7.57	REAMS	555	8.55	2.00	10.37	3.53	11.30	1.25	7.30	s 8.40	
						6.0										
		12.35	3.11	5.12	7.45	MEKKO	561	8.43	1.50	10.25	3.36	11.08	1.03	7.15	f 8.14	
						3.1										
P.M. Ar. 3.20	A.M. Ar 9.00	s 12.30	3.06	s 5.05	s 7.38	n NORTH McALESTER	564	8.35	1.41	10.15	3.25	10.55	12.50	7.05	Lv 8.00 A.M.	P.M. Ar 4.40
						1.7										
Lv. 3.15 P.M.	Lv. 8.50 A M.	¶ 12.25p 12.05m	s 2.55	s 4.55 s 4.45	¶ 7.30 7.10	h McALESTER	566	8.15	1.27	10.02	3.07	10.30	12.30	6.40		s 4.32
						C.R.I.&P. 3.1 Crossing										
		11.59	2.48	4.36	7.03	FRINK	569	8.08	1.20	9.55	2.58	10.19	12.22	6.28		f 4.16
						5.5										
		f 11.49	2.40	f 4.25	f 6.53	SAVANNA	575	7.56	1.09	9.44	2.40	10.02	12.01 A.M.	6.10		s 3.50
						1.9										
		f 11.45	2.32	4.21	f 6.50	JOHNSVILLE	576	7.52	1.05	9.40	2.20	9.58	11.57	6.05		f 3.43
						6.4										
		s 11.33	2.22	s 4.07	s 6.37	n KIOWA	583	7.38	12.50	9.27	1.57	9.40	11.30	5.45		s 3.15
						4.3										
		11.24	2.16	f 3.58	f 6.30	REYNOLDS	587	7.29	12.29	9.15	1.42	9.28	11.17	5.30		f 2.55
						4.1										
		f 11.15	2.08	f 3.49	f 6.20	GAP	591	7.20	12.15	9.05	1.27	9.15	11.03	5.16		f 2.32
						3.1										
		f 11.09	1.59	f 3.43	s 6.15	n CHOCKIE	594	7.12	12.05 A.M.	8.55	1.15	9.05	10.54	5.07		s 2.12 1.59
						4.0										
		11.00	1.55	3.34	6.08	FLORA	598	7.04	11.54	8.45	1.01	8.54	10.42	4.55		f 1.37
						4.3										
		s 10.53	1.50	f 3.25	s 6.00	d STRINGTOWN	603	6.54	11.42	8.32	12.45	8.42	10.28	4.40		f 1.25
						4.4										
		10.45	1.44	3.17	5.54	TELLICO	607	6.43	11.30	8.20	12.30	8.30	10.15	4.27		s 1.13
						2.7										
		s 10.38	s 1.38	s 3.10	s 5.45	n ATOKA	610	6.35	11.20	8.10	12.15 P.M.	8.20 8.05	10.06	4.15 4.00		1.05 s 12.40
						3.1										
		10.33	1.30	3.01	5.39	SMALLWOOD	613	6.26	11.09	7.52	11.59	7.55	9.55	3.38		f 12.30
						2.1										
		f 10.28	1.26	2.57	f 5.35	PECK	615	6.22	11.05	7.48	11.55	7.50	9.50	3.33		f 12.20 P.M.
						6.5										
		s 10.16	1.15	f 2.46	s 5.23	n CANEY	621	6.07	10.48	7.35	11.37	7.29	9.30	3.12		s 11.37
						4.6										
		10.08	1.08	2.37	5.13	WARD	626	5.57	10.35	7.26	11.18	7.16	9.17	2.55		f 10.55
						3.7										
		s 10.00	1.03	s 2.30	s 5.05	n CADDO	630	5.48	10.25	7.18	11.02	7.03	9.05	2.30		s 10.34
						3.8										
		9.53	12.58	2.22	4.58	WASSETA	633	5.40	10.14	7.10	10.47	6.50	8.53	2.05		f 10.15
						3.4										
		f 9.46	12.53	f 2.15	f 4.52	ARMSTRONG	637	5.32	10.05	7.02	10.35	6.37	8.43	1.52		f 10.00
						4.6										
		s 9.39	s 12.46	s 2.05	s 4.43	n DURANT	641	5.21	9.52	6.52	10.15	6.21	8.29	1.33		s 9.39
						St.L.&S.F. 5.0 Crossing										
		s 9.27	12.36	f 1.55	s 4.32	d CALE	646	5.10	9.38	6.39	9.55	6.03	8.15	1.15		s 9.12
						6.9										
		s 9.15	12.24	s 1.41	s 4.18	n COLBERT	653	4.54	9.20	6.22	9.30	5.38	7.54	12.47		s 8.40
						2.6										
						St. L. & S. F. North Jct.	656									
						0.3										
						St. L. & S. F. South Jct.	656									
						1.1										
		9.06	12.16	1.31	3.57	n WARNER JCT.	657	4.44	9.09	6.10	9.15	5.21	7.40	12.27		s 8.15
						3.6										
		9.00 A.M.	¶ 12.10 P.M.	1.25 A.M.	3.45 P.M.	Lv n DENISON Lv	661	4.35 P.M.	9.00 P.M.	6.00 A.M.	9.00 A.M.	5.10 P.M.	7.30 P.M.	12.15 A.M.		8.00 A.M.
						3.5										
						n RAY	664									
124	122	8	6	4	2	157.3		402	404	406	408	410	412	414	542	544

Nos. 541, 542 and 543 will carry passengers.
Register Stations: Muskogee, North McAlester, Atoka and Denison.
Rentiesville—location, mile post 520.55 is a flag for Nos. 1, 2, 3, 4, 541 and 542.
Chambers—location, mile post 571.01 is a telegraph station, (no siding) and is a flag for Nos. 1, 2, 3, 8 and 543.
Location of Mail Cranes other than those at stations: North of Reynolds at mile post 586.50 east side main track.
South of Reams at mile post 555.5 west side main track.

See Additional Foot Notes on Opposite Page.

IOLA BRANCH.

Trains Going South.

THIRD CLASS 571 Way Freight Daily Ex. Sunday	THIRD CLASS 525 Mixed Daily	FIRST CLASS 75 Passenger Daily	FIRST CLASS 25 Passenger Daily	Distance from Kansas City	Time Table No. 36 In Effect, Nov. 11, 1906. STATIONS	Station Numbers
A.M. 2.00	A.M. 9.00	P.M. 3.45	A.M. 5.10	94.7	Leave n MORAN Arrive	A 95
					7.4	
s 2.30	s 9.20	s 4.05	f 5.25	102.1	d LA HARPE	T 7
					2.4	
s 2.50	s 9.30	s 4.15	f 5.31	104.5	d GAS	T 10
					3.4	
s 3.00	s 9.45	s 4.25 P.M.	s 5.40	107.9	d IOLA Ar Mo. Pac. Junction Lv	T 14
3.30	9.50		5.45		Leave IOLA Arrive	
					7.3	
4.00 A.M.	10.10 A.M.		6.00 A.M.	115.2	n PIQUA Arrive Leave	B 45
571	525	75	25		20.5	

FIRST CLASS 76 Passenger Daily	THIRD CLASS 526 Mixed Daily	THIRD CLASS 572 Way Freight Daily Ex. Sunday
P.M. 1.50	P.M. 5.35	P.M. 6.50
s 1.25	s 5.10	s 6.25
s 1.15	s 5.00	s 6.15
s 1.00 P.M.	s 4.45 P.M.	s 6.00
11.00		5.50
10.30 A.M.		5.30 P.M.
76	526	572

STANDARD CROSSING GATES. (See Rules on Page 21)

LOCATION	Mile	RAILROAD	Blocks
Between LaHarpe and Gas	103.5	Mo. Pac	Mo. Pac.
Iola, Cement Spur	107.9	Mo. Pac	M., K. & T.

Note Changes in Rules. Register Stations: Moran and Iola. Nos. 525, 526, 571 and 572 will carry passengers.
Train and enginemen will provide themselves with Mo. Pac. current time table, and be governed accordingly between Iola and Piqua.
Trains will not occupy Mo. Pac. main track at Iola or Piqua until they have reported to the Mo. Pac. and received right to do so.
All trains will come to full stop before crossing Electric Line 1.4 miles east of Iola.

JOPLIN DIVISION.

Trains Going South.

THIRD CLASS 533 Way Freight Daily Ex. Sun.	THIRD CLASS 471 Through Freight Daily Ex. Sun.	FIRST CLASS 85 Passenger Daily	FIRST CLASS 83 Passenger Daily	FIRST CLASS 81 Passenger Daily	Distance from St. Louis	Time Table No. 36 In Effect, Nov. 11, 1906. STATIONS	Station Numbers
A.M. 4.30	A.M. 4.10	A.M. 8.25	P.M. 5.40	P.M. 8.20	386.6	Leave PARSONS Arrive	387
						7.8	
4.50	4.30	8.40	5.55	8.35	394.4	n CHEROKEE JUNCT.	395
						7.5	
f 5.20	5.00	s 8.54	f 6.07	f 8.50	401.9	SHERMAN CITY	S 7
						8.1	
s 6.15	Ar 5.30 A.M.	s 9.10	s 6.22	s 9.05	410.0	d MINERAL Mo. Pac. Crossing	S 16
						4.2	
6.30		9.20	6.33	9.15	414.2	FLEMING	S 20
						4.8	
s 6.59		s 9.30	s 6.45	s 9.25	419.0	St.L.&S.F. ( ) Crossing St.L.&S.F. ( ) Crossing d COLUMBUS	S 25
						5.4	
f 7.25		f 9.40	f 6.55	f 9.40	424.2	QUAKER	S 30
						St.L.&S.F. 7.3 Crossing	
s 8.05		s 9.55	s 7.13	s 9.52	432.1	d GALENA	S 38
						St.L.&S.F. 1.3 Crossing	
f 8.17		f 10.01	f 7.18	f 9.56	433.7	CAVE SPRINGS	S 39
						St.L.&S.F. 3.5 Crossing	
f 8.35		f 10.11	f 7.27	f 10.08	437.2	CHITWOOD	S 43
						St.L.&S.F. 2.3 Crossing Mo. Pac. Junction	
8.50 A.M.		10.20 A.M.	7.40 P.M.	10.15 P.M.	439.5	n JOPLIN Arrive Leave	S 45
533	471	85	83	81		52.9	

FIRST CLASS 82 Passenger Daily	FIRST CLASS 84 Passenger Daily	FIRST CLASS 86 Passenger Daily	THIRD CLASS 472 Through Freight Daily Ex. Sun.	THIRD CLASS 534 Way Freight Daily Ex. Sun.
A.M. 8.05	P.M. 12.55	P.M. 7.55	P.M. 5.10	P.M. 8.45
7.50	12.40	7.39	4.45	8.00
f 7.34	12.25	s 7.22	4.05	f 7.22
s 7.18	s 12.10	s 7.06	Lv 3.30 P.M.	s 6.22
7.08	12.01 P.M.	6.54		5.45
s 6.59	s 11.53	s 6.45		s 5.30
f 6.47	11.42	f 6.33		f 4.45
s 6.33	s 11.30	s 6.19		s 4.15
f 6.27	11.26	f 6.12		f 3.55
f 6.21	11.20	s 6.06		f 3.42
6.15 A.M.	11.15 A.M.	6.00 P.M.		3.30 P.M.
82	84	86	472	534

STANDARD CROSSING GATES. (See Rules on page 21.)

LOCATION	MILE	RAILROAD	BLOCKS
Cokedale	412.9	Mo. Pac.	M., K. & T.
Galena	431.4	St. L. & S. F.	M., K. & T.
Cave Springs	434.9	St. L. & S. F.	M., K. & T.
Chitwood	435 4	St. L. & S. F.	St. L. & S. F.
Joplin	438.3	St. L. & S. F.	St. L. & S. F.

Note Changes in Rules.

Register Stations: Joplin, Mineral and Cherokee Junction.

Joplin Division train and enginemen will be governed by Cherokee Division time table between Cherokee Junction and Parsons.

Montana on mile 397, Star Valley on mile 405, Mayer on mile 411, Cokedale on mile 412, Military on mile 427 and Playter on mile 429 are flag stops for all passenger trains except No. 84.

Train and Engineman will provide themselves with Mo Pac. Rules, and Current Time Table and be governed thereby between Mo. Pac. Junction and Joplin.

TULSA DIVISION.

Trains Going South.

THIRD CLASS	FIRST CLASS	Distance from Kansas City	Time Table No. 36 In Effect, Nov. 11, 1906. STATIONS	Station Numbers	FIRST CLASS	THIRD CLASS
535 Way Freight Daily Ex. Sunday	91 Passenger Daily		Leave / Arrive		92 Passenger Daily	536 Way Freight Daily Ex. Sunday
A.M. 8.25	P.M. 3.00	245.2	n OSAGE	A 245	¶ 12.30 P.M.	P.M. 5.30
			7.4			
s 8.55	s 3.16	252.7	DIXIE	Z 253	s 12.11 P.M.	s 4.50
			9.4			
s 9.35	s 3.38	262.0	APPALACHIA	Z 262	s 11.51	s 4.10
			4.7			
s 9.55	s 3.50	266.8	WEKIWA	Z 267	s 11.40	s 3.50
			10.9			
s 11.15	s 4.15	277.7	d TULSA	Z 278	s 11.15	s 2.55
			St.L.&S.F. 8.6 Crossing			
			Midland Valley Crossing			
s 11.50	s 4.35	286.3	ALSUMA	Z 286	s 10.55	s 1.15
			5.5			
P.M. s 12.45	s 4.55	291.8	d BROKEN ARROW	Z 292	s 10.40	s 12.45 P.M.
			11.4			
s 2.15	s 5.25	303.1	d COWETA	Z 303	s 10.08	s 11.35
			9.6			
s 3.15	s 5.45	312.8	d PORTER	Z 313	s 9.40	s 10.35
			11.6			
4.00	6.15	321.3	d, VERDARK	499	9.10	9.25
			Arrive / Leave			
4.15 P.M.	6.25 P.M.		MUSKOGEE		9.00 A.M.	9.10 A.M.
			Arrive / Leave			
535	91		83.9		92	536

Trains Going North.

Note Changes in Rules.

Other trains of the first class have absolute right over trains 91 and 92 between Muskogee and Verdark.

Register Stations: Verdark and Osage.

Tulsa Division Train and Enginemen will be governed by Cherokee Division time table between Verdark and Muskogee.

Jackson on mile 296; Tullahasse on mile 317 and Red Bird on mile 308 are flag stops for Nos. 91, 92, 535 and 536.

Nos. 535 and 536 will carry passengers.

WILBURTON DIVISION.

Trains Going South.

THIRD CLASS	FIRST CLASS		Distance from North McAlester	Time Table No. 36 In Effect, Nov. 11, 1906. STATIONS	Station Numbers	FIRST CLASS		THIRD CLASS
545 Way Freight Daily Ex. Sunday	123 Passenger Daily	121 Passenger Daily				122 Passenger Daily	124 Passenger Daily	546 Way Freight Daily Ex. Sunday
A.M. 9.45	P.M. 4.50	A.M. 10.50	27.7	Leave / Arrive d WILBURTON	R 28	A.M. 10.40	P.M. 4.45	A.M. 9.30
				3.5				
s 10.25	s 5.05	s 11.05	24.2	DEGNAN	R 24	s 10.25	s 4.32	s 9.10
				7.8				
11.05	s 5.30	s 11.30	16.4	DRUMB	R 16	s 10.00	s 4.13	8.30
				3.7				
s 11.40	s 5.40	s 11.40	12.7	ADAMSON	R 13	s 9.50	s 4.05	s 8.10
				C.R.I.&P. 5.9 Crossing				
P.M. s 12.05	s 6.03	P.M. s 12.02	6.8	CARBON	R 7	s 9.30	s 3.48	s 7.40
				0.3				
12.20	s 6.05	s 12.05	8.4	RICHVILLE	R	s 9.28	s 3.46	
				1.0				
s 12.25	s 6.08	s 12.07	5.5	BUCK	R 6	s 9.25	s 3.43	s 7.25
				1.3				
s 12.30	s 6.15	s 12.14	4.2	d KREBS	R 4	s 9.15	s 3.35	s 7.15
				4.2				
12.50 P.M.	6.35 P.M.	12.30 P.M.	.0	n NORTH McALESTER	564	9.00 A.M.	3.20 P.M.	7.00 A.M.
				Arrive / Leave				
545	123	121		27.7		122	124	546

Trains Going North.

Note Changes in Rules.

Register Stations: North McAlester, Krebs Junction, Richville and Wilburton.

Two (2) mine switch engines will work between North McAlester and Carbon and have right over all extra trains, and will protect against each other.

All mine and extra engines north or east bound, will use the last half of each hour during each twenty-four hours, and all mine and extra engines south or west bound will use the first half of each hour, during each twenty-four hours, between Krebs and Richville Junctions, engines in either direction having absolute right over engines in the opposite direction, for the half hours designated.

Trains 1, 2, 3, 4, 5, 6, 7 and 8 have absolute right over trains 121, 122, 123 and 124 between North McAlester and McAlester.

PARSONS DIVISION.

Trains Going South.

Trains Going North.

Time Table
No. 36
In Effect, Nov. 11, 1906.

THIRD CLASS			SECOND CLASS		FIRST CLASS				Distance from Kansas City	STATIONS	Station Numbers	FIRST CLASS				SECOND CLASS		THIRD CLASS		
527 Way Freight	437 Through Freight	435 Through Freight	433 Fast Freight	431 Fast Freight	71 Passenger	25 Passenger	23 Passenger	21 Passenger				22 Passenger	24 Passenger	26 Passenger	72 Passenger	432 P. H. P. Express	434 Stock Express	436 Local Stock	438 Through Freight	528 Way Freight
Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.
	P.M. 2.30	P.M. 9.15	P.M. 8.10	P.M. 6.40		A.M. 2.20	P.M. 12.25	P.M. 9.00	.0	Leave KANSAS CITY Arrive	A 0	A.M. 7.10	P.M. 5.40	P.M. 11.55		P.M. 8.30	A.M. 4.15	A.M. 1.00	P.M. 12.15	
										43.1										
A.M. Lv 8.00	5.30	A.M. 12.05	10.40	8.40		3.30 s 3.35	1.35 s 1.40	10.10 s 10.20	43.1	n PAOLA	A 48	5.50 s 5.45	4.25 s 4.20	10.45 s 10.40		5.05	1.15	P.M. 10.20	A.M. 9.05	P.M. Ar 5.05
										Mo. Pac. 3.4 Crossing									
f 8.15	5.42	12.15	10.50	8.48		3.42	f 1.47	10.30	46.5	KOCH	A 47	5.32	4.11	10.30		4.53	1.07	10.06	8.48	4.45
										3.4										
f 8.32	5.53	12.25	11.02	8.58		3.48	f 1.56	10.37	49.9	BANGOR	A 50	5.26	f 4.03	10.23		4.40	12.57	9.57	8.32	f 4.25
										4.7										
s 8.50	6.07	12.45	11.15	9.09		3.57	s 2.05	f 10.46	54.6	d BEAGLE	A 55	f 5.19	s 3.54	10.17		4.29	12.45	9.45	8.17	s 3.54
										7.0										
s 9.17	6.30	1.05	11.38	9.27		f 4.08	s 2.22	s 10.58	61.6	n PARKER	A 62	s 5.07	s 3.39	10.06		4.11	12.30	9.27	7.55	s 3.23
										3.1										
f 9.35	6.40	1.15	11.47	9.34		4.13	f 2.28	f 11.04	64.7	GOODRICH	A 65	f 5.01	f 3.33	10.01		4.02	12.23	9.17	7.47	f 3.07
										2.1										
f 9.48	6.46	1.25	11.53	9.40		4.17	f 2.32	11.08	66.8	FINDLAY	A 67	4.58	f 3.28	9.58		3.57	12.15	9.10	7.40	f 2.57
										3.3										
s 9.58	6.55	1.33	A.M. 12.07	9.53		4.22	s 2.42	f 11.15	70.1	d CENTERVILLE	A 70	f 4.53	s 3.19	9.53		3.48	12.07	8.58	7.30	s 2.42
										2.6										
f 10.10	7.05	1.40	12.14	10.01		4.26	f 2.47	11.20	72.7	OAKWOOD	A 73	4.49	f 3.14	9.49		3.40	12.01 A.M.	8.48	7.20	f 2.22
										2.7										
f 10.20	7.13	1.47	12.20	10.07		4.31	f 2.52	11.24	75.4	VANCE	A 75	4.45	f 3.08	9.45		3.34	11.55	8.40	7.12	f 2.12
										3.1										
s 10.35	7.22	1.57	12.28	10.15		4.40	s 3.02	f 11.30	78.5	d SELMA	A 79	f 4.40	s 3.02	9.40		3.25	11.48	8.30	7.02	s 1.55
										Mo. Pac. 4.3 Crossing									
										Mo. Pac. Crossing									
s 10.52	7.36	2.10	12.39	10.25		f 4.49	s 3.12	s 11.38	82.8	n KINCAID	A 83	s 4.30	s 2.53	9.33		3.12	11.38	8.17	6.50	s 1.33
										6.2										
s 11.20	7.57	2.30	12.54	10.40		4.59	s 3.24	f 11.48	89.0	d BAYARD	A 89	f 4.18	s 2.41	9.24		2.57	11.15	7.57	6.30	s 1.00
										5.7										
s 11.45a 12.30p	8.15	2.47	1.08	10.55		Ar 5.10 A.M.	s 3.38	A.M. s 12.01	94.7	n MORAN	A 95	s 4.07	s 2.29	s 9.15		2.45	10.55	7.35	6.12	12.30p s 11.45a
										Mo. Pac. 4.3 Crossing									
12.55	8.30	3.00	1.19	11.06			3.49	12.12	99.0	DURHAM	A 99	3.55	2.18	9.06		2.32	10.45	7.20	5.59	11.24
										4.4										
s 1.17	8.44	3.13	1.30	11.17			s 3.58	s 12.22	103.4	d ELSMORE	A 103	s 3.47	s 2.10	8.59		2.22	10.35	7.03	5.45	s 11.02
										3.0										
s 1.32	8.54	3.20	1.37	11.25			s 4.05	s 12.30	106.4	d SAVONBURG	A 106	s 3.41	s 2.02	8.54		2.14	10.28	6.52	5.36	s 10.48
										4.0										
s 1.53 2.04	9.10	3.32	1.46	11.35			s 4.14	f 12.39	110.4	d STARK	A 110	f 3.32	s 1.53	8.48		2.04	10.18	6.37	5.24	s 10.30
										2.2										
f 2.15	9.20	3.43	1.51	11.40			s 4.19	f 12.43	112.6	KIMBALL	A 113	3.28	s 1.48	8.45		2.00	10.13	6.30	5.17	s 10.17
										A.T.&S.F. 8.0 Crossing									
s 2.50	9.55	4.15	2.10	11.59			s 4.38	s 12.58	120.6	n ERIE	A 121	s 3.14	s 1.32	s 8.32		1.43	9.55	6.00	4.52	s 9.38
										5.7										
f 3.15	10.10	4.35	2.23	A.M. 12.15			f 4.50	1.08	126.3	HERTHA	A 126	3.03	f 1.22	8.23		1.30	9.40	5.42	4.35	f 8.45
										4.2										
f 3.35	10.23	4.48	2.33	12.27			f 5.00	1.17	130.5	DUDLEY	A 131	2.57	f 1.15	8.15		1.20	9.30	5.28	4.22	f 8.25
										5.2										
Ar 4.00	Ar 10.40	Ar 5.05	Ar 2.49	Ar 12.40	P.M. Lv 4.55	A.M. Lv 7.38	5.10	1.25	135.7	n NORTH YARD	A 136	2.49	1.05	8.08	A.M. Ar 8.24	Lv 1.05	Lv 9.15	Lv 5.10	Lv 4.05	Lv 8.00
										1.1										
P.M.	P.M.	A.M.	A.M.	A.M.	¶ 5.00 P.M.	¶ 7.45 A.M.	¶ 5.15 P.M.	1.30 A.M.	136.8	u PARSONS	387	2.45 A.M.	1.00 P.M.	8.05 P.M.	8.20 A.M.	P.M.	P.M.	P.M.	A.M.	A.M.
										Arrive Leave										
527	437	435	433	431	71	25	23	21		136.8		22	24	26	72	432	434	436	438	528

Via. Iola Branch and Neosho Division

STANDARD CROSSING GATES.

(See Rules on page 21.)

LOCATION	MILE	RAILROADS	BLOCKS
Selma	78.6	Mo. Pac.	Mo. Pac.
Kincaid	82.8	Mo Pac.	Mo. Pac.
Moran	94.7	Mo. Pac.	M., K. & T.
Erie	120.6	A., T. & S. F.	A., T. & S. F.

Note Changes in Rules.

Register stations: Parsons, North Yard, Moran and Paola.

Nos. 21, 22, 23, 24, 25, 26, 71 and 72 will leave a complete register on Form 68 at North Yard to be entered on train register by operator.

All Second Class, Third Class and Extra Trains will approach Moran with train under control expecting to find Iola Branch Trains using main track.

Second Class Trains will approach and pass all coal chutes and water tanks, and pass through yard limits at Paola, Centerville, Moran, Erie, and North Yard, under complete control and in the absence of information in form of a regular train order as to location of First Class Trains moving in same direction, Rule 98-b will apply to Second Class Trains at all yards and Stations.

Second Class Trains reducing speed or stopping at stations or yards other than Paola, Centerville, Moran, Erie and North Yard, must protect against other Second Class Trains moving in same direction.

Nos. 527 and 528 will carry passengers.

Trains Going South. — OSAGE DIVISION. — Trains Going North.

THIRD CLASS		FIRST CLASS			Distance from Kansas City	Time Table No. 36 In Effect, Nov. 11, 1906. STATIONS	Station Numbers	FIRST CLASS			THIRD CLASS	
529 Way Freight	433 Fast Freight	25 Passenger	23 Passenger	21 Passenger				22 Passenger	24 Passenger	26 Passenger	434 Fast Freight	530 Way Freight
Daily Ex. Sunday	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily Ex. Sunday
A.M. 6.30	A.M. 4.45	A.M. 8.25	P.M. 5.35	A.M. 1.55	136.8	Leave Arrive n PARSONS	387	A.M. 2.13	P.M. ¶ 12.40	P.M. ¶ 7.15	P.M. 5.35	P.M. 4.45
						St.L.&S.F. 4.7 Crossing						
f 6.50	5.00	f 8.36	f 5.46	2.04	141.5	IDENBRO	A 142	2.04	f 12.28	f 7.02	5.20	f 4.25
						2.4						
f 7.00	5.06	f 8.41	f 5.52	2.12	143.9	WILSONTON	A 144	1.59	f 12.23	f 6.56	5.14	f 4.15
						2.0						
f 7.10	5.11	f 8.45	f 5.56	2.16	145.9	HAYDEN	A 146	1.55	f 12.18	f 6.52	5.06	f 4.03
						St.L.&S.F. 3.2 Crossing						
s 7.40	5.20	s 8.54	s 6.05	s 2.23	149.1	d MOUND VALLEY	A 149	s 1.50	s 12.14	s 6.45	4.59	s 3.50
						3.2						
f 7.55	5.30	f 9.01	f 6.12	2.30	152.3	PENFIELD	A 152	1.44	f 12.06 P.M.	f 6.37	4.47	f 3.15
						4.9						
s 8.15	5.45	s 9.12	s 6.27	2.41	157.2	d ANGOLA	A 157	1.37	s 11.56	s 6.27	4.32	s 2.50
						6.6						
f 8.45	6.05	f 9.26	f 6.40	2.56	163.8	O'HERIN	A 164	1.25	f 11.42	f 6.09	4.14	f 2.20
						A.T.&S.F. 4.2 Crossing						
s 9.38	6.25	s 9.38	s 6.50	s 3.10	168.0	n COFFEYVILLE	A 168	s 1.18	s 11.33	s 6.00	4.00	s 2.00
						Mo. Pac. Crossing						
						St.L.IM.&S. 3.2 Crossing						
9.54	6.33	9.45	6.57	3.16	171.2	POLSON	A 171	1.08	11.22	5.48	3.10	1.10
						4.8						
10.15	6.52	f 9.56	f 7.06	3.27	176.0	NOXIE	A 176	12.59	f 11.11	f 5.38	2.51	12.50
						7.0						
s 10.58	7.15	s 10.12	s 7.21	3.42	183.0	d WANN	A 183	12.47	s 10.58	s 5.23	2.20	s 12.22 P.M.
						10.7						
s 11.40	7.50	s 10.36	s 7.45	s 4.05	193.7	Ar d DEWEY Lv	A 194	s 12.27	s 10.36	s 5.00	1.27	s 11.40
						0.7						
						A. T. & S. F. Junction						
						Joint 3.9 Track with A., T. & S. F. R. R.						
s 11.55a 1.05p	8.10	s 10.48	8.00 P.M.	s 4.15	197.8	Lv n BARTLESVILLE Ar	A 198	s 12.15	10.25 A.M.	s 4.45	1.05	11.25 s 10.48
						A.T.&S.F. 1.4 Junction						
f 1.15	8.20	10.55		4.25	199.2	OSBORNE	A 199	12.04 A.M.		4.36	12.45	f 10.35
						8.3						
f 1.35	8.50	f 11.11		4.42	207.5	OKESA	A 208	11.49		f 4.21	12.15 P.M	f 10.15
						M. V. 10.4 Crossing						
s 2.05	9.36	s 11.37		s 5.00	217.9	n NELAGONY	A 218	s 11.25		s 4.01	11.37	s 9.36
						7.9						
f 2.35	10.35	f 11.58		5.17	225.8	WYNONA	A 226	11.07		f 3.45	10.35	f 8.50
						10.2						
s 3.25	11.20	P.M. s 12.21		s 5.40	236.0	d HOMINY	A 236	s 10.47		s 3.25	10.01	s 8.15
						4.8						
3.45	11.45	12.32		5.51	240.8	MAHAN	A 241	10.35		3.15	9.45	7.50
						4.4						
4.00 P.M.	P.M. 12.05 P.M	¶ 12.45 P.M.		¶ 6.00 A.M.	245.2	n OSAGE	A 245	10.25 P.M.		3.05 P.M	9.30 A.M.	7.30 A.M.
						Arrive Leave						
529	433	25	23	21		108.4		22	24	26	434	530

STANDARD CROSSING GATES.

(See Rules on page 21.)

LOCATION	MILE	RAILROADS	BLOCKS
Parsons	386.7	St. L. & S. F.	St. L. & S. F.
Polson	171.2	St. L., I. M. & S.	M., K. & T.
Nelagony	217.5	Midland Valley	Midland Valley

Note Changes in Rules. Register Stations: Parsons, Dewey, Bartlesville and Osage.

On account of stations, Okesa to Osage inclusive, being situated at or near foot of descending grades Enginemen and Trainmen must use extra precaution and get their trains under complete control at least one mile from stations. This will not relieve Trainmen, Yardmen or others from protecting against trains as per rules 87, 88, 89 and 99 A to 99 D inclusive.

Train and Enginemen will provide themselves with A., T. & S. F. Rules and Current Time Table, and be governed thereby between A. T. & S. F. Junction (South of Dewey) and Bartlesville. All trains will stop to clear, and not occupy, A. T. & S. F. track at either Junction until it is known that no A. T. & S. F. train or engine is approaching.

Nos. 529 and 530 will carry passengers.

OKLAHOMA DIVISION.

Trains Going South.

THIRD CLASS	SECOND CLASS	FIRST CLASS		Distance from Kansas City	Time Table No. 36 In Effect Nov. 11, 1906. STATIONS	Station Numbers	FIRST CLASS		SECOND CLASS	THIRD CLASS
561 Way Freight Daily Ex. Sunday	433 Fast Freight Daily	25 Passenger Daily	21 Passenger Daily				22 Passenger Daily	26 Passenger Daily	434 Fast Freight Daily	562 Way Freight Daily Ex. Sunday
A.M. 7.00	P.M. 1.05	P.M 1.05	A.M. 6.20	245.2	Leave Arrive n OSAGE	A 245	P.M. 10.20	P.M. ¶ 2.40	A.M. 6.50	P.M. 4.15
					3.0					
s 7.35	1.20	s 1.15	s 6.30	248.2	d CLEVELAND	A 248	s 10.05	s 2.25	6.30	s 3.40
					5.6					
f 8.00	1.42	f 1.32	6.45	253.8	HUNTS	A 254	9.52	f 2.10	5.58	f 2.56
					2.7					
f 8.15	2.02	s 1.40	6.52	256.5	HALLETT	A 257	9.46	s 2.02	5.50	f 2.45
					A.V. & W. 3.7 Crossing					
s 8.50	2.25	s 1.53	f 7.02	260.2	d JENNINGS	A 260	f 9.37	s 1.53	5.39	s 2.25 / s 1.53
					2.0					
8.58	2.33	1.58	7.07	262.2	ANTOINE	A 262	9.32	1.47	5.32	1.34
					8.2					
s 9.45	3.05	s 2.16	s 7.25	270.4	d YALE	A 270	s 9.14	s 1.28	5.02	s 1.06
					AT&SFRy 2.7 Crossing					
9.55	3.15	f 2.25	7.34	273.1	NORFOLK	A 273	9.07	f 1.20	4.53	12.47
					7.1					
s 10.35	3.42	s 2.42	s 7.50	280.2	d CUSHING	A 280	s 8.51	s 1.04	4.28	s 12.20 P.M.
					10.4					
s 11.30	4.20	s 3.07	s 8.12	290.6	d AGRA	A 291	s 8.28	s 12.41	3.50	s 11.30
					6.4					
P.M. s 12.27	4.47	s 3.22	f 8.27	297.0	d TRYON	A 297	f 8.14	s 12.27	3.26	s 10.25
					3.1					
f 12.42	5.00	3.29	8.34	300.1	ANDERSON	A 300	8.07	12.20	3.14	f 10.02
					1.7					
s 12.57	5.07	s 3.33	f 8.37	301.8	d CARNEY	A 302	f 8.03	s 12.16 P.M.	3.08	s 9.55
					8.3					
1.30	5.43	3.52	8.54	310.1	GUTHRIE JUNC.	A 310	7.46	11.58	2.38	9.12
					0.4					
s 1.50	5.50	s 3.57	s 8.58	310.5	d FALLIS	A 311	s 7.45	s 11.57	2.35	s 9.10 / 8.58
					F.S. & W. 7.6 Crossing					
s 2.25	6.22	s 4.17	f 9.14	318.1	d LUTHER	A 318	f 7.27	s 11.39	2.04	s 8.15
					7.7					
s 3.02	7.10	s 4.36	f 9.31	325.8	d ARCADIA	A 326	7.10	s 11.22	1.36	s 7.42
					7.9					
f 3.45	7.45	f 4.54	9.48	333.7	d WITCHER	A 334	6.52	f 11.04	1.09	f 7.10
					6.5					
		5.08	10.04	340.2	WING	A 340	6.37	10.48		
					C.R.I.&P. 3.4 Crossing					
4.25	8.25	5.16	10.12	343.6	SHAWHOMA	A 343	6.32	10.42	12.33	6.33
					0.8					
4.30 P.M.	8.30 P.M.	5.20 P.M.	10.15 A.M.	344.4	n OKLAHOMA CITY Arrive Leave	A 344	6.30 P.M.	10.40 A.M.	12.30 A.M.	6.30 A.M.
561	433	25	21		99.2		22	26	434	562

Trains Going North.

Note Changes in Rules. Register Stations: Oklahoma City, Fallis and Osage.

Oklahoma Division trains will approach Guthrie Junction under full control expecting to find Guthrie Division trains occupying main line.

See rules under "Interlocking" on page 20 governing joint use with A. T. & S. F. railway of gauntlet tracks across Cimarron River bridge at mile 272 one mile south of Yale.

Nos. 561 and 562 will carry passengers.

Shawnee and Oklahoma Division trains inbound have absolute right over all outbound trains of the same or inferior class between Shawhoma and Oklahoma City.

All second and third class and extra trains will run carefully between Oklahoma City and Shawhoma expecting to find main track occupied by yard engines.

Additional Sidings: Riversand, mile 246.0, Station number A 246, capacity 16 cars. Helmick, mile 249.5 Station number A 249, capacity 25 cars.

GUTHRIE DIVISION.

Trains Going South.

THIRD CLASS	FIRST CLASS			Distance from Kansas City	Time Table No. 36 In Effect, Nov. 11, 1906. STATIONS	Station Numbers	FIRST CLASS			THIRD CLASS
565 Mixed Daily	109 Passenger Daily	107 Passenger Daily	105 Passenger Daily				106 Passenger Daily	108 Passenger Daily	110 Passenger Daily	566 Mixed Daily
P.M. 8.00	P.M. 4.05	P.M. 12.05	A.M. 9.05	310.5	Leave Arrive d FALLIS	A 311	A.M. 11.45	P.M. 3.45	P.M. 7.35	A.M. 8.45
				310.1	0.4 GUTHRIE JUNCT.	A 310	11.43	3.43	7.33	8.43
f 8.15	s 4.19	s 12.19	9.18	315.0	4.1 SHILOH	Q 5	11.32	s 3.30	s 7.20	f 8.28
s 8.33	s 4.35	s 12.35	s 9.33	320.7	5.7 d MERIDIAN F. S. & W. Crossing C.R.I.&P. 12.9 Crossing	Q 10	s 11.18	s 3.15	s 7.05	s 8.10
9.10 P.M.	5.10 P.M.	1.10 P.M.	10.05 A.M.	333.6	d GUTHRIE Arrive Leave	Q 23	10.45 A.M.	2.40 P.M.	6.25 P.M.	7.30 A.M.
565	109	107	105		23.1		106	108	110	566

Trains Going North.

Note Changes in Rules. Guthrie Division Trains will look out for Oklahoma Division trains between Fallis and Guthrie Junction. Wye switch on Guthrie Division will be kept set for right leg of wye, approaching Fallis. Register Stations: Fallis and Guthrie. Nos. 565 and 566 will carry passengers.

All trains carrying Passengers will depart from, and arrive at, A., T. & S. F. passenger station, Guthrie, and will be governed by the rules and instructions issued by that company while upon its tracks.

Trains Going South. — SHAWNEE DIVISION. — Trains Going North.

THIRD CLASS 563 Way Freight Daily Ex.Sunday	First Class 111 Passenger Daily	Distance from Kansas City	Time Table No. 36 In Effect Nov. 11, 1906. STATIONS	Station Numbers	First Class 112 Passenger Daily	THIRD CLASS 564 Way Freight Daily Ex.Sunday
			Leave Arrive			
A.M. 5.45	A.M. 7.40	344.4	n OKLAHOMA CITY	A 344	P.M. 7.25	P.M. 7.00
			0.8			
5.49	7.42	343.6	SHAWHOMA	A 343	7.22	6.55
			St.L.&S.F. 8.7 Crossing			
f 6.30	f 8.02	352.3	MARION	C 352	f 7.03	f 6.10
			11.7			
s 7.10	s 8.30	364.0	d NEWALLA	C 364	s 6.35	s 5.30
			7.1			
f 7.35	f 8.45	371.1	DALE	C 371	f 6.20	f 5.05
			8.6			
8.10 s 9.05	s 9.05	379.7	d SHAWNEE	C 380	s 6.00	s 4.30 4.00
			C.R.I.&P. 8.7 Crossings			
f 9.40	f 9.28	388.4	HOTULKE	C 388	f 5.37	f 3.25
			9.7			
s 10.30	s 9.50	398.1	d MAUD	C 398	s 5.15	s 2.45
			7.0			
10.58	f 10.07	405.1	HAZEL	C 405	f 4.58	2.06
			7.1			
s 11.55	s 10.25	412.2	d KONAWA	C 412	s 4.40	s 1.40
			5.8			
P.M. s 12.55	s 10.40	418.0	d TYROLA	C 418	s 4.25	s 12.55
			St.L.&S.F. 9.9 Crossing			
s 1.55	s 11.10	427.9	d ADA	C 428	s 3.55	s 12.15 P.M.
			5.3			
f 2.20	f 11.25	433.2	AHLOSO	C 433	f 3.40	f 11.25
			7.3			
s 3.20	s 11.45	440.5	d STONEWALL	C 440	s 3.20	s 10.45
			7.2			
s 3.50	P.M. s 12.03	447.9	d TUPELO	C 448	s 3.02	s 10.05
			4.5			
s 4.15	s 12.15	452.2	d OWL	C 452	s 2.50	s 9.45
			C.R.I.&P. 9.8 Crossing			
5.15 P.M.	12.40 P.M.	462.0	d COALGATE	C 462	2.25 P.M.	8.50 A.M.
			Arrive Leave			
563	111		119.2		112	564

Note Changes in Rules.

Shawnee Division train and enginemen will be governed by Oklahoma Division time table between Shawhoma and Oklahoma City.
Register Stations: Oklahoma City, and Coalgate. The switch at Shawhoma will be left set for Oklahoma Division Main line.
Shawnee and Oklahoma Division trains in-bound have absolute right over all out-bound trains of the same or inferior class, between Shawhoma and Oklahoma City. For Oklahoma Division trains see Oklahoma Division time table.
All second andthird class and extra trains will run carefully between Oklahoma City and Shawhoma expecting to find main track occupied by yard engines.
Standard Crossing Gate one and one-fourth miles north of Coalgate will when found blocking M., K. & T. be turned to block C., R. I. & P. and left in that position.
Standard Crossing Gate one-eight mile south of Shawnee passenger depot blocks C., R. I. & P.
All Trains will reduce speed over high Bridge C. 429.9, and Trestles C. 390.0 and C. 403.0.
Additional Sidings: Crosson, Mile 374.4, Station Number C. 374, Capacity 6 cars; Craig, mile 376.7, Station Number C. 377, Capacity 12 cars; Opummy, mile 429.1, Station Number C. 429, Capacity 4 Cars. Nos. 563 and 564 will carry passengers. Nos 111 and 112 will stop on flag at Craig and Cook.

Trains Going South. — COALGATE BRANCH. — Trains Going North.

THIRD CLASS 563 Way Freight Daily Ex.Sunday	THIRD CLASS 559 Way Freight Daily Ex.Sunday	FIRST CLASS 115 Passenger Daily	FIRST CLASS 113 Passenger Daily	FIRST CLASS 111 Passenger Daily	Distance from Kansas City	Time Table No. 36 In Effect Nov. 11, 1906. STATIONS	Station Numbers	FIRST CLASS 112 Passenger Daily	FIRST CLASS 114 Passenger Daily	FIRST CLASS 116 Passenger Daily	THIRD CLASS 560 Way Freight Daily Ex.Sunday	THIRD CLASS 564 Way Freight Daily Ex.Sunday
						Leave Arrive						
P.M. 5.30	A.M. 9.15	P.M. 6.40	A.M. 7.50	P.M. 12.40	462.0	n COALGATE	C 462	P.M. 2.25	A.M. 7.40	P.M. 6.30	A.M. 9.00	A.M. 8.30
						C.R.I.&P. 2.1 Crossing						
5.40	s 9.25	s 6.46	s 7.55	s 12.45	464.1	n PHILLIPS	C 464	s 2.18	s 7.34	s 6.24	s 8.50	8.20
						O.C.Ry. 2.7 Crossing						
s 5.50	s 9.40a 1.30p	s 6.54	s 8.05	s 12.55	466.8	n LEHIGH	C 467	s 2.11	s 7.25	s 6.15	s 8.30 5.40	s 8.05
						3.2						
6.05	s 2.00	s 7.04	s 8.15	s 1.05	470.0	MIDWAY	C 470	s 2.00	s 7.15	s 6.05	s 5.20	7.45
						6.0						
6.35 P.M.	2.20 P.M.	7.20 P.M.	8.30 A.M.	1.20 P.M.	476.1	n ATOKA	610	1.45 P.M.	7.00 A.M.	5.50 P.M.	5.00 A.M.	7.25 A.M.
						Arrive Leave						
563	559	115	113	111		14.1		112	114	116	560	564

Note Changes in Rules.

Switch Engine will work between Coalgate and Phillips and has right over all **Extra** Trains.
Register Stations: Coalgate, Lehigh, Atoka and Phillips.
Shawnee Division main line switch north of Coalgate Depot must be kept set for Shawnee Division.
Nos. 563 and 564 will carry passengers.

NEOSHO DIVISION.

Trains Going South.

Trains Going North.

Time Table

No. 36

In Effect, Nov. 11, 1906.

THIRD CLASS 523 Way Freight Daily Ex.Sunday	THIRD CLASS 521 Way Freight Daily Ex.Sunday	THIRD CLASS 475 Through Freight Daily	FIRST CLASS 25 Passenger Daily	FIRST CLASS 71 Passenger Daily	Distance from Parsons	STATIONS	Station Numbers	FIRST CLASS 72 Passenger Daily	THIRD CLASS 476 Through Freight Daily	THIRD CLASS 522 Way Freight Daily Ex.Sunday	THIRD CLASS 524 Way Freight Daily Ex.Sunday
	A.M. 7.00	A.M. 9.40		A.M. 9.35	157.1	Leave Arrive d JUNCTION CITY	B 157	P.M. 3.40	P.M. 7.30	P.M. 4.10	
						5.0					
	s 7.20	10.03		f 9.51	152.1	WREFORD	B 152	f 3.23	7.00	f 3.48	
						7.9					
	s 7.50	10.35		s 10.15	144.1	d SKIDDY	B 144	s 3.00	6.20	s 3.15	
						C.R.I.&P. 6.2 Crossing					
	s 8.25	11.02		s 10.31	137.9	d WHITE CITY	B 138	s 2.43	5.50	s 2.50	
						5.1					
	s 8.45	11.22		s 10.44	132.9	d PARKERVILLE	B 133	s 2.28	5.25	s 2.28	
						2.5					
	f 9.00	11.33		f 10.52	130.4	SYLVAN PARK	B 130	f 2.20	5.10	f 2.10	
						2.9					
	f 9.15	11.45		s 11.00	127.4	DOWNING	B 127	s 2.12	4.55	f 1.57	
						7.2					
	s 10.00	P.M. 12.15		s 11.20	120.3	d COUNCIL GROVE	B 120	s 1.52	4.20	s 1.27	
						Mo. Pac. 8.6 Crossing					
	s 10.45	12.50 1.27		s 11.45	111.7	d DUNLAP	B 112	s 1.27	3.40	s 12.50	
						7.4					
	s 11.35	2.00		P.M. s 12.07	104.2	d AMERICUS	B 104	s 1.05	3.05	12.07p s 11.35a	
						8.9					
	P.M. s 12.32	2.35		s 12.32	95.5	d EMPORIA	B 96	12.40 s 12.32	2.35	s 10.30	
						A.T.&S.F. 7.2 Crossing					
	f 1.00	3.05		f 12.49	88.3	WYCKOFF	B 88	f 12.15 P.M.	2.05	f 9.35	
						6.2					
	s 1.40	3.30		¶ 1.05 1.25	82.1	d HARTFORD	B 82	¶ 11.59 11.39	1.40 1.25	s 9.15	
						6.3					
	s 2.05	3.58		s 1.43	75.8	STRAWN	B 76	s 11.25	1.00	s 8.30	
						A.T.&S.F. 8.2 Crossing					
	s 2.50	4.35		s 2.03	67.6	d BURLINGTON	B 68	s 11.09	12.35	s 8.00	
						3.7					
	f 3.10	4.50		f 2.13	63.9	BRISTOL	B 64	f 10.59	12.05 P.M.	f 7.30	
						4.7					
	f 3.30	5.10		f 2.24	59.2	LEROY JUNCTION	B 59	f 10.48	11.45	f 7.10	
						Mo.Pac. 3.8 Crossing					
	s 3.45	5.30		s 2.34	55.4	Mo. Pac. Crossing MOODY	B 55	s 10.40	11.25	s 6.55	
						A.T.&S.F. 5.3 Crossing					
	s 4.00	5.50		s 2.47	50.1	d NEOSHO FALLS	B 50	s 10.28	11.05	s 6.35	
						5.6					
A.M. Lv 5.30	P.M. 5.00	6.15	A.M. Lv 6.05	s 3.00	44.5	n PIQUA	B 45	s 10.15	10.45	Lv 6.10 A.M.	P.M. Ar 5.00
						Mo.Pac. 9.1 Crossing					
s 6.23		6.55	s 6.23	s 3.25	35.4	d HUMBOLDT	B 35	s 9.50	10.05		s 4.30
						A.T.&S.F. 9.3 Crossing					
s 9.28		7.35	s 6.45	s 3.50	26.2	d CHANUTE	B 26	s 9.28	9.28		s 3.50
						A.T.&S.F. 3.9 Crossing					
f 9.45		7.55	6.54	f 4.02	22.3	AUSTIN	B 22	f 9.13	9.00		f 2.00
						5.0					
s 10.08		8.20	f 7.04	s 4.15	17.2	d URBANA	B 17	s 9.00	8.45		s 1.40
						6.4					
s 10.40		8.45	f 7.18	s 4.32	10.8	d GALESBURG	B 11	s 8.46	8.20		s 1.10
						5.4					
f 11.00		9.10	7.30	f 4.46	5.4	LADORE	B 5	f 8.34	7.57		f 12.45
						4.3					
Ar 11.20 A.M.		9.30 P.M.	7.38	4.55	1.1	n NORTH YARD		8.24	7.38 A.M.		12.30 P.M.
						1.1					
			¶ 7.45 A.M.	¶ 5.00 P.M.	.0	n PARSONS Arrive Leave	387	8.20 A.M.			
523	521	475	25	71		157.1		72	476	522	524

STANDARD CROSSING GATES. (See Rules on Page 21.)

LOCATION	MILE	RAILROAD	BLOCKS
Chanute	24.0	A., T. & S. F.	M., K. & T.
Moody	55.4	Mo. Pac.	M., K. & T.

Note Changes in Rules.

Register stations: North Yard, Piqua and Junction City.

Trains cannot pass at Austin or Sylvan Park.

Neosho Division Train and Enginemen will be governed by Parsons Division Time Table between Parsons and North Yard.

Nos. 25, 71 and 72 will leave a complete register on Form 68 at North Yard to be entered on Train Register by operator.

Nos. 521, 522, 523 and 524 will carry passengers.

Petrolia on mile 30 is a flag for trains 71, 72, 523 and 524 and for No. 25 to discharge Kansas City passengers only.

No. 72 will take siding south end of Freight yard Emporia for No. 71.

HOSPITAL DEPARTMENT

DR. E. F. YANCEY, Chief Surgeon, Sedalia, Mo.

DR. GEO. E. McNEIL, First House Surgeon, Sedalia, Mo. DR. CHAS. McNEIL, Second House Surgeon, Sedalia, Mo.

CONSULTING SPECIALISTS.

DR. ROBT. BARCLAY, St. Louis, Mo., 3894 Washington Boulevard.
DR. JNO. H. DUNCAN, St. Louis, Mo., Suite 501 Humboldt Bldg., Cor. Grand and Washington Aves.
DR. J. G. EHRHARDT, St. Louis, Mo., 928 N. Grand, Cor. Belle Ave.
DR. S. G. KELLY, Sedalia, Mo., Rms. 203-205 Ilgenfritz Bldg.
DR. FLAVEL B. TIFFANY, Kansas City, Mo., 805 McGee Street.
DR. FRANK R. FRY, St. Louis, Mo., Humboldt Building.
DR. A. R. KIEFFER, St. Louis, Mo., 4268 West Belle Place.
DR. HANAU W. LOEB, St. Louis, Mo., 3559 Olive St.
DR. S. W. SMITH, Denison, Texas.

CONSULTING SURGEONS.

DR. ANDREW L. FULTON, Kansas City, Mo., Cor. 11th and Main. Rm. 429.
DR. W. H. EVANS, Seven Miles N. E. of Sedalia.
DR. W. C. OVERSTREET, Sedalia, Mo., 312 Ohio Street.

CONSULTING OCULIST.

DR. J. G. LOVE, Sedalia, Mo., Rooms 203, 205 Ilgenfritz Building.

LOCAL SURGEONS.

MISSOURI.	NAME.	OFFICE.	RESIDENCE.
ST. LOUIS	Dr. W. A. McCandless	St. Mary's Infirmary	1536 Papin Street.
ST. CHARLES	Dr. J. R. Mudd	112 North Main Street	Cor. Third and Decatur Streets.
RHINELAND	Dr. O. R. Rauschelbach	In Drug Store—Front Street	West End Front Street.
MOKANE	Dr. J. R. Davis		
JEFFERSON CITY	Dr. J. L. Thorpe	111 West High Street	
HARTSBURG	Dr. J. E. Parmer		
ROCHEPORT	Dr. E. H. Chinn	Cor. First, Main and Central Streets	Cor. Second, Main & Columbia Streets.
COLUMBIA	Dr. A. W. McAlester	Parker Memorial Hospital	
NEW FRANKLIN	Dr. J. B. Fleet	N. W. Corner Broadway and Howard Streets	
	Dr. V. Q. Bonham		
HANNIBAL	Dr. W. H. Hays	609 Church	607 Church.
PARIS	Dr. T B. Loyd		
MOBERLY	Dr. E. R. Hickerson	313 Reed Street	315 South Williams Street.
MOBERLY	Dr. Thos. Irwin	Cor. Reed and Clark Streets	319 Grand Ave.
HIGBEE	Dr. A. J. Brown	Under Randolph Hotel, Main Streets	Cor. Sedalia and Randolph Streets.
FAYETTE	Dr. U. S. Wright	Kilpatrick Building	Block East of Public Square.
BOONVILLE	Dr. Frank Smiley	Boonville Sanitarium	
PLEASANT GREEN	Dr. J. S. Parrish		
WINDSOR	Dr. C. E. Griffith		
CLINTON	Dr. J. H. Pritts	127 Washington Street	139 East Franklin Street.
	Dr. R. D. Haire	102 South Main	Corner Jefferson and Second Streets
NEVADA	Dr. L. H. Callaway	105½ W. Cherry Street	525 West Arch Street.
	Dr. G. C. Willson	Wilson Building	220 South Adams Street.
HOLDEN	Dr. L. F. Murray	Olive, near Third Street	Olive, near Third Street.
HARRISONVILLE	Dr. A. R. Elder	North Side Square	East Pear Street.
	Dr. W. H. Barrett	Public Square	Vall Street.
KANSAS CITY	Dr. Geo. F. Hamel	Mo. Pacific Hospital	Mo. Pacific Hospital.
ELDORADO SPRINGS	Dr. W. E. Dawson	Snodgrass' Drug Store	
JOPLIN	Dr. R. L. Neff	224 Main Street	
APPLETON CITY	Dr. J. B. Gathright		
KANSAS.			
FT. SCOTT	Dr. R. Aikman	110 South Main Street	729 National Ave.
	Dr. J. M. Kleiser	Kennedy Block	1728 Grand Avenue.
PARSONS	Dr. A. Tenbrook	107 South Central Ave	1721 Appleton Avenue.
	Dr. J. C. Creel	107 South Central Avenue	320 North Central Avenue.
	Dr. G. W. Maser, Oculist	1823 Main Street	
COLUMBUS	Dr. W. N. Johnson		
GALENA	Dr. R. C. Lowdermilk	Second and Main Streets	
LOUISBURG	Drs. Bryan & Boyle	Broadway	
PAOLA	Dr. J. H. Haldeman	Price Block	Peoria and Maple Streets.
CHETOPA	Dr. R. L. VonTrebra	Upstairs Corner, 4th and Maple Streets	
CHANUTE	Dr. Geo. H. Brown	Rooms, 16 and 18 Mercantile Building	Corner Lincoln and East Third.
HUMBOLDT	Dr. J. H. Hindman	Over Fisher Building	
EMPORIA	Dr. T. F. Foncannon		
COUNCIL GROVE	Dr. J. H. Jaquith		
JUNCTION CITY	Drs. King & O'Donnell		
MORAN	Dr. G. B. Lambeth	Oak Street	Oak Street.
IOLA	Dr. W. R. Heylmun	No. 20 E. Jackson Avenue, Cox Building	
COFFEYVILLE	*Dr. W. C. Hall*	*N. W. Corner, Plaza and 9th Streets*	*West Ninth Street.*
OLATHE	Dr. H. E. Williamson		
INDIAN TERRITORY.			
VINITA	Dr. B. F. Fortner	Patton Building, Illinois Avenue	Scraper Street.
	Dr. Oliver Bagby	Patton Building, Illinois Avenue	Scraper Street.
WAGONER	Dr. G. W. Ruble	117 Neil Building	
	Dr. F. B. Fite	Main Street, over Bragdon's Drug Store	Cor. Railroad and Agency Street.
MUSKOGEE	Dr. J. L. Blakemore	Main Street, over Bragdon's Drug Store	
	Dr. Claude Thompson	Main Street, over Bragdon's Drug Store	
CROWDER CITY	Dr. W. E. Crowder		
MCALESTER	Dr. J. O. Grubbs		
SO. MCALESTER	Dr. E. N. Allen	21 and 22 Front Street	Fourth and B. Streets.
	Dr. Leroy Long	Over Bettes' Drug Store	
ATOKA	Dr. J. S. Fulton	Over Lankford's Drug Store	Corner Fourth and High Streets.
LEHIGH	Dr. David Gardner		
CADDO	Dr. H. E. Rappolee		
DURANT	Dr. W. O. Shannon	North Main Street	North of town fourth of a mile.
EUFAULA	Dr. Geo. W. West		
BARTLESVILLE	Dr. Geo. F. Woodring		
TULSA	Dr. Fred S. Clinton		
ADA	Dr. M. W. Ligon	Over First National Bank	
BROKEN ARROW	Dr. J. N. Shippey	W. Side Main between Avenues F. and G	Southwest Cor. Ave. D and 1st Street.
WILBURTON	Dr. Geo. A. Kilpatrick		
OKLAHOMA TERRITORY.			
SHAWNEE	Dr. A. T. Grayson	22½ East Main Street	22½ East Main Street.
GUTHRIE	Dr. C. S. Petty	108½ West Oklahoma Avenue	306 East Noble Street.
CLEVELAND	Dr. G. W. Sutton		
YALE	Dr. E. G. Newell		
OKLAHOMA CITY	Dr. W. E. Dicken	115½ Main Street	126 West 7th Street.
TEXAS.			
DENISON	Dr. Alex. W. Acheson	225 West Main Street	1419 West Woodard Street.
	Dr. E. R. Birch	Over Moores Jewelry Store	715 West Day Street.

Interlocking System at East End Missouri Pacific Yard, Sedalia.

Semaphore signal is located 500 feet each side of crossing. The signal blade in a horizontal position by day or a **Red** light by night indicates **"Stop"**. The signal blade in an inclined position by day or a **Green** light by night indicates **"Proceed"**.

The normal position of the signals will be clear for the Missouri Pacific track and will remain in this position except when changed to allow M., K. & T. trains to cross. All trains must approach these semaphores under full control, prepared to stop and not pass them, unless they are known to be clear. Switch tenders will provide themselves with the usual hand signals to be used in case of failure of the semaphores.

Interlocking System at the Crossing of the A. T. & S. F. R. R. at Walnut, Kansas.

Semaphore in horizontal position indicates **Stop**. Blade in inclined position indicates **Proceed**. At night these positions will be indicated by lights.

The distant signal is a forked end blade by day, and in addition thereto, green or yellow light by night, and will govern trains using main track. The home semaphore is a square end blade by day, and in addition thereto a red or green light by night. All trains will be governed by the signal at their right hand, as they approach the crossing.

When the distant signal shows the blade in a horizontal position or a yellow light. **Caution** is indicated and an approaching train must be under full control and be prepared to stop before passing the home signal. When distant signal shows the blade in a hanging position by day or a green light by night, **Safety** is indicated, and the train may proceed under control to the home signal.

When the home signal shows the blade in a horizontal position or a red light **Danger** is indicated, and an approaching train must stop before passing the signal. When the home signal shows the blade in a hanging position, or a green light, **Safety** is indicated, and the train may proceed. At night each red, green and yellow light must be seen in its proper position, or the train must stop. While a train or any part of a train, is between the home signals, all traffic will be stopped on the crossing road by the operation of the interlocking apparatus. Trains having work to do at this place, or required to occupy the track within these limits, **Must**, upon the approach of a train of superior class on the crossing road, move beyond the home signals.

When all signals indicate **Safety**, for any train, it may pass over the crossing at a moderate speed without coming to a full stop. Passenger trains must not exceed twenty miles and freight trains ten miles per hour over the crossing. Sand must not be used while passing over the detector bars, which govern the derailers. Should any part of the train pass the home signal while it is in the danger position, the train will be derailed, and no excuse will be accepted for such an occurrence.

South bound, the distant signal is located 1260 feet from the home signal, south home signal 50 feet north of derailer, and derailer 400 feet north of crossing. North bound, the distant signal is located 1000 feet south of home signal, home signal 50 feet south of derailer; derailer 400 feet south of crossing.

Interlocking System at the Crossing of the St. L. & S. F. R. R., Columbus.

Arm in horizontal position indicates **Stop.** Arm in inclined position indicates **Proceed.**

At night these positions will be indicated by lights—**Red** indicating **Stop; Green** indicating **Proceed.**

South Distant Signal 1260 feet from Home Signal. South Home Signal 400 feet from Crossing. North Distant Signal 1200 feet from Home Signal. North Home Signal 400 feet from Crossing.

All trains must approach signals under perfect control, expecting to stop, unless given the Semaphore to proceed.

Enginemen must not use sand while passing over switches or derails.

Interlocking System Between Miles 655.1 and 656.5 Covering Joint Track Across Red River Bridge With St. L. & S. F. R. R.

South Bound the Distant Signal is located 1550 feet North of the Home Signal, the Home Signal 50 feet North of the Derailing Switch, and the Derailing Switch 500 feet North of the North Junction Switch. An additional Home Signal, protecting the South Junction Switch, is located 50 feet North of the same, and has two semaphore arms, the lower of which governs route for M., K. & T.

South Bound trains should have "Clear" Distant, and Home Signal, and the Lower Arm of the additional Home Signal.

In the event Distant Signal is not "Clear" train may pass same under perfect control and proceed to Home Signal, which must not be passed until "Clear," Home Signal will advance the train across the bridge to the additional Home Signal, the lower blade of which must be clear before it can be passed.

The Rule Governing North bound trains is the same as for South Bound, except the Distant Signal is located 1950 feet South of the Home Signal, the Home Signal 50 feet South of the Derailing Switch, and the Derailing Switch 300 feet South of the South Junction. The lower blade of the additional Home Signal, located 50 feet South of the North Junction, controls the movement of the M., K. & T. trains north.

Enginemen must not use sand within the interlocking limits, as it interferes with the proper operation of the switches and detector bars.

Speed of passenger trains over joint track must not exceed Twenty (20) and freight trains Twelve (12) miles per hour.

Explanation of Semaphore Signals.

All governing signals are on right hand side of the track.

DISTANT SIGNAL:—Distant Signal displays a forked end blade or arm painted yellow on governing side. The arm in a horizontal position indicates "Block" and in an inclined position "Clear." At night "Block is indicated by a yellow light and "Clear" by a green light.

HOME SIGNAL:—Home Signal consists of a square end arm or blade, painted red on governing side, a horizontal position of which indicates "Block" and an inclined position "Clear." At night a red light indicates "Block" and a green light "Clear."

Interlocking System, One Mile South of Yale, Governs Gauntlet Tracks Across Cimarron River Bridge in Use Jointly With A., T. & S. F. Railway.

A home signal, displaying a single red blade, is located 873 feet north of the north end of bridge. A home signal, displaying a single red blade, is located 717 feet south of south end of bridge.

A derailing switch point is located 116 feet south of home signal north of bridge. A derailing switch point is located 57 feet north of home signal south of bridge. The blade of either home signal in a horizontal position, or a red light displayed at night, indicates "**stop.**"

The blade of either home signal extended obliquely downward or a green light displayed at night, indicates "**clear, proceed.**"

When home signal indicates stop, derail is open; until home signal indicates "**clear, proceed,**" such home signal must not be passed.

A distant signal is located 1203 feet north of home signal north of bridge. A distant signal is located 1203 feet south of home signal south of bridge. These distant signals each display a single yellow blade.

The blade of either distant signal in a horizontal position or a yellow light displayed at night, indicates "**Caution.**" "Proceed with caution until position of home signal is ascertained."

The blade of either distant signal extended obliquely downward or a green light displayed at night indicates "**Clear, proceed.**"

When both distant and home signal indicate "**Clear, proceed,**" no stop will be made by an approaching train, but speed must not exceed 10 miles per hour in crossing bridge.

Distant and home signals are used only in connection with movements in the normal direction of traffic. All approaching trains will sound one long blast of whistle at the one mile to railroad crossing sign, to call for clear signal.

When distant signal displays clear, two short blasts will be given in acknowledgement, but train must be kept under full control until home signal is seen to be clear.

Continued on Page 21

INTERLOCKING SYSTEM AT CROSSINGS WITH MIDLAND VALLEY AND ST. L. [redacted] S. F. RAILWAYS AT TULSA, I. T.

The distant signal south of these crossings is located 1671 feet from center of crossings, the home signal 416 feet and the derail 391 feet south of crossings. The distant signal north of crossings is located 1661 feet from center of crossing; the home signal 464 feet and derail 400 feet north of crossings.
Arm of semaphore signals in horizontal position indicates STOP; arm in inclined position indicates proceed. At night the position of arms will be indicated by lights. DISTANT SIGNAL: Yellow (CAUTION) and green (PROCEED). HOME SIGNAL: Red (STOP) and green (PROCEED).
All trains must approach these crossings prepared to stop unless given the semaphore to proceed.
Derail on transfer track is located 400 feet north of crossing, and is governed by dwarf signal located 400 feet north of crossing.
Cars must not be left on transfer track south of dwarf signal located between main track and transfer track.
Sand must not be used crossing switches or derails.

BLOCK SIGNALS BETWEEN RAY AND SHERMAN JUNCTION.

The movement of trains over single track between Sherman Junction and Ray Y and the approaches to same is controlled by automatic electric block signals.
The block includes single track between Sherman Junction and Ray yard, a preliminary section of 1000 feet north of Sherman Junction on south bound double track, a section of main line and a section of Ray Y extending 180 feet south of switch from main line to Y.
Signals are located and designated as follows: Semaphore Signal No. 1 at Sherman Junction; Semaphore Signal No. 2 located 180 feet south of switch from main line to Ray Y; Disc Indicator No. 3 at north switch of cross over at Sherman Junction; Disc Indicator No. 4 on Ray Y 180 feet south of switch from main line to Y.
The normal position of Semaphore signals 1 and 2 is at safety, indicated by Semaphore blades drooping by day and by a white light by night.
Horizontal position of Semaphore blades by day or a red light by night indicates danger, STOP.
The normal position of Disc Indicators 3 and 4 is at danger, indicated by a red disc by day and a red light by night.
The safety position of Disc Indicators is indicated by a white disc by day and a white light by night.
Semaphore Signal No. 1 at Sherman Junction, governs the movement of south bound trains, and trains for Sherman Branch.
When Semaphore Signal No. 1 is at danger position, south bound trains will stop on south bound track, clear of cross over, and not proceed until signal shows safety.
Semaphore Signal No. 2 located 180 feet south of switch from main line to Ray Y, governs the movement of north bound main line trains. When this signal shows danger, trains must stop south of signal and not proceed until signal shows safety. When signal shows safety, approaching trains will not stop, but must approach signal under control, prepared to stop in case signal changes to danger.
Disc Indicator No. 3 at north switch of cross over at Sherman Junction governs the movement of trains from Sherman Branch to north bound double track. If the block is clear, Semaphore Signal No. 1 will be at safety and the opening of switch will clear Disc Indicator No. 3 and set Semaphore Signal No. 2 at danger and hold it, and Disc Indicator No. 4 at danger until switch is closed. If Semaphore Signal No. 1 is at danger, trains from Sherman Branch must stop to clear cross over, and not open switch until signal shows safety.
Disc Indicator No. 4 located on Ray Y 180 feet south of main line switch governs the movement of trains from Y to main line. Trains coming from Y to main line will stop south of Disc Indicator No. 4, and if Semaphore Signal No. 2 is at danger, switch must not be thrown until the Signal shows safety. If Semaphore Signal No. 2 is at safety, the opening of main line switch for Y will clear Disc Indicator No. 4 for movement from Y and will set Signal No. 2 at danger, and hold Disc Indicator No. 3 at danger, and when train passes Disc Indicator No. 4, Semaphore Signal No. 1 will be set at danger, and Semaphore Signals 1 and 2 and Disc Indicators 3 and 4 will be held at danger until block is cleared.
Trains from Ray Y will give approaching main line trains preference, and will not open switch until such trains have cleared the block.
Trains from Sherman Branch will enter double track at first switch, and not use the cross over; this switch will be set normally for north bound movement.
South bound trains set Signal No. 2 at danger, and hold Disc Indicator No. 4 at danger, as soon as they pass on to preliminary section 1000 feet north of Sherman Junction, and set Signal No. 1 at danger as soon as they pass it and hold Signals 1 and 2, and Disc Indicators 3 and 4 at danger until they clear the block.
North bound trains on main line set Semaphore Signals 1 and 2 at danger, and hold these signals and Disc Indicators 3 and 4 at danger, when they pass Semaphore Signal No. 2, until block is cleared.
North bound trains from Y set Semaphore Signals Nos. 1 and 2 at danger and hold Disc Indicator No. 3 at danger, when they pass Disc Indicator No. 4, until block is cleare .
When Semaphore Signal No 2 is at safety, the opening of Ray Y switch will clear Disc Indicator No. 4 for movement from Y. When train clears switch, and switch is set for main line, Disc Indicator No. 4 will resume its normal position of danger.
The absence of a light at night is a danger signal and trains must ascertain the position of Semaphore blade or Discs and be governed by the same. Lamps must be lighted before proceeding.
Trains or engines will wait 5 minutes for signal to change from danger to safety and if no train can be seen on the block, will proceed under flag and report the occurrence from first telegraph office.
When signals fail to work properly, conductors of road engines and foremen of yard engines must make report to Trainmaster at once, showing time and manner of failure. This report to be made in writing and filed in telegraph office at Ray or Dispatcher's office at Denison. Enginemen must promptly notify conductors or foremen when signals fail and give them necessary information so they can make report.
Signals must be approached under perfect control, and block must be cleared with as little delay as possible to avoid unnecessary detention to other trains or engines.

CROSSING GATES.

At points where it blocks this line M., K. & T. trainmen will operate gate and lock it across M., K. & T. tracks after using. (*Gate will be handled by crossing watchmen instead of trainmen.)
At points where the gate blocks another line M., K. & T. trains will approach crossing under control, prepared to stop. When it is known that the way is clear and no train or engine is approaching on other line, they will proceed over the crossing at speed not exceeding ten miles per hour.
Position of gates at night will be indicated by lights.

Extracts from Ruling of the Kansas State Board of Railroad Commissioners.

Trains carrying passengers exclusively, or passenger, mail or express shall be designated as first-class trains. Mixed freight and passenger trains, and all other trains, switch engines and engines without trains, shall be designated as second-class trains.

All trains and engines without trains shall sound one long blast of the whistle, the same as for a station, at least two thousand six hundred (2,600) feet before reaching the crossing, except in the case of crossings within the limits of incorporated cities whose regulations forbid such whistling.

All trains and locomotives without trains shall come to a full stop at east two hundred (200) feet and not more than four hundred (400) feet from the crossing of other roads, and if the way is clear, shall sound one long blast of the whistle, in case of first-class trains, and two similar blasts in case of second-class trains, before starting forward.

First-class trains shall always have precedence over second-class trains of any company.

In case of trains of the same class approaching simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start forward until the first train has cleared the crossing.

NOTE.—In connection with this rule, it must be understood that the first road built over the crossing to be stopped for is the "older" road.

No train or locomotive without train shall cross the track of another road at a greater rate of speed than eight (8) miles an hour.

In case where a railroad crosses the track of another within the yard limits of said other road, the track of such other road is not plainly visible for at least five hundred (500) feet either way from the point of crossing, the crossing train shall send a flagman ahead from the point of stopping before crossing, to see that the crossing is clear; and no train, or engine without train, shall move forward to cross until the track is clear, and the train has the right under its class to the right of way, and the flagman has given the signal in compliance with this order.

No cars shall be left standing on the side track of any yard through which there is a railroad crossing, nearer than sixty (60) feet of the center line of such crossing.

No train upon any road crossing the yard of another road shall stop on such crossing (after it has started forward to cross), nor until it has cleared such crossing by at least sixty (60) feet: *Provided*, This shall not apply where crossings are so near to depots, water tanks, or other places where stops are required to be made, as to render it impracticable.

Yard limits are defined as meaning not only the ground covered by side tracks but so much beyond at each end, not exceeding three thousand (3,000) feet, as may be used at will by switch engines, and such limits shall be marked by posts with the words "Yard Limits" thereon.

Crossings protected by watchmen at all times, or by interlocking signal and derailing apparatus, not to be governed by foregoing rules, but engineers are required under any and all circumstances to approach crossings with their trains under full control.

GENERAL RULES.

YARD ENGINE.—An engine assigned to yard service, or working within yard limits.

PILOT.—A person assigned to a train when the engineman or conductor, or both, are not fully acquainted with the physical characteristics or running rules of the road, or portion of the road over which the train is to be moved.

TRAIN RULES FOR SINGLE TRACK.

STANDARD TIME.

1. Central Standard Time obtained from St. Louis, Mo., observatory will be telegraphed to all points from designated offices at 10 a. m. daily.

2. Watches that have been examined and certified to by a designated inspector, must be used by trainmen, enginemen, and yardmen. The certificate in prescribed form must be renewed and filed with Superintendent or Train Master every six months.

(*Form of Certificate.*)

CERTIFICATE OF WATCH INSPECTOR.

This is to certify that on.....19.....
the watch of.....
employed as.....
on the.....R.....
was examined by me. It is correct and reliable, and in my judgment will, with proper care, run within a variation of thirty seconds per week.

Name of Maker.....
Brand.....
Number of Movement.....
Open or hunting case.....
Metal of case.....
Stem or key winding.....

Signed,.....*Inspector.*

Address.....

3. Watches of conductors and enginemen must be compared, before starting on each trip, with a clock designated as a Standard Clock. The time when watches are compared must be registered on a prescribed form.

3 (*a*). Conductors and enginemen whose duties prevent them from having access to a Standard Clock, must compare daily with, and regulate their watches by, those of conductors and enginemen who have Standard Time, and have registered their name as above provided.

TIME-TABLES.

4. Each Time-table, from the moment it takes effect, supersedes the preceding Time-table. A train of the preceding Time-table shall retain its train orders, and take the schedule of the train of the same number on the new Time-table.

A train of the new Time-table, which has not the same number on the preceding Time-table, shall not run on any division until it is due to start from its initial point on that division, after the Time-table takes effect.

4 (*a*). Dispatchers on their respective divisions will require the acknowledgement, by all conductors and enginemen, of the receipt of a new Time-table after it has taken effect before they are permitted to start on their run with any train or engine.

5. Not more than two times are given for a train at any point; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving time.

Schedule meeting or passing points are indicated by figures in FULL FACED TYPE.

Both the arriving and leaving time of a train are in full-faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

6. The following signs when placed before the figures of the schedule indicate:

"s"—regular stop.
"f"—flag stop to receive or discharge passengers or freight.
"¶"—stop for meals.
"lv"—leave.
"ar"—arrive.

6 (*a*). On the Time-table the words "daily," "daily except Sunday," etc., printed at the head in connection with a train indicate when it shall be run. The figures given at intermediate stations shall not be taken as indicating that a train will stop unless the rules require it.

SIGNAL RULES.

7. Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

8. Flags of the prescribed color must be used by day, and lamps of the prescribed color by night.

9. Night signals are to be displayed from sunset to sunrise, When weather or other conditions obscure day signals, night signals must be used in addition.

VISIBLE SIGNALS.

10 COLOR SIGNALS.

COLOR.	INDICATION.
(*a*) Red.	Stop.
(*b*) White.	Proceed, and for other uses prescribed by the Rules.
Green.	Proceed with caution, and for other uses prescribed by the Rules.
(*d*) Green and White.	Flag stop. See Rule 28.
(*e*) Blue.	See Rule 26.

11. A fusee is an extra signal, to be lighted and placed on the track at night in case of accident or emergency. A fusee on or near the track, burning red, must not be passed until burned out. When burning green it is a caution signal.

12. HAND, FLAG AND LAMP SIGNALS.

MANNER OF USING.	INDICATION.
(*a*) Swung across the track	Stop.
(*b*) Raised and lowered vertically.	Proceed.
(*c*) Swung vertically in a circle across the track, when the train is standing.	Back.
(*d*) Swung vertically in a circle at arm's length across the track, when train is running	Train has parted.
(*e*) Swung horizontally in a circle when the train is standing	Apply air brakes
(*f*)	
(*g*) The hand or lamp elevated above the head at arm's length and moved slowly at right angles with track when train is standing	Release air brakes.

13. Any object waved violently by anyone on or near the track is a signal to stop.

AUDIBLE SIGNALS.

14. ENGINE STEAM WHISTLE SIGNALS.

NOTE.—The signals prescribed are illustrated by "o" for short sounds: "—" for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

SOUND.	INDICATION.
(*a*) o	Stop. Apply Brakes.
(*b*) — — —.	Release brakes.
(*c*) — — o o o	Flagman go back and protect rear of train
(*d*) — — — — — —	Flagman return from west or south.
(*e*) — — — — — — — —	Flagman return from east or north.
(*f*) — — — —	When running, train parted; to be repeated until answered by the signal prescribed by Rule 12 (*d*). Answer to 12 (*d*).
(*g*) o o	Answer to any signal not otherwise provided for.
(*h*) o o o	When train is standing, back. Answer to 12 (*c*) and 16 (*c*).
(*j*) o o o o	Call for signals.
(*k*) — o o	To call the attention of trains of the same or inferior class to signals displayed for a following section.
(*l*) — — o o	Approaching public crossings at grade.
(*m*) — — —	Approaching stations, junctions and railroad crossings at grade.
(*n*) — o —	To call attention to trains on opposite track that they are running too closely together.
(*p*) — o	Engineman is ready to test air.
(*q*) — . — — — —	To call in a work train.

A succession of short sounds of the whistle is an alarm for persons or live stock on the track, and calls the attention of trainmen to danger ahead.

15. The explosion of one torpedo is a signal to stop; the ex-

plosion of two not more than 100 feet apart, is a signal to reduce speed, and look out for a stop signal.

15 (*a*). Torpedoes must not be placed near stations or road crossings, where persons are liable to be injured by them.

16. AIR-WHISTLE OR BELL-CORD SIGNALS.

Sound.	Indication.
(*a*) One.	Look out for hand or lamp signals.
(*b*) Two.	When train is running, stop at once.
(*c*) Three.	When train is standing back the train.
(*d*) Three	When train is running, stop at next station.
(*e*) Four.	When train is standing, apply or release air brakes.
(*f*) Four.	When train is running, reduce speed.
(*g*) Five.	When train is standing, call in flagman.
(*h*) Five.	When train is running, increase speed.

TRAIN SIGNALS.

17. The head-light will be displayed to the front of every train by night, but must be concealed when a train turns out to meet another and has stopped clear of the main track, or is standing to meet trains at the end of double track or at junction points.

17 (*a*). When there is more than one train to take the siding, the engineman of the first train must not cover his head-light until all the trains are on the siding, and the switches set for the main track. The conductor of the train last taking the siding, must see that the engineman of the head engine is duly notified in such a manner as not to be misunderstood, when his train is all in, and the track clear, that the head-light may be covered without delay. The main track will be considered obstructed while the head-light is shown, but this will not relieve conductors from protecting their trains as per Rule 99 (*a*) to 99 (*d*) inclusive.

17 (*b*). When an engine heads in on cars in a siding, to clear the main track for an opposing train, thereby obscuring the headlight, or when using a defective or impaired headlight, a flagman must be sent ahead for a safe distance to stop the opposing train until the main track is clear.

17 (*c*). Every engine running between sunset and sunrise will have a red light burning in signal box on rear of tender, the light showing to the rear only, but must be concealed when it turns out to be passed by trains.

18. Yard engines will display the head-light to the front and rear by night. When not provided with a head-light at the rear, two white lights must be displayed. Yard engines will not display markers.

19. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, a green flag; by night, a green light to the front and side and a red light to the rear, except when the train turns out to be passed by another and is clear of the main track, when a green light must be displayed to the rear.

19 (*a*). Passenger trains will display by night, a third red light in the center of the platform of the rear car, and freight trains a third red-light in cupola, which must be concealed when the train has turned out to be passed by another train, and the main track is clear and switches closed.

20. All sections of a train, except the last, will display two green flags and, in addition, two green lights by night, in the places provided for that purpose on the front of the engine.

21. Extra trains will display two white flags and, in addition, two white lights by night, in the places provided for that purpose on the front of the engine.

22. When two or more engines are coupled to a train, the leading engine only shall display the signals as provided in Rules 20 and 21, and will give and answer signals.

23. One flag or light displayed where in Rules 19, 20 and 21 two are prescribed, will indicate the same as two; but the proper display of all train signals is required.

24. When cars are pushed by an engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

25. Each car on a passenger train must be connected with the engine by a communicating signal appliance.

26. A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it. When thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track s[illegible] view of the blue signals, without first notifying the work[illegible]

USE OF SIGNALS.

27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the Superintendent or Train Master.

28. The combined green and white signal is to be used to stop a train only at the flag stations indicated on the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.

29. When a signal (except a fixed signal) is given to stop a train, it must be acknowledged as provided in Rule 14 (*g*).

30. The engine-bell must be rung when an engine is about to move.

31. The engine-bell must be rung on approaching every public road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling-posts.

32. The unnecessary use of either the whistle or the bell is prohibited. They will be used only as prescribed by rule or law, or to prevent accident.

32 (*a*). The whistle must not be sounded while passing, or being passed, by a passenger train, except in cases of emergency or danger, or when required by the rules.

33. Watchmen stationed at public road and street crossings must use red signals only when necessary to stop trains.

CLASSIFICATION OF TRAINS.

81. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on. Extra trains are inferior to regular trains of whatever class.

All north and eastbound trains have the absolute right over all south and westbound trains of the same class.

82. Regular trains twelve hours behind their schedule time lose both right and class, and can thereafter proceed only by train order.

MOVEMENT OF TRAINS.

83. A train must not leave its initial station on any division, or a junction, or pass from double to single track, until it is ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

84. A train leaving its initial station on each division, or leaving a junction when a train of the same class in the same direction is overdue, will proceed on its schedule, and the overdue train will run as provided in Rule 91.

84 (*a*). In case a third class train is being delayed, any train of the same or inferior class may pass and run ahead without orders, but where an extra train passes a section of a train it must notify all opposing trains of having passed such train.

85. A train must not start until the proper signal is given.

85 (*a*). Enginemen of freight trains must get "a proceed" signal from rear end of train before passing any station or sidetrack that is designated on Time-table. Brakemen must not give "proceed" signal without instructions from conductor.

85 (*b*). When a passenger train approaches a station at which it is to stop for an opposing train, conductor must give one short blast of the air signal whistle immediately after passing the station whistling post, which the engineman must acknowledge by two short blasts of the steam whistle.

86. An inferior train must keep out of the way of a superior train.

87. A train failing to clear the main track by the time required by rule, must be protected as provided in Rules 99 (*a*) to 99 (*d*) inclusive.

88. At meeting points between trains of the same class the inferior train must clear the main track before the leaving time of the superior train, and must pull into siding when practicable. If necessary to back in, the train must first be protected, as per Rules 99 (*a*) to 99 (*d*) inclusive, unless otherwise provided.

89. At meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least five minutes, and must pull into the siding when practicable. If necessary to back in, the train must first be protected as per Rules 99 (*a*) to 99 (*d*) inclusive, unless otherwise provided.

An inferior train must keep at least five minutes off the time of a superior train in the same direction.

90. Trains must stop at schedule meeting or passing points, [illegible]rain to be met or passed is of the same class, unless the [illegible]s are right and the track clear. Trains should stop clear [illegible] switch used by the train to be met or passed in going on the s[illegible]ing.

When the expected train of the same class is not found at the schedule meeting or passing point, the superior train must approach all sidings prepared to stop, until the expected train is met or passed.

91. Trains in the same direction must keep at least five minutes apart, except in closing up at stations or at meeting and passing points.

91 (*a*). Operators will set train order signal (red) immediately after the departure of a train, and keep it set the required time, in order to preserve the time between trains, as per Rule 91.

Should a following section, or a train of any kind, arrive before the time has expired, the operator will hold them until that time is up and then give them clearance cards, if there are no orders for them.

92. A train must not arrive at a station in advance of its schedule arriving time, except as per Rule 89.

A train must not leave a station in advance of its schedule leaving time.

93 A regular train which is delayed, and falls back on the time of another train of the same class, will proceed on its own schedule.

94. A train which overtakes a superior train or a train of the same class, so disabled that it cannot proceed, will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next open telegraph office, and there report to the Superintendent or Train Master. The disabled train will assume the schedule and take the train orders of the last train with which it has exchanged, and proceed to and report from the next open telegraph office.

95. A train must not display signals for a following section, nor an extra train be run, without orders from the Superintendent or Train Master.

96. ———

96 (*a*). Conductors of trains or engines displaying signals to points where there are no train registers, will stop and notify all trains and engines they meet between such points and place where next register is kept, and will there register signals displayed to ———, giving the point.

97. Work extras will be assigned working limits.

98. Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

98 (*a*). Enginemen must test their brakes by applying the air lightly a sufficient distance from railroad crossings, drawbridges and junctions, and know that they are in good working order. Should it be found that the brakes are not in good order, engine men will signal trainmen to apply hand brakes in ample time to admit of the stop being made at the proper place. No excuse will be accepted for engines or trains running by STOP boards.

98 (*b*). Third class and extra trains are required to approach and pass all water tanks, coal chutes, yards and stations, completely under control. Speed must be reduced, and the enginemen and trainmen must commence to get their train "in hand" in ample time, so that under no circumstances whatever, shall it be possible for it to strike any train, car or engine which may be occupying the track. The responsibility for safety rests with the approaching third class or extra train.

This rule must not be construed as relieving enginemen and trainmen of responsibility for accidents resulting from failure to comply with Rules 87, 88 and 89.

98 (*c*). Yard limit boards define yard limits. Outer switches at stations where there are no yard limit boards, define yard limits. Trains within yard and station limits will be protected by Rule 98 (*b*), but employes will be held responsible for failure to comply with Rules 86 to 89, inclusive.

98 (*d*). When more than one section of a passenger train, all but the first section must approach and pass all water tanks and coal chutes and all stations, that are regular or flag stops for such train completely under control so that under no circumstances whatever shall it be possible for it to strike preceding section. Responsibility for safety at such points rests with the approaching section. A passenger train stopping at a

station not shown on time table as a stop or flag for s[illegible] must protect against following section.

98 (*e*). When, by the rules, protection is required, the engineman will call attention of trainmen by sounding regulation whistle; such signal to be given in ample time to permit trainmen to protect, as per Rule 99 (a) to 99 (d) inclusive. Failure of enginemen to sound such signal will in no way relieve trainmen of responsibility.

98 (*f*). Passing tracks, or tracks used for the passing of trains must not be blocked when possible to avoid it but cars are liable to be found on such tracks without notice and train and enginemen will be required to use necessary precaution to avoid striking them.

99. ———.

99 (*a*). When a train is detained by an accident or obstruction, or stops at any unusual point, the flagman must immediately go back with danger signals, to stop any train moving in the same direction. At a point twenty telegraph poles from the rear of his train, he must place ONE torpedo on the rail on the engineman's side; he must then continue to go back at least twenty-five telegraph poles from the rear of his train, and place TWO torpedoes on the rail on the engineman's side, ninety feet apart (three rail lengths) when he may return to a point twenty telegraph poles from the rear of his train, where he must remain until an approaching train has been stopped, or he is recalled by the whistle of his engine. When he comes in he will remove the torpedo nearest to the train, but the TWO torpedoes must be left on the rail as a caution signal to any following train.

Should the flagman be recalled before reaching the required distance, he will place two torpedoes on the rail on the engineman's side, ninety feet apart (three rail lengths), and immediately return to his train, unless a train is within sight or hearing.

If, from any cause, the speed of the train is reduced, the conductor will be held responsible for fully protecting the rear of the train by the use of proper signals.

If the accident or obstruction occurs upon single track, and it becomes necessary to protect the front of the train, or if any other track is obstructed, the head brakeman must go forward and use the same precautions. If the head brakeman is unable to go, the fireman must be sent in his place.

99 (*b*) When on a curve or down grade, the flagman must go back a distance of at least twenty telegraph poles farther than as above provided, and as many more as may be necessary, before placing torpedoes, to give approaching trains ample time to stop.

99 (*c*). When a flagman goes back to protect his train, as per Rules Nos. 99 (*a*) and 99 (*b*), and is recalled before he has gone the required distance, he will place two torpedoes on the rail ninety feet apart, and then return to his train, provided the track is straight for at least three-quarters of a mile in the rear of the train, the view unobstructed by fog or otherwise, no passenger train due within ten minutes, and no following train in sight. If the conditions are otherwise he must be governed by Rules 99 (*a*) and 99 (*b*).

99 (*d*). When it is necessary for a train to stop between stations for any cause, it will, if practicable, be stopped at a place where the view in the rear of the train is clear for at least half a mile, but not at the foot of a grade, and the train must be protected as per Rules 99 (*a*) and 99 (*b*).

100.

101. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (*d*) and 14 (*f*) must be given, and the front portion of the train kept in motion until the detached portion is stopped.

The front portion will then go back, to recover the detached portion, running with caution and following a flagman. The detached portion must not be moved or passed until the front portion comes back.

102. When cars are pushed by an engine (except when shifting and making up trains in yards) a flagman must take a conspicuous position on the front of the leading car and signal the engineman in case of need.

103. Messages or orders respecting the movement of trains or the condition of track or bridges must be in writing.

104. Switches must be left in proper position after having been used. Conductors are responsible for the position of the [illegible] them and their trainmen, except where switch[illegible]s are stationed.

A switch must not be left open for a following train unless in charge of a trainman of such train.

104 (*a*). While conductors are held responsible for the proper adjustment of switches used by them, or their train men, this does not relieve the person handling switches, from sharing the responsibility.

The person throwing switches, must look at the shifting rails to see that they are in proper position.

Switches provided with locks, must be locked when set for either siding or main line, and after locked, the chain must be grasped and pulled to see that lock is securely fastened.

When a train backs in on a siding, the engineman, when his engine is clear of the main track, will personally see that the switch is properly set for the main track.

104 (*b*). When a main track switch is set for a train, the person attending such switch must go to a point on the opposite side of the track at least fifteen feet from the switch stand, and remain there until the train has passed over the switch.

105. Both conductors and enginemen are responsible for the safety of their trains, and under conditions not provided for by the rules, must take every precaution for their protection.

105 (*a*). At stations where a yard force is employed, trains, or engines without trains, will be under control of Yardmaster, and road crews of trains entering such stations, will be responsible for their respective trains, or engines, until the same is taken charge of by the Yardmaster or his representative.

105 (*b*). At stations where no yard force is employed, and where change is made in engine or train crews, the crew bringing train or engine in, will be responsible for the safety of same until delivered to the relieving crew.

106. In all cases of doubt or uncertainty the safe course must be taken and no risks run.

RULES FOR MOVEMENT BY TRAIN ORDERS.

201. For movements not provided for by Time-table, train orders will be issued by authority and over the signature of the Superintendent or Train Master. They must contain neither information nor instructions not essential to such movements.

They must be brief and clear; in the prescribed forms when applicable; and without erasure, alteration or interlineation.

202. Each train order must be given in the same words to all persons or trains addressed.

203. Train orders will be numbered consecutively each day, beginning with No. 1 at midnight.

204. Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman, and also to any one who acts as its pilot. A copy for each person addressed must be supplied by the operator.

205. Each train order must be written in full in a book provided for the purpose at the office of the Superintendent or Train Master; and with it recorded the names of those who have signed for the order; the time and the signals which show when and from what offices the order was repeated and the responses transmitted; and the train dispatcher's initials. These records must be made at once, and never from memory or memoranda.

206. Regular trains will be designated in train orders by their numbers, as "No. 10," or "2d No. 10," adding engine numbers if desired; extra trains by engine numbers, as "Extra 798," with the direction as "East" or "North" "West" or "South" when desired. Other numbers and time will be stated in figures only.

207. To transmit a train order the signal "31" or the signal "19" must be given to each office addressed, the number of copies being stated, if more or less than three—thus, "31 copy 5," or "19 copy 2," adding direction.

208. A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. The several addresses must be in their order of superiority of trains, each office taking its proper address. When not sent simultaneously to all, the order must be sent first to the superior train.

209. Operators receiving train orders must write them in manifold during transmission and if they cannot at one writing make the requisite number of copies. must race others from one of the copies first made

210. When a "31" train order has been transmitted, operators must (unless otherwise directed) repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

Those to whom the order is addressed, except enginemen, must then sign it, and the operator will send their signatures preceded by the number of the order to the Superintendent or Train Master. The response "complete," and the time, with the initials of the Superintendent or Train Master, will then be given by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and then deliver a copy to each person addressed, except enginemen. The copy for each engineman must be delivered to him personally by the conductor.

210 (a). Each person to whom an operator is required to deliver a 31 order, must read it aloud to the operator, and understand it before acting upon it. Enginemen must read their orders aloud to conductors and understand them before acting upon them Conductors must read their orders to rear brakemen and engine men to their firemen, and when practicable, to the head brakemen.

211. When a "19" train order has been transmitted, operators must (unless otherwise directed) repeat it at once from the manifold copy, in the succession in which the several offices have been addressed. Each operator receiving the order should observe whether the others repeat correctly. When the order has been repeated correctly by an operator, the response "complete," and the time, with the initials of the Superintendent or Train Master will be given by the train dispatcher. The operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and personally deliver a copy to each person addressed without taking his signature.

211-a. 19 and 31 orders must not be put out at same point for same train, nor for different trains in same direction.

When possible to avoid it, orders restricting rights of trains must not be put out at point where such restriction becomes effective. Especially in case of 2d class trains at Stations where they are exempt from compliance with Rule 98b. or first class trains at stations where they are not scheduled to stop. If done, Dispatcher must have Operator flag ruling train with hand signals in addition to displaying train order signal and must state in order, "Number (*ruling train*) get this order at ———————."

Clearance card must be filled out by Operator before signatures to train orders are transmitted to Dispatcher and immediately following signature to last order will transmit to Dispatcher all order numbers shown on clearance which Dispatcher must record in order book and note whether all orders for trains concerned are included before "complete" is given.

Train orders must not be annulled to operators except by regular form of train order.

212. A train order may, when so directed by the train dispatcher, be acknowledged without repeating, by the operator responding: "X; (Number of Train Order) to (Train Number)," with the operator's initials and office signal. The operator must then write on the order his initials and the time.

213. "Complete" must not be given to a train order for delivery to an inferior train until the order has been repeated or the "X" response sent by the operator who receives the order for the superior train.

214. When a train order has been repeated or "X" reponse sent, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

If the line fails before an office has repeated an order or has sent the "X" response, the order at that office is of no effect and must then be treated as if it had not been sent.

215. The operator who receives and delivers a train order must preserve the lowest copy.

215 (a). Enginemen will place their orders in the clip before them, until executed.

216. For train orders delivered by the train dispatcher the requirements as to the record and delivery are the same as at other points.

Such orders shall be first written in manifold so as to leave an impression in the record book, from which transmission shall be made.

217. A train order to be delivered to a train at a point not a telegraph station, or at one at which the telegraph office is closed must be addressed to

"*C. and E.*——— (*at*———), *care of*———,"

and forwarded and delivered by the conductor or other person in whose care it is addressed. When form 31 is used "complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and engineman addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first operator accessible, who must preserve it, and at once transmit the signatures of the conductor and engineman to the Superintendent or Train Master.

Orders so delivered must be acted on as if "complete" had been given in the usual way.

For orders which are sent, in the manner herein provided, to a train, the superiority of which is thereby restricted, "complete" must not be given to an inferior train until the signature of the conductor of the superior train has been sent to the Superintendent or Train Master.

218. When a train is named in a train order, all its sections are included unless particular sections are specified, and each section included must have copies addressed and delivered to it.

219. An operator must not repeat or give the "X" response to a train order for a train, the engine of which has passed his train-order signal, until he has ascertained that the conductor and engineman have been notified that he has orders for them.

219 (*a*). Meeting orders must not be sent for delivery to trains at the meeting point, if it can be avoided. When it cannot be avoided, special precautions must be taken by the train dispatchers and operators to insure safety.

Orders should not be sent an unnecessarily long time before delivery, or to points unnecessarily distant from where they are to be executed. No orders (except those affecting the train at that point) should be delivered to a freight train at a station where it has much work, until after the work is done.

220. Train orders once in effect continue so until fulfilled, superseded or annulled. Any part of an order specifying a particular movement may be either superseded or annulled.

Orders held by or issued for a regular train become void when such train loses both right and class as provided by Rules 4 and 82, or is annulled.

221. A fixed signal must be used at each train-order office, which shall indicate "stop" when trains are to be stopped for train orders. When there are no orders the signal must indicate "proceed."

When an operator receives the signal "31," or "19," he must immediately display the "stop signal" and then reply "stop displayed"; and until the orders have been delivered or annulled the signal must not be restored to "proceed." While "stop" is indicated trains must not proceed without a clearance card (Form 17).

Operators must have the proper appliances for hand signaling ready for immediate use if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been notified must stop and ascertain the cause, and report the facts to the Superintendent or Train Master from the next open telegraph office.

Where the semaphore is used, the arm indicates "stop" when horizontal and "proceed" when in an inclined position.

Where the double arm semaphore is used, the arm extending to the right of the post; as seen from an approaching train governs that train.

222. Operators will promptly record and report to the Superintendent or Train Master the time of arrival and departure of all trains and the direction of extra trains.

223. The following signs and abbreviations may be used: Initials for signature of the Superintendent or Train Master.
Such office and other signals as are arranged by the Superintendent of Telegraph.
C & E—for Conductor and Engineman.
X—Train will be held until ord[illegible]
O S—Train Report.
No—for Number.
Eng—for Engine.
Sec—for Section.
Psgr—for Passenger.
Frt—for Freight.
Mins—for Minutes.
Jct—for Junction.
Dispr—for Train Dispatcher.
Opr—for Operator.
31 or 19—to clear the line for Train Orders, and for Operators to ask for Train Orders.
S D—for "Stop Displayed."
The usual abbreviations for the names of the months and stations.

FORMS OF TRAIN ORDERS.

FORM A. FIXING MEETING POINTS FOR OPPOSING TRAINS.

(1.) ——— will meet ——— at ———.
(2.) ——— will meet ——— at——— ———at———(and so on).

EXAMPLES.

(1) *No 1 will meet No 2 at Bombay.*
No 3 will meet 2d No 4 at Siam.
No 5 will meet Extra 95 at Hong Kong.
Extra 652 North will meet Extra 231 South at Yokohama.

(2) *No 1 will meet No 2 at Bombay 2d No 4 at Siam and Extra 95 at Hong Kong.*

Trains receiving these orders will run with respect to each other to the designated points and there meet in the manner provided by the Rules.

FORM B. DIRECTING A TRAIN TO PASS OR RUN AHEAD OF ANOTHER TRAIN.

(1.) ——— will pass ——— at ———.
(3.) ——— will run ahead of ——— ——— to ———.
(4.) ——— will pass ——— at ——— and run ahead of ——— ——— to———.

EXAMPLES.

(1) *No 1 will pass No 3 at Khartoum.*
(3) *Extra 594 will run ahead of No 6 Bengal to Madras.*
(4) *No 1 will pass No 3 at Khartoum and run ahead of No 7 Madras to Bengal.*

When under (1) a train is to pass another both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

Under (3), the second named train must not exceed the speed of the first named train between the points designated.

FORM C. GIVING A TRAIN THE RIGHT OVER AN OPPOSING TRAIN.

——— has right over ——— ——— to ———.

EXAMPLES.

(1) *No 1 has right over No 2 Mecca to Mirbat.*
(2) *Extra 37 has right over No 3 Natal to Ratlam.*

This order gives the train first named the right over the other train between the points named.

If the trains meet at either of the designated points, the first named train must take the siding, unless the order otherwise prescribes.

Under (1), if the second named train reaches the point last named before the other arrives it may proceed, keeping clear of the opposing train as many minutes as such train was before required to clear it under the Rules.

If the second named train, before meeting, reaches a point within or beyond the limits named in the order, the conductor must stop the other train where it is met and inform it of his arrival.

Under (2), the regular train must not go beyond the point last named until the extra train has arrived.

When the extra train has reached the point last named the order is fulfilled.

The following modification of this form of order will be applicable for giving a work extra the right over all trains in case of emergency.

[illegible] *work extra* ——— *has right over all trains between* [illegible] *d* ——— *from* ——— *m to* ——— *m.*

EXAMPLE.

W[illegible] extra 275 has right over all trains between Stockholm and Edinburg from 7 p m to 12 midnight.

This gives the work extra the exclusive right between the points designated between the times named.

FORM D———

FORM E. TIME ORDERS.

(1.) ——— will run ——— late ——— to ———.
(2.) ——— will run ——— late ———to ——— and ———late ——— to ——— etc.
(3.) ——— will wait at ——— until ——— for ———.

EXAMPLES.

(1) *No 1 will run 20 min late Joppa to Mainz.*
(2) *No 1 will run 20 min late Joppa to Mainz and 15 min late Mainz to Muscat etc.*
(3) *No 1 will wait at Muscat until 10 a m for No 2.*

(1) and (2) make the schedule time of the train named, between the points mentioned, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time, as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

Under (3) the train first named must not pass the designated point before the time given, unless the other train has arrived. The train last named is required to run with respect to the time specified, as before required to run with respect to the regular schedule time of the train first named.

FORM F. FOR SECTIONS.

——— will display signals ——— to ——— for ———.

EXAMPLES.

Eng 20 will display signals and run as 1st No 1 London to Paris.
No 1 will display signals London to Dover for Eng 85.
2d No 1 will display signals London to Dover for Eng 90.

This form may be modified as follows:

Engs 70, 85 and 90 will run as 1st, 2nd and 3rd No 1.
Engs 70, 85 and 90 will run as 1st, 2nd and 3rd No 1 London to Dover.

1st, 2nd and 3rd No 1 will display signals London to Dover, for 2nd, 3rd and 4th No 1.

Under these examples the engine or train last named will not display signals.

For annulling a section:

Eng 85 is annulled as 2nd No 1 from Chatham.

If there are other sections following add:

Following sections will change numbers accordingly.

The character of a train for which signals are displayed may be stated. Each section affected by the order must have copies, and must arrange signals accordingly.

FORM G. EXTRA TRAINS.

(1.) Eng ——— will run extra ——— to ———.
(2.) Eng ——— will run extra———to———and return to———.

EXAMPLE.

(1) *Eng 99 will run extra Berber to Gaza*
(2) *Eng 99 will run extra Berber to Gaza and return to Cabul.*

A train receiving this order is not required to protect itself against opposing extras, unless directed by order to do so, but must keep clear of all regular trains, as required by rule.

(3.) Eng ——— will run extra leaving ——— on ——— as follows with right over all trains:
Leave———.
Leave———.
Arrive———.

EXAMPLE.

(3) *Eng 77 will run extra leaving Turin on Thursday, Feb 17th, as follows with right over all trains:*

Leave Turin 11:30 p m.
Leave Pekin 12:25 a m.
Leave Canton 1:47 a m.
Arrive Rome 2:22 a m.

This order may be varied by specifying the kind of extra and the particular trains over which the extra shall or shall not have the right. Trains over which the extra is thus given the right must clear the time of the extra five minutes.

FORM H. WORK EXTRA.

(1.) Work extra —— will work —— until —— between —— and ——.

EXAMPLES.

(1) Work extra 292 will work 7 a m until 6 p m between Berne and Turin.

The working limits should be as short as practicable, to be changed as the progress of the work may require. The above may be combined thus:

(a) Work extra 292 will run Berne to Turin and work 7 a m until 6 p m between Turin and Rome.

When an order has been given to "work" between designated points, no other extra shall be authorized to run over that part of the track without provision for passing the work extra.

When it is anticipated that a work extra may be where it cannot be reached for orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for (or protect itself after a certain hour against) a designated extra by adding to (1) the following words:

(b) And will keep clear of (or protect against) Extra 223 south between Antwerp and Brussels after 2:10 p. m.

In this case, extra 223 must not pass the northern most station before 2:10 p m, at which time the work extra must be out of the way, or protected(as the order may require)between those points.

When the movement of an extra over the working limits cannot be anticipated by these or other orders to the work extra, an order must be given to such extra, to protect itself against the work extra, in the following form:

(c) Extra 76 will protect against work extra 95 between Lyons and Paris.

This may be added to the order to run extra.

A work extra when met or overtaken by an extra must allow it to pass.

When it is desirable that a work extra shall at all times protect itself while on working limits, it may be done by adding to (1) the following words:

(d) Protecting itself.

A train receiving this order must, whether standing or moving, protect itself within the working limits in both directions in the manner provided in Rules 99 (*a*) to 99 (*d*) inclusive.

Whenever an extra is given orders to run over working limits it must at the same time be given a copy of the order sent to the work extra.

To enable a work extra to work upon the time of a regular train, the following form may be used:

(e) Work Extra 292 will protect against No 55 between Berne and Turin.

A train receiving this order will work upon the time of the train mentioned in the order, and protect itself against it as provided in Rules 99 (*a*) to 99 (*d*) inclusive.

[illegible] receiving this order must run, expecting to work extra protecting itself within the limits named.

FORM J. HOLDING ORDER.

Hold —— at ——.

EXAMPLES.

(1) Hold No 2 at Berlin.

(2) Hold all eastbound trains at Berlin.

This order will be addressed to the operator and acknowledged in the usual manner. It must be respected by conductors and enginemen of trains thereby directed to be held as if addressed to them.

When a train has been so held it must not proceed until the order to hold is annulled, or an order given to the operator in the form:

"——*may go.*"

Form J will only be used when necessary to hold trains until orders can be given or in case of emergency.

FORM K. ANNULLING A REGULAR TRAIN.

(1.) —— of —— is annulled —— to ——.
(2.) —— due to leave —— —— is annulled —— to ——.

EXAMPLES.

(1) No 1 of Feb 29th is annulled Alaska to Halifax.

(2) No 3 due to leave Naples Saturday, Feb 29th, is annulled Alaska to Halifax.

The train annulled loses both right and class between the points named and must not be restored under its original number between those points.

FORM L. ANNULLING AN ORDER.

"Order No —— is annulled."

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled but his own, and write on that:

Annulled by Order No ——.

EXAMPLE.

Order No 10 is annulled.

An order that has been annulled must not be reissued under its original number.

In the address of an order annulling another order, the train first named must be that to which right was given by the order annulled, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made, before the order is sent for other trains.

FORM M. ANNULLING PART OF AN ORDER.

That part of Order No —— reading —— is annulled.

EXAMPLE.

That part of Order No 10 reading No 1 will meet No 2 at Sparta is annulled.

In the address of an order annulling a part of an order, the train first named must be that to which right was given by the part annulled, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made, before the order is sent for other trains

FORM P. SUPERSEDING AN ORDER OR A PART OF AN ORDER.

This order will be given by adding to prescribed forms, the words "instead of ——."

(1.) —— will meet —— at —— instead of ——.
(2.) —— has right over —— —— to —— instead of ——.
(3.) —— will display signals for —— —— to —— instead of ——.

EXAMPLES

(1) No 1 will meet No 2 at Hong Kong instead of Bombay.

(2) No 1 has right over No 2 Mecca to Medina instead of Mirbat.

(3) No 1 will display signals for Eng 85 Astrakan to Teheran instead of Cabul.

An order that has been superseded must not be reissued under its original number.

In the address of a superseding order, the train first named must be that to which right was given by the order superseded, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it. and the required response made, before the order is sent for other trains.

STANDARD TRAIN ORDER BLANK FOR 31 ORDER.

FORM 31 FORM 31

..... Company.

Train Order No. 10. March 27th, 1899.

To ..... At .....Station.

X.....Opr. ..... 1:45 a. m.

(Initials) .....

Conductor and Engineman must both have a copy of this order.

Repeated at 2:20 a. m.

Condr.	Train	Made	Time	Opr
Jones	45	Complete	2:20 a. m.	Black

STANDARD TRAIN ORDER BLANK FOR 19 ORDER.

FORM 19 FORM 19

(Name)..... Company.

Train Order No ..... March 27th, 1899.

To ..... At ..... Station.....

X .....Opr. .....M.

(Initials) .....

Conductor and Engineman must have a copy of this order.

Made Complete Time 2:16 p. m. Black, Opr.

(Form of Clearance Card.)

MISSOURI, KANSAS & TEXAS RAILWAY SYSTEM.

CLEARANCE CARD.

To Conductor and Engineman Train.....

At.....Station.....190....

I have following orders for your train:

Numbers .....

Signal is out for .....

..... *Operator.*

This form will be filled out in duplicate by operators, and the numbers of the orders to be delivered, entered thereon.

With 31 orders, operators deliver both copies to the conductor, who will deliver one copy to engineman with the orders.

With 19 orders, or when signal is out for other trains, operators will deliver one copy to engineman and one to conductor.

Conductors and enginemen must see that the number of their train is properly entered and that they receive the orders called for by this form, before leaving station where they receive clearance cards.

SPECIAL INSTRUCTIONS.

301. Clocks regulated to standard time are located at Hannibal, Outer Depot, Moberly, Franklin Junction, Texas Junction, Mokane, Sedalia, Nevada, Parsons, Joplin, Paola, Oklahoma City, Osage, Muskogee, North McAlester, Atoka, Denison and Ray.

302. Train registers are kept at Texas Junction, Mokane, McBaine, (for Columbia Branch trains only) Hannibal, Outer Depot, Moberly, Franklin Junction, Sedalia, Nevada, Parsons, North Yard, Paola, Bartlesville, Dewey, Cherokee Junction (for Joplin Division trains only) Mineral, Joplin, Moran, Piqua, Iola, Junction City, Verdark (for Tulsa division trains only) Osage, Fallis, Guthrie, Oklahoma City, Muskogee, North McAlester, Atoka, Lehigh, Phillips, Coalgate, Denison and Ray.

303. "D" denotes day, "N.O" night, and "N" day and night telegraph offices.

304. Conductors of all trains will report for orders before leaving Union Depot, and Outer Depot (Hannibal), Moberly, Texas Junction, Mokane, Franklin Junction, Sedalia, Nevada, Parsons, Paola, Osage, Fallis, Guthrie, Oklahoma City, Junction City, Muskogee, Krebs, Atoka, Lehigh, Coalgate, Denison and all other terminal points. If no orders, operators will furnish clearance cards.

305. Conductors and enginemen, must, before starting on their runs, examine bulletin books in the division offices to see if any new orders or instructions are written therein. They must also carefully observe all such orders and acknowledge receipt by signing each bulletin.

306. Train order board indicates proceed when parallel with main track.

307. Trains must not exceed the prescribed speed as shown by slow boards.

308. Stock trains must not exceed 35 miles, and other freight trains 25 miles per hour, without proper authority. An engine backing, with or without train must not exceed 15 miles per hour.

309. Enginemen of extra and special trains, and of Time-Table trains when late, will between sunrise and sunset, sound the road crossing whistle signal, on approaching curves and other obscure places, as a warning to track and bridge forces.

310. Conductors and enginemen must see that their engines, baggage cars and cabooses are properly supplied with all necessary chains, ropes, jacks. frogs and tools to use when needed, and all signals required by the rules of the Time-Table.

311. Conductors will see that a red flag by day and a red light by night are kept on the rear end of the rear car of their trains. Three torpedoes must be attached to the staff of the flag, and three torpedoes to the wire guard of the lantern, so as to be ready for immediate use. The head brakeman must have on engine a red flag and a red light similarly equipped.

312. Passenger conductors are required to be in attendance on their trains, in regulation uniform, half an hour before leaving time, and to remain in attendance in full uniform until they reach the end of their run, discharge their passengers, and turn their trains over in proper condition to their successors or yardmen. They will be held responsible for the cleanliness and the proper condition of cars in their trains, and for the prompt action and general good conduct of their baggageman, brakemen and porters, requiring them to be on duty, in regulation uniform, half an hour before the leaving time, and to remain so until the end of their runs, and all their duties have been performed. Passenger Conductors will require that immediately after leaving a station the Brakeman or Porter make an announcement twice in a distinct tone of the next station stop, in the center of each compartment of the cars in their charge, as follows:

The next *station* stop will be (name of station.)

Just before the train arrives at the station, the announcement will be repeated in the same manner.

Junction stations to be announced as follows:

The next station stop will be (name of station)—Passengers will change for (name of connecting line or division—and the more important stations.)

They will also require Brakeman and Porter to assist passengers on and off the cars.

313. Freight conductors and brakemen are required to be in attendance on their trains not less than half an hour before leaving time. Freight conductors will be held responsible for the faithful performance of duty required on the part of their brakemen, and will see that they remain at their proper posts at all times.

314. Engines and enginemen must be ready to leave round house half an hour before leaving time of their trains.

315. All trains will be run under the directions of conductors, except when they conflict with rules or involve risk, in which case the engineman will be held equally responsible.

316 While it is the duty of brakemen to ride on top of freight trains, during cold or stormy weather and when all cars in the train are equipped with air in working order, the rear brakeman may ride in the caboose and the forward brakeman on the engine, provided they take their position at the brakes when descending heavy grades, and when within a distance of not less than one mile from each station, railroad crossing. coal chute or water tank, where they will remain until the train comes to a full stop, or has passed the station, crossing, coal chute or tank.

Brakemen will take position on high cars dividing the distance between engine and caboose as nearly as possible. When train is to take siding head brakeman may go to the engine in time to throw switch and rear brakeman will take position on high car as nearly the center of the train as possible.

317. Great care must be exercised by trainmen and enginemen of a train where a train is receiving or discharging passengers.

318. No person except employes in the discharge of their duties thereon, will be permitted to ride on engines, express or baggage cars without proper authority. Passengers must not be permitted to ride on platforms of cars.

319. Except when otherwise specified, freight trains will not carry passengers.

320. No public road or street crossing must be obstructed by trains or engines for more than five minutes at any one time.

321. When cars are shoved over street or road crossings, a man must be stationed on the leading car. Engines passing over street crossings must have a man on the leading end.

Cars must not be kicked over public road or street crossings, unless such crossings are flagged.

Obscure street and road crossings must be flagged while switching over them.

Engines must not be left standing close to street crossings when practicable to avoid it.

322. All trains shall come to a full stop at a point not less than two hundred (200) feet, and not more than four hundred (400) feet from the crossing of other railroads, and if the way is clear shall sound one long blast of the whistle in case of first class trains, and two similar blasts in case of second class trains, before starting forward, and conductors and enginemen will be required to take all other necessary precautions to guard against the possibility of accidents at railroad crossings.

Where crossings are protected by interlocking devices interlocking rules will govern.

323. Station agents, and operators when agent is not on duty will be held responsible for the proper position of all switches in the main tracks at stations where no yard crews are employed. They must also see that the brakes are properly set on cars on sidings, and when necessary see that the wheels are blocked.

324. Running switches are prohibited except when absolutely necessary.

325. Enginemen will be particular to have ash pans closed while crossing all bridges and trestles. They will not use steam while passing cotton on platforms or on open cars, when possible to avoid it. They will not clean fire on main track, (except at designated points) near station buildings, nor on frogs or switches. Enginemen must extinguish fire before leaving points where fires are cleaned.

326. Enginemen will guard against accidents likely to occur from stock being on the track, and when stock is killed or injured, report the fact, at the end of each trip, on proper form, to the Claim Agent, St. Louis.

327. All trains will run slow during and immediately after heavy storms, keeping a close lookout for all places that are liable to wash out or slide.

Conductors will promptly advise Superintendent or Train Master by wire when they encounter storms or foggy weather, that all trains may be notified.

328. In cases of severe storms or violent winds, whether by day or by night, section foreman are required to make thorough examination of their sections and see that all is safe. Bridge foremen will also be on hand, ascertain as far as possible the condition of bridges and trestles, and report to the proper officers.

329. Whenever the main track is obstructed, or rendered unsafe, from any cause, a flagman must be sent out in each direction, (whether any train is expected or not) to flag trains in accordance with Rules Nos. 99(a) to 99(d), inclusive.

330. All employes are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and that all employes must PROTECT themselves from injury in passing such structures. All persons are particularly cautioned against standing upright on top of covered cars while passing through bridges and tunnels.

Bridge and track gangs must not work within flag limits of each other when possible to avoid it. In cases where it is necessary to do so, a full understanding must be had by both foremen. When trains are flagged by flagman, enginemen must ascertain positively before proceeding, for what purpose they are flagged, so there can be no possibility of a misunderstanding.

331. Great care must be used in coupling and uncoupling cars. Do not go between cars unless they are moving at a slow and safe speed, nor attempt to make any coupling unless the draw-bars and other coupling appliances are known to be in good order. The greatest care must be observed in making couplings on inside of curves.

332. All persons are strictly forbidden to board engines or cars while they are in too rapid motion.

333. Trainmen and enginemen are required to know the location of derailing switches, and must guard against derailments at such switches.

334. Locomotives, steam shovels, ditchers and similar machinery and cars with top-heavy loads, should be moved only in slow trains, which must not exceed fifteen (15) miles per hour. When such machinery, etc., are in trains, trainmen and enginemen must use extra precaution to avoid accident. Pile drivers may be handled at a speed of twenty-five (25) miles per hour except on the Kansas City, Neosho, Wilburton and Shawnee divisions, and the Columbia, El Dorado and Iola branches. Upon such divisions and branches trains handling pile drivers must not exceed fifteen (15) miles per hour.

335. The handling of gasoline, dynamite or other high explosives, in baggage cars is strictly prohibited.

336. Flat cars loaded with logs, piling, poles, or lumber, must be staked and secured in the following manner: stakes to be of good material, large enough to fill the stake pockets, driven down the full width of the sills, and secured at the top with heavy wire or cleats across top of load, (one on each side of the stake) and securely nailed with wire nails.

The above will also apply to coal cars, when the load extends above the sides so as to permit a portion of the load to fall off.

When the load extends over two cars, they must be securely chained together.

337. Open cars loaded with cotton, hay, straw or other inflammable material, and tank cars loaded with oil, must be placed in train at least eight cars from engine, and cars containing straw or hay bedding in racks, or on top, will be placed at least eight cars from engine when practicable.

338. Cars in passenger trains must not be coupled with pins and links. No cars will be handled in such trains unless equipped with steam heating appliances, (between October 1st and June 1st) air brakes, passenger trucks, and straight port type of steam hose coupling.

339. Conductors and enginemen, when they see the telegraph line down, must report the fact to the Superintendent or Train Master from the first open telegraph office, giving location as near as possible.

340. When the telegraph wires are down, the sectio[illegible] expected to have wire and connect them temporarily, [illegible] the fact at nearest telegraph station to the Superinte[illegible] Train Master, giving locality and other particulars.

341. Bridge and track foremen must exercise great watchfulness in the use of hand and push cars. Where, by reason of fog, sharp curves etc., risk is involved, they must be protected by flagman against extra trains and engines that may be run at any time of day or night without notice to them, by signals o[illegible] otherwise.

342. Hand cars must be used only in company service. None but employes in the performance of duty shall be allowed to ride on them.

Foreman must accompany hand cars or designate a responsible member of the gang, who is familiar with the flagging rules, to take charge.

Hand cars shall not be overcrowded or overloaded. Man in charge will be held responsible for accidents resulting therefrom.

Men must not be allowed to sit down on hand cars in motion. It must be arranged to have one man looking to the front and one to the rear when cars are in motion or occupying the main track.

Hand cars occupying main track in foggy weather or at night, must display red lights, forward and rear, and in addition, one white light must be carried on the car.

Hand cars must not be attached to trains, and must be kept at least 500 feet in the rear of preceding trains or hand cars, except where necessary to operate a hand and push car, or two push cars together.

Reckless running or racing is prohibited.

Care must be used in passing over road and street crossings to prevent frightening teams and injury to persons.

Hand cars must not be left on private or public road crossings, between tracks or at points where liable to cause injury to persons

Hand cars must be locked when not in use.

Instructions governing the operation of hand cars will apply also to push cars.

343. Bridge and track foremen are required to have at all times a copy of current Time-Table of the Division on which they are at work, and avoid obstructing the passage of trains as much as possible. They must provide themselves with reliable watches, and frequently compare time with conductors.

344. Bridge and track foremen must keep their bridges and sections of track in good repair, and at all times, except when protected by proper signal, perfectly safe for the passage of trains. They must notice passing engines to see whether signals are carried.

345. Firemen as well as Enginemen must watch signals and switches carefully, as frequently the first view can be had from the Fireman's side.

346. Conductors will see that the words "Bad Order" are written with chalk on both sides of disabled cars left at stations, and the defect marked with a cross, and make wire report to Superintendent or Train Master, attaching copy to way-bills. If cars are not accompanied by way-bills deliver copy to agent or operator.

347. Conductors of way freight trains will comply with instructions of agents in placing cars and doing other switching. In case the agent's orders are unreasonable, the fact must be reported to the Superintendent or Train Master. If necessary for any freight train to disturb cars that are loading or being unloaded, they must be replaced in the same position as found.

348. The doors of covered cars must be kept closed while in transit.

349. All loaded covered cars, except those loaded with coal, coke, ties, and wood, must be sealed on both sides, and end doors properly secured. The doors of all covered cars, except those loaded with coke, must be kept closed while in transit. Refrigerator cars must have ice box covers, as well as doors, sealed.

350. Car loads of freight received at junction points, to be forwarded without transfer which bear illegible or indistinct foreign seals, will not be received by this company without notice to the delivering line. If there is no agent of the delivering line at the junction point, M. K. & T. seals may be added over the foreign seals, leaving the latter intact and the seal records of this company's agent, and of the conductor receiving and handling such car, will show both foreign and M. K. & T. seals. In no case must a foreign seal be disturbed, unless careful check of contents of car is made at receiving point. Junction agents are cautioned to use diligence and care in inspecting seals on transferred cars promptly on delivery of same. Conductors will refuse [illegible] with indistinct or illegible foreign seals, except [illegible].

351. When work trains tie up, conductors must notify the Superintendent or Train Master by wire, and advise where they intend working and their movements during the following day.

352. Accidents, detention of trains, failure in the supply of water, or fuel, or defects in the tracks or bridges, must be promptly reported by telegraph to the Superintendent or Train Master.

353. The use of switch keys other than those furnished by the company, is prohibited. Employes must not make, cause or permit to be made, a duplicate of a switch key. A switch key found in the possession of any employe, other than the one issued to him by the company, will be considered sufficient evidence of his violation of this rule.

354. All trains will be governed by St. Louis, Keokuk & Northwestern Time-Table Rules, between Texas Junction and St. Louis, by the Terminal Railway Association of St. Louis, and St. Louis Merchants Bridge Terminal Railway Time-Table Rules when on that Company's tracks in St. Louis, and by St. Louis and San Francisco Time-Table and Rules between Paola and Kansas City; Mo. Pacific Time-Table and Rules between Iola and Piqua, and Joplin yard and A., T. & S. F. Time-Table and Rules between Dewey and Bartlesville.

355. If an employe should be disabled by sickness, or other cause, the right to claim compensation will not be recognized. An allowance, if made, will be a gratuity, justified by the circumstances of the case, and the employe's previous good conduct.

356. All trains, under all circumstances, must come to a full stop before reaching the Missouri River bridge at Boonville, and will not proceed until the proper signals for advancing have been given by the bridge watchman. Enginemen must use not less than three minutes in crossing this bridge.

357. All trains and engines must come to a full stop before reaching L. & S junction at north end of Nevada yard.

357 (a). Enginemen will sound station whistle for all slow flags, and on approaching gangs working under the protection of slow flag will call for signal from foreman (see Time Table Rule No. 14 (j), and the foreman will give either a stop signal, slow signal, or all right ("High-Ball") signal, as the circumstances may require.

358. In switching passenger equipment, air brakes must be used on all cars handled. When switching is completed and before engine is detached the slack must be taken gently to test couplings.

AIR BRAKES.

401. Employes whose duties are connected in any way with the operation of air-brakes, will be examined from time to time by the inspector of air-brakes, or other person appointed by the proper authority, as to their qualifications for such duties, and a record of such examination preserved.

402. Enginemen when taking their engines, must see that the air-brake apparatus on engine and tender is in good working order; that the air pump and lubricator work properly; that the governor prevents train pipe pressure exceeding a maximum pressure of seventy (70) pounds; and that an excess pressure of not less than twenty (20) pounds can be maintained in the main reservoir when the handle of the engineer's brake valve is placed in running position; that the engineer's brake valve works properly in all the different positions of the handle.

When starting air pump it must be started slowly, to allow water of condensation to escape gradually, and not force it out by running pump with full steam pressure.

Pump must be started slowly and speed increased gradually.

If engine is equipped with cam driver brakes, the piston travel must not be less than two (2) nor more than three (3) inches, and for other type of driver-brakes, not less than four (4) nor more than six (6) inches, and the tender brake piston travel must not be less than five (5) nor more than eight (8) inches. Air-pipes under the tender must be thoroughly blown out through the angle cock.

Main reservoir should be drained of all water, that may have accumulated in same, at the end of each trip.

403. When an engine has been coupled to a train on which the brakes have not been tested, and the train line charged to a maximum pressure, the engineman will notify the trainmen that he is ready to test the brakes. When they are ready, he will make a service application of twenty (20) or twenty-five (25) pounds, (carefully noting the length of time train line exhaust remains open) and leave brakes set until signal to release is given.

As soon as the brakes have applied, one trainman will start from the engine and another from the rear air car, examining carefully the brakes on each car, to see if there are any leaks or other defects, and noting whether piston travel is correct. (Piston travel for freight cars, should not be less than five (5) inches, nor more than eight (8) inches.) When they meet, the man from the rear, will notify the man from the head end of the train, the number and condition of the air brakes examined by him, and the number of non-air cars in the train. They will then give signal to release brakes, and return to the place from which they started, again looking for defects, and will note whether all brakes are released. Head brakeman will then notify the engineman of the number of air brakes in working order, and the number of air brakes cut out, also the number of non-air cars in the train.

For passenger trains, the above tests are to be made by the car inspectors, who will notify train and engineman when test is completed. (Piston travel for passenger cars must not be less than seven (7) nor more than nine (9) inches.)

All test applications must be made from the engine.

404. After the brakes have been tested as per Rule 403, should there be any change in the make up of the train, or air hose be uncoupled for any purpose, the following test will be made: When ready to recouple train, one man will take a position opposite the rear air car. The one recoupling the hose will, as soon as the coupling is made signal the engineman to apply brakes. When the air on the car back of where the coupling was made applies, he will give signal to release brakes.

When brake on rear air car has released, trainman stationed there will answer by giving release signal.

The man making the coupling will then go to the engine, examining the brakes to see that they are released. When cars have been added to the train, he will, after giving enginemen the signal to apply the brakes, examine those on cars added, to see that they apply before giving release signal.

Should it be found necessary to make additional application of the brakes, by reason of their failure to apply, or defects discovered, the trainmen will signal the enginemen to make another application of the brakes. To prevent the driver and tender brakes sticking, enginemen will have a low train line pressure when coupling engine to train.

405. Conductors and enginemen will not leave a station where the brakes should be tested, until test has been made and they have been notified of their number and condition as per rule (403)

406. Enginemen on passenger trains will make a running test of brakes on leaving terminals. (or wherever safety may demand it) by making a ten pound service application of the brakes, (without closing the throttle) noting the length of time train line exhaust remains open, and release them after speed has been checked sufficiently to test the holding power of the brakes.

Enginemen on freight trains will make a running test of the brakes as soon as practicable after leaving terminals, or where safety demands it, by closing the throttle and making an application of the air, noting the length of time the train line exhaust remains open, and the holding power of the brakes. He will then release them without stopping the train. This test must be made where there is no danger of the train parting.

407. When two or more engines are coupled to a train, the air must be connected through to leading engine. Engineman on leading engine will control and operate the brakes. Engineman on following engine, or engines, must keep pump running and main reservoir charged to maximum pressure, close cut out cock located in train pipe below brake valve; place brake-valve handle in running position in order that he may quickly operate the brakes if called upon to do so. When necessary to assist in releasing brakes, he will open cut out cock until brakes are released and then immediately close it. If train line pipe is not provided with cut out cock, place brake valve handle on lap position, when a discharge of air occurs from train pipe exhaust, move brake valve handle to full release for a few seconds, then return to lap position.

408. When double heading on freight trains, engines will be stopped short of water tanks and coal chutes and cut off from train, to take coal and water.

409. With freight trains partially equipped with air-brakes, enginemen, after shutting off steam must first allow slack of train to run in against engine, and then apply the brakes

gradually by a five (5) pound reduction, allowing ample time for any slack that may not yet be taken up to close in, before another reduction is made. This will avoid rough handling of that portion of the train not equipped with air brakes. In all cases the brakes must be applied carefully, in order to prevent shocks and damage to cars and lading.

410. In making service stop with a passenger train, enginemen must always release brakes a short distance before coming to a full stop, to prevent shocks at the instant of stopping, but on freight trains. the brakes must not be released until the train has been brought to a full stop.

411. To prevent sliding of wheels, enginemen on passenger trains will make two instead of one application of the brakes in making stops. The first sufficiently heavy to reduce speed, and bring train under full control, then release and immediately place brake valve on lap until ready to make second application. (One application means one or more reductions before brakes are released.)

412. If it is found that the brakes are sticking, the brake-valve handle should be moved to a full release for a few seconds, and then returned to running position. If from any cause the brakes are applied suddenly, the brake-valve should be placed on lap until signal to release is given.

413. In applying brakes to steady train upon descending grades, enginemen will use great care to keep the slack of train taken up, release the brakes where the grades or curves will keep the train together, and apply brakes where the grade might allow slack to run out. No excuse will be accepted for rough handling of train.

414. When releasing brakes while train is in motion, they must be released through the entire train. Releasing brakes on the head end of train and leaving those on the rear applied, (kicking off brakes) must not be practiced. On freight, and long passenger trains, enginemen will place independent driver brake on lap, before releasing brake, and leave it there until all train brakes have time to release, or train stops. When brakes are released at foot of grades, ample time must be given for air to release and slack to run out before using steam.

415. When the number of air-braked cars are insufficient to handle train with safety, enginemen will notify trainmen, and they will assist with hand-brakes immediately behind the air cars. Caboose hand brake must be used when the train is backing, but at no other time.

Engineman on freight trains must know positively that train is not parted, before attempting to make a stop.

416. When a passenger train backs into a station, the conductor willstation himself on rear platform, with tail hose properly tested to enable him to stop, or control speed of train at all times.

The engineman will keep handle of brake-valve n running position, and when he feels brake apply, will then place handle of brake-valve on lap position, leaving it there until train comes to a stop, or signal to release is given.

Enginemen will, however, as a matter of extra precaution, when nearing a place where regular stop is to be made, make a light application of the brakes to take up slack, and then place handle of brake valve on lap.

Conductor will make the stop, but both engineman and conductor will be held responsible for running past regular stopping place.

417. To assist enginemen in recharging auxiliary reservoirs on heavy descending grades, trainmen will turn the handles of the pressure retaining valves UP, and see that they are turned DOWN after the bottom of grade is reached, in which latter position they must always remain while on level track, and when ascending grades. While the pressure retaining valves are in use, the wheels must be watched closely to prevent heating or sliding. Special notices will be issued from time to time as to the grades on which these valves are to be used. Trainmen will be held responsible for the sliding of wheels.

418. When slowly approaching water tanks, coal chutes, or short platforms, do not wait until you reach the place where you wish to stop before applying brakes, but make a light application in time to take up the slack before making the stop. This will prevent the liability of an emergency application and injury to passengers.

419. The independent driver brake must not be used in switching.

420. Brakes are fully applied wh[illegible] twenty-five (25) pounds has been made. A further reduc[illegible] waste of air.

421. Too frequent applications of the brakes in making stops, or holding trains, reduces their efficiency and must be avoided.

422. Emergency applications of the air must not be made except in actual emergencies, and when used, brake valve must be left in emergency position until train stops, or cause removed.

423. Engines must not be reversed with driver brakes set.

424. Train men must not stop freight trains by opening the rear angle cock, except in case of danger. This practice causes much damage to cars and draft appliances. Enginemen will report all stops made in this way.

425. Passenger trains must not leave a terminal with any brakes cut out, without authority from proper officer.

426. When necessary to release brakes by bleeding, open the release valve on auxiliary reservoir until brakes begin to release, then close, but when brakes are to be cut out, the release valve must be held open until all the air has escaped.

427. Every air-brake car in train, which is, or can be put in good order, must be cut in and used. When it is necessary to cut out a car on account of defective brake apparatus, it must be done with the cut out cock under the car, and not with the angle cock. When brakes are cut out, conductors will notify enginemen.

428. When train parts between air cars, engineman will close throttle at once, after train stops, trainmen will close angle cock on that part of the train attached to engine, and then signal engineman to release brakes. When the cars are again properly coupled, see that the angle cocks are opened.

429. After coupling air hose on cars charged with air, trainmen will carefully open angle cock on train line end next to engine, and then carefully open the other angle cock.

430. If it is discovered that brakes have been set by a hose bursting, after coming to a stop, place brake valve handle in running position so as to assist trainmen in locating the defective hose.

431. Brakes must be fully released on the entire train before detaching the engine.

432. When uncoupling cars or engines, both angle cocks must be closed, and the couplings parted by hand.

433. Each engine must be provided with one extra air-brake hose, and if equipped with air signal, one extra signal hose.

434. Trainmen must know before coupling engines to trains that all hose are coupled, all hand-brakes released, retaining valve handles turned DOWN, and the handles of all angle and cut out cocks placed in working position.

435. All defects in air brakes must be noted by Conductors on defect cards furnished for that purpose, and delivered to the car inspector immediately on arrival at the end of trip. When there are no defects to report, note on card "Brakes O. K."

436. The air must be fully released upon cars set out from trains on sidings, and hand brakes securely set.

437. The conductor's valve must be used only in case of emergency. When used, the valve should be held open until the train comes to a full stop.

438. Engines must not be detached from trains while in motion between stations.

TRAIN AIR SIGNALS.

501. In making up passenger trains, all couplings and car discharge valves must be examined to see that they are tight. Should the car discharge valve on any car be found defective while on the road, it must be cut out and reported on Air-brake defect card.

502. In using the Air-signal, open the valve for one full second for each intended blast of the signal whistle, and allow two seconds to elapse between pulls.

STEAM HEATING.

511. Before coupling engine to train, all steam hose must be coupled, and the train pipe cocks opened throughout the train.

512. Car Inspectors must see that all steam hose are properly coupled, and suspended from chains, before trains leave terminals, so hose will not drag should couplings separate by accident. Trainmen will be held responsible to the end that steam hose remain chained up while cars are in their charge.

On uncoupling steam hose for any purpose, the couplings must be parted by hand, and hung up on second hook on chain provided for that purpose.

[illegible]ediately after engine is attached to train, and steam [illegible]en coupled, trainmen will notify enginemen to turn [illegible] pressure of thirty (30) pounds must be maintained until air pipes are thoroughly blown out) and when steam issues from rear hose, the rear floor cock must be closed, and all drip valves and traps, adjusted.

A pressure of fifteen (15) to twenty-five (25) pounds is sufficient to heat a train, in moderate weather, and should be increased according to temperature. Forty-five (45) pounds is the maximum pressure allowed and must not be exceeded.

514. At a distance of one mile from terminal, or other station where engine is to be detached, the rear steam train pipe cock must be opened, and the engineman so notified by one blast of the air signal, after receiving which, the engineman will allow time enough for the water to be blown out of pipes before shutting off the steam. Trainmen will leave the rear cock open until engines have been changed.

515. Engines equipped with steam heating appliances, must be provided with one extra steam hose for rear end of tender, and one extra hose for use between engine and tender.

516. After rear floor cock has been closed, the direct steam radiators should be blown out, and the drip valve (being the smaller one) should be adjusted so that but little steam escapes with the water.

517. With Standard system, the drip under cars should be opened wide, and steam allowed to blow through for a few seconds, and then closed until very little steam escapes at the end of drip.

518. The temperature of cars using either system, is regulated by the steam inlet valve, which, with the Standard system, is near the Baker heater, and is the top valve in baggage cars, and in coaches is the larger valve of the two under the seats on each side of the car.

519. When approaching a station or terminal, where cars are to be laid up, open the rear floor cock, and then starting from rear end of train open all valves in steam heat system in the cars to be set out, and leave them open. After these instructions have been carried out, give the engineman signal to shut off steam.

520. On sleeping cars having the McElroy comingler system of steam heat, the Dial cock and trap cock, located in Baker heater room, must first be closed, before floor cock is opened this to prevent syphoning out the coil, or expansion drum, should check valve be defective.

BAKER HEATERS.

531. Start a slow fire and keep the fire-pot half full of hard coal at all times. The coal must never be allowed to get below the top of the worm. This will give about fifteen (15) inches of fire. Ashes must be kept from under the grate; Stove, and pipes must be kept clean and in good condition. The inside safety lid should never be opened except to build the fire or to put in coal. Never force the fire by opening the inside safety lid.

532. To increase the heat, open the inside lower damper and close the upper damper. To reduce the heat, close the lower damper and open the upper damper about two inches, or according to the amount of heat required. With both dampers closed, the car will not be too warm at any time—never have both open at the same time.

533. In filling the heater pipes be sure that the water contains all the salt it will hold in solution, and that no undissolved salt enters the drum. Open the combination cock on end of drum and pour in water until it runs freely from same. The water should always stand at height of combination cock, which may be tried by opening the cock, but only when the fire is very low, and no pressure on. Pipes should be warm all around before passengers enter the cars.

534. Failure of the heater arises from neglect or mismanagement; generally from allowing fires to run too long without putting in coal, then filling them full and operating the drafts, producing a rapid fire which instead of warming the car, stops the circulation which may cause trouble.

535. With the large amount of piping in the cars, the circulation (which is principally caused by the weight of the column of water falling from the drum into the pipes, and the difference in the weight of a column of cold and hot water) must necessarily be slow, and a forced fire will do no good, and may cause trouble. A small fire should be kept up in the heater at all times.

536. Passenger cars having Baker heaters must be turnd when practicable, so that the heater will be in the forward end.

PINTSCH GAS.

551. In lighting the lamps, turn the main cock (a [illegible] leading from the floor of the car to the ceiling) so that the [illegible] ing pin comes into view at "A." To light each lamp, open each globe and turn lamp cock full open, then light the gas and close the globe. After all the lamps are lighted turn the main cock full open. In lighting for a tunnel, the main cock can be left at "A" until the full light is required.

552. To extinguish the light, reduce all flames by partially closing the main cock, extinguish each lamp, and then close the main cock.

553. The reflectors, glasses and mica chimneys must be kept clean. In cleaning the mica great care should be used so as not to damage it. Dust and other substances from the inside surface [illegible] carried by the flow of gas to the burner [illegible] and clog them. This causes badly shaped and smoky flames, which may be temporarily corrected by brushing the tips with a small, stiff bristle brush, or by tapping them lightly. Such irregularities should be reported to the proper person, and the trouble permanently corrected by taking off the burner cluster, removing the dirt and substituting new tips if necessary.

554. Leaks will generally be discovered by the smell of escaping gas. The exact location may be ascertained by covering the suspected pipes or fittings with a little soap suds.

555. All repairs to lamps, burners and other apparatus, and regulation of the flames must have prompt attention and be reported to proper officer.

556. In filling car Receivers, clean all the bearing surfaces of the unions before applying hose couplings to valves, so as to prevent leakage through imperfect joints. If doubtful as to the dryness or cleanliness of the inside of the hose, allow the gas to blow through it for a second before attaching to car. After the hose is connected, open the valve on the car, read and record the indication of the guage, then open the valve on the pipe line and allow the gas to flow into the receivers. When the guage indicates ten (10) atmospheres, shut both valves, closing the one on the car last.

557. The strictest economy in the use of gas must be exercised by all employes concerned.

A. E. BOUGHNER, Superintendent.
St. Louis and Hannibal North Divisions.
Columbia Branch.

N. J. FINNEY, Superintendent.
O. F. FOWLER, Train Master.
Hannibal South, Sedalia & Kansas City Divisions.
El Dorado Branch.

J. W. WALTON, Superintendent.
J. L. WALSH, Ass't. Superintendent,
Cherokee, Osage, Tulsa and Joplin Divisions.
W. G. KOCH, Train Master,
Parsons and Neosho Divisions,
Parsons Terminals,
Iola Branch.

W. E. WILLIAMS, Superintendent.
T. A. WILSON, Train Master,
Choctaw and Wilburton Divisions,
and Coalgate Branch.
W. E. BROWN, Superintendent.
Oklahoma, Guthrie and
Shawnee Divisions.

A. A. ALLEN,
Vice-Pres't and Gen'l Manager

J. W. MAXWELL,
Ass't Gen'l Manager.

E. M. ALVORD,
Gen'l Superintendent

A. D. BETHARD,
Supt. Transportation.

Missouri, Kansas & Texas Railway

COMPANY.

7.32
7.55
8.20

EMPLOYES'

TIME TABLE

No. 36.

(SUCCEEDING TIME TABLE No. 35.)

IN EFF

2.20

SUNDAY, NOV. 11, 1906.

AT 12:01 O'CLOCK A. M.

		d	
	181.9		
55	188.3	d	N
9.00 A.M.	189.1	n	FRA... Arrive
401			189.1