

MAKE EVERY TRIP A SAFETY TRIP



H. C. PAGEL — R. L. KAY — A. B. McCORMICK
Assistant Superintendents

J. A. BARNARD—Chief Dispatcher
D. MILLER—Ass't Chief Dispatcher
C. CLARK—Night Chief Dispatcher

J. D. GARRISON
R. O. MORRIS
W. M. O'DELL
W. N. TAYLOR
R. L. BURNETTE
F. C. DAVIS
R. F. CURWEN
Q. W. SCHROER
P. W. CLARK
G. HARVEY

Train Dispatchers



Missouri-Kansas-Texas Railroad Company

EMPLOYES'

TIME TABLE

No. 27-A

NORTHERN DIVISION

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, MAY 1, 1955

Superseding Previous Timetable

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYES ONLY

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

B. A. McDONALD, Superintendent of Rules-Safety
O. L. CRAIN, Superintendent
L. M. STUART, General Superintendent Transportation
C. T. WILLIAMS, Asst. Vice President and General Manager
H. M. WARDEN, Vice President and General Manager



SOUTHWARD

ST. LOUIS SUBDIVISION

NORTHWARD

NO. 77 IS SUPERIOR TO NO. 50

FOURTH CLASS					THIRD CLASS	SECOND CLASS	FIRST CLASS	Distance from St. Louis	TIMETABLE No. 27-A					Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS		FOURTH CLASS	
51	77	75	81	5	6	72	74		78	50									
Mixed	Freight	Freight	Freight	Passenger	Passenger	Freight	Freight	Freight	Mixed										
Daily Except Sunday	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wed. Friday	Daily Except Sunday										
										EFFECTIVE 12:01 A.M. May 1, 1955									
										STATIONS									
				PM 11.59	0.0									AM 7.02					
	PM 8.00	AM 7.30	PM 7.00		8.7														
	PM 8.40	AM 8.10	PM 7.30	AM 12.37	26.9									AM 6.00	PM 1.30	PM 11.45	AM 3.20		
	8.41	8.11	7.31	12.38	27.4								102	5.59	1.29	11.44	3.19		
	8.51	8.19	7.38	12.44	32.1								P 116	5.47	1.15	11.36	3.05		
	9.04	8.30	7.48	12.54	39.2								P 116	5.47	1.15	11.36	3.05		
	9.17	8.42	7.59	1.03	47.1								P 113	5.11	12.38	11.13	2.10		
	9.30	8.54	8.09	1.13	54.6								P 152	4.55	12.23	11.01	1.45		
	9.42	9.03	8.18	1.22	60.7								P 84	4.42	12.10	10.51	1.22		
	9.53	9.14	8.26	1.32	66.4								P 114	4.30	11.59	10.41	12.53		
	10.05	9.25	8.37	1.45	74.0								P 84	4.14	11.44	10.28	12.30		
	10.21	9.31	8.43	1.54	77.9								P 145	4.05	11.36	10.21	12.15		
	10.32	9.41	8.53	2.04	84.8								P 27	3.48	11.24	10.10	11.50		
	10.41	9.49	8.59	2.11	88.9								P 109	3.40	11.16	10.03	11.40		
	11.05	10.06	9.15	2.32	100.7								P 115	3.16	10.52	9.45	11.05		
	11.14	10.13	9.21	2.39	104.9								P 67	3.07	10.40	9.38	10.50		
	11.27	10.28	9.29	2.55	110.8								P 128	2.55	10.28	9.29	10.35		
	11.39	10.36	9.36	3.04	116.0								P 65	2.40	10.15	9.12	10.20		
	11.50	10.45	9.44	3.14	121.4								P 60	2.27	10.03	9.02	10.04		
	11.57	10.51	9.49	3.20	125.1								P 152	2.20	9.56	8.55	9.49		
	12.10	11.00	9.57	3.30	131.2								P 113	2.09	9.44	8.45	9.25		
	12.23	11.09	10.05	3.37	137.6								P 115	1.57	9.30	8.35	9.05		
	12.34	11.17	10.12	3.46	143.3								P 43	1.45	9.17	8.25	8.50		
	12.39	11.21	10.16	3.50	146.3								P 115	1.39	9.11	8.20	8.35		
	12.50	11.31	10.26	3.59	153.5								P 143	1.27	8.55	8.07	8.22		
	1.09	11.41	10.38	4.11	162.4								P 109	1.09	8.37	7.50	8.05		
AM 7.00	1.21	11.57	10.48	4.20	169.5								P 69	12.55	8.22	7.38	7.53	AM 5.35	
					169.8														
7.04	1.27	12.01	10.51	4.24	171.7								P 115	12.46	8.17	7.33	7.48	5.30	
7.15	1.42	12.12	11.00	4.34	178.4								P 54	12.37	8.02	7.20	7.35	5.19	
7.21	1.50	12.18	11.05	4.39	181.9								P 115	12.31	7.55	7.14	7.29	5.13	
7.35 AM	2.30 AM	12.35 PM	11.17 PM	5.00 AM	189.1								P WTSYGF Yard	12.15 AM	7.40 AM	7.00 PM	7.15 PM	5.00 AM	
51	77	75	81	5										6	72	74	78	50	
33.6	27.8	36.7	42.9	37.0										28.2	27.8	34.1	20.1	33.6	
										Average speed per hour.....									

SEDALIA SUBDIVISION



FOURTH CLASS	THIRD CLASS		SECOND CLASS	FIRST CLASS	Distance from St. Louis	TIMETABLE No. 27-A					Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS			FOURTH CLASS
	55	75	77	81		5	EFFECTIVE 12:01 A.M. May 1, 1955					6	72	78	74	54
Mixed	Freight	Freight	Freight	Passenger		STATIONS					Passenger	Freight	Freight	Freight	Mixed	
Monday Wed. Friday	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Tuesday Thursday Saturday	
	PM 12.55	AM 5.45	PM 11.17	AM 5.15	189.1	Automatic Block Signals	N FRANKLIN FR	WTSYGF P Yard	PM 11.59		AM 7.00	PM 1.40	PM 6.20			
					191.1		2.0	Mo. River Bridge Interlocking								
	1.01	5.51	11.21	s 5.25	191.7		0.6	BOONVILLE	P 53	s 11.46		6.54	1.33	6.05		
	1.22	6.02	11.34	5.33	197.0		5.3	LICK	P 82	11.34		6.43	1.22	5.50		
	1.33	6.15	11.43	s 5.45	203.4		6.4	D PILOT GROVE PG	P 60	s 11.25		6.31	1.11	5.35		
	1.38	6.26	11.47	5.49	206.3		2.9	HOFFMAN	P 180	11.17		6.26	1.05	5.28		
	1.54	6.43	12.02	s 6.06	215.5		9.2	CLIFTON CITY	P 74	s 11.04		6.06	12.46	5.05		
	2.04	6.53	12.11	f 6.15	221.1		5.6	BEAMAN	P 142	f 10.56		5.48	12.35	4.55		
	2.12	7.05	12.21	6.22	226.3		5.2	MAHANNEY Mo. Pac. Interlocking	P 79	10.48		5.38	12.25	4.45		
	PM 6.10	2.15	7.25	s 6.40	227.1		0.8	N SEDALIA SA	WSY P 116	s 10.45		5.33	12.20	4.40	AM 5.00	
					227.7		0.6	Mo. Pac. Crossing Gate								
	6.17	2.21	7.35	12.30	230.8		8.1	CAMPBELL	P 143	10.29		5.26	PM 12.10	4.33	4.53	
	6.31	2.35	7.49	s 6.58	239.2		8.4	GREENRIDGE	P 88	s 10.19		5.09	11.50	4.16	4.39	
	6.40 PM	2.43	7.56	12.50	243.8		4.6	BRYSON	P NS	10.13		5.01	11.40	4.08	4.30 AM	
	2.53	8.04	12.56	s 7.13	247.8		4.0	D WINDSOR NR	P 88	s 10.08		4.52	11.30	3.59		
	3.11	8.23	1.14	f 7.31	259.7	11.9	LEWIS	P 101	f 9.51		4.28	11.01	3.35			
	3.25	8.33	1.22	7.39	265.4	5.7	N NORTH CLINTON S.L.-S.F. Interlocking	P 164	9.43		4.18	10.42	3.25			
	3.30	8.36	1.24	s 7.50	266.6	1.2	CLINTON	NS	s 9.40		4.15	10.39	3.20			
	3.41	8.47	1.34	s 8.00	273.4	6.8	D LADUE DY	P 101	s 9.28		4.03	10.27	3.08			
	3.52	9.01	1.45	s 8.11	280.2	6.8	D MONTROSE MS	P 88	s 9.19		3.50	10.15	2.55			
	4.01	9.10	1.53	s 8.21	285.7	5.5	D APPLETON CITY AY	P 76	s 9.09		3.40	10.03	2.45			
	4.05 PM	9.15 AM	1.57 AM	f 8.25 AM	287.9	2.2	N LINDALE ND	WSYF P Yard	9.03 PM		3.35 AM	9.55 AM	2.40 PM			
55	75	77	81	5		98.8			6		72	78	74	54		
33.4	31.2	28.2	37.1	31.2			.....Average speed per hour.....		33.7		28.9	26.3	26.9	33.4	

Franklin and Cross will be the initial and terminal stations for trains 5 and 6 and Franklin and North Yard will be the initial and terminal stations for Second and inferior class schedules of combined pages 2 and 3 of the Sedalia Subdivision.

SOUTHWARD

SEDALIA SUBDIVISION

NORTHWARD

THIRD CLASS				SECOND CLASS	FIRST CLASS	Distance from St. Louis	TIMETABLE No. 27-A		Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS		
75	77	81	5	EFFECTIVE 12:01 A.M. May 1, 1955			6	72		78	74		
Freight	Freight	Freight	Passenger	STATIONS		Passenger	Freight	Freight	Freight				
Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily				
PH 4.05	AM 9.15	AM 1.57	AM 8.45	287.9	Auto-matic Block Signals	N LINDALE ND	WSYF P Yard s 9.03	AM 3.35	AM 9.55	PH 2.40			
4.15	9.26	2.07	s 8.55	294.5		D ROCKVILLE RK	P 86 s 8.49	3.22	9.44	2.26			
4.21	9.37	2.13	s 9.01	298.4	D SCHELL CITY SC	P 88 s 8.42	3.14	9.37	2.18				
4.29	9.46	2.20	s 9.07	303.5	D HARWOOD HD	P 52 s 8.34	3.03	9.26	2.07				
4.38	9.57	2.28	s 9.15	309.3	D WALKER WR	PY 88 s 8.25	2.51	9.15 6.50	1.55				
4.50	10.10	2.38	9.26	316.7	N TOWER NA	P 108 8.14	2.38	6.38	1.42				
4.51	10.12	2.39	s 9.31	317.1	Mo. Pac. Interlocking 0.4	NEVADA NS s 8.11	2.30	6.36	1.40				
5.01	10.25	2.48	9.40	323.4	ELLIS P 76 8.00	2.16	6.23	1.27					
5.07	10.37	2.53	s 9.46	326.9	DEERFIELD P 90 s 7.55	2.09	6.15	1.20					
5.20	11.00	2.59	f 9.52	331.2	N EVE V P 100 f 7.47	2.01	6.05	1.12					
				337.4	S. L.-S. F. Crossing Unprotected 0.2								
				337.6	Mo. Pac. Crossing Unprotected 0.6								
5.37	11.27	3.11	s 10.07	338.2	FORT SCOTT PW 45 s 7.32	1.44	5.50	12.57					
5.40	11.30	3.14	10.10	339.1	N GRIFFITH XR	P 142 7.25	1.41	5.45	12.55				
5.50	11.55	3.23	10.19	345.2	Mo. Pac. Interlocking 6.1	RONALD P 90 7.15	1.30	5.31	12.46				
6.01	PH 12.37	3.31	s 10.29	351.1	D HIATTVILLE HI	P 89 s 7.08	1.20	5.20	12.37				
6.12	1.17	3.41	s 10.39	358.0	D HEPLER PR	P 64 s 6.58	1.05	5.05	12.25				
6.23	1.55	3.51	s 10.50	365.0	N WALNUT WA	P 65 s 6.49	12.50	4.50	PH 12.12				
6.40	2.40	4.02	s 11.01	372.9	D ST. PAUL OM	P 153 s 6.40	12.35	4.31	11.59				
6.50	3.20	4.11	s 11.10	379.5	SOUTH MOUND P 88 s 6.30	12.21	4.11	11.48					
6.56	3.38	4.16	11.14	382.6	Auto-matic Block Signals	STOCKER P NS 6.25	12.13	3.53	11.42				
7.03	3.45	4.21	AM 11.17	383.5		N CROSS Interlocking 2.5	P NS 6.22 PM	12.10	3.50	11.40			
9.30 PM	5.00 PM	5.00 AM		386.0	NORTH YARD WTSYGF Yard		12.01 AM	3.40 AM	11.30 AM				
			11.25 AM	386.6	N PARSONS W	6.15 PM							
75	77	81	5			6	72	78	74				
18.1	12.7	32.2	37.0	Average speed per hour.....		35.3	27.5	15.7	31.0				

Franklin and Cross will be the initial and terminal stations for trains 5 and 6 and Franklin and North Yard will be the initial and terminal stations for Second and inferior class schedules of combined pages 2 and 3 of the Sedalia Subdivision.

4

COLUMBIA SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from St. Louis	TIMETABLE No. 27-A	Symbols and Capacity of Sidings	FOURTH CLASS
51 Mixed		EFFECTIVE 12:01 A.M. May 1, 1955		50 Mixed
Daily Except Sunday		STATIONS		Daily Except Sunday
AM 6.30	178.3	D COLUMBIA CU	P Yard	AM 6.05
7.00 AM	169.5	8.8 McBAINE	P	5.35 AM
51		8.8		50
17.6		...Average speed per hour...		17.6

HOLDEN SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from St. Louis	TIMETABLE No. 27-A	Symbols and Capacity of Sidings	FOURTH CLASS
55 Mixed		EFFECTIVE 12:01 A.M. May 1, 1955		54 Mixed
Monday Wed. Friday		STATIONS		Tuesday Thure. Saturday
PM 6.40	248.8	BRYSON	P 10	AM 4.30
s 7.16	255.7	D LEETON B	20	s 3.54
f 7.26	258.8	POST OAK	18	f 3.44
f 7.44	264.7	CHILHOWEE	17	f 3.26
s 7.59	269.4	MAGNOLIA	20	s 3.11
s 8.20	276.2	D HOLDEN HN	W 26	s 2.50
f 8.53	287.0	GUNN CITY	18	f 2.17
s 9.05	290.7	D EAST LYNNE YN	36	s 2.05
s 9.26	297.5	D HARRISONVILLE RO	29	s 1.44
	298.0	Mo. Pac. Crossing Electrically Locked Gate		
s 9.55	306.8	0.5 S.L.-S.F. Crossing Unprotected	22	s 1.16
s 10.25	316.8	D FREEMAN RA	24	s 12.46
	329.9	8.8 LOUISBURG UI		
s 11.05	330.1	13.1 Mo. Pac. Crossing Electrically Locked Gate	18	s 12.06
	330.4	0.2		
11.10 PM	330.5	D PAOLA "A" PO	P Yard	12.01 AM
55		0.3 S.L.-S.F. Crossing	WTF	54
19.3		0.1 PAOLA "D" PD		19.3
		86.7		
		...Average speed per hour...		

NO. 55 IS SUPERIOR TO NO. 54

MOBERLY SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from St. Louis	TIMETABLE No. 27-A	Symbols and Capacity of Sidings	FOURTH CLASS
53 Mixed		EFFECTIVE 12:01 A.M. May 1, 1955		52 Mixed
Daily Except Sunday		STATIONS		Daily Except Sunday
AM 10.30	224.1	D MOBERLY MF	PWY 44	AM 10.00
	223.5	0.6 Wabash Crossing (Auto. Interlocking)		
s 10.55	214.4	9.1 D HIGBEE H	PY 40	s 9.05
		0.1 G.M.&O. R.R. Crossing Gate		
f 11.20	205.9	8.4 BURTON	P 25	f 8.35
s 11.50	199.2	6.7 D FAYETTE FD	P 88	s 8.15
f 12.20 PM	189.1	10.1 N FRANKLIN FR	P Yard WTSYGF	f 7.35 AM
12.30 PM	188.3	0.8 NEW FRANKLIN		7.30 AM
53		35.8		52
17.9		...Average speed per hour...		14.3

ELDORADO SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS	Distance from St. Louis	TIMETABLE No. 27-A	Symbols and Capacity of Sidings	FOURTH CLASS
57 Way		EFFECTIVE 12:01 A.M. May 1, 1955		56 Way
Daily Except Sunday		STATIONS		Daily Except Sunday
AM 7.00	309.3	D WALKER	PY	AM 9.10
7.30	316.1	6.8 DEDERICK	8	8.40
8.00 AM	323.2	7.1 ELDORADO SPGS.	14 YWF	8.10 AM
57		13.9		56
13.9		...Average speed per hour...		13.9

NO. 57 IS SUPERIOR TO NO. 56

NEOSHO SUBDIVISION

SOUTHWARD NORTHWARD

FOURTH CLASS	Distance from Parsons	TIMETABLE No. 27-A	Symbols and Capacity of Sidings	FOURTH CLASS
61 Way		EFFECTIVE 12:01 A.M. May 1, 1955		60 Way
		STATIONS		
Tuesday Thursday Saturday				Monday Wed. Friday
AM 5.00	156.8	D JUNCTION CITY TY 10.5	FWY Yard	PM 4.00
f 5.30	146.3	OLSON 2.5	14	f 3.25
f 5.40	143.8	SKIDDY 5.9	17	f 3.10
	137.9	C.R.I.&P. Crossing-Gate 0.3		
s 6.05	137.6	D WHITE CITY WC 17.6	25	s 2.40
s 7.15	120.0	D COUNCIL GROVE CA 0.1	45	s 1.35
	119.9	N COUNCIL GROVE TOWER CG Mo. Pac. Interlocking 3.9	NS	
f 7.40	116.0	HAUCKE 4.6	20	f 1.02
f 8.01	111.4	DUNLAP 7.5	22	f 12.48
f 8.30	103.9	D AMERICUS MS 8.7	38	PM f 12.25
s 9.23	95.2	D EMPORIA RD 0.3	60 Yard W	s 11.55
	94.9	EMPORIA JCT. A.T.&S.F. Remote Control Interlocking 5.9	NS	
f 10.25	89.0	CURTIS 7.2	20	f 10.10
f 10.50	81.8	D HARTFORD HD 6.3	40	f 9.45
f 11.10	75.5	STRAWN 7.7	25	f 9.20
s 11.40	67.8	D BURLINGTON BI 0.3	33 Y	s 8.55
	67.5	A. T. & S. F. Crossing Unprotected 12.4		
PM f 12.15	55.6	MOODY Mo. Pac. Crossing-Gate 5.3	20	f 8.10
f 12.30	49.8	D NEOSHO FALLS NF 5.6	20	f 7.55
s 12.50	44.2	D PIQUA G Mo. Pac. Crossing-Gate 9.1	50 Y	s 7.31
f 1.15	35.1	D HUMBOLDT HM 8.3	50 Y Yard	f 6.55
	26.8	A.T.&S.F. Crossing-Gate 0.9		
s 1.40	25.9	D CHANUTE U 2.2	60 W Yard	s 6.25
	23.7	A.T.&S.F. Crossing-Gate 6.8		
f 2.10	16.9	URBANA 6.4	18	f 5.50
f 2.30	10.5	D GALESBURG A 9.9	43	f 5.30
5.00 PM	0.6	NORTH YARD 166.2	FGSTWY Yard P	5.00 AM
61				60
13.0		..... Average speed per hour.....		14.2

IOLA SUBDIVISION

SOUTHWARD NORTHWARD

5

FOURTH CLASS	Distance from Kansas City	TIMETABLE No. 27-A	Symbols and Capacity of Sidings	FOURTH CLASS
59 Way		EFFECTIVE 12:01 A.M. May 1, 1955		58 Way
		STATIONS		
Daily Except Sunday				Daily Except Sunday
PM 1.00	94.7	N MORAN MN 13.2	W NS	PM 3.45
1.59 PM	107.9	D IOLA OA 13.2	Yard P	2.15 PM
59				58
13.4		..... Average speed per hour.....		8.8

NO. 59 IS SUPERIOR TO NO. 58.

TULSA SUBDIVISION

SOUTHWARD NORTHWARD

FOURTH CLASS	Distance from Kansas City Via Osage	TIMETABLE No. 27-A	Symbols and Capacity of Sidings	FOURTH CLASS
65 Mixed		EFFECTIVE 12:01 A.M. May 1, 1955		64 Mixed
		STATIONS		
Daily				Daily
AM 5.30	245.2	N OSAGE JN 7.5	FGWSYP Yard	PM 11.10
s 5.50	252.7	PRUE 14.3	P 60	s 10.50
f 6.20	267.0	WEKIWA 8.8	P 70	f 10.20
s 6.30	270.8	SAND SPRINGS S. S.I. Crossing-Unprotected 1.6	P 80	s 10.10
	272.4	S. S.I. Crossing-Unprotected 6.3		
f 7.30	277.7	N TULSA KA 0.5	Yard SPYW	f 9.55
7.45 7.55		ATSF. SLSF. MV Interlocking Tulsa Union Depot		9.45 9.35
8.01	278.2	TULSA U. D. CONNECTION 8.6		9.25
f 8.20	286.8	ALSUMA 5.5	P 80	f 9.05
s 8.35	292.3	D BROKEN ARROW BA 11.3	P 70	s 8.35
s 9.02	303.6	D COWETA MO 5.6	P 60	s 8.08
s 9.20	309.2	RED BIRD 4.1	P 10	s 7.55
s 9.30	313.3	D PORTER PO 10.7	P 60	s 7.44
10.05	324.0	WYBARK 0.8	30	7.17
f 10.10	324.8	CHASE 5.0	P	f 7.15
10.30 AM	329.8	MUSKOGEE 84.6	FGWSYP Yard	7.00 PM
65				64
16.9		..... Average speed per hour.....		20.3

KANSAS CITY SUBDIVISION

FOURTH CLASS	THIRD CLASS			Distance from Kansas City	TIMETABLE No. 27-A		Symbols and Capacity of Sidings	FIRST CLASS			
	91	275	271		281	EFFECTIVE 12:01 A.M. May 1, 1955		5	25	27	11
Way	Freight	Freight	Freight		STATIONS		Passenger	Passenger	Passenger	Mo. Pac. Passenger	
Tuesday Thursday Saturday	Daily	Daily	Daily				Daily	Daily	Daily	Daily	
					KANSAS CITY	US					
				2.6	2.6				AM 8.40	PM 9.40	
	PM 8.30	AM 9.30	PM 11.15		GLEN PARK	KY	FGSTW P Yard				
					Joint Track With S.L.-S.F. Ry. 40.5						
AM 9.00	PM 9.30	AM 10.30	AM 12.15	43.1	N PAOLA	PD	FTW P Yard	s AM 9.35	s PM 10.30	PM 10.00	
				43.4	MO. PAC. JUNCTION Interlocking 0.3		P NS				10.01 PM
					SOUTH PAOLA Interlocking 0.1						
9.03	9.31	10.31	12.16	43.5	3.0		P 46		9.36	10.31	SEE
					RINGER		P 96		9.40	10.35	SPL.
9.20	9.35	10.35	12.20	46.5	8.1						
9.35	9.45	10.45	12.30	54.6	D BEAGLE	B	P 80	f 9.48	10.42	INSTNS.	
					7.0						
9.58	9.55	10.55	12.40	61.6	N PARKER	H	P 102	s 9.58	10.49	RULE	
					5.2						
10.30	10.01	11.01	12.46	66.8	DUNLAY		P 114		10.03	10.54	1-c
				70.0	3.2						
					D CENTERVILLE	C	P 23	f 10.07	10.57		
					5.3						
10.43	10.12	11.12	12.57	75.3	VANCE		P 111		10.13	11.03	
					7.5						
10.55	10.22	11.22	1.07	82.8	D KINCAID	KI	P 125	s 10.20	11.10		
					4.2						
11.33	10.29	11.33	1.18	87.0	MILDRED		P 70	f 10.27	11.15		
					7.7						
12.01 PM 4.30	10.38	11.43	1.28	94.7	MORAN		PW E 40 W 125	s 10.35	11.23		
				94.8	0.1						
					N MORAN TOWER	MN	P NS				
					Mo. Pac. Interlocking 8.6						
4.46	10.49	11.55	1.40	103.4	D ELSMORE	UN	P 91	f 10.46	11.31		
				106.4	3.0						
					D SAVONBURG	SG	P NS	f 10.49	11.34		
					4.0						
					D STARK	DK	P 18	f 10.53	11.38		
					2.2						
5.15	11.01	PM 12.07	1.52	112.6	KIMBALL		P 125	f 10.56	11.40		
					7.3						
					N N. E. TOWER	NE	P NS				
				119.9	A.T.&S.F. Interlocking 0.7						
5.30	11.10	12.27	2.03	120.6	ERIE		P N 52 S 86	s 11.03	f 11.47		
					10.0						
6.01	11.22	12.40	2.15	130.6	HAYDEN		P 86		11.19	11.55	
					3.1						
6.05	11.27	12.45	2.20	133.7	N CROSS	XO	P NS	AM 11.17	11.22	11.58	
					Interlocking 2.5						
6.30 PM	11.50 PM	1.30 PM	3.45 AM	136.2	NORTH YARD		FGSTWY P Yard				
				136.8	0.6						
91	275	271	281		N PARSONS	W	Yard	AM 11.25	AM 11.35	AM 12.10	
					136.8						
9.8	89.9	81.0	26.6		Average speed per hour			23.3	46.9	56.2	18.0

THIRD CLASS		FIRST CLASS	Distance From Kansas City	TIMETABLE No. 27-A		Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS	
281 Freight	275 Freight	25 Passenger		EFFECTIVE 12:01 A.M. May 1, 1955			26 Passenger	270 Freight	274 Freight
Daily	Daily	Daily	STATIONS		Daily	Daily	Daily		
AM 7.30	AM 12.20		136.2	NORTH YARD	FGSTWY P Yard		AM 5.15	AM 10.00	
		PM 12.05	136.8	0.6 N PARSONS W		PM 5.15			
7.35	12.25	12.06	137.3	0.5 N POOLE JG	NS	5.03	3.45	7.56	
7.48	12.33	12.12	141.6	4.3 S.L.-S.F. Interlocking					
8.01	12.46	s 12.21	149.0	Auto. Block { 7.4 D MOUND VALLEY MD	P 71	4.57	3.37	7.48	
8.15	12.59	s 12.34	157.2	8.2 S.L.-S.F. Crossing	P 72	s 4.47	3.24	7.30	
8.25	1.10	12.42	163.8	ANGOLA	P 99	s 4.35	3.10	7.10	
8.30	1.15	12.46	166.8	6.6 HUNTER	P 86	4.27	2.59	6.59	
			167.2	3.0 COX	P 88	4.23	2.53	6.52	
			167.7	0.4 A.T.&S.F. Crossing-Gate					
8.35	1.20	s 12.55	167.7	0.5 N COFFEYVILLE FY	WY Yard P 44	s 4.19	2.48	6.46	
			168.3	0.6 Mo. Pac. Crossing Unprotected					
8.41	1.25	12.59	168.7	0.4 EVANS	P 65	4.08	2.40	6.40	
		s 1.02	170.9	2.2 N SOUTH COFFEYVILLE SC	P NS	s 4.05			
8.54	1.38	f 1.09	176.4	5.5 Mo. Pac. Interlocking	P 70	f 3.57	2.25	6.19	
9.04	1.48	s 1.17	182.9	NOXIE	P 76	s 3.49	2.14	6.07	
9.15	2.03	f 1.25	189.1	6.5 WANN	P 71	f 3.41	2.03	5.55	
9.23	2.10	s 1.33	198.7	4.6 Auto. Block { D DEWEY DE	P 71 Yard	s 3.35	1.56	5.41	
9.25 AM	2.12 AM	1.34 PM	194.5	0.8 "D Y" JCT.	NS	3.30 PM	1.54 AM	5.39 AM	
AM 9.31	AM 2.18	PM s 1.44	197.7	3.2 Joint Track with A.T.&S.F. Ry.	SY P Yard	PM s 3.25	AM 1.48	AM 5.33	
AM 9.33	AM 2.20	PM 1.46	198.2	0.5 N BARTLESVILLE B	NS	PM 3.16	AM 1.46	AM 5.31	
9.35	2.22	1.47	198.7	0.5 SUTTON	P 83	3.15	1.44	5.29	
9.51	2.38	f 1.59	208.0	9.3 OKESA	P 84	f 3.03	1.27	5.12	
9.58	2.46	2.06	212.2	4.2 UTLEY	P 58	2.57	1.18	5.04	
10.07	2.55	s 2.13	217.5	5.3 D NELAGONY GY	Y P 61	s 2.50	1.08	4.52	
10.21	3.08	s 2.30	225.7	8.2 M.V. Crossing-Gate	P 53	s 2.30	12.54	4.38	
10.38	3.25	s 2.45	236.0	10.3 D WYNONA WY	P 88	s 2.14	12.37	4.20	
10.46	3.33	2.51	240.7	4.7 D HOMINY HY	P 72	2.06	12.29	4.10	
11.00 AM	3.45 AM	s 2.57 PM	245.2	Auto. Block { MAHAN	P 72	2.06	12.20 AM	4.00 AM	
281	275	25		4.5 N OSAGE JN	FGSWY P Yard	1.59 PM	12.20 AM	4.00 AM	
31.1	31.9	37.8		109.0		26	270	274	
				Average speed per hour		33.2	22.2	18.2	

SOUTHWARD

OKLAHOMA SUBDIVISION

NORTHWARD

9

THIRD CLASS		FIRST CLASS	Distance from Kansas City	TIMETABLE No. 27-A		Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS	
281	275	25		EFFECTIVE 12:01 A.M. May 1, 1955			26	274	270
Freight	Freight	Passenger		STATIONS		Passenger	Freight	Freight	
Daily	Daily	Daily				Daily	Daily	Daily	
AM 11.20	AM 4.05	PM 3.01	245.2	Auto. Block N OSAGE JN 3.0	FGSWY P Yard	PM s 1.57	PM 8.00	PM 11.50	
11.26	4.11	s 3.07	248.2	D CLEVELAND CN 8.3	P 57	s 1.52	7.25	11.20	
11.39	4.24	s 3.18	256.5	HALLETT 1.0	P 59	s 1.40	7.10	11.03	
			257.5	Auto. Inter. HALLETT TOWER S.L.-S.F. Crossing 2.7		NS			
11.46	4.31	s 3.25	260.2	D JENNINGS NS 10.2	P 98	s 1.34	6.50	10.55	
		s 3.39	270.4	D YALE YA 0.6	P NS	s 1.19			
PM 12.03	4.48	3.40	271.0	SUN-CO. 0.4		71	1.17	6.30 10.37	
			271.4	Auto. Inter. A.T. & S.F. Gauntlet Track 2.5					
12.10	4.55	3.45	273.9	NORFOLK 5.5	P 45	1.12	6.15	10.30	
12.19	5.04	3.52	279.4	DEEP ROCK 0.8	FGWY P Yard 68	1.05	5.53	10.18	
12.24	5.07	s 4.10	280.2	N CUSHING CH 10.4	P 27	s 1.03	5.50	10.15	
12.47	5.24	s 4.25	290.6	AGRA 6.6	P 59	s 12.47	5.32	9.59	
1.01	5.35	s 4.34	297.2	D TRYON RN 4.6	P 12	s 12.38	5.20	9.48	
1.09	5.42	s 4.41	301.8	CARNEY 8.5	P 11	s 12.30	5.10	9.40	
1.23	5.56	s 4.52	310.3	FALLIS 6.7	P 74	s 12.19	4.52	9.26	
1.34	6.08	s 5.02	317.0	LUTHER 7.7	P 39	PM s 12.10	4.34	9.15	
1.47	6.20	s 5.13	324.7	ARCADIA 7.5	P 57	s 11.59	4.22	9.03	
1.59	6.32	f 5.23	332.2	WITCHER 6.9	P 52	f 11.50	4.10	8.51	
2.11	6.43	5.33	339.1	OWANDA 2.4	P 17	11.41	3.59	8.40	
			341.5	C. R. I. & P. Crossing Unprotected 0.1					
			341.6	BARNARD 1.2	NS				
3.00 PM	7.00 AM	5.40	342.8	Auto. Block N TURNER SX 0.4	FGSTW P Yard	11.34	3.45 PM	8.30 PM	
			343.2	C. R. I. & P. Crossing Unprotected 0.7					
		5.55 PM	343.9	OKLAHOMA CITY 98.7	P Yard Y	11.30 AM			
281	275	25				26	274	270	
26.6	33.5	34.0		..... Average speed per hour		40.3	23.0	29.3

JOPLIN SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS		TIMETABLE No. 27-A		FOURTH CLASS
63 Way	Distance from St. Louis	EFFECTIVE 12:01 A.M. May 1, 1955	Symbols and Capacity of Sidings	62 Way
		STATIONS		
Daily Except Sunday				Daily Except Sunday
AM 12.01	394.4	GARVIN	PY 90	PM 10.30
f 12.25	402.1	7.7 SHERMAN CITY	P 40	f 7.50
12.37	406.2	4.1 NETTELS	P	7.31
s 12.59	410.0	3.8 N WEST MINERAL MY	SY 40 Yd.	s 7.15
	412.9	2.9 Mo.Pac.Crossing-Unprotected		
	418.3	5.4 NEO Crossing - Gate		
	418.7	0.4 SL-SF Interlocking		
s 2.45	419.0	0.3 N COLUMBUS CO	Yd 21	s 5.20
	427.6	8.6 KCS Crossing - Gate		
s 4.00	429.3	1.7 D MILITARY RI	Y Yd 25	s 4.05
	431.5	2.2 SL-SF Crossing - Gate		
s 4.45	432.1	0.6 D GALENA AN	Yd. 28	s 3.50
f 5.15	436.0	3.9 FALL CITY	PY 30	f 3.25
7.30 AM	440.7	4.7 N JOPLIN JO	STFW Yard	3.00 PM
63		46.3		62
6.2		Average speed per hour		6.2

NO. 63 IS SUPERIOR TO NO. 62

WILBURTON SUBDIVISION

SOUTHWARD

NORTHWARD

FOURTH CLASS		TIMETABLE No. 27-A		FOURTH CLASS
95 Way	Distance from North McAlester	EFFECTIVE 12:01 A.M. May 1, 1955	Symbols and Capacity of Sidings	94 Way
		STATIONS		
Mon. Wed., Fri.				Tues. Thu., Sat.
AM 10.45	.0	D N. McALESTER MC	FWSYP Yard	AM 8.00
11.00	3.4	3.4 KREBS JCT.		7.50
s 11.05	3.9	0.5 D KREBS BS		s 7.45
12.45 PM	19.5	15.6 CHILLI		6.30 AM
95		19.5		94
9.8		Average speed per hour		18.0

SPEED TABLE

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	MIN.	SEC.		MIN.	SEC.
6	10		46	1	18
8	7	30	47	1	17
10	6		48	1	15
12	5		49	1	13
15	4		50	1	12
16	3	45	51	1	11
17	3	31	52	1	09
18	3	20	53	1	08
19	3	9	54	1	07
20	3		55	1	06
21	2	51	56	1	05
22	2	43	57	1	03
23	2	36	58	1	02
24	2	30	59	1	01
25	2	24	60	1	
26	2	18	61	0	59
27	2	13	62	0	58
28	2	8	63	0	57
29	2	4	64	0	56
30	2		65	0	55
31	1	56	66	0	55
32	1	52	67	0	54
33	1	49	68	0	53
34	1	46	69	0	52
35	1	43	70	0	51
36	1	40	71	0	51
37	1	37	72	0	50
38	1	35	73	0	49
39	1	32	74	0	49
40	1	30	75	0	48
41	1	28	76	0	47
42	1	26	77	0	47
43	1	24	78	0	46
44	1	22	79	0	46
45	1	20	80	0	45

SOUTHWARD

CHEROKEE SUBDIVISION

NORTHWARD

FOURTH CLASS	THIRD CLASS			Second Class	FIRST CLASS			Distance from St. Louis	TIMETABLE No. 27-A	Symbols and Capacity of Sidings	FIRST CLASS			THIRD CLASS			FOURTH CLASS
	93	71	75	81	5	7	1				2	8	6	74	78	72	92
Way	Freight	Freight	Freight	Psg.	Psg.	Psg.		STATIONS		Psg.	Psg.	Psg.	Freight	Freight	Freight	Way	
Mon-Wed Friday	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Tuesday Thur.-Sat.	
AM 3.45	PM 3.00	AM 12.40	AM 7.00				386.0	NORTH YARD 0.6	FGWS TYP Yd				AM 10.00	PM 6.00	PM 10.30	PM 2.10	
				PM 12.10	AM 12.25		386.6	PARSONS W 0.6	P Yd		AM 4.40	PM 5.30					
3.55	3.06	12.45	7.05	12.12	12.27		387.1	POOLE N SL-SF Interlocking JG 7.3			4.34	5.21	9.49	5.37	10.18	2.01	
							394.4	GARVIN 1.1	PY								
4.25	3.20	12.55	7.15	12.20	12.35		395.5	LABETTE 5.4	P 121		4.25	5.10	9.37	5.25	10.07	1.40	
4.40	3.29	1.03	7.23	12.25	12.40		400.9	OSWEGO N SL-SF Interlocking OW 9.3	PY 100		4.19	4.58	9.28	5.15	10.00	1.20	
5.03	3.51	1.15	7.35	12.38	12.49		410.2	CHECTOPA N Mo. Pac. Interlocking CP 5.9	P 96		4.08	4.40	9.13	4.51	9.48	12.38	
5.40	4.05	1.23	7.43	12.46	12.54		416.1	RUSSELL 5.3	P 118		4.01	4.30	9.04	4.40	9.40	12.17	
6.05	4.22	1.30	7.50	12.51	12.59		421.4	WELCH WH 5.2	P 100		3.56	4.22	8.55	4.22	9.33	PM 12.05	
6.25	4.30	1.37	7.57	12.58	1.04		426.6	BLUE JACKET BJ 7.3	P 112		3.51	4.14	8.47	4.03	9.26	11.50	
6.45	4.40	1.46	8.06	1.07	1.10		433.9	KELSO 4.1	P 100		3.44	4.03	8.36	3.49	9.17	11.30	
6.55	4.46	1.51	8.11	1.11	1.14		438.0	WINDERS 1.0	P 94		3.40	3.57	8.20	3.40	9.12	11.15	
7.30	4.48	1.53	8.13	1.14	1.17	AM 1.05	439.0	VINITA N SL-SF Interlocking VN 7.8	PY 98	AM 12.40	3.38	3.53	8.13	3.35	9.10	11.01	
7.58	5.00	2.04	8.23	1.24	1.24	1.12	446.8	BIG CABIN BG 7.6	P 102	12.28	3.29	3.41	7.58	3.11	8.59	10.40	
8.32	5.11	2.14	8.32	1.32	1.31	1.19	454.4	ADAIR X 9.3	P 150	12.20	3.22	3.33	7.48	2.56	8.49	10.25	
9.13	5.27	2.27	8.43	1.45	1.41	1.27	463.7	PRYOR CU 4.9	P 100	12.10	3.11	3.23	7.36	2.30	8.36	9.13	
9.40	5.37	2.34	8.49	1.50	1.46	1.32	468.6	SMITH 8.6	P 100	12.05	3.03	3.14	7.28	2.21	8.28	9.00	
10.15	5.47	2.39	8.53	1.54	1.49	1.35	472.2	CHOUTEAU AU 5.5	P 99	AM 12.01	2.59	3.10	7.23	2.15	8.22	8.53	
10.45	5.55	2.54	8.59	2.01	1.54	1.40	477.7	MAZIE 9.3	P 102	11.56	2.54	3.05	7.15	2.01	8.12	8.30	
11.15	6.10	3.07	9.10	2.11	2.02	1.48	487.0	VANN 1.1	P 98	11.47	2.44	2.55	7.02	1.35	7.59	8.10	
11.30	6.12	3.09	9.12	2.15	2.04	1.49	488.1	WAGONER N Mo. Pac. Interlocking A 6.0	PY 97	11.46	2.42	2.52	7.00	1.30	7.57	7.45	
11.45	6.21	3.17	9.19	2.21	2.10	1.54	494.1	GIBSON 4.5	P 100	11.41	2.36	2.46	6.51	1.20	7.49	7.35	
11.59	6.30	3.26	9.24	2.27	2.16	1.58	498.6	CHASE 4.5	P 64	11.36	2.31	2.41	6.43	1.10	7.40	7.25	
12.15 PM	6.40 PM	3.40 AM	9.30 AM				503.1	KOG Interlocking UX MUSKOGEE YARD 0.5	FGWS TYP Yd				6.35 AM	1.00 PM	7.30 PM	7.15 AM	
				2.35 PM	2.25 AM	2.05 AM	503.6	MUSKOGEE -117.6	GWP Yard	11.30 PM	2.25 AM	2.35 PM					
93	71	75	81	5	7	1					2	8	6	74	78	72	92
13.8	31.9	39.0	46.8	48.4	58.5	64.6		... Average speed per hour ...			55.4	52.0	40.1	34.3	28.4	39.0	17.0

No. 2 is superior to all trains.

No. 1 is superior to all trains except No. 2

Schedules of fourth class trains Nos. 64 and 65, train numbers not shown, are effective between Muskogee and Chase.

No. 64 leave Muskogee 7:00 P.M. arrive Chase 7:15 P.M.

No. 65 leave Chase 10:10 A.M. arrive Muskogee 10:30 A.M.

MAXIMUM SPEED MPH—DIESEL OPERATION
OBSERVING PERMANENT SPEED RESTRICTION SIGNS, SPEED RESTRICTIONS OR OTHER RESTRICTIVE CONDITIONS

LOCATION	Passenger Trains	Freight Trains & Light Engines	Steam Derrick on Tangent Track (See Note 4)	Steam Derrick on Curves	Ditcher (boom attached) and Pile Driver	Scale Test Car X-1658 (See Note 3)	Scale Test Car X-1659 (See Note 3)	Road & Switch Engs. or Road Switchers To be in Train (See Notes 1 and 2)
ST. LOUIS-SEDALIA-COLUMBIA-MOBERLY-HOLDEN-ELDORADO SUBDIVISIONS								
Machens and Mokane	55	40	30	20	25	25	35	40
Mokane and Hartsburg	55	45	30	20	25	25	35	40
Hartsburg and Easley	50	40	30	20	25	25	35	40
Easley and Franklin	55	40	30	20	25	25	35	40
Franklin and Parsons	55	40	30	20	25	25	35	40
McBaine and Columbia	25	20	15	15	20	20	20	20
Franklin and Moberly	35	25	20	20	25	25	25	25
Bryson and Paola	20	20	10	10	10	10	20	20
Walker and Eldorado Springs	15	15	10	10	15	15	15	15
Exception—Train No. 81 is authorized to run 5 MPH in excess of speed authorized for Freight Trains between Machens and Parsons.								
KANSAS CITY-OSAGE-OKLAHOMA-NEOSHO-IOLA SUBDIVISIONS								
Paola and Parsons	75	55	35	25	25	25	35	45
Parsons and Okla. City	50	40	30	20	25	25	35	40
North Yard and MP B-77.1	30	30	15	15	15	15	30	30
MP B-77.1 and MP B-123.0	20	20	15	15	15	15	20	20
MP B-123.0 and Junction City	25	25	15	15	15	15	25	25
Moran and Iola	20	20	10	10	10	10	20	20
CHEROKEE-CHOCTAW-TULSA-WILBURTON-JOPLIN SUBDIVISIONS								
Parsons and Stringtown—Blue and Olive	75	55	40	30	30	25	35	45
Southward Track—Stringtown and Blue—Olive and Staley	75	55	40	30	30	25	35	45
Stringtown { Northward Track—Staley and Olive	60	50	40	30	30	25	35	45
and { " " Blue and Durant	60	50	40	30	30	25	35	45
Staley { " " Durant and MP 636	75	55	40	30	30	25	35	45
Staley { " " MP 636 and Atoka	60	50	40	30	30	25	35	45
Staley { " " Atoka and Stringtown	75	55	40	30	30	25	35	45
Staley and Denison	70	30	30	20	30	25	35	45
Staley and Ray	30	30	30	20	30	30	30	30
Osage and Chase	45	40	30	20	30	25	30	20
N. McAlester and Chillie	20	20	10	10	10	10	10	15
Garvin and MP S-435.6	35	35	20	20	20	20	20	20
MP S-435.6 and Joplin	15	15	10	10	10	10	10	15

Maximum speed against current of traffic, on two main tracks, passenger trains 60 MPH, freight trains 50 MPH, except on southward track between Staley and Olive, passenger trains 75 MPH, freight trains 55 MPH.

ALL SUBDIVISIONS

Engines in Yard Service	25 MPH
Engines towed in train	Handle next to operating engine of through trains and behind short cars of trains setting out or picking up (Exception—as provided in Notes 1 and 2.)
Any Engine	Must have air brakes in operation and when set out, must be coupled to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and it must not be placed next to cars of pipe, poles, piling or loads liable to shift.
Through Turnouts	Passenger 20; Freight 15. Exceptions—South switch siding Vinita 35 MPH. Kiowa, both switches siding 30 MPH. Stringtown, 40 MPH. Blue, in both directions on either track 40 MPH. Olive, 40 MPH except movements to or from Southward track. Staley, 40 MPH.

NOTE 1—When more than one unit of switch engine or Road Switcher, space 5 cars apart.

NOTE 2—All 70-ton Road Switchers to be handled next ahead of cabooses.

NOTE 3—Scale test car X-1658 or X-1659 to be handled next ahead of cabooses.

Two or more scale test cars handled in same train, must be spaced three cars apart on rear of train with rear scale test car next to cabooses, and maximum speed governing X-1658 must be observed.

NOTE 4—Trains handling steam derrick will place at least one car between engine and steam derrick, Except for short distances steam derrick will be handled with boom trailing.

Trains handling steam derrick avoid run-in of slack while derrick is on curve.

Rule 9. Supplement to:

Watches that have been examined and certified to by a designated watch inspector must be used by Superintendents, Assistant Superintendents, Trainmasters, Road Foremen of Engines, Division Engineers, Roadmasters, Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Flagmen, Firemen, Hostlers, Engine Foremen, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen and any employe in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment.

The above employes, upon entering service, and annually in May, must provide themselves with Form CT-90 Standard, to be issued by designated watch inspector on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. They must submit watch for inspection and Card CT-90 Standard for making record thereon, to designated watch inspector as provided for in Rule 2 of the Uniform Code of Operating Rules (or similar Maintenance of Way Rules); except such Maintenance of Way and Bridge and Building employes who are unable to comply with this Rule monthly, must do so as nearly monthly as possible. Form CT-90 Standard must be in employe's possession while on duty and presented for examination when called for by an officer.

Rule 10. (h) Supplement to:

Permanent Speed Restriction Signs:

(1) Where in service in certain territories, (Yellow Sign Black Numerals) located as near one (1) mile as conditions will permit in advance of where speed restricted. Resume Speed Sign (Green) at point where restrictions end.

(2) Where in service in certain territories (Reflector Type), Advance Warning sign (P) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign (□ or P) at point where speed restricted and Resume Speed Sign (O or P) at end of restriction. Passenger trains, all Subdivisions, and Freight trains and Light engines on St. Louis and Sedalia Subdivisions, not exceed speed shown on Speed Restriction Signs. On all other Subdivisions, Freight trains and Light engines reduce to 10 MPH below speed shown on Speed Restriction Signs, but not exceed maximum speed provided for Freight trains and Light engines.

Note. All territories are protected by Permanent Speed Signs indicated either in 10(1) or 10(2).

Rule 12(j). Supplement to:

Yellow fuses may be used in giving hand signals as prescribed by Rule 12(j) except yellow fuses must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

Rule 14. Supplement to:

In making outgoing terminal brake test, one long and one short sound of engine whistle or horn will be sounded after a signal has been received from the car inspector to apply the brakes.

Rule 17(f). Amendment to:

Yard engines will display standard white headlight to the front and rear by day.

Rule 19. Amendment to:

On passenger trains, a single electric marker lamp may be displayed in center of rear car in lieu of two marker lamps, which will show red to rear at all times, day and night, except when shows green to rear as provided in Rule 19(a).

Rule 35. Amendment to:

Day Signals.	Night Signals.
Red Flag	White Light
Torpedoes	Torpedoes
Red Fuses	Red Fuses

Rule 99(j). Supplement to:

The following units of equipment do not actuate block signals at all times. Unless otherwise provided, flag protection must be afforded in accordance with Rule 99, including territory covered by the provisions of Rule 99(j);
 Pile Drivers
 Ballast Plows
 Sperry Detector Cars

Weed Burners and Weed Mowers
 Clam Shell and other Material Handling Cranes.

Rule 209. Amendment to:


Second paragraph is cancelled.


Rule 221(d). Operators Signal Supplies. Amendment to:

Red Flag	Six (6) Torpedoes
White Flag	Six (6) Red Fuses
White Light	

Rules 230 and 232. Supplement to:

Nunn Type Train Order Signal

 Aspect—Parallel with track, Green Light.
 Indication—Proceed, "No Orders".
 Name—Clear Train Order Signal.

 Aspect—At right angle to track, Red Light.
 Indication—Stop, unless clearance received.
 Name—Stop Train Order Signal.

Rule 290(1). Supplement to:

In ABS territory, in the absence of a leaving signal immediately beyond interlocking or remote control switch limits (the limits in each case being the track between the Absolute Signals) movement through interlocking or remote control switch limits under the provision of Rule 290(1) (Lunar), must comply with the provisions of Rule 350 in moving to next governing signal.

Rule 292. Supplement to:

Low signals, commonly called dwarf signals. Rule 350 applies where Absolute Signals are located at spring switches at fouling point on siding. After opposing movement passes and backward movement is made out of siding or reverse movement made on main track, and Absolute Signal on main track displays "STOP" indication, operate switch after which main track Absolute Signal may indicate "CLEAR" per Rule 281.

Rule 355. Block Indicators:

Color light block indicators at spring switches are located at fouling point, and are designated by letter "B".

Rule 356. Supplement to:

When one or more signals are taken out of service temporarily due to extending sidings, moving signals to new locations, or when signals have been knocked down or damaged, and the territory involved is less than five (5) miles, the following Form of Order may be issued:

"Signal (or signals) at (station) or (Mile Post) is (or are) temporarily out of service. The territory protected by these signals, is now protected by Signals _____ and _____ between (Station) and (Station) or between (Mile Post) and (Mile Post)."

Before issuing this order, Signal Supervisor must confirm in writing that the control section has been properly extended and that proper protection will be afforded all movements. This order must not be used to cover signals nor territory involving spring or remote control switches. It must not be used except under conditions mentioned, and not when signals are out of service due to lightning burned out relays, or when waiting for material to make quick repairs, and must not be used for short periods of time.

Forms of Train Orders.

(a) Supplement to Form S-E:

The following form is authorized:

"No. 6 Engine 106(c) wait at C until 9:30 a.m. for Extra 207(a) South."
 "No. 6 take siding C for Extra 207(a) South."

When a superior train is directed by Train Order Form S-E (Wait Order) to take siding for another train, such instructions, unless annulled by a subsequent Train Order, are in effect after the time stated in the order has expired, and the superior train must approach the designated point at RESTRICTED SPEED prepared to stop, expecting to find the inferior train on the main track between siding switches without flag protection, and must take siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding. This form of train order must not be combined with any other form of order, and may contain only one waiting point.

(b) Exception to Form "Y":

Form "Y" Protection Order may be used to protect rear of passenger trains.

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS:**a. All Subdivisions**

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.

b. St. Louis-Holden-Eldorado Subdivisions

No. 77 is superior to No. 50.
No. 55 is superior to No. 54.
No. 57 is superior to No. 56.

c. Kansas City Subdivision

Mo. Pac. trains Nos. 11 and 12, more than thirty minutes behind either their schedule arriving or leaving time, lose both right and schedule, and can thereafter proceed only as per Special Instructions Rule 8-f.

d. Iola Subdivision

No. 59 is superior to No. 58.

e. Parsons Terminal

Between Poole and Signal 1357 (Kansas City Subdivision); trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains, engines or cars standing or moving in either direction on any track.

f. Osage Subdivision

Between MP A-166 and MP A-169 First Class trains run at RESTRICTED SPEED expecting to find AT&SF and Mo. Pac. yard engines without flag protection.

g. Oklahoma Subdivision

Between MP A-341, and Oklahoma City Psgr. Station trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED between these points, expecting to find other trains, engines or cars standing or moving in either direction on any track.

h. Joplin Subdivision

No. 63 is superior to No. 62.
Between Nettels and MP S-413 trains have no timetable superiority. Trains and engines will run at RESTRICTED SPEED expecting to find other trains and engines or cars standing or moving in either direction.

i. Cherokee Subdivision

No. 2 is superior to all trains.
No. 1 is superior to all trains except No. 2.

j. Choctaw Subdivision

No. 2 is superior to all trains.
No. 1 is superior to all trains except No. 2.
No. 6 run via Southward Track Staley to Olive. Single Track rules govern. Between SL-SF-MV Interlocking and Fon du Lac Street, Muskogee, trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains and engines or cars standing or moving in either direction on any track.
Between Signal 6605 (Denison) and T&NO Crossing, Leigh, south of Denison Passenger Station, trains have no timetable superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains and engines or cars standing or moving in either direction on any track.

2. EXCEPTION TO RULE 5: TIMETABLE OR TRAIN ORDER RESTRICTIONS APPLY AT:**a. St. Louis Subdivision**

First class trains and Psgr. extras taking siding at Franklin use old Hannibal Main and short "Wye" track.

b. Kansas City-Osage-Oklahoma Subdivisions

Moran—West Siding.
Erie—North Siding.
Osage—First class trains and Psgr. Extras at the track immediately east of station extending from the first main track switch north to first main track switch south of station.
Cushing—Second track west of Passenger Station.

c. Choctaw Subdivision

North McAlester—
(1) For first class trains and Psgr. Extras at siding between Crossovers Nos. 1 and 2.

(2) For second, third and fourth class trains and Frt. Extras, Track 8 between north switch and Crossover No. 2.

McAlester—

(1) For first class trains and Psgr. Extras at first track west of main track between south switch and Crossover No. 4.

(2) For second, third and fourth class trains and Frt. Extras at first track west of main track between south switch and Crossover No. 2.

Stringtown—

End of Two Main Tracks.

3. WHERE TRAINS WILL REPORT FOR CLEARANCE OTHER THAN REQUIRED BY RULE 83(a) (last paragraph):**a. Sedalia-Kansas City-Osage-Oklahoma-Neosho Subdivisions**

Cross, instead of North Yard.
Poole, instead of North Yard.
Poole, instead of Parsons.
Parsons, instead of North Yard.
Bartlesville—all trains.
Turner, instead of Oklahoma City.

b. Cherokee-Choctaw-Joplin-Tulsa Subdivisions

Poole, instead of North Yard and Parsons—Southward Cherokee and Joplin Subdivision trains.
Muskogee, KOG Interlocking Station, instead of Muskogee and Muskogee Yard—Northward Cherokee and Tulsa Subdivision trains.
Muskogee, SL-SF-MV Interlocking Station, instead of Muskogee and Muskogee Yard—Southward Choctaw Subdivision trains.
Staley, instead of Ray.

4. WHERE TRAINS NOT REQUIRED TO REPORT FOR CLEARANCE AS REQUIRED BY RULE 83(a) (last paragraph):

Unless train order signal displays "Stop", regular trains may leave their initial stations without clearance at following points:

a. St. Louis-Sedalia-Columbia-Moberly-Holden-Eldorado Subdivisions

McBaine, Nos. 50 & 51 Columbia, No. 51 Moberly, No. 53
Bryson, Nos. 54 & 55 Walker, No. 57 Eldorado Springs, No. 56

b. Iola Subdivision

Iola, No. 58.

5. REGISTER STATIONS

a. Paola—All trains register by ticket except Nos. 90 and 91.
Osage and Turner—First class trains register by ticket.
Following trains will register at other than register stations:

Station	Arrival		Departure	
	All trains	All trains	All trains	All trains
Baden				
Machens				
(by ticket)				
McBaine				
Sedalia	50			51
Bryson	54			55
Ladue (by ticket)	55			54
Tower (by ticket)	74-75			
Cross (by ticket)	5-6			
North Yard	All trains			All trains
Glen Park	All freight			All freight
North Yard	All freight			All freight
Cross (by ticket)	All except first class			All except first class
Poole (by ticket)	All except first class			All except first class
Monarch	Fourth class			Fourth class
North Yard	All freight			All freight
Muskogee Yard	All freight			All freight
North McAlester	All terminating			All originating
Ray	All terminating			All originating

6. RULE 99(j) AUTHORIZED ON:

- a. Louis-Sedalia Subdivisions between Steadman and Mo. Pac. Interlocking Sedalia.
- b. Kansas City Subdivision
- c. Cherokee-Choctaw Subdivisions

7. FORM Y TRAIN ORDER AUTHORIZED ON:

All subdivisions.

8. SPEED AND OTHER RESTRICTIONS:**a. Sedalia Subdivision**

1. 15 MPH over Mo. Pac. Shop Track crossing, Sedalia.
2. At Walnut, Diesel Engines 1651-1654 and 1026-1030 will not be operated within interlocking without at least one car due to short wheel base not actuating signal indications.

b. Columbia Subdivision:

Loaded cars, gross weight exceeding 210,000 pounds will not be handled.

c. Moberly Subdivision:

15 MPH 1200 feet in advance of and between Absolute Signals governing MKT-Wabash Railroad Crossing, Moberly.

d. Holden Subdivision:

1. All trains stop short of Highway 69 crossing at MP E-316, Pole 14, and Highway 169 crossing at MP E-329, Pole 18, then proceed at restricted speed until crossing is occupied by engine.
2. Loaded cars, gross weight exceeding 200,000 pounds will not be handled.
3. Diesel locomotives, gross weight exceeding 200,000 pounds will not be operated.

e. Eldorado Subdivision:

Loaded cars, gross weight exceeding 200,000 pounds will not be handled between Dederick and Eldorado Springs.

Trains use not less than one (1) hour between Walker and Eldorado Springs.

f. Kansas City Subdivision:

1. ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN PUZZLE SWITCH 700 FEET NORTH OF PAOLA PASSENGER STATION AND MO. PAC. JCT. INTERLOCKING SOUTH OF PAOLA PASSENGER STATION EXPECTING TO FIND MAIN TRACK OCCUPIED OR SWITCHES SET AGAINST THEM.
2. Moran, Psgr. trains 35 MPH, Frt. trains and light engines 25 MPH over Mo. Pac. Crossing.

g. Parsons Terminal:

Movement of trains is authorized without train orders between North Yard and Cross on two tracks, known as "Cutoff" and designated as:

- (1) West track for southward movements.
- (2) East track for northward movements.

Movements must use designated track unless otherwise instructed by Yardmaster.

Engine or cars not go beyond north end powerhouse, State Hospital. Normal position of:

East 16 crossover, from East Yard to West Yard, switches lined as needed.

Main track switch, north end lead North Yard to Neosho Subdivision main track, for the lead.

Klondike 11 crossover, from north lead to East Yard lead, north switch is for north lead.

h. Osage Subdivision

Poole, 20 MPH between Absolute Signals.
Mound Valley, 20 MPH between Absolute Signals.
Mound Valley, southward train holding main track, remain back of "Fouling Point" sign opposite Approach Signal, until northward train enters siding.

Southward trains or engines, 25 MPH MP A-170 pole 10 to MP A-170 pole 29 observing other restrictive conditions.

"DY" Jct. MP A-194.5, 15 MPH over switch.

"BE" Jct. MP A-198.2, 10 MPH through spring switch.

i. Oklahoma Subdivision

Bridge A-246.0, 25 MPH.

Hallett Tower, 20 MPH between Absolute Signals.

Gauntlet track MP A-271.4, passenger trains 20 MPH and freight trains 15 MPH between Absolute Signals.

Passing Deep Rock Refinery MP A-278, 20 MPH.

Barnard, OCA&A movements to MKT Main track must receive "CLEAR" indication per Rule 281 on signal 3417 and display a lighted red fusee on MKT Main track north of Barnard before opening switch or obstructing MKT Main track. This does not relieve approaching MKT trains or engines from moving at RESTRICTED SPEED.

Turner "H" track over Reno Avenue. Each movement, engine with or without cars, must come to a full stop before fouling and/or passing over street crossing.

j. Neosho Subdivision

Trains handling loaded cars of 70 tons or heavier, not exceed 20 MPH over following bridges: B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-97.2, B-112.3, B-144.0, B-151.6, B-152.2.

Diesel units having 6 axles or less may be operated without restrictions either singly or in combination of not more than two units.

Monarch, all trains flag Highway crossing over cement lead.

Emporia Jct., 20 MPH between Absolute Signals.

Emporia, all trains flag 6th Avenue crossing.

Council Grove Tower, 20 MPH between Absolute Signals.

Council Grove, all trains flag Main St. crossing.

k. Cherokee-Choctaw-Tulsa Subdivisions

Oswego—Nos. 7 and 8—40 MPH passing station to dispatch mail.

Vinita—15 MPH through SL-SF Connection.

Pryor—Nos. 2 and 8—40 MPH passing station to pick up mail.

Muskogee—Passenger trains not exceed 40 MPH, freight trains 10 MPH between KOG and SL-SF—MV Interlocking Stations, observing Special Instructions Rule 1-j. All trains, 40 MPH between SL-SF—MV Interlocking Station and MP 505.

North McAlester—Engine of all trains 20 MPH over Stonewall Avenue.

Atoka—No. 7—50 MPH passing station to dispatch mail.

No. 8—10 MPH passing station to pick up mail.

Durant—40 MPH with current of traffic, 10 MPH against current of traffic, between KOG and SL-SF Interlocking Stations.

Tulsa—20 MPH between Absolute Signals ATSF—SL-SF—MV Interlocking Station, and RESTRICTED SPEED between ATSF—SL-SF—MV Interlocking Station and Tulsa Union Depot.

l. Denison-Ray Terminal

Denison—20 MPH over Street Crossings.

15 MPH over Puzzle Switch north of Psgr. Station.

Ray—10 MPH over Humps.

Derailing switch on main track 230 feet north of Signal 6608, north of Denison Passenger Station, is trailing for southward movements and hand operated for northward movements. It must be handled by crew of northward movements unless in charge of yardmen. This derailing switch does not actuate block signals.

Hand throw derail, 90 feet north of running track, No. 1 switch, on outbound track, Warner cutoff.

m. All Subdivisions

1. "Capacity of Sidings" as shown on schedule pages is based on 48 feet per car less 160 feet allowable for 3 unit Diesel engine.
2. Diesel electric engines shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail of more than 5 inches, except as noted below;

Type of Diesel Engine	Maximum Depth of Water Over Top of Rail
EMD Passenger (EA-7 & E-8-36" wheels)	3 inches
Alco-GE 70 ton (Road Switcher-36" wheels)	3 inches
Maximum speed in all cases shall not exceed three (3) MPH.	

Depths given above are to provide emergency passage through water over top of rail and are not to be considered safe for continuous operation.

A switch engine that might be required to switch through water continuously, water depth should not exceed top of rail, maximum speed three MPH.

3. Trains or engines approaching street or highway crossing protected by automatic crossing signals observe the following:
When train or engine has stopped before crossing is reached or if movement has been made over crossing, it must be known crossing signals are operating before crossing is occupied. If the crossing signals are not operating, crossing must be flagged. Flashing light signal units are equipped with side lights which will indicate when the lights are burning. Otherwise, the crossing bell will indicate signal operation.
4. At locations specified, in order to actuate automatic crossing signals, following speed restrictions govern.
Sedalia, 25 MPH on main track, 5 MPH on siding over Engineer Street crossing MP 226.6.
Coffeyville, 15 MPH on main tracks, 5 MPH on other tracks between MP A-167 and MP A-169. On tracks 1 and 2 over 6th and 7th Streets and Long Bell track over 10th Street, trains and engines stop before fouling and/or passing over crossings.
North switch Sutton and "BE" Jct., 15 MPH.
Oklahoma City, MP A-343.9 and CRI&P Crossing MP A-343.2, 15 MPH.

9. CROSSOVERS

a. Choctaw Subdivision

North McAlester-McAlester

- No. 1—just south of Stonewall Ave.
- No. 2—just south of Coal Chute.
- No. 3—at Monroe Ave.
- No. 4—just north of overpass north of CRI&P R.R. Crossing.

Atoka

- No. 2—just south of Court Street.
- No. 3—South end of yard.

10. MOVEMENTS BY SIGNAL INDICATION (Rules 400, 402, 403 and 404):

- a. Between Poole and north switch siding, Labette.
- b. Between south switch siding, Pryor and north switch siding, Smith.
- c. Between north switch siding, Chase and Fon du Lac Street, Muskogee.
- d. Between Blue and Olive.
- e. Between interlocking limits of Staley and Ray via freight main track, Warner cutoff.

11. REMOTE CONTROL SIDINGS RULE 425:

a. Sedalia Subdivision

- Tower.
- Griffith.

b. Cherokee Subdivision

- Vinita.

12. REMOTE CONTROL SWITCHES:

a. Sedalia Subdivision

- Tower, north switch siding.
- Griffith, south switch siding.

b. Osage Subdivision

- "DY" Jct. MP A-194.5.

13. SPRING SWITCHES: Designated by letter "B" attached to switch stand.

a. Sedalia Subdivision:

- | | |
|-------------------|-----------------------|
| Hoffman..... | South switch siding. |
| Clifton City..... | North switch siding. |
| Beaman..... | North switch siding. |
| Mahaney..... | North switch siding. |
| Lindale..... | Both switches siding. |

b. Kansas City-Osage-Oklahoma Subdivisions:

- | | |
|--------------|---------------------------|
| Beagle..... | North switch siding. |
| Parker..... | Both switches siding. |
| Kincaid..... | Both switches siding. |
| Moran..... | North switch west siding. |

- | | |
|---------------------------|----------------------------------|
| Kimball..... | Both switches siding. |
| "BE" Jct. MP A-198.2..... | MKT-AT&SF connection. |
| Osage..... | South switch yard to main track. |

c. Cherokee-Choctaw Subdivisions—Denison-Ray Terminal

- | | | | |
|---------------|----------------------|-----------------|----------------------|
| Garvin..... | North switch siding | Chicotah..... | South switch siding |
| Chetopa..... | South switch siding | Bond..... | Both switches siding |
| Welch..... | North switch siding | Reams..... | Both switches siding |
| Winders..... | South switch siding | Hanks..... | Both switches siding |
| Adair..... | Both switches siding | McAlester..... | South switch siding |
| Chouteau..... | South switch siding | Kiowa..... | Both switches siding |
| Wagoner..... | South switch siding | Burg..... | Both switches siding |
| Gibson..... | North switch siding | Stringtown..... | North switch siding |
| Chase..... | Tulsa Subdivn. Jct. | Blue..... | End Two Main Tracks |
| Meyer..... | Both switches siding | Olive..... | End Two Main Tracks |

East End Ray Yard, intersection of inbound track with Warner cutoff MP 660.1.

East End "A" Yard, Ray, MP 660.8, where Crossover No. 3 to cutoff between Ray and Dallas Jct. turns out of running track No. 1. Southward movements from Warner cutoff trail through this switch. Low type color light Signal 6607 protects and display of "lunar" aspect indicates switch points in normal position.

West End Ray Yard, west end of crossover from Pottsboro cutoff to tail track, MP 662.8 (Color light Signal 6630, protecting this switch is affected by position of switch, or by movement between the signal and east end of crossover, or by switch at east end of crossover, intersecting tail track, being lined for crossover. Block indicator east end crossover must be examined before movements are made from "B" Yard onto Pottsboro cutoff through spring switch. This indicator displays "block occupied" when movement is between point one mile west of Signal 6648 and spring switch at west end of crossover).

14. TWO MAIN TRACKS:

a. Choctaw Subdivision

- Stringtown, MP 602.6, to Blue, MP 643.1 and Olive, MP 648.2, to Staley, MP 655.9.

15. AUTOMATIC BLOCK SIGNALS BETWEEN:

a. St. Louis-Sedalia Subdivisions:

- MP 53.3 and MP 61.4
- MP 97.9 and MP 102.4
- MP 121.9 and MP 227.0
- MP 227.7 and MP 228.8
- MP 286.1 and MP 290.2
- MP 381.5 and MP 383.5

Northward movements entering yard Franklin should not pass Signal 1892 until switch is lined for train to enter yard. Southward movements leaving yard should not close main track switch until entire train has passed Signal 1892. Movements from Yard to main track at south switch and thence northward on main track should move south of Signal 1892 and be governed by indication of that signal.

Southward trains on main track restricted at Appleton City remain back of fouling point sign just south of north siding switch if necessary, to prevent Signal 2874 from displaying "STOP" indication.

b. Kansas City-Osage-Oklahoma Subdivisions:

- Paola and Parsons.
- MP A-193.1 and MP A-194.2
- MP A-240.9 and MP A-247.0
- MP A-341.7 and MP A-343.2

c. Cherokee-Choctaw Subdivisions:

- Poole and Fon du Lac Street, Muskogee.
- SL-SF—MV Interlocking, Muskogee and Stringtown.
- Stringtown and Blue (Both tracks) with current of traffic only.
- Blue and Olive.

Olive and Staley. Northward track with current of traffic. Southward track both directions.

Staley and Signal 6608, Denison.

Staley and Signal 6601, Ray via Warner cut off.

At Winders, trains on siding may pass southward Low signal indicating "STOP" ONLY after a northward train clears south switch of siding, Signal displaying "PROCEED".

Northward Absolute Signal just south SL-SF Interlocking, Vinita, also protects northward movements over spring switch south end siding Winders.

Northward Signal 4992, south end siding Chase, also protects north-

ward movements over spring switch Tulsa Subdivision Jct. Northward Psgr. trains stand back to clear southward movements to other tracks while Absolute Signal at Fon du Lac Street Muskogee remains at "STOP". If Signal is inoperative movement will be made on instructions of Yardmaster.

Denison-Ray Terminal

Southward movements from any point south of Signal 6585, just south of Reddam Spur, to north end of Ray Yard over Warner cutoff, must be completed by moving through spring switch on inbound track, in clear of Absolute Signal at MP 660.0, before beginning northward movement.

Yard movements enroute Gavrin Press Inc. MP 660.0 Warner Cutoff use outbound track from Ray Yard, stop clear of inbound track, communicate with Control Operator Staley Interlocking and if no opposing movement Control Operator will clear northward Absolute Signal MP 660.0. Then if track can be seen clear to signal, movement may proceed to Gavrin track switch, passing Absolute Signal MP 660.0 displaying "STOP" indication to enter Gavrin track (opening switch causes signal to display this indication). Leave switch lined for Gavrin track while using track. Movement returning to cutoff from Gavrin track may pass signal 6601 displaying "STOP" indication, but comply with Rule 104(a) at spring switch MP 660.0.

16. FLOOD INDICATORS:

a. St. Louis Subdivision:

Location	Affects Signals
MP 184.2	1841 and 1850

b. Cherokee-Choctaw Subdivisions:

Location	Affects Signals
MP 388.5	3871 and 3886
391.0	3907 and 3924
407.2	4069 and 4076
413.6	4131 and 4148
434.0	4333 and 4344
440.2	4401 and 4410
443.6	4433 and 4450
455.5	4547 and 4562
460.2	4595 and 4618
465.0	4639 and 4656
493.2	4921 and 4938
518.1	5179 and 5186
519.4	5179 and 5200
521.8	5211 and 5232
612.4	6103 and 6138
638.0	6365 and 6388

Trains finding these signals displaying "STOP" indication will also lookout for track washed out or damaged by high water.

17. SLIDE INDICATORS:

a. Choctaw Subdivision

Location	Affects Signals
MP-592.0	5917 and Northward Absolute Signal Burg
MP-592.1	

Trains finding these signals displaying "STOP" indication will also lookout for boulders or earth slides on track.

18. AUXILIARY SIGNALS:

a. Sedalia Subdivision:

"Calling-on" indication of Train Order Signal, North Clinton, per Rule 221(a) repeated on Automatic Block Signal 2637 at north siding switch. "Calling-on" indication of Train Order Signal, Lindale, per Rule 221(a), repeated on Automatic Block Signal 2873 at north siding switch.

b. Parsons Terminal:

Color light signal on pole north of scale house near North Yard Office indicates operator Poole ready for movement;

- (1) "Green" Cherokee Subdivision.
- (2) "Yellow" Osage Subdivision.

If light absent be governed by instructions of Yardmaster.

c. Cherokee-Choctaw Subdivisions

Color lights on pole, opposite Stock Yard, Muskogee, indicates operator is ready for movement and classification signals to be displayed:

- (1) "Green"—Cherokee Subdivision.

(2) "Yellow"—Tulsa Subdivision.

(3) "Black letter S" lighted back ground—display green classification signals.

(4) "Black letter X" lighted back ground—display white classification signals.

If light absent be governed by hand or lamp signal from Operator.

Color light signal on pole just west of scale house, Muskogee Yard, displaying "Green", will authorize southward movements from yard to SL-SF—MV Interlocking without train orders. When light absent, be governed by instructions of Yardmaster.

Light Unit located on mast of Absolute Signal at Fon du Lac Street, Muskogee, when displaying "Lunar" indicates No. 4 track switch located at this signal and crossover switch located in main track about 200 feet north of signal are lined for train yard, northward movements may then be made without stopping at signal. If Lunar unit is not burning, northward trains must stop before fouling No. 3 track and, if seen or known, that no opposing main track movements are approaching and route is unobstructed, may proceed under flag protection to crossover switch. Switch No. 4 or crossover switch to yard, must not be changed from main track position while a main track movement is approaching.

19. RAILROAD CROSSINGS

a. Sedalia Subdivision

Mahaney	MP 226.3, Mo. Pac. R.R., Interlocking.
Sedalia	MP 227.7, Mo. Pac. R.R., Gate. Normally against Mo. Pac. Rule 98.
No. Clinton	MP 265.4, SL-SF R.R., Interlocking.
Tower	MP 316.7, Mo. Pac. R.R., Interlocking.
Ft. Scott	MP 337.4, SL-SF R.R., Stop signs. Rule 98.
Ft. Scott	MP 337.6, Mo. Pac. R.R., Stop signs. Rule 98.
Griffith	MP 339.1, Mo. Pac. R.R., Interlocking.
Walnut	MP 365.0, AT&SF R.R., Automatic Interlocking. Operating instructions posted at crossing.
Cross	MP 383.5, M-K-T R.R., Interlocking.

b. Moberly Subdivision

Moberly—MP O-70.5, Wabash R.R., Automatic Interlocking. Operating instructions posted at crossing.
Higbee—MP O-79.7, GM&O R.R., Gate. Normally against M-K-T. Rule 98.

c. Holden Subdivision

Harrisonville—MP E-297.5, Mo. Pac. R.R. Electrically locked Gate—Normally against M-K-T. Instructions in mechanism case. Rule 98.
Harrisonville—MP E-298.0, SL-SF R.R., Stop Signs. Rule 98.
Paola—MP E-329.9, Mo. Pac. R.R., Electrically locked Gate—Normally against M-K-T. Instructions in mechanism case. Rule 98.
Paola—MP E-330.4, SL-SF Ry. Trains or engines desiring to move over SL-SF crossing must, before fouling the crossing, communicate with SL-SF dispatcher for authority to use crossing and for authority to pass "A" signal displaying "STOP" indication. SL-SF dispatcher telephone located in booth east of crossing or SL-SF Passenger Station. After authority secured to use crossing, derails, which operate in connection with switches, must be operated to clear route. Instructions on sign at crossing governs operation of switches and derails. Rule 98.

d. Kansas City Subdivision

Paola	MP A-43.4, Mo. Pac. R.R. Interlocking.
Moran	MP A-94.8, Mo. Pac. R.R. Interlocking.
Erie	MP A-119.9, AT&SF Ry. Interlocking.
Cross	MP A-133.7, M-K-T R.R. Interlocking.

e. Osage Subdivision

Poole—MP A-137.3, SL-SF Ry. Interlocking.
Mound Valley—MP A-149.0, SL-SF Ry. Automatic Interlocking. Rule 344.
Coffeyville—MP A-167.2, AT&SF Ry. Gate. Normally against AT&SF. Rule 98.
Coffeyville—MP A-168.3, Mo. Pac. R.R. Stop Signs. Rule 98.
South Coffeyville—MP A-170.9, Mo. Pac. R.R. Interlocking.
Nalagony—MP A-217.5, MV R.R. Gate. Normally against MV. Rule 98.

f. Oklahoma Subdivision

Hallett Tower—MP A-257.5, SL-SF Ry. Automatic Interlocking. Instructions in mechanism case. Rule 344.
Gauntlet Track—MP A-271.4, AT&SF Ry. Automatic Interlocking. If Absolute Signal does not clear, train should stop within 100 feet of sig-

nal and if no opposing or AT&SF trains approaching, move train by signal but stop clear of AT&SF track. If AT&SF signal can then be seen at "STOP", flagman will cross bridge and if opposing AT&SF and M.K.T. signals are at "STOP", flagman may give proceed signal. If any opposing Absolute Signal does not indicate "STOP" full protection must be given before fouling gauntlet. When necessary to stop between Approach and Absolute Signal for reason other than "STOP" Absolute Signal, stop must be made at least 100 feet in advance of Absolute Signal until ready to proceed, then move to within 100 feet of Absolute Signal. If signals inoperative notify M.K.T. dispatcher. Telephone north end of bridge. Barnard—MP A-341.5, CRI&P R.R. Stop Signs. Rule 98. Oklahoma City—MP A-343.2, CRI&P R.R. Stop Signs. Rule 98.

g. Neosho Subdivision

Chanute—MP B-23.7, AT&SF Ry. Gate. Normally against M.K.T. Rule 98. Chanute—MP B-26.8, AT&SF Ry. Electrically locked Gate. Normally against M.K.T. Instructions in mechanism case. Rule 98. Piqua—MP B-44.2, Mo. Pac. R.R. Gate. Normally against M.K.T. Rule 98. Moody—MP B-55.6, Mo. Pac. R.R. Electrically locked Gate. Normally against M.K.T. Instructions in mechanism case. Rule 98. Burlington—MP B-67.5, AT&SF Ry. Stop Signs. Rule 98. Emporia Jct.—MP B-94.9, AT&SF Remote Control Interlocking controlled by AT&SF dispatcher Emporia. If Absolute Signal does not clear when approach section occupied, communicate with AT&SF dispatcher by telephone located in box near absolute signal, and be governed by his instructions. If unable to communicate and no conflicting movement on AT&SF, move engine beyond Absolute Signal, but do not foul AT&SF tracks, then after proper flag protection has been afforded against movements on all AT&SF tracks, may proceed through Interlocking. Council Grove Tower—MP B-119.9, Mo. Pac. R.R. Interlocking. White City—MP B-137.9, CRI&P R.R. Electrically locked Gate. Normally against M.K.T. Instructions in mechanism case. Rule 98.

h. Cherokee Subdivision

Poole—MP 387.1, SL-SF Ry., Interlocking. Oswego—MP 400.9, SL-SF Ry., Interlocking. Chetopa—MP 410.2, Mo. Pac. R.R., Interlocking. Vinita—MP 439.0, SL-SF Ry., Interlocking. Wagoner—MP 488.1, Mo. Pac. R.R., Interlocking. Muskogee Yard—MP 501.7, KOG R.R., Interlocking.

i. Choctaw Subdivision

Muskogee—MP 503.9, SL-SF—MV R.R., Interlocking. McAlester—MP 566.0, CRI&P R.R., Gate. Rule 98. Durant—MP 640.8, KOG R.R., Interlocking. Durant—MP 641.4, SL-SF Ry., Interlocking. Staley—MP 655.9, SL-SF Ry., Interlocking.

j. Tulsa Subdivision

Sand Springs—MP Z-270.8, SSI R.R. Stop Signs. Rule 98. Sand Springs—MP Z-272.4, SSI R.R. Stop Signs. Rule 98. Tulsa—MP Z-278.1, SSI R.R. Street Car Crossing. Tulsa—MP Z-278.2, AT&SF—SL-SF—MV R.Rs., Interlocking.

k. Joplin Subdivision

Cokedale—MP S-412.9, Mo. Pac. R.R. Stop Signs. Rule 98. Columbus—MP S-418.3, NEO R.R. Gate. Normally against NEO. Rule 98. Columbus—MP S-418.7, SL-SF R.R., Interlocking. Crain—MP S-427.6, KCS R.R. Gate. Normally against KCS. Rule 98. Galena—MP S-431.5, SL-SF R.R. Gate. Normally against SL-SF. Rule 98.

20. YARDS PROTECTED BY YARD LIMIT SIGNS:

St. Louis Subdivision

New Franklin } One Yard
Franklin

Sedalia Subdivision

Franklin } One Yard
Boonville

Sedalia
Clinton
Nevada
Ft. Scott

Parsons } One Yard
North Yard
Cross

Columbia Subdivision

Columbia

Moberly Subdivision

Moberly
New Franklin } One Yard
Franklin

Holden Subdivision

Paola

Kansas City Subdivision

Paola } One Yard
South Paola
Cross } One Yard
North Yard
Poole

Iola Subdivision

Iola

Osage Subdivision

North Yard } One Yard
Poole
Hunter } One Yard
Coffeyville
South Coffeyville
Dewey Stock Yard } One Yard
Dewey
"DY" Jct.
"BE" Jct. } One Yard
Sutton
Mahan } One Yard
Osage

Oklahoma Subdivision

Osage } One Yard
Mindeman
Yale } One Yard
Cushing
Owanda } One Yard
Oklahoma City

Tulsa Subdivision

Osage
Tulsa
Wybark

Neosho Subdivision

North Yard } One Yard
Poole
Chanute } One Yard
Monarch
Humboldt
Piqua
Emporia
Junction City

Cherokee Subdivision

Parsons } One Yard
North Yard
Muskogee Yard } One Yard
Muskogee

Choctaw Subdivision

Muskogee Yard } One Yard
Muskogee
Hanks
Frink } One Yard
M.P. R-1.4 Wilburton
Subdiv.
Stringtown
Atoka
Durant

Staley } One Yard
Denison
Ray

Joplin Subdivision

Garvin } One Yard
Nettels
West Mineral
M.P. S-413
Columbus
Military
Galena
Joplin

STOP

Damage to Freight

By Coupling Cars

NOT OVER 4 MPH

21. STANDARD TIME:

a. Standard Clocks Located At:

Baden
Telegraph Office
Lindale
Telegraph Office
Franklin
Telegraph Office
Sedalia
Telegraph Office

Tower
Telegraph Office
Kansas City
Telegraph Office
Glen Park
Yard Office
Enginehouse

Parsons Terminal Telegraph Office, Psgr. Sta. Yard Office Diesel Shop	Muskogee Ticket Office Yard Office
Coffeyville Telegraph Office	No. McAlester Telegraph Office
Osage Telegraph Office Enginehouse	Denison Telegraph Office, Psgr. Sta. Dispatchers Office Callers Office
Cushing Telegraph Office	Ray Yard Office Enginehouse Office
Oklahoma City Passenger Station	Tulsa Telegraph Office
Turner Yard Office Enginehouse	Joplin Telegraph Office
Junction City Telegraph Office	

b. Watch Inspectors:

St. Louis	American Railroad Time Service, 720 Olive St. R. P. Wiggins and Co., 1920 Market St. Chas. F. Schmidt, 8328 Halls Ferry Road
Boonville	Gmelich & Schmidt Jewelry Co.
Sedalia	Reed & Son.
Appleton City	Granville L. McQueen
Nevada	King Jewelry Company
Kansas City, Mo.	J. H. Mace Co., Union Station Helzberg Jewelers, 1100 Walnut St.
Kansas City, Kans.	Mace's-Jones, 726 Minnesota
Paola	Carpenters Jewelry
Parsons	Pfeiffer Jewelry Co., 1810 Main St.
Coffeyville	A. C. Hamlin
Osage	J. Skelton
Cleveland	Giddens Jewelry Co.
Cushing	N. C. McCoys
Oklahoma City	B. C. Clark, 113 N. Harvey The House of Time, 212 American National Bldg. Weber's, 129 West Grand
Junction City	W. G. Glick
Vinita	M. Silva
Pryor	J. M. Leslie
Muskogee	Standard Jewelry Co.
McAlester	C. A. White Forrester's Jewelry, 103 Choctaw
Denison	J. B. Rockwell
Joplin	Tic-Tic Time, John N. Reeder 710 Main St.
Tulsa	Gray's Jewelers Fred O. Gumm A. Padevic

22. GENERAL ORDER BOOKS LOCATED AT:

Baden Yard Office Enginehouse	Kansas City Telegraph Office
Franklin Telegraph Office	Glen Park Yard Office Enginehouse
Sedalia Telegraph Office	
Lindale Telegraph Office	

Parsons Terminal Telegraph Office, Psgr. Sta. Yard Office Crawford Avenue Psgr. Station Basement Diesel Shop	Muskogee Psgr. Station Yard Office
Coffeyville Enginehouse	No. McAlester Telegraph Office Enginehouse
Bartlesville Switchmen's Bldg.	Denison Telegraph Office Callers' Office Engineers Washroom
Osage Telegraph Office Enginehouse	Ray Yard Office Enginehouse Office
Cushing Telegraph Office	Tulsa Telegraph Office Dump Track, Locker Room
Turner Yard Office Enginehouse	Pryor Passenger Station
Oklahoma City Register Room	
Junction City Telegraph Office	

23. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:

a. St. Louis-Sedalia-Columbia-Moberly-Holden Subdivisions

Station	Location	End Connected	Capacity
Black Walnut	MP 29.9	Both	28
Cul-De-Sac	MP 35.2	North	4
Bangert	MP 41.3	South	10
Watts	MP 56.9	Wye	
Defiance	MP 59.1	South	10
Klondike	MP 64.2	Both	28
Nona	MP 69.5	North	5
Peers	MP 81.2	NS	
Case	MP 97.0	North	13
Wilton	MP 157.5	North	8
Providence	MP 165.3	NS	
New Franklin	MP 188.3	Yard	
North Boonville	MP 190.7	South	Yard
Pleasant Green	MP 209.2	Both	15
Calhoun	MP 255.5	Both	16
Pioneer	MP 286.7	South	25
Hollister	MP 347.7	South	Mine
Brunkhorst	MP V-173.4	North	8
Estill	MP O-101.5	Both	4
West Line	MP E-311.4	Both	28
			6

b. Kansas City-Osage-Oklahoma-Neosho-Iola Subdivisions

Bangor	MP A-50.7	South	16
Selma	MP A-78.5	North	5
Bayard	MP A-89.0	South	12
Hertha	MP A-126.3	North	16
Penfield	MP A-152.3	South	8
Dewey Stock Yards	MP A-192.0	Both	10
Fite	MP A-204.3	North	21
Kiheki	MP A-213.6	North	15
Pershing	MP A-221.0	Both	26
Manion	MP A-231.6	North	6
Mindeman	MP A-249.3	Both	30
Gano	MP A-277.6	Both	33
Petrolia	MP B-30.5	South	5
Monarch	MP B-34.0	Both	Yard
Brown	MP B-63.6	Both	17
Normal	MP B-97.0	South	2
Downing	MP B-127.1	Both	17
Flint	MP B-129.3	South	2
Parkerville	MP B-132.6	Both	14
LaHarpe	MP T-102.1	Both	20

c. Cherokee-Choctaw-Joplin-Tulsa-Wilburton Subdivisions

Green	MP 457.9	North	8
Horner	MP 483.7	North	10
Rentiesville	MP 520.3	NS	
Crowder	MP 551.2	NS	

Savanna	MP	574.5	North	4
Gap	MP	591.6	North	6
Wasseta (Northward track)	MP	633.4	North	2
Armstrong (Southward track)	MP	636.6	South	14
Star Valley	MP	S-404.5	North	7
Abbey	MP	S-418.0	Both	52
Quaker	MP	S-424.2	Both	23
Crain	MP	S-427.3	Both	11
Horn	MP	S-433.9	South	12
Chitwood	MP	S-437.3	North	20
Bear Mountain	MP	S-437.5	Both	5
Ellis	MP	Z-262.4	Both	20
Fair Grounds Spur	MP	Z-281.0	North	50
Budd	MP	Z-282.7	South	7
Lane	MP	Z-284.0	South	20
Oneta	MP	Z-296.9	Both	20
Tullahassee	MP	Z-318.4	Both	20
Anchor	MP	Z-319.8	North	15
Benmartin	MP	Z-320.4	NS	
Sand Spur	MP	Z-323.6	South	30
Richville	MP	R-6.3	South	Mine Track
Carbon	MP	R-3.0	Both	Mine Track
Gaines	MP	R-11.5	North	9
Manning	MP	R-15.0	South	Mine Track

24. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

For Revenue Passengers only unless otherwise provided.

a. St. Louis-Sedalia Subdivisions:

Train	Station
5, 6	Defiance
5, 6	Klondike
5, 6	Peers
5, 6	Case
5, 6	Wilton
5, 6	Pleasant Green

New Franklin and Calhoun - Regular stop for trains 5 and 6.

Nos. 5 and 6, West Alton, to or from MKT stations.

Nos. 5 and 6 exchange mail from mail box or depot at:

Defiance	Portland
Matson	Steedman
Dutzow	McBaine
Peers	Rocheport
Bluffton	Clifton City

b. Kansas City Subdivision:

Train	Station
Nos. 25-26	Selma
Nos. 25-26	Bayard

No. 25 flag stops for passengers only, except Saturday, Sunday, and Holidays flag stops for passengers, and head end traffic.

No. 26 flag stops for passengers, and head end traffic.

Conductors will ascertain from postal clerk and express messenger-baggageman stops necessary to comply with the above.

Agents, station employes, caretakers, and mail messengers may flag trains Nos. 25-26 as outlined.

No. 27 Erie to discharge passengers from Kansas City and beyond and receive passengers for regular stops for train No. 27-7.

No. 28 Erie to discharge passengers from Parsons and south and to receive passengers for Kansas City and beyond.

c. Osage Subdivision:

Train	Station
Nos. 25-26	Pershing

d. Iola Subdivision:

Train	Station
Nos. 58-59	LaHarpe
Nos. 58-59	Gas

e. Cherokee Subdivision:

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

No. 7 Oswego, Chetopa and Wagoner to receive for south of Denison and discharge from Kansas City.

No. 8 Pryor, Chetopa and Oswego to receive for Kansas City and discharge from south of Denison.

f. Choctaw Subdivision:

No. 1 Durant to receive for points south of Denison that are regular stops for No. 1 and to discharge from points that are regular stops for No. 1.

No. 2 Durant to discharge from points south of Denison that are regular stops for No. 2 and to receive for points that are regular stops for No. 2.

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

No. 7 Atoka to discharge or receive to and from points that are regular stops for No. 7.

No. 8 Atoka to discharge or receive to and from points that are regular stops for No. 8.

g. Tulsa Subdivision:

Nos. 64 and 65 Tullahassee and Benmartin to discharge or receive.

h. Following Freight Trains Carry Passengers:

Nos. 60 and 61 - Neosho Subdivision.

Nos. 58 and 59 - Iola Subdivision.

Nos. 62 and 63 - Joplin Subdivision.

Nos. 94 and 95 - Wilburton Subdivision.

25. GOVERNING TIMETABLE AND RULES:

a. CB&Q R.R. between Machens and North Market, St. Louis.

b. T.R.R.A. between North Market and Union Station, St. Louis.

c. Kansas City Terminal Railway, over tracks at Kansas City.

d. SL-SF Ry. between Paola and Kansas City Terminal tracks.

e. AT&SF Ry. between "DY" Jct. and "BE" Jct.

f. OCA&A trains use MKT tracks between Barnard and Oklahoma City.

g. North Texas Division between Staley, Ray and Denison.

h. Small figures shown at St. Louis, Baden, New Franklin, Kansas City, Glen Park, Parsons, Muskogee, Bartlesville and Tulsa Union Depot for information.

26. IMPAIRED CLEARANCES:

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

Subdivision	Mile Post	
St. Louis	93.4	Bridge
St. Louis	178.9	Rocheport Tunnel.
Columbia	V-173.4	Bridge.
Columbia	V-174.2	Bridge.
Kansas City	A-0	Train shed, passenger station, Penn. Ave. Tower, K. C. Terminal Ry.
Kansas City	A-43	Train order delivery staff between main track and siding.
Neosho	B-152.2	Bridge.
Choctaw	620.1	Bridge—both tracks.
All	Various	All Mail cranes when pouches are hung.

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

Subdivision	Mile Post	
St. Louis	93.4	Bridge.
St. Louis	178.9	Rocheport Tunnel.
Sedalia	255.3	Overpass.
Holden	E-284.3	Bridge.
Holden	E-305.3	Bridge.

Holden	E-323.6	Bridge.
Moberly	O-92.7	Bridge.
Columbia	V-171.6	Bridge.
Kansas City	A-6.5	Highway overpass, SL-SF joint track.
Neosho	B-34.2	Bridge.
Neosho	B-58.3	Bridge.
Neosho	B-77.4	Bridge.
Neosho	B-97.2	Bridge.
Neosho	B-112.3	Bridge.
Neosho	B-151.6	Bridge.
Neosho	B-152.2	Bridge.
Choctaw	503.6	Viaduct Court Street, all tracks.
Choctaw	623.3	Overpass, northward track.
Choctaw	644.6	Overpass, both tracks.
Tulsa	Z-276.6	Overpass, Union Avenue.
Joplin	S-440.7	Train shed, Joplin Union Station.

It is dangerous to stand erect on top of engine, a high load on open top car, or on top of a covered car, also on side of a car or engine while passing through bridges, by buildings, platforms and other structures along side main and other tracks, due to the fact that engines, cars and loads on open top cars are various heights and widths, which impairs clearances.

27. ENGINE WHISTLE OR HORN SIGNAL:

a. Cross:

Kansas City to Parsons, or reverse.....	—	—
Kansas City to North Yard, or reverse.....	—	o
Sedalia to North Yard, or reverse.....	o	o
Sedalia to Parsons, or reverse.....	o	o

b. Poole:

Cherokee Subdivision main track, to or from Passenger station.....	—	o
Osage Subdivision main track, to or from Passenger station.....	—	o

Cherokee Subdivision main track, to or from	_____
Cherokee Subdivision freight lead.....	_____
Osage Subdivision main track, to or from	_____
Osage Subdivision freight lead.....	_____
Through south cross-over.....	o
Through north cross-over.....	o o o

c. All Other Interlockings:

Main Track to Main Track.....	_____
Main Track to Siding, or reverse.....	— o —
Main Track to Industry or Transfer Track, or reverse.....	— o o —
Main Track to Branch Line or to Main Track of other Railroad, or reverse.....	o o —

28. ABBREVIATIONS:

W—Diesel engine water	F—Diesel Fuel
G—Generator water	D—Day Telegraph Office only
T—Turntable	N—Day and Night Telegraph Office
S—Track Scales	NO—Night Telegraph Office only
Y—Wye	NS—No Siding
P—Telephone	

The following letters before figures of schedule indicate:

- “s”—Regular stop.
- “f”—Flag stop to receive or discharge passengers or freight.
- “m”—Stop for meals.

29. ABBREVIATIONS IN CONNECTION WITH MP LOCATIONS:

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

EMPLOYEES' HOSPITAL ASSOCIATION
Dr. Roland S. Kieffer, Chief Surgeon, 1832 Railway Exchange
Building, St. Louis 1, Missouri
LOCAL SURGEONS

Station	Name	Title
F Americus	Dr. Albert Beam	Local Surgeon
F Appleton City	Dr. R. A. Slickman	Local Surgeon
F Atoka	Dr. T. H. Briggs	Local Surgeon
F Atoka	Dr. A. C. Fina	Local Surgeon
F Atoka	Dr. C. D. Dale	Local Surgeon
F Bartlesville	Dr. Forrest S. Etter	Local Surgeon
F Boonville	Dr. T. C. Beckett	Division Surgeon
F Boonville	Dr. W. E. Stone	Local Surgeon
F Broken Arrow	Dr. W. H. Nowlin	Local Surgeon
F Burlington	Dr. A. B. McConnell	Local Surgeon
F Caddo	Dr. Roy L. Cochran	Local Surgeon
F Chanute	Dr. R. Herbert Rollow	Local Surgeon
F Checotah	Dr. F. R. First	Local Surgeon
F Chetopa	Dr. Robert A. Dobratz	Local Surgeon
F Cleveland	Dr. E. T. Robinson	Local Surgeon
F Cleveland	Dr. M. L. Saddoris	Local Surgeon
F Clinton	Dr. G. S. Walker	Local Surgeon
F Clinton	Dr. Hugh B. Walker	Local Surgeon
F Coffeyville	Dr. J. H. Low	Local Surgeon
F Coffeyville	Dr. Homer L. Bryant	Oculist
F Columbia	Dr. Karl D. Dietrich	Local Surgeon
F Columbia	Dr. Frank G. Nifong	Consulting Surgeon
F Columbia	Dr. C. R. Bruner	Local Surgeon
F Columbus	Dr. C. C. Fuller	Local Surgeon
F Columbus	Dr. G. B. Athy	Local Surgeon
F Council Grove	Dr. B. E. Miller	Local Surgeon
F Cushing	Dr. W. Orville Davis	Local Surgeon
F Cushing	Dr. E. O. Martin	Asst. to Chf. Surg.
F Denison	Dr. Thomas A. Moorman	Division Surgeon
F Denison	Dr. D. H. Brandt	Asst. Div. Surgeon
F Denison	Dr. H. B. Sultant	Division Oculist
F Denison	Dr. F. F. Fowler	Consulting Radiologist
F Denison	Dr. M. A. Weisberg	Local Surgeon
F Dawey	Dr. L. D. Hudson	Local Surgeon
F Durant	Dr. W. K. Haynie	Local Surgeon
F Durant	Dr. E. E. Sawyer	Local Surgeon
F Eldorado Springs	Dr. Robert L. Magee	Local Surgeon
F Emporia	Dr. F. W. Foncannon	Local Surgeon
F Erie	Dr. E. C. Bryan	Local Surgeon
F Eufaula	Dr. W. E. Wondel	Local Surgeon
F Fayette	Dr. W. A. Bloom	Local Surgeon

Station	Name	Title
F Fayette	Dr. Wm. J. Shaw	Local Surgeon
F Fayette	Dr. M. P. Leech	Local Surgeon
F Fort Scott	Dr. R. R. Novitt	Local Surgeon
F Fort Scott	Dr. W. T. Wilkening	Local Surgeon
F Galena	Dr. Frank James	Local Surgeon
F Harrisonville	Dr. Edward S. Jones	Local Surgeon
F Hermann	Dr. Howard Workman	Local Surgeon
F Hermann	Dr. George M. Workman	Local Surgeon
F Holden	Dr. Kelly Rawlins	Local Surgeon
F Iola	Dr. G. I. Walker	Local Surgeon
F Hominy	Dr. Charles E. Vastle	Local Surgeon
F Humboldt	Dr. A. R. Chambers	Local Surgeon
F Iola	Dr. Hugh W. Maxey	Local Surgeon
F Junction City	Dr. Harry O'Donnell	Local Surgeon
F Kansas City, Kan.	Dr. J. W. Young	Division Surgeon
F Kansas City, Kan.	Dr. C. L. Francis	Orthopedic Surgeon
F Kansas City, Mo.	Dr. Carl H. Brust	Local Surgeon
F Kansas City, Mo.	Dr. A. W. McAlester, III	Oculist
F Kansas City, Mo.	Dr. John R. Rufe	Oculist
F Kansas City, Mo.	Dr. H. E. Carlson	Oculist
F Kansas City, Mo.	Dr. Thomas G. Orr	Urologist
F Kansas City, Mo.	Dr. Edwin L. Pfuetze	Consulting Surgeon
F Kansas City, Mo.	Dr. John Clair Howard, Jr.	Dermatologist
F Kansas City, Mo.		Otolaryngologist
F Kiowa	Dr. H. A. Ellis	Local Surgeon
F McAlester	Dr. Elbert H. Shuller	Local Surgeon
F McAlester	Dr. L. S. Willour	Local Surgeon
F McAlester	Dr. T. H. McCarley	Local Surgeon
F McAlester	Dr. L. C. Kuykendall	Oculist
F McAlester	Dr. Fred D. Switzer	Oculist
F McAlester		Eye, Ear, Nose & Throat Consultant
F Marthasville	Dr. H. H. Schmidt	Local Surgeon
F Moberly	Dr. J. Will Fleming, Jr.	Local Surgeon
F Moberly	Dr. Thos. S. Fleming	Local Surgeon
F Moberly	Dr. Avery P. Rowlette	Local Surgeon
F Moberly	Dr. W. E. Baggerly	Local Surgeon
F Montrose	Dr. Paul Jones	Local Surgeon
F Mound Valley	Dr. F. G. Dorwart	Division Surgeon
F Muskogee	Dr. John E. Horn	Asst. Div. Surgeon
F Muskogee	Dr. M. K. Thompson	Oculist
F Muskogee	Dr. F. L. Martin	Local Surgeon
F Nevada	Dr. W. S. Love	Local Surgeon
F Nevada	Dr. R. B. Wray	Local Surgeon
F Nevada	Dr. Glen F. Wade	Division Surgeon
F Oklahoma City	Dr. Joe M. Parker	Consulting Surgeon
F Oklahoma City	Dr. S. F. Wildman	Oculist

Station	Name	Title
F Oklahoma City	Dr. Dick M. Lowry	Eye, Ear, Nose & Throat Consultant
F Osage	Dr. M. M. Carmichael	Division Surgeon
F Osawatomie	Dr. W. L. Speer	Local Surgeon
F Oswego	Dr. I. J. Waxse	Local Surgeon
F Paola	Dr. P. A. Pettit	Local Surgeon
F Parsons	Dr. Hal A. Burnett	Assistant to the Chief Surgeon
F Parsons	Dr. N. C. Morrow	Local Surgeon
F Parsons	Dr. J. D. Pace	Asst. Div. Surgeon
F Parsons	Dr. Evert C. Beaty	Asst. Div. Surgeon
F Parsons	Dr. T. D. Blasdel	Oculist
F Pryor	Dr. E. H. Werling	Local Surgeon
F St. Charles	Dr. Orville W. Towars	Local Surgeon
F St. Louis	Dr. W. A. Bowersox	Division Surgeon
F St. Louis	Dr. Y. B. Kieffer	Asst. Div. Surgeon
F St. Louis	Dr. Wm. Harold Bailey	Oculist
F St. Louis	Dr. J. P. Murphy	Oculist
F St. Louis		Ear, Nose and Throat Specialist
F St. Louis	Dr. Leo Bartels	Urologist
F St. Louis	Dr. Wm. C. Macdonald	Consulting Internist
F St. Louis	Dr. Leland Alford	Neurologist
F St. Louis	Dr. M. F. Engman, Jr.	Dermatologist
F St. Louis	Dr. E. P. Weber	Dermatologist
F St. Louis	Dr. Roland M. Kamma	Neurological Surgeon
F St. Louis	Dr. Wm. B. Kountz	Consulting Radiologist
F St. Louis	Dr. Thomas H. Burford	Consulting Thoracic Surgeon
F St. Louis	Dr. C. M. Witt	Consulting Radiologist
F North St. Louis	Dr. Norman A. James	Local Surgeon
F Sedalia	Dr. John B. Carlisle	Division Surgeon
F Sedalia	Dr. C. H. Brady	Oculist
F Tulsa	Dr. Fred E. Woodson	Local Surgeon
F Tulsa	Dr. Fred A. Glass	Local Surgeon
F Tulsa	Dr. Thomas H. Devis	Local Surgeon
F Tulsa	Dr. Ben F. Gorrill	Local Surgeon
F Tulsa		Eye, Ear, Nose and Throat Specialist
F Tulsa	Dr. J. F. Gorrell	Local Surgeon
F Tulsa	Dr. W. Albert Cook	Oculist
F Tulsa	Dr. Maxwell A. Johnson	Consulting Urologist
F Vinita	Dr. W. R. Marks	Local Surgeon
F Vinita	Dr. J. B. Darrough	Local Surgeon
F Wagoner	Dr. H. D. Tuffe	Local Surgeon
F Welch	Dr. J. O. Bradshaw	Local Surgeon
F Wilburton	Dr. G. R. Booth	Local Surgeon
F Windsor	Dr. H. M. Wall	Local Surgeon

NOTE—F—Denotes those doctors to whom Forms 2001 may be directed.

CLASSIFICATION OF ENGINES

DIESEL UNIT NUMBER	DESIGNATION	CLASS OF SERVICE	TONNAGE CLASS	STEAM GENERATOR	EQUIPPED FOR MULTIPLE UNIT CONTROL	GEARED FOR MAX. SPEED MPH
101	EA-7	PASS.	21	Yes	Yes	85
106-107	E-8	PASS.	27	Yes	Yes	85
121-124	FP-7	FRT. PASS.	34	Yes	Yes	77
131-135	E-8	PASS.	27	Yes	Yes	85
151-152	ALCO	PASS.	27	Yes	Yes	90
153-157	ALCO	PASS.	34	Yes	Yes	90
201-207	F-3	FRT.	40	No	Yes	65
208-211	F-7	FRT.	40	No	Yes	65
226-229	F-7	FRT.	40	No	Yes	65
326-334	ALCO	FRT.	40	No	Yes	65
1000-1010	BALD.	SW	34	No	No	60
1026-1030	NW-2	SW	34	No	No	60
1201-1215	BALD.	SW	34	No	No	60
1226-1235	SW-9	SW	34	No	No	60
1501-1509	GP-7	RD-SW	40	No	No	65
1510-1529	GP-7	RD-SW	40	No	Yes	65
1551-1563	ALCO	RD-SW	48	No	Yes	65
1571-1586	BALD.	RD-SW	48	No	Yes	70
1591	F.M.	RD-SW	48	No	No	70
1651-1654	G.E.	RD-SW	40	No	No	55
1701-1702	ALCO	RD-SW	40	Yes	Yes	80
1731-1734	F.M.	RD-SW	40	Yes	Yes	80
1761-1764	GP-7	RD-SW	40	Yes	Yes	65
1787-1788	BALD.	RD-SW	48	Yes	Yes	70

Note: When unit of different make or model is operated with another unit or units, tonnage rating for all units will be that of the lowest rating of any unit of the combination except EMD E-8 will not be operated in combination with other units in freight service.

TONNAGE RATING OF ENGINES BY CLASSES PER UNIT

ST. LOUIS AND SEDALIA SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	27	34	40	48
FROM					
TO					
Baden.....Franklin.....	1250	1625	2050	2400	2875
McBaine.....Franklin.....	1800	2300	2900	3400	4100
Franklin.....Baden.....	1250	1625	2050	2400	2875
Franklin.....McBaine.....	1560	2000	2525	2950	3550
Franklin.....Sedalia.....	750	950	1190	1400	1675
Sedalia.....Franklin.....	750	1000	1250	1450	1750
Sedalia.....Parsons.....	975	1275	1600	1870	2250
Sedalia.....Fort Scott.....	1000	1275	1625	1930	2300
Ladue.....Eve.....	1050	1350	1700	2000	2400
Parsons.....Sedalia.....	975	1275	1600	1870	2250
Nevada.....Sedalia.....	1025	1300	1650	1930	2300

HOLDEN, MOBERLY, ELBORADO AND COLUMBIA SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	27	34	40	48
FROM					
TO					
Bryson.....Paola.....	780	1000	1250	1450	1750
Bryson.....Holden.....	1085	1375	1750	2050	2450
Paola.....Bryson.....	840	1075	1350	1600	1900
Holden.....Bryson.....	990	1250	1600	1875	2250
Franklin.....Moberly.....	840	1075	1350	1600	1900
Moberly.....Franklin.....	840	1075	1350	1600	1900
Moberly.....Fayette.....	1085	1375	1750	2050	2450
McBaine.....Columbia.....	820	1050	1300	1550	2400
Columbia.....McBaine.....	1010	1275	1625	1900	2275
Walker.....Eldo, Spgs.....	650	750	925	1100	1325
Eldo, Spgs.....Walker.....	1000	1250	1575	1850	2200

KANSAS CITY, OSAGE, AND OKLAHOMA SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	27	34	40	48
FROM					
TO					
North Yard.....Glen Park.....	950	1225	1700	1800	2150
Glen Park.....North Yard.....	950	1225	1525	1800	2150
Glen Park.....Paola.....	1050	1350	1700	2000	2400
Paola.....Moran.....	950	1225	1525	1800	2150
Moran.....North Yard.....	1200	2525	3200	3750	4500
North Yard.....Ringer.....	950	1225	1700	1800	2150
Ringer.....Glen Park.....	1475	1900	2400	2800	3350
North Yard.....Osage.....	950	1250	1550	1840	2200
North Yard.....Coffeyville.....	1200	1550	1950	2280	2750
Coffeyville.....North Yard.....	1075	1375	1725	2040	2450
Coffeyville.....Bartlesville.....	875	1125	1425	1680	2025
Osage.....North Yard.....	875	1125	1425	1680	2025
Osage.....Mahan.....	1475	1900	2375	2800	3350
Mahan.....Nalagony.....	1475	1900	2375	2440	2925
Nalagony.....Bartlesville.....	1275	1650	2075	2440	3250
Bartlesville.....Coffeyville.....	1425	1825	2300	2720	3250
Coffeyville.....North Yard.....	1225	1700	2150	2520	3025
Hunter.....Mound Valley.....	1925	2475	3125	3680	4425
Mound Valley.....North Yard.....	1650	2100	2650	3120	3750
Osage.....Oklahoma City.....	900	1150	1450	1700	2050
Hallett.....Oklahoma City.....	975	1275	1600	1875	2250
Hallett.....Osage.....	1450	1850	2350	2750	3300
Oklahoma City.....Osage.....	1300	1700	2125	2500	3000

NEOSHO AND IOLA SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	27	34	40	48
FROM					
TO					
Moran.....Iola.....	1300	1650	2100	2475	2950
Iola.....Moran.....	1000	1275	1625	1900	2275
North Yard.....Junction City.....	950	1200	1525	1800	2150
Junction City.....North Yard.....	900	1150	1450	1700	2050
Moody.....Burlington.....	1150	1825	2300	2700	3250
Burlington.....Council Grove.....	1575	2025	2500	2900	3450
Council Grove.....White City.....	1250	1625	2050	2400	2900
White City.....Junction City.....	1000	1275	1600	1900	2275
Junction City.....White City.....	950	1200	1525	1800	2150
White City.....Chanute.....	1400	1825	2300	2700	3250
Chanute.....Galesburg.....	1150	1500	1875	2200	2650
Galesburg.....North Yard.....	1575	2025	2550	3000	3600

CHEROKEE AND CHOCTAW SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	27	34	40	48
FROM					
TO					
Parsons.....Muskogee.....	1300	1700	2125	2500	3000
Welch.....Muskogee.....	1600	2050	2600	3050	3650
Muskogee.....Parsons.....	1300	1700	2125	2500	3000
Muskogee.....Wagoner.....	1500	1950	2450	2875	3450
Garvin.....Parsons.....	1250	2150	2700	3170	3800
Muskogee.....Staley.....	1650	1575	2000	2350	2800
No. McAlester.....Staley.....	1400	1800	2250	2650	3150
Staley.....Ray.....	800	1000	1275	1500	1800
Ray.....Muskogee.....	1000	1300	1600	1900	2300
Ray.....Stringtown.....	1300	1700	2125	2500	3000
Stringtown.....Burg.....	1200	1500	1900	2250	2700
Burg.....No. McAlester.....	1300	1700	2100	2500	3000
Ray.....Colbert.....	1000	1250	1600	1850	2200
Checotah.....Muskogee.....	1600	2025	2600	3000	3600

TULSA, WILBURTON, AND JOPLIN SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	27	34	40	48
FROM					
TO					
Parsons.....Joplin.....	925	1200	1500	1760	2100
Columbus.....Military.....	1575	2025	2550	3000	3600
Joplin.....Parsons.....	1175	1500	1900	2240	2675
Military.....Columbus.....	1575	2025	2550	3000	3600
Columbus.....Garvin.....	1625	2100	2625	3100	3725
Muskogee.....Osage.....	975	1250	1575	1850	2225
Tulsa.....Osage.....	1475	1900	2375	2800	3350
Osage.....Muskogee.....	1025	1300	1650	1950	2350
Osage.....MP Z-275.....	1825	2350	2975	3500	4200
Chase.....Muskogee.....	1475	1900	2375	2800	3350
No. McAlester.....Chilli.....	775	1000	1275	1500	1800
Chilli.....No. McAlester.....	775	1000	1275	1500	1800

TO BE SAFE

Be Where

You Are

With All

Your Mind