

MISSOURI KANSAS TEXAS RAILROAD COMPANY



SYSTEM TIMETABLE

No. 1

Effective 12:01 a.m.

May 1, 2000

OFFICERS

R. STEINHEIMER, VICE-PRESIDENT - OPERATION

O.W. LINK, GENERAL SUPERINTENDANT - TRANSPORTATION

DENISON, TEXAS

FOR PUBLIC DISTRIBUTION AND EMPLOYEE USE

FALLS CITY SUBDIVISION

STATION NUMBER	MP	MAIN LINE STATIONS	LENGTH OF SIDING
1600	0.0	Council Bluffs.....	YARD
		6.4	
1606	6.4	South Omaha.....	YARD
		4.5	
.....	473.1	Gilmore Jct.....	-----
		25.7	
1637	447.4	Union.....	-----
		63.1	
1699	384.3	Falls City.....	YARD
		53.6	
1754	330.7	Atchison.....	YARD
		43.2	
.....	287.5	Edgewater Jct.....	-----
		4.7	
1003	Glen Park.....YTDPOB	YARD/10560
		201.2	

Within Greater Kansas City Switching Area, Greater Kansas City Area Operating Rules govern.

Between Highline Connection and Gilmore Jct., UP Rules, Timetable and Special Instructions govern.

Between Gilmore Jct., and Council Bluffs, UP Rules, Bridge Subdivision Tenant Line Rules, Timetable and Special Instructions govern.

AUSTIN SUBDIVISION

STATION NUMBER	MP	MAIN LINE STATIONS	LENGTH OF SIDING
-----	918.9	Transfer Jct.....Y	-----
5919	918.9	Taylor.....CYTOB	-----
-----	918.9	UP.....XA	-----
		5.1	
AX232	149.9	Hestes	-----
		10.5	
AX243	160.4	Round Rock.....	7148
		5.7	
AX247	166.1	McNeil.....CXM	-----
		0.9	
AX253	167.0	Sneed.....	8494
		19.6	
AX268	186.6	Bergstrom.....	7543
		13.6	
AX 282	200.2	Kyle.....	7524
		6.5	
AX 288	206.7	Centex.....	8249
		2.4	
BA161	209.1	Ajax Jct.....CA	-----
		64.3	

At UP (Taylor), contact UP Dispatcher at Omaha for clearance to enter main tracks.

Between UP (Taylor) and Ajax Jct, UP Rules, Timetable and Special Instructions govern.

KANSAS CITY SUBDIVISION

STATION	MP	MAIN LINE	LENGTH OF
NUMBER		STATIONS	SIDING
1000	0.0	Kansas City.....	-----
		2.0	
-----	2.0	29TH Street.....	-----
		0.6	
1003	2.6	Glen Park.....TDB	YARD/10560
		1.3	
-----	3.9	Rosedale.....	-----
		39.2	
3043	43.1	Paola.....Y	
		0.3	
-----	43.4	UP.....XA	-----
		3.1	
-----	46.5	Ringer.....YF	8640
		20.3	
-----	66.8	Dunlay.....	8670
		16.0	
-----	82.8	Kincaid.....	6133
		11.9	
-----	94.7	Moran.....F	-----
		17.9	
-----	112.6	Kimball.....	6204
		8.0	
-----	120.6	Erie.....	8352
		15.6	
3386	386.0	Parsons.....YTDB	YARD/11700
		136.2	

CTC between MP 0.0 and MP 43.1

- Control Operator BN Dispatcher Ft Worth, TX

CTC between MP 43.1 and MP 136.2

- Control Operator is the Dispatcher at Denison, TX.

FLAGGING DISTANCE

One and one-fourth miles

MAXIMUM SPEED

MPH

MP 0.0 – MP 2.1

20

MP 2.1 – MP 43.1

60

MP 41.9 – MP 43.4 (N End of Long Track to UP Crossing)

20

MP 43.4 – MP 135.5

60

MP 135.5 – MP 136.0

20

Except:

Erie, House Track over Third Street

Flag Crossing

Loaded Unit Coal Trains between MP A-95.0 and MP A-105.0

40

Conversion MP

MP 136.0 = MP 386.0

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

MPH

Erie

25

TRACKSIDE WARNING DETECTOR LOCATIONS

MP 54.6 MP 75.5 MP 89.1 MP107.2 MP 124.5

BUSINESS TRACKS

MILE POST

Glen Park

2.6

Beagle

54.6

Parker

61.6

Centerville

70.0

Elsmore

103.4

Northward trains enroute to Glen Park via BN Trackage, secure clearance at Parsons instead of Paola.

Trains will register at other than register stations as follows: Glen Park – Trains originating or terminating. Glen Park instead of Paola – Northward trains. Parsons instead of Paola – Southward trains.

Exceptions to Rule 5 (A): Timetable and train order restrictions apply at: Paola – Crossover from MKT Main Track to BN Main Track (MP A-42.9). Moran – West Siding. Parsons – (MP 386.0) Crossover where station sign located.

Trains will report for clearance other than as registered by rule 82 (A): Glen Park instead of Paola – Trains originating.

Exception to Rule 83 (A): Proper identification of a train, including confirmation via radio of engine number, when moving onto the BN tracks between Glen Park and Paola, by a train restricted therefore at Paola may be used to confirm the arrival of that train at Paola.

Glen Park – On northward movement, 30TH Street crossing flasher devices time out in one minute thirty seconds after approach circuit occupied. Signal will not again start operating until island circuit through street is occupied. Northward movements from Glen Park must approach 30TH Street crossing at a very slow speed to permit crossing signals to be operating before crossing is occupied by engine or cars.

Restrictions on Auxiliary Tracks:

Glen Park – Do not exceed 5 MPH on any track except:

1. Outbound Track from Point Shanty south to BN Connection – 20 MPH
2. Inbound Track from BN Connection to Mill No. 1 Switch – 20 MPH
3. Cooper's Lead – 10 MPH

Elsmore – Do not exceed 5 MPH on Elevator Track.

Parsons – Do not exceed 20 MPH on the Bypass Track and East 14 Track between the turnouts.

Parsons – Do not exceed 5 MPH on Gooseneck Track from north end of Diesel Shop to the East Yard Lead at the north end of the yard.

Trains and engines using UP tracks in Kansas City will be governed as follows:

MAXIMUM SPEED

MPH

On Elevator Track No. 1 between Terminal Jct. and East Switch.

20

On Curve from East End of Elevator Track No. 1 to Kansas Avenue.

10

Crossover switches on Eastward Yard Main Track, Westward Yard Main Track and Running Track at Terminal Junction locked for normal position. All westward movements and westward trains must restore and lock switched to normal position after completion of movement. Permission must be obtained from Kaw Tower Operator before using switches governing Track Nos. 25 and 26 or crossovers at Terminal Junction.

Within Greater Kansas City Switching Area, Greater Kansas City Area Operation Rules govern.

Between Kansas City and 29TH Street, KCT Rules and Special Instructions govern.

Between 29TH Street and Paola, BN Rules, Timetable and Special Instructions govern.

Glen Park – Car Puller between Mill 1 and 2 Tracks (Bunge) 80 feet north of loading tipple will not clear man on side of car. Car-puller between Mill 3 and 4 Tracks (Bunge) just south of unloading tipple will not clear man on side of car.

Glen Park – Cooper's Lead will not accommodate high-wide loads and will not clear man on side of car due to close clearance at Bunge Elevator.

Paola – Track between switch to BN Main Track at North End (MP A-41.9) and crossover from MKT Main Track to BN Main Track (MP A-42.9) designated as "Long Track". Trains have no superiority on Long Track and trains and engines will move at Restricted Speed.

Paola – Southward trains and engines using crossover from BN Main Track to MKT Main Track must approach absolute signal at UP Interlocking (MP A-43.4) prepared to stop until absolute signal is seen to display a Proceed indication.

Parsons – No track designated as Main Track between MP A-135.0 (Kansas City Subdivision) and MP A-137.0.

Normal Position of Switches: Glen Park – Cooper’s Lead Bypass Track – Normal position of switches for auxiliary tracks will be lined for Cooper’s Lead. Normal position of south switch will be lined for the Inbound Track. Normal position of the north switch will be lined as used.

Glen Park – Crossover switch at Yard Office lined for northward movement from Inbound Track to Outbound Track.

Paola – Kansas City Subdivision – Long Track/Main Track switch lined for Kansas City Subdivision to Long Track movements.

Parsons – Kansas City Subdivision (MP 134.3) must leave crossover switches lined and locked against the crossover movements. Appleton Crossover switches at south end of yard lined for Cherokee Subdivision movements. South Lead and Cherokee Lead Crawford Avenue Crossover switches lined as needed.

CHEROKEE SUBDIVISION

STATION	MP	MAIN LINE	LENGTH
NUMBER		STATIONS	OF SIDING
3386	386.0	Parsons.....YTDB	YARD/11700
		8.0	
-----	396.0	KAAP.....J	-----
		6.6	
-----	400.8	Oswego (SKOL).....CXM	1001
		8.8	
-----	409.9	Chetopa	-----
		11.8	
-----	421.4	Welch.....F	7830
		17.4	
-----	438.8	Vinita (BNSF).....XA	-----
		3.2	
-----	442.0	Keele.....	8889
		12.4	
-----	454.4	Adair.....	1013
		13.8	
4468	468.2	Pryor.....YB	8741
		20.0	
-----	488.2	Wagoner (UP).....CXA	1320
		7.8	
-----	496.0	AU Jct.....JXA	-----
		1.4	
-----	497.4	UX Jct.....JXA	-----
		1.2	
-----	498.6	Chase.....J	8345
-----	498.8	SKOL.....C	-----
		2.6	
-----	501.8	TMRIXM	-----
		1.5	
4503	503.2	Muskogee.....YB	YARD/11088
		0.7	
-----	503.9	SU Jct.....CXN	-----
		12.5	
-----	515.0	Whitman.....	8302
		20.0	
-----	530.0	Eufaula.....	10560
		12.2	
-----	547.2	Canadian.....	9892
		14.4	
4564	564.2	McAlester.....YB	11266
		176.3	

CTC between MP 387.0 and MP 564.2

– Control Operator is the Dispatcher at Denison, TX.

FLAGGING DISTANCE

Two miles

MAXIMUM SPEED

MPH

MP 386.0 – MP 387.8

20

MP 387.8 – MP 501.8

60

MP 501.8 – MP 503.9

25

MP 503.9 – MP 563.0

60

MP 563.0 – MP 564.2

25

Except:

Over BNSF Crossing (MP 438.8)

30

Winders, through siding and turnouts

20

Keele, through sidings and turnouts

20

Muskogee, Old Main Track (MP 501.8 – MP 503.9)

10

Between MP 388.2 and MP 404.5, Loaded Unit Coal Trains

55

Between MP 437.0 and MP 461.0, Loaded Unit Coal Trains

55

Between MP 505.0 and MP 513.0, Loaded Unit Coal Trains

50

BUSINESS TRACKS

MILEPOST

Winders

438.0

Adair

454.4

Mazie

477.7

LaBarge

486.8

Checotah

525.5

Eufaula

538.1

TRACKSIDE WARNING DETECTOR LOCATIONS

MP 413.1 MP 446.9 MP 466.2 MP 486.1 MP 529.8 MP 557.1

FLOOD INDICATORS

MP 388.5 MP 407.2 MP 440.2 MP 455.5 MP 465.0

MP 391.0 MP 413.6 MP 443.6 MP 460.2 MP 493.2

MP 518.1 MP 519.4 MP 521.8

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

MPH

Welch, through city limits

25

Vinita, through city limits

25

Pryor, through city limits (MP 462.6 – MP 464.7)

25

Chouteau, through city limits

25

Wagoner, through city limits

25

Muskogee, through city limits

25

McAlester, through city limits

25

Train inspection required at Muskogee for trains departing and at Mazie for trains heading through the siding.

Trains will register stations as follows: Chase – Trains originating and terminating will register their arrival and departure verbally via radio with the Dispatcher at Denison. Train Register for Chase will be maintained at Denison.

Chase – Northward trains receiving Stop indication on absolute signal at south entrance to Chase will take siding when instructed to do so by Control Operator.

Operation of Railroad Crossing and Interlocking Devices, and Mechanical Electrically Locked Switches: Chase – North and south siding switches and south switch equipped with mechanical electrical lock. Trains and engine in siding or on south switch must remain back of fouling point until switch is unlocked and reversed. To operate mechanical electric lock switch, unlock and remove switch lock from switch. If siding switch does not unlock after 3 minutes 12 seconds and south switch after 5 minutes, unlock telephone box and be governed by instructions posted therein. To move from siding to Main Track or from south switch to Main Track, before unlocking mechanical electric lock and reversing switch, permission must be secured from Control Operator at Muskogee.

AU Jct. and UX Jct. – All crews must contact dispatcher prior to MP 495.0 (southbound) and MP 501.8 (northbound) prior to crossing Verdigris River Bridge.

Parsons – Do not exceed 20 MPH on East 14 Track between the turnouts.

Parsons – Do not exceed 20 MPH on the Bypass Track and Old Cherokee Main to MP 387.0.

Parsons – Do not exceed 5 MPH on Gooseneck Track from north end of Diesel Shop to the East Yard Lead at the north end of the yard.

Parsons – Southward movements on Joy Track and all movements on House tracks at Parsons must approach Crawford Avenue at speed not exceeding 5 MPH and must not occupy crossing until it is known flashers and gates are operating. Movements over Crawford Avenue on O. E. Wood Spur Track must be protected by a member of the crew on the ground.

Parsons – No track designated as Main Track between MP A-135.0 (Kansas City Subdivision) on the north end of the yard and MP 387.0 (Appleton Street Crossover) on the south end of the yard.

Ranchers – Lookout for close clearance on business track. Pulleys will not clear man on west side of car.

Welch – Movements in siding approaching the Highway 10 crossing, must stop after entering the island circuit (identified by yellow insulated joints on both sides of the crossing) and must wait 26 seconds before occupying the crossing. If a train is being delayed in the siding to be met or passed by another train or trains, the train must not occupy the island circuit until it is ready to depart except to cut the crossing when necessary due to length of the train. When necessary to cut crossing, the island circuit must be cleared when practical.

Wagoner – Northbound trains stopping for Stop signal at UP Crossing (MP 488.2) must stop south of SW 15th St (Highway 16). Southbound trains stopping for Stop signal at UP Crossing (MP 488.2) must stop north of Cherokee Street.

Pryor – Conductors and engineers handling unit coal trains from Parsons to Pryor and returning to Parsons must retain all track bulletins and clearances held by their crew which are still in effect and deliver them per Rules 214 and/or 215.

Pryor – Industrial Area Restrictions: Do not exceed 10 MPH on all tracks unless otherwise posted.

GRDA Area – Do not exceed 5 MPH on GRDA Lead Track east and south of the Water Tower Crossing. Within the GRDA Area, fuses must not be used for giving hand signals except in an emergency, and when used, they must not be dropped or thrown to extinguish.

GRDA Area: Both Loaded and empty coal trains must be weighed by motion-sensor scales at MP 3.6 to MP 3.7 on GRDA Lead Track. The use of train brakes is not permitted over scales. **DO NOT STOP** any part of train or engine on the scale except for an emergency or when instructed by the proper authority. Reverse movement must not be made while any part of train or engine is on the scale. Speed over scales **MUST NOT EXCEED 5 MPH**. When speed of train is below 5 MPH, signal aspect will show Green. When Yellow aspect is on, train speed must be reduced to proper speed. When aspect is Red, scale is not weighing cars; contact GRDA Dumper Operator.

WIL GRO: Do not exceed 5 MPH on all tracks

Switch, Lone Star Cement: Do not exceed 5 MPH on all tracks

Cherokee Nitrogen: Do not exceed 5 MPH on all tracks.

Georgia Pacific Co. (Bestwall Div.): There are two red lights on the southwest corner of the building. When one or both of these lights are illuminated, a lift bridge is obstructing Track 1. Do not couple into or move cars on Track 1 until the lift bridge has been raised. Red light on Track 2, when illuminated, indicates that door to building is closed.

Midwest Carbide Co.: Derails; secured with Midwest Carbide Co. locks, are in place on the west end of Tracks 1 and 2, and must be unlocked by Midwest Carbide employees only.

National Gypsum Co.: There are derails on Tracks 1 and 2 and a lift bridge, which obstructs Track 2 when it is in use. Semaphore signals display Stop when the derails and lift bridge are on. Movement must not be made into these tracks when the signals display Stop. National Gypsum personnel only are authorized to operate the derails and signals.

Normal Position of Switches: Appleton Crossover switches at south end of yard lined for Cherokee Subdivision movements. South Lead and Cherokee Lead Crawford Avenue Crossover switches lined as needed.

Chase – Main track switch must be left lined for Cherokee Subdivision movements.

Muskogee – No track designated as Main Track between TMRI (MP 501.8) and BN (MP 503.9).

McAlester – When making switch movements from Scale Track to Main Track and West Lead to siding (MP 565.4), movement must not be made over Monroe Street until gates are down and flashers are operating unless protected by a member of crew.

McAlester – Engine or cars weighing 200,000 pounds or more must not move over private industry scales at McAlester Oil Mill.

CHOCTAW SUBDIVISION

STATION NUMBER	MP	MAIN LINE STATIONS	ENGTH OF SIDING
4564	564.2	McAlester.....YB	11266
		1.7	
-----	565.9	AOK.....XA	-----
		7.2	
-----	573.1	Navy.....Y	4914
		9.7	
-----	582.8	Kiowa.....	7574
		11.2	
-----	594.0	Burg.....	7715
		8.6	
4603	602.6	Stringtown.....Y	9343
		7.0	
-----	609.6	Atoka.....	7570
		20.6	
-----	630.2	Caddo.....	8911
		10.2	
-----	640.4	TMRIC	-----
		1.0	
-----	641.4	Durant.....YCB	9635
-----	641.4	KRR.....XA	-----
		7.7	
-----	649.1	Olive.....	9595
		6.8	
-----	655.9	BNSF North Jct.....ZM	-----
		0.3	
-----	656.2	BNSF South Jct.....M	-----
		1.0	
-----	657.2	Joe Jct.....M	-----
		3.0	
-----	660.2	Ray Jct.....Y	-----
		1.7	
5664	661.9	Ray.....YTDB	YARD/9355
		5.4	
-----	669.6	Pottsboro.....	10920
		16.1	
	685.7	Whitesboro.....CY	8424
		0.1	
-----	685.8	Whitesboro Jct.....Y	-----
		35.9	
-----	721.7	Denton.....	-----
		35.4	
-----	757.1	UP (Tower 55).....BXM	-----
-----	757.1	Fort Worth.....	-----
		0.6	
-----	757.7	CP 757.7.....YM	-----
		0.8	
5759	758.5	Ney.....YTDB	YARD/11266
		192.0	

CTC between MP 564.2 and MP 685.8
- Control Operator is the Dispatcher at Denison, TX.

CTC between MP 685.7 and MP 757.1
- Control Operator UP Dispatcher Omaha, NE

CTC between MP 757.1 and MP 758.5
- Control Operator is the Dispatcher at Denison, TX.

FLAGGING DISTANCE Two miles

MAXIMUM SPEED	MPH
MP 564.2 – MP 565.0	25
MP 565.0 – MP 653.9	60
MP 653.9 – MP 663.7	30
MP 663.7 – MP 757.1	60
MP 757.1 – MP 758.5	25

Except:
Olive, through siding and turnouts 20
MP 641.0 to MP 642.9 30
MP 656.0 to MP 656.1 20
Double Crossover, MP 757.7, through turnouts 20

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	MPH
McAlester, through city limits	25
Durant, through city limits	25
Pottsboro, through city limits	25
Whitesboro, through city limits	25
Wrenn, through city limits	25
Egan, through city limits	25
Grandview, through city limits	25

BUSINESS TRACKS	MILEPOST
Ethen Allen	607.0
Atoka	609.6
Calera	646.1
Red Dam Spur	658.0
Perrin Field	666.6
Sadler	679.2
Collinsville	689.5
Aubry	708.6
Pillsbury	716.2
Denton	719.1
Nestles Food	737.0
Keller	740.3
Affiliated Foods	741.6

TRACKSIDE WARNING DETECTOR LOCATIONS
MP 588.3 MP607.9 MP 633.8 MP 653.3 MP 680.2 MP 704.2 MP 729.4

FLOOD INDICATORS
MP 612.4 MP 638.0 MP 679.9

Train inspection required for trains departing Caddo for trains heading through the siding.

Trains and engines entering interlocking limits of manually controlled interlocking between MP 655 and MP 657 between Ray and Olive are governed by signal indications per Rules 230, 236, and 242. Movement must not be made past a block signal displaying indication per Rules 237 or 239 unless enroute to the BN Railroad.

Trains will report for clearance other than as required by Rule 82 (A): Durant – Northward TMRI Trains, when train order signal displays “Stop, Unless Clearance Received” indication, secure TMRI clearance in addition to MKT clearance.

Joe Jct. – Northward MKT trains originating, secure clearance at Ray.

McAlester – When making switch movements from Scale Track to Main Track and West Lead to siding (MP 565.4), movement must not be made over Monroe Street until gates are down and flashers are operating unless protected by a member of crew.

McAlester – Engine or cars weighing 200,000 pounds or more must not move over private industry scales at McAlester Oil Mill.

Stringtown – Movements in siding approaching State Highway 43 (MP 602.49) crossing must know that flashers are working and gates are down before occupying the crossing. The island circuit is designated by yellow boards attached to ties on both sides of the crossing. Trains, in siding, being met or passed will clear the island circuit when practicable.

Stringtown – When quarry is not operating, gate across quarry track by scale house is closed.

Atoka – Cars or train must not be left standing on island circuit of road crossing near Ethan Allen Spur (MP 607.0). Yellow marking on crosstie each side of crossing denotes limits of island circuit.

Atoka – Northward trains holding Main Track meeting at meeting point remain back of “Fouling Point” sign until opposing train is entering siding.

Ray – Double Track between MP 660.9 and MP 662.9. Yardmaster’s instructions will authorize movement on North Track or South Track against the current of traffic. Main Track switches are at each end of Double Track must be left lined and locked for North Track when not in use.

Durant – Movements over public crossing on all auxiliary tracks except the siding must be protected by a crew member on the ground at the crossing until the crossing is occupied.

Ray – Do not exceed 5 MPH with six-axle units on the following tracks: C-4 Running Track from west end of yard to Dump Track. Old Yard Running Track from east end of yard to Dump Track.

Ray – Switch at east end of New 3 Track must be lined and locked for Ft. Worth Subdivision movements when not in use.

Between Whitesboro Jct and Tower 55, MP Timetable and Special Instructions govern.

Northward MKT Trains originating Ney enroute to Ray via Whitesboro Jct, secure MKT clearance at Ney.

Northward UP trains originating Centennial Yard enroute to Ray via Whitesboro Jct, secure MKT clearance at Centennial Yard or Tower 55.

Whitesboro – Track from north siding switch at north end, south and through to where MKT track intersects UP Main Track designated as siding.

Whitesboro Jct – Northward trains arriving Whitesboro Jct enroute to Ray must take siding at Whitesboro unless otherwise directed by train order.

Whitesboro Jct – southward trains, when practicable, will contact MKT Operator at Ray and furnish the time they depart Whitesboro.

Exception to Rule 5(A): Whitesboro – Southward trains on Main Track at Whitesboro Jct; southward trains on siding at fouling point south siding switch.

Exception to Rule 83(A): Proper identification of a train when moving on the UP tracks between Tower 55 and Whitesboro Jct by a train restricted there fore at Whitesboro or Whitesboro Jct may be used to confirm the arrival of that train at Whitesboro or Whitesboro Jct.

Ney: Multiple Main Tracks between MP 757.7 and MP 759.2. Track on Yard Office side is North Track. Track on Yard side is South Track. Trains handling loads 11 feet 7 inches or wider must receive route from Yardmaster at Ney before occupying South track.

Normal Position of Switches: Ray – Switch at east end of New 3 Track lined and locked for Choctaw Subdivision movements.

FORT WORTH SUBDIVISION

STATION NUMBER	MP	MAIN LINE STATIONS	LENGTH OF SIDING
5759	758.5	Ney.....YDB	YARD/11266
		0.7	
-----	759.2	CP 759.2.....Y	-----
		0.2	
-----	759.4	UP.....XA	-----
		4.5	
-----	763.9	Wrenn.....	7632
		13.7	
-----	777.6	Egan.....	8485
		5.4	
-----	783.0	BNSF.....XA	-----
		10.2	
-----	793.2	Grandview.....	10387
		16.4	
-----	809.6	CP 809.55.....	-----
		1.6	
-----	811.2	Dana Jct.....	-----
		0.7	
-----	811.9	Hillsboro.....B	YARD
		1.1	
-----	813.0	Winslow.....	7431
		14.4	
-----	827.4	West.....	9599
		9.0	
-----	836.4	Elm Mott.....	7872
		5.5	
-----	841.9	Caphead.....	-----
		0.2	
-----	842.1	Waco Jct.....Y	-----
		0.8	
5843	842.9	Bellmead.....YTDB	YARD/11266
		178.7	

CTC between MP 758.5 and MP 842.2
 – Control Operator is the Dispatcher at Denison, TX

FLAGGING DISTANCE Two miles

MAXIMUM SPEED MPH
 MP 758.5 – MP 761.4 20
 MP 761.4 – MP 842.1 60
 MP 842.1 – MP 842.9 20

Except:
 Winslow, West, and Elm Mott, through sidings and turnouts 20
 Loaded Unit Coal Trains, between MP 763.0 and Waco Jct 40

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE MPH
 Grandview, over street crossings 40
 Itasca, through city limits 40
 Hillsboro, over street crossings 40
 West, over street crossings 40

BUSINESS TRACKS MILE POST
 Frazier 766.0
 Burleson 771.2
 Quail Plastics 771.2
 Alvarado 784.0
 Itasca 801.3
 Hillsboro 812.0

NOTE
 Mesquite Belt Railroad has trackage rights on MKT, but are listed as second class to all MKT trains.

FLOOD INDICATORS

MP 772.0 MP 780.8

TRACKSIDE WARNING DETECTOR LOCATIONS

MP 682.7 MP 788.3 MP 817.2

Bellmead – Between Waco Jct and Bellmead. TRAINS HAVE NO SUPERIORITY. Authority to ENTER AND OPERATE trains and/or engines within these limits must be obtained from the Operator at Bellmead.

Movements by Signal Indications CTC [Rules 350-351 (E)]: Between Ray (MP 663.7) and north switch siding Pottsboro (MP 669.8) – Trains must not leave Ray before communicating with Control Operator at Ray. Clear (green aspect) displayed on Signal 6700, south end siding Pottsboro, authorizes northward movements to proceed on Main Track north to siding switch ahead of or against superior trains. Northward movements from siding Pottsboro to the Main Track must communicate with Control Operator, Ray. After Control Operator gives train or engine permission, a member of the crew must depress button in the box located adjacent to absolute signal (MP 668.8) and hold for 2 seconds to secure Proceed indication to enter CTC territory. If signal continues to display Stop indication, a member of the crew must communicate with Control Operator in accordance with Rule 350 or Rule 351.

Restrictions on Auxiliary Tracks: Ray – Do not exceed 5 MPH with six-axle units on the following tracks: 1. C-4 Running Track from west end of yard to Dump Track. 2. Old yard Running Track from east end of yard to Dump Track.

Ney – Movements on Bunge Tracks 1, 2, and 3 over Dickson Street must occupy island circuit; know gates are down and lights are flashing for at least 20 seconds; and then movement may proceed over crossing.

Burleson – Movements on House Track must occupy island circuit; know lights are flashing for at least 20 seconds; and then movement may proceed over crossing.

Hillsboro – On Yard track west of Main Track, movements over Walnut Street, Elm Street, and Franklin Street must occupy island circuit; know lights are flashing for at least 20 seconds; and then movement may proceed over crossing.

Winslow – Movements on Elevator Track over Church Street must occupy island circuit; know lights are flashing for at least 20 seconds; and then movement may proceed over crossing.

HOUSTON SUBDIVISION

STATION NUMBER	MP	MAIN LINE STATIONS	LENGTH OF SIDING
5843	842.9	Bellmead.....YTDB	YARD/11266
		0.7	
-----	843.6	TMRI North Jct.....Y	-----
		0.6	
-----	844.2	TMRI South Jct.....Y	-----
		5.5	
-----	849.7	Bass.....Y	9964
		15.5	
-----	865.2	Eddy.....	9142
		15.6	
-----	880.7	Opal (UP).....XM	-----
		6.8	
-----	887.6	Little River.....	8093
		20.5	
-----	908.1	Granger.....YT	7371
		10.3	
-----	918.4	Birge.....	9121
		0.5	
-----	918.9	Taylor (UP).....CYTBXA	-----
		16.3	
-----	935.0	Eglin (AWRR).....CXA	6345
		13.9	
-----	948.9	Phelan.....	8804
		4.9	
-----	953.8	Bastrop.....	-----
		15.6	
5969	969.4	Smithville.....YB	YARD/7392
		9.1	
-----	978.5	West Point (UP).....CX	-----
		10.5	
-----	989.0	La Grange.....	3933
		6.9	
5996	995.9	LCRA.....YB	-----
		6.2	
-----	1002.1	Fayetteville.....	9349
		11.5	
-----	1013.6	New Ulm.....F	5565
		10.4	
-----	1024.0	Cat Springs.....	5649
		11.4	
-----	1035.4	Sealy (BNSF).....C	2837
		20.6	
-----	1056.5	Katy.....	4500
		5.2	
-----	1061.2	Whit.....	5900
		17.7	
-----	1078.9	UP Jct.....XA	-----
		1.3	
6079	1080.2	Eureka.....YTDB	YARD/11226
		237.3	

CTC between MP 842.9 and MP 1080.2

– Control Operator is the Dispatcher at Denison, TX

FLAGGING DISTANCE

Two miles

MAXIMUM SPEED

MPH

MP 842.9 – MP 846.5

30

MP 846.5 – MP 967.5

60

MP 967.5 – MP 969.4

25

MP 970.0 – MP 1033.0

55

MP 1033.0 – MP 1034.5

30

MP 1034.5 – MP 1078.9

60

MP 1078.9 – MP 1080.2

25

Except:

Bass, Eddy, Little River, Elgin, and Phelan

20

- through sidings and turnouts

LCRA (MP 995.9) through turnout

20

Fayetteville and New Ulm, through sidings and turnouts

20

Eureka, through yard (MP 1078.9 – MP 1080.2)

10

Loaded Unit Coal Trains, between MP 846.5 and MP 896.0

50

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE

MPH

Waco, through city limits

25

Hewitt, through city limits

35

Troy, through city limits (Northward/Southward)

40/50

Temple, between MP 878.3 and MP 881.1

25

Granger, through city limits

30

Taylor, through city limits

35

Elgin, through city limits

20

Smithville, through city limits

25

Smithville, through city limits

25

Sealy, through city limits

25

Katy, through city limits

30

Houston

25

BUSINESS TRACKS

MILE POST

Hewitt 853.1

Troy 872.1

Holland 896.8

Bartlett 902.8

Coupland 926.7

Dunstan Mine Track 946.0

Dunstan 947.0

Plum 982.1

Schindler 1036.5

Cardiff 1050.8

Addicks 1066.7

Hennessey 1072.9

TRACKSIDE WARNING DETECTOR LOCATIONS

MP 865.7 MP 892.2 MP 931.5

MP 1000.8 MP 1027.4 MP 1053.0

NOTE

Mesquite Belt Railroad has operation and trackage rights on MKT, but are listed as second class to all MKT trains.

Trains will register at other than register stations as follows: Taylor (Transfer Jct.)

– Trains originating or terminating via radio with Dispatcher at Denison, TX.

Opal – Trains originating or terminating via radio with Dispatcher at Denison, TX

Between south end Bass Siding (MP 849.8) and Bellmead, TRAINS HAVE NO SUPERIORITY. Authority to ENTER AND OPERATE trains and/or engines within these limits must be obtained from the Yardmaster at Bellmead.

Bellmead – Waco – TMRI trains and engines may use MKT Main Track between TMRI North Jct. and TMRI South Jct. only with authority from the MKT Operator at Bellmead. Movements then must be made under the provisions of Rule 93.

Train inspection required for trains heading through the siding at Eddy.

Train inspection required for rock trains originating at Granger prior to leaving Taylor.

Movements by Signal Indication CTC [Rules 350 – 351 (E)]: Between MP 908.7 and MP 918.9, Absolute Signals 918.9 and on Transfer Track, Transfer Jct. govern route to Signal 9186, south end siding Birge. Northward trains receiving Stop indication on absolute signal at south end siding Birge will take siding when instructed to do so by Control Operator.

Trains will be governed by instructions of Dispatcher at Denison, TX for use of the Main Track at Smithville.

Opal – Signal 8807 displaying indications per Rule 239 governs northward movements on diverging route to Connecting Track from MKT to UP North Track.

UP controlled signal at UP MP 217 Pole 17 governs southward movements from UP to MKT Main Track Signal 8809.

Normal Position of Switches: Bellmead – Yard Lead/Main Track switch south end of yard left lined as needed.

TRMI North Jct. and TMRI South Jct. – MKT/TMRI Main Track switches lined for MKT Houston Subdivision movements.

Granger – Smithville/Georgetown Railroad Main Track switch lined for Smithville Subdivision movements.

Georgetown Railroad Wye - Track switch lined for South Wye Track movements. Normal position of switches in siding will be for through movements except south leg of Wye will be lined from siding to south leg of Wye.

Restrictions on Auxiliary Tracks: Temple – Do not exceed 5 MPH or use more than one unit on Hole Track.

Smith – Trains setting out must leave set out just in clear of fouling point to avoid blocking run-around track when possible.

Granger – South leg of Wye, DO NOT exceed 5 MPH.

Dunstan Mine Track – Stop will be made before engine passes over car retarder located under tipple. Crew member will inspect all units in engine consist to see that no part is lower than three inches above the top of the rail. Crew member will stand on the ground at the retarder each time the engine passes over the retarder. Do not exceed 2 MPH over retarder, engine only.

Smithville – Movements on auxiliary tracks approaching Miller Street crossing (MP 970.2) must occupy island circuit and know flashers are working and gates are down for 20 seconds before occupying crossing. The island circuit is identified by orange board attached to ties approximately 40 feet each side of the crossing.

Operation of Mechanical Electrically Locked Switches and Interlocking Devices:
UP Crossing (MP 880.7) – When absolute signal displays Stop Indication, communicate with Control Operator at SPSF Office and be governed by his/her instructions in proceeding through interlocking limits. Telephones connecting with Control Operator are located on control house at crossing, both absolute signals and on outside of station Temple. If unable to communicate with Control Operator to secure signal to proceed, devices may be manually operated. First, determine that absolute signals on SPSF display Stop indications, then manually line dual control derail for MKT movement. After lining derail, must again determine that absolute signals on SPSF displays Stop indication. Hand signals will then be given for movement over crossing. After movement over crossing and clear of interlocking limits, dual control derail must be restored to “Derailing” position and selector lever to “Power” position. Report, notifying Control Operator at SPSF Office, Temple, of handling must be made at first open office.

Granger – Southward movements from the south leg of Wye or from the siding to the Main Track must communicate with Control Operator, Taylor. After Control Operator gives train or engine permission, a crew member must depress button in box located adjacent to Absolute Signal 908.7 and hold for two seconds to secure Proceed signal to enter CTC territory. If signal continues to display Stop indication after two minutes, crew member must communicate with Control Operator in accordance with Rule 350 or Rule 351.

Birge – North and south siding switches equipped with mechanical electric lock. Trains and engines in siding must remain back of fouling point until switch is unlocked and reversed. To operate mechanical electric lock switch, open electric lock box located at switch stand and be governed by instructions in box. To move from siding to Main Track, before unlocking mechanical electric lock and reversing switch, permission must be secured from Control Operator, Taylor.

Temple – BNSF yard engines may use MKT Main Track within Temple yard limits, MP 877.9 to MP 884.0, without clearance or train orders to interchange cars to and from Cobel siding under provisions of Rule 93 and Rule 317 upon receipt of permission from MKT Train Dispatcher clearing Main Track for First Class trains.

Trains will be governed by instructions of Train Dispatcher in use of the Main Track at Smithville.

Train Inspections required for trains departing Smithville.

LCRA – Conductors and engineers handling unit coal trains from Smithville to LCRA and returning to Smithville must retain all train orders and clearances held

by their crew which are still in effect and deliver them per Rule 214 and/or Rule 215.

Southward trains arriving Eureka will contact Yardmaster before entering yard limits and will be governed by his instructions.

Eureka – Yard Lead/Main Track switch south end of yard must be left lined for Main Track to Yard Lead movements.

Restrictions on Auxiliary Tracks:

Smithville – Movements on auxiliary tracks approaching Miller Street crossing (MP 970.2) must occupy island circuit and know flashers are working and gates are down for 20 seconds before occupying crossing. The island circuit is identified by orange board attached to ties approximately 40 feet each side of the crossing.

LCRA – northward movements on Lead, DO NOT exceed 5 MPH while approaching flasher crossing.

Sealy – Train crews delivering multi-level automobiles to BNSF will not shove other cars with automobile cars.

Sealy – BNSF Siding Track is designated as a “Controlled Siding” and is governed by Train Control System signal indication. Before opening switch and entering onto and using siding, communicate with BNSF Train Dispatcher, via radio, and secure permission to use Siding Track.

Eureka – Southward movements from the Tail Track to the Main Track crossing Sheppard Drive at MP 1080.4 must ascertain that crossing gates are down for 20 seconds; and then movement may proceed over crossing.

Eureka – While switching Southern Warehouse at MP 1076.1, movement must not be made over Maryvest Road until it is known that the flashers and crossing gates are operating and in the proper position before fouling and crossing unless the crossing is protected by flagman.

Eureka Yard Lead/main Track switch north end and south end of yard must be left lined for Main Track to Yard Lead movements.

GALVESTON SUBDIVISION

STATION NUMBER	MP	MAIN LINE STATIONS	LENGTH OF SIDING
6079	1080.2	Eureka.....YTDB	YARD/11266
		4.0	
-----	1084.2	Houston (UP.....)XA	-----
		0.6	
-----	1084.8	N. GH&H Jct.....	-----
		0.4	
-----	1085.2	Congress.....Y	YARD
		0.7	
-----	1085.9	S. GH&H Jct.....	-----
		3.9	
-----	1089.8	PTRA.....C	-----
		0.2	
-----	1090.0	UP.....XA	-----
		11.8	
-----	1101.9	Graham.....	6884
		8.3	
-----	1109.8	Shell.....	6802
		13.0	
-----	1122.8	Texas City Jct.....XAC	-----
		1.2	
-----	1126.9	Virginia Point.....	-----
		0.9	
-----	1127.8	Causeway Bridge D.....M	-----
		1.0	
-----	1128.8	Island.....Y	-----
		4.4	
6132	1132.2	Galveston.....	YARD/10560
		50.4	

TWC between MP 1080.2 to MP 1132.2
 – Control Operator is the Dispatcher at Denison, TX

FLAGGING DISTANCE Two miles

MAXIMUM SPEED	MPH
MP 1080.2 – MP 1084.2 (SPSF)	15
MP 1084.2 – MP 1095.2 (GH&H)	20
MP 1095.2 – MP 1103.2 (GH&H)	35
MP 1103.2 – MP 1110.9 (GH&H)	25
MP 1110.9 – MP 1123.7 (GH&H)	35
MP 1123.7 – MP 1132.2 (GH&H)	20
MP 1127.8 (GH&H) – over Lift Span	10

Except:
 Eureka, through yard (MP 1078.9 – MP 1080.2) 10

SPEED LIMITS PRESCRIBED BY CITY ORDINANCE	MPH
Houston	25
Pasadena	25
League City	25
Texas City	25
Galveston	25

BUSINESS TRACKS	MILE POST
TX Crushed Stone	1089.7
Harrisburg	1090.3
Rambler	1091.7
T&T Siding	1093.2
Dumont	1094.7
Kellogg	1095.8
HL&P	1096.8
Ashland	1097.6
Genoa	1098.4
Gifford Hill	1099.1
McDonough	1099.5
Olcott	1101.3

Webster	1105.8
McCoy	1106.5
Fondren	1107.1
Midway Concrete	1108.4
Dickinson	1112.8
Marathon-Marco	1113.0
LaMarque	1121.2
Texas City Yard	1123.4

Eureka – Southward movements from the Tail Track to the Main Track crossing Sheppard Drive at MP 1080.4 must ascertain that crossing gates are down for 20 seconds; and then movement may proceed over crossing.

Eureka – While switching Southern Warehouse at MP 1076.1, movement must not be made over Maryvest Road until it is known that the flashers and crossing gates are operating and in the proper position before fouling and crossing unless the crossing is protected by flagman.

Eureka – Yard Lead/Main Track switch south end of yard must be left lined for Main Track to Yard Lead movements.

Trains are authorized to operate between Eureka (MP 1080.2) and Houston (MP 1084.2) without clearance or train orders, being governed by instructions of Yardmaster.

Houston – Do not exceed 5 MPH on Tracks 1 through 6 and on Back Lead at City Yard.

Fondren Spur – When necessary to shove cars over Highway 3, MP 1107.3, at night, crossing must be protected by flagman.

Cars set out on Spur Track must not be left between Main Track and Highway 3 crossing.

Do not exceed 10 MPH while switching industries between MP 1108.2 and 1110.9.

Texas City Jct. – Movements to TCT yard tracks must not exceed 8 MPH over connection and employee must ride leading car when shoving.

Galveston – Transfer Lead switch into Museum Track must be left lined and locked for transfer lead movement. Main Track Galveston Yard (Track 100) must not be blocked on Friday, Saturday, or Sunday.

MOVEMENTS BETWEEN EUREKA AND HOUSTON COVERED BY AUTHORITY HB&T-RTC OPERATOR

Numbered movements must contact HB&T-RTC Operator before passing Howard Dr. (MP 1093.0)

Between Houston and Galveston (Galveston Subdivision), GH&H Rules, Timetable and Special Instructions govern.

MOVEMENT THROUGH GALVESTON CAUSEWAY INTERLOCKING:

(1) If train or engine is stopped by absolute signal at Virginia Point or Island, crew member must immediately communicate with interlocking operator at lift bridge.

(2) Crew may be given verbal authority to proceed from Stop indication by sending a man ahead to inspect the route. Operator must not grant such authority until it is known the route is lined and clear of opposing movement.

(3) Operator must be advised in advance of any known conditions that will delay the train or engine or prevent it from making usual speed.

STATION	MP	MAIN LINE	LENGTH OF
NUMBER		STATIONS	SIDING
5968	0.0	Smithville.....YB	YARD/7392
		20.3	
-----	20.3	Red Rock.....	-----
		16.1	
-----	36.4	Lockhart.....	4200
		7.1	
-----	43.5	Maxwell.....	-----
		3.3	
-----	46.8	Reedville.....	1830
		4.7	
-----	51.5	Ajax.....	-----
		0.8	
6753	52.3	San Marcos.....YB	924
		8.8	
-----	61.1	Hunter.....	1245
		8.2	
-----	69.3	New Braunfels.....C	-----
		0.3	
-----	69.6	UP.....XA	-----
		3.1	
-----	72.7	WRP.....CY	-----
		3.9	
-----	76.6	Comal.....	2305
		14.2	
-----	90.8	Fratt.....Y	-----
		3.8	
-----	94.7	Remount.....	4200
		1.7	
-----	96.3	Travis.....	-----
		6.2	
-----	102.5	UP Jct.....CM	879
		1.0	
6803	103.5	Sloan.....YTDB	YARD
		103.5	

FLAGGING DISTANCE One and one-fourth miles

<u>Except:</u>	MPH
Reedville, through siding	5
Ajax, through turnout	20
TXI, through turnout	10
Dittlinger (ADM)	10
Ogden Jct., through turnout	25
San Marcos	25
New Braunfels	25
San Antonio	25

Trains will report other than as required by Rule 82(A):

WRP – Track 2A designated as scale track and must not be used with authority of WRRC

SYSTEM OFFICERS

V. Montray	Vice President – Mechanical Denison
D. Shewfelt	A. V. P. – Maintenance of Way & Structures Denison
B. C. Hamm	Superintendent – Transportation Denison
M. A. Marcinkowski	Chief Engineer Denison
O. W. Link	Assistant Chief Engineer Denison
E. Sanchez	Engineer – Maintenance Denison
J. P. Lamb	Engineer - Communication & Signals Denison
M. Montray	Assistant Engineer - Communications & Signals Denison
R. Roman	Superintendent – Cars and Locomotives Denison
M. Quass	Superintendent – Equipment & Diesel Operation Denison
D. Jackson	Superintendent of Safety Denison
L. Sapp	Superintendent of Rules Denison
R. Thompson	Trainmaster Denison
N. Dealey	Company Physician Denison

MKT DIVISION OFFICERS

W. G. Campbell	Division Engineer Denison
M.G. Ellis	Division Engineer Waco
R. Binder	Division Engineer Parsons
T. La France	Senior Master Mechanic Denison
M. Ferguson	Master Mechanic Parsons
C. A. Cassidy	Terminal Superintendent Fort Worth
C. E. Boyles	Terminal Superintendent Parsons
D. Doyle	Terminal Superintendent Waco
J. W. Hays	Terminal Superintendent Kansas City
C. T. Massey	Terminal Superintendent San Antonio
T. A. Russow	Terminal Superintendent Houston
Y. Kirven	Terminal Superintendent Denison
J. R. Davis	Trainmaster Smithville
W. C. Hamm Jr.	Senior Trainmaster Muskogee
K. Fitzgerald	Trainmaster Fort Worth
J. L. Fike	Trainmaster Parsons
D. L. Duckett	Road Foreman of Engines Denison
D. D. Hubbard	Road Foreman of Engines Parsons
J. H. Tomhave	Road Foreman of Engines Waco
J. E. Whitman	Road Foreman of Engines Fort Worth

DISPATCHERS – DENISON

S. Carlisle	Chief Dispatcher
G. E. Canaday	Assistant Chief Dispatcher
W. M. Kurtz	Assistant Chief Dispatcher
T. W. Lightfoot	Relief Chief Dispatcher
R. W. Duncan	Night Chief Dispatcher
J. R. Nash	Train Dispatcher
M. Murray	Train Dispatcher
B. T. Stratton	Train Dispatcher
R. La Salle	Train Dispatcher
R. W. Hamm	Train Dispatcher
G. Kolhoffer	Train Dispatcher
L. Ruback	Train Dispatcher
S. K. Culbertson	Train Dispatcher
S. Sanders	Train Dispatcher
T. F. Herzog	Train Dispatcher
Z. Pumphery	Train Dispatcher
J. R. Young	Train Dispatcher
W. J. Billner Jr.	Train Dispatcher
E. Pierce	Train Dispatcher

EXPLANATION OF TIMETABLE CHARACTERS

A	Automatic Interlocking
B	Radio Base Station
C	Connection
D	Diesel Fuel Oil
F	Radio Wayside Station
G	Gate – Normal Position against MKT
M	Manual Interlocking
N	Gate – Normal position against conflicting route
S	Stop Sign
T	Turntable or Wye
U	Controlled Siding
X	Railroad Crossing at Grade
Y	Yard Limits
Z	Dual Control Switch

Register Stations are shown by bold face type station name.

ABBREVIATIONS IN CONNECTIONS WITH MKT MP LOCATION

A – Kansas City Subdivision

MKT TIEMTABLE INDEX

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San Antonio Subdivision	13

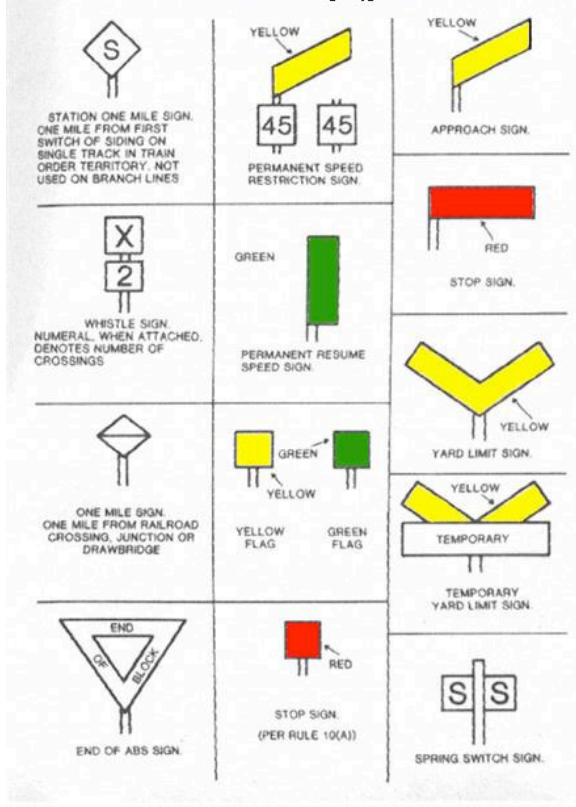
Abbreviations Defined

AWRR	– Austin & Western Railroad, Co
BNSF	– Burlington Northern Santa Fe Raileay Corp
GH&H	– Galveston Houston & Henderson (UP & MKT co-owned trackage)
GRDA	– Grand River Dam Authority
GRR	– Georgetown Railroad, Co.
KRR	– Kiamichi Railroad, Co.
LCRA	– Lower Colorado River Authority
OL&B	– Omaha Lincoln and Beatrice Railway, Co
NS	– Norfolk Southern Railroad Corp
SKOL	– South Kansas & Oklahoma Railroad
TMRI	– Teague Mexia Rock Island & Gulf Railroad, Co.
UP	– Union Pacific Railroad Corp.
WRP	– Western Railroad Properties, Co

MKT Owned Trackage – 1074.4 miles

MKT Trackage Rights – 265.5 miles

MKT Line-Side Sign Types



86 SPECIAL INSTRUCTIONS			87 SPECIAL INSTRUCTIONS	
ITEM 15. BLOCK AND INTERLOCKING SIGNALS:			INDICATION	
RULE	NAME	ASPECT		
230	CLEAR		Proceed	
232	ADVANCE APPROACH		Proceed prepared to pass next signal not exceeding 50 MPH.	
233	APPROACH DIVERGING		Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.	
234	APPROACH MEDIUM		Proceed prepared to pass next signal not exceeding 40 MPH.	
235	APPROACH RESTRICTING		Proceed prepared to pass next signal at restricted speed.	
236	APPROACH		Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.	
237	DIVERGING CLEAR		Proceed on diverging route not exceeding prescribed speed through turnout.	
238	DIVERGING APPROACH MEDIUM		Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through turnout.	
239	DIVERGING APPROACH		Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.	
240	RESTRICTING		Proceed at restricted speed.	
241	STOP AND PROCEED		Stop, then proceed at restricted speed.	
242	STOP		Stop	

CROSSING MALFUNCTION:

1-800-867-5309

MKT EMERGENCIES:

1-800-246-5289

