

RULE 455, VERBAL AUTHORIZATION BY FOREMAN AND ENGINEER'S ACKNOWLEDGEMENT

When train approaches limits specified by Track Bulletin Form B, the engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

The following words will be used by foreman in properly identifying himself:

"Foreman _____ (of Gang No. _____) using Track Bulletin No. _____ Line No. _____ between MP _____ and MP _____ on _____ Subdivision."

In granting verbal authority for movement through limits of Track Bulletin Form B, the following alternative will be used by foreman:

(a) **Movement Beyond Red Flag**

To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

"_____ (train) _____ may pass red flag located at MP _____ (or enter limits) without stopping."

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(b) **Movement at Speed Greater Than Restricted Speed**

To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

"_____ (train) _____ may proceed through the limits at _____ MPH (or at "maximum authorized speed.")"

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(c) **Movement at Speed Less Than Restricted Speed**

To require train or engine to move at a speed less than restricted speed, the following will be added:

"_____ (train) _____ may proceed at restricted speed but not exceeding _____ MPH (adding if necessary "until reaching MP _____.")"

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

The instructions issued by foreman under (a), (b), or (c) must be repeated by the engineer and "OK" received from foreman before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
—	36	100	—	58	62.1	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.5	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	30	24.0
—	51	70.6	1	26	41.9	2	45	21.8
—	52	69.2	1	28	40.9	3	—	20.0
—	53	67.9	1	30	40.0	3	30	17.1
—	54	66.6	1	32	39.1	4	—	15.0
—	55	65.5	1	34	38.3	5	—	12.0
—	56	64.2	1	36	37.5	6	—	10.0
—	57	63.2	1	38	36.8	12	—	5.0



SANTA FE SAFETY FIRST



The
**Atchison, Topeka and Santa Fe
Railway Co.**

EASTERN REGION

KANSAS DIVISION

TIMETABLE No.

1

IN EFFECT

Sunday, May 15, 1988

**At 12:01 A.M.
Central Time
Mountain Time**

DONALD G. McINNES
General Manager
Topeka, Kansas

D. E. MADER, J. D. McPHERSON, V. G. NAIL, W. E. RUSSELL
Assistant General Managers
Topeka, Kansas

D. F. DUNCAN
Division Manager
Newton, Kansas

ASST. DIV. MGR.—ADMINISTRATION

S. R. GRISWOLD Newton, Ks

ASST. DIV. MGR.—EQUIPMENT

D. O. UNDERWOOD Newton, Ks

ASST. DIV. MGR.—MAINTENANCE

B. L. DRAPER Newton, Ks

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W. R. HOPPER Oklahoma City, Ok

G. D. CASSIDY La Junta, Co

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J. L. RAINEY Wellington, Ks

J. L. WILES Amarillo, Tx

R. F. SMITH Oklahoma City, Ok

J. E. HOUGHTON Arkansas City, Ks

T. L. REARDON Denver, Co

J. H. DAVIDSON La Junta, Co

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GENERAL SUPERVISORS TRAIN HANDLING

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D. L. WHITE Wellington, Ks

T. E. AUGE Arkansas City, Ks

J. R. WILSON Pueblo, Co

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TRAINMASTERS

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R. J. SHERMAN Oklahoma City, Ok

R. E. JONES Enid, Ok

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MANAGER OPERATIONS PLANNING

S. P. MARK Newton, Ks

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D. R. LACKEY	Newton, Ks
R. L. DEPLER	Newton, Ks
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G. C. BRUNSON	Amarillo, Tx
K. D. GRUBB	Amarillo, Tx
B. BLACK	Amarillo, Tx
O. A. HARRELSON	Amarillo, Tx
B. A. BRIDGES	Amarillo, Tx
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R. W. YERGERT	La Junta, Co
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O. A. LEWIS	Ft. Worth, Tx
E. S. FIELDS	Ft. Worth, Tx
R. A. CRAWFORD	Ft. Worth, Tx

TRAIN DISPATCHERS

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B. J. ECKERT	Newton, Ks
W. G. BURTON	Newton, Ks
D. L. RESER	Newton, Ks
W. P. VAUGHN	Newton, Ks
D. S. OSBURN	Newton, Ks
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K. F. KIEFER	Newton, Ks
M. A. PORTER	Newton, Ks
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R. L. TREFETHEN	Newton, Ks
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M. L. STIVER	Newton, Ks
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W. D. PARKER	Amarillo, Tx
J. W. OLSON	Amarillo, Tx
L. A. STEWART	Amarillo, Tx
J. M. STANDIFER	Amarillo, Tx
R. L. WARREN	Amarillo, Tx
J. W. MARSHALL	Amarillo, Tx
E. S. ABBOTT	Amarillo, Tx
D. L. HOWARD	Amarillo, Tx
J. E. WILLBURN	Amarillo, Tx
D. W. BALLEW	Amarillo, Tx
L. G. GILLESPIE	Amarillo, Tx
D. L. WALKER	Amarillo, Tx
T. L. BRADLEY	Amarillo, Tx
J. L. BEWLEY	Amarillo, Tx
L. D. COLE	Amarillo, Tx
L. S. PARK	Amarillo, Tx
L. W. STALLINGS	Amarillo, Tx
S. K. NIX	Amarillo, Tx
C. A. TOLBERT	Amarillo, Tx
A. W. ABEL	La Junta, Co
L. N. STEPHAN	La Junta, Co
J. J. GARZA	La Junta, Co
P. R. HOLIMAN	La Junta, Co
D. E. DEATON	La Junta, Co
M. D. HARRISON	La Junta, Co
L. T. JAPHET	La Junta, Co
M. D. HASTY	La Junta, Co
R. R. HINER	La Junta, Co
D. L. HUPP	La Junta, Co
B. D. ANDERSON	La Junta, Co
D. C. ZWICK	La Junta, Co
C. P. PIERCE, JR.	La Junta, Co
J. D. BLANKENSHIP	Ft. Worth, Tx
A. G. COPPINGER	Ft. Worth, Tx
J. C. RUSSELL	Ft. Worth, Tx
F. W. ULLMANN	Ft. Worth, Tx
R. T. SHAVER	Ft. Worth, Tx
J. E. WEAVER	Ft. Worth, Tx
J. G. WILLIAMS	Ft. Worth, Tx
D. P. REYNOLDS	Ft. Worth, Tx
H. F. FULLER	Ft. Worth, Tx
C. R. LAWRENCE	Ft. Worth, Tx
R. D. TINSLEY	Ft. Worth, Tx
C. W. PLUMLEE	Ft. Worth, Tx
B. C. DAVIS	Ft. Worth, Tx
S. R. HASTINGS	Ft. Worth, Tx
R. G. McINTIRE	Ft. Worth, Tx

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EXPLANATION OF CHARACTERS

- A — Automatic Interlocking
- B — General Orders/Circulars
- g — Gate—Normal Position
- Against Conflicting Route
- G — Gate—Normal Position
- Against this Subdivision
- Q — Gate—Left in Position last used
- M — Manual Interlocking
- P — Telephone
- R — Radio Communication
- S — Crossing Protected by Stop Signs
- T — Turning Facility
- X — Crossover (DT)
- Y — Yard Limits
- MT — Main Track

EXPLANATION OF ROADWAY SIGNS

- Temporary Restriction — Red, Yellow and Green flags or discs
- Permanent Speed Sign— Square or Rectangular in shape, Yellow with numerals or Green
- Permanent Stop Sign — Rectangular in shape, Red
- Whistle Sign — Square in shape, White with letter "W"

**SANTA FE POLICE COMMUNICATIONS
TOLL FREE PHONE NUMBER
1-800-333-2383**

WEST- WARD	↓	WAYNOKA SUBDIVISION	↑	EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
54600	3550	WELLINGTON BPRT		238.9
		3.2		
54598	12500	ROLAND		242.1
		4.9		
54596	7800	MAYFIELD		247.0
		7.1		
54594	8450	MILAN		254.1
		5.1		
54592	7300	ARGONIA		259.2
		0.4		
		U. P. Crossing M		259.6
		6.9		
54590	13010	DANVILLE		266.5
		7.3		
54500	19477	HARPER PT		273.8
		6.5		
54490	7300	EULA		280.3
		5.3		
54200	S6650 N7700	ATTICA PT		285.6
		6.6		
54160	10500	CRISFIELD	CTC	292.2
		7.6		
54120	11282	HAZELTON		299.8
		7.1		
54100	17800	KIOWA PT		306.9
		0.9		
		U. P. Crossing M		307.8
		5.4		
54085	10178	LODER		313.2
		3.2		
54080		CAPRON		316.4
		3.1		
	11400	BRINK		319.5
		5.2		
54070		ALVA		324.7
		4.2		
54065	18966	NOEL		328.9
		6.8		
54060	7531	AVARD		335.7
		9.8		
			CTC 2MT	342.4
54000		WAYNOKA BPRT		345.5
		(106.6)		

TWO TRACKS: At Waynoka, between M.P. 342.4 and M.P. 346.9.

CTC IN EFFECT: On main tracks and sidings, Wellington M.P. 237.1, to Waynoka, including extension track, Waynoka.

At east end Wellington Yard, Switch 0150 is to be left lined and locked for Track 0150 (Tail Track). Westward trains entering Wellington Yard through north way should see that Switch 0150 is left lined and locked for Track 0150 (Tail Track) after entering Wellington Yard.

RULE 350(B) Hand-throw switches not electrically locked:

At Wellington maximum authorized speed on siding 20 MPH while head end of train is passing over hand operated switches 0502 and 0503 and the switch of the crossover leading to the siding.

MP 292.1 Run Around Track

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Wellington and Waynoka	70	55*

*Maximum authorized speed for freight trains is 70 MPH provided:

- (1) Train does not contain empty cars (10-Pack cars, double stack cars, cabooses and flat cars loaded with empty trailers, empty containers or container chassis are considered loads).
- (2) Train does not exceed 5,500 tons.
- (3) Train does not exceed 8,500 feet.
- (4) Train does not average more than 80 tons per operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

WAYNOKA SUBDIVISION

(B) SPEED RESTRICTIONS—TONNAGE

45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7,000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Curve	M.P. 237.7 to 237.8	45
*Crossings	M.P. 238.5 to 239.2	40
Curve	M.P. 239.6 to 239.7	60
RR Crossing	M.P. 259.6	40
RR Crossing	M.P. 307.8	40
Curve	M.P. 323.5 to 324.0	60
Curve	M.P. 324.2 to 324.9	45
4 Curves	M.P. 325.3 to 328.0	60
2 Curves	M.P. 343.3 to 343.9	60
3 Curves	M.P. 345.2 to 345.7	55
*Crossings	M.P. 345.3 and 345.8	40

*City ordinance, speed restriction applies over street or highway crossings only while head-end of train is passing over crossing.

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings between Wellington and Waynoka, except those listed below, 40 MPH; other main track switches, except those listed below, 10 MPH.

Switches at each end of sidings between Wellington and Waynoka are dual control.

"D"—Dual Control Switch

Station	Type	Location	MPH
Wellington	D	Turnout end DT	40
	D	Turnouts to leads, M.P. 236.9 - M.P. 237.1	20
	D	Turnout to Illinois Division	20
	D	East end siding	15
	D	H. & S. Subdiv. Junction switch	15
	D	Turnout west lead, west end freight yard	30
	D	Turnout east lead, west end freight yard	15
	D	Crossover, M.P. 238.6	30
	Harper	D	Crossover, M.P. 273.1
D		Crossover, M.P. 274.4	15
D		Crossover, siding to No. 1 track	15
D		Turnout to H. & S. Subdiv.	15
D		Both ends No. 1 yard track	10
Kiowa	D	Crossover, M.P. 306.6	40
	D	Crossover, M.P. 307.2	40
	D	Turnout to Enid Subdiv., M.P. 307.2	15
	D	Crossover, M.P. 308.0	40
Noel	D	Turnout from siding to Track 2105	20
	D	Both ends of siding	30
Avard	D	Turnout to BN Ry.	20
Waynoka	D	East end extension track	40
	D	Turnout east end Two Tracks, M.P. 342.4	40
	D	South Track to yard, M.P. 342.5	15
	D	East Crossover, M.P. 345.1	30
	D	West Crossover, M.P. 345.1	15
	D	South Track to yard, M.P. 345.2	15
	D	Turnout west end Two Tracks, M.P. 346.9	40

WAYNOKA SUBDIVISION

2. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Mayfield Cooperative Elevator	249.2	1215

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 269.9	Hot Box	Radio Readout
Bridge 273.0	High Water	Eastward—Controlled Signals— East Crossover Harper Westward—Controlled Signals— East End Siding Harper
M.P. 296.5	Hot Box	Radio Readout
M.P. 316.1	Hot Box	Radio Readout
M.P. 320.8	Dragging Equipment	Westward—M.P. 322.7
M.P. 329.5	Dragging Equipment	Eastward—M.P. 327.2
M.P. 339.3	Hot Box and Dragging Equipment	Radio Readout

WEST- WARD	↓	PANHANDLE SUBDIVISION	↑	EAST- WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
54000		WAYNOKA 5.6	BPRT	CTC 2MT	345.5
53950	8225	HEMAN 4.5			351.8
53945	11804	BELVA 5.3			356.3
53935	10329	QUINLAN 5.5			361.6
53925	7103	CURTIS 3.9			367.1
53915	7924	MOORELAND 10.3			371.0
53900	14649	WOODWARD 0.2	P		382.8
		N.W.O. Crossing 3.3	M		383.0
53850	7267	GERLACH 6.3			386.3
53835	8164	TANGIER 5.7			392.6
53825	7785	FARGO 8.4			398.3
53815	7683	GAGE 7.7			406.7
53800	N7637 S5703	SHATTUCK 6.5	PT	CTC	414.4
53765	10978	GOODWIN 7.7			421.0
53760	11170	HIGGINS 8.6			428.7
53755	11803	COBURN 6.8			437.3
53750	10910	GLAZIER 5.3			444.1
	20609	CLEAR CREEK 5.7			449.4
53740	19620	CANADIAN 8.4	PT		455.1
53735	11017	MENDOTA 7.7			463.5
53730	11532	LORA 5.7			471.2
53725	11723	MIAMI 6.9			476.9
53720	11104	CODMAN 7.4			483.8
53715	10788	HOOVER 7.6			491.2
53700	S6745 N6470	PAMPA 7.1	PT	CTC 2MT	498.8
53690		KINGS MILL 6.9	XY		505.9
53680	S5402 N7610	WHITE DEER 5.8	X		512.8
53650		CUYLER 7.4	X		518.6
53520	S 5368 N13507	PANHANDLE 7.2	XT	DT ABS	526.0
53515		LEE 7.8	X		533.2
53510		ST. FRANCIS 5.1	X		541.0
53505		FOLSOM 6.1			546.1
		B.N. Crossing 0.1	M		552.2
		EAST TOWER B.N. Crossing 2.0	T M	CTC 2MT	552.3
53200		AMARILLO (206.5)	BPRTX	ABS DT	554.3

PANHANDLE SUBDIVISION

TWO TRACKS: At Waynoka, between M.P. 342.4 and M.P. 346.9; at Pampa, between M.P. 497.3 and M.P. 500.8, between M.P. 550.5 and East Tower.

DOUBLE TRACK: Between M.P. 500.8 and M.P. 550.5 and between East Tower and M.P. 555.8.

CTC IN EFFECT: On main tracks and sidings between Waynoka and Pampa, M.P. 500.8; between M.P. 550.5 and East Tower, and on east leg of wye East Tower, except on south siding Shattuck.

TWC IN EFFECT: Between Pampa, M.P. 500.8 and M.P. 550.5.

RULE 94 IN EFFECT: At Amarillo between East Tower and M.P. 555.8, New Mexico Division Hereford Subdivision.

At King's Mill, yard limits in effect on South Track only and movements against the current of traffic within yard limits may be authorized by:

- (1) Track warrants;
- (2) Verbal authority of the train dispatcher, or;
- (3) A proceed signal indication governing movements from Celanese Corp. coal track to South Track.

At Kings Mill, a clear signal indication on controlled signal, M.P. 505.5, governing movements against the current of traffic on the South Track indicates the South Track is clear of trains or engines within yard limits.

At Kings Mill, permission must be obtained from train dispatcher, before complying with Rule 312, Item 4, when absolute signals governing movement on South Main Track between M.P. 505.5 and 507.5, and absolute signal governing movement from Celanese Corp. coal track to South Main Track, display stop indication.

At Panhandle, switch point indicator located at west end of North siding.

At Amarillo, maximum speed permitted on east and west freight leads, 20 MPH.

- RULE 350(B) Hand-throw switches not electrically locked:
- | | |
|----------|---|
| MP 351.2 | Heman Storage Track off siding Track 3031 |
| MP 356.3 | Run Around Track |
| MP 371.7 | Western Farmers Electric Corp. |
| MP 420.9 | Team Track |
| MP 428.5 | Elevator Track 3164 |
| MP 491.2 | Elevator Track |
| MP 498.2 | North Storage Track 4260 |
| MP 551.0 | (North Track) Pioneer Gas Spur |

YARD LIMITS:
Kings Mill, M.P. 505.5 to 507.4
(South Track Only)

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Waynoka and Amarillo	70	55*
Against current of traffic on double track between East Tower and Pampa	59	49
Celanese Corp. Coal Track: To Spring Switch On Loop		15 10
Pantex Ordnance Spur		20
Pampa Industrial Spur, M.P. 0.0 to 4.7		20

*Maximum authorized speed for freight trains is 70 MPH provided:

- (1) Train does not contain empty cars (10-Pack cars, double stack cars, cabooses and flat cars loaded with empty trailers, empty containers or container chassis are considered loads).
- (2) Train does not exceed 5,500 tons.
- (3) Train does not exceed 8,500 feet.
- (4) Train does not average more than 80 tons per operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS—TONNAGE

- (1) 45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7,000 tons.
- (2) 35 MPH when moving eastward between Curtis and Belva with train of 6,500 tons or over.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
3 Curves	M.P. 345.2 to 345.7 (South Track)	55
*Crossings	M.P. 345.3 and 345.8	40
Curve	M.P. 345.9 to 346.3 (South Track)	65
5 Curves	M.P. 345.2 to 346.8 (North Track)	55
Curve	M.P. 379.0 to 379.3	65

(Cont'd.)

PANHANDLE SUBDIVISION

(C) SPEED RESTRICTIONS—VARIOUS (Cont'd)

	Location	MPH
*Crossings	M.P. 382.5 to 384.7	50
3 Curves	M.P. 382.9 to 384.1	50
RR Crossing	M.P. 383.0	40
3 Curves	M.P. 385.5 to 388.9	55
Curve	M.P. 389.6 to 389.9	60
5 Curves	M.P. 422.3 to 425.4	65
Curve	M.P. 452.4 to 453.4	50
Curve	M.P. 454.2 to 454.5	60
Curve	M.P. 464.8 to 465.0	65
**Track	M.P. 476.3 to 477.8	60
5 Curves	M.P. 477.8 to 480.9	65
5 Curves	M.P. 552.0 to 553.7	20
RR Crossings	M.P. 552.3	20

*City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossings.

**City ordinance, speed restriction applies to entire train.

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings within CTC limits, except those listed below, 40 MPH; within ABS limits hand throw crossover switches between North and South tracks, 15 MPH; except those listed below, 10 MPH.

Within CTC limits switches at each end of sidings are dual control.

“D”—Dual Control Switch

“S”—Spring Switch

Station	Type	Location	MPH
Waynoka	D	East end extension track	40
	D	Turnout east end Two Tracks, M.P. 342.4	40
	D	South Track to Yard, M.P. 342.5	15
	D	East Crossover, M.P. 345.1	30
	D	West Crossover, M.P. 345.1	15
	D	South Track to Yard, M.P. 345.2	15
	D	Turnout west end Two Tracks, M.P. 346.9	40
	Curtis	D	Both ends siding
Woodward	D	Double crossover, M.P. 381.3	40
Shattuck	D	Crossover, M.P. 414.7	10
	D	Turnout to Shattuck Subdiv.	10
Higgins	D	Crossover, M.P. 428.0	40
Coburn	D	Crossover, M.P. 437.0	40
Clear Creek	D	Double crossover, M.P. 450.3	40
Canadian	D	Double crossover, M.P. 455.4	30
	D	Double crossover, M.P. 456.8	40
Miami	D	Crossover, M.P. 476.8	40
Pampa	D	Turnout to North Track, M.P. 497.3	50
	D	Both ends South siding	40
	D	Both ends North siding	30
	D	Double crossover, M.P. 500.8	40
Kings Mill	D	Turnout to Celanese Corp. Coal Track	15
	S	On Loop Celanese Corp. Coal Track	10
Panhandle	S	West end North siding	15
East Tower	D	Crossover, M.P. 550.5	30
	D	Turnouts to East leg of wye, M.P. 550.6	20
	D	Turnout to Dumas Subdiv., M.P. 552.3	10
	D	Turnout to Western stock yards M.P. 552.3	10
	D	Crossover, M.P. 552.3	10
	D	Turnouts to main tracks and freight leads, M.P. 552.4	20
	D	Dumas Subdiv. to B.N.	10

(Cont'd.)

PANHANDLE SUBDIVISION

2. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Dow Chemical	385.3	1450
Union Underwear	391.2	4350
Cities Service Oil Co.	501.9	5762
Cabot Carbon Pampa Plant	502.6	2250
Ingersol-Rand	503.6	1512
Celanese Corp. of America	504.3	9800
Celanese Corp. coal track (2.4 miles)	505.6	
Pantex Ordnance Plant	539.1	Yard
Iowa Beef	542.1	Yard
Amarillo Air Base (T.S.T.I)	543.4	Yard
Pepsi-Cola Spur	548.2	614

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 368.9	Hot Box and Dragging Equipment	Radio Readout
Bridge 376.4 and Bridge 376.8	High Water	Eastward—Signal 3782 Westward—Signal 3761
M.P. 385.8	Dragging Equipment	Eastward—M.P. 384.0
M.P. 396.2	Hot Box	Radio Readout
Bridge 398.0	High Water	Eastward—Controlled signals east end siding Fargo Westward—Signal 3961
Bridge 403.5	High Water	Eastward—Signal 4032 Westward—Signal 4011
Bridge 404.5 and Bridge 405.0	High Water	Eastward—Controlled signals east end siding Gage Westward—Signal 4031
Bridge 409.6	High Water	Eastward—Signal 4112 Westward—Signal 4091
M.P. 424.0	Hot Box	Radio Readout
M.P. 449.0	Hot Box and Dragging Equipment	Radio Readout
M.P. 461.2	Dragging Equipment	Eastward—M.P. 459.8
Bridge 461.2 and Bridge 462.3	High Water	Eastward—Controlled signals east end siding Mendota Westward—Signal 4611
Bridge 465.0	High Water	Eastward—Signal 4662 Westward—Controlled signals west end siding Mendota
Bridge 468.7	High Water	Eastward—Controlled signals east end siding Lora Westward—Signal 4681
Bridge 470.5	High Water	Eastward main track—Controlled signal west end siding Lora Eastward on siding—Signal 4714 Westward—Controlled signals East end siding Lora
Bridge 472.7	High Water	Eastward—Signal 4742 Westward—Controlled signals west end siding Lora

(Cont'd.)

PANHANDLE SUBDIVISION

3. TRACK SIDE WARNING DEVICES (Cont'd.)

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 474.3	Hot Box	Radio Readout
Bridge 481.0	High Water	Eastward—Signal 4812 Westward—Signal 4791
Bridge 482.0 and Bridge 483.2	High Water	Eastward—Controlled signals east end siding Codman Westward—Signal 4811
Bridge 486.3	High Water	Eastward—Signal 4872 Westward—Controlled signals west end siding Codman
Bridge 488.1	High Water	Eastward—Controlled signals east end siding Hoover Westward—Signal 4871
M.P. 493.8	Hot Box and Dragging Equipment	Radio Readout
M.P. 522.9	Hot Box	Radio Readout
M.P. 548.0	Hot Box and Dragging Equipment	Radio Readout

WEST-WARD ↓		ARKANSAS CITY SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
61100		NEWTON	BPRT	CTC	185.1
		^{2.9} McGRAW			188.0
54735	6628	^{3.2} POTNAM			191.2
54730	7526	^{4.0} SEDGWICK			195.2
54725	6710	^{6.6} VALLEY CENTER BN Crossing	M	ABS DT	201.8
54700		^{7.3} WICHITA	BPRTY		209.1
		^{1.0} U.P. Crossing	A	CTC	210.1
		^{1.6} NORTH JCT.	Y		211.7
54710		^{0.6} WICHITA U.S.	W.U.T. Ry.	CTC	212.3
		^{0.9} SOUTH JCT.			213.2
	6616	^{4.2} CONNELL		217.4	
54640	6872	^{5.6} DERBY		223.0	
54620	15184	^{4.9} MULVANE	T	227.8	
54660	6156	^{10.0} UDALL		237.9	
54895	9294	^{11.8} WN JCT.		249.7	
54900		^{1.1} WINFIELD	PR	250.8	
52720	8023	^{5.3} HACKNEY		256.1	
52700	E7000	^{7.3} ARKANSAS CITY	BPRT	263.4	
(78.3)					

CTC IN EFFECT:

On three main tracks Newton between U.P. crossing M.P. 184.6 and M.P. 185.5.

On main track and sidings Newton to M.P. 207.9 Wichita, and North Jct. to Arkansas City.

RULE 251 IN EFFECT:

M.P. 207.9 Wichita to North Jct.

Permanent speed signs are not displayed for movements against the current of traffic.

Trains or engines must not foul nor enter main tracks through hand throw switches where Rule 251 is in effect, until authority to do so has been obtained from the train dispatcher. Movement must be made as prescribed by Rule 317.

Proceed indication on controlled signal for Westward trains at end of double track, Wichita and Eastward trains at North Jct., authorizes extras with the current of traffic.

Westward Arkansas City Subdivision trains or engines will not leave Sand Creek Yard via McGraw Lead until white train departure light, located west of McGraw Jct. switch, is displayed or authority received from train dispatcher.

Independent track between Wichita and North Jct. is the first track east (geographically) of South Track and will be used by trains and engines as instructed. Eastward movements may be authorized by signal indication at North Jct.

Eastward trains Englewood or Wichita Subdivisions secure permission to proceed eastward from Wichita Junction before passing that point. Yard crews obtain permission to make movement between Wichita Junction and South Jct., or to foul Englewood Subdivision main track from south yard tail track.

Trains and engines between North Jct. and South Jct. will be governed by The Wichita Union Terminal Railway Company Special Rules and Regulations, which provide:

"Between North Jct. and South Jct. the two west tracks are main tracks signalled in both directions. Trains and engines using these main tracks will be governed by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track."

Conductor of crews going on duty Arkansas City, Newton or Abilene, will call central dispatcher at Denison, Texas 1-800-527-2190 or 1-214-465-5050 to operate on OKT between Wichita and Lost Springs. Train order forms and bulletin books are located at above locations.

ARKANSAS CITY SUBDIVISION

Absolute signals at North Jct. and South Jct. controlled by Santa Fe train dispatcher located at Newton, Kansas.

Except as provided above, crews on trains and engines operating over tracks of the Wichita Union Terminal Railway Company will be governed by rules and regulations of their respective company.

At Mulvane, track nearest depot is Arkansas City Subdivision main track, next track is Illinois Division Augusta Subdivision North Track and next track is Arkansas City Subdivision siding.

At South Jct., absolute signal governing movement through hand-throw switch from yard to siding installed on the following tracks:
M.P. 213.5 West End Track 501.

RULE 350(A) is applicable. Authority to occupy main track must be obtained from the train dispatcher before switch is opened. If signal fails to display a proceed indication for movement to main track, authority to pass signal must be obtained from the train dispatcher.

HAND THROW SWITCHES IN CTC LIMITS—RULE 350(B)

Location of switches are listed below:

Town or West of	Mile Post Location	Track Connection
Putnam	191.0 & 191.2	Both ends Track 9101
Sedgwick	194.9 & 195.4	Both ends Track 9502
Valley Center	201.4 & 201.7	Both ends Track 1002
Connell	216.6 & 217.0	Both ends Track 1704
Connell	217.2 & 217.4	Both ends Track 1705
Hackney	256.0 & 256.3	Both ends Track 601
Hackney	256.4 & 256.5	Both ends Track 602

YARD LIMITS:

Wichita to North Jct., M.P. 207.9 to 211.7.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

	MPH
Newton— Main tracks between U.P. crossing and M.P. 186.0	20
Freight leads between M.P. 185.6 and Sand Creek bridge M.P. 186.3	10
Newton M.P. 185.6 and North Jct.	55
North Jct. and South Jct. (W.U.T. Ry.)	30
South Jct. and Arkansas City (M.P. 262.9)	55
Arkansas City— Main track between hand throw crossover M.P. 262.9 and M.P. 264.1; Track 198 between M.P. 262.6 and M.P. 264.1	20

(B) SPEED RESTRICTION — TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS LOCATION

	MPH
2 Curves M.P. 185.7 to 186.7	40
Crossings M.P. 194.5 to 195.6	30
Crossings M.P. 201.1 to 202.0	45
RR Crossing M.P. 201.8 (Interlocking)	50
Crossings M.P. 207.7 to 214.9	40
2 Curves M.P. 209.6 to 210.6	40
RR Crossing M.P. 210.1 (Auto. Interlocking)	30
4 Curves M.P. 211.7 to 213.3	30
Crossings M.P. 214.9 to 215.6	45
Curve M.P. 215.3 to 215.5	45
Crossings M.P. 222.5 to 223.0	45
4 Curves M.P. 227.7 to 229.8	40
Crossing M.P. 228.1	40
Crossings M.P. 237.6 to 238.2	45
6 Curves M.P. 243.2 to 246.2	45
16 Curves M.P. 247.5 to 253.6	30
Crossings M.P. 249.8 to 251.2	45
3 Curves M.P. 259.7 to 261.2	40
Curve M.P. 262.7 to 262.9	50
4 Curves M.P. 263.2 to 263.6	20

ARKANSAS CITY SUBDIVISION

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Station	"D"—Dual Control Switch		"S"—Spring Switch	MPH
	Type	Location		
Newton	D	Main track crossovers and turnouts M.P. 184.5 to 185.5		30
	D	Turnout to lower yard M.P. 185.6		10
McGraw	D	Turnout from or to Sand Creek Yard		20
Putnam	D	Both ends siding		25
Sedgwick	D	Both ends siding		25
Valley Center	D	Both ends siding		25
Wichita	D	End of double track westward		40
	D	East end No. 1 yard track		10
	D	Turnout to Independent track		10
North Jct.	D	Turnout to Independent track		10
North Jct. (W.U.T. Ry)	D	Main track crossovers and turnouts		30
South Jct. (W.U.T. Ry)	D	East crossover between main tracks M.P. 213.0		30
	D	Turnout to ATSF Arkansas City Subdivision		30
Connell	D	Both ends siding		25
Derby	D	Both ends siding		25
Mulvane	D	Crossover between Arkansas City Subdivision and Illinois Division Augusta Subdivision at M.P. 227.3		40
	D	Turnout to west end yard lead		10
	D	Other turnouts and crossovers		30
Udall	D	Both ends siding		25
WN Jct.	D	Turnouts to Douglass Subdivision		25
	D	Turnouts to Illinois Division		10
	D	Other turnouts and crossovers		30
Hackney	D	Both ends siding		40
Arkansas City	D	East end East siding		40
	S	M.P. 262.3 east end yard lead		10
	D	Crossover between main track and Track 198, M.P. 262.6		20

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator Location
M.P. 220.0	HOT BOX AND DRAGGING EQUIPMENT	Radio Readout "Reporter" Type
M.P. 253.0	HOT BOX AND DRAGGING EQUIPMENT	Radio Readout "Reporter" Type

OKLAHOMA SUBDIVISION

WEST- WARD ↓	OKLAHOMA SUBDIVISION		↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
52700	N7000 S9900	ARKANSAS CITY BPRT	263.4
		0.8 ATSF Crossing M	264.2
52680	12185	NEWKIRK	275.8
52300	32442	PONCA CITY BPRT	288.9
52290	8616	MARLAND	300.3
52280	7447	RED ROCK	306.8
52270	7993	OTOE	312.7
		3.6 BLACK BEAR BN Crossing A	316.3
52100	S3624 N5515	PERRY P	321.6
52090	8563	ASP	328.4
52060	10149	MULHALL	338.8
52050	8915	LAWRIE	347.2
51700	14725	GUTHRIE PRT	352.6
51695	9735	SEWARD	360.1
51690	7041	EDMOND	370.1
51680	8029	BRITTON	376.8
		3.8 NOWERS	380.6
51500		OKLAHOMA CITY T	384.0
		1.7 BURNETT CTC	385.7
51500	8460	FLYNN BPRT	390.5
51420	8351	MOORE	393.2
51415	6678	NORMAN	401.8
51410	9075	NOBLE	408.1
51400		PURCELL	417.3
		(153.2)	

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

	MPH
Arkansas City— Main track between hand throw crossover M.P. 262.9 and M.P. 264.1; Track 198 between M.P. 262.6 and M.P. 264.1	20
Arkansas City M.P. 264.1 and Nowers	55
Nowers and Burnett	20
Burnett and end of Two Tracks M.P. 387.4 North Track	40
South Track	55
M.P. 387.4 and Purcell	55
Ponca City Industrial Spur	10
OG&E Sooner Spur between main track switch and Loop Track switch	30
Flynn and GM Yard (Flynn Industrial Spurs)	20
Midwest City Industrial Spur	10
Shawnee Industrial Spur	10
Purcell Yard Track No. 1	20

(B) SPEED RESTRICTION—TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per operative brake,
or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS—VARIOUS LOCATION

		MPH
Curve	M.P. 262.7 to 262.9	50
5 Curves	M.P. 263.2 to 264.2	20
RR Crossing	M.P. 264.2 (Interlocking)	30
3 Curves	M.P. 264.4 to 265.0	30
2 Curves	M.P. 265.3 to 266.2	50
Crossings	M.P. 275.4 to 276.4	45
Crossings	M.P. 285.7 to 288.3	40
Curve	M.P. 287.7 to 287.9	50
Crossings	M.P. 288.3 to 290.4	30
Curve	M.P. 290.4 to 290.6	45
RR Crossing	M.P. 316.3 (Auto. Interlocking) *	50
Crossings	M.P. 320.8 to 321.7	50
Curve	M.P. 351.7 to 351.8	45
2 Curves	M.P. 351.9 to 352.7	50
Crossings	M.P. 352.1 to 352.9	50
Crossings	M.P. 369.7 to 370.4	35
Crossings	M.P. 373.0 to 378.0	50
Curve	M.P. 377.1 to 377.4	40
7 Curves	M.P. 378.6 to 380.6	45
11 Curves	M.P. 380.7 to 385.7	20
Crossings	M.P. 385.7 to 386.0	30
Crossings	M.P. 386.2 to 389.0	50
Crossings	M.P. 391.4 to 396.2	30
Crossings	M.P. 398.7 to 399.6	50
Crossings	M.P. 399.6 to 404.1	30
Crossings	M.P. 406.4 to 409.7	40
2 Curves	M.P. 415.8 to 416.5	50
FLYNN INDUSTRIAL SPURS M.P. 388.8		
Curve	M.P. 0.0 to 0.3	10
2 Curves	M.P. 3.8 to GM Yard	10

*If governing signal indicates "STOP", after communicating with Control Station, follow instructions posted in release box.

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches except main track switches listed below, 10 MPH.

Station	Type	Location	MPH
Arkansas City	D	Crossover between main track and Track 198 M.P. 264.1	20
	D	West end west siding	40
	S	M.P. 262.3 east end yard lead	10

CTC IN EFFECT: On main tracks and sidings, Arkansas City to Nowers, and Burnett to Purcell; and on two tracks, Burnett M.P. 385.7 to M.P. 387.4.

RULE 251 IN EFFECT: Nowers to M.P. 383.6 Oklahoma City, and M.P. 384.6 Oklahoma City to Burnett. Permanent speed signs are not displayed for movements against the current of traffic.

RULE 94 IN EFFECT: End of Double Track Nowers to Burnett.

Trains or engines must not foul nor enter main tracks through hand throw switches where Rule 251 and Rule 94 are in effect, until authority to do so has been obtained from the train dispatcher.

Trains to be operated from Black Bear via BN must secure BN track warrant.

Eastward trains must secure M-K-T train orders at Harter to operate via M-K-T to Oklahoma City. Westward trains at Shawnee will secure M-K-T train orders by calling operator Harter Yard Telephone 235-9361 or 235-7299. ATSF track warrant and track bulletins secured at Flynn will be retained for westward trip from Shawnee.

HAND THROW SWITCHES IN CTC LIMITS — RULE 350(B)

Location of switches are listed below:

Town or West of	Mile Post Location	Track Connection
Seward	366.7 & 366.8	Both ends Track 450
Edmond	372.5	West end Track 421
Edmond	373.9	West end Track 411
Flynn	388.2	East end Track 711
Flynn	388.7	West end Track 502
Moore	392.7	West end Track 550
Purcell	417.1 & 417.5	Both ends Track 4110

OKLAHOMA SUBDIVISION

(D) SPEED RESTRICTIONS—SWITCHES (Continued)

Station	Type	Location	MPH
Newkirk	D	Both Ends siding	40
Ponca City	D	East end yard lead	10
	D	Other turnouts and crossovers	40
Marland	D	Both ends siding	40
Red Rock	D	Both ends siding	40
	D	OG&E Sooner Spur M.P. 308.2	30
Otoe	D	Both ends siding	40
Perry	D	Both ends north siding	30
	D	Both ends south siding	20
Asp	D	Both ends siding	40
Mulhall	D	Both ends siding	40
Lawrie	D	Both ends siding	40
Guthrie	D	Crossover between Enid Subdiv. and Oklahoma Subdiv.	30
	D	Other turnouts and crossovers	40
Seward	D	Both ends siding	40
Edmond	D	Both ends siding	40
Britton	D	Both ends siding	40
Nowers	D	End of double track	40
Burnett	D	Crossovers M.P. 385.8	40
	D	From or to North Track M.P. 387.4	40
Flynn	D	Both ends siding	20
	D	Turnout to G.M. Lead	10
	D	West switch, Track 506	10
Moore	D	Both ends siding	40
Norman	D	Both ends siding	40
Noble	D	Both ends siding	40
Purcell	D	Both ends Yard Track No. 1	20

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Kildare Coop Spur	281.2	1984
OG&E Sooner Spur	308.2	34,141
Orlando	332.7	300
Team Track (Pipe Yard)	366.7	710
Central Fixtures Spur	372.5	464
Leonhardt Spur	372.9	756
Ralston Purina Lead (Dereco)	373.0	11,024
Cain's Coffee	373.9	983
Flynn Industrial Spur	388.8	22,338
Tyler Simpson	400.2	598
Midwest City Industrial Spur	482.6 to 483.3	35,600
Shawnee Industrial Spur	123.4 to 134.0	10.6 miles
Runaround	125.3	700
Wolverine Tube	125.3	1178
Mobile Chemical Company	125.9	1591
Allen Bradley	127.6	914

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator Location
M.P. 279.0	HOT BOX AND DRAGGING EQUIPMENT	Eastward M.P. 276.0 Westward M.P. 280.9
M.P. 304.0	HOT BOX AND DRAGGING EQUIPMENT	Radio Readout "Reporter" Type
M.P. 341.5	HOT BOX ONLY	Eastward M.P. 339.1 Westward M.P. 343.9
M.P. 367.6	HOT BOX AND DRAGGING EQUIPMENT	Eastward M.P. 366.1 Westward M.P. 369.1
M.P. 405.4	HOT BOX AND DRAGGING EQUIPMENT	Eastward M.P. 403.2 Westward M.P. 407.6
M.P. 341.5*	SHIFTED LOAD DETECTOR	Westward M.P. 343.9
M.P. 347.8*	SHIFTED LOAD DETECTOR	Eastward M.P. 347.8 & M.P. 346.0
M.P. 407.4*	SHIFTED LOAD DETECTOR	Westward M.P. 409.5
M.P. 416.2*	SHIFTED LOAD DETECTOR	Eastward M.P. 414.0

*—Detectors on both sides of track which will not clear man on side of cars.

WEST-WARD ↓		GAINESVILLE SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
51400		PURCELL		CTC	517.5
51325	8297	WAYNE	P		510.2
51315	8229	PAOLI			502.6
51300	12105	PAULS VALLEY	T		495.6
51255	8804	WYNNEWOOD			488.1
51250	9225	DAVIS			478.0
51240	8599	DOUGHERTY			469.6
51225	8443	GENE AUTRY			460.3
51200	5731	ARDMORE	PRT		450.4
	6427	OVERBROOK			443.0
51140	10025	MARIETTA			433.1
51120	8053	THACKERVILLE			423.1
51100		GAINESVILLE	BPR		411.3
		(106.2)			

CTC IN EFFECT: On main track and sidings between Gainesville and Purcell.

Booth phone located at Washita River, M.P. 464.3.

Average Poles Per Mile:

Purcell to Ardmore 37 poles/mile.

Ardmore to Gainesville 40 poles/mile.

GAINESVILLE SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED	MPH
BETWEEN: Purcell and Gainesville	55

(B) SPEED RESTRICTION—TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per operative brake, or
when train exceeds 7,000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
4 Curves	M.P. 515.4 to 513.2	50
* Crossings	M.P. 510.6 to 510.2	40
5 Curves	M.P. 506.7 to 504.5	50
* Crossings	M.P. 496.1 to 495.2	30
* Crossings	M.P. 488.3 to 487.7	30
* Crossings	M.P. 478.1 to 477.2	50
4 Curves	M.P. 475.1 to 473.7	50
Curve	M.P. 467.5 to 467.3	50
10 Curves	M.P. 466.4 to 462.8	35
Curve	M.P. 462.6 to 462.0	45
Curve	M.P. 460.3 to 459.6	45
11 Curves	M.P. 459.3 to 453.2	50
Main Track, and Siding	M.P. 451.0 to 449.7	25
* Crossings	M.P. 452.4 to 447.7	30
* Crossings	M.P. 433.3 to 432.8	50
6 Curves	M.P. 422.3 to 419.9	50
3 Curves, and Red River Bridge	M.P. 419.1 to 417.1	35
* Crossings	M.P. 412.4 to 409.5	30

* Speed Restriction applies only while head-end of train is passing crossings.

(D) SPEED RESTRICTIONS—SWITCHES

Switches each end of sidings between Gainesville and Purcell are dual control; maximum speed permitted through turnouts, except Ardmore, 30 MPH; all others, except those listed below, 10 MPH.

"D"—Dual Control Switch

Station	Type	Location	MPH
Purcell	D	Both ends Yard Track No. 1	20
Pauls Valley	D	Three Crossovers	30
Ardmore	D	Both ends siding	25
Gainesville	D	East end tail track east end yard	30
	D	Crossover main track to tail track	30

GAINESVILLE SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Pauls Valley Industrial Lead	496.1	14,050
Rayford storage track	473.3	5,600
Crusher	466.4	11,050
Ardmore Air Park	461.1	6,550
Ardmore Industrial Lead	449.6	26,400
Western Company	448.6	1,550
Borden Chemical	414.0	800

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Signal or indicator affected
M.P. 491.8	Dragging Equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Lights and Radio Readout
M.P. 457.6	Dragging Equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Lights and Radio Readout
M.P. 426.2	Dragging Equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Lights and Radio Readout
Bridge 467.5	High Water	Eastward-Block Signal 4662 Westward-Controlled signals at west end siding Dougherty

HIGH WATER DETECTOR: When actuated, signals will display most restrictive indication. Trains receiving verbal permission to pass controlled signals in stop position and trains passing stop and proceed Block Signal 4662 must stop and make inspection of bridge and track to be sure safe before passing over, unless otherwise instructed by train dispatcher. Report must be made to train dispatcher by first means of communication.

WEST-WARD ↓		DODGE CITY SUBDIVISION		↑ EAST-WARD		
First Class					First Class	
3					4	
Leave Daily	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Daily
AM 4.47	61100		NEWTON BPRT 1.6	CTC	185.1	AM *3.00
	61100		SAND CREEK BPRT 7.9		186.7	
	61040	6124	HALSTEAD 9.1		194.6	
	61030	10452	BURRTON 0.4		203.7	
			BN Crossing M 10.8		204.1	
	61000		WAY BPRT 1.6		214.9	
			S.S.W. Crossing M 1.8		216.5	
*5.21	61000	29903	HUTCHINSON PTY 0.9		218.3	*2.10
			U.P. Crossing M 1.5		219.2	
			S.S.W. JCT. 2.7		220.7	
5.27	58990		WHITESIDE 5.6	ABS TWC ATS	223.4	1.53
	58985		PARTRIDGE 6.1		229.0	
5.36	58980	10166	ABBYVILLE 5.6		235.1	1.45
	58975		PLEVNA 5.7		240.7	
	58970		SYLVIA 4.7		246.4	
5.47	58968	10300	ZENITH 5.9		251.1	1.34
	58964		STAFFORD 0.2		257.0	
			U.P. Crossing A 8.8		257.2	
5.57	58960	10284	ST. JOHN 6.8		266.0	1.23
	58955		DILLWYN 4.8		272.8	
	58950		MACKSVILLE 7.3	277.6		
6.10	58945	10370	BELPRE 8.4	284.9	1.11	
	58940		LEWIS 9.1	293.3		
6.22	58935	8600	KINSLEY TY 8.0	302.4 (316.7)	12.59	
	58930	5282	OFFERLE 5.6	324.7		
	58925		BELLEFONT 5.8	330.3		
6.36	58920	7768	SPEARVILLE 8.6	336.1	12.45	
6.41	58915		WRIGHT 7.8	344.7	12.41	
*7.02 AM	58900		DODGE CITY BPRTY 7.8	352.5	12.32 AM	
Arrive Daily			(153.1)			Leave Daily

CTC IN EFFECT:

Three main tracks Newton U.P. Crossing M.P. 184.6 and M.P. 185.5. On main tracks and sidings Newton M.P. 185.1 to SSW Jct. M.P. 220.8.

TWC IN EFFECT:

Between Hutchinson and Dodge City. When trains are to operate "Via Hutchinson Subdivision", Track Warrant must so indicate.

RULE 251 IN EFFECT:

Between La Junta Subdivision M.P. 354.2 and Wright M.P. 344.7. Permanent speed signs are not displayed for movements against the current of traffic.

ATS LIMITS:

Hutchinson, M.P. 218.3 to Dodge City M.P. 352.9.

DODGE CITY SUBDIVISION

At Dodge City Jct. Eastward trains or engines on Freight Lead if stopped by STOP signal at entrance to South Track and Eastward Trains or engines on North Track at end of Double Track Wright, M.P. 344.7, if stopped by a STOP signal at entrance to Single Track, crew member must examine switch. If signal does not clear, train or engine must foul track circuit beyond signal, but not to foul conflicting route. After circuit has been fouled for five minutes, train or engine may proceed at Restricted Speed to the next governing signal.

Trains or engines must not foul nor enter main tracks through hand throw switches where Rule 251 is in effect, until authority to do so has been obtained from the train dispatcher. Movement must be made as prescribed by Rule 317.

At Hutchinson, absolute signal governing movement through hand throw switch to the main track installed on the following tracks:

U.P. connection, Track 408, M.P. 219.3;

Morton Salt Co., Track 409, M.P. 220.2.

Rule 350(A) is applicable. Authority to occupy main track must be obtained from the train dispatcher before switch is opened. If signal fails to display a proceed indication for movement to main track, authority to pass signal must be obtained from the train dispatcher.

HAND THROW SWITCHES IN CTC LIMITS—RULE 350(B):

Burrtown M.P. 203.5 & 203.9 both ends Track 703

YARD LIMITS:

Hutchinson, M.P. 220.8 to 222.5

Kinsley, M.P. 300.1 to 319.0

Dodge City, M.P. 344.7 to 354.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Newton— Main tracks between U.P. crossing and M.P. 186.0; Freight leads between M.P. 185.6 and Sand Creek Bridge M.P. 186.3	20	20
Newton (M.P. 185.6) and Hutchinson	79	55*
Hutchinson and Wright (M.P. 344.7)	90	55*
Wright (M.P. 344.7) and Dodge City (M.P. 354.7)	90	55*
North Track	40	40
South Track		
Dodge City—Freight lead between east switch and bridge at M.P. 351.0	20	20

*Maximum authorized speed for freight trains is:

70 MPH provided:

- (1) Train does not contain empty car(s) (10-PACK cars, double stack cars, cabooses and flat cars loaded with empty trailers, empty containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 8500 feet.
- (4) Train does not average more than 80 tons per operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTION—TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

DODGE CITY SUBDIVISION

(C) SPEED RESTRICTIONS — VARIOUS

LOCATION	MPH
Curve M.P. 186.4 to 186.5	65
Curve M.P. 187.3 to 187.8	50
Crossings M.P. 203.3 to 204.0	50
RR Crossing M.P. 204.1 (Interlocking)	50
RR Crossing M.P. 216.5 (Interlocking)	40
Crossings M.P. 216.6 to 219.1	30
5 Curves M.P. 218.1 to 219.1	35
RR Crossing M.P. 219.2 (Interlocking)	40
2 Curves M.P. 219.4 to 220.2	55
Curve M.P. 228.3 to 228.8	80
Curve M.P. 240.5 to 240.6	85
Curve M.P. 242.4 to 242.8	80
Curve M.P. 246.7 to 247.0	80
Curve M.P. 251.6 to 251.8	80
Curve M.P. 255.5 to 255.7	80
RR Crossing M.P. 257.2 (Auto Interlocking)	50
Curve M.P. 257.2 to 257.4	50
Curve M.P. 264.8 to 265.1	80
Crossings M.P. 265.7 to 266.2	40
Curve M.P. 266.1 to 266.5	80
Curve M.P. 268.0 to 268.5	85
Curve M.P. 269.8 to 270.1	80
Curve M.P. 297.6 to 297.9	85
2 Curves M.P. 298.8 to 300.1	80
Curve, M.P. 301.7 to 302.0	55
Crossings, M.P. 301.9 to 302.4	55
Curve M.P. 302.2 to 302.4	65
2 Curves M.P. 302.5 to 317.9	80
Curve M.P. 335.0 to 335.8	80
Curve M.P. 345.6 to 346.7	80
Curve M.P. 347.1 to 347.3	75
7 Curves M.P. 347.9 to 352.0	65
2 Curves M.P. 352.0 to 352.3 *	20

*Equipped with westward ATS Inert Inductors.

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches except main track switches listed below, 10 MPH.

Station	"D"—Dual Control Switch		"S"—Spring Switch	
	Type	Location	Type	MPH
Newton	D	Main track crossovers and turnouts M.P. 184.5 to M.P. 185.5		30
	D	Turnout to lower yard M.P. 185.6		10
Sand Creek	D	Crossover M.P. 186.0		40
	D	Turnouts to yard M.P. 187.8		10
	D	Crossovers M.P. 187.8		30
	D	Turnout from or to south track, M.P. 190.0		40
Halstead	D	Both ends siding		40
Burton	D	Both ends siding		40
Way-Hutchinson	D	Second crossover west of SSW crossing between siding and main track		10
	D	Crossover west of SSW crossing between siding and Track 301		10
	D	Other turnouts and crossovers		30
SSW Jct.	D	Crossover between ATSF and SSW (M.P. 220.7)		50
Abbyville	S	Both ends siding		30
Zenith	S	Both ends siding		30
St. John	S	Both ends siding		30
Belpre	S	Both ends siding		30
Kinsley	S	Both ends siding		30
Offerle	S	Both ends siding		20
Spearville	S	Both ends siding		20
Wright	S	Turnout from or to South Track M.P. 344.7		30
Dodge City	S	South Main Track M.P. 350.1		30
Dodge City Jct.	S	Turnout east end Freight lead		20

DODGE CITY SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Whiteside Storage Track*	233.4	4176
Partridge Storage Track*	229.0	4126
Plevna Storage Track	240.7	4255
Sylvia Storage Track*	246.4	2212
Stafford Storage Track*	257.0	3720
Dillwyn Storage Track*	272.8	4253
Macksville Storage Track	277.6	4081
Lewis Storage Track	293.3	4176
Offerle Storage Track	325.4	4266
Bellefont Storage Track	330.0	6675
Spearville Storage Track	336.8	5113
Wright Storage Track	344.7	6805

*Must not be used for meeting and passing trains.

Storage tracks must not be blocked without authority of the train dispatcher.

3. TRACK SIDE WARNING DEVICES (Special Instruction 9) HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Location	Type	Locator Location
M.P. 192.1	HOT BOX AND DRAGGING EQUIP.	Radio Readout "Reporter" Type
M.P. 221.4	HOTBOX AND DRAGGING EQUIP.	Radio Readout "Reporter" Type.
M.P. 247.9	HOT BOX AND DRAGGING EQUIP.	Radio Readout "Reporter" Type
M.P. 275.5	HOT BOX AND DRAGGING EQUIP.	Radio Readout "Reporter" Type
M.P. 321.2	HOT BOX AND DRAGGING EQUIP.	Radio Readout "Reporter" Type
M.P. 341.0	HOT BOX AND DRAGGING EQUIP.	Radio Readout "Reporter" Type

WEST-WARD ↓		LA JUNTA SUBDIVISION		↑ EAST-WARD	
First Class					First Class
3					4
Leave Daily	Station Numbers	Siding Feet	STATIONS	Mile Post	Arrive Daily
AM 6:02	58900		DODGE CITY BRTY 2.2	TWC ATS ABS DT 352.5	PM 11:32
6:05			SEARS Y 6.8	354.7	11:23
	58890		HOWELL 9.7	361.5	
	58870	6250	CIMARRON 6.1	371.2	
	58860		INGALLS 6.7	377.3	
	58850	7750	CHARLESTON 6.1	384.0	
6:32	58840		PIERCEVILLE 12.3	390.1	
6:44	58300	12350	GARDEN CITY BRY 6.6	402.4	10:49
	58260		HOLCOMB 8.0	409.0	10:42
	58250	4050	DEERFIELD 7.3	417.0	
	58240		LAKIN 13.0	424.3	
	58220	6850	SUTTON 4.9	TWC ABS ATS 437.3	
	58210		KENDALL 11.7	442.2	
7:20	58190	10000	SYRACUSE P 14.9	453.9	10:10
	58185		COOLIDGE 6.1	468.8	
	58180	E3700 W5100	HOLLY 6.6	474.9	
	58170		BARTON 3.8	481.5	
7:42	58165	4000	GRANADA 17.0	485.3	
7:58	58100	7500	LAMAR PY 8.1	502.3	9:35
	58090		PROWERS 11.1	510.4	9:27
	58080	4000	CADDOA 12.1	521.5	
			LAS ANIMAS JCT. P 2.4	533.6	9:11
	58060	8300	LAS ANIMAS P 14.7	CTC ATS 536.0	
			CASA 4.2	CTC ATS 2MT 550.7	
9:03 AM	56700		LA JUNTA BRTY	ABS ATS 2MT 554.9	8:52 PM
Arrive Daily			(202.4)		Leave Daily

TWC IN EFFECT: Between Dodge City and Las Animas Jct.
 CTC IN EFFECT: On main tracks between Las Animas Jct. and M.P. 553.9, and on siding Las Animas.

RULE 251 IN EFFECT: Between Dodge City and Sears.

RULE 94 IN EFFECT: At La Junta between M.P. 553.9 and Signals 5552-5554.

At Sears, time of trains applies at end of double track.

At Lamar, time of No. 3 applies at the station sign.

When westward train moving against current of traffic on south track is stopped by "Stop" signal at end of double track Sears, member of crew must examine switch. If signal does not clear, train must foul track circuit beyond signal but not to foul conflicting route. After circuit has been fouled for 5 minutes, train may proceed at restricted speed to the next governing signal.

Spring switch equipped with facing point lock at west siding switch, Lamar.

YARD LIMITS:

Dodge City—Sears, M.P. 352.5 to 354.7

Garden City, M.P. 398.3 to 405.05

Lamar, M.P. 500.4 to 504.2

La Junta, M.P. 554.4 to 556.4

LA JUNTA SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frts.
Dodge City and La Junta	90	55*
Dodge City and Sears — South Track	40	40

*Maximum authorized speed for freight trains is:

70 MPH provided:

- (1) Train does not contain empty car(s) (10-PACK cars, double stack cars, cabooses and flat cars loaded with empty trailers, empty containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 8500 feet.
- (4) Train does not average more than 80 tons per operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTION — TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

	LOCATION	MPH
Crossings	M.P. 370.0 to 371.5	50*
Curve	M.P. 374.1 to 374.2	85
Curve	M.P. 381.6 to 381.9	75
Crossings	M.P. 401.7 to 403.0	45
3 Curves	M.P. 421.3 to 422.2	75
Crossings	M.P. 424.0 to 425.2	50*
Curve	M.P. 430.0 to 430.7	80
Curve	M.P. 432.6 to 433.2	70
2 Curves	M.P. 435.9 to 436.5	75
3 Curves	M.P. 479.9 to 481.9	70
Curve	M.P. 492.4 to 492.6	75
Crossings	M.P. 502.1 to 503.0	60
Curve	M.P. 512.0 to 512.5	80
Curve	M.P. 524.8 to 525.0	80
2 Curves	M.P. 528.6 to 531.0	75
Curve	M.P. 536.4 to 536.5	80
2 Curves	M.P. 543.1 to 543.9	70
2 Curves	M.P. 544.9 to 545.8	75
Curve	M.P. 547.9 to 548.0	75
Curve	M.P. 551.4 to 551.6	60
Curve	M.P. 552.8 to 553.1	55
2 Curves	M.P. 553.6 to 554.2	60

*Not applicable to Trains 3 and 4.

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" — Dual Control Switch

"S" — Spring Switch

STATION	TYPE	LOCATION	MPH
Sears	S	End of Double Track Eastward and Westward M.P. 354.7	30
Cimarron	S	Both ends of siding	20
Charleston	S	Both ends of siding	20
Garden City	S	Both ends of siding	10
Deerfield	S	Both ends of siding	10
Sutton	S	Both ends of siding	30
Syracuse	S	Both ends of siding	20
Holly	S	Both ends of east siding	10
Granada	S	Both ends of siding	10
Lamar	S	Both ends of siding	20
Caddoa	S	Both ends of siding	10
Las Animas Jct.	D	Boise City Subdivision junction switch	30
Las Animas	D	Both ends of siding	30
Casa	D	Turnout South Track	30

LA JUNTA SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Val Agri	398.6	900	East & West
Sunflower Electric	407.4	35000	West
Iowa Beef Processors	411.4	1250	East & West
Amity	479.2	2150	East & West
Grote	491.4	1400	East & West
Hilton	527.4	3600	East

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 355.3 to 356.0	Highwater	Signals 3562 and 3541
Bridge 375.9	Highwater	Signals 3762 and 3731
M.P. 380.2	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 381.4	Highwater	Signals 3822 and 3801
Bridge 387.1	Highwater	Signals 3892 and 3871
Bridge 389.5	Highwater	Signals 3922 and 3891
Bridge 393.1	Highwater	Signals 3952 and 3921
M.P. 406.3	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 419.7	Highwater	Signals 4202 and 4191
Bridge 425.3	Highwater	Signals 4272 and 4241
Bridge 433.0	Highwater	Signals 4342 and 4311
Bridge 433.6	Highwater	Signals 4342 and 4311
M.P. 435.2	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 439.6	Highwater	Signals 4402 and 4381
Bridge 445.7	Highwater	Signals 4472 and 4441
Bridge 447.1	Highwater	Signals 4472 and 4461
Bridge 448.3	Highwater	Signals 4492 and 4461
Bridge 455.4	Highwater	Signals 4572 and 4551
M.P. 466.1	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 469.8	Highwater	Signals 4722 and 4691
Bridge 470.8	Highwater	Signals 4722 and 4691
Bridge 471.1	Highwater	Signals 4722 and 4691
Bridge 485.8	Highwater	Signals 4882 and 4851
Bridge 492.0	Highwater	Signals 4922 and 4901
M.P. 499.0	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 500.1	Highwater	Signals 5002 and 4981
M.P. 538.4 Eastward	Hot Box & Dragging Equipment	Rotating white lights at scanner & at locator (M.P. 536.6)
M.P. 538.4 Westward	Hot Box & Dragging Equipment	Rotating white lights at scanner & at locator (M.P. 540.9)

WEST-WARD ↓	PUEBLO SUBDIVISION		↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
56700		LA JUNTA ^{4.9} BPRY	554.9
57120		SWINK ^{5.8} P	559.8
57140	5000	ROCKY FORD ^{5.4}	565.6
57145	4100	VROMAN ^{3.5}	571.0
57150	5400	MANZANOLA ^{8.6}	574.5
57155	3350	FOWLER ^{8.5}	583.1
		N.A. JCT. ^{7.0}	591.6
57160		BOONE ^{5.0}	598.6
57165	7500	AVONDALE ^{7.3} T	603.6
57180	7500	BAXTER ^{6.9}	610.9
		PUEBLO JCT. ^{1.2} M	617.7
		D.&R.G.W. Crossing ^{0.5} M	619.0
57200		PUEBLO YARD BRT	619.5
		(64.6)	

TWC IN EFFECT: Between La Junta and N.A. Jct.

CTC IN EFFECT: On main track between N.A. Jct. and Pueblo Yard, and on sidings Avondale and Baxter.

RULE 94 IN EFFECT: At La Junta between M.P. 553.9 and Signals 5552-5554.

At Swink, the signal governing movements from A.V. Subdivision to Pueblo Subdivision is a controlled signal. Telephone to control operator, La Junta, is located near A.V. Subdivision switch. Before any movement is made from A.V. Subdivision to Pueblo Subdivision, member of crew must secure track warrant from train dispatcher.

YARD LIMITS:

La Junta, M.P. 555.4 to 556.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

Location	MPH
La Junta and Pueblo Jct.	55
Pueblo Jct. and M.P. 619.9	20

(B) SPEED RESTRICTIONS - TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS - VARIOUS

LOCATION	MPH
Curve M.P. 555.7 to 556.1	40
Crossings M.P. 565.0 to 566.1	30
Crossings M.P. 574.2 to 574.9	50
Crossings M.P. 583.0 to 583.4	50
4 Curves M.P. 586.3 to 587.8	50
Curve M.P. 591.0 to 591.1	50
Curve & Crossings M.P. 597.3 to 598.6	40
Curve M.P. 615.9 to 616.0	50
Curve M.P. 617.2 to 617.4	25
2 Curves M.P. 617.5 to 617.7 (Pueblo Jct.)	15
2 Curves M.P. 618.9 to 619.2 (RR Crossing M.P. 619.06)	10

PUEBLO SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" — Dual Control Switch		"S" — Spring Switch	
STATION	TYPE	LOCATION	MPH
La Junta	S	West end of freight lead (long tail)	20
Rocky Ford	S	Both ends of siding	10
Manzanola	S	Both ends of siding	10
Fowler	S	Both ends of siding	10
N.A. Jct.	D	N.A. Junction Switch	40
Avondale	D	Both ends of siding	30
Baxter	D	Both ends of siding	30
Pueblo Jct.	D	All switches	15
Pueblo	D	North end loop line	10
	D	South end receiving yard lead	10
	D	South end departure yard lead	10
	D	North end yard — 29th Street Northward	20
		Southward	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Target Stores	610.4	2424	West
E.L. Farmer	610.6	400	East & West
Pueblo Air Base	610.7	Yard	East
Baxter Beet Track	612.6	850	East & West
Economy Building Spur	615.1	400	West

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 557.5	HIGHWATER	Signals 5572 and 5561
M.P. 570.7	HOT BOX AND DRAGGING EQUIPMENT	Rotating white lights and radio communications at scanner
M.P. 595.1*	HOT BOX AND DRAGGING EQUIPMENT	Rotating white lights and radio communications at scanner
Bridge 612.5	HIGHWATER	Controlled signal west end Baxter

*—In addition to transmitting the defect via radio, this detector has three rows of lights to alert crew members of a defect in their train.

The top light is a red rotating light which, when lighted, denotes that a defect exists.

The second row of lights are white in color, the middle light, when lighted, denotes detector is operational. The white light on either side lighted denotes which side of train defect is located.

The bottom row of lights are amber in color and when lighted denotes dragging equipment defect and appropriate side of train.

WEST-WARD ↓		STRONG CITY SUBDIVISION	↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
61150		NEVA ^{7.6}	
59415		HYMER ^{5.8}	7.6
59425		DIAMOND SPRINGS ^{5.8}	13.4
59435		BURDICK ^{6.3}	19.2
59445		OKT Crossing LOST SPRINGS A	25.5
		S.S.W. Crossing A	30.9
59465	2785	HOPE ^{5.9}	36.8
		U.P. Crossing A	37.1
59475		NAVARRE ^{7.3}	44.4
59485		ENTERPRISE ^{7.7}	52.1
		OKT Crossing g	52.2
59500		ABILENE BPRTY ^{5.9}	58.1
		OKT JCT. ^{0.5}	58.6
		S.A. Jct. ^{0.2}	58.8
		U.P. Crossing A	59.0
59705		TALMAGE ^{8.0}	67.0
59710	1931	MANCHESTER ^{5.8} T	72.8
59765	1874	LONGFORD ^{5.6}	78.4
59770		OAK HILL ^{5.3}	83.7
59775	2964	MILTONVALE ^{9.3}	93.0
59780		AURORA ^{9.1}	102.1
59785		HUSCHER ^{5.9}	108.0
59790		COOK ^{2.0}	110.0
		U.P. Crossing S	113.2
59800		CONCORDIA ^{0.3} Y	113.5
		KYLE Crossing g	120.1
59820		KACKLEY ^{7.6}	127.7
59830		Kyle RR Crossing COURTLAND SY	133.7
59840		LOVEWELL ^{7.5}	141.2
59850		WEBBER ^{5.8}	147.0
		State Line ^{4.9}	151.9
		B.N. JCT. ^{1.2}	153.1
59900		SUPERIOR ^{0.7} BPRY	153.8
		(153.8)	

TWC IN EFFECT:

Between Neva and Superior.

At Concordia, main track switches at the east and west ends of Tracks 7602 and 7611 will be left lined and locked as last used.

At Superior, junction switches normally lined for BN main track.

YARD LIMITS:

Abilene, M.P. 55.5 to 62.0
 Concordia, M.P. 112.0 to 116.0
 Courtland, M.P. 132.7 to 134.7
 Superior, M.P. 150.0 to 153.1.

Conductor of crews going on duty Arkansas City, Newton or Abilene, will call Central Dispatcher at Denison, Texas 1-800-527-2190 or 1-214-465-5050 to operate on OKT between Wichita and Lost Springs. Train Order Forms and Bulletin Books are located at above locations.

STRONG CITY SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Neva and Abilene	49
Abilene and Courtland	30
Courtland and Superior	40

(B) SPEED RESTRICTION — TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per operative brake,
or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

LOCATION	MPH
2 Curves M.P. 4.2 to 4.8	35
7 Curves M.P. 8.2 to 10.8	40
RR Crossing M.P. 25.5 (Auto. Interlocking)	49
RR Crossing M.P. 30.9 (Auto. Interlocking)	49
RR Crossing M.P. 37.1 (Auto. Interlocking)	49
2 Curves M.P. 50.7 to 51.5	40
RR Crossing M.P. 52.2 (Approach prepared to stop)	15
3 Curves M.P. 51.7 to 53.0	35
2 Curves M.P. 56.5 to 57.2	30
Crossings M.P. 58.1 to 59.2	15
RR Crossing M.P. 59.0 (Auto. Interlocking)	20
2 Curves M.P. 92.7 to 93.4	20
Crossings M.P. 112.9 to 114.2	15
RR Crossing M.P. 113.2 (Stop)	15
RR Crossing M.P. 120.1 Gate normally across U.P. track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	30
RR Crossing M.P. 133.7 (Stop)	30
4 Curves M.P. 133.8 to 134.0	20
3 Curves M.P. 152.6 to 153.1	15
Crossings M.P. 153.0 to 154.0	10

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WEST- WARD ↓	SALINA SUBDIVISION		↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
59500		ABILENE BPRTY	
		OKT JCT.	
		S.A. JCT.	
		WEST ABILENE	
59550		SOLOMON	
		EAST SALINA	
		A.B. JCT.	20.5
		U.P. Crossing S	21.5
		U.P. Crossing S	21.6
59600		SALINA BPRTY	21.7
		U.P. Crossing A	22.7
59610	2184	HEDVILLE	30.1
59620		JUNIATA	42.2
59625		WESTFALL	45.5
59630		BARTON	55.2
		U.P. Crossing G	56.6
59635	2811	LINCOLN	56.9
59640		GOLDENROD	62.1
59645		DENMARK	65.2
59650		ASH GROVE	71.7
59655		HUNTER	77.1
59660	981	TIPTON	86.0
59665		CORINTH	94.2
59670		FORNEY	98.1
59675		OSBORNE	102.5
		(103.2)	

TWC IN EFFECT:

Between Abilene and Osborne.
Westward trains originating Abilene secure U.P. and ATSF track warrants at Abilene.

Eastward trains secure U.P. and ATSF track warrants at Salina.
At West Abilene and East Salina, junction switches normally lined for U.P. Railroad.

At Abilene, switch at S.A. Junction will be left lined and locked as last used.

At A.B. Jct., switch normally lined for ATSF.

YARD LIMITS:

Salina, M.P. 20.5 to M.P. 25.8
Abilene, M.P. 55.5; to M.P. 62.0 Strong City Subdivision

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Salina and Osborne	30

(C) SPEED RESTRICTIONS — VARIOUS

LOCATION	MPH
Crossing M.P. 20.7	10
Crossings M.P. 21.3 to 22.4	15
RR Crossing M.P. 21.5 (Stop)	15
RR Crossing M.P. 21.6 (Stop)	15
RR Crossing M.P. 22.7 (Auto. Interlocking)	20
Curve M.P. 24.5 to 24.6	15
Curve M.P. 25.1 to 25.2	15
2 Curves M.P. 55.1 to 55.4	15
RR Crossing M.P. 56.6 (Stop)	15
5 Curves M.P. 88.7 to 91.5	20
Crossing M.P. 94.2	5
Bridge M.P. 101.1 (Solomon River)	20

SALINA SUBDIVISION

(D) SPEED RESTRICTIONS—SWITCHES
Maximum speed permitted through turnout of switches, 10 MPH.

WEST- WARD ↓	Siding Feet	McPHERSON SUBDIVISION	↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
59260		MARION Y	10.1
		0.3 OKT Crossing A	10.4
59250	2276	4.9 CANADA	15.3
59240		5.2 HILLSBORO	20.5
59230		5.8 LEHIGH	26.3
59220	2054	7.8 CANTON	34.1
59210		5.8 GALVA	39.9
		3.9 S.S.W. Crossing A	43.8
59200		3.4 McPHERSON BPR	47.2
		0.1 U.P. Crossing S	47.3
58785		6.4 CONWAY	53.7
58780		6.9 WINDOM	60.6
58775		5.6 LITTLE RIVER	66.2
58770		5.8 MITCHELL	72.0
		5.4 U.P. Crossing G	77.4
58700		0.7 LYONS	78.1
58690		7.9 CHASE	86.0
58680		6.1 SILICA	92.1
58615		6.4 ELLINWOOD T	98.5
		(88.4)	

TWC IN EFFECT:

Between McPherson and Marion.

RULE 94 IN EFFECT:

Between M.P. 43.0 East of McPherson and Ellinwood.

At McPherson, switch from U.P. connection track 4725 into yard track 4799 and west switch of track 4722 into McPherson Subdivision main track, will be left lined and locked as last used.

YARD LIMITS:

Marion, End of track to M.P. 12.0.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED
BETWEEN:

	MPH
Marion and M.P. 43.0	30
M.P. 43.0 and Ellinwood	20

(C) SPEED RESTRICTIONS—VARIOUS

	LOCATION	MPH
Crossing	M.P. 10.0 to 10.8	15
RR Crossing	M.P. 10.4 (Auto. Interlocking)	20
Crossing	M.P. 33.9	15
RR Crossing	M.P. 43.8 (Auto. Interlocking)	20
Crossing	M.P. 46.5 to 48.0	15
RR Crossing	M.P. 46.7 (Approach prepared to stop)	15
RR Crossing	M.P. 47.3 (Approach prepared to stop)	10
4 Curves	M.P. 66.0 to 66.1	15
RR Crossing	M.P. 77.4 (Stop)	15
Crossing	M.P. 77.9	15

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WEST- WARD ↓		LITTLE RIVER SUBDIVISION	↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
58700		LYONS 6.7	577.1
		POLLARD	583.8
		U.P. Crossing S	589.2
		FREDERICK 4.9	589.2
58708		LORRAINE 5.6	20.7
58712		HOLYROOD 4.6	26.1
58716		FARHMAN 5.7	30.7
58720		HITSCHMANN 4.8	36.4
58724		BEAVER 5.8	41.2
58728		SUSANK 2.9	47.0
58732		STICKNEY 7.0	49.9
58740		GALATIA T	56.9
		(53.4)	

RULE 94 IN EFFECT:
Between: Lyons and Galatia.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Lyons and Galatia	20

**(C) SPEED RESTRICTIONS — VARIOUS
LOCATION**

RR Crossing	M.P.	MPH
	589.2 (Stop)	20

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout switches, 10 MPH.

WEST- WARD ↓		HUTCHINSON SUBDIVISION	↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
61000		HUTCHINSON PT 4.4	218.3
		YA JCT. 0.5	222.7
58645	4073	YAGGY 5.4	223.2
58640	4142	NICKERSON 7.0	228.6
		ST JCT. 1.1	235.6
58635	4281	STERLING 6.2	236.7
58630	4124	ALDEN 6.1	242.9
58625	2674	RAYMOND 4.5	249.0
58620	2650	CLARENDON 5.9	253.5
58615	4120	ELLINWOOD T 4.5	259.4
58610		DARTMOUTH 5.6	263.9
58500		GREAT BEND BPRTY 7.8	269.5
58510		DUNDEE 5.7	277.3
58515	4130	PAWNEE ROCK 8.3	283.0
58520	4063	LARNED T 10.7	291.8
58590	4134	GARFIELD 14.2	302.5
58935		KINSLEY T	316.7
		(98.4)	

TWC IN EFFECT:

Between Hutchinson and Kinsley.

RULE 94 IN EFFECT:

Between Hutchinson and M.P. 227.0

Between M.P. 291.8 and M.P. 293.0

Between M.P. 314.2 and Kinsley M.P. 316.6.

At Kinsley to enter Dodge City Subdivision, trains must stop at signal at M.P. 316.6, line switch and signal will indicate proceed. Failure to receive a proceed signal requires compliance with Rule 312(4).

YARD LIMITS:

Great Bend, M.P. 267.8 to 275.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Hutchinson and Great Bend (M.P. 271.0)	49
Great Bend (M.P. 271.0) and Kinsley	25

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

**(C) SPEED RESTRICTIONS — VARIOUS
LOCATION**

Crossings	M.P.	MPH
	236.4 to 237.0	25
	259.5	40
	268.7 to 269.8	30
	291.4 to 292.0	25

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Great Bend Industrial Spur.	274.6	9,751

WEST- WARD ↓		GREAT BEND SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
58500		GREAT BEND BPRTY			
58460		HEIZER ^{8.3}		8.0	
58450		ALBERT ^{7.1}		15.1	
58440		TIMKEN ^{9.1}		24.2	
58430	4271	RUSH CENTER ^{7.7}		31.9	
58420		NEKOMA ^{6.9}		38.8	
58410		ALEXANDER ^{6.0}		44.8	
58390		BAZINE ^{7.7}		52.5	
58380	3880	NESS CITY ^{11.6} Y		64.1	
58375		LAIRD ^{8.4}		72.5	TWC
58370		BEELER ^{7.7}		80.2	
58365		ALAMOTA ^{6.7}		86.9	
58360		DIGHTON ^{9.0}		95.9	
58355		AMY ^{7.3}		103.2	
58350		GRIGSTON ^{6.3}		109.5	
58345		TRACTOR ^{6.3}		115.8	
		U.P. Crossing ^{3.1} S		118.9	
58340		SCOTT CITY ^{1.2} TY		120.1	
		(120.4)			

TWC IN EFFECT:

Between Great Bend and Scott City.

YARD LIMITS:

Great Bend to M.P. 1.6
Ness City, M.P. 62.6 to 65.3
Scott City, M.P. 119.0 to end of track.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN: MPH

Great Bend and M.P. 1.2	10
M.P. 1.2 to M.P. 9.0	30
M.P. 9.0 to M.P. 93.0	25
M.P. 93.0 to M.P. 103.0	20
M.P. 103.0 to Scott City	30

(C) SPEED RESTRICTIONS — VARIOUS

LOCATION MPH

RR Crossing M.P. 118.9	Interlocking, protected by derrails. Stop and follow instructions posted in box.	15
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(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Centel Corporation	6.7	2,016

WEST- WARD ↓		LARNED SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
58520		LARNED T			
58540		FRIZELL ^{6.6}		6.6	
58545		SANFORD ^{5.6}		12.2	
58550		ROZEL ^{4.8}		17.0	
58555		BURDETT ^{6.9}		23.9	RULE 94
58560		GRAY ^{6.8}		30.7	
58565		HANSTON ^{4.7}		35.4	
58575		JETMORE T ^{10.8}		46.2	
		(46.2)			

RULE 94 IN EFFECT:

Between Larned and Jetmore.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN: MPH

Larned and Jetmore	20
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(C) SPEED RESTRICTIONS — VARIOUS

LOCATION MPH

Crossing M.P. 23.8 to 23.9	15
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(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Bert Wetta Track	15.1	351
Bosse Track	42.7	508

WEST-WARD ↓		GARDEN CITY SUBDIVISION	↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
58300		GARDEN CITY BRT	157.6
58315		TENNIS	142.6
58325		FRIEND	135.7
58330		SHALLOW WATER	128.0
		A.T.S.F. Crossing	120.1
		U.P. Crossing A	120.1
58340		SCOTT CITY T	119.8
		(37.8)	

RULE 94 IN EFFECT:
Between Garden City and Scott City

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Garden City and Shallow Water	20
Shallow Water and Scott City	10

(C) SPEED RESTRICTIONS—VARIOUS

LOCATION	MPH
RR Crossing M.P. 120.1 Mechanical Interlocking electrically locked signals and derails set normally against ATSF. Be governed by instructions posted in control box at crossing.	15
4 Curves M.P. 141.3 to 142.6	10
Crossing M.P. 155.6	5

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
E-Z Serve Refinery	132.2	1050	East and West
Chevron Spur	134.5	2000	West
Gano	140.5	1050	East and West
Freezer Services, Inc.	154.6	400	East

WEST-WARD ↓		C.V. SUBDIVISION	↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
58900		DODGE CITY BRTY	
		C.R.I.&P. JCT. Y	0.2
		C.V. JCT. Y	1.1
40770	3250	ENSIGN	14.0
40760		HAGGARD	19.0
40750	5600	MONTEZUMA	26.2
40740	5500	COPELAND	37.1
40730		TICE	42.7
40720	4150	SUBLETTE	49.6
40700		SATANTA BRTY	57.9
		SATANTA JCT. Y	58.3
40695	1600	MOSCOW	74.0
40690	2600	HUGOTON	86.7
40685		FETERITA	94.0
40680	1650	ROLLA	102.7
40670	2000	ELKHART T	119.6
40665		STURGIS	132.0
40660	1200	KEYES	143.6
40400		BOISE CITY PTY	159.2
		(159.2)	

TWC IN EFFECT: Between Dodge City and Boise City.

Trains and engines using S.S.W. track between CRI&P Jct. and C.V. Jct. must move within these limits prepared to stop short of train, obstruction or switch not properly lined, not exceeding 15 miles per hour.

Rule 98(A):

At CRI&P Jct., and C.V. Jct. switch normally lined for ATSF.

At Satanta Jct. normal position of switch is left lined as last used.

At Boise City, east wye track switch (M.P. 157.8) normally lined for C.V. Subdivision and west wye track switch (M.P. 158.3) normally lined for Dumas Subdivision.

YARD LIMITS:

Dodge City, M.P. 0.0 to 2.7

Satanta—Satanta Jct., M.P. 56.6 to 59.5

Boise City, M.P. 156.8 to 159.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
C.V. Jct. and Boise City	35

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Collingwood Grain	50.9	900	East & West
Cave	69.6	750	East & West

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 63.7	Highwater	Rotating red lights at M.P. 62.7 and M.P. 64.7 and at Bridge 63.7

WEST-WARD ↓		MANTER SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
40700		SATANTA	BRTY		
		0.4			
		SATANTA JCT.	TY		
		6.8			
40610	2600	RYUS			6.8
		8.8			
40598	4200	HICKOK			15.6
		7.9			
40594	5000	ULYSSES			23.5
		7.1			
40582		STANO			30.6
		4.1			
40578		BIGBOW			34.7
		10.6			
40570	1700	JOHNSON		TWC	45.3
		7.8			
40566	1250	MANTER	T		53.1
		9.3			
40562		SAUNDERS			62.4
		14.2			
40554	1100	WALSH			76.6
		9.6			
40550		VILAS			86.2
		8.8			
		SOUTH JCT.	TY		95.0
		0.5			
40500	2200	SPRINGFIELD	PY		95.5
		1.3			
		NORTH JCT.	Y		96.8
		12.4			
40515	2100	PRITCHETT	TY		109.2
		(109.2)			

TWC IN EFFECT: Between Satanta and North Jct.

Rule 98(A):

At Satanta Jct. normal position of switch is left lined as last used.

At South Jct. and North Jct. switches normally lined for Boise City Subdivision.

YARD LIMITS:

Satanta—Satanta Jct., M.P. 0.0 to 3.2

South Jct.—Pritchett, M.P. 93.6 to 109.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Satanta and North Jct.	35
North Jct. and Pritchett	20

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Columbian Track	13.0	3650	East & West
Kroy Industry	24.8	200	East
Kugler Oil	25.9	1650	East & West
Sullivan Track	29.1	900	East & West
Julian	38.9	1000	East & West
Bartlett	68.6	1000	East & West

WEST-WARD ↓		BOISE CITY SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
40400		BOISE CITY	PTY		122.6
		12.7			
40420	3750	CASTANEDA			135.3
		16.3			
40430	7450	CAMPO			151.6
		10.9			
40445	2200	BISONTE			162.5
		7.7			
	7700	SOUTH JCT. SIDING			170.2
		2.4			
		SOUTH JCT.	TY	TWC	172.6
		0.5			
40500	2200	SPRINGFIELD	PY		173.1
		1.3			
		NORTH JCT.	Y		174.4
		11.6			
40520	2200	HARBORD			186.0
		10.6			
40525	7700	FRICK			196.6
		16.3			
40530	2100	RUXTON			212.9
		22.6			
		LAS ANIMAS JCT.	P		235.5
		(112.9)			

TWC IN EFFECT: Between Boise City and Las Animas Jct.

Rule 98(A):

At Boise City, South Jct. and North Jct. switches normally lined for Boise City Subdivision

YARD LIMITS:

Boise City, M.P. 122.6 to 124.1

South Jct.—North Jct., M.P. 171.5 to 175.4

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Boise City and Las Animas Jct.	49

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

	LOCATION	MPH
Curve	M.P. 123.2 to 123.8	20
2 Curves	M.P. 172.2 to 172.8	20
Curve	M.P. 174.3 to 174.4	20
Curve	M.P. 234.8 to 235.5	30

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" — Dual Control Switch

"*" — Rigid Switch

STATION	TYPE	LOCATION	MPH
Boise City	*	West wye switch	20
	*	Dumas Subdivision	
Campo	*	Amarillo main	20
	*	Both ends siding	
South Jct. Siding	*	Both ends siding	30
South Jct.	*	Both wye switches	20
North Jct.	*	Turnout	20
Frick	*	Both ends siding	30
Las Animas Jct.	D	La Junta Subdivision junction switch	30

BOISE CITY SUBDIVISION

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 155.2	HOT BOX AND DRAGGING EQUIPMENT	Rotating white lights and radio communications at scanner
M.P. 176.7	HOT BOX AND DRAGGING EQUIPMENT	Rotating white lights and radio communications at scanner
M.P. 214.3	HOT BOX AND DRAGGING EQUIPMENT	Rotating white lights and radio communications at scanner
Bridge 218.8	HIGHWATER	Rotating red lights at M.P. 217.8 and M.P. 219.8 and at Bridge 218.8

WEST- WARD ↓	DUMAS SUBDIVISION				↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS			Mile Post
53200		AMARILLO	BPRTX	ABS DT	554.3
		2.0 B.N. Crossing			
		EAST TOWER	M	CTC 2MT	552.3
		0.1 B.N. Crossing	M		552.2
		0.9 DUMAS JCT.	T		1.0
53220	8300	7.2 JUILLIARD			8.2
53240	3241	10.6 PUENTE			18.8
53250	3547	8.4 MARSH			27.2
53260	3160	7.4 EXELL			34.6
53270		6.7 BAUTISTA			41.3
53300	2862	10.8 DUMAS			52.1
53320	3058	6.2 MACHOVEC		TWC	58.3
		5.3 T.N.W. Crossing	g		63.6
53330	3291	0.4 ETTER	T		64.0
53335		11.1 LAUTZ			75.1
		10.4 S.S.W. Crossing	A		85.5
40325	3168	0.2 STRATFORD			85.7
40340	8200	14.4 KERRICK			100.1
40345	3140	10.9 CONRAD			111.0
40400		11.6 BOISE CITY	BPRTY		122.6
		(125.2)			

TWC IN EFFECT: On Dumas Subdivision.

At East Tower, and between East Tower and Amarillo, trains will be governed by Panhandle Subdivision timetable rules.

RULE 94 IN EFFECT: Between East Tower and M.P. 4.5.

Eastward trains must secure authority from ATM, Amarillo, to enter yard, before fouling ASARCO Industry lead, M.P. 2.5.

At Boise City, east wye switch normally lined for C.V. Subdivision, and west wye switch normally lined for Dumas Subdivision.

Sidings at Puente, Marsh, Dumas, Machovec, Etter and Stratford are equipped with derails.

YARD LIMITS:

Boise City, M.P. 120.7 to 122.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Amarillo and Boise City	49
(ASARCO-SWPS Industrial Spur):	
M.P. 0.0 to 4.0	10
Beyond M.P. 4.0	5
(Machovec Industrial Spur):	
M.P. 0.0 to 2.3	10
M.P. 2.3 to 5.7	20

(B) SPEED RESTRICTIONS—TONNAGE

45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7,000 tons.

DUMAS SUBDIVISION

(C) SPEED RESTRICTIONS—VARIOUS

Location	MPH
B.N. Crossing East leg of wye, East Tower	20
8 Curves M.P. 553.7, Panhandle Subdiv. to M.P. 1.0, Dumas Subdiv.	20
RR Crossing M.P. 552.3	20
*Crossing M.P. 0.6	20
*Crossing M.P. 1.1	15
Curve M.P. 3.1 to 3.2	20
2 Curves M.P. 10.6 to 11.2	40
Curve M.P. 17.6 to 17.9	40
Bridge M.P. 19.1 to 19.5	30
Curve M.P. 19.8 to 20.1	40
Curve M.P. 20.8 to 21.1	40
3 Curves M.P. 22.2 to 23.5	30
Curve M.P. 25.5 to 25.8	40
Curve M.P. 27.2 to 27.5	45
Curve M.P. 30.8 to 31.1	45
Curve M.P. 51.6 to 51.9	20
RR Crossing M.P. 63.6	30
**Crossing M.P. 63.7	20
*Crossings M.P. 85.2 to 86.6	35
RR Crossing M.P. 85.5	30
Curve and Bridge M.P. 111.3 to 111.6	25
Curve M.P. 113.6 to 113.9	45
Curve M.P. 121.3 to 121.6	20

*City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossing.

**Speed restriction applies only while head-end of train is passing over crossing.

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

"D"—Dual Control Switches

Station	Type	Location	MPH
East Tower	D	Turnout to East Leg of Wye, M.P. 1.0	20

2. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Texas Sulphur Prod.	48.6	582
Dumas Cattle Feeders	56.1	538
Farmers Grain Co.	57.5	604
Machovec Industrial Spur (5.7 miles)	57.8	10337
Triangle Grain Co.	61.9	649
James R. Lovell	82.8	1358

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 6.3	HOT BOX AND DRAGGING EQUIPMENT	Radio Readout
M.P. 39.2	HOT BOX AND DRAGGING EQUIPMENT	Radio Readout
M.P. 69.6	HOT BOX AND DRAGGING EQUIPMENT	Radio Readout
M.P. 93.2	HOT BOX AND DRAGGING EQUIPMENT	Radio Readout
Bridge 111.5	HIGH WATER	*Eastward—M.P. 112.9 *Westward—M.P. 110.6

*Trains exceeding 7,000 tons must approach indicator not exceeding 35 MPH.

WEST-WARD ↓		SHATTUCK SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
53800		SHATTUCK	PTY		0.0
53445	2150	MAGOUN			11.3
53440	2150	FOLLETT			18.5
53435	4500	SHERLOCK			23.1
53430	2100	DARROUZETT			29.7
53425		GAYLORD			36.7
53420	4600	BOOKER			42.2
53415		HUNTOON		TWC	47.6
53410		TWICHELL			52.8
53400	1907	PERRYTON	BPR		57.8
53395		LORD			63.5
53390		FARNSWORTH			68.7
53385		WAKA			73.7
53380	2100	SPEARMAN	TY		83.8
53375		McKIBBEN	Y		93.2
53370		MORSE			102.1
		(102.1)			

TWC IN EFFECT: On Shattuck Subdivision.

At Shattuck, trains will be governed by Panhandle Subdivision timetable rules.

Track out of service west of M.P. 94.0.

YARD LIMITS:

Shattuck, M.P. 0.0 to 1.0

Spearman-McKibben, M.P. 82.9 to 94.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Shattuck and Spearman	30
Spearman, M.P. 82.9 and M.P. 94.0	10

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

WEST- WARD ↓		BORGER SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
		End Of Track ^{3.4}			31.2
53600		BORGER	BPRY	TWC	27.8
53590	3787	McBRIDE			15.8
53580	3695	ABELL			5.5
53520		PANHANDLE	Y		0.0
(32.5)					

TWC IN EFFECT: On Borger Subdivision.

At Borger, split-point derail located in main track M.P. 27.6.

At Panhandle, trains will be governed by Panhandle Subdivision timetable rules.

YARD LIMITS:

Borger, M.P. 22.9 to 31.2

Panhandle, M.P. 1.5 to 0.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Borger Subdivision	40
Borger, West Leg Lead Track 0401	20

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH, except Track 6150, 5 MPH.

2. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Phillips Petroleum Co.	15.4	15099

WEST- WARD ↓		A.V. SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
58115		WILSON JCT. ^{6.1}		RULE 94	30.4
58130		WILEY			36.5
	Yard	LA JUNTA Air Base			91.5
57120		SWINK ^{2.0}			93.5
(8.1)					

RULE 94 IN EFFECT:

Between Swink and La Junta Air Base and between Wilson Jct. and Wiley.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Swink and La Junta Air Base	20
Wilson Jct. and Wiley	10

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WEST-WARD ↓		MINNEQUA SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
	4500	SOUTHERN JCT.	Y		124.3
57190	1750	MINNEQUA	Y		122.6
		SALT CREEK JCT.		CTC	121.2
		U.P. Crossing	A		120.1
		PUEBLO JCT.			119.8
(4.5)					

CTC IN EFFECT: On main track between Minnequa and Pueblo Jct.

Eastward trains originating Pueblo must secure ATSF track warrant and track bulletins and contact D&RGW dispatcher for restrictions prior to departure.

Between Minnequa and Southern Jct., trains and engines will be governed by the Timetable, Rules and Regulations of the Burlington Northern Railroad Company.

At Minnequa, Track No. 4, extending between station sign and crossover south end of yard, is Minnequa siding.

Southern Junction siding extends from crossover to south end.

YARD LIMITS:

Southern Jct. to Minnequa, M.P. 124.3 to 122.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Pueblo Jct. and Southern Jct.	20

(C) SPEED RESTRICTIONS—VARIOUS

LOCATION		MPH
RR Crossing	M.P. 120.1 (Interlocking)	10
4 Curves	M.P. 121.9 to 122.6 westward	10
4 Curves	M.P. 121.9 to 122.6 eastward	20

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D"—Dual Control Switch

Station	Type	Location	MPH
Pueblo Jct.	D	Junction Switches	15
Salt Creek Jct.	D	Turnout	20
Minnequa	D	Turnout	10

WEST-WARD ↓		CANON CITY SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
57200		PUEBLO YARD	BRT		
		D.&R.G.W.		Via D. & R. G. W. Ry.	0.6
57520		PORTLAND			25.4
57530	6800	FLORENCE			31.5
57545		CANON CITY			39.7
(39.7)					

Conductor must contact D&RGW train dispatcher for check of possible restrictions (D&RGW Form 3055) before leaving Pueblo Yard.

Between D&RGW connection (M.P. 0.6) and Canon City, trains will use D&RGW tracks and be governed by Special Instruction 10.

No switch lights on Canon City Subdivision except on west crossover switch, Portland.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(C) SPEED RESTRICTIONS—VARIOUS

LOCATION		MPH
Crossing	M.P. 38.5	6

(D) SPEED RESTRICTIONS—SWITCHES

At Canon City, maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Rockvale Spur	32.5	3400	East

WEST-WARD ↓		LAMAR SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
58115		WILSON JCT.			4.9
58110		CULP		RULE 94	3.9
58100		LAMAR	P		
(4.9)					

RULE 94 IN EFFECT:

Between Wilson Jct. and Lamar.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Wilson Jct. and Lamar	10

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

H. & S. SUBDIVISION

At East Kingman Jct. and West Kingman Jct., Wichita Subdivision junction switches normally lined for H. & S. Subdivision.

At Harper, wye switches will be left lined as last used.

At Blackwell, wye switches will be left lined as last used.

YARD LIMITS:

S.S.W. Jct., M.P. 0.6 to 6.0
 Kingman, M.P. 30.8 to 33.1
 Rago, M.P. 47.3 to 48.6
 Harper, M.P. 59.3 to 60.9
 Blackwell, M.P. 125.2 to X33.5
 Wellington, M.P. X1.1 to X0.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
H. & S. Subdivision	30
Tonkawa Industrial Spur	10

(C) SPEED RESTRICTIONS—VARIOUS

		MPH
Location		
RR Crossing, (Aux. Track)	M.P. 0.7 Stop. Rule 98	10
Curve	M.P. 31.5 to 31.6	10
Curve	M.P. 32.5 to 32.6	10
RR Crossing	M.P. 32.8	10
RR Crossing	M.P. 48.2 Stop. Rule 98	10
Curve	M.P. 48.2 to 48.7	20
*Crossing	M.P. 59.1	10
2 Curves	M.P. 59.6 to 60.1	20
*Crossings	M.P. 68.8 to 70.0	10
3 Curves	M.P. 69.1 to 69.9	10
RR Crossing	M.P. 70.0 Stop. Rule 98	10
RR Crossing	M.P. 102.5 Stop and be governed by instructions in control box	10
RR Crossing	M.P. 127.2 Stop. Rule 98	10
*Crossings	M.P. 127.3 to 127.6 M.P. X33.8 to X34.4 Train and engine movements must be protected by flagman	10
RR Crossing	M.P. X34.0 Stop. Rule 98	10
*Crossings	M.P. X0.0 to X0.7	15

*City ordinance, speed restriction applies over street or highway crossings applies only while head-end of train is passing over crossing.

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Tonkawa Industrial Spur (8.5 miles)	X34.6	Yard
Spring	76.5	900

WEST- WARD	↓	H. & S. SUBDIVISION	↑	EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
		S.S.W. JCT. PY		0.6
		0.1		0.7
		S.S.W. Crossing		13.0
54585		CASTLETON		19.8
		6.8		24.1
54582		PRETTY PRAIRIE		31.6
		4.3		31.8
54580		VARNER		32.5
		7.5		32.8
		East Kingman Jct.		38.9
		0.2		43.5
54550		KINGMAN PTY		48.2
		0.7		52.8
		West Kingman Jct.		59.7
		0.3		69.4
		U.P. Crossing g		70.0
		6.1		80.7
54545		CARVEL		85.7
		4.6		90.7
54540		BASIL		96.9
		4.7		102.2
54513		RAGO		102.5
		4.6		109.5
54510		A.T.S.F. Crossing STY		114.3
		6.9		118.3
54500		HARPER PTY		127.2
		9.7		X34.3
52495		ANTHONY		X34.0
		0.6		X28.7
		U.P. Crossing		X25.2
		10.7		X17.9
52478		MANCHESTER	TWC	X14.6
		5.0		X 6.9
52474		GIBBON		X 0.0
		5.0		
52470		WAKITA		
		6.2		
52466		CLYDE		
		5.3		
52462		MEDFORD		
		0.3		
		O.K.T. Crossing M		
		7.0		
52458		NUMA		
		4.8		
52454		DEER CREEK		
		4.0		
52450		NARDIN		
		8.8		
		A.T.S.F. Crossing S		
		0.3		
52400		BLACKWELL PTY		
		0.3		
		A.T.S.F. Crossing S		
		5.3		
52505		SUMPTER		
		3.5		
52515		BRAMAN		
		7.2		
52520		HUNNEWELL		
		3.3		
52525		SOUTH HAVEN		
		7.7		
52530		ROME		
		6.9		
54600		WELLINGTON BPRTY		
		(161.0)		

TWC IN EFFECT: On H. & S. Subdivision.

At Harper and Wellington, trains will be governed by Waynoka Subdivision timetable rules.

(Cont'd.)

WEST- WARD		WICHITA SUBDIVISION		EAST- WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
		WICHITA JCT.	Y		2.1
		0.6 U.P. Crossing	G		2.7
		3.9 TYLER	Y		6.6
54565		7.3 GODDARD			13.9
54562		5.9 GARDEN PLAIN			19.8
54559		5.9 CHENEY			25.7
54556		8.3 MURDOCK			34.0
		10.1 East Kingman Jct.	Y		44.1
54550		0.2 KINGMAN	PTY	TWC	44.3
		0.7 West Kingman Jct.	Y		45.0
		1.1 U.P. Crossing	G		46.1
41022		8.0 CALISTA			54.1
41019		8.2 CUNNINGHAM			62.3
41016		6.7 CAIRO			69.0
41013		3.1 WALDECK			72.1
41010		7.3 PRATT			79.4
		0.3 End Of Track			79.7
		(77.6)			

TWC IN EFFECT: On Wichita Subdivision.

Eastward trains must secure permission from ATM at Wichita before proceeding east of Wichita Jct.

At Wichita Jct., Englewood Subdivision junction switch normally lined for Wichita Subdivision.

At East Kingman Jct. and West Kingman Jct., H.&S. Subdivision junction switches normally lined for H.&S. Subdivision.

YARD LIMITS:

Wichita Jct.-Tyler, M.P. 0.0 to 9.0
Kingman, M.P. 43.5 to 48.0

WICHITA SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Wichita Jct. and M.P. 3.6	10
M.P. 3.6 and Pratt	20

(C) SPEED RESTRICTIONS—VARIOUS

Location	MPH
*Crossings M.P. 2.1 to 3.5	10
RR Crossing M.P. 2.7	10
*Crossing M.P. 6.5	10
*Crossing M.P. 13.9	10
Curves M.P. 19.8 to 20.1	10
RR Crossing M.P. 46.1	20
*Crossing M.P. 53.9 (westward movement only)	10
*Crossing M.P. 78.4	10

*City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

2. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Western Electric Co.	14.9	1650

WEST- WARD	↓	ENGLEWOOD SUBDIVISION	↑	EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
		SOUTH JCT. Y		208.8
		2.7 WICHITA JCT. Y		211.5
		0.9 U.P. Crossing G		212.4
54535		2.7 PROSPECT Y	TWC	215.1
54528		2.5 SCHULTE		217.6
54525		6.2 CLONMEL		223.8
		0.3 End Of Track		224.1
		End Of Track		26.4
54519		0.7 ANNES		27.1
54516		6.8 NORWICH		33.9
		0.8 U.P. Crossing g		34.7
54513		12.1 RAGO A.T.S.F. Crossing STY		46.8
54390		4.5 SPIVEY		51.3
54385		6.7 ZENDA		58.0
54380	1700	7.7 NASHVILLE		65.7
54375		7.3 ISABEL		73.0
54370		7.5 SAWYER		80.5
54365		8.0 COATS	TWC	88.5
54360		6.6 SPRINGVALE		95.1
54355		2.9 CROFTS		98.0
		5.3 O. B. JCT.		103.3
54320		1.1 BELVIDERE T		104.4
54323		12.1 WILMORE		116.5
54326		8.5 COLDWATER		125.0
54329	3150	9.7 PROTECTION		134.7
54332		9.8 SITKA		144.5
54334		6.3 ASHLAND		150.8
54336		8.0 ACRES		158.8
54340		7.3 ENGLEWOOD T		166.1
		0.3 End Of Track		166.4
		(155.1)		

ENGLEWOOD SUBDIVISION

At Wichita Jct., Wichita Subdivision junction switch normally lined for Wichita Subdivision.

YARD LIMITS:

Wichita Jct.-Prospect, M.P. 208.8 to 215.6
Rago, M.P. 45.9 to 47.7

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
South Jct. and Wichita Jct.	10
Wichita Jct. and End of Track, M.P. 224.1	10
End of Track, M.P. 26.4 and Rago	10
Rago and Englewood	20

(C) SPEED RESTRICTIONS—VARIOUS

Location	MPH
RR Crossing M.P. 212.4	10
*Crossings M.P. 214.7 to 215.0	10
*Crossing M.P. 217.5	10
RR Crossing M.P. 34.7	10
RR Crossing M.P. 46.8 Stop. Rule 98.	10
*Crossing M.P. 80.6	10
*Crossing M.P. 125.1	10

*City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

2. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Valley Feed Co.	211.6	298
Butler Paper Co.	211.6	239
Industry Spur	211.7	3279
Metal Fab Industries	211.9	298
Diamond Engineering Co. Spur	212.3	765
Run Around Track	213.2	718
Cessna Spur	214.4	568

TWC IN EFFECT: On Englewood Subdivision.

Eastward trains must secure permission from the ATM, Wichita, before proceeding east of Wichita Jct.

All sidings are equipped with derails.

(Cont'd.)

WEST-WARD ↓		MEDICINE LODGE SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
54200		ATTICA	PTY		0.0
54222		SHARON			10.5
54280		PIXLEY			15.6
54300		MEDICINE LODGE	BPR	TWC	20.6
54305		LAKE CITY			33.6
54310		SUN CITY			39.3
		O.B. JCT.			49.4
		(50.6)			

TWC IN EFFECT: On Medicine Lodge Subdivision.

At Attica, trains will be governed by Waynoka Subdivision timetable rules.

At Attica, wye switches will be left lined as last used.

YARD LIMITS:

Attica, M.P. 0.0 to 0.8

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Attica and Medicine Lodge	35
Medicine Lodge and M.P. 41.0	25
M.P. 41.0 and O.B. Jct.	10
Gyp Spur, M.P. 40.3	10

(C) SPEED RESTRICTIONS—VARIOUS

Location	MPH
*Crossing M.P. 20.0	10
*Crossing M.P. 20.5	10

*City ordinance, speed restriction applies over street or high-ay crossings only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

2. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Gyp Spur (2.2 miles)	40.3	2400

WEST-WARD ↓		ENID SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
54100		KIOWA	TY		
		U.P. Crossing	g		0.6
51870	6420	BURLINGTON			8.8
51850	5022	CHEROKEE	Y	TWC	19.7
51840	2202	JET			31.8
51830	2235	NASH			40.0
51820	1968	HILLSDALE			47.8
51810	4129	BLANTON	Y		58.2
		BN JCT.	Y		61.0
		BN JCT.	Y	RULE 93	61.9
		O.K.T. Crossing	AY		62.0
		BN JCT.	Y		62.1
51800		ENID	BPRTY		62.3
		BN Crossing	S		63.2
51735		FAIRMONT			72.8
		BN Crossing	A	TWC	73.6
51725	1422	DOUGLAS			80.4
51715	6250	MARSHALL			88.4
51710	1427	LOVELL			95.1
51705	2196	CRESCENT			102.8
51700		GUTHRIE	PRTY		116.7
		(116.9)			

TWC IN EFFECT:

Between Kiowa and Guthrie.

Between outlying wye switch and Kiowa, on Waynoka Subdivision, CTC Rules in effect on main track and siding.

ATSF trains will use BN track between Enid and Blanton BN M.P. 548.2, and must secure permission before entering track and will be governed by Rule 93.

At Blanton and BN Jct. junction switches normally lined for BN Railroad.

At Marshall, east siding switch located M.P. 88.7.

YARD LIMITS:

Kiowa, M.P. 0.1 to 3.0
 Cherokee, M.P. 16.5 to 22.0
 Blanton, M.P. 56.4 to 58.1
 Enid, M.P. 60.5 to 67.0
 Guthrie, M.P. 114.0 to 116.4.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Kiowa and M.P. 65.0	30
M.P. 65.0 and Guthrie	49

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains is:
 45 MPH when averaging 90 tons or over per operative brake,
 or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

LOCATION	MPH
RR Crossing M.P. 0.6 (Approach prepared to stop)	20
RR Crossing M.P. 62.0	30
RR Crossing M.P. 63.2 (Stop)	30
RR Crossing M.P. 73.6	20
Crossing M.P. 102.7 to 104.0	45
3 Curves M.P. 111.9 to 112.3	45
4 Curves M.P. 115.4 to Guthrie	10

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WEST-WARD ↓		STILLWATER SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
52110		PAWNEE	Y	TWC	6.6
		1.8 BN Crossing	A		8.4
52115		9.5 GLENCOE			17.9
52120	1267	12.0 STILLWATER	Y		29.9
(23.6)					

TWC IN EFFECT:

Between Pawnee and Stillwater.

Trains to operate from Pawnee or Camp via BN must secure instructions and track warrant from BN operator via direct dial telephone at Pawnee or Camp.

At Camp, Cimarron River Valley Railroad
Connection Tracks 10 MPH

Split Point derail installed 427 feet west of BN Connection on Track 5999.

YARD LIMITS:

Pawnee, end of track to M.P. 9.0
Stillwater, M.P. 26.0 to end of track.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Pawnee and Stillwater	30

(C) SPEED RESTRICTIONS—VARIOUS

RR Crossing	M.P. 8.4 (Auto. Interlocking)	MPH
		20

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Swan Rubber	26.5	2,439
Boomer Spur	26.7	5,100
CRV RR Connection Tracks Camp, Oklahoma	Camp	8,577

WEST-WARD ↓		ALTUS SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
51850		CHEROKEE	Y	TWC	299.9
42840	3150	6.2 YEWED			306.1
42830	2900	8.4 CARMEN			314.5
		0.3 B.N. Crossing	G		314.8
42820		4.5 ALINE			319.3
42810	1500	10.5 ORIENTA			329.8
42800		6.2 FAIRVIEW			336.0
42760	2400	11.6 LONGDALE			347.6
42750	2050	6.4 CANTON			354.0
42740	2050	11.0 OAKWOOD			365.0
42730	2050	13.8 THOMAS			378.8
		7.2 FOLEY			386.0
42720		2.2 CUSTER CITY			G. B. Corp.
		10.6 EWING	Y		
42700		2.2 CLINTON	BPTRY		401.0
42650		17.3 BURNS JCT.	T		418.3
42635	1900	1.6 DILL CITY			419.9
42630	2100	8.8 SENTINEL			428.7
42625		6.1 CAMBRIDGE			434.8
		5.8 Co-op Crossing			440.6
42620	1750	0.3 LONE WOLF			440.9
42615		6.7 LUGERT			447.6
42610	2550	9.9 BLAIR			457.5
42600		9.8 ALTUS	PY		467.3
(167.4)					

TWC IN EFFECT: On Altus Subdivision, under the direction of Santa Fe dispatcher between Altus and Ewing and Foley and Cherokee and Grain Belt Corporation dispatcher between Ewing and Foley.

Crews going on duty Wellington enroute Altus Subdivision must secure Track Warrant at Wellington.

At Cherokee, Enid Subdivision junction switch normally lined for Enid Subdivision.

At Foley and Ewing, the junction switches are rigid switches, normally lined for Grain Belt Corporation.

Trains must approach cut between M.P. 449.5 and 449.9, between Lugert and Blair, prepared to stop short of dirt or rock slides.

All sidings equipped with derails.

YARD LIMITS:

Cherokee, M.P. 299.9 to 301.2
Ewing to Clinton, M.P. 398.8 to 402.9
Altus, M.P. 466.1 to 468.6

ALTUS SUBDIVISION

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Altus Subdivision	20
Burns Flat Industrial Spur, M.P. 418.3	20
Clinton Industrial Spur, M.P. 401.3	10

(C) SPEED RESTRICTIONS—VARIOUS

Location	MPH
RR Crossing M.P. 314.8	20
*Crossings M.P. 336.6	10
RR Crossing M.P. 440.6 Stop. Rule 98	20
*Crossing M.P. 467.4	10
RR Crossing M.P. 467.6 Stop. Rule 98	10
RR Crossing M.P. 468.1, Auto Interlocking	20
RR Crossing M.P. 134.6 (Clinton Ind. Spur) Stop. Rule 98	10

*City ordinance, speed restriction applies over street or high-way crossings only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

2. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Burns Flat Industrial Spur (6.3 miles)	418.3	1455
Clinton Industrial Spur (1.8 miles)	401.3	9163

ALL SUBDIVISIONS

Special Instructions

4. The General Code of Operating Rules, effective October 27, 1985, is supplemented, modified or amended as follows:

Rule 1 supplemented by adding: When electric clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

Rule 2 supplemented by adding: While on duty, employees governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

Rule 3 supplemented by adding: Time may be compared by dialing Extension 600, Topeka.

Rule 10 sixth paragraph amended to read: On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flags and green flags will be placed only for trains moving with the current of traffic.

Rule 19 sixth paragraph, page 29, amended to read: The marker must be inspected at the initial terminal and each crew change point to see that it is properly displayed and functioning. Inspection will be made at crew change point, either by observation of marker at rear of train or readout information displayed in the cab of the controlling locomotive indicating that marker light is functioning if rear car equipped with an operative end of train device. If observed from rear of train condition of marker must be communicated to outbound locomotive engineer.

Rule 26 last paragraph, page 30, amended to read: Testing does not include visual observations made by an employee positioned inside or alongside a caboose, engine or passenger car; or inspection task to ascertain that a rear end marker is in proper operating condition on a train standing on a main track.

Rule 26 last paragraph, page 32, amended to read: ON A MAIN TRACK—A blue signal must be displayed at each end of the rolling stock except such is not required for marker inspection task involving repositioning the activation switch or covering the photo electric cell. In lieu of blue signals the employe performing the marker inspection task may afford protection by personally contacting the employe at the controls of the engine and being advised by that person that the train is and will remain secure against movement until the inspection is completed.

Rule 97(4) amended to read: Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

Rule 99 supplemented by adding: When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized Timetable Speed is	Distance
35 MPH or less	1 mile
36 MPH to 49 MPH	1½ miles
50 MPH or over	2 miles

Rule 102(2) amended to read: Trains not exceeding 5000 tons must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test.

If train exceeds 5000 tons, visual inspection must be made on each side of all cars and units, and it must be known that equipment and track are in safe condition and that all wheels are properly positioned on the rail before proceeding.

Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed where required or brake pipe pressure has been restored when applicable.

ALL SUBDIVISIONS Special Instructions

SPECIAL INSTRUCTIONS 4 (Continued)

Rule 103(A) supplemented by adding: When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for the movement.

Rule 153 supplemented by adding: Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a Westward or Southward train is the **North** track, and the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a Westward or Southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a Westward or Southward train is **No. 1** track and the tracks to the right thereof are **No. 2, No. 3, No. 4, etc.**, respectively.

Rules 230 through 242 modified as shown on pages 87 and 88.

Rule 317(2) does not apply.

Rule 404 first paragraph amended to read: In track warrants and track bulletins, regular trains will be designated by number, as No. 10 adding engine number when necessary; extras by engine number and direction.

Rule 405 is supplemented by adding: Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on page 168 and pre-printed pads of this form will be in the format shown. The form for mechanical transmission is changed, with Items (5) and (14) omitted, (16) revised, (18) and (19) added.

Mechanically transmitted track warrants must indicate total number of track bulletins (item 16), track condition messages (item 18) and items checked (item 19). In items (16) and (18), if none, show 'no'. Employees receiving copies must assure that the correct number of track bulletins and track condition messages are received, and that 'items marked' correspond with those indicated in Item 19.

Rule 408(2) is amended to read: When authorized to WORK BETWEEN two specific points, movement may be made in either direction between those points without flag protection.

Rule 450 is supplemented by adding: Forms for track bulletins Form A and Form B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional "other conditions" when space in Line 11 of Form A is insufficient.

Mechanically transmitted track bulletins must indicate in space provided, the total number of lines used. Employees receiving copies must assure that the lines used correspond with the number indicated."

Rule 607 supplemented by adding: Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employees in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 928. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

ALL SUBDIVISIONS Special Instructions

5. (A) SPEED— AUXILIARY TRACKS

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Instructions 1(A).

(B) SPEED—STREET CROSSINGS

Speed restriction over street or highway crossings listed in Special Instructions 1(C) apply only while head end of train is passing over such crossing.

6. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
Amtrak 200-799; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug Units 120-121	45	45
All Other Classes	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

* Engine without cars must not exceed 70 MPH.

When used as controlling unit, maximum authorized speed is 20 MPH.

7. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak	3	5
Amtrak	2	2

ALL SUBDIVISIONS Special Instructions

8. DERRICKS, CRANES.

Derricks, cranes, pile drivers, spreaders and similar machinery moving on their own running gear must not be moved in trains except on authority of trainmaster, and trains handling such equipment must not exceed speeds indicated below:

Subdivision	Wrecking Derricks M.P.H.	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 AT-199465 AT-199466 AT-199467 and Jordan Spreaders M.P.H.	Locomotive Crane AT-199720 Other Machines M.P.H.
Dodge City, Arkansas City, Oklahoma, Gainesville, Waynoka, Panhandle, La Junta, Pueblo, Boise City, and:			
Hutchinson (Hutchinson to Great Bend); Enid (Enid to Guthrie); Strong City (Neva to Abilene)	40	45	30
Borger and Dumas	30	30	30
Shattuck	25	25	25
McPherson, Salina, Great Bend, Larned, Little River, Stillwater, H. & S., C.V., Manter, and: Medicine Lodge (Attica to M.P. 41.0); Hutchinson (Great Bend to Kinsley); Enid (Kiowa to Enid); Strong City (Abilene to Superior)	20	20	20
Garden City, Minnequa, Cannon City, and Lamar	15	15	15
A.V., Altus, Englewood, Wichita, and: Medicine Lodge (M.P. 41.0 to O.B. Jct.)	10	10	10

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for the turnout.

Locomotive Crane AT 199720, and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

Pile driver AT 199460 must not exceed 5 MPH on yard tracks, sidings and through turnouts.

ALL SUBDIVISIONS Special Instructions

9. TRACKSIDE WARNING DEVICES

(A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS

RULE 109(C)—TRACKSIDE WARNING DETECTORS:

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate trackside detectors. Dragging equipment and wide or shifted loads will also actuate trackside indicators at locations so equipped.

INSTRUCTIONS APPLICABLE TO ALL TYPES:

(1) To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by a crew member on ground. If defect(s) is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.

(2) If an overheated journal is found, the car or unit must be set out. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, or relieving crew at crew change point where mechanical inspection is not made, must be informed of these conditions.

If abnormal heat is detected on same car by an intervening detector, or during a stop for inspection, the car or unit must then be set out. Exception: Train crew must request and be governed by instructions from Chief Dispatcher concerning further handling of ten-pack equipment after second detector stop.

(3) When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in Journal box of friction type bearings.

(4) When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds, the bearing should be considered as overheated. **WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.**

Use yellow crayon marker to write the date and letter "X" above each journal indicated or found to be overheated, and the date and letter "W" above each wheel indicated, found to be defective, or overheated.

(5) Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

When a train is stopped by a detector, information required by Revised Form 1571 Std. must be transmitted verbally to train dispatcher's office.

(Cont'd)

ALL SUBDIVISIONS Special Instructions

9. TRACKSIDE WARNING DEVICES (Continued)

- (6) Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:
- (A) It is snowing or sleeting; or,
 - (B) There is snow on ground which can be agitated by a moving train.

INSTRUCTIONS APPLICABLE TO RADIO READOUT (REPORTER) TYPE:

- (1) After train passes the detector:
- (A) If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
 - (B) If no radio message is transmitted, or if no message or audible tone (see Item 4) is received, train may proceed at prescribed speed and must be observed closely enroute.
- (2) If rotating white light is illuminated before head-end of train reaches the detector, a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see Item 4) should an alarm occur during passage of the train.
- A. If such message or tone is not received, train may proceed at prescribed speed.
 - B. If such message or tone is received, train must be governed by item 4.
- (3) If rotating white light becomes illuminated as train passes the detector but a message or audible tone IS NOT transmitted via radio, entire train must be inspected for defects.
- (4) If defects are noted as train passes the detector, a rotating white light will become illuminated, and:
- A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or,
 - B. An audible tone will be transmitted via radio. The tone will be (a) fast beep if on North track, (b) a slow beep if on Middle or South track, or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear-end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from HEAD-END of train and references to "LEFT" or "RIGHT" side are to the engineer's left or right side in the direction of travel.

- (5) If a train receives 4 defective car* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms or 1 wide load alarm—remainder of train must be inspected for additional defects.

*DEFECTIVE CAR alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

INSTRUCTIONS APPLICABLE TO LOCATOR (READOUT) TYPE:

- (1) When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with. Counters will indicate accumulated axle count between defective axle and rear of train. If counters fail to show location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.

(Cont'd)

ALL SUBDIVISIONS Special Instructions

9. TRACKSIDE WARNING DEVICES (Continued)

- (2) When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, or axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counters have not registered, train may proceed at prescribed speed and must be observed closely enroute.

INSTRUCTIONS APPLICABLE TO MONITOR DISPLAY BOARD TYPE:

- (1) The monitor display board is equipped with hotbox and dragging equipment indicator lights. The display board will be dark as train approaches detector and will remain in that condition in the absence of abnormal heat or dragging equipment. "000" will be displayed for 12 seconds after train exists detector. If abnormal heat or dragging equipment is detected, indicator lights will display flashing white aspect; immediately, numerical axle count will start at "001" and accumulate axle count on display board to rear of train. Crew members on rear of train observing display board will be required to look back, in order to confirm axle count, after rear of train passes display board. If rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.
- (2) When any indicator light displays flashing white aspect, train must be stopped as soon as possible after rear of train has passed detector and inspection made to locate car(s) or unit with abnormal heat condition or dragging equipment.
- (3) All illuminated lights and numerals displayed will be automatically cancelled 90 seconds after entire train has passed detector, which is at same location as display board.
- (4) When rotating white light is actuated by train, and a numerical readout IS NOT displayed on the display board, train must be stopped and entire train be thoroughly inspected on both sides for abnormal heat condition and dragging equipment.
- (5) When rotating white light is displayed before train reaches detector, unless otherwise instructed by the train dispatcher, be governed as follows:
- (1) Train must be stopped and thoroughly inspected if numerical readout is displayed or indicator light(s) are illuminated as train passes the detector.
 - (2) Train may proceed at prescribed speed and be observed closely enroute if:
 - (a) numerical readout is displayed or indicator light(s) are illuminated before train reaches detector, or
 - (b) no numerical readout is displayed or indicator light(s) are illuminated after train passes the detector.

(B) SHIFTED LOAD DETECTORS

All members of crew must be alert to observe indicators. When a train actuates indicators, they will display rotating light and train must stop immediately. Inspection must be made of both sides of train for shifted load and protruding objects. Dispatcher must be advised promptly by radio or telephone result of inspection.

When indicators display rotating white light before engine reaches detector, fixed signals indicate other than stop, and communication is established between head and rear ends of train with understanding indicators were actuated before engine reached indicator, train may without stopping proceed not to exceed 15 MPH until entire train has passed over bridge.

(C) HIGH WATER DETECTORS

High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. When adjacent block signals are red trains must not proceed until thorough examination has been made to determine that bridge or track has not been weakened by high water. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

(D) SLIDE DETECTOR FENCES

Slide detector fences placed in certain areas which will cause adjacent signals to be in stop position if fence circuit is broken. Due precaution for slides must be taken by crews in such areas when observing the requirements of Rule 312 or 313. Train dispatcher must be promptly notified if slide conditions observed.

ALL SUBDIVISIONS Special Instructions

10. JOINT TRACK FACILITIES

HUTCHINSON—AT&SF trains and engines will use S.S.W. main track between Hutchinson and M.P. 0.6, H&S Subdivision. Before lining switch, crew must obtain permission from S.S.W. train dispatcher. After permission obtained, crew must open switch and wait five minutes, then proceed at restricted speed to next governing signal.

WICHITA—ATSF trains will use Wichita Union Terminal Ry. Co. tracks between North Jct. and South Jct.

ARKANSAS CITY—MULVANE—BELLE PLAINE—WICHITA—U.P. trains will use ATSF tracks between Arkansas City and Belle Plaine via Mulvane.

YA JCT.—ST JCT.—U.P. trains will use ATSF tracks between YA Jct. and ST Jct.

NEWTON—McPHERSON—SALINA AND LYONS—ATSF trains will use U.P. tracks between Newton and McPherson, (29.4 miles), McPherson and Salina (35.4 miles), and at Lyons.

O K T JCT.—WEST ABILENE—OKT trains will use ATSF main track.

WEST ABILENE—EAST SALINA—ATSF trains will use U.P.R.R. tracks between West Abilene and East Salina (19.9 miles). See Special Instruction No. 11.

COURTLAND—ATSF trains and engines will use Kyle R.R. main track and siding and will be governed by Rules 93 and 105.

EAST SALINA—A.B. Jct.—O K T and ATSF trains will use O K T main track.

SUPERIOR—ATSF trains and engines will use B.N. main track and will be governed by Rule 93.

WICHITA—LOST SPRINGS—ATSF trains will use O.K.T.R.R. tracks between Wichita and Lost Springs (63.3 miles).

BLANTON—ENID—ATSF trains will use B.N. tracks between Blanton and Enid.

BLACKBEAR—PAWNEE—CAMP—ATSF trains will use B.N. tracks between Black Bear and Camp, (31.1 miles) via Pawnee.

PAWNEE—ATSF main track between M.P. 7.3 and M.P. 8.2 is designated a siding for B.N. trains. ATSF Timetable and Special Instructions will govern.

SHAWNEE—HARTER—ATSF trains will use M-K-T tracks between Shawnee and Harter (36.7 miles).

HUTCHINSON—ATSF trains and engines may use SSW main track between S.S.W. Jct. M.P. 0.6, H&S Subdivision and Track No. 03-51, located by S.S.W. M.P. 243.56.

FOLEY and EWING—ATSF trains use Grain Belt Corporation tracks and be governed by current Kansas Division Timetable and Instructions and General Code of Operating Rules.

ATSF—BN

Between Waynoka and Avard, the Burlington Northern trains use ATSF tracks and are governed by Burlington Northern, Springfield Region Timetable and by the General Code of Operating Rules, Edition of 1985, except rules modified as indicated in BN Timetable and Timetable Special Instructions:

At Avard, Yard Limits on Burlington Northern track. All movements on BN track must be made at restricted speed, regardless of block signal indication.

When Santa Fe crews use BN Track at Avard, within yard limits, the BN considers this an Automatic Block System. If for any reason Santa Fe trains clear the BN main track, they must open the main track switch and wait five minutes before fouling the main track.

(Cont'd)

ALL SUBDIVISIONS Special Instructions

10. JOINT TRACK FACILITIES (Continued)

At Pueblo Jct., when rules require communication with control operator, both D&RGW and ATSF dispatchers must be contacted.

PUEBLO JCT.—N.A. JCT.—ATSF and U.P. trains and engines will use joint trackage and will be governed by ATSF timetable, rules and regulations.

PUEBLO JCT.—MINNEQUA—ATSF and B.N. trains and engines will use joint trackage and will be governed by ATSF timetable, rules and regulations.

MINNEQUA—SOUTHERN JCT.—ATSF trains and engines will use B.N. tracks and will be governed by B.N. timetable, rules and regulations.

D&RGW CONNECTION PUEBLO—CANON CITY—ATSF trains will use D&RGW tracks and will be governed by D&RGW timetable, rules and regulations except as modified below:

Maximum authorized speed for freight trains is 55 MPH; except, maximum authorized speed is 45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

CRI&P JCT.—C.V. JCT.

ATSF trains will use S.S.W. track and be governed by instructions for operation on C.V. Subdivision.

11. USE OF UNION PACIFIC TRACKS ON SALINA SUBDIVISION.

GENERAL CODE Rule 10. TEMPORARY RESTRICTIONS:

EXCEPTION: Roadway sign for protection of men and machines, on the Union Pacific Railroad only, will be a yellow-red reflectorized sign.

GENERAL CODE Rule 11. UNATTENDED FUSEE:

EXCEPTION: On Union Pacific stop must be made before any portion of train or engine passes fusee.

GENERAL CODE Rule 99. FLAGGING RULE:

When flag protection against following trains is required, flagman must go back 2 miles.

GENERAL CODE signal Rules 245-A through 245-H apply in all territories of the Union Pacific Railroad Co. Under this system, stop signals are designated by the absence of number plates and may also be marked by a plate bearing the letter "A".

	Aspect	Name	Indication
245-D	Yellow	Approach	Proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.
245-F	Flashing Yellow	Approach Limited	Proceed. Speed passing next signal must not exceed 40 MPH.

GENERAL CODE Rule 314. MOVEMENT FROM SIGNAL REQUIRING RESTRICTED SPEED:

EXCEPTION: Trains must move at Restricted Speed until rear end passes signal.

**ALL SUBDIVISIONS
Special Instructions**

12. **Rule 450.** Track bulletins authorized on all subdivisions of Kansas Division.

13. **Rule 405.** Track bulletins and track warrants may be used on Kansas Division.

14. **Rule 82(A).** Clearance not required on Kansas Division.

15. Track Warrants with only boxes 13, 14 or 17 marked requiring speed or other restriction must be retained and complied with during the tour of duty on which they were received.

16. An incorrect engine number shown on address of a track warrant must be reported by crew member; and, if verbally authorized by the train dispatcher, may be changed to show the correct engine number.

17. In the application of Rule 26, the appropriate measures that must be taken to protect an employe performing emergency work under the provisions of item (4) are:

- (1) Engineer, or employe at the control of the engine, must make a 20 PSI service air brake application; and,
- (2) Reverser lever must be removed and placed in charge of employe performing such work.

18. In the application of Rule 104(B)(5), trains operating without a caboose must not leave siding switch used to enter siding lined and locked for the siding unless authorized by the train dispatcher.

**ALL SUBDIVISIONS
Special Instructions**

19. MAXIMUM AUTHORIZED SPEED FOR VARIOUS CARS.

	MPH
(A) Trains handling continuous welded or jointed rail, excluding twin loads of 78-foot rail * Except 25 MPH on curves of 6 degrees or more	40*
(B) Tank cars numbered: ACFX 17451 thru 17495 and NATX 10841 thru 10865	45
(C) Gondolas numbered: CR 598500 thru 598999 PC 598500 thru 598999 SP 345000 thru 345699	45
(D) ATSF tank and work equipment numbered: ATSF 100301 thru 101099 ATSF 189000 thru 189999 ATSF 192770 thru 192875 ATSF 199880 thru 199899 ATSF 202750 thru 202999 ATSF 209000 thru 209999	45
(E) Tank cars numbered: DVLX 4001 thru 4190 UTLX 76517 UTLX 76539 UTLX 76556, 76558 UTLX 76568 UTLX 76595 UTLX 76649 UTLX 76656 UTLX 76696 UTLX 76733 UTLX 76736 thru 76738 UTLX 76742 thru 76751 (Except 76746 and 76749) UTLX 78256 thru 78269 UTLX 78272 UTLX 78274 UTLX 78278 UTLX 78281 UTLX 78285 thru 78293 (Except 78286) UTLX 78326 thru 78333 (Except 78327) UTLX 78336 thru 78344 (Except 78341 and 78342) UTLX 78347 thru 78350 (Except 78349) ULTX 78353	40
(F) Empty "Schnabel" type cars numbered: APWX 1004 GEX 40010, 80002, 80003 BBCX 1000 GPUX 100 CAPX 1001 HEPX 200 CEBX 1000 KWUX 10 CEBX 100, 101 WECX 101, 102, 200-203, 301 CPOX 820 CWEX 1016 All cars listed must be handled on or near the rear end of trains not exceeding 100 cars in length; must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached.	40
(G) Trains handling <i>loaded</i> "Schnabel" type cars listed in (F) also CEBX 800 loaded or empty, must be governed by Special Instructions issued for individual movements.	
(H) Trains handling solid consist of military equipment	55
(I) Trains handling EMPTY gondolas numbered: KCS 801011 thru 802930	45

ALL SUBDIVISIONS Special Instructions

20. When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is a list showing the weight, tractive effort and horsepower rating of units by class:

CLASS	MAKE	TYPE	WEIGHT	TRACTION EFFORT	HORSE- POWER	DYNAMIC BRAKE***
*200	EMD	F40PH	259,500	38,240	3000	4BF
1310	EMD	GP7	249,000	41,300	1500	No
1460	EMD	SWBLW	262,500	41,300	1500	No
1556	EMD	SD39	389,000	82,284	2500	6EF
2000	EMD	GP7	249,000	41,300	1500	No
2244	EMD	GP9	249,000	45,200	1750	No
2300	EMD	GP38	262,500	55,460	2000	4ET
2370	EMD	GP38-2	260,800	55,400	2000	No
2700	EMD	GP30	262,900	51,400	2500	4BT
2800	EMD	GP35	266,000	51,400	2500	4BT
3000	EMD	GP20	265,000	44,800	2000	4BT
3400	EMD	GP39-2	270,000	55,400	2300	4EF
3600	EMD	GP39-2	264,400	55,400	2300	4EF
3800	EMD	GP40X	264,400	62,685	3500	4EF
3810	EMD	GP50	271,663	64,200	3500	4EF
3840	EMD	GP50	273,120	64,200	3500	4EF
**4000	EMD	GP60	274,500	57,500	3800	4EF
5000	EMD	SD40	391,500	82,100	3000	6ET
5020	EMD	SD40-2	391,500	83,160	3000	6EF
5200	EMD	SD40-2	391,500	90,475	3000	6EF
5250	EMD	SDF40-2	388,000	83,100	3000	6EF
5300	EMD	SD45	391,500	72,286	3600	6ET
5381	EMD	SD45	391,500	72,286	3600	6EF
5426	EMD	SD45	389,500	72,286	3500	6ET
5501	EMD	SD45B	393,920	72,286	3600	6ET
5502	EMD	SD45B	392,860	82,100	3600	6EF
5510	EMD	SD45-2B	395,500	83,100	3600	6EF
5705	EMD	SD45-2	391,500	73,650	3600	6EF
5800	EMD	SD45-2	395,500	83,100	3600	6EF
5950	EMD	SDF45	395,000	71,290	3600	6ET
5990	EMD	SDFP45	399,000	68,006	3600	6ET
6300	GE	U23B	262,500	60,400	2250	4EF
6350	GE	B23-7	268,000	60,400	2250	4EF
6364	GE	B23-7	265,000	60,400	2250	4EF
6390	GE	B23-7	264,000	61,000	2250	4EF
6405	GE	B23-7	266,000	61,000	2250	4EF
7200	GE	SF30-B	285,150	71,200	3000	4EF
**7400	GE	B39-8	285,940	68,100	3900	4EF
**7410	GE	B40-8	283,000	69,200	4000	4EF
7484	GE	B36-7	274,500	64,600	3600	4EF
8010	GE	C30-7	398,800	90,600	3000	6EF
8020	GE	C30-7	392,500	90,600	3000	6EF
8099	GE	C30-7	395,000	91,500	3000	6EF
8153	GE	C30-7	392,500	91,500	3000	6EF
8736	GE	U36C	391,500	90,600	3600	6EF
9500	GE	SF30C	391,500	91,500	3000	6EF

* Amtrak passenger units.

** For the purpose of calculating dynamic braking effort, Units 4000-4019 and 7400-7429 must be considered as having six axles.

*** Information relating to dynamic brake is designated as follows:
Number indicates number of axles.
Type is indicated by B—Basic, E—Extended Range.
System is indicated by F—Flat, T—Taper.

ALL SUBDIVISIONS Special Instructions

21. HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Supervisor Train Operations, Newton, by the quickest means possible. If Railroad communications fail or is not available, call long distance collect. (1-316-283-7510) Advise him:
 - (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent.
 - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fusee(s).
 - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located in the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Supervisor Train Operations with as much of the following information as possible after you have inspected the train.
 - (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Description of hazardous materials from shipping papers.
 - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (6) Location of nearby stream, river, pond, lake or other body of water.
 - (7) Location of access roads.
 - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

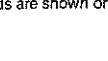
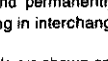
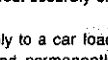
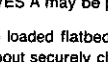
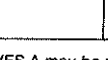
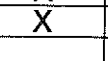
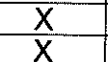
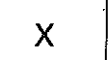
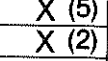
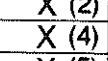
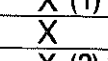
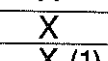
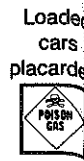
Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.



Empty tank cars placarded:

RESIDUE*

Corrosive

Poison

Chlorine

Organic Peroxide

Oxidizer

Oxygen

Flammable

Flammable Solid

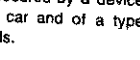
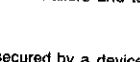
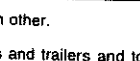
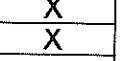
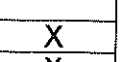
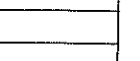
Flammable Solid

Non Flammable Gas

Flammable Gas

Poison Gas

Loaded cars other than tank cars placarded:



RESTRICTIONS

	Loaded cars placarded:	Loaded cars placarded:	Loaded cars placarded:	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded:
Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.	X	X		X			
Engine, occupied caboose or passenger car	X	X	X	X	X		
Car occupied by guard or escort	X	X (1)		X (1)			
Loaded plain flat car	X	X		X			
Loaded bulkhead flat car	X	X (2)		X (2)			
Loaded TOFC/COFC flat car	X	X (3)		X (4)			
Flat Car loaded with vehicles	X	X		X (5)			
Open top car with shiftable load	X	X (2)		X (2)			
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X			
Car placarded EXPLOSIVES A	X		X	X		X	
Car placarded POISON GAS		X	X	X		X	
Car placarded RADIOACTIVE	X	X		X		X	
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X				

MUST NOT BE NEXT TO:

NO RESTRICTIONS

(1) A placarded rail car must be next to and ahead of any car occupied by the guard or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

* Examples of Residue Placards are shown on following page.

SWITCHING RESTRICTIONS

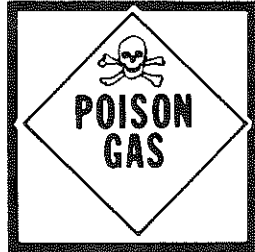
THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED

EXPLOSIVES A

OR

POISON GAS



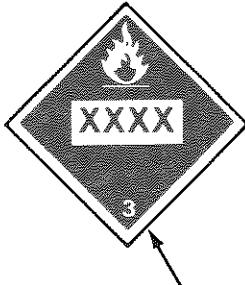
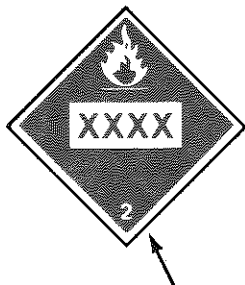
OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE



NUMBER 2

NUMBER 3

FLAMMABLE GAS

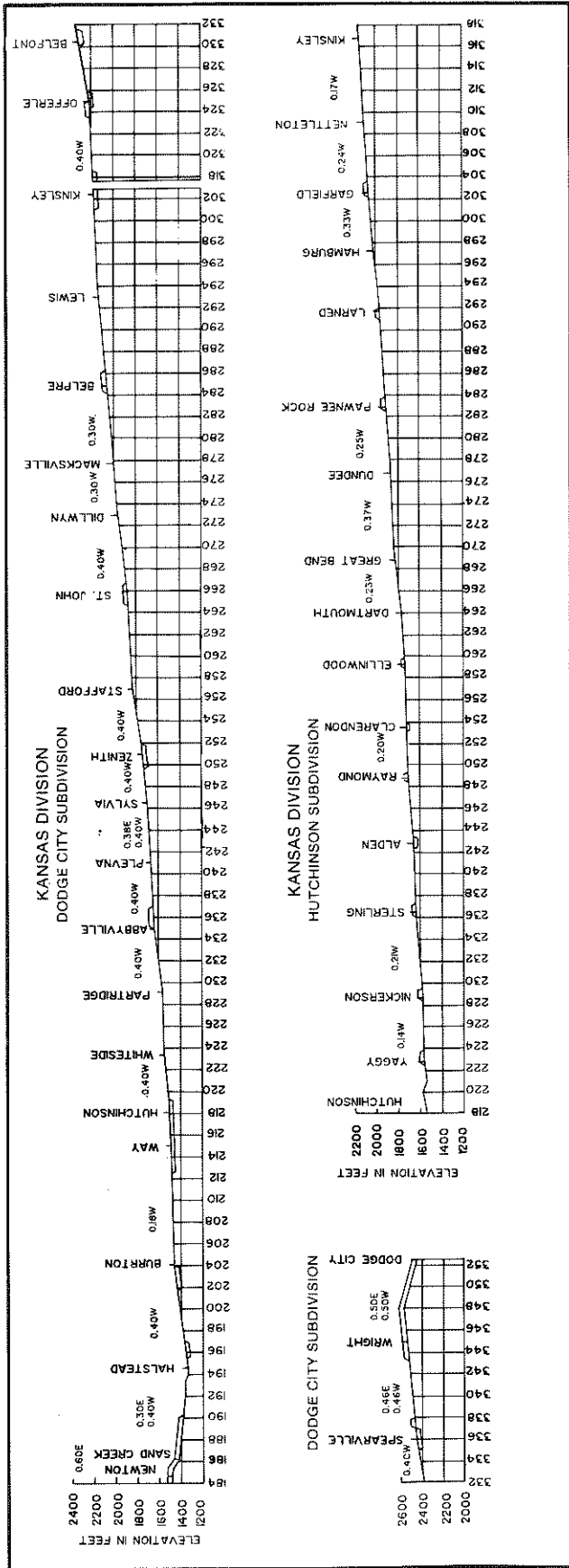
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY

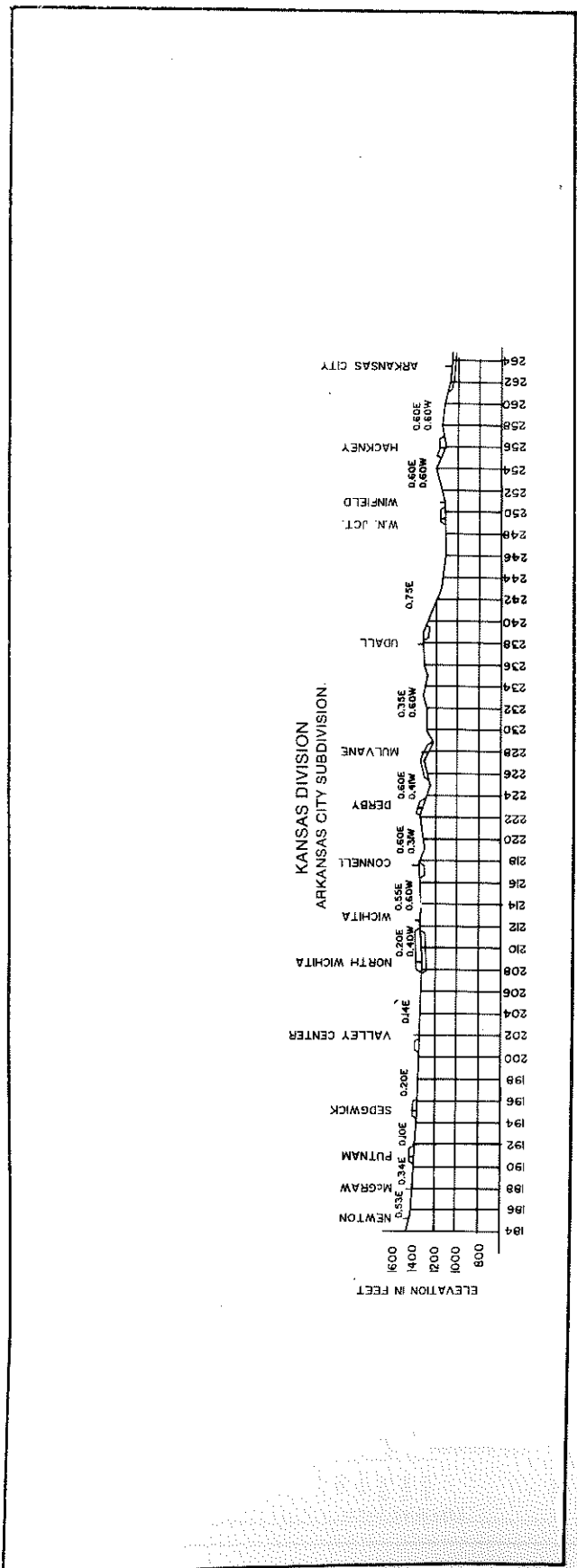


Examples of Residue Placards

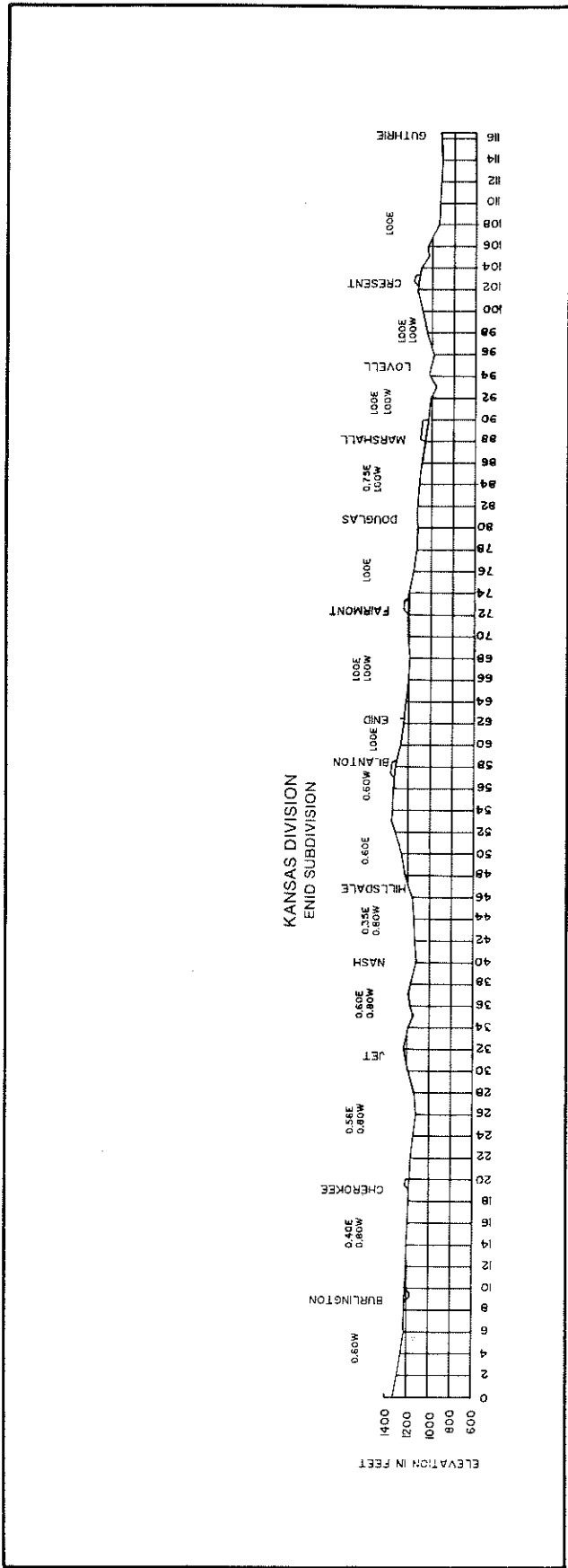
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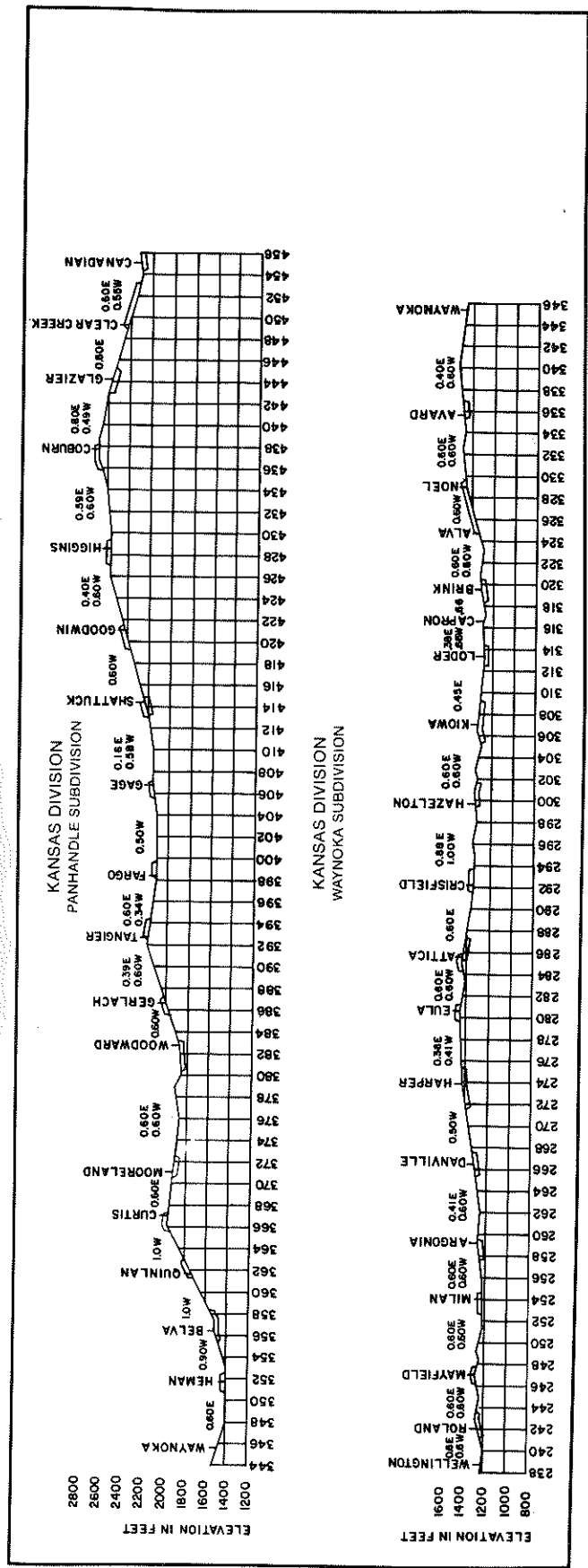
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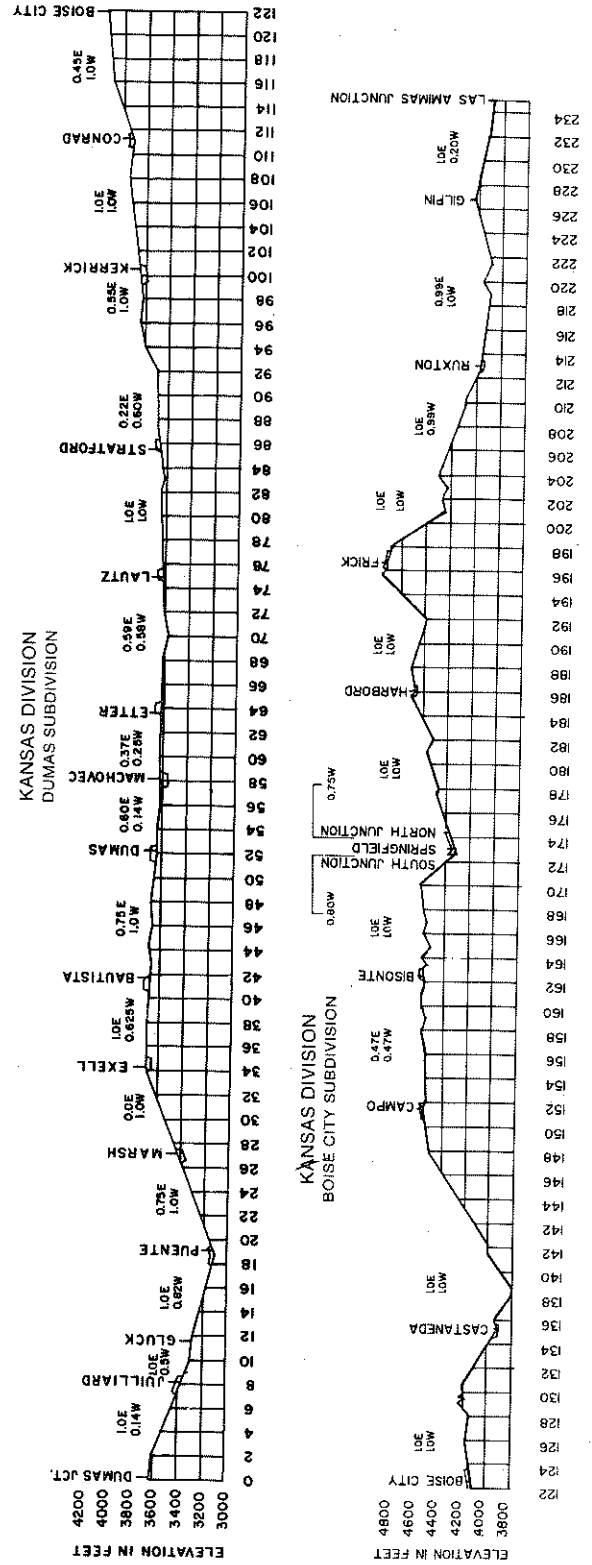
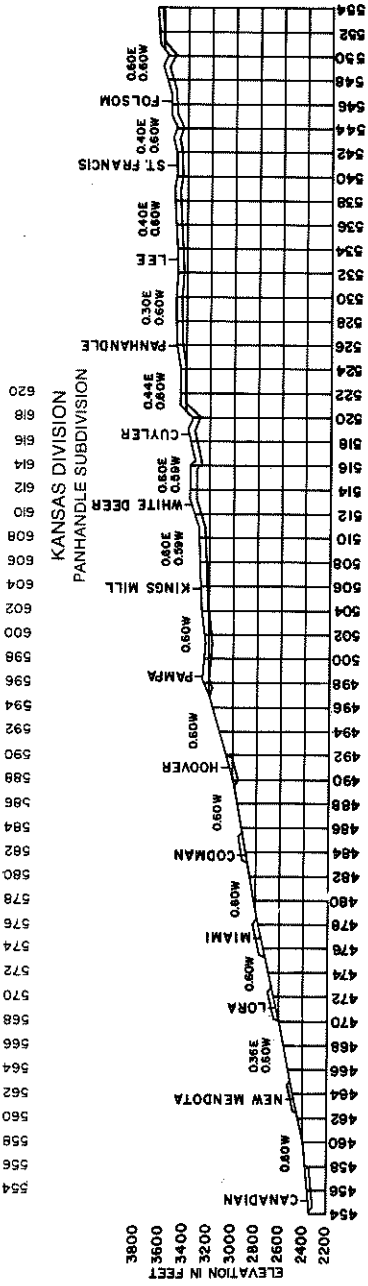
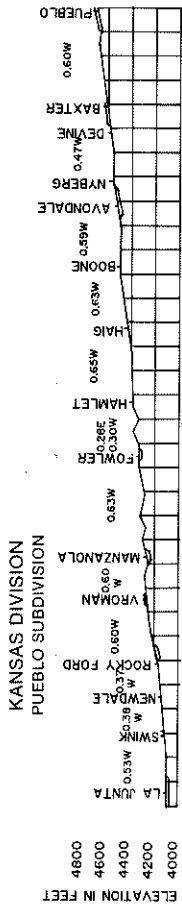


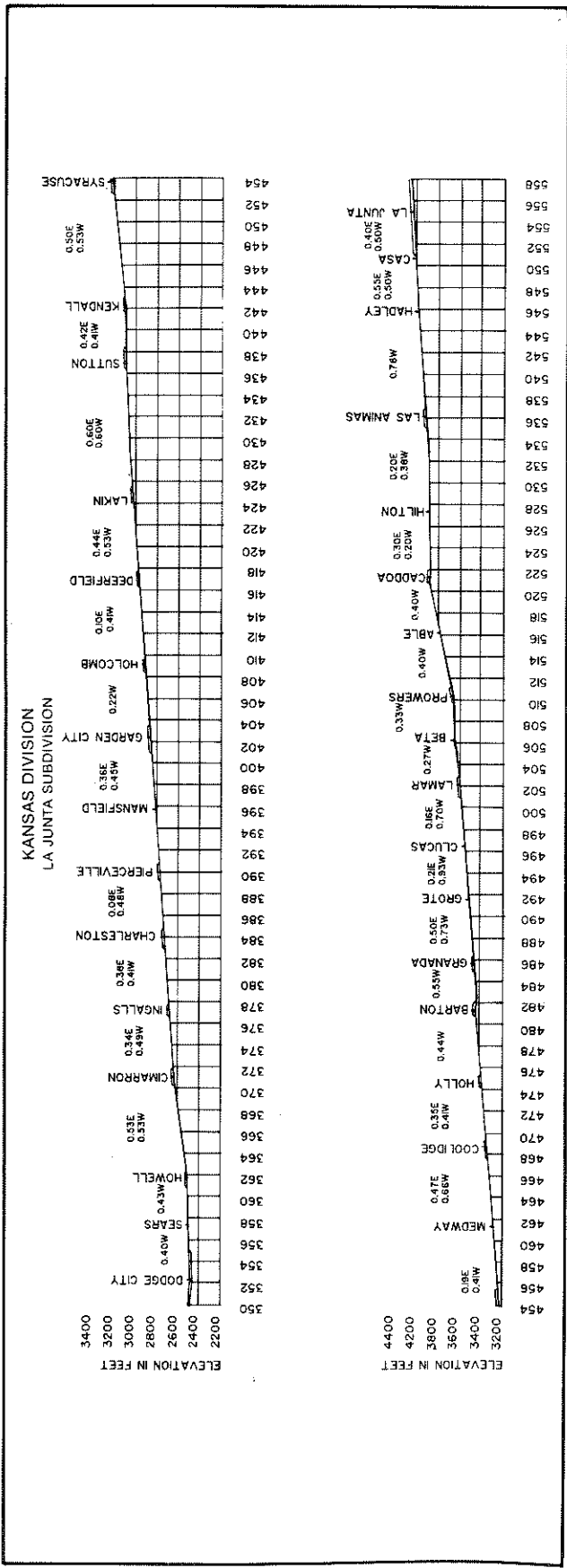
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C.E. No. 50086-42

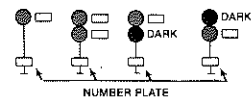
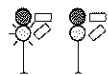
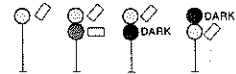
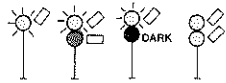
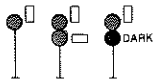






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**ASPECTS OF
COLOR LIGHT
AND SEMAPHORE SIGNALS**



RULE	NAME	INDICATION
230	CLEAR	Proceed.
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
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	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop.