

W. F. BOWEN, Asst. Superintendent . . . Oklahoma City, Okla.  
W. F. KILPATRICK, Asst. Superintendent . . . Newton, Kans.  
R. A. KURTZ, Trainmaster . . . Oklahoma City, Okla.  
T. H. SHALIN, Trainmaster . . . Newton, Kans.  
W. C. LYMAN, Trainmaster . . . Newton, Kans.  
R. F. SMITH, Asst. Trainmaster . . . Oklahoma City, Okla.  
C. H. TATE, Asst. Trainmaster . . . Oklahoma City, Okla.  
D. R. HAYES, Asst. Trainmaster . . . Arkansas City, Kans.  
J. E. ANDERSON, Asst. Trainmaster . . . Wichita, Kans.  
G. L. BERRY, Asst. Trainmaster . . . Salina, Kans.  
R. E. CLEMENTS,  
Road Foreman of Engines . . . Arkansas City, Kans.  
C. A. GARRISON, Road Foreman of Engines . . . Newton, Kans.  
G. E. GUTHRIE, Road Foreman of Engines . . . Emporia, Kans.  
T. H. LINN, Rules Examiner . . . Newton, Kans.  
D. G. SIBLEY, Rules Examiner . . . Oklahoma City, Okla.  
M. L. SEBO, Chief Dispatcher . . . Newton, Kans.  
M. C. SEELY, Asst. Chief Dispatcher . . . Newton, Kans.  
R. F. SHIELDS, Asst. Chief Dispatcher . . . Newton, Kans.  
D. L. RESER, Asst. Chief Dispatcher . . . Newton, Kans.  
K. F. KIEFER, Asst. Chief Dispatcher . . . Newton, Kans.  
R. L. TREFETHEN, Asst. Chief Dispatcher . . . Newton, Kans.  
R. E. JONES, Safety Supervisor . . . Newton, Kans.  
G. T. HARDCASTLE,  
Safety Supervisor . . . Oklahoma City, Okla.

**EASTERN LINES**

B. R. TUCKER, Supervisor of Air Brakes—  
General Road Foreman of Engines . . . Argentine  
W. J. McMEANS, Trainmaster—RF of E—  
AMTRAK . . . Argentine

**TRAIN DISPATCHERS—NEWTON, KANSAS**

|                |                |                |
|----------------|----------------|----------------|
| J. Q. COOPER   | R. C. COPPOCK  | T. A. STUTZMAN |
| W. G. WILLIAMS | J. L. MITCHAM  | D. D. GAFFNEY  |
| B. J. ECKERT   | G. H. HARDEY   | D. R. LACKEY   |
| W. G. BURTON   | M. A. PORTER   | D. G. LITTON   |
| W. P. VAUGHN   | J. D. CATHCART | R. D. DEMARS   |
| D. S. OSBURN   | J. C. MATHIES  | W. G. LORD     |
| E. M. SMITH    | D. G. CARGILL  |                |

**AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY**  
**OVERSPEED** Couplings are **DAMAGING**.

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS**

**IT'S EVERYBODY'S JOB ON THE SANTA FE**

**SPEED TABLE**

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

| Time Per Mile<br>Min. Sec. | Miles Per Hour | Time Per Mile<br>Min. Sec. | Miles Per Hour | Time Per Mile<br>Min. Sec. | Miles Per Hour |
|----------------------------|----------------|----------------------------|----------------|----------------------------|----------------|
| 36                         | 100            | 58                         | 62.1           | 1 40                       | 36.0           |
| 37                         | 97.3           | 59                         | 61.0           | 1 42                       | 35.3           |
| 38                         | 94.7           | 1 00                       | 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 00                       | 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 00                       | 20.0           |
| 53                         | 67.9           | 1 30                       | 40.0           | 3 30                       | 17.1           |
| 54                         | 66.6           | 1 32                       | 39.1           | 4 00                       | 15.0           |
| 55                         | 65.5           | 1 34                       | 38.3           | 4 30                       | 13.3           |
| 56                         | 64.2           | 1 36                       | 37.5           | 5 00                       | 12.0           |
| 57                         | 63.2           | 1 38                       | 36.8           | 6 00                       | 10.0           |

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

**EASTERN LINES**

**MIDDLE DIVISION**

**TIME TABLE No.**



**IN EFFECT**

**Sunday, April 29, 1979**

**At 12:01 A. M.**

**Central Standard Time**

This Time Table is for the exclusive use and guidance of Employees.

**H. J. BRISCOE**  
General Manager  
Topeka, Kansas

**H. L. ROGERS**                      **D. F. DUNCAN**  
**C. L. HOLMAN**                      Superintendent  
**H. L. HAWKINS**                      Newton, Kansas  
Asst. General Managers  
Topeka, Kansas

## 2 FIRST DISTRICT

## MIDDLE DIVISION

| WESTWARD     |              | Capacity of Sidings in Feet | Ruling Grade Ascending    | TIME TABLE<br>No. 8<br>April 29, 1979 |          |               | Ruling Grade Ascending | Mile Post   | Communications<br>Turn Tables and Ways | EASTWARD     |              |
|--------------|--------------|-----------------------------|---------------------------|---------------------------------------|----------|---------------|------------------------|-------------|--|--------------|--------------|
| First Class  |              |                             |                           | Feet Per Mile                         | STATIONS | Feet Per Mile |                        |             |  | Arrive Daily | Arrive Daily |
| 3            | 15           |                             |                           |                                       |          |               |                        |             |  |              |              |
| Leave Daily  | Leave Daily  |                             |                           |                                       |          |               |                        |             | AM                                     | AM           |              |
| 4.00         | 3.00         |                             | <b>EMPORIA YL</b><br>3.2  | 21.2                                  | 112.1    | T<br>C R      | 12.25                  | 12.25       | 3.50                                   | 3.50         |              |
|              |              | 6.1                         | MERRICK YL<br>8.1         | 0                                     | 115.3    |               | 12.13                  | 12.13       | 3.37                                   | 3.37         |              |
|              |              | 6.1                         | SAFFORDVILLE<br>1.3       | 0                                     | 123.4    |               |                        |             |  |              |              |
| 4.10         | 3.10         |                             | ELLINOR<br>7.0            | 0                                     | 124.7    |               | 12.06                  | 12.06       | 3.30                                   | 3.30         |              |
|              |              | 11762                       | STRONG CITY<br>4.1        | 0                                     | 131.7    | Y<br>C        |                        |             |  |              |              |
|              |              |                             | NEVA<br>2.5               | 0                                     | 135.8    |               |                        |             |  |              |              |
|              |              |                             | ELMDALE<br>6.5            | 12.8                                  | 138.3    |               |                        |             |  |              |              |
|              |              | 8583                        | CLEMENTS<br>5.9           | 0                                     | 144.8    |               |                        |             |  |              |              |
|              |              |                             | CEDAR POINT<br>6.2        | 0                                     | 150.7    |               |                        |             |  |              |              |
|              |              | 8079                        | FLORENCE<br>11.4          | 0                                     | 156.9    | C             |                        |             |  |              |              |
|              |              | 10487                       | PEABODY<br>0.3            | 0                                     | 168.3    |               |                        |             |  |              |              |
|              |              |                             | C.R.I.&P. Crossing<br>9.7 | 16.3                                  | 168.6    |               |                        |             |  |              |              |
|              |              | 8419                        | WALTON<br>6.3             | 21.1                                  | 178.3    |               |                        |             |  |              |              |
|              |              |                             | Mo. Pac. Crossing<br>0.5  | 19.1                                  | 184.6    |               |                        |             |  |              |              |
| 5.10<br>AM   | 4.05<br>AM   |                             | NEWTON<br>0.5             | 185.1                                 | 185.1    | T<br>C R      | 11.15<br>PM            | 11.15<br>PM | 2.35<br>AM                             | 2.35<br>AM   |              |
| Arrive Daily | Arrive Daily |                             | (73.0)                    |                                       |          |               | Leave Daily            | Leave Daily |  |              |              |
| 62.5         | 67.4         |                             | Average speed per hour    |                                       |          |               | 62.5                   | 62.5        | 58.4                                   | 58.4         |              |

### TCS IN EFFECT:

South Track between Merrick and Ellinor. On main track and sidings, Ellinor to Newton.

Three main tracks, Newton.

### RULE 251 IN EFFECT:

Main Tracks between Emporia and Merrick.

North Track and Middle Track between Merrick and Ellinor.

Trains originating Emporia, Newton or Sand Creek must secure clearance card.

Strong City District and McPherson District trains originating Emporia, Sand Creek or Newton must secure two clearance cards—one marked "First District" and one marked "Strong City District" or McPherson District". McPherson District trains also secure Rock Island clearance.

Between Constitution Street (M.P. 111.9) Emporia and interlocking Merrick (M.P. 115.3) first track south of main tracks designated as Yard Track No. 3.

Between Merrick and Ellinor mile post numbers have suffix "X" on South Track.

Between Merrick and Ellinor current of traffic is westward on North Track, eastward on Middle Track.

At Newton three main tracks between Mo. Pac. crossing and M.P. 185.5.

### SPECIAL RULES

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

| BETWEEN:   | MPH  |     |
|--|------|-----|
|  | Psg. | Fr. |
| Emporia and Newton   | 79   | 60* |
| Constitution Street (M.P. 111.9) Emporia and Merrick (M.P. 115.3) Yard Track No. 3   | 20   | 20  |
| Newton between Mo. Pac. crossing and interlocked crossover M.P. 186.0 on main tracks | 20   | 20  |
| Newton-Sand Creek eastbound and westbound freight leads                              | 20   | 20  |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total ..... 45 MPH

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) ..... 55 MPH

Freight trains may observe passenger train speed but not to exceed 70 MPH, except eastward between M.P. 117.5 and Emporia and westward between Emporia and Merrick (M.P. 115.3), provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 75 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

Maximum authorized speed on sidings 20 MPH while head end of train passing over hand throw switches listed below:

Strong City ..... Both ends of Yard Track No. 1  
 Florence ..... Both ends of Yard Track No. 1  
 Peabody ..... Both ends of storage track

# MIDDLE DIVISION

## (B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

|              |                                  |                             | MPH |
|--------------|----------------------------------|-----------------------------|-----|
| 3 Curves,    | M.P. 116.2X to 118.1X            | South Track                 | 75  |
| Curve,       | M.P. 122.5X to 123.0X            | South Track                 | 75  |
| 4 Curves     | M.P. 116.2 to 118.9              | North Track<br>Middle Track | 70  |
| Curve,       | M.P. 122.5 to 123.0              | North Track<br>Middle Track | 75  |
| Curve,       | M.P. 126.1 to 126.4              |                             | 70  |
| Curve,       | M.P. 129.4 to 130.0              |                             | 75  |
| Curve,       | M.P. 132.4 to 132.8              |                             | 70  |
| Curve,       | M.P. 133.7 to 133.9              |                             | 50  |
| Curve,       | M.P. 134.2 to 134.8              |                             | 75  |
| Curve,       | M.P. 135.9 to 136.4              |                             | 65  |
| Curve,       | M.P. 136.9 to 137.1              |                             | 75  |
| Curve,       | M.P. 142.2 to 142.5              |                             | 75  |
| 3 Curves,    | M.P. 148.0 to 150.5              |                             | 75  |
| Curve,       | M.P. 153.4 to 154.2              |                             | 75  |
| 3 Curves,    | M.P. 155.6 to 157.9              |                             | 75  |
| Curve,       | M.P. 160.5 to 160.7              |                             | 75  |
| 3 Curves,    | M.P. 161.6 to 163.6              |                             | 70  |
| 2 Curves,    | M.P. 164.7 to 165.9              |                             | 75  |
| Curve,       | M.P. 166.4 to 166.8              |                             | 65  |
| Curve,       | M.P. 168.0 to 168.4              |                             | 65  |
| RR Crossing, | M.P. 168.6 (Auto. Interlocking)* |                             | 30  |
| Curve,       | M.P. 168.9 to 169.1              |                             | 70  |
| Curve,       | M.P. 170.0 to 170.5              |                             | 65  |
| Curve,       | M.P. 171.2 to 171.4              |                             | 75  |
| 4 Curves,    | M.P. 173.3 to 175.9              |                             | 65  |
| Curve,       | M.P. 176.1 to 176.4              |                             | 75  |
| Curve,       | M.P. 180.4 to 180.7              |                             | 70  |
| Curve,       | M.P. 181.8 to 182.3              |                             | 75  |
| RR Crossing, | M.P. 184.6 (Interlocking)        |                             | 20  |

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

## (C) SPEED RESTRICTIONS—SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track unless provided otherwise in Time Table SPECIAL RULE 1(A).

"I"—Interlocked Switch

| STATION | TYPE | LOCATION   | MPH |
|---------|------|--|-----|
| Merrick | I    | Crossovers between Middle Track and North Track and west crossover between Middle Track and South Track. | 50  |
|         | I    | East crossover between Middle Track and South Track.   | 30  |
|         | I    | Turnout to Yard Lead   | 10  |

## (C) SPEED RESTRICTIONS—SWITCHES —(Cont'd)

|             |   |   |    |
|-------------|---|---|----|
| Ellinor     | I | Main track turnouts and crossovers.                         | 40 |
| Strong City | I | Both ends siding  | 30 |
| Neva        | I | Turnout to Strong City District                             | 20 |
| Clements    | I | Both ends siding  | 30 |
| Florence    | I | Both ends siding  | 30 |
| Peabody     | I | Both ends siding  | 30 |
|             | I | Connection to Rock Island                                   | 20 |
| Walton      | I | Both ends siding  | 30 |
|             | I | East switch, storage track                                  | 10 |
| Newton      | I | Main track crossovers and turnouts M.P. 184.5 to M.P. 185.5 | 30 |
|             | I | Turnout to lower yard M.P. 185.6                            | 10 |

## 3. TRACKS BETWEEN STATIONS

| Name                  | Location   | Capacity (Feet) |
|-----------------------|------------|-----------------|
| Cottonwood Falls Spur | M.P. 131.4 | 8,976           |

## TRACK SIDE WARNING DETECTORS HOT BOX AND DRAGGING EQUIPMENT DETECTORS

| Detector Location | Locator Location                           |
|-------------------|--|
| M.P. 134.0        | Westward M.P. 135.9<br>Eastward M.P. 131.7 |
| M.P. 159.0        | Westward M.P. 161.4<br>Eastward M.P. 156.9 |

Hotbox or dragging equipment will actuate alarm.  
See Special Rule 12.

Between Ellinor and Newton all block signals, equipped with number plates, governing eastward movements are located immediately to the left of the main track.

Controlled signals governing eastward movements are located immediately to the left of the track at the following locations:

M.P. 184.7 North Track, Mo. Pac. crossing—Newton  
M.P. 182.4 Main Track, between Newton & Walton  
M.P. 178.1 Main Track, west end Walton  
M.P. 176.4 Main Track, east end Walton  
M.P. 168.8 Siding, east end Peabody  
M.P. 155.0 Siding, east end Florence  
M.P. 143.3 Main Track, east end Clements  
M.P. 135.9 Strong City District, Neva  
M.P. 129.3 Main Track, east end Strong City

Controlled signals governing westward movements are located immediately to the left of the track at the following locations:

M.P. 131.6 Siding, west end Strong City  
M.P. 145.0 Siding, west end Clements  
M.P. 156.7 Main Track, west end Florence  
M.P. 170.7 Main Track, west end Peabody  
M.P. 178.1 Siding, west end Walton  
M.P. 185.1 North Track, Newton

# 4 SECOND DISTRICT

# MIDDLE DIVISION

| WEST-WARD<br>First Class<br>3 | Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE<br>No. 8<br>April 29, 1979 |          | Ruling Grade Ascending | Mile Post        | Communications<br>Turn Tables and Ways | EAST-WARD<br>First Class<br>4 |
|-------------------------------|-----------------------------|------------------------|---------------------------------------|----------|------------------------|------------------|--|-------------------------------|
|                               |                             |                        | Leave Daily                           | STATIONS |                        |                  |  |                               |
| AM 5.20                       |                             | 0                      | NEWTON                                | 2 Tracks | 31.8                   | 185.1            | T C R                                  | AM 2.25                       |
|                               |                             | 21.1                   | SAND CREEK                            |          |                        | 15.8             | 186.7                                  | Y R C                         |
|                               | 6124                        | 21.1                   | HALSTEAD                              |          | 0                      | 194.6            | C                                      |                               |
|                               | 10452                       | 21.1                   | BURRTON                               |          | 0                      | 203.7            |  |                               |
|                               |                             | 9.5                    | S.L.-S.F. Crossing                    |          | 0                      | 204.1            |  |                               |
|                               |                             | 0                      | WAY                                   |          | 0                      | 214.9            | Y R                                    |                               |
|                               |                             | 0                      | C.R.I.&P. Crossing                    |          | 0                      | 216.5            |  |                               |
| s 5.50                        | 29903                       | 0                      | HUTCHINSON                            |          | 0                      | 218.0            | Y R C                                  | 1.45                          |
|                               |                             | 0                      | CH JCT.                               |          | 0                      | 218.3            |  |                               |
| 5.52                          |                             | 21.1                   | ND JCT.<br>Mo. Pac. Crossing YL       |          | 0                      | 219.2            | B                                      | 1.38                          |
| 5.56                          |                             | 0                      | WHITESIDE                             |          | 0                      | 223.4            | B                                      | 1.34                          |
| 6.00                          |                             | 21.1                   | PARTRIDGE                             |          | 0                      | 229.0            |  | 1.30                          |
| 6.05                          | 10166                       | 21.1                   | ABBYVILLE                             |          | 0                      | 235.1            | B                                      | 1.26                          |
| 6.09                          |                             | 21.1                   | PLEVNA                                |          | 20.3                   | 240.7            | B                                      | 1.22                          |
| 6.12                          |                             | 21.1                   | SYLVIA                                |          | 0                      | 246.4            | C                                      | 1.18                          |
| 6.16                          | 10300                       | 21.1                   | ZENITH                                |          | 0                      | 251.1            | B                                      | 1.15                          |
| 6.20                          |                             | 0                      | STAFFORD                              |          | 0                      | 257.0            | C                                      | 1.11                          |
|                               |                             | 0                      | Mo. Pac. Crossing                     |          | 0                      | 257.2            |  |                               |
| 6.26                          | 10284                       | 21.1                   | ST. JOHN                              |          | 0                      | 266.0            | C R                                    | 1.04                          |
| 6.30                          |                             | 15.8                   | DILLWYN                               | ATS      | 0                      | 272.8            | B                                      | 12.59                         |
| 6.34                          |                             | 15.8                   | MACKSVILLE                            |          |                        | 0                | 277.6                                  | C R                           |
| 6.39                          | 10370                       | 0                      | BELPRE                                |          | 0                      | 284.9            | B                                      | 12.51                         |
| 6.45                          |                             | 0                      | LEWIS                                 |          | 0                      | 293.3            | C                                      | 12.45                         |
| 6.53                          | 6502                        | 21.1                   | KINSLEY YL                            |          | 0                      | 302.4<br>(318.7) | Y<br>C R                               | 12.38                         |
|                               | N4266<br>85282              | 21.1                   | OFFERLE                               |          | 0                      | 324.7            | C                                      |                               |
|                               | 6676                        | 21.1                   | BELLEFONT                             |          | 0                      | 330.3            |  |                               |
|                               | N7768<br>85113              | 24.2                   | SPEARVILLE                            |          | 24.2                   | 336.1            | C R                                    |                               |
| 7.12                          | 6805                        | 26.5                   | WRIGHT                                | 2 Tracks | 26.5                   | 344.7            |  |                               |
| s 7.35 AM                     |                             |                        | DODGE CITY YL                         |          |                        |                  | 352.5                                  | T Y<br>C R                    |
| Arrive Daily                  |                             |                        | (153.1)                               |          |                        |                  |  | Leave Daily                   |
| 68.0                          |                             |                        | Average speed per hour                |          |                        |                  |  | 68.0                          |

## SPECIAL RULES

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

| BETWEEN:  | MPH   |       |
|---|-------|-------|
|   | Psgr. | Frts. |
| Newton between Mo. Pac. crossing and interlocked crossover M.P. 186.0 main tracks | 20    | 20    |
| Newton-Sand Creek eastbound and westbound freight leads                           | 20    | 20    |
| Newton and CH Jct.  | 79    | 60*   |
| CH Jct. and Dodge City  | 90    | 60*   |
| Dodge City—east end yard  |       |       |
| Freight Lead  | 20    | 20    |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total ..... 45 MPH

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) ..... 55 MPH

Freight trains may observe passenger train speed but not to exceed 70 MPH, except between M.P. 239 and M.P. 249, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 75 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

#### (B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

|  | MPH |
|--|-----|
| Curve, M.P. 186.4 to 186.5                   | 65  |
| Curve, M.P. 187.3 to 187.8                   | 50  |
| Curve, M.P. 193.2 to 193.6                   | 75  |
| RR Crossing, M.P. 204.1 (Interlocking)       | 79  |
| RR Crossing, M.P. 216.5 (Interlocking)       | 40  |
| 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) | 80  |
| Curve, M.P. 257.2 to 257.4                   | 80  |
| Curve, M.P. 264.8 to 265.1                   | 80  |
| 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  |
| 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  |

#### TCS IN EFFECT:

- Three main tracks, Newton.
- On main tracks Newton to M.P. 219.3.
- On main tracks Kinsley to M.P. 352.1.
- On sidings Halstead, Burrton, Hutchinson and Kinsley.

#### RULE 251 IN EFFECT:

M.P. 352.1 to Sears (Colorado Division).

At Newton, three main tracks between Mo. Pac. crossing and M.P. 185.5.

At Hutchinson between C.R.I.&P crossing and CH Jct. first track north of siding is designated as running yard track No. 3.

Trains originating Newton, Sand Creek or Dodge City must secure clearance card.

# MIDDLE DIVISION

### (C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.  
Trains and engines using other than main track must not exceed turnout speed for that track unless provided otherwise in Time Table SPECIAL RULE 1(A).

"I"—Interlocked Switch  
"S"—Spring Switch

| STATION                     | TYPE | LOCATION  | MPH |
|-----------------------------|------|---|-----|
| Newton                      | I    | Main track crossovers and turnouts M.P. 184.5 to M.P. 185.5                   | 30  |
|                             | I    | Turnout to lower yard M.P. 185.6  | 10  |
| Sand Creek                  | I    | Crossover M.P. 186  | 40  |
|                             | I    | Turnouts to yard M.P. 187.8   | 10  |
|                             | I    | Crossovers M.P. 187.8   | 30  |
|                             | I    | Turnout end two tracks M.P. 190   | 40  |
| Halstead                    | I    | Both ends siding  | 40  |
| Burrton                     | I    | Both ends siding  | 40  |
| M.P. 212.6                  | I    | East end siding   | 20  |
| Way                         | I    | Crossover east end yard   | 20  |
| CRI&P Crossing (M.P. 216.5) | I    | First crossover west of CRI&P crossing between main track and siding          | 20  |
|                             | I    | Second crossover west of CRI&P crossing between siding and main track         | 15  |
|                             | I    | Crossovers west of CRI&P crossing between siding and running yard track No. 3 | 10  |
| CH Jct.                     | I    | Crossover between main track and siding                                       | 20  |
|                             | I    | Turnout siding to Fifth District  | 20  |
|                             | I    | Turnout Fifth District main track to running yard track No. 3                 | 10  |
| ND Jct.                     | I    | West end siding M.P. 219.1  | 20  |
|                             | I    | Turnout to Plains Division  | 15  |
| Abbyville                   | S    | Both ends siding  | 30  |
| Zenith                      | S    | Both ends siding  | 30  |
| Stafford                    | S    | West end storage track  | 10  |
| St. John                    | S    | Both ends siding  | 30  |
| Belpre                      | S    | Both ends siding  | 30  |
| Kinsley                     | I    | Turnouts and crossovers between Depot and Colony Ave.                         | 30  |
|                             | I    | West end siding (M.P. 318.4)  | 40  |
| Offerle                     | I    | Both ends both sidings  | 20  |
| Bellefont                   | I    | Both ends siding  | 20  |
| Spearville                  | I    | Both ends both sidings  | 20  |
| Wright                      | I    | East end siding   | 20  |
|                             | I    | Turnout from or to South Track M.P. 344.7                                     | 40  |
| Dodge City                  | I    | Turnouts East end Freight leads   | 20  |
|                             | I    | Double Crossovers M.P. 350.1  | 30  |

### (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings at cities and towns named below:

| STATION    | BETWEEN:             | MPH |
|------------|----------------------|-----|
| Burrton    | M.P. 203.3 and 204.0 | 50  |
| Hutchinson | M.P. 216.5 and 219.1 | 30  |
| St. John   | M.P. 265.7 and 266.2 | 40  |
| Kinsley    | M.P. 301.9 and 302.2 | 55  |

### 3. TRACKS BETWEEN STATIONS

| Name                     | Location   | Capacity (Feet) |
|--------------------------|------------|-----------------|
| Paxton                   | M.P. 199.3 | 338             |
| Whiteside Storage Track  | M.P. 233.4 | 4176            |
| Partridge Storage Track  | M.P. 229.0 | 4126            |
| Plevna Storage Track     | M.P. 240.7 | 4255            |
| Sylvia Storage Track     | M.P. 246.4 | 2309            |
| Stafford Storage Track   | M.P. 257.0 | 4146            |
| Dillwyn Storage Track    | M.P. 272.8 | 4253            |
| Macksville Storage Track | M.P. 277.6 | 4081            |
| Lewis Storage Track      | M.P. 293.3 | 4176            |

Whiteside, Partridge, Plevna, Sylvia, Stafford, Dillwyn, Macksville and Lewis storage tracks must not be blocked without authority of the Trainmaster.

Controlled signal governing westward movements located immediately to the left of the track at the following location:

M.P. 185.1 North Track, Newton  
M.P. 318.3 Main Track, west end Kinsley

### TRACK SIDE WARNING DETECTORS HOT BOX AND DRAGGING EQUIPMENT DETECTORS

| Detector Location | Locator Location                           |
|-------------------|--|
| M.P. 221.4        | M.P. 221.4 (Monitor Display Board Type)    |
| M.P. 247.9        | Eastward M.P. 246.4<br>Westward M.P. 249.9 |
| M.P. 275.5        | Eastward M.P. 273.5<br>Westward M.P. 277.2 |

Dragging equipment will also actuate alarm. See Special Rule 12.

6 THIRD DISTRICT

MIDDLE DIVISION

| WEST-WARD<br>First Class | Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE                                 |      |       | Ruling Grade Ascending | Mile Post | Communications<br>Time Tables and Wyes | EAST-WARD<br>First Class |
|--------------------------|-----------------------------|------------------------|--|------|-------|------------------------|-----------|--|--------------------------|
|                          |                             |                        | No. 8<br>April 29, 1979                    |      |       |                        |           |  |                          |
| 15                       |                             |                        |  |      |       |                        |           | 16                                     |                          |
| Leave Daily              |                             | Feet Per Mile          | STATIONS                                   |      |       | Feet Per Mile          |           | Arrive Daily                           |                          |
| AM 4.15                  |                             | 0                      | NEWTON<br>2.9                              | 27.8 | 185.1 |                        | TY CR     | PM 11.05                               |                          |
|                          |                             | 0                      | McGRAW<br>3.2                              | 18.0 | 188.0 |                        |           |  |                          |
|                          | 6628                        | 0                      | PUTNAM<br>4.0                              | 5.5  | 191.2 |                        |           |  |                          |
|                          | 7526                        | 0                      | SEDGWICK<br>5.5                            | 10.4 | 195.2 |                        |           |  |                          |
| 4.31                     | 6710                        | 0                      | VALLEY CENTER<br>S.L.-S.F. Crossing<br>7.3 | 7.2  | 201.8 |                        |           |  |                          |
| 4.36                     |                             | 0                      | NO. WICHITA YL<br>1.0                      | 9.5  | 209.1 |                        | T CR      | 10.32                                  |                          |
|                          |                             | 0                      | Mo. Pac. Crossing<br>1.6                   | 10.8 | 210.1 |                        |           |  |                          |
| 4.41                     |                             | 21.2                   | NORTH JCT. YL<br>0.6                       | 0    | 211.7 |                        |           | 10.28                                  |                          |
| 5.00                     |                             | 0                      | WICHITA U.S.<br>0.9                        | 28.8 | 212.3 |                        | C         | 10.26                                  |                          |
|                          |                             | 31.7                   | SOUTH JCT.<br>4.2                          | 10.9 | 213.2 |                        | Y         |  |                          |
|                          | 6616                        | 18.4                   | CONNELL<br>5.5                             | 31.7 | 217.4 |                        |           |  |                          |
|                          | 6872                        | 21.6                   | DERBY<br>4.9                               | 31.7 | 223.0 |                        |           |  |                          |
|                          | 15184                       | 31.7                   | MULVANE<br>10.0                            | 18.6 | 227.9 |                        | Y CR      |  |                          |
|                          | 6156                        | 0                      | UDALL<br>11.8                              | 39.6 | 237.9 |                        | B         |  |                          |
|                          | 9294                        | 13.5                   | WN JCT.<br>0.7                             | 16.3 | 249.7 |                        |           |  |                          |
|                          |                             | 0                      | S.L.-S.F. Crossing<br>0.4                  | 16.3 | 250.4 |                        |           |  |                          |
|                          |                             | 31.7                   | WINFIELD<br>5.3                            | 31.7 | 250.8 |                        | Y CR      |  |                          |
|                          | 8023                        | 31.7                   | HACKNEY<br>7.3                             | 31.7 | 256.1 |                        |           |  |                          |
| 6.05 AM                  |                             |                        | ARKANSAS CITY                              |      | 263.4 |                        | TY CR     | 9.20 PM                                |                          |
| Arrive Daily             |                             |                        | (78.3)                                     |      |       |                        |           | Leave Daily                            |                          |
| 42.7                     |                             |                        | Average speed per hour                     |      |       |                        |           | 44.7                                   |                          |

Independent track between No. Wichita and No. Jct. is the first track east (geographically) of South Track and will be used by trains and engines only on instructions of Yardmaster. Eastward movements may be authorized by signal indication at North Jct.

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

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

Trains or engines on other than main track between North Jct. and South Jct. must secure permission from Santa Fe dispatcher before departing station.

Freight cars must not be handled on tracks adjacent to train sheds.

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 Third District main track, next track is Fourth District North Track and next track is Third District siding.

JOINT TRACK FACILITIES

WICHITA—A.T.&S.F. trains will use Wichita Union Terminal Ry. Co. tracks between North Jct. and South Jct.

ARKANSAS CITY-MULVANE-BELLE PLAINE—Mo. Pac. trains use A.T.&S.F. main track between Arkansas City and Belle Plaine via Mulvane, will be governed by A.T.&S.F. Time Table and Rules.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

|  | MPH   |       |
|--|-------|-------|
|  | Psgr. | Frts. |
| Newton between Mo. Pac. crossing and interlocked crossover M.P. 186.0 on main tracks                     | 20    | 20    |
| Newton-Sand Creek eastbound and westbound freight leads  | 20    | 20    |
| Newton and North Jct.  | 90    | 60*   |
| North Jct. and South Jct. (W.U.T. Ry.)   | 30    | 30    |
| South Jct. and Arkansas City   | 90    | 60*   |
| Arkansas City between hand throw crossover M.P. 262.9 and interlocked crossover M.P. 264.1 on main track | 20    | 20    |
| Arkansas City between interlocked crossover M.P. 262.6 and M.P. 265.0 on CLIC Track 198                  | 20    | 20    |

TCS IN EFFECT:  
Three main tracks, Newton.  
On main track and sidings:  
Newton to M.P. 207.9 (No. Wichita) and North Jct. to Arkansas City.

RULE 251 IN EFFECT:  
M.P. 207.9 (No. Wichita) to North Jct.

Trains originating Newton, Sand Creek or Arkansas City must secure clearance card.

At Newton, three main tracks between Mo. Pac. Crossing and M.P. 185.5.

Westward Third District 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.

# MIDDLE DIVISION

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total ..... 45 MPH

Maximum authorized speed for freight trains handling one or more empty cars (Caboose and cars loaded with empty trailers or empty containers are considered loads) ..... 55 MPH

Between WN Jct. and Arkansas City, freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 75 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

Maximum authorized speed on sidings 20 MPH while head end of train passing over hand throw switches listed below:

- Mulvane ..... East yard lead connection  
South leg of wye
- Hackney ..... Both ends of elevator track  
Both ends of runaround

### (B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

|  | MPH |
|--|-----|
| 2 Curves, M.P. 185.7 to 186.7                | 40  |
| 2 Curves, M.P. 186.7 to 187.9                | 80  |
| Curve, M.P. 189.9 to 190.8                   | 80  |
| 3 Curves, M.P. 193.8 to 195.9                | 80  |
| RR Crossing, M.P. 201.8 (Interlocking)       | 90  |
| Curve, M.P. 206.4 to 206.9                   | 80  |
| 2 Curves, M.P. 209.6 to 210.6                | 40  |
| RR Crossing, M.P. 210.1 (Auto. Interlocking) | 30  |
| Curve, M.P. 215.3 to 215.5                   | 50  |
| Curve, M.P. 216.5 to 217.1                   | 80  |
| Curve, M.P. 218.2 to 218.4                   | 85  |
| 2 Curves, M.P. 218.8 to 219.6                | 80  |
| 3 Curves, M.P. 222.8 to 226.0                | 80  |
| 4 Curves, M.P. 227.7 to 229.8                | 55  |
| 4 Curves, M.P. 230.6 to 233.4                | 80  |
| Curve, M.P. 233.6 to 233.9                   | 65  |
| 2 Curves, M.P. 234.6 to 235.6                | 80  |
| Curve, M.P. 238.4 to 238.7                   | 80  |
| 4 Curves, M.P. 240.4 to 242.6                | 80  |
| Curve, M.P. 243.2 to 243.4                   | 50  |
| 3 Curves, M.P. 243.6 to 245.0                | 55  |
| Curve, M.P. 245.9 to 246.1                   | 45  |
| Curve, M.P. 246.2 to 246.3                   | 75  |
| 2 Curves, M.P. 247.5 to 248.0                | 55  |
| 4 Curves, M.P. 248.0 to 248.4                | 50  |
| Curve, M.P. 248.4 to 248.6                   | 40  |
| 7 Curves, M.P. 248.8 to 251.9                | 45  |
| RR Crossing, M.P. 250.4 (Interlocking)       | 45  |
| 2 Curves, M.P. 252.0 to 253.7                | 65  |
| Curve, M.P. 258.4 to 258.6                   | 80  |
| Curve, M.P. 259.7 to 259.9                   | 75  |
| Curve, M.P. 260.4 to 260.7                   | 65  |
| Curve, M.P. 260.9 to 261.2                   | 60  |
| Curve, M.P. 262.7 to 262.9                   | 50  |
| 4 Curves, M.P. 263.2 to 263.6                | 20  |

### (C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.  
Trains and engines using other than main track must not

exceed turnout speed for that track unless provided otherwise in Time Table SPECIAL RULE 1(A).

"I"—Interlocked Switch  
"S"—Spring Switch

| STATION                   | TYPE | LOCATION  | MPH |
|---------------------------|------|---|-----|
| Newton                    | I    | Main track crossovers and   | 30  |
|                           | I    | turnouts M.P. 184.5 to 185.5<br>Turnout to lower yard<br>M.P. 185.6 |     |
| McGraw                    | I    | Turnout from Third District to<br>Sand Creek Yard                   | 20  |
| Putnam                    | I    | Both ends siding  | 40  |
| Sedgwick                  | I    | Both ends siding  | 40  |
| Valley Center             | I    | Both ends siding  | 40  |
| North Wichita             | I    | End of double track westward  | 40  |
|                           | I    | East end No. 1 yard track   | 10  |
| North Jct.<br>(W.U.T. Ry) | I    | Main track crossovers   | 30  |
| South Jct.<br>(W.U.T. Ry) | I    | East crossover between main<br>tracks M.P. 213                      | 30  |
|                           | I    | Turnout to ATSF Third District                                      | 30  |
| Connell                   | I    | Both ends siding  | 40  |
| Derby                     | I    | Both ends siding  | 40  |
| Mulvane                   | I    | East end siding M.P. 225.3  | 40  |
|                           | I    | Crossover between Third and<br>Fourth Districts at<br>M.P. 227.3    | 40  |
|                           | I    | Turnout to west end yard lead                                       | 10  |
|                           | I    | Other turnouts and crossovers                                       | 30  |
| Udall                     | I    | Both ends siding  | 40  |
| WN Jct.                   | I    | West end siding   | 40  |
|                           | I    | Turnouts to Eastern Division  | 15  |
|                           | I    | Other turnouts and crossovers                                       | 30  |
| Hackney                   | I    | Both ends siding  | 40  |
| Arkansas City             | I    | East end CLIC Track 198 M.P.<br>261.2                               | 40  |
|                           | S    | M.P. 262.3 east end yard lead                                       | 10  |
|                           | I    | Crossover between main track<br>and CLIC Track 198 M.P. 262.6       | 20  |

### (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings at cities and towns named below:

| STATION       | BETWEEN:  | MPH |
|---------------|---|-----|
| Sedgwick      | M.P. 194.5 and 195.6                                  | 30  |
| Valley Center | M.P. 201.1 and 202.0                                  | 45  |
| Wichita       | 37th Street, M.P. 207.7 and North<br>Jct., M.P. 211.7 | 40  |
|               | South Jct., M.P. 213.2 and over<br>Pawnee, M.P. 214.9 | 40  |
|               | Pawnee, M.P. 214.9 and Wassal<br>St., M.P. 215.6      | 45  |
| Derby         | M.P. 222.5 and 223.0                                  | 30  |
| Mulvane       | Bridge Street M.P. 228.1 only                         | 40  |
| Udall         | M.P. 237.6 and M.P. 238.2                             | 45  |
| Winfield      | M.P. 249.8 and M.P. 251.2                             | 45  |

### 3. TRACKS BETWEEN STATIONS

| Name                        | Location   | Capacity<br>(Feet) |
|-----------------------------|------------|--------------------|
| Quality Concrete Inc. spurs | M.P. 216.3 | 962                |
| Keeler spurs                | M.P. 218.1 | 2,300              |

### TRACK SIDE WARNING DETECTORS

### HOT BOX AND DRAGGING EQUIPMENT DETECTORS

| Detector<br>Location | Locator<br>Location                        |
|----------------------|--|
| M.P. 253.0           | Westward M.P. 255.0<br>Eastward M.P. 251.3 |

Hotbox or dragging equipment will actuate alarm.  
See Special Rule 12.

# 8 FOURTH DISTRICT

# MIDDLE DIVISION

| WEST-<br>WARD | Capacity of<br>Sidings in Feet | Ruling Grade<br>Ascending | TIME TABLE<br>No. 8<br>April 29, 1979 |                            | Ruling Grade<br>Ascending | Mile Post        | Communications<br>Turn Tables and Wyes | EAST-<br>WARD |
|---------------|--------------------------------|---------------------------|---------------------------------------|----------------------------|---------------------------|------------------|--|---------------|
|               |                                | Feet<br>Per<br>Mile       | STATIONS                              |                            | Feet<br>Per<br>Mile       |                  |  |               |
|               | 12080                          | 0                         | TCS                                   | ELLINOR<br>5.6             | 0                         | 124.7            |  |               |
|               | 6594                           | 21.2                      |                                       | GLADSTONE<br>5.8           | 0                         | 130.3            |  |               |
|               | 10017                          | 21.2                      |                                       | BAZAR<br>8.3               | 0                         | 136.1            |  |               |
|               | 7943                           | 0                         |                                       | MATFIELD GREEN<br>9.8      | 21.2                      | 144.4            | B                                      |               |
|               | 14892                          | 14.7                      |                                       | CASSODAY<br>4.2            | 21.1                      | 154.2            |  |               |
|               | 14383                          | 0                         |                                       | AIKMAN<br>7.7              | 21.2                      | 158.4            |  |               |
|               | 7010                           | 21.1                      |                                       | CHELSEA<br>8.2             | 21.2                      | 166.1            | B                                      |               |
|               | 5101                           | 0                         |                                       | EL DORADO YL<br>11.0       | 0                         | 174.3            | YCR                                    |               |
|               | E 6646<br>W 9512               | 0                         |                                       | S.L.-S.F. Crossing<br>10.4 | 0                         | 185.3            |  |               |
|               |                                | 0                         |                                       | AUGUSTA YL<br>5.7          | 0                         | 185.7<br>(199.5) | Y<br>CR                                |               |
|               | 6784                           | 31.7                      | TCS                                   | SALTER<br>6.4              | 21.1                      | 205.2            |  |               |
|               | 6794                           | 21.6                      |                                       | ROSE HILL<br>9.0           | 31.7                      | 211.6            | B                                      |               |
|               | 6953                           | 0                         |                                       | MULVANE<br>5.9             | 21.4                      | 220.6            | Y<br>CR                                |               |
|               | 7502                           | 31.7                      |                                       | BELLE PLAINE<br>4.1        | 18.8                      | 226.6            | B                                      |               |
|               |                                | 0                         |                                       | CICERO<br>8.3              | 21.4                      | 230.6            |  |               |
|               |                                |                           | TCS ABS                               | WELLINGTON                 |                           | 238.9            | TY<br>CR                               |               |
|               |                                |                           |                                       | (100.4)                    |                           |                  |  |               |

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

| BETWEEN:               | MPH  |      |
|------------------------|------|------|
|                        | Psg. | Frt. |
| Ellinor and Wellington | 79   | 60*  |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total . . . . . 45 MPH  
 Maximum authorized speed for freight trains handling one or more empty cars (Caboose and cars loaded with empty trailers or empty containers are considered loads) . . . . . 55 MPH  
 Freight trains may observe passenger train speed but not to exceed 70 MPH, except Eastward between M.P. 227 and M.P. 222, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 75 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

**(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS**

|  | MPH                        |
|--|----------------------------|
| Curve, M.P. 129.5 to 129.8             | 70                         |
| Curve, M.P. 133.5 to 133.8             | 70                         |
| 4 Curves, M.P. 136.2 to 139.6          | 70                         |
| Curve, M.P. 141.0 to 141.3             | 70                         |
| 9 Curves, M.P. 142.3 to 147.2          | 55                         |
| 3 Curves, M.P. 147.5 to 148.9          | 60                         |
| Curve, M.P. 149.2 to 149.6             | 55                         |
| Curve, M.P. 149.9 to 150.4             | 65                         |
| Curve, M.P. 152.4 to 152.8             | 65                         |
| Curve, M.P. 159.8 to 160.0             | 65                         |
| Curve, M.P. 169.3 to 169.5             | 75                         |
| Curve, M.P. 172.3 to 172.5             | 60                         |
| Curve, M.P. 173.4 to 173.7             | 45                         |
| Curve, M.P. 174.1 to 174.3             | 40<br>30                   |
|  | South Track<br>North Track |
| Curve, M.P. 175.3 to 175.5             | 60                         |
| Curve, M.P. 179.6 to 179.7             | 60                         |
| Curve, M.P. 182.8 to 183.0             | 65                         |
| RR Crossing, M.P. 185.3 (Interlocking) | 50                         |
| 7 Curves, M.P. 185.5 to 200.7          | 50                         |
| 2 Curves, M.P. 201.1 to 201.6          | 70                         |
| 2 Curves, M.P. 202.4 to 203.2          | 60                         |
| 2 Curves, M.P. 204.3 to 204.7          | 45                         |
| Curve, M.P. 205.1 to 205.2             | 50                         |
| 2 Curves, M.P. 205.3 to 206.1          | 55                         |
| 2 Curves, M.P. 207.1 to 208.3          | 70                         |
| 2 Curves, M.P. 209.5 to 210.4          | 55                         |
| Curve, M.P. 214.2 to 214.4             | 70                         |
| Curve, M.P. 215.6 to 215.8             | 55                         |
| Curve, M.P. 216.3 to 216.4             | 75                         |
| Curve, M.P. 217.9 to 218.2             | North Track<br>70          |
| 4 Curves, M.P. 219.4 to 221.2          | North Track<br>30          |
| Curve, M.P. 215.9 to 216.6X            | South Track<br>75          |
| Curve, M.P. 217.3X to 217.4X           | South Track<br>65          |
| Curve, M.P. 220.0X to 220.5X           | South Track<br>65          |
| Curve, M.P. 220.9X to 221.4X           | South Track<br>65          |
| Curve, M.P. 227.4 to 227.7             | 75                         |
| Curve, M.P. 228.4 to 228.6             | 65                         |
| Curve, M.P. 230.4 to 230.5             | 70                         |
| Curve, M.P. 233.1 to 233.5             | 65                         |
| Curve, M.P. 236.6 to 237.1             | 50                         |
| Curve, M.P. 237.7 to 237.8             | 45                         |

**TCS IN EFFECT:**

On main tracks and sidings Ellinor to El Dorado (M.P. 174.3); M.P. 201.8 (west of Augusta) to Cicero, and division board M.P. 237.1 to Wellington.

**TWO TRACKS:** M.P. 172.7 to M.P. 174.3 (El Dorado)  
 M.P. 215.8 to M.P. 221.9 (Mulvane)

**RULE 251 IN EFFECT:**

El Dorado (M.P. 174.3) to M.P. 201.8 (west of Augusta) and Cicero to division board M.P. 237.1.

Mulvane is an open office of communication on North Track; mile posts on South Track designated by "X".

Trains must secure clearance card at Wellington.

Proceed indication on eastward interlocking signal Douglass District at Augusta authorizes eastward extras Fourth District.

At Mulvane, track nearest depot is Third District main track, next track is Fourth District North Track, and next track is Third District siding.



**(C) SPEED RESTRICTIONS—SWITCHES**

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

Trains and engines using other than main track must not exceed turnout speed for that track.

| "I"—Interlocked Switch |      | "S"—Spring Switch  |     |
|------------------------|------|--|-----|
| STATION                | TYPE | LOCATION   | MPH |
| Ellinor                | I    | Main track turnouts and cross-overs                            | 40  |
| Gladstone              | I    | Both ends siding   | 40  |
| Bazar                  | I    | Both ends siding   | 40  |
| Matfield Green         | I    | Both ends siding   | 40  |
| Cassoday               | I    | Both ends siding   | 40  |
| Aikman                 | I    | Both ends siding   | 40  |
| Chelsea                | I    | Both ends siding   | 40  |
| El Dorado              | I    | East end siding and crossovers west end siding                 | 40  |
|                        | I    | Turnouts to depot track and west leg of wye                    | 10  |
|                        | I    | Crossovers M.P. 174.3  | 30  |
| Augusta                | I    | East end westward siding                                       | 30  |
|                        | S    | East end eastward siding                                       | 30  |
|                        | I    | Main track turnouts and cross-overs                            | 30  |
|                        | I    | End of double track westward                                   | 45  |
| Salter                 | I    | Both ends siding   | 40  |
| Rose Hill              | I    | Both ends siding   | 40  |
| Mulvane                | I    | Turnout North Track M.P. 215.8                                 | 45  |
|                        | I    | Crossover between Third and Fourth Districts M.P. 220          | 40  |
|                        | I    | Turnout North Track M.P. 221.9                                 | 40  |
|                        | I    | Other turnout and crossovers                                   | 30  |
| Belle Plaine           | I    | Both ends siding   | 30  |
| Cicero                 | I    | End of double track  | 65  |
| Wellington             | I    | End of double track  | 40  |
|                        | I    | Switches leading to and from freight yard and Eastern Division | 20  |
|                        | I    | East end siding  | 15  |

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while headend of train is passing crossings at cities and towns named below:

| STATION | BETWEEN:                                      | MPH |
|---------|---|-----|
| Augusta | M.P. 185.3 and 186.2                          | 30  |
| Mulvane | Bridge Street, M.P. 220.8<br>North Track only | 40  |

**3. TRACKS BETWEEN STATIONS**

| Name        | Location   | Capacity (Feet) |
|-------------|------------|-----------------|
| Vanora Spur | M.P. 177.4 | 600             |
| KG&E Spur   | M.P. 209.3 | 1,300           |

**TRACK SIDE WARNING DETECTORS**

**HOT BOX AND DRAGGING EQUIPMENT DETECTORS**

| Detector Location | Locator Location   |
|-------------------|--|
| M.P. 140.4        | Westward M.P. 142.4<br>Eastward M.P. 138.2                             |
| M.P. 156.8        | (Dragging Equipment Only)  |
| M.P. 166.1        | (Dragging Equipment Only)  |
| M.P. 179.1        | Westward M.P. 181.2 (Signal 1811)<br>Eastward M.P. 176.7 (Signal 1762) |
| M.P. 223.7        | Westward M.P. 225.7<br>Eastward M.P. 222.2                             |

Rotating white light on field side at detector and locator location. M.P. 179.1. Dragging equipment will also actuate alarms M.P. 140.4 and M.P. 223.7. See Special Rule 12.

**JOINT TRACK FACILITIES**

ARKANSAS CITY-MULVANE-BELLE PLAINE—Mo. Pac. trains use A.T.&S.F. main track between Arkansas City and Belle Plaine via Mulvane, will be governed by A.T.&S.F. Time Table and Rules.

**WEST-WARD**



| Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE No. 8 |    | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD |
|-----------------------------|------------------------|------------------|----|------------------------|-----------|-------------------------------------|-----------|
|                             |                        | April 29, 1979   |    |                        |           |                                     |           |
|                             | Feet Per Mile          | STATIONS         |    | Feet Per Mile          |           |                                     |           |
|                             |                        | CH JCT.          | YL |                        | 218.3     |                                     |           |
|                             |                        | 4.4              |    | 0                      |           |                                     |           |
|                             |                        | YA JCT.          |    |                        | 222.7     | B                                   |           |
|                             |                        | 0.5              |    |                        |           |                                     |           |
| 4073                        |                        | YAGGY            |    | 0                      | 223.2     | B                                   |           |
|                             | 7.4                    | 5.4              |    |                        |           |                                     |           |
| 4142                        |                        | NICKERSON        |    | 0                      | 228.6     | C                                   |           |
|                             |                        | 7.0              |    |                        |           |                                     |           |
|                             |                        | ST JCT.          | YL |                        | 235.6     | B                                   |           |
|                             |                        | 1.1              |    | 0                      |           |                                     |           |
| 4281                        | 11.1                   | STERLING         | YL |                        | 236.7     | C                                   |           |
|                             |                        | 6.2              |    | 0                      |           |                                     |           |
| 4124                        | 0                      | ALDEN            |    |                        | 242.9     |                                     |           |
|                             |                        | 6.1              |    | 0                      |           |                                     |           |
| 2674                        | 0                      | RAYMOND          |    |                        | 249.0     | B                                   |           |
|                             |                        | 4.5              |    | 0                      |           |                                     |           |
| 2650                        | 10.5                   | CLARENDON        |    |                        | 253.5     | B                                   |           |
|                             |                        | 5.9              |    | 0                      |           |                                     |           |
| 4120                        | 0                      | ELLINWOOD        | YL |                        | 259.4     | Y R C                               |           |
|                             |                        | 4.5              |    | 0                      |           |                                     |           |
| 4128                        | 0                      | DARTMOUTH        |    |                        | 263.9     | B                                   |           |
|                             |                        | 5.6              |    | 0                      |           |                                     |           |
|                             | 11.8                   | GREAT BEND       | YL |                        | 269.5     | Y R C                               |           |
|                             |                        | 7.8              |    | 0                      |           |                                     |           |
| 2632                        | 19.4                   | DUNDEE           |    |                        | 277.3     | B                                   |           |
|                             |                        | 5.7              |    | 0                      |           |                                     |           |
| 4130                        | 13.0                   | PAWNEE ROCK      |    |                        | 283.0     |                                     |           |
|                             |                        | 8.8              |    | 0                      |           |                                     |           |
| 4063                        | 13.0                   | LARNED           | YL |                        | 291.8     | Y R C                               |           |
|                             |                        | 10.7             |    | 0                      |           |                                     |           |
| 4134                        | 17.4                   | GARFIELD         |    |                        | 302.5     | C                                   |           |
|                             |                        | 14.2             |    | 0                      |           |                                     |           |
|                             | 12.6                   | KINSLEY          | YL |                        | 316.7     | Y R C                               |           |
|                             |                        | (98.4)           |    |                        |           |                                     |           |



Eastward trains must secure clearance card before leaving Kinsley. Train order signal at Kinsley governs Second District trains only.

**SPECIAL RULES**

**I. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

| BETWEEN:            | MPH  |      |
|---------------------|------|------|
|                     | Psg. | Frt. |
| CH Jct. and Kinsley | 59   | 49*  |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total 45 MPH

**(C) SPEED RESTRICTIONS—SWITCHES**

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while headend of train is passing crossings at cities and towns named below:

| STATION    | BETWEEN:                    | MPH |
|------------|-----------------------------|-----|
| Sterling   | M.P. 236.4 and 237.0        | 25  |
| Ellinwood  | Main Street M.P. 259.5 only | 40  |
| Great Bend | M.P. 268.7 and 269.8        | 30  |
| Larned     | M.P. 291.4 and 292.0        | 30  |
| Kinsley    | M.P. 316.2 and 316.7        | 55  |

**3. TRACKS BETWEEN STATIONS**

| Name                       | Location   | Cap. (Ft.) |
|----------------------------|------------|------------|
| Great Bend Industrial Spur | M.P. 274.6 | 9,751      |

**JUNCTION SWITCHES Rule 98 (D)**

| LOCATION | NORMAL POSITION |
|----------|-----------------|
| YA Jct.  | AT&SF Ry.       |
| ST Jct.  | AT&SF Ry.       |

**JOINT TRACK FACILITIES**

YA JCT.-ST JCT.—Mo. Pac. trains will use AT&SF tracks between YA Jct. and ST Jct. and will be governed by AT&SF Time Table and Special Instructions.

| WESTWARD<br>↓ | Capacity of<br>Sidings in Feet | Ruling Grade<br>Ascending | TIME TABLE<br>NO. 8<br>April 29, 1979 |                 | Ruling Grade<br>Ascending | Mile Post | Communications<br>Turn Tables and Ways | EASTWARD<br>↑ |
|---------------|--------------------------------|---------------------------|---------------------------------------|-----------------|---------------------------|-----------|--|---------------|
|               |                                |                           | Feet<br>Per<br>Mile                   | STATIONS        |                           |           |  |               |
|               |                                |                           |                                       | AUGUSTA<br>6.3  | 0                         | 185.7     | Y                                      |               |
|               |                                |                           |                                       | GORDON<br>5.0   |                           | 192.0     | B                                      |               |
|               |                                |                           |                                       | DOUGLASS<br>5.6 | 15.8                      | 197.0     | B                                      |               |
|               |                                |                           |                                       | ROCK<br>6.2     | 15.8                      | 202.6     | B                                      |               |
|               | 7495                           |                           |                                       | AKRON<br>7.2    | 15.8                      | 208.8     | B                                      |               |
|               | 5833                           |                           |                                       | WN JCT.         |                           | 216.0     | Y<br>R                                 |               |
|               |                                |                           |                                       | (30.3)          |                           |           |  |               |

**TCS IN EFFECT:**

On main track and sidings Augusta to WN JCT.

Controlled signals governing movements are located immediately to the left of the track at the following locations:

Eastward—M.P. 206.3, main track, east end Akron

Westward—M.P. 207.7, siding, west end Akron

Between Augusta and WN JCT., all block signals equipped with number plates, governing westward movements, are located immediately to the left of the main track.

**SPECIAL RULES****1. SPEED REGULATIONS****(A) MAXIMUM AUTHORIZED SPEED**

| BETWEEN:            | MPH   |       |
|---------------------|-------|-------|
|                     | Psgr. | Frts. |
| Augusta and WN JCT. | 60    | 60*   |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total . . . . . 45 MPH

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) . . . . . 55 MPH

**(B) SPEED RESTRICTIONS—CURVES & BRIDGES**

|                               | MPH |
|-------------------------------|-----|
| 2 Curves, M.P. 186.1 to 186.9 | 50  |
| 4 Curves, M.P. 187.2 to 188.7 | 35  |
| Curve, M.P. 191.7 to 191.8    | 50  |
| Bridge, M.P. 195.2            | 40  |
| Curve, M.P. 197.4 to 197.5    | 50  |
| 5 Curves, M.P. 198.8 to 200.0 | 25  |
| Curve, M.P. 211.2 to 211.5    | 40  |
| 2 Curves, M.P. 215.6 to 216.0 | 25  |

**(C) SPEED RESTRICTIONS—SWITCHES**

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

Trains and engines using other than main track must not exceed turnout speed for that track.

"I"—Interlocked Switch.

| STATION | TYPE | LOCATION                   | MPH |
|---------|------|----------------------------|-----|
| Augusta | I    | Turnout to Fourth District | 30  |
| Akron   | I    | Both ends siding           | 40  |
| WN JCT. | I    | East end siding            | 30  |
|         | I    | Turnout to Third District  | 25  |

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while headend of train is passing crossings at cities and towns named below:

| STATION | BETWEEN              | MPH |
|---------|----------------------|-----|
| Augusta | M.P. 185.7 and 186.2 | 30  |

| WEST-<br>WARD<br>First<br>Class | Capacity of<br>Sidings in Feet | Ruling Grade<br>Ascending | TIME TABLE<br>No. 8                 |  | Ruling Grade<br>Ascending | Mile Post | Communications<br>Turn Tables and Wyes | EAST-<br>WARD<br>First<br>Class |
|---------------------------------|--------------------------------|---------------------------|-------------------------------------|--|---------------------------|-----------|--|---------------------------------|
|                                 |                                |                           | April 29, 1979                      |  |                           |           |  |                                 |
| 15                              |                                |                           |                                     |  |                           |           |  | 16                              |
| Leave<br>Daily                  |                                | Feet<br>Per<br>Mile       | STATIONS                            |  | Feet<br>Per<br>Mile       |           |  | PM<br>9.20                      |
| AM<br>6.05                      |                                | 0                         | ARKANSAS CITY<br>0.8                |  | 0                         | 263.4     | Y<br>C<br>R                            |                                 |
|                                 |                                | 40.6                      | SLSF-MP Crossing<br>11.5            |  | 31.7                      | 264.2     |  |                                 |
|                                 | 12185                          | 0                         | NEWKIRK<br>5.2                      |  | 52.8                      | 275.8     |  |                                 |
|                                 |                                | 0                         | KILDARE<br>7.8                      |  | 34.4                      | 281.0     |  |                                 |
| 6.35                            | 32442                          | 0                         | PONCA CITY<br>1.8                   |  | 35.8                      | 288.9     | Y<br>C<br>R                            | 8.45                            |
|                                 |                                | 45.8                      | CRI&P Crossing<br>9.6               |  | 40.9                      | 290.7     |  |                                 |
|                                 | 8616                           | 22.0                      | MARLAND<br>6.5                      |  | 52.8                      | 300.3     | C                                      |                                 |
|                                 | 7447                           | 52.8                      | RED ROCK<br>5.9                     |  | 29.9                      | 306.8     | C                                      |                                 |
|                                 | 7993                           | 0                         | OTOE<br>3.6                         |  | 52.8                      | 312.7     |  |                                 |
|                                 |                                | 52.8                      | BLACK BEAR<br>SL SF Crossing<br>5.3 |  | 33.1                      | 316.3     |  |                                 |
| 7.08                            | S 3624<br>N 5515               | 52.8                      | PERRY<br>6.8                        |  | 52.8                      | 321.6     | R<br>C                                 | 8.10                            |
|                                 | 8563                           | 25.1                      | ASP<br>10.4                         |  | 52.8                      | 328.4     |  |                                 |
|                                 | 10149                          | 52.8                      | MULHALL<br>8.1                      |  | 52.8                      | 338.8     |  |                                 |
|                                 | 8915                           | 36.2                      | LAWRIE<br>5.4                       |  | 35.3                      | 347.2     |  |                                 |
| 7.38                            | 14725                          | 38.6                      | GUTHRIE<br>7.4                      |  | 18.2                      | 352.6     | Y<br>C<br>R                            | 7.40                            |
|                                 | 9735                           | 37.0                      | SEWARD<br>10.0                      |  | 0                         | 360.1     |  |                                 |
|                                 | 7041                           | 50.1                      | EDMOND<br>6.7                       |  | 23.9                      | 370.1     |  |                                 |
|                                 | 8029                           | 52.8                      | BRITTON<br>3.8                      |  | 52.8                      | 376.8     |  |                                 |
|                                 |                                | 48.8                      | NOWERS<br>3.4                       |  | 45.8                      | 380.6     |  |                                 |
| 8.20                            |                                |                           | OKLAHOMA CITY<br>1.7                |  | 17.6                      | 384.0     | Y<br>C<br>R                            | 6.55                            |
| 8.30                            |                                | 24.0                      | BURNETT<br>3.1                      |  | 0                         | 385.7     |  | 6.45                            |
|                                 |                                | 46.3                      | FLYNN<br>4.4                        |  | 0                         | 388.8     |  |                                 |
|                                 | 8351                           | 33.3                      | MOORE<br>8.6                        |  | 46.7                      | 393.2     |  |                                 |
| 9.00                            | 6678                           | 28.5                      | NORMAN<br>6.2                       |  | 48.6                      | 401.8     | C<br>R                                 | 6.20                            |
|                                 | 9075                           | 46.5                      | NOBLE<br>9.2                        |  | 32.5                      | 408.1     |  |                                 |
| 9.30<br>AM                      |                                | 0                         | PURCELL                             |  | 52.8                      | 417.3     | Y<br>C<br>R                            | 5.55<br>PM                      |
| Arrive<br>Daily                 |                                |                           | (153.2)                             |  |                           |           |  | Leave<br>Daily                  |
| 44.8                            |                                |                           | Average speed per hour              |  |                           |           |  | 44.8                            |

Trains originating Arkansas City, Nowers and Purcell must secure clearance card before leaving.

Trains to be operated from Black Bear via SLSF Ry. must secure SLSF clearance card at ATSF Station Perry before leaving. ATSF trains will use SLSF tracks between Black Bear and Camp and be governed by SLSF Time Table, Rules and Special Instructions.

Controlled signal governing westward movement is located immediately to the left of the track at the following location: M.P. 385.7, Westward movement from South Track

Controlled signals governing eastward movement are located immediately to the left of the track at the following locations: M.P. 308.3 Main Track, OG&E Sooner Spur M.P. 385.9, Eastward movement from North Track

Block signal equipped with number plate, Signal 3902, governing eastward movement is located immediately to the left of the track at the following location: M.P. 390.9 between Flynn and Moore.

**TRACK SIDE WARNING DETECTORS  
HOT BOX AND DRAGGING EQUIPMENT DETECTORS**

| Detector Location | Locator Location                           |
|-------------------|--|
| M.P. 279.0        | Westward M.P. 280.9<br>Eastward M.P. 276.0 |
| M.P. 304.0        | Westward M.P. 306.0<br>Eastward M.P. 302.0 |
| M.P. 341.5        | Westward M.P. 343.9<br>Eastward M.P. 339.1 |
| M.P. 367.6        | Westward M.P. 369.1<br>Eastward M.P. 366.0 |
| M.P. 405.4        | Westward M.P. 407.6<br>Eastward M.P. 403.2 |

Dragging equipment will also actuate alarms M.P. 279.0 M.P. 304.0, M.P. 367.6 and M.P. 405.4. See Special Rule 12.

**SHIFTED LOAD DETECTORS**

| Detector Location | Indicator Location                    |
|-------------------|---------------------------------------|
| M.P. 341.5        | Westward M.P. 343.9                   |
| M.P. 347.8        | Eastward M.P. 347.8<br>and M.P. 346.0 |
| M.P. 407.4        | Westward M.P. 409.5                   |
| M.P. 416.2        | Eastward M.P. 414.0                   |

Detectors on both sides of track which will not clear man on side of cars. See Special Rule 12

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

| BETWEEN:   | MPH  |     |
|--|------|-----|
|  | Psg. | Fr. |
| Arkansas City between hand throw crossover M.P. 262.9 and interlocked crossover M.P. 264.1 on main track | 20   | 20  |
| Arkansas City between interlocked crossover M.P. 262.6 and M.P. 265.0 on CLIC Track 198                  | 20   | 20  |
| Arkansas City and Nowers   | 90   | 60* |
| Nowers and Burnett   | 20   | 20  |
| Burnett and end of Two Tracks M.P. 387.4 (North Track)   | 40   | 40  |
| Burnett and end of Two Tracks M.P. 387.4 (South Track)   | 90   | 60* |
| M.P. 387.4 and Purcell   | 90   | 60* |
| Purcell Yard Track No. 1   | 20   | 20  |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total 45 MPH  
Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) 55 MPH

**TCS IN EFFECT:**  
Main track and sidings:  
Arkansas City to Nowers.  
Burnett to Purcell.

**TWO TRACKS:** Burnett (M.P. 385.7) to 387.4

**RULE 251 IN EFFECT:**  
Nowers to M.P. 383.6 (Oklahoma City).  
M.P. 384.6 (Oklahoma City) to Burnett.

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

Maximum authorized speed on sidings 20 MPH while head end of train passing over hand throw switches listed below:

|                      |                        |
|----------------------|------------------------|
| Perry (North siding) | Engine tie-up track    |
|                      | Both ends of yard      |
| Guthrie              | West end of tail track |

JUNCTION SWITCHES Rule 98 (D)

| LOCATION   | NORMAL POSITION   |
|------------|-------------------|
| Black Bear | Oklahoma District |

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

|  | 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  |
| 5 Curves, M.P. 268.8 to 273.3              | 75  |
| Curve, M.P. 280.4 to 281.1                 | 80  |
| Curve, M.P. 283.8 to 284.0                 | 75  |
| Curve, M.P. 287.7 to 287.9                 | 50  |
| 4 Curves, M.P. 288.7 to 289.0              | 40  |
| Curve, M.P. 290.4 to 290.6                 | 45  |
| RR   |     |
| Crossing, M.P. 290.7 (Interlocking)        |     |
| Main Track                                 | 65  |
| Siding                                     | 40  |
| Storage Track                              | 20  |
| Curve, M.P. 292.7 to 293.7                 | 80  |
| Curve, M.P. 295.3 to 295.6                 | 80  |
| Curve, M.P. 297.2 to 297.8                 | 80  |
| Curve, M.P. 302.8 to 303.1                 | 80  |
| Curve, M.P. 306.1 to 306.4                 | 80  |
| Curve, M.P. 308.1 to 308.3                 | 70  |
| 3 Curves, M.P. 309.6 to 310.7              | 80  |
| 4 Curves, M.P. 310.8 to 313.4              | 55  |
| 2 Curves, M.P. 314.8 to 315.8              | 55  |
| RR   |     |
| Crossing, M.P. 316.3 (Auto. Interlocking)* | 50  |
| 2 Curves, M.P. 317.1 to 318.4              | 80  |
| 2 Curves, M.P. 320.2 to 320.6              | 55  |
| 2 Curves, M.P. 322.2 to 323.3              | 65  |
| 2 Curves, M.P. 324.5 to 325.1              | 60  |
| Curve, M.P. 325.6 to 325.8                 | 80  |
| Curve, M.P. 326.8 to 327.1                 | 75  |
| 5 Curves, M.P. 328.0 to 331.1              | 70  |
| 4 Curves, M.P. 331.3 to 334.3              | 65  |
| Curve, M.P. 335.4 to 335.6                 | 75  |
| Curve, M.P. 337.1 to 337.6                 | 75  |
| 3 Curves, M.P. 338.1 to 340.0              | 80  |
| Curve, M.P. 340.3 to 340.8                 | 70  |
| Curve, M.P. 342.2 to 342.4                 | 80  |
| 3 Curves, M.P. 344.5 to 346.4              | 80  |
| 2 Curves, M.P. 347.9 to 349.8              | 70  |
| Curve, M.P. 350.0 to 350.2                 | 65  |
| Curve, M.P. 351.1 to 351.3                 | 70  |
| Curve, M.P. 351.7 to 351.8                 | 45  |
| 2 Curves, M.P. 351.9 to 352.7              | 50  |
| Curve, M.P. 353.1 to 353.2                 | 85  |
| Curve, M.P. 353.8 to 354.2                 | 70  |
| 2 Curves, M.P. 355.7 to 358.1              | 70  |
| Curve, M.P. 358.3 to 358.5                 | 80  |
| 2 Curves, M.P. 359.4 to 360.8              | 70  |
| 8 Curves, M.P. 362.2 to 367.9              | 70  |

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS—(Cont'd.)

|                                | MPH |
|--------------------------------|-----|
| Curve, M.P. 368.7 to 368.9     | 60  |
| Curve, M.P. 371.9 to 372.3     | 60  |
| Curve, M.P. 375.5 to 375.8     | 60  |
| Curve, M.P. 377.1 to 377.4     | 40  |
| 4 Curves, M.P. 378.6 to 380.6  | 45  |
| 11 Curves, M.P. 380.7 to 385.7 | 20  |
| Curve, M.P. 389.0 to 389.5     | 70  |
| Curve, M.P. 394.1 to 394.3     | 80  |
| 2 Curves, M.P. 395.8 to 396.8  | 60  |
| Curve, M.P. 399.7 to 399.8     | 80  |
| Curve, M.P. 405.3 to 405.5     | 65  |
| 2 Curves, M.P. 408.1 to 409.5  | 60  |
| Curve, M.P. 410.3 to 410.8     | 65  |
| 2 Curves, M.P. 414.8 to 415.5  | 65  |
| 2 Curves, M.P. 415.8 to 416.5  | 50  |
| 2 Curves, M.P. 417.5 to 417.7  | 70  |

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

(C) SPEED RESTRICTIONS—SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track unless provided otherwise in Time Table SPECIAL RULE 1(A).

| STATION       | TYPE | LOCATION   |                   | MPH |
|---------------|------|--|-------------------|-----|
|               |      | "I"—Interlocked Switch                                     | "S"—Spring Switch |     |
| Arkansas City | I    | Crossover between main track and CLIC Track 198 M.P. 264.1 |                   | 20  |
|               | I    | West end CLIC Track 198 M.P. 265.9                         |                   | 40  |
|               | S    | M.P. 262.3 east end yard lead                              |                   | 10  |
| Newkirk       | I    | Both ends siding   |                   | 40  |
| Ponca City    | I    | Both ends siding, Crossovers between siding and main track |                   | 40  |
|               | I    | East end yard lead   |                   | 10  |
| Marland       | I    | Both ends siding   |                   | 40  |
| Red Rock      | I    | Both ends siding   |                   | 40  |
|               | I    | OG&E Sooner Spur M.P. 308.2                                |                   | 30  |
| Otoe          | I    | Both ends siding   |                   | 40  |
| Perry         | I    | Both ends sidings  |                   | 40  |
| Asp           | I    | Both ends siding   |                   | 40  |
| Mulhall       | I    | Both ends siding   |                   | 40  |
| Lawrie        | I    | Both ends siding   |                   | 40  |
| Guthrie       | I    | Both ends siding   |                   | 40  |
|               | I    | Crossovers between siding and main track                   |                   | 40  |
|               | I    | Crossover between Enid District and Oklahoma District      |                   | 30  |
| Seward        | I    | Both ends siding   |                   | 40  |
| Edmond        | I    | Both ends siding   |                   | 40  |
| Britton       | I    | Both ends siding   |                   | 40  |
| Nowers        | I    | End of double track  |                   | 40  |
| Burnett       | I    | Crossovers M.P. 385.8                                      |                   | 40  |
|               | I    | End of Two Tracks M.P. 387.4                               |                   | 40  |
| Moore         | I    | Both ends siding   |                   | 40  |
| Norman        | I    | Both ends siding   |                   | 40  |
| Noble         | I    | Both ends siding   |                   | 40  |
| Purcell       | I    | Crossover east end yard                                    |                   | 30  |
|               | I    | West end Yard Track No. 1                                  |                   | 30  |

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION | BETWEEN:             | MPH |
|---------|----------------------|-----|
| Newkirk | M.P. 275.4 and 276.4 | 45  |

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**  
Cont'd.)

| STATION       | BETWEEN:  | MPH |
|---------------|---|-----|
| Ponca City    | M.P. 285.7 and 288.3  | 40  |
|               | M.P. 288.3 and 290.4  | 30  |
| Perry         | M.P. 320.8 and 321.7  | 50  |
| Guthrie       | M.P. 352.1 and 352.9  | 50  |
| Edmond        | M.P. 369.7 and 370.4  | 35  |
| Oklahoma City | M.P. 373.0, North Kelly Ave. and over Wilshire, M.P. 378.0      | 50  |
|               | South 23rd St., M.P. 385.7 and over South 27th St., M.P. 386.0  | 30  |
|               | South 29th St., M.P. 386.2 and South 89th St., M.P. 390.5       | 50  |
| Moore         | N.W. 27th St., M.P. 391.4 and S.E. 4th St., M.P. 393.4          | 20  |
|               | M.P. 393.4 and M.P. 396.2                                       | 60  |
| Norman        | Tecumseh Road, M.P. 398.7 and Rock Creek Road, M.P. 399.6       | 50  |
|               | Rock Creek Road, M.P. 399.6 and Constitution Avenue, M.P. 404.1 | 30  |
| Noble         | M.P. 406.4 and 409.7  | 40  |

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)**

| Mile Post | Name                       |
|-----------|----------------------------|
| 266.8     | Highway Viaduct.           |
| 267.3     | Highway Viaduct.           |
| 294.1     | Salt Fork Arkansas River.  |
| 344.9     | Skeleton Creek.            |
| 380.1     | Highway Viaduct.           |
| 384.0     | Oklahoma City Train Sheds. |
| 412.1     | South Canadian River.      |

**3. TRACKS BETWEEN STATIONS**

| Name                           | Location   | Capacity (Feet) |
|--------------------------------|------------|-----------------|
| Chilocco                       | M.P. 268.5 | 547             |
| Orlando                        | M.P. 332.7 | 300             |
| Team Track (Pipe Yard)         | M.P. 366.7 | 710             |
| Central Fixtures Spurs         | M.P. 372.5 | 464             |
| Leonhardt Spur                 | M.P. 372.9 | 756             |
| Ralston Purina Siding (Dereco) | M.P. 373.0 | 11,024          |
| Cain's Coffee                  | M.P. 373.9 | 983             |
| W. E. Davis                    | M.P. 374.6 | 661             |
| Dolese Spur                    | M.P. 375.0 | 1,100           |
| Westinghouse Co.               | M.P. 397.6 | 3,844           |
| Tyler Simpson                  | M.P. 400.2 | 598             |
| Dolese Spur                    | M.P. 405.7 | 1,036           |

**WEST-WARD**



| Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE No. 8      | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes |
|-----------------------------|------------------------|-----------------------|------------------------|-----------|-------------------------------------|
|                             |                        | April 29, 1979        |                        |           |                                     |
|                             |                        | <b>STATIONS</b>       |                        |           |                                     |
|                             |                        | <b>GREAT BEND YL</b>  |                        |           | Y CR                                |
|                             | 5.2                    | 8.3                   | 0                      | 8.0       |                                     |
|                             | 21.1                   | HEIZER 7.1            | 0                      | 15.1      |                                     |
|                             | 21.1                   | ALBERT 9.1            | 0                      | 24.2      |                                     |
|                             | 15.8                   | TIMKEN 7.7            | 0                      | 31.9      | C                                   |
| 4271                        | 15.3                   | RUSH CENTER 6.9       | 0                      | 38.8      |                                     |
|                             | 21.1                   | NEKOMA 6.0            | 0                      | 44.8      |                                     |
|                             | 21.1                   | ALEXANDER 7.7         | 0                      | 52.5      |                                     |
|                             | 31.7                   | BAZINE 11.6           | 0                      | 64.1      | CR                                  |
| 3880                        | 31.7                   | NESS CITY YL 8.4      | 31.7                   | 72.5      |                                     |
|                             | 31.7                   | LAIRD 7.7             | 31.7                   | 80.2      |                                     |
|                             | 31.7                   | BEELER 6.7            | 0                      | 86.9      |                                     |
|                             | 31.7                   | ALAMOTA 9.0           | 0                      | 95.9      | CR                                  |
|                             | 22.6                   | DIGHTON 7.3           | 0                      | 103.2     |                                     |
|                             | 14.6                   | AMY 6.3               | 0                      | 109.5     |                                     |
|                             | 31.7                   | GRIGSTON 6.3          | 31.7                   | 115.8     |                                     |
|                             | 7.9                    | TRACTOR 3.1           | 0                      | 118.9     |                                     |
|                             | 17.6                   | Mo. Pac. Crossing 1.2 | 0                      | 120.1     | Y CR                                |
|                             |                        | <b>SCOTT CITY YL</b>  |                        |           | R                                   |
|                             |                        | (120.4)               |                        |           |                                     |

**EAST-WARD**



No switch lights on Great Bend District.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

| BETWEEN:                | MPH |
|-------------------------|-----|
| Great Bend and M.P. 1.2 | 15  |
| M.P. 1.2 and Scott City | 30  |

**(B) SPEED RESTRICTIONS—RR CROSSINGS**

| RR  | MPH |
|---|-----|
| Crossing M.P. 118.9 Interlocking, protected by derails. Stop and follow instructions posted in box. | 15  |

**(C) SPEED RESTRICTIONS—SWITCHES**

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

**JUNCTION SWITCHES Rule 98 (D)**

| LOCATION   | NORMAL POSITION |
|------------|-----------------|
| Great Bend | Fifth District  |

**3. TRACKS BETWEEN STATIONS**

| Name                          | Location | Capacity (Feet) |
|-------------------------------|----------|-----------------|
| Western Light & Telephone Co. | M.P. 6.5 | 1,853           |

| WEST-<br>WARD | Capacity of<br>Sidings in Feet | Ruling Grade<br>Ascending | TIME TABLE<br>No. 8<br>April 29, 1979 | Ruling Grade<br>Ascending | Mile Post | Communications<br>Turn Tables and Ways | EAST-<br>WARD |
|---------------|--------------------------------|---------------------------|---------------------------------------|---------------------------|-----------|--|---------------|
| ↓             |                                | Feet<br>Per<br>Mile       | STATIONS                              | Feet<br>Per<br>Mile       |           |  | ↑             |
|               | 0                              |                           | PEABODY<br>13.8                       | 0                         |           |  |               |
|               | 0                              |                           | A.T. & S.F. Crossing                  | 0                         |           |  |               |
|               | 31.7                           |                           | MARION YL                             | 0                         | 10.1      | B                                      |               |
| 2276          | 31.7                           |                           | CANADA<br>5.2                         | 13.4                      | 15.3      |  |               |
|               | 31.7                           |                           | HILLSBORO<br>5.8                      | 17.4                      | 20.5      | B                                      |               |
|               | 31.7                           |                           | LEHIGH<br>7.8                         | 0                         | 26.3      | B                                      |               |
| 2054          | 0                              |                           | CANTON<br>5.8                         | 11.6                      | 34.1      | B                                      |               |
|               | 27.2                           |                           | GALVA<br>3.9                          | 31.7                      | 39.9      |  |               |
|               | 14.3                           |                           | C.R.I. & P. Crossing                  | 31.7                      | 43.8      |  |               |
|               | 0                              |                           | C.R.I. & P. Crossing                  | 31.7                      | 46.7      |  |               |
|               | 0                              |                           | McPHERSON YL<br>0.1                   | 0                         | 47.2      | CR                                     |               |
|               | 31.7                           |                           | U.P. Crossing<br>6.4                  | 15.3                      | 47.3      |  |               |
|               | 31.7                           |                           | CONWAY YL<br>6.9                      | 30.9                      | 53.7      | C                                      |               |
|               | 31.7                           |                           | WINDOM<br>5.6                         | 31.7                      | 60.6      |  |               |
|               | 31.7                           |                           | LITTLE RIVER YL<br>5.8                | 0                         | 66.2      | C                                      |               |
|               | 11.9                           |                           | MITCHELL<br>5.4                       | 31.7                      | 72.0      |  |               |
|               | 0                              |                           | Mo. Pac. Crossing<br>0.7              | 0                         | 77.4      |  |               |
|               | 31.7                           |                           | LYONS YL<br>0.3                       | 31.7                      | 78.1      | R<br>C                                 |               |
|               | 28.8                           |                           | S.L.-S.F. Crossing<br>7.6             | 31.7                      | 78.4      |  |               |
|               | 30.1                           |                           | CHASE<br>6.1                          | 21.9                      | 86.0      |  |               |
|               | 0                              |                           | SILICA<br>6.4                         | 29.3                      | 92.1      |  |               |
|               |                                |                           | ELLINWOOD YL                          |                           | 98.5      | Y<br>CR                                |               |
|               |                                |                           | (102.4)                               |                           |           |  |               |

At Marion, side Track No. 4 is former AT&SF main track from CRI&P connection switch to end of track.

Trains secure clearance card at McPherson when operator on duty.

Train order signal at Ellinwood applies to Fifth District trains only.

No switch lights on McPherson District.

#### SPECIAL RULES

##### 1. SPEED REGULATIONS

###### (A) MAXIMUM AUTHORIZED SPEED

| BETWEEN:                   | MPH |
|----------------------------|-----|
| Marion and Little River    | 30  |
| Little River and Ellinwood | 35  |

###### (B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

|  | MPH |
|--|-----|
| RR Crossing with CRI & P RR on side Track No. 4<br>M.P. 10.4 (Auto. Interlocking)  | 20* |
| RR Crossing M.P. 43.8 (Auto. Interlocking)   | 20* |
| RR Crossing M.P. 46.7 Gate normally across C R I & P track. Approach prepared to stop. If gate is normal, observe maximum speed shown. | 15  |
| RR Crossing M.P. 47.3 Approach Prepared to Stop.<br>Rule 98(A).  | 10  |
| Curve, M.P. 53.7 to 53.9   | 25  |
| 4 Curves, M.P. 66.0 to 66.1  | 15  |
| RR Crossing M.P. 77.4 Gate normally across A T & S F track. Stop, open and close gate.   | 15  |
| RR Crossing M.P. 78.4 Gate normally across S L & S F track. Approach prepared to stop. If gate is normal, observe maximum speed shown. | 15  |

\*Speed shown applies only until headend of train is through interlocking limits.

###### (C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

###### (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings of cities and towns named below:

| STATION   | BETWEEN:                           | MPH |
|-----------|------------------------------------|-----|
| Marion    | M.P. 10.0 to 10.8 Side Track No. 4 | 15  |
| Canton    | Main Street, M.P. 33.9 only        | 15  |
| McPherson | M.P. 46.5 and 48.0                 | 15  |
| Windom    | M.P. 60.3 and 60.6                 | 25  |

###### JUNCTION SWITCHES Rule 98 (D)

| LOCATION  | NORMAL DISTRICT |
|-----------|-----------------|
| Ellinwood | Fifth District  |

###### JOINT TRACK FACILITIES

PEABODY-MARION. ATSF Trains will use CRI&P tracks between M.P. 194.4 and M.P. 208.3 and be governed by CRI&P Time Table, Rules and Special Instruction.

# MIDDLE DIVISION

# SALINA DISTRICT 15

| WEST-<br>WARD | Capacity of<br>Sidings in<br>Feet | Rolling Grade<br>Ascending | TIME TABLE        |           | Rolling Grade<br>Ascending | Mile Post | Communications<br>Turn Tables and Wyes | EAST-<br>WARD |
|---------------|-----------------------------------|----------------------------|-------------------|-----------|----------------------------|-----------|--|---------------|
|               |                                   |                            | No. 8             |           |                            |           |  |               |
|               |                                   |                            | April 29, 1979    |           |                            |           |  |               |
|               |                                   | Feet<br>Per<br>Mile        | STATIONS          |           | Feet<br>Per<br>Mile        |           |  |               |
|               |                                   |                            | <b>ABILENE</b> YL |           |                            |           |  |               |
|               |                                   | 0                          | 0.4               |           | 0                          |           |  |               |
|               |                                   | 0                          | C.R.I. & P. JCT.  |           | 0                          |           |  |               |
|               |                                   | 0                          | 0.2               |           | 0                          |           |  |               |
|               |                                   | 0                          | S.A. JCT.         |           | 0                          |           |  |               |
|               |                                   | 0                          | 0.3               |           | 0                          |           |  |               |
|               |                                   | 0                          | WEST ABILENE      |           | 0                          |           |  |               |
|               |                                   |                            | 7.5               |           | 0                          |           |  |               |
|               | A.T.&S.F.<br>Yard                 |                            |                   | U.P. R.R. |                            |           |  |               |
|               |                                   | 0                          | SOLOMON           |           | 0                          |           |  |               |
|               |                                   | 0                          | 12.6              |           | 0                          |           |  |               |
|               |                                   | 0                          | EAST SALINA       |           | 0                          |           |  |               |
|               |                                   | 0                          | 0.4               |           | 0                          | 20.5      |  |               |
|               |                                   | 0                          | A.B. JCT.         |           | 0                          |           |  |               |
|               |                                   | 0                          | 1.0               |           | 0                          | 21.5      |  |               |
|               |                                   | 0                          | U.P. Crossing     |           | 0                          |           |  |               |
|               |                                   | 0                          | 0.1               |           | 0                          | 21.6      |  |               |
|               |                                   | 0                          | U.P. Crossing     |           | 0                          |           |  |               |
|               |                                   | 0                          | 0.1               |           | 0                          |           |  |               |
|               |                                   | 14.2                       | <b>SALINA</b> YL  |           | 0                          | 21.7      |  |               |
|               |                                   |                            | 1.0               |           | 0                          |           |  |               |
|               |                                   | 39.9                       | U.P. Crossing     |           | 37.0                       | 22.7      |  |               |
|               | 2184                              |                            | 7.4               |           |                            |           |  |               |
|               |                                   | 47.7                       | HEDVILLE          |           | 42.2                       | 30.1      |  |               |
|               |                                   |                            | 12.1              |           |                            |           |  |               |
|               |                                   | 47.6                       | JUNIATA           |           | 44.0                       | 42.2      |  |               |
|               |                                   |                            | 3.3               |           |                            |           |  |               |
|               |                                   | 47.5                       | WESTFALL          |           | 42.2                       | 45.5      |  |               |
|               |                                   |                            | 9.7               |           |                            |           |  |               |
|               |                                   | 50.0                       | BARTON YL         |           | 50.2                       | 55.2      |  |               |
|               |                                   |                            | 1.4               |           |                            |           |  |               |
|               |                                   | 0                          | U.P. Crossing     |           | 0                          | 56.6      |  |               |
|               |                                   |                            | 0.3               |           |                            |           |  |               |
|               | 2811                              |                            | LINCOLN YL        |           | 21.1                       | 56.9      |  |               |
|               |                                   |                            | 5.2               |           |                            |           |  |               |
|               |                                   | 47.5                       | GOLDENROD         |           | 37.0                       | 62.1      |  |               |
|               |                                   |                            | 3.1               |           |                            |           |  |               |
|               |                                   | 37.0                       | DENMARK           |           | 18.5                       | 65.2      |  |               |
|               |                                   |                            | 6.5               |           |                            |           |  |               |
|               |                                   | 42.2                       | ASH GROVE         |           | 30.0                       | 71.7      |  |               |
|               |                                   |                            | 5.4               |           |                            |           |  |               |
|               |                                   | 52.8                       | HUNTER YL         |           | 44.9                       | 77.1      |  |               |
|               |                                   |                            | 8.9               |           |                            |           |  |               |
|               | 981                               |                            | TIPTON YL         |           | 50.0                       | 86.0      |  |               |
|               |                                   |                            | 8.2               |           |                            |           |  |               |
|               |                                   | 55.4                       | CORINTH           |           | 10.6                       | 94.2      |  |               |
|               |                                   |                            | 3.9               |           |                            |           |  |               |
|               |                                   | 21.1                       | FORNEY            |           | 42.2                       | 98.1      |  |               |
|               |                                   |                            | 4.4               |           |                            |           |  |               |
|               |                                   | 47.5                       | <b>OSBORNE</b> YL |           | 102.5                      |           |  |               |
|               |                                   |                            |                   |           |                            |           |  |               |
|               |                                   |                            | (103.4)           |           |                            |           |  |               |

## (B) SPEED RESTRICTIONS—CURVES, BRIDGES AND RR CROSSINGS

|   | MPH |
|---|-----|
| RR Crossing, M.P. 21.5 Stop. Rules 98 (A), 98 (B), 98 (C), 98 (E)                   | 15  |
| RR Crossing, M.P. 21.6 Stop. Rules 98 (A), 98 (B), 98 (C), 98 (E)                   | 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 Gate normally across AT&SF track. Stop, open and close gate. |     |
| 6 Curves, M.P. 88.5 to 91.5   | 20  |
| Bridge, M.P. 101.1, Solomon River   | 20  |

\*Speed shown applies only until head end of train is through interlocking limits.

## (C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

## (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION | BETWEEN                          | MPH |
|---------|----------------------------------|-----|
| Salina  | Ohio Street, M.P. 20.7 only      | 10  |
|         | M.P. 21.3 and 22.4               | 15  |
| Corinth | Highway Crossing, M.P. 94.2 only | 5   |

## 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

| Mile Post | Name   |
|-----------|--|
| Yard      | Salina, Salina Terminal, canopy over tracks each side of elevator. |
| Yard      | Salina, Gooch Mill, canopy over track on south side of mill.       |
| 25.2      | Bunge Elevator, canopy over tracks north and south side.           |
| 101.1     | Solomon River Bridge.  |

## 3. TRACKS BETWEEN STATIONS

| Name                             | Location  | Capacity (Feet) |
|----------------------------------|-----------|-----------------|
| Bunge spurs and switching tracks | M.P. 25.2 | 14,900          |

## JUNCTION SWITCHES Rule 98 (D)

| LOCATION         | NORMAL POSITION      |
|------------------|----------------------|
| C.R.I. & P. Jct. | Strong City District |
| S.A. Jct.        | Strong City District |
| West Abilene     | U.P. R.R.            |
| East Salina      | U.P. R.R.            |
| A.B. Jct.        | A.T. & S.F.          |

## JOINT TRACK FACILITIES

C.R.I. & P. JCT.—WEST ABILENE—C.R.I. & P. trains use A.T. & S.F. main track and will be governed by A.T. & S.F. Time Table.

WEST ABILENE—EAST SALINA—A.T. & S.F. trains use U.P. R.R. main and yard tracks and be governed by U.P. Time Table, Rules and Regulations.

EAST SALINA—A.B. JCT.—C.R.I. & P. and A.T. & S.F. trains use C.R.I. & P. main track and will be governed by A.T. & S.F. Time Table.

Eastward trains originating Salina secure UP clearance and ATSF clearance card at Salina before leaving.

Westward trains secure UP clearance and ATSF clearance card at Abilene; also ATSF clearance card at Salina when operator on duty.

No switch lights on Salina District.

## SPECIAL RULES

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

| BETWEEN:           | MPH |
|--------------------|-----|
| Salina and Osborne | 30  |

| WEST-<br>WARD<br>↓ | Capacity of<br>Sidings in Feet | Ruling Grade<br>Ascending | <b>TIME TABLE</b><br>No. 8<br>April 29, 1979 | Ruling Grade<br>Ascending | Mile Post | Communications<br>Turn Tables and Wyes | EAST-<br>WARD<br>↑ |
|--------------------|--------------------------------|---------------------------|--|---------------------------|-----------|--|--------------------|
|                    | Feet<br>Per<br>Mile            |                           | STATIONS                                     | Feet<br>Per<br>Mile       |           |  |                    |
|                    | 39.4                           |                           | NEVA YL<br>7.6                               | 0                         | 7.6       |  |                    |
|                    | 37.0                           |                           | HYMER<br>5.8                                 | 0                         |           |  |                    |
|                    | 47.5                           |                           | DIAMOND SPRINGS<br>5.8                       | 0                         | 13.4      | B                                      |                    |
|                    | 50.5                           |                           | BURDICK<br>6.3                               | 41.2                      | 19.2      | B                                      |                    |
|                    | 20.6                           |                           | C.R.I. & P. Crossing<br>LOST SPRINGS<br>5.4  | 49.1                      | 25.5      | B                                      |                    |
| 2785               | 48.6                           |                           | C.R.I. & P. Crossing<br>HOPE<br>5.9          | 49.1                      | 30.9      |  |                    |
|                    | 34.4                           |                           | Mo. Pac. Crossing<br>HOPE<br>0.3             | 0                         | 36.8      | B                                      |                    |
|                    | 40.7                           |                           | NAVARRE<br>7.3                               | 47.5                      | 37.1      |  |                    |
| 0                  | 0                              |                           | ENTERPRISE<br>7.7                            | 47.5                      | 44.4      | B                                      |                    |
| 0                  | 0                              |                           | C.R.I. & P. Crossing<br>ENTERPRISE<br>0.1    | 0                         | 52.1      | B                                      |                    |
| 0                  | 0                              |                           | A.T. & S.F. Crossing<br>ENTERPRISE<br>0.1    | 0                         | 52.2      |  |                    |
| 0                  | 0                              |                           | A.T. & S.F. Crossing<br>ENTERPRISE<br>5.8    | 0                         | 52.3      |  |                    |
| 0                  | 0                              |                           | ABILENE YL<br>0.5                            | 0                         | 58.1      | T<br>C R                               |                    |
| 0                  | 0                              |                           | C.R.I. & P. Jct.<br>ABILENE<br>0.2           | 0                         | 58.6      |  |                    |
| 0                  | 0                              |                           | S.A. Jct.<br>ABILENE<br>0.2                  | 0                         | 58.8      |  |                    |
| 37.0               | 0                              |                           | U.P. Crossing<br>ABILENE<br>8.0              | 0                         | 59.0      |  |                    |
| 39.8               | 0                              |                           | TALMAGE YL<br>5.8                            | 0                         | 67.0      | B                                      |                    |
| 1931               | 52.8                           |                           | MANCHESTER YL<br>5.6                         | 52.7                      | 72.8      | Y B                                    |                    |
| 1874               | 52.8                           |                           | LONGFORD<br>5.3                              | 52.8                      | 78.4      | C R                                    |                    |
|                    | 52.7                           |                           | OAK HILL<br>9.3                              | 37.0                      | 83.7      | B                                      |                    |
| 2964               | 52.8                           |                           | MILTONVALE<br>9.1                            | 52.7                      | 93.0      | C                                      |                    |
|                    | 52.6                           |                           | AURORA<br>5.9                                | 52.7                      | 102.1     | B                                      |                    |
| 0                  | 0                              |                           | HUSCHER<br>2.0                               | 52.7                      | 108.0     |  |                    |
| 0                  | 0                              |                           | COOK<br>3.2                                  | 0                         | 110.0     |  |                    |
| 0                  | 0                              |                           | Mo. Pac. Crossing<br>BN Crossing<br>0.3      | 0                         | 113.2     |  |                    |
| 14.2               | 0                              |                           | CONCORDIA YL<br>6.6                          | 0                         | 113.5     | R<br>C                                 |                    |
| 52.4               | 0                              |                           | Mo. Pac. Crossing<br>CONCORDIA<br>7.6        | 0                         | 120.1     |  |                    |
| 0                  | 0                              |                           | KACKLEY<br>6.0                               | 23.5                      | 127.7     |  |                    |
| 52.1               | 0                              |                           | C.R.I. & P. Crossing<br>COURTLAND<br>7.5     | 52.7                      | 133.7     | R<br>C                                 |                    |
| 52.6               | 0                              |                           | LOVEWELL<br>5.8                              | 0                         | 141.2     |  |                    |
| 0                  | 0                              |                           | WEBBER<br>4.9                                | 52.8                      | 147.0     |  |                    |
| 42.2               | 0                              |                           | State Line<br>WEBBER<br>0.7                  | 0                         | 151.9     |  |                    |
| 42.2               | 0                              |                           | Mo. Pac. Crossing<br>WEBBER<br>1.2           | 0                         | 152.6     |  |                    |
|                    |                                |                           | SUPERIOR YL                                  |                           | 153.8     | C R                                    |                    |
|                    |                                |                           | (153.8)                                      |                           |           |  |                    |

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

| BETWEEN:                 | MPH |
|--------------------------|-----|
| Neva and Abilene         | 49* |
| Abilene and Courtland    | 30  |
| Courtland and State Line | 25  |
| State Line and Superior  | 20  |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total. 45 MPH

**(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS**

|  | 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  |
| 3 Curves, M.P. 50.7 to 52.5  | 40  |
| RR Crossing, M.P. 52.2 track. Gate normally across CRI&P. Approach prepared to stop. If gate normal, observe maximum speed shown.                        | 15  |
| RR Crossing, M.P. 52.3 track. Mill track lead—Gate normally across Mill track. Approach prepared to stop. If gate normal, observe maximum speed shown.   | 15  |
| Curve, M.P. 52.8 to 53.0   | 35  |
| 2 Curves, M.P. 56.5 to 57.2  | 45  |
| RR Crossing, M.P. 59.0 (Auto. Interlocking)  | 20* |
| 2 Curves, M.P. 92.7 to 93.4  | 20  |
| 2 Curves, M.P. 109.8 to 109.9  | 15  |
| RR Crossing, M.P. 113.2 98 (B), 98 (C), 98 (E). Stop. Rules 98 (A), 98 (B), 98 (C), 98 (E)   | 15  |
| RR Crossing, M.P. 120.1 track. Gate normally across Mo. Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown.           | 30  |
| RR Crossing, M.P. 133.7 track. Electric locked gate normally across A T & S F track. Be governed by instructions in lock box. Stop, open and close gate. | 30  |
| 4 Curves, M.P. 133.8 to 134.0  | 20  |
| RR Crossing, M.P. 152.6 98 (B), 98 (C), 98 (E). Stop. Rules 98 (A), 98 (B), 98 (C), 98 (E)   | 20  |
| 3 Curves, M.P. 152.6 to 153.1  | 15  |

\*Speed shown applies only until head end of train is through interlocking limits.

**(C) SPEED RESTRICTIONS—SWITCHES**

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

Trains must secure clearance card before leaving Abilene and Concordia when operator on duty.  
No switch lights on the Strong City District.



**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION   | BETWEEN              | MPH |
|-----------|----------------------|-----|
| Abilene   | M.P. 58.1 and 59.7   | 15  |
| Concordia | M.P. 112.9 and 114.2 | 15  |
| Superior  | M.P. 153.0 and 154.0 | 10  |

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)**

| Mile Post | Name  |
|-----------|---|
| Yard      | Enterprise, Ersham spur, overhead doorway into building |
| Yard      | Abilene, Abilene Alfalfa Mill, canopy over track.       |

**JUNCTION SWITCHES Rule 98 (D)**

| LOCATION         | NORMAL POSITION                |
|------------------|--------------------------------|
| C.R.I. & P. Jct. | Strong City District           |
| S.A. Jct.        | Strong City District           |
| Superior         | Burlington Northern main track |

**JOINT TRACK FACILITIES**

C.R.I. & P. JCT.—WEST ABILENE—C.R.I. & P. trains use A.T. & S.F. main track and will be governed by A.T. & S.F. Time Table.

SUPERIOR—AT&SF trains and engines use Burlington Northern main track and will be governed by AT&SF Rule 93 yard limits.

**WEST-WARD**



| Feet Per Mile | TIME TABLE     |                    | Feet Per Mile | Mile Post | Communications Turn Tables and Wyes | EAST-WARD |
|---------------|----------------|--------------------|---------------|-----------|-------------------------------------|-----------|
|               | No. 8          |                    |               |           |                                     |           |
|               | April 29, 1979 |                    |               |           |                                     |           |
|               | STATIONS       |                    |               |           |                                     |           |
|               |                | LYONS YL<br>17.3   |               |           |                                     |           |
| 37.5          |                | LORRAINE YL<br>5.6 | 51.7          | 20.7      |                                     |           |
| 52.8          |                | HOLYROOD YL<br>4.6 | 0             | 26.1      | C                                   |           |
| 52.8          |                | FARHMAN<br>5.7     | 44.9          | 30.7      |                                     |           |
| 0             |                | HITSCHMANN<br>4.8  | 37.0          | 36.4      |                                     |           |
| 47.5          |                | BEAVER<br>5.8      | 27.3          | 41.2      |                                     |           |
| 45.5          |                | SUSANK<br>2.9      | 31.7          | 47.0      |                                     |           |
| 52.8          |                | STICKNEY<br>2.9    | 51.5          | 49.9      |                                     |           |
| 52.8          |                | MILLARD<br>4.1     | 52.8          | 52.8      |                                     |           |
|               |                | GALATIA YL         |               | 58.9      | Y                                   |           |
|               |                | (53.7)             |               |           |                                     |           |



Westward trains must secure SLSF clearance card at Lyons before leaving.

Eastward trains must secure SLSF clearance card at Holyrood before leaving.

No switch lights on the Little River District.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

| BETWEEN:             | MPH |
|----------------------|-----|
| Lorraine and Galatia | 30  |

**(C) SPEED RESTRICTIONS—SWITCHES**

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

**JOINT TRACK FACILITIES**

LORRAINE—S.L.-S.F. trains will use A.T. & S.F. main and yard tracks 2480 feet west of S.L.-S.F. connecting track switch.

LYONS—LORRAINE—ATSF trains will use S.L.-S.F. tracks between Lyons and Lorraine and be governed by S.L.-S.F. Time Table, Rules and Special Instructions.

18 LARNED DISTRICT

MIDDLE DIVISION

MINNEAPOLIS DISTRICT

| VEST-<br>WARD<br>↓ | Capacity of<br>Sidings in Feet | Ruling Grade<br>Ascending | TIME TABLE<br>No. 8<br>April 29, 1979 |                     | Ruling Grade<br>Ascending | Mile Post | Communications<br>Turn Tables and Wyes | EAST-<br>WARD<br>↑ |
|--------------------|--------------------------------|---------------------------|---------------------------------------|---------------------|---------------------------|-----------|--|--------------------|
|                    |                                |                           | STATIONS                              | Feet<br>Per<br>Mile |                           |           |  |                    |
|                    | 4063                           | 10.5                      | <b>LARNED</b> YL                      | 0                   |                           |           | Y<br>CR                                |                    |
|                    |                                | 10.5                      | 6.6<br>FRIZELL                        | 0                   | 6.6                       |           |  |                    |
|                    |                                | 10.5                      | 5.6<br>SANFORD                        | 0                   | 12.2                      |           |  |                    |
|                    |                                | 10.5                      | 4.8<br>ROZEL                          | 0                   | 17.0                      | C         |  |                    |
|                    |                                | 24.8                      | 6.9<br>BURDETT                        | 0                   | 23.9                      | C         |  |                    |
|                    |                                | 0                         | 6.8<br>GRAY                           | 0                   | 30.7                      |           |  |                    |
|                    |                                | 7.0                       | 4.7<br>HANSTON                        | 0                   | 35.4                      | C         |  |                    |
|                    |                                | 52.8                      | 10.8<br><b>JETMORE</b> YL             | 52.8                | 46.2                      |           | Y<br>CR                                |                    |
|                    |                                |                           | (46.2)                                |                     |                           |           |  |                    |

| WEST-<br>WARD<br>↓ | Ruling Grade<br>Ascending | TIME TABLE<br>No. 8<br>April 29, 1979 |                     | Ruling Grade<br>Ascending | Mile Post | Communications<br>Turn Tables and Wyes | EAST-<br>WARD<br>↑ |
|--------------------|---------------------------|---------------------------------------|---------------------|---------------------------|-----------|--|--------------------|
|                    |                           | STATIONS                              | Feet<br>Per<br>Mile |                           |           |  |                    |
|                    | 52.8                      | <b>MANCHESTER</b>                     | 52.8                |                           |           | Y                                      |                    |
|                    | 52.8                      | 5.7<br>VINE CREEK                     | 52.8                | 5.6                       |           |  |                    |
|                    | 52.8                      | 8.7<br>WELLS                          | 52.8                | 14.3                      |           |  |                    |
|                    | 52.8                      | 9.7<br>MINNEAPOLIS                    | 52.8                | 24.0                      | C         |  |                    |
|                    | 0                         | 0.2<br>U.P. Crossing                  | 0                   | 24.2                      |           |  |                    |
|                    | 0                         | 10.0<br>ADA                           | 0                   | 34.2                      | C         |  |                    |
|                    | 0                         | 8.8<br><b>BARNARD</b>                 | 0                   | 43.0                      |           | Y<br>C                                 |                    |
|                    |                           | (43.1)                                |                     |                           |           |  |                    |

No switch lights on Larned District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

| BETWEEN:           | MPH |
|--------------------|-----|
| Larned and Jetmore | 25  |

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION | BETWEEN:           | MPH |
|---------|--------------------|-----|
| Burdett | M.P. 23.8 and 23.9 | 15  |

3. TRACKS BETWEEN STATIONS

| Name             | Location  | Capacity (Feet) |
|------------------|-----------|-----------------|
| Bert Wetta Track | M.P. 15.1 | 351             |
| Bosse Track      | M.P. 42.7 | 508             |

JUNCTION SWITCHES Rule 98 (D)

| LOCATION | NORMAL POSITION |
|----------|-----------------|
| Larned   | Fifth District  |

Trains and Engines will operate per Rule 94 on Minneapolis District.

No switch lights on the Minneapolis District.

SPECIAL RULES

1. SPEED REGULATIONS

(B) SPEED RESTRICTIONS—RR CROSSINGS

| RR Crossing | Stop. Rules 98(A), 98(B), 98(C), 98(E) | MPH Restricted Speed |
|-------------|--|----------------------|
| M.P. 24.2   |  |                      |

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

JUNCTION SWITCHES Rule 98 (D)

| LOCATION   | NORMAL POSITION      |
|------------|----------------------|
| Manchester | Strong City District |

| WEST-<br>WARD<br>↓ | Capacity of<br>Siding in Feet | Ruling Grade<br>Ascending | TIME TABLE<br>No. 8<br>April 29, 1979 |                 | Mile Post | Communications<br>Turn Tables and Wyes | EAST-<br>WARD<br>↑ |
|--------------------|-------------------------------|---------------------------|---------------------------------------|-----------------|-----------|--|--------------------|
|                    |                               |                           | Feet<br>Per<br>Mile                   | STATIONS        |           |  |                    |
|                    |                               |                           |                                       | <b>KIOWA</b> YL |           | Y<br>CR                                |                    |
|                    |                               | 0                         | 0.8                                   | 21.1            |           |  |                    |
|                    |                               |                           | Mo. Pac. Crossing                     | 31.7            | 0.6       |  |                    |
|                    | 6420                          | 0                         | 8.2                                   |                 |           |  |                    |
|                    |                               |                           | <b>BURLINGTON</b>                     | 15.8            | 8.8       | C                                      |                    |
|                    |                               | 0                         | 10.9                                  |                 |           |  |                    |
|                    | 5022                          |                           | <b>CHEROKEE</b> YL                    |                 | 19.7      | C                                      |                    |
|                    |                               | 31.7                      | 12.1                                  | 29.6            |           |  |                    |
|                    | 2202                          |                           | JET                                   |                 | 31.8      | C                                      |                    |
|                    |                               | 31.7                      | 8.2                                   | 31.7            |           |  |                    |
|                    | 2236                          |                           | <b>NASH</b>                           |                 | 40.0      | C                                      |                    |
|                    |                               | 31.7                      | 7.8                                   | 0               |           |  |                    |
|                    | 1968                          |                           | <b>HILLSDALE</b>                      |                 | 47.8      |  |                    |
|                    |                               | 31.7                      | 10.4                                  | 31.7            |           |  |                    |
|                    | 4129                          |                           | <b>BLANTON</b> YL                     |                 | 58.2      |  |                    |
|                    |                               | 0                         | 2.8                                   | 52.8            |           |  |                    |
|                    |                               | 19.4                      | S.L.-S.F. Jct.                        | 23.8            | 61.0      |  |                    |
|                    |                               | 16.4                      | S.L.-S.F. Jct.                        | 0               | 61.9      |  |                    |
|                    |                               | 0                         | C.R.I.&P. Crossing                    | 0               | 62.0      |  |                    |
|                    |                               | 0                         | 0.1                                   | 0               | 62.1      |  |                    |
|                    |                               | 0                         | S.L.-S.F. Jct.                        | 10.6            |           |  |                    |
|                    |                               | 0                         | 0.2                                   |                 | 62.3      | Y<br>CR                                |                    |
|                    |                               | 29.3                      | <b>ENID</b> YL                        | 10.6            | 63.2      |  |                    |
|                    | 3371                          |                           | S.L.-S.F. Crossing                    | 52.8            | 72.8      |  |                    |
|                    |                               | 0                         | 9.6                                   | 0               | 73.6      |  |                    |
|                    |                               | 38.1                      | <b>FAIRMONT</b>                       |                 | 80.4      | CR                                     |                    |
|                    | 1422                          |                           | S.L.-S.F. Crossing                    | 52.8            |           |  |                    |
|                    |                               | 0                         | 6.8                                   | 38.5            | 88.4      | C                                      |                    |
|                    | 8697                          |                           | <b>DOUGLAS</b>                        |                 | 95.1      |  |                    |
|                    |                               | 52.8                      | 8.0                                   | 52.8            |           |  |                    |
|                    | 1427                          |                           | <b>MARSHALL</b>                       |                 | 102.8     | CR                                     |                    |
|                    |                               | 52.8                      | 6.7                                   | 52.8            |           |  |                    |
|                    | 2196                          |                           | <b>LOVELL</b>                         |                 |           |  |                    |
|                    |                               | 26.4                      | 7.7                                   | 52.8            |           |  |                    |
|                    |                               |                           | <b>CRESCENT</b>                       |                 | 116.7     | Y<br>CR                                |                    |
|                    |                               |                           | 13.9                                  |                 |           |  |                    |
|                    |                               |                           | <b>GUTHRIE</b> YL                     |                 |           |  |                    |
|                    |                               |                           | (116.9)                               |                 |           |  |                    |

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

|  | MPH |
|--|-----|
| RR Crossing, M.P. 0.6 Gate normally across Mo. Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown. If gate is across AT&SF track, stop must be made back of clearance sign. | 20  |
| RR Crossing, M.P. 62.0 (Auto. Interlocking)  | 30  |
| RR Crossing, M.P. 63.2 Stop Rules 98(A), 98(B), 98(C), 98(E)   | 30  |
| RR Crossing, M.P. 73.6 (Auto. Interlocking)  | 20* |
| 3 Curves, M.P. 111.9 to M.P. 112.3   | 45  |
| 4 Curves, M.P. 115.4 to Guthrie  | 10  |

\*Speed shown applies only until head end of train is through interlocking limits.

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

| Mile Post    | Name   |
|--------------|--|
| 36.3<br>Yard | Highway Viaduct.<br>Crescent, overhead pipes, Cimarron Spur. |

3. TRACKS BETWEEN STATIONS

| Name              | Location  | Capacity (Feet) |
|-------------------|-----------|-----------------|
| Schoeb Ranch Spur | M.P. 10.9 | 653             |

JUNCTION SWITCHES Rule 98 (D)

| LOCATION         | NORMAL POSITION |
|------------------|-----------------|
| Kiowa            | Plains Division |
| Cherokee         | Enid District   |
| Blanton          | SL-SF Ry.       |
| Enid, SL-SF Jct. | SL-SF Ry.       |

JOINT TRACK FACILITIES

BLANTON—S.L.-S.F. JCT. M.P. 62.1—A.T.&S.F. trains use S.L.-S.F. tracks and be governed by S.L.-S.F. Time Table, Rules and Special Instructions.

ENID—Within interlocking limits M.P. 61.9 and M.P. 62.1, A.T.&S.F. trains use S.L.-S.F. tracks and be governed by S.L.-S.F. Time Table, Rules and Special Instructions.

Trains and engines must secure permission from Operator Enid, when on duty, before entering SLSF tracks at Enid and Blanton. Instructions must be repeated to Operator.

Between outlying wye switch and Kiowa, on Plains Division, TCS Rules in effect on Main track and siding.

No switch lights on Enid District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

| BETWEEN:            | MPH |
|---------------------|-----|
| Kiowa and M.P. 65   | 30  |
| M.P. 65 and Guthrie | 49* |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total. 45 MPH

| WEST-<br>WARD | Capacity of<br>Sidings in Feet | TIME TABLE<br>No. 8<br>April 29, 1979 | Mile Post | Communications<br>Turn Tables and Wyes | EASTWARD |
|---------------|--------------------------------|---------------------------------------|-----------|--|----------|
| ↓             |                                |                                       |           |  | ↑        |
|               |                                | STATIONS                              |           |  |          |
|               |                                | HARTER<br>(Oklahoma City)<br>36.7     |           | CRI&P<br>RR                            |          |
|               |                                | SHAWNEE<br>2.3                        |           |  |          |
|               |                                | OCA JCT.<br>8.9                       | 38.6      |  |          |
|               |                                | HARJO<br>7.9                          | 47.5      |  |          |
| 1699          |                                | MAUD<br>8.9                           | 55.4      |  |          |
|               |                                | FINN<br>5.1                           | 64.3      |  |          |
| 1133          |                                | KONAWA<br>15.1                        | 69.4      |  |          |
|               |                                | S.L.-S.F. Crossing<br>0.6             | 84.5      |  |          |
| 1203          |                                | ADA YL                                | 85.1      | C                                      |          |
|               |                                | (85.5)                                |           |  |          |

Westward trains must secure AT&SF clearance card before leaving Nowers, and CRI&P clearance card before leaving Nowers or Harter.

No switch lights on OCAA district.

### SPECIAL RULES

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

| BETWEEN:                   | MPH |
|----------------------------|-----|
| OCA Jct. and Ada           | 30  |
| On Midwest Industrial Spur | 10  |

##### (B) SPEED RESTRICTIONS—CURVES, BRIDGES AND RR CROSSINGS

|  | MPH |
|--|-----|
| RR Crossing, Yard Track Shawnee. Rule 98 (A),<br>98 (B), 98 (C) AND 98 (E) | 10  |
| 2 Curves, M.P. 38.6 to 39.1  | 10  |
| Bridge, M.P. 73.7  | 10  |
| Bridge, M.P. 77.8  | 10  |
| RR Crossing, M.P. 84.5 (Auto. Interlocking)                                | 20* |

\*Speed shown applies only until head end of train is through interlocking limits.

##### (C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

##### (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION | BETWEEN:           | MPH |
|---------|--------------------|-----|
| Konawa  | M.P. 68.4 and 69.8 | 25  |

#### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

| Mile Post | Name             |
|-----------|------------------|
| 100.1     | Highway Viaduct  |
| 102.6     | Railroad Viaduct |
| 132.6     | Railroad Viaduct |
| 132.7     | Railroad Viaduct |

#### 3. TRACKS BETWEEN STATIONS

| Name                         | Location                               | Capacity   |
|------------------------------|--|------------|
| Midwest City Industrial Spur | CRI&P<br>M.P. 482.6<br>&<br>M.P. 483.3 |            |
| OG&E Spur                    | M.P. 67.6                              | 2.2 Miles  |
| Meeker Spur                  | M.P. 134.0                             | 10.6 Miles |
| Runaround                    | M.P. 125.3                             | 700 feet   |
| Wolverine Tube               | M.P. 125.3                             | 1178 feet  |
| Mobil Chemical Company       | M.P. 125.9                             | 1591 feet  |
| Allen Bradley                | M.P. 127.6                             | 914 feet   |

Mile post locations shown in Special Rules 2 and 3 on Meeker Spur are former Cushing District mile posts.

#### JUNCTION SWITCHES Rule 98 (D)

| LOCATION | NORMAL POSITION |
|----------|-----------------|
| OCA Jct. | CRI&P           |

#### JOINT TRACK FACILITIES

OCA JCT.—HARTER (CRI&P)—ATSF trains will use CRI&P tracks and be governed by CRI&P Rules, Time Table and Special Instructions.

**CUSHING DISTRICT**

**MIDDLE DIVISION**

**STILLWATER DISTRICT**

21

| WEST-<br>WARD<br>↓ | Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE<br>No. 8<br>April 29, 1979 |               | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-<br>WARD<br>↑ |
|--------------------|-----------------------------|------------------------|---------------------------------------|---------------|------------------------|-----------|-------------------------------------|--------------------|
|                    |                             |                        | STATIONS                              | Feet Per Mile |                        |           |                                     |                    |
|                    |                             | 0                      | FAIRFAX<br>5.5                        | 31.7          |                        | 37.6      |                                     |                    |
| 5148               |                             | 25.0                   | RALSTON YL<br>9.2                     | 31.7          |                        | 43.1      |                                     |                    |
|                    |                             | 31.7                   | SKEDDEE<br>5.9                        | 31.7          |                        | 52.3      |                                     |                    |
| 2025               |                             | 31.7                   | CAMP<br>SL-SF Crossing YL<br>13.5     | 31.7          |                        | 58.2      |                                     |                    |
|                    |                             | 31.7                   | YALE<br>10.7                          | 30.4          |                        | 71.7      |                                     |                    |
|                    |                             |                        | CUSHING YL                            |               |                        | 82.4      | Y<br>C                              |                    |
|                    |                             |                        | 44.8                                  |               |                        |           |                                     |                    |

| WEST-<br>WARD<br>↓ | Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE<br>No. 8<br>April 29, 1979 |               | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-<br>WARD<br>↑ |
|--------------------|-----------------------------|------------------------|---------------------------------------|---------------|------------------------|-----------|-------------------------------------|--------------------|
|                    |                             |                        | STATIONS                              | Feet Per Mile |                        |           |                                     |                    |
|                    |                             |                        | CAMP<br>6.4                           |               |                        |           |                                     |                    |
|                    |                             |                        | PAWNEE YL<br>1.8                      |               |                        | 6.8       | CR                                  |                    |
|                    |                             | 0                      | S.L.-S.F. Crossing<br>9.5             |               | 29.0                   | 8.4       |                                     |                    |
|                    |                             | 52.8                   | GLENCOE<br>12.0                       |               | 31.7                   | 17.9      |                                     |                    |
| 1267               |                             | 0                      | STILLWATER YL                         |               |                        | 29.9      | C                                   |                    |
|                    |                             |                        | (29.7)                                |               |                        |           |                                     |                    |

Trains originating at Pawnee that are to operate via SLSF Ry. must secure SLSF clearance card at Pawnee before leaving. At Pawnee, westward trains operating via Stillwater District must secure clearance card before leaving Pawnee.

At Pawnee; from east switch to west crossover eastward to end of track is designated a siding for SLSF trains.

No switch lights on Stillwater District.

Trains to be operated via SLSF Ry. from Camp must secure SLSF clearance card.

No switch lights on Cushing District.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

| BETWEEN:            | MPH |
|---------------------|-----|
| Fairfax and Cushing | 40  |

**(B) SPEED RESTRICTIONS—RR CROSSINGS**

| RR Crossing, M.P. 58.2 (Auto. Interlocking) | MPH |
|---|-----|
|   | 20* |

\*Speed shown applies only until head end of train is through interlocking limits.

**(C) SPEED RESTRICTIONS—SWITCHES**

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while headend of train is passing crossings at cities and towns named below:

| STATION | BETWEEN:           | MPH |
|---------|--------------------|-----|
| Fairfax | M.P. 37.5 and 37.6 | 30  |
| Yale    | M.P. 71.6 and 71.8 | 25  |

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)**

| Mile Post | Name              |
|-----------|-------------------|
| 50.4      | Highway Viaduct.  |
| 52.2      | Coal Chute.       |
| 82.2      | Railroad Viaduct. |

**JUNCTION SWITCHES Rule 98 (D)**

| LOCATION | NORMAL POSITION  |
|----------|------------------|
| Camp     | Cushing District |

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

| BETWEEN:              | MPH |
|-----------------------|-----|
| Pawnee and Stillwater | 30  |

**(B) SPEED RESTRICTIONS—RR CROSSINGS**

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

\*Speed shown applies only until head end of train is through interlocking limits.

**(C) SPEED RESTRICTIONS—SWITCHES**

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION    | BETWEEN:   | MPH |
|------------|--|-----|
| Stillwater | Lakeview St. M.P. 27.5 to end of track (M.P. 30.5) | 20  |

**3. TRACKS BETWEEN STATIONS**

| Name        | Location  | Capacity (Feet) |
|-------------|-----------|-----------------|
| Swan Rubber | M.P. 26.5 | 2,439           |
| Boomer Spur | M.P. 26.7 | 2,492           |

**JOINT TRACK FACILITIES**

CAMP-PAWNEE-ATSF trains will use SLSF tracks between Camp and Pawnee and be governed by SLSF Time Table, Rules and Special Instructions.

PAWNEE: ATSF main track between M.P. 7.3 and M.P. 8.2 is designated a siding for SLSF trains. ATSF Time Table Rules and Special Instructions will govern.

## 22 SPECIAL RULES

## MIDDLE DIVISION

### 4. REGISTER STATIONS (RULE 83(B))

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

| Station    | Designated Trains           |
|------------|-----------------------------|
| Concordia  | Originating or terminating. |
| Ellinwood  | Originating or terminating. |
| Emporia    | Originating or terminating. |
| Great Bend | Originating or terminating. |
| Larned     | Originating or terminating. |
| Lyons      | Originating or terminating. |
| McPherson  | Originating or terminating. |
| Wellington | Originating or terminating. |

AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 908:

Emporia ..... Trains on which engine or train crews do not change.

### 5. YARD LIMITS

|                                |                                     |                                   |
|--------------------------------|-------------------------------------|-----------------------------------|
| Abilene                        | Guthrie (Enid District only)        | Neva (Strong City Dist. only)     |
| Ada, Okla.                     | Holyrood                            | No. Wichita                       |
| Augusta (Fourth District only) | Hunter                              | North JCT.                        |
| Barton                         | Jetmore                             | Osborne                           |
| Blanton                        | Kinsley                             | Pawnee (AT&SF only)               |
| CH JCT. (5th Dist. only)       | Kiowa                               | Ponca City (Plains Division only) |
| Camp (AT&SF only)              | Larned                              | Ralston                           |
| Cherokee                       | Lincoln                             | ST JCT.                           |
| Concordia                      | Little River                        | Salina                            |
| Conway                         | Lorraine                            | Scott City                        |
| Cushing                        | Lyons                               | Shawnee                           |
| Dodge City                     | Manchester (Strong City Dist. only) | Sterling                          |
| El Dorado                      | Marion                              | Stillwater                        |
| Ellinwood                      | McPherson                           | (Enid to Kiowa)                   |
| Emporia                        | Merrick                             | Superior                          |
| Enid                           | ND JCT.                             | Talmage                           |
| Galatia                        | Ness City                           | Tipton                            |
| Great Bend                     |                                     | WN JCT. (Eastern Division only)   |

### 6. BULLETIN BOOKS

|               |               |            |
|---------------|---------------|------------|
| Abilene       | Great Bend    | Osborne    |
| Argentine RH  | Guthrie       | Pawnee     |
| Arkansas City | Holyrood      | Perry      |
| Augusta       | Jetmore       | Ponca City |
| Cherokee      | Kans City US  | Purcell    |
| Concordia     | Kiowa         | Salina     |
| Dodge City    | Lyons         | Sand Creek |
| El Dorado     | McPherson     | Shawnee    |
| Ellinwood     | Newton        | Superior   |
| Emporia       | Nowers        | Way        |
| Enid          | No. Wichita   | Wellington |
| Gainesville   | Oklahoma City |            |

### 7. STANDARD CLOCKS

|               |             |            |
|---------------|-------------|------------|
| Abilene       | Great Bend  | Salina     |
| Ada, Okla.    | Newton      | Sand Creek |
| Arkansas City | Nowers      | Scott City |
| Cushing       | No. Wichita | Shawnee    |
| Dodge City    | Perry       | Way        |
| Emporia       | Ponca City  | Wellington |
| Enid          | Purcell     |            |

8. ....

### 9. 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 | 4  | 5                   |

### 10. DERRICKS, CRANES, SCALE TEST CARS.

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 or engines handling such equipment must not exceed speed indicated below:

| DISTRICT  | Wrecking Derricks MPH | Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 AT 199459 AT 199460 AT 199461 Locomotive Crane AT 199720 and Jordan Spreaders MPH | Other machines including File Drivers AT 199452 AT 199453 AT 199456 MPH |
|---|-----------------------|--|---|
| First, Second, Third, Fourth, Fifth, Oklahoma and Douglass                      | 40                    | 45   | 30  |
| Enid (Enid to Guthrie)  | 30                    | 30   | 30  |
| Cushing   | 24                    | 24   | 24  |
| Strong City, McPherson, Great Bend, Larned, Stillwater and Enid (Enid to Kiowa) | 20                    | 20   | 20  |
| Little River, Minneapolis and Salina  | 15                    | 15   | 15  |
| OCA   | 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 that 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.

### 11. MAXIMUM SPEED OF ENGINES.

| Engines  | Forward or dead in train (MPH) | When not controlled from leading Unit (MPH) |
|--|--------------------------------|---|
| AMTRAK 100-799 5940-5948                               | 90*                            | 45  |
| 1153, 1160, 1215-1260, 1416-1441, 1500-1536, 2326-2390 | 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.

## 12. TRACK SIDE WARNING DETECTORS

## HOT BOX AND DRAGGING EQUIPMENT DETECTORS

## Locator (Readout) Type

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators at locations so equipped.

When actuated by a train, stop must be made with head end at locator, if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

If any lamps in locator cabinet are lighted, be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher.

## Monitor Display Board Type

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, as well as dragging equipment, will actuate rotating white light at location of monitor display board.

The monitor display board is equipped with hot box 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 exits 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 the 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.

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.

When any indicator light displays flashing white aspect, train must be stopped promptly and inspection made to locate car or unit with abnormal heat condition or dragging equipment.

When rotating white light is actuated by train, and a numerical readout is not displayed on the display board, train must be stopped promptly, and entire train must be thoroughly inspected on both sides for abnormal heat condition and dragging equipment.

When rotating white light is actuated before train reaches detector, and no numerical readout or indicator lights displayed after train passes detector, train may proceed at prescribed speed and must be observed closely enroute. When rotating white light is actuated before train reaches detector, and a numerical readout is displayed or any of the indicator lights are illuminated before or after train passes detector, train must be stopped and inspected.

When abnormal heat condition or dragging equipment is displayed at detector and no abnormal condition found on equipment indicated on display board, close inspection must be made on three cars (or units) on either side of indicated equipment.

## Instructions Applicable To Both Types of Hot Box and Dragging Equipment Detectors

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops

within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When suspected journal on freight equipment indicated by locator or monitor display board is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

- (a) it is snowing or sleeting; or,
- (b) there is snow on ground which can be agitated by a moving train.

## SHIFTED LOAD DETECTORS

When condition in train actuates indicators, they will display rotating white light, and when so displayed, the train must be stopped 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 the result of inspection.

## 13. HAND THROW SWITCHES IN TCS LIMITS

Within TCS limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track or siding through a hand throw switch, not electrically locked, for the purpose of meeting, passing, or being passed by another train or engine. Tracks where such switches are located are:

| Town or West of          | MP + ft.   | Type of Service                     |
|--------------------------|------------|-------------------------------------|
| <b>FIRST DISTRICT</b>    |            |                                     |
| Clements                 | 144 + 3828 | Spur track west                     |
| Walton                   | 178 + 145  | East end of elevator                |
| <b>SECOND DISTRICT</b>   |            |                                     |
| Burrton                  | 203 + 2595 | House track                         |
| Burrton                  | 203 + 4589 | House track                         |
| <b>FOURTH DISTRICT</b>   |            |                                     |
| Ellinor                  | 125 + 580  | Spur track                          |
| Chelsea                  | 165 + 4281 | Old stock track                     |
| Chelsea                  | 165 + 5251 | Old stock track                     |
| Rose Hill                | 211 + 3143 | House track                         |
| Rose Hill                | 211 + 3820 | House track                         |
| <b>OKLAHOMA DISTRICT</b> |            |                                     |
| Chilocco                 | 268 + 2859 | Spur                                |
| Newkirk                  | 275 + 1187 | Former Cushing District siding      |
| Seward                   | 366 + 3795 | Pipe track                          |
| Seward                   | 366 + 4505 | Pipe track                          |
| Edmond                   | 372 + 2622 | Central fixtures                    |
| Edmond                   | 373 + 4640 | Industry spur track<br>Cains Coffee |
| Edmond                   | 374 + 3266 | Industry W E Davis Co.              |
| Edmond                   | 375 + 170  | Industry Dolese spur                |
| Flynn                    | 388 + 1178 | Hughes Lumber                       |
| Flynn                    | 388 + 3572 | Leonhardt Lumber                    |
| Moore                    | 392 + 3857 | Spur to salt house                  |
| Norman                   | 405 + 3663 | Industry Dolese Co.                 |
| Norman                   | 405 + 5120 | Industry Dolese Co.                 |
| Purcell                  | 417 + 485  | Spur track east                     |
| Purcell                  | 417 + 2500 | Spur track west                     |

**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 that is applied to the car. From Line 1.  
 - Determine the type of car to which the placard is applied from Line 2.  
 - Follow vertically down the chart and note which lines apply.  
 - The symbol "X" indicates wording at the side that applies.  
 See footnotes for explanation.

**POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS**

| 1<br>PLACARD APPLIED ON CAR |   | 2<br>TYPE OF CAR   |                |                     |             |   |  |                                    |             |
|-----------------------------|---|--|----------------|---------------------|-------------|---|--|------------------------------------|-------------|
|                             |   |  |                |                     |             |   |  |                                    |             |
| 3<br>RESTRICTIONS           |   | EXPLOSIVES-A   | POISON GAS     | POISON GAS          | RADIOACTIVE | ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS | OTHER THAN PLACARDED EXPLOSIVES-A, POISON GAS OR COMBUSTIBLE | PLACARDED EMPTY EXCEPT COMBUSTIBLE | COMBUSTIBLE |
|                             |   | ANY CARS (for flat cars, except trailer on flatcar)  | TANK CAR       | OTHER THAN TANK CAR | ANY CAR     | TANK CAR  | OTHER THAN TANK CAR  | TANK CAR                           | TANK CAR    |
| 4                           | WHEN TRAIN LENGTH PERMITS<br>MUST NOT BE NEARER THAN 8th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR   | ✓  | ✓              |                     |             | ✓   |  |                                    |             |
| 5                           | WHEN TRAIN LENGTH DOES NOT PERMIT<br>MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.  | ✓  | ✓              |                     |             | ✓   |  |                                    |             |
| 6                           | LOADED FLAT CAR, A FLAT CAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN TOP CAR.  | ✓ <sup>①</sup>   | ✓              | ✓                   |             | ✓ <sup>②</sup>  |  |                                    |             |
| 7                           | AN OPEN TOP CAR 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. | ✓  | ✓              | ✓                   |             | ✓   |  |                                    |             |
| 8                           | ENGINE  | ✓  | ✓              | ✓                   | ✓           | ✓   |  | ✓                                  |             |
| 9                           | EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.   | ✓ <sup>③</sup>   | ✓ <sup>③</sup> | ✓ <sup>③</sup>      | ✓           | ✓   | ✓ <sup>④</sup>   | ✓                                  |             |
| 10                          | OCCUPIED CABOOSE  | ✓ <sup>③</sup>   | ✓ <sup>③</sup> | ✓ <sup>③</sup>      | ✓           | ✓   |  | ✓                                  |             |
| 11                          | OCCUPIED GUARD CAR  | ✓ <sup>③</sup>   | ✓ <sup>③</sup> | ✓ <sup>③</sup>      |             | ✓   |  |                                    |             |
| 12                          | UNDEVELOPED FILM  |  |                |                     | ✓           |   |  |                                    |             |
| 13                          | A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.              | ✓  | ✓              | ✓                   |             | ✓   |  |                                    |             |
| 14                          | A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.  | ✓  | ✓              | ✓                   |             |   |  |                                    |             |
| 15                          | 15<br>16<br>17<br>18<br>CAR PLACARDED   | EXPLOSIVES A   |                | ✓                   | ✓           | ✓   | ✓  | ✓                                  |             |
| 16                          |   | POISON GAS   | ✓              |                     |             | ✓   | ✓  | ✓                                  |             |
| 17                          |   | LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD. | ✓              | ✓                   | ✓           | ✓   | ✓  |                                    |             |
| 18                          |   | RADIOACTIVE  | ✓              | ✓                   | ✓           |   | ✓  | ✓                                  |             |

**MUST NOT BE PLACARDED NEXT TO**

**FOOTNOTES:**  
 ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.  
 ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.  
 ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards 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 requiring "EXPLOSIVES A" placards.  
 ④ Applies only in mixed train service, see section 174.87