

# The Atchison, Topeka and Santa Fe Railway Co.

## EASTERN LINES

## MIDDLE DIVISION

# TIME TABLE No.

# 9

IN EFFECT

## Tuesday, October 2, 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,**  
Asst. General Mgr.  
Topeka, Kansas

**D. F. DUNCAN,**  
Superintendent,  
Newton, Kansas

W. F. KILPATRICK, Asst. Superintendent . . . Newton, Kans.  
T. H. SHALIN, Trainmaster . . . Newton, Kans.  
W. C. LYMAN, Trainmaster . . . Newton, Kans.  
J. E. ANDERSON, Asst. Trainmaster . . . Wichita, Kans.  
G. L. BERRY, Asst. Trainmaster . . . Salina, 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.  
R. E. JONES, Safety Supervisor . . . Newton, Kans.  
W. F. BOWEN, Asst. Superintendent . . . Oklahoma City, Okla.  
R. A. KURTZ, Trainmaster . . . Oklahoma City, Okla.  
R. F. SMITH, Asst. Trainmaster . . . Oklahoma City, Okla.  
C. H. TATE, Asst. Trainmaster . . . Oklahoma City, Okla.  
T. M. JOYCE, Asst. Trainmaster . . . Oklahoma City, Okla.  
D. R. HAYES, Asst. Trainmaster . . . Arkansas City, Kans.  
R. E. CLEMENTS,  
Road Foreman of Engines . . . Arkansas City, Kans.  
D. G. SIBLEY, Rules Examiner . . . Oklahoma City, Okla.  
A. W. DeMOSS, Safety Supervisor . . . Oklahoma City, Okla.

### EASTERN LINES

C. L. HOLMAN, Asst. General  
Manager-Engineering . . . Topeka, Kans.  
H. L. HAWKINS, Asst. General  
Manager-Mechanical . . . Topeka, Kans.  
B. R. TUCKER, Supervisor of Air Brakes—  
General Road Foreman of Engines . . . Argentine  
W. J. McMEANS, Trainmaster—RF of E—  
AMTRAK . . . Argentine

K. 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.  
J. C. MATHIES, Asst. Chief Dispr. . . Newton, Kans.  
D. D. GAFFNEY, Asst. Chief Dispr. . . Newton, Kans.

### TRAIN DISPATCHERS—NEWTON, KANSAS

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

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

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

### SPEED TABLE

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

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile 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	60.0	1 44	34.6
39	92.3	1 02	58.0	1 46	34.0
40	90.0	1 04	56.2	1 48	33.3
41	87.8	1 06	54.5	1 50	32.7
42	85.7	1 08	52.9	1 52	32.1
43	83.7	1 10	51.4	1 54	31.6
44	81.8	1 12	50.0	1 56	31.0
45	80.0	1 14	48.6	1 58	30.5
46	78.3	1 16	47.4	2	30.0
47	76.6	1 18	46.1	2 05	28.8
48	75.0	1 20	45.0	2 10	27.7
49	73.5	1 22	43.9	2 15	26.7
50	72.0	1 24	42.9	2 30	24.0
51	70.6	1 26	41.9	2 45	21.8
52	69.2	1 28	40.9	3	20.0
53	67.9	1 30	40.0	3 30	17.1
54	66.6	1 32	39.1	4	15.0
55	65.5	1 34	38.3	4 30	13.3
56	64.2	1 36	37.5	5	12.0
57	63.2	1 38	36.8	6	10.0

**2 FIRST DISTRICT**

**MIDDLE DIVISION**

WEST- WARD First Class	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 9 October 2, 1979			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD First Class
			3	4	4				
Leave Daily		Feet Per Mile	STATIONS			Feet Per Mile			Arrive Daily
AM 3.00		6.1	ABS TCS Tracks 3 Tracks 3 Tracks 3	EMPORIA YL 3.2	21.2	112.1	T C R	AM 3.50	
		6.1		MERRICK YL 8.1	0	115.3			3.37
		6.8		SAFFORDVILLE 1.3	0	123.4			
3.10		9.2		ELLINOR 7.0	0	124.7			3.30
	11782	10.4		STRONG CITY 4.1	0	131.7	Y C		
		0		NEVA 2.5	0	135.8			
		17.4		ELMDALE 6.5	12.8	138.3			
	8583	13.0		CLEMENTS 5.9	0	144.8			
		0		CEDAR POINT 6.2	0	150.7			
	8079	19.3		FLORENCE 11.4	0	156.9	C		
	10487	14.8	PEABODY 0.3	0	168.3				
		45.4	C.R.I.&P. Crossing 9.7	16.3	168.6				
	8419	0	WALTON 6.3	21.1	178.3				
		0	Mo. Pac. Crossing 0.5	19.1	184.6				
4.10 AM		0	NEWTON 0.5	19.1	185.1	T C R		2.35 AM	
Arrive Daily			(73.0)					Leave Daily	
62.5			Average speed per hour					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 Dis-  
trict trains originating Emporia, Sand  
Creek or Newton must secure two clearance  
cards—one marked "First District" and one  
marked "Strong City District" or Mc-  
Pherson 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, east-  
ward 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	
	Psgr.	Frts.
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 inter- locked 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 ex-  
ceed 70 MPH, except eastward between M.P. 117.5 and Emporia  
and westward between Emporia and Merrick (M.P. 115.3), pro-  
vided:

- (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 Middle Track	70
Curve,	M.P. 122.5 to 123.0	North Track 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 cross-overs.	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 Eastward M.P. 131.7
M.P. 159.0	Westward M.P. 161.4 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 First Class	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 9		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class
			October 2, 1979					
3								
Leave Daily		Feet Per Mile	STATIONS		Feet Per Mile		Arrive Daily	
AM 4.20		0	NEWTON	} 2 Tracks	31.8	185.1	T C	AM 2.25
		21.1	SAND CREEK			15.8	186.7	Y R C
	8124	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		
4.50	29903	0	HUTCHINSON		0	218.0	Y R C s	1.45
		0	CH JCT.		0	218.3		
4.52		21.1	ND JCT. Mo. Pac. Crossing YL		0	219.2	B	1.38
4.56		0	WHITESIDE		0	223.4	B	1.34
5.00		21.1	PARTRIDGE		0	229.0		1.30
5.05	10188	21.1	ABBYVILLE		0	235.1	B	1.26
5.09		21.1	PLEVNA		20.3	240.7	B	1.22
5.12		21.1	SYLVIA		0	246.4	C	1.18
5.16	10300	21.1	ZENITH		0	251.1	B	1.15
5.20		0	STAFFORD		0	257.0	C	1.11
		0	Mo. Pac. Crossing		0	257.2		
5.26	10284	21.1	ST. JOHN		0	266.0	C R	1.04
5.30		15.8	DILLWYN	} ATS	0	272.8	B	12.59
5.34		15.8	MACKSVILLE			0	277.6	C R
5.39	10370	0	BELFRE		0	284.9	B	12.51
5.45		0	LEWIS		0	293.3	C	12.45
5.53	8502	21.1	KINSLEY YL		0	302.4 (316.7)	Y C R	12.38
	N4266 85282	21.1	OFFERLE		0	324.7	C	
	6675	21.1	BELLEFONT		0	330.3		
	N7788 85113	24.2	SPEARVILLE		24.2	336.1	C R	
6.12	6805	26.5	WRIGHT	} 2 Tracks	26.5	344.7		
6.35 AM			DODGE CITY YL				352.6	T Y 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.	Frt.
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.

(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 Westward M.P. 249.9
M.P. 275.5	Eastward M.P. 273.5 Westward M.P. 277.2

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

# 6 THIRD DISTRICT

# MIDDLE DIVISION

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE NO. 9 October 2, 1979	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD
	Feet Per Mile		STATIONS	Feet Per Mile			
	0		NEWTON 2.9	27.8	185.1	T Y C R	
	0		McGRAW 3.2	18.0	188.0		
6628	0	TCS	PUTNAM 4.0	5.5	191.2		
7526	0		SEDGWICK 6.6	10.4	195.2		
6710	0	ATS	VALLEY CENTER S.L.-S.F. Crossing 7.3	7.2	201.8		
	0		NO. WICHITA YL 1.0	9.5	209.1	T C R	
	0	ABS	Mo. Pac. Crossing 1.6	10.8	210.1		
	21.2		NORTH JCT. YL 0.6	0	211.7		
	0		WICHITA U.S. 0.9	28.8	212.3	C	
	31.7		SOUTH JCT. 4.2	10.9	213.2	Y	
6616	16.4		CONNELL 5.6	31.7	217.4		
6872	21.6		DERBY 4.9	31.7	223.0		
15184	31.7		MULVANE 10.0	18.6	227.9	Y C R	
6156	0	ATS	UDALL 11.8	39.6	237.9	B	
9294	13.5		WN JCT. 0.7	16.3	249.7		
	0		S.L.-S.F. Crossing 0.4	16.3	250.4		
	31.7		WINFIELD 5.3	31.7	250.8	Y C R	
8023	31.7		HACKNEY 7.3	31.7	256.1		
			ARKANSAS CITY		263.4	T Y C R	
			(78.3)				

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	
	Psg.	Frt.
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

# THIRD DISTRICT 7

\*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

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 turnouts M.P. 184.5 to 185.5	30
	I	Turnout to lower yard M.P. 185.6	10'
McGraw	I	Turnout from Third District to 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. (W.U.T. Ry)	I	Main track crossovers	30
South Jct. (W.U.T. Ry)	I	East crossover between main 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 Fourth Districts at 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. 261.2	40
	S	M.P. 262.3 east end yard lead	10
	I	Crossover between main track 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 Jct., M.P. 211.7	40
	South Jct., M.P. 213.2 and over Pawnee, M.P. 214.9	40
	Pawnee, M.P. 214.9 and Wassal 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 (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 Location	Locator Location
M.P. 253.0	Westward M.P. 255.0 Eastward M.P. 251.3

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

# 8 FOURTH DISTRICT

# MIDDLE DIVISION

WEST-WARD	Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE No. 9 October 2, 1979	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
	Feet Per Mile		STATIONS	Feet Per Mile			
	12080		ELLINOR 5.6	0	124.7		
	6594	0	GLADSTONE 5.8	0	130.3		
	10017	21.2	BAZAR 8.3	0	136.1		
	7943	21.2	MATFIELD GREEN 9.8	0	144.4	B	
	14892	0	CASSODAY 4.2	21.2	154.2		
	14383	14.7	AIKMAN 7.7	21.1	158.4		
	7010	0	CHELSEA 8.2	21.2	166.1	B	
	5101	21.1	EL DORADO YL 11.0	21.2	174.3	Y C R	
		0	S.L.-S.F. Crossing 10.4	0	185.3		
	E 6646 W 6612	0	AUGUSTA YL 5.7	0	185.7 (199.5)	Y C R	
	6784	31.7	SALTER 6.4	21.1	205.2		
	6794	21.6	ROSE HILL 9.0	31.7	211.6	B	
	6953	0	MULVANE 5.9	21.4	220.6	Y C R	
	7502	31.7	BELLE PLAINE 4.1	18.8	226.5	B	
		0	CICERO 8.3	21.4	230.6		
			WELLINGTON		238.9	T Y C R	
			(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
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	North Track 75
Curve, M.P. 217.9 to 218.2	North Track 70
4 Curves, M.P. 219.4 to 221.2	North Track 30
Curve, M.P. 215.9 to 216.6X	South Track 75
Curve, M.P. 217.3X to 217.4X	South Track 65
Curve, M.P. 220.0X to 220.5X	South Track 65
Curve, M.P. 220.9X to 221.4X	South Track 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.



# FOURTH DISTRICT

# MIDDLE DIVISION

# FIFTH DISTRICT

9

## (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.

"T"—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 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	1,800

## TRACK SIDE WARNING DETECTORS

### HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Detector Location	Locator Location
M.P. 140.4	Westward M.P. 142.4 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) Eastward M.P. 176.7 (Signal 1762)
M.P. 223.7	Westward M.P. 225.7 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. 9 October 2, 1979		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
		STATIONS	Feet Per Mile				
	Feet Per Mile						
	0	CH JCT. YL	0	218.3			
	0	4.4 YA JCT.	0	222.7	B		
4073	0	0.5 YAGGY	0	223.2	B		
4142	7.4	5.4 NICKERSON	0	228.6	C		
	0	7.0 ST JCT. YL	0	235.6	B		
4281	11.1	1.1 STERLING YL	0	236.7	C		
4124	0	6.2 ALDEN	0	242.9			
2674	0	6.1 RAYMOND	0	249.0	B		
2650	10.5	4.5 CLARENDON	0	253.5	B		
4120	0	5.9 ELLINWOOD YL	0	259.4	YRC		
4128	0	4.5 DARTMOUTH	0	263.9	B		
	11.8	5.6 GREAT BEND YL	0	269.5	YRC		
2632	19.4	7.8 DUNDEE	0	277.3	B		
4130	13.0	5.7 PAWNEE ROCK	0	283.0			
4063	13.0	8.8 LARNED YL	0	291.8	YRC		
4134	17.4	10.7 GARFIELD	0	302.5	C		
	12.6	14.2 KINSLEY YL	0	316.7	YRC		
		(98.4)					

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

## SPECIAL RULES

### 1. 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.

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 9 October 2, 1979		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
			Feet Per Mile	STATIONS				
↓			TCS	AUGUSTA 6.3	0	185.7	Y C R	↑
				GORDON 5.0	16.8	192.0	B	
		10.6		DOUGLASS 5.5	15.8	197.0	B	
		0		ROCK 6.2	15.8	202.6	B	
		10.6		AKRON 7.2	15.8	208.8	B	
		7495		WN JCT.		216.0	Y R	
		5833						
			(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- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 9 October 2, 1979	Ruling Grade Ascending	Mile Post	Communications Tunnels and Wyes	EAST- WARD
	Feet Per Mile		STATIONS	Feet Per Mile			
	0		ARKANSAS CITY 0.8	0	263.4	TY CR	
	40.6		SLSF-MP Crossing 11.5	31.7	264.2		
12185	0		NEWKIRK 5.2	52.8	275.8		
	0		KILDARE 7.8	34.4	281.0		
32442	0		PONCA CITY 1.8	35.8	288.9	Y CR	
	45.8		CRI&P Crossing 9.6	40.9	290.7		
8616	22.0		MARLAND 6.5	52.8	300.3	C	
7447	52.8		RED ROCK 5.9	29.9	306.8	C	
7993	0		OTOE 3.6	52.8	312.7		
	52.8		BLACK BEAR SL SF Crossing 5.3	33.1	316.3		
S 3624 N 5515	52.8		PERRY 6.8	52.8	321.6	R C	
8563	25.1		ASP 10.4	52.8	328.4		
10149	52.8		MULHALL 8.1	52.8	338.8		
8915	36.2		LAWRIE 5.4	35.3	347.2		
14725	38.6		GUTHRIE 7.4	16.2	352.6	Y CR	
9735	37.0		SEWARD 10.0	0	360.1		
7041	50.1		EDMOND 6.7	23.9	370.1		
8029	52.8		BRITTON 3.8	52.8	376.8		
	48.8		NOWERS 3.4	45.8	380.6		
	24.0		OKLAHOMA CITY 1.7	17.6	384.0	Y CR	
	46.3		BURNETT 3.1	0	385.7		
	33.3		FLYNN 4.4	46.7	388.8		
8351	28.5		MOORE 8.6	48.6	393.2		
6678	46.6		NORMAN 6.2	32.5	401.8	CR	
9075	0		NOBLE 9.2	52.8	408.1		
			PURCELL		417.3	Y CR	
			(153.2)				

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 Eastward M.P. 276.0
M.P. 304.0	Westward M.P. 306.0 Eastward M.P. 302.0
M.P. 341.5	Westward M.P. 343.9 Eastward M.P. 339.1
M.P. 367.6	Westward M.P. 369.1 Eastward M.P. 366.0
M.P. 405.4	Westward M.P. 407.6 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 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*
Flynn and GM Yard (Flynn Industrial Spur)	20	20
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 (Caboose and cars loaded with empty trailers or empty containers are considered loads) ... 55 MPH

(OKLAHOMA DISTRICT CONTINUED ON PAGE 12.)

**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)	65
Main Track	40
Siding	20
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
FLYNN INDUSTRIAL SPUR M.P. 388.8	
Curve, M.P. 0.0 to M.P. 0.3	10
2 Curves, M.P. 3.8 to GM Yard	10

\*If governing signal indicates "STOP", after communicating with Control Station, follow instructions posted in 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
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
Ponca City	M.P. 285.7 and 288.3 M.P. 288.3 and 290.4	40 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 South 23rd St., M.P. 385.7 and over South 27th St., M.P. 386.0 South 29th St., M.P. 386.2 and South 89th St., M.P. 390.5	50 30 50
Moore	N.W. 27th St., M.P. 391.4 and S.E. 4th St., M.P. 393.4 M.P. 393.4 and M.P. 396.2	20 60
Norman	Tecumseh Road, M.P. 398.7 and Rock Creek Road, M.P. 399.6 Rock Creek Road, M.P. 399.6 and Constitution Avenue, M.P. 404.1	50 30
Noble	M.P. 406.4 and 409.7	40

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

Mile Post	Name
266.8	Highway Viaduct.
267.8	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
OG&E Sooner Spur	M.P. 308.2	34,141
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
Flynn Industrial Spur	M.P. 388.8	22,338
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. 9 October 2, 1979	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
Feet Per Mile		STATIONS	Feet Per Mile			
		<b>GREAT BEND</b> YL				Y CR
	5.2	8.3 HEIZER	0	8.0		
	21.1	7.1 ALBERT	0	15.1		
	21.1	9.1 TIMKEN	0	24.2		
4271	15.8	7.7 RUSH CENTER	0	31.9	C	
	15.3	6.9 NEKOMA	0	38.8		
	21.1	6.0 ALEXANDER	0	44.8		
	21.1	7.7 BAZINE	0	52.5		
3880	31.7	11.6 NESS CITY	0	64.1	CR	
	31.7	8.4 LAIRD	31.7	72.5		
	31.7	7.7 BEELER	31.7	80.2		
	31.7	6.7 ALAMOTA	0	86.9		
	31.7	9.0 DIGHTON	0	95.9	CR	
	22.6	7.3 AMY	0	103.2		
	14.6	6.3 GRIGSTON	0	109.5		
	31.7	6.3 TRACTOR	31.7	115.8		
	7.9	3.1 Mo. Pac. Crossing	0	118.9		
	17.6	1.2 <b>SCOTT CITY</b> YL	0	120.1	Y C R	
		(120.4)				

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

	MPH
RR Crossing M.P. 118.9	15

Interlocking, protected by  
derails. Stop and follow  
instructions posted in box.

## (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-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 9 October 2, 1979	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓		Feet Per Mile	STATIONS	Feet Per Mile			↑
		0	PEABODY 13.8	0			
		0	A.T. & S.F. Crossing 0.2	0			
		31.7	MARION YL 5.2	0	10.1	B	
2276		31.7	CANADA 5.2	13.4	15.3		
		31.7	HILLSBORO 5.8	17.4	20.5	B	
		31.7	LEHIGH 7.8	0	26.3	B	
2054		0	CANTON 5.8	11.6	34.1	B	
		27.2	GALVA 3.9	31.7	39.9		
		14.3	C.R.I. & P. Crossing 2.9	31.7	43.8		
		0	C.R.I. & P. Crossing 0.5	31.7	46.7		
		0	McPHERSON YL 0.1	0	47.2	CR	
		31.7	U.P. Crossing 6.4	15.3	47.3		
		31.7	CONWAY YL 6.9	30.9	53.7	C	
		31.7	WINDOM 5.6	31.7	60.6		
		31.7	LITTLE RIVER YL 5.8	0	66.2	C	
		11.9	MITCHELL 5.4	31.7	72.0		
		0	Mo. Pac. Crossing 0.7	0	77.4		
		31.7	LYONS YL 0.3	31.7	78.1	R C	
		28.8	S.L.-S.F. Crossing 7.6	31.7	78.4		
		30.1	CHASE 6.1	21.9	86.0		
		0	SILICA 6.4	29.3	92.1		
			ELLINWOOD YL		98.5	Y CR	
			(102.4)				

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

	MPH
RR Crossing with CRI & P RR on side Track No. 4 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. 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.

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

# MIDDLE DIVISION

# SALINA DISTRICT 15

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 9 October 2, 1979	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
	Feet Per Mile		STATIONS	Feet Per Mile			
	0		<b>ABILENE</b> YL	0		T C R	
	0		0.4 C.R.I. & P. JCT.	0			
	0		0.2 S.A. JCT.	0			
	0		0.3 WEST ABILENE	0			
	0		7.5	0			
A.T.&S.F. Yard	0		<b>SOLOMON</b> YL	0			
	0		12.6 EAST SALINA	0	20.5		
	0		0.4 A.B. JCT.	0	21.5		
	0		1.0 U.P. Crossing	0	21.6		
	0		0.1 U.P. Crossing	0	21.7	R C	
	0		0.1 <b>SALINA</b> YL	0	22.7		
	14.2		1.0 U.P. Crossing	37.0	30.1		
	39.9		7.4 <b>HEDVILLE</b>	42.2	42.2		
2184	47.7		12.1 <b>JUNIATA</b>	44.0	45.5		
	47.6		3.3 WESTFALL	42.2	55.2		
	47.5		9.7 <b>BARTON</b> YL	50.2	56.6		
	50.0		1.4 U.P. Crossing	0	56.9		
	0		0.3 <b>LINCOLN</b> YL	21.1	62.1		
2811	37.0		5.2 <b>GOLDENROD</b>	37.0	65.2		
	47.5		3.1 <b>DENMARK</b>	18.5	71.7		
	37.0		6.5 <b>ASH GROVE</b>	30.0	77.1		
	42.2		5.4 <b>HUNTER</b> YL	44.9	86.0	C	
	52.8		8.9 <b>TIPTON</b> YL	50.0	94.2		
981	55.4		8.2 <b>CORINTH</b>	10.6	98.1		
	21.1		3.9 <b>FORNEY</b>	42.2	102.5	Y C R	
	47.5		4.4 <b>OSBORNE</b> YL				
			(103.4)				

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

## (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.

16 STRONG CITY DISTRICT

MIDDLE DIVISION

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 9 October 2, 1979		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
		39.4	NEVA YL 7.6	0				
		37.0	HYMER 5.8	0	7.6			
		47.5	DIAMOND SPRINGS 5.8	0	13.4	B		
		50.5	BURDICK 6.3	41.2	19.2	B		
		20.6	C.R.I. & P. Crossing LOST SPRINGS 5.4	49.1	25.5	B		
	2785	48.6	C.R.I. & P. Crossing HOPE 5.9	49.1	30.9			
		34.4	HOPE 0.3	0	36.8	B		
		40.7	Mo. Pac. Crossing NAVARRE 7.3	47.5	37.1			
		0	NAVARRE 7.7	47.5	44.4	B		
		0	ENTERPRISE 0.1	0	52.1	B		
		0	C.R.I. & P. Crossing 0.1	0	52.2			
		0	A.T. & S.F. Crossing 5.8	0	52.3			
		0	ABILENE YL 0.5	0	58.1	T C R		
		0	C.R.I. & P. Jct. 0.2	0	58.6			
		0	S.A. Jct. 0.2	0	58.8			
		37.0	U.P. Crossing 8.0	0	59.0			
		39.8	TALMAGE YL 5.8	0	67.0	B		
1931		52.8	MANCHESTER YL 5.6	52.7	72.8	Y B		
1874		52.8	LONGFORD 5.3	52.8	78.4	C R		
		52.7	OAK HILL 9.3	37.0	83.7	B		
2964		52.8	MILTONVALE 9.1	52.7	93.0	C		
		52.6	AURORA 5.9	52.7	102.1	B		
		0	HUSCHER 2.0	52.7	108.0			
		0	COOK 3.2	0	110.0			
		0	Mo. Pac. Crossing BN Crossing 0.3	0	113.2			
		14.2	CONCORDIA YL 6.6	0	113.5	R C		
		52.4	Mo. Pac. Crossing 7.6	0	120.1			
		0	KACKLEY 6.0	23.5	127.7			
		52.1	C.R.I. & P. Crossing COURTLAND 7.5	52.7	133.7	R C		
		52.6	LOVEWELL 5.8	0	141.2			
		0	WEBBER 4.9	52.8	147.0			
		42.2	State Line 0.7	0	151.9			
		42.2	Mo. Pac. Crossing 1.2	0	152.6			
			SUPERIOR YL		153.8	C R		
			(153.8)					

SPECIAL RULES	
1. SPEED REGULATIONS	
(A) MAXIMUM AUTHORIZED SPEED	
BETWEEN:	
Neva and Abilene	MPH 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	
2 Curves, M.P. 4.2 to 4.8	MPH 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.	
RR Crossing, M.P. 52.3	15
Mill track lead—Gate normally across Mill track. Approach prepared to stop. If gate normal, observe maximum speed shown.	
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	15
Stop. Rules 98(A), 98(B), 98(C), 98(E)	
RR Crossing, M.P. 120.1	30
Gate normally across Mo. Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	
RR Crossing, M.P. 133.7	
Electric locked gate normally across A T & S F track. Be governed by instructions in lock box. Stop, open and close gate.	
4 Curves, M.P. 133.8 to 134.0	20
RR Crossing, M.P. 152.6	20
Stop. Rules 98(A), 98(B), 98(C), 98(E)	
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		TIME TABLE No. 9 October 2, 1979				EAST-WARD	
Feet Per Mile	Rating Grade Ascending	STATIONS	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	R	C
		<b>LYONS YL</b> 17.3					
		LORRAINE YL } S.L.-S.F. Br. 5.6	51.7	20.7			
37.5		HOLYROOD YL } 4.6	0	26.1	C		
52.8		FARHMAN } 5.7	44.9	30.7			
52.8		HITSCHMANN } 4.8	37.0	36.4			
0		BEAVER } 5.8	27.3	41.2			
47.5		SUSANK } 2.9	31.7	47.0			
45.5		STICKNEY } 2.9	51.5	49.9			
52.8		MILLARD } 4.1	52.8	52.8			
52.8		GALATIA YL		56.9	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**—AT&SF 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

WEST- WARD ↓	Capacity of Stings in Feet	Ruling Grade Ascending	TIME TABLE No. 9 October 2, 1979		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
	4063			<b>LARNED</b> YL			Y CR	
		10.5	6.6		0	6.6		
		10.5	5.6	<b>FRIZELL</b>	0			
		10.5	4.8	<b>SANFORD</b>	0	12.2		
		24.8	6.9	<b>ROZEL</b>	0	17.0	C	
		0	6.8	<b>BURDETT</b>	0	23.9	C	
		7.0	4.7	<b>GRAY</b>	0	30.7		
		52.8	10.8	<b>HANSTON</b>	52.8	35.4	C	
				<b>JETMORE</b> YL		46.2	Y CR	
			(46.2)					

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 9 October 2, 1979		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS				
			<b>MANCHESTER</b>			Y	
	52.8	5.7		52.8			
	52.8	8.7	<b>VINE CREEK</b>	52.8	5.6		
	52.8	9.7	<b>WELLS</b>	52.8	14.3		
	0	0.2	<b>MINNEAPOLIS</b>	0	24.0	C	
	0	10.0	U.P. Crossing	0	24.2		
	0	8.8	<b>ADA</b>	0	34.2	C	
			<b>BARNARD</b>		43.0	Y 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	Stop. Rules 98(A), 98(B), 98(C), 98(E)	MPH
Crossing M.P. 24.2		Restricted Speed

##### (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-WARD	Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE No. 9 October 2, 1979	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
	Feet Per Mile		STATIONS	Feet Per Mile			
	0		<b>KIOWA</b> YL 0.8	21.1	0.6	Y CR	
	0		Mo. Pac. Crossing 8.2	31.7	8.8	C	
6420	0		<b>BURLINGTON</b> 10.9	15.8			
5022	31.7		<b>CHEROKEE</b> YL 12.1	29.6	19.7	C	
2202	31.7		JET 8.2	31.7	31.8	C	
2235	31.7		NASH 7.8	0	40.0	C	
1968	31.7		HILLSDALE 10.4	31.7	47.8		
4129	0		<b>BLANTON</b> YL 2.8	52.8	58.2		
	19.4		S.L.-S.F. Jct. 0.9	23.8	61.0		
	16.4		S.L.-S.F. Jct. 0.1	0	61.9		
	0		C.R.I.&P. Crossing 0.1	0	62.0		
	0		S.L.-S.F. Jct. 0.2	10.6	62.1		
	0		<b>ENID</b> YL 0.9	10.6	62.8	Y CR	
	29.3		S.L.-S.F. Crossing 9.6	52.8	63.2		
3371	0		FAIRMONT 0.8	0	72.8		
	38.1		S.L.-S.F. Crossing 6.8	52.8	73.6		
1422	0		DOUGLAS 8.0	38.5	80.4	CR	
8697	52.8		MARSHALL 6.7	52.8	88.4	C	
1427	52.8		LOVELL 7.7	52.8	95.1		
2196	26.4		CRESCENT 13.9	52.8	102.8	CR	
			<b>GUTHRIE</b> YL		116.7	Y CR	
			(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 Yard	Highway Viaduct. 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 Cherokee Blanton Enid, SL-SF Jct.	Plains Division Enid District SL-SF Ry. SL-SF Ry.

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- WARD	Capacity of Sidings in Feet	TIME TABLE	Mile Post	Communications Turn Tables and Wyes	EASTWARD
↓		No. 9			↑
		October 2, 1979			
		STATIONS			
		HARTER (Oklahoma City) 36.7	CRI&P RR		
		SHAWNEE 2.3			
		OCA JCT. YL 8.9		38.6	
		HARJO 7.9		47.5	
1699		MAUD 8.9		55.4	
		FINN 5.1		64.3	
1133		KONAWA 15.1		69.4	
		S.L.-S.F. Crossing 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), 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 M.P. 482.6 & 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- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 9 October 2, 1979		Mile Post	Communications Turn Tables and Ways	EAST- WARD ↑
			Feet Per Mile	STATIONS			
		0	FAIRFAX 5.5	31.7	37.6		
5143		25.0	RALSTON YL 9.2	31.7	43.1		
		31.7	SKEDDEE 5.9	31.7	52.3		
2025		31.7	CAMP SL-SF Crossing YL 13.5	31.7	58.2		
		31.7	YALE 10.7	30.4	71.7		
			<b>CUSHING</b> YL		82.4	Y C	
			44.8				

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 9 October 2, 1979		Mile Post	Communications Turn Tables and Ways	EAST- WARD ↑
			Feet Per Mile	STATIONS			
		0	CAMP 6.4				
		0	PAWNEE YL 1.8		6.6	CR	
	52.8	0	S.L.-S.F. Crossing 9.5	29.0	8.4		
		0	GLENCOE 12.0	31.7	17.9		
1267			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**

<b>BETWEEN:</b>	<b>MPH</b>
Fairfax and Cushing	40

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

	<b>MPH</b>
RR Crossing, M.P. 58.2 (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 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**

<b>BETWEEN:</b>	<b>MPH</b>
Pawnee and Stillwater	30

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

	<b>MPH</b>
RR Crossing M.P. 8.4 (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
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.

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 903:

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

5. YARD LIMITS

Abilene	Guthrie (Enid District only)	No. Wichita North JCT.
Ada, Okla.	Holyrood	OCA JCT.
Augusta (Fourth District only)	Hunter	Osborne
Barton	Jetmore	Pawnee (AT&SF only)
Blanton	Kinsley	Ponca City (Plains Division only)
CH JCT. (5th Dist. only)	Kiowa	Ralston
Camp (AT&SF only)	Larned	ST JCT.
Cherokee	Lincoln	Salina
Concordia	Little River	Scott City
Conway	Lorraine	Shawnee
Cushing	Lyons	Sterling
Dodge City	Manchester (Strong City Dist. only)	Stillwater
El Dorado	Marion	Superior
Ellinwood	McPherson	Talmage
Emporia	McPherson	Tipton
Enid	Merrick	WN JCT. (Eastern Division only)
Galatia	ND JCT.	
Great Bend	Ness City	
	Neva (Strong City Dist. 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 except Amtrak	4	5
Amtrak	2	2

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 Pile Drivers AT 199452 AT 199453 AT 199456 MPH
First, Second, Third, Fourth, Fifth, Oklahoma and Douglass	40	45	30
Enid (Enid to Guthrie), Strong City (Neva to Abilene)	30	30	30
Cushing	24	24	24
Strong City (Abilene to Superior), McPherson, Great Bend, Larned, Stillwater and Enid (Enid to Kiowa)	20	20	20
Little River, Minneapolis and Salina	15	15	15
OCAA	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 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 "✓" indicates wording at the side that applies.  
 See footnotes for explanation.

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

1	<b>PLACARD APPLIED ON CAR</b>	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 EXCEPT COMBUSTIBLE	COMBUSTIBLE
2	<b>TYPE OF CAR</b>	ANY CARS (Use for one, including trailer or combination)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR

3	<b>RESTRICTIONS</b>								
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓				✓	
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓				✓	
6	<b>MUST NOT BE PLACED NEXT TO</b>	LOADED FLAT CAR, A FLATCAR 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		EXPLOSIVES A		✓	✓	✓	✓		✓
16		POISON GAS	✓			✓	✓		✓
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓			
18		RADIOACTIVE	✓	✓	✓		✓	✓	

**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.