

T. H. SHALIN, Asst. Superintendent ..... Newton, Kans.  
 K. L. SEBO, Trainmaster ..... Newton, Kans.  
 R. A. KURTZ, Trainmaster ..... Newton, Kans.  
 R. E. JONES, Asst. Trainmaster ..... Wichita, Kans.  
 G. L. BERRY, Asst. Trainmaster ..... Salina, Kans.  
 C. A. GARRISON, Road Foreman of Engines ..... Newton, Kans.  
 R. E. CLEMENTS, Road Foreman of Engines ..... Emporia, Kans.  
 T. H. LINN, Rules Examiner ..... Newton, Kans.  
 T. L. REARDON, Safety Supervisor ..... Newton, Kans.  
 W. F. BOWEN, Asst. Superintendent ..... Oklahoma City Okla.  
 J. A. COVINGTON, 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.  
 J. R. FITZGERALD, JR.,  
 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.  
 R. H. BERRY, Asst. General Manager-Mechanical ..... Topeka, Kans.  
 B. R. TUCKER, Supervisor of Air Brakes—  
 General Road Foreman of Engines ..... Argentine

S. P. MARK, Chief Dispatcher ..... Newton, Kans.  
 M. C. SEELY, Asst. Chief Dispatcher ..... Newton, Kans.  
 R. F. SHIELDS, Asst. Chief Dispatcher ..... Newton, Kans.  
 K. F. KIEFER, Asst. Chief Dispatcher ..... Newton, Kans.  
 D. G. LITTON, Asst. Chief Dispatcher ..... Newton, Kans.  
 W. G. LORD, Asst. Chief Dispatcher ..... Newton, Kans.

**TRAIN DISPATCHERS—NEWTON, KANSAS**

W. G. WILLIAMS	R. C. COPPOCK	D. R. LACKEY
B. J. ECKERT	J. L. MITCHAM	S. J. SHIELDS
W. G. BURTON	G. H. HARDEY	A. D. HOSEY
D. L. RESER	M. A. PORTER	M. L. STAGNER
W. P. VAUGHN	D. G. CARGILL	R. L. DEPLER
D. S. OSBURN	R. L. TREFETHEN	B. N. PENDLAY
E. M. SMITH	T. A. STUTZMAN	C. L. COWEL

**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.**

**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

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

**EASTERN LINES**

**MIDDLE DIVISION**

**TIME TABLE No.**

**12**

**IN EFFECT**

**Sunday, October 25, 1981**

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

**Central 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

## 2 FIRST DISTRICT

## MIDDLE DIVISION

WEST- WARD First Class	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 12  October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Time Tables and Wyses	EAST- WARD First Class
<b>3</b>							<b>4</b>
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 2.15		6.1	<b>EMPORIA</b> YL } 3.2 } DT	21.2	112.1	T C R	AM 4.00
		6.1	MERRICK YL } 8.1 } ABS	0	115.3		3.47
		6.8	SAFFORDVILLE } 1.3 } Tracks	0	123.4		
2.25		9.2	ELLINOR } 7.0 } Tracks	0	124.7		3.40
	11762	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	O.K.T. 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		
3.25 AM		0	NEWTON } Tracks	19.1	185.1	T C R	2.45 AM
Arrive Daily			(73.0)				Leave Daily
62.5			Average speed per hour				58.4

At Emporia trains on which engine or train crews do not change will register by Form 903.

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 posts on South Track designated by "X".

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.

Rule 301 left side signals.

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

### Westward

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

### Eastward

M.P. 184.7, north track, Mo. Pac. crossing Newton  
M.P. 182.4, main track between Newton and 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

### SPECIAL RULES

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
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— Main tracks between Mo. Pac. crossing and interlocking M.P. 186.0; Freight leads between interlocking M.P. 185.6 and Sand Creek Bridge M.P. 186.3	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 (10-PACK 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

#### 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.

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

Trains or engines must not foul nor enter main tracks through hand throw switches where Rule 251 is in effect, until authority to do so has been obtained from the train dispatcher. Movement must be made as prescribed by Rules 99(E) and 319(A).

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

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

McPherson District trains originating Newton must secure clearance card marked "McPherson District".

# 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)*	45
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
			30
			10
Ellinor	I	Main track turnouts and crossovers.	40
			30
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
			20
Peabody	I	Both ends siding Connection to O.K.T.	30
			20
Walton	I	Both ends siding East switch, storage track	30
			10
Newton	I	Main track crossovers and turnouts M.P. 184.5 to M.P. 185.5 Turnout to lower yard M.P. 185.6	30
			10

## 3. TRACKS BETWEEN STATIONS

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

## JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
Newton	First District

# 4 SECOND DISTRICT

# MIDDLE DIVISION

WEST-WARD First Class 3	Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE No. 12 October 25, 1981	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST-WARD First Class 4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 3.35		0	NEWTON 1.6	31.8	185.1	T C R s	AM 2.35
		21.1	SAND CREEK 7.9	15.8	186.7	Y R C	
	6124		HALSTEAD 9.1	0	194.6		
	10452	21.1	BURRTON 0.4		203.7		
		9.5	BN Crossing 10.8	0	204.1	Y R	
		0	WAY 1.6	0	214.9	Y R	
		0	S.S.W. Crossing 1.5	0	216.5		
s 4.05	29903	0	HUTCHINSON 0.3	0	218.0	Y R C s	1.55
		0	CH JCT. 0.7	0	218.3		
		0	ND JCT. YL 0.2	0	219.0		1.48
		21.1	Mo. Pac. Crossing 4.2	0	219.2		
4.11		0	WHITESIDE 5.6	0	223.4	B	1.44
4.15		21.1	PARTRIDGE 6.1	0	229.0		1.40
4.20	10166	21.1	ABBYVILLE 5.6	0	235.1	B	1.36
4.24		21.1	PLEVNA 5.7	20.3	240.7	B	1.32
4.27		21.1	SYLVIA 4.7	0	246.4	C	1.28
4.31	10300	21.1	ZENITH 5.9	0	251.1	B	1.25
4.35		0	STAFFORD 0.2	0	257.0	C	1.21
		0	Mo. Pac. Crossing 8.8	0	257.2		
4.41	10284	21.1	ST. JOHN 6.8	0	266.0	C R	1.14
4.45		15.8	DILLWYN 4.8	0	272.8	B	1.09
4.49		15.8	MACKSVILLE 7.3	0	277.6	C R	1.06
4.54	10370	0	BELPRE 8.4	0	284.9	B	1.01
5.00		0	LEWIS 9.1	0	293.3	C	12.55
5.08	8600	21.1	KINSLEY YL 8.0	0	302.4 (316.7)	Y C R	12.48
	N4266 S5282	21.1	OFFERLE 5.6	0	324.7		
	6675	21.1	BELLEFONT 5.8	0	330.3		
	N7768 S5113	24.2	SPEARVILLE 8.6	24.2	336.1		
5.27	6805	26.5	WRIGHT 7.8	26.5	344.7		
s 5.50 AM			DODGE CITY YL		352.5	T Y C R	12.20 AM
Arrive Daily			(153.1)				Leave Daily
68.0			Average speed per hour				68.0

Rule 301 left side signals.

Controlled signals governing westward movements located immediately to the left of the track at the following locations:  
 M.P. 185.1, north track, Newton  
 M.P. 318.3, main track, west end Kinsley  
 M.P. 337.3, south siding, west end Spearville

## SPECIAL RULES

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frts.
Newton— Main tracks between Mo. Pac. crossing and interlocking M.P. 186.0; Freight leads between interlocking M.P. 185.6 and Sand Creek Bridge M.P. 186.3	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 (10-PACK 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

### 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).  
 Permanent slow and resume speed signs are not displayed for movements against the current of traffic.

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

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

# MIDDLE DIVISION

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

Curve,	M.P.	MPH
Curve,	M.P. 302.2 to 302.4	65
2 Curves,	M.P. 302.5 to 317.9	80
Curve,	M.P. 335.0 to 335.8	80
Curve,	M.P. 345.6 to 346.7	80
Curve,	M.P. 347.1 to 347.3	75
7 Curves,	M.P. 347.9 to 352.0	65
2 Curves,	M.P. 352.0 to 352.3 *	20

\*Equipped with westward ATS Inert Inductors.

## (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 (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
Halstead	I	Turnout from or to south track, M.P. 190	40
	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
S.S.W. Crossing (M.P. 216.5)	I	First crossover west of S.S.W. crossing between main track and siding	20
	I	Second crossover west of S.S.W. crossing between siding and main track	15
	I	Crossovers west of S.S.W. crossing between siding and CLIC track 301	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 CLIC track 314	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
Speareville	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	Turnout east end Freight lead	20
	I	Double Crossovers M.P. 350.1	30

# SECOND DISTRICT 5

## (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 302.4	55

## 3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Paxton	M.P. 199.3	338
Whiteside Storage Track*	M.P. 223.4	4176
Partridge Storage Track*	M.P. 229.0	4126
Plevna Storage Track	M.P. 240.7	4255
Sylvia Storage Track*	M.P. 246.4	2212
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 Lesiw storage tracks must not be blocked without authority of the Trainmaster.

\*Must not be used for meeting and passing trains.

# 6 THIRD DISTRICT

# MIDDLE DIVISION

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 12		Mile Post	Communications Turn Tables and Ways	EAST- WARD
			October 25, 1981				
		Feet Per Mile	STATIONS	Feet Per Mile			
		0	TCS ATCS ABS W.U.T. Ry.	NEWTON 2.9	27.8	185.1	T Y C R
		0		McGRAW 3.2	18.0	188.0	
6628		0		PUTNAM 4.0	5.5	191.2	
7528		0		SEDGWICK 6.6	10.4	195.2	
6710		0		VALLEY CENTER BN Crossing 7.3	7.2	201.8	
		0		NO. WICHITA YL 1.0	9.5	209.1	T C R
		0		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	
		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	UDALL 11.8	39.6	237.9		
9294		13.5	WN JCT. 1.1	16.3	249.7		
		31.7	WINFIELD 5.3	31.7	250.8	C R	
8023		31.7	HACKNEY 7.3	31.7	256.1		
			ARKANSAS CITY		263.4	T Y C R	
			(78.3)				

### 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.  
Permanent slow and resume speed signs are not displayed for movements against the current of traffic.  
Trains or engines must not foul nor enter main tracks through hand throw switches where Rule 251 is in effect, until authority to do so has been obtained from the train dispatcher. Movement must be made as prescribed by Rules 99(E) and 319(A).

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.

Independent track between No. Wichita and North Jct. is the first track east (geographically) of South Track and will be used by trains and engines only on instructions of Supervisor-Operations. 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.

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.

### SPECIAL RULES

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN	MPH	
	Psg.	Fr.
Newton— Main tracks between Mo. Pac. crossing and interlocking M.P. 186.0; Freight leads between interlocking M.P. 185.6 and Sand Creek Bridge M.P. 186.3	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— Main track between hand throw cross-over M.P. 262.9 and interlocking M.P. 264.1; CLIC track 198 between interlockings M.P. 262.6 and M.P. 265.0	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 (10-PACK 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	40
5 Curves, M.P. 230.6 to 233.9	60
2 Curves, M.P. 234.6 to 235.6	60
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
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	40
Curve, M.P. 260.4 to 260.7	40
Curve, M.P. 260.9 to 261.2	40
Curve, M.P. 262.7 to 262.9	50
4 Curves, M.P. 263.2 to 263.6	20

\*Equipped with westward ATS Inert Inductor.

(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 or 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
Udall	I	Other turnouts and crossovers	30
	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 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
Mulvane	Bridge Street M.P. 228.1 only	40
Udall	M.P. 237.6 and 238.2	45
Winfield	M.P. 249.8 and 251.2	45

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Keeler spurs	M.P. 218.1	2,300

# 8 FOURTH DISTRICT

# MIDDLE DIVISION

WEST- WARD	Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE  No. 12  October 25, 1981	Rolling Grade Ascending	Mile Post	Communications Tuna Tables and Wyes	EAST- WARD
	Feet Per Mile		STATIONS	Feet Per Mile			
	12080		ELLINOR 5.6	0	124.7		
	8594	0		GLADSTONE 5.8	0	130.3	
	10017	21.2	BAZAR 8.3	0	136.1		
	7948	21.2	MATFIELD GREEN 9.8	0	144.4	B	
		0			21.2		
	14892		CASSODAY 4.2	21.1	154.2		
	14338	14.7	AIKMAN 7.8	21.2	158.4		
		0			21.2	165.5	
	7010	21.1	CHELSEA 8.8	21.2	174.3	Y C R	
		0	EL DORADO YL 11.0	0			
		0	BN Crossing 0.4	0	185.3		
E 6646 W 9512		0	AUGUSTA YL 5.7	0	185.7 (196.5)	Y C R	
		0			0		
	6784	31.7	SALTER 6.4	21.1	205.2		
	6794	21.6	ROSE HILL 9.0	31.7	211.6		
	6953	0	MULVANE } 5.9 } Trackage J.W.	21.4	220.6	Y C R	
	7502	31.7		BELLE PLAINE 4.1	18.8	226.5	
		0	CICERO 8.3	21.4	230.6		
			WELLINGTON  (101.1)		238.9	T Y C R	

Rule 301 left side signals.

Between Chelsea and El Dorado block signal 1681 governing westward movements is located immediately to the left of the main track.

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

### Westward

M.P. 136.1, siding, west end Bazar  
M.P. 154.5, siding, west end Cassoday  
M.P. 159.7, main track, west end Aikman  
M.P. 166.3, main track, west end Chelsea

### Eastward

M.P. 204.9, siding, east end Salter  
M.P. 171.5, north track, east end El Dorado  
M.P. 164.8, siding, east end Chelsea  
M.P. 156.9, siding, east end Aikman  
M.P. 151.7, main track, east end Cassoday  
M.P. 143.5, siding, east end Matfield Green  
M.P. 129.8, siding, east end Gladstone

### SPECIAL RULES

#### SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frts.
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 (10-PACK 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. 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. 172.3 to 172.5	60
Curve, M.P. 173.4 to 173.7	45
Curve, M.P. 174.1 to 174.3	South Track 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	55
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

#### 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. 171.5 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.

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

Trains or engines must not foul nor enter main tracks through hand throw switches where Rule 251 is in effect, until authority to do so has been obtained from the train dispatcher. Movement must be made as prescribed by Rules 99(E) and 319(A).

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

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

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

Trains must secure clearance card at Wellington.



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

		MPH
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	40
Curve,	M.P. 237.7 to 237.8	45

**(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.

STATION	TYPE	LOCATION		MPH
		"I"—Interlocked Switch	"S"—Spring Switch	
Ellinor	I	Main track turnouts and crossovers		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	Turnout from or to South Track		50
	I	Crossovers M.P. 172.7		40
	I	Turnouts to depot track and west leg of wye		10
Augusta	I	Crossovers M.P. 174.3		30
	S	East end eastward siding		30
	I	Other turnouts and crossovers		30
Salter	I	End of double track westward		45
	I	Both ends siding		40
	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
Belle Plaine	I	Other turnout and crossovers		30
	I	Both ends siding		30
	I	End of double track		65
Cicero	I	End of double track		40
	I	Turnouts from or to yard lead 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	1,300

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
			No. 12	October 25, 1981				
			STATIONS					
			AUGUSTA			185.7	Y	
			6.3					
			GORDON		15.8	192.0		
			5.0					
			DOUGLASS		15.8	197.0		
			5.6					
			ROCK		15.8	202.6		
			6.2					
			AKRON		15.8	208.8		
			7.2					
			WN JCT.			216.0	R	
			(30.3)					

**TCS IN EFFECT:**

On Main track and sidings Augusta to WN JCT.

Rule 301 left side signals.

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

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

Westward

M.P. 207.7, siding, west end Akron

Eastward

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

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

BETWEEN:	MPH.
Augusta and WN JCT.	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 (10-PACK 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

WEST- WARD	Capacity of Sidelings in Feet	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
		Feet Per Mile	STATIONS	Feet Per Mile			
	0		ARKANSAS CITY 0.8	0	263.4	T C R	
	40.6		BN-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			PONCA CITY 11.4	40.9	288.9	Y C R	
8616			MARLAND 6.5	52.8	300.3	C	
7447			RED ROCK 5.9	29.9	306.8		
7993			OTOE 3.6	52.8	312.7		
			BLACK BEAR BN Crossing 5.3	33.1	316.3		
S 33824 N 5515			PERRY 6.8	52.8	321.6	R C	
8563			ASP 10.4	52.8	328.4		
10149			MULHALL 8.1	52.8	338.8		
8915			LAWRIE 5.4	35.3	347.2		
14725			GUTHRIE 7.4	16.2	352.6	Y C R	
9735			SEWARD 10.0	0	360.1		
7041			EDMOND 6.7	23.9	370.1		
8029			BRITTON 3.8	52.8	376.8		
			NOWERS 3.4	45.8	380.6		
			OKLAHOMA CITY 1.7	17.6	384.0	Y C R	
			BURNETT 3.1	0	385.7		
8460			FLYNN 4.4	46.7	390.5		
8351			MOORE 8.6	48.6	393.2		
6878			NORMAN 6.2	32.5	401.8	C R	
9075			NOBLE 9.2	52.8	408.1		
			PURCELL		417.3	Y C R	
			(153.2)				

Trains originating Arkansas City, Flynn and Purcell must secure clearance card.

Trains to be operated from Black Bear via BN must secure BN clearance at ATSF Station Perry.  
Rule 301 left side signals.

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

- Westward  
M.P. 385.7, south track, Burnett  
M.P. 391.2, siding, west end Flynn
- Eastward  
M.P. 389.7, main track, east end Flynn  
M.P. 385.9, north track, Burnett  
M.P. 308.3, main track, OG&E Sooner Spur

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

BETWEEN:	MPH	
	Psg.	Fr.
Arkansas City— Main track between hand throw crossover M.P. 262.9 and interlocking M.P. 264.1; CLIC track 198 between interlockings M.P. 262.6 and M.P. 265.0	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) (South Track)	40 90	40 60*
M.P. 387.4 and Purcell	90	60*
OG&E Sooner Spur between main track switch and Loop Track switch	30	30
Flynn and GM Yard (Flynn Industrial Spurs)	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 (10-PACK cars, cabooses, and cars loaded with empty trailers or empty containers are considered loads) . . . . . 55 MPH

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

**(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	60
Curve, M.P. 280.4 to 281.1	60
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
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

**TCS IN EFFECT:**

On Main tracks and sidings, Arkansas City to Nowers, and Burnett to Purcell.

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

**RULE 251 IN EFFECT:**

Nowers to M.P. 383.6 (Oklahoma City).  
M.P. 384.6 (Oklahoma City) to Burnett.  
Permanent slow and resume speed signs are not displayed for movements against the current of traffic.

**RULE 94 IN EFFECT:**

End of Double Track Nowers to Burnett.

# MIDDLE DIVISION

# OKLAHOMA DISTRICT

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

	MPH
Curve, M.P. 306.0 to 306.5	60
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
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
7 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	45
FLYNN INDUSTRIAL SPURS M.P. 388.8	
Curve, M.P. 0.0 to 0.3	10
2 Curves, M.P. 3.8 to GM Yard	10

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

\*\*Equipped with eastward ATS Inert Inductor.

\*\*\*Equipped with westward ATS Inert Inductor.

## (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
		"T"—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	East end yard lead		10
	I	Other turnouts and crossovers		40
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 siding		40
Asp	I	Both ends siding		40
Mulhall	I	Both ends siding		40
Lawrie	I	Both ends siding		40
Guthrie	I	Crossover between Enid District and Oklahoma District		30
	I	Other turnouts and crossovers		40
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. 358.8		40
	I	From or to North Track M.P. 387.4		40
Flynn	I	Both ends siding		20
	I	West switch, CLIC Track 506		10
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	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
Burnett	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	M.P. 391.4 and 396.2	20
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.
267.3	Highway Viaduct.
294.1	Salt Fork Arkansas River Bridge.
344.9	Skelton Creek Bridge.
380.1	Highway Viaduct.
384.0	Oklahoma City Train Sheds.
412.1	South Canadian River Bridge.

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 Lead (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
Borg-Warner Co.	M.P. 397.6	3,844
Tyler Simpson	M.P. 400.2	598
Dolese Spur	M.P. 405.7	1,036

JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
Black Bear	Oklahoma District

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 12		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
			October 25, 1981					
	Feet Per Mile		STATIONS		Feet Per Mile			
	0		CH JCT.	YL	0	218.3		
			4.4					
			YA JCT.		0	222.7	B	
			0.5					
4073	0		YAGGY		0	223.2	B	
	7.4							
4142	0		NICKERSON		0	228.6	C	
			7.0					
			ST JCT.	YL	0	235.6	B	
	11.1		1.1					
4281	0		STERLING	YL	0	236.7	C	
			6.2					
4124	0		ALDEN		0	242.9		
			6.1					
2674	0		RAYMOND		0	249.0	B	
	10.5							
2650	0		CLARENDON		0	253.5	B	
			4.5					
4120	0		ELLINWOOD	YL	0	259.4	YRC	
			4.5					
4128	0		DARTMOUTH		0	263.9	B	
	11.8		5.6					
			GREAT BEND	YL	0	269.5	YRC	
	19.4		7.8					
2632	0		DUNDEE		0	277.3	B	
	13.0		5.7					
4130	0		PAWNEE ROCK		0	283.0		
			8.8					
4063	0		LARNED	YL	0	291.8	YRC	
	17.4		10.7					
4134	0		GARFIELD		0	302.5	C	
	12.6		14.2					
			KINSLEY	YL	0	316.7	YRC	

Eastward trains must secure clearance card 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.
Ellinwood	Fifth District
Great Bend	Fifth District
Larned	Fifth District

# LARNED DISTRICT

# MIDDLE DIVISION

# GREAT BEND DISTRICT

13

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD	WEST-WARD
↓							↑	↓
		Feet Per Mile	STATIONS	Feet Per Mile				
	4063		<b>LARNED</b> YL	0		Y CR		
		10.5	6.6 FRIZELL	0	6.6			
		10.5	5.6 SANFORD	0	12.2			
		10.5	4.8 ROZEL	0	17.0	C		
		24.8	6.9 BURDETT	0	23.9	C		
		0	6.8 GRAY	0	30.7			
		7.0	4.7 HANSTON	0	35.4	C		
		52.8	10.8 <b>JETMORE</b> YL	52.8	46.2	Y CR		
			(46.2)					

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

Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
						↑
	Feet Per Mile	STATIONS	Feet Per Mile			
		<b>GREAT BEND</b> YL	0		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		
	15.8	7.7 RUSH CENTER	0	31.9	C	
4271	15.3	6.9 NEKOMA	0	38.8		
	21.1	6.0 ALEXANDER	0	44.8		
	21.1	7.7 BAZINE	0	52.5		
	31.7	11.6 NESS CITY YL	0	64.1	CR	
3880	31.7	8.4 LAIRD	31.7	72.5		
	31.7	7.7 BEELE	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 CR	
		(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

RR Crossing	MPH
M.P. 118.9 Interlocking, protected by de-rails. 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

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD ↑
			Feet Per Mile	STATIONS				
		0		MARION YL 0.3	0	10.1		
		31.7		O.K.T. Crossing 4.9	0	10.4		
	2276	31.7		CANADA 5.2	13.4	15.3		
		31.7		HILLSBORO 5.8	17.4	20.5		
		31.7		LEHIGH 7.8	0	26.3		
	2054	0		CANTON 5.8	11.6	34.1		
		27.2		GALVA 3.9	31.7	39.9		
		14.8		S.S.W. Crossing 2.9	31.7	43.8		
		0		S.S.W. 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 YL 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		BN 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 (102.4)		98.5	Y CR	

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, 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 S.S.W. 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 AT&SF track. Stop, open and close gate.	15
RR Crossing, M.P. 78.4 Gate normally across BN track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	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.

(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
Lyons	Grand Ave., M.P. 77.9 only	15

JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
McPherson	McPherson District
Lyons	McPherson District
Ellinwood	Fifth District

At Marion, side Track No. 4 is former AT&SF main track from O.K.T. 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.

# MIDDLE DIVISION

# SALINA DISTRICT 15

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
		Feet Per Mile	STATIONS	Feet Per Mile			
		0	<b>ABILENE</b>	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>	0			
		0	12.6 EAST SALINA	0			
		0	0.4 A.B. JCT.	0	20.5		
		0	1.0 U.P. Crossing	0	21.5		
		0	0.1 U.P. Crossing	0	21.6		
		0	0.1 U.P. Crossing	0			
		14.2	<b>SALINA</b> YL	0	21.7	R C	
		39.9	1.0 U.P. Crossing	0	22.7		
2184		47.7	7.4 HEDVILLE	37.0	30.1		
		47.6	12.1 JUNIATA	42.2	42.2		
		47.6	3.3 WESTFALL	44.0	45.5		
		47.6	9.7 BARTON	42.2	55.2		
		50.0	1.4 U.P. Crossing	50.2	56.6		
2811		0	0.3 LINCOLN	0	56.9		
		37.0	5.2 GOLDENROD	21.1	62.1		
		47.5	3.1 DENMARK	37.0	65.2		
		37.0	6.5 ASH GROVE	18.5	71.7		
		42.2	5.4	30.0			
		52.8	<b>HUNTER</b> YL	44.9	77.1		
981		55.4	8.9 TIPTON	50.0	86.0	C	
		21.1	8.2 CORINTH	10.6	94.2		
		47.5	3.9 FORNEY	42.2	98.1		
			4.4 <b>OSBORNE</b> YL		102.5	Y C R	
			(103.4)				

Eastward trains secure UP clearance and AT&SF clearance card at Salina.

Westward trains secure UP clearance and AT&SF clearance card at Abilene; also AT&SF 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

RR Crossing, M.P.	Stop. Rules	MPH
21.5	98(A), 98(B), 98(C), 98(E)	15
21.6	98(A), 98(B), 98(C), 98(E)	15
22.7	(Auto. Interlocking)	20
24.5	24.6	15
25.1	25.2	15
55.1	55.4	15
56.6	Gate normally across AT&SF track. Stop, open and close gate.	
88.5	91.5	20
101.1	Solomon River	20

#### (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)
Solomon—Rueb Track	U.P. M.P. 171.7	4,000

### 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.

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	<b>TIME TABLE</b> <b>No. 12</b>  October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	39.4		NEVA YL 7.6	0	7.6		
	37.0		HVMER 5.8	0			
	47.5		DIAMOND SPRINGS 5.8	0	13.4	B	
	50.5		BURDICK 6.3	41.2	19.2	B	
	20.6		O.K.T. Crossing LOST SPRINGS 5.4	49.1	25.5	B	
	48.6		S.S.W. Crossing HOPE 5.9	49.1	30.9		
2785	34.4		Mo. Pac. Crossing NAVARRE 7.3	0	37.1	B	
	40.7		ENTERPRISE 0.1	47.5	44.4	B	
	0		O.K.T. Crossing A.T. & S.F. Crossing 5.8	0	52.2	B	
	0		ABILENE YL 0.5	0	52.3		
	0		C.R.I. & P. Jct. S.A. Jct. 0.2	0	58.1	T C R	
	0		U.P. Crossing TALMAGE YL 8.0	0	58.8		
1931	39.8		MANCHESTER YL 5.6	0	59.0		
1874	52.8		LONGFORD 5.3	52.7	67.0	B	
	52.8		OAK HILL 9.3	52.8	72.8	Y B	
	52.7		MILTONVALE 9.1	52.7	78.4	C R	
2964	52.8		AURORA 5.9	52.7	83.7	B	
	52.6		HUSCHER 2.0	52.7	93.0	C	
	0		COOK 3.2	0	102.1	B	
	0		Mo. Pac. Crossing BN Crossing 0.3	0	108.0		
	14.2		CONCORDIA YL 6.6	0	110.0		
	52.4		Mo. Pac. Crossing KACKLEY 7.6	0	113.2	R C	
	0		C.R.I. & P. Crossing COURTLAND 7.5	23.5	113.5		
	52.1		LOVEWELL 5.8	52.7	120.1		
	52.6		WEBBER 4.9	0	127.7		
	0		State Line Mo. Pac. Crossing 1.2	52.8	133.7		
	42.2		SUPERIOR YL	0	141.2		
	42.2			0	147.0		
				0	151.9		
				0	152.6		
					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 Gate normally across O.K.T. track. Approach prepared to stop. If gate normal, observe maximum speed shown.	15
RR Crossing, M.P. 52.3 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 Stop. Rules 98(A), 98(B), 98(C), 98(E)	15
RR Crossing, M.P. 120.1 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 Gate normally across CRI&P track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	30
4 Curves, M.P. 133.8 to 134.0	20
RR Crossing, M.P. 152.6 Stop. Rules 98(A), 98(B), 98(C), 98(E)	20
3 Curves, M.P. 152.6 to 153.1	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.

**(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

Trains must secure clearance card Abilene and Concordia when operator on duty.

No switch lights on the Strong City District.



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
Manchester	Strong City District
Superior	Burlington Northern main track

MINNEAPOLIS DISTRICT

LITTLE RIVER DISTRICT

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
	52.8	MANCHESTER 5.7	52.8		Y	
	52.8	VINE CREEK 8.7	52.8	5.6		
	52.8	WELLS 9.7	52.8	14.3		
	0	MINNEAPOLIS 0.2	0	24.0		
	0	U.P. Crossing 10.0	0	24.2		
	0	ADA 8.8	0	34.2	C	
		BARNARD		43.0	Y C	
		(43.1)				

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
	37.5	LYONS 17.3			BN RR	
	52.8	LORRAINE YL 5.6	51.7	20.7		
	52.8	HOLYROOD YL 4.6	0	26.1	C	
	52.8	FARHMAN 5.7	44.9	30.7		
	0	HITSCHMANN 4.8	37.0	36.4		
	47.5	BEAVER 5.8	27.3	41.2		
	45.5	SUSANK 2.9	31.7	47.0		
	52.8	STICKNEY 2.9	51.5	49.9		
	52.8	MILLARD 4.1	52.8	52.8		
		GALATIA YL		56.9	Y	
		(53.7)				

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	M.P.	Stop. Rules 98(A), 98(B), 98(C), 98(E)	MPH Restricted Speed
	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

Westward trains must secure BN clearance at Lyons.

Eastward trains must secure BN clearance at Holyrood.

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.

JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
Lorraine	BN R.R.

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	Feet Per Mile		STATIONS	Feet Per Mile			
	0		<b>KIOWA</b> YL			Y CR	
	0		0.8 Mo. Pac. Crossing	21.1	0.6		
6420	0		8.2 <b>BURLINGTON</b>	31.7	8.8	C	
	0		10.9	15.8			
			<b>CHEROKEE</b> YL			C	
5022	31.7		12.1	29.6	19.7		
2202	31.7		JET	31.7	31.8		
2235	31.7		8.2 NASH	31.7	40.0		
1968	31.7		7.8 HILLSDALE	0	47.8		
4129	31.7		10.4 BLANTON YL	31.7	58.2		
	0		2.8 BN Jct.	52.8	61.0		
	19.4		0.9 BN Jct.	23.8	61.9		
	16.4		0.1 O.K.T. Crossing	0	62.0		
	0		0.1 BN Jct.	0	62.1		
	0		0.2	10.6			
	0		<b>ENID</b> YL		62.3	Y CR	
	0		0.9 BN Crossing	10.6	63.2		
3371	29.3		9.6 FAIRMONT	52.8	72.8		
	0		0.8 BN Crossing	0	73.6		
1422	38.1		5.8 DOUGLAS	52.8	80.4		
8697	0		8.0 MARSHALL	38.5	88.4		
	52.8		6.7 LOVELL	52.8	95.1		
1427	52.8		7.7 CRESCENT	52.8	102.8		
2196	26.4		13.9	52.8			
			<b>GUTHRIE</b> YL		116.7	Y CR	
			(116.9)				

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

(B) SPEED RESTRICTIONS—CURVES, BRIDGES 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*
Bridge, M.P. 79.4	30
3 Curves, M.P. 111.9 to 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 M P H.

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	Highway Viaduct.
Yard	Crescent, overhead pipes, Cimarron Spur.

JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
Kiowa	Plains Division
Cherokee	Enid District
Blanton	BN R.R.
Enid, BN Jct.	BN R.R.

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

Before entering BN track at Enid or Blanton, trains and engines must secure permission from Operator Enid, when on duty; instructions must be repeated to Operator.

AT&SF trains will use Burlington Northern tracks between Enid and Blanton. Be governed by Rule 93 between connecting track Enid and BN M.P. 546 plus two poles and by block signal indication BN M.P. 546 plus two poles and Blanton, BN M.P. 548 plus three poles. Maximum authorized speed 20 MPH. A proceed signal indication will authorize trains as extras between Enid and Blanton. At Blanton, crew members must observe block indicator at the switch entering BN track. If block indicator indicates "block occupied", train will wait five minutes, then if no train is approaching, open switch and be governed by signal indication. At Blanton or Enid, if signals fail to display a proceed indication, after waiting five minutes, train may proceed and must provide flag protection ahead of movement between the BN M.P. 546 plus two poles and BN M.P. 548 plus three poles as prescribed by Rule 99.

If AT&SF trains enroute Blanton use siding, crew members must observe block indicator located BN M.P. 546 plus 19 poles. If it indicates "block clear", train may enter main track and proceed. If it indicates "block occupied", train must wait five minutes and provide flag protection ahead as prescribed by Rule 99 to Blanton.

No switch lights on Enid District.

**CUSHING DISTRICT**

**MIDDLE DIVISION**

**STILLWATER DISTRICT**

**19**

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 12					
			October 25, 1981					
		Feet Per Mile	STATIONS		Feet Per Mile			
		0	FAIRFAX 5.5		31.7	37.6		
		25.0	RALSTON 9.2		31.7	43.1		
		31.7	SKEDEE 5.9		31.7	52.3		
	2025	31.7	CAMP BN Crossing 13.5		31.7	58.2		
		31.7	YALE 10.7		30.4	71.7		
			CUSHING YL			82.4	Y C	
			44.8					

Trains to be operated from Camp via BN must secure BN clearance.

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 & BRIDGES**

Bridge, M.P.	MPH
41.2	30
RR Crossing, M.P. 58.2 (Auto. Interlocking)	20

**(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 town 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

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 12					
			October 25, 1981					
		Feet Per Mile	STATIONS		Feet Per Mile			
		0	PAWNEE YL 1.8		0	6.6	CR	
		52.8	EN Crossing 9.5		29.0	8.4		
		1267	GLENCOE 12.0		31.7	17.9		
			STILLWATER YL			29.9	C	
			(23.5)					

Westward trains must secure clearance card at Pawnee.

No switch lights on Stillwater 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.	MPH
8.4 (Auto. Interlocking)	20

**(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

WEST- WARD	Capacity of Sidings in Feet	TIME TABLE	Mile Post	Communications Turn Tables and Wyes	EASTWARD
↓		No. 12 October 25, 1981			↑
		STATIONS			
		HARTER (Oklahoma City) 36.7	M-K-T R.R.		
		SHAWNEE 2.3			
		OCA JCT. YL 8.9	38.8		
		HARJO 7.9	47.5		
1699		MAUD 8.9	55.4		
		FINN 5.1	64.3		
1133		KONAWA 15.1	69.4		
		BN Crossing 0.6	84.5		
1203		ADA YL	85.1	C	
		(85.5)			

Westward trains must secure AT&SF clearance card at Flynn, and M-K-T clearance at Flynn or Harter.

Eastward trains must secure M-K-T clearance at Shawnee.

No switch lights on OCAA district.

## SPECIAL RULES

## 1. SPEED REGULATIONS

## (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
OCA Jct. and Ada	30

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

	MPH
RR Crossing, Yard Track Shawnee. Rule 98(A), 98(B), 98(C), 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

## (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
132.6 (Meeker Spur)	Railroad Viaduct
132.7 (Meeker Spur)	Railroad Viaduct

## 3. TRACKS BETWEEN STATIONS

Name	Location	Capacity
Midwest City Industrial Spur	M-K-T 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.	M-K-T

# MIDDLE DIVISION

## 4. STATIONS LISTED BELOW ARE REGISTER STATION ONLY FOR TRAINS ORIGINATING OR TERMINATING:

Concordia Ellinwood Emporia	Great Bend Larned Lyons	McPherson Wellington
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## 5. YARD LIMITS

	M.P. Location			M.P. Location	
	East	West		East	West
<b>First District:</b>			<b>Salina District:</b>		
Emporia-Merrick	110.3	115.8	Salina	20.5	25.8
<b>Second District:</b>			Barton-Lincoln	54.2	58.0
N D Jct.	219.3	222.5	Hunter	76.0	78.0
Kinsley	300.1	302.3	Tipton	85.0	87.1
Dodge City	352.1	354.6	Osborne	101.9	
<b>Third District:</b>			<b>Strong City Dist.:</b>		
No. Wichita-North Jct.	207.9	211.7	Neva	0.2	1.3
<b>Fourth District:</b>			Abilene	56.4	61.0
El Dorado	174.3	176.3	Talmage	66.0	67.7
Augusta	182.4	201.9	Manchester	71.8	73.7
<b>Fifth District:</b>			Concordia	112.0	116.0
C H Jct.	218.3	220.9	Superior	152.9	
ST. Jct-Sterling	235.1	237.6	<b>Little River Dist.:</b>		
Ellinwood	257.8	261.0	Lorraine		21.5
Great Bend	267.8	275.0	Holyrod	25.4	26.9
Larned	290.2	293.7	Galatia	55.9	
Kinsley	314.2	316.5	<b>Enid District:</b>		
<b>Larned District:</b>			Kiowa	0.1	3.0
Larned		2.0	Cherokee	16.5	22.0
Jetmore	45.2		Blanton	56.4	58.1
<b>Great Bend Dist.:</b>			Enid	60.5	67.0
Great Bend		1.6	Guthrie	114.0	116.4
Ness City	62.6	65.3	<b>Cushing District:</b>		
Scott City	119.0		Camp	57.1	59.1
<b>McPherson Dist.:</b>			Cushing	78.2	
Marion		12.0	<b>Stillwater Dist.:</b>		
McPherson-Conway-Windom	43.0	61.0	Pawnee		9.0
Little River	65.3	67.2	Stillwater	26.0	
Lyons	76.8	79.1	<b>OCAA District:</b>		
Ellinwood	97.4		OCA Jct.		39.6
			Ada	83.0	

## 6. BULLETIN BOOKS

Abilene	Enid	No. Wichita
Ada, Okla	Flynn	Osborne
Argentine RH	Gainesville	Pawnee
Arkansas City	GM Yard	Perry
Augusta	Great Bend	Ponca City
Cherokee	Guthrie	Purcell
Concordia	Jetmore	Salina
Dodge City	Kans City US	Sand Creek
El Dorado	Lyons	Superior
Ellinwood	McPherson	Way
Emporia	Newton	Wellington

## 7. STANDARD CLOCKS

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

# SPECIAL RULES 21

## 8. 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

## 9. 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:

	Wrecking Derricks MPH	Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 AT 199459 AT 199460 AT 199461 AT 199462 AT 199463 and Jordan Spreaders MPH	Locomotive Crane AT 199720 and Other machines including Pile Drivers AT 199452 AT 199453 AT 199456 MPH
<b>DISTRICT</b>			
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.

## 10. 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.

## 11. TRACK SIDE WARNING DETECTORS

## (A) LOCATION—HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Detector Location	Locator Location	
	Westward	Eastward
<b>First District:</b>		
M.P. 134.0	M.P. 135.9	M.P. 131.7
M.P. 159.0	M.P. 161.4	M.P. 156.9
<b>Second District:</b>		
M.P. 192.1	M.P. 194.0	M.P. 190.5
M.P. 221.4 *	M.P. 221.4	M.P. 221.4
M.P. 247.9	M.P. 249.9	M.P. 246.4
M.P. 275.5	M.P. 277.2	M.P. 273.5
M.P. 321.2	M.P. 323.0	M.P. 319.2
<b>Third District:</b>		
M.P. 220.0	M.P. 222.1	M.P. 218.4
M.P. 253.0	M.P. 255.0	M.P. 251.3
<b>Fourth District:</b>		
M.P. 140.4	M.P. 142.4	M.P. 138.2
M.P. 156.8 **		
M.P. 166.1 **		
M.P. 179.1 ***	M.P. 181.2	M.P. 176.7
M.P. 223.7	M.P. 225.7	M.P. 222.2
<b>Douglass District:</b>		
M.P. 198.8	M.P. 201.5	M.P. 197.4
<b>Oklahoma District:</b>		
M.P. 279.0	M.P. 280.9	M.P. 276.0
M.P. 304.0	M.P. 306.0	M.P. 302.0
M.P. 341.5 ***	M.P. 343.9	M.P. 339.1
M.P. 367.6	M.P. 369.1	M.P. 366.0
M.P. 405.4	M.P. 407.6	M.P. 403.2

\*—Monitor Display Board Type.

\*\*—Dragging Equipment Detector Only.

\*\*\*—Hot Box Detector Only.

Rotating white light on field side at detector and locator locations M.P. 179.1, Fourth District.

Except as indicated above, hot box or dragging will actuate alarm. See Special Rule 11(C).

## (B) LOCATION—SHIFTED LOAD DETECTORS

Detector Location	Indicator Location	
	Westward	Eastward
<b>Oklahoma District:</b>		
M.P. 341.5	M.P. 343.9	
M.P. 347.8		M.P. 347.8 & M.P. 346.0
M.P. 407.4	M.P. 409.5	
M.P. 416.2		M.P. 414.0

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

See Special Rule 11 (D).

## (C) 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.

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

## 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:

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

## (D) 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.

## 12. JOINT TRACK FACILITIES

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

AKANSAS CITY—MULVANE—BELLE PLAINE—Mo. Pac. trains will use AT&SF tracks between Arkansas City and Belle Plaine via Mulvane, and will be governed by AT&SF Time Table and Special Instructions.

ARKANSAS CITY—PERRY—B.N. trains will use AT&SF tracks between Arkansas City and Perry and will be governed by AT&SF Time Table and Special Instructions.

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.

NEWTON—McPHERSON, AND LYONS—AT&SF trains will use Mo. Pac. tracks between Newton and McPherson, and at Lyons, and will be governed by Mo. Pac. Time Table and Special Instructions.

C.R.I. & P. JCT.—WEST ABILENE—O.K.T. trains will use AT&SF main track and will be governed by AT&SF Time Table.

WEST ABILENE—EAST SALINA—AT&SF trains will use U.P. R.R. tracks between West Abilene and East Salina and will be governed by U.P. Time Table, Rules and Regulations.

EAST SALINA—A.B. Jct.—O.K.T. and AT&SF trains will use O.K.T. main track and will be governed by AT&SF Time Table.

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

LYONS—LORRAINE—AT&SF trains will use B.N. tracks between Lyons and Lorraine and will be governed by B.N. Time Table and Special Instructions.

At Lorraine B.N. trains will use AT&SF tracks 2480 feet west of B.N. connecting track switch.

BLANTON—ENID—AT&SF trains will use B.N. tracks between Blanton and Enid and be governed by Special Instructions.

BLACK BEAR—PAWNEE—CAMP—AT&SF trains will use B.N. tracks between Black Bear and Camp, via Pawnee and will be governed by B.N. Time Table and Special Instructions.

PAWNEE—AT&SF main track between M.P. 7.3 and M.P. 8.2 is designated a siding for B.N. trains. AT&SF Time Table and Special Instructions will govern.

SHAWNEE—HARTER—AT&SF trains will use M-K-T tracks and will be governed by M-K-T Time Table, Rules and Special Instructions.

### 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
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

### 14. USE OF BURLINGTON NORTHERN TRACKS.

Trains and engines using BN tracks between Black Bear and Camp, and between Lyons and Lorraine will be governed by AT&SF Rules, except for the following Burlington Northern Rules of the Consolidated Code of Operating Rules effective October 1, 1980:

1. **RESTRICTED SPEED**—Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH.

2. **SECTION**—One of two or more trains running on the same schedule displaying signals or for which signals are displayed.

3. Each timetable, from the moment it takes effect, supersedes the preceding timetable, and its schedules take effect on any subdivision at the leaving time at their initial stations on such subdivision. When a schedule of the preceding timetable corresponds in

number,  
class,  
day of leaving,  
direction,  
initial station and  
terminal station

with a schedule of the new timetable, a train authorized by the preceding timetable will retain its train orders and assume the schedule of the corresponding number of the new timetable.

Schedules on each subdivision date from their initial station on such subdivision.

Not more than one schedule of the same number and day shall be in effect on any subdivision.

**NOTE**—Day of leaving under this rule means the day of the week that the schedule authorizes a train to leave its initial station.

4. The explosion of two torpedoes is a signal to immediately reduce speed to 20 MPH or as much slower as conditions require, prepared to stop short of train or obstruction. After reducing to 20 MPH, speed must not be increased until train has reached a point at least one mile from where the torpedoes were exploded.

Torpedoes must be placed not less than 150 feet apart, and not in immediate vicinity of station buildings, or public crossings, or where they may cause injury.

During extremely cold weather or when torpedoes may be covered with snow, a duplicate set must be placed on the opposite rail to explode simultaneously.

5. When a train or engine stops for a fusee burning red on or near its track, it must wait until fusee burns out before proceeding at reduced speed for one mile.

6. A yellow flag or a yellow light displayed to the right of the track as viewed from an approaching train or engines indicates that beginning at a point two miles from the yellow signal the train or engine must proceed at a speed of not more than 10 MPH unless a different speed is specified by train order, bulletin or general order.

Speed must not be increased until entire train has passed a green flag or a green light displayed to the right of the track indicating the end of the restriction.

7. A train or engine finding a yellow-red flag displayed to the right of the track as viewed from an approaching train must be prepared to stop before any part of the train or engine passes a red flag or red light two miles beyond the yellow-red flag. In the absence of a red signal at that location a train or engine may proceed at a speed of not more than 10 MPH unless a different speed is specified by Form Y train order. Speed of train must not be increased until entire train has passed a green flag displayed to the right of track.

**NOTE:** In modified rules 6 and 7, in the absence of a green flag, when crew of train is positive that their entire train has passed the restriction as indicated in train order, unless other speed restrictions govern, normal speed may be resumed. On routes not affected, a green flag will be placed just beyond clearance point on that route.

8. Except when governed by Form Y train order, a train or engine finding a red flag or a red light displayed between the rails of a track or to the right of the track as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received.

Red signal must be replaced when found between the rails.

### 9. WHISTLE SIGNALS—

Sound	Indication
— o o	To call attention to engine and

train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting points to signals displayed by a following section. If not answered by a train, the train displaying signals must stop, notify them and ascertain the cause.

— o — Approaching meeting or waiting point.

10. When a train is to turn out to meet an opposing train and the headlight fails before the train is clear of main track, or if view of headlight is obscured by cars or other obstruction, a member of the crew must be immediately sent ahead on main track to stop opposing train until main track is clear.

11. The headlight must be dimmed while standing on main track awaiting arrival of an approaching train that is to take siding, but not until approaching train dims its headlight as a signal for the standing train to do likewise.

When the markers of a train on a siding display red to the rear, a following train may proceed only at reduced speed until it can be determined that the train on the siding is clear of the track being used.

12. All sections except the last must display two green lights on the front of the engine.

13. First class trains are superior to second class trains, third class trains and extra trains.

Second class trains are superior to opposing third class trains and to opposing extra trains.

Trains in the direction specified in the timetable are superior to trains of the same class in the opposite direction. Third class trains are superior to opposing extra trains.

14. Time table schedules may be abolished by bulletin or general order for the life of the timetable.

15. Two or more sections may be run on the same schedule. Each section has equal timetable authority.

Sections may be created at initial stations by a numbered clearance bearing the words, "green signals" or, "no signals", example; "First 3 green signals", "Second 3 no signals", and the name of the station to which the section is authorized.

Signals must not be ordered displayed to, nor taken down at, other than a register station for a train displaying signals.

16. A section may pass and run ahead of another section of the same schedule, first exchanging train orders, clearances, signals, and section numbers with the section to be passed. The change in sections must be reported from the first available point of communication.

17. In the application of the fourth paragraph of Rule 99, with reference to distance to go back, the following applies: Flagman will go back at least the distance prescribed by timetable or other instructions for that territory.

18. In Non-ABS territory, before a train or engine fouls a main track in moving out of a siding, junction or other track, flag protection against following trains must be provided unless relieved by:

- (1) Train Order;
- (2) Special Instructions, Bulletin or General Order;
- (3) Yard Limits;
- (4) When movement to the main track is made immediately after the rear of an opposing train has passed the switch to be used. Crew member lining switch for movement must leave lighted fuse between rails on main track to the rear of switch;  
or
- (5) When movement to the main track is made at a switch where the main track is occupied by standing train, engine or cars immediately to the rear of the switch to be used.

NOTE: This rule does not modify requirements for flag protection as required by Rule 99 if movement is delayed after main track has been fouled.

19. When a train is unable to proceed against the right or schedule of another train, the conductor may send a flagman to hold that train. Flagman must be given written instructions to show to engineer of train on which he is sent and also to be shown to the engineer of the train to be held. Flagman must ride on the engine and engineer must stop and let him off at first switch at station to which he is sent. Conductor will retain a copy of flagging instructions.

20. Train order Form E—Time Orders.

(1) No. 1 run 50 mins late A to G.

(2) No. 2 run 50 mins late A to G and 20 mins late G to C.

These examples make the schedule of No. 1 as much later as stated in the order between the designated stations. Inferior trains must clear these later times as before required to clear the schedule time.

21. Train Order Form F—For Section.

(1) Eng 25 display signals and run as First 1 A to Z.

To be used when the engine number for which signals are displayed is not known, and is to be followed by example (2).

(2) Eng 20 run as Second 1 A to Z

(3) Second 1 display signals B to Z for Eng 99

(4) Engs 20, 25 and 99 run as First, Second and Third 1 A to Z

(5) Engs 25 and 99 reverse positions as Second and Third 1 H to Z

Following sections, if any, need not be given copies of this order.

Each section affected by the above examples must have copies and arrange signals accordingly.

22. Train Order Form Y.—Maintenance of Way Conditional Stop.

(1) Men and equipment on \_\_\_\_\_ track between \_\_\_\_\_ and \_\_\_\_\_ from \_\_\_\_\_ m until \_\_\_\_\_ m. All trains on \_\_\_\_\_ track proceed through these limits at reduced speed (not exceeding \_\_\_\_\_ MPH) unless a different speed is verbally authorized by employee in charge or entire train has passed a green flag.

When a train or engine finds a red flag displayed to the right of the track as viewed from an approaching train within the limits of a Form Y train order, stop must be made before any part of train or engine passes the red signal unless a proceed signal is given with a yellow flag or verbal permission is given in the following form:

"(XYZ) Railway foreman calling Extra 232 east about order No. \_\_\_\_\_"

When engineer answers, the foreman will state: "Extra 232 east may pass red signal at (location) without stopping."

A different speed than that shown in the train order may be authorized by adding:

"Proceed at \_\_\_\_\_ MPH" or "Proceed at normal speed."

These instructions must be repeated by the engineer.

A green flag displayed to the right of the track indicates the end of the restriction.

23. When a train or engine is stopped by the Stop indication of an automatic interlocking signal, and no immediate conflicting movement is evident, a member of the crew must operate the time release and be governed by instructions posted in the release box.

If signal does not change its indication at expiration of time release interval, train or engine may then proceed on hand signal from a member of the crew at the crossing if there is no train or engine approaching on conflicting routes.

If a train or engine is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train or engine is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train or engine on the conflicting route.

24. Members of crew on moving trains must, when practicable, make frequent inspection of track from rear of train.

## 15. USE OF MISSOURI PACIFIC TRACKS.

ATSF trains operating between Newton and McPherson on McPherson Subdivision of Mo. Pac. Railroad Co. will be governed by Mo. Pac. general orders, timetable and special instructions and by ATSF operating rules except as modified by the following:

1. General orders supersede any rule or special instructions with which they conflict.

Train and enginemen must familiarize themselves with general orders and other notices before commencement of each trip or day's work.

Location of general orders will be designated by special instructors.

Special instructions in the timetable supersede any rule with which they conflict.

2. Protection for men, machines and track restrictions may be provided by display of temporary speed restriction and resume speed signs without the use of train orders or flag protection. Temporary



speed restrictions signs will be placed one mile, or further if necessary, from the point where the restriction begins.

When such signs are displayed train or engine will proceed not exceeding 10 MPH, or slower if necessary, within the limits of the restriction, and be prepared to stop short of gang, machines, or stop sign. If gang is encountered be governed by verbal instructions of foreman. If stop sign displayed, train or engine must stop and be governed by verbal instructions. Unless otherwise instructed by foreman train or engine must not exceed 10 MPH until rear of train has passed resume speed sign.

3. Other than as provided by Stop Order, or in paragraph 2 above, when an unattended red flag or red light is displayed near the track and there is no one there to explain, train or engine, after stopping, must be preceded for a distance of one mile from point where signal is displayed, by a flagman, who must carefully examine track and structures for defects.

A signal so displayed will not apply to the track on which train or engine is running if displayed beyond the first rail of an adjoining track.

When an unattended red flag or red light is found between the rails of any track other than main track, train or engine must stop, and not proceed until flag or light has been removed by an employe of the class that placed it there.

4. Train or engine finding burning fusee on or near its track must stop. After stopping train or engine will proceed prepared to stop short of train, engine, obstruction, or switch not properly lined for flag-gang distance prescribed by timetable.

5. Flagging distance under rule 99 will be prescribed by timetable special instructions.

6. Train Order protection of maintenance:

Approach Order (Example)

8 35 A M to 5 35 P M approach \_\_\_\_\_ gang between MP18 and MP 20 prepared to stop and proceed on hand signal given with yellow flag or yellow light or verbal permission. After receiving proceed signal or verbal permission do not exceed \_\_\_\_\_ MPH within the limits of this order. (Or after receiving proceed signal maximum speed may be resumed).

Trains and engines must enter limits of order prepared to stop, and stop will be made before entering gang unless proceed signal given with a yellow flag or yellow light or verbal permission is received.

When proceed signal given with a yellow flag or yellow light or verbal permission is received, speed may be increased as stated in order. In event gang is not encountered train or engine will proceed prepared to stop until outer limit of order is passed.

Two or more employes will constitute a gang.

#### 49. HAZARDOUS MATERIAL.

I. It is the conductors responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

**Waybill** The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

**Wheel Reports** The train crew is required to have a wheel report,

consist, switch list or other document indicating the position in the train of each loaded placarded car.

**Placards** Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

**Commodity Codes** The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

A. Notify the Chief Dispatcher by the quickest means possible. If railroad communications fail or are not available, call long distance to the telephone number listed below:

Newton, Kansas— 316-283-7510

B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, **DO NOT GO NEAR THE CARS**. Smoking is prohibited in the vicinity of a hazardous material incident.

C. Assist injured. Call for medical assistance if needed.

D. The Chief Dispatcher will be furnished as much of the following information as possible:

- (1) Train identification, symbol, employee name and position.
  - (2) Specific location of the incident (station, milepost location, nearest street or highway crossing.)
  - (3) Nature of the incident—number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.
  - (4) Waybill Information:
    - (a) Car number
    - (b) Proper shipping name of contents
    - (c) Hazard class of material
    - (d) Shipper and consignee
    - (e) Standard Transportation Commodity Code (49 Series number).
  - (5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).
  - (6) Location of roads, buildings, people or property subject to harm or damage from the emergency.
  - (7) Location of access roads.
  - (8) Location of nearby stream, rivers, ponds, lakes or other bodies of water.
  - (9) Any other information that will help the dispatcher understand the situation.
- E. Warn people to stay away from the emergency area.

F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. **DO NOT SURRENDER**

**DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.**

G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

**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 warding at the side that applies.  
 See footnotes for explanation.

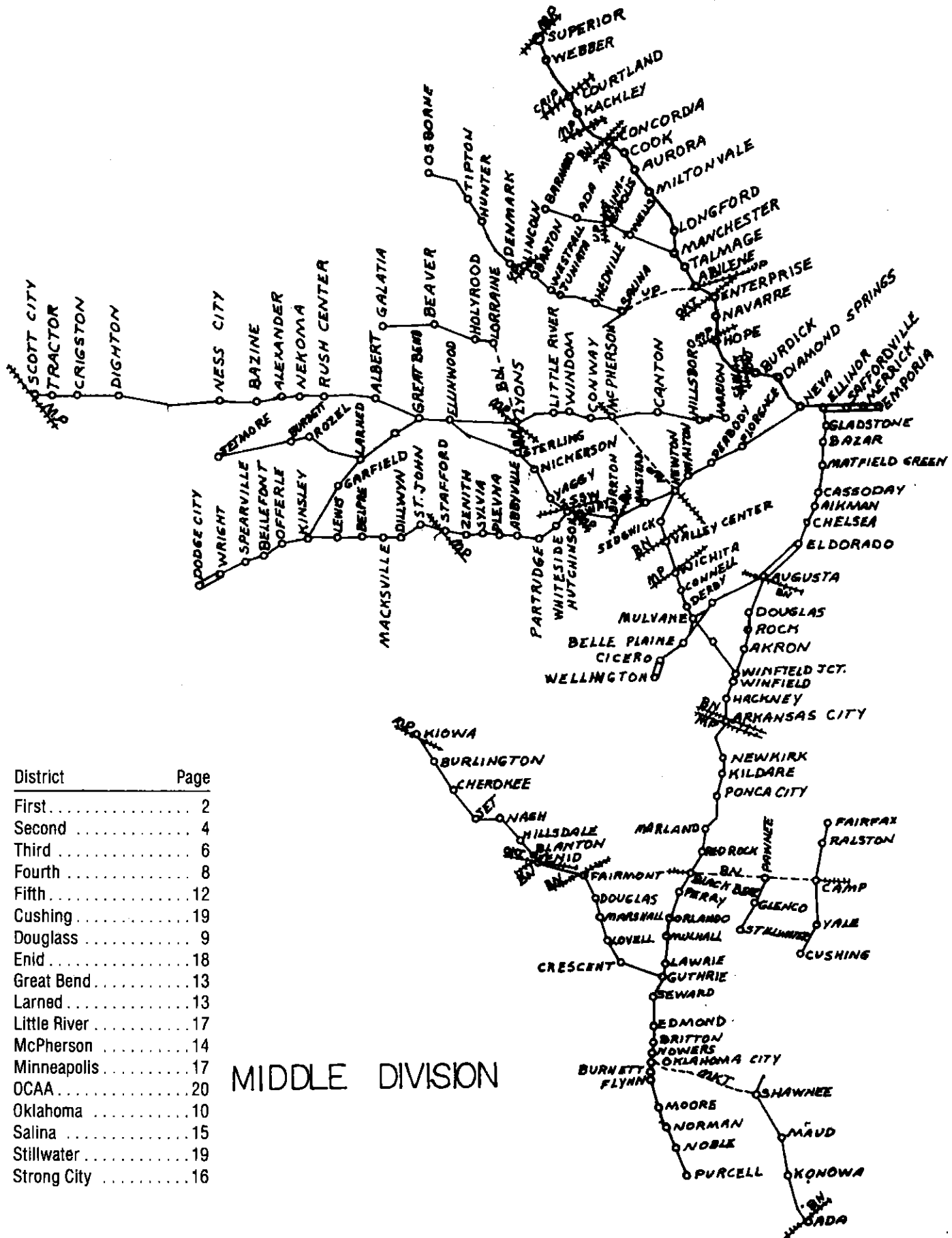
**POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS**

PLACARD APPLIED ON CAR		TYPE OF CAR							
		ANY CARS <small>(For flat cars, excepting trailer-on-flatcars)</small>	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
1	EXPLOSIVES-A								
2	POISON GAS								
3	RESTRICTIONS								
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	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	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 PLACED 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



District	Page
First	2
Second	4
Third	6
Fourth	8
Fifth	12
Cushing	19
Douglass	9
Enid	18
Great Bend	13
Larned	13
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McPherson	14
Minneapolis	17
OCAA	20
Oklahoma	10
Salina	15
Stillwater	19
Strong City	16

## MIDDLE DIVISION