

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES

MIDDLE DIVISION

TIME TABLE No.

15

IN EFFECT

Sunday, October 28, 1984

At 12:01 A. M.

Central Time

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

D. F. DUNCAN
Superintendent
Newton, Kansas

R. L. BANION
General Manager
Topeka, Kansas

B. J. HEATH **C. L. HOLMAN**
V. G. NAIL
Asst. General Managers
Topeka, Kansas

H. B. LAMPE, Asst. Superintendent Newton, Kans.
K. L. SEBO, Trainmaster Newton, Kans.
R. A. KURTZ, Trainmaster Newton, Kans.
G. L. BERRY, Asst. Trainmaster Salina, Kans.
C. A. GARRISON, Road Foreman of Engines Newton, Kans.
G. A. EARNSHAW, Road Foreman of Engines Emporia, Kans.
T. H. LINN, Rules Instructor Newton, Kans.
D. E. EDINGTON, Safety Supervisor Newton, Kans.
W. F. BOWEN, Asst. Superintendent Oklahoma City Okla.
J. A. COVINGTON, Trainmaster Arkansas City, Kans.
R. F. SMITH, Asst. Trainmaster Oklahoma City, Okla.
T. M. JOYCE, Asst. Trainmaster Oklahoma City, Okla.
J. R. FITZGERALD, JR.,
Road Foreman of Engines Arkansas City, Kans.
D. G. SIBLEY, Rules Instructor Oklahoma City, Okla.
A. W. DeMOSS, Safety Supervisor Oklahoma City, Okla.
B. R. TUCKER, Supervisor of Air Brakes—
General Road Foreman of Engines Topeka, Kans.

S. P. MARK, Chief Dispatcher Newton, Kans.
M. C. SEELY, Asst. Chief Dispatcher Newton, Kans.
R. C. COPPOCK, Asst. Chief Dispatcher Newton, Kans.
K. F. KIEFER, Asst. Chief Dispatcher Newton, Kans.
R. L. TREFETHEN, Asst. Chief Dispatcher Newton, Kans.

TRAIN DISPATCHERS—NEWTON, KANSAS

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

**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 02	60.0	1 44	34.6
— 39	92.3	1 04	58.0	1 46	34.0
— 40	90.0	1 06	56.2	1 48	33.3
— 41	87.8	1 08	54.5	1 50	32.7
— 42	85.7	1 10	52.9	1 52	32.1
— 43	83.7	1 12	51.4	1 54	31.6
— 44	81.8	1 14	50.0	1 56	31.0
— 45	80.0	1 16	48.6	1 58	30.5
— 46	78.3	1 18	47.4	2 00	30.0
— 47	76.6	1 20	46.1	2 02	29.5
— 48	75.0	1 22	45.0	2 04	29.0
— 49	73.5	1 24	43.9	2 06	28.5
— 50	72.0	1 26	42.9	2 08	28.0
— 51	70.6	1 28	41.9	2 10	27.5
— 52	69.2	1 30	40.9	2 12	27.0
— 53	67.9	1 32	40.0	2 14	26.5
— 54	66.6	1 34	39.1	2 16	26.0
— 55	65.5	1 36	38.3	2 18	25.5
— 56	64.2	1 38	37.5	2 20	25.0
— 57	63.2	—	36.8	2 22	24.5

(C) SPEED RESTRICTIONS—VARIOUS

		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	70
	Middle Track	
Curve,	M.P. 122.5 to 123.0 North Track	75
	Middle Track	
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	45
RR Crossing,	M.P. 168.6 (Auto. Interlocking)*	45
Curve,	M.P. 168.9 to 169.1	45
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.

(D) SPEED RESTRICTIONS—SWITCHES

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

"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
		East crossover between Middle Track and South Track.	
		Turnout to Yard Lead	
Ellinor	I	Main track turnouts and crossovers.	40
Strong City	I	Both ends siding	30
Neva	I	Turnout to Strong City District	20
Clements	I	Both ends siding	30
Florence	I	Both ends siding	30
Peabody	I	Both ends siding	30
		Connection to O K T	20
Walton	I	Both ends siding	30
		East switch, storage track	10
Newton	I	Main track crossovers and turnouts M.P. 184.5 to M.P. 185.5	30
		Turnout to lower yard M.P. 185.6	10

3. TRACKS BETWEEN STATIONS

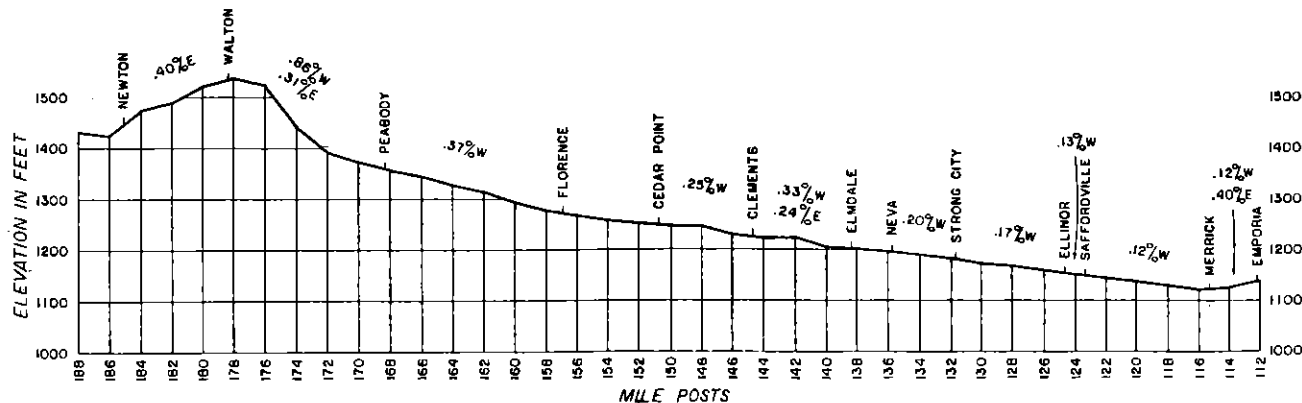
Name	CLIC No.	Location	Length (Feet)
Cottonwood Falls Spur	8497	M.P. 131.4	8,976

4. TRACK SIDE WARNING DEVICES
HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Detector Location	Locator Location	
	Westward	Eastward
M.P. 134.0	M.P. 135.9	M.P. 131.7
M.P. 159.0	M.P. 161.4	M.P. 156.9

See Special Rule 10.

-FIRST DISTRICT-
EMPORIA TO NEWTON



WEST-WARD	Length of Sidings in Feet	TIME TABLE	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class		No. 15			First Class
3		October 28, 1984			4
Leave Daily		STATIONS			Arrive Daily
AM 4.25		NEWTON 1.6 SAND CREEK 7.9	185.1 186.7	T CR Y R C	AM 2.46
	6124	HALSTEAD 9.1	194.6		
	10452	BURRTON -0.4 BN Crossing 10.8 WAY 1.6 S.S.W. Crossing 1.8	203.7 204.1 214.9 216.5		
4.57	29903	HUTCHINSON YL 0.9 Mo. Pac. Crossing 4.2	218.3 219.2	Y R C	2.01
5.03		WHITESIDE 5.6	223.4		1.47
5.07		PARTRIDGE 6.1	229.0		1.43
5.12	10166	ABBYVILLE 5.6	235.1	B	1.39
5.16		PLEVNA 5.7	240.7		1.35
5.19		SYLVIA 5.9	246.4		1.31
5.23	10300	ZENITH 5.9	251.1		1.28
5.27		STAFFORD 0.2 Mo. Pac. Crossing 8.8	257.0 257.2	B	1.24
5.33	10284	ST. JOHN 6.8	266.0	B	1.17
5.37		DILLWYN 4.8	272.8		1.12
5.41		MACKSVILLE 7.3	277.6	B	1.09
5.46	10370	BELPRE 8.4	284.9		1.04
5.50		LEWIS 9.1	293.3		12.58
5.55	8600	KINSLEY YL 8.0	302.4 (316.7)	Y	12.51
	N4286 S5282	OFFERLE 5.6	324.7		
	6675	BELLEFONT 5.8	330.3		
	N7768 S5113	SPEARVILLE 8.6	336.1		
6.14	6805	WRIGHT 7.8	344.7		
6.37 AM		DODGE CITY YL	352.5	T Y C R	12.23 AM
Arrive Daily		(153.1)			Leave Daily
69.6		Average speed per hour			64.2

Mile Post location Yard Limits —
 Hutchinson — East, M.P. 219.3; West, M.P. 222.5
 Kinsley — East, M.P. 300.1; West, M.P. 302.3
 Dodge City — East, M.P. 352.1; West, M.P. 354.6

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 Hutchinson	79	55*
Hutchinson and Dodge City	90	55*
Dodge City—Freight lead between east switch and bridge at M.P. 351	20	20

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

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTION - TONNAGE.

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

(C) SPEED RESTRICTIONS—VARIOUS

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

*Equipped with westward ATS Inert Inductors.

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.
- Westward trains must secure clearance card at Hutchinson.
- Time of trains at Hutchinson applies at the west siding switch, except time for No. 4 applies at the passenger station, M.P. 218.0.

(D) SPEED RESTRICTIONS—SWITCHES

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

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	LOCATION	MPH
Newton	I	Main track crossovers and turnouts M.P. 184.5 to M.P. 185.5	30
	I	Turnout to lower yard M.P. 185.6	10
Sand Creek	I	Crossover M.P. 186	40
	I	Turnouts to yard M.P. 187.8	10
	I	Crossovers M.P. 187.8	30
	I	Turnout from or to south track, M.P. 190	40
Halstead	I	Both ends siding	40
Burrton	I	Both ends siding	40
Way-Hutchinson	I	Second crossover west of SSW crossing between siding and main track	10
	I	Crossover west of SSW crossing between siding and CLIC track 301	10
	I	Other turnouts and crossovers	30
Abbyville	S	Both ends siding	30
Zenith	S	Both ends siding	30
St. John	S	Both ends siding	30
Belpre	S	Both ends siding	30
Kinsley	I	Turnouts and crossovers between Depot and Colony Ave.	30
	I	West end siding (M.P. 318.4)	40
Offerle	I	Both ends both sidings	20
Bellefont	I	Both ends siding	20
Spearville	I	Both ends both sidings	20
Wright	I	East end siding	20
	I	Turnout from or to South Track M.P. 344.7	40
Dodge City	I	Turnout east end Freight lead	20
	I	Double Crossovers M.P. 350.1	30

(D) SPEED RESTRICTIONS—SWITCHES—(Cont'd.)

20 MPH on Hutchinson siding while head end of train passing over hand throw switches listed below:

M.P. 213.7 — East switch tail track 0145

M.P. 215.5 — West switch crossover to track 0202

M.P. 218.7 — Switch wye track 0313.

3. TRACKS BETWEEN STATIONS

Name	CLIC No.	Location	Length (Feet)
Whiteside Storage Track*	0501	M.P. 233.4	4176
Partridge Storage Track*	0503	M.P. 229.0	4126
Plevna Storage Track	0506	M.P. 240.7	4255
Sylvia Storage Track*	4601	M.P. 246.4	2212
Stafford Storage Track*	5701	M.P. 257.0	3720
Dillwyn Storage Track*	7201	M.P. 272.8	4253
Macksville Storage Track	7701	M.P. 277.6	4081
Lewis Storage Track	9301	M.P. 293.3	4176

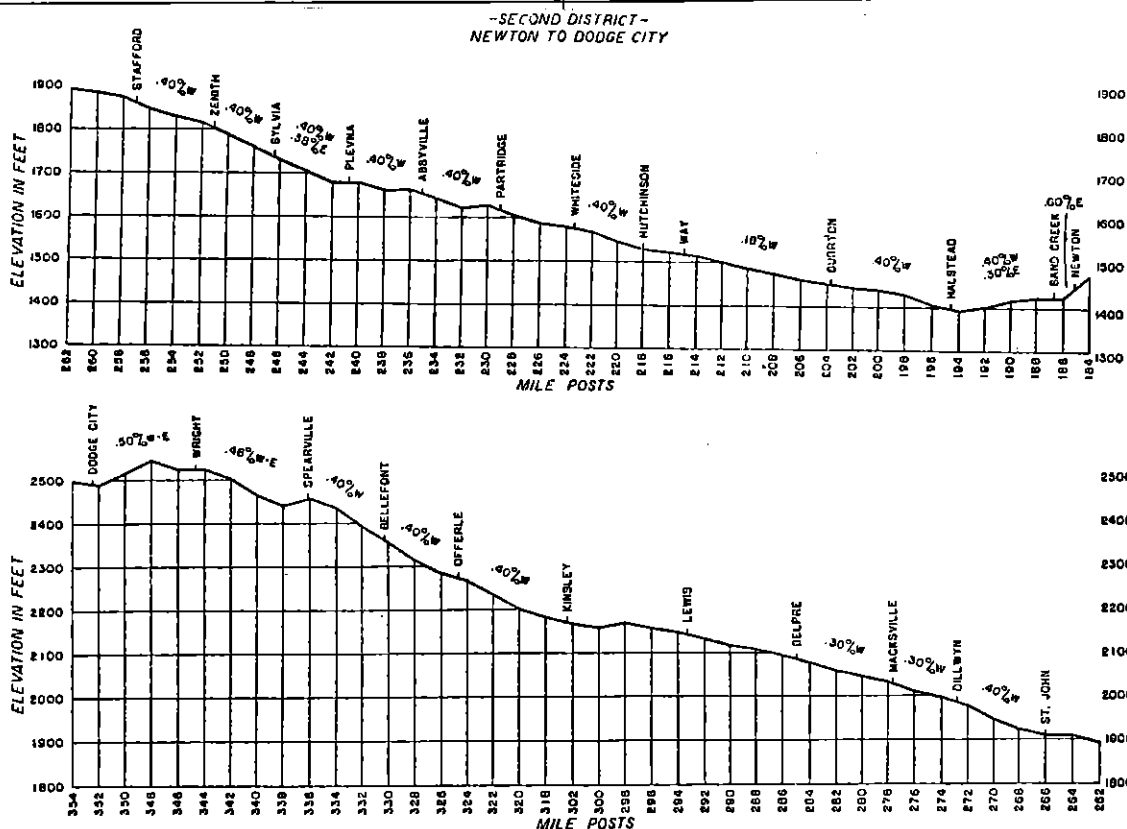
Whiteside, Partridge, Plevna, Sylvia, Stafford, Dillwyn, Macksville and Lewis storage tracks must not be blocked without authority of the Trainmaster.

*Must not be used for meeting and passing trains.

4. TRACK SIDE WARNING DEVICES
HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Detector Location	Locator Location	
	Westward	Eastward
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

* — Monitor Display Board Type.
See Special Rule 10.



6 THIRD DISTRICT

MIDDLE DIVISION

WEST- WARD	Length of Sidings in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Ways	EAST- WARD
↓		STATIONS			↑
		NEWTON 2.9	185.1	T Y C R	
		McGRAW 3.2	188.0		
	6628	TCS PUTNAM 4.0	191.2		
	7526	TCS SEDGWICK 5.6	195.2		
	6710	VALLEY CENTER BN Crossing 7.3	201.8		
		NO. WICHITA YL 1.0	209.1	T C R	
		Mo. Pac. Crossing 1.6	210.1		
		NORTH JCT. YL 0.6	211.7		
		WICHITA U.S. 0.9	212.3		
		SOUTH JCT. 4.2	213.2	Y	
	6616	CONNELL 5.6	217.4		
	6872	DERBY 4.9	223.0		
	15184	TCS MULVANE 10.0	227.8	Y	
	6156	UDALL 11.8	237.9		
	9294	WN JCT. 1.1	249.7		
	WINFIELD 5.3	250.8	C R		
8023	HACKNEY 7.3	256.1			
E7000	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.

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.

Mile Post location Yard Limits -
No. Wichita -
North Jct. - East, M.P. 207.9; West, M.P. 211.7.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
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
Newton and North Jct.	55
North Jct. and South Jct. (W.U.T. Ry.)	30
South Jct. and Arkansas City	55
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. 264.1	20

(B) SPEED RESTRICTION - TONNAGE.

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

MIDDLE DIVISION

THIRD DISTRICT 7

(C) SPEED RESTRICTIONS—VARIOUS

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

(D) SPEED RESTRICTIONS—SWITCHES

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

"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

(D) SPEED RESTRICTIONS—SWITCHES—(Cont'd.)

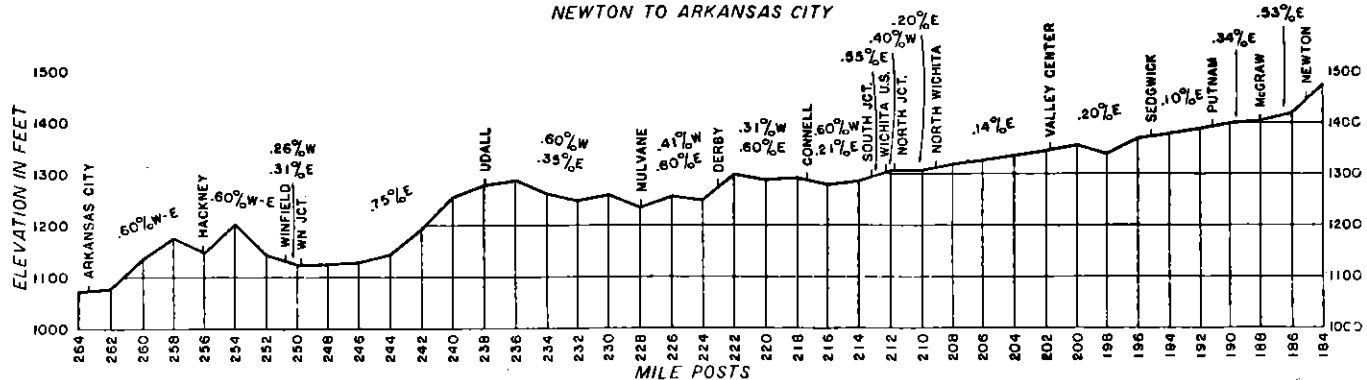
STATION	TYPE	LOCATION	MPH
North Jct. (W.U.T. Ry)	I	Main track crossovers	30
South Jct. (W.U.T. Ry)	I	East crossover between main tracks M.P. 213	30
	I	Turnout to ATSF Third District	30
Connell	I	Both ends siding	40
Derby	I	Both ends siding	40
Mulvane	I	Crossover between Third and Fourth Districts at M.P. 227.3	40
	I	Turnout to west end yard lead	10
	I	Other turnouts and crossovers	30
Udall	I	Both ends siding	40
WN Jct.	I	West end siding	40
	I	Turnouts to Douglas District	25
	I	Turnouts to Eastern Division	15
	I	Other turnouts and crossovers	30
Hackney	I	Both ends siding	40
Arkansas City	I	East end East siding	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

4. TRACK SIDE WARNING DEVICES HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Detector Location	Locator Location	
	Westward	Eastward
M.P. 220.0	M.P. 222.1	M.P. 218.4
M.P. 253.0	M.P. 255.0	M.P. 251.3

See Special Rule 10.

—THIRD DISTRICT—
NEWTON TO ARKANSAS CITY



8 FOURTH DISTRICT

MIDDLE DIVISION

WEST- WARD	Length of Sidings in Feet	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	EAST- WARD
No. 15 October 28, 1984						
STATIONS						
	12080	TCS	ELLINOR 5.6	124.7		
	6594		GLADSTONE 5.8	130.3		
	10017		BAZAR 8.3	136.1		
	7943		MATFIELD GREEN 9.8	144.4	B	
	14892		CASSODAY 4.2	154.2		
	14338	AIKMAN 7.8	158.4			
	7010	CHELSEA 8.8	165.5			
		ABS	EL DORADO YL 11.0	174.3	Y C R	
			BN Crossing 0.4	185.3		
	E 6646 W 9512		AUGUSTA YL 5.7	185.7 (199.5)	Y	
	6784	TCS	SALTER 6.4	205.2		
	6794		ROSE HILL 9.0	211.6		
	6953		MULVANE 5.9	220.5	Y	
	7502		BELLE PLAINE 4.1	226.5		
		TCS ABS	CICERO 8.3	230.6		
			WELLINGTON	238.9		T Y C R
			(101.1)			

Mile Post location Yard Limits —
 El Dorado — East, M.P. 174.3; West, M.P. 176.3
 Augusta — East, M.P. 182.4; West, M.P. 201.9.

SPECIAL RULES

1. SPEED REGULATIONS (A) MAXIMUM AUTHORIZED SPEED

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

- *Maximum authorized speed for freight trains is:
 70 MPH provided:
 (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
 (2) Train does not exceed 5500 tons.
 (3) Train does not exceed 90 cars.
 (4) Train does not average more than 80 tons per car.
 (5) Locomotive can control speed to 70 MPH without use of air brakes.

- (B) SPEED RESTRICTION - TONNAGE.
 Maximum authorized speed for freight trains is:
 45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

	MPH
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
Crossings, M.P. 185.3 to 186.2	30
7 Curves, M.P. 185.5 to 200.7	50
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. 209.5 to 210.4	55
Curve, M.P. 215.6 to 215.8	55
4 Curves, M.P. 219.4 to 221.2	North Track
Crossing, M.P. 220.8	North Track
Curve, M.P. 217.3X to 217.4X	South Track
2 Curves, M.P. 220.0X to 221.4X	South Track
Curve, M.P. 228.4 to 228.6	65
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

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 interlocking signal at El Dorado, Augusta, Cicero and Wellington authorizes extras with the current of traffic where Rule 251 in effect.

At Mulvane, track nearest depot is Third District main track, next track is Fourth District North track, and next track is Third District Siding. Mile posts on South track designated by "X".

Wellington is register station only for trains originating or terminating.

Trains originating at Wellington must secure clearance card.

(D) SPEED RESTRICTIONS—SWITCHES

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

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

3. TRACKS BETWEEN STATIONS

Name	CLIC No.	Location	Length (Feet)
Vanora Spur	7530	M.P. 177.4	600
KG&E Spur	1204	M.P. 209.3	1,300

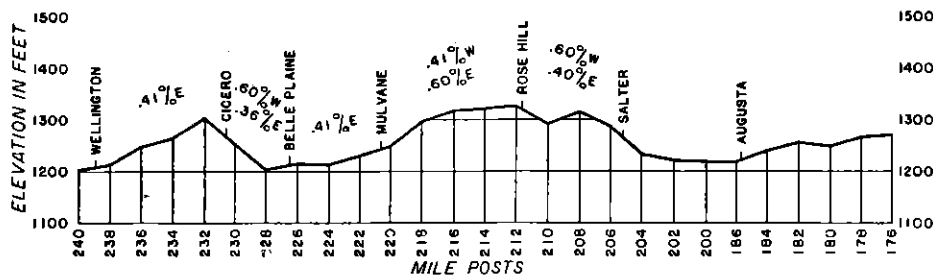
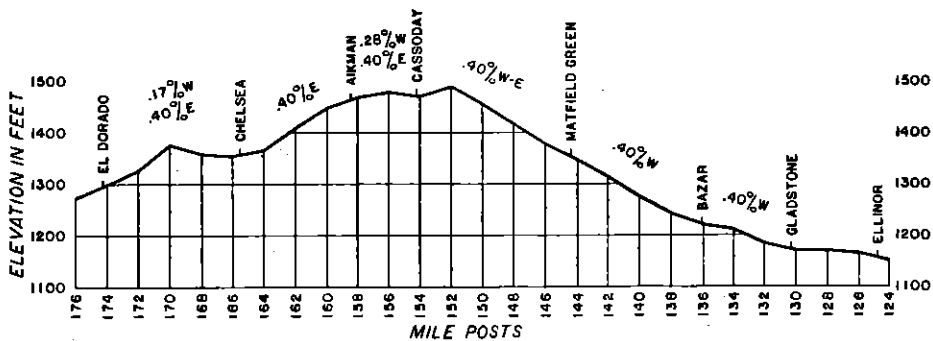
4. TRACK SIDE WARNING DEVICES
HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Detector Location	Locator Location	
	Westward	Eastward
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

* — Dragging Equipment Detector only.
** — Hot Box Detector only. Rotating white light on field side at detector and locator locations.

See Special Rule 10.

-FOURTH DISTRICT -
ELLINOR TO WELLINGTON



10 FIFTH DISTRICT

MIDDLE DIVISION

DOUGLASS DISTRICT

WEST-WARD	Length of Siding in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
		STATIONS			
		HUTCHINSON YL	218.3	Y R C	
		4.4 YA JCT.	222.7		
4073		0.5 YAGGY	223.2		
4142		5.4 NICKERSON	228.6		
		7.0 ST JCT. YL	235.6		
4281		1.1 STERLING YL	236.7		
4124		6.2 ALDEN	242.9		
2874		6.1 RAYMOND	249.0		
2850		4.5 CLARENDON	253.5		
4120		5.9 ELLINWOOD YL	259.4	Y	
		4.5 DARTMOUTH	263.9		
		5.6 GREAT BEND YL	269.5	Y R C	
		7.8 DUNDEE	277.3		
4130		5.7 PAWNEE ROCK	283.0		
4063		8.8 LARNED YL	291.8	Y	
4134		10.7 GARFIELD	302.5		
		14.2 KINSLEY YL	316.7	Y	
		(98.4)			

WEST-WARD	Length of Siding in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
		STATIONS			
		AUGUSTA	185.7	Y	
		6.3 GORDON	192.0		
		5.0 DOUGLASS	197.0		
		5.5 ROCK	202.6		
7496		6.2 AKRON	208.8		
5833		7.2 WN JCT.	216.0	R	
		(30.3)			

TCS IN EFFECT:

On main track and sidings Augusta to WN Jct.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Augusta and WN Jct.	55

(B) SPEED RESTRICTION - TONNAGE.

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

(C) SPEED RESTRICTIONS-VARIOUS

	MPH
Crossings, M.P. 185.3 to 186.2	30
6 Curves, M.P. 186.1 to 188.7	35
Curve, M.P. 191.7 to 191.8	50
Bridge, M.P. 195.2	40
Crossings, M.P. 196.8 to 197.4	35
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

(D) SPEED RESTRICTIONS-SWITCHES

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

"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
		Turnouts to Third District	25

4. TRACK SIDE WARNING DEVICES

HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Detector Location	Locator Location	
	Westward	Eastward
M.P. 198.8	M.P. 201.5	M.P. 197.4
See Special Rule 10.		

Trains must secure clearance card at Great Bend when operator on duty.

Great Bend is register station only for trains originating or terminating.

At YA Jct. and ST Jct. junction switches normally lined for AT&SF Ry. At Ellinwood, Great Bend and Larned junction switches normally lined for Fifth District.

Mile Post location Yard Limits —

Hutchinson — East, M.P. 218.3; West, M.P. 220.9

ST Jct. —

Sterling — East, M.P. 235.1; West, M.P. 237.6

Ellinwood — East, M.P. 257.8; West, M.P. 261.0

Great Bend — East, M.P. 267.8; West, M.P. 275.0

Larned — East, M.P. 290.2; West, M.P. 293.7

Kinsley — East, M.P. 314.2; West, M.P. 316.5.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Hutchinson and Great Bend	49
Great Bend and Kinsley	40

(B) SPEED RESTRICTION - TONNAGE.

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

(C) SPEED RESTRICTIONS - VARIOUS

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

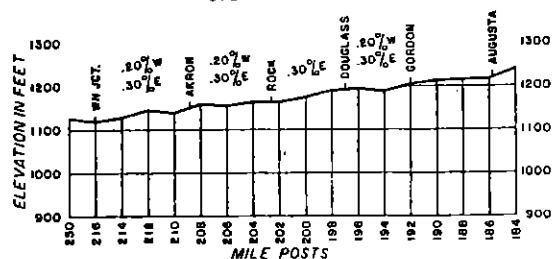
(D) SPEED RESTRICTIONS-SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

3. TRACKS BETWEEN STATIONS

Name	CLIC No.	Location	Length (Ft.)
Great Bend Industrial Spur	7030	M.P. 274.6	9,751

-DOUGLASS DISTRICT-
AUGUSTA TO WN JCT.



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 AT&SF Station Perry.

AT&SF trains will use M-K-T tracks between Oklahoma City (Harter) and Shawnee (36.7 miles). Eastward trains must secure AT&SF clearance card at Flynn and M-K-T clearance at Flynn or Harter. Westward trains must secure M-K-T clearance at Shawnee. AT&SF clearance card and train orders secured at Flynn will be retained for westward trip from Shawnee. Rule 127 in effect on AT&SF tracks at Shawnee.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
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. 264.1	20
Arkansas City and Nowers	55
Nowers and Burnett	20
Burnett and end of Two Tracks M.P. 387.4 North Track	40
South Track	55
M.P. 387.4 and Purcell	55
OG&E Sooner Spur between main track switch and Loop Track switch	30
Flynn and GM Yard (Flynn Industrial Spurs)	20
Shawnee Industrial Spur	20
Purcell Yard Track No. 1	20

(B) SPEED RESTRICTION - TONNAGE.

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

(C) SPEED RESTRICTIONS—VARIOUS

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

WEST- WARD	Length of Siding in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Ways	EAST- WARD
↓	E 7000 W 9900	STATIONS			↑
		ARKANSAS CITY 0.8	263.4	Y C R	
		AT&SF Crossing 11.5	264.2		
	12185	NEWKIRK 5.2	275.8		
		KILDARE 7.8	281.0		
	32442	PONCA CITY 11.4	288.9	Y C R	
	8616	MARLAND 6.5	300.3	C	
	7447	RED ROCK 5.9	308.8		
	7993	OTOE 3.6	312.7		
		BLACK BEAR BN Crossing 5.3	318.3		
	S 3624 N 5615	PERRY 6.8	321.8	R C	
	8563	ASP 10.4	328.4		
	10149	MULHALL 8.1	338.8		
	8915	LAWRIE 5.4	347.2		
	14725	GUTHRIE 7.4	352.6	Y C R	
	9735	SEWARD 10.0	360.1		
	7041	EDMOND 6.7	370.1		
	8029	BRITTON 3.8	376.8		
		NOWERS 3.4	380.6		
		OKLAHOMA CITY 1.7	384.0	Y	
		BURNETT 3.1	385.7		
	8460	FLYNN 4.4	390.5	Y C R	
	8351	MOORE 8.6	393.2		
	6678	NORMAN 6.2	401.8		
	9075	NOBLE 9.2	408.1		
		PURCELL	417.3	C R	
		(153.2)			

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.

12 OKLAHOMA DISTRICT

MIDDLE DIVISION

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

	MPH
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.

(D) SPEED RESTRICTIONS—SWITCHES

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

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

STATION	TYPE	LOCATION	MPH
Arkansas City	I	Crossover between main track and CLIC Track 198 M.P. 264.1	20
	I	West end west siding	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 north siding	30
	I	Both ends south siding	20
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. 385.8	40
	I	From or to North Track M.P. 387.4	40
Flynn	I	Both ends siding	30
	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	Both ends Yard Track No. 1	20

20 MPH on Guthrie siding while head end of train passing over hand throw switch listed below:
M.P. 354.1 — West switch tail track 1101.

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.
379.1	Highway Viaduct.
380.1	Highway Viaduct.
384.0	Oklahoma City Train Sheds.
412.1	South Canadian River Bridge.
	SHAWNEE INDUSTRIAL SPUR
132.6	Railroad Viaduct
132.7	Railroad Viaduct

3. TRACKS BETWEEN STATIONS

Name	CLIC No.	Location	Length (Feet)
OG&E Sooner Spur	3010	M.P. 308.2	34,141
Orlando	5600	M.P. 332.7	300
Team Track (Pipe Yard)	0450	M.P. 366.7	710
Central Fixtures Spurs	0421	M.P. 372.5	464
Leonhardt Spur	0429	M.P. 372.9	756
Ralston Purina Lead (Dereco)	0422	M.P. 373.0	11,024
Cain's Coffee	0411	M.P. 373.9	983
W. E. Davis	0405	M.P. 374.6	661
Dolese Spur	0403	M.P. 375.0	1,100
Flynn Industrial Spur	—	M.P. 388.8	22,338
Borg-Warner Co.	0571	M.P. 397.6	3,844
Tyler Simpson	0581	M.P. 400.2	598
Dolese Spur	0596	M.P. 405.7	1,036
Midwest City Industrial Spur	—	M.P. 482.6 and 483.3	
Shawnee Industrial Spur		M.P. 123.4 to 134.0	10.6 miles
Runaround	3702	M.P. 125.3	700
Wolverine Tube	3701	M.P. 125.3	1178
Mobile Chemical Company	3703	M.P. 125.9	1591
Allen Bradley	3704	M.P. 127.6	914

Mile post locations shown in Special Rules 2 and 3 for Shawnee Industrial Spur are former Cushing District mile posts. Mile post locations shown for Midwest City Industrial Spur are M-K-T mile posts.

4. TRACK SIDE WARNING DEVICES

Detector Location	Locator Location	
	Westward	Eastward
HOT BOX AND DRAGGING EQUIPMENT DETECTORS		
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. 366.1
M.P. 405.4	M.P. 407.6	M.P. 403.2
SHIFTED LOAD-DETECTORS		
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

* — Hot Box Detector Only.

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

See Special Rule 10.

WEST- WARD ↓	Length of Sidings in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
STATIONS					
		KIOWA YL		Y CR	
		0.8 Mo. Pac. Crossing	0.6		
6420		8.2 BURLINGTON	8.8	C	
		10.9			
5022		CHEROKEE YL	19.7	C	
2202		12.1 JET	31.8		
2235		8.2 NASH	40.0		
1968		7.8 HILLSDALE	47.8		
4129		10.4 BLANTON YL	58.2		
		2.8 BN Jct.	61.0		
		0.9 BN Jct.	61.9		
		0.1 O.K.T. Crossing	62.0		
		0.1 BN Jct.	62.1		
		0.2			
		ENID YL	62.3	Y CR	
		0.9 BN Crossing	63.2		
2918		9.6 FAIRMONT	72.8		
		0.8 BN Crossing	73.6		
1422		6.8 DOUGLAS	80.4		
6250		8.0 MARSHALL	88.4		
1427		6.7 LOVELL	95.1		
2196		7.7 CRESCENT	102.8		
		13.9			
		GUTHRIE YL	116.7	Y CR	
		(116.9)			

At Cherokee junction switch normally lined for Enid District.
 At Blanton and BN Jct. junction switches normally lined for BN Railroad.
 Mile Post location Yard Limits —
 Kiowa — East, M.P. 0.1; West, M.P. 3.0
 Cherokee — East, M.P. 16.5; West, M.P. 22.0
 Blanton — East, M.P. 56.4; West, M.P. 58.1
 Enid — East, M.P. 60.5; West, M.P. 67.0
 Guthrie — East, M.P. 114.0; West, M.P. 116.4.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

(B) SPEED RESTRICTION - TONNAGE.

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

(C) SPEED RESTRICTIONS—VARIOUS

RR Crossing,	M.P.	Description	MPH
	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
	62.0	(Auto. Interlocking)	30
	63.2	Stop. Rules 98(A), 98(B), 98(C), 98(E)	30
	73.6	(Auto. Interlocking)	20*
	102.7 to 104.0	Crossings	45
	111.9 to 112.3	3 Curves	45
	115.4 to Guthrie	4 Curves	10

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

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

"S"—Spring Switch

STATION	TYPE	LOCATION	MPH
Enid	S	M.P. 62.1 from AT&SF to BN	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
36.3	Highway Viaduct.
Yard	Crescent, overhead pipes, Cimarron Spur.

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.

WEST- WARD ↓	TIME TABLE No. 15 October 28, 1984	Mile Post Communications Turn Tables and Wyes	EAST- WARD ↑	
	STATIONS			
	FAIRFAX 5.5			37.6
	RALSTON 9.2			43.1
	SKEDEE 5.9			52.3
	CAMP BN Crossing			58.2
	(20.6)			

WEST- WARD ↓	TIME TABLE No. 15 October 28, 1984	Mile Post Communications Turn Tables and Wyes	EAST- WARD ↑		
	STATIONS				
	PAWNEE YL 1.8			6.6	CR
	BN Crossing 9.5			8.4	
	GLENCOE 12.0			17.9	
	1267 STILLWATER YL			29.9	
	(23.6)				

Rule 94 in effect on Cushing District.

Trains and engines originating on Cushing District must secure clearance card.

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

At Camp junction switch normally lined for Cushing District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Fairfax and Camp	20

(C) SPEED RESTRICTIONS—VARIOUS

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

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
50.4	Highway Viaduct.
52.2	Coal Chute

Mile Post Location Yard Limits —

Pawnee — East, end of track; West, M.P. 9.0

Stillwater — East, M.P. 26.0; West, end of track.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Pawnee and Stillwater	30

(C) SPEED RESTRICTIONS—VARIOUS

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

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

3. TRACKS BETWEEN STATIONS

Name	CLIC No.	Location	Length (Feet)
Swan Rubber	5001	M.P. 26.5	2,439
Boomer Spur	5004	M.P. 26.7	5,100

WEST- WARD ↓	Length of Siding in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn, Tables and Wyes	EAST- WARD ↑
		STATIONS			
		NEVA YL			
		7.6 HYMER	7.6		
		5.8 DIAMOND SPRINGS	13.4		
		5.8 BURDICK	19.2		
		6.3 O K T Crossing LOST SPRINGS	25.5		
		5.4 S.S.W. Crossing	30.9		
2785		5.9 HOPE	36.8		
		0.3 Mo. Pac. Crossing	37.1		
		7.3 NAVARRE	44.4		
		7.7 ENTERPRISE	52.1		
		0.1 O K T Crossing	52.2		
		5.9 ABILENE YL	58.1	T C R	
		0.5 O K T Jct.	58.6		
		0.2 S.A. Jct.	58.8		
		0.2 U.P. Crossing	59.0		
		8.0 TALMAGE YL	67.0		
1931		5.8 MANCHESTER YL	72.8	Y	
1874		5.6 LONGFORD	78.4		
		5.3 OAK HILL	83.7		
		9.3 MILTONVALE	93.0		
2964		9.1 AURORA	102.1		
		5.9 HUSCHER	108.0		
		2.0 COOK	110.0		
		3.2 Mo. Pac. Crossing	113.2		
		0.3 CONCORDIA YL	113.5		
		6.6 Mo. Pac. Crossing	120.1		
		7.6 KACKLEY	127.7		
		6.0 Kyle RR Crossing			
		6.0 COURTLAND YL	133.7		
		7.5 LOVEWELL	141.2		
		5.8 WEBBER	147.0		
		4.9 State Line	151.9		
		0.7 Mo. Pac. Crossing	152.6		
		0.5 B.N. Jct.	153.1		
		0.7 SUPERIOR YL	153.8	C R	
		(153.8)			

Trains must secure clearance card Abilene when operator on duty.

At OKT Jct. and S.A. Jct. junction switches normally lined for Strong City District.

At Superior junction switches normally lined for BN main track.

Mile Post location Yard Limits —

Neva	— East, M.P. 0.2; West, M.P. 1.3
Abilene	— East, M.P. 55.5; West, M.P. 61.0
Talmage	— East, M.P. 66.0; West, M.P. 67.7
Manchester	— East, M.P. 71.8; West, M.P. 73.7
Concordia	— East, M.P. 112.0; West, M.P. 116.0
Courtland	— East, M.P. 132.7; West, M.P. 134.7
Superior	— East, M.P. 151.9; West, M.P. 153.1.

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

(B) SPEED RESTRICTION - TONNAGE.

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

(C) SPEED RESTRICTIONS—VARIOUS

	MPH
2 Curves, M.P. 4.2 to 4.8	35
7 Curves, M.P. 8.2 to 10.8	40
RR Crossing, M.P. 25.5 (Auto. Interlocking)	49
RR Crossing, M.P. 30.9 (Auto. Interlocking)	49
RR Crossing, M.P. 37.1 (Auto. Interlocking)	49
2 Curves, M.P. 50.7 to 51.5	40
RR Crossing, M.P. 52.2 Gate normally across O K T track. Approach prepared to stop. If gate normal, observe maximum speed shown.	15
3 Curves, M.P. 51.7 to 53.0	35
2 Curves, M.P. 56.5 to 57.2	30
Crossings, M.P. 58.1 to 59.2	15
RR Crossing, M.P. 59.0 (Auto. Interlocking)	20
2 Curves, M.P. 92.7 to 93.4	20
Crossings, M.P. 112.9 to 114.2	15
RR Crossing, M.P. 113.2 Stop. 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 Stop. Rules 98(A), 98(B), 98(C), 98(E)	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
Crossings, M.P. 153.0 to 154.0	10

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759).

Mile Post	Name
Yard	Abilene, Abilene Alfalfa Mill, canopy over track.

WEST-WARD	Length of Sidings in Feet	TIME TABLE	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
		No. 15 October 28, 1984			
		STATIONS			
		ABILENE		T C R	
		0.4 O K T JCT.			
		0.2 S.A. JCT.			
		0.3 WEST ABILENE			
		7.6			
		SOLOMON		U.P. Br.	
		12.3 EAST SALINA			
		0.4 A.B. JCT.	20.5		
		1.0 U.P. Crossing	21.5		
		0.1 U.P. Crossing	21.6		
		0.1			
		SALINA YL	21.7	R C	
		1.0 U.P. Crossing	22.7		
		7.4 HEDVILLE	30.1		
2184		12.1 JUNIATA	42.2		
		3.3 WESTFALL	45.5		
		9.7 BARTON	55.2	YL	
		1.4 U.P. Crossing	56.6		
		0.3 LINCOLN	56.9	YL	
2811		5.2 GOLDENROD	62.1		
		3.1 DENMARK	65.2		
		6.5 ASH GROVE	71.7		
		5.4			
		HUNTER	77.1	YL	
		8.9 TIPTON	86.0	YL	
981		8.2 CORINTH	94.2		
		3.9 FORNEY	98.1		
		4.4			
		OSBORNE	102.5	YL	Y
		(103.2)			

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Salina and Osborne	30

(C) SPEED RESTRICTIONS—VARIOUS

	MPH
Crossing, M.P. 20.7	10
Crossings, M.P. 21.3 to 22.4	15
RR Crossing, M.P. 21.5 Stop. Rules 98(A), 98(B), 98(C), 98(E)	15
RR Crossing, M.P. 21.6 Stop. Rules 98(A), 98(B), 98(C), 98(E)	15
RR Crossing, M.P. 22.7 (Auto. Interlocking)	20
Curve, M.P. 24.5 to 24.6	15
Curve, M.P. 25.1 to 25.2	15
2 Curves, M.P. 55.1 to 55.4	15
RR Crossing, M.P. 56.6 Gate normally across AT&SF track. Stop, open and close gate.	
5 Curves, M.P. 88.7 to 91.5	20
Crossing, M.P. 94.2	5
Bridge, M.P. 101.1, Solomon River	20

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

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	CLIC No.	Location	Length (Feet)
Solomon—Rueb Track	0401	U.P. M.P. 171.7	4,000

Eastward trains secure UP clearance at Salina; also AT&SF clearance card when operator on duty.

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

At West Abilene and East Salina junction switches normally lined for Union Pacific Railroad.

At A.B. Jct. junction switch normally lined for AT&SF.

Mile Post location Yard Limits —

- Salina — East, M.P. 20.5; West, M.P. 25.8
- Barton-Lincoln — East, M.P. 54.2; West, M.P. 58.0
- Hunter — East, M.P. 76.0; West, M.P. 78.0
- Tipton — East, M.P. 85.0; West, M.P. 87.1
- Osborne — East, M.P. 101.9; West, end of track.

WEST- WARD	TIME TABLE	Mile Post	Communications Turn Tables and Wyes	EAST- WARD	
↓	No. 15 October 28, 1984			↑	
	Length of Siding in Feet				
		STATIONS			
		MARION YL 0.3	10.1		
		O.K.T. Crossing 4.9	10.4		
	2276	CANADA 5.2	15.3		
		HILLSBORO 5.8	20.5		
		LEHIGH 7.8	26.3		
	2054	CANTON 5.8	34.1		
		GALVA 3.9	39.9		
		S.S.W. Crossing 2.9	43.8		
		S.S.W. Crossing 0.5	46.7		
		McPHERSON 0.1	47.2		CR
		U.P. Crossing 6.4	47.3		
		CONWAY 6.9	53.7		
		WINDOM 5.6	60.6		
		LITTLE RIVER 5.8	66.2		
		MITCHELL 5.4	72.0		
		Mo. Pac. Crossing 0.7	77.4		
		LYONS 0.3	78.1		CR
	BN Crossing 7.6	78.4			
	CHASE 6.1	86.0			
	SILICA 6.4	92.1			
	ELLINWOOD (88.4)	98.5	Y		

WEST- WARD	TIME TABLE	Mile Post	Communications Turn Tables and Wyes	EAST- WARD	
↓	No. 15 October 28, 1984			↑	
		STATIONS			
		LYONS 17.3			CR
		LORRAINE 5.6	20.7		
		HOLYROOD 4.6	26.1		
		FARHMAN 5.7	30.7		
		HITSCHMANN 4.8	36.4		
		BEAVER 3.8	41.2		
		SUSANK 2.9	47.0		
		STICKNEY 7.0	49.9		
		GALATIA 56.9	Y		
		(53.7)			

Rule 94 in effect between Lorraine and Galatia.
 Trains and engines must secure BN clearance and AT&SF clearance card at Lyons.
 At Lorraine junction switch normally lined for BN Railroad.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN	MPH
MCPHERSON DISTRICT	
Marion and M.P. 43	30
M.P. 43 and Ellinwood	20
LITTLE RIVER DISTRICT	
Lorraine and Galatia	20

(C) SPEED RESTRICTIONS - VARIOUS

	MPH
MCPHERSON DISTRICT	
Crossings, M.P. 10.0 to 10.8	15
RR Crossing, M.P. 10.4 (Auto. Interlocking)	20
Crossing, M.P. 33.9	15
RR Crossing, M.P. 43.8 (Auto. Interlocking)	20
Crossings, M.P. 46.5 to 48.0	15
RR Crossing, M.P. 46.7 Gate normally across SSW 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
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
Crossing, M.P. 77.9	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

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Rule 94 in effect between M.P. 43 (east of McPherson) and Ellinwood.
 Trains and engines originating at Lyons and McPherson must secure clearance card when operator on duty.
 Trains and engines originating at other than Lyons and McPherson must secure clearance card.
 At McPherson switch from Missouri Pacific connection track 4725 into yard track 4721, as well as west switch of track 4722 into McPherson District main track, will be left lined and locked as last used.
 McPherson and Lyons are register stations only for trains and engines originating or terminating.
 At Lyons junction switch normally lined for McPherson District.
 At Ellinwood junction switch normally lined for Fifth District.
 Mile Post location Yard Limits —
 Marion — East, end of track; West, M.P. 12.0.

GREAT BEND DISTRICT

MIDDLE DIVISION

LARNED DISTRICT

WEST- WARD ↓	Length of Siding in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		STATIONS			
		GREAT BEND YL		Y C R	
		8.3 HEIZER	8.0		
		7.1 ALBERT	15.1		
		9.1 TIMKEN	24.2		
4271		7.7 RUSH CENTER	31.9		
		6.9 NEKOMA	38.8		
		6.0 ALEXANDER	44.8		
		7.7 BAZINE	52.6		
3880		11.6 NESS CITY YL	64.1		
		8.4 LAIRD	72.6		
		7.7 BEELER	80.2		
		6.7 ALAMOTA	86.9		
		9.0 DIGHTON	95.9		
		7.3 AMY	103.2		
		6.3 GRIGSTON	109.6		
		6.3 TRACTOR	115.8		
		3.1 Mo. Pac. Crossing	118.9		
		1.2 SCOTT CITY YL	120.1	Y	
		(120.4)			

At Great Bend junction switch normally lined for Fifth District.
 Mile Post location Yard Limits —
 Great Bend — East, end of track; West, M.P. 1.6
 Ness City — East, M.P. 62.6; West, M.P. 65.3
 Scott City — East, M.P. 119.0; West, end of track.

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

(C) SPEED RESTRICTIONS—VARIOUS

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

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WEST- WARD ↓	Length of Siding in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		STATIONS			
		LARNED YL		Y	
		6.6 FRIZELL	6.6		
		5.6 SANFORD	12.2		
		4.8 ROZEL	17.0		
		6.9 BURDETT	23.9		
		6.8 GRAY	30.7		
		4.7 HANSTON	35.4		
		10.8 JETMORE YL	46.2	Y	
		(46.2)			

At Larned junction switch normally lined for Fifth District.
 Mile Post location Yard Limits —
 Larned — East, end of track; West, M.P. 2.0
 Jetmore — East, M.P. 45.2; West, end of track.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Larned and Jetmore	25

(C) SPEED RESTRICTIONS—VARIOUS

Crossings,	M.P.	MPH
M.P. 23.8 to 23.9	23.8 to 23.9	15

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

3. TRACKS BETWEEN STATIONS

Name	CLIC No.	Location	Length (Feet)
Bert Wetta Track	1703	M.P. 15.1	351
Bosse Track	4606	M.P. 42.7	508

5. HAND THROW SWITCHES IN TCS LIMITS

On tracks where TCS is in effect and maximum authorized speed exceeds 20 MPH, a train or engine must not clear such tracks through a hand operated switch not electrically locked, or where movements not governed by a signal, for the purpose of meeting, passing or being passed by another train or engine. Locations of such switches are listed below:

Town or West of	Mile Post Location	Track Connection
SECOND DISTRICT		
Burrton	203.5 & 203.9	Both ends CLIC Track 0703
Kinsley	316.7	West end CLIC Track 1709
Kinsley	316.8 & 316.9	Both ends CLIC Track 1705
Kinsley	317.4	West end CLIC Track 1707
Offerle	324.9	West end CLIC Track 2403
Spearville	336.3	West end CLIC Track 3603
Wright	345.1	West end CLIC Track 4502
Dodge City	351.8	West end CLIC Track 0133

THIRD DISTRICT

Putnam	191 & 191.2	Both ends CLIC Track 9101
Sedgwick	194.9 & 195.4	Both ends CLIC Track 9502
Valley Center	201.4 & 201.7	Both ends CLIC Track 1002
Connell	216.6 & 217	Both ends CLIC Track 1704
Connell	217.2 & 217.4	Both ends CLIC Track 1705
Hackney	256.0 & 256.3	Both ends CLIC Track 0601
Hackney	256.4 & 256.5	Both ends CLIC Track 0602

FOURTH DISTRICT

Ellinor	125.1	East end CLIC Track 7503
Bazaar	135.7 & 136.1	Both ends CLIC Track 3601
Matfield Green	144.4	East end CLIC Track 4402
Aikman	158.2 & 158.4	Both ends CLIC Track 5801
Rose Hill	211.6 & 211.7	Both ends CLIC Track 1202
Belle Plaine	226.1 & 226.6	Both ends CLIC Track 2701

OKLAHOMA DISTRICT

Newkirk	275.2	East end CLIC Track 9997
Seward	366.7 & 366.8	Both ends CLIC Track 0450
Edmond	372.5	West end CLIC Track 0421
Edmond	373.9	West end CLIC Track 0411
Edmond	374.6	West end CLIC Track 0405
Edmond	375.0	West end CLIC Track 0403
Flynn	388.2	East end CLIC Track 0711
Flynn	388.7	West end CLIC Track 0502
Moore	392.7	West end CLIC Track 0550
Norman	405.7 & 405.9	Both ends CLIC Track 0596
Purcell	417.1 & 417.5	Both ends CLIC Track 4110

6.(A) SPEED - AUXILIARY TRACKS

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

6.(B) SPEED - STREET CROSSINGS

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

7. MAXIMUM SPEED OF ENGINES.

ENGINES	Forward or dead in train (MPH)	When not controlled from leading Unit (MPH)
AMTRAK 100-799		
5990-5998	90*	45
1215-1245#, 1453#, 1460#		
Slug Units 120-121	45	45
511-649##	50	—
All Other Classes	70	45

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

*Engine without cars must not exceed 70 MPH.

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

##May be used as trailing unit, only.

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:

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 AT 199459 AT 199460 AT 199461 AT 199462 AT 199463 AT 199464 and Jordan Spreaders MPH	Locomotive Crane AT 199720 and Other machines including Pile Drivers AT 199452 AT 199453 AT 199456 MPH
First, Second, Third, Fourth, Oklahoma and Douglass			
Fifth (Hutchinson to Great Bend)			
Enid (Enid to Guthrie)			
Strong City (Neva to Abilene)	40	45	30
Fifth (Great Bend to Kinsley)			
Enid (Kiowa to Enid)			
Strong City (Abilene to Superior)			
McPherson, Salina, Great Bend, Larned, Cushing and Stillwater	20	20	20
Little River	15	15	15

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.

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

10. TRACKSIDE WARNING DEVICES - INSTRUCTIONS

(A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS

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

Locator (Readout) type:

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with.

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

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

Monitor Display Board type:

The monitor display board is equipped with hotbox and dragging equipment indicator lights. The display board will be dark as train approaches detector, and will remain in that condition in the absence of abnormal heat or dragging equipment. "000" will be displayed for 12 seconds after train 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 their train passes display board.

When any indicator light displays flashing white aspect, train must be stopped as soon as possible after rear of train has passed detector and inspection made to locate car(s) or unit(s) with abnormal heat condition or dragging equipment.

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

When rotating white light is displayed before train reaches detector, unless otherwise instructed by the train dispatcher, be governed as follows:

- (1) Train must be stopped and thoroughly inspected if numerical readout is displayed or indicator light(s) are illuminated as train passes the detector.
- (2) Train may proceed at prescribed speed and be observed closely enroute if:
 - (a) numerical readout is displayed or indicator light(s) are illuminated before train reaches the detector, or
 - (b) no numerical readout is displayed or indicator light(s) are illuminated after train passes the detector.

Radio Readout (Reporter) type:

As train approaches the detector location, to alert crew that system is operational the following message will be transmitted via radio:

"SANTA FE RAILROAD, (Site Identification), SYSTEM WORKING."

As train passes the detector location, if defect(s) in the train are noted a rotating white light will be illuminated. In addition, a message stating "YOU HAVE A DEFECT" or an audible beeping tone will be transmitted via radio. If detector is on the North track, the audible tone will be a fast beep; if on Middle or South track, it will be a slow beep. If two trains are passing detector at same time a defect(s) are noted in each train, the beeping tone will revert to a continuous tone. When any of these warnings are observed, train(s) must be stopped with rear end at least 300 feet beyond the detector, then identification of defect(s) noted, by type and location in the train, will be transmitted via radio. This transmission will be repeated once to insure information is correctly copied. All references to defect location will be from rear of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right in the direction of travel. The following are typical of transmissions that crews can expect to hear:

- (1) "SANTA FE RAILROAD, (Site Identification), FIRST HOTBOX RIGHT SIDE, One seven eight."
- (2) ".....SECOND HOTBOX LEFT SIDE, one four three."
- (3) ".....FIRST DEFECTIVE CAR*, axle one two five."
- (4) ".....FIRST DRAGGING EQUIPMENT NEAR AXLE, zero six eight."
- (5) ".....WIDE LOAD NEAR AXLE, two ninety six."

*DEFECTIVE CAR alarm indicates there are more than two defects on a particular car. When such alarm(s) received, close inspection must be made of all journals and wheels on car indicated and 3 cars (or units) on either side of indicated equipment.

Anytime a train receives four (4) defective car alarms, three (3) or more hotbox alarms, two (2) or more dragging equipment alarms, or one (1) wide load alarm, crew must inspect the remainder of their train for additional defects.

If, after head-end of train passes detector, the rotating white light becomes illuminated but no message or audible tone is received, train must be stopped with rear-end at least 300 feet beyond the detector and entire train inspected for defects.

If the rotating white light is illuminated before head-end of train reaches detector, AND/OR the following message is transmitted via radio: "SANTA FE RAILROAD, (Site Identification), SYSTEM FAILURE", crew must be alert for the possible transmission of a message or audible tone should an alarm occur during passage of the train. If no such message or tone is received, train may proceed at prescribed speed and must be observed closely enroute.

If, after entire train has passed the detector, no defects were noted the following message will be transmitted via radio: "SANTA FE RAILROAD, (Site Identification), NO DEFECTS."

If, as train approaches and passes detector, the rotating white light does not illuminate, and no message or audible tone is received, train may proceed at prescribed speed and must be observed closely enroute.

Instructions Applicable to All Types:

Due to variance in number of axles on freight equipment being handled in trains, locating indicated defects must be accomplished by the crew actually counting axles. When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If rear car of train is indicated as the location of defective equipment, and no defect(s) found on that car, entire train must be thoroughly inspected. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hotbox detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change points where mechanical inspection is not made, must be informed of existing conditions.

If abnormal heat is detected on same car by intervening detector, or during a stop for inspection, car must then be set out.

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

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

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

Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

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

(B) 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.

11. BULLETIN BOOKS

Abilene	Gainesville	Pawnee
Arkansas City	GM Yard	Perry
Cherokee	Great Bend	Ponca City
Dodge City	Kansas City US	Purcell
El Dorado	Lyons	Salina
Emporia	McPherson	Sand Creek
Enid	Newton	Superior
Flynn	No. Wichita	Way
		Wellington

12. STANDARD CLOCKS

Abilene	Great Bend	Purcell
Arkansas City	Hutchinson	Salina
Dodge City	Newton	Sand Creek
Emporia	No. Wichita	Way
Enid	Perry	Wellington
Flynn	Ponca City	

13. 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.

14. JOINT TRACK FACILITIES

HUTCHINSON—AT&SF trains and engines will use S S W main track between Hutchinson and M.P. 0.6, H&S District, Plains Division, and will be governed by S S W Time Table and Special Instructions.

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

ARKANSAS 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.

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, (29.4 miles) and at Lyons, and will be governed by Mo. Pac. Time Table and Special Instructions.

O K T 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 (19.9 miles) and will be governed by U.P. Time Table, Rules and Regulations.

COURTLAND—AT&SF trains and engines will use Kyle RR main track and siding and will be governed by Rules 93 and 127.

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 (17.0 miles) 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, (31.1 miles) 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 between Shawnee and Harter (36.7 miles) and will be governed by M-K-T Time Table, Rules and Special Instructions.

15. 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 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 fusee 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.

16. USE OF MISSOURI PACIFIC TRACKS.

AT&SF 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 AT&SF 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 instructions.

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 flagging 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 MP 18 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.

17. USE OF S S W TRACKS.

AT&SF trains and engines operating on St. Louis Southwestern Railway Co. main track at Hutchinson will be governed by SSW General Orders and Time Table and by AT&SF Rules Operating Department, except as modified by the following:

1. General Orders supersede any rule or special instruction with which they conflict.

Train and engine crews must familiarize themselves with General Orders before commencement of each trip or day's work.

2. Temporary Speed Restriction Signs—Unless otherwise provided by train order or general order, temporary speed restriction signs (yellow flags, lights or reflectorized signs) and resume speed signs (green flags, lights or reflectorized signs) will be placed in both directions when it is necessary to require trains and engines temporarily to reduce speed over any structure or portion of track.

Unless special instructions provide otherwise, temporary restriction signs must be placed to right of main track in direction of approach two miles from point where restricted track begins. They will not apply when displayed to left.

When so displayed, unless otherwise directed by train order or General Order, trains and engines must not exceed 10 miles per hour, prepared to stop short of a red flag or red light which may be displayed two miles beyond restriction sign.

The speed prescribed must be maintained until rear of train has passed resume speed sign. Resume speed sign will be placed to right of main track in direction of approach at end of restricted track.

When restricted track is near a terminal or junction point, and distance does not permit temporary speed restriction sign to be displayed as required by the rules, restricted track must be protected by flagman until foreman is advised that restriction is protected by train order or general order. Temporary speed restriction sign will be displayed as far from restriction as possible, but no farther than the first switch through which train leaves the terminal, and not beyond clearance at junction point. The location of such signs so placed will be stated in the train order or general order.

3. Unattended Red Flag or Light—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 or to left of a main track in direction of approach.

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 employee of the class that placed it there.

4. Automatic Interlockings—When a train or engine is stopped by a Stop indication of an automatic interlocking signal and no immediate conflicting movement is evident, a member of the crew must operate the time release. If signal does not change its indication at expiration of time release interval, and there is no train or engine on conflicting route and signals on conflicting route indicate stop, train or engine may then proceed on hand signal from a member of crew located at the crossing.

When indicator lights are provided in release boxes, and such lights are illuminated, they will denote that signals on conflicting routes indicate Stop, but indicator light illuminated does not relieve crew from operating time release.

If a train or engine is on conflicting routes, hand proceed signal must not be given until such movement is stopped, and if signals on conflicting routes do not indicate Stop, flag protection per Rule 99 must be provided on conflicting routes.

5. Block and Interlocking Signal Indications:

Aspect	Name	Indication
Yellow over Red	Approach	Proceed, immediately reducing to 40 MPH or slower if necessary, prepared to stop before reaching next signal.
Red over Lunar	Low	Proceed at restricted speed to next signal governing in same direction.
Red over Red	Stop	Stop.

6. Before lining switch to enter SSW main track, a member of crew must obtain permission from SSW train dispatcher. Phones are located near switches. When permission granted, SSW main track switch must be opened and after expiration of five minutes, train or engine may proceed at restricted speed to next governing signal. Employee attending switch must remain at switch during the five minute period. A crew member must notify the SSW train dispatcher when train or engine has cleared the SSW main track.

7. Maximum speed 30 MPH on SSW main track between SSW MP 243.79 and MP 246.43; Rule 93 in effect. Maximum speed 10 MPH through connection turnout switches.

18. USE OF UNION PACIFIC TRACKS.

AT&SF trains and engines using UP RR tracks between West Abilene and East Salina will be governed by UP timetable and AT&SF operating rules, except as modified by the following:

1. RESTRICTED SPEED—Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined and be on the lookout for broken rail or anything that may affect movement of train or engine and be prepared to stop within one-half the range of vision, but a speed of 20 MPH must not be exceeded.

2. The explosion of two torpedoes is a signal to immediately reduce speed to 20 MPH or as much slower as conditions require, keeping a close lookout for train or obstruction. After reducing to 20 MPH, speed must not be increased unless train has reached a point one mile from where the torpedoes were exploded.

3. A train or engine finding a burning fusee on or near its track must stop before passing the fusee and may then proceed not exceeding 20 MPH for at least one-half mile and as much slower as necessary in order to be able to stop short of train or obstruction.

A train or engine finding a burning fusee beyond the nearest rail of an adjacent track, need not stop, but must proceed not exceeding 20 MPH for at least one-half mile after passing the fusee.

4. A train or engine finding a red flag or a red light on or near the track must stop before any part of the train or engine passes the red signal, and must not proceed until proper verbal information as to the cause for the red signal is received, or a proceed signal, given with a yellow flag or yellow light is received, or written instructions are found with the red signal.

5. A train or engine finding a yellow-red reflectorized sign displayed to the right of the track as viewed from an approaching train, must proceed prepared to stop for a red flag or a red light two miles beyond the yellow-red signal.

In the absence of a red signal at that location, train or engine may proceed but must move prepared to stop short of men or machines on or foul of track without flag protection until proceed signal given with yellow flag or yellow light is received or proper verbal information is received from employe in charge, or rear of train has passed a green flag or green reflectorized sign displayed to the right of the track.

6. A yellow flag, or a yellow reflectorized sign displayed to the right of the track as viewed from an approaching train, indicates that the track beginning at a point two miles beyond the yellow signal is in condition for a speed of not more than 10 MPH unless a different speed is specified by train order or bulletin. Speed must not be increased above that specified until entire train has passed a green flag or green reflectorized sign displayed to the right of the track in direction of movement. When practicable, a member of crew on rear of train must give proceed signal or advise the engineer when rear of train passes the green signal.

7. When necessary to place yellow, yellow-red or green signals at a location other than as prescribed in Modified Rules 5 and 6, or to omit the use of yellow or green signals, the train dispatcher must be notified and proper information must be included in the train order.

8. Employes located in the operating compartment of an engine must communicate to each other in an audible and clear manner, the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employe comply with these requirements, including himself.

It is the engineer's responsibility to have each employe located in the operating compartment of the engine maintain a constant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine including operating the emergency valve.

9. When a train is required to meet, or wait for, an opposing extra train, or when an extra train has been made superior to an opposing train, the train register must not be used as evidence of the arrival of such extra train except as provided by train order.

10. Unless otherwise provided, an inferior train must be clear at the time a superior train in the same direction is due to leave the next station in the rear where time is shown.

11. An inferior train must keep out of the way of opposing superior trains and failing to clear the main track by the time required by rule must be protected at that time as prescribed by Rule 99.

Unless otherwise provided, an inferior train must clear the time of opposing superior trains not less than five minutes.

12. At meeting points between extra trains, the train in the inferior time-table direction must take the siding unless otherwise provided.

13. On single track, except in CTC territory, westward trains are superior to eastward trains of the same class.

14. Except where movement is governed by signal indication, trains or engines using any track other than a main track must move prepared to stop short of a train, engine or obstruction or a switch not properly lined.

15. Train orders will be issued over the signature of the train dispatcher and such signature must be placed directly under the last word of the order.

16. Time in body of train orders must be stated in words and duplicated in figures, as "ten one 1001 AM". Even hours, such as "1000 AM" must not be used in train orders. Other numbers will be shown by figures only. Time in body of train orders need not be stated in words on the preprinted Form Y train order only.

17. In transmitting and repeating train orders, names of stations must be pronounced, then spelled letter by letter. Numerals, except time must be pronounced, then confirmed by naming each figure separately, using the word "oh" for ciphers. Time must be spelled, letter by letter, then confirmed in figures, naming each figure separately. Examples: "Aurora A-U-R-O-R-A"
"Engine twenty two forty; two two four oh"
"T-w-o t-e-n; two one oh PM"

18. A clearance must be filled out by the operator before clearing a train, making the necessary number of copies at one writing. He must show thereon the numbers of all train orders he has for that train, listed in the following sequences:

- Movement orders of previous date;
- Movement orders of current date;
- Slow or cautionary orders.

He must then transmit this information to the train dispatcher in the following manner, example: "Gibbon, clear Extra 201 West with orders numbers 25, 27, 3 and 473."

The train dispatcher must make the required record, check the train order numbers, and if correct must reply, example: "Gibbon, Order Numbers 25, 27, 3 and 473 OK to Extra 201 West at 1235 AM."

The operator will then record on the clearance the time and his last name, and must retain a copy.

19. Before giving "OK" time to clearance, the train dispatcher must transmit maximum authorized speed for train being cleared to the operator who must write speed in space provided on clearance and repeat speed to the train dispatcher, who will then record speed authorized on clearance page in train order book.

Unless other restricted, speed shown on clearance is maximum speed and must not be exceeded.

Conductors and engineers must, and other members of crew will check clearance to see that maximum authorized speed is designated.

20. Form S-C Train Order—Giving Right Over An Opposing Train. When an extra is given right over an opposing extra, such extra must be given right to the end of its running order, or to the station at which the opposing extra originates, whenever practicable. When it is necessary to confer right to an intermediate point, the train dispatcher must add to the order in the form:

EXTRA 38 WEST MUST NOT LEAVE G UNLESS
EXTRA 37 WEST HAS ARRIVED

21. Form Y Train Order—Protection of gangs or machines. ON (SUBDIVISION) (DATE) AT FOLLOWING LOCATIONS ALL TRAINS MUST PROCEED AT RESTRICTED SPEED UNLESS PROPER VERBAL INFORMATION IS RECEIVED FROM FOREMAN IN CHARGE OR PROCEED SIGNAL GIVEN WITH YELLOW FLAG OR YELLOW LIGHT IS RECEIVED WHILE PROCEEDING AT RESTRICTED SPEED TRAINS MUST BE PREPARED TO STOP SHORT OF MEN AND MACHINES ON OR FOUL OF TRACK

Trains receiving this order must proceed within the designated limits between the times shown as the order directs.

A train within these limits at the time the order becomes effective must proceed as the order directs until rear of train has passed beyond the limits designated in the order.

Train being governed by Form Y order receiving verbal authority to proceed, or proceed signal given with yellow flag or yellow light, may then proceed at normal speed unless otherwise restricted.

22. GENERAL DESCRIPTION OF SIGNALS—Stop signals are designated by the absence of number plates and may also be marked by a plate bearing the letter "A".

23. Block and Interlocking Signal Indications:

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

24. When block signal rules require movement at restricted speed through a block, speed must not be increased until after the rear of train has passed the next signal.

25. When a train or engine is stopped by an automatic block signal indicating Stop, and such indication does not change promptly to a more favorable indication, a member of the crew must immediately communicate with the train dispatcher and be governed by his instructions.

When authorized by the train dispatcher to proceed, train or engine may, unless otherwise instructed, proceed at once at restricted speed to the next signal.

When communication with the train dispatcher is not available, or when so instructed by the train dispatcher, train or engine must be moved forward until leading wheels are 100 feet past the Stop signal, wait ten minutes, and may then proceed at restricted speed to the next signal. If the track is seen to be clear of other trains or engines through to the next signal, and that signal displays Clear, Approach Limited or Approach, train or engine may proceed at restricted speed without waiting ten minutes.

26. Before fouling a main track at any switch operated by hand, train or engine must wait five minutes after any switch connected with the movement has been operated to establish block signal protection on the track to be used.

When using facing point crossover from any track to a main track in Automatic Block Signal territory, switch in track, train or engine is on must be lined first, then wait five minutes before lining crossover switch in main track to be used.

EXCEPTIONS: Movement may be made to a main track without waiting five minutes under the following conditions:

- (a) On single track, if switch to be used is opened immediately after an opposing train has passed and other conditions permit;
- (b) When block signal governing movement to the main track displays an indication to proceed;
- (c) When block is occupied by a standing train, engine or cars and switch to be used is within the same block.

27. Where a signal governs movement to a main track over a hand operated switch other than a spring switch, if signal displays Stop indication after derail and switches have been lined for movement to main track, train or engine must wait five minutes, and, if conditions permit, may move to main track, complying with Modified Rule 25.

28. A train order transmitted by radio must not be acted upon until word 'complete' and the time is received and both the conductor and the engineer have received a written copy of the order and have made certain that the order has been read and understood by other members of the crew.

If the word 'complete' or time is not received, train must be brought to a stop at the next station and crew member must contact train dispatcher by phone to complete the order.

A new clearance must be issued each time train orders are transmitted.

29. When computerized train orders and/or clearances are used for operation on the Union Pacific RR tracks between West Abilene and East Salina, the following AT&SF Operating Rules and Special Rule 18 modifications, listed above, will not apply:

AT&SF Operating Rules:	207(A)*	209(A)	209(B)
	209(C)	210(A)*	212
	213	214	215
Special Rule 18 Modifications:	17	18	19*

(* — first paragraph only)

Also, AT&SF Operating Rule 210(B) "Revised" is amended to include the following paragraph:

"In addition, if an error is discovered in a train order or clearance, the train dispatcher must be notified immediately."

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:
 - Determine the type of placard that is applied to the car. From Line 1.
 - Determine the type of car to which the placard is applied from. Line 2.
 - Follow vertically down the chart and note which lines apply.
 - The symbol "X" indicates wording at the side that applies.
 - See footnotes for explanation.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1 PLACARD APPLIED ON CAR		2 TYPE OF CAR											
		ANY CARS (one for each car, including tank cars)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	TANK CAR	COMBUSTIBLE		
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.	✓ ^①	✓	✓				✓ ^②					
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.	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓	✓ ^④	✓		✓		
10	OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓				✓		
11	OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓				✓		
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.



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MIDDLE DIVISION