When using train order Form Y or track bulletin Form B, the following words will be used in granting verbal authority and acknowledging such authority.

"Foreman (name) (of Gang No.) using train order (or track bulletin) No. line No. between MP and MP on Subdivision".

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

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

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

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

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

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

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

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

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

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

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

GET THE SAFETY HABIT — SANTA FE SAFETY FIRST — GET THE SAFETY HABIT

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES

MIDDLE DIVISION

TIME TABLE No. 1

IN EFFECT

Sunday, October 27, 1985

At 12:01 A.M.
Central Time

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

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.
C. A. GARRISON, Road Foreman of Engines ..... Newton, Kans.
G. A. EARNSHAW, Road Foreman of Engines .... Emporia, 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.
G. H. HARDEY, Asst. Chief Dispatcher ..... Newton, Kans.
D. G. LITTON, Asst. Chief Dispatcher ..... Newton, Kans.

TRAIN DISPATCHERS—NEWTON, KANSAS

W. G. WILLIAMS	K. F. KIEFER	R. L. DEPLER
B. J. ECKERT	M. A. PORTER	B. N. PENDLAY
W. G. BURTON	D. G. CARGILL	C. L. COWEL
D. L. RESER	R. L. TREFETHEN	D. B. HOLLINGSHEAD
W. P. VAUGHN	T. A. STUTZMAN	R. D. ROBINSON
D. S. OSBURN	D. R. LACKEY	M. L. STIVER
J. L. MITCHAM	W. G. LORD	J. M. NORTHRUP

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY
OVERSPEED Couplings are **DAMAGING.**
Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

SPEED TABLE

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

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
—	36	100	—	58	62.1	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.5	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	30	24.0
—	51	70.6	1	26	41.9	2	45	21.8
—	52	69.2	1	28	40.9	3	—	20.0
—	53	67.9	1	30	40.0	3	30	17.1
—	54	66.6	1	32	39.1	4	—	15.0
—	55	65.5	1	34	38.3	4	30	13.3
—	56	64.2	1	36	37.5	5	—	12.0
—	57	63.2	1	38	36.8	6	—	10.0

TABLE OF CONTENTS

EXPLANATION OF CHARACTERS

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

EXPLANATION OF ROADWAY SIGNS

Temporary Restrictions	— Red, Yellow and Green flags or Discs
Permanent Speed Signs	— Square or Rectangular in shape, Yellow with numerals, or Green
Permanent Stop Signs	— Rectangular in shape, Red
Whistle Sign	— Square in Shape, White with Letter "W"

WEST-WARD ↓	FIRST SUBDIVISION					↑ EAST-WARD
First Class						First Class
3						4
Leave Daily	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Daily
AM 3.00	564		EMPORIA 3.2 MERRICK 8.1 (2-MT) BCQRT	CTC	112.1	AM [s]4.07
					115.3	3.56
	575		SAFFORDVILLE 1.3 ELLINOR 7.0 (3-MT)	ABS	123.4	
3.10	577				124.7	3.46
	584	11762	STRONG CITY 4.1	CTC	131.7	
			NEVA 2.5		135.8	
	590		ELMDALE 6.5		138.3	
	598	8583	CLEMENTS 5.9		144.8	
	603		CEDAR POINT 6.2		150.7	
	609	8079	FLORENCE 11.4		156.9	
	620	10487	PEABODY 0.3		168.3	
			O K T Crossing A 9.7		168.6	
	630	8419	WALTON 6.3		178.3	
			Mo. Pac. Crossing 0.5		184.6	
[s]4.15 AM	637		NEWTON (3-MT) BCQT		185.1	2.56 AM
Arrive Daily			(73.0)			Leave Daily

CTC IN EFFECT:
South Track between Merrick and Ellinor.
Main Tracks between Emporia and Merrick.
On main track and sidings, Ellinor to Newton.
Three main tracks Newton between Mo. Pac. crossing M.P. 184.6 and M.P. 185.5.

RULE 251 IN EFFECT:
North Track and Middle Track between Merrick and Ellinor. RULE 252 authorized between Merrick and Ellinor.

Permanent speed signs are not displayed for movements against the current of traffic. Trains operating against the current of traffic must not exceed speed of 59 MPH for passenger trains; 49 MPH for freight trains.

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

Rule 82(A)—Trains originating Neva and Ellinor may leave without a clearance.

Strong City Subdivision trains originating Emporia and Sand Creek must secure two clearances—one marked "First Subdivision" and one marked "Strong City Subdivision".

Emporia is register station only for trains originating or terminating. At Emporia trains on which engine or train crews do not change will register by Ticket.

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

Between Merrick and Ellinor mile posts on South Track designated by "X".

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

Proceed indication on interlocking signal at Merrick and Ellinor authorizes extras with the current of traffic where Rule 251 in effect.

Rule 450—Track Bulletins are authorized on First Subdivision.

Rule 405—Track Bulletins may be transmitted mechanically to Emporia, Newton, and Sand Creek.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:	MPH Psgr.	MPH Frt.
Emporia and Newton	79	55*
Constitution Street (M.P. 111.9) Emporia and Merrick (M.P. 115.3) Yard Track No. 3	15	15
Newton— Main tracks between Mo. Pac. crossing and interlocking M.P. 186.0; Freight leads between interlocking M.P. 185.6 and Sand Creek Bridge M.P. 186.3	20	20

*Maximum authorized speed for freight trains 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 8500 feet.
(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
3 Curves,	M.P. 116.2X to 118.1X	South Track	75
Curve,	M.P. 122.5X to 123.0X	South Track	75
4 Curves,	M.P. 116.2 to 118.9	North Track Middle Track	70
Curve,	M.P. 122.5 to 123.0	North Track Middle Track	75
Curve,	M.P. 126.1 to 126.4		70
Curve,	M.P. 129.4 to 130.0		75
Curve,	M.P. 132.4 to 132.8		70
Curve,	M.P. 133.7 to 133.9		50
Curve,	M.P. 134.2 to 134.8		75
Curve,	M.P. 135.9 to 136.4		65
Curve,	M.P. 136.9 to 137.1		75
Curve,	M.P. 142.2 to 142.5		75
3 Curves,	M.P. 148.0 to 150.5		75
Curve,	M.P. 153.4 to 154.2		75
3 Curves,	M.P. 155.6 to 157.9		75
Curve,	M.P. 160.5 to 160.7		75
3 Curves,	M.P. 161.6 to 163.6		70
2 Curves,	M.P. 164.7 to 165.9		75
Curve,	M.P. 166.4 to 166.8		65
Curve,	M.P. 168.0 to 168.4		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 release box.

FIRST SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES

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

"D"—Dual Control Switch

Station	Type	Location	MPH
Merrick	D	Crossovers between Middle Track and North Track and west crossover between Middle Track and South Track	50
	D	East crossover between Middle Track and South Track	30
	D	Turnout to Yard Lead	10
Ellinor	D	Main track turnouts and crossovers	40
Strong City	D	Both ends siding	30
Neva	D	Turnout to Strong City Subdivision	20
Clements	D	Both ends siding	30
Florence	D	Both ends siding	30
Peabody	D	Both ends siding	30
	D	Connection to O K T	20
Walton	D	Both ends siding	30
	D	East switch, storage track	10
Newton	D	Main track crossovers and turnouts M.P. 184.5 to M.P. 185.5	30
	D	Turnout to lower yard M.P. 185.6	10

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)
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

WESTWARD ↓ SECOND SUBDIVISION ↑ EASTWARD

First Class 3 Leave Daily	Station Numbers	Siding Feet	STATIONS		Mile Post	First Class 4 Arrive Daily
AM 4.25	637		NEWTON BCQT (2-MT)		185.1	AM s2.46
			1.6			
	639		SAND CREEK BCQT (2-MT)		186.7	
			7.9			
	647	6124	HALSTEAD		194.6	
			9.1			
	656	10452	BURRTON		203.7	
			0.4			
			BN Crossing	CTC	204.1	
			10.8			
	667		WAY BCT		214.9	
			1.6			
			S.S.W. Crossing		216.5	
			1.8			
s4.57	670	29903	HUTCHINSON BCQTY		218.3	s2.01
			0.9			
			Mo. Pac. Crossing		219.2	
			4.2			
5.03	676		WHITESIDE		223.4	1.47
			5.6			
5.07	681		PARTRIDGE		229.0	1.43
			6.1			
5.12	687	10166	ABBYVILLE P		235.1	1.39
			5.6			
5.16	693		PLEVNA		240.7	1.35
			5.7			
5.19	698		SYLVIA		246.4	1.31
			4.7			
5.23	703	10300	ZENITH		251.1	1.28
			5.9			
5.27	709		STAFFORD P	ABS-ATS	257.0	1.24
			0.2			
			Mo. Pac. Crossing A		257.2	
			8.8			
5.33	718	10284	ST. JOHN P		266.0	1.17
			6.8			
5.37	725		DILLWYN		272.8	1.12
			4.8			
5.41	730		MACKSVILLE P		277.6	1.09
			7.3			
5.46	737	10370	BELPRE		284.9	1.04
			8.4			
5.50	745		LEWIS		293.3	12.58
			9.1			
5.55	754	8600	KINSLEY TY		302.4 (316.7)	12.51
			8.0			
	762	N4266 S5282	OFFERLE		324.7	
			5.6			
	768	6675	BELLEFONT		330.3	
			5.8			
	774	N7768 S5113	SPEARVILLE	CTC-ATS	336.1	
			8.6			
6.14	783	6805	WRIGHT (2-MT)		344.7	
			7.8			
s6.37 AM	790		DODGE CITY BCQRTY		352.5	12.23 AM
Arrive Daily			(153.1)			Leave Daily

CTC IN EFFECT:
Three main tracks Newton between Mo. Pac. Crossing M.P. 184.6 and M.P. 185.5.
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 speed signs are not displayed for movements against the current of traffic.

Rule 450—Track Bulletins are authorized on Second Subdivision.

Rule405—Track Bulletins may be transmitted mechanically to Newton, Sand Creek, Hutchinson and Dodge City.

RULE 82(A)—Trains originating Kinsley and Hutchinson may leave without a clearance.
Westward trains must secure clearance at Hutchinson when operator on duty.
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.

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

HAND THROW SWITCHES IN CTC LIMITS — RULE 350(B)
Locations of such switches are listed below:

Town or West of	Mile Post Location	Track Connection
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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
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. 351.0	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 8500 feet.
(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	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

(C) SPEED RESTRICTIONS — VARIOUS (Continued)

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

*Equipped with westward ATS Inert Inductors.

(D) SPEED RESTRICTIONS — SWITCHES
Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.
"D"—Dual Control Switch "S"—Spring Switch

Station	Type	Location	MPH
Newton	D	Main track crossovers and turnouts M.P. 184.5 to M.P. 185.5	30
	D	Turnout to lower yard M.P. 185.6	10
Sand Creek	D	Crossover M.P. 186.0	40
	D	Turnouts to yard M.P. 187.8	10
	D	Crossovers M.P. 187.8	30
	D	Turnout from or to south track, M.P. 190.0	40
Halstead	D	Both ends siding	40
Burrton	D	Both ends siding	40
Way-Hutchinson	D	Second crossover west of SSW crossing between siding and main track	10
	D	Crossover west of SSW crossing between siding and CLIC track 301	10
	D	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	D	Turnouts and crossovers between Depot and Colony Ave.	30
	D	West end siding (M.P. 318.4)	40
Offerle	D	Both ends both sidings	20
Bellefont	D	Both ends siding	20
Spearville	D	Both ends both sidings	20
Wright	D	East end siding	20
	D	Turnout from or to South Track M.P. 344.7	40
Dodge City	D	Turnout east end Freight lead	20
	D	Double Crossovers M.P. 350.1	30

2. 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

*Must not be used for meeting and passing trains.

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

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

Detector Location	Locator Location Westward	Locator Location Eastward
M.P. 192.1	M.P. 194.0	M.P. 190.5
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

*Radio Readout "Reporter" Type.

WESTWARD ↓		THIRD SUBDIVISION		EASTWARD ↑
Station Numbers	Siding Feet	STATIONS		Mile Post
637		NEWTON BCQT	CTC	185.1
		2.9		
		McGRAW		188.0
		3.2		
4306	6628	PUTNAM		191.2
		4.0		
4310	7526	SEDGWICK		195.2
		6.6		
4317	6710	VALLEY CENTER BN Crossing		201.8
		7.3		
4327		WICHITA BCQTY	ABS	209.1
		1.0		
		Mo. Pac. Crossing (D.T.) A		210.1
		1.6		
		NORTH JCT. Y		211.7
		0.6		
4325		WICHITA U.S. (W.U.T. Ry.)	CTC	212.3
		0.9		
		SOUTH JCT.		213.2
		4.2		
	6616	CONNELL		217.4
		5.6		
4338	6872	DERBY		223.0
		4.9		
4343	15184	MULVANE T		227.8
		10.0		
4353	6156	UDALL		237.9
		11.8		
	9294	WN JCT.		249.7
		1.1		
2171		WINFIELD CQ		250.8
		5.3		
1680	8023	HACKNEY		256.1
		7.3		
1687	E7000	ARKANSAS CITY BCQT		263.4
		(78.3)		

CTC IN EFFECT:

On Three main tracks Newton between Mo. Pac. crossing M.P. 184.6 and M.P. 185.5.

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

RULE 251 IN EFFECT:

M.P. 207.9 Wichita to North Jct.

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

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

Rule 450—Track Bulletins are authorized on Third Subdivision.

Rule 405—Track Bulletins may be transmitted mechanically to Newton, Sand Creek, Wichita, Winfield, and Arkansas City.

RULE 82(A)—Trains originating Mulvane and W.N. Jct. may leave without a clearance.

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

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

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

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

"Between 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.

THIRD SUBDIVISION

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."

HAND THROW SWITCHES IN CTC LIMITS — RULE 350(B)
Locations of such switches are listed below:

Town or West of	Mile Post Location	Track Connection
Putnam	191.0 & 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 & 217.0	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

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

Mile Post location Yard Limits —
Wichita —
North Jct. — East, M.P. 207.9; West M.P. 211.7.

SPECIAL INSTRUCTIONS

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.

(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 (Auto 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	30
4 Curves,	M.P. 211.7 to 213.3	25
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

THIRD SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES

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

"D"—Dual Control Switch "S"—Spring Switch

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

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)
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

FOURTH SUBDIVISION

WESTWARD ↓ EASTWARD ↑

Station Numbers	Siding Feet	STATIONS		Mile Post
577	12080	ELLINOR	CTC	124.7
		5.6		
5845	6594	GLADSTONE		130.3
		5.8		
5851	10017	BAZAR		136.1
		8.3		
5859	7943	MATFIELD GREEN P		144.4
		9.8		
5870	14892	CASSODAY		154.2
		4.2		
5874	14338	AIKMAN		158.4
		7.8		
5881	7010	CHELSEA		165.5
		8.8		
1630		EL DORADO BCQTY	ABS	174.3
		11.0		
		BN Crossing DT		185.3
		0.4		
1643	E6646 W9512	AUGUSTA T		185.7 (199.5)
		5.7		
4905	6784	SALTER	CTC	205.2
		6.4		
4912	6794	ROSE HILL		211.6
		9.0		
4343	6953	MULVANE T 2-MT		220.5
		5.9		
4926	7502	BELLE PLAINE		226.5
		4.1		
		CICERO DT	ABS	230.6
		8.3		
2194		WELLINGTON BCQRT	CTC	238.9
		(101.1)		

CTC 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.

On 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.

Rule 252 authorized between Augusta and El Dorado and between Cicero and Wellington.

Permanent speed signs are not displayed for movements against the current of traffic. Trains operating against the current of traffic must not exceed speed of 59 MPH for passenger trains; 49 MPH for freight trains.

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

Proceed indication on controlled signal 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 Subdivision main track, next track is Fourth Subdivision North track, and next track is Third Subdivision Siding. Mile posts on South track designated by "X".

Wellington is register station only for trains originating or terminating.

Rule 450—Track Bulletins are authorized on Fourth Subdivision.

Rule 405—Track Bulletins may be transmitted mechanically to Emporia, Eldorado and Wellington.

RULE 82(A)—Trains originating Ellinor, Augusta, and Mulvane may leave without a clearance.

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

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

Locations of such switches are listed below:

Town or West of	Mile Post Location	Track Connection
Bazar	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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
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 8500 feet.
(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	40
		North Track	30
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	30
Crossing,	M.P. 220.8	North Track	40
Curve,	M.P. 217.3X to 217.4X	South Track	65
2 Curves,	M.P. 220.0X to 221.4X	South Track	65
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

(D) SPEED RESTRICTIONS — SWITCHES

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

"D"—Dual Control Switch "S"—Spring Switch

Station	Type	Location	MPH
Ellinor	D	Main track turnouts and cross-overs	40
Gladstone	D	Both ends siding	40
Bazar	D	Both ends siding	40
Matfield Green	D	Both ends siding	40
Cassoday	D	Both ends siding	40
Aikman	D	Both ends siding	40
Chelsea	D	Both ends siding	40
El Dorado	D	Turnout from or to South Track	50
	D	Crossovers M.P. 172.7	40
	D	Turnouts to depot track and west leg of wye	10
	D	Crossovers M.P. 174.3	30
Augusta	S	East end eastward siding	30
	D	Other turnouts and crossovers	30
	D	End of double track westward	45
Salter	D	Both ends siding	40
Rose Hill	D	Both ends siding	40
Mulvane	D	Turnout North Track M.P. 215.8	45
	D	Crossover between Third and Fourth Subdivisions M.P. 220.0	40
	D	Turnout North Track M.P. 221.9	40
	D	Other turnout and crossovers	30
Belle Plaine	D	Both ends siding	30
Cicero	D	End of double track	65
Wellington	D	End of double track	40
	D	Turnouts from or to yard lead and Eastern Division	20
	D	East end siding	15

2. 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

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

Detector Location	Locator Location Westward	Locator Location Eastward
M.P. 138.1***		
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.
*** — Radio Readout "Reporter" Type.

WEST-WARD ↓	FIFTH SUBDIVISION			↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
670		HUTCHINSON	BCQT	218.3
		4.4		
		YA JCT.		222.7
		0.5		
3505	4073	YAGGY		223.2
		5.4		
3511	4142	NICKERSON		228.6
		7.0		
		ST JCT.		235.6
		1.1		
3519	4281	STERLING		236.7
		6.2		
3524	4124	ALDEN		242.9
		6.1		
3531	2674	RAYMOND		249.0
		4.5		
3535	2650	CLARENDON		253.5
		5.9		
3541	4120	ELLINWOOD	T	259.4
		4.5		
3546		DARTMOUTH		263.9
		5.6		
3551		GREAT BEND	BCQRTY	269.5
		7.8		
3559		DUNDEE		277.3
		5.7		
3565	4130	PAWNEE ROCK		283.0
		8.8		
3574	4063	LARNED		291.8
		10.7		
3585	4134	GARFIELD		302.5
		14.2		
754		KINSLEY		316.7
		(98.4)		

RULE 94 IN EFFECT:
Between Hutchinson and M.P. 227.0
Between M.P. 314.2 and Kinsley (M.P. 316.5)

Westward trains must secure clearance at Hutchinson and Great Bend when operator on duty.

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

Train Order Form F example (3) authorized between Hutchinson and Kinsley.

Rule 405—Track Bulletins may be transmitted mechanically to Hutchinson and Great Bend.

Rule 450—Track Bulletins are authorized on Fifth Subdivision.

Mile Post location Yard Limits —
Great Bend — East, M.P. 267.8; West, M.P. 275.0

SPECIAL INSTRUCTIONS

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.

2. TRACKS BETWEEN STATIONS

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

WEST-WARD ↓	DOUGLASS SUBDIVISION			↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
1643		AUGUSTA	T	185.7
		6.3		
1649		GORDON		192.0
		5.0		
1654		DOUGLASS		197.0
		5.6		
1660		ROCK		202.6
		6.2		
1666	7495	AKRON		208.8
		7.2		
2171	5833	WN JCT.	C	216.0
		(30.3)		

CTC

CTC IN EFFECT:
On main track and sidings Augusta to WN Jct.

Rule 450—Track Bulletins are authorized on Douglass Subdivision.

Rule 405—Track Bulletins may be transmitted mechanically to Arkansas City, Winfield, Augusta.

Rule 82(A)—Trains originating Augusta and WN. Jct., may leave without a clearance.

SPECIAL INSTRUCTIONS

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.
"D"—Dual Control Switch.

Station	Type	Location	MPH
Augusta	D	Turnout to Fourth Subdivision	30
Akron	D	Both ends siding	40
WN Jct.	D	East end siding	30
		Turnouts to Third Subdivision	25

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

	Locator Location	
Detector Location	Westward	Eastward
M.P. 198.8	M.P. 201.5	M.P. 197.4

OKLAHOMA SUBDIVISION

WEST-WARD ↓ | EAST-WARD ↑

Station Numbers	Siding Feet	STATIONS			Mile Post
1687	E7000 W9900	ARKANSAS CITY	BCQT	CTC	263.4
		0.8			
		ATSF Crossing			264.2
		11.5			
1699	12185	NEWKIRK			275.8
		5.2			
1705		KILDARE			281.0
		7.8			
1712	32442	PONCA CITY	BCQT		288.9
		11.4			
1724	8616	MARLAND			300.3
		6.5			
1730	7447	RED ROCK			306.8
		5.9			
1736	7993	OTOE			312.7
		3.6			
		BLACK BEAR BN Crossing	A		316.3
		5.3			
1745	S3624 N5515	PERRY	BCQ		321.6
		6.8			
1752	8563	ASP			328.4
		10.4			
1762	10149	MULHALL			338.8
		8.1			
1771	8915	LAWRIE			347.2
		5.4			
1776	14725	GUTHRIE	CQT		352.6
		7.4			
1783	9735	SEWARD			360.1
		10.0			
1794	7041	EDMOND			370.1
		6.7			
1801	8029	BRITTON			376.8
		3.8			
		NOWERS		ABS	380.6
		3.4	DT		
1808		OKLAHOMA CITY	T		384.0
		1.7			
		BURNETT	2-MT	CTC	385.7
		3.1			
1812	8460	FLYNN	BCQT		390.5
		4.4			
1817	8351	MOORE			393.2
		8.6			
1825	6678	NORMAN			401.8
		6.2			
1832	9075	NOBLE			408.1
		9.2			
1841		PURCELL	B		417.3
		(153.2)			

CTC IN EFFECT:
On main tracks and sidings, Arkansas City to Nowers, and Burnett to Purcell.

On two tracks: Burnett (M.P. 385.7) to M.P. 387.4.

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

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

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

Trains to be operated from Black Bear via BN must secure BN track warrant at ATSF Station Perry.

AT&SF trains will use M-K-T tracks between Oklahoma City (Harter) and Shawnee (36.7 miles). Eastward trains must secure M-K-T clearance at Flynn or Harter. Westward trains must secure M-K-T clearance at Shawnee. AT&SF clearance and train orders secured at Flynn will be retained for westward trip from Shawnee. Rule 105 in effect on AT&SF tracks at Shawnee.

At Arkansas City unless otherwise provided westward trains will secure two clearances, one marked Middle Division and one marked Northern Division.

Rule 450—Track Bulletins are authorized on Oklahoma Subdivision.

Rule 405—Track Bulletins may be transmitted mechanically to Arkansas City, Ponca City, Perry, Guthrie and Flynn.

Rule 82(A)—Trains originating Guthrie may leave without a clearance.

HAND THROW SWITCHES IN CTC LIMITS—Rule 350(B)
Locations of such switches are listed below:

Town or West of	Mile Post Location	Track Connection
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
Flynn	388.2	East end CLIC Track 0711
Flynn	388.7	West end CLIC Track 0502
Moore	392.7	West end CLIC Track 0550
Purcell	417.1 & 417.5	Both ends CLIC Track 4110

SPECIAL INSTRUCTIONS

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	30
Crossings,	M.P. 398.7 to 399.6	50
Crossings,	M.P. 399.6 to 404.1	30
Crossings,	M.P. 406.4 to 409.7	40
2 Curves,	M.P. 415.8 to 416.5	50
FLYNN INDUSTRIAL SPURS M.P. 388.8		
Curve,	M.P. 0.0 to 0.3	10
2 Curves,	M.P. 3.8 to GM Yard	10

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

(D) SPEED RESTRICTIONS — SWITCHES

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

"D"—Dual Control Switch "S"—Spring Switch

Station	Type	Location	MPH
Arkansas City	D	Crossover between main track and CLIC Track 198 M.P. 264.1	20
	D	West end west siding	40
	S	M.P. 262.3 east end yard lead	10
Newkirk	D	Both ends siding	40
Ponca City	D	East end yard lead	10
	D	Other turnouts and crossovers	40
Marland	D	Both ends siding	40
Red Rock	D	Both ends siding	40
	D	OG&E Sooner Spur M.P. 308.2	30
Otoe	D	Both ends siding	40
Perry	D	Both ends north siding	30
	D	Both ends south siding	20
Asp	D	Both ends siding	40
Mulhall	D	Both ends siding	40
Lawrie	D	Both ends siding	40
Guthrie	D	Crossover between Enid Subdivision and Oklahoma Subdivision	30
	D	Other turnouts and crossovers	40
Seward	D	Both ends siding	40
Edmond	D	Both ends siding	40
Britton	D	Both ends siding	40
Nowers	D	End of double track	40
Burnett	D	Crossovers M.P. 385.8	40
	D	From or to North Track M.P. 387.4	40
Flynn	D	Both ends siding	10
	D	West switch, CLIC Track 506	10
Moore	D	Both ends siding	40
Norman	D	Both ends siding	40
Noble	D	Both ends siding	40
Purcell	D	Both ends Yard Track No. 1	20

2. TRACKS BETWEEN STATIONS

Name	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 Spur	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
Flynn Industrial Spur	—	M.P. 388.8	22,338
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

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Detector Location	Locator Location Westward	Locator Location 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.

ENID SUBDIVISION

WESTWARD ↓ ↑ EASTWARD

Station Numbers	Siding Feet	STATIONS		Mile Post
2261		KIOWA	TY	
		0.8		
		Mo. Pac. Crossing	g	0.6
		8.2		
6708	6420	BURLINGTON		8.8
		10.9		
6697	5022	CHEROKEE	Y	19.7
		12.1		
6685	2202	JET		31.8
		8.2		
6677	2235	NASH		40.0
		7.8		
6669	1968	HILLSDALE		47.8
		10.4		
6658	4129	BLANTON	Y	58.2
		2.8	BN RR	
		BN JCT.		61.0
		0.9		
		BN JCT.		61.9
		0.1		
		O.K.T. Crossing	A	62.0
		0.1		
		BN JCT.		62.1
		0.2		
6655		ENID	BCQRTY	62.3
		0.9		
		BN Crossing	S	63.2
		9.6		
6644	2918	FAIRMONT		72.8
		0.8		
		BN Crossing	A	73.6
		6.8		
6636	1422	DOUGLAS		80.4
		8.0		
6628	6250	MARSHALL		88.4
		6.7		
6622	1427	LOVELL		95.1
		7.7		
6614	2196	CRESCENT		102.8
		13.9		
1776		GUTHRIE	CQTY	116.7
		(116.9)		

ENID SUBDIVISION

At Enid, trains will secure a clearance. Also, unless otherwise provided, westward trains will secure a Northern Division clearance.

Rule 450—Track Bulletins are authorized on Enid Subdivision.

Rule 405—Track Bulletins may be transmitted mechanically to Guthrie and Enid.

Train Order Form F example (3) authorized between Guthrie and Enid.

Between outlying wye switch and Kiowa, on Plains Division, CTC 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. 548.2.

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 INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	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

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

*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

WESTWARD ↓ CUSHING SUBDIVISION ↑ EASTWARD

Station Numbers	Siding Feet	STATIONS		Mile Post
5037		FAIRFAX		37.6
		5.5		
5042		RALSTON		43.1
		9.2		
		SKEDEE		52.3
		5.9		
		BN Crossing CAMP	A	58.2
		(20.6)		

RULE 94 IN EFFECT between Fairfax and Camp.

Trains to operate from Camp via BN must secure instructions and track warrant from BN operator via direct dial telephone at Camp. Conductor will designate one member of crew to copy TWC.

Rule 450—Track Bulletins are authorized on Cushing Subdivision.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Fairfax and Camp	20

(C) SPEED RESTRICTIONS — VARIOUS

	MPH
RR Crossing, M.P. 58.2	20

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

WESTWARD ↓ STILLWATER SUBDIVISION ↑ EASTWARD

Station Numbers	Siding Feet	STATIONS		Mile Post
6074		PAWNEE	Y	6.6
		1.8		
		BN Crossing	A	8.4
		9.5		
6062		GLENCOE		17.9
		12.0		
6050	1267	STILLWATER	Y	29.9
		(23.6)		

Trains to operate from Pawnee via BN must secure instructions and track warrant from BN operator via direct dial telephone at Pawnee. Conductor will designate one member of crew to copy TWC.

Rule 450—Track Bulletins are authorized on Stillwater Subdivison.

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 INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Pawnee and Stillwater	30

(C) SPEED RESTRICTIONS — VARIOUS

	MPH
RR Crossing, M.P. 8.4	20

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

2. 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 ↓	STRONG CITY SUBDIVISION			↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
		NEVA	Y	
		7.6		
3308		HYMER		7.6
		5.8		
3313		DIAMOND SPRINGS		13.4
		5.8		
3319		BURDICK		19.2
		6.3		
3326		O K T Crossing LOST SPRINGS	A	25.5
		5.4		
		S.S.W. Crossing	A	30.9
		5.9		
3337	2785	HOPE		36.8
		0.3		
		Mo. Pac. Crossing	A	37.1
		7.3		
3344		NAVARRE		44.4
		7.7		
3352		ENTERPRISE		52.1
		0.1		
		O K T Crossing	g	52.2
		5.9		
3358		ABILENE	BCQRTY	58.1
		0.5		
		O K T JCT.		58.6
		0.2		
		S.A. Jct.		58.8
		0.2		
		U.P. Crossing	A	59.0
		8.0		
3367		TALMAGE		67.0
		5.8		
3373	1931	MANCHESTER	T	72.8
		5.6		
3378	1874	LONGFORD		78.4
		5.3		
3384		OAK HILL		83.7
		9.3		
3393	2964	MILTONVALE		93.0
		9.1		
3402		AURORA		102.1
		5.9		
3408		HUSCHER		108.0
		2.0		
3411		COOK		110.0
		3.2		
		Mo. Pac. Crossing	S	113.2
		0.3		
3414		CONCORDIA	Y	113.5
		6.6		
		Mo. Pac. Crossing	g	120.1
		7.6		
3428		KACKLEY		127.7
		6.0		
3434		Kyle RR Crossing COURTLAND	SY	133.7
		7.5		
3441		LOVEWELL		141.2
		5.8		
3447		WEBBER		147.0
		4.9		
		State Line		151.9
		0.7		
		Mo. Pac. Crossing	S	152.6
		0.5		
		B.N. JCT.		153.1
		0.7		
3454		SUPERIOR	BRY	153.8
		(153.8)		

Rule 405—Track Bulletins may be transmitted mechanically to Emporia, Abilene and Superior.

Rule 450—Track Bulletins are authorized on Strong City Subdivision.

Train Order Form (F) example (3) authorized on Strong City Subdivision.

At Concordia main track switches at the east and west ends of CLIC tracks 1402 and 1411 will be left lined and locked as last used.

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. 62.0
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. 150.0; West, M.P. 153.1.

STRONG CITY SUBDIVISION

SPECIAL INSTRUCTIONS

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

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

WEST-WARD ↓	SALINA SUBDIVISION			↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
3358		ABILENE	BCQRT	
		0.4		
		O K T JCT.		
		0.2		
		S.A. JCT.		
		0.3		
		WEST ABILENE		
		7.6	U.P. Ry.	
5658	A.T.&S.F. Yard	SOLOMON		
		12.3		
		EAST SALINA		
		0.4		
		A.B. JCT.		20.5
		1.0		
		U.P. Crossing	S	21.5
		0.1		
		U.P. Crossing	S	21.6
		0.1		
5672		SALINA	BCQRY	21.7
		1.0		
		U.P. Crossing	A	22.7
		7.4		
9908	2184	HEDVILLE		30.1
		12.1		
9920		JUNIATA		42.2
		3.3		
9923		WESTFALL		45.5
		9.7		
9933		BARTON		55.2
		1.4		
		U.P. Crossing	G	56.6
		0.3		
9935	2811	LINCOLN		56.9
		5.2		
9940		GOLDENROD		62.1
		3.1		
9943		DENMARK		65.2
		6.5		
9950		ASH GROVE		71.7
		5.4		
9955		HUNTER		77.1
		8.9		
9964	981	TIPTON		86.0
		8.2		
9972		CORINTH		94.2
		3.9		
9976		FORNEY		98.1
		4.4		
9981		OSBORNE		102.5
		(103.2)		

ABR

Rule S-227 in effect between Salina and Osborne.

Rule 450—Track Bulletins are authorized on Salina Subdivision.

Rule 405—Track Bulletins may be transmitted mechanically to Abilene and Salina.

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

Westward trains secure UP clearance and AT&SF clearance at Abilene.

Westward trains will secure clearance at Salina.

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

SPECIAL INSTRUCTIONS

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)	15
RR Crossing,	M.P. 21.6 (Stop)	15
RR Crossing,	M.P. 22.7	20
Curve,	M.P. 24.5 to 24.6	15
Curve,	M.P. 25.1 to 25.2	15
2 Curves,	M.P. 55.1 to 55.4	15
RR Crossing,	M.P. 56.6 (Stop)	15
5 Curves,	M.P. 88.7 to 91.5	20
Crossing,	M.P. 94.2	5
Bridge,	M.P. 101.1 Solomon River	20

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

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

WEST-WARD ↓	McPHERSON SUBDIVISION			↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
3610		MARION	Y	10.1
		0.3		
		O.K.T. CROSSING	A	10.4
		4.9		
3616	2276	CANADA		15.3
		5.2		
3621		HILLSBORO		20.5
		5.8		
3626		LEHIGH		26.3
		7.8		
3634	2054	CANTON		34.1
		5.8		
3640		GALVA		39.9
		3.9		
		S.S.W. CROSSING	A	43.8
		2.9		
		S.S.W. CROSSING	G	46.7
		0.5		
3647		McPHERSON	BPQR	47.2
		0.1		
		U.P. CROSSING	G	47.3
		6.4		
3654		CONWAY		53.7
		6.9		
3661		WINDOM		60.6
		5.6		
3666		LITTLE RIVER		66.2
		5.8		
3672		MITCHELL		72.0
		5.4		
		MO. PAC. CROSSING	G	77.4
		0.7		
3678		LYONS	BPQ	78.1
		0.3		
		BN CROSSING	G	78.4
		7.6		
3686		CHASE		86.0
		6.1		
3692		SILICA		92.1
		6.4		
3541		ELLINWOOD	T	98.5
		(88.4)		

ABR

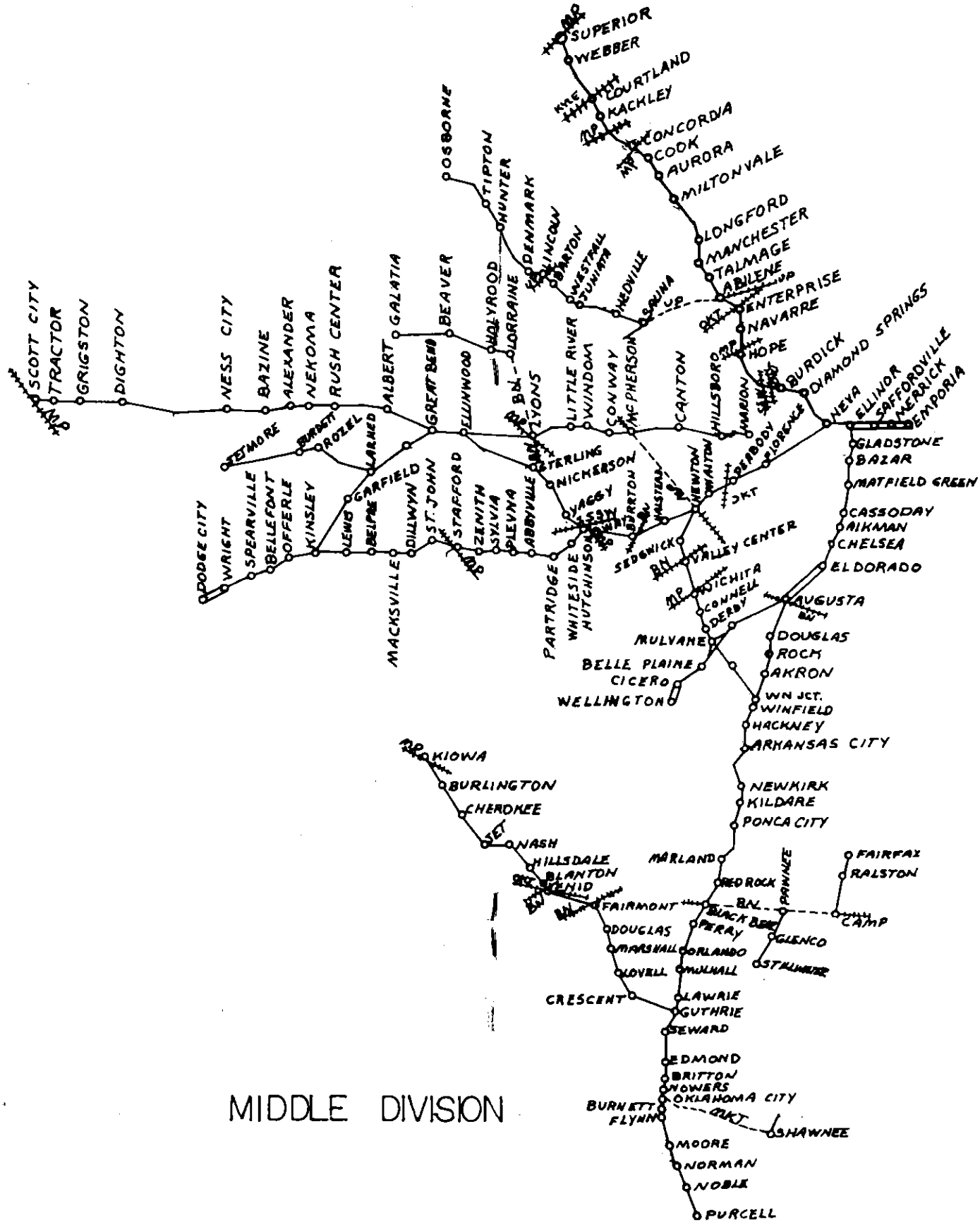
Rule S-227 in effect between McPherson and Marion.

Rule 94 in effect between M.P. 43 (east of McPherson) and Ellinwood.

Rule 450—Track Bulletins are authorized on McPherson Subdivision.

Rule 405—Track Bulletins may be transmitted mechanically to McPherson and Lyons.

Rule 82(A). Trains originating McPherson must secure a clearance when operator on duty.



MIDDLE DIVISION

McPHERSON SUBDIVISION

At McPherson switch from Missouri Pacific connection track 4725 into yard track 4721, as well as west switch of track 4722 into McPherson Subdivision 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.

Mile Post location Yard Limits —
Marion — East, end of track; West, M.P. 12.0.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Marion and M.P. 43	30
M.P. 43 and Ellinwood	20

(C) SPEED RESTRICTIONS — VARIOUS

		MPH
Crossing,	M.P. 10.0 to 10.8	15
RR Crossing,	M.P. 10.4	20
Crossing,	M.P. 33.9	15
RR Crossing,	M.P. 43.8	20
Crossings,	M.P. 46.5 to 48.0	15
RR Crossing,	M.P. 46.7 (Approach prepared to stop)	15
RR Crossing,	M.P. 47.3 (Approach prepared to stop)	10
4 Curves	M.P. 66.0 to 66.1	15
RR Crossing,	M.P. 77.4 (Stop)	15
Crossing,	M.P. 77.9	15
RR Crossing,	M.P. 78.4 (Approach prepared to stop)	15

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

LITTLE RIVER SUBDIVISION

WEST-WARD ↓ ↑ EAST-WARD

Station Numbers	Siding Feet	STATIONS		Mile Post
3678		LYONS	BN RR BPQR	
		17.3		
5771		LORRAINE	BN	20.7
		5.6		
5776		HOLYROOD		26.1
		4.6		
5781		FARHMAN		30.7
		5.7		
5786		HITSCHMANN		36.4
		4.8		
5791		BEAVER		41.2
		5.8		
5797		SUSANK		47.0
		2.9		
5800		STICKNEY		49.9
		7.0		
5807		GALATIA	T	56.9
		(53.7)		

RULE 94 in effect between Lorraine and Galatia.

Trains and engines must secure AT&SF and BN clearance at Lyons.

Rule 450—Track Bulletins are authorized on Little River Subdivision.

Rule 405—Track Bulletins may be transmitted mechanically to Lyons.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN	MPH
Lorraine and Galatia	20

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout switches, 10 MPH.

GREAT BEND SUBDIVISION

WEST-WARD ↓ ↑ EAST-WARD

Station Numbers	Siding Feet	STATIONS		Mile Post
3551		GREAT BEND	BCQRTY	
		8.3		
3708		HEIZER		8.0
		7.1		
3715		ALBERT		15.1
		9.1		
3724		TIMKEN		24.2
		7.7		
3732	4271	RUSH CENTER		31.9
		6.9		
3739		NEKOMA		38.8
		6.0		
3745		ALEXANDER		44.8
		7.7		
3753		BAZINE		52.5
		11.6		
3764	3880	NESS CITY	Y	64.1
		8.4		
3773		LAIRD		72.5
		7.7		
3781		BEELER		80.2
		6.7		
3787		ALAMOTA		86.9
		9.0		
3796		DIGHTON		95.9
		7.3		
3803		AMY		103.2
		6.3		
3810		GRIGSTON		109.5
		6.3		
3815		TRACTOR		115.8
		3.1		
		MO. PAC. CROSSING		118.9
		1.2		
3820		SCOTT CITY	Y	120.1
		(120.4)		

Rule 450—Track Bulletins are authorized on Great Bend Subdivision.

Rule 405—Track Bulletins may be transmitted mechanically to Great Bend.

Mile Post location Yard Limits —
Great Bend - East, Great Bend; 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 INSTRUCTIONS

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

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

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WEST-WARD ↓	LARNED SUBDIVISION			↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
3574		LARNED T		
		6.6		
5907		FRIZELL		6.6
		5.6		
5913		SANFORD		12.2
		4.8		
5917		ROZEL		17.0
		6.9		
5924		BURDETT		23.9
		6.8		
5931		GRAY		30.7
		4.7		
5936		HANSTON		35.4
		10.8		
5946		JETMORE T		46.2
		(46.2)		

RULE 94 in effect between Larned and Jetmore.

Rule 450—Track Bulletins are authorized on Larned Subdivision.

Rule 82(A). Trains originating Larned and Jetmore may leave without a clearance.

SPECIAL INSTRUCTIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Larned and Jetmore	20

(C) SPEED RESTRICTIONS—VARIOUS

	MPH
Crossings, M.P. 23.8 to 23.9	15

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. 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

SPECIAL INSTRUCTIONS:

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

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

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

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

Rule 15 supplemented by adding: Radio may be used in lieu of whistle signals to convey information, EXCEPT when using signals 15(a), 15(1) and 15(n).

Rule 24 amended to read:

"Trains will be identified as follows:

1. Regular trains - by schedule number and engine number;
2. Extras - by engine number and direction; and,
3. Work Extras - by engine number.

The engine number must be illuminated on engines equipped with number lights. When an engine consists of more than one unit, or when two or more engines are coupled, the number of one unit only will be illuminated and will be the identifying number. When practicable, the number of the leading unit must be used."

Rule S-71 supplemented by adding: Eastward regular trains are superior to Westward regular trains of the same class.

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

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

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

Rule 102(2) amended to read: The train involved must not proceed until it is has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test. Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed or brake pipe pressure has been restored.

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

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

Rule 104(Q) new rule added to read: VARIABLE SWITCHES: Trailing movement may be made over switch from either track regardless of position of switch points.

When making a trailing movement and switch points are not lined for such movement, all wheels of a car or unit must clear switch points before reverse movement is commenced.

During snow storms, ice storms or other conditions that may prevent a variable switch from functioning properly, a trailing movement must not be made through variable switch until it has been lined by hand for the movement.

Rule 104(R) new rule added to read: SWITCH POINT INDICATOR:

Aspect	Indication
Green	Switch points fit properly for normal movement.
Yellow	Switch points fit properly for reverse movement.
Red or Dark	Stop and inspect switch.

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

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

Rules 230 through 242 modified as shown on pages 54 and 55.

Rule 317(2) does not apply.

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

Rule 405 Supplemented by adding: Prescribed form for track warrant is shown on page 168. Pre-printed pads of this form will be in the same format as shown. The form for mechanical transmission is revised as depicted below, with items (5) and (14) omitted intentionally.

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

TRACK WARRANT

NO.-_____ __________________ 19__

TO ______________________________ AT ______________________________

1. __ TRACK WARRANT NO. ________________ IS VOID.
2. __ PROCEED FROM ______________________________
   TO ______________________________ ON ____________ TRACK
3. __ PROCEED FROM ______________________________
   TO ______________________________ ON ____________ TRACK
4. __ WORK BETWEEN ______________________________
   AND ______________________________ ON ____________ TRACK
6. __ THIS AUTHORITY EXPIRES AT _____ M.
7. __ NOT IN EFFECT UNTIL AFTER ARRIVAL OF ____________ AT ______________
8. __ HOLD MAIN TRACK AT LAST NAMED POINT.
9. __ DO NOT FOUL LIMITS AHEAD OF _______________.
10. __ CLEAR MAIN TRACK AT LAST NAMED POINT.
11. __ BETWEEN _______________ AND _______________ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN OR ENGINE.
12. __ BETWEEN _______________ AND _______________ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.
13. __ DO NOT EXCEED _____ MPH BETWEEN _______________ AND _______________
15. __ PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.
16. __ ____ TRACK BULLETINS IN EFFECT ____,____,____,____,____,____,____, ____,____,____,____,____,____,____,
17. __ OTHER SPECIFIC INSTRUCTIONS ______________________________
    ____
    ____
18. __ ____ TRACK CONDITION MESSAGES IN EFFECT ____________,____________, ____________,____________,____________,
19. __ ITEMS CHECKED __,__,__,__,__,__,__,__,__,__,__,__,__,__,__,__,__,__,__,
    OK ______ M DISPATCHER ______________________________

Rule 450 second paragraph amended to read: Where track bulletins are authorized, those received by a train or engine at their initial station must be listed on a track warrant or clearance, as appropriate, unless otherwise instructed by the train dispatcher or special instructions. The conductor and engineer must have copies of all track bulletins listed.

Rule 450 is also supplemented by adding: Prescribed form for track bulletins, Forms A and B, are shown on pages 174 and 175. Preprinted pads of these forms will be, and the forms for mechanical transmission are, revised as depicted below.

Mechanically transmited track bulletins must indicate, in space provided, the total number of lines used. Employes receiving copies must assure that the lines used corresponds with number indicated.

TRACK BULLETIN FORM A

NO. ________ ON ______________________ SUBDIV. ______________________ 19__

TO ______________________ AT ______________________

BETWEEN POINTS SHOWN IN LINES 1 THROUGH 10 BELOW DO NOT EXCEED SPEED GIVEN: USE LAST COLUMN WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE VOID	LINE NO	LIMITS MP	TO MP	SPEED: MPH	TRACK(S)	FLAGS AT M. P.
	1					
	2					
	3					
	4					
	5					
	6					
	7					
	8					
	9					
	10					
	11	OTHER CONDITIONS:				

____
____
____
____
____

TOTAL LINES USED ______

OK ______ M COPIED BY ______________ DISPATCHER ______________

RELAYED TO ______________________________

TRACK BULLETIN FORM B

NO. ________ ON ______________________ SUBDIV. ______________________ 19______

TO ______________________ AT ______________________

ON ______________ (DATE) ______________ BE GOVERNED BY RULE 455 WITHIN FOLLOWING LIMITS:

USE COLUMN WITH ASTERISK(*) WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE VOID	LINE NO	LIMITS MP	TO MP	FROM	UNTIL	TRACK (S)	FLAGS AT M.P. (*)	FOREMAN AND GANG NO.	STOP
	1			M.	M.				
	2			M.	M.				
	3			M.	M.				
	4			M.	M.				
	5			M.	M.				
	6			M.	M.				
	7			M.	M.				
	8			M.	M.				
	9			M.	M.				
	10			M.	M.				

TOTAL LINES USED ______

OK ______ M COPIED BY ______________ DISPATCHER ______________

RELAYED TO ______________________________

Train Order Form Y: Prescribed form for Train Order Form Y, example (1), is shown on page 118. Pre-printed pads of this form will be, and the form for mechnical transmission is, revised as depicted below:

LINE NO	LIMITS MP TO MP	FROM	UNTIL	TRACK (S)	FOREMAN AND GANG NO.	STOP
1		M	M			
2		M	M			
3		M	M			
4		M	M			
5		M	M			

WHEN YELLOW FLAGS ARE NOT DISPLAYED AS PRESCRIBED BY RULE 10, SHOW LOCATION OF FLAGS BELOW:

LINE NO	FLAGS AT MP	DIRECTION	FOREMAN AND GANG NO.

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

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

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

Boisterious, profane or vulgar language is forbidden.

Rule 623 amended to read: Employes whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 925. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

5. (A) SPEED — AUXILIARY TRACKS

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

(B) SPEED — STREET CROSSINGS

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

6. MAXIMUM SPEED OF ENGINES.

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

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

*Engine without cars must not exceed 70 MPH.

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

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

	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
All Classes except Amtrak	3	5
Amtrak	2	2

8. 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:

Subdivision	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 AT 199465 and Jordan Spreaders MPH	Locomotive Cranes AT 199600 AT 199720 and Other machines including Pile Driver AT 199453 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 Cranes AT 199600 and 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.

9. TRACKSIDE WARNING DEVICES

(A) HOTBOX 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. Counters will indicate accumulated axle count between defective axle and rear of train.

If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.

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.

9. TRACKSIDE WARNING DEVICES—CONTINUED

Radio Readout (Reporter) type:

As train approaches the detector location, to alert crew that system is operational the following message may 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 and 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 head end 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.

9. TRACKSIDE WARNING DEVICES — CONTINUED

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 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, information required by Revised Form 1571 Standard must be transmitted verbally to train dispatcher's office.

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.

10. JOINT TRACK FACILITIES

HUTCHINSON—AT&SF trains and engines will use S.S.W. main track between Hutchinson and M.P. 0.6, H&S Subdivision, Plains Division.

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.

YA JCT.—ST JCT.—Mo. Pac. trains will use AT&SF tracks between YA Jct. and ST Jct.

NEWTON—McPHERSON, AND LYONS—AT&SF trains will use Mo. Pac. tracks between Newton and McPherson, (29.4 miles) and at Lyons.

O K T JCT.—WEST ABILENE—O K T trains will use AT&SF main track.

WEST ABILENE—EAST SALINA—AT&SF trains will use U.P. R.R. tracks between West Abilene and East Salina (19.9 miles).

COURTLAND—AT&SF trains and engines will use Kyle RR main track and siding and will be governed by Rules 93 and 105.

EAST SALINA-A.B. Jct.—O K T and AT&SF trains will use O K T main track.

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).

BLANTON—ENID—AT&SF trains will use B.N. tracks between Blanton and Enid.

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

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).

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

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

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

Red signal must be replaced when found between the rails.

9. WHISTLE SIGNALS—

Sound	Indication
— o o	To call attention to engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting points to signals displayed by a following section. If not answered by a train, the train displaying signals must stop, notify them and ascertain the cause.
— — o	Approaching meeting or waiting point.

11. USE OF BURLINGTON NORTHERN TRACKS—CONT'D

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. Timetable 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. Then 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.

11. USE OF BURLINGTON NORTHERN TRACKS—CONT'D

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.

12. USE OF UNION PACIFIC TRACKS.

GENERAL CODE Rule 10. TEMPORARY RESTRICTIONS:

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

GENERAL CODE Rule 11. UNATTENDED FUSEE:

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

GENERAL CODE Rule 99. FLAGGING RULE:

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

12. USE OF UNION PACIFIC TRACKS—CONT'D

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

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

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

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

13. USE OF ST. LOUIS SOUTHWESTERN TRACK.

Before lining switch to enter St. Louis Southwestern Main track at Hutchinson, crew must obtain permission from SSW train dispatcher. Use phones located near switches. After permission obtained, crew must open switch and wait five minutes then proceed at restricted speed to next governing signal.

NOTES

HAZARDOUS MATERIAL

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

A. DETERMINE STATUS OF ALL CREW MEMBERS.

B. RESCUE INJURED, remove them to a safe area, and call for assistance.

C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to ½ mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.

D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (316) 283-7510. Tell him:

(1) Your name and title.

(2) Train identification symbol.

(3) Specific location of the incident (station, milepost location, nearest street or highway crossing).

(4) If you need fire or medical response.

E. IF NO FIRE OR VAPOR CLOUDS are apparent,

(1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.

(2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.

(3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.

F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.

(1) Initial and number of cars involved.

(2) Location of hazardous material in derailment.

(3) Description of hazardous materials from shipping papers.

(4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.

(5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.

(6) Location of nearby stream, river, pond, lake or other body of water.

(7) Location of access roads.

(8) Any other information that will help the dispatcher understand the situation.

G. WARN people to stay away from the emergency area.

H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.

I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

Position in train of placarded cars containing hazardous materials

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

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

HOW TO USE THIS CHART:

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

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

See footnotes for explanation.

RESTRICTIONS

	Loaded cars placarded:	Loaded cars placarded:	Loaded cars placarded:	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded:
Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.	X	X		X			
MUST NOT BE NEXT TO: Engine, occupied caboose or passenger car	X	X	X	X	X		
Car occupied by guard or escort	X	X		X			
Loaded plain flat car	X	X		X			
Loaded bulkhead flat car	X	X		X			
Loaded TOFC/COFC flat car	X	X		X			
Flat Car loaded with vehicles	X	X		X			
Open top car with shiftable load	X	X		X			
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X			
Car placarded EXPLOSIVES A		X	X	X		X	**NO RESTRICTIONS**
Car placarded POISON GAS	X		X	X		X	
Car placarded RADIOACTIVE	X	X		X		X	
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X				

(1) A placarded rail car 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 placarded EXPLOSIVES A.

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

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

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

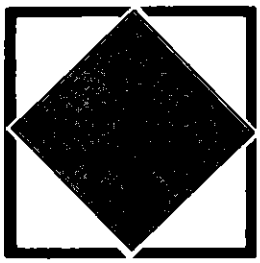
(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

SWITCHING RESTRICTIONS

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

ANY CAR PLACARDED

EXPLOSIVES A OR POISON GAS



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

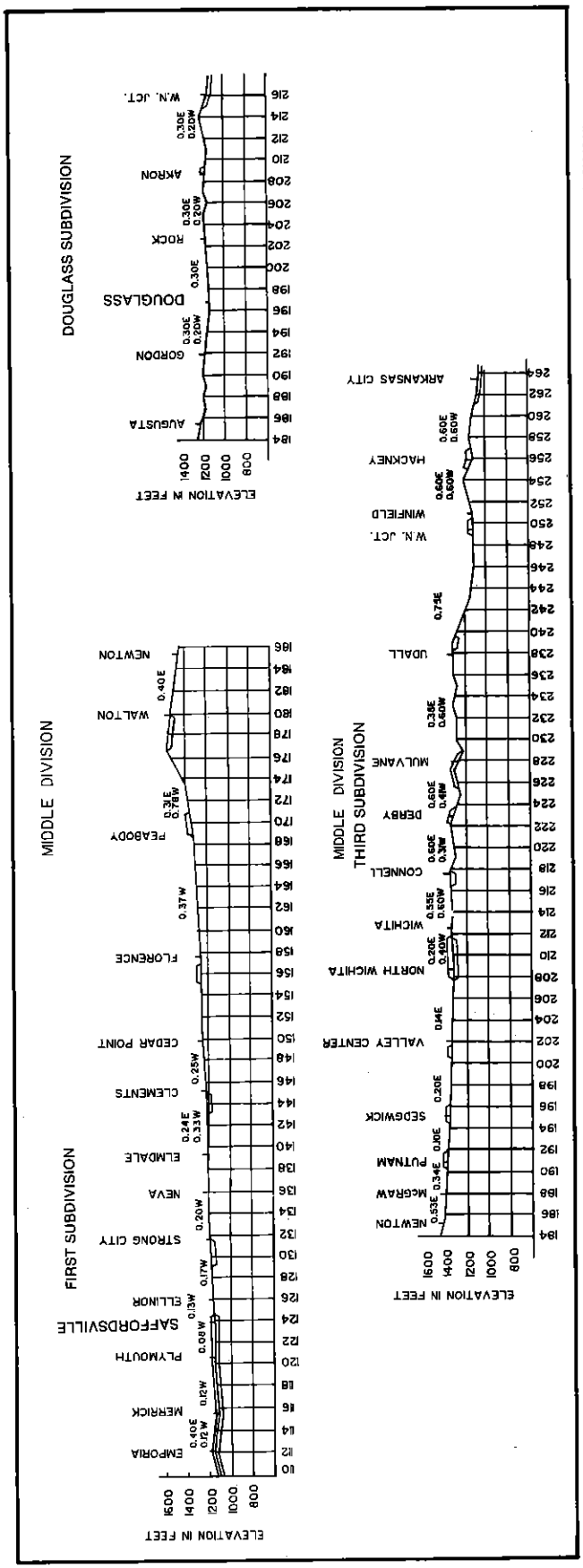
USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE

NUMBER 2
FLAMMABLE GAS

NUMBER 3
FLAMMABLE LIQUID

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

NOTES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MIDDLE DIVISION
FIRST SUBDIVISION
SAFFORDSVILLE
EMPORIA
MERRICK
PLYMOUTH
ELLINOR
STRONG CITY
NEVA
ELMDALE
CLEMENTS
CEDAR POINT
FLORENCE
PEABODY
WALTON
NEWTON
ELEVATION IN FEET
DOUGLASS SUBDIVISION
AUGUSTA
GORDON
DOUGLASS
ROCK
AKRON
W.N. JCT.
ELEVATION IN FEET
MIDDLE DIVISION
THIRD SUBDIVISION
NEWTON
MCGRAW
PUTNAM
SEDGWICK
VALLEY CENTER
NORTH WICHITA
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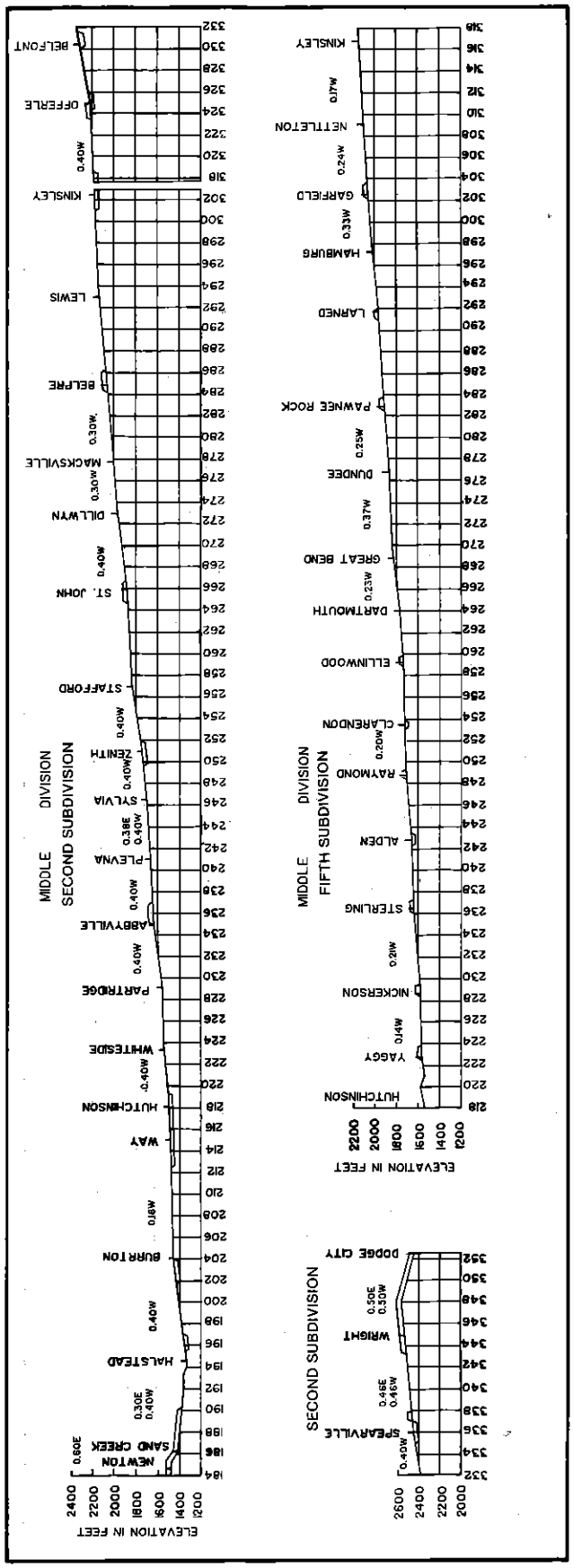
CONNELL
DERBY
MULVANE
UDALL
WINFIELD
W.N. JCT.
HACKNEY
ARKANSAS CITY
ELEVATION IN FEET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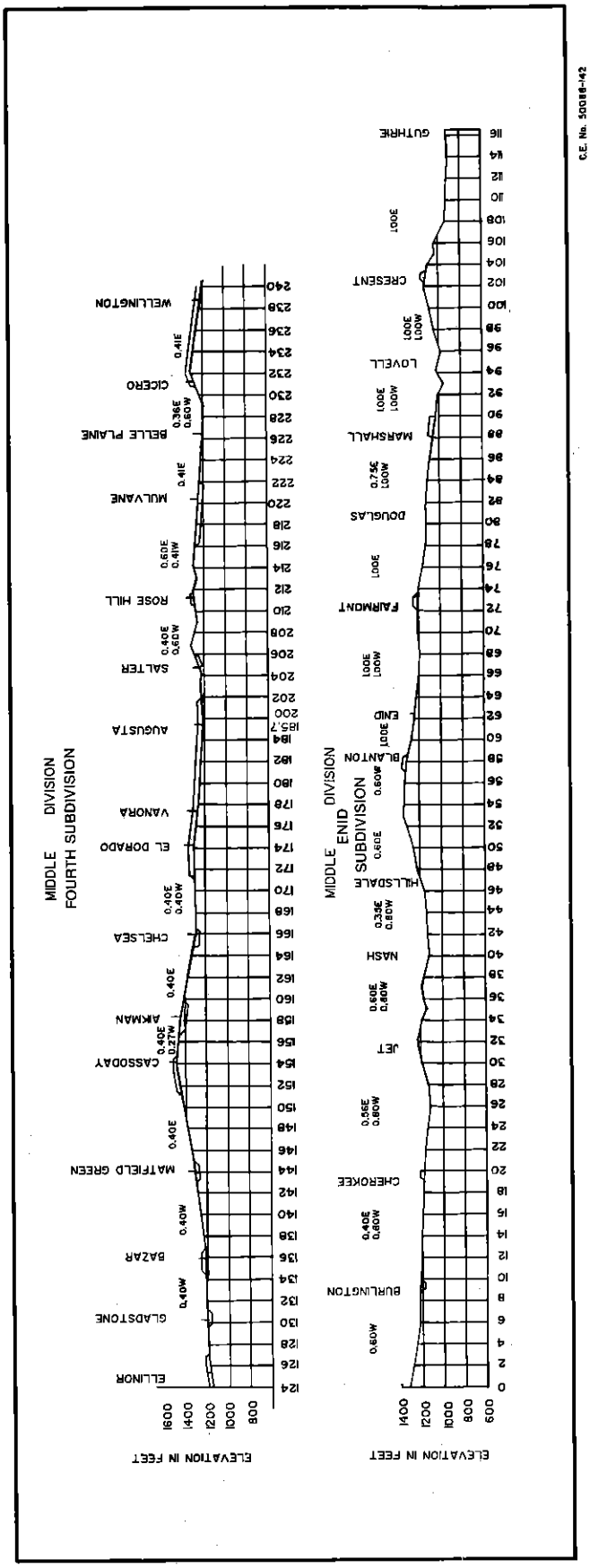
MIDDLE DIVISION
SECOND SUBDIVISION
BELFONT
OFFERLE
KINSLEY
LEWIS
BELFRE
MACKSVILLE
DILLWYN
ST. JOHN
STAFFORD
ZENITH
SYLVIA
PLEVNA
ABBYVILLE
PARTRIDGE
WHITESIDE
HUTCHINSON
WAY
BURRTON
HALSTEAD
SAND CREEK
NEWTON
ELEVATION IN FEET
MIDDLE DIVISION
FIFTH SUBDIVISION
KINSLEY
NETTLETON
GARFIELD
HAMBURG
LARNED
PAWNEE ROCK
DUNDEE
GREAT BEND
DARTMOUTH
ELLINWOOD
CLARENDON
RAYMOND
ALDEN
STERLING
NICKERSON
YAGGY
HUTCHINSON
ELEVATION IN FEET
SECOND SUBDIVISION
SPEARVILLE
WRIGHT
DODGE CITY
ELEVATION IN FEET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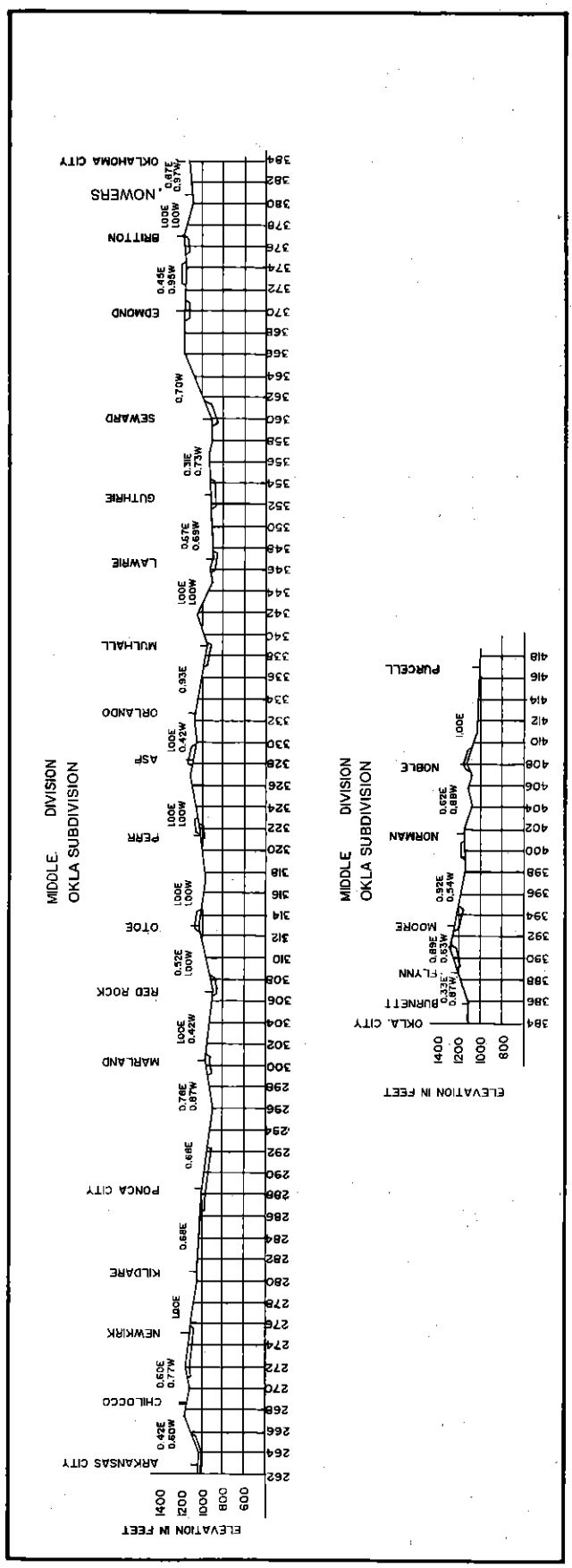
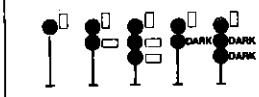
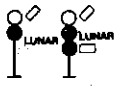
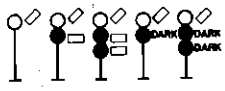
MIDDLE DIVISION
FOURTH SUBDIVISION
ELEVATION IN FEET
ELLINOR
GLADSTONE
BAZAR
MATFIELD GREEN
AKMAN
CASSODAY
CHELSEA
EL DORADO
VANORA
AUGUSTA
SALTER
ROSE HILL
MULVANE
BELLE PLAINE
CICERO
WELLINGTON
MIDDLE ENID DIVISION
SUBDIVISION
GUTHRIE
CRESCENT
LOVELL
MARSHALL
DOUGLAS
FAIRMONT
END
BLANTON
HILLSDALE
NASH
JET
CHEROKEE
BURLINGTON

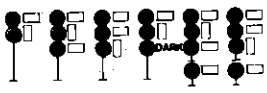

C.E. No. 50088-143
MIDDLE DIVISION
OKLA SUBDIVISION
ELEVATION IN FEET
ARKANSAS CITY
CHILOCCO
NEWKIRK
KILDARE
PONCA CITY
MARLAND
RED ROCK
OTOE
PERR
ASP
ORLANDO
MULHALL
LAWRIE
GUTHRIE
SEWARD
EDMOND
BRITTON
NOWERS
OKLAHOMA CITY
MIDDLE DIVISION
OKLA SUBDIVISION
ELEVATION IN FEET
OKLA. CITY
BURNETT
FLYNN
MOORE
NORMAN
NOBLE
PURCELL

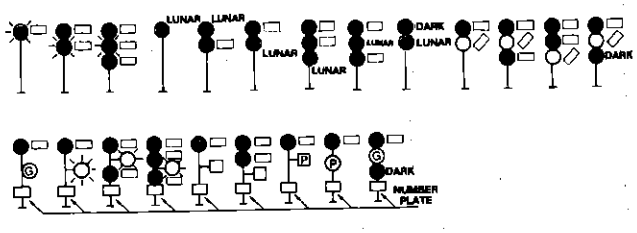
ASPECTS OF COLOR LIGHT AND SEMAPHORE SIGNALS

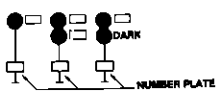


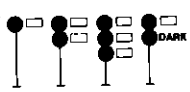












RULE	NAME	INDICATION
230	CLEAR	Proceed
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed;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