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

"Foreman_____(of Gang No._____) using 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.

SANTA FE SAFETY FIRST

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES

MIDDLE DIVISION

TIME TABLE No. 3

IN EFFECT

Sunday, April 5, 1987

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

J. D. McPHERSON **C. L. HOLMAN**
V. G. NAIL
Assistant General Managers
Topeka, Kansas

H. B. LAMPE, Assistant Superintendent ..... Newton, Kans.
W. R. HENRY, Trainmaster ..... Emporia, 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.
R. F. SMITH, Asst. Trainmaster ..... Oklahoma City, Okla.
T. M. JOYCE, Asst. Trainmaster ..... Oklahoma City, Okla.
J. R. FITZGERALD, JR., Trainmaster—
Road Foreman of Engines ..... Arkansas City, Kans.
D. G. SIBLEY, Rules Instructor ..... Oklahoma City, Okla.
A. W. DeMOSS, Safety Supervisor ..... Oklahoma City, Okla.
J. M. QUILTY, 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.
R. L. TREFETHEN, Asst. Chief Dispatcher ..... Newton, Kans.
D. R. LACKEY, Asst. Chief Dispatcher ..... Newton, Kans.

TRAIN DISPATCHERS—NEWTON, KANSAS

W. G. WILLIAMS	G. H. HARDEY	R. L. DEPLER
B. J. ECKERT	K. F. KIEFER	B. N. PENDLAY
W. G. BURTON	M. A. PORTER	C. L. COWEL
D. L. RESER	D. G. CARGILL	D. B. HOLLINGSHEAD
W. P. VAUGHN	D. G. LITTON	R. D. ROBINSON
D. S. OSBURN	W. G. GARRETT	M. L. STIVER
J. L. MITCHAM		J. M. NORTHROP

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 For Information Only

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	17.7
—	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—Circulars
C — Office of Communication
g — Gate—Normal Position Against Conflicting Route
G — Gate—Normal Position Against this Subdivision
Ǥ — 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 3.20	61200		EMPORIA BPQT	CTC	112.1	AM §3.52
			3.2 — 2-MT			
			MERRICK		115.3	3.41
			8.1			
	61190		SAFFORDVILLE	ABS	123.4	
			1.3 — 3-MT			
3.30	55250		ELLINOR		124.7	3.31
			7.0			
	61170	11762	STRONG CITY		131.7	
			4.1			
	61150		NEVA		135.8	
			2.5			
	61145		ELMDALE		138.3	
			6.5			
	61140	8583	CLEMENTS		144.8	
			5.9			
	61135		CEDAR POINT	CTC	150.7	
			6.2			
	61130	8079	FLORENCE		156.9	
			11.4			
	61125	10487	PEABODY		168.3	
			0.3			
			O K T Crossing A		168.6	
			9.7			
	61120	8419	WALTON		178.3	
			6.3			
			U. P. Crossing		184.6	
			0.5			
§4.37 AM	61100		NEWTON BPQT		185.1	2.40 AM
			3-MT			
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 U.P. 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.

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.

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".

At Strong City, absolute signal governing movement through hand-throw switch from yard to siding installed on the following tracks:

M.P. 130.4 East End CLIC 8402
M.P. 131.5 West End CLIC 8402.

RULE 350(A) is applicable. Authority to occupy main track must be obtained from the train dispatcher before switch is open. If signal fails to display a proceed indication for movement to main track, authority to pass signal must be obtained from the train dispatcher.

AT&SF trains will use O.K.T. tracks between Wichita and Lost Springs (63.3 miles). Crews going on duty Ark City, Newton or Abilene, conductor will call Central Dispatcher at Denison, Texas 1-800-527-2190 or 1-214-465-5050. Train order forms and bulletin books located at above locations.

FIRST SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
Emporia and Newton (M.P. 186.0)	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 U.P. 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	LOCATION		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
Ellinor	D	Main track turnouts and crossovers	40
Strong City	D	Both ends siding	40
Neva	D	Turnout to Strong City Subdiv.	20
Clements	D	Both ends siding	40
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)

Detector Location	Type	Locator Location
M.P. 134.0	HOT BOX AND DRAGGING EQUIPMENT	Eastward M.P. 131.7 Westward M.P. 135.9
M.P. 159.0	HOT BOX AND DRAGGING EQUIPMENT	Eastward M.P. 156.9 Westward M.P. 161.4

WESTWARD ↓ SECOND SUBDIVISION ↑ EASTWARD

First Class						First Class
3						4
Leave Daily	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Daily
AM 4.47	61100		NEWTON BPQT	CTC	185.1	AM [s]2.30
			1.6			
	61100		SAND CREEK (2 MT) BPQT		186.7	
			7.9			
	61040	6124	HALSTEAD		194.6	
			9.1			
	61030	10452	BURRTON		203.7	
			0.4			
			BN Crossing		204.1	
			10.8			
	61000		WAY BPQT		214.9	
			1.6			
			S.S.W. Crossing		216.5	
			1.8			
[s]5.21	61000	29903	HUTCHINSON PTY		218.3	[s]1.40
			0.9			
			U.P. Crossing		219.2	
			1.5			
			S.S.W. JCT.		220.7	
			2.7			
5.27	58990		WHITESIDE	TWC — ABS — ATS	223.4	1.26
			5.6			
	58985		PARTRIDGE		229.0	
			6.1			
5.36	58980	10166	ABBYVILLE		235.1	1.18
			5.6			
	58975		PLEVNA		240.7	
			5.7			
	58970		SYLVIA		246.4	
			4.7			
5.47	58968	10300	ZENITH		251.1	1.07
			5.9			
	58964		STAFFORD		257.0	
			0.2			
			U.P. Crossing A		247.2	
			8.8			
5.57	58960	10284	ST. JOHN		266.0	12.56
			6.8			
	58955		DILLWYN		272.8	
			4.8			
	58950		MACKSVILLE		277.6	
			7.3			
6.10	58945	10370	BELPRE		284.9	12.43
			8.4			
	58940		LEWIS		293.3	
			9.1			
6.22	58935	8600	KINSLEY TY		302.4 (316.7)	12.31
			8.0			
	58930	5282	OFFERLE		324.7	
			5.6			
	58925		BELLEFONT		330.3	
			5.8			
6.36	58920	7768	SPEARVILLE		336.1	12.17
			8.6			
6.41	58915		WRIGHT (DT)		344.7	12.12
			7.8			
[s]6.59 AM	58900		DODGE CITY BPQTY		352.5	12.02 AM
Arrive Daily			(153.1)			Leave Daily

CTC IN EFFECT:
Three main tracks Newton U.P. Crossing M.P. 184.6 and M.P. 185.5. On main tracks and sidings Newton (M.P. 185.1) to SSW Jct. M.P. 220.8.

TWC IN EFFECT:
Between Hutchinson and Dodge City.

RULE 251 IN EFFECT:
Between Colorado Division M.P. 354.2 and Wright (M.P. 344.7). Permanent speed signs are not displayed for movements against the current of traffic.

When trains are to operate "Via Fifth Subdivision", Track Warrant must so indicate.

At Hutchinson, Absolute signal governing movement through hand throw switch to the main track installed on the following tracks:
U.P. connection, CLIC 408, M.P. 219.3;
Morton Salt Co., CLIC 409, M.P. 220.2.
Rule 350(A) is applicable. Authority to occupy main track must be obained from the train dispatcher before switch is open. If signal fails to display a proceed indication for movement to main track, authority to pass signal must be obtained from the train dispatcher.

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.

Mile Post location Yard Limits —
Hutchinson — East, M.P. 220.8; West, M.P. 222.5
Kinsley — East, M.P. 300.1; West, M.P. 319.0
Dodge City — East, M.P. 344.7; West, M.P. 354.6

HAND THROW SWITCHES IN CTC LIMITS — RULE 350(B)
Burrton M.P. 203.5 & 203.9 Both ends CLIC Track 0703

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
Newton— Main tracks between U.P. 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 (M.P. 185.6) and Hutchinson	79	55*
Hutchinson and Wright (M.P. 344.7)	90	55*
Wright (M.P. 344.7) and Dodge City (M.P. 354.7) North Track	90	55
South Track	40	40
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

LOCATION		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	50
Curve,	M.P. 264.8 to 265.1	80
Crossings,	M.P. 265.7 to 266.2	40
Curve,	M.P. 266.1 to 266.5	80
Curve,	M.P. 268.0 to 268.5	85
Curve,	M.P. 269.8 to 270.1	80
Curve,	M.P. 297.6 to 297.9	85
2 Curves,	M.P. 298.8 to 300.1	80
Curve,	M.P. 301.7 to 302.0	55
Crossings,	M.P. 301.9 to 302.4	55
Curve,	M.P. 302.2 to 302.4	65
2 Curves,	M.P. 302.5 to 317.9	80
Curve,	M.P. 335.0 to 335.8	80
Curve,	M.P. 345.6 to 346.7	80
Curve,	M.P. 347.1 to 347.3	75
7 Curves,	M.P. 347.9 to 352.0	65
2 Curves,	M.P. 352.0 to 352.3 *	20

*Equipped with westward ATS Inert Inductors.

(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 or MP	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
SSW Jct.	D	Crossover between ATSF AND SSW (M.P. 220.7)	50
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	S	Both ends siding	30
Offerle	S	Both ends siding	20
Spearville	S	Both ends siding	20
Wright	S	Turnout from or to South Track M.P. 344.7	40
Dodge City Jct.	S	Turnout east end Freight lead	20

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
Offerle Storage Track	2402	M.P. 325.4	4266
Bellefont Storage Track	3001	M.P. 330.0	6675
Spearville Storage Track	3602	M.P. 336.8	5113
Wright Storage Track	4501	M.P. 344.7	6805

*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	Type	Locator Location
M.P. 192.1	HOT BOX AND DRAGGING EQUIP.	Eastward M.P. 190.5 Westward M.P. 194.0
M.P. 221.4	HOTBOX AND DRAGGING EQUIP.	Radio Readout "Reporter" Type.
M.P. 247.9	HOT BOX AND DRAGGING EQUIP.	Eastward M.P. 246.4 Westward M.P. 249.9
M.P. 275.5	HOT BOX AND DRAGGING EQUIP.	Eastward M.P. 273.5 Westward M.P. 277.2
M.P. 321.2	HOT BOX AND DRAGGING EQUIP.	Eastward M.P. 319.2 Westward M.P. 323.0
M.P. 341.0	HOT BOX AND DRAGGING EQUIP.	Radio Readout "Reporter" Type

WEST-WARD ↓		THIRD SUBDIVISION			↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS			Mile Post
61100		NEWTON	BPQT		185.1
		2.9			
		McGRAW			188.0
		3.2			
54735	6628	PUTNAM		CTC	191.2
		4.0			
54730	7526	SEDGWICK			195.2
		6.6			
54725	6710	VALLEY CENTER BN Crossing			201.8
		7.3			
54700		WICHITA	BPQTY		209.1
		1.0	D.T.		
		U.P. Crossing	A	ABS	210.1
		1.6			
		NORTH JCT.	Y		211.7
		0.6	W.U.T. Ry.		
54710		WICHITA U.S.			212.3
		0.9			
		SOUTH JCT.			213.2
		4.2			
	6616	CONNELL			217.4
		5.6			
54640	6872	DERBY			223.0
		4.9			
54620	15184	MULVANE	T	CTC	227.8
		10.0			
54660	6156	UDALL			237.9
		11.8			
54895	9294	WN JCT.			249.7
		1.1			
54900		WINFIELD	PQ		250.8
		5.3			
52720	8023	HACKNEY			256.1
		7.3			
52700	E7000	ARKANSAS CITY	BPQT		263.4
		(78.3)			

CTC IN EFFECT:

On Three main tracks Newton between U.P. 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.

Proceed indication on controlled signal for Westward trains at end of double track, Wichita and Eastward trains at North Jct., authorizes extras with the current of traffic.

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.

AT&SF trains will use O.K.T. tracks between Wichita and Lost Springs (63.3 miles). Crews going on duty Ark City, Newton or Abilene, conductor will call central dispatcher at Denison, Texas 1-800-527-2190 or 1-214-465-5050. Train order forms and bulletin books are located at above locations.

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."

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.

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Newton— Main tracks between U.P. crossing and interlocking M.P. 186.0	20
Freight leads between interlocking M.P. 185.6 and Sand Creek bridge M.P. 186.3	10
Newton M.P. 185.6 and North Jct.	55
North Jct. and south Jct. (W.U.T. Ry.)	30
South Jct. and Arkansas City M.P. 262.9	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

	LOCATION	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	25
Sedgwick	D	Both ends siding	25
Valley Center	D	Both ends siding	25
Wichita	D	End of double track westward	40
	D	East end No. 1 yard track	10
	D	Turnout to Independent track	10
North Jct.	D	Turnout to Independent track	10
North Jct. (W.U.T. Ry)	D	Main track crossovers and turnouts	30
South Jct. (W.U.T. Ry)	D	East crossover between main tracks M.P. 213.0	30
	D	Turnout to ATSF Third Subdiv.	30
Connell	D	Both ends siding	25
Derby	D	Both ends siding	25
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	25
WN Jct.	D	Turnouts to Douglass Subdivision	25
	D	Turnouts to Kansas City 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)

Detector Location	Type	Locator Location
M.P. 220.0	HOT BOX AND DRAGGING EQUIPMENT	Eastward M.P. 218.4 Westward M.P. 222.1
M.P. 253.0	HOT BOX AND DRAGGING EQUIPMENT	Eastward M.P. 251.3 Westward M.P. 255.0

FOURTH SUBDIVISION

WESTWARD ↓ EASTWARD ↑

Station Numbers	Siding Feet	STATIONS			Mile Post
55250	12080	ELLINOR		CTC	124.7
		5.6			
55245	6594	GLADSTONE			130.3
		5.8			
55240	10017	BAZAR			136.1
		8.3			
55230	7943	MATFIELD GREEN	P		144.4
		9.8			
55225	14892	CASSODAY			154.2
		4.2			
55220	14338	AIKMAN			158.4
		7.8			
55215	7010	CHELSEA			165.5
		8.8			
55200		EL DORADO	BPQTY	ABS	174.3
		11.0			
		BN Crossing	DT		185.3
		0.4			
55100	S6646 N9512	AUGUSTA	T		185.7 (199.5)
		5.7			
54685	6784	SALTER		CTC	205.2
		6.4			
54680	6794	ROSE HILL			211.6
		9.0			
54620	6953	MULVANE	T		220.5
		5.9	2-MT		
54610	7502	BELLE PLAINE			226.5
		4.1			
		CICERO	DT	ABS	230.6
		8.3			
54600		WELLINGTON	BQPT	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 (M.P. 201.8) and El Dorado (M.P. 174.3), and between Cicero and division board M.P. 237.1.

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

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".

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

LOCATION			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. 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
Curve,	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 Kansas City 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)

Detector Location	Type	Locator Location
M.P. 138.1	HOT BOX AND DRAGGING EQUIPMENT	Radio Readout "Reporter" Type.
M.P. 156.8	DRAGGING EQUIPMENT ONLY	
M.P. 166.1	DRAGGING EQUIPMENT ONLY	
M.P. 179.1	HOT BOX ONLY Rotating white light on field side at detector and locator locations.	Eastward M.P. 176.7 Westward M.P. 181.2
M.P. 223.7	HOT BOX AND DRAGGING EQUIPMENT	Eastward M.P. 222.2 Westward M.P. 225.7

WEST-WARD ↓	FIFTH SUBDIVISION			↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
61000		HUTCHINSON	PT	218.3
		4.4		
		YA JCT.		222.7
		0.5		
58645	4073	YAGGY		223.2
		5.4		
58640	4142	NICKERSON		228.6
		7.0		
		ST JCT.		235.6
		1.1		
58635	4281	STERLING		236.7
		6.2		
58630	4124	ALDEN		242.9
		6.1		
58625	2674	RAYMOND		249.0
		4.5		
58620	2650	CLARENDON		253.5
		5.9		
58615	4120	ELLINWOOD	T	259.4
		4.5		
58610		DARTMOUTH		263.9
		5.6		
58500		GREAT BEND	BPQTY	269.5
		7.8		
58510		DUNDEE		277.3
		5.7		
58515	4130	PAWNEE ROCK		283.0
		8.8		
58520	4063	LARNED		291.8
		10.7		
58590	4134	GARFIELD		302.5
		14.2		
58935		KINSLEY		316.7
		(98.4)		

TWC

TWC IN EFFECT:
Between Hutchinson and Kinsley.

RULE 94 IN EFFECT:
Between Hutchinson and M.P. 227.0
Between M.P. 291.8 and M.P. 293.0
Between M.P. 314.2 and Kinsley (M.P. 316.6).

When trains are to operate "Via Fifth Subdivision", Track Warrant must so indicate.

At Kinsley to enter Second Subdivision, trains must stop at Signal at M.P. 316.6, line switch and signal will indicate proceed. Failure to receive a proceed signal comply Rule 312(4).

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 (M.P. 271.0)	49
Great Bend (M.P. 271.0) and Kinsley	25

(B) SPEED RESTRICTIONS — 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

	LOCATION	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	25

(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
55100		AUGUSTA	T	185.7
		11.3		
55080		DOUGLASS		197.0
		5.6		
55070		ROCK		202.6
		6.2		
55060	7495	AKRON		208.8
		7.2		
54895	5833	WN JCT.	P	216.0
		(30.3)		

CTC

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

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

	LOCATION	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
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
	D	Turnouts to Third Subdivision	25

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Detector Location	Type	Locator Location
M.P. 193.8	HOT BOX AND DRAGGING EQUIPMENT	Eastward M.P. 197.4 Westward M.P. 201.5

WEST-WARD ↓		OKLAHOMA SUBDIVISION			↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS			Mile Post
52700	N7000 S9900	ARKANSAS CITY	BPQT	CTC	263.4
		0.8			
		ATSF Crossing			264.2
		11.6			
52680	12185	NEWKIRK			275.8
		13.1			
52300	32442	PONCA CITY	BPQT		288.9
		11.4			
52290	8616	MARLAND			300.3
		6.5			
52280	7447	RED ROCK			306.8
		5.9			
52270	7993	OTOE			312.7
		3.6			
		BLACK BEAR BN Crossing	A		316.3
		5.3			
52100	S3624 N5515	PERRY	P		321.6
		6.8			
52090	8563	ASP			328.4
		10.4			
52060	10149	MULHALL			338.8
		8.1			
52050	8915	LAWRIE			347.2
		5.4			
51700	14725	GUTHRIE	PQT		352.6
		7.4			
51695	9735	SEWARD			360.1
		10.0			
51690	7041	EDMOND			370.1
		6.7			
51680	8029	BRITTON			376.8
		3.8			
		NOWERS		ABS 94	380.6
		3.4			
51500		OKLAHOMA CITY	DT T		384.0
		1.7			
		BURNETT	2-MT	CTC	385.7
		3.1			
51500	8460	FLYNN	BPQT		390.5
		4.4			
51420	8351	MOORE			393.2
		8.6			
51415	6678	NORMAN			401.8
		6.2			
51410	9075	NOBLE			408.1
		9.2			
51400		PURCELL			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 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.

Trains to be operated from Black Bear via BN must secure BN track warrant.

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 train orders at Harter. Westward trains at Shawnee will secure M-K-T train orders by calling operator Harter Yard Telephone 235-9361 or 235-7299. AT&SF track warrant and track bulletins secured at Flynn will be retained for westward trip from Shawnee. Rule 105 in effect on AT&SF tracks at Shawnee.

OKLAHOMA SUBDIVISION

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
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 (M.P. 264.1) and Nowers	55
Nowers and Burnett	20
Burnett and end of Two Tracks M.P. 387.4 North Track South Track	40 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	10
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

	LOCATION	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 or MP	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 Subdiv. and Oklahoma Subdiv.	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	20
	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)
Kildare Coop Spur	0700	M.P. 281.2	1984
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
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	Type	Locator Location
M.P. 279.0	HOT BOX AND DRAGGING EQUIPMENT	Eastward M.P. 276.0 Westward M.P. 280.9
M.P. 304.0	HOT BOX AND DRAGGING EQUIPMENT	Radio Readout "Reporter" Type
M.P. 341.5	HOT BOX ONLY	Eastward M.P. 339.1 Westward M.P. 343.9
M.P. 367.6	HOT BOX AND DRAGGING EQUIPMENT	Eastward M.P. 366.1 Westward M.P. 369.1
M.P. 405.4	HOT BOX AND DRAGGING EQUIPMENT	Eastward M.P. 403.2 Westward M.P. 407.6

3. TRACK SIDE WARNING DEVICES (Continued)

Detector Location	Type	Locator Location
M.P. 341.5 *	SHIFTED LOAD DETECTOR	Westward M.P. 343.9
M.P. 347.8 *	SHIFTED LOAD DETECTOR	Eastward M.P. 347.8 & M.P. 346.0
M.P. 407.4 *	SHIFTED LOAD DETECTOR	Westward 409.5
M.P. 416.2 *	SHIFTED LOAD DETECTOR	Eastward M.P. 414.0

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

WEST-WARD ↓	STILLWATER SUBDIVISION		↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
52110		PAWNEE Y	6.6
		1.8	
		BN Crossing A	8.4
		9.5	TWC
52115		GLENCOE	17.9
		12.0	
52120	1267	STILLWATER Y	29.9
		(23.6)	

TWC IN EFFECT:

Between Pawnee and Stillwater.

Trains to operate from Pawnee or Camp via BN must secure instructions and track warrant from BN operator via direct dial telephone at Pawnee or Camp.

At Camp, Cimarron River Valley Railroad Connection Tracks ..... 10 MPH

Split Point derail installed 427 feet west of BN Connection on CLIC Track 5999.

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
CRV RR Connection Tracks	5900	Camp	666
Camp, Oklahoma	5901		385
	5998		2326
	5999		5,200

WEST-WARD ↓		ENID SUBDIVISION		↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
54100		KIOWA	TY	
		0.8		
		U.P. Crossing	g	0.6
		8.2		
51870	6420	BURLINGTON		8.8
		10.9		
51850	5022	CHEROKEE	Y	19.7
		12.1		
51840	2202	JET		31.8
		8.2		
51830	2235	NASH		40.0
		7.8		
51820	1968	HILLSDALE		47.8
		10.4		
51810	4129	BLANTON	Y	58.2
		2.8		
		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		
51800		ENID	BPQTY	62.3
		0.9		
		BN Crossing	S	63.2
		9.6		
51735		FAIRMONT		72.8
		0.8		
		BN Crossing	A	73.6
		6.8		
51725	1422	DOUGLAS		80.4
		8.0		
51715	6250	MARSHALL		88.4
		6.7		
51710	1427	LOVELL		95.1
		7.7		
51705	2196	CRESCENT		102.8
		13.9		
51700		GUTHRIE	PQTY	116.7
		(116.9)		

TWC (Stations 54100 – 51810)
BN RR (Stations 51810 – 51810)
93 (Stations 51810 – 51800)
TWC (Stations 51800 – 51700)

TWC IN EFFECT:
Between Kiowa and Guthrie.

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

AT&SF trains will use BN track between Enid and Blanton (BN M.P. 548.2), and must secure permission before entering track and will be governed by Rule 93.

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

BETWEEN:	MPH
Kiowa and M.P. 65.0	30
M.P. 65.0 and Guthrie	49

(B) SPEED RESTRICTIONS — 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

	LOCATION	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.

WEST-WARD ↓		STRONG CITY SUBDIVISION		↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
61150		NEVA		
		7.6		
59415		HYMER		7.6
		5.8		
59425		DIAMOND SPRINGS		13.4
		5.8		
59435		BURDICK		19.2
		6.3		
59445		O K T Crossing LOST SPRINGS	A	25.5
		5.4		
		S.S.W. Crossing	A	30.9
		5.9		
59465	2785	HOPE		36.8
		0.3		
		U.P. Crossing	A	37.1
		7.3		
59475		NAVARRE		44.4
		7.7		
59485		ENTERPRISE		52.1
		0.1		
		O K T Crossing	g	52.2
		5.9		
59500		ABILENE	BPQTY	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		
59705		TALMAGE		67.0
		5.8		
59710	1931	MANCHESTER	T	72.8
		5.6		
59765	1874	LONGFORD		78.4
		5.3		
59770		OAK HILL		83.7
		9.3		
59775	2964	MILTONVALE		93.0
		9.1		
59780		AURORA		102.1
		5.9		
59785		HUSCHER		108.0
		2.0		
59790		COOK		110.0
		3.2		
		U.P. Crossing	S	113.2
		0.3		
59800		CONCORDIA	Y	113.5
		6.6		
		KYLE Crossing	g	120.1
		7.6		
59820		KACKLEY		127.7
		6.0		
59830		Kyle RR Crossing COURTLAND	SY	133.7
		7.5		
59840		LOVEWELL		141.2
		5.8		
59850		WEBBER		147.0
		4.9		
		State Line		151.9
		1.2		
		B.N. JCT.		153.1
		0.7		
59900		SUPERIOR	BPY	153.8
		(153.8)		

TWC (Stations 61150 – 59900)

TWC IN EFFECT:
Between Neva and Superior.

At Concordia main track switches at the east and west ends of CLIC tracks 7602 and 7611 will be left lined and locked as last used.

At Superior Junction switches normally lined for BN main track.

Mile Post location Yard Limits —
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.

AT&SF trains will use O.K.T. tracks between Wichita and Lost Springs (63.3 miles). Crews going on duty Ark City, Newton or Abilene, conductor will call Central Dispatcher at Denison, Texas 1-800-527-2190 or 1-214-465-5050. Train Order Forms and Bulletin Books are located at above locations.

STRONG CITY SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

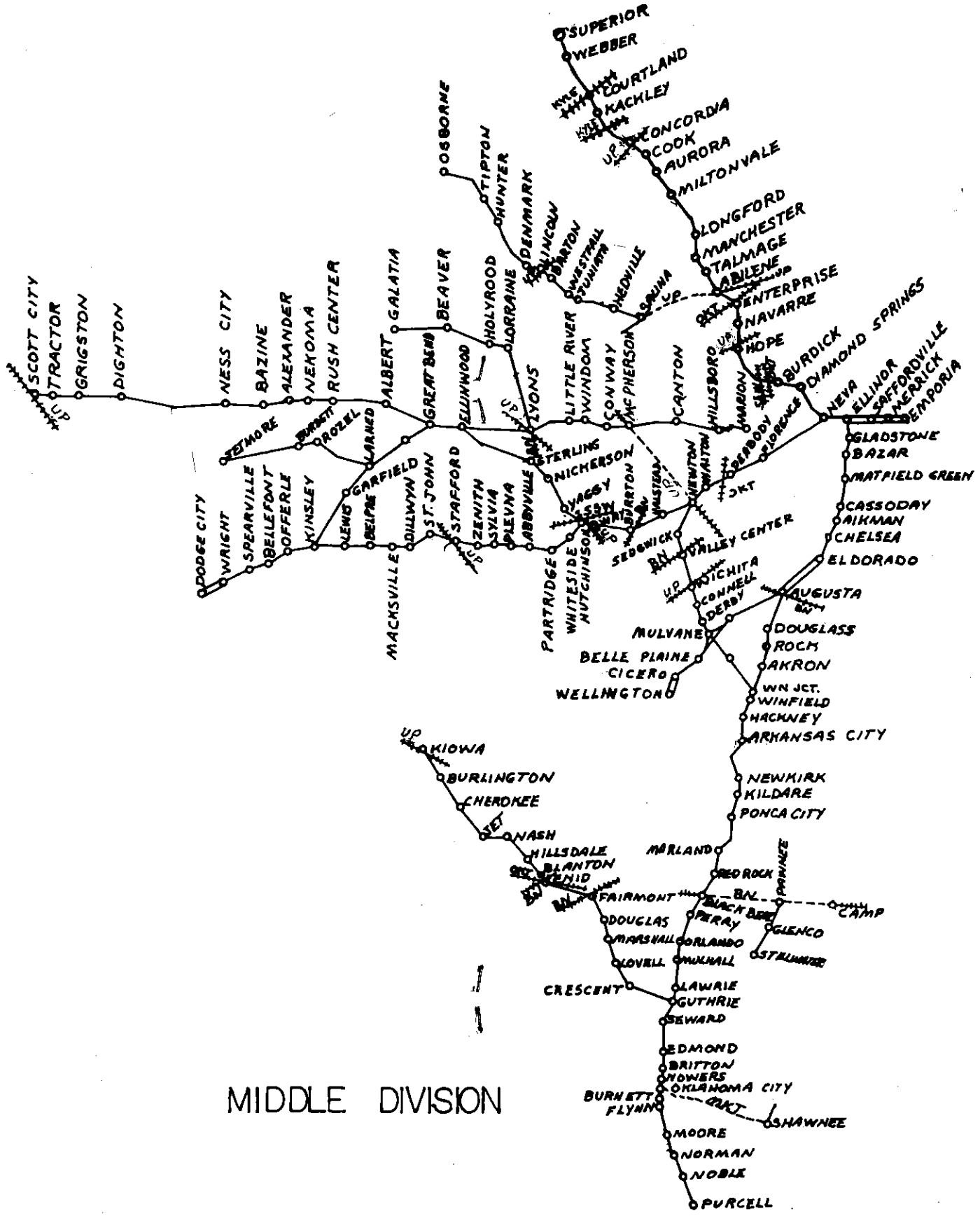
BETWEEN:	MPH
Neva and Abilene	49
Abilene and Courtland	30
Courtland and Superior	40

(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

	LOCATION	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 U.P. 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
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.



MIDDLE DIVISION

WEST-WARD ↓		SALINA SUBDIVISION		↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
59500		ABILENE BPQTY		
		0.4		
		O K T JCT.		
		0.2		
		S.A. JCT.		
		0.3		
		WEST ABILENE		
		7.6	U.P. Ry.	
59550	AT&SF 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		
59600		SALINA BPQY		21.7
		1.0		
		U.P. Crossing A		22.7
		7.4		
59610	2184	HEDVILLE	TWC	30.1
		12.1		
59620		JUNIATA		42.2
		3.3		
59625		WESTFALL		45.5
		9.7		
59630		BARTON		55.2
		1.4		
		U.P. Crossing G		56.6
		0.3		
59635	2811	LINCOLN		56.9
		5.2		
59640		GOLDENROD		62.1
		3.1		
59645		DENMARK		65.2
		6.5		
59650		ASH GROVE		71.7
		5.4		
59655		HUNTER		77.1
		8.9		
59660	981	TIPTON		86.0
		8.2		
59665		CORINTH		94.2
		3.9		
59670		FORNEY		98.1
		4.4		
59675		OSBORNE		102.5
		(103.2)		

TWC IN EFFECT:
Between Abilene and Osborne.
Westward trains originating Abilene secure UP & AT&SF track warrants at Abilene.
Eastward trains secure UP & AT&SF track warrants at Salina.
At West Abilene and East Salina junction switches normally lined for Union Pacific Railroad.
At Abilene, switch at S.A. Junction will be left lined and locked as last used.
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
Abilene — East, M.P. 55.5; M.P. 62.0 Strong City Subdivision

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Salina and Osborne	30

(C) SPEED RESTRICTIONS — VARIOUS

	LOCATION	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 ↓		LITTLE RIVER SUBDIVISION		↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
58700		LYONS		577.1
		12.1		
		U.P. Crossing		589.2
		4.9		
58708		LORRAINE		20.7
		5.6		
58712		HOLYROOD		26.1
		4.6		
58716		FARHMAN	RULE 94	30.7
		5.7		
58720		HITSCHMANN		36.4
		4.8		
58724		BEAVER		41.2
		5.8		
58728		SUSANK		47.0
		2.9		
58732		STICKNEY		49.9
		7.0		
58740		GALATIA T		56.9
		(53.4)		

RULE 94 IN EFFECT:
Between: Lyons and Galatia.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Lyons and Galatia	20

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

2. TRACKS BETWEEN STATIONS

Name	CLIC No.	Location	Length (Feet)
Pollard—Farmer Coop Union	4001	M.P. 583.8	1,600
Frederick, Kans.		M.P. 589.2	6,383

WEST-WARD ↓		McPHERSON SUBDIVISION		↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
59260		MARION	Y	10.1
		0.3		
		O.K.T. Crossing	A	10.4
		4.9		
59250	2276	CANADA		15.3
		5.2		
59240		HILLSBORO		20.5
		5.8		
59230		LEHIGH		26.3
		7.8		
59220	2054	CANTON		34.1
		5.8		
59210		GALVA		39.9
		3.9		
		S.S.W. Crossing	A	43.8
		3.4		
59200		McPHERSON	BPQ	47.2
		0.1		
		U.P. Crossing	S	47.3
		6.4		
58785		CONWAY		53.7
		6.9		
58780		WINDOM		60.6
		5.6		
58775		LITTLE RIVER		66.2
		5.8		
58770		MITCHELL		72.0
		5.4		
		U.P. Crossing	G	77.4
		0.7		
58700		LYONS		78.1
		7.9		
58690		CHASE		86.0
		6.1		
58680		SILICA		92.1
		6.4		
58615		ELLINWOOD	T	98.5
		(88.4)		

TWC IN EFFECT:
Between McPherson and Marion.

RULE 94 IN EFFECT:
Between M.P. 43.0 (East of McPherson) and Ellinwood.

At McPherson switch from U.P. connection track 4725 into yard track 4799 as well as west switch of track 4722 into McPherson Subdivision main track, will be left lined and locked as last used.

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. 43.0	30
M.P. 43.0 and Ellinwood	20

(C) SPEED RESTRICTIONS — VARIOUS

	LOCATION	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.

WEST-WARD ↓		GREAT BEND SUBDIVISION		↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
58500		GREAT BEND	BPQTY	
		8.3		
58460		HEIZER		8.0
		7.1		
58450		ALBERT		15.1
		9.1		
58440		TIMKEN		24.2
		7.7		
58430	4271	RUSH CENTER		31.9
		6.9		
58420		NEKOMA		38.8
		6.0		
58410		ALEXANDER		44.8
		7.7		
58390		BAZINE		52.5
		11.6		
58380	3880	NESS CITY	Y	64.1
		8.4		
58375		LAIRD		72.5
		7.7		
58370		BEELER		80.2
		6.7		
58365		ALAMOTA		86.9
		9.0		
58360		DIGHTON		95.9
		7.3		
58355		AMY		103.2
		6.3		
58350		GRIGSTON		109.5
		6.3		
58345		TRACTOR		115.8
		3.1		
		U.P. Crossing		118.9
		1.2		
58340		SCOTT CITY	Y	120.1
		(120.4)		

TWC IN EFFECT:
Between Great Bend and Scott City.

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	10
M.P. 1.2 to M.P. 9.0	30
M.P. 9.0 to M.P. 93.0	25
M.P. 93.0 to M.P. 103.0	20
M.P. 103.0 to Scott City	30

(C) SPEED RESTRICTIONS — VARIOUS

	LOCATION	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
58520		LARNED T		
		6.6		
58540		FRIZELL		6.6
		5.6		
58545		SANFORD		12.2
		4.8		
58550		ROZEL	RULE 94	17.0
		6.9		
58555		BURDETT		23.9
		6.8		
58560		GRAY		30.7
		4.7		
58565		HANSTON		35.4
		10.8		
58575		JETMORE T		46.2
		(46.2)		

RULE 94 IN EFFECT:
Between Larned and Jetmore.

SPECIAL INSTRUCTIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Larned and Jetmore	20

(C) SPEED RESTRICTIONS — VARIOUS

LOCATION		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

ALL SUBDIVISIONS
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 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, employees 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 10 sixth paragraph amended to read: On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flags and green flags will be placed only for trains moving with the current of traffic.

Rule 19 sixth paragraph amended to read: The marker must be inspected at the initial terminal and each crew change point to see that it is properly displayed and functioning. Inspection will be made at crew change point, either by observation of marker at rear of train or readout information displayed in the cab of the controlling locomotive indicating that marker light is functioning if rear car equipped with an operative end of train device. If observed from rear of train condition of marker must be communicated to outbound locomotive engineer.

Rule 26 last paragraph page 30 amended to read: Testing does not include visual observations made by an employee positioned inside or alongside a caboose, engine or passenger car; or inspection task to ascertain that a rear end marker is in proper operating condition on a train standing on a main track.

Rule 26 last paragraph page 32 amended to read: ON A MAIN TRACK—A blue signal must be displayed at each end of the rolling stock except such is not required for marker inspection task involving repositioning the activation switch or covering the photo electric cell. In lieu of blue signals the employe performing the marker inspection task may afford protection by personally contacting the employe at the controls of the engine and being advised by that person that the train is and will remain secure against movement until the inspection is completed.

Rule 97(4) amended to read: Verbal authority from the train dispatcher within APB limits; or to run with the 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 ½ miles
50 MPH or over	2 miles

Rule 102(2) amended to read: The train involved must not proceed until it 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 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.

SPECIAL INSTRUCTIONS 4 (Continued)

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 50 and 51.

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 is supplemented by adding: Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on page 168 and pre-printed pads of this form will be in the format shown. The form for mechanical transmission is changed, with Items (5) and (14) omitted, (16) revised, (18) and (19) added.

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.

Rule 450 is supplemented by adding: Forms for track bulletins Form A and Form B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional "other conditions" when space in Line 11 of Form A is insufficient.

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

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 employees in their dealings with the public, their subordinates and each other.

Boisterous, 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 926. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

Rule 907 first paragraph amended to read: Prior to performing an air brake test the rear of the train must be charged to within 15 psi of the feed or regulating valve setting, except when the setting on the engine is at 70 psi the pressure at the rear of the train must not be less than 60 psi. With an operative End-Of-Train device, except when performing initial terminal air brake inspection and test, brake pipe pressure displayed on control head console of the engine may be used to determine brake pipe pressure at the rear of train.

Rule 912 second paragraph item (2) amended to read: (2) Determine that brakes on rear car of train apply and release. As indicated by an operative End-Of-Train device, at least a 5 psi reduction in brake pipe pressure when brakes are applied and at least a 5 psi increase in brake pipe pressure when brakes are released may be used in lieu of observing that brakes on rear car of train apply and release.

Rule 914 first paragraph item (2) amended to read: (2) it must be determined the brakes on each of the cars added, and on rear car of train, apply and release. An operative End-Of-Train device may be used as prescribed by Rule 912 to determine that brakes on rear car of train apply and release.

Rule 923 third paragraph amended to read: When a remote consist is moved in a train, and its use as a remote consist is not required because of train tonnage or length, it should be placed immediately behind the lead consist. RCE may be energized and operating, with feed valve cut out.

Rule 926 new rule added to read: At points where End-Of-Train device is installed, it must be tested as follows:

(1) Upon installation of End-Of-Train device, the permanent unique identification code of the End-Of-Train device must be entered into the control head console of the engine.

(2) After air brake system has been charged as prescribed by Rule 907, a person at rear of train must ascertain the brake pipe pressure displayed on the control head console of the engine and compare with the pressure displayed on End-Of-Train device. The End-Of-Train device must not be used if the difference between the two pressure readings exceeds 3 psi.

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 incidated below:

Subdivision	Wrecking Derricks MPH	Pile Drivers AT 199166 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 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, Little River, and Stillwater	20	20	20

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 tha 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

RULE 109(C)—TRACKSIDE WARNING DETECTORS:

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

INSTRUCTIONS APPLICABLE TO ALL TYPES:

(1) To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by a crew member on ground. If defect(s) is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.

(2) If an overheated journal is found, the car or unit must be set out. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, or relieving crew at crew change point where mechanical inspection is not made, must be informed of these conditions.

If abnormal heat is detected on same car by an intervening detector, or during a stop for inspection, the car or unit must then be set out. Exception: Train crew must request and be governed by instructions from Chief Dispatcher concerning further handling of ten-pack equipment after second detector stop.

(3) When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in Journal box of friction type bearings.

(4) When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds, the bearing should be considered as overheated. WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.

Use yellow crayon marker to write the date and letter "X" above each journal indicated or found to be overheated, and the date and letter "W" above each wheel indicated, found to be defective, or overheated.

(5) 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 a detector, information required by Revised Form 1571 Std. must be transmitted verbally to train dispatcher's office.

9. TRACKSIDE WARNING DEVICES (Continued)

(6) 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.

INSTRUCTIONS APPLICABLE TO RADIO READOUT (REPORTER) TYPE:

(1) After train passes the detector:

(A) If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.

(B) If no radio message is transmitted, or if no message or audible tone (see Item 4) is received, train may proceed at prescribed speed and must be observed closely enroute.

(2) If rotating white light is illuminated before head-end of train reaches the detector, a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see Item 4) should an alarm occur during passage of the train.

A. If such message or tone is not received, train may proceed at prescribed speed.

B. If such message or tone is received, train must be governed by item 4.

(3) If rotating white light becomes illuminated as train passes the detector but a message or audible tone IS NOT transmitted via radio, entire train must be inspected for defects.

(4) If defects are noted as train passes the detector, a rotating white light will become illuminated, and:

A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or,

B. An audible tone will be transmitted via radio. The tone will be (a) fast beep if on North track, (b) a slow beep if on Middle or South track, or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear-end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from HEAD-END of train and references to "LEFT" or "RIGHT" side are to the engineer's left or right side in the direction of travel.

(5) If a train receives 4 defective car* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms or 1 wide load alarm—remainder of train must be inspected for additional defects.

*DEFECTIVE CAR alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

INSTRUCTIONS APPLICABLE TO LOCATOR (READOUT) TYPE:

(1) 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 and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.

9. TRACKSIDE WARNING DEVICES (Continued)

(2) 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 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.

INSTRUCTIONS APPLICABLE TO MONITOR DISPLAY BOARD TYPE:

(1) The monitor display board is equipped with hotbox and dragging equipment indicator lights. The display board will be dark as train approaches detector and will remain in that condition in the absence of abnormal heat or dragging equipment. "000" will be displayed for 12 seconds after train exists detector. If abnormal heat or dragging equipment is detected, indicator lights will display flashing white aspect; immediately, numerical axle count will start at "001" and accumulate axle count on display board to rear of train. Crew members on rear of train observing display board will be required to look back, in order to confirm axle count, after rear of train passes display board. 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.

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

(3) All illuminated lights and numerals displayed will be automatically cancelled 90 seconds after entire train has passed detector, which is at same location as display board.

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

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

(1) Train must be stopped and thoroughly inspected if numerical readout is displayed or indicator light(s) are illuminated as train passes the detector.

(2) Train may proceed at prescribed speed and be observed closely enroute if:

(a) numerical readout is displayed or indicator light(s) are illuminated before train reaches detector, or

(b) no numerical readout is displayed or indicator light(s) are illuminated after train passes the detector.

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—WICHITA—U.P. trains will use AT&SF tracks between Arkansas City and Belle Plaine via Mulvane.

YA JCT.—ST JCT.—U.P. trains will use AT&SF tracks between YA Jct. and ST Jct.

NEWTON—McPHERSON, AND LYONS—AT&SF trains will use U.P. 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).

McPHERSON—SALINA—AT&SF trains will use U.P. R. R. tracks between McPherson and Salina (35.4 miles).

COURTLAND—AT&SF trains and engines will use Kyle R.R. 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.

10. JOINT TRACK FACILITIES (Continued)

WICHITA—LOST SPRINGS AT&SF trains will use O.K.T.R.R. tracks between Wichita and Lost Springs (63.3 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 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.

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 exceed 40 MPH.

GENERAL CODE Rule 314. MOVEMENT FROM SIGNAL REQUIRING RESTRICTED SPEED:
EXCEPTION: Trains must move at Restricted Speed until rear end passes signal.

12. 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.

13. MAXIMUM AUTHORIZED SPEED FOR VARIOUS CARS.

	MPH
(A) Trains handling continuous welded or jointed rail, excluding twin loads of 78-foot rail ..... * Except 25 MPH on curves of 6 degrees or more	40*
(B) Tank cars numbered: ACFX 17451 thru 17495 and NATX 10841 thru 10865	45
(C) Tank cars numbered: CR 598500 thru 598999 PC 598500 thru 598999 SP 34500 thru 345699	45
(D) ATSF tank and work equipment numbered: ATSF 100301 thru 101099 ATSF 189000 thru 189999 ATSF 192770 thru 192875 ATSF 199880 thru 199899 ATSF 202750 thru 202999 ATSF 209000 thru 209999	45
(E) Tank cars numbered: DVLX 4001 thru 4190 UTLX 76517 UTLX 76539 UTLX 76556, 76558 UTLX 76568 UTLX 76595 UTLX 76649 UTLX 76656 UTLX 76696 UTLX 76733 UTLX 76736 thru 76738 UTLX 76742 thru 76751 (Except 76746 and 76749) UTLX 78256 thru 78269 UTLX 78272 ULTX 78274 ULTX 78278 UTLX 78281 UTLX 78285 thru 78293 (Except 78286) UTLX 78326 thru 78333 (Except 78327) UTLX 78336 thru 78344 (Except 78341 and 78342) UTLX 78347 thru 78350 (Except 78349) ULTX 78353	40
(F) Empty "Schnabel" type cars numbered: APWX 1004 — BEX 40010, 80002, 80003 BBCX 1000 — GPUX 100 CEBX 1000 — HEPX 200 CEBX 100, 101 — KWUX 10 CPOX 820 — WECX 101, 102, 200-203, 301 CWEX 1016 All cars listed must be handled on or near the rear end of trains ot exceeding 100 cars in length; must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached.	40
(G) Trains handling *loaded* "Schnabel" type cars listed in (F) also CEBX 800 loaded or empty, must be governed by Special Instructions issued for individual movements.	
(H) Trains handling solid consist of military equipment	55
(I) Trains handling EMPTY gondolas numbered: KCS 801011 thru 802930	45

14. **Rule 450.** Track bulletins authorized on all subdivisions of Middle Division.

15. **Rule 405.** Track bulletins and track warrants may be used on Middle Division.

16. **Rule 82(A).** Clearance not required on Middle Division.

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 fusee(s).

(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: RESIDUE*: Corrosive; Poison; Chlorine; Organic Peroxide; Oxidizer; Oxygen; Flammable; Flammable Solid; Flammable Solid W; Non Flammable Gas; Flammable Gas; Poison Gas	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			NO RESTRICTIONS
MUST NOT BE NEXT TO:	Engine, occupied caboose or passenger car	X	X	X	X	X		
	Car occupied by guard or escort	X (1)	X (1)		X (1)			
	Loaded plain flat car	X	X		X			
	Loaded bulkhead flat car	X (2)	X (2)		X (2)			
	Loaded TOFC/COFC flat car	X	X (3)		X (4)			
	Flat Car loaded with vehicles	X	X		X (5)			
	Open top car with shiftable load	X (2)	X (2)		X (2)			
	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	
	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.

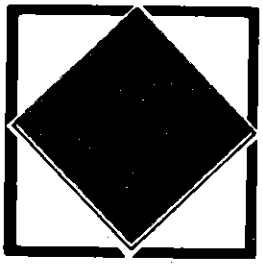
* Examples of Residue Placards are shown on following page.

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

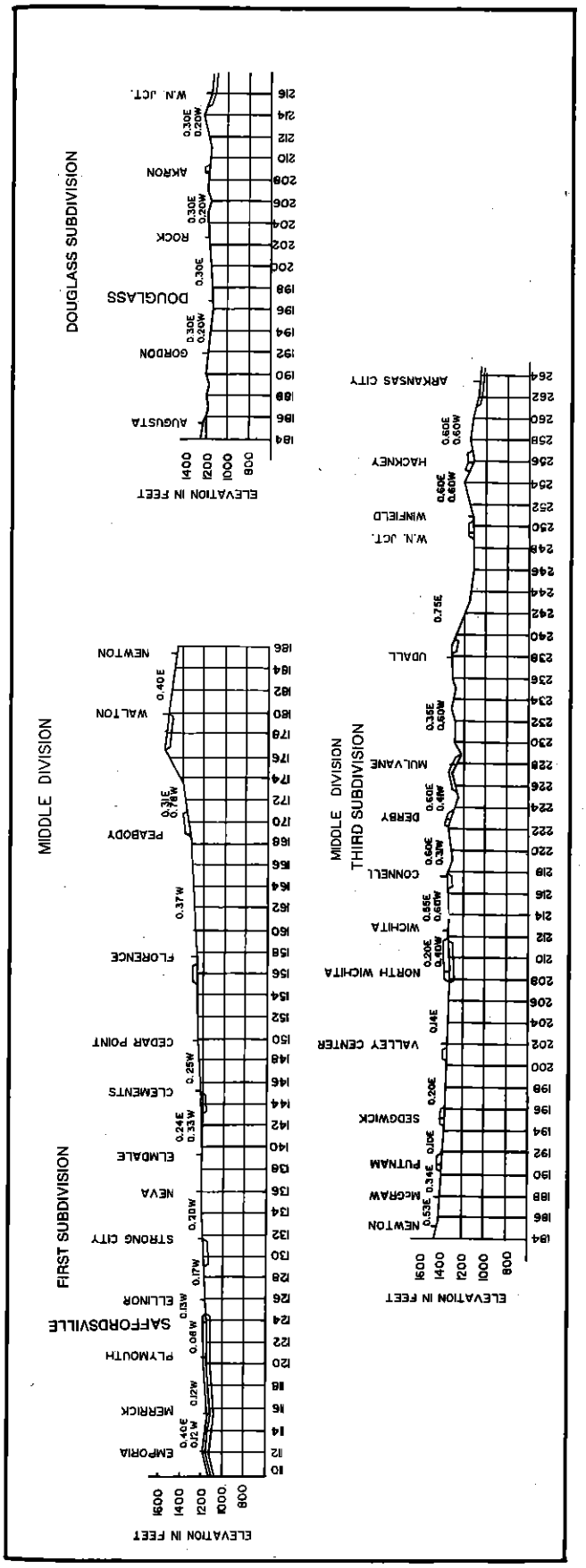
USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE

NUMBER 2
FLAMMABLE GAS

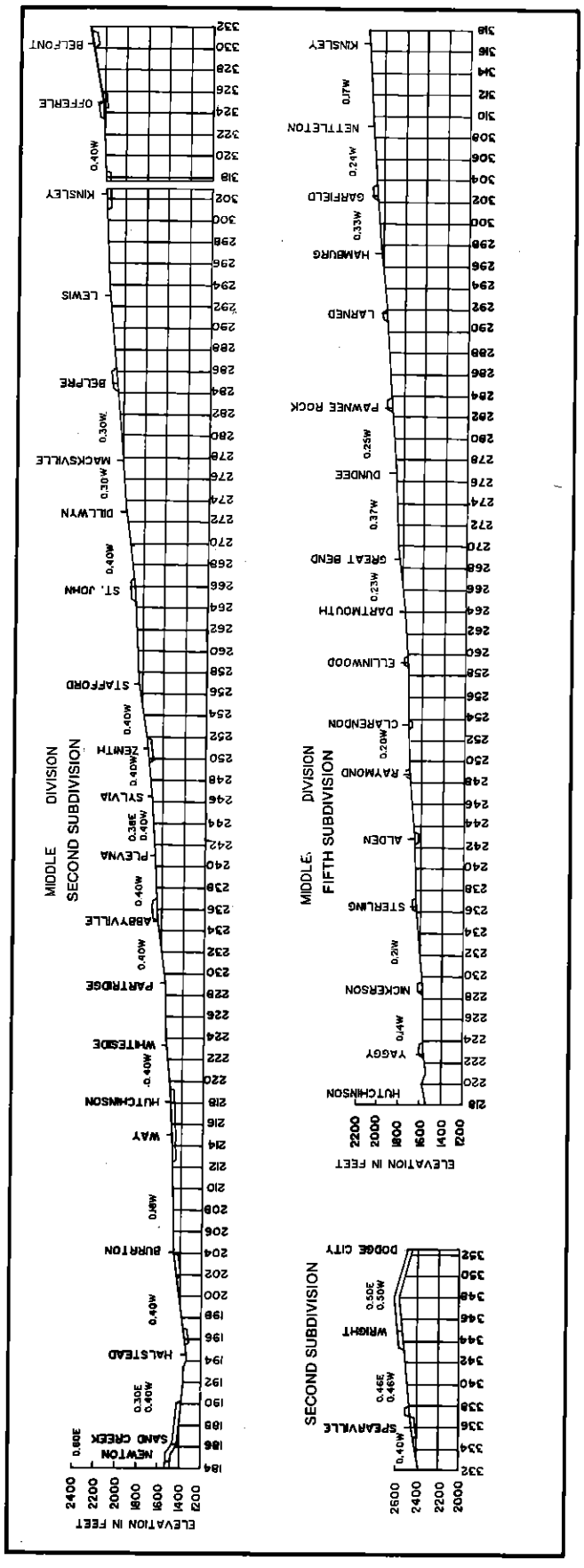
NUMBER 3
FLAMMABLE LIQUID

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

Examples of Residue Placards



C.E. No. 50068-141



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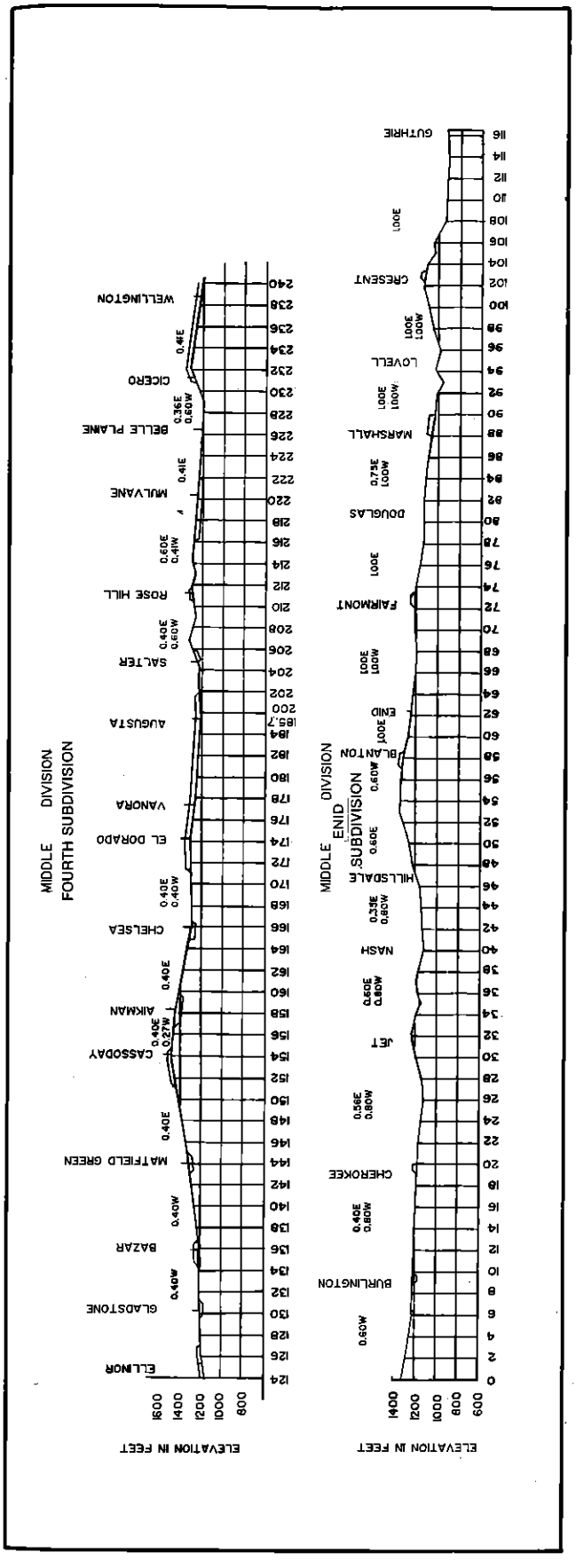

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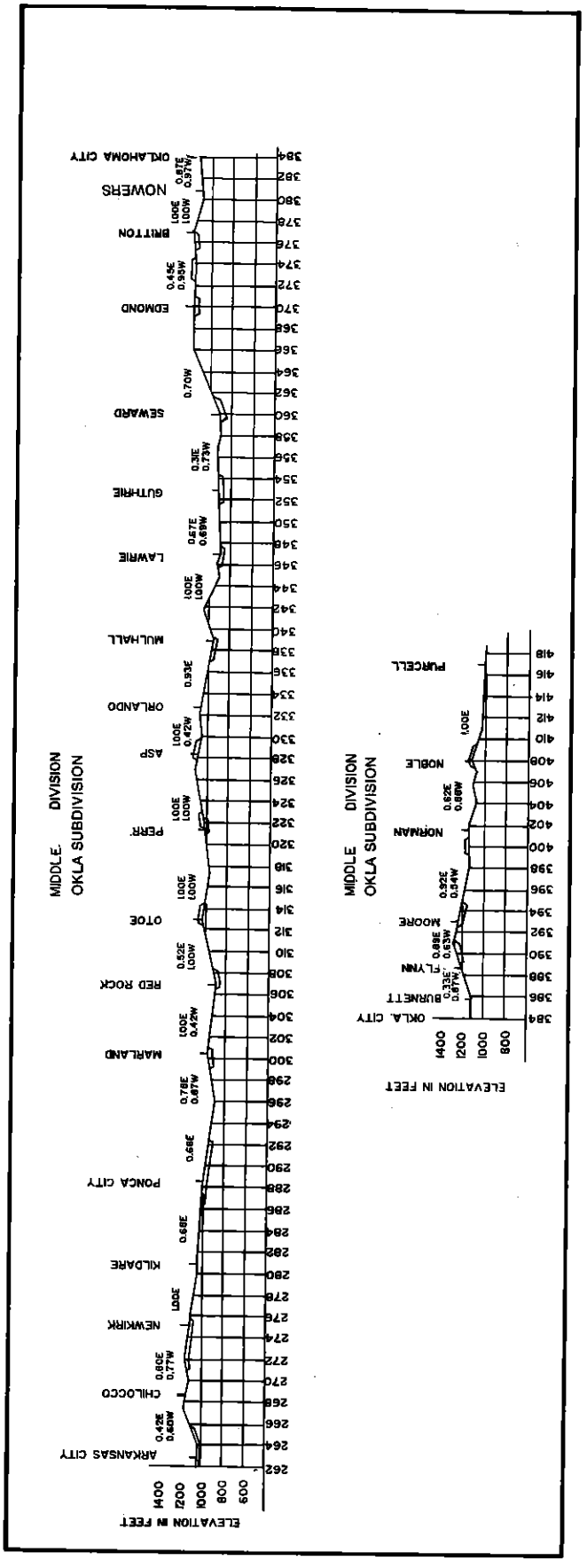

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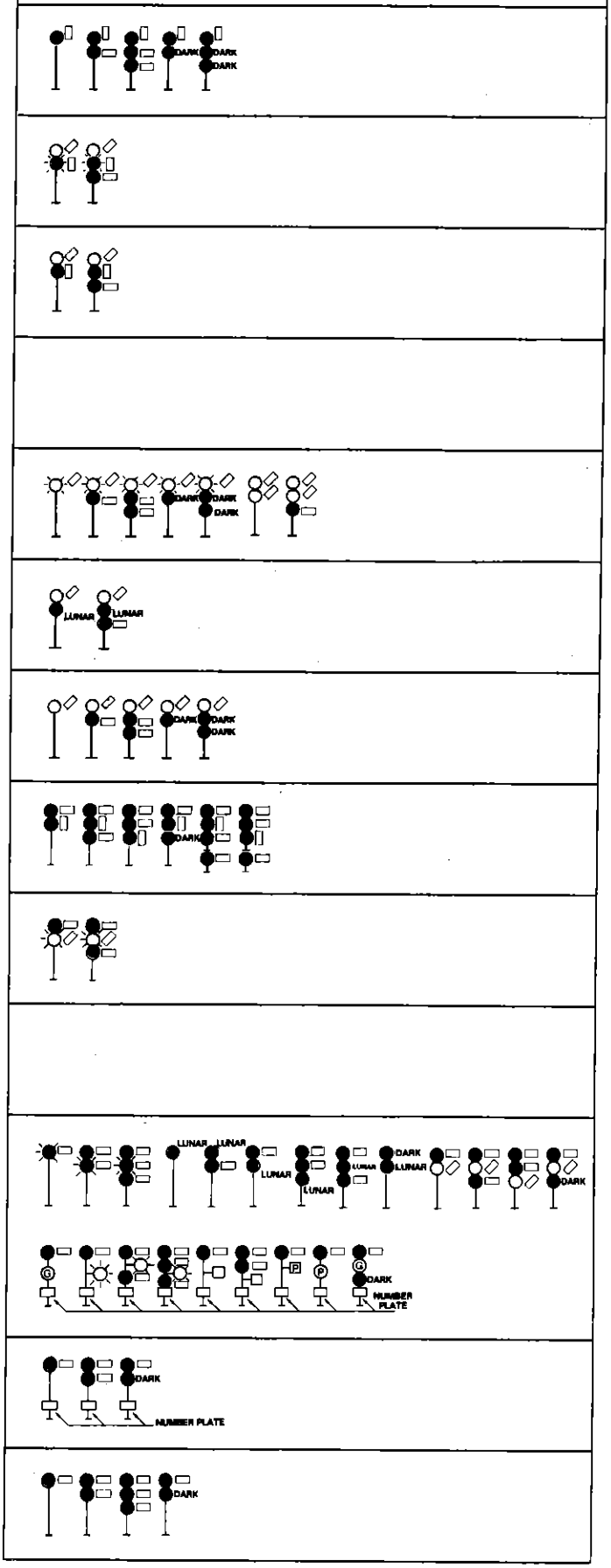
ASPECTS OF COLOR LIGHT AND SEMAPHORE SIGNALS



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