

EASTERN DIVISION

B. D. JOHNSTON, Trainmaster	Emporia
C. HUDIBURGH, Trainmaster	Emporia
L. S. LAWRENCE, Trainmaster-RFofE	Chanute
C. E. BAXTER, Road Foreman of Engines	Argentine
R. D. MARTIN, Rules Examiner	Emporia
L. D. HODGSON, Safety Supervisor	Emporia
G. D. BLANKENSHIP, Safety Supervisor	Topeka
R. T. POLLEY, Chief Dispatcher	Emporia
C. W. McCOY, Asst. Chief Dispatcher	Emporia
D. E. HAMMAN, Asst. Chief Dispatcher	Emporia
D. W. MILLER, Asst. Chief Dispatcher	Emporia

KANSAS CITY DIVISION

D. W. TEEL, Asst. Superintendent	Argentine
J. A. CARRIER, Asst. Superintendent	Argentine
D. E. PARSONS, Asst. Superintendent	Argentine
A. A. CATRON, Trainmaster	Argentine
R. A. KURTZ, Trainmaster	Argentine
C. W. SMITH, Trainmaster-RFofE-AMTRAK	Argentine
B. LEVIN, Asst. Trainmaster	Argentine
J. L. SULLIVAN, Asst. Trainmaster	Argentine
J. E. HUTCHINSON, Asst. Trainmaster	Argentine
W. J. EPPERSON, Asst. Trainmaster	Argentine
M. D. SMITH, Supervisor of Air Brakes- General Road Foreman of Engines	Argentine
G. E. GUTHRIE, Road Foreman of Engines	Argentine
R. PEDROZA, Safety Supervisor	Argentine
L. G. SALTS, Safety Supervisor	Argentine

TRAIN DISPATCHERS—EMPORIA

W. K. GAGE	S. E. QUINTANA	L. D. SMITH
A. E. JUDD	R. A. TURNER	C. K. CARNES
D. L. SEXTON	C. I. WALKER	J. T. BURRIS
D. W. McALISTER	D. I. STEINBRINK	R. J. McGLINN
J. A. FACKLAM		

**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.

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE.

SPEED TABLE

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

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

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

EASTERN LINES

EASTERN DIVISION

TIME TABLE No.

1

IN EFFECT

Sunday, January 5, 1975

At 12:01 A. M.

Central Standard Time

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

H. J. BRISCOE
General Manager
Topeka, Kansas

J. T. GROUNDWATER	M. R. HAVERTY
C. L. HOLMAN	Emporia, Kansas
H. L. HAWKINS	H. L. ROGERS
Asst. General Managers	Argentine, Kansas
Topeka, Kansas	Superintendents

TCS IN EFFECT:

On main tracks N.R. Jct. to Constitution Street (MP 111.9) Emporia.

RULE 251 IN EFFECT:

On North and South Main Tracks Constitution Street (MP 111.9) Emporia to Interlocking Merrick (MP 115.3).

Between Constitution St. (MP 111.9) Emporia and Interlocking Merrick (MP 115.3) first track south of Main Tracks designated as Yard Track No. 3.

Trains originating at Topeka and Lawrence must secure clearance card before leaving.

Eastward trains via First District must secure clearance card at Emporia Passenger Station.

Mile post signs 51 and 52 west of station Topeka designated as 51W and 52W.

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST-WARD
First Class			No. 1	First Class				
15			January 5, 1975					16
Leave Daily		Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily
AM 1.18		6.4	HOLLIDAY 3.4		0			AM 4.05
1.21		0	WILDER 7.8		8.9	3.3	B	4.02
1.29	5350	10.6	DE SOTO 8.0		10.6	11.1	C	3.56
1.38	2450	0	EUDORA 4.1		0	19.1	B	3.50
1.42		9.2	NORIA YL 3.3		0	23.2		3.45
1.46	6500	10.6	LAWRENCE YL 5.1		10.6	26.5	Y CR	3.40
1.51	2500	0	LAKE VIEW 5.8		0	31.6		3.30
1.56	2800	10.6	LECOMPTON 8.6		21.1	37.4	B	3.24
2.03	6250	7.0	TECUMSEH 6.6		0	46.0	B	3.16
2.25	2050	26.4	A.T.&S.F. Crossing TOPEKA YL 6.5		0	52.6 50.6	Y CR	3.10
2.33	2450	40.9	PAULINE YL 5.4		49.5	57.3	C	2.55
2.38		52.8	WAKARUSA 5.1		50.7	62.7	B	2.50
2.46	2200	52.8	CARBONDALE 3.8		44.2	67.8	B	2.46
2.49	3000	45.0	SCRANTON 5.3		52.8	71.6	B	2.39
2.54	3400	52.8	BURLINGAME 7.9		51.6	76.9	C	2.35
		10.8	Mo. Pac. Crossing 0.3		0	84.8		
3.00	5000	52.8	OSAGE CITY 5.3		42.1	85.1	C	2.26
3.05	3650	35.7	BARCLAY 6.1		51.1	90.4	B	2.22
3.10	4000	52.8	READING 8.2		39.0	96.5	B	2.16
3.17	2450	49.8	LANG 6.2		57.8	104.8	B	2.09
3.22		5.3	N.R. JCT. YL 1.1		15.8	111.0	Y	2.03
3.35 AM			EMPORIA YL			112.1	T CR	2.00 AM
Arrive Daily			(113.9)					Leave Daily
49.1			Average speed per hour					53.8

TRACK SIDE WARNING DETECTORS
HIGH WATER DETECTORS:

High water detectors have been placed at certain locations where high water might occur. These detectors, when actuated by high water, set adjacent block signals in stop position. Under such conditions, trains must not cross bridges or pass through other areas so protected until a thorough inspection has been made to determine track is safe for passage of trains and, in addition, must observe the requirements of Rules 320 or 321. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

High water detectors located at:

- M.P. 3
- M.P. 62.9

SLIDE DETECTOR FENCES:

Slide detector fences placed in certain areas which will cause adjacent signals to be in stop position if fence circuit is broken.

Slide detector fences located at:

- Between M.P. 7.8 and M.P. 8.0
- Between M.P. 8.1 and M.P. 8.4
- Between M.P. 8.5 and M.P. 8.7
- Between M.P. 36.9 and M.P. 37.2

FIRST DISTRICT

EASTERN DIVISION 3

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH	
	Psg.	Frt.
Holliday and Emporia	90	60*

*Maximum authorized speed for freight trains when averaging 85 tons and over per car or over 5,000 tons total 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK AND RR CROSSINGS:

	MPH	
	Psg.	Frt.
2 Curves, M.P. 0.0 to 0.3	30	30
Curve, M.P. 0.7 to 0.9	65	
Curve, M.P. 2.8 to 3.3	55	55
Curve, M.P. 3.7 to 3.9	65	
2 Curves, M.P. 6.3 to 6.5	65	
Curve, M.P. 8.8 to 9.3	65	
4 Curves, M.P. 15.1 to 16.1	65	
4 Curves, M.P. 18.3 to 19.5	60	55
Curve, M.P. 23.4 to 23.6	55	50
Curve, M.P. 24.6 to 24.8	65	
2 Curves, M.P. 25.2 to 25.9	55	50
6 Curves, M.P. 26.2 to 27.4	30	25
2 Curves, M.P. 28.7 to 30.3	65	
2 Curves, M.P. 34.3 to 34.7	65	
2 Curves, M.P. 34.8 to 35.2	55	55
2 Curves, M.P. 36.9 to 37.3	60	
2 Curves, M.P. 37.4 to 37.8	65	
3 Curves, M.P. 51.1 to 52.0	65	
M.P. 52.2 (Viaduct), to Fourth Street (Topeka)	20	20
RR Crossing M.P. 52.6 (Automatic Interlocking)	20	20
Curve, M.P. 58.9 to 59.1	65	
Curve, M.P. 59.8 to 60.0	65	
Curve, M.P. 60.3 to 60.6	70	
7 Curves, M.P. 61.0 to 62.8	50	50
2 Curves, M.P. 63.0 to 63.6	55	55
2 Curves, M.P. 63.7 to 64.2	45	45
Curve, M.P. 64.5 to 64.7	60	50
Curve, M.P. 65.0 to 65.3	65	
2 Curves, M.P. 66.5 to 67.2	45	45
Curve, M.P. 67.5 to 67.6	50	45
Curve, M.P. 67.7 to 67.8	55	55
Curve, M.P. 68.2 to 68.8	70	
Curve, M.P. 69.0 to 69.4	65	55
Curve, M.P. 69.8 to 70.0	75	
Curve, M.P. 70.6 to 70.9	80	
Curve, M.P. 75.1 to 75.3	65	
2 Curves, M.P. 76.0 to 77.1	55	55
Curve, M.P. 84.0 to 84.4	55	50
RR Crossing M.P. 84.8 (Automatic Interlocking)	90	60
Curve, M.P. 88.5 to 88.9	55	55
Curve, M.P. 89.5 to 90.2	65	
Curve, M.P. 93.7 to 94.0	65	
Curve, M.P. 96.1 to 96.4	65	
2 Curves, M.P. 97.8 to 98.3	55	50
2 Curves, M.P. 107.3 to 108.1	55	55
Curve, M.P. 110.0 to 110.3	55	55
Curve, M.P. 110.8 to 111.0	30	30

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Holliday	I	Turnout First District	30
DeSoto	S	East end siding	15
	S	West end siding	30
Eudora	S	Both ends siding	15
Lawrence	S	Both ends siding	30
Lakeview	S	Both ends siding	15
Lecompton	S	Both ends siding	15
Tecumseh	S	Both ends siding	30
Topeka	S	Both ends siding	15
	S	West end of yards	15
Pauline	S	Both ends siding	15
Carbondale	S	West end siding	15
	S	East end siding	30
Scranton	S	Both ends siding	30
Burlingame	S	Both ends siding	30
Osage City	S	Both ends siding	30
Barclay	S	Both ends siding	30
Reading	S	Both ends siding	30
Lang	S	Both ends siding	30
N.R. Jct.	I	Turnout First Dist.	30

(D) SPEED RESTRICTIONS - STREET CROSSINGS:

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN:	MPH
Topeka	M.P. 50.6 and M.P. 51.3 (Fourth and Tenth)	20
Osage City	M.P. 84.9 and M.P. 85.5	40
Emporia	M.P. 110.1 and M.P. 111.9 (Whilden and Constitution)	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
.....	De Soto Highway Viaduct
.....	Ordnance Plant Track
19.6	Wakarusa River
26.5-26.9	Lawrence Mill tracks and Overhead Conveyor
52.2	Topeka, Branner Street Viaduct
107.9	Neosho River

3. TRACKS BETWEEN STATIONS:

Name	Location	Capacity (Feet)
Wilder, former siding	M.P. 3.3	2,150
Cooperative Farm Chem. Assn. (Spur)	M.P. 24.6	8,950
Industrial Spur	M.P. 28.7	9,400
Storage Tracks	M.P. 29.3	4,300
Kansas Power and Light Co. (Spur)	M.P. 30.3	1,800
Dupont Cellophane Plant (Spur)	M.P. 46.0	5,000
Nationwide Warehouse (Spur)	M.P. 54.5	500
White Lakes Warehouse (Spur)	M.P. 54.6	682
Seymour Industrial (Spur)	M.P. 55.6	1,250

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Wilder	First District

4 EASTERN DIVISION

SECOND DISTRICT

RULE 251 IN EFFECT:

On North and South Main Tracks Constitution Street (MP 111.9) Emporia to Interlocking Merrick (MP 115.3).

TCS IN EFFECT:

On Main Tracks Santa Fe Jct. to Constitution Street (MP 111.9) Emporia.

On Siding Ottawa.
On running track between A.Y. Tower Interlocking and Turner Interlocking.

On running track between A.Y. Tower Interlocking and Turner Interlocking maximum authorized speed 30 MPH. Authority to enter this track through hand-throw switch must be obtained from Operator at A.Y. Tower.

Between Santa Fe Jct. and A.Y. Tower two south tracks are main tracks, between A.Y. Tower and Turner south track is main track.

Between Turner and Holliday (MP 13.4) south track designated Main Track No. 1 and the three tracks north thereof are designated Main Tracks Nos. 2, 3, and 4 respectively.

Trains originating at Kansas City Union Station, Turner, Ottawa and Emporia must secure clearance card before leaving. Westward trains originating at Kansas City Union Station operating via First District must secure clearance card at A.Y. Tower.

Between Constitution St. (MP 111.9) Emporia and Interlocking Merrick (MP 115.3) first track south of main tracks designated as Yard Track No. 3.

On KCT trackage be governed by Kansas City Terminal Railway Co. Operating Rules.

WESTWARD		Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EASTWARD	
First Class								First Class	
3	15							16	4
Leave Daily	Leave Daily	Feet Per Mile		STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
AM 2.10	AM 1.00	0		KANSAS CITY Union Station			C	AM 4.35	AM 5.35
2.14	1.04	0		1.4 SANTA FE JCT.	47.8	1.7	Y	4.19	5.25
		18.8		2.2 A.Y. TOWER	24.2	3.9	C-R		
		10.4		0.9 ARGENTINE	0	4.8	T Y R		
2.22	1.12	4.2		2.3 TURNER	0	7.1	C R	4.11	5.17
		4.2		3.2 MORRIS	9.7	10.3	C		
2.28	1.18	22.3		3.1 HOLLIDAY	7.8	13.4		4.05	5.11
	AM	28.2		2.8 ZARAH	0	16.2		AM	
		31.7		2.9 CRAIG	0	19.1	B		
2.40		21.1		8.7 OLATHE	0	27.8	C R		4.59
	Via First District	20.4		6.8 GARDNER	21.1	34.6	C Y	Via First District	
		21.1		5.2 EDGERTON	21.1	39.8			
		0		5.7 WELLSVILLE	21.1	45.5	C R		
		21.1		11.6 OTTAWA	21.1	57.1	Y C R		
3.08		19050		Mo. Pac. Crossing	17.2	59.9			4.32
		21.1		7.6 POMONA	15.8	67.5	B		
		5.1		4.3 QUENEMO	0	71.8	B		
		17.1		7.8 MELVERN	9.3	79.6	B		
		54.4		8.1 RIDGETON	16.8	87.6	B		
		21.1		6.2 LEBO	21.1	93.8	B		
		18.1		7.8 Neosho Rapids	21.1	101.6	B		
		5.4		5.5 WIGGAM	15.3	107.1			
	AM	21.1		4.2 N.R. JCT.	0			AM	
3.55	3.22	5.3		1.1 EMPORIA	15.8	111.3	Y	2.03	3.49
s 4.00 AM	s 3.35 AM					112.1	T C R	2.00 AM	3.45 AM
Arrive Daily	Arrive Daily			(112.2)				Leave Daily	Leave Daily
61.2	44.6			Average speed per hour				26.8	61.2

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH	
	Psg.	Frt.
Kansas City (Union Station) and Santa Fe Jct.	30	30
Santa Fe Jct. and Turner	45	45
Turner and Holliday, Main Track No. 1	79	60
Turner and M.P. 8 Main Tracks 2, 3, & 4	20	20
M.P. 8 and Holliday Main Tracks Nos. 2 & 3	79	60*
M.P. 8 and Holliday Main Track No. 4	40	40

(A) MAXIMUM AUTHORIZED SPEED—(Cont'd)

BETWEEN:	MPH	
	Psg.	Frt.
Holliday and Olathe	79	60*
Olathe and Emporia Except South Track Wiggam to Constitution St. (M.P. 111.9)	90	60*
Wiggam and Constitution St. (M.P. 111.9) Emporia South Track	40	40
Constitution St. (M.P. 111.9) Emporia and Merrick (M.P. 115.3) Yard Track No. 3	20	20

Maximum authorized speed for freight trains when averaging 85 tons and over per car or over 5,000 tons total 45 MPH
*Freight trains may observe passenger train speed but not to exceed 70 MPH provided:

SPECIAL RULES (Continued)

(A) MAXIMUM AUTHORIZED SPEED
—(Cont'd)

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTION:

- (a) Eastward-Holliday to M.P. 8 Main Tracks Nos. 2 & 3.

(B) SPEED RESTRICTIONS - CURVES, TRACK AND RR CROSSINGS:

	MPH
Curve, M.P. 1.7	15
Curves, M.P. 7.1 to 7.8 Track No. 1	60
M.P. 13.3 to 14.4 North Track	40
Curve, M.P. 13.6 to 14.3 Middle Track	70
Curves, M.P. 14.5 to 19.2	60
Curves, M.P. 20.0 to 25.0 South Track	60
Curves, M.P. 20.0 to 25.0 North Track	55
Curves, M.P. 25.2 to 27.3	60
Curve, M.P. 28.1 to 28.9	70
Curve, M.P. 29.4 to 29.6	70
2 Curves, M.P. 30.4 to 31.4	60
Curve, M.P. 31.9 to 32.5	75
2 Curves, M.P. 34.5 to 35.1 South Track	50
Curve, M.P. 34.8 to 35.1 North Track	80
Curve, M.P. 36.1 to 36.4 North Track	80
Curve, M.P. 37.0 to 37.1 South Track	80
Curve, M.P. 37.3 to 37.6 South Track	70
Curve, M.P. 38.5 to 39.1 South Track	60
Curve, M.P. 39.5 to 39.8 North Track	65
Curve, M.P. 39.6 to 40.0 South Track	55
Curve, M.P. 40.6 to 40.9	75
Curve, M.P. 43.4 to 43.9	75
2 Curves, M.P. 46.3 to 46.7 South Track	85
Curve, M.P. 49.3 to 49.6	65
Curve, M.P. 57.2 to 57.5	65
RR Crossing, M.P. 59.9 (Auto. Interlocking) *	50
Curve, M.P. 60.1 to 60.2	80
Curve, M.P. 63.7 to 63.9	85
Curve, M.P. 70.0 to 70.1	80
2 Curves, M.P. 70.8 to 71.6	70
Curve, M.P. 76.9 to 77.1	80
Curve, M.P. 77.5 to 77.9	80
Curve, M.P. 78.8 to 78.9	80
Curve, M.P. 79.6 to 79.9 North Track	45
Curve, M.P. 79.6 to 79.9 South Track	65
Curve, M.P. 83.4 to 83.6 North Track	50
Curve, M.P. 84.4 to 84.6 North Track	65
Curve, M.P. 85.7 to 86.0 North Track	55
2 Curves, M.P. 84.3 to 86.0 South Track	65
Curve, M.P. 92.9 to 93.3	75
4 Curves, M.P. 98.0 to 101.4	55
Curve, M.P. 104.1 to 104.4	80

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

SPECIAL RULES (Continued)

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Santa Fe Jct.	I	Second crossover west of Santa Fe Jct.	30
	I	Crossover east of 12th St.	15
AY Tower	I	Crossover east of Tower	40
		Turnout end of Two Tracks	40
M.P. 4.2	I	Turnout to Departure Yard	15
M.P. 5.4	I	Turnout to Departure Yard	15
Turner	I	Turnout to South Receiving Yard M.P. 6.9	15
	I	Crossovers and Turnouts between M.P. 7.2 and 7.5	15
	I	Crossovers between Main Tracks Nos. 2, 3, and 4 M.P. 8	20
	I	Turnout Main Track No. 1 to Hump Lead M.P. 8.3	40
Morris	I	Crossovers M.P. 11	40
Holliday	I	Crossover between Main Tracks Nos. 2 and 3	30
	I	Turnout Main Track No. 4	40
M.P. 14.4	I	Turnout North Track	40
	I	Crossovers	50
Craig	I	Crossovers	50
Olathe	I	Crossovers	40
Gardner	I	Crossovers	50
Wellsville	I	Crossovers	50
Ottawa	I	Both ends siding	40
	I	Crossovers between Main Tracks	40
	I	Crossover between North Track and siding	40
M.P. 76	I	Crossovers	40
Ridgeton	I	Crossovers	40
Lebo	I	Crossovers	40
Wiggam	I	Turnout South Track	40
	I	Crossovers	40
N. R. Jct.	I	East crossover between Middle and South Tracks	30
	I	Other crossovers	40
Emporia	I	Crossover between Middle and South Track near Merchant St. and turnout from South Track to Track No. 11 near Constitution St.	15
	S	Turnout from Track 12 to South Track near Merchant Street	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Olathe	M.P. 24.3 and M.P. 26.8	40
Emporia	M.P. 110.6 and M.P. 111.9 Weaver and Constitution	30

SPECIAL RULES (Continued)

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
34.4	Highway Viaduct
45.1	Highway Viaduct
57.0	Signal Bridge
69.0	Marais de Cynes River Bridge
71.3	Marais de Cynes River Bridge
79.7	Highway Viaduct
79.8	Highway Viaduct
92.5	Highway Viaduct
102.9	Neosho River Bridge

TRACK SIDE WARNING DETECTORS

SLIDE DETECTOR FENCES:

Slide detector fences placed in certain areas which will cause adjacent signals to be in stop position if fence circuit is broken.

Slide detector fences located at:

Between M.P. 20.4 and M.P. 20.6

HOT BOX AND DRAGGING EQUIPMENT DETECTORS:

Detector Location	Locator Location
M.P. 41.3	Westward M.P. 43.5 Eastward M.P. 39.0 and M.P. X39.2
M.P. 70.5	Westward M.P. 73.4 Eastward M.P. 67.4

Hot box or dragging equipment will actuate alarm.
See Special Rule 13.

SHIFTED LOAD DETECTORS:

Detector Location	Locator Location
M.P. 106.9	M.P. 105.9 and M.P. 106.9

When condition in train actuates indicators, they will display rotating white light.

See Special Rule 13.

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		Feet Per Mile			
		STATIONS				
	21.1	WILDER 1.5	0			
	33.2	U.P. Crossing BONNER SPRINGS 15.3	55.4	1.5	C	
	31.7	LANSING 1.7	10.6	16.8		
	52.8	WADSWORTH 3.5	66.0	18.5		
		LEAVENWORTH YL		22.0	C	
		(22.0)				

No switch lights on Leavenworth District.

At Wilder, eastward trains on Leavenworth District must contact dispatcher for permission to occupy First District main track. (See Special Rule No. 12).

SPECIAL RULES:

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
Wilder and Leavenworth	30

(B) SPEED RESTRICTIONS - CURVES, TRACK, AND RR CROSSINGS:

	MPH
RR Crossing M.P. 1.5 Interlocking	10
Curves, except where further restricted	20
M.P. 7.5 over hard surface highway	15
between M.P. 18 and M.P. 19	15
Curves between M.P. 20.7 and west end Leavenworth Yard	15

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
20.7	Highway Viaduct Highway Viaduct, Grant Avenue over UP Spur to Ft. Leavenworth

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Wilder	First District

ATCHISON DISTRICT

EASTERN DIVISION

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST-WARD
	Feet Per Mile		STATIONS	Feet Per Mile				
	0		TERMINAL YARD YL	0	498.4	TY		
	0		M.K. JCT. YL	0	498.9	C		
	17.8		TERMINAL JCT. R.I. R.	17.4	499.0			
			BN Crossing YL					
	34.3		Mo. Pac. Crossing YL	0	518.9			
	25.6		ATCHISON YL	0	0.5	C		
	58.6		Mo. Pac. Crossing YL	0	1.1			
	24.8		PARNELL YL	50.9	6.4			
	68.9		CUMMINGS YL	0	10.7			
750	0		NORTONVILLE YL	64.3	16.8	C		
1700	69.9		VALLEY FALLS YL	63.4	26.7	C		
	63.4		MERIDEN YL	59.3	39.4			
	33.4		U.P. Crossing YL	0	49.5			
			TOPEKA YL		50.6	Y C R		
			(71.2)					

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH
Atchison and Topeka	30

(B) SPEED RESTRICTIONS - CURVES, TRACK AND RR CROSSINGS.

		MPH
RR Crossing	M.P. 518.9 Gate normally across BN track. When gate is normal observe maximum speed shown.	10
RR Crossing	M.P. 518.9 Stop. Rules 98(A), 98(B), 98(C), 98(D) and 98(E).	10
RR Crossing	M.P. 1.1 Stop. Rules 98(A), 98(B), 98(C) and 98(E).	10
RR Crossing	M.P. 49.5 Interlocking—If governing signal indicates stop, communicate with Union Pacific Control Station.	15
Curve,	M.P. 49.5 to 49.6	15

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
0.2	Atchison Highway Viaduct
48.9	Soldier Creek

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
M. K. Jct.	Illinois Division
Terminal Jct.	CRI&P Ry.
1000 ft. east Mo. Riv. Bridge (Atchison)	CRI&P Ry.
Atchison	Mo. Pac. Ry.

Trains must secure clearance card before leaving Topeka and Terminal Yard. Westward trains must secure clearance card at Atchison when operator on duty.

Between Terminal Jct. and M.P. 0 Atchison be governed by C.R.I.&P. time table and operating rules. In addition to A.T.&S.F. clearance card at Terminal Yard, secure C.R.I.&P. clearance at C.R.I.&P. Yard Office. At Atchison secure C.R.I.&P. clearance at A.T.&S.F. Freight Station.

Train register for Atchison located in A.T.&S.F. Freight Station.

Bulletin instructions govern movement over Mo. River Bridge, Atchison.

Between the following points Rule 94 in effect:

Terminal Yard and Terminal Jct.

1000 feet east of Missouri River Bridge and Mo. Pac. Crossing 0.6 mile west of Atchison.

Trains or engines using Mo. Pac. main track to old Depot Co. Track 5, will be governed, eastward by signal 3308-R, and westward by signal 3305-R. Block indicators located at west crossover switch at AT&SF main track and at west end of old Depot track 5, indicate condition of block on conflicting routes. If block indicator shows "Block Occupied," and no evidence of movement on opposing route, crossover switches may be lined and, after expiration of five minutes if still no evidence of movement on opposing route, may proceed, protecting against conflicting movements.

No switch lights on Atchison District.

TCS IN EFFECT:

Ottawa to MP 57.3. (Ottawa)

DY Jct. to East Switch Bartlesville MP 40.3.

Trains originating at Ottawa, Chanute and Tulsa must secure clearance card before leaving.

All AT&SF trains must secure clearance card before leaving Bartlesville when operator on duty.

Between the following points Rule 94 in effect:

Mo.Pac. Crossing 0.8 mile east of station, Caney to State Line MP 22.7;

Bartlesville, east switch MP 40.3 and BE Jct.

Proceed indication on MK&T westward block signal DY Jct. authorizes MK&T train DY Jct. to BE Jct. Proceed indication on MK&T eastward block signal BE Jct. authorizes MK&T train BE Jct. to DY Jct.

WEST-
WARD



Capacity of
Sidings in Feet

Ruling Grade
Ascending

TIME TABLE
No. 1
January 5, 1975

Ruling Grade
Ascending

Mile Post

Communications
Turn Tables and Ways

EAST-
WARD



Feet
Per
Mile

STATIONS

Feet
Per
Mile

Capacity of Sidings in Feet	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways
		OTTAWA YL		57.1	Y CR
		1.3	34.4		
		Mo. Pac. Crossing		58.4	
		8.8	35.6		
		PRINCETON		67.2	B
		6.2	24.1		
		RICHMOND		73.3	B
		9.3	37.0		
		Mo. Pac. Crossing		82.7	
		0.1	29.9		
		GARNETT YL		82.8	B
		8.2	37.0		
		WELDA		91.0	B
		8.1	33.4		
		COLONY		99.1	
		10.3	37.0		
		Mo. Pac. Crossing		109.4	
		0.3	11.5		
		IOLA YL		109.7	C
		7.7	37.0		
		HUMBOLDT YL		117.4	C
		8.3	37.0		
		M.K.T. Crossing		125.7	
		0.8	0		
		CHANUTE YL		126.5	CR
		1.1	0		
		AU JCT. YL		127.6	TY
		5.6	37.0		
		EARLTON		133.2	B
		6.8	19.9		
		THAYER		140.0	B
		7.5	47.5		
		MOREHEAD		147.6	B
		8.0	37.0		
		SL-SF Crossing		155.6	
		0.2	0		
		CHERRYVALE YL		155.8	YC
		9.7	37.0		
		INDEPENDENCE YL		165.5	YC
		0.7	25.1		
		Mo. Pac. Crossing		0.5	
		8.9	29.6		
		BOLTON		7.4	
		13.9	37.0		
		Mo. Pac. Crossing		21.3	
		0.8	0		
		CANEY YL		22.1	YC
		7.9	26.4		
		COPAN		30.0	
		6.9	37.0		
		DEWEY YL		36.9	B
		0.7	23.5		
		DY JCT.		37.6	
		3.2	22.5		
		BARTLESVILLE YL		40.8	YC
		0.5	0		
		BE JCT. YL		41.3	
		11.2	29.7		
		OHELATA		52.5	B
		6.1	37.0		
		RAMONA		58.6	
		6.2	37.0		
		VERA		64.8	B
		6.8	37.0		
		COLLINSVILLE		71.6	B
		7.5	36.4		
		OWASSO YL		79.2	Y B
		6.6	0		
		MOHAWK YL		85.8	
		4.4	0		
		TULSA YARD YL		90.1	Y R
		0.1	0		
		SL-SF, MKT., and MP Crossings		90.2	
		0.1	0		
		MP Crossing		90.4	
		0.1	0		
		TULSA YL		90.5	CR
		(198.9)			

ABS

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Ottawa and Chanute	60	60*
Chanute and Tulsa Yard	60	50*

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total.45 MPH

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

	MPH	
	Psg.	Fr.
RR Crossing M.P. 58.4 (Automatic Interlocking)	20	20
2 Curves, M.P. 76.9 to 78.0	60	55
2 Curves, M.P. 79.3 to 79.8	40	40
RR Crossing M.P. 82.7 (Automatic Interlocking)	20	20
RR Crossing M.P. 109.4 (Automatic Interlocking)	20	20
RR Crossing M.P. 125.7 Electric locked gate normally across MKT track. If gate is normal and signal indicates proceed, observe maximum speed shown.	40	40
4 Curves, Main to 14th St., Chanute	30	20
RR Crossing M.P. 155.6 Gate normally across SL-SF track. Approach prepared to stop. If gate is normal observe maximum speed shown.	20*	20*
Curve, M.P. 156.1 to 156.3 (Independence-Tulsa)	25	25
Curve, M.P. 0.0	20	20
RR Crossing M.P. 0.5 (Automatic Interlocking) (Westward— (Eastward—	20* 40*	20* 40*
RR Crossing Independence Yard (Automatic Interlocking)	20	20
2 Curves, M.P. 13.1 to 13.6	50	35
2 Curves, M.P. 15.8 to 16.4	50	40
RR Crossing M.P. 21.3 (Automatic Interlocking) (Westward— (Eastward—	40* 40*	40* 25*
Curve, M.P. 22.7 to 23.0	45	35
Curve, M.P. 37.3 to 37.7	40	40
9 Curves, M.P. 44.5 to 49.1	45	35
Curve, M.P. 58.0 to 58.2	60	40
Curve, M.P. 77.1 to 77.6	55	40
Curve, M.P. 78.4 to 78.8	55	40
Port of Catoosa Spur M.P. 79.6	30	30
Grade and 3 curves, M.P. 0.0 to 1.0	10	10
Curve, M.P. 1.6 to 1.8	20	20
2 Curves, M.P. 4.2 to 4.5	10	10
All Tracks, M.P. 7.0 to Port	10	10
Curve, M.P. 83.6 to 83.9	50	40
Curve, M.P. 86.0 to 86.4	50	40
Curve, M.P. 90.1 to Tulsa	5	5
RR Crossing M.P. 90.3 (Automatic Interlocking)	5	5

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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Ottawa	I	Turnout Third Dist. to Second Dist.	15
Iola	S	Both Ends Siding	15
Chanute	I	Freight lead 0.8 mile east of station	30
Independence	S	East switch M.P. 165.3	15
Dewey	I	West end siding	20
DY Jct.	I	Junction switch to or from MKT	15
Bartlesville	I	East switch M.P. 40.3	30
BE Jct.	S	Junction switch to or from MKT	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Ottawa	M.P. 57.5 and M.P. 58.8 (Wilson and Fifth)	20
	M.P. 58.8 and M.P. 60.2 (Fifth and Seventeenth)	30
Garnett	M.P. 82.3 and M.P. 82.8 (First and Seventh)	25
Iola	M.P. 107.5 and M.P. 110.1	25
Humboldt	M.P. 117.1 and M.P. 117.9	30
Chanute	M.P. 125.7 and M.P. 126.6	30
	M.P. 126.6 (Main Street)	10
Cherryvale	M.P. 155.6 and M.P. 156.1	20
Dewey	M.P. 36.8 and M.P. 37.3	30
Bartlesville	M.P. 40.1 and M.P. 43.8	45
Collinsville	M.P. 71.5 and M.P. 71.7 (Walnut and Main)	25
Tulsa	M.P. 81.0 and M.P. 90.3 (Archer Avenue)	25
	M.P. 89.4 (Lansing Street)	10

3. TRACKS BETWEEN STATIONS:

Name	Location	Capacity (Feet)
Storage Track	M.P. 62.2	3,500
Princeton, former siding	M.P. 67.2	2,850
Richmond, former siding	M.P. 73.3	3,400
Welda, former siding	M.P. 91.0	3,550
Colony, former siding	M.P. 99.1	4,850
Carlyle	M.P. 104.5	1,000
Earlton, former siding	M.P. 133.2	3,850
Morehead, former siding	M.P. 147.6	3,850
Bolton, former siding	M.P. 7.4	2,600
Wayside	M.P. 11.6	200
Owen	M.P. 23.8	150
Dewey Dehydrating Spur	M.P. 35.8	100
Port of Catoosa Spur	M.P. 79.6	7.3 mi.
Modification Center Tracks	M.P. 82.4	950

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
A.U. Jct. (Girard Dist.)	Third District
A.U. Jct. (Fourth Dist.)	Third District
Cherryvale	Third District
B.E. Jct.	Third District

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				A. U. JCT. YL 7.1	40.9	127.7	T Y	
		42.2		VILAS 4.2	42.2	134.8		
	1600	0		REST 5.0	42.2	139.0		
		0		BENEDICT 0.2	25.2	144.0	B	
		0		Mo. Pac. Crossing 8.2	26.4	144.2		
	3550	42.2		FREDONIA YL S.L.-S.F. Crossing 18.6	24.1	152.4	CR	
	1950			LONGTON 5.8	37.0	171.0 189.9	B	
	3700	37.8		ELK FALLS 6.7	12.0	195.7	B	
		40.1	ABS	MOLINE YL 8.4	44.9	202.4	Y C	
	2100	52.8		GRENOLA 6.4	37.0	210.8		
	2500	83.8		GRAND SUMMIT 8.3	37.0	217.2		
	1950	0		CAMBRIDGE 5.3	37.0	225.5	B	
	3300	76.9		BURDEN 7.9	51.7	230.8	B	
	2300	37.0		NEW SALEM 8.4	37.0	238.7		
		0		WINFIELD YL 0.1	0	247.1	R	
		0		SL-SF Crossing 0.9	0	247.2		
		52.8	TCS	WN JCT. YL 5.3	37.0	248.1	Y	
		26.4		KELLOGG 3.5	37.0	253.4		
		37.0		OXFORD 5.7	37.0	256.9	C	
		52.8	TCS	DALTON 7.0	37.0	262.6	B	
				WELLINGTON YL (123.0)		238.9	T Y C R	

TCS IN EFFECT:

At WN Jct.

Westward interlocking signal M.P. 267.5 to M.P. 239.5 Wellington.

SPECIAL RULES:

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH
A. U. Jct. and Wellington	45

(B) SPEED RESTRICTIONS - CURVES, TRACK AND RR CROSSINGS:

	MPH
RR Crossing M.P. 144.2 (Automatic Interlocking)	20*
RR Crossing M.P. 152.4 Gate normally across AT&SF track. Stop, open and close gate.	30
Curve, M.P. 162.2 to 162.9	20
Curve, M.P. 192.3 to 192.7	35
2 Curves, M.P. 194.9 to 195.5	35
Curve, M.P. 200.2 to 200.5	35
2 Curves, M.P. 204.8 to 205.7	35
8 Curves, M.P. 213.1 to 215.9	35
6 Curves, M.P. 227.1 to 228.4	30
Curve, M.P. 238.1 to 238.2	35
Curve, M.P. 241.4 to 241.5	35
Curve, M.P. 242.6 to 243.0	40
Curve, M.P. 245.6 to 245.9	35
RR Crossing M.P. 247.2 Stop. Rules 98 (A), 98 (B), 98 (C), and 98 (E).	25

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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Moline		Wye switches	10
WN Jct.	I	Switches in Middle Division main track and siding and to and from Eastern Division main track	15
Wellington	I	Switches at end of two tracks	40
	I	Switches to and from freight yard and Eastern Division	20

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN:	MPH
Grenola	M.P. 210.7 and M.P. 210.9	40
Winfield	M.P. 246.2 and M.P. 247.3	25

3. TRACKS BETWEEN STATIONS:

Name	Location	Capacity (Feet)
Ash Grove Shale Pit (spur)	M.P. 130.1	2,400
Spur	M.P. 160.0	200
Crusher Storage	M.P. 200.0	1,350
Crusher Tracks	M.P. 200.1	8,850

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
A. U. Jct.	Third District
Moline	Fourth District

GIRARD DISTRICT

EASTERN DIVISION

11

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
	0	A. U. JCT. YL	31.4		T	
		1.9		1.9		
	0	M.K.T. Crossing	0			
		8.1		10.0	C	
	0	SHAW	29.0			
		4.4		14.4		
	20.5	ERIE	0			
		0.5		14.9		
	44.4	M.K.T. Crossing	42.2			
		9.9		24.8		
	52.8	WALNUT	42.2			
		M.K.T. Crossing		31.9		
		7.1				
	51.3	BRAZILTON	43.8		C	
		S.L.-S.F. Crossing		39.5		
		0.2				
	0	GIRARD	0			
		9.4		39.7		
	48.0	FRONTENAC YL	42.2			
		3.1		49.1		
	0	Mo. Pac. Crossing	37.0			
		0.5	31.7			
	0	S.L.-S.F. Crossing	0			
		0.2		52.7		
	0	S.L.-S.F. Crossing	0			
		0.1		52.9		
		PITTSBURG YL			C	
		(53.0)		53.0		

No switch lights on Girard District.

AT&SF trains and engines will use KCS tracks between M.P. 50.3 (KCS M.P. 127.1) and M.P. 52.7 (KCS M.P. 129.4). Before entering KCS main track at either location, permission must be obtained from Agent-Yardmaster or Asst. Trainmaster phone number AD 1-4980. Bell phone located in box near M.P. 50.3 and in Santa Fe depot at Pittsburg.

Trains or engines must proceed at restricted speed on KCS main tracks; speed limit 10 MPH on all other KCS tracks and through all turnouts including turnouts at M.P. 50.3 (KCS M.P. 127.1) and M.P. 52.7 (KCS M.P. 129.4).

Normal position junction switches at M.P. 50.3 and M.P. 52.7 is for KCS.

SPECIAL RULES:

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
A.U. Jct. and Pittsburg	30

(B) SPEED RESTRICTIONS - CURVES, TRACK AND RR CROSSINGS:

	MPH
RR Crossing M.P. 1.9 Gate normally across MKT track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15
RR Crossing M.P. 14.9 (Automatic Interlocking.)	20*
RR Crossing M.P. 24.8 (Automatic Interlocking.)	20*
RR Crossing M.P. 39.5 (Automatic Interlocking.)	20
Curve, M.P. 49.3 to M.P. 49.6	15
RR Crossing M.P. 52.2 Stop. Rules 98(A) 98(B), 98(C) and 98(E)	15
RR Crossing M.P. 52.7 Stop. Rules 98(A) 98(B), 98(C) and 98(E)	15
RR Crossing M.P. 52.9 Stop. Rules 98(A) 98(B), 98(C) and 98(E)	15

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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH.

(D) SPEED RESTRICTIONS - STREET CROSSINGS:

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN:	MPH
Pittsburg	M.P. 51.3 and M.P. 53.9	15

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
A.U. Jct.	Third District

BALDWIN DISTRICT

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
	65.0	BALDWIN YL	64.7	15.4		
		10.7		26.2	Y	
		OTTAWA YL			C R	
		(10.7)				

No switch lights on Baldwin District. Movements on Baldwin District will be made in accordance with Rule 93.

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH
Baldwin and Ottawa	15

(B) SPEED RESTRICTIONS - CURVES, TRACK AND RR CROSSINGS:

	MPH
Curve M.P. 25.9 to 26.0	10

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH.

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Ottawa	Second District (Siding)

12 EASTERN DIVISION

COFFEYVILLE DISTRICT

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
	50.7	CHERRYVALE YL 8.3	50.3		Y C	
	21.1	LIBERTY 5.2	19.8	8.1	B	
	21.1	AVIAN 2.5	19.3	13.3		
	0	MKT Crossing 0.6	12.1	15.8		
	12.4	COFFEYVILLE YL 0.5	0	16.4	Y C	
		Mo. Pac. Crossing		16.9		
		(17.1)				

(B) SPEED RESTRICTIONS - CURVES, TRACK AND RR CROSSINGS:

	MPH
RR Crossing M.P. 15.8 Gate normally across A.T.&S.F. track. Stop, open and close gate.	20
RR Crossing M.P. 16.9 Stop. Rules 98 (A), 98 (B), 98 (C) and 98 (E).	10

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS:

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN:	MPH
Coffeyville	M.P. 15.9 and M.P. 17.7	12

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Coffeyville	Third District

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
Cherryvale and Coffeyville	30

HOWARD DISTRICT

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
	43.1	N.R. JCT. YL 10.1	51.7		Y	
	47.2	OLPE 9.3	44.6	10.1		
	41.0	MADISON 12.7	35.5	19.4		
	44.7	HAMILTON 11.6	47.2	32.1		
	34.3	Mo. Pac. Crossing 2.9	42.0	43.7		
	40.7	EUREKA 3.5	41.7	46.6	C	
	40.7	SMALL 5.7	41.7	50.1		
	46.9	CLIMAX 7.1	44.8	55.8		
	32.3	SEVERY S.L.-S.F. Crossing 5.7	41.2	62.9		
	39.8	FIAT 6.9	43.2	68.6		
	41.7	HOWARD 8.1	41.4	75.5	C	
		MOLINE YL		83.6	Y C	
		(83.6)				

(B) SPEED RESTRICTIONS - CURVES, TRACK AND RR CROSSINGS:

	MPH
Curve, M.P. 0.3 to N.R. Jct. Switch	15
Curve, M.P. 2.8 to 3.0	25
RR Crossing M.P. 43.7 Gate normally across AT&SF track. Stop, open and close gate.	30
RR Crossing M.P. 62.9 Gate normally across AT&SF track. Stop, open and close gate.	30
3 Curves, M.P. 75.2 to 76.3	25

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS:

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
N.R. Jct.	I	Turnout Howard District	15
Moline		Wye switch	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
51.5	Fall River Bridge

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Moline	Fourth District

No switch lights on Howard District.

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
N.R. Jct. and Moline	30

4. REGISTER STATIONS (Rule 83(B))

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Topeka	Originating or terminating.
Emporia	Originating or terminating.
Turner	Originating or terminating.
Moline	Originating or terminating.
Wellington	Originating or terminating.

AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:

Emporia	Trains on which engine or train crews do not change.
Ottawa	Trains to and from Third District.
Tulsa Yard	Extra trains.

5. JOINT TRACK FACILITIES.

KANSAS CITY—Santa Fe Jct. A.T.& S.F. trains will use K.C.T. (Kansas City Terminal Ry. Co.) tracks between Union Station and Santa Fe Jct.

CANEY-STATE LINE—Mo. Pac. trains use A.T.& S.F. main track between connecting switches MP 21.4 and State Line MP 22.7.

DY Jct.—BE Jct.—M.K.T. trains use A.T.& S.F. main track between DY Jct. and BE Jct., and Bartlesville yard tracks east of BE Jct., and are governed by A.T.& S.F. time table and rules.

WINFIELD—WN. Jct.—Mo. Pac. trains use A.T.& S.F. tracks and are governed by A.T.& S.F. time table and rules.

TERMINAL YARD—A.T.& S.F. trains will use St. Joseph Terminal Ry. Co. tracks between Terminal Yard and M.K. Jct.

TERMINAL JCT.—MO. RIVER BRIDGE. A.T.& S.F. trains will use C.R.I.& P. Ry. Co. tracks between Terminal Jct. and a point 462 feet east of Mo. River Bridge.

ATCHISON—A.T.& S.F. trains will use tracks of Atchison Br. Co., Inc., from 462 ft. east of bridge to west end of bridge. Will use Mo. Pac. track between west end of bridge and A.T.& S.F. main track 384 feet west of Mo. Pac. crossing. C.R.I.& P. trains will use A.T.& S.F. main and yard tracks at Atchison and will be governed by A.T.& S.F. time table and rules.

FREDONIA—Mo. Pac. trains use A.T.& S.F. main track between connecting switches M.P. 150.9, Fredonia, and M.P. 144.2, Benedict.

FREDONIA—S.L.S.F. engines use A.T.& S.F. main track between connecting switch M.P. 152.1 and M.P. 150.0 in making interchange. A.T.& S.F. engines use S.L.S.F. main track between connecting switch and S.L.S.F. M.P. F412 plus one pole.

FRONTENAC—PITTSBURG—A.T.& S.F. trains and engines will use KCS tracks between M.P. 50.3 (KCS M.P. 127.1) and M.P. 52.7 (KCS M.P. 129.4).

6. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train (MPH)	Backing or when not controlled from Leading Unit (MPH)
AMTRAK 500-539 5687-5714 5930-5948*	90**	45
1150 1218 1260 1418-1441 1500-1537 2322 2394	45	45
ALL OTHER CLASSES	70	45

Notes **Units 5930, 5931, 5935 and 5938 restricted to 70 MPH until gear ratio changed to 59:18.

**Engines without cars must not exceed 70 MPH.

7. MOVEMENTS OVER SUBMERGED TRACKS (Rule 108)

Equipment listed below must not be moved through water above top of rail greater than the depth and not in excess of the speed shown:

Engines:	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
All Classes	4	5

8. DERRICKS, PILE DRIVERS, CRANES, SCALE TEST CARS.

Derricks, cranes, pile drivers, spreaders and similar machinery moving on their own running gear, and scale test cars, must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 Locomotive Crane AT-199720 and Jordan Spreaders MPH	Other Machines including Pile Drivers AT-199452 AT-199453 AT-199456 MPH
First, Second and Third:	40	45	30
Atchison, Girard, Leavenworth, Coffeyville, Fourth and Howard	24	24	24

Locomotive Crane AT 199720, and pile drivers must be handled in trains next to engine with boom or lead trailing.

All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

9. YARD LIMITS

Atchison	Frontenac	Ottawa (Baldwin
A.U. Jct.	Garnett	and Third Dists.
Baldwin Dist.	Humboldt	only)
Bartlesville (Ex-	Independence	Pauline
tends M.P. 40.3	Iola	Pittsburg
to M.P. 43.1)	Lawrence (Includes	Terminal Yard
Caney	Noria M.P. 22.5	Topeka
Chanute	to M.P. 30.0	Tulsa (includes Tulsa
Cherryvale	Leavenworth	to Owasso)
Coffeyville	Moline	Wellington (East-
Dewey	N.R. Jct. (First	ern Division only)
Emporia	and Howard	Winfield
Fredonia	Dists. only)	

10. BULLETIN BOOKS

Kansas City	Rm. 125-L, Union Station
Argentine	Yard and Roundhouse Offices
Turner	Yard Office
Olathe	Station
Emporia	Telegraph, Yard and Roundhouse Offices
Topeka	Yard Office
Lawrence	Passenger Station
Atchison	Station
Chanute	Telegraph and Roundhouse Offices
Moline	Station
Wellington	Telegraph, Yard and Roundhouse Offices
Newton	Telegraph and Roundhouse Offices
Bartlesville	Yard Office
Tulsa Yard	Yard Office
Tulsa	Passenger Station
Winfield	Station
Coffeyville	Station

11. STANDARD CLOCKS

Argentine	Yard and Roundhouse Offices
Topeka	Yard Office
Lawrence	Ticket Office
Turner	Yard Office
Kansas City	Rm. 125-L, Union Station
Emporia	Telegraph, Yard and Roundhouse Offices
Ottawa	Telegraph Office
Terminal Yard	Yard Office
Atchison	Station
Chanute	Telegraph and Roundhouse Offices
Bartlesville	Yard Office
Tulsa Yard	Yard Office
Tulsa	Passenger Station
Winfield	Station
Wellington	Telegraph, Yard and Roundhouse Offices
Coffeyville	Station

12. At Wilder, crews on eastward trains from Leavenworth District will contact dispatcher, using phone near switch, for permission to occupy First District main track. Verbal authority from train dispatcher will authorize trains from Leavenworth District to run extra Wilder to Holliday.

13. TRACK SIDE WARNING DETECTORS**HOT BOX AND DRAGGING EQUIPMENT DETECTORS**

Abnormal heat from hot wheels (sticking brakes) or overheated journals will actuate wayside alarms causing rotating white lights to illuminate at detector and locator locations.

When wayside alarms are actuated, train must be stopped and readout at locator observed. Be governed by instructions in locator cabinet.

Journals of cars designated by locator and three cars on either side must be inspected, placing hand on hub of wheel and/or journals if necessary.

Trains stopped by wayside alarms and crew unable to determine location of suspected abnormal journals, entire train must be thoroughly inspected for hot journals, wheels, and dragging equipment; if nothing found, may proceed at normal speed but must make two stops within the next 60 miles at approximately 30-mile intervals for thorough inspection of train unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not normally made, inbound crew will inform relieving crew of existing condition and where train last inspected.

Freight trains stopped by wayside alarms and the suspected abnormal journal indicated by locator is a roller bearing journal, the car must be set out and the dispatcher notified, unless cause found to be sticking brakes and condition corrected.

When a train is stopped by wayside alarms and after conclusion of inspection, dispatcher must be verbally informed as soon as practicable of condition found, car number, and size of journal if hot box involved.

When a train is stopped by wayside alarms, Form 1572 Std. must be filed at first open office of communication whether or not a hot box is found.

Trains should not exceed speed of 30 MPH while moving over hot box detectors when:

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

Trains are not required to stop if wayside alarms are illuminated before reaching the detector (scanner), unless directed to do so by the dispatcher.

SHIFTED LOAD DETECTORS

When condition in train actuates indicators, they will display rotating white light, and when so displayed, the train must be stopped immediately, inspection must be made of both sides of train for shifted load and protruding objects. Dispatcher must be advised promptly by radio or telephone the result of inspection.



SANTA FE SAFETY FIRST



Every employee should promptly report any unsafe condition or practice
to his foreman or other proper company officer.

(See General Rules E and F, Book of Rules.)

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS

WEST BOUND

		118	308	114	309	365	318	195	315	325	335	128	328	129	317
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Argtn. Emporia	LV	100	300	400	500	600	700	730	800	855	900	900	1100	1130	1159
	AR	330	530	700	730	830	930	1000	1110	1125	1130	1130	130	205	246
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM
		316	345	338	305	307	319	304	198	348	108	324	395	119	358
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Argtn. Emporia	LV	100	200	300	400	400	500	530	540	700	830	900	900	930	1100
	AR	430	430	530	630	615	730	825	725	930	1100	1215	1130	1205	130
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	PM	AM	AM

EAST BOUND

		563	803	403	553	533	593	473	591	813	811	901	543	823	513
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Emporia Argtn.	LV	140	210	245	310	405	445	500	530	610	710	720	905	1010	1030
	AR	500	530	645	630	725	805	800	800	930	1030	1035	1225	130	100
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM
		903	703	713	833	891	821	843	523	741	743	841	853	801	
		AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Emporia Argtn.	LV	1045	1201	1201	210	430	440	610	935	950	950	1010	1010	1110	
	AR	205	400	400	530	615	800	930	1255	100	100	100	100	230	
		PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	