

EASTERN DIVISION

W. W. MATZEN, 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
W. J. McMEANS, Trainmaster-RFofE-AMTRAK	Argentine
J. L. SULLIVAN, Asst. Trainmaster	Argentine
J. E. HUTCHINSON, Asst. Trainmaster	Argentine
W. J. EPPERSON, Asst. Trainmaster	Argentine
W. H. PITTS, Asst. Trainmaster	Argentine
L. L. BARNARD, 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.

3

IN EFFECT

Sunday, October 26, 1975

At 12:01 A. M.

Central Standard Time

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

H. J. BRISCOE
General Manager
Topeka, Kansas

C. R. ROSE	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.

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.

HAND THROW SWITCHES IN TCS LIMITS:

Within TCS limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand throw switch, not electrically locked, for the purpose of meeting, passing, or being passed by another train or engine. Tracks where such switches are located are:

MP 111.3, NR Jct., Cook Industries.

MP 111.6, NR Jct., Teichgraeber Milling (CLIC 03-70).

WEST-WARD	Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			No. 3				First Class
15			October 26, 1975				16
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 12.50		6.4	HOLLIDAY 3.4	0			AM 1.45
12.53		0	WILDER 7.8	8.9	3.3	B	1.42
1.00	6360	10.6	DE SOTO 8.0	10.6	11.1	C	1.35
1.07	2450	0	EUDORA 4.1	0	19.1	B	1.27
1.10		9.2	NORIA YL 3.3	0	23.2		1.18
1.15 ¹⁶	6500	10.6	LAWRENCE YL 5.1	10.6	26.5	Y CR	1.15 ¹⁵
1.20	2500	0	LAKE VIEW 5.8	0	31.6		1.06
1.25	2600	10.6	LECOMPTON 8.6	21.1	37.4	B	1.01
1.33	6250	7.0	TECUMSEH 6.6	0	46.0	B	12.53
1.50	2050	26.4	A.T.&S.F. Crossing TOPEKA YL 6.5	0	52.6 50.6	Y CR	12.45
1.57	2450	40.9	PAULINE YL 5.4	49.5	57.3	C	12.33
2.02		52.8	WAKARUSA 5.1	50.7	62.7	B	12.27
2.07	2200	52.8	CARBONDALE 3.8	44.2	67.8	B	12.21
2.10	3000	45.0	SCRANTON 5.3	52.8	71.6	B	12.18
2.15	3400	52.8	BURLINGAME 7.9	51.6	76.9	C	12.13
		10.8	Mo. Pac. Crossing 0.3	0	84.8		
2.22	5000	52.8	OSAGE CITY 5.3	42.1	85.1	C	12.05
2.29	3650	35.7	BARCLAY 6.1	51.1	90.4	B	12.01 AM
2.35	4000	52.8	READING 8.2	39.0	96.5	B	11.55
2.43	2450	49.8	LANG 6.2	57.8	104.8	B	11.48
2.48		5.3	N.R. JCT. YL 1.1	15.8	111.0	Y	11.42
3.05 AM			EMPORIA YL		112.1	T CR	11.40 PM
Arrive Daily			(113.9)				Leave Daily
50.6			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:

- 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

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH	
	Psgr.	Frts.
Holiday 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	
	Psgr.	Frts.
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
Holiday	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
Lake View	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
	Wakarusa River
19.6	
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.

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 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.

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

HAND THROW SWITCHES IN TCS LIMITS:

Within TCS limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand throw switch, not electrically locked, for the purpose of meeting, passing, or being passed by another train or engine. Tracks where such switches are located are:

- MP 87.3, Ridgerton, Hot Box Setout.
- MP 111.3, NR Jct., Cook Industries.
- MP 111.6, NR Jct., Teichgraeber Milling (CLIC 03-70).

WESTWARD		Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EASTWARD	
First Class				No. 3					First Class	
3	15			October 26, 1975					16	4
Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily	Arrive Daily		
AM 2.10	AM 12.30		0	KANSAS CITY Union Station	47.8	C	AM 2.15	AM 6.05		
2.14	12.34		0	1.4 SANTA FE JCT.	24.2	Y	1.59	5.49		
			18.8	2.2 A.Y. TOWER	0	C.R.				
			10.4	0.9 ARGENTINE	0	T Y R				
2.22	12.42		4.2	2.3 TURNER	9.7	C R	1.51	5.41		
			4.2	3.2 MORRIS	7.8	C				
2.28	12.50		22.3	3.1 HOLLIDAY	0		1.45	5.35		
	AM		28.2	2.8 ZARAH	0		AM			
			31.7	2.9 CRAIG	0	B				
2.40			21.1	8.7 OLATHE	21.1	C R		5.25		
			20.4	6.8 GARDNER	21.1	C Y				
	Via First District		21.1	5.2 EDGERTON	21.1					
			0	5.7 WELLSVILLE	21.1	C R				
3.03		19050	21.1	11.6 OTTAWA	17.2	Y C R		5.00		
			21.1	2.8 Mo. Pac. Crossing	15.8					
			5.1	7.6 POMONA	0	B				
			17.1	4.3 QUENEMO	9.3	B				
			54.4	7.8 MELVERN	16.8	B				
			21.1	8.1 RIDGETON	21.1	B				
			18.1	6.2 LEBO	21.1	B				
			5.4	7.8 Neosho Rapids	15.3	B				
			21.1	5.5 WIGGAM	0					
3.48			5.3	4.2 N.R. JCT.	15.8	Y		4.17		
s 4.00 AM				1.1 EMPORIA YL		T C R		4.15 AM		
Arrive Daily	Arrive Daily			(112.2)			Leave Daily	Leave Daily		
61.2	39.3			Average speed per hour			26.8	61.2		

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH	
	Psgr.	Frts.
Kansas City (Union Station) and Frisco Crossing, Tracks 1, 2, 3 & 4	30	30
Frisco Crossing and Santa Fe Jct. Tracks 3 & 4	15	15
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	
	Psgr.	Frts.
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):		
Main Tracks	79	60
Yard Track No. 3	20	20

SECOND DISTRICT

SPECIAL RULES (Continued)

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

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:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 75 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

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
7 Curves, M.P. 14.5 to 19.2	60
7 Curves, M.P. 20.0 to 25.0 South Track	60
7 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
2 Curves, M.P. 76.9 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.

EASTERN DIVISION 5

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
	I	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
M.P. 76	I	Crossover between North Track and siding	40
	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

(SECOND DISTRICT CONTINUED ON PAGE 6)

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:

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
M.P. 91.2	Westward M.P. 93.6
	Eastward M.P. 87.8

When hot box or dragging equipment is detected, rotating white light will be illuminated on field side of associated track at Detector and Locator locations.

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, rotating white light will be illuminated on field side of associated track at Detector and Locator locations.

See Special Rule 13.

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE NO. 3 October 26, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		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)					

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

No switch lights on Leavenworth District.

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

7

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	0		TERMINAL YARD YL 0.5	0	498.4	C	
	0		M.K. JCT 0.1	0	498.9		
	17.8		TERMINAL JCT. } 19.9	17.4	499.0		
			BN Crossing } Mo. Pac. Crossing } 0.6		518.9		
	34.3		ATCHISON YL 0.6	0	0.5	R C	
			Mo. Pac. Crossing 5.3	0	1.1		
	58.6		PARNELL 4.3	50.9	6.4		
			CUMMINGS 6.1	0	10.7		
	750		NORTONVILLE 9.9	64.3	18.8	C	
	1700		VALLEY FALLS 12.7	63.4	26.7	C	
			MERIDEN 10.1	59.3	39.4		
			U.P. Crossing YL 1.1	0	49.5		
			TOPEKA YL		50.6	Y C R	
			(71.2)				

RULE 94 IN EFFECT:

Terminal Yard to Terminal Jct.
1000 feet east of Missouri River Bridge to Mo. Pac. Crossing Atchison.
Between Terminal Jct. and M.P. 0 Atchison be governed by C.R.I.&P. time table and operating rules.
Bulletin instructions govern movement over Missouri River Bridge, Atchison.
At 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.

Trains must secure clearance card before leaving Terminal Yard. Secure C.R.I.&P. clearance at C.R.I.&P. Yard Office. Westward trains must secure clearance card at Atchison when operator on duty. At Atchison secure C.R.I.&P. clearance at A.T.&S.F. Freight Station.

No switch lights on Atchison District.

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.	10
Curve, M.P. 49.5 to 49.6	10

(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.

TCS IN EFFECT:

Ottawa to MP 57.3. (Ottawa)

DY Jct. to East Switch Bartlesville MP 40.3.

RULE 94 IN EFFECT:

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

Bartlesville, between east switch MP 40.3 and BE Jct.

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

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. 3

October 26, 1975

Ruling Grade
Ascending

Mile Post

Communications
Turn Tables and Wyes

EAST-
WARD



Feet
Per
Mile

STATIONS

Feet
Per
Mile

OTTAWA YL

1.3

34.4

57.1 Y
CR

Mo. Pac. Crossing

8.8

35.6

58.4

PRINCETON

6.2

24.1

67.2 B

RICHMOND

9.3

37.0

73.3 B

Mo. Pac. Crossing

0.1

29.9

82.7

GARNETT YL

8.2

37.0

82.8 B

WELDA

8.1

33.4

91.0 B

COLONY

10.3

37.0

99.1 B

Mo. Pac. Crossing

0.3

11.8

109.4

IOLA YL

7.7

37.0

109.7 C

HUMBOLDT YL

8.3

37.0

117.4 C

M.K.T. Crossing

0.8

0

125.7

CHANUTE YL

1.1

0

126.5 CR

AU JCT. YL

5.6

37.0

127.6 TY

EARLTON

6.8

19.9

133.2 B

THAYER

7.5

47.5

140.0 B

MOREHEAD

8.0

37.0

147.6 B

SL-SF Crossing

0.2

0

155.6

CHERRYVALE YL

9.7

37.0

155.8 YC

INDEPENDENCE YL

0.7

25.1

165.5 YC

Mo. Pac. Crossing

6.9

29.6

0.5

BOLTON

13.9

37.0

7.4

Mo. Pac. Crossing

0.8

0

21.3

CANEY YL

7.9

26.4

22.1 YC

COPAN

6.9

37.0

30.0

DEWEY YL

0.7

23.5

36.9 B

DY JCT.

3.2

22.5

37.6

BARTLESVILLE YL

0.5

0

40.8 YCR

BE JCT. YL

11.2

29.7

41.3

OCHELATA

6.1

37.0

52.5 B

RAMONA

6.2

37.0

58.6

VERA

6.8

37.0

64.8 B

COLLINSVILLE

7.5

36.4

71.6 B

OWASSO YL

6.6

0

79.2 YB

MOHAWK YL

4.4

0

85.8

TULSA YARD YL

0.1

0

90.1 YR

SL-SF, MKT.,
and MP Crossings

0.1

0

90.2

MP Crossing

0.1

0

90.4

TULSA YL

90.5 CR

(198.9)

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
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
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

*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) M.P. 58.8 and M.P. 60.2 (Fifth and Seventeenth)	20 30
Garnett	M.P. 82.3 and M.P. 82.8 (First and Seventh)	25
Iola	M.P. 108.0 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 M.P. 126.6 (Main Street)	30 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) M.P. 89.4 (Lansing Street)	25 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
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. 3 October 26, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile				
			A. U. JCT. YL 7.1	40.9		127.7	T Y	
			VILAS 4.2	42.2		134.8		
	1600		REST 5.0	42.2		139.0		
			BENEDICT 0.2	25.2		144.0	B	
			Mo. Pac. Crossing 8.2	26.4		144.2		
	3550		FREDONIA YL S.L.-S.F. Crossing 18.6	24.1		152.4	CR	
			LONGTON 5.8	37.0		171.0 159.9	B	
	1950		ELK FALLS 6.7	12.0		195.7	B	
	3700		MOLINE YL 8.4	44.9		202.4	Y C	
			GRENOLA 6.4	37.0		210.8		
	2100		GRAND SUMMIT 8.5	37.0		217.2		
	2500		CAMBRIDGE 5.3	37.0		225.5	B	
	1950		BURDEN 7.9	51.7		230.8	B	
	3300		NEW SALEM 8.4	37.0		238.7		
	2300		WINFIELD YL 0.1	0		247.1	CR	
			SL-SF Crossing 0.9	0		247.2		
			WN JCT. YL 5.3	37.0		248.1	Y	
			KELLOGG 3.5	37.0		253.4		
			OXFORD 5.7	37.0		256.9		
			DALTON 7.0	37.0		262.6		
			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.

All trains must secure clearance card at Winfield when operator on duty.

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 I	Switches at end of two tracks Switches to and from freight yard and Eastern Division	40 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
Buxton 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. 3 October 26, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		Feet Per Mile			
		STATIONS				
	0	A. U. JCT. YL	31.4			
	0	M.K.T. Crossing		1.9		
	20.5	ERIE	29.0	14.4	C	
	44.4	M.K.T. Crossing	0	14.9		
		WALNUT	42.2			
	52.8	M.K.T. Crossing		24.8		
	51.3	BRAZILTON	42.2	31.9		
	0	S.L.-S.F. Crossing	43.8	39.5		
	48.0	GIRARD	0	39.7	C	
	0	FRONTENAC YL	42.2	49.1		
	0		37.0			
	0	Mo. Pac. Crossing } KCS Ry.	31.7	52.2		
	0	S.L.-S.F. Crossing	0	52.7		
	0	S.L.-S.F. Crossing	0	52.9		
	0	PITTSBURG YL		53.0	C	
		(53.0)				

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.

No switch lights on Girard District.

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. 3 October 26, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		Feet Per Mile			
		STATIONS				
	65.0	BALDWIN YL	64.7	15.4		
		OTTAWA YL		26.2	Y C R	
		(10.7)				

Movements on Baldwin District will be made in accordance with Rule 93.

No Switch lights on Baldwin District.

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)

WEST- WARD					EAST- WARD
↓	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 1975	Ruling Grade Ascending	Mile Post	↑
	Feet Per Mile	STATIONS	Feet Per Mile	Communications Turn Tables and Wyes	
	50.7	CHERRYVALE YL 8.3	50.3	Y C	
	21.1	LIBERTY 5.2	19.8	B	
	21.1	AVIAN YL 2.5	19.3		
	0	MKT Crossing 0.6	12.1		
	12.4	COFFEYVILLE YL 0.5	0	Y C	
		Mo. Pac. Crossing (17.1)			

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
Cherryvale and Coffeyville	30

(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
Cherryvale	Third District

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.
Winfield	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.
Winfield	Through 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)	When not controlled from Leading Unit (MPH)
AMTRAK 100-539 5687-5714 5930-5948*	90**	45
1150, 1218, 1260, 1418-1441, 1500-1537, 2322, 2393	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.

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

**Engine without cars must not exceed 70 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	4	5

8. DERRICKS, PILE DRIVERS, 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 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 File Drivers AT-199452 AT-199453 AT-199456 MPH
First, Second, Third and Fourth M.P. 127.7 to M.P. 171.0 and M.P. 238.9 to M.P. 247.1	40	45	30
Atchison, Girard, Leavenworth, Coffeyville, and Fourth M.P. 171 to M.P. 238.9	24	24	24

Locomotive Crane AT 199720, and pile drivers must be handled in trains next to engine.

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

9. YARD LIMITS

Atchison	Fredonia	Ottawa (Baldwin
A.U. Jct.	Frontenac	and Third Dists.
Baldwin Dist.	Garnett	only)
Bartlesville (Ex-	Humboldt	Pauline
tends M.P. 40.3	Independence	Pittsburg
to M.P. 43.1)	Iola	Terminal Yard
Caney	Lawrence (Includes	Topeka
Chanute	Noria M.P. 22.5	Tulsa (includes Tulsa
Cherryvale	to M.P. 30.0	to Owasso)
Coffeyville	Leavenworth	Wellington (East-
(Includes Avian	Moline	ern Division only)
to M.P. 12)	N.R. Jct. (First	Winfield (Eastern
Dewey	Dist. only)	Division only)
Emporia		WN Jct (Douglass
		District 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), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light on field side of associated track to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

When actuated by a train, stop must be made at locator, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

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

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

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

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

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

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 employe should promptly report any unsafe condition or practice to his supervisor.

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS

WEST BOUND

		118	199	308	114	309	365	318	315	188	325	335	128	328	129	317	
Argentine Emporia	LV	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	
	AR	120	255	300	400	500	600	700	800	835	900	900	920	1100	1140	1159	
		355	450	535	620	735	830	935	1020	1055	1125	1130	1155	135	205	245	
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM
		316	345	338	305	307	319	304	198	348	324	395	119	358			
Argentine Emporia	LV	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			
	AR	100	200	300	400	400	500	530	605	700	900	900	940	1100			
		430	430	535	630	645	735	825	800	935	1215	1130	1205	135			
		PM	PM	AM	PM	PM	PM	PM	PM	PM	AM	PM	AM	AM			

EAST BOUND

		991	523	741 743	841	723	913	801	853	883	563	803	553	403	533	591	593
Argentine Emporia	AR	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
	LV	1245	1255	100	100	130	230	250	310	400	500	550	630	645	725	800	805
		1050	935	950	1010	1000	1145	1205	1225	130	140	305	310	245	405	540	545
		PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
		473	813	811	543	513	823	901	943	903	713	833	891	821	843	703	
Argentine Emporia	AR	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	LV	835	950	1050	1225	100	150	200	200	230	400	550	640	650	950	1130	
		605	705	805	905	1030	1105	1115	1100	1145	1201	305	455	405	705	730	
		AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM

Note: The above schedules are shown for information only and confer no time table authority.