

EASTERN DIVISION

W. W. MATZEN, Trainmaster	Emporia
C. J. THOMPSON, Trainmaster	Topeka
J. W. ELLIOTT, 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, Asst. Superintendent	Argentine
R. A. KURTZ, Trainmaster	Argentine
J. L. SULLIVAN, Asst. Trainmaster	Argentine
J. E. HUTCHINSON, Asst. Trainmaster	Argentine
W. H. PITTS, Asst. Trainmaster	Argentine
L. L. BARNARD, Asst. Trainmaster	Argentine
C. S. FORBES, Asst. Trainmaster	Argentine
T. A. BAHAM, Asst. Trainmaster	Argentine
J. QUIROZ, Road Foreman of Engines	Argentine
R. PEDROZA, Safety Supervisor	Argentine

EASTERN LINES

M. D. SMITH, Supervisor of Air Brakes- General Road Foreman of Engines	Argentine
W. J. McMEANS, Trainmaster-RFofE-AMTRAK	Argentine

TRAIN DISPATCHERS—EMPORIA

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

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.

4

IN EFFECT

Sunday, October 31, 1976

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
C. L. HOLMAN
H. L. HAWKINS
 Asst. General Managers
 Topeka, Kansas

M. R. HAVERTY
 Emporia, Kansas
W. C. SPANN
 Argentine, Kansas
 Superintendents

2 EASTERN DIVISION

FIRST DISTRICT

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 or siding where TCS is in effect 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 First Class	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 4 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class
15							16
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 2.35		6.4	HOLLIDAY 3.4	0			AM 4.50
2.38		0	WILDER 7.7	8.9	3.4	B	4.47
2.45	6350	10.6	DE SOTO 8.0	10.6	11.1	C	4.40
2.52	2450	0	EUDORA 4.1	0	19.1	B	4.32
2.55		9.2	NORIA YL 3.3	0	23.2		4.23
3.00	6500	10.6	LAWRENCE YL 5.1	10.6	26.5	Y CR	4.20
3.05	2500	0	LAKE VIEW 5.8	0	31.6		4.11
3.10	2600	10.6	LECOMPTON 8.6	21.1	37.4	B	4.06
3.17	6250	7.0	TECUMSEH 6.6	0	46.0	B	3.58
3.35	2050	26.4	A.T.&S.F. Crossing TOPEKA YL 6.7	0	52.6 50.6	Y C R	3.50
3.42	2450	40.9	PAULINE YL 5.4	49.5	57.3	C	3.42
3.47		52.8	WAKARUSA 5.1	50.7	62.7	B	3.32
3.52	2200	52.8	CARBONDALE 3.8	44.2	67.8	B	3.27
3.55	3000	46.0	SCRANTON 5.3	52.8	71.6	B	3.23
4.00	3400	52.8	BURLINGAME 7.9	51.6	76.9	C	3.18
4.07	5000	10.8	Mo. Pac. Crossing 0.3	0	84.8		
4.14	3650	52.8	OSAGE CITY 5.3	42.1	85.1	C	3.10
4.20	4000	36.7	BARCLAY 6.1	51.1	90.4	B	3.05
4.28	2450	52.8	READING 8.3	39.0	96.5	B	3.00
4.33		49.8	LANG 6.2	57.8	104.8	B	2.53
4.50 AM		5.3	N.R. JCT. YL 1.1 EMPORIA YL	15.8	111.0 112.1	Y T CR	2.47 2.45 AM
Arrive Daily			(113.9)				Leave Daily
50.6			Average speed per hour				54.6

**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

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH	
	Psgr.	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

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) 55 MPH

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

	MPH	
	Psgr.	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	50	50
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
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
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 (spur)	M.P. 3.4	2,000
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

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 A.T. & S.F. Rules and Greater Kansas City Area 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 or siding where TCS is in effect 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:

MAIN TRACKS:

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

SIDING:

- MP 56.7, Ottawa, East Yard Switch.

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH	
	Psg.	Frt.
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	
	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):		
Main Tracks	79	60
Yard Track No. 3	20	20

WESTWARD		Capacity of Sidings in Feet	Rating Grade Ascending	TIME TABLE No. 4 October 31, 1976	Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class								First Class	
15	3							16	4
Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
AM 2:15	AM 2:00		0	KANSAS CITY Union Station			C	AM 5:20	AM 5:35
2:19	2:04		0	SANTA FE JCT. 1.7	47.8	1.7	Y	5:04	5:19
			18.8	A.Y. TOWER 2.2	24.2	3.9	C,R		
			10.4	A.Y. TOWER 0.9	0	4.8	T Y R		
2:27	2:12		4.2	ARGENTINE 2.3	0	7.1	C R	4:56	5:11
			4.2	TURNER 3.2	9.7	10.3	C		
2:35 AM	2:18		22.3	MORRIS 3.1	7.8	13.4		4:50 AM	5:05
			28.2	HOLLIDAY 2.8	0	16.2			
			31.7	ZARAH 3.3	0	19.5	B		
	2:30		21.1	CRAIG 8.3	0	27.8	C R		4:55
Via First District			20.4	OLATHE 6.8	21.1	34.6	C Y	Via First District	
			21.1	GARDNER 5.2	21.1	39.8			
			0	EDGERTON 5.7	21.1	45.5	C R		
	2:53	19050	21.1	WELLSVILLE 11.6	21.1	57.1	Y C R		4:30
			21.1	OTTAWA 2.8	17.2	59.9			
			21.1	Mo. Pac. Crossing 7.6	15.8	67.5	B		
			5.1	POMONA 4.3	0	71.8	B		
			17.1	QUENEMO 7.8	9.3	79.6	B		
			54.4	MELVERN 8.0	16.8	87.6	B		
			21.1	RIDGETON 6.2	21.1	93.8	B		
			18.1	LEBO 7.8	21.1	101.6	B		
			5.4	Neosho Rapids 5.5	15.3	107.1			
			21.1	WIGGAM 4.2	0	111.3	Y		3:47
	3:38		5.3	N.R. JCT. 1.1	15.8	112.1	T C R		3:45 AM
Arrive Daily	Arrive Daily			EMPORIA YL				Leave Daily	Leave Daily
40.2	61.2			(112.2)				26.8	61.2
				Average speed per hour					

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

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) ... 55 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 14.5 Middle Track	60
Curve, M.P. 13.6 to 14.5 South Track	60
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 South Track	70
Curve, M.P. 28.1 to 28.9 North Track	60
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. 92.3 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
Morris	I	Turnout Main Track No. 1 to Hump Lead M.P. 8.3	40
	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

(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. 4 October 31, 1976		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS					Feet Per Mile
		21.1	WILDER 1.5 U.P. Crossing	0			
		33.2	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

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 4 October 31, 1976		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD ↑
			Feet Per Mile	STATIONS					Feet Per Mile
				ST. JOSEPH YL TERMINAL YARD 0.5	0	498.4	C	
				M.K. JCT 0.1	0	498.9		
				TERMINAL JCT. } 19.9	17.4	499.0	H I R. L. Y L	
				BN Crossing				
				Mo. Pac. Crossing 0.6	0	518.9		
				ATCHISON YL 0.6	0	0.5	R C	
				Mo. Pac. Crossing 5.3	0	1.1		
				PARNELL 4.3	50.9	6.4		
				CUMMINGS 6.1	0	10.7		
	750			NORTONVILLE 9.9	64.3	16.8	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
49.8	Kansas River Bridge

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. 4
October 31, 1976

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			Y
		1.3	34.4	57.1	CR
		Mo. Pac. Crossing			
		8.8	35.6	58.4	
		PRINCETON			B
		5.2	24.1	67.2	B
		RICHMOND			B
		3.3	37.0	73.4	B
		Mo. Pac. Crossing			
		0.1	29.9	82.7	
2400		GARNETT YL			B
		8.2	37.0	82.8	B
		WELDA			B
		3.1	33.4	91.0	B
		COLONY			B
		10.3	37.0	99.1	B
		Mo. Pac. Crossing			
		0.3	11.5	109.4	
4600		IOLA YL			C
		7.7	37.0	109.7	C
		HUMBOLDT YL			C
4100		8.3	37.0	117.4	C
		M.K.T. Crossing			
		0.8	0	125.7	
		CHANUTE YL			CR
		1.1	0	126.5	CR
		AU JCT. YL			TY
		5.6	37.0	127.6	TY
		EARLTON			B
		6.8	19.9	133.2	B
		THAYER			B
		7.6	47.5	140.0	B
		MOREHEAD			B
		8.0	37.0	147.6	B
		SL-SF Crossing			
		0.2	0	155.6	
		CHERRYVALE YL			YC
		9.7	37.0	155.8	YC
		INDEPENDENCE YL			C
		0.5	25.1	165.5	C
		Mo. Pac. Crossing			
		6.9	29.6	0.5	
		BOLTON			
		13.9	37.0	7.4	
		Mo. Pac. Crossing			
		0.8	0	21.3	
2600		CANEY YL			YC
		7.9	26.4	22.1	YC
		COPAN			
		6.9	37.0	30.0	
3700		DEWEY YL			B
		0.7	23.5	36.9	B
		DY JCT.			
		3.2	22.5	37.6	
		BARTLESVILLE YL			YCR
		0.5	0	40.8	YCR
		BE JCT. YL			
		11.2	29.7	41.3	
2600		OCHELATA			B
		6.1	37.0	52.5	B
3100		RAMONA			
		6.2	37.0	58.6	
2550		VERA			B
		6.8	37.0	64.8	B
1750		COLLINSVILLE			B
		7.6	36.4	71.6	B
		OWASSO YL			YB
		6.6	0	79.2	YB
1150		MOHAWK YL			
		4.3	0	85.8	
		TULSA YARD YL			YR
		0.1	0	90.1	YR
		SL-SF, MKT., and MP Crossings			
		0.2	0	90.2	
		MP Crossing			
		0.1	0	90.4	
		TULSA YL			CR
				90.5	CR
		(198.9)			

THIRD DISTRICT

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
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

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) 55 MPH

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

	MPH	
	Psg.	Frt.
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. 74.3 to 78.7	50	50
Curve, M.P. 77.1 to 77.6	55	40
Curve, M.P. 78.4 to 78.8	40	40
Curve, M.P. 83.6 to 83.9	50	40
Curve, M.P. 86.0 to 86.4	50	40
Curves, M.P. 89.6 to 90.1	20	20
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. 4 October 31, 1976		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS					Feet Per Mile
				A. U. JCT. YL		127.7	TY	
				7.1 VILAS	40.9	134.8		
	1600			4.2 REST	42.2	139.0		
				5.0 BENEDICT	42.2	144.0	B	
				0.2 Mo. Pac. Crossing	25.2	144.2		
				8.2 FREDONIA YL	26.4			
	3550			S.L.-S.F. Crossing		152.4	CR	
				18.6 LONGTON	24.1	171.0		
	1950			5.8	37.0	189.9	B	
	3700			6.7 BLK FALLS		195.7	B	
				8.4 MOLINE YL	12.0	202.4	YC	
				6.4 GRENOLA	44.9		B	
	2100			5.4	37.0	210.8		
				8.3 GRAND SUMMIT		217.2		
	2500			5.3 CAMBRIDGE	37.0	225.5	B	
	1950			7.9 BURDEN	37.0	230.8	B	
	3300			8.4 NEW SALEM	51.7	238.7		
	2300			0.1 WINFIELD YL	37.0	247.1	CR	
				0.9 SL-SF Crossing	0	247.2		
				5.3 WN JCT. YL		248.1	Y	
				3.5 KELLOGG	37.0	253.4		
				5.7 OXFORD	37.0	256.9		
				7.0 DALTON	37.0	262.6		
				7.0 WELLINGTON YL		238.9	TY CR	
				(123.0)				

(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	30
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
4 Curves, M.P. 248.2 to 248.6	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
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 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. Jet.	Third District
Moline	Fourth District

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. Jet. and Wellington	45

GIRARD DISTRICT

EASTERN DIVISION

11

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 4 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓						↑
	Feet Per Mile	STATIONS	Feet Per Mile			
	0	A. U. JCT. YL 1.9	31.4	1.9	T	
	0	M.K.T. Crossing 12.5	29.0	14.4	C	
	20.5	ERIE 0.5	0	14.9		
	44.4	M.K.T. Crossing 9.9				
	52.8	WALNUT M.K.T. Crossing 7.1	42.2	24.8		
	51.3	BRAZILTON 7.6	42.2	31.9		
	0	S.L.-S.F. Crossing 0.2	43.8	39.5		
	48.0	GIRARD 9.4	0	39.7	C	
	0	FRONTENAC YL 3.1	42.2	49.1		
	0	Mo. Pac. Crossing 0.5	37.0	52.2		
	0	S.L.-S.F. Crossing 0.2	31.7	52.7		
	0	S.L.-S.F. Crossing 0.1	0	52.9		
		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. 4 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓						↑
	Feet Per Mile	STATIONS	Feet Per Mile			
	65.0	BALDWIN YL 10.7	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:

	MPH
Baldwin District	10

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

	MPH
Curve M.P. 25.9 to 26.0	10

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Ottawa	Second District (Siding)

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 4 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	↑ EAST- WARD
Feet Per Mile	STATIONS		Feet Per Mile			
50.7	CHERRYVALE	YL	50.3		Y C	
	8.1			8.1	B	
21.1	LIBERTY		19.8			
	5.2			13.3		
21.1	AVIAN	YL	19.3			
	2.5			15.8		
0	MKT Crossing		12.1			
	0.6					
12.4	COFFEYVILLE	YL	0	16.4	Y C	
	0.5			16.9		
	Mo. Pac. Crossing					
	(16.9)					

(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).	8

(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. 16.5	12
Coffeyville	M.P. 16.5 and M.P. 17.7	8

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Cherryvale	Third District

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
Cherryvale and Coffeyville	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.
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 100-799 5940-5948	90*	45
1153, 1160, 1215-1260, 1416-1441, 1500-1536, 2326-2390	45	45
ALL OTHER CLASSES	70	45

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

*Engine without cars must not exceed 70 MPH.

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 Pile Drivers AT-199452 AT-199453 AT-199456 MPH
First, Second, and Third; 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, and Coffeyville; 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	Frontenac	Pittsburg
A.U. Jct.	Garnett	Terminal Yard
Baldwin Dist.	Humboldt	Topeka-Pauline
Bartlesville (Ex-	Independence	(includes M.P.
tends M.P. 40.3	Iola	49.69 to M.P. 59.53)
to M.P. 43.1)	Lawrence (Includes	Tulsa (includes Tulsa
Caney	Noria M.P. 22.5	to Owasso)
Chanute	to M.P. 30.0	Wellington (East-
Cherryvale	Leavenworth	ern Division only)
Coffeyville	Moline	Winfield (Eastern
(Includes Avian	N.R. Jct. (First	Division only)
to M.P. 12)	Dist. only)	WN Jct (Douglass
Dewey	Ottawa (Baldwin	District only)
Emporia	and Third Dists.	
Fredonia	only)	

10. BULLETIN BOOKS

Kansas City	Rm. 125-L, Union Station
Argentine	Yard and Roundhouse Offices
Turner	Yard Office
Olathe	Station
Ottawa	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	Passenger Station
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	Passenger Station
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 with head end at locator, if possible, 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

WESTWARD

		114	118	119	128	129	138	178	188	189	199	304	305	307	308	309
Argentine Emporia	LV	AM	AM	PM	AM	AM	PM	PM	AM	AM	AM	PM	PM	PM	AM	AM
	AR	400	120	940	1050	1140	715	510	1010	940	255	530	400	400	300	500
		620	405	1215	135	205	1000	725	1230	1135	450	825	630	645	535	735
		AM	AM	AM	PM	PM	PM	PM	PM	AM	AM	PM	PM	PM	AM	AM
		315	318	319	324	325	326	327	328	335	338	345	348	358	365	395
Argentine Emporia	LV	AM	AM	PM	PM	AM	AM	PM	AM	AM	PM	PM	PM	PM	AM	PM
	AR	800	700	500	900	1000	1159	100	900	900	300	200	700	1100	600	1100
		1030	935	735	1215	1225	245	430	1145	1130	535	430	935	135	830	115
		AM	AM	PM	AM	PM	PM	PM	AM	AM	PM	PM	PM	AM	AM	AM

EASTWARD

		403	473	513	523	533	543	553	563	583	593	703	713	723	743	801	803
Argentine Emporia	AR	AM	AM	PM	AM	AM	PM	AM	AM	AM	AM	PM	PM	AM	AM	AM	PM
	LV	645	850	100	1255	725	1225	630	500	800	805	1130	400	130	100	250	810
		245	620	1030	935	405	950	310	140	540	540	730	1201	1000	950	1205	515
		AM	AM	AM	PM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	AM	PM
		811	813	821	823	833	843	853	881	901	903	913	923	933	943	963	991
Argentine Emporia	AR	AM	PM	PM	AM	AM	AM	AM	PM	PM	AM	AM	PM	PM	PM	PM	AM
	LV	1050	1010	650	1210	210	410	610	830	200	810	1010	1210	210	410	200	1245
		755	715	405	915	1115	115	315	620	1105	515	715	915	1115	115	1100	1050
		AM	PM	PM	PM	PM	AM	AM	PM	AM	AM	AM	AM	AM	PM	AM	PM

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