

EASTERN DIVISION

W. W. MATZEN, Trainmaster	Emporia
C. J. THOMPSON, Trainmaster	Topeka
J. W. LANE, Trainmaster-RFOFE	Chanute
C. E. BAXTER, Road Foreman of Engines	Emporia
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
C. I. WALKER, Asst. Chief Dispatcher	Emporia

KANSAS CITY DIVISION

D. E. PARSONS, Asst. Superintendent	Argentine
J. L. SULLIVAN, Asst. Superintendent	Argentine
A. A. CATRON, Asst. Superintendent	Argentine
F. S. KOWALCZYK, Trainmaster	Argentine
B. D. JOHNSTON, Trainmaster	Argentine
B. R. DAVIS, Trainmaster	Argentine
W. H. PITTS, Asst. Trainmaster	Argentine
R. D. MATHES, Asst. Trainmaster	Argentine
S. W. IHDE, Asst. Trainmaster	Argentine
R. PEDROZA, Asst. Trainmaster	Argentine
T. R. ADAMS, Asst. Trainmaster	Argentine
H. J. RAWLINGS, Asst. Trainmaster	Argentine
J. D. JOHNSON, Asst. Trainmaster	Argentine
J. M. LOTZ, Road Foreman of Engines	Argentine
C. E. TRESSLER, Safety Supervisor	Argentine

EASTERN LINES

B. R. TUCKER, Supervisor of Air Brakes- General Road Foreman of Engines	Argentine
W. J. McMEANS, Trainmaster-RFOFE-AMTRAK	Argentine

TRAIN DISPATCHERS—EMPORIA

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

**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.

7

IN EFFECT

Sunday, November 5, 1978

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**

D. G. McINNES

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	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD
First Class			No. 7	First Class				
			November 5, 1978					
				STATIONS				
Leave Daily		Feet Per Mile			Feet Per Mile			Arrive Daily
AM 12.55		6.4		HOLLIDAY 3.4	0			AM 1.45
12.58		0		WILDER JCT. 8.0	8.9	3.1	B	1.42
1.05	5350	10.6		DE SOTO 8.0	10.6	11.1	C	1.35
1.12	2450	0		EUDORA 4.1	0	19.1	B	1.27
1.15		9.2		NORIA YL 3.3	0	23.2		1.23
¹⁶ s 1.20	6500	10.6		LAWRENCE YL 5.1	10.6	26.5	Y CR	¹⁵ s 1.20
1.25	2500	0		LAKE VIEW 5.8	0	31.6		1.06
1.30	2600	10.6		LECOMPTON 8.6	21.1	37.4	B	1.01
1.37	7900	7.0		TECUMSEH 6.6	0	46.0	B	12.53
¹⁸ s 2.00	2050	26.4		A.T.&S.F. Crossing TOPEKA YL 6.7	0	52.6 50.6	Y CR	¹⁵ s 12.45
2.07	2450	52.8		PAULINE YL 14.3	0	57.3	C	12.26
2.20	3000	45.0		SCRANTON 5.3	52.8	71.6	B	12.14
2.25	3400	52.8		BURLINGAME 7.9	51.6	76.9	C	12.09
		10.8		Mo. Pac. Crossing 0.3	0	84.8		
2.32	5000	52.8		OSAGE CITY 11.4	51.1	85.1	C	12.01 AM
2.44	4000	52.8		READING 14.5	57.8	96.5	B	11.50
2.57		5.3		N.R. JCT. YL 1.1	15.8	111.0	Y	11.37
¹⁹ s 3.15 AM				EMPORIA YL		112.1	Y CR	¹⁵ s 11.35 PM
Arrive Daily				(113.9)				Leave Daily
48.8				Average speed per hour				52.6

TRACK SIDE WARNING DETECTORS — SPECIAL RULE 13

DETECTOR LOCATION	TYPE	SIGNALS AFFECTED
M.P. 3	High Water	Signals 11 and 32
M.P. 7.8-8.0	Slide fence	Signals 51, 81 and 82
M.P. 8.1-8.4	Slide fence	Signals 81 and 82
M.P. 8.5-8.7	Slide fence	Signals 81, 82 and 102
M.P. 36.9-37.2	Slide fence	Signals 341 and 372
M.P. 62.9	High water	Signals 621 and 652

FIRST DISTRICT

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH	
	Psg.	Fr.
Holliday and Emporia	90	60*
Sunflower Ordnance Track M.P. 11.3	25	25

*Maximum authorized speed for freight trains when averaging 90 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	
	Psg.	Fr.
2 Curves, M.P. 0.0 to 0.3	30	30
Curve, M.P. 0.7 to 0.9	65	
Curve, M.P. 1.8 to 2.4	75	
2 Curves, M.P. 2.8 to 3.3	55	55
Curve, M.P. 3.7 to 3.9	65	
Curve, M.P. 6.3 to 6.5	65	
Curve, M.P. 8.8 to 9.3	60	
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	55
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	60	
M.P. 52.2 (Viaduct), to Fourth Street (Topeka)	10	10
RR Crossing M.P. 52.6 (Automatic Interlocking)	10	10
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	
9 Curves, M.P. 61.0 to 63.6	50	50
2 Curves, M.P. 63.7 to 64.2	45	45
Curve, M.P. 64.5 to 64.7	60	
Curve, M.P. 65.0 to 65.3	65	
2 Curves, M.P. 66.5 to 67.2	50	50
2 Curves, M.P. 67.5 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)	40	40
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

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

Trains and engines using other than main track must not exceed turnout speed for that track, unless provided otherwise in Time Table Special Rule 1(A).

"T"—Interlocked Switch
"S"—Spring Switch

STATION	TYPE	LOCATION	MPH
Holliday	I	Turnout First District	30
DeSoto	S	East end siding	10
	S	West end siding	10
Eudora	S	Both ends siding	10
Lawrence	S	Both ends siding	10
Lake View	S	Both ends siding	10
Lecompton	S	Both ends siding	10
Tecumseh	S	Both ends siding	10
Topeka	S	Both ends siding	10
	S	West end of yards	10
Pauline	S	Both ends siding	10
Scranton	S	Both ends siding	30
Osage City	S	Both ends siding	30
Reading	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. 84.4 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
19.6	De Soto Highway Viaduct
26.5-26.9	Ordnance Plant Track
52.2	Wakarusa River
107.9	Lawrence Mill tracks and Overhead Conveyor
	Topeka, Branner Street Viaduct
	Neosho River

3. TRACKS BETWEEN STATIONS:

Name	Location	Capacity (Feet)
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
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
Carbondale House Track	M.P. 67.8	2,200

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Wilder Jct.	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. 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
Interlockings A.Y. Tower and Turner, Running Track	30	30
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	Ruling Grade Ascending	TIME TABLE No. 7 November 5, 1978	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EASTWARD	
First Class								First Class	
3	15							16	4
Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
AM 2.10	AM 12.35		0	KANSAS CITY Union Station	47.8		C	AM 2.10	AM 5.35
2.14	12.39		0	SANTA FE JCT.	24.2	1.7	Y	1.59	5.17
			18.8	A.Y. TOWER	0	3.9	CR		
			10.4	ARGENTINE	0	4.8	YR		
2.22	12.47		4.2	TURNER	9.7	7.1	CR	1.51	5.09
			4.2	MORRIS	7.8	10.3	C		
2.28	12.55 AM		28.2	HOLLIDAY	0	13.4		1.45 AM	5.05
			31.7	CRAIG	0	19.5	B		
2.40			21.1	OLATHE	21.1	27.8	CR		4.53
	Via First District		20.4	GARDNER	21.1	34.6	CY	Via First District	
			21.1	EDGERTON	21.1	39.8			
			0	WELLSVILLE	21.1	45.5	CR		
3.03		19050	21.1	OTTAWA	17.2	57.1	CR		4.29
			21.1	Mo. Pac. Crossing	15.8	59.9			
			5.1	POMONA	0	67.5	B		
			17.1	QUENEMO	9.3	71.8	B		
			54.4	MELVERN	16.8	79.6	B		
			21.1	RIDGETON	21.1	87.6	B		
			18.1	LEBO	21.1	93.8	B		
			5.4	Neosho Rapids	15.3	101.6	B		
			21.1	WIGGAM	0	107.1			
3.48			5.3	N.R. JCT.	15.8	111.3	Y		3.47
s 4.00 AM				EMPORIA YL		112.1	CR		3.45 AM
Arrive Daily	Arrive Daily			(112.2)				Leave Daily	Leave Daily
61.2	40.2			Average speed per hour				32.2	61.2

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

SPECIAL RULES (Continued)

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

Maximum authorized speed for freight trains when averaging 90 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	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. 87.3 to 87.7 South Track	75
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.

SPECIAL RULES (Continued)

(C) SPEED RESTRICTIONS - SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track, unless provided otherwise in Time Table Special Rule 1(A).

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

STATION	TYPE	LOCATION	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 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	20
	I	Crossovers between Main Tracks	40
	I	Crossover between North Track and siding	20
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.	15
	I	Turnout from South Track to Track No. 11 near Constitution St.	10
	S	Turnout from Track 12 to South Track near Merchant Street	10

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

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

SPECIAL RULES (Continued)

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

TRACK SIDE WARNING DETECTORS—
(See Special Rule 13)

DETECTOR LOCATION	TYPE	LOCATOR AND SIGNALS AFFECTED
M.P. 20.4-20.6	Slide fence	Westward—Controlled signals interlocking Craig Eastward—Signals 212 and 214
M.P. 41.3	Hot Box and Dragging Equip.	Westward—M.P. 43.5 Eastward—M.P. 39.0 and M.P. X39.2
M.P. 70.5	Hot Box and Dragging Equip.	Westward—M.P. 73.4 Eastward—M.P. 67.8
M.P. 91.2	Hot Box and Dragging Equip.	Westward—M.P. 93.6 Eastward—M.P. 87.8
M.P. 106.9	Shifted load	M.P. 105.9 and M.P. 106.9

When hot box, dragging equipment or condition in train actuates detector, rotating white light will be illuminated on field side of associated track at Detector and Locator locations.

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 7 November 5, 1978	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
	21.1	WILDER JCT. 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 Jct., 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 Jct. and Leavenworth	25

(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

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

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 Jct.	First District

ATCHISON DISTRICT

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 7 November 5, 1978		Ruling Grade Ascending	MH Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				ST. JOSEPH YL TERMINAL YARD		498.4	C	
	0			0.5	0			
	0			M.K. JCT 0.1	0	498.9		
	17.8			TERMINAL JCT. } R I 19.9 } R R BN Crossing } YL	17.4	499.0		
	34.3			Mo. Pac. Crossing 0.6	0	518.9		
	25.6			ATCHISON YL 0.6	0	0.5	R C	
	58.6			Mo. Pac. Crossing 5.3	0	1.1		
	68.9			PARNELL 10.7	50.9	6.4		
750	0			NORTONVILLE 9.9	64.3	16.8	C	
1700	69.9			VALLEY FALLS 12.7	63.4	26.7	C	
	63.4			MERIDEN 10.1	59.3	39.4		
	33.4			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, 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

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

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 Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 7 November 5, 1978		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile				
			OTTAWA YL			57.1	Y C R	
		17.5	1.3	34.4				
		37.0	Mo. Pac. Crossing 8.8	35.6		58.4		
		29.3	PRINCETON	24.1		67.2	B	
		42.2	6.2 RICHMOND	37.0		73.4	B	
		0	9.3 Mo. Pac. Crossing	29.9		82.7		
	2400	37.0	0.1 GARNETT YL	37.0		82.8	B	
		37.0	8.2 WELDA	33.4		91.0	B	
		20.2	8.1 COLONY	37.0		99.1	B	
		0	10.3 Mo. Pac. Crossing	11.5		109.4		
	4600	37.0	0.3 IOLA YL	37.0		109.7	C	
		37.0	7.7					
	4100	37.0	HUMBOLDT YL	37.0		117.4	C	
		37.0	8.3 M.K.T. Crossing	0		125.7		
			0.8					
		31.1	CHANUTE YL	0		126.6	C R	
		33.3	1.1 AU JCT. YL	37.0		127.6	T Y	
		37.0	5.6 EARLTON	19.9		133.2	B	
		0	6.8 THAYER	47.5		140.0	B	
		26.0	7.6 MOREHEAD	37.0		147.6	B	
		29.0	8.0 SL-SF Crossing	0		155.6		
		79.8	0.2					
		0	CHERRYVALE YL	37.0		155.8	Y C	
		37.0	9.7 INDEPENDENCE YL	25.1		165.5	C	
			0.5 Mo. Pac. Crossing	29.6		0.6		
			6.9					
		37.0	BOLTON	37.0		7.4		
		0	13.9 Mo. Pac. Crossing	0		21.3		
	2600	37.0	0.8 CANEY YL	26.4		22.1	Y	
		17.3	7.9 COPAN	37.0		30.0		
	3700	0	6.9 DEWEY YL	23.5		36.9	B	
		21.5	0.7 DY JCT.	22.5		37.6		
		25.4	3.2 BARTLESVILLE YL	0		40.8	Y C R	
		37.0	0.5 BE JCT. YL	29.7		41.3		
	2600	28.8	11.2 OCHELATA	37.0		52.6	B	
	3100	28.3	6.1 RAMONA	37.0		58.6		
	2550	22.7	6.2 VERA	37.0		64.8	B	
	1750	30.0	6.8 COLLINSVILLE	36.4		71.6	B	
		35.3	7.6 OWASSO YL	0		79.2	Y B	
	1150	37.0	6.6 MOHAWK YL	0		85.8		
		0	4.3 TULSA YARD YL	0		90.1	Y R	
		0	0.1 SL-SF, MKT., and MP Crossings	0		90.2		
		0	0.2 MP Crossing	0		90.4		
		0	0.1	0				
			TULSA YL			90.5	C R	
			(198.9)					

THIRD DISTRICT

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frts.
Ottawa and M.P. 81	60	60*
M.P. 81 and Chanute	40	40
Chanute and Tulsa Yard	40	40
Port of Catoosa Spur M.P. 79.6	10	10

*Maximum authorized speed for freight trains when averaging 90 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, RR CROSSINGS, AND BRIDGES

	MPH	
	Psgr.	Frts.
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)	25	25
RR Crossing M.P. 109.4 (Automatic Interlocking)	25	25
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	20	20
RR Crossing M.P. 155.6 Gate normally across SI-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
2 Curves, M.P. 0.2 to 0.4	30	30
RR Crossing M.P. 0.5 (Automatic Interlocking)	20*	20*
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)	25*	25*
Curve, M.P. 22.7 to 23.0	45	35
Bridge, M.P. 26.1	30	30
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. 83.6 to 83.9	50	50
Curve, M.P. 86.0 to 86.4	30	30
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

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

(C) SPEED RESTRICTIONS—SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track, unless provided otherwise in Time Table Special Rule 1 (A).

"T"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	LOCATION	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
Independence	M.P. 165.5 (Tenth St.)	30
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 Spur	M.P. 104.5	800
Moorman Mfg. Co. Spur	M.P. 129.3	767
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 Spur	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

10 EASTERN DIVISION

FOURTH DISTRICT

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 7 November 5, 1978		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				A. U. JCT. YL 7.1	40.9	127.7	T Y	
				VILAS 4.2	42.2	134.8		
	1560			REST 5.0	42.2	139.0		
				BENEDICT 0.2	0	144.0	B	
				Mo. Pac. Crossing 8.2	0	144.2		
	3550			FREDONIA YL S.L.-S.F. Crossing 18.6	42.2	152.4	CR	
	1875			LONGTON 5.8	37.0	171.0 189.9	B	
	4100			ELK FALLS 6.7	12.0	195.7	B	
				MOLINE 8.4	44.9	202.4	Y R C	
	2300			GRENOLA 6.4	37.0	210.8	B	
	2830			GRAND SUMMIT 8.3	37.0	217.2		
	2884			CAMBRIDGE 5.3	37.0	225.5	B	
	2250			BURDEN 7.9	51.7	230.8	B	
	2650			NEW SALEM 8.4	37.0	238.7		
				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)		288.9	T Y C R	

(B) SPEED RESTRICTIONS - CURVES 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, Rule 98 (A), approach prepared to stop.	20
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

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

Trains and engines using other than main track must not exceed turnout speed for that track.

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

STATION	TYPE	LOCATION	MPH
WN Jct.	I	Switches in Middle Division main track and siding and to and from Eastern Division main track	15
Wellington	I	Switches at end of two tracks	40
	I	Switches to and from freight yard and Eastern Division	20

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

STATION	BETWEEN:	MPH
Fredonia	M.F. 151.2 and M.P. 152.3	20
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

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.

RULE 94 IN EFFECT:

Moline, between M.P. 199 and M.P. 203.8.

SPECIAL RULES:

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH
A. U. Jct. and Wellington	45

GIRARD DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 7 November 5, 1978	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		T Y	
	0	M.K.T. Crossing 12.5	29.0	1.9		
	20.5	ERIE 0.5	0	14.4	C	
	44.4	M.K.T. Crossing 9.9		14.9		
		WALNUT M.K.T. Crossing 7.1	42.2	24.8		
	52.8	BRAZILTON 7.6	42.2	31.9		
	51.3	S.L.-S.F. Crossing 0.2	43.8	39.5		
	0	GIRARD 9.4	0	39.7	C	
	48.0	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	0	52.7		
	0	S.L.-S.F. Crossing 0.1	0	52.9		
		PITTSBURG YL (53.0)		53.0	C	

SPECIAL RULES:

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

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

(B) SPEED RESTRICTIONS - CURVES 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

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

(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

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.

BALDWIN DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 7 November 5, 1978	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 (10.7)		26.2	Y C R	

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

Baldwin District	MPH
	10

(B) SPEED RESTRICTIONS - CURVES

Curve	M.P. 25.9 to 26.0	MPH
		10

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Ottawa	Second District (Siding)

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

No Switch lights on Baldwin District.

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 7 November 5, 1978	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
	50.7	CHERRYVALE YL 8.1	50.3		Y C	
	21.1	LIBERTY 5.2	19.8	8.1	B	
	21.1	AVIAN YL 2.5	19.3	13.3		
	0	MKT Crossing 0.6	12.1	15.8		
	12.4	COFFEYVILLE YL 0.5 Mo. Pac. Crossing	0	16.4	Y CR	
		(16.9)		16.9		

(B) SPEED RESTRICTIONS - 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

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

(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, and operate on authority of A.T.& S.F. dispatcher and are governed by the A.T.& S.F. Operating Book of Rules.

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 AT-199460 AT 199461 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 (New Salem) to M.P. 238.9 (Wellington)	40	45	30
Atchison, Girard, Leavenworth, and Coffeyville; Fourth M.P. 171.0 to M.P. 238.9 (New Salem)	24	24	24

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Locomotive 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	Pauline M.P. 56.17
A.U. Jct.	Frontenac	to M.P. 59.53
Baldwin Dist.	Garnett	Pittsburg
Bartlesville (Ex-	Humboldt	Terminal Yard
tends M.P. 40.3	Independence	Topeka M.P. 49.69
to M.P. 43.1)	Iola	to M.P. 52.53
Caney	Lawrence (Includes	Tulsa (includes Tulsa
Chanute	Noria M.P. 22.5	to Owasso)
Cherryvale	to M.P. 30.0	Wellington (East-
Coffeyville	Leavenworth	ern Division only)
(Includes Avian	N.R. Jct. (First	Winfield (Eastern
to M.P. 12)	Dist. only)	Division only)
Dewey	Ottawa (Baldwin	
Emporia	and Third Dists.	
	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 and Telegraph Offices
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 Jct., 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 Jct. 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.

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.

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. Due precaution for slides must be taken by crews in such areas when observing the requirements of Rules 320 or 321. Train dispatcher must be promptly notified if slide conditions observed.

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:
 -Determine the type of placard that is applied to the car. From Line 1.
 -Determine the type of car to which the placard is applied from. Line 2.
 -Follow vertically down the chart and note which lines apply.
 -The symbol "✓" indicates wording at the side that applies.
 See footnotes for explanation.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

PLACARD APPLIED ON CAR		TYPE OF CAR											
		ANY CARS (Flat, Tank, or combination)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE		
3	RESTRICTIONS												
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 8th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓					✓				
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓					✓				
6	MUST NOT BE PLACARDED NEXT TO CAR PLACARDED	LOADED FLAT CAR, A FLAT CAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ ^①	✓	✓				✓ ^②				
7		AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓				✓				
8		ENGINE	✓	✓	✓	✓	✓	✓	✓			✓	
9		EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓	✓	✓ ^④	✓		
10		OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓	✓		✓		
11		OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^③				✓				
12		UNDEVELOPED FILM					✓						
13		A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓				✓				
14		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓								
15		EXPLOSIVES A		✓	✓	✓	✓	✓	✓	✓			
16	POISON GAS	✓				✓	✓	✓	✓				
17	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓	✓							
18	RADIOACTIVE	✓	✓	✓				✓	✓				

FOOTNOTES:

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service, see section 174.67.



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	138	168	178	185	188	189	194	198	199	304	305	307	308	309			
Argentine Emporia	LV	AM	PM	AM	PM	AM	AM	AM	AM	PM	AM	PM	PM	PM	AM	AM			
	AR	400	1130	410	510	800	1010	910	730	605	255	530	400	400	300	500			
		620	205	630	720	1030	1230	1105	1000	800	450	825	630	645	535	735			
		AM	AM	AM	PM	AM	PM	AM	AM	PM	AM	PM	PM	PM	AM	AM			
		314	315	318	319	324	325	326	327	328	329	335	338	345	348	358	365	388	395
Argentine Emporia	LV	AM	AM	AM	PM	PM	PM	AM	PM	AM	PM	PM	PM	AM	PM	PM	AM	AM	AM
	AR	400	830	700	500	900	1100	1159	100	900	900	600	300	1000	700	1100	600	800	400
		620	1045	935	735	1215	125	245	430	1145	1135	820	535	1230	935	135	830	1020	620
		AM	AM	AM	PM	AM	AM	PM	PM	AM	PM	PM	PM	PM	PM	AM	AM	AM	AM

EASTWARD

		408	422	473	491	503	513	523	533	543	555	563	581	583	593	701	703	713	723	
Argentine Emporia	AR	AM	PM	AM	PM	AM	AM	AM	AM	PM	AM	AM	PM	AM	AM	PM	PM	PM	AM	
	LV	645	300	850	1100	640	545	725	725	1255	630	500	235	830	805	820	1130	400	130	
		245	1100	620	800	320	245	405	405	950	310	140	1205	540	540	450	730	1201	1000	
		AM	AM	AM	PM	AM	AM	AM	AM	AM	AM	AM	PM	AM	AM	PM	PM	PM	PM	
		733	741	803	811	813	821	823	833	841	843	853	861	881	863	883	891	901	903	
Argentine Emporia	AR	PM	AM	PM	PM	AM	AM	PM	AM	AM	AM	AM	PM	PM	PM	AM	PM	PM	AM	
	LV	450	100	1040	1255	1240	650	240	440	100	640	840	430	830	230	400	640	200	1040	
		120	950	745	1000	945	405	1145	145	1010	345	445	220	620	1030	120	455	1125	745	
		PM	PM	PM	AM	PM	PM	PM	AM	PM	AM	AM	PM	PM	AM	AM	PM	AM	AM	
		913	923	933	943	953	963	973	991											
Argentine Emporia	AR	AM	PM	PM	PM	PM	PM	AM												
	LV	125	240	440	640	840	630	135	1225											
		1045	1145	145	345	545	330	935	1030											
		PM	AM	PM	PM	PM	PM	AM	PM											

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