

EASTERN DIVISION

W. W. MATZEN, Trainmaster	Emporia
V. L. COLBERT, Trainmaster	Topeka
J. W. LANE, Trainmaster-RFofE	Chanute
G. E. GUTHRIE, Road Foreman of Engines	Emporia
R. D. MARTIN, Rules Examiner	Emporia
L. D. HODGSON, Safety Supervisor	Emporia
E. J. CREECH, Safety Supervisor	Topeka

KANSAS CITY DIVISION

D. E. PARSONS, Asst. Superintendent	Argentine
J. L. SULLIVAN, Asst. Superintendent	Argentine
N. A. WELLS, Trainmaster	Argentine
B. D. JOHNSTON, Trainmaster	Argentine
B. R. DAVIS, Trainmaster	Argentine
W. H. PITTS, Trainmaster	Argentine
W. H. McGINN, Asst. Trainmaster	Argentine
R. L. DeCANEY, Asst. Trainmaster	Argentine
G. T. HARDCASTLE, Asst. Trainmaster	Argentine
T. R. ADAMS, Asst. Trainmaster	Argentine
H. J. RAWLINGS, Asst. Trainmaster	Argentine
J. D. JOHNSON, Asst. Trainmaster	Argentine
R. L. GIBSON, Asst. Trainmaster	Argentine
G. A. CHANDLER, Asst. Trainmaster	Argentine
W. J. McMEANS, Road Foreman of Engines	Argentine
L. E. BASKIN, Safety Supervisor	Argentine

EASTERN LINES

C. L. HOLMAN, Asst. General Manager- Engineering	Topeka
R. H. BERRY, Asst. General Manager- Mechanical	Topeka
B. R. TUCKER, Supervisor of Air Brakes- General Road Foreman of Engines	Argentine

D. E. HAMMAN, Chief Dispatcher	Emporia
C. W. McCOY, Asst. Chief Dispatcher	Emporia
C. I. WALKER, Asst. Chief Dispatcher	Emporia
D. I. STEINBRINK, Asst. Chief Dispatcher	Emporia

TRAIN DISPATCHERS—EMPORIA

A. E. JUDD	J. A. FACKLAM	C. K. CARNES
D. L. SEXTON	S. E. QUINTANA	G. B. MILLER
D. W. McALISTER	R. A. TURNER	D. L. GIBBS
R. D. DONOVAN		

**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 02	60.0	1 44	34.6
39	92.3	1 04	58.0	1 46	34.0
40	90.0	1 06	56.2	1 48	33.3
41	87.8	1 08	54.5	1 50	32.7
42	85.7	1 10	52.9	1 52	32.1
43	83.7	1 12	51.4	1 54	31.6
44	81.8	1 14	50.0	1 56	31.0
45	80.0	1 16	48.6	1 58	30.5
46	78.3	1 18	47.4	2 00	30.0
47	76.6	1 20	46.1	2 02	29.5
48	75.0	1 22	45.0	2 04	29.0
49	73.5	1 24	43.9	2 06	28.5
50	72.0	1 26	42.9	2 08	28.0
51	70.6	1 28	41.9	2 10	27.5
52	69.2	1 30	40.9	2 12	27.0
53	67.9	1 32	40.0	2 14	26.5
54	66.6	1 34	39.1	2 16	26.0
55	65.5	1 36	38.3	2 18	25.5
56	64.2	1 38	37.5	2 20	25.0
57	63.2		36.8	2 22	24.5

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

EASTERN LINES

EASTERN DIVISION

TIME TABLE No.

12

IN EFFECT

Sunday, October 25, 1981

At 12:01 A. M.

Central Time

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

H. J. BRISCOE
General Manager
Topeka, Kansas

H. L. ROGERS
Asst. General Manager
Topeka, Kansas

W. F. KILPATRICK
Emporia, Kansas

M. F. SMITH
Argentine, Kansas

Superintendents

TCS IN EFFECT:

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

RULE 251 IN EFFECT:

On North and South Main Tracks Constitution Street (MP 111.9) Emporia to Interlocking Merrick (MP 115.3). Permanent slow and resume speed signs are not displayed for movements against the current of traffic.

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:

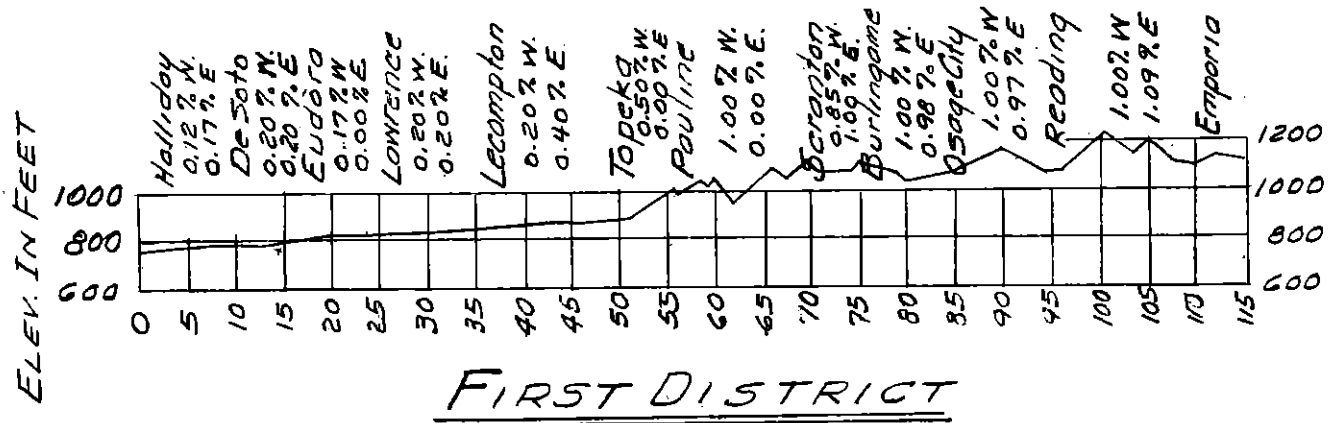
MP 111.3, NR Jct., Bunge Corp.
MP 111.6, NR Jct., Teichgraeber Milling (CLIC 03-70).

TRACK SIDE WARNING DETECTORS—
(Special Rule 13)

DETECTOR LOCATION	TYPE	LOCATOR AND 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. 21.8	Hot Box	Westward—M.P. 23.4 Eastward—M.P. 19.9
M.P. 36.9-37.2	Slide fence	Signals 341 and 372
M.P. 62.9	High water	Signals 621 and 652

When hot box, or condition in train actuates detector, rotating white light will be illuminated at Detector and Locator locations.

WESTWARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
First Class			No. 12				First Class
3			October 25, 1981				4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
PM 11.55		6.4	HOLIDAY 3.4	0			AM 6.05
11.58 AM		0	WILDER JCT. 8.0	8.9	3.1	B	6.02
12.05	5350	10.6	DE SOTO 8.0	10.6	11.1	C	5.55
12.12	2460	0	EUDORA 4.1	0	19.1	B	5.47
12.15		9.2	NORIA YL 3.3	0	23.2		5.43
12.20	6500	10.6	LAWRENCE YL 5.1	10.6	26.5	Y CR	5.40
12.25	2500	0	LAKE VIEW 5.8	0	31.6		5.24
12.30	2600	10.6	LECOMPTON 8.6	21.1	37.4	B	5.19
12.38	7900	7.0	TECUMSEH 6.6	0	46.0	B	5.12
1.00	2050	26.4	A.T.&S.F. Crossing TOPEKA YL 6.7	0	52.6	Y CR	5.05
1.06	2450	52.8	PAULINE YL 14.3	0	57.3	C	4.53
1.20		48.0	SCRANTON 5.3	52.8	71.6	B	4.40
1.25	3400	52.8	BURLINGAME 7.9	51.6	76.9	B	4.35
		10.8	Mo. Pac. Crossing 0.3	0	84.8		
1.33	5000	52.8	OSAGE CITY 11.4	51.1	85.1	B	4.28
1.44	4000	52.8	READING 14.5	57.8	96.5	B	4.17
1.56		5.3	N.R. JCT. YL 1.1	15.8	111.0	Y	4.03
2.15 AM			EMPORIA YL		112.1	TCS YR	4.00 AM
Arrive Daily			(113.9)				Leave Daily
48.8			Average speed per hour				52.6



FIRST DISTRICT

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH	
	Psg.	Fr.
Holiday 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 (10-PACK 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
2 Curves, M.P. 0.0 to 0.3	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
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	55
Curve, M.P. 23.4 to 23.6	55
Curve, M.P. 24.6 to 24.8	65
2 Curves, M.P. 25.2 to 25.9	55
6 Curves, M.P. 26.2 to 27.4 **	30
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
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 ****	10
RR Crossing M.P. 52.6 (Auto. Interlocking)	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
2 Curves, M.P. 63.7 to 64.2 **	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
2 Curves, M.P. 67.5 to 67.8	55
Curve, M.P. 68.2 to 68.8	70
Curve, M.P. 69.0 to 69.4	55
Curve, M.P. 69.8 to 70.0	70
Curve, M.P. 70.6 to 70.9	70
Curve, M.P. 75.1 to 75.3	65
2 Curves, M.P. 76.0 to 77.1	55
Curve, M.P. 84.0 to 84.4	50
RR Crossing M.P. 84.8 (Auto. Interlocking)	40
Curve, M.P. 85.3 to 85.7	80
Curve, M.P. 88.5 to 88.9	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	50
2 Curves, M.P. 97.8 to 98.3	50
2 Curves, M.P. 107.3 to 108.1	55
Curve, M.P. 110.0 to 110.3	55
Curve, M.P. 110.8 to 111.0 ****	30

**Equipped with Westward and Eastward ATS Inert Inductors
 ****Equipped with Westward ATS Inert Inductor

(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
Holiday	I	Turnout First District	30
DeSoto	S	Both ends 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
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 (Ordnance Plant Track)
26.5-26.9	Wakarusa River Bridge
52.2	Lawrence Mill tracks and Overhead Conveyor
107.9	Topeka, Branner Street Viaduct Neosho River Bridge

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
Kansas Power and Light Co.	M.P. 47.0	Yard
Storage Track	M.P. 48.3	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

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.

RULE 251 IN EFFECT:

On North and South Main Tracks Constitution Street (MP 111.9) Emporia to Interlocking Merrick (MP 115.3). Permanent slow and resume speed signs are not displayed for movements against the current of traffic.

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:

- MP 87.3, Ridgeton, Hot Box Setout.
- MP 111.3, NR Jct., Bunge Corp.
- 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 Wyes	EAST-WARD
First Class			No. 12	First Class				
3			October 25, 1981					4
Leave Daily		Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily
PM 11.35	0		KANSAS CITY Union Station		47.8		C	AM 6.30
11.39	0		SANTA FE JCT.		24.2	1.7	Y	6.15
	18.8		A.Y. TOWER		0	3.9	CR	
	10.4		ARGENTINE		0	4.8	YR	
11.46	4.2		TURNER		9.7	7.1	CR	6.10
	4.2		MORRIS		7.8	10.3	C	
11.55 PM	28.2		HOLLIDAY		0	13.4		6.05 AM
	31.7		CRAIG		0	19.5	B	
	21.1		OLATHE		21.1	27.8	CR	
	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	
19050	21.1		OTTAWA		17.2	57.1	YCR	
	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		
	5.3		N.R. JCT.		15.8	111.3	Y	
			EMPORIA YL			112.1	YTR	
Arrive Daily			(112.2)					Leave Daily
40.2			Average speed per hour					32.2

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH	
	Psgr.	Frt.
Kansas City (Union Station and BN Crossing, Tracks 1, 2, 3 & 4	20	20
BN 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	20	20
Turner and Holliday, Main Track No. 1	70	60
Turner and M.P. 8 Main Tracks 2, 3, & 4	20	20
M.P. 8 and Holliday Main Tracks Nos. 2 & 3	70	60*
M.P. 8 and Holliday Main Track No. 4	40	40

(A) MAXIMUM AUTHORIZED SPEED—(Cont'd)

BETWEEN:	MPH	
	Psgr.	Frt.
Holliday and Olathe	70	60*
Olathe and Emporia Except South Track	70	60*
Wiggam to Constitution St. (M.P. 111.9)	70	60*
Wiggam and Constitution St. (M.P. 111.9)	40	40
Emporia South Track	40	40
Constitution St. (M.P. 111.9) Emporia and Merrick (M.P. 115.3):		
Main Tracks	70	60
Yard Track No. 3	20	20

SECOND DISTRICT

SPECIAL RULES (Continued)

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

Maximum authorized speed for freight trains when averaging 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 (10-PACK 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
9 Curves, M.P. 20.0 to 25.7 South Track	60
7 Curves, M.P. 20.0 to 25.0 North Track	55
2 Curves, M.P. 25.2 to 25.7 North Track	60
Curve, M.P. 26.6 to 27.4	50
2 Curves, M.P. 28.1 to 29.6	65
Curve, M.P. 30.4 to 30.7	55
Curve, M.P. 31.1 to 31.4	60
2 Curves, M.P. 34.5 to 35.1 South Track	50
Curve, M.P. 37.3 to 37.6 South Track	70
Curve, M.P. 38.5 to 39.1 South Track	55
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. 49.3 to 49.6	65
Curve, M.P. 57.2 to 57.5	65
RR Crossing, M.P. 59.9 (Auto. Interlocking) *	50
2 Curves, M.P. 70.8 to 71.6	70
Curve, M.P. 78.8 to 78.9 South Track	70
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 ***	45
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
4 Curves, M.P. 98.0 to 101.4	55

***Equipped with Eastward ATS Inert Inductor

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

(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	40
	I	Turnout end of Two Tracks	40
M.P. 4.2	I	Turnout to Departure Yard	15
M.P. 5.4	I	Turnout to Departure Yard	15
Turner	I	Turnout to South Receiving Yard M.P. 6.9	15
	I	Crossovers and Turnouts between M.P. 7.2 and 7.5	15
	I	Crossovers between Main Tracks Nos. 2, 3, and 4 M.P. 8	20
	I	Turnout Main Track No. 1 to Hump Lead M.P. 8.3	40
Morris	I	Crossovers M.P. 11	40
Holliday	I	Crossover between Main Tracks Nos. 2 and 3	30
	I	Turnout Main Track No. 4	40
M.P. 14.4	I	Turnout North Track	40
	I	Crossovers	50
Craig	I	Crossovers	50
Olathe	I	Crossovers	40
Gardner	I	Crossovers	50
Wellsville	I	Crossovers	50
Ottawa	I	Both ends siding	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

(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 Des Cygnes River Bridge
71.3	Marais Des Cygnes 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—
(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. 12 October 25, 1981		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS				
		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	10.8	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).

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	Rolling Grade Ascending	TIME TABLE No. 12 October 25, 1981		Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				ST. JOSEPH YL				
				TERMINAL YARD				
	0			0.5	0	*498.4	C	
				M.K. JCT				
	0			0.1	0	*498.9		
				TERMINAL JCT.				
	17.8			0.1	17.4	*499.0		
				BN Crossing				
	0			14.6	0	*499.1		
				RUSHVILLE				
	0			0.2	0	*513.7		
				BN Crossing				
	0			4.8	0	*513.9		
				BN Crossing				
	34.3			0.6	0	*518.9		
				Mo. Pac. Crossing				
	25.6			0.6	0	0.5	R C	
				ATCHISON YL				
				Mo. Pac. Crossing				
	58.6			5.3	0	1.1		
				PARNELL				
	68.9			10.7	50.9	6.4		
				NORTONVILLE				
	750			9.9	64.3	16.8	C	
				VALLEY FALLS				
	1700			12.7	63.4	26.7	C	
				MERIDEN				
	63.4			10.1	59.3	39.4		
				U.P. Crossing				
	33.4			1.1	0	49.5		
				TOPEKA YL				
						50.6	Y CR	
				(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 A.T.&S.F. 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 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.

At St. Joseph, trains must secure clearance card before leaving Terminal Yard. Westward trains must secure clearance card at Atchison when operator on duty.

* Indicates C.R.I.&P. Mile Posts

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH
Terminal Yard and Atchison	10
Atchison and Topeka	25

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

	MPH
RR Crossing M.P. 499.1 Stop, Rules 98(A), 98(B), 98(C) and 98(E)	10
RR Crossing M.P. 513.9 Interlocking—If governing signal indicates stop, communicate with Burlington Northern Control Station.	10
RR Crossing M.P. 518.9 Stop, Rules 98(A), 98(B), 98(C) 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 Central 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
*518.9	Missouri River Bridge

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
M. K. Jct.	Illinois Division
Terminal Jct.	Terminal Yard
1000 ft. east Mo. Riv. Bridge (Atchison)	CRIP-ATSF
Atchison	Mo. Pac. Ry.

TCS IN EFFECT:

Ottawa to M.P. 57.3. (Ottawa)

DY Jct. to East Switch Bartlesville M.P. 40.3.

RULE 94 IN EFFECT:

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

Bartlesville, between east switch M.P. 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. 12 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓	Feet Per Mile	Feet Per Mile	STATIONS	Feet Per Mile		Y C R	↑
	17.5		OTTAWA YL 1.3	34.4	57.1		
	37.0		Mo. Pac. Crossing 8.8	35.6	58.4		
	29.3		PRINCETON 6.2	24.1	67.2	B	
	42.2		RICHMOND 9.3	37.0	73.4	B	
	0		Mo. Pac. Crossing 0.1	29.9	82.7		
2400	37.0		GARNETT YL 8.2	37.0	82.8	B	
	37.0		WELDA 8.1	33.4	91.0	B	
	20.2		COLONY 10.3	37.0	99.1	B	
	0		Mo. Pac. Crossing 0.3	11.5	109.4		
4600	37.0		IOLA YL 7.7	37.0	109.7		
4100	37.0		HUMBOLDT YL 8.3	37.0	117.4	C	
	37.0		M.K.T. Crossing 0.8	0	125.7		
	31.1		CHANUTE YL 1.1	0	126.5	CR	
	33.3		AU JCT. YL 5.6	37.0	127.7	TY	
	37.0		EARLTON 6.8	19.9	133.2	B	
	0		THAYER 7.6	47.5	140.0	B	
	26.0		MOREHEAD 8.0	37.0	147.6	B	
	29.0		BN Crossing 0.2	0	155.6		
	79.8		CHERRYVALE YL 9.7	37.0	155.8	Y	
	0		INDEPENDENCE YL 0.5	25.1	165.5	CR	
	37.0		Mo. Pac. Crossing 6.9	29.6	0.5		
	37.0		BOLTON 13.9	37.0	7.4		
	0		Mo. Pac. Crossing 0.8	0	21.3		
2600	37.0		CANEY YL 7.9	26.4	22.1	B	
	17.3		COPAN 6.9	37.0	30.0		
3700	0		DEWEY YL 0.7	23.5	36.9	B	
	21.5		DY JCT. 3.2	22.5	37.6		
	25.4		BARTLESVILLE YL 0.5	0	40.8	YCR	
	37.0		BE JCT. YL 11.2	29.7	41.3		
2600	28.8		OCHELATA 6.1	37.0	52.5		
3100	28.3		RAMONA 6.2	37.0	58.6		
2550	22.7		VERA 6.8	37.0	64.8		
1750	30.0		COLLINSVILLE 7.6	36.4	71.6	B	
	35.3		OWASSO YL 6.6	0	79.2	YB	
1150	37.0		MOHAWK YL 4.3	0	85.8		
	0		TULSA YARD YL 0.1	0	90.1	YR	
	0		BN, MKT., and MP Crossings 0.2	0	90.3		
	0		MP Crossing 0.1	0	90.4		
			TULSA YL		90.5	CR	
			(198.9)				

THIRD DISTRICT

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

	MPH
Ottawa and M.P. 81	60*
M.P. 81 and Chanute	40
Chanute and Tulsa Yard	40
Port of Catoosa Spur M.P. 79.6	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 (10-PACK 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
RR Crossing M.P. 58.4 (Automatic Interlocking)	20
2 Curves, M.P. 76.9 to 78.0	55
2 Curves, M.P. 79.3 to 79.8	40
RR Crossing M.P. 82.7 (Automatic Interlocking)	25
RR Crossing M.P. 109.4 (Automatic Interlocking)	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
4 Curves, Main to 14th St., Chanute	20
RR Crossing M.P. 155.6 Gate normally across BN track. Approach prepared to stop. If gate is normal observe maximum speed shown.	20
Curve, M.P. 156.1 to 156.3 (Independence-Tulsa)	25
2 Curves, M.P. 0.2 to 0.4	30
RR Crossing M.P. 0.5 (Automatic Interlocking)	20
RR Crossing Independence Yard (Automatic Interlocking)	20
2 Curves, M.P. 13.1 to 13.6	35
RR Crossing M.P. 21.3 (Automatic Interlocking)	20
Curve, M.P. 22.7 to 23.0	35
Bridge, M.P. 26.1	30
9 Curves, M.P. 44.5 to 49.1	35
Curve, M.P. 86.0 to 86.4	30
Curves, M.P. 89.6 to 90.1	20
Curve, M.P. 90.1 to Tulsa	5
RR Crossing M.P. 90.3 (Automatic Interlocking)	5

(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
Ottawa	I	Turnout Third Dist. to Second Dist.	15
Iola	S	Both Ends Siding	10
Independence	S	East switch M.P. 165.3	15
Dewey	I	West end siding	20
DY Jct.	I	Junction switch to or from MKT	15
Bartlesville	I	East switch M.P. 40.3	30
BE Jct.	S	Junction switch to or from MKT	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS:

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

STATION	BETWEEN	MPH
Ottawa	M.P. 57.5 and M.P. 58.8 (Wilson and Fifth)	20
	M.P. 58.8 and M.P. 60.2 (Fifth and Seventeenth)	30
Garnett	M.P. 82.3 and M.P. 82.8 (First and Seventh)	25
Iola	M.P. 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	30
	M.P. 126.6 (Main Street) M.P. 127.6 (14th Street)	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
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
Carlyle Spur	M.P. 104.5	800
Moorman Mfg. Co. Spur	M.P. 129.3	767
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
P E. Jct.	Third District

WEST- WARD ↓	Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE No. 12 October 25, 1981		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD ↑
			STATIONS	Feet Per Mile				
			A. U. JCT. YL 11.3		40.9	127.7	TY	
	42.2		REST 5.0			139.0		
	0		BENEDICT 0.2		42.2	144.0	B	
	0		Mo. Pac. Crossing 8.2		0	144.2	B	
	0		FREDONIA YL BN Crossing 18.6		0	152.4	CR	
3550	42.2				42.2	171.0		
1875			LONGTON 5.8			189.9	B	
	37.8				37.0			
4100	40.1		ELK FALLS 6.7		12.0	195.7	B	
							YR	
3940	52.8		MOLINE 8.4		44.9	202.4	C	
2300	83.8		GRENOLA 6.4		37.0	210.8	B	
2830	0		GRAND SUMMIT 8.3		37.0	217.2		
2884	76.9		CAMBRIDGE 5.3		37.0	225.5	B	
2250	37.0		BURDEN 7.9		51.7	230.8	B	
2650	0		NEW SALEM 8.4		37.0	238.7	B	
							R	
	0		WINFIELD YL 1.0		0	247.1	C	
	52.8	TCS	WN JCT. YL 5.3		37.0	248.1		
	26.4		KELLOGG 3.5		37.0	253.4		
	37.0		OXFORD 5.7		37.0	256.9		
	52.8	TCS	DALTON 7.0		37.0	262.6		
			WELLINGTON YL			238.9	TY CR	
			(123.0)					

TCS IN EFFECT:

At WN Jct.

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

RULE 94 IN EFFECT:

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

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

FOURTH DISTRICT PROFILE ON PAGE 12.

SPECIAL RULES:

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN	MPH
A. U. Jct. and Wellington	45

(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
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 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
Fredonia	M.P. 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)
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

GIRARD DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS			
0		A. U. JCT. YL	31.4			
0		1.9 M.K.T. Crossing	29.0	1.9		
20.5		12.5 ERIE	0	14.4		
44.4		0.5 M.K.T. Crossing		14.9		
		9.9 WALNUT	42.2			
52.8		M.K.T. Crossing		24.8		
51.3		7.1 BRAZILTON	42.2	31.9		
0		7.5 BN Crossing	43.8	39.5		
48.0		0.2 GIRARD	0	39.7	C	
0		9.4 FRONTENAC YL	42.2	49.1		
0		3.1				
0		Mo. Pac. Crossing } KCS RV.	37.0	52.2		
0		0.5	31.7			
0		BN Crossing	0	52.7		
0		0.2 BN Crossing	0	52.9		
0		0.1	0			
		PITTSBURG YL		53.0	C	
		(53.0)				

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

(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 231-4980. 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.

BALDWIN DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS			
65.0		BALDWIN YL	64.7	15.4		
		10.7		26.2		
		OTTAWA YL			Y C R	
		(10.7)				

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

Baldwin District	MPH
	10

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Ottawa	Second District (Siding)

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

WEST-WARD	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓		No. 12					↑
		October 25, 1981					
Feet Per Mile	STATIONS		Feet Per Mile				
50.7	CHERRYVALE YL	8.1	50.3			Y	
	LIBERTY	5.2	8.1				
21.1	AVIAN YL	2.5	19.8		13.3		
	MKT Crossing	0.6	19.3		15.8		
0	COFFEYVILLE YL	0.5	12.1		16.4	Y	
	Mo. Pac. Crossing		0		16.9	CR	
12.4							
	(16.9)						

(B) SPEED RESTRICTIONS - RR CROSSINGS:

RR Crossing	MPH
M.P. 15.8 Gate normally across A.T.&S.F. track. Stop, open and close gate.	20
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

SPECIAL RULES

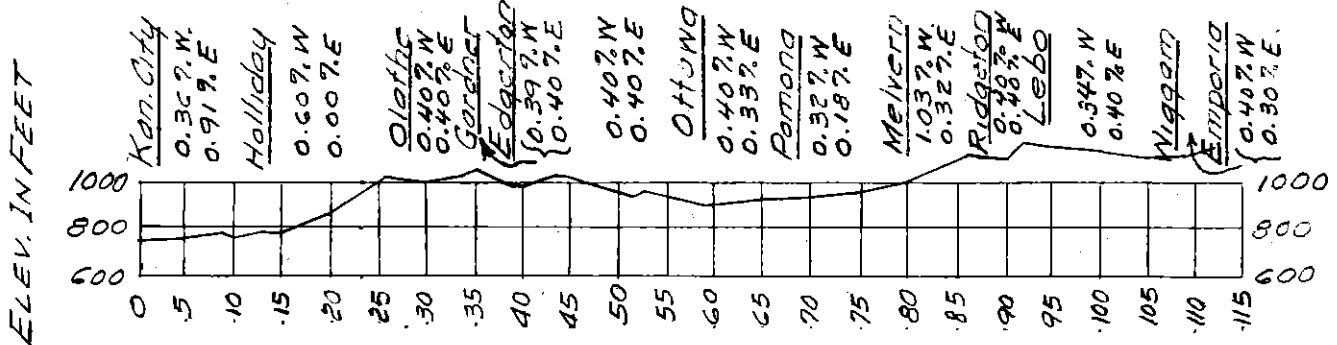
1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

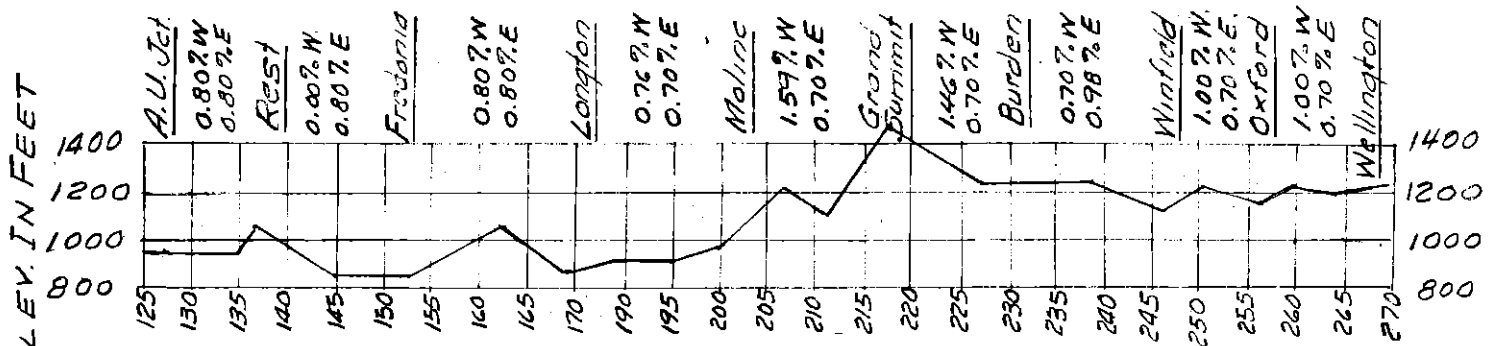
BETWEEN:	MPH
Cherryvale and Coffeyville	30

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Cherryvale	Third District



SECOND DISTRICT



FOURTH DISTRICT

WESTWARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Table and Wyes	EASTWARD ↑
	Feet Per Mile	STATIONS		Feet Per Mile			
	59.5		B. C. JCT. 6.4	60.5	65.2		
	0		C.R.I. & P. Crossing 0.5	36.6	71.6		
	0		BN Crossing 0.2	48.8	72.1		
	0		C.R.I. & P. Crossing BN Crossing M.K. JCT. 0.5	0	72.3		
			ST. JOSEPH YL TERMINAL YARD		72.8	T C	
			(7.6)				

TCS IN EFFECT:

Between B. C. Jct. and MP 70.8.

RULE 94 IN EFFECT:

Between MP 70.8 and Terminal Yard.

Trains must receive clearance card before leaving Terminal Yard.

No switch lights St. Joseph District except at Terminal Yard.

SPECIAL RULES**1. SPEED REGULATIONS:****(A) MAXIMUM AUTHORIZED SPEED:**

BETWEEN:	MPH
B.C. Jct. and MP 70.8	40
MP 70.8 and Terminal Yard	Restricted Speed

(B) SPEED RESTRICTIONS—CURVES, RR CROSSINGS AND BRIDGES:

	MPH
2 curves, MP 66.9 to 67.2	30
RR Crossing MP 71.6 (Gate normally across CRI&P track. Approach prepared to stop. When gate normal, proceed at restricted speed).	Restricted Speed
RR Crossing MP 72.1 (Stop. Rules 98 (A), 98 (B), 98 (C), 98 (E))	Restricted Speed
RR Crossing MP 72.3 (Stop. Rules 98 (A), 98 (B), 98 (C), 98 (E))	Restricted Speed

(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.

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.
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.

B. C. JCT.—M.K. JCT. C.N.W. trains use A.T.& S.F. tracks and will be governed by A.T.& S.F. Rules in C.N.W. Time Table.

TERMINAL YARD—M.K. JCT. Trains use St. Joseph Terminal Ry. Co. tracks.

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.

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—BN engines, governed by The Consolidated Code Of Operating Rules and Special Instructions, will use AT&SF main track between connecting switch M.P. 152.1 and M.P. 150.0. A.T.& S.F. engines, governed by A.T.& S.F. Ry. Co. Rules Operating Department and Special Instructions, will use BN main track between connecting switch and B.N. M.P. F 412 plus one pole. Within the limits as indicated above on each railroad Rule 93, Yard Limits, in effect; non-signal territory and no first class trains scheduled on either line.

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 except Amtrak	4	5
Amtrak	2	2

8. DERRICKS, CRANES, SCALE TEST CARS.

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

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT 199461 AT 199462 AT 199463 and Jordan Spreaders MPH	Locomotive Crane AT-199720 and 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, St. Joseph, 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	*M.P. 518.9 East M.P. 2.0 West	Humboldt	M.P. 115.8 East M.P. 119.5 West
AU Jct.	M.P. 130.6 West 4th Dist	Independence	M.P. 164.3 East M.P. 1.8 West
	M.P. 1.0 West Girard Dist.	Iola	M.P. 108.3 East M.P. 111.6 West
Baldwin Dist.	Entire	Lawrence	M.P. 22.5 East M.P. 30.0 West
Bartlesville	Baldwin Dist. M.P. 40.3 East M.P. 43.1 West	Leavenworth	M.P. 20.2 East M.P. 24.8 West
Caney	M.P. 20.8 East M.P. 23.1 West	N R Jct.	M.P. 110.3 East 1st Dist.
Chanute	M.P. 124.9 East M.P. 130.4 West	Ottawa	M.P. 63.0 West 3rd Dist.
Cherryvale	M.P. 154.2 East M.P. 157.3 West	Pauline	M.P. 56.2 East M.P. 59.1 West
Coffeyville	M.P. 12.0 East	St. Joseph	*M.P. 502.0 West
Dewey	M.P. 35.7 East	Topeka	M.P. 49.7 East 1st Dist.
Emporia	M.P. 115.6 West 1st Dist. M.P. 111.9 East 2nd Dist.		M.P. 52.5 West 1st Dist. M.P. 47.6 East Atchison Dist.
Fredonia	M.P. 150.0 East M.P. 154.0 West	Tulsa	M.P. 79.2 East
Frontenac	M.P. 47.9 East	Wellington	M.P. 266.8 East M.P. 267.6 West
Garnett	M.P. 82.1 East M.P. 84.0 West	Winfield	M.P. 244.9 East —W.N. Jct. M.P. 249.9 West

* Indicates C.R.I. & P. Mile Posts

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
Wellington	Telegraph, Yard and Roundhouse Offices
Newton	Telegraph and Roundhouse Offices
Bartlesville	Station
Tulsa Yard	Yard Office
Tulsa	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	Station
Tulsa Yard	Yard Office
Tulsa	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.

49. HAZARDOUS MATERIAL.

I. It is the conductor's responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

Waybill The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

Wheel Reports The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

Placards Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

Commodity Codes The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

A. Notify the Chief Dispatcher by the quickest means possible. If railroad communications fail or are not available, call long distance to the telephone number listed below:

Emporia, Kansas— 316-342-6578

B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, DO NOT GO NEAR THE CARS. Smoking is prohibited in the vicinity of a hazardous material incident.

C. Assist injured. Call for medical assistance if needed.

D. The Chief Dispatcher will be furnished as much of the following information as possible:

- (1) Train identification, symbol, employee name and position.
- (2) Specific location of the incident (station, milepost location, nearest street or highway crossing.)
- (3) Nature of the incident—number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.
- (4) Waybill Information:
 - (a) Car number
 - (b) Proper shipping name of contents
 - (c) Hazard class of material
 - (d) Shipper and consignee
 - (e) Standard Transportation Commodity Code (49 Series number).
- (5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).
- (6) Location of roads, buildings, people or property subject to harm or damage from the emergency.
- (7) Location of access roads.
- (8) Location of nearby stream, rivers, ponds, lakes or other bodies of water.
- (9) Any other information that will help the dispatcher understand the situation.

E. Warn people to stay away from the emergency area.

F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.

G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

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

1	PLACARD APPLIED ON CAR	EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES A, POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
2	TYPE OF CAR	ANY CARS (100 lbs. or less per cubic foot of contents)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR

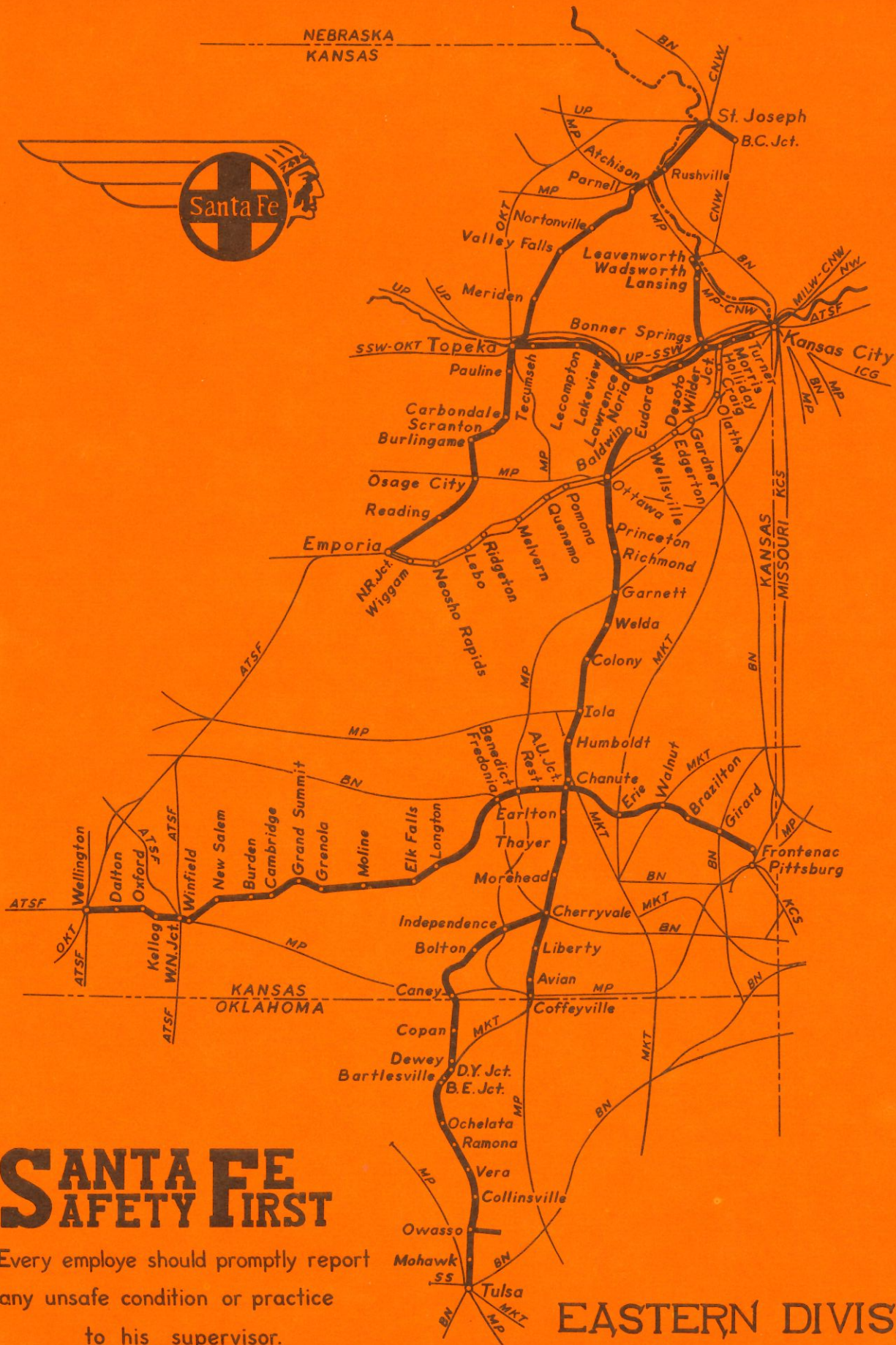
3	RESTRICTIONS								
4	WHEN TRAIN LENGTH PERMITS MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓			✓			
5	WHEN TRAIN LENGTH DOES NOT PERMIT MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓			✓			
6	LOADED FLAT CAR, A FLAT CAR EQUIPPED 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	CAR PLACARDED	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 174.87

MUST NOT BE PLACARDED NEXT TO

NEBRASKA
KANSAS



SANTA FE SAFETY FIRST

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

EASTERN DIVISION