

EASTERN DIVISION

W. W. MATZEN, Trainmaster Emporia
 V. L. COLBERT, Trainmaster Topeka
 J. W. LANE, Trainmaster-RFofE Chanute
 J. D. CONAWAY, Road Foreman of Engines Emporia
 R. D. MARTIN, Rules Instructor Emporia
 L. D. HODGSON, Safety Supervisor Emporia

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
 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
 B. R. TUCKER, Road Foreman of Engines Argentine
 L. E. BASKIN, Safety Supervisor Argentine

EASTERN LINES

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 G. B. MILLER
 D. L. SEXTON S. E. QUINTANA D. L. BURNS
 D. W. McALISTER R. A. TURNER L. K. LONG
 R. D. DONOVAN C. K. CARNES

**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.

13

IN EFFECT

Sunday, April 24, 1983

At 12:01 A. M.

Central Time

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

W. F. KILPATRICK
 Superintendent
 Emporia, Kansas

M. F. SMITH
 Superintendent
 Argentine, Kansas

R. L. BANION
 General Manager
 Topeka, Kansas

B. J. HEATH C. L. HOLMAN
R. H. BERRY
 Asst. General Managers
 Topeka, Kansas

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 (CLIC 03-84).

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

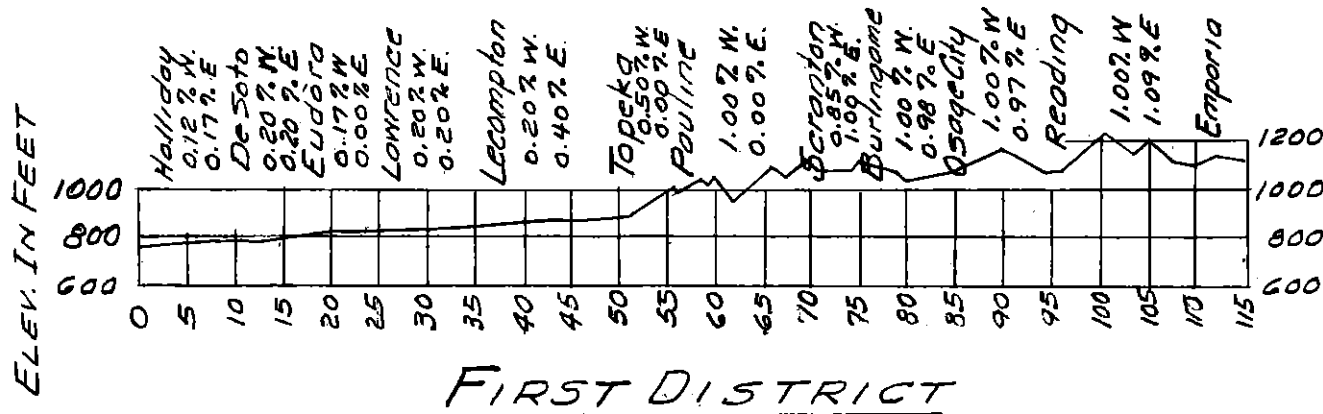
TRACK SIDE WARNING DETECTORS—

(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
M.P. 36.9-37.2	Slide fence	Eastward—M.P. 19.9
M.P. 62.9	High water	Signals 341 and 372
		Signals 621 and 652

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

WEST-WARD	Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE	Rolling Grade Ascending	Mile Post	Communications	EAST-WARD
First Class			No. 13			Traffic Tables and Wyes	First Class
3			April 24, 1983				4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 1.45		6.4	HOLLIDAY 3.4	0			AM 6.06
1.48		0	WILDER JCT. 8.0	8.9	3.1	B	6.03
1.56	5350	10.6	DE SOTO 8.0	10.6	11.1	B	5.55
2.04	2450	0	EUDORA 4.1	0	19.1	B	5.47
2.07		9.2	NORIA YL 3.3	0	28.2		5.43
s 2.15	6500	10.6	LAWRENCE YL 5.1	10.6	28.5	Y CR	s 5.40
2.20	2500	0	LAKE VIEW 5.8	0	31.6		5.29
2.25	2600	10.6	LECOMPTON 8.6	21.1	37.4	B	5.24
2.33	7900	7.0	TECUMSEH 6.6	0	46.0	B	5.17
s 2.55	2050	26.4	A.T.&S.F. Crossing TOPEKA YL 6.7	0	52.6 50.6	Y CR	s 5.10
3.01	2450	52.8	PAULINE YL 14.3	0	57.3		4.49
3.15		45.0	SCRANTON 5.3	52.8	71.6	B	4.36
3.20	3400	52.8	BURLINGAME 7.9	51.6	76.9	B	4.31
		10.8	Mo. Pac. Crossing 0.3	0	84.8		
3.28	5000	52.8	OSAGE CITY 11.4	51.1	85.1	B	4.24
3.39	4000	52.8	READING 14.5	57.8	96.5	B	4.12
3.51		5.3	N.R. JCT. YL 1.1	15.8	111.0	Y	3.57
s 4.05			EMPORIA YL		112.1	TCS YR	s 3.55 AM
Arrive Daily			(113.9)				Leave Daily
48.8			Average speed per hour				52.2



SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH	
	Psg.	Frt.*
Holiday and Emporia	90	60
Sunflower Ordnance Track M.P. 11.3	25	25

*Maximum authorized speed for freight trains is:

- (a) 55 MPH when handling one or more empty cars, including flat cars loaded with 24 ft. or shorter bogies or container chassis (10-PACK cars, cabooses and cars loaded with empty trailers or empty containers are considered loads).
- (b) 45 MPH when averaging 90 tons or over per car, or total consist exceed 5,000 tons.

(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	65
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	50
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 West end of yards	10 10
Pauline	S	Both ends siding	10
Osage City	S	Both ends siding	10
Reading	S	Both ends siding	10
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
.....	De Soto Highway Viaduct (Ordnance Plant Track)
19.6	Wakarusa River Bridge
26.5-26.9	Lawrence Mill tracks and Overhead Conveyor
52.2	Topeka, Branner Street Viaduct
107.9	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, Ridgerton, Hot Box Setout (CLIC 3105).
- MP 111.3, NR Jct., Bunge Corp. (CLIC 03-84).
- MP 111.6, NR Jct., Teichgraeber Milling (CLIC 03-70).

WEST-WARD First Class	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983	Ruling Grade Ascending	Mill Post	Communications Turn Tables and Wyes	EAST-WARD First Class
3							4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 1.25		0	KANSAS CITY Union Station			C	AM 6.40
1.29		0	1.7 SANTA FE JCT.	47.8	1.7	Y	6.17
		18.8	2.2 A.Y. TOWER	24.2	3.9	CR	
		10.4	0.9 ARGENTINE	0	4.8	Y R	
1.36		4.2	2.3 TURNER	0	7.1	CR	6.12
		4.2	3.2 MORRIS	9.7	10.3		
1.45 AM		28.2	3.1 HOLLIDAY	7.8	13.4		6.06 AM
		31.7	6.1 CRAIG	0	19.5	B	
		21.1	8.3 OLATHE	21.1	27.8	CR	
Via First District		20.4	5.8 GARDNER	21.1	34.6	Y	Via First District
		21.1	5.2 EDGERTON	21.1	39.8		
		0	5.7 WELLSVILLE	21.1	45.5	B	
19050		21.1	11.6 OTTAWA	21.1	57.1	Y CR	
		21.1	2.8 Mo. Pac. Crossing	17.2	59.9		
		5.1	7.6 POMONA	15.8	67.5	B	
		17.1	4.3 QUENEMO	0	71.8	B	
		54.4	7.8 MELVERN	9.3	79.6	B	
		21.1	8.0 RIDGETON	16.8	87.6	B	
		18.1	6.2 LEBO	21.1	93.8	B	
		5.4	7.8 Neosho Rapids	21.1	101.6	B	
		21.1	5.5 WIGGAM	15.3	107.1		
		5.3	4.2 N.R. JCT.	0	111.3	Y	
			1.1 EMPORIA YL	15.8	112.1	Y T CR	
Arrive Daily			(112.2)				Leave Daily
40.2			Average speed per hour				28.8

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 Interlockings A.Y. Tower and Turner, Running Track	45	45
Turner and Holliday, Main Track No. 1	20	20
Turner and M.P. 8 Main Tracks 2, 3, & 4	70	60
M.P. 8 and Holliday Main Tracks Nos. 2 & 3	20	20
M.P. 8 and Holliday Main Track No. 4	70	60
	40	40

(A) MAXIMUM AUTHORIZED SPEED—(Cont'd)

BETWEEN:	MPH	
	Psgr.	Frt.*
Holliday and Emporia Except South Track Wiggam to Constitution St. (M.P. 111.9)	70	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

SPECIAL RULES (Continued)

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

*Maximum authorized speed for freight trains is:

- (a) 70 MPH, (except Eastward-Holliday to M.P. 8 Main Tracks Nos. 2 & 3), provided:
 - (1) Maximum district speed is 60 MPH for freight train.
 - (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.
- (b) 55 MPH when handling one or more empty cars, including flat cars loaded with 24 ft. or shorter bogies or container chassis (10-PACK cars, cabooses and cars loaded with empty trailers or empty containers are considered loads).
- (c) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(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
Track, M.P. 13.3 to 14.4 North Track	40
2 Curves, M.P. 13.6 to 14.5 Middle Track	60
2 Curves, 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. 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
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

*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
M.P. 76	I	Crossover between North Track and siding	20
	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
Gardner	M.P. 33.5 and M.P. 35.1	55
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. 13 April 24, 1983	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS			
	21.1	WILDER JCT. 1.5	0			
	38.2	U.P. Crossing BONNER SPRINGS 15.3	55.4	1.5	B	
	31.7	LANSING 1.7	10.6	18.8		
	52.8	WADSWORTH 3.5	66.0	18.5		
		LEAVENWORTH YL (22.0)		22.0	C	

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

JUNCTION SWITCHES:

LOCATION:	NORMAL POSITION
Wilder Jct.	First District

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD
	Feet Per Mile		STATIONS	Feet Per Mile			
			ST. JOSEPH YL				
			TERMINAL YARD		*498.4	C	
			0.6				
	17.8		TERMINAL JCT.	17.4	*499.0		
			0.1				
			BN Crossing		*499.1		
			14.6				
			RUSHVILLE		*513.7		
			0.2				
			BN Crossing		*513.9		
			4.8				
			BN Crossing				
			Mo. Pac. Crossing		*518.9		
	34.3		0.6				
			ATCHISON YL		0.5		
	25.6		0.6				
			Mo. Pac. Crossing		1.1		
			5.3				
			PARNELL		6.4		
	68.9		10.7	50.9			
			NORTONVILLE		16.8		
			9.9	64.3			
750			VALLEY FALLS		26.7		
1700			12.7	63.4			
			MERIDEN		39.4		
			10.1	59.3			
	63.4		U.P. Crossing		49.5		
			1.1	0			
			TOPEKA YL		50.6		
			(71.2)				

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
Terminal Yard and Atchison	10
Atchison and Topeka	25

(B) SPEED RESTRICTIONS - CURVES, TRACK 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 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
*499.3	Sixth Street Overpass
*518.9	Missouri River Bridge
0.2	Atchison Highway Viaduct
49.8	Kansas River Bridge

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

JUNCTION SWITCHES:

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

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

TCS IN EFFECT:

Ottawa to M.P. 57.3. (Ottawa)

RULE 94 IN EFFECT:

Chanute, between M.P. 124.9 and M.P. 130.4.

Between D. Y. Jct. and B. E. Jct.

MK&T trains will use booth telephone provided at D. Y. Jct., and B. E. Jct. to contact AT&SF Dispatcher at Emporia for permission to occupy AT&SF main track, also to report clear of AT&SF main track.

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓	Feet Per Mile	Feet Per Mile	STATIONS	Feet Per Mile			↑
			OTTAWA YL			Y	
	17.5	1.3		34.4	57.1	CR	
			Mo. Pac. Crossing				
	37.0	8.8		35.6	58.4		
			PRINCETON		67.2	B	
	29.3	6.2		24.1			
			RICHMOND		73.4	B	
	42.2	9.3		37.0			
			Mo. Pac. Crossing		82.7		
	2400	0.1		29.9			
			GARNETT YL		82.8	B	
	37.0	8.2		37.0			
			WELDA		91.0	B	
	37.0	8.1		33.4			
			COLONY		99.1	B	
	20.2	10.3		37.0			
			Mo. Pac. Crossing		109.4		
	4800	0.3		11.5			
			IOLA YL		109.7		
	37.0	7.7		37.0			
			HUMBOLDT YL		117.4		
	37.0	8.3		37.0			
			M.K.T. Crossing		125.7		
	37.0	0.8		0			
			CHANUTE		126.5	CR	
	31.1	1.1		0			
			AU JCT.		127.7	TY	
	33.3	5.6		37.0			
			EARLTON		133.2	B	
	37.0	6.8		19.9			
			THAYER		140.0	B	
	0	7.6		47.5			
			MOREHEAD		147.6	B	
	26.0	8.0		37.0			
			BN Crossing		155.6		
	29.0	0.2		0			
			CHERRYVALE YL		155.8	Y	
	79.8	9.7		37.0			
			INDEPENDENCE YL		165.5		
	0	0.5		25.1			
			Mo. Pac. Crossing		0.5		
	37.0	8.9		29.6			
			BOLTON		7.4		
	37.0	14.7		37.0			
	2600						
			CANNEY YL		22.1	B	
	37.0	7.7		26.4			
			COPAN		30.0		
	3700	6.9		37.0			
			DEWEY YL		36.9	B	
	0	0.7		23.5			
			DY JCT.		37.6	B	
	21.5	3.2		22.5			
			BARTLESVILLE		40.8	CR	
	25.4	0.5		0			
			BE JCT. YL		41.3	B	
	37.0	11.2		29.7			
	2600		OCHELATA		52.5		
			RAMONA		58.6		
	3100	6.1		37.0			
			VERA		64.8		
	2550	6.2		37.0			
			COLLINSVILLE		71.6	B	
	1750	6.8		37.0			
			OWASSO YL		79.2	Y B	
	30.0	7.6		36.4			
			MOHAWK YL		85.8		
	1150	6.6		0			
			TULSA YARD YL		90.1	Y R	
	37.0	4.3		0			
			TULSA YL		90.5	CR	
			(198.7)				

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH*
Ottawa and M.P. 81	60
M.P. 81 and Chanute	40
Chanute and Tulsa Yard	40

*Maximum authorized speed for freight trains is:

- (a) 55 MPH when handling one or more empty cars, including flat cars loaded with 24 ft. or shorter bogies or container chassis (10-PACK cars, cabooses and cars loaded with empty trailers or empty containers are considered loads).
- (b) 45 MPH when averaging 90 tons or over per car, or total consist exceed 5,000 tons.

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

	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. Approach prepared to stop. If gate is normal and signal indicates proceed, observe maximum speed shown.	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
Curve, M.P. 22.7 to 23.0	35
9 Curves, M.P. 44.5 to 49.1	35
Track, M.P. 81.0 to 89.1	25
Track, M.P. 89.1 to 90.1	10
Track, M.P. 90.1 to 90.2	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

(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. 126.4 M.P. 126.4 and M.P. 127.6 (Walnut to 14th Street)	20
		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

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
Osage Lead	M.P. 129.7	2,500
Dewey Dehydrating Spur	M.P. 35.8	100
Cherokee Industrial Lead	M.P. 78.7	4.35 mi.
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
D. Y. Jct.	Third District
B. E. Jct.	Third District

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 13 April 24, 1983					
	Feet Per Mile		STATIONS	Feet Per Mile				
	42.2		A. U. JCT. YL 11.3	40.9	127.7	TY		
	0		REST 5.0	42.2	139.0			
	0		BENEDICT 0.2	0	144.0	B		
	0		Mo. Pac. Crossing 8.2	0	144.2	B		
3550	42.2		FREDONIA YL BN Crossing 18.6	42.2	152.4	CR		
1875			LONGTON 5.8	37.0	171.0 189.9	B		
4100	37.8		ELK FALLS 6.7	12.0	195.7	B		
3940	40.1		MOLINE 8.4	44.9	202.4	Y CR		
2300	52.8		GRENOLE 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		
	0		WINFIELD YL 1.0	0	247.1	CR		
	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	TC YR		
			(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, TRACK AND RR CROSSINGS:

RR Crossing	M.P.	MPH
M.P. 144.2 (Automatic Interlocking)		20*
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. 246.2 to 246.7		35
3 Curves, M.P. 247.1 to 247.7		25
4 Curves, M.P. 248.2 to 248.6		10

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

(C) SPEED RESTRICTIONS - SWITCHES:

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.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

EASTERN DIVISION

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983	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		TY	
	0	M.K.T. Crossing 12.5	29.0	1.9		
	20.5	ERIE 0.5	0	14.4		
	44.4	M.K.T. Crossing 9.9		14.9		
	52.8	WALNUT M.K.T. Crossing 7.1	42.2	24.8		
	51.3	BRAZILTON 7.5	42.2	31.9		
	0	BN Crossing 0.2	43.8	39.5		
	48.0	GIRARD 9.4	0	39.7		
	0	FRONTENAC YL 3.1	42.2	49.1		
	0	Mo. Pac. Crossing 0.5	37.0	52.2		
	0	BN Crossing 0.3	31.7	52.7		
		PITTSBURG YL		53.0		
		(53.0)				

AT&SF trains and engines will use KCS tracks between M.P. 50.3 (KCS M.P. 127.1) and M.P. 52.7 (KCS M.P. 129.4).

Speed limit 10 MPH on KCS tracks and through all turnouts.

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.

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

SPECIAL RULES:

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
A.U. Jct and Pittsburg	30

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

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

(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

BALDWIN DISTRICT

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓						↑
	Feet Per Mile	STATIONS	Feet Per Mile			
	65.0	BALDWIN YL 10.7	64.7	15.4		
		OTTAWA YL		26.2	Y C R	
		(10.7)				

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

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

Baldwin District	MPH
	10

JUNCTION SWITCHES:

LOCATION:	NORMAL POSITION
Ottawa	Second District (Siding)

WEST-WARD ↓	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983	Ruling Grade Ascending	Mile Post	Communications Tura Tables and Wyes	EAST-WARD ↑
Feet Per Mile	STATIONS		Feet Per Mile			
50.7	CHERRYVALE		50.3		Y	
	8.1			8.1		
21.1	LIBERTY		19.8			
	5.2			13.3		
21.1	AVIAN YL		19.3			
	2.5			15.8		
0	MKT Crossing		12.1			
	0.6					
12.4	COFFEYVILLE YL		0	16.4	Y	
	0.5			16.9	CR	
	Mo. Pac. Crossing					
	(16.9)					

SPECIAL RULES

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
Cherryvale and Coffeyville	30

(B) SPEED RESTRICTIONS—RR CROSSINGS:

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

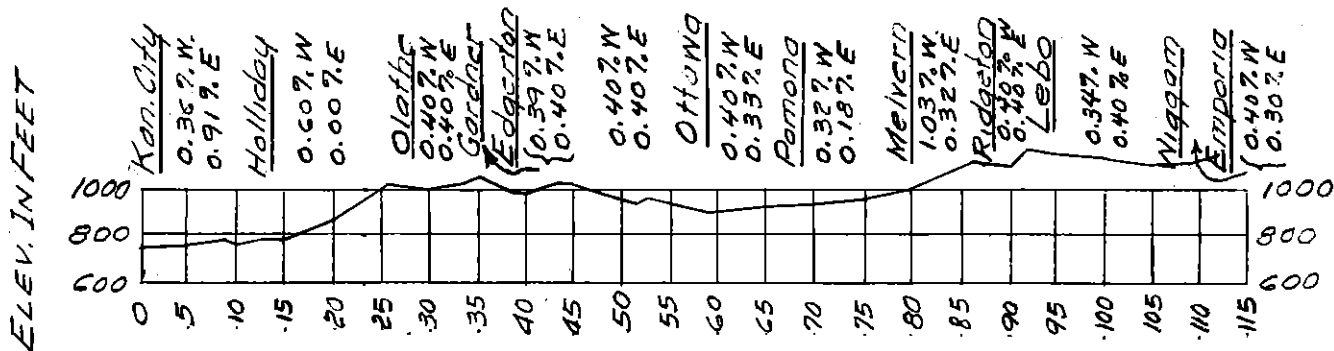
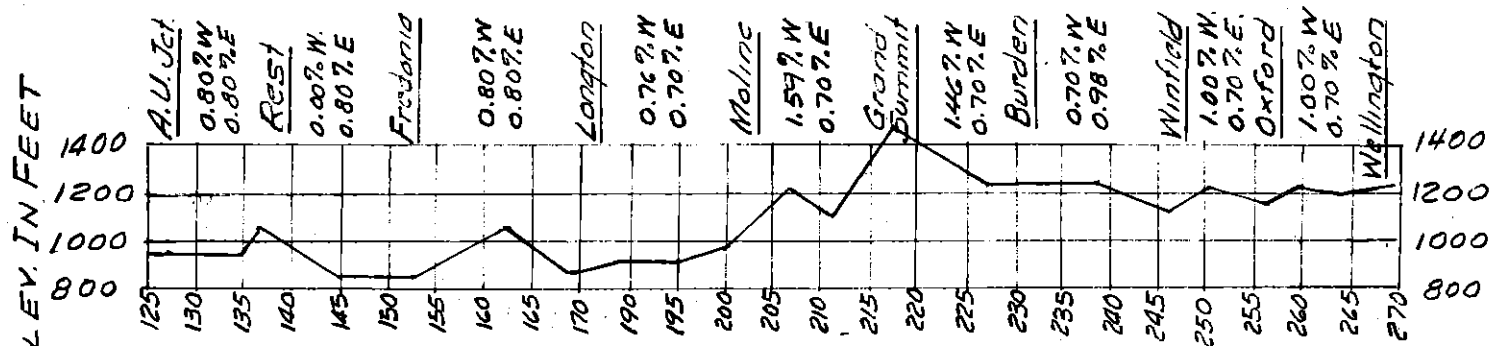
(D) SPEED RESTRICTIONS—STREET CROSSINGS:

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

SECOND DISTRICTFOURTH DISTRICT

WESTWARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983	Ruling Grade Ascending	Mile Post	Communications Turn Table and Wyes	EASTWARD
		Feet Per Mile	STATIONS	Feet Per Mile			
↓		59.5	B. C. JCT. 6.9	60.5	65.2		↑
		0	BN Crossing 0.2	48.8	72.1		
		0	BN Crossing M.K. JCT. 0.5	0	72.3		
		0	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.

AT&SF trains must receive clearance card before leaving 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, TRACK AND RR CROSSINGS:

	MPH
2 curves, MP 66.9 to 67.2	30
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.

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—TERMINAL 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 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; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug Units 120-121	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 is 45 MPH.

*Engine without cars must not exceed 70 MPH.

#When used as controlling unit, maximum authorized speed is 20 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

	M.P. Location			M.P. Location	
	East	West		East	West
First Dist:			Fourth Dist:		
Lawrence	22.5	30.0	A. U. Jct	130.6	
Topeka	49.7	52.5	Fredonia	150.0	154.0
Pauline	56.2	59.5	Winfield —	244.9	
N. R. Jct.	108.7	111.0	— W. N. Jct.		249.9
Second Dist:			Wellington	266.8	267.6
Emporia	111.9	115.6	Atchison Dist:		
Third Dist:			St. Joseph		*502.0
Ottawa	57.2	63.0	Atchison	*518.9	2.0
Garnett	82.1	84.0	Topeka	47.6	
Iola	108.3	111.6	Leavenworth Dist:		
Humboldt	115.8	119.5	Leavenworth	20.2	
Cherryvale	154.1	157.3	Girard Dist:		
Independence	164.3	1.8	A. U. Jct.		1.0
Caney	20.4	23.1	Frontenac	47.9	50.3
Dewey	35.6	37.6	Pittsburg	52.7	
B.E. Jct.	41.3	43.1	Coffeyville Dist:		
Tulsa	74.8		Coffeyville	12.0	
			Baldwin Dist:		
			Baldwin	15.4	26.2

*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
St. Joseph	Terminal Yard Office
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

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
St. Joseph	Terminal 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

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 motors or suspension bearings will actuate track side indicators. Dragging equipment will also actuate track side indicators at locations so equipped.

Locator (Readout) type:

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with.

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

When rotating white light is illuminated before train reaches detector, stop must be made and location observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counter has not registered, train may proceed at prescribed speed and must be observed closely enroute.

Instructions applicable to ALL types Hotbox and Dragging Equipment detectors:

When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on 3 cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hotbox detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change points where mechanical inspection is not made, must be informed of existing conditions.

If abnormal heat is detected on same car by intervening detector, or during a stop for inspection, car must then be set out.

Any detector failure or malfunction observed must be reported to the train dispatcher promptly.

Train dispatchers must not instruct trains to disregard detector indications, and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

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

Trains must not exceed 30 MPH while moving over hotbox 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 and 321. Train dispatcher must be promptly notified if slide conditions observed.

49. HAZARDOUS MATERIAL.

I. It is the conductors 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 "X" indicates wording at the side that applies.
 See footnotes for explanation.

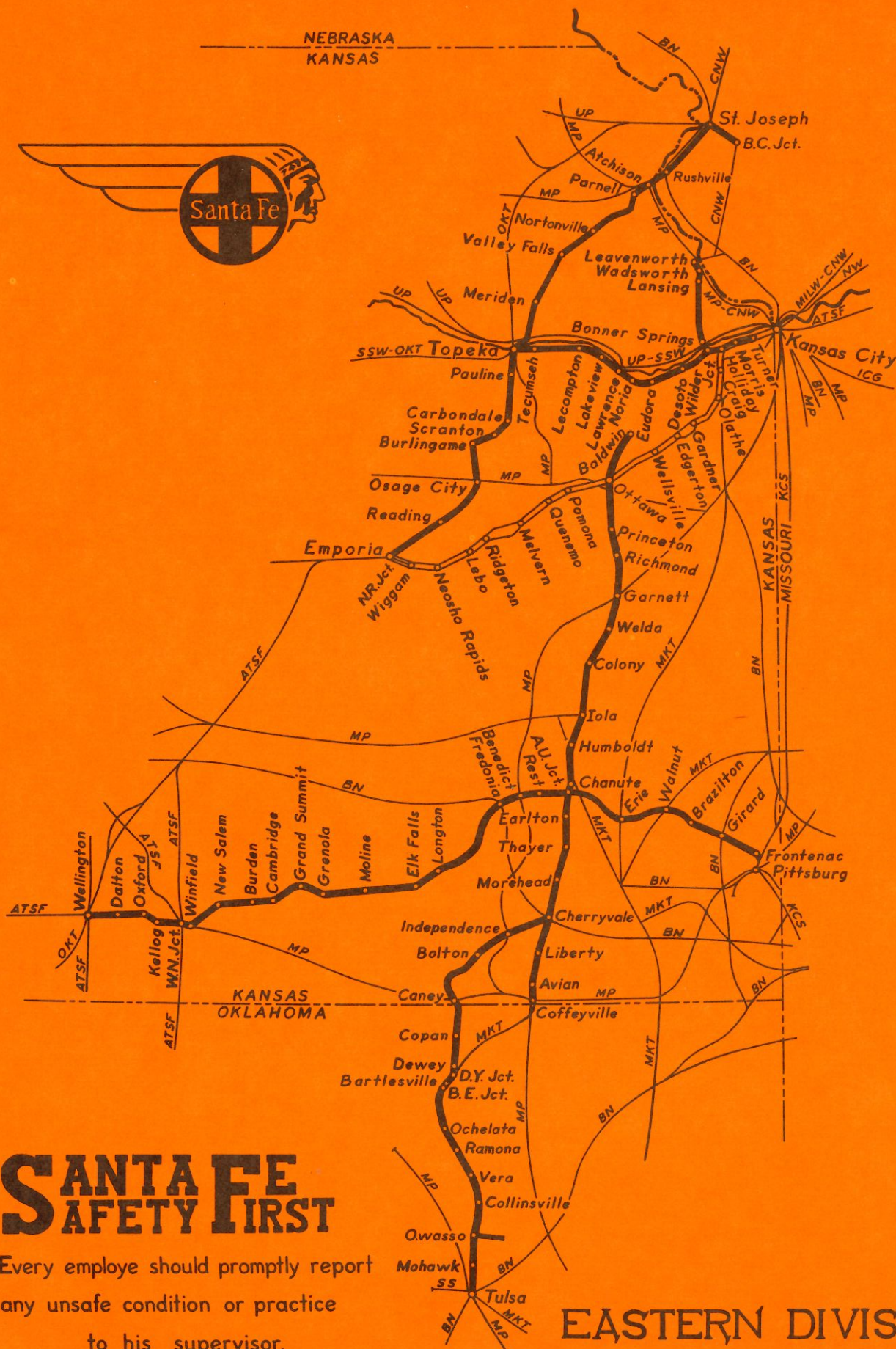
POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1 PLACARD APPLIED ON CAR		2 TYPE OF CAR		PLACARD										
				EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE	OTHER THAN PLACARDED EXPLOSIVES A, POISON GAS OR COMBUSTIBLE	PLACARDED EXCEPT COMBUSTIBLE	COMBUSTIBLE			
		ANY CARS (For flat cars, tank cars, or combination)		TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR
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 PLACED NEXT TO	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.

NEBRASKA
KANSAS



SANTA FE SAFETY FIRST

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

EASTERN DIVISION