

**EASTERN DIVISION**

W. F. HENRY, Trainmaster ..... Emporia  
 G. B. DENNING, Trainmaster ..... Topeka  
 J. W. LANE, Trainmaster-RFoE ..... 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  
 G. A. CHANDLER, Asst. Trainmaster ..... Argentine  
 R. E. CLEMENTS, 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 ..... Topeka

D. E. HAMMAN, Chief Dispatcher ..... Emporia  
 C. K. CARNES, 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                      D. L. BURNS  
 D. L. SEXTON                      S. E. QUINTANA                      L. K. MILLER  
 D. W. McALISTER                      R. A. TURNER                      W. E. TOSO  
 R. D. DONOVAN                      G. B. MILLER

**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	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	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.**

**15**

**IN EFFECT**

**Sunday, October 28, 1984**

**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**

**J. D. MC PHERSON**  
**V. G. NAIL**  
 Asst. General Managers  
 Topeka, Kansas



WEST-WARD First Class	Length of Sidings in Feet	TIME TABLE		Mile Post	Communications Turn Tables and Ways	EAST-WARD First Class
		No. 15 October 28, 1984				
3		STATIONS				4
Leave Daily						Arrive Daily
AM 12.40		HOLLIDAY	3.4			AM 6.20
12.43		WILDER JCT.	3.1	B		6.17
12.51	8600	DE SOTO	11.1	B		6.09
12.59	2450	EUDORA	19.1			6.01
1.02		NORIA YL	23.2			5.56
1.10	8500	LAWRENCE YL	28.5	Y CR		5.52
1.15	2500	LAKE VIEW	31.6			5.41
1.20	2800	LECOMPTON	37.4			5.36
1.28	7900	TECUMSEH	46.0			5.29
1.50	2050	A.T.&S.F. Crossing TOPEKA YL	52.6 50.6	Y CR		5.22
1.56	2450	PAULINE YL	57.3			5.01
2.10		SCRANTON	71.6			4.48
2.15	3400	BURLINGAME	78.9			4.43
		Mo. Pac. Crossing	84.8			
2.23	5000	OSAGE CITY	85.1	B		4.36
2.34	4000	READING	98.5			4.24
2.46		N.R. JCT. YL	111.0	Y		4.09
3.00 AM		EMPORIA YL	112.1	TCS YR		4.07 AM
Arrive Daily		(113.9)				Leave Daily
48.8		Average speed per hour				51.4

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.

Mile post signs 51 and 52 west of station Topeka designated as 51W and 52W.

At N.R. Jct., North main track, maximum authorized speed 20 MPH while head end of train is passing over hand throw switch at M.P. 111.3 Bunge Corp. (CLIC 384).

At Wilder Jct., junction switch normally lined for First District.

Mile Post Location Yard Limits:  
Lawrence — East, M.P. 22.5; West, M.P. 30.0  
Topeka — East, M.P. 49.7; West, M.P. 52.5  
Pauline — East, M.P. 56.2; West, M.P. 59.5  
N. R. Jct. — East, M.P. 108.7; West, M.P. 111.0

SPECIAL RULES

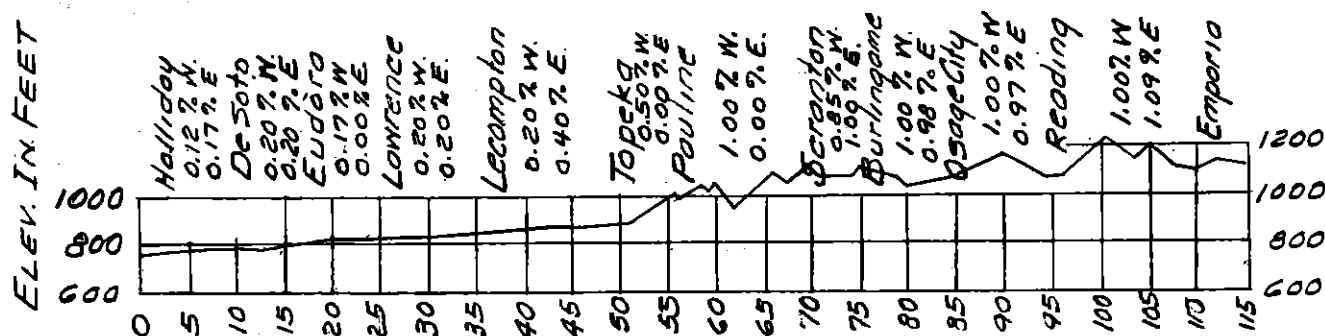
1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH	
	Psgr.	Frts.
Holliday and Emporia	90	55
Sunflower Ordnance Track M.P. 11.3	25	25

(B) SPEED RESTRICTION - TONNAGE.

Maximum authorized speed for freight trains is:  
45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.



# EASTERN DIVISION

## (C) SPEED RESTRICTIONS - VARIOUS

	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
Crossings, M.P. 50.6 to 51.3W	20
Curve, M.P. 58.9 to 59.1	65
Curve, M.P. 59.8 to 60.0	65
Curve, M.P. 60.3 to 60.6	70
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
Crossings, M.P. 84.4 to 85.5	40
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, Crossing M.P. 110.0 to 110.3	30
Curve, M.P. 110.8 to 111.0 ****	30
Crossings, M.P. 111.0 to 111.9	30

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

## (D) SPEED RESTRICTIONS - SWITCHES:

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

STATION	TYPE	LOCATION	MPH
Holliday	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	10
Reading	S	Both ends siding	10
N.R. Jct.	I	Turnout First Dist.	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	Length (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

## 4. TRACK SIDE WARNING DEVICES:

Detector Location	Locator Location	
	Westward	Eastward
<b>HIGH WATER</b>		
M.P. 3	Signal 11	Signal 32
M.P. 62.9	Signal 621	Signal 652
<b>HOT BOX DETECTOR</b>		
M.P. 21.8	M.P. 23.4	M.P. 19.9
<b>SLIDE FENCE</b>		
M.P. 36.9 to 37.2	Signal 341	Signal 652

(See Special Rule 10)

WEST- WARD	Length of Sidings in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Ways	EAST- WARD
First Class					First Class
3					4
Leave Daily		STATIONS			Arrive Daily
AM 12.20		<b>KANSAS CITY</b> Union Station		C S	AM 6.55
12.24		1.7 SANTA FE JCT.	1.7	Y	6.31
		2.2 A.Y. TOWER	3.9	C R	
		0.9 ARGENTINE	4.8	T R	
12.31		2.3 <b>TURNER</b>	7.1	C R	6.26
		3.2 MORRIS	10.3		
12.40		3.1 HOLLIDAY	13.4		6.20
AM		6.1 CRAIG	19.5	B	AM
		8.3 OLATHE	27.8	C R	
		6.8 GARDNER	34.6	Y	
		5.2 EDGERTON	39.8		
		5.7 WELLSVILLE	45.5	B	
	5540	11.6 OTTAWA	57.1	C R	
		2.8 Mo. Pac. Crossing	59.9		
		7.6 POMONA	67.5	B	
		4.3 QUENEMO	71.8	B	
		7.8 MELVERN	79.6	B	
		8.0 RIDGETON	87.6	B	
		6.2 LEBO	93.8	B	
		7.8 Neosho Rapids	101.6	B	
		5.5 WIGGAM	107.1		
		4.2 N.R. JCT.	111.3	Y	
		1.1 <b>EMPORIA</b> YL	112.1	Y T C R	
Arrive Daily		(112.2)			Leave Daily
40.2		Average speed per hour			23.0

## TCS IN EFFECT:

On Main Tracks Santa Fe Jct. to Constitution Street (MP 111.9) Emporia.

On Siding Ottawa (M.P. 55.9 to 57.0).

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.

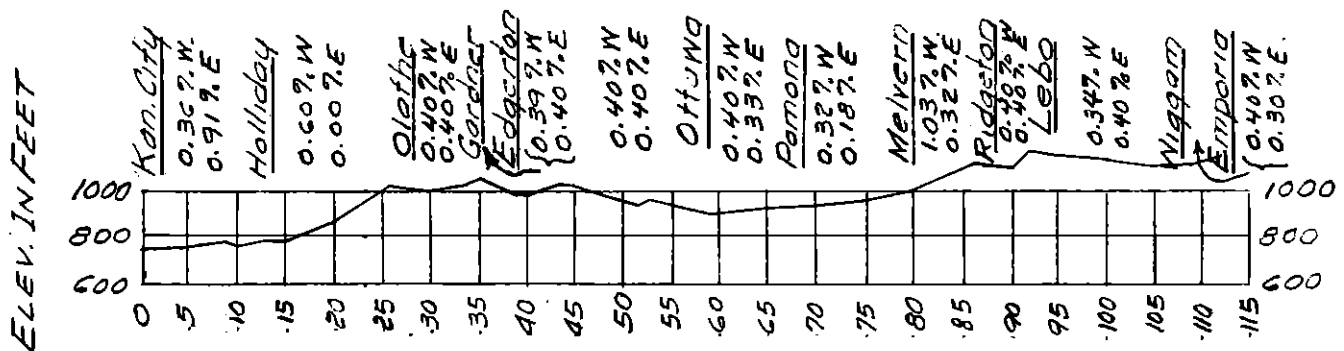
Trains originating at Kansas City Union Station, Turner and Emporia must secure clearance card before leaving. Westward trains originating at Kansas City Union Station operating via First District must secure clearance card at A.Y. Tower.

On KCT trackage be governed by A.T.&S.F. Rules and Greater Kansas City Area Operating Rules.

At N.R. Jct., North main track, maximum authorized speed 20 MPH while head end of train is passing over hand throw switch at M.P. 111.3 Bunge Corp'n (CLIC 384).

## Mile Post Location Yard Limits:

Emporia — East, M.P. 111.9; West, M.P. 115.8



# EASTERN DIVISION

# SECOND DISTRICT 5

## SPECIAL RULES

### 1. SPEED REGULATIONS:

#### (A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH	
	Psg.	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	55*
M.P. 8 and Holliday Main Tracks Nos. 2 & 3	20	20
M.P. 8 and Holliday Main Track No. 4	70	55*
Holliday and Emporia Except South Track	40	40
Wiggam to Constitution St. (M.P. 111.9)	70	55*
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	55*
Yard Track No. 3	20	20

#### \*Maximum authorized speed for freight trains is:

70 MPH, (except Eastward-Holliday to M.P. 8 Main Tracks Nos. 2 & 3), provided:

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

#### (B) SPEED RESTRICTION - TONNAGE.

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

#### (C) SPEED RESTRICTIONS - VARIOUS

	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
Crossings, M.P. 24.3 to 26.8	40
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
Crossings, M.P. 33.5 to 35.1	55
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

#### (C) SPEED RESTRICTIONS - VARIOUS (continued)

	MPH
2 Curves, M.P. 84.3 to 86.0 South Track	65
4 Curves, M.P. 98.0 to 101.4	55
Crossings, M.P. 110.6 to 111.9	30

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

#### (D) SPEED RESTRICTIONS - SWITCHES:

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

"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	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

(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
102.9	Neosho River Bridge
105.0	Cottonwood River Bridge

## 4. TRACK SIDE WARNING DEVICES

Detector Location	Locator Location	
	Westward	Eastward
SLIDE FENCE		
M.P. 20.4 to 20.6	Controlled signals	
	Craig	Signals 212 - 214

## HOT BOX AND DRAGGING EQUIPMENT DETECTORS

M.P. 41.3	M.P. 43.5	M.P. 39.0 to X39.2
M.P. 70.5	M.P. 73.4	M.P. 67.8
M.P. 91.2	M.P. 93.6	M.P. 87.8

## SHIFTED LOAD DETECTOR

M.P. 106.9	M.P. 106.9 and M.P. 105.9
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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.  
(See Special Rule 10)

WEST- WARD	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Ways	EAST- WARD
↓	STATIONS			
	WILDER JCT.			
	1.5			
	U.P. Crossing			
	BONNER SPRINGS	1.5		
	15.3			
	LANSING	16.8		
1.7				
WADSWORTH	18.6			
3.5				
LEAVENWORTH YL	22.0			
	(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. 15).

At Wilder Jct., junction switch normally lined for First District.

Mile Post Location Yard Limits:  
Leavenworth — East, M.P. 20.2;

## SPECIAL RULES:

## 1. SPEED REGULATIONS:

## (A) MAXIMUM AUTHORIZED SPEED:

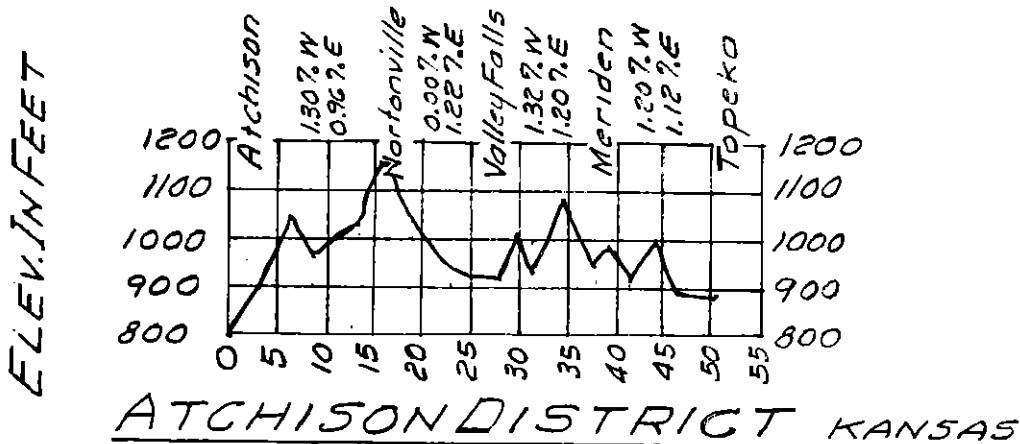
BETWEEN:	MPH
Wilder Jct. and Leavenworth	10

## (D) SPEED RESTRICTIONS—SWITCHES:

Maximum speed permitted through turnout of switches, 10 MPH.

## 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
20.7	Highway Viaduct



# EASTERN DIVISION

# ATCHISON DISTRICT 7

WEST- WARD	Length of Sidings in Feet.	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Ways	EAST- WARD
↓		<b>STATIONS</b>			↑
		ST. JOSEPH YL 497.5			
		0.3 — BN Crossing 497.8			
		0.3 — BN Crossing 498.1			
		14.6 — RUSHVILLE 512.7			
		0.2 — BN Crossing 512.9			
		4.4 — WINTHROP 517.3			
		0.6 — BN Crossing Mo. Pac. Crossing 517.9			
		0.6 — ATCHISON YL 0.5		CR	
		0.6 — Mo. Pac. Crossing 1.1			
		5.3 — FARNELL 6.4			
	750	10.7 — NORTONVILLE 16.8			
		9.9 —			
	1700	VALLEY FALLS 26.7			
		12.7 —			
		MERIDEN 39.4			
		10.1 —			
		U.P. Crossing YL 49.5			
		1.1 —			
		TOPEKA YL 50.6		Y CR	
		(71.2)			

### RULE 94 IN EFFECT:

Winthrop to Mo. Pac. Crossing Atchison.

On Missouri side of bridge, high signal governs movement from BN Ry, and low signal governs movement from AT&SF Ry. Each signal displays stop indication until switch is lined and train enters clearing section which is indicated by yellow marks on rail.

On Kansas side of bridge, three low signals govern movement; one from Union Station tracks 1 through 4, one from AT&SF on track 5, and one from Mo. Pac. Ry. Should signals fail to indicate proceed, wait five minutes, and if no conflicting movement may proceed with member of crew preceding train or engine to opposing signal.

At Atchison, train 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, indicates condition of block on conflicting routes. If block indicator light is lighted "Block Clear" and no evidence of movement on opposing route, crossover switches may be lined, and if block indicator light is dark, "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.

Westward trains must secure clearance card at Atchison when operator on duty.

At Winthrop, junction switch normally lined for AT&SF Ry.  
At Atchison, junction switch normally lined for Mo. Pac. Ry.

### Mile Post Location Yard Limits:

St. Joseph — West, M.P. 501.0  
Atchison — East, M.P. 0.0; West, M.P. 2.0  
Topeka — East, M.P. 47.6

### SPECIAL RULES

#### 1. SPEED REGULATIONS:

##### (A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
St. Joseph and Winthrop	40
Winthrop and Atchison	10
Atchison and Topeka	40

##### (C) SPEED RESTRICTIONS - VARIOUS

	MPH
RR Crossing M.P. 497.8 Stop, Rules 98(A), 98(B), 98(C) and 98(E)	10
5 Curves M.P. 498.0 to 499.0	25
RR Crossing M.P. 498.1 Stop, Rules 98(A), 98(B), 98(C) and 98(E)	10
Bridge M.P. 507.2	20
Crossing M.P. 512.8	20
RR Crossing M.P. 512.9 Interlocking—If governing signal indicates stop, communicate with Burlington Northern Control Station.	20
Curve M.P. 517.3 to 517.4	30
RR Crossing M.P. 517.9 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

##### (D) SPEED RESTRICTIONS—SWITCHES:

Maximum speed permitted through turnout of switches, 10 MPH.

#### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
498.3	Sixth Street Overpass
517.8	Missouri River Bridge
49.8	Kansas River Bridge

ATCHISON DISTRICT PROFILE ON PAGE 6

# 8 THIRD DISTRICT

# EASTERN DIVISION

WEST- WARD ↓	Length of Sidings in Feet.	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Ways	EAST- WARD ↑
		<b>STATIONS</b>			
		<b>OTTAWA</b> YL	57.1	Y CR	
		1.3 Mo. Pac. Crossing	58.4		
		8.8			
		<b>PRINCETON</b>	67.2		
		6.2 RICHMOND	73.4		
		9.3 Mo. Pac. Crossing	82.7		
2400		0.1 GARNETT	82.8	B	
		8.2 WELDA	91.0		
		8.1 COLONY	99.1	B	
		10.3 Mo. Pac. Crossing	109.4		
4600		0.3 IOLA	109.7	Y	
		7.7 HUMBOLDT	117.4		
		8.3 M.K.T. Crossing	125.7		
		2.0		CR TY	
		<b>CHANUTE</b>	127.7		
		5.6 EARLTON	133.2		
		6.8 THAYER	140.0		
		7.6 MOREHEAD	147.6		
		8.0 BN Crossing	155.6		
		0.2 CHERRYVALE	155.8	Y	
		9.7 INDEPENDENCE	165.5		
		0.5 Mo. Pac. Crossing	0.5		
		6.9 BOLTON	7.4		
2600		14.7 CANEY	22.1	B	
		7.7 COPAN	30.0		
3700		6.9 DEWEY	36.9		
		0.7 DY JCT.	37.6	B	
		3.2 BARTLESVILLE	40.8		
		0.5 BE JCT.	41.3	B	
2600		11.2 OCHELATA	52.5		
3100		6.1 RAMONA	58.6		
2550		6.2 VERA	64.8		
1750		6.8 COLLINSVILLE	71.6		
		7.6		Y CR	
		<b>OWASSO</b> YL	79.2		
		10.9 TULSA YARD	90.1	Y	

(198.3)

### 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.

At Chanute (Girard Dist. & Fourth Dist.), Cherryvale, D. Y. Jct. and B. E. Jct. junction switches normally lined for Third District.

### Mile Post Location Yard Limits:

Ottawa	— East, M.P. 57.2; West, M.P. 63.0
Garnett	— East, M.P. 82.1; West, M.P. 84.0
Iola	— East, M.P. 108.3; West, M.P. 111.6
Humboldt	— East, M.P. 115.8; West, M.P. 119.5
Cherryvale	— East, M.P. 154.1; West, M.P. 157.3
Independence	— East, M.P. 164.3; West, M.P. 1.8
B. E. Jct.	— East, M.P. 41.3; West, M.P. 43.1
Owasso	— East, M.P. 74.8;

### SPECIAL RULES

#### 1. SPEED REGULATIONS:

##### (A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
Ottawa and Tulsa Yard	40

##### (C) SPEED RESTRICTIONS—VARIOUS

	MPH
Crossings, M.P. 57.5 to 58.8	20
RR Crossing M.P. 58.4 (Automatic Interlocking)	20
Crossings, M.P. 58.8 to 60.2	30
Crossings, M.P. 82.3 to 82.8	25
RR Crossing M.P. 82.7 (Automatic Interlocking)	20
Crossings, M.P. 108.0 to 110.1	25
RR Crossing M.P. 109.4 (Automatic Interlocking)	20
Crossings, M.P. 117.1 to 117.9	30
Crossings, M.P. 125.7 to 126.4	20
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
Crossings, M.P. 126.4 to 127.6	10
Crossings, M.P. 155.6 to 156.1	20
RR Crossing M.P. 155.6 Gate normally across BN track. Approach prepared to stop. If gate is normal and signal indicates proceed, observe maximum speed shown.	20
Curve, M.P. 156.1 to 156.3	25
Crossing, M.P. 165.5 (Independence-Tulsa Yard)	30
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
Crossings, M.P. 36.8 to 37.3	30
Crossings, M.P. 71.5 to 71.7	25
Track, M.P. 81.0 to 89.1	25
Track, M.P. 89.1 to 90.1	10

#### (D) SPEED RESTRICTIONS—SWITCHES:

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

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	LOCATION	MPH
Ottawa	I	Turnout Third Dist. to Second Dist.	15

#### 3. TRACKS BETWEEN STATIONS:

Name	Location	Length (Feet)
Storage Track	M.P. 62.2	3,500
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

#### 4. TRACK SIDE WARNING DEVICES

None



WEST- WARD	Length of Sidings in Feet	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓		No. 15 October 28, 1984				↑
		STATIONS				
		<b>CHANUTE</b>	YL	127.7	CR TY	
		11.3 REST		139.0		
		5.0 BENEDICT		144.0		
		0.2 Mo. Pac. Crossing		144.2	B	
	3550	8.2 FREDONIA BN Crossing	YL	152.2 152.4	CR	
	1875	18.6 LONGTON		171.0 189.9	B	
	4100	5.8 ELK FALLS		195.7	B	
	3940	6.7 MOLINE		202.4	Y B	
	2300	8.4 GRENOLA		210.8	B	
	2830	6.4 GRAND SUMMIT		217.2		
	2884	8.3 CAMBRIDGE		225.5	B	
	2250	5.3 BURDEN		230.8	B	
	2650	7.9 NEW SALEM		238.7	B	
		8.4 WINFIELD	YL	247.1	CR	
		1.0 WN JCT.	YL	248.1		
		5.3 KELLOGG		253.4		
		3.5 OXFORD		256.9		
		5.7 DALTON		262.6		
		7.0 WELLINGTON	YL	268.9	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.

At Chanute, junction switch normally lined for Third District.

**Mile Post Location Yard Limits:**

Chanute	—	West, M.P. 130.6
Fredonia	—	East, M.P. 150.0; West, M.P. 154.0
Winfield	—	East, M.P. 244.9;
W. N. Jct.	—	West, M.P. 249.9
Wellington	—	East, M.P. 266.8; West, M.P. 267.6

FOURTH DISTRICT PROFILE ON PAGE 11.

**SPECIAL RULES:**

**1. SPEED REGULATIONS:**

**(A) MAXIMUM AUTHORIZED SPEED:**

BETWEEN:	MPH
Chanute and Wellington	45

**(C) SPEED RESTRICTIONS - VARIOUS**

	MPH
RR Crossing M.P. 144.2 (Automatic Interlocking)	20*
Crossings, M.P. 151.2 to 152.3	20
RR Crossing M.P. 152.4 Gate normally across AT&SF track. Stop, open and close gate.	20
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
Crossings, M.P. 210.7 to 210.9	40
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
Crossings, M.P. 246.2 to 247.3	25
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.

**(D) SPEED RESTRICTIONS - SWITCHES:**

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

"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 I	Switches at end of two tracks Switches to and from freight yard and Eastern Division	40 20

**3. TRACKS BETWEEN STATIONS:**

Name	Location	Length (Feet)
Buxton Spur	M.P. 160.0	200
Crusher Storage	M.P. 200.0	1,350
Crusher Tracks	M.P. 200.1	8,850

**4. TRACK SIDE WARNING DEVICES**

None

WEST- WARD ↓	TIME TABLE  No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	STATIONS			
	<b>CHANUTE</b> YL		CITY	
	1.9			
	M.K.T. Crossing	1.9		
	12.5			
	<b>ERIE</b>	14.4		
	0.5			
	M.K.T. Crossing	14.9		
	9.9			
	<b>WALNUT</b>			
	M.K.T. Crossing	24.8		
	7.1			
	<b>BRAZILTON</b>	31.9		
	7.6			
	BN Crossing	39.5		
	0.2			
	<b>GIRARD</b>	39.7		
	9.4			
	<b>FRONTENAC</b> YL	49.1		
	3.1			
	Mo. Pac. Crossing	52.2	KCS R.	
	0.5			
	BN Crossing	52.7		
	0.3			
	<b>PITTSBURG</b> YL	53.0		
	(53.0)			

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

At Chanute, junction switch normally lined for Third District.

Mile Post Location Yard Limits:

Chanute — West, M.P. 1.0  
 Frontenac — East, M.P. 47.9; West, M.P. 50.3  
 Pittsburg — East, M.P. 52.7;

**SPECIAL RULES:**

**1. SPEED REGULATIONS:**

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
Chanute and Pittsburg	30

(C) SPEED RESTRICTIONS - VARIOUS

	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
Crossings, M.P. 51.3 to 53.9	15
RR Crossing M.P. 52.2 Gate normally across Mo. Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15
RR Crossing M.P. 52.7 Stop. Rules 98(A) 98(B), 98(C) and 98(E)	15

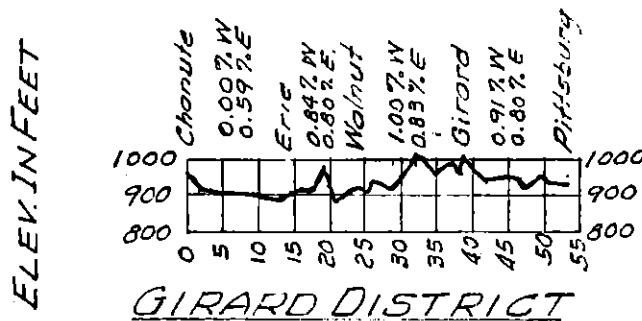
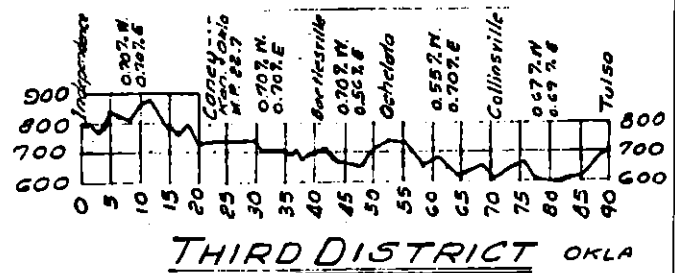
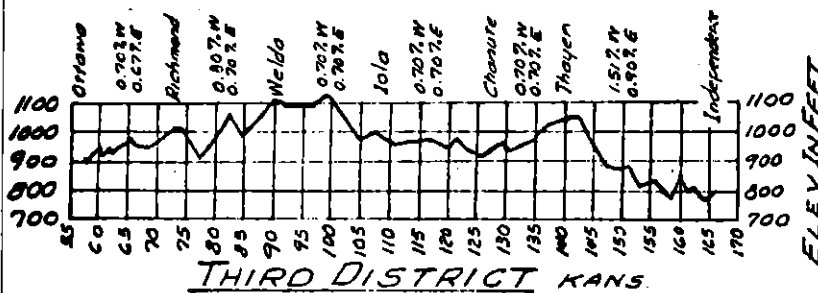
(D) SPEED RESTRICTIONS—SWITCHES:

Maximum speed permitted through turnout of switches, 10 MPH.

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.



# EASTERN DIVISION

# COFFEYVILLE DISTRICT

11

WEST-WARD	TIME TABLE	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓	No. 15 October 28, 1984			↑
	STATIONS			
	CHERRYVALE 8.1		Y	
	LIBERTY 5.2	8.1		
	AVIAN YL 2.5	13.3		
	MKT Crossing 0.6	15.8		
	COFFEYVILLE YL 0.5	16.4	Y CR	
	Mo. Pac. Crossing (16.9)	16.9		

### SPECIAL RULES

#### 1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
Cherryvale and Coffeyville	30

#### (C) SPEED RESTRICTIONS—VARIOUS

	MPH
RR Crossing M.P. 15.8 Gate normally across A.T.&S.F. track. Stop, open and close gate.	20
Crossings, M.P. 15.9 to 16.5	12
Crossings, M.P. 16.5 to 17.7	8
RR Crossing M.P. 16.9 Stop. Rules 98(A), 98(B), 98(C) and 98(E).	8

#### (D) SPEED RESTRICTIONS—SWITCHES:

Maximum speed permitted through turnout of switches, 10 MPH.

At Cherryvale, junction switch normally lined for Third District.

Mile Post Location Yard Limits:  
Coffeyville — East, M.P. 12.0

# BALDWIN DISTRICT

WEST-WARD	TIME TABLE	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓	No. 15 October 28, 1984			↑
	STATIONS			
	BALDWIN YL 10.7	15.4		
	OTTAWA YL (10.7)	26.2	Y CR	

### SPECIAL RULES

#### 1. SPEED REGULATIONS:

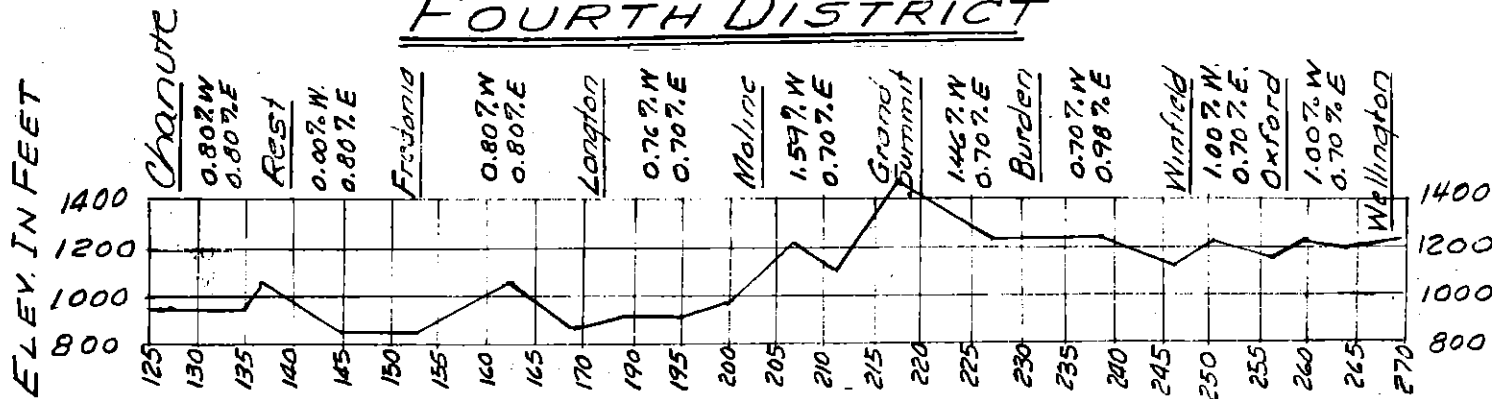
(A) MAXIMUM AUTHORIZED SPEED:

	MPH
Baldwin District	5

At Ottawa, junction switch normally lined for Storage Track.

Mile Post Location Yard Limits:  
Baldwin — East, M.P. 15.4; West, M.P. 26.2

# FOURTH DISTRICT



## 5. HAND THROW SWITCHES IN TCS LIMITS

On tracks where TCS is in effect and maximum authorized speed exceeds 20 MPH, a train or engine must not clear such tracks through a hand operated switch not electrically locked, or where movements not governed by a signal, for the purpose of meeting, passing or being passed by another train or engine. Locations of such switches are listed below:

## FIRST DISTRICT:

M.P. 111.6, N. R. Jct., Teichgraeber Milling  
(CLIC 370).

## SECOND DISTRICT:

M.P. 87.3, Ridgeton, Hot Box Setout  
(CLIC 3105).

M.P. 111.6, N. R. Jct., Teichgraeber Milling  
(CLIC 370).

## 6.(A) SPEED — AUXILIARY TRACKS

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Rule 1(A).

## 6.(B) SPEED — STREET CROSSINGS

Speed restriction over street or highway crossings listed in Special Rule 1(C) apply only while head end of train is passing over such crossing.

## 7. 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
511-649##	50	—
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.

##May be used as trailing unit, only.

## 8. 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

## 9. 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 AT-199464 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, except between M.P. 171 and M.P. 199	40	45	30
Atchison, Girard, Leavenworth, and Coffeyville; Fourth M.P. 171 to M.P. 199	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.

## 10. TRACKSIDE WARNING DEVICES — INSTRUCTIONS

## (A) 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 and wide or shifted loads 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 defective 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 the detector, stop must be made and locator 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 counters have not registered, train may proceed at prescribed speed and must be observed closely enroute.

*Monitor Display Board Type:*

The monitor display board is equipped with hotbox and dragging equipment indicator lights. The display board will be dark as train approaches detector and will remain in that condition in the absence of abnormal heat or dragging equipment. "000" will be displayed for 12 seconds after train exits detector. If abnormal heat or dragging equipment is detected, indicator lights will display flashing white aspect; immediately, numerical axle count will start at "001" and accumulate axle count on display board to the rear of train. Crew members on rear of train observing display board will be required to look back, in order to confirm axle count, after rear of train passes display board.

When any indicator light displays flashing white aspect, train must be stopped as soon as possible after rear of train has passed detector and inspection made to locate car(s) or unit with abnormal heat condition or dragging equipment.

All illuminated lights and numerals displayed will be automatically cancelled 90 seconds after entire train has passed detector, which is at same location as display board.

When rotating white light is actuated by train, and a numerical readout is not displayed on the display board, train must be stopped and entire train be thoroughly inspected on both sides for abnormal heat condition and dragging equipment.

When rotating white light is displayed before train reaches detector, unless otherwise instructed by the train dispatcher, be governed as follows:

- (1) Train must be stopped and thoroughly inspected if numerical readout is displayed or indicator light(s) are illuminated as train passes the detector.
- (2) Train may proceed at prescribed speed and be observed closely en route if:
  - (a) numerical readout is displayed or indicator light(s) are illuminated before train reaches the detector, or
  - (b) no numerical readout is displayed or indicator light(s) are illuminated after train passes the detector.

*Radio Readout (Reporter) Type:*

As train approaches the detector location, to alert crew that system is operational the following message will be transmitted via radio: "SANTA FE RAILROAD, (Site Identification), SYSTEM WORKING."

As train passes the detector location, if defect(s) in the train are noted a rotating white light will be illuminated. In addition, a message stating "YOU HAVE A DEFECT" or an audible beeping tone will be transmitted via radio. If detector is on the North track, the audible tone will be a fast beep; if on Middle or South track, it will be a slow beep. If two trains are passing detector at same time and defect(s) are noted in each train, the beeping tone will revert to a continuous tone. When any of these warnings are observed, train(s) must be stopped with rear-end at least 300 feet beyond the detector, then identification of defect(s) noted, by type and location in the train, will be transmitted via radio. This transmission will be repeated once to insure information is correctly copied. All references to defect location will be from rear of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right in the direction of travel. The following are typical of transmissions that crews can expect to hear:

- (1) "SANTA FE RAILROAD, (Site Identification), FIRST HOTBOX RIGHT SIDE, One seven eight."
- (2) ".....SECOND HOTBOX LEFT SIDE, one four three."
- (3) ".....FIRST DEFECTIVE CAR\*, axle one two five."
- (4) ".....FIRST DRAGGING EQUIPMENT NEAR AXLE, zero six eight."
- (5) ".....WIDE LOAD NEAR AXLE, two ninety six."

\*DEFECTIVE CAR alarm indicates there are more than two defects on a particular car. When such alarm(s) received, close inspection must be made of all journals and wheels on car indicated and 3 cars (or units) on either side of indicated equipment.

Anytime a train receives four (4) defective car alarms, three (3) or more hotbox alarms, two (2) or more dragging equipment alarms, or one (1) wide load alarm, crew must inspect the remainder of their train for additional defects.

If, after head-end of train passes detector, the rotating white light becomes illuminated but no message or audible tone is received, train must be stopped with rear-end at least 300 feet beyond the detector and entire train inspected for defects.

If the rotating white light is illuminated before head-end of train reaches detector, AND/OR the following message is transmitted via radio: "SANTA FE RAILROAD, (Site Identification), SYSTEM FAILURE", crew must be alert for the possible transmission of a message or audible tone should an alarm occur during passage of the train. If no such message or tone is received, train may proceed at prescribed speed and must be observed closely enroute.

If, after entire train has passed the detector, no defects were noted the following message will be transmitted via radio: "SANTA FE RAILROAD, (Site Identification), NO DEFECTS."

If, as train approaches and passes detector, the rotating white light does not illuminate, and no message or audible tone is received, train may proceed at prescribed speed and must be observed closely enroute.

**Instructions Applicable to All Types Hotbox and Dragging Equipment Detectors**

Due to variance in number of axles on freight equipment being handled in trains, locating indicated defects must be accomplished by the crew actually counting axles. 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 rear car of train is indicated as the location of defective equipment, and no defect(s) found on that car, entire train must be thoroughly inspected. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three 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 point where mechanical inspection is not made, must be informed on 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 as promptly as practicable.

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 M.P.H. 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.

**11. 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
Chanute	Regional Freight Office & Can House
Wellington	Telegraph, Yard and Roundhouse Offices
Newton	Telegraph and Roundhouse Offices
Owasso	Mechanical Building
Winfield	Station

**12. 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
Atchison	Station
Chanute	Regional Freight Office & Can House
Owasso	Mechanical Building
Winfield	Station
Wellington	Telegraph, Yard and Roundhouse Offices



## 13. 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.

## 14. JOINT TRACK FACILITIES.

KANSAS CITY—SANTA FE JCT: AT&SF trains will use KCT (Kansas City Terminal Ry. Co.) tracks between Union Station and Santa Fe Jct.

D. Y. JCT.—B. E. JCT: MKT trains use AT&SF main track between D. Y. Jct. and B. E. Jct., and Bartlesville yard tracks east of B. E. Jct., and are governed by AT&SF time table and rules.

WINFIELD—WN JCT: Mo. Pac. trains use AT&SF tracks and are governed by AT&SF time table and rules.

WINTHROP—ATCHISON: AT&SF trains will use Mo. Pac. tracks between Winthrop and Mo. Pac. crossing Atchison.

FREDONIA: Mo. Pac. trains use AT&SF main track between connecting switches M.P. 150.9 Fredonia, and M.P. 144.2, Benedict, and operate on authority of AT&SF dispatcher and are governed by the AT&SF 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. AT&SF engines, governed by AT&SF Ry. Co. Rules Operating Department and Special Instructions, will use BN main track between connecting switch and BN M.P. F 412 plus one pole. Within the limits as indicated above on each railroad Rule 93, Yard Limits, in effect; non-signalized territory and no first class trains scheduled on either line.

FRONTENAC—PITTSBURG: AT&SF 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).

15. 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.

**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							
			ANY CARS (cars, flat cars, tank cars, trailers or containers)	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 605 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	<b>MUST NOT BE PLACARDED NEXT TO CAR PLACARDED</b>	LOADED FLAT CAR, A FLAT CAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ <sup>①</sup>	✓	✓			✓ <sup>②</sup>		
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.	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓	✓		✓ <sup>④</sup>	✓
10		OCCUPIED CABOOSE	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓	✓			✓
11		OCCUPIED GUARD CAR	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>			✓		
12		UNDEVELOPED FILM					✓			
13		A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓			✓		
14		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓					
15		EXPLOSIVES A		✓	✓	✓	✓	✓	✓	
16		POISON GAS	✓				✓	✓	✓	
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓				
18		RADIOACTIVE	✓	✓	✓			✓	✓	

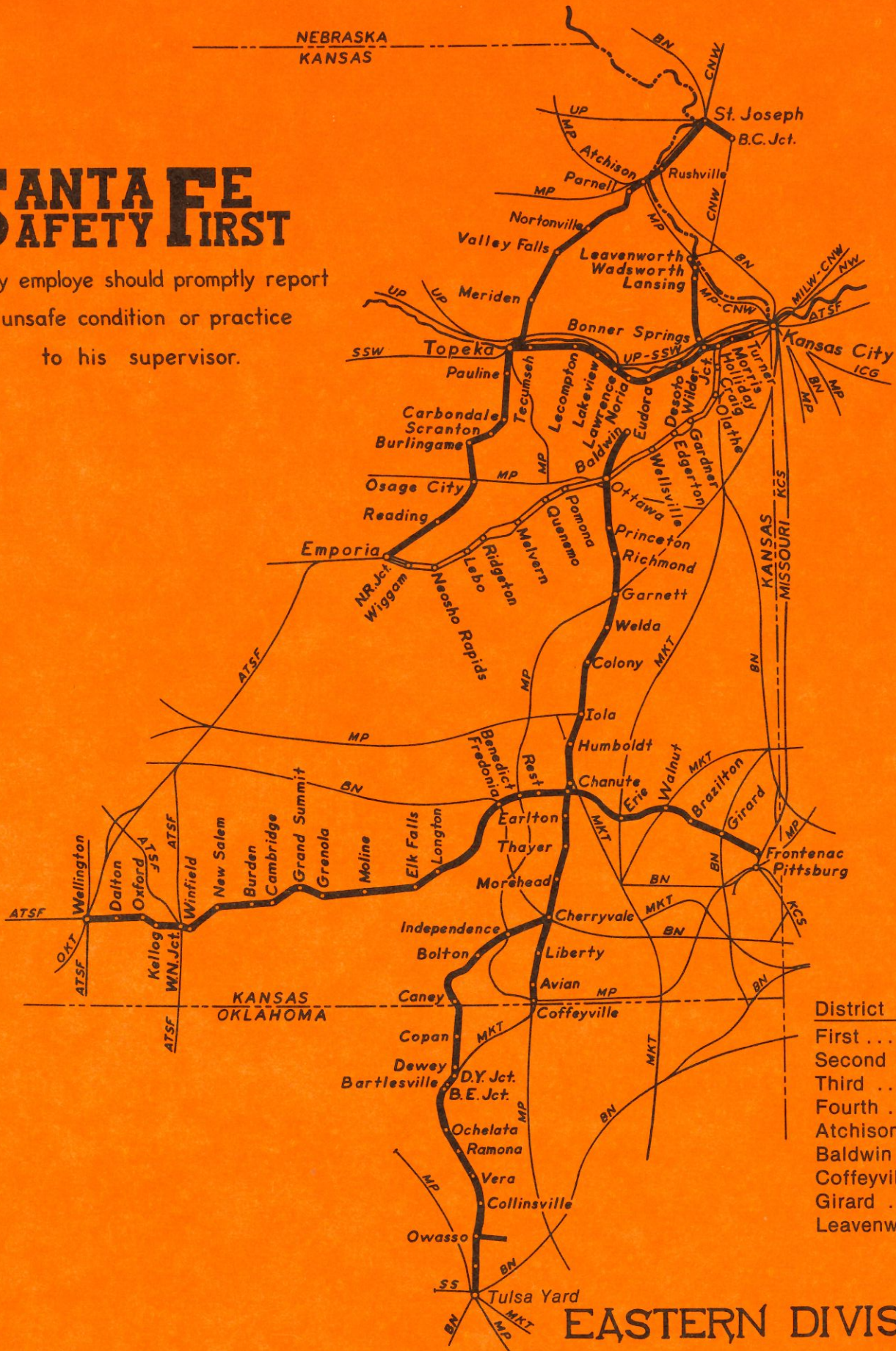
**FOOTNOTES:**  
 ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.  
 ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar,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



District	Page
First	2
Second	4
Third	8
Fourth	9
Atchison	7
Baldwin	11
Coffeyville	11
Girard	10
Leavenworth	6

## EASTERN DIVISION