



**SANTA FE
SAFETY FIRST**



When using train order Form Y or track bulletin Form B, the following words will be used in granting verbal authority and acknowledging such authority.

"Foreman _____ (name) _____ (of Gang No. _____) using train order (or track bulletin) No. _____ line No. _____ between MP _____ and MP _____ on _____ Subdivision".

- (a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

"_____ (train) _____ may pass red flag located at MP _____ (or enter limits) without stopping".

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

"_____ (train) _____ may proceed through the limits at _____ MPH (or at "maximum authorized speed.")

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (c) To require train or engine to move at a speed less than restricted speed, the following will be added:

"_____ (train) _____ proceed at restricted speed but not exceeding _____ MPH (adding if necessary "until reaching MP _____").

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word **STOP** is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by example (a) above.

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

EASTERN LINES

EASTERN DIVISION

TIME TABLE No.

1

IN EFFECT

Sunday, October 27, 1985

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**

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EASTERN DIVISION

W. F. HENRY, Trainmaster	Emporia
G. B. DENNING, 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
J. M. TAYLOR, Trainmaster	Argentine
W. H. PITTS, Trainmaster	Argentine
J. E. HOUGHTON, Asst. Trainmaster	Argentine
R. L. DeCANEY, Asst. Trainmaster	Argentine
G. T. HARDCASTLE, 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	T. C. HODGSON

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

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EXPLANATION OF CHARACTERS

A	— Automatic Interlocking
B	— General Orders — Bulletins
C	— Office of Communication
g	— Gate — Normal Position Against Conflicting Route
G	— Gate — Normal Position Against this Subdivision
⊕	— Gate — Left in Position last used
M	— Manual Interlocking
P	— Telephone
Q	— Radio Communication
R	— Register Station
S	— Crossing Protected by Stop Signs
T	— Turning Facility
X	— Crossover (DT)
Y	— Yard Limits
MT	— Main Track

EXPLANATION OF ROADWAY SIGNS

Temporary Restrictions	— Red, Yellow and Green flags or Discs
Permanent Speed Signs	— Square or Rectangular in shape, Yellow with numerals, or Green
Permanent Stop Signs	— Rectangular in shape Red
Whistle Sign	— Square in Shape, White with Letter "W"

WEST- WARD ↓		FIRST SUBDIVISION			↑ EAST- WARD	
First Class						First Class
3						4
Leave Daily	Station Numbers	Siding Feet	STATIONS	Mile Post	Arrive Daily	
AM 12:40	465		HOLLIDAY		AM 6:20	
12.43			WILDERJCT. P	3.1	6:17	
12.51	2711	8600	DE SOTO P	11.1	6:09	
12.59	2719	2450	EUDORA	19.1	6:01	
1.02			NORIA Y	23.2	5:56	
*1.10	2727	6500	LAWRENCE BCQTY	26.5	*5:52	
1.15	2732	2500	LAKE VIEW	31.6	5:41	
1.20	2738	2600	LECOMPTON	37.4	5:36	
1.28	2749	7900	TECUMSEH	46.0	5:29	
*1.50	2571	2050	A.T.&S.F. Crossing A TOPEKA BCQTY	52.6 50.6	*5:22	
1.56	2578	2450	PAULINE Y	57.3	5:01	
2.10	2592		SCRANTON	71.6	4:48	
2.15	2598	3400	BURLINGAME	76.9	4:43	
			Mo. Pac. Crossing A	84.8		
2.23	2606	5000	OSAGE CITY P	85.1	4:36	
2.34	2617	4000	READING	96.5	4:24	
2.46			N.R. JCT. } EMPORIA } BCQRT	111.0 112.1	4:09 4:07 AM	
Arrive Daily	(113.9)					Leave Daily

CTC IN EFFECT:

On main tracks N. R. Jct. to Merrick (M.P. 115.5)

Rule 450—Track Bulletins are authorized this Subdivision.

Rule 82(A) — Trains originating Holliday and Wilder Jct. may leave without a clearance.

Between Constitution St. (M.P. 111.9) Emporia and Merrick (M.P. 115.5) 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.

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 INSTRUCTIONS

1. SPEED REGULATIONS:

(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:

	MPH	
	Psg.	Fr.
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.

FIRST SUBDIVISION

(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
Curve,	M.P. 51.1 to 51.3	60
2 Curves,	M.P. 51.5 to 52.0	40
M.P. 52.2 (Viaduct), to Fourth Street ****		10
RR Crossing M.P. 52.6		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	40
Curve,	M.P. 85.3 to 85.7	40
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

FIRST SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES:

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

"D"—Dual Control Switch
 "S"—Spring Switch

STATION	TYPE	LOCATION	MPH
Holiday	D	Turnout First Subdivision	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.	D	Turnout First Subdivision	30

2. TRACKS BETWEEN STATIONS:

Name	Location	Length (Feet)
Farmland Industries (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

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Locator Location

Detector Location	Westward	Eastward
HIGH WATER		
M.P. 3.0	Signal 11	Signal 32
Bridge 62.9	Signal 621	Signal 652
HOT BOX DETECTOR		
M.P. 21.8	M.P. 23.4	M.P. 19.9
SLIDE FENCE		
M.P. 36.9 to 37.2	Signal 341	Signal 372

WEST-WARD ↓		SECOND SUBDIVISION				↑ EAST-WARD	
First Class							First Class
3							4
Leave Daily	Station Numbers	Siding Feet	STATIONS			Mile Post	Arrive Daily
AM			KANSAS CITY Union Station } KCT Rys. BCR				AM
12.20	451		1.7 } SANTA FE JCT. } 2 Tracks T				6.55
12.24			2.2 } A. Y. TOWER } CC			1.7	6.31
			0.9 } ARGENTINE } BQT			3.9	
	456		2.3 } TURNER } BCQR			4.8	
12.31			3.2 } MORRIS } 4 Tracks			7.1	6.26
	462		3.1 } HOLLIDAY			10.3	
12.40 AM	465		6.1 } CRAIG			13.4	6.20 AM
			8.3 } OLATHE } CC			19.5	
	477		6.8 } GARDNER } T			27.8	
	486		5.2 } EDGERTON			34.6	Via First Sub Div
	491		5.7 } WELLSVILLE			39.8	
	497		11.6 } OTTAWA } PT			45.5	
	509	5540	2.8 } Mo. Pac. Crossing } TWO TRACKS			57.1	
			7.6 } POMONA			59.9	
	519		4.3 } QUENEMO			67.5	
	523		7.8 } MELVERN } P			71.8	
	531		8.0 } RIDGETON			79.6	
			6.2 } LEBO } P			87.6	
	545		7.8 } Neosho Rapids			93.8	
	553		5.5 } WIGGAM } Three Tracks			101.6	
			4.2 } N.R. JCT. } T			107.1	
	564		1.1 } EMPORIA } BCQRT			111.3	
Arrive Daily	(112.2)						Leave Daily

CTC IN EFFECT:

On Main Tracks Santa Fe Jct. to Merrick (M.P. 115.3).
 On Siding Ottawa (M.P. 55.9 to 57.0).
 On running track between A. Y. Tower and Turner; On Track 57 between running track connection switch and 42nd St. viaduct; and Track 58 between running track connection switch and West Bowl Yard Office. Authority to enter these tracks through hand-throw switch must be obtained from Control Operator A. Y. Tower, EXCEPT authority to enter Tracks 57 or 58 between spring switch and West Bowl Yard Office must be obtained from Supervisor-Operations West Bowl.

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 (M.P. 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. (M.P. 111.9) Emporia and Merrick (M.P. 115.3) first track south of main tracks designated as Yard Track No. 3.

Westward trains originating at Kansas City Union Station operating via First Subdivision must secure clearance at A. Y. Tower.

On KCT trackage be governed by General Code of Operating Rules and Greater Kansas City Area Operating Rules.

Rule 450 — Track Bulletins are authorized this Subdivision.

Rule 82(A) — Trains originating Holliday and Ottawa may leave without a clearance.

SECOND SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Kansas City Union Station and BN Crossing, Tracks 1, 2, 3 & 4	20	20
BN Crossing and Santa Fe Jct. Tracks 3 & 4	15	15
Santa Fe Jct. and Turner	45	45
A. Y. Tower and Turner, Running Track	20	20
Turner and Holliday, Main Track No. 1	70	55*
Turner and M.P. 8 Main Tracks 2, 3, & 4	20	20
M.P. 8 and Holliday Main Tracks Nos. 2 & 3	70	55*
M.P. 8 and Holliday Main Track No. 4	40	40
Holliday and Emporia Except South Track Wiggam and 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	15	15

*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 8500 feet.
- (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 (Interlocking)*	30
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
Crossings, M.P. 110.6 to 111.9	30

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

SECOND SUBDIVISION

(D) SPEED RESTRICTIONS - SWITCHES

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

"D"—Dual Control Switch

"S"—Spring Switch

Station	Type	Location	MPH
Santa Fe Jct.	D	Second crossover west of Santa Fe Jct.	30
	D	Crossover east of 12th St.	15
AY Tower	D	Crossover east of Tower	40
	D	Turnout end of Two Tracks	40
M.P. 4.2	D	Turnout to Departure Yard	15
M.P. 5.4	D	Turnout to Departure Yard	15
Turner	D	Turnout to South Receiving Yard M.P. 6.9	15
	D	Crossovers and Turnouts between M.P. 7.2 and 7.5	15
	D	Crossovers between Main Tracks Nos. 2, 3, and 4 M.P. 8	20
	D	Turnout Main Track No. 1 to Hump Lead M.P. 8.3	40
Morris	D	Crossovers M.P. 11	40
Holliday	D	Crossover between Main Tracks Nos. 2 and 3	30
	D	Turnout Main Track No. 4	40
	D	Turnout to First Subdivision	30
M.P. 14.4	D	Turnout North Track	40
	D	Crossovers	50
Craig	D	Crossovers	50
Olathe	D	Crossovers	40
Gardner	D	Crossovers	50
Wellsville	D	Crossovers	50
Ottawa	D	Both ends siding	10
	D	Crossovers between Main Tracks	40
	D	Turnout to Third Subdivision	15
M.P. 59.9	D	Crossovers	40
M.P. 76	D	Crossovers	40
Ridgeton	D	Crossovers	40
Lebo	D	Crossovers	40
Wiggam	D	Turnout South Track	40
	D	Crossovers	40
N. R. Jct.	D	East crossover between Middle and South Tracks	30
	D	Turnout to First Subdivision	30
	D	Other crossovers	40
Emporia	D	Crossover between Middle and South Track near Merchant St.	15
	D	Turnout from South Track to Track No. 11 near Constitution St.	10
	D	Turnout from Track 12 to South Track near Merchant Street	10

3. 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. 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

* Radio Readout (Reporter) Type

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 Instruction 9)

WEST-WARD ↓		THIRD SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
509		OTTAWA	PT		57.1
		1.3 Mo. Pac. Crossing	A		58.4
2010		8.8 PRINCETON			67.2
2016		6.2 RICHMOND			73.4
		9.3 Mo. Pac. Crossing	A		82.7
2026	2400	0.1 GARNETT			82.8
2034		8.2 WELDA			91.0
2042		5.1 COLONY			99.1
		10.3 Mo. Pac. Crossing	A		109.4
2053		0.3 IOLA			109.7
2060		7.7 HUMBOLDT			117.4
		8.3 M.K.T. Crossing	g		125.7
2069		2.0 CHANUTE	BCQRT		127.7
3106		5.6 EARLTON			133.2
3113		6.8 THAYER			140.0
3120		7.6 MOREHEAD			147.6
		8.0 B.N. Crossing	g		155.6
3128		0.2 CHERRYVALE	TY		155.8
3138		9.7 INDEPENDENCE	Y		165.5
		0.5 Mo. Pac. Crossing	A		0.5
3146		6.9 BOLTON			7.4
3206	2600	14.7 CANEY	P		22.1
3214		7.7 COPAN			30.0
3221	3700	6.9 DEWEY			36.9
		0.7 D.Y. JCT.	P		37.6
3225		3.2 BARTLESVILLE			40.8
		0.5 B.E. JCT.	P		41.3
3636	2600	11.2 OCHELATA			52.5
3243	3100	6.1 RAMONA			58.6
3249	2550	6.2 VERA			64.8
3256	1750	6.8 COLLINSVILLE			71.6
3263		7.6 OWASSO	BCQRTY		79.2
		10.9 TULSA YARD	TY		90.1
(198.3)					

CTC IN EFFECT:

Ottawa to M.P. 57.3. (Ottawa)

TWC IN EFFECT:

Between Chanute and Owasso.

RULE 94 IN EFFECT:

Between Ottawa M.P. 57.3 and Chanute M.P. 130.4.

Between D. Y. Jct. and M.P. 43.1.

Rule 450—Track Bulletins are authorized this Subdivision.

Rule 82(A) Trains originating Ottawa may leave without a clearance.

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 D. Y. Jct. and B. E. Jct. switches normally lined for AT&SF Ry.

Mile Post Location Yard Limits:

Cherryvale — East, M.P. 154.1; West, M.P. 157.3

Independence — East, M.P. 164.3; West, M.P. 1.8

Owasso — East, M.P. 74.8;

THIRD SUBDIVISION

SPECIAL INSTRUCTIONS

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	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	20
Crossings, M.P. 108.0 to 110.1	25
RR Crossing M.P. 109.4	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	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	20
Curve, M.P. 156.1 to 156.3	25
Crossing, M.P. 165.5	30

(Independence-Tulsa Yard)

2 Curves, M.P. 0.2 to 0.4	30
RR Crossing M.P. 0.5	20
RR Crossing Independence Yard	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.

“D”—Dual Control Switch

“S”—Spring Switch

Station	Type	Location	MPH
Ottawa	D	Turnout to Second Subdivision	15

2. 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

FOURTH SUBDIVISION

WEST- WARD	FOURTH SUBDIVISION			EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
2069		CHANUTE	BCQRTY	127.7
		11.3		
2082		REST		139.0
		5.0		
2087		BENEDICT		144.0
		0.2		
		Mo. Pac. Crossing	AP	144.2
		8.2		
2095	3550	FREDONIA	QY	152.2
		0.2		
		B.N. Crossing	G	152.4
		18.6		
2114	1875	LONGTON	P	171.0
		5.8		189.9
2120	4100	ELK FALLS	P	195.7
		6.7		
2126	3940	MOLINE	PT	202.4
		8.4		
2135	2300	GRENOLA	P	210.8
		6.4		
2141	2830	GRAND SUMMIT		217.2
		8.3		
2150	2884	CAMBRIDGE	P	225.5
		5.3		
2155	2250	BURDEN	P	230.8
		7.9		
2163	2650	NEW SALEM	P	238.7
		8.4		
2171		WINFIELD	CQY	247.1
		1.0		
		W.N. JCT.	Y	248.1
		5.3		
2177		KELLOGG		253.4
		3.5		
2181		OXFORD		256.9
		5.7		
2187		DALTON		262.6
		7.0		
2194		WELLINGTON	BCQRY	238.9
		(123.0)		

CTC IN EFFECT:

At W.N. Jct.
Westward interlocking signal M.P. 267.5 to M.P. 239.5 Wellington.

TWC IN EFFECT:

Between Chanute and Wellington.

RULE 94 IN EFFECT:

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

Rule 450—Track Bulletins are authorized this Subdivision.

Trains originating Winfield must secure clearance when operator on duty.

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. 267.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Chanute and Wellington	45

(C) SPEED RESTRICTIONS — VARIOUS

	MPH
RR Crossing M.P. 144.2	20*
Crossings, M.P. 151.2 to 152.3	20
RR Crossing M.P. 152.4	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

(Continued on next page)

(C) SPEED RESTRICTIONS — VARIOUS (Continued)

	MPH
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.

“D”—Dual Control Switch.
“S”—Spring Switch.

Station	Type	Location	MPH
W.N. Jct.	D	Switches in Middle Division main track and siding and to and from Eastern Division main track	15
Wellington	D	Switches at end of two tracks	40
	D	Switches to and from freight yard and Eastern Division	20

2. 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

WEST- WARD	ATCHISON SUBDIVISION			EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
2473		ST. JOSEPH	PY	497.5
		0.3		
		B.N. Crossing	S	497.8
		0.3		
		B.N. Crossing	S	498.1
		14.6		
		RUSHVILLE		512.7
		0.2		
		B.N. Crossing		512.9
		4.4		
		WINTHROP		517.3
		0.6		
		B.N. Crossing		
		Mo. Pac. Crossing	S	517.9
		0.6		
2521		ATCHISON	PY	0.5
		0.6		
		Mo. Pac. Crossing	S	1.1
		5.3		
2527		PARNELL		6.4
		10.7		
2538		NORTONVILLE		16.8
		9.9		
2547	1700	VALLEY FALLS		26.7
		12.7		
2560		MERIDEN		39.4
		10.1		
		U.P. Crossing		49.5
		1.1		
2571		TOPEKA	BCQRTY	50.6
		(71.2)		

ATCHISON SUBDIVISION

RULE 94 IN EFFECT:

Winthrop to Mo. Pac. Crossing Atchison.

On Missouri side of bridge, high signal governs movement from B.N. 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 proceed. 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.

Rule 82(A) — Trains originating St. Joseph may leave without a clearance.

Rule 450 — Track Bulletins are authorized this Subdivision.

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 INSTRUCTIONS

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.	10
5 Curves M.P. 498.0 to 499.0	25
RR Crossing M.P. 498.1 Stop	10
Crossing M.P. 512.8	20
RR Crossing M.P. 512.9 Interlocking—If governing signal indicates stop, communicate with Burlington Northern Control Operator.	20
Curve M.P. 517.3 to 517.4	30
RR Crossing M.P. 517.9 Stop	10
RR Crossing M.P. 1.1 Stop	10
RR Crossing M.P. 49.5 Interlocking—If governing signal indicates stop, communicate with Union Pacific Control Operator	10
Curve, M.P. 49.5 to 49.6	10

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WEST- WARD ↓	COFFEYVILLE SUBDIVISION			↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
3128		CHERRYVALE T		
		8.1		
5508		LIBERTY		8.1
		5.2		
5513		AVIAN		13.9
		2.5		
		M.K.T. Crossing GS		15.8
		0.6		
5517		COFFEYVILLE		16.4
		0.5		
		Mo. Pac. Crossing S		16.9
(16.9)				

RULE 94 IN EFFECT:

Between Cherryvale and Coffeyville (M.P. 16.9).

Rule 82(A) — Trains originating Cherryvale and Coffeyville may leave without a clearance.

Rule 450 — Track Bulletins are authorized this Subdivision.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Cherryvale and Coffeyville	20

(C) SPEED RESTRICTIONS — VARIOUS

	MPH
RR Crossing M.P. 15.8, Stop.	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.	8

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WEST-WARD ↓		GIRARD SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
2069		CHANUTE	BCQRT		
		1.9			
		M.K.T. Crossing	g		1.9
		12.5			
3015		ERIE			14.4
		0.5			
		M.K.T. Crossing	A		14.9
		9.9			
3025		WALNUT			24.8
		M.K.T. Crossing	A		
		7.1			
3032		BRAZILTON			31.9
		7.6			
		B.N. Crossing	A		39.5
		0.2			
3040		GIRARD			39.7
		9.4			
3049		FRONTENAC			49.1
		3.1			
		Mo. Pac. Crossing	} KCS Ry. G		52.2
		0.5			
		B.N. Crossing	} S		52.7
		0.3			
3053		PITTSBURG	Y		53.0
(53.0)					

RULE 94 IN EFFECT:

Between Chanute and Frontenac (M.P. 50.3).

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

Speed limit 10 MPH on K.C.S. tracks and through all turnouts.

Before entering K.C.S. 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.

Rule 82(A) — Trains originating Pittsburg may leave without a clearance.

Rule 450 — Track Bulletins are authorized this Subdivision.

Normal position junction switches at M.P. 50.3 and M.P. 52.7 is for K.C.S.

Mile Post Location Yard Limits:

Pittsburg — East, M.P. 52.7;

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Chanute and Pittsburg	20

(C) SPEED RESTRICTIONS — VARIOUS

	MPH
RR Crossing M.P. 1.9	15
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	15
RR Crossing M.P. 52.7 Stop.	15

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WEST-WARD ↓		LEAVENWORTH SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
		WILDER JCT.	P		
		1.5			
5244		U.P. Crossing			1.5
		BONNER SPRINGS			
		15.3			
5229		LANSING			16.8
		1.7			
		WADSWORTH			18.5
		3.5			
5223		LEAVENWORTH			22.0
(22.0)					

Rule 82(A) — Trains originating Leavenworth and Wilder Jct. may leave without a clearance.

RULE 94 IN EFFECT:

Between Wilder Jct. and Leavenworth.

Rule 450 — Track Bulletins are authorized this Subdivision.

At Wilder Jct., eastward trains on Leavenworth Subdivision must contact dispatcher for permission to occupy First Subdivision main track. (See Special Instruction 11).

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Wilder Jct. and M.P. 15.5	20
M.P. 15.5 and Leavenworth	10

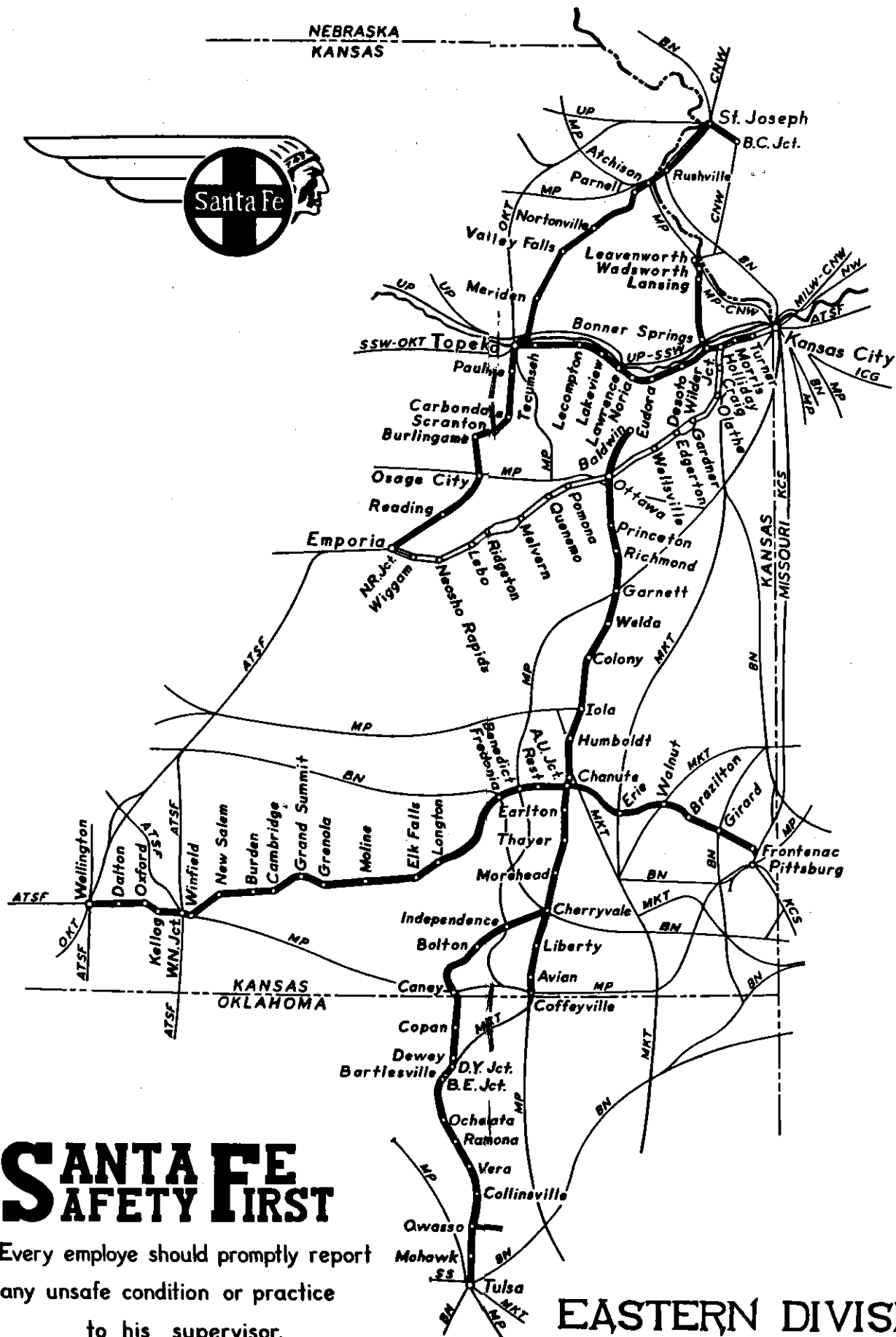
(C) SPEED RESTRICTIONS — VARIOUS

	MPH
Bridge M.P. 1.4	10
RR Crossing M.P. 1.5 Interlocking — If governing signal indicates stop, communicate with Union Pacific Control Operator	10

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches 10 MPH.

NEBRASKA
KANSAS



SANTA FE SAFETY FIRST

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

EASTERN DIVISION

ALL SUBDIVISIONS Special Instructions

4. The General Code of Operating Rules, effective October 27, 1985, is supplemented, modified or amended as follows:

Rule 1 supplemented by adding: When electric standard clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

Rule 2 supplemented by adding: While on duty, employees governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

Rule 3 supplemented by adding: Time may be compared by dialing extension 600, Topeka.

Rule 15 supplemented by adding: Radio may be used in lieu of whistle signals to convey information, EXCEPT when using signals 15(a), 15(l) and 15(n).

Rule 24 amended to read:
"Trains will be identified as follows:

1. Regular trains — by schedule number and engine number;
2. Extras — by engine number and direction; and,
3. Work Extras — by engine number.

The engine number must be illuminated on engines equipped with number lights. When an engine consists of more than one unit, or when two or more engines are coupled, the number of one unit only will be illuminated and will be the identifying number. When practicable, the number of the leading unit must be used."

Rule S-71 supplemented by adding: Eastward regular trains are superior to Westward regular trains of the same class.

Rule 97(4) amended to read: Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

Rule 99 supplemented by adding: When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized	
Timetable Speed is	Distance
35 MPH or less	1 mile
36 MPH to 49 MPH	1 1/2 miles
50 MPH or over	2 miles

Rule 102(2) amended to read: The train involved must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test. Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed or brake pipe pressure has been restored.

Rule 103(A) supplemented by adding: When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for the movement.

Rule 104(Q) new rule added to read: VARIABLE SWITCHES: Trailing movement may be made over switch from either track regardless of position of switch points.

When making a trailing movement and switch points are not lined for such movement, all wheels of car or unit must clear switch points before reverse movement is commenced.

During snow storms, ice storms or other conditions that may prevent a variable switch from functioning properly, a trailing movement must not be made through variable switch until it has been lined by hand for the movement.

Rule 104(R) new rule added to read: SWITCH POINT INDICATOR:

Aspect	Indication
Green	Switch points fit properly for normal movement.
Yellow	Switch points fit properly for reverse movement.

Red or Dark Stop and inspect switch.

Rule 153 supplemented by adding: Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a Westward or Southward train is the North track, and the track to the left is the South track.

(Continued on page 21)

ALL SUBDIVISIONS (Special Instruction 4 Con't.)

2. If three tracks, the farthest track to the right as viewed from a Westward or Southward Train is the North track, the farthest track to the left is the South track and the track between the North and South tracks is the Middle track.

3. If four or more tracks, the farthest track to the left as viewed from a Westward or Southward train is No. 1 track and the tracks to the right thereof are No. 2, No. 3, No. 4, etc., respectively.

Rules 230 through 242 modified as shown on pages 24 and 25.

Rule 317(2) does not apply.

Rule 404 first paragraph amended to read: In track warrants and track bulletins, regular trains will be designated by number, as No. 10 adding engine number when necessary; extras by engine number and direction.

Rule 405 Supplemented by adding: Prescribed form for track warrant is shown on page 168. Pre-printed pads of this form will be in the same format as shown. The form for mechanical transmission is revised as depicted below, with items (5) and (14) omitted intentionally.

Mechanically transmitted track warrants must indicate total number of track bulletins (item 16), track condition messages (item 18) and items checked (item 19). In items 16 and 18, if none show "No". Employees receiving copies must assure that the correct number of track bulletins and track condition messages are received, and that "items marked" correspond with those indicated in item 19.

TRACK WARRANT		19
NO. _____	TO _____	AT _____
1. TRACK WARRANT NO. _____	IS VOID.	
2. PROCEED FROM _____	TO _____	ON _____ TRACK
3. PROCEED FROM _____	TO _____	ON _____ TRACK
4. WORK BETWEEN _____	AND _____	ON _____ TRACK
6. THIS AUTHORITY EXPIRES AT _____ M.		
7. NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____	AT _____	
8. HOLD MAIN TRACK AT LAST NAMED POINT.		
9. DO NOT FOUL LIMITS AHEAD OF _____		
10. CLEAR MAIN TRACK AT LAST NAMED POINT.		
11. BETWEEN _____ AND _____	MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN OR ENGINE.	
12. BETWEEN _____ AND _____	MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.	
13. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____		
15. PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.		
16. TRACK BULLETINS IN EFFECT _____		
17. OTHER SPECIFIC INSTRUCTIONS _____		
18. TRACK CONDITION MESSAGES IN EFFECT _____		
19. ITEMS CHECKED _____		
OK _____	M _____	DISPATCHER _____

Rule 450 second paragraph amended to read: Where track bulletins are authorized, those received by a train or engine at their initial station must be listed on a track warrant or clearance, as appropriate, unless otherwise instructed by the train dispatcher or special instructions. The conductor and engineer must have copies of all track bulletins listed.

ALL SUBDIVISIONS (Special Instruction 4 Con't.)

Rule 450 is also supplemented by adding: Prescribed form for track bulletins, Forms A and B, are shown on pages 174 and 175. Pre-printed pads of these forms will be, and the forms for mechanical transmission are, revised as depicted below.

Mechanically transmitted track bulletins must indicate, in space provided, the total number of lines used. Employees receiving copies must assure that the lines used corresponds with number indicated.

TRACK BULLETIN FORM A

NO. _____ ON _____ SUBDIV. _____ 19____

TO _____ AT _____

BETWEEN POINTS SHOWN IN LINES 1 THROUGH 10 BELOW DO NOT EXCEED SPEED GIVEN: USE LAST COLUMN WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE NO.	LINE NO.	LIMITS	SPEED	TRACK(S)	FLAGS AT M. P.
VOID	NO.	MP TO MP	MPH		
	1				
	2				
	3				
	4				
	5				
	6				
	7				
	8				
	9				
	10				

11 OTHER CONDITIONS:

TOTAL LINES USED _____

OK _____ M COPIED BY _____ DISPATCHER _____

RELAYED TO _____

TRACK BULLETIN FORM B

NO. _____ ON _____ SUBDIV. _____ 19____

TO _____ AT _____

ON _____ (DATE) _____ BE GOVERNED BY RULE 455 WITHIN _____

FOLLOWING LIMITS:

USE COLUMN WITH ASTERISK (*) WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE NO.	LINE NO.	LIMITS	SPEED	TRACK(S)	FOREMAN AND GANG NO.	STOP
VOID	NO.	MP TO MP	MPH	(S) (FLAGS AT M.P.)		
	1					
	2					
	3					
	4					
	5					
	6					
	7					
	8					
	9					
	10					

TOTAL LINES USED _____

OK _____ M COPIED BY _____ DISPATCHER _____

RELAYED TO _____

ALL SUBDIVISIONS (Special Instruction 4 Con't.)

Train Order Form Y: Prescribed form for Train Order Form Y, example (1), is shown on page 118. Pre-printed pads of this form will be, and the form for mechanical transmission is, revised as depicted below:

LINE NO.	LIMITS	TRACK(S)	FOREMAN AND GANG NO.	STOP
NO.	MP TO MP	FROM UNTIL		
1		M	M	
2		M	M	
3		M	M	
4		M	M	
5		M	M	

WHEN YELLOW FLAGS ARE NOT DISPLAYED AS PRESCRIBED BY RULE 10, SHOW LOCATION OF FLAGS BELOW:

LINE NO.	FLAGS AT MP	DIRECTION	FOREMAN AND GANG NO.

Rule 607 Supplemented by adding: Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

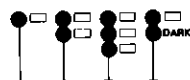
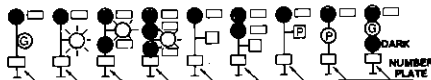
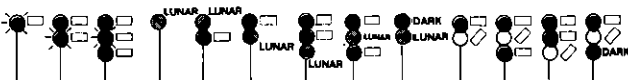
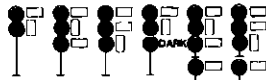
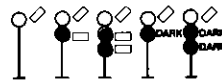
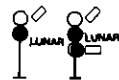
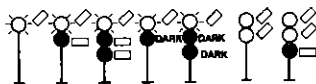
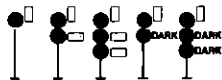
Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employees in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 925. Engineers, firemen and hostlers must have and comply with Air Brake and Training Handling Rules, Form 2501 Standard.

**ASPECTS OF
COLOR LIGHT
AND SEMAPHORE SIGNALS**



RULE	NAME	INDICATION
230	CLEAR	Proceed
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop

ALL SUBDIVISIONS

5.(A) SPEED — AUXILIARY TRACKS

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

5.(B) SPEED — STREET CROSSINGS

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

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.

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
All Classes except Amtrak	3	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:

SUBDIVISION	Wrecking Derricks MPH	Pile Drivers	Locomotive Crane and Other Machines including Pile Driver MPH
		AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 AT-199465 and Jordan Spreaders MPH	
First, Second, Third; Fourth, and Atchison	40	45	30
Girard, Leavenworth, and Coffeyville;	20	20	20

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 Cranes AT 199600 and 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.

ALL SUBDIVISIONS

9. 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. Counters will indicate accumulated axle count between defective axle and rear of train.

If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, 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.

Radio Readout (Reporter) Type:

As train approaches the detector location, to alert crew that system is operational the following message may 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 head end 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 HOT-BOX 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.

ALL SUBDIVISIONS

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 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, information required by Revised Form 1571 Standard must be transmitted verbally to train dispatchers office.

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.

10. JOINT TRACK FACILITIES.

KANSAS CITY—SANTA FE JCT: AT&SF trains will use K.C.T.(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.

WINFIELD—W.N. JCT: Mo. Pac. trains use AT&SF tracks.

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.

FREDONIA: B.N. 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 General Code of Operating Rules and Special Instructions, will use B.N. 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-signaled territory and no first class trains scheduled on either line.

FRONTENAC—PITTSBURG: AT&SF trains will use K.C.S. tracks between M.P. 50.3 (K.C.S. M.P. 127.1) and M.P. 52.7 (K.C.S. M.P. 129.4).

11. At Wilder Jct., crews on eastward trains from Leavenworth Subdivision will contact dispatcher, using phone near switch, for permission to occupy First Subdivision main track. Verbal authority from train dispatcher will authorize trains from Leavenworth Subdivision to run extra Wilder Jct. to Holliday.

ALL SUBDIVISIONS

HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to ½ mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (316) 342-6578. Tell him:

- (1) Your name and title.
- (2) Train identification symbol.
- (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
- (4) If you need fire or medical response.

- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
 - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.

- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.

- (1) Initial and number of cars involved.
- (2) Location of hazardous material in derailment.
- (3) Description of hazardous materials from shipping papers.
- (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
- (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
- (6) Location of nearby stream, river, pond, lake or other body of water.
- (7) Location of access roads.
- (8) Any other information that will help the dispatcher understand the situation.

- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

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 applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

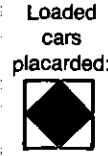
See footnotes for explanation.

RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

MUST NOT BE NEXT TO:

Engine, occupied caboose or passenger car	X
Car occupied by guard or escort	X
Loaded plain flat car	X
Loaded bulkhead flat car	X
Loaded TOFC/COFC flat car	X
Flat Car loaded with vehicles	X
Open top car with shiftable load	X
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X
Car placarded EXPLOSIVES A	
Car placarded POISON GAS	X
Car placarded RADIOACTIVE	X
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X



NO RESTRICTIONS

(1) A placarded rail car 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 placarded EXPLOSIVES A.

(2) Restriction applies only 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.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

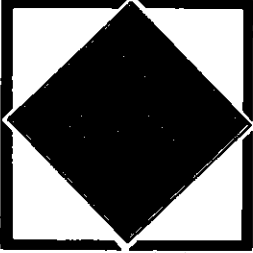
(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

SWITCHING RESTRICTIONS


THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED

EXPLOSIVES A OR POISON GAS



OR




OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD


OR

DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE

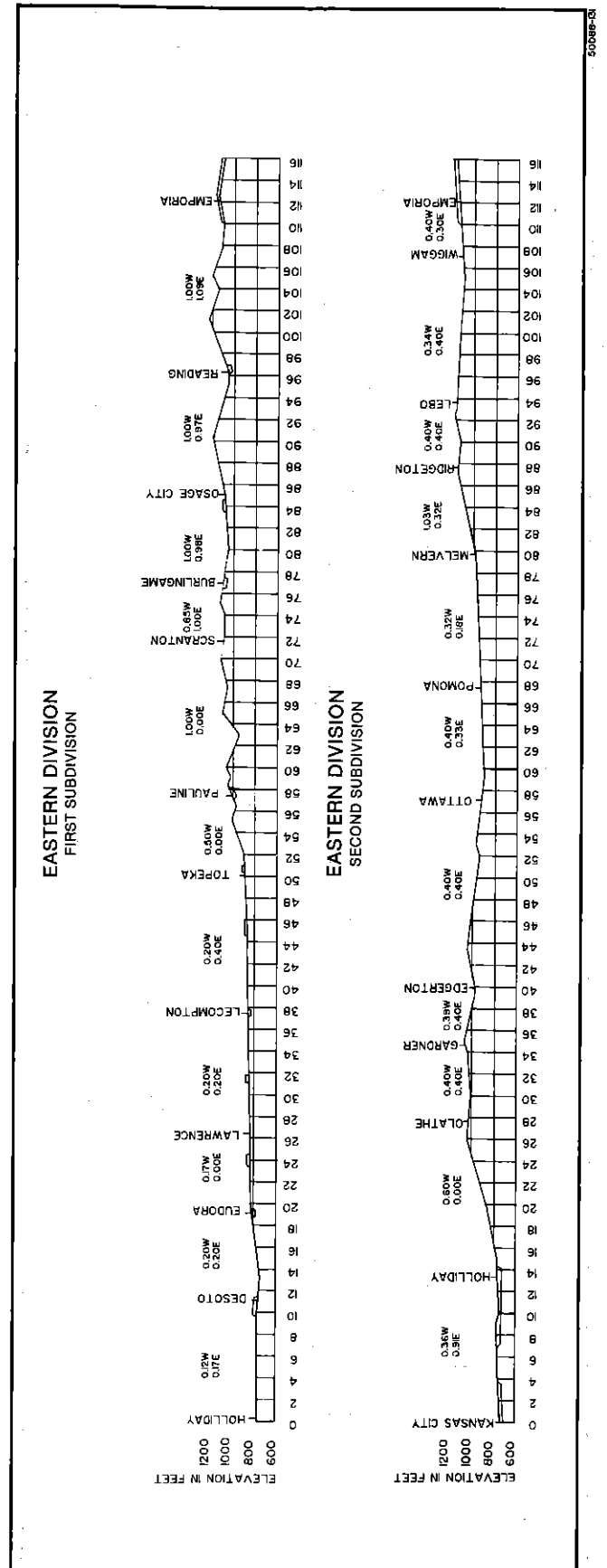


NUMBER 2
FLAMMABLE GAS

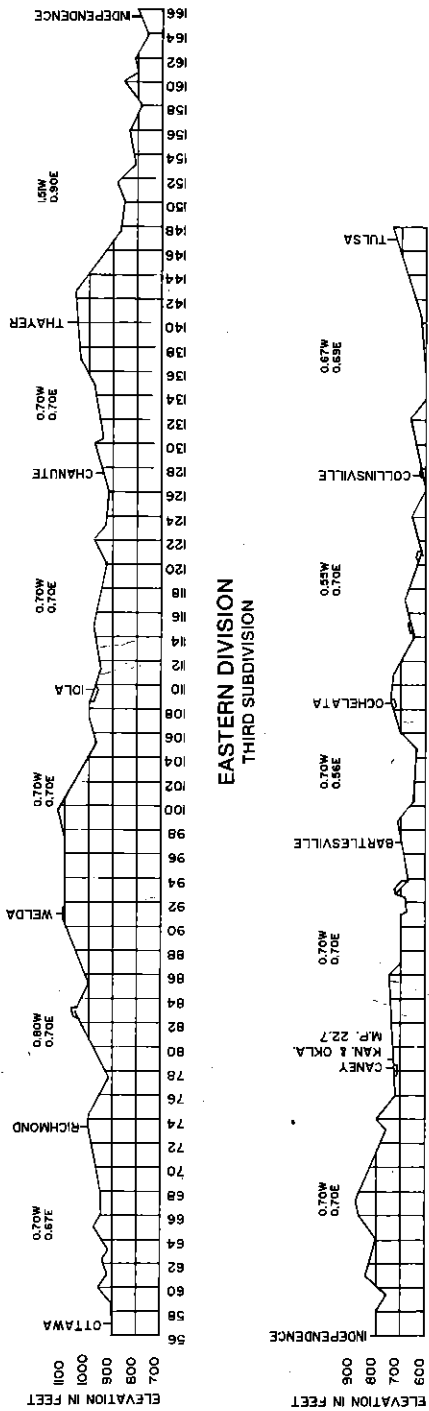


NUMBER 3
FLAMMABLE LIQUID

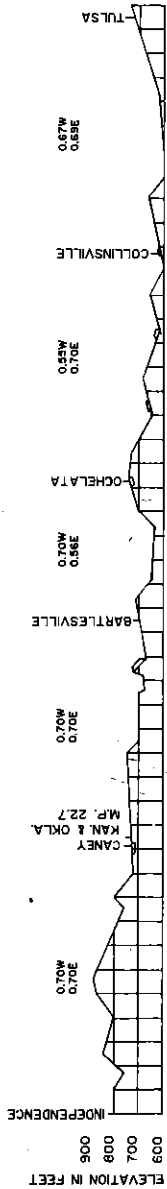
USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY



**EASTERN DIVISION
THIRD SUBDIVISION**

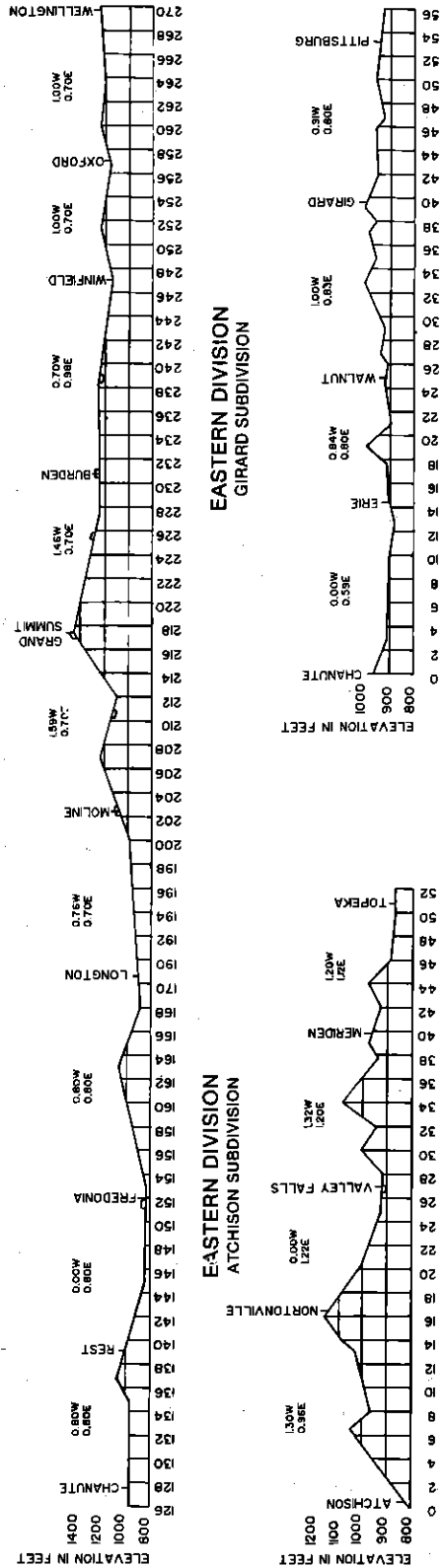


**EASTERN DIVISION
THIRD SUBDIVISION**

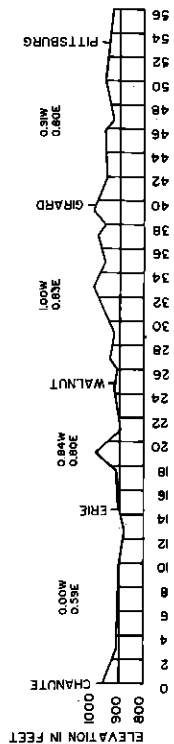


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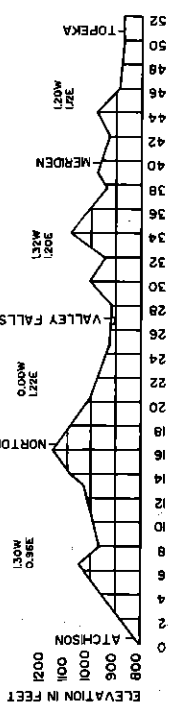
**EASTERN DIVISION
FOURTH SUBDIVISION**



**EASTERN DIVISION
GIRARD SUBDIVISION**



**EASTERN DIVISION
ATCHISON SUBDIVISION**



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