



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman or other proper company officer.

(See General Rules E and F, Rules Operating Department)

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.

ASSISTANT SUPERINTENDENTS

D. W. TEEL
J. A. CARRIER
D. E. PARSONS

TRAINMASTERS

R. A. KURTZ
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ASSISTANT TRAINMASTERS

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ROAD FOREMAN OF ENGINES

G. E. GUTHRIE

TRAINMASTER - RFE - AMTRAK

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SUPERVISOR OF AIR BRAKES - GENERAL RFOFE

M. D. SMITH

SAFETY SUPERVISORS

R. PEDROZA
L. G. SALTS

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES

KANSAS CITY DIVISION

OPERATING DEPARTMENT

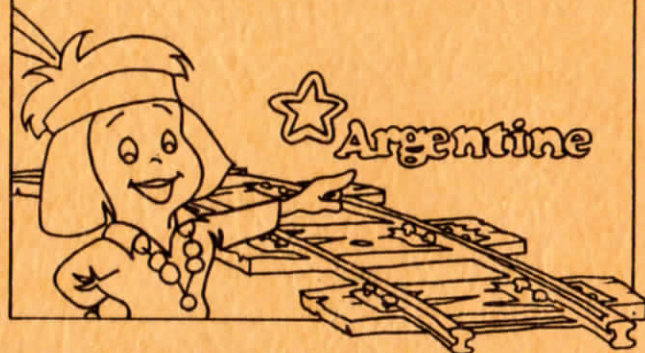
BULLETIN NO. 500

IN EFFECT

JANUARY 5, 1975

AT 12:01 A.M.

CENTRAL STANDARD TIME



H. J. BRISCOE
GENERAL MANAGER
TOPEKA, KANSAS

C. R. ROSE
ASST. GENERAL MANAGER
TOPEKA, KANSAS

H. L. ROGERS
SUPERINTENDENT
ARGENTINE, KANSAS



KANSAS CITY DIVISION

YARDMEN AND YARD ENGINEMEN:

ARGENTINE, KANSAS, JANUARY 5, 1975

Second paragraph of General Rule A, Rules Operating Department, is superseded to the extent that Yardmen, Yard Enginemen and Yard Firemen employed on the Kansas City Division are not required to have a copy of the current time table with them while on duty. In lieu thereof they will be governed by the following and must have a copy hereof with them while on duty.

Following schedules are in effect Illinois and Eastern Division time tables.

WESTWARD		Mile Post	EASTWARD		
First Class			First Class		
3	15		16	4	
Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	
AM 1.29	AM 12.16	CONGO 1.7	444.2	AM 5.04	AM 6.04
		K.C.S. Crossing 0.4	445.9		
1.32	12.19	SHEFFIELD 4.8	446.4	5.00	6.00
2.00	12.45	KANSAS CITY Union Station	451.1	4.50	5.50
2.10	1.00			4.35	5.35
2.14	1.04	SANTA FE JCT. 1.4	1.7	4.19	5.25
		A.Y. TOWER 2.2	3.0		
		ARGENTINE 0.9	4.8		
2.22	1.12	TURNER 2.3	7.1	4.11	5.17
AM	AM			AM	AM
Arrive Daily	Arrive Daily			Leave Daily	Leave Daily

TCS IN EFFECT:

On Main Track Congo to Sheffield

Between Santa Fe Jct. and AY Tower, two south tracks are main tracks and between AY Tower and Turner, south track is a main track, upon which TCS is in effect.

Running track between AY Tower interlocking and Turner interlocking is signalled in both directions, TCS in effect. Maximum authorized speed 30 MPH. Authority to enter this track through a hand-throw switch must be obtained from Operator at AY Tower.

On KCT trackage be governed by Kansas City Terminal Railway Operating Rules.

(A) Armco Steel Plant, MP 445.5, must not be used by train or engine to clear another train or engine.

(B) When crew on a yard engine desires to occupy AT&SF main track within switching limits east of Sheffield without flag protection, it must comply with Rule 331-(A).

(C) Track serving Armco Steel Co. is located adjacent to east end of KCT Blue River Yard leading from AT&SF main track.

Hand throw derail 30 feet west of clearance point of switch leading from main track. Derail must be left in derail position and locked after use.

Two transfer tracks parallel to AT&SF main track for delivery to and receiving from Armco Steel Track nearest main track is transfer No. 1 and second track is transfer No. 2. Either may be used in making deliveries or receiving, however, normally deliveries should be made on transfer No. 1 and pulls from transfer No. 2.

(D) At General American Plant, use north track for delivery and south track in picking up (both leads). Engines are not permitted on inside track off either lead.

(E) When switching Kansas City Structural Steel Plant watch closely for loads of extreme dimensions. If in doubt of clearance at bridges or viaducts, call East End Yardmaster to have Mechanical forces measure load before pulling from plant.

(F) Yardmen must protect movement in either direction and Enginemen will ring bell when passing doorway exit or entrance from the Planning Mill just west of Old Back Shop and over crossing between Storehouse and Back Shop. Doors to Old Back Shop must be fastened open before entering building.

(G) When shoving a track in the direction of the head-house of Elevator "A", coupling must not be made to cars standing on the track unless sufficient hand brakes are set.

(H) Entrance to Appliance & TV Warehouse building will not clear cars of extreme height and employees must know cars will clear when placing within building. Engine must not go beyond entrance to doorway as radio antenna will not clear. Gate to entrance must be closed and locked after using.

(I) At Rigo Container, 14th & Hickory, employees must not ride cars into or out of building as will not clear man on side of car. Light displayed over door indicates conveyor is clear and loaded car ready to move.

(J) All movements over 15th Street at K.C. Terminal Warehouse must be protected by member of crew.

(K) When movement is stopped blocking Kansas Ave. a member of crew must immediately make cut and open crossing for hi-way traffic.

(L) Hand brakes must be set on cars spotted at Kansas Transit Terminal Warehouse at Turner to prevent cars from rolling while men are unloading the cars with fork lift trucks and other machinery.

(M) Engine Foreman on transfers before departing Argentine will call AY Tower, phone 336, or East End Yardmaster, phone 312, and report engine number, number of cars and destination, if Yardmaster does not do so.

(N) Any engine or transfer, before using Track 5 from 5th Street to AY Tower, or crossover from No. 3 to No. 5 track west of 5th Street, must call AY Tower, phone 336, for permission to use track No. 5.

(O) Crews moving east and entering track No. 3 through hand throw crossover west end 5th St. Yard, or hand throw crossover located between 5th St. and Santa Fe. Jct. must call KCT traffic control center, phone 337, and report engine number, number of cars and route desired.

(P) Penalty time claims for work allegedly performed in foreign yards, assisting foreign lines' trains or transfers, etc. will not be considered unless accompanied by name and title of party issuing instructions. Before this work is performed, except when emergency exists, authority must be obtained from Assistant Trainmaster or Assistant Superintendent at Argentine.

(Q) In handling 85-88 feet TOFC cars, extreme caution must be used when moving through No. 6½ turnouts and around curves exceeding 16 degrees. Due to increased overhang at ends and excessive midordinates at center of these cars when moving through high degree curves, clearance should be watched closely. Following locations on Kansas City Division where critical curvatures exist:

All turnouts in and at east end Diesel engine yard
Balloon track
Tracks within K.C. Structural Steel Plant
Tracks within Sinclair Plant
Tracks within Fairbanks-Morse Plant
Tracks within General American Tank Plant
East end of two north tracks new rip
Tracks into Kansas Transit Term. Whse.
Industry lead tracks served by track north of Kansas Avenue at Turner
Suburban Builders Supply track
Wye track connection of KCT at High Line
Bridge at east end of 5th st. yard

(R) Listed below are maximum overhead clearances of KCT main tracks:

Main Line Track #1	19' 4"
Main Line Track #2	21' 0"
Main Line Track #3	21' 0"
Main Line Track #4	21' 0"
Main Line Track #5	17' 10½"
North End Freight Line #79	19' 6"
North End Freight Line #80	19' 8½"
North End Freight Line #81	19' 10"
North End Freight Line #1301	19' 4"
North End Freight Line #1307	19' 4"

(S) Following in effect governing transfer/interchange service to foreign yards.

(1.) BURLINGTON NORTHERN INSTRUCTIONS

All inbound BN transfers must stop at the "C" yards to receive route and track from yardmaster at that location.

When the yardmaster does not do so, engine foreman will report to Towerman at Ustick Tower before departing.

When using either the east or west receiving leads, stop clear of crossings located just south of Hump Tower, communicating with Hump Tower Yardmaster by ground speaker and be governed by Hump Tower Yardmaster by ground speaker and be governed by Hump Tower Yardmaster's instructions.

In BN North Kansas City, connecting track between lead to Tracks Bowl 39 through Bowl 42 and east receiving lead has double slip switch between connecting track and repair track on north end. Switches on both ends of connecting track are operated by hump foreman at Hump Tower and are equipped with dual control switch mechanisms. Normal position of north or double slip switch will be lined for receiving lead.

When signals with aspects per Rules 699-G and 699-H are in service on the south end of the connecting track and on the double slip switch.

Yard signals with aspects per Rules 699-G and 699-H for movements on receiving leads 1 and 2 will be in service between east receiving leads 1 and 2, 400 feet south of the double slip switch. When double slip switch is lined for the receiving lead, yard signal will display aspect per Rule 699-C. When double slip switch is lined from the receiving lead to the one-spot repair tracks, yard signal will display aspect per Rule 699-H. When neither aspect is displayed movement must stop before fouling other routes through the double slip switch and hump yardmaster must be contacted for instructions. This yard signal does not convey information as to the position of the switch at the north end of receiving leads 1 and 2.

YARD SIGNAL ASPECTS

Special signal aspects which are not a part of automatic lock CTC and interlocking system.
Yard Signal Aspects Indication

<u>Rule</u>	<u>Wayside</u>	<u>Cabs</u>	<u>In Hump Yard</u>	<u>In Flat Yd.</u>
699-G	Yellow-00-White		Normal Position of Switch	Norm. Pos. of Switch
699-H	White-00-Red		Diverging Route of Switch	Div. Route of Switch

(2.) CHICAGO NORTHWESTERN INSTRUCTIONS

C&NW, Track 3 in the Ohio Street Yard, the normal position for the switch connecting the East End Switch lead (back lead) of the Ohio Street Yard to Track No. 3 is for the Switch Lead (back lead).

The normal position for switch connecting this crossover to No. 3 Track is for the straight movement over Track No. 3.

Transfers and engines entering Track No. 3 from the East End switch lead (back lead) must realign the switches to their normal position after movement is completed.

(3) FRISCO INSTRUCTIONS

After yarding transfers in tracks 26 thru 57 Rosedale Yard and returning to the main line through the spring switch at the north end of the Rosedale Yard, it will be necessary that the spring switch be lined behind the movement on departure from the Frisco Yard.

When inbound transfers find they are lined in-to scale track at 30th Street, a crew member will contact KCT Traffic Control, by speaker at 30th Street, for instructions and track for delivery. Do not block 30th street until instructions have been received.

(4) ILLINOIS CENTRAL GULF INSTRUCTIONS

Illinois Central Gulf Railway Company, Lydia Avenue Yard, Kansas City, Missouri is designated as interchange of cars. Tracks 5, 6 and 7 are designated tracks for delivering of interchange. Transfer will be delivered via Kansas City Terminal Railway via Tower 2, Burlington Northern, Goose Neck tracks to Illinois Central Gulf tracks south of Missouri River to Lydia Avenue Yard.

Crews effecting delivery will contact Illinois Central Gulf when arriving Lydia Avenue on Terminal automatic phone located in a sheltered box in vicinity of West End of their yard by calling terminal automatic phone number 575 to secure track on which delivery is to be affected. Additional phone number Illinois Central Gulf for instructions 842-6020 or 842-5730 or terminal automatic phone number 583.

(5) KANSAS CITY TERMINAL INSTRUCTIONS

When making deliveries to the KCT Railway of perishables and hot merchandise for all industries in the vicinity of the McGee Street Yard, track 716 McGee Street Yard will be designated receiving track. Crews making delivery to McGee Street must report to Tower Control when clear of main Line No. 1 on entering the yard and receive clearance when ready to come out onto Main Line No. 1

KCT has a stop board governing train and engine movements from track 323 to track 309. Train and engine crews must not pass the stop board after delivering to Frisco connection nor line hand throw switch leading to Track 309 until permission is received from KCUD Traffic Control Center by talk-back speaker at this location. When not in use, the hand throw switch should be left lined for track 309.

KCT Railway Kansas River bridge will not clear man on side of car or loads wider than 12 feet 6 inches at 7 feet above top of rail. "Close Clearance" signs will be placed on approaching tracks at each end of bridge.

Movements over Santa Fe Street on Frisco rails will be governed by KCT Traffic Control Center from flagman's shanty, Mulberry Street, to get clearance, or call AY Operator who will ask Traffic Control to call on radio. If unable to get into Santa Fe Street within fifteen minutes after reporting for movement, it will be necessary to receive another clearance from KCT Traffic Control Center.

(6.) MILWAUKEE-KCS INSTRUCTIONS

Crews handling transfers to the yards under the jurisdiction of the MILW-KCS Joint Agency should be governed by the following while operating within the limits of the MILW-KCS Joint Agency:

The block office for yard operation is located at West Wye Tower and talk-back speaker available that location. On inside Bell telephone, dial 327; outside Bell telephones, dial VI 2-0077, or BE 1-6180.

All movements via MOP River Route between Henning Street and Troost using Joint Agency trackage must be reported to the block operator. The report must include engine number, number of cars, enroute to what point and the route desired. Block operator will arrange for or secure authority for all moves.

Before leaving west end of MILW-KCS Knoche Yard, call Block Operator at West Wye Tower to secure authority.

Verbal authority for movements must be clear and must be repeated. Take the time required for complete and clear understanding. Your attention is directed to the fact that all of the above mentioned territory is within Yard limits and all movements (except First Class), must be made at restricted speed. Definition of Restricted Speed: "Proceed prepared to stop short of train, engine, obstruction or switch not properly lined."

Yard movements, including transfers, must approach all road crossings (including those protected by automatic warning signals), under full control and make sure they have the right of way before moving over crossing.

Yard engines with or without cars when following close behind a preceding movement over a road crossing must send flagmen ahead and make sure traffic is stopped before moving over crossing. Movements of yard engines less than five(5) minutes behind

a preceding movement over a road crossing should be avoided when practical to do so.

Between sunset and sunrise and during the day when day signal cannot be plainly seen in foggy or stormy weather, a lighted lantern will be displayed on rear of all yard movements between various rail at Kansas City and movements between yard; and within yard limits.

It is prohibited to make a blind shove.

Engines must approach crossovers under full control expecting to find them in use. The normal position of crossover switches is for main track. The normal position of the inside crossover switch just south of 12th Street is for the passing track.

When coming back from the MIW-KCS, call West Wye Tower before passing Kansas Avenue as it may be possible to run against traffic and avoid being blocked.

(7.) MISSOURI PACIFIC INSTRUCTIONS

The operation from Lydia Avenue to Santa Fe Street on all three main tracks is controlled by the operator at Broadway and is subject to CTC Rules. Below is Missouri Pacific Operating Rule No. 403:

"Reporting Delays-Control Operator must be advised in advance of any known condition that will delay the train or engine. After a signal indication has been displaced authorizing movement of a train or engine, if movement cannot be made promptly Control Operator must be notified immediately. When a train or engine is stopped by a "Stop" indication and there is no evidence of an approaching train or engine, communicate promptly with Control Operator."

Crews returning from Mop Neff Yard will stop at Park Avenue and call Broadway Operator, reporting engine number, name of road and destination.

Missouri Pacific Operating Rule 19, final paragraph reads as follows:

"Yard to Yard Transfers must have member of crew with white light on rear at night unless equipped with caboose displaying lighted markers or red light to rear."

Stop board in place just west of first switch East End of General Mills and crews will come to stop and call yardmaster either by using PEX telephone EXT. 384 to Assistant General Yardmaster or by using tele-talk speaker to Assistant General Yardmaster. Tracks are numbered from south to north. Numbers are stenciled on switch targets.

All transfers will be pulled to the east end of designated tracks, however, there will be no objection if you elect to notify your crews to cut off their waycar in clear or west end of track on which transfer is located along the lead at the entrance of new receiving yard and crews of connecting line transfers will please place waybills in container in the pneumatic tube for delivery of bills to the General Yard Office.

Before engine is detached or angle cocks closed on a transfer cut, brakes must be applied by making a 20 pound brake pipe reduction after which angle

cocks will be closed and engine detached.

Concerning deliveries to the MOP 400 Yard, be governed by Missouri Pacific Railroad Company's General Notice No. 59 dated November 19, 1966, as follows:

"At times there is congestion in the 200 Yard at the west end of Neff Yard, and in order to avoid delays, connecting lines will, when necessary, make deliveries in the 400 Yard, also at the west end of Neff Yard, instead of 200 Yard.

When switches at Troost Avenue are lined for the Inbound Freight Main, this will be an indication that the delivery will be yarded in the 400 Yard. Connecting line crews making deliveries to the west end of Neff Yard will receive track in the 400 Yard on which to yard their delivery, from the Yardmaster at the west end of Neff Yard at Montgall Avenue in the same manner as track for the 200 Yard is obtained at the west entrance to the 200 Yard.

When deliveries are yarded in the 400 Yard, waybills will be dispatched from the Tubing Station at the west end of the West Bowl in the same manner as waybills are dispatched from the Tubing Station at the west end of the 200 Yard."

Member of crew must call Assistant General Yardmaster (ext. 384) when taking lunch, to determine where to leave engine, and again when meal period completed.

(8.) NORFOLK AND WESTERN INSTRUCTIONS

All crews delivering cars to the N&W Yard, North Kansas City, will not foul 10th Street Crossing North Kansas City until they have communicated with either the N&W Yardmaster or Ustick Tower to secure a route and track for yarding or further movement of their cars and then will proceed over 10th Street crossing as rapidly as Safety and condition permit.

When a condition arises that results in your blocking 10th Street Crossing, you will make immediate arrangements to cut the cars to allow automobile traffic to move.

Before engine is detached or angle cocks are closed on a freight train in N&W Yards, brakes must be applied with not less than a full service reduction after which the angle cocks will be closed on the car and locomotive. Trainmen will not close any angle cock or cut engine off until the full service reduction has been made.

When making delivery to N&W North Kansas City Yard, switch at the east end of the receiving yard will be lined back for the switching lead after being used. Stop at Speaker No. 80 and report to Yardmaster to find what track to yard the transfer.

Crossovers between yard tracks may be left lined as last used, but in no case will a crossover be left with one switch aligned for straight track movement and the other for crossover movement. Be governed accordingly.

(9.) ROCK ISLAND INSTRUCTIONS

Switch or engine crews using crossovers from Tracks 59 to 65 west of 10th Street Yard and East of Mill Street in Rock Island, Armourdale Yard, must leave switches lined for straight track.

When transfer consists of fifty (50) cars or more, there must, without fail, be two yardmen on head end to cut street crossings, and assist in yarding transfer as instructed by Yardmaster.

(10.) UNION PACIFIC INSTRUCTIONS

It will be necessary for all movements, in and out of the Union Pacific Yard see that their route is properly lined. Switch tenders at East End of Kaw Bridge will give proceed signals and track numbers to inbound movements. Eastbound movements will be governed by Yardmaster's instructions and signals from East End of Kaw Bridge. It may be necessary for East End Kaw Bridge switch tenders to perform some of the duties that were previously performed by the West End switchtenders. With the new arrangement, signals will not be received at West End of Kaw River Bridge.

Union Pacific spur track and pocket track leading off their inbound running track just south of Kansas Avenue opposite the G&K warehouse is unsafe for use by locomotive.

Union Pacific Kaw River Bridge at Kansas City, has a footwalk and handrail on the south side, and a footwalk between the two tracks. On the north side there is a footwalk, but no handrail. When using this bridge, be governed accordingly.

When transfer consists of fifty (50) cars or more, there must, without fail, be two yardmen on head end to cut street crossings, and assist in yarding transfer as instructed by Yardmaster.

SPECIAL RULES

(T) MAXIMUM AUTHORIZED SPEED (MAIN TRACKS)

	MPH
	PSGR: FRT
Between Rock Creek and Sheffield (Tracks 2 and 3)	35 : 35
Between Sheffield and Brooklyn Avenue (Tracks 1, 2 and 3)	45 : 45
Between Sheffield and Grand Avenue (Track 4)	30 : 30
Between Brooklyn Avenue and Santa Fe Jct. (Tracks 1, 2 and 3)	30 : 30
Santa Fe Jct. to Turner	45 : 45
Turner to M.P. 8, Main Track No. 1	79 : 60
Turner to M.P. 8, Main Track Nos. 2, 3, & 4	20 : 20

(U) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH
	PSGR: FRT
Curve, MP 444.5	45 : 45
Congo to Rock Creek Jct. via Mo. Pac.	20 : 20
4 Curves, MP 445.0 to 445.8	30 : 30
RR Crossing, MP 445.9 (Interlocking)	25 : 20
Curve, MP 1.7	15 : 15
Curves, MP 7.1 to 7.8 Track No. 1	60 : 60

(V) SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches must not exceed speed prescribed for turnout.

Trains or engines using siding must not exceed maximum turnout speed for the siding.

"I" - Interlocked Switch SWITCHES AND TURNOUTS

STATION	TYPE	TURNOUTS	MPH
Congo	I	West crossover	40
	I	East crossover and Mo. Pac. conn.	30
Santa Fe Jct.	I	Second crossover west of Santa Fe Jct.	30
	I	Crossover east of 12th Street	15
A.Y. 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

SPECIAL RULES

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Turner	I	Turnout to South Receiving Yard M.P. 6.9	15
	I	Crossovers & Turnouts between Key Road (M.P. 7.2) & M.P. 7.5	15
	I	Crossover between Main trks. No. 2 & 3 (M.P. 8)	20
	I	Crossover between Main Trks. Nos. 3 & 4 (M.P. 8)	20
	I	Turnout Main Trk. No. 1 to Hump Lead (M.P. 8.3)	40

(W) MAXIMUM SPEED OF ENGINES

AMTRAK 500-539		
5687-5714		
5930-5939*		
5940-5948	90**	45
1150, 1218, 1260		
1418-1441, 1500-1537		
2322, 2394	45	45
ALL OTHER CLASSES	70	45

* Units 5930, 5931, 5935, 5938 restricted to 70 MPH until gear ratio changed to 59:18.

** Engines without cars must not exceed 70 MPH.

(X) MOVEMENTS OVER SUBMERGED TRACKS (Rule 108)

Equipment listed below must not be moved through water above top rail greater than the depth and not in excess of the speed shown:

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
All Classes	4	5

BULLETIN BOOKS (Rule 80)

Trainmaster's Office
Westbound Hump
Westbound Bowl
Eastbound Hump
Eastbound Bowl
Roundhouse

STANDARD CLOCKS

Turner
Trainmaster's Office
Roundhouse Office