

SAFTY FIRST
AND ALWAYS FOR
EVERYONES PROTECTION!

SOUTH KANSAS AND
OKALHOMA RAILROAD

SYSTEM
TIMETABLE NO. 2
EFFECTIVE 12:01 A.M. THURSDAY
MAY 21, 1992

FOR THE GOVERNMENT OF
EMPLOYEES CONCERNED

MR. R. B. WEBB - PRESIDENT

SOUTH KANSAS & OKLAHOMA

EXPLANATION OF CHARACTERS

- A- Automatic Interlocking
- B- General Orders/Circulars/Notices
- g- Gate, normal position against conflicting route
- G- Gate, normal position against this subdivision
- Ø- Gate, left lined in position last used
- M- Manual Interlocking
- MT- Main Track
- P- Telephone
- R- Radio Communication
- S- RR Crossing protected by permanent stop sign
- T- Turning Facility
- X- Crossover (DT)
- Y- Yard Limits

EXPLANATION OF ROADWAY SIGNS

- Temporary Restrictions- Red, Yellow and Green flags or discs
- Permanent Speed Sign- Square or Rectangular in shape, Yellow with numerals or Green
- Permanent Stop Sign- Rectangular in shape, Red
- Whistle Sign- Square in shape, White with letter "W"

SOUTH KANSAS & OK. R.R.
Moline Subdiv.

WEST- WARD ↓		STATIONS		↑ EAST- WARD	
Station Number	Siding Feet			Mile Post	
61400		CHANUTE	BRTY	127.7	
		11.3			
54965		REST		139.0	
		5.0			
54960		BENEDICT		144.0	
		0.2			
		U.P. Crossing	AP	144.2	
		8.2			
54955	3550	FREDONIA	PY	152.2	
		0.2			
		B.N. Crossing	GS	152.4	
		18.6			
				171.0	
54945	1875	LONGTON	P	189.9	
		5.8			
54940	4100	ELK FALLS		195.7	TWC
		6.7			
54935	3940	MOLINE		202.4	
		8.4			
54930	2300	GRENOLA		210.8	
		6.4			
54925	2830	GRAND SUMMIT		217.2	
		8.3			
54920	2884	CAMBRIDGE		225.5	
		5.3			
54915	2250	BURDEN		230.8	
		7.9			
54910	2650	NEW SALEM		238.7	
		8.4			
54900		WINFIELD	BRY	1.0	
		1.0			
		W.N. JCT.	Y	248.1	CTC
		5.3			
54890		KELLOGG		253.4	
		3.5			
54880		OXFORD		256.9	TWC
		5.7			
54870		DALTON		262.6	
		7.0			
54600		WELLINGTON	BRY	238.9	CTC
		(123.0)			

FREDONIA: U.P. TRAINS USE SKO TRACK BETWEEN SWITCHES MP152.2 AND MP144.2 ON AUTHORITY OF SKO DISPATCHER.

FREDONIA: B.N. ENGINE GOVERNED BY THE GENERAL CODE OF OPERATING RULES WILL USE SKO MAIN TRACK BETWEEN MP152.1 AND MP150.0 SKO ENGINES UNDER GENERAL CODE OF OPERATING RULES WILL USE B.N. MAIN TRACK BETWEEN MP F412 PLUS ONE POLE. WITHIN THESE LIMITS RULE 93 IS IN EFFECT.

YARD LIMITS:

- Chanute, M.P. 127.7 to 130.6
- Fredonia, M.P. 150.7 to 152.8
- Elk Falls, M.P. 199 to 204
- Winfield, M.P. 246.0 to 248.2
- W.N. Jct., M.P. 248.3 to 249.9
- Wellington, M.P. 266.8 to 267.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Chanute and Wellington	40

SOUTH KANSAS & OK. R.R.
Moline Subdiv.

(C) SPEED RESTRICTIONS - VARIOUS		MPH
RR Crossing	M.P. 144.2 (Auto. Interlocking)	20
Crossings	M.P. 151.2 to 152.3	20
RR Crossing	M.P. 152.4 - Stop	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
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
Crossings	M.P. 246.2 to M.P. 247.3	20
Curve	M.P. 246.2 to M.P. 246.7	20
3 Curves	M.P. 247.1 to M.P. 247.7	20
4 Curves	M.P. 248.2 to M.P. 248.6	10

(D) SPEED RESTRICTIONS - SWITCHES

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

"D" - Dual Control Switch N/A		"S" - Spring Switch		MPH
Station	Type	Location		
W.N. Jct.	D	Switches in Kansas Division main track and siding and to and from Moline Subdivision main track		15
Wellington	D	Switches at end of two tracks		40
	D	Switches to and from freight yard and Moline Subdivision		20

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Buxton Spur	160.0	200
Crusher Storage	200.0	1,350
Crusher Tracks	200.1	8,850

WEST- WARD ↓		SOUTH KANSAS & OK. R.R. Coffeyville Subdiv.		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
61465		CHERRYVALE	T		
		8.1			
61470		LIBERTY		8.1	
		5.2			
61475		AVIAN		13.3	
		2.5			
		U.P. Crossing	GS	15.8	
		0.8			
61500		COFFEYVILLE		16.4	
		0.5			
		S.E.K. Crossing	ST	16.9	
		(16.9)			

RULE 94 IN EFFECT: Between Cherryvale and M.P. 16.9.

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.

SOUTH KANSAS & OKLAHOMA R. R.
Tulsa Subdiv.

WEST-WARD ↓	STATIONS	EAST-WARD ↑
Station Number	Siding Feet	Mile Post
61380	IOLA 10.8 Y	109.7
61385	HUMBOLT 7.7 Y	117.4
61400	CHANUTE 10.3 BRTY	127.7
61450	EARLTON 5.6	133.2
61455	THAYER 6.8	140.0
61460	MOREHEAD 7.6	147.6
	B.N. Crossing 8.0 g	155.6
61465	CHERRYVALE 0.2 PTY	155.8
61520	INDEPENDENCE 9.7 Y	165.5
	U.P. Crossing 0.5 A	0.5
61530	BOLTON 6.9	7.4
61540	CANEY, KS 14.7 P	22.1
61560	COPAN, OK 7.7 TWC	30.0
61570	DEWEY 6.9	36.9
	D.Y. JCT. 0.7 PY	37.6
61600	BARTLESVILLE 3.2 Y	40.8
	B.E. JCT. 0.5 PY	41.3
61620	OCHELATA 11.2	52.5
61630	RAMONA 6.1	58.6
61640	VERA 6.2	64.8
61650	COLLOINSVILLE 6.8	71.6
61660	OWASSO 7.6 BRTY	79.2
61700	TULSA YARD 10.9 TY (145.8)	90.1

D.Y. JCT. - B.E. JCT.: SEK TRAINS USE SKO TRACK BETWEEN D.Y. JCT. AND B.E. JCT. MOVEMENT WILL BE CONTROLLED BY SKO DISPATCHER IN COFFEYVILLE.

SWITCHES AT THESE POINTS TO BE LINED FOR SKO NORMAL MOVEMENTS.

YARD LIMITS:

Ottawa, M.P. 57.3 to Chanute, M.P. 130.4
Cherryvale, M.P. 155.0 to 156.6
Independence, M.P. 165.1 to 1.8
D.Y. Jct., M.P. 37.6 to B.E. Jct., M.P. 41.9
Owasso-Tulsa Yard, M.P. 77.0 to 90.1

SOUTH KANSAS & OKLAHOMA R. R.
Tulsa Subdiv.

SPECIAL INSTRUCTIONS

- SPEED REGULATIONS:
(A) MAXIMUM AUTHORIZED SPEED:

BETWEEN:	MPH
Ottawa and M.P. 62.0	20
M.P. 62.0 and M.P. 109.0	10
M.P. 109.0 and Chanute	20
Chanute and Owasso	40
Owasso and Tulsa Yard	20

(C) SPEED RESTRICTIONS - VARIOUS	MPH
Crossings M.P. 57.1 to 59.0	10
RR Crossing M.P. 58.4 (Auto. Interlocking)	10
Crossings M.P. 82.3 to 82.8	10
RR Crossing M.P. 82.7 (Auto. Interlocking)	10
Crossings M.P. 108.0 to 110.1	10
Crossings M.P. 117.1 to 117.9	20
Crossings M.P. 125.7 to 126.4	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 (Auto. 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	20
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 N/A		"S" - Spring Switch	
Station	Type	Location	MPH
Ottawa	D	Turnout to Emporia Subdivision	15

2. TRACKS BETWEEN STATIONS:

Name	Mile Post Location	Capacity in Feet
Storage Track	62.2	3,500
Moorman Mfg. Co. Spur	129.3	767
Osage Lead	129.7	2,500
Dewey Dehydrating Spur	35.8	100
Cherokee Industrial Lead	78.7	4.35 mi.
Port of Catoosa Spur	79.6	7.3 mi.
Modification Center Tracks	82.4	950

Notes

SPECIAL INSTRUCTIONS

The General Code of Operating Rules & Revisions effective Oct. 29, 1989, is in effect.

The Safety, Radio and General Rules for All Employees & Revisions effective Oct. 29, 1989, is in effect.

General orders located at the main office at Coffeyville, Owasso, Winfield and Chanute.

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EMPLOYEES MUST NOT RELY ENTIRELY UPON
OTHERS, BUT MUST PROTECT THEMSELVES
WHEN THEIR OWN SAFETY IS EFFECTED

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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.
243	DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of next signal or switch point indicator

