

**RULE 455, VERBAL AUTHORIZATION  
BY FOREMAN AND ENGINEER'S ACKNOWLEDGEMENT**

When train approaches limits specified by Track Bulletin Form B, the engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

The following words will be used by foreman in properly identifying himself:

"Foreman \_\_\_\_\_ (of Gang No. \_\_\_\_\_) using Track Bulletin No. \_\_\_\_\_ Line No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ Subdivision."

In granting verbal authority for movement through limits of Track Bulletin Form B, the following alternatives will be used by foreman:

- (a) **Movement Beyond Red Flag**  
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) **Movement at Speed Greater Than Restricted Speed**  
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) **Movement at Speed Less Than Restricted Speed**  
To require train or engine to move at a speed less than restricted speed, the following will be added:  
"\_\_\_\_\_ (train) \_\_\_\_\_ may 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.

The instructions issued by foreman under (a), (b), or (c) must be repeated by the engineer and "OK" received from foreman 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 employe in charge as prescribed by example (a) above.

<b>SPEED TABLE</b>					
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	5 —	12.0
— 56	64.2	1 36	37.5	6 —	10.0
— 57	63.2	1 38	36.8	12 —	5.0



**SANTA FE  
SAFETY FIRST**



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

**EASTERN REGION**

**KANSAS CITY DIVISION**

**TIMETABLE No.**

**4**

IN EFFECT

**Sunday, October 25, 1987**

At 12:01 A.M.  
Central Time

This Timetable is for the exclusive use  
and guidance of Employes.

**D.G. McINNES**  
General Manager  
TOPEKA, KANSAS

**J.D. McPHERSON C.L. HOLMAN V.G. NAIL**  
Assistant General Managers  
TOPEKA, KANSAS

**P.V. NASH**  
Superintendent  
KANSAS CITY, KANSAS

**ASSISTANT SUPERINTENDENTS**

J.M. TAYLOR ..... Kansas City  
 J.L. SULLIVAN ..... Kansas City

**TRAINMASTERS**

K.L. SEBO ..... Kansas City  
 J.A. COVINGTON ..... Kansas City  
 R.L. DeCANNEY ..... Kansas City  
 G.B. DENNING ..... Kansas City

**TRAINMASTER — ROAD FOREMAN OF ENGINES**

J.W. LANE ..... Chanute

**ASSISTANT TRAINMASTERS — KANSAS CITY**

G.A. CHANDLER ..... B.R. HART  
 J.D. JOHNSON ..... G.T. HARDCASTLE  
 J.E. HOUGHTON ..... H.J. RAWLINGS

J.G. BECKER ..... J.J. LAWSON  
 G.E. BOSLER ..... R.E. MASON  
 R.J. BRAET ..... M.L. McCLELLAND  
 R.A. BRAY ..... H.E. MESSICK  
 D.W. BURNLEY ..... J.L. PARSONS  
 D.R. CREASON ..... W.W. PARSONS  
 G.L. DeGRAEVE ..... R.G. PERKINS  
 J.W. DRUMMOND ..... H.L. PRYOR  
 D.R. GIBBS ..... A.E. SMITH  
 G.L. GRIMM ..... J.W. STEFFENS  
 J.A. HANSON ..... L.A. WISE  
 V.P. JAMIERSON ..... J.D. WITTEN

**ASSISTANT TRAINMASTERS — EMPORIA/TOPEKA**

D.V. DUNCAN ..... R.R. McCREADY  
 R.E. DUNCAN ..... D.J. MITCHELL  
 R.D. EDMISTON ..... A.E. POTTER  
 C.L. HORTON ..... R.L. WHITEHEAD

**DIVISION MANAGER OF RULES**

B.D. JOHNSTON ..... Kansas City

**SUPERVISOR OF AIR BRAKES  
 GENERAL ROAD FOREMAN OF ENGINES**

B.R. TUCKER ..... Topeka

**ROAD FOREMAN OF ENGINES**

R.E. CLEMENTS ..... Kansas City

**DIVISION MANAGER OF SAFETY**

L.D. HODGSON ..... Kansas City

**SHOP MANAGER OF SAFETY**

R. PEDROZA ..... Kansas City

**CHIEF DISPATCHER**

D.E. HAMMAN ..... Kansas City

**ASSISTANT CHIEF DISPATCHERS — KANSAS CITY**

C.K. CARNES ..... G.B. MILLER  
 C.I. WALKER

**DISPATCHERS — KANSAS CITY**

D.L. SEXTON ..... D.L. BURNS  
 D.W. McALISTER ..... L.K. MILLER  
 J.A. FACKLAM ..... W.E. TOSO  
 S.E. QUINTANA ..... M.I. WHITCHER  
 R.A. TURNER ..... J.T. BURRIS  
 D.I. STEINBRINK ..... D.O. BATCHMAN

**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

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**EXPLANATION OF CHARACTERS**

- A — Automatic Interlocking
- B — General Orders/Bulletins
- C — Office of Communication
- g — Gate, normally lined against conflicting route
- G — Gate, normally lined against this subdivision
- Ⓔ — Gate, left lined in position last used
- M — Manual Interlocking
- MT — Main Tracks
- P — Telephone
- R — Radio Communication
- S — Crossing protected by stop sign
- T — Turning facility
- X — Crossover (DT)
- Y — Yard Limits

**EXPLANATION OF ROADWAY SIGNS**

- Temporary Restriction — 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"

# FIRST SUBDIVISION

WEST- WARD	FIRST SUBDIVISION				EAST- WARD
First Class	STATIONS				First Class
3					4
Leave Daily	Station Number	Siding Feet		Mile Post	Arrive Daily
AM 1.05	61930		HOLLIDAY		AM 6.29
			3.4 WILDER JCT. P	3.1	
	60530	8600	8.0 DESOTO P	11.1	
	60520	2450	6.0 EUDORA	19.1	
1.27			4.1 NORIA	23.2	
s1.35	60500	6500	3.3 LAWRENCE BRTY	26.5	s5.57
	60475	2500	5.1 LAKE VIEW	31.6	5.47
	60450	2600	5.8 LECOMPTON	37.4	
1.53	60425	7900	8.6 TECUMSEH	46.0	
s2.10	60200	2050	6.6 A.T.&S.F. Crossing A TOPEKA BRTY	52.6	s5.30
	60220	2450	6.7 PAULINE Y	57.3	5.08
	60232		14.3 SCRANTON	71.6	4.54
	60236	3400	5.3 BURLINGAME	76.9	
			7.9 U.P. Crossing A	84.8	
	60240	5000	0.3 OSAGE CITY P	85.1	
2.49	60248	4000	11.4 READING	96.5	
			14.5 N.R. JCT. YT	111.0	
s3.15 AM	61200		1.1 EMPORIA BRT	112.1	4.20 AM
Arrive Daily	(113.9)				Leave Daily

**CTC IN EFFECT:**

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

**TWC IN EFFECT:**

Between Holliday and N.R. Jct.

Schedule leaving time No. 3 applies at station sign Lawrence.

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.

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 RESTRICTIONS -- TONNAGE**

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

**(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 (Auto. Interlocking)	10
Crossings, M.P. 50.6 to 51.3W	20
Curve, M.P. 58.9 to 59.1	65
Curve, M.P. 59.8 to 60.0	65
Curve, M.P. 60.3 to 60.6	70
9 Curves, M.P. 61.0 to 63.6	50
2 Curves, M.P. 63.7 to 64.2 **	45
Curve, M.P. 64.5 to 64.7	60
Curve, M.P. 65.0 to 65.3	65
2 Curves, M.P. 66.5 to 67.2	50
2 Curves, M.P. 67.5 to 67.8	55
Curve, M.P. 68.2 to 68.8	70
Curve, M.P. 69.0 to 69.4	55
Curve, M.P. 69.8 to 70.0	70
Curve, M.P. 70.6 to 70.9	70
Curve, M.P. 75.1 to 75.3	65
2 Curves, M.P. 76.0 to 77.1	55
Curve, M.P. 84.0 to 84.4	50
Crossings, M.P. 84.4 to 85.5	40
RR Crossing M.P. 84.8 (Auto. Interlocking)	40
Curve, M.P. 85.3 to 85.7	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, M.P. 110.0 to 110.3	30
Crossing M.P. 110.8 to 111.0 ****	30
Curve, M.P. 110.8 to 111.9 ****	30
Crossings, M.P. 111.0 to 111.9	30

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

# 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
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)

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

WEST-WARD		SECOND SUBDIVISION				EAST-WARD	
First Class	STATIONS						First Class
3	Leave Daily	Station Number	Siding Feet			Mile Post	4
AM	12.45	63150		KANSAS CITY Amtrak Station	B	KCT Ry.	AM
	12.49			SANTA FE JCT.	T		7.05
				A.Y. TOWER	CR	CTC 2MT	1.7
		62000		KANSAS CITY Argentine	BRT	C T C	3.9
	12.56	61950		TURNER	BCR		4.8
		61940		MORRIS		CTC 4MT	7.1
1.05 AM	61930			HOLLIDAY			10.3
				CRAIG			13.4
		61900		OLATHE	BR		19.5
		61880		GARDNER			27.8
Via First Sub Div		68160		EDGERTON		C	34.6
		61850		WELLSVILLE		T	39.8
		61300	5540	OTTAWA	PT	C	45.5
				U.P. Crossing	A		57.1
		61290		POMONA		2	59.9
		61280		QUENEMO		M	67.5
		61270		MELVERN	P	T	71.8
				RIDGETON			79.6
		61260		LEBO	P		87.6
		61250		NEOSHO RAPIDS			93.8
				WIGGAM			101.6
				N.R. JCT.	T	CTC 3MT	107.1
		61200		EMPORIA	BRT		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 Assistant Trainmaster 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 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 Amtrak Station operating via First Subdivision must secure track warrant at A. Y. Tower.

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

## SECOND SUBDIVISION

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frt.
Kansas City Amtrak Station and BN Crossing, KCT Tracks 1, 2, & 3	20	20
BN Crossing and Santa Fe Jct. (M.P. 1.7), KCT Tracks 1, 2, & 3	15	15
Santa Fe Jct. (M.P. 1.7) 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 to Constitution St. (M.P. 111.9)	70	55*
Wiggam and Constitution St. (M.P. 111.9) Emporia South Track	40	40
Constitution St. (M.P. 111.9) Emporia and Merrick (M.P. 115.3):		
Main Tracks	79	55*
Yard Track No. 3	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 operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

##### (B) SPEED RESTRICTIONS - TONNAGE

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

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

	MPH
Curve, M.P. 1.7	15
Curve, M.P. 3.5 to 3.7 North Track	25
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 Operator, 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	Turnout to South Main Track west of Santa Fe Jct.	30
	D	Crossovers 12th St.	15
AY Tower	D	Crossover east of Tower	15
	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	20
	D	Turnout Main Track No. 1 to Hump Lead M.P. 8.3	40
Morris	D	Crossovers M.P. 11.0	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	30
	D	Crossovers between Main Tracks	40
	D	Turnout to Third Subdivision	15
M.P. 59.9	D	Crossovers	40
M.P. 76.0	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. 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)

### THIRD SUBDIVISION

WEST- WARD ↓	THIRD SUBDIVISION	↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS	Mile Post
61300		OTTAWA PT	57.1
		1.3 U.P. Crossing A	58.4
61350		PRINCETON	67.2
61355		RICHMOND	73.4
		6.2 U.P. Crossing A	82.7
61360	2400	GARNETT	82.8
61365		WELDA	91.0
61370		COLONY	99.1
		10.3 U.P. Crossing A	109.4
61380		IOLA	109.7
61385		HUMBOLDT	117.4
		8.3 M.K.T. Crossing g	125.7
61400		CHANUTE BRT	127.7
61450		EARLTON	133.2
61455		THAYER	140.0
61460		MOREHEAD	147.6
		8.0 B.N. Crossing g	155.6
61465		CHERRYVALE TY	155.8
61520		INDEPENDENCE Y	165.5
		0.5 U.P. Crossing A	0.5
61530		BOLTON	7.4
61540	2600	CANEY P	22.1
61560		COPAN	30.0
61570	3700	DEWEY	36.9
		0.7 D.Y. JCT. P	37.6
61600		BARTLESVILLE	40.8
		0.5 B.E. JCT. P	41.3
61620	2600	OCHELATA	52.5
61630	3100	RAMONA	58.6
61640	2550	VERA	64.8
61650	1750	COLLINSVILLE	71.6
61660		OWASSO BRTY	79.2
61700		TULSA YARD TY	90.1
(198.3)			

#### SPECIAL INSTRUCTIONS

##### 1. SPEED REGULATIONS:

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

BETWEEN	MPH
Ottawa and Chanute	20
Chanute and Owasso	40
Owasso and Tulsa Yard	20

###### (C) SPEED RESTRICTIONS – VARIOUS

Crossings, M.P. 57.5 to 58.8	MPH
RR Crossing M.P. 58.4 (Auto. Interlocking)	20
Crossings, M.P. 58.8 to 60.2	20
Crossings, M.P. 82.3 to 82.8	20
RR Crossing M.P. 82.7 (Auto. Interlocking)	20
Crossings, M.P. 108.0 to 110.1	20
RR Crossing M.P. 109.4 (Auto. Interlocking)	20
Crossings, M.P. 117.1 to 117.9	20
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 (Auto. Interlocking)	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	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  
 “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

#### 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.

MK&T trains will use booth telephone provided at D.Y. Jct., and B.E. Jct. to contact AT&SF Dispatcher at Kansas City 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-Tulsa Yard – East, M.P. 74.8, West, M.P. 90.1

## FOURTH SUBDIVISION

WEST- WARD ↓	FOURTH SUBDIVISION			↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
61400		CHANUTE	BRTY	127.7
54965		REST		139.0
54960		BENEDICT		144.0
		U.P. Crossing	AP	144.2
54955	3550	FREDONIA	PY	152.2
		B.N. Crossing	GS	152.4
54945	1875	LONGTON	P	171.0 189.9
54940	4100	ELK FALLS	P	195.7
54935	3940	MOLINE	P	202.4
54930	2300	GRENOLA	P	210.8
54925	2830	GRAND SUMMIT		217.2
54920	2884	CAMBRIDGE	P	225.5
54915	2250	BURDEN	P	230.8
54910	2650	NEW SALEM	P	238.7
54900		WINFIELD	BRY	247.1
		W.N. JCT.	Y	248.1
54890		KELLOGG		253.4
54880		OXFORD		256.9
54870		DALTON		262.6
54600		WELLINGTON	BRY	238.9
		(123.0)		

### (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	20
Curve, M.P. 246.2 to 246.7	20
3 Curves, M.P. 247.1 to 247.7	20
4 Curves, M.P. 248.2 to 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.  
"S"—Spring Switch.

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

#### CTC IN EFFECT:

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

#### TWC IN EFFECT:

Between Chanute and Wellington.

#### 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 (Auto. Interlocking)	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)

WEST- WARD ↓	ATCHISON SUBDIVISION			↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
60400		ST. JOSEPH	PY	497.5
		B.N. Crossing	S	497.8
		B.N. Crossing	S	498.1
		RUSHVILLE		512.7
		B.N. Crossing	M	512.9
		WINTHROP		517.3
		B.N. Crossing	S	517.9
60300		ATCHISON	PY	0.5
		U.P. Crossing	S	1.1
60290		PARNELL		6.4
60282		NORTONVILLE		16.8
60278	1700	VALLEY FALLS		26.7
60274		MERIDEN		39.4
		U.P. Crossing	M	49.5
60200		TOPEKA	BRTY	50.6
		(71.2)		

#### TWC IN EFFECT:

Between St. Joseph and Topeka.

#### RULE 94 IN EFFECT:

Winthrop to U.P. Crossing Atchison.

## ATCHISON SUBDIVISION

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 U.P. 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 U.P. 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.

At Winthrop, junction switch normally lined for AT&SF Ry.  
At Atchison, junction switch normally lined for U.P. Ry.

### Mile Post Location Yard Limits:

St. Joseph	West, M.P. 500.0
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

RR Crossing	M.P.	Description	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 Number	Sliding Feet	STATIONS		Mile Post
61465		CHERRYVALE T	RULE 94	
61470		<sup>8.1</sup> LIBERTY		8.1
61475		<sup>5.2</sup> AVIAN		13.3
		<sup>2.5</sup> M.K.T. Crossing GS		15.8
61500		<sup>0.6</sup> COFFEYVILLE		16.4
		<sup>0.5</sup> U.P. Crossing T		16.9
(16.9)				

### RULE 94 IN EFFECT:

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

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Cherryvale and Coffeyville	20

##### (C) SPEED RESTRICTIONS – VARIOUS

RR Crossing	M.P.	Description	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		LEAVENWORTH SUBDIVISION		EAST-WARD
Station Number	Sliding Feet	STATIONS		Mile Post
		WILDER JCT. P	RULE 94	
60550		<sup>1.5</sup> U.P. Crossing BONNER SPRINGS M		1.5
60560		<sup>15.3</sup> LANSING		16.8
		<sup>1.7</sup> WADSWORTH		18.5
60600		<sup>3.5</sup> LEAVENWORTH		22.0
(22.0)				

### RULE 94 IN EFFECT:

Between Wilder Jct. and Leavenworth

At Wilder Jct., eastward trains on Leavenworth Subdivision must secure a track warrant for authority to operate from Wilder Jct. to Holiday on the First Subdivision.

### 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

Bridge	M.P.	Description	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.



## 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, employes 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 10 sixth paragraph amended to read:** On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flag and green flag will be placed only for trains moving with the current of traffic.

**Rule 19 sixth paragraph amended to read:** The marker must be inspected at the initial terminal and each crew change point to see that it is properly displayed and functioning. Inspection will be made at crew change point, either by observation of marker at rear of train or readout information displayed in the cab of controlling locomotive indicating that marker light is functioning if rear car is equipped with an operative end of train device. If observed from rear of train, condition of marker must be communicated to outbound locomotive engineer.

**Rule 26 last paragraph Page 30 amended to read:** "Testing" does not include visual observations made by an employe positioned inside or alongside a caboose, engine or passenger car; or inspection task to ascertain that a rear end marker is in proper operating condition on a train standing on a main track.

**Rule 26 last paragraph page 32 amended to read:** ON A MAIN TRACK — A blue signal must be displayed at each end of the rolling stock except such is not required for marker inspection task involving repositioning the activation switch or covering the photoelectric cell. In lieu of blue signals, the employe performing the marker inspection task may afford protection by personally contacting the employe at the controls of the engine and being advised by that person that the train is and will remain secure against movement until the inspection is completed.

**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	1½ 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.

(Continued on page 15)

## ALL SUBDIVISIONS (Special Instruction 4 Con't.)

**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.
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 page 20 and 21.**

**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 is supplemented by adding:** Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on Page 168 and preprinted pads of this form will be in the format shown. The form for mechanical transmission is changed, with items (5) and (14) omitted, (16) revised, (18) and (19) added.

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'. Employes receiving copies must assure that the correct number of track bulletins and track condition messages are received, and the 'item marked' correspond with those indicated in item 19.

**Rule 450 is supplemented by adding:** Forms for track bulletins Form A and Form B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional 'other conditions' when space in Line 11 of Form A is insufficient.

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

**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 employes in their dealings with the public, their subordinates and each other.

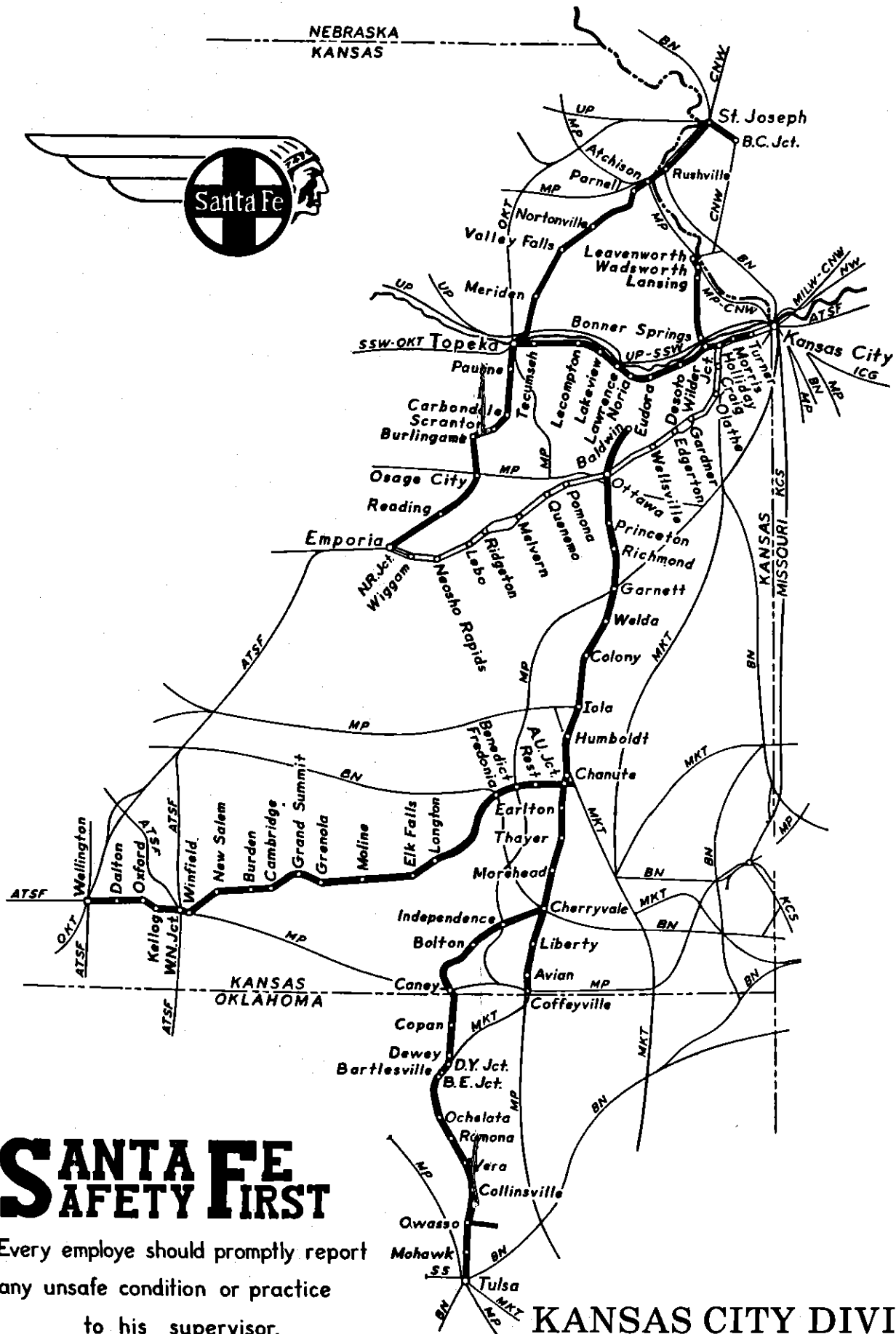
Boisterous, profane or vulgar language is forbidden.

**Rule 623 amended to read:** Employes whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 926. Engineers, firemen and hostlers must have and comply with Air Brake and Training Handling Rules, Form 2501 Standard.

**Rule 907 first paragraph amended to read:** Prior to performing an air brake test the rear of the train must be charged to within 15 psi of the feed or regulating valve setting, except when the setting on the engine is at 70 psi the pressure at the rear of the train must not be less than 60 psi. With an operative End-Of-Train device, except when performing initial terminal air brake inspection and test, brake pipe pressure displayed on control head console of the engine may be used to determine brake pipe pressure at the rear of train.

**Rule 912 second paragraph item (2) amended to read:** (2) Determine that brakes on rear car of train apply and release. As indicated by an operative End-Of-Train device, at least a 5 psi reduction in brake pipe pressure when brakes are applied and at least a 5 psi increase in brake pipe pressure when brakes are released may be used in lieu of observing that brakes on rear car of train apply and release.

(Continued on page 18)



# SANTA FE SAFETY FIRST

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

KANSAS CITY DIVISION

## ALL SUBDIVISIONS (Special Instruction 4 Con't.)

**Rule 914 first paragraph item (2) amended to read:** (2) It must be determined the brakes on each of the cars added, and on rear car of train, apply and release. An operative End-Of-Train device may be used as prescribed by Rule 912 to determine that brakes on rear car of train apply and release.

**Rule 923 third paragraph amended to read:** When a remote consist is moved in a train, and its use as a remote consist is not required because of train tonnage or length, it should be placed immediately behind the lead consist. RCE may be energized and operating, with feed valve cut out.

**Rule 926 new rule added to read:** At points where End-Of-Train device is installed, it must be tested as follows:

(1) Upon installation of End-Of-Train device, the permanent unique identification code of the End-Of-Train device must be entered into the control head console of the engine.

(2) After air brake system has been charged as prescribed by Rule 907, a person at rear of train must ascertain the brake pipe pressure displayed on the control head console of the engine and compare with the pressure displayed on End-Of-Train device. The End-Of-Train device must not be used if the difference between the two pressure reading exceeds 3 psi.

## 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
<b>ALL OTHER CLASSES</b>	<b>70</b>	<b>45</b>

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:

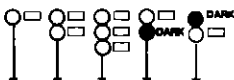
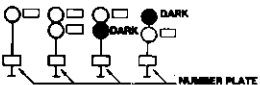
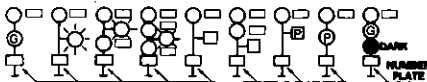
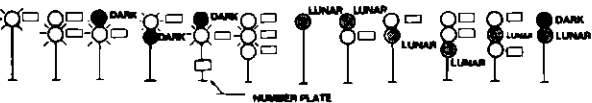
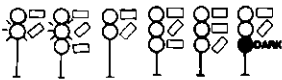
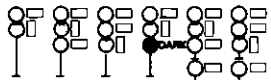
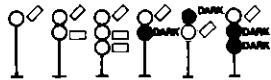
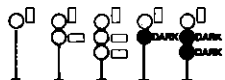
SUBDIVISION	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 AT-199465 AT-199466 and Jordan Spreaders MPH	Locomotive Crane AT-199600 AT-199720 and Other Machines MPH
First, Second, Third; Fourth, and Atchison .....	40	45	30
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.

**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

### 9. TRACKSIDE WARNING DEVICES — INSTRUCTIONS (A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS RULE 109 (C) — TRACKSIDE WARNING DETECTORS:

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate trackside indicators. Dragging equipment and wide or shifted loads will also actuate trackside indicators at locations so equipped.

#### INSTRUCTIONS APPLICABLE TO ALL TYPES:

1. To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by a crew member on ground. If defect(s) is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.
2. If an overheated journal is found, the car or unit must be setout. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, or relieving crew at crew change point where mechanical inspection is not made, must be informed of these conditions.

If abnormal heat is detected on same car by an intervening detector, or during a stop for inspection, the car or unit must then be setout. Exception: Train crew must request and be governed by instructions from Chief Dispatcher concerning further handling of ten-pack equipment after second detector stop.

3. When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.
4. When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds the bearing should be considered overheated. WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.

Use yellow crayon marker to write the date and letter "X" above each journal indicated or found to be overheated, and the date and letter "W" above each wheel indicated, found to be defective, or overheated.

5. 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 dispatcher's office.

6. Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:
  - (a) it is snowing or sleeting; or,
  - (b) there is snow on ground which can be agitated by a moving train.

#### INSTRUCTIONS APPLICABLE TO RADIO (REPORTER) TYPE:

1. After train passes the detector:
  - A. If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
  - B. If no radio message is transmitted, or if no message or audible tone (see Item 4) is received, train may proceed at prescribed speed and must be observed closely enroute.

## ALL SUBDIVISIONS

### 9. TRACKSIDE WARNING DEVICES — INSTRUCTIONS (A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS (cont'd)

2. If rotating white light is illuminated before head-end of train reaches the detector, or a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see Item 4) should an alarm occur during passage of the train.
  - A. If such message or tone is not received, train may proceed at prescribed speed.
  - B. If such message or tone is received, train must be governed by Item 4.
3. If rotating white light becomes illuminated as train passes the detector but a message or audible tone is not transmitted via radio, entire train must be inspected for defects.
4. If defects are noted as train passes the detector, a rotating white light will become illuminated, and:
  - A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or
  - B. An audible tone will be transmitted via radio. The tone will be (a) a fast beep if on North track, (b) a slow beep if on Middle or South track or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from HEAD-END of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right side in the direction of travel.

5. If a train received 4 defective car\* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms, or one wide load alarm, remainder of train must be inspected for additional defects.

\*DEFECTIVE CAR alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

#### INSTRUCTIONS APPLICABLE TO LOCATOR (READOUT) TYPE:

1. 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 exceed 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 car 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.
2. 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.

#### INSTRUCTIONS APPLICABLE TO MONITOR DISPLAY BOARD TYPE:

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

## ALL SUBDIVISIONS

### 9. TRACKSIDE WARNING DEVICES — INSTRUCTIONS (A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS (cont'd)

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.

2. When any indicator light displays flashing white aspect, train must be stopped as soon as possible after rear of train has passed detector and inspection made to locate car(s) or unit with abnormal heat condition or dragging equipment.
3. All illuminated lights and numerals displayed will be automatically cancelled 90 seconds after entire train has passed detector, which is at same location as display board.
4. When rotating white light is actuated by train, and a numerical readout is not displayed on the displayboard, train must be stopped and entire train be thoroughly inspected on both sides for abnormal heat condition and dragging equipment.
5. When rotating white light is displayed before train reaches detector, unless otherwise instructed by the train dispatcher, be governed as follows:

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

### (B) SHIFTED LOAD DETECTORS

All members of crew must be alert to observe indicators. When a train actuates indicators, they will display rotating light and train must stop immediately. Inspection must be made of both sides of train for shifted load and protruding objects. Dispatcher must be advised promptly by radio or telephone result of inspection.

When indicators display rotating white light before engine reaches detector, fixed signals indicate other than stop, and communication is established between head and rear ends of train with understanding indicators were actuated before engine reached indicator, train may without stopping proceed not to exceed 15 MPH until entire train has passed over bridge.

### (C) HIGH WATER DETECTORS

High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. When adjacent block signals are red trains must not proceed until thorough examination has been made to determine that bridge or track has not been weakened by high water. Crews should promptly communicate when train dispatcher and every precaution for safety should be taken.

### (D) SLIDE DETECTOR FENCES

Slide detector fences placed in certain areas which will cause adjacent signals to be in stop position if fence circuit is broken. Due precaution for slides must be taken by crews in such areas when observing the requirements of Rules 312 or 313. Train dispatcher must be promptly notified if slide conditions observed.

## 10. JOINT TRACK FACILITIES

**KANSAS CITY—SANTA FE JCT:** AT&SF trains will use K.C.T. (Kansas City Terminal Ry. Co.) tracks between Amtrak 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.:** U.P. trains use AT&SF tracks.

**WINTHROP—ATCHISON:** AT&SF trains will use U.P. tracks between Winthrop and U.P. Crossing Atchison.

## ALL SUBDIVISIONS

**FREDONIA:** U.P. trains use AT&SF main track between connecting switches M.P. 152.2 Fredonia, and M.P. 144.2, Benedict, and operate on authority of AT&SF dispatcher.

**FREDONIA:** B.N. engines, governed by the General 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. F412 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.

11. Rule 82 (A) — Clearances not required on Kansas City Division.
12. Rule 405 — Track warrants and track bulletins may be transmitted mechanically on Kansas City Division.
13. Rule 450 — Track bulletins are authorized on all subdivisions.
14. Maximum Authorized speed — Various Cars

	MPH
(A) Trains handling continuous welded or jointed rail, excluding twin loads of 78-ft. rail *except 25 MPH on curves of 6 degrees or more.	40*
(B) Trains handling tank cars numbered: ACFX 17451 thru 17495 and NATX 10841 thru 10865	45
(C) Trains handling gondolas numbered: CR 598500 thru 598999 PC 598500 thru 598999 SP 345000 thru 345699	45
(D) Trains handling ATSF tank and work equipment cars numbered: ATSF 100301 thru 101099 & ATSF 199880 thru 199899 ATSF 189000 thru 189999 & ATSF 202750 thru 202999 ATSF 192770 thru 192875 & ATSF 209000 thru 209999	45
(E) Trains handling the following tank cars numbered: DVLX 4001 thru 4190 UTLX 76517, 76539 UTLX 76556, 76558, 76568, 76595, 76649 UTLX 76656, 76696, 76733 UTLX 76736 thru 76738 UTLX 76742 thru 76751 (except 76746 and 76749) UTLX 78256 thru 78269 UTLX 78272, 78274, 78278, 78281 UTLX 78285 thru 78293 (except 78286) UTLX 78326 thru 78333 (except 78327) UTLX 78336 thru 78344 (except 78341 and 78342) UTLX 78347 thru 78350 (except 78349) UTLX 78353	40
(F) Trains handling EMPTY "Schnable" type cars numbered: APXW 1004                      GEX 40010, 80002, 80003 BBCX 1000                      GPX 100 CAPX 1001                      HEPX 200 CEBX 100, 101                  KWUX 10 CPOX 820                      WECX 101, 102, 200-203, 301 CWEX 1016	40
All cars listed must be handled on or near the rear end of trains not exceeding 100 cars in length, must NOT be handled in trains requiring pusher service and must NOT be humped or switched with motive power detached.	
(G) Trains handling LOADED "Schnabel" type cars listed in (F) also CEBX 800 LOADED & EMPTY, must be governed by special instructions issued for each individual movement.	
(H) Trains handling solid consist of military equipment	55
(I) Trains handling EMPTY gondolas numbered: KCS 801011 thru 802930	45

15. When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Following is a list showing the weight, tractive effort and horsepower rating of units by class.

(Continued on page 26)

## ALL SUBDIVISIONS

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE POWER	DYNAMIC BRAKE***
*200	EMD	F40PH	259,500	38,240	3000	4BF
1310	EMD	GP7	249,000	41,300	1500	No
1460	EMD	SWBLW	262,500	41,300	1500	No
1556	EMD	SD39	389,000	82,284	2500	6EF
2000	EMD	GP7	249,000	41,300	1500	No
2244	EMD	GP9	249,000	45,200	1750	No
2300	EMD	GP38	262,500	55,460	2000	4ET
2370	EMD	GP38-2	260,800	55,400	2000	No
2700	EMD	GP30	262,900	51,400	2500	4BT
2800	EMD	GP35	266,000	51,400	2500	4BT
3000	EMD	GP20	265,000	44,800	2000	4BT
3400	EMD	GP39-2	270,000	55,400	2300	4EF
3600	EMD	GP39-2	264,400	55,400	2300	4EF
3800	EMD	GP40X	264,400	62,685	3500	4EF
3810	EMD	GP50	271,663	64,200	3500	4EF
3840	EMD	GP50	273,120	64,200	3500	4EF
5000	EMD	SD40	391,500	82,100	3000	6ET
5020	EMD	SD40-2	391,500	83,160	3000	6EF
5200	EMD	SD40-2	391,500	90,475	3000	6EF
5250	EMD	SDF-40-2	388,000	83,100	3000	6EF
5300	EMD	SD45	391,500	72,286	3600	6ET
5381	EMD	SD45	391,500	72,286	3600	6EF
5426	EMD	SD45	389,500	72,286	3500	6ET
5501	EMD	SD45B	393,920	72,286	3600	6ET
5502	EMD	SD45B	392,860	82,100	3600	6EF
5510	EMD	SD45-2B	395,500	83,100	3600	6EF
5625	EMD	SD45-2	395,500	73,650	3600	6EF
5662	EMD	SD45-2	391,500	73,650	3600	6EF
5800	EMD	SD45-2	395,500	83,100	3600	6EF
5950	EMD	SDF45	395,000	71,290	3600	6ET
5990	EMD	SDFP45	399,000	68,006	3600	6ET
6300	GE	U23B	262,500	60,400	2250	4EF
6350	GE	B23-7	268,000	60,400	2250	4EF
6364	GE	B23-7	266,000	60,400	2250	4EF
6390	GE	B23-7	264,000	61,000	2250	4EF
6405	GE	B23-7	266,000	61,000	2250	4EF
7200	GE	SF30-B	285,150	71,200	3000	4EF
**7400	GE	B39-8	285,940	68,100	3900	4EF
**7484	GE	B36-7	274,500	64,600	3600	4EF
8010	GE	C30-7	398,800	90,600	3000	6EF
8020	GE	C30-7	392,500	90,600	3000	6EF
8099	GE	C30-7	395,000	91,500	3000	6EF
8153	GE	C30-7	392,500	91,500	3000	6EF
8736	GE	U36C	391,500	90,600	3600	6EF
9500	GE	SF30C	391,500	91,500	3000	6EF

\* Amtrak passenger units.

\*\* For the purpose of calculating dynamic braking effort, Units 7400-7402 and 7484-7499 must be considered as having six axles.

\*\*\* Information relating to dynamic brake is designated as follows:  
 Number indicates number of axles.  
 Type is indicated by B-Basic, E-Extended Range.  
 System is indicated by F-Flat, T-Taper.

16. An incorrect engine number shown on address of a track warrant must be reported by crew member; and, if verbally authorized by the train dispatcher, may be changed to show the correct engine number.

17. Track Warrants with only boxes 13, 14 or 17 marked requiring speed or other restriction must be retained and complied with during the tour of duty on which they were received.

18. In the application of GCOR Rule 104(B)(5), trains operating without a caboose must NOT leave siding switch used to enter siding lined and locked for the siding unless authorized by the train dispatcher.

19. In the application of GCOR Rule 26, the appropriate measures that must be taken to protect an employe performing emergency work under the provisions of item (4) are:

- (1) Engineer, or employe at the control of the engine, must make a 20 PSI service air brake application; and,
- (2) Reverser lever must be removed and placed in charge of employe performing such work.

## 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 1/2 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 — (913) 573-4594. 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.

Loaded cars placarded:	Loaded cars placarded:	Loaded cars placarded:	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded:
				RESIDUE*		
				Corrosive		
				Poison		
				Chlorine		
				Organic Peroxide		
				Oxidizer		
				Oxygen		
				Flammable		
				Flammable Solid		
				Flammable Solid		
				Flammable Solid		
				Non Flammable Gas		
				Flammable Gas		
				Poison Gas		

## 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:	X	X	X	X	X	NO RESTRICTIONS
Engine, occupied caboose or passenger car	X	X	X	X	X	
Car occupied by guard or escort	X (1)	X (1)		X (1)		
Loaded plain flat car	X	X		X		
Loaded bulkhead flat car	X (2)	X (2)		X (2)		
Loaded TOFC/COFC flat car	X	X (3)		X (4)		
Flat Car loaded with vehicles	X	X		X (5)		
Open top car with shifttable load	X (2)	X (2)		X (2)		
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X		
Car placarded EXPLOSIVES A	X		X	X	X	
Car placarded POISON GAS		X	X	X	X	
Car placarded RADIOACTIVE	X	X		X	X	
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X			

(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.

\* Examples of Residue Placards are shown on following page.



# 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

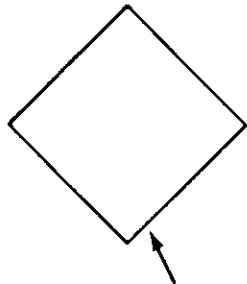
A TOFC OR COFC VEHICLE  
DISPLAYING ANY PLACARD

OR

DOT CLASS 113

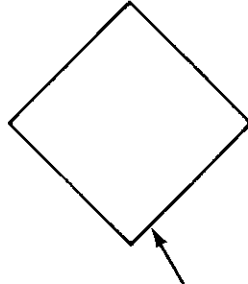
TANK CAR LOAD OF FLAMMABLE GAS

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



NUMBER 2

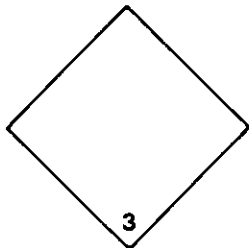
FLAMMABLE GAS



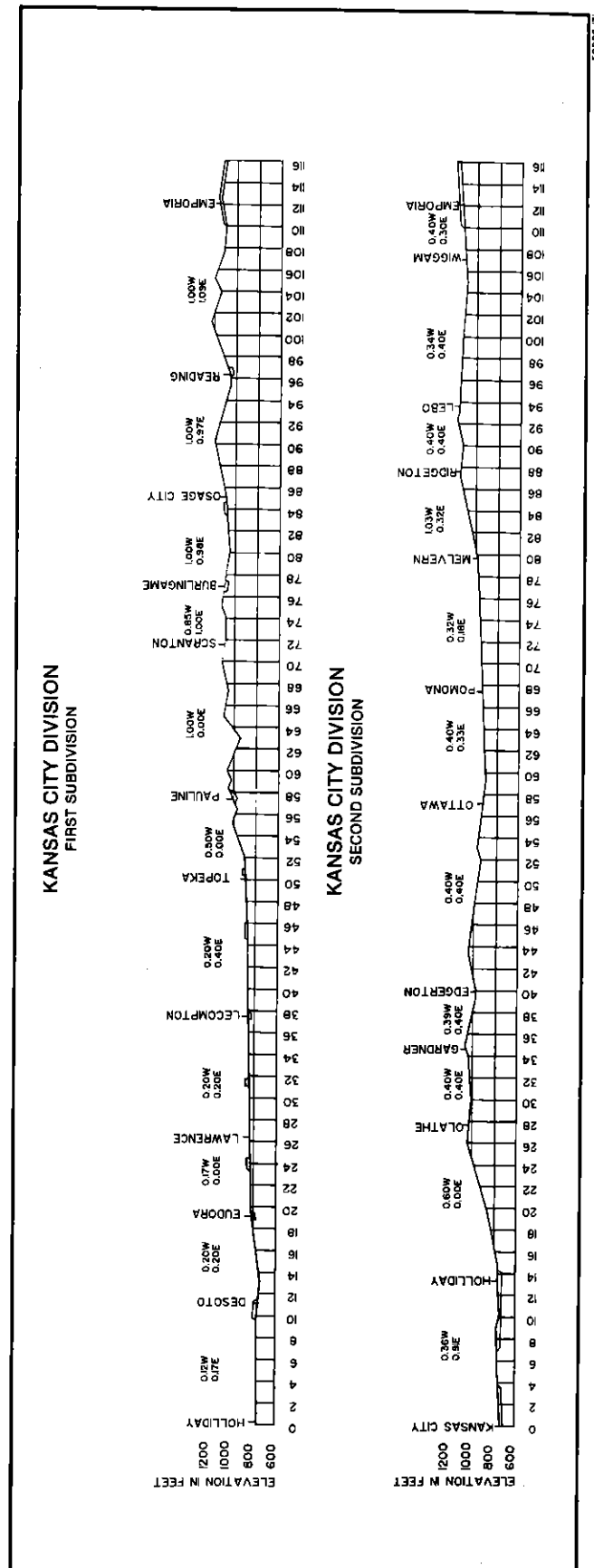
NUMBER 3

FLAMMABLE LIQUID

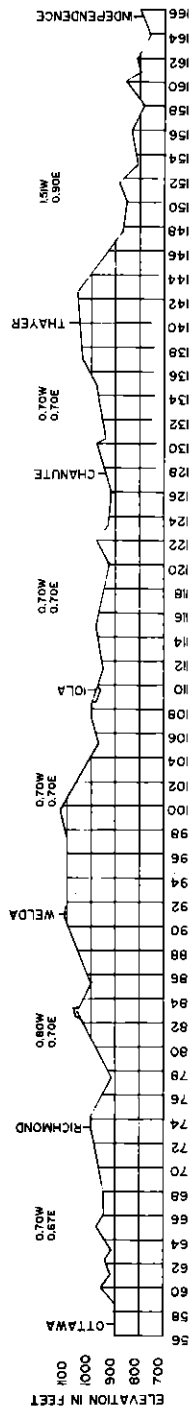
USE BOTTOM WHITE TRIANGLE  
TO IDENTIFY COMBUSTIBLE PLACARDS  
NO SWITCHING RESTRICTIONS APPLY



Examples of Residue Placards



### KANSAS CITY DIVISION THIRD SUBDIVISION



### KANSAS CITY DIVISION THIRD SUBDIVISION

