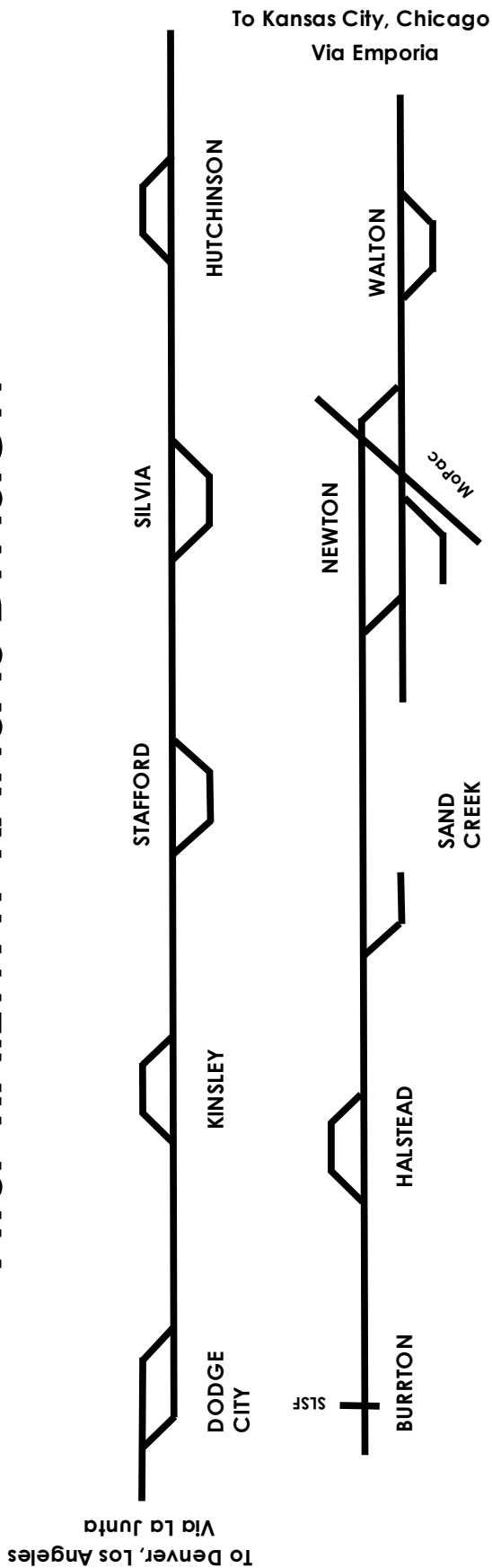


ATSF RAILWAY KANSAS DIVISION

EAST →

← WEST



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

**EASTERN LINES
MIDDLE DIVISION**

TIME TABLE No. 4

IN EFFECT

**Sunday, April 2, 1970
At 12:01 A. M.
Central Standard Time**

**This Time Table is for the exclusive use and
guidance
of Employees.**

**J. R. JANZEN
General Manager
Topeka, Kansas**

**J. L. JANZEN
Superintendent
Newton, Kansas**

GENERAL RULES

A. Employees (operators) whose duties are prescribed by these rules must be conversant with and obey the rules and special instructions. Rules and special instructions must be carried out intelligently to achieve an efficient operation.

C. Any violation of the rules or special instructions must be reported immediately to the proper authority.

D. Accidents, injuries, defects in track, bridges, signals, or any unusual condition must be reported by the quickest available means to the proper authority, and must be confirmed on the required form.

G. Use of alcoholic beverages and or tobacco products is prohibited while on duty and or while on company premises.

H. Employees (operators) must exercise care to prevent injury to the track, structures, or equipment. Leaning on, placing body parts upon, reaching recklessly into railroad property is prohibited. When necessary to handle said items, only soft careful movements must be used.

R. Removal of railroad property from railroad premises is strictly prohibited.

S. In case of doubt or uncertainty, the safe course must be taken.

T. Unless directed to do so by management, all movement of rolling stock and / or locomotives will be made by locomotives. Use of any other means including sticks and fingers is prohibited.

U. Any rule unknown to the employee (operator) because said rule is either not recorded in company materials and was just enacted by management a moment ago is nevertheless enforceable and applicable to all employees.

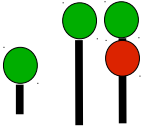
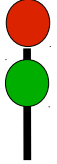
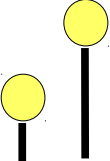
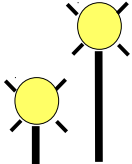
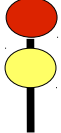
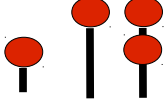
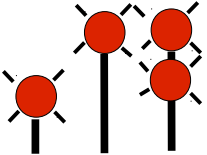
Z. It is my railroad and I make the rules. Rules and procedures are at times merely for the fun of running a railroad more like the prototype, and at other times are quite necessary for proper operation. At any time any employee (operator) deems it not possible to have fun running the railroad in the prescribed manner they are encourage to discuss the manner with the Company CEO. At no time should they be allowed to make disparaging remarks to others.

Table of Contents

General Rules	2
Operating Rules	3
TimeTable 2nd Dist	6
TimeTable 1st Dist	8
Crew Positions	13
Train Descriptions	10
Signal Apects	16
System Map	24

SIGNAL ASPECTS

OPERATING RULES

RULE	ASPECT	NAME / INDICATION
230		CLEAR Proceed not exceeding prescribed speed.
237		DIVERGING CLEAR Proceed not exceeding prescribed speed prepared to enter diverging route.
236		APPROACH Proceed not exceeding prescribed speed prepared to stop at next signal. Slow to 25 MPH.
234		APPROACH MEDIUM Proceed approach next signal not exceeding 40MPH prepared to enter diverging route.
238		DIVERGING APPROACH Proceed not exceeding 25MPH prepared to enter diverging route and stop at next signal.
242		STOP Stop.
240		RESTRICTING Stop then proceed not exceeding 10MPH prepared to stop within 1/2 sight distance of any train or obstruction.

RULE 17: A headlight must be displayed burning bright to the front of every train by day and by night. It must be extinguished when a train has stopped clear of the main track to meet a train, or is standing to meet a train at the end of double track, or at a junction.

RULE 26: A blue flag or blue light, displayed at one or both ends of an engine, car or train, indicate that workmen are under or about it; when thus protected, it must not be coupled to or moved.

RULE 27: A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually displayed, must be regarded as the most restrictive indication that can be displayed by that signal.

RULE 81: A main track must not be fouled or occupied without authority, unless protected as prescribed by Rule 99.

RULE 99: When a train stops under circumstances in which it may be overtaken by another train, or when other conditions require flag protection, a member of the crew must go out immediately a sufficient distance to insure full protection. The front of the train must be protected in the same way when necessary.

RULE 103: Public crossings must not be blocked longer than necessary and in no case longer than fifteen (15) minutes.

RULE 104: Unless otherwise provided, the normal position of a main track switch is for the straight thru route and it must be lined in that position except when changed for immediate movement. During switching operations, an unattended main track switch must not be left open.

RULE 105: Trains and engines using track other than main track must move at restricted speed and be prepared to stop short of a switch not properly lined.

RULE 107: Trains or engines must run at restricted speed in passing a train receiving or discharging traffic at a station.

RULE 244: Trains and engines must comply with the indications of all signals which govern their movements. When visibility is restricted due to weather or other unusual conditions trains and engines must stop, if necessary, to determine indication of signals.

RULE 261: On portions of the railroad, and on designated tracks so specified in the timetable, trains will be governed by block signals, whose indications will supersede the superiority of trains both for opposing and following movements on the same track.

RULE 262: The reverse movement of a train or engine must not be made except by signal indication or as prescribed in rule 271, without permission of control operator.

RULE 264: Except as affected by Rule 261, all Operating Rules remain in effect.

RULE 265: Traffic Control System (TCS) Rules will be used only in territory specified in the timetable, special instructions, bulletins, or general orders.

RULE 267: Trains or engines must not enter TCS territory unless the governing signal displays an indication to proceed or authority is obtained from the control operator.

RULE 268: Trains or engines must not foul or enter into the main track or a controlled siding at a hand operated switch unless governing signal displays an indication to proceed or authority is obtained from the control operator.

RULE 269: When a train or engine has been stopped by a STOP indication and no conflicting movement is evident, a member of the crew may communicate with the control operator and be governed by instructions received. The instructions must be repeated back to the control operator.

When the control operator has ascertained there is no opposing train or engine movement between that signal and the next controlled signal in advance, the control operator may authorize the train or engine to proceed as follows: *'Proceed at restricted speed to the next signal.'*

If it cannot be ascertained that there is no opposing train or engine movement between that signal and the next controlled signal in advance, the control operator may authorize the train or engine to proceed as follows: *'Proceed under flag protection to the next clear or approach signal.'* When flagging from a STOP signal, train must wait ten minutes after flagman has started.

RULE 270: If a train or engine fails to stop short of a signal displaying a STOP indication, front of train or engine must be protected immediately as prescribed by Rule 99 and a member of the crew communicate with the control operator and be governed by his instructions.

Crew Positions

Superintendent – Responsible for overall operation of the railroad. All positions report to the ATSF Division Superintendent at Newton, Kansas.

Traffic Manager – Responsible for generation of session lineup, generation of operating forms (switchlists, etc), and crew calling.

Dispatcher – Responsible for managing all movements over main track in safe and efficient manner.

Yard Master – Manages all operations in Sand Creek yard. Coordinates with Dispatcher for in bound and outbound trains with respect to the yard. Responsible for all train movements within yard limits.

Hostler – Responsible for servicing all motive power arriving or departing Newton. Also responsible for all light engine movements within yard limits including coupling to and uncoupling from trains.

Engineer – Responsible for safe and proper operation of motive power of the train. Along with the Conductor responsible for movement of train in accordance with all rules and regulations.

Conductor – Responsible for administration of train including setouts and pickups. Responsible for any and all communications required to or from Yard Masters and Dispatchers. Along with the Engineer responsible for movement of train in accordance with all rules and regulations.

RULE 271: Track and Time. Trains or engines may occupy a track or tracks within specified limits and between specified times to perform switching or other work when authorized to do so by the control operator.

When requesting track and time limits, conductor will give his name, location, train number, and specified time and work limits and track or tracks to be used. When such authority is granted, the instructions must be repeated to the control operator. No movement may be made under this rule until the engineer has received and understands the track and time limits granted.

During the period track and time limits are authorized, the track or tracks specified may be used in either direction without flag protection. This does not modify requirements for proper observance of signal indications.

Trains and engines must be clear of all track excepting track occupied prior to track and time authorization and switches restored to normal position before expiration of the time specified, and control operator so advised. If additional time is required, authority must be secured from control operator before previously authorized time expires.

DUAL CONTROL SWITCHES

Rule 275: Dual control switches must not be operated by hand except under provisions of Rule 271 and or by authority of control operator.

