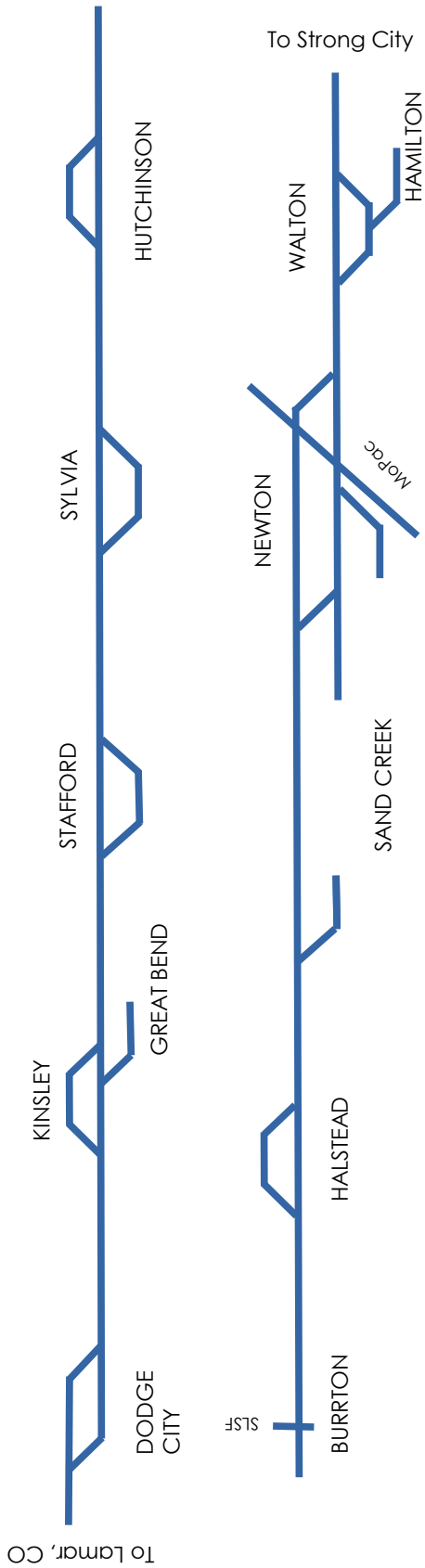


ATSF RAILWAY KANSAS DIVISION

← WEST

→ EAST



The Atchison, Topeka and Santa Fe
Railway Co.



EASTERN LINES

KANSAS DIVISION

CLIC Bulletin No. 20

Car Location Identity Code
Instructions and Maps

Walton to Dodge City

Revised June 1, 1970

Engineering & Technology Development
Kansas City, Kansas

Stock Item Number: 5773844

Issued June 17, 1970

CAR LOCATION INVENTORY CODE

This booklet contains instructions and maps for the Car Location inventory Code (CLIC) and procedures governing the Word Order Document System.

Maps are not drawn to scale and are to be used only as a guide to locating customer and yard tracks, the numbers assigned to them, and in no way circumvents compliance with operating rules and other instructions.

The geographical area covered in this booklet is divided into zones. Each zone has designated tracks and / or industries within its boundary.

A CLIC number consists of six digits. The first two digits designate the **zone**; the second two digits indicate the **track number** within the zone; the last two digits represent the actual **spot** along the track. A spot value of 00 signifies that the car may be left anywhere on the track.

The CLIC number is used for switching and reporting purposes rather than the industry or track name, though at times both are used together.

WORK ORDER DOCUMENT

A work order document is any written or verbal instruction pertaining to the handling of cars issued to yard or road crews requiring work to be performed during their tour of duty.

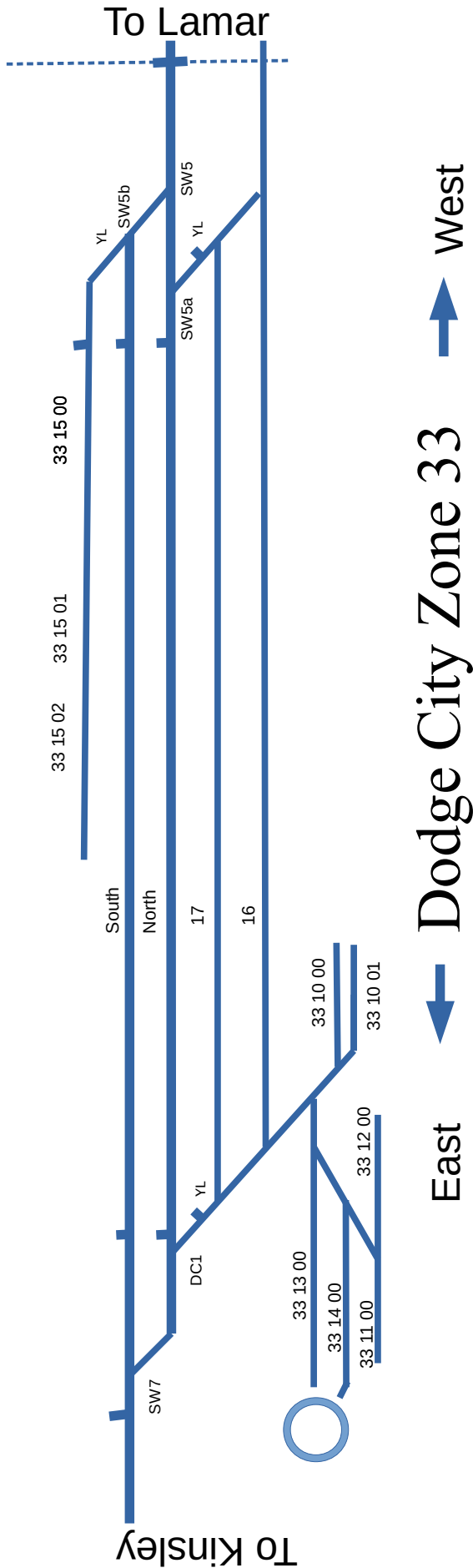
NOTE: Exceptions to written work orders must be noted on the work orders according to current instructions; cars handled on verbal work orders must be reported on the prescribed form.

Conductors and Engine Foremen will be furnished work orders during their tour of duty.

The work order specifies the cars to be picked up or set out at various stations, industries or interchange tracks serviced by the train or switch job.

DODGE CITY

33 10 00 Warehouse Trk 1
33 10 01 Warehouse Trk 2
33 11 00 Service Trk 1
33 12 01 ACME
33 12 02 Team
33 13 00 Table Lead 1
33 14 00 Table Lead 2
33 15 00 Heritage
33 15 01 American
33 15 02 American



Certain information (described below) must be recorded on the work order document by the Conductor or Engine Foreman. Prior to turning in the document at the designated reporting station, it must be dated and signed even if no work was accomplished. This is necessary to comply with switching and demurrage tariffs as well as other rules and regulations.

- BO – Bad Order
- ND – Work Indicated Not Done
- NIT – Car Not in Train or Not on Track
- OTCC – Car On Track Carriers Conv
- OTNP – Car On Track Not Placed
- PULL – Car Pulled, Time and Date
- SPOT – Car Spotted, Time and Date

The Conductor / Engine Foreman must note on the work order any exceptions taken to the work order, such as no car, car not on list, car out of line, car is hazardous, excess dimensions not noted, etc.

TURNTABLE OPERATION

Tables at Newton and Dodge City are operated manually. Instructions are posted by the turntable.

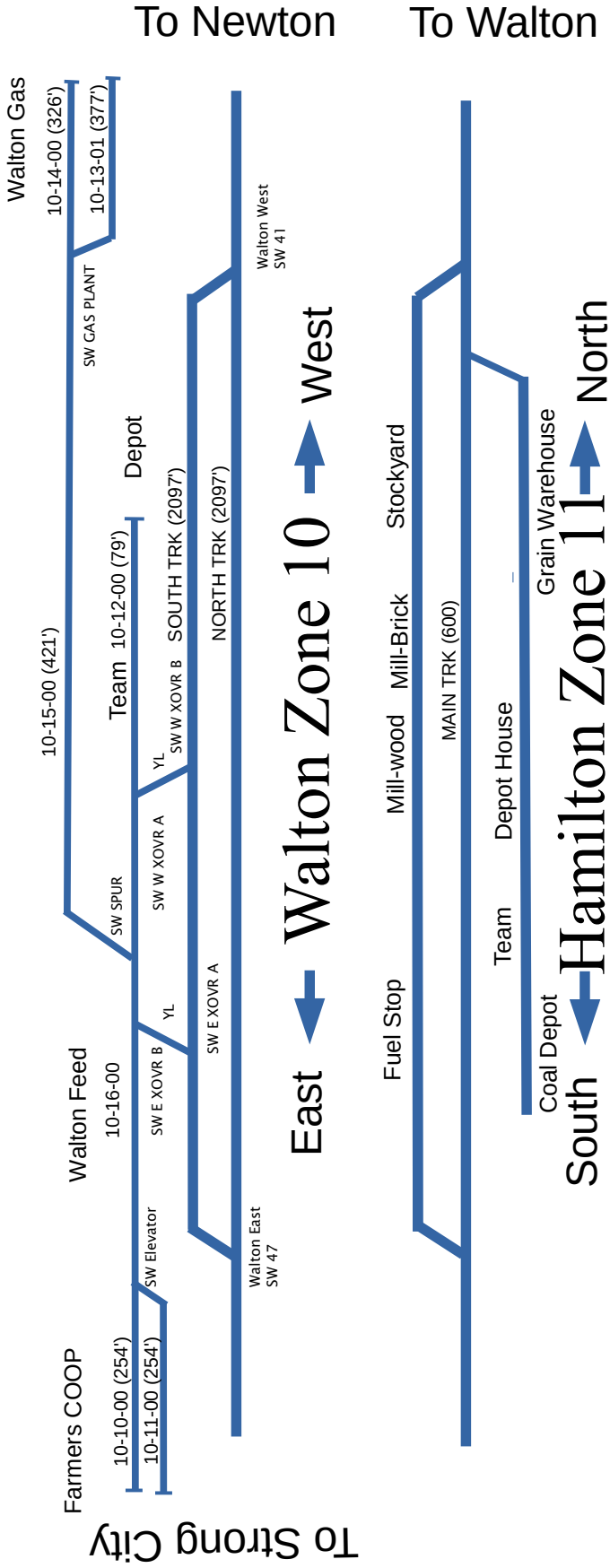
SWITCH (TURNOUT) NOMENCLATURE

Local switches (other than Sand Creek) are identified with two markings on the fascia along with two indicator lights. The marking above the lights identify the track aligned when the corresponding light is on. Generally, the green indicator lamp is on for the closed position and the red lamp for the thrown position. The other marking below the operate button identifies the switch name.

30 10 00 Oil Riggers
30 11 00 Portland Cement
30 12 00 Portland Cement
30 14 00 Fred's Furniture
30 14 01 A2Z Paints
30 14 02 Coldwater Feed
30 15 00 Lymver Lumber
30 15 02 Fridleys Products
30 15 01 Schlueter & Sons
30 16 00 Mobilgas
30 16 01 Mobilgas

KINSLEY

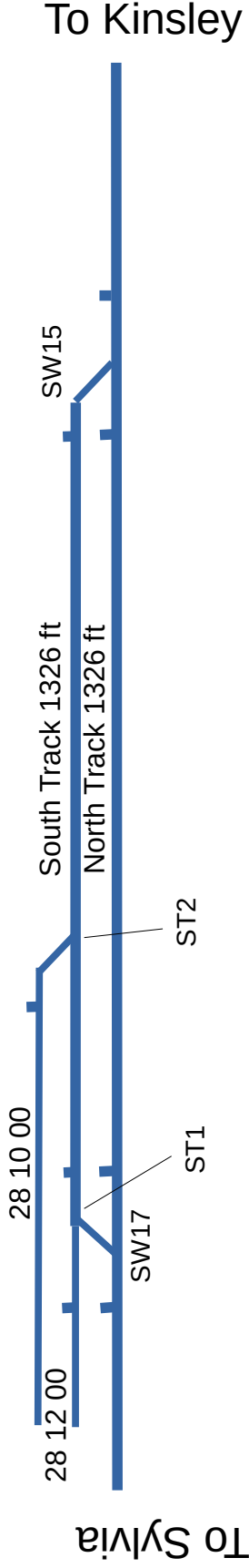
STAFFORD



Westbound trains performing switching at Stafford may occupy main track in front of station before securing Time & Track authority provided they are in the clear 10 minutes ahead of any scheduled trains at Stafford. Time & Track must be obtained regardless.

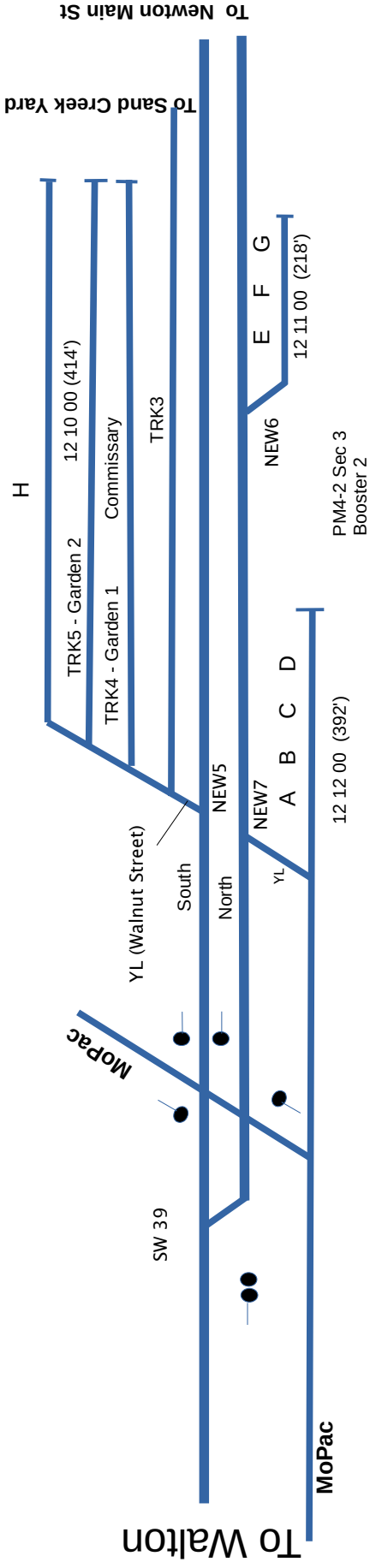
28 10 00 Stafford COOP
28 12 00 Freight House

WALTON HAMILTON



East ← Stafford Zone 28 → West

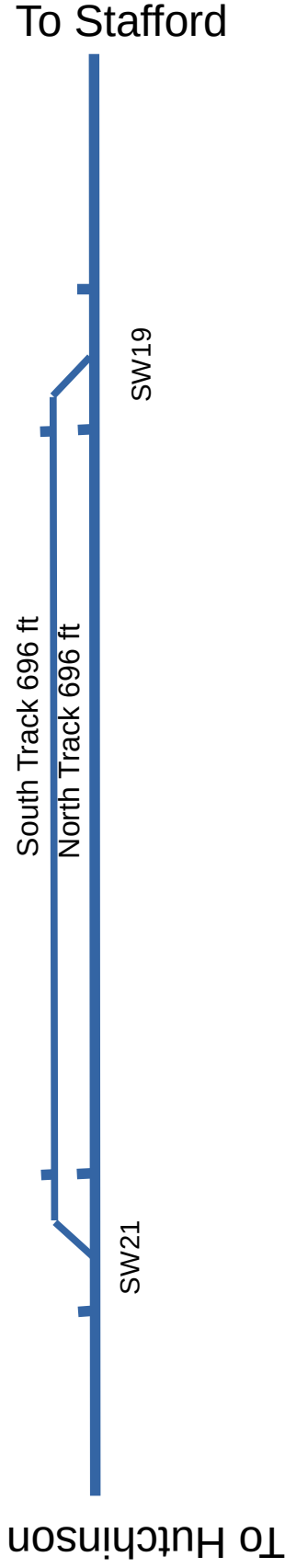
- 10 10 00 Farmer's COOP
- 10 11 00 Farmer's COOP
- 10 12 00 Team Track
- 10 13 01 Walton Ethanol
- 10 14 00 Walton Gas
- 10 15 00 Storage
- 10 16 00 Walton Feed



East ← Newton Zone 12 Walnut St → West

KINSLEY

NEWTON



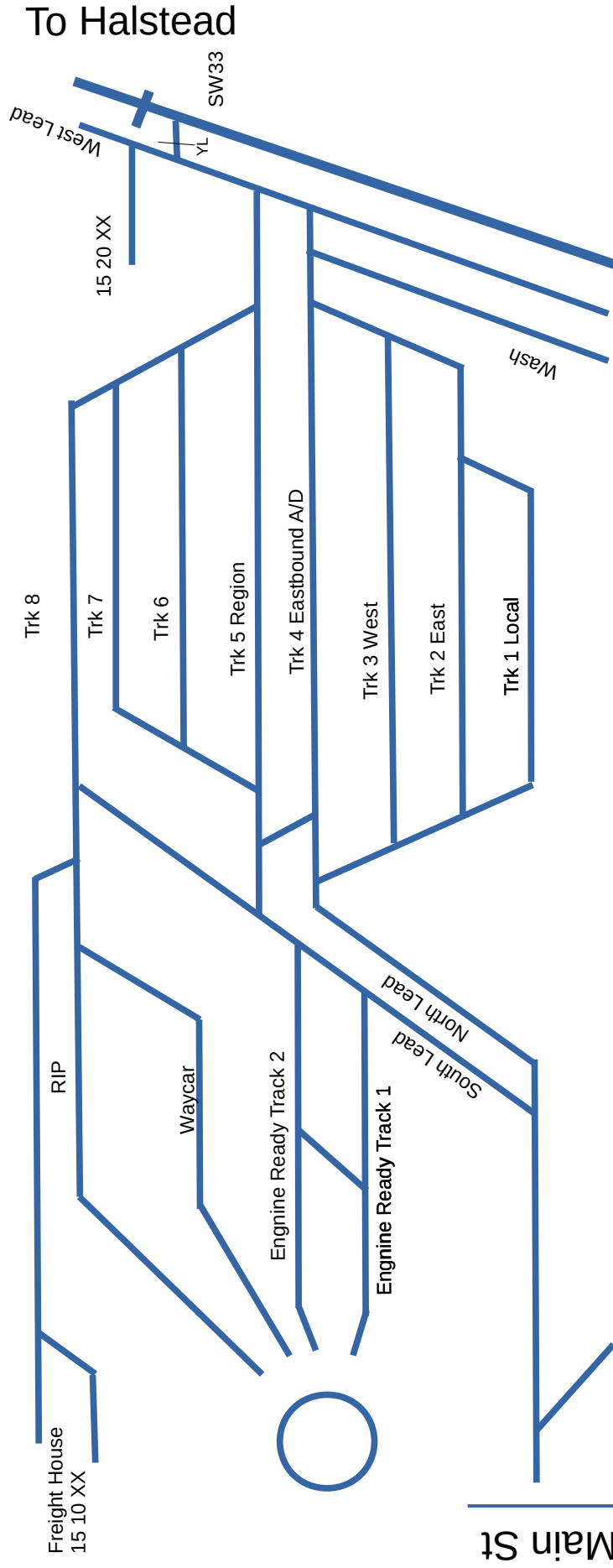
East ← Sylvania Zone 24 → West

If access to MoPac interchange track is required, contact Newton Dispatcher and request clearance. Signals protecting the interchanging track will clear upon granting of clearance.

- A 12 12 01 Fred Harvey Laundry
- B 12 12 02 Fred Harvey Produce
- C 12 12 03 Fred Harvey Creamery
- D 12 12 04 Fred Harvey Bottling
- E 12 11 01 Hanlin Supply
- F 12 11 02 Dotson Produce
- G 12 11 03 ATSF Office Park
- H 12 10 00 Ross Elevator

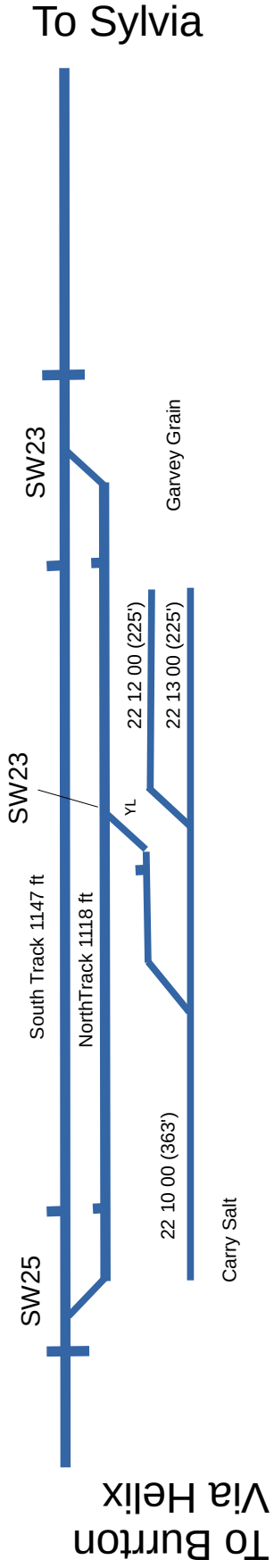
Note: See Sand Creek Yard for Freight House

HUTCHINSON

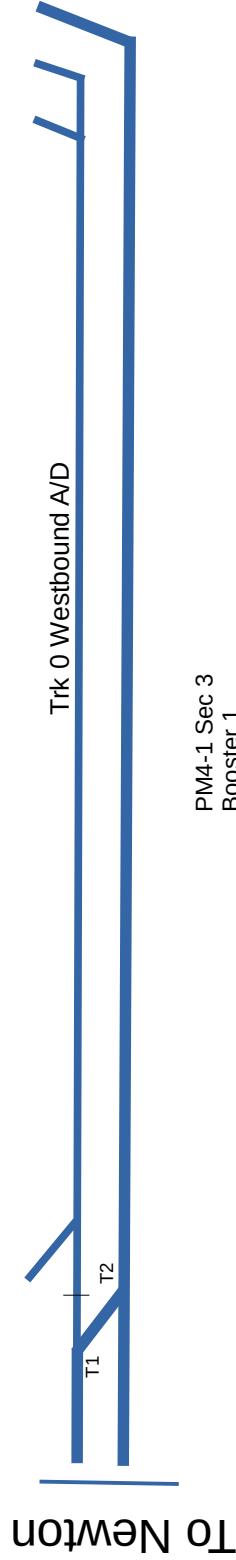


- 22 10 00 Carrey Salt
- 22 12 00 Garvey Grain
- 22 13 00 Garvey Grain

SAND CREEK



East ← Hutchinison Zone 22 → West



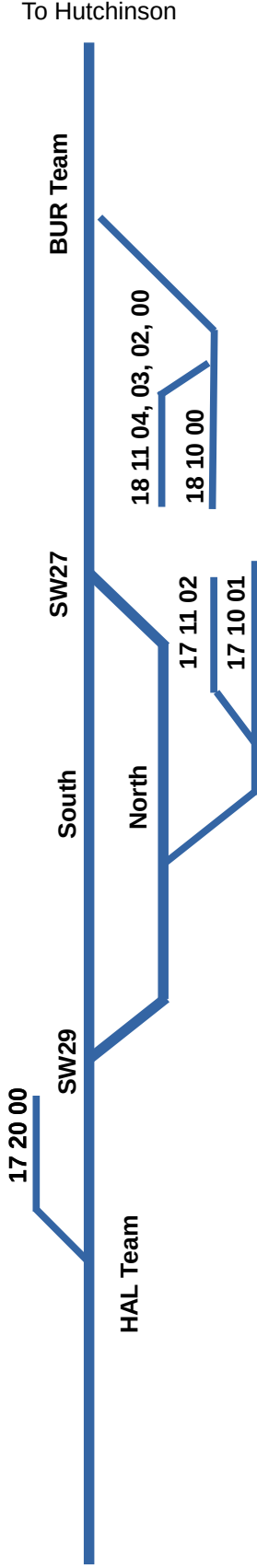
For trains departing yard, Yard Master must align outgoing route and then set the Yard A/D switch to Departure., then contact Newton Dispatcher with train details. Set the A/D switch back to normal upon actual departure.

For trains arriving at yard, Yard Master must align incoming route and then set the Yard A/D switch to Arrival. Set the A/D switch back to normal upon actual arrival.

15 10 00 Freight House
15 20 00 Rail Mill

East ← Newton Zone 15 Sand Creek Yard → West

To Sand Creek Yard



East ← Halstead Zone 17 / Burrton Zone 18 → West

HALSTEAD / BURRTON

Switching either Halstead Team Track or tracks at Burrton should normally be done while advancing to the next station. Do not clear main track.

- 17 10 01 COOP Elevator Trk 1
- 17 11 02 COOP Elevator Trk 2
- 17 20 00 House Track
- 18 10 00 Swift Packing
- 18 11 00 House Track
- 18 11 02 Burrton Elevator
- 18 11 03 Swift Stock
- 18 11 04 Yoder Furniture