

HOWARD BRANCH

ATCHISON, TOPEKA
&
SANTA FE RAILWAY



RULEBOOK No 1c

Effective 12:01 a.m.

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Overview

The **Santa Fe Howard Branch** railroad is a selection of five towns on the Santa Fe in central Kansas. The setting is 1952-3

Emporia was the narrow spot in an hour-glass shaped map of the Santa Fe. It lies 111 miles west of Kansas City at the point where the original line through Topeka and the Ottawa Cutoff come together. Just west of Emporia the lines begin to split again at Ellinor. At Ellinor, the freight lines for Oklahoma and Texas as well as the transcontinental line split off and move southwest. Below El Dorado at Augusta, these two lines split again for their distinctive paths. Proceeding west at Ellinor the other line takes Denver traffic and all passenger trains to Newton before they split off for their various destinations.

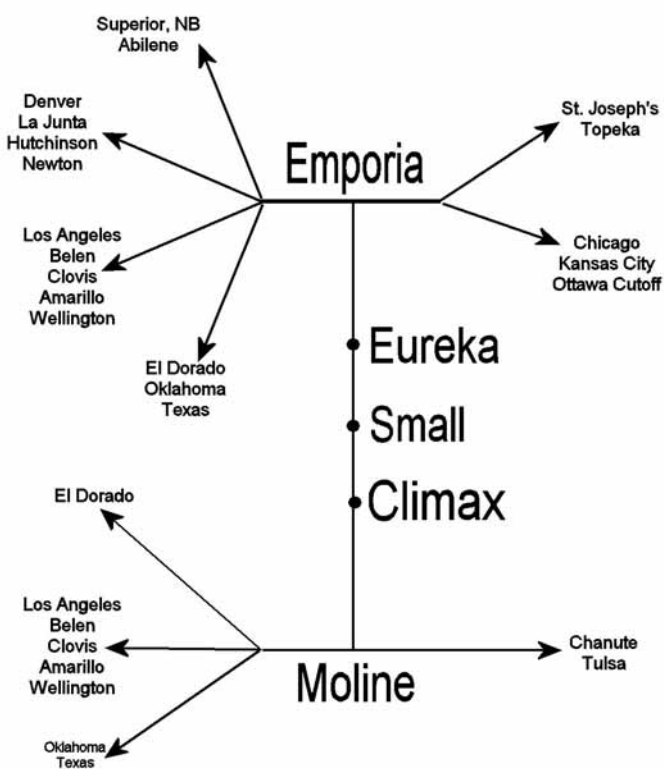
Therefore all transcontinental freight and passenger trains traveled through Emporia. The only major passenger trains that were not seen in Emporia were the Tulsan and the San Diegans.

Emporia was the headquarters and terminus of the Eastern Division. In 1953, all freights would change cabooses and crews at this point. It boasted a large yard, modern engine facility built in 1928, and the largest and most modern livestock feeding station on the system.

Moline was a station on the South Kansas Division midway between Chanute and Winfield. Chanute was on the line from Kansas City to Tulsa and was the division terminal. Winfield was at the intersection of that South Kansas line headed to Wellington and the Oklahoma/Texas line.

Moline had a small yard and engine house, and early on had sizeable coaling tower. It was the largest facility between Winfield and Chanute due to the Howard Branch connection and the largest shipper on the South Kansas line – Crusher.

Connecting Emporia and Moline was the **Howard Branch** of which **Eureka**, **Small**, and **Climax** were three of the 13 stations.



Howard Branch:

#96 (South/West) / **#95** (North/East): Howard Branch mixed local. The prototype left Emporia at 6:30a, with return scheduled 4:10p. Pick up train at the departure track. The yard crew will have attached a coach/baggage/caboose, usually 2650 or 2535, and GP-7 power. Move to the depot to pick up passengers at 6:30a. Proceed to NR Jct. and the Howard Branch.

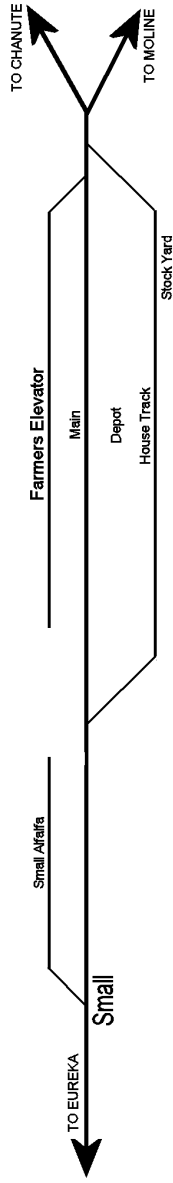
When arriving at Eureka, you must stop, use the call box to obtain permission from the MoPac to cross their track, manually open the gate at the diamond and close it behind you, then release the diamond back to the MoPac. The MoPac track may also be used with permission when necessary for the stock yard and interchange tracks.

Upon completion of your work at Eureka, proceed to Climax and check in at the depot. All cars for Small are to be left at Climax for #95 to work on the return trip. When work in Climax is completed, move to the west leg of the wye at Moline and obtain permission to enter Moline. The Howard Branch power is the switch power for Moline. Westbound cars are left on the west end and eastbound cars on the east end of track 3. Overflow can be placed on track 4 or the house track as needed. Do not switch Crusher.

Upon completion of your work, back out toward Chanute and then take the east leg of the wye to proceed back to Emporia, switching stations along the way. Cars on #95 for the elevator at Climax are left on the house track for #96 to switch the next day. Stop at NR Jct. to obtain permission to enter Emporia and leave your train on the designated arrival/departure track for yard crews to handle and return your power to the engine facility.

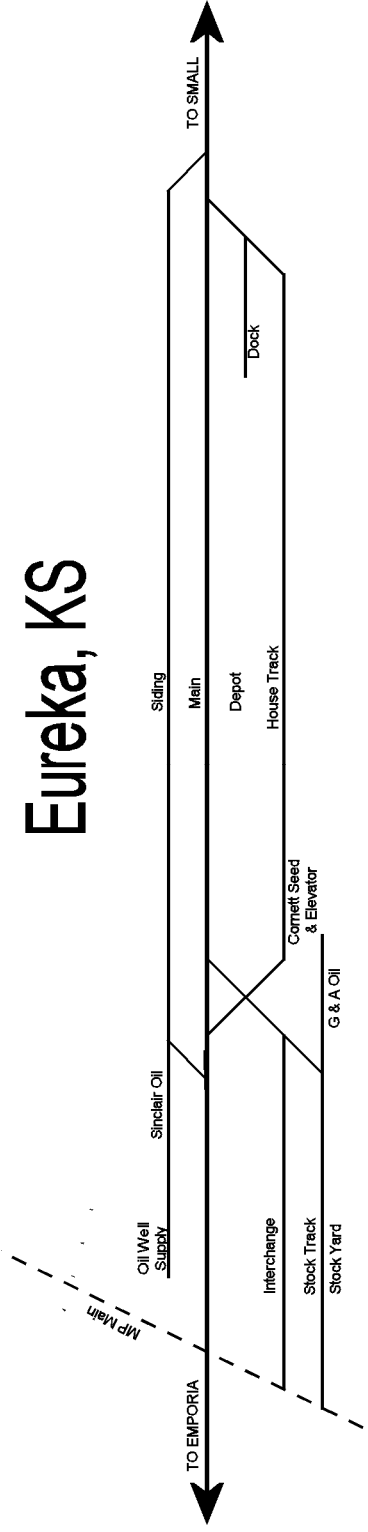
Extras may be seen on the branch as mentioned for Moline.

Climax, KS



Climax is a reversing block normally set for Moline. If receiving or sending a train to Chanute turn the switch while the train is completely in the Climax block.

Eureka, KS



Missouri Pacific in Eureka

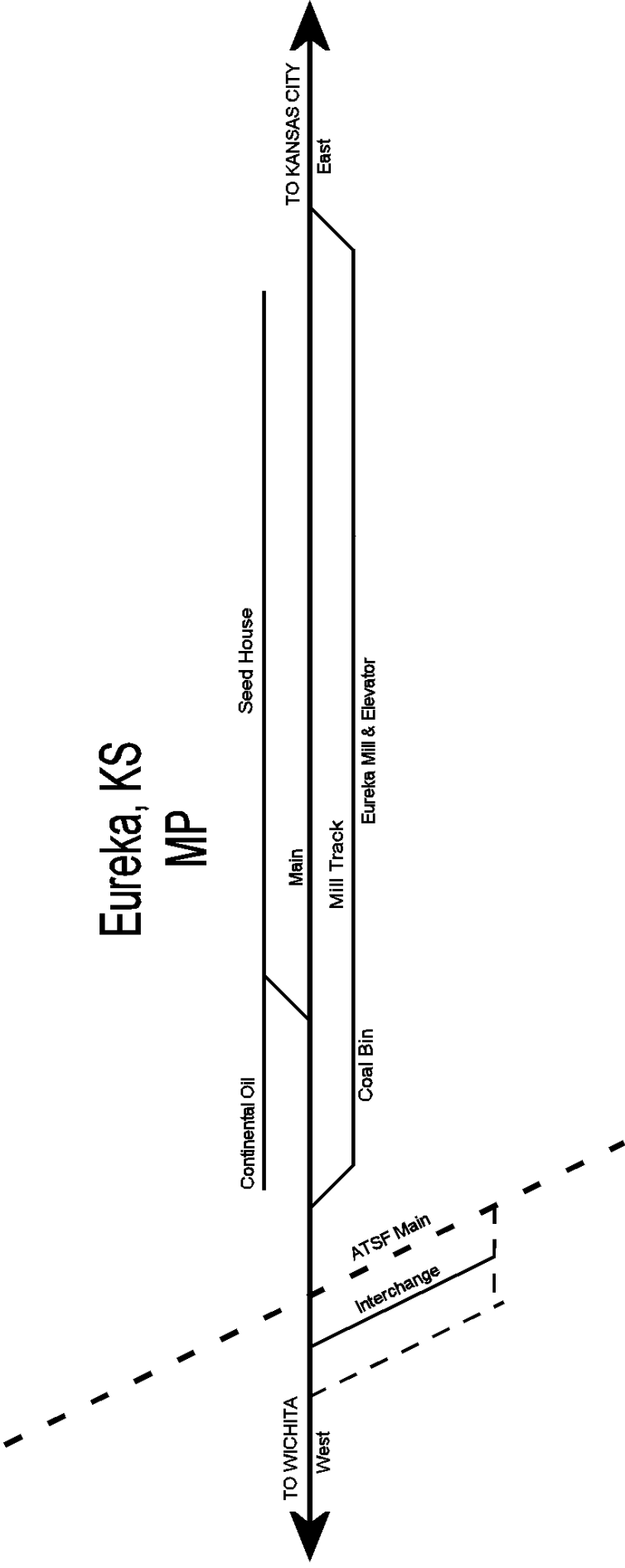
The MoPac crossed the ATSF at the edge of Eureka and was the major carrier in Eureka. It therefore had priority at the diamond. This was a bridge line connecting the MoPac line running south from Kansas City to Oklahoma with their tracks in central Kansas at El Dorado, Wichita and Newton.

For the sake of our model railroad, a live interchange has been created. A MoPac train is staged to be brought onto the railroad from Yates Center. Cars are spotted at local industries as well as interchanged with the ATSF. This is a turn, so once work is completed, reverse the train and return to staging.

This job is a switching puzzle. Think before you start your work, and be sure you leave hold cars where you found them. Clue: switch Conoco last.

Eureka, KS

MP



Operating Plan

Moline Operations:

Extra ____, The Rock Train. Eastbound originating in Winfield (staging) brings empty gondolas/hoppers to Crusher, switches crusher and Moline yard, and takes loads back to Winfield. Originally little 2-10-2s and later diesels.

#87 Westbound Local freight from Chanute (Staging) to Winfield (Staging): Drop off cars on for Moline and Howard Branch and pick up westbound cars from track 3. Do no spotting of cars. 2-8-2s handled this until replaced by FTs.

#88 Eastbound Local freight from Winfield (Staging) to Chanute (Staging): Drop off cars for Moline and Howard Branch and pick up eastbound cars on track 3. Do no spotting of cars. 2-8-2s handled this until replaced by FTs.

#13 Westbound Doodlebug from Independence (Staging) to Wellington (Staging). M-154 and M-175 were assigned to this service. The M-154 was a 75' full RPO/Baggage unit and pulled a coach; M.175 was an 80' unit containing RPO, baggage, smoking and coach areas.

#14 Eastbound Doodlebug from Wellington (Staging) to Independence (Staging). M-145 and M-175 alternated on this run.

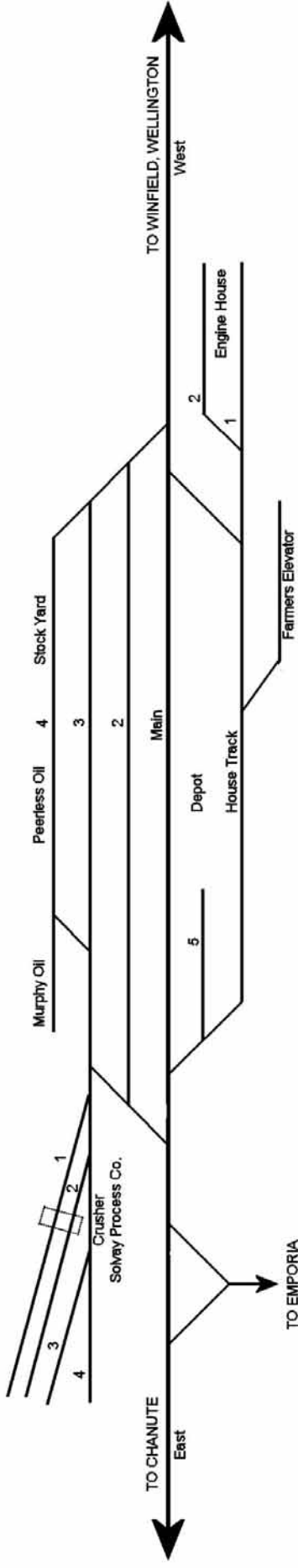
Additional trains (all listed as extras) which can be scheduled include:

Stock extra from Texas via Winfield (Staging) to Moline and on the Howard Branch to Emporia. This train will stop at Moline, Climax, and Eureka to unload stock and terminate in Emporia.

Rock train extra: Caboose hop to arrive from Chanute or Emporia. Pick up loads from Crusher and proceed either to Winfield, Chanute, or Emporia.

Track 2 is considered the interchange track with the house track used for overflow.

Moline, KS



Train Sequence:

Operator #1:

Rock train

#87 from Chanute—Winfield

#88 from Winfield—Chanute

MP #78 and #79 switches Eureka

Operator #2:

#96 from Emporia—Moline

#96 power switches Moline

#95 from Moline—Emporia

Additional trains are added for extended operating sessions.

Notes

The operation is controlled by NCE DCC equipment.

Car movement will be controlled by car cards supplemented with special instructions.

Complete train consists in staging will be kept in plastic sleeves.

This layout will operate trains based on train order, not a fast clock. This is to encourage enjoyable operations instead of creating pressure on operators. Each session will last for 3 hours or whatever time agreed upon by the participants. At the end of that time, all trains will stop where they are to be resumed at the next session. The exception is #95/#96 which will always start a session and will be restaged if for any reason it does not complete its work within its time limit.

Uncoupling electromagnets are placed in inaccessible locations and are marked on town maps. When they are activated a red LED will show the exact location. All other uncoupling is manual.

Turnouts in remote areas are operated electrically from the town maps. Those not so indicated are manual.



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