

Division Managers

Arkansas City

J.C. MATHIES Trainmaster (316) 441-2286
C.A. ADAMS Road Foreman (316) 441-2288

Augusta

P.E. ZENNER Roadmaster (316) 284-7163

Dodge City

R.E. BLECHA Trainmaster (316) 227-5961
S. VEGA Roadmaster (316) 227-5968

Emporia

T.L. BRAZIER Roadmaster (316) 341-7250
T.L. HESTERMANN ... Roadmaster (316) 341-7252

Kansas City

S. COUNTS Road Foreman (913) 551-4227
R.M. GIRRENS Dir. Administration (913) 551-4235
A.A. HERTOOG Manager Safety (913) 551-4255
D.L. KITCHEN Division Engineer (913) 551-4413
J.M. PUHL General Foreman (913) 551-4391
D.L. RAY Supt. Operations (913) 551-4276
R.D. TOLIVER Trainmaster (913) 551-4417

Newton

M.A. BERNARD Road Foreman (316) 284-3465
C.M. DONIGIAN General Foreman (316) 284-3261
R.D. KIMBERLIN Terminal Manager (316) 284-3222
D.L. MAI Supt. Operations (316) 284-3487
A.E. GAEDDERT Trainmaster (316) 284-3434
R.L. RAMSEY Roadmaster (316) 284-3479

BNSF



Kansas Division

Timetable No. 5

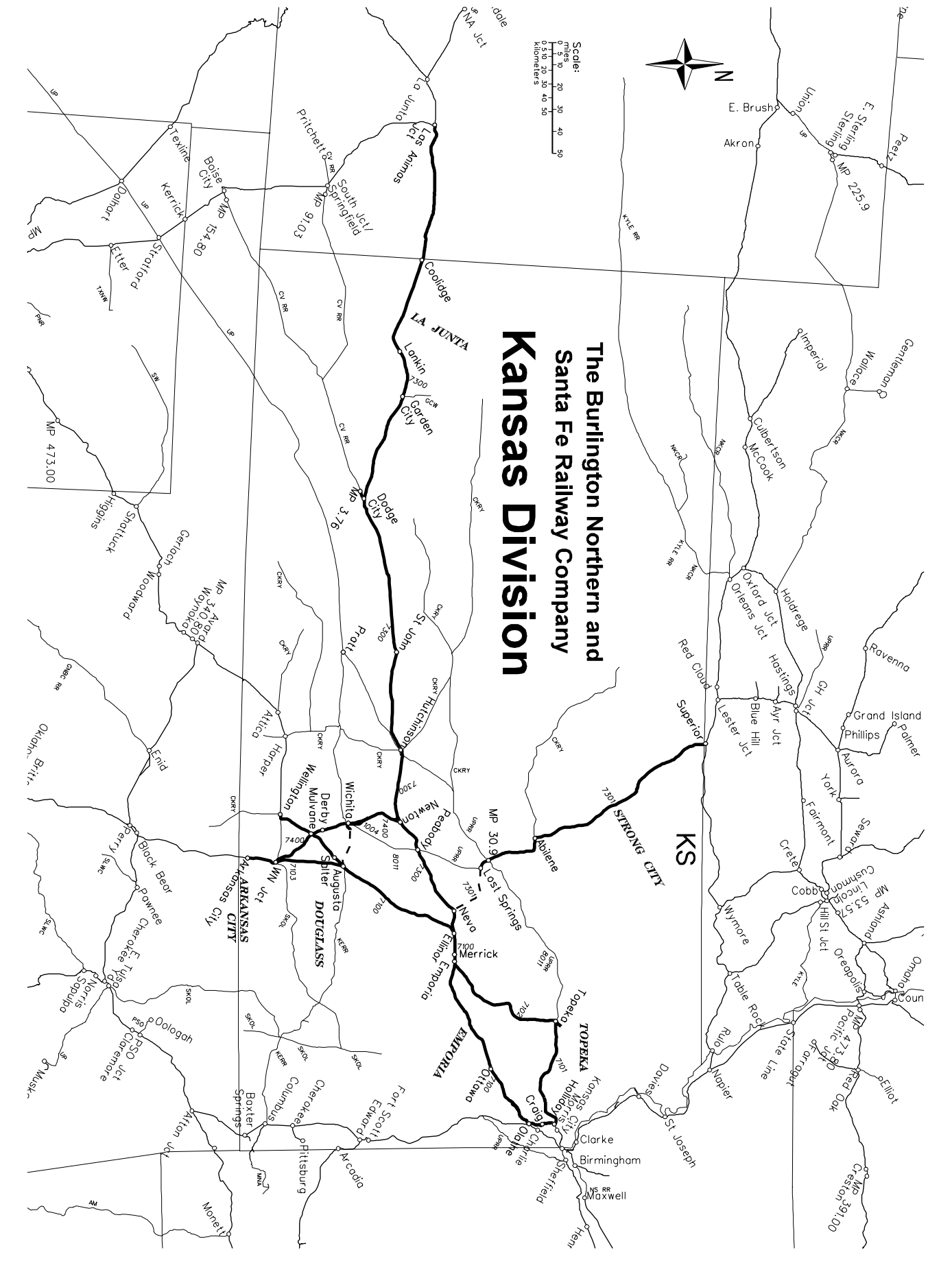
IN EFFECT AT 0001
Central Continental Time
Sunday July 16, 2000

Division Superintendent
S.L. Weatherby
Kansas City, Kansas
(913) 551-4277

The Burlington Northern and Santa Fe Railway Company Kansas Division



Scale:
miles
0 10 20 30 40 50
kilometers
0 10 20 30 40 50



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Arkansas City Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		61100	185.1	NEWTON	JX(2)PT		3MT CTC	7400	0.5	
			185.6	FIRST ST.					2.4	
			188.0	McGRAW				3.2		
	6,628	54735	191.2	PUTNAM			CTC	4.0		
	7,526	54730	195.2	SEDGWICK				6.6		
	6,710	54725	201.8	VALLEY CENTER				7.3		
		54700	209.1	WICHITA	P			1.0		
			210.1	UP RR	A		DT ABS	1.6		
			211.7	NORTH JCT.	JX(2)			0.6		
		54710	212.3	WICHITA U.S.			WUT Ry 2MT CTC	0.9		
			213.2	SOUTH JCT.	JX(2)			4.2		
	6,616		217.4	CONNELL			CTC	5.6		
	6,872	54640	223.0	DERBY				4.2		
			227.2	CP 2272	JX(2)			0.8		
	2,100	54620	228.0	CP 2280	JX(2)T		3MT CTC	10.8		
	6,156	54660	238.8	UDALL				10.9		
			249.7	WN JCT.	JX(2)			0.1		
	9,294	54900	249.8	WINFIELD			CTC	6.3		
	8,023	52720	256.1	HACKNEY				7.3		
	E 7,000 W 9,900	52700	263.4	ARKANSAS CITY	PT			78.3		

Between MP 261.2 and Arkansas City is under the jurisdiction of the Texas Division.

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	CQS	EMER
McGraw to Arkansas City	32	1	4	5&7	9
MP 504.3 to MP 515.3	85	-	-	-	911

Train Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2331, Fax (817) 234-2431
 Dispatcher—(817) 234-2321, Fax (817) 234-2421

1. Speed Regulations

1(A). Speed—Maximum

Newton to Arkansas City 55 MPH.%

1(B). Speed—Permanent Restrictions

Newton, main tracks between UP RR,
 MP 184.6 and MP 186.1 20 MPH.
 MP 185.7 to MP 186.7 40 MPH.
 MP 194.5 to MP 195.6 (HER) 30 MPH.
 MP 201.1 to MP 202.0 (HER) 45 MPH.
 MP 207.7 to MP 210.1 40 MPH.
 MP 210.1 to MP 213.3 30 MPH.
 MP 213.3 to MP 215.6 45 MPH.
 MP 222.5 to MP 223.0 (HER) 45 MPH.
 MP 227.2 to MP 228.0, Main 1 and Main 3 25 MPH.
 MP 227.2 to MP 228.0, Main 2 30 MPH.
 MP 228.0 to MP 249.4 25 MPH.
 MP 249.5 to MP 253.5 30 MPH.
 MP 259.7 to MP 261.2 40 MPH.
 MP 262.7 to MP 263.4 20 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using sidings must not exceed turnout speed for that track unless otherwise specified.
 MP 185.6, crossovers and turnouts,
 Less than 100 TOB 30 MPH.
 100 TOB and over 25 MPH.

MP 188.0, turnout from or to McGraw Lead 10 MPH.
 MP 191.2, MP 195.2 and MP 201.8, both ends siding 25 MPH.
 MP 201.9, Valley Center Industrial Spur 10 MPH.
 MP 207.8, east end double track, westward
 Less than 100 TOB 40 MPH.
 100 TOB and over 25 MPH.
 MP 211.7, turnout to independent track 10 MPH.
 MP 211.7, (WUT Ry.), main track, crossovers and turnouts
 Less than 100 TOB 30 MPH.
 100 TOB and over 25 MPH.
 MP 213.2, (WUT Ry.), main track, crossovers and turnouts
 Less than 100 TOB 30 MPH.
 100 TOB and over 25 MPH.
 MP 217.4 and MP 223.0, both ends siding 25 MPH.
 MP 225.3, turnout to Main 1 30 MPH.
 MP 227.2, turnouts and crossovers
 Less than 100 TOB 30 MPH.
 100 TOB and over 25 MPH.
 MP 228.0, turnouts and crossovers
 Less than 100 TOB 30 MPH.
 100 TOB and over 25 MPH.
 MP 228.0, both ends, turnout to Main 1 10 MPH.
 MP 228.0, turnout to west end yard lead 10 MPH.
 MP 228.6, west end Ark City Sub Siding 25 MPH.
 MP 238.8, both ends siding 25 MPH.
 MP 249.7, crossovers and both ends siding
 Less than 100 TOB 30 MPH.
 100 TOB and over 25 MPH.
 MP 249.7, turnout to Douglass Subdivision 25 MPH.
 MP 249.7, turnouts to yard lead and SKOL RR 10 MPH.
 MP 256.1, both ends siding
 Less than 100 TOB 40 MPH.
 100 TOB and over 25 MPH.
 MP 261.3, east end siding
 Less than 100 TOB 40 MPH.
 100 TOB and over 25 MPH.
 MP 262.3, east end yard lead 10 MPH.
 MP 262.6, crossover 20 MPH.

1(D). Speed—Other

Winfield, on all yard tracks 10 MPH.
 Arkansas City, east siding between MP 262.6 and MP 263.4 20 MPH.
 MP 504.1 to MP 514.7 (former Wichita Subdivision) 10 MPH.

Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply at the following location:

MP 216.0 to MP 225.5

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
100 to 109 degrees F	Maximum 40 MPH, observing existing restrictions.	Maximum 35 MPH, observing existing restrictions.
110 degrees F and over	Restricted speed from 1100 hrs. to 2000 hrs. unless track inspected after 1400 hrs., then 30 MPH, observing existing restrictions.	Restricted speed from 1100 hrs. to 2000 hrs. unless track inspected after 1400 hrs., then 30 MPH, observing existing restrictions.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Newton to Arkansas City 143 tons, Restriction B
 MP 504.1 to MP 507.5
 (former Wichita Subdivision) 134 tons, Restriction G
 MP 507.5 to MP 514.7
 (former Wichita Subdivision) 131.5 tons, Restriction H

Six-axle locomotives and six-axle derricks are not permitted:
 Between MP 504.1 and MP 514.7 (former Wichita Subdivision)

3. Type of Operation

CTC—in effect:

All main tracks between MP 185.1 and MP 185.6.
 All main tracks and sidings MP 185.6 to MP 207.8 and MP 211.7 to MP 263.4, except on Track 198 between MP 262.6 and MP 263.4.

ABS—in effect:

On double track between MP 207.8 and MP 211.7.

Restricted Limits—in effect:

Between MP 504.1 to MP 514.7 (former Wichita Subdivision).

Rule 9.14—in effect:

Westward on Main 1—MP 207.9 to MP 211.7
 Eastward on Main 2—MP 211.7 to MP 207.9

Rule 9.15—Track permits are authorized at locations listed in Rule 9.14 above, but do not apply within interlocking limits at MP 210.1. Comply with Rule 9.12.3 at this automatic interlocking.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items

Rule 1.14—Wichita-Lost Springs—BNSF trains will use UP tracks between Wichita and Lost Springs (63.3 miles).

Wichita-Arkansas city

Wichita—BNSF trains will use Wichita Union Terminal (WUT) Ry. Co. tracks between North Jct. and South Jct.

Between MP 227.2 and MP 228.0—Emporia Subdivision trains will use Arkansas City Subdivision.

UP trains will use BNSF tracks between Wichita and Arkansas City.

Rule 5.5—Permanent speed signs are not displayed for movements against the current of traffic.

Rule 6.19—When flagging is required, distance will be 2 miles.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 197.5—Recall Code 8
 - MP 220.0—Recall Code 8
 - MP 236.5—Recall Code 0
 - MP 253.0—Recall Code 8

6. FRA Excepted Track

Location	Track No.	Track Name
Putnam	9101	Elevator Track
Sedgwick	9501	Elevator Track
Wichita	120	Eastbound Roundhouse
	123	Middle Rail
	124	Outbound Track
	125	Storehouse Track
	126	Horn Track
	161	Container Track
	162	Rip 2
	163	Boeing Storage
	164	Boeing Storage
	203	Lead Track

Wichita	204	Love Box
	205	33rd St. Team
	207	33rd St. Lead
	208	Vliet Carpet
	209	National Steel
	210	Lead Track
	211	Wichita Warehouse
	212	Service Transfer
	213	McKess Chemical
	214	McKess Chemical
	215	Fleming Track
	216	Fleming Track
	217	Love Box
	219	Hayes Forest Products
	223	Coleman N Plant
	234	Love Box
	301	Ralston Purina
	302	Ralston Purina
	320	Team Track
	328	Steffens Dairy
	404	Lead Track
	408	Boge Iron
	423	Boge Iron
	503	Walt Keeler
	506	Ind. Canvas
	507	A&B Sales
	508	Cains Coffee
	509	Ind. Uniform
	510	Eagle Beacon
	520	Long Runaround
	521	Stannard Constr.
	522	Coleman Transfer

MP 510.0 to End of Track (former Wichita Subdivision).

7. Special Conditions

Newton—Westward Arkansas City Subdivision trains or engines will not leave Sand Creek Yard via McGraw Lead until white train departure light, located west of McGraw Jct. switch, is displayed or authority is received from the train dispatcher.

Putnam—On CTC siding, approach all public crossings protected by automatic crossing devices prepared to stop until it is known that such devices are activated. If the devices are not activated, a member of the crew must protect the crossing.

Wichita—Independent track between Wichita and North Jct. is the first track east (geographically) of Main 2 and will be used by trains and engines as instructed by the train dispatcher. Eastward movements may be authorized by signal indication at North Jct.

Absolute signals at North Jct. and South Jct. are controlled by the BNSF train dispatcher.

Except as provided above, crews on trains and engines operating over tracks of the Wichita Union Terminal Railway Company will be governed by rules and regulations of their respective company.

CP 2272 to CP 2280—Main tracks are designated as follows:

- a. EBCS MP 225.4 to WBCS CP 2272—Tracks are identified as Main 1 and Main 2.
- b. WBCS CP 2272 to EBCS CP 2280—Tracks are identified as Main 1, Main 2 and Main 3.
- c. EBCS CP 2280 to WBCS MP 228.7—Tracks are identified as Arkansas City Subdivision siding (right track when looking timetable direction west) and Main 3 (left track when looking timetable direction west).
- d. WBCS MP 228.7 to WBCS CP 2612—Track is identified as Arkansas City Subdivision Main.

Mulvane—East end track 2801 should be left lined for 2802.

Two sets of mile posts are displayed:

Main 1—MP 227.0 and MP 228.0

Main 2—MP 227.0 and MP 228.0

Main 3—MP 227.0 and MP 228.0

Winfield—Only one four-axle unit will be allowed on CLIC tracks 7401-7410.

At Winfield, between SKOL connection (MP 246.5) and WN Jct., BNSF trackage is identified as Winfield Industrial Spur. Rule 6.28 is in effect; speed limit is 10 MPH. SKOL RR trains use BNSF tracks between connection and west side WN Jct. and are governed by BNSF Timetable and System Special Instructions.

Hackney—Use only one four-axle unit while switching track 603 and beyond.

Former Wichita Subdivision—At the following crossing, traffic must be warned by a crew member on the ground at the crossing unless the crossing device has been operating long enough to provide warning.

MP 508.3—37th Street North—Wichita

Arkansas City—Conductor of crew going on duty at Arkansas City will call UP train dispatcher at Omaha, Nebraska, 1-800-726-1121, to operate on UP between Wichita and Lost Springs. Track warrants and bulletin books are located at above locations. Use Radio Channel 42 on UP.

Track 132 is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Test Miles—Test mile signs have been placed at MP 256 westbound and MP 258 eastbound.

Critical Areas—See System Special Instructions Item 33,

Flash Flood Warnings:

MP 187.8 to MP 188.0

MP 189.4

MP 197.0 to MP 198.0

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7450 N. Wichita Yard
- 7451 Arkansas City Yard
- 1107 MP 501.1 to MP 514.7
(former Wichita Subdivision)

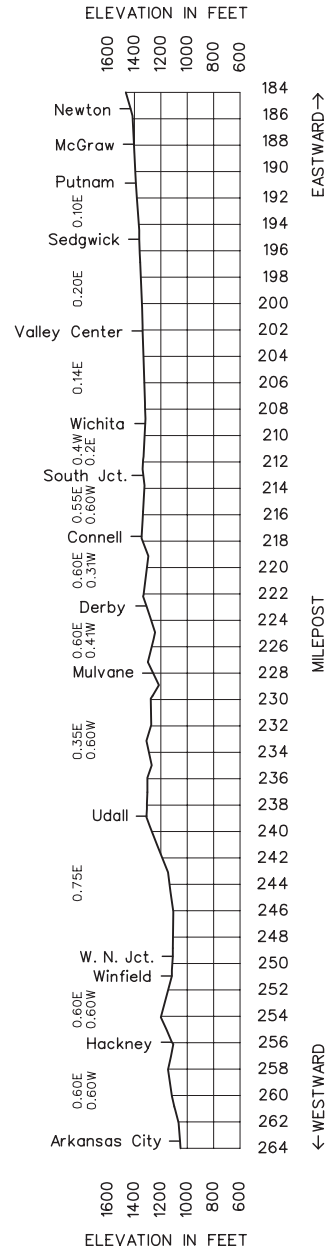
Road Line Segments

Line Segment Limits

- 7400 Newton to Arkansas City
- 1004 MP 501.1 to MP 515.2

9. Locations Not Shown as Stations—None

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Douglass Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Station Nos.	Mile Post					
		55100	185.3	CP 1853	JPT				11.5	
		55080	197.0	DOUGLASS					5.6	
		55070	202.6	ROCK			CTC	7103	6.2	
	7,495	55060	207.0	AKRON					7.2	
	5,833	54895	216.0	WN JCT.	JP				30.5	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	CQS	EMER
CP 1853 to WN JCT.	32	1	4	5&7	9

Train Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2331, Fax (817) 234-2431
 Dispatcher—(817) 234-2321, Fax (817) 234-2421

1. Speed Regulations

1(A). Speed—Maximum

CP 1853 to WN Jct. 55 MPH.%

1(B). Speed—Permanent Restrictions

MP 185.3 to MP 188.7 35 MPH.
 MP 191.7 to MP 191.8 50 MPH.
 MP 197.4 to MP 197.5 50 MPH.
 MP 198.8 to MP 200.0 25 MPH.
 MP 211.2 to MP 211.5 40 MPH.
 MP 215.6 to MP 216.0 25 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using sidings must not exceed turnout speed for that track unless otherwise specified.

CP 1853, turnout to Emporia Subdivision
 Less than 100 TOB 30 MPH.
 100 TOB and over 25 MPH.
 MP 207.0, both ends siding
 Less than 100 TOB 30 MPH.
 100 TOB and over 25 MPH.
 MP 214.8, east end siding
 Less than 100 TOB 30 MPH.
 100 TOB and over 25 MPH.
 MP 216.0, turnouts to Arkansas City Subdivision 25 MPH.

1(D). Speed—Other

Bridge 195.2, cars heavier than 143 tons 25 MPH.

Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply at the following location:

MP 185.7 to MP 216.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
100 to 109 degrees F	Maximum 40 MPH, observing existing restrictions.	Maximum 35 MPH, observing existing restrictions.
110 degrees F and over	Maximum 35 MPH, observing existing restrictions.	Maximum 30 MPH, observing existing restrictions.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

CP 1853 to WN Jct. 143 tons, Restriction B

3. Type of Operation

CTC—in effect:

On main track and sidings CP 1853 to WN Jct.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2 miles.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 MP 202.5—Recall Code 8

6. FRA Excepted Track

Location	Track No.	Track Name
Douglass	3701	Elevator Track

7. Special Conditions

Akron—Track 3101 is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Douglass—Track 3701 is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Critical Areas—See System Special Instructions Item 33, Flash Flood Warnings:
 MP 186.6 to MP 216.0

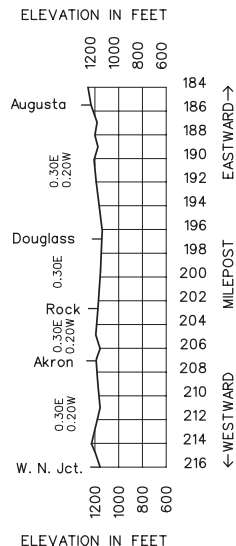
8. Line Segments

Road Line Segments

Line Segment Limits
 7103 CP 1853 to WN Jct.

9. Locations Not Shown as Stations—None

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Emporia Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Rule 4.3				
		63151		KANSAS CITY Amtrak Station	BP	KCT Ry.	8920	1.7	
			1.7	SANTA FE JCT.	X(2)T			1.0	
			2.7	CP 27				0.8	
			3.5	CP 35	X(2)	4MT CTC		0.4	
			3.9	CP 39	X(2)			0.1	
			4.0	CP 40	X(2)R			0.8	
		62000	4.8	ARGENTINE	CTR			0.7	
			5.5	CP 55	XR	3MT CTC		0.3	
			5.8	CP 58	X(2)R			1.3	
		61950	7.1	TURNER	X(2)R			0.3	
			7.4	CP 74	X(2)R	2MT CTC		1.3	
			8.7	CP 87	X(2)			2.3	
		61940	11.0	MORRIS	X(2)	4MT CTC		2.5	
		61930	13.5	HOLLIDAY	X(2)J			1.3	
			14.8	WEST HOLLIDAY	X(2)	3MT CTC		4.7	
			19.5	CRAIG	X(2)			6.0	
			25.5	CP 255				0.6	
		61900	26.1	OLATHE	JX(2)			2.9	
			29.0	CP 290				5.1	
		61880	34.1	GARDNER	X(2)			11.4	
		61850	45.5	WELLSVILLE	X(2)	2MT CTC		10.3	
			55.8	EAST OTTAWA	X(2)			1.3	
		61300	57.1	OTTAWA	P			2.8	
			59.9	WEST OTTAWA	X(2)		7100	16.1	
			76.0	EAST MELVERN	X(2)			11.6	
			87.6	RIDGETON	X(2)			6.2	
		61260	93.8	LEBO	X(2)			13.3	
			107.1	WIGGAM	X(2)			4.2	
			111.3	N.R. JCT.	JX(2)	3MT CTC		0.6	
		61200	111.9	EMPORIA	PT	2MT CTC		3.4	
			115.3	MERRICK	X			9.4	
		12,080	55250	124.7	ELLINOR	JX(2)	3MT CTC-(3) ABS-(1-2)	5.6	
		6,594	55245	130.3	GLADSTONE			5.8	
		10,017	55240	136.1	BAZAR			8.3	
		7,943	55230	144.4	MATFIELD GREEN			9.8	
		14,892	55225	154.2	CASSODAY		CTC	4.2	
		14,338	55220	158.4	AIKMAN			7.1	
		7,010	55215	165.5	CHELSEA			5.7	
			171.2A	EAST EL DORADO				1.6	
			55200	172.8	EL DORADO (Tower B)	X(2)PT	2MT CTC	1.5	
			174.3	O.D.				9.0	
	W 9,512 E 6,646		183.3	EAST AUGUSTA				2.0	
		55100	185.3	CP 1853	X(2)PTJ			2.3	
			201.8	WEST AUGUSTA				3.4	
		6,784	54685	205.2	SALTER		CTC	6.4	
		6,794	54680	211.6	ROSE HILL			4.2	

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Emporia Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Rule 4.3				
			215.8	EAST JCT.				4.1	
			219.9	CP 2272 (via Ark City Sub.)	JX(2)			0.8	
		54620	220.7	CP 2280	JX(2)T			1.1	
			221.8	WEST JCT.				0.4	
			222.2	CP 2222				4.3	
	7,502	54610	226.5	BELLE PLAINE		CTC	7100	4.1	
			230.6	CICERO				6.4	
			237.0	S.K. JCT.	J	2MT CTC		1.0	
		54600	238.0	WELLINGTON	CPT			223.8	

Between Kansas City Amtrak Station and MP 14.8 is under the jurisdiction of the Kansas City Division.

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	MC	CQS	EMER	DSF
Congo to West Holiday	65	2	-	-	-	6
West Holiday to West Augusta	36	1	4	5&7	9	-
West Augusta to S.K. Jct.	36	2	4	5&7	9	-
S.K. Jct. to Wellington	72	2	4	5&7	9	-

Other Kansas City Radio Channels

- Auxiliary Road Channel—25
- Taxi Channel—55
- Diesel Shop Channel—53
- Turner ATM Channel—49
- Argentine Hump Channel—84
- Argentine Bowl Channel—07
- Argentine Bowl 2 Channel—75
- Argentine Private Channel—85
- Topeka Sub/Marceline Sub Channel—30
- Murray Yard Channel—66
- Murray Yard Bowl Channel—83
- 10th Street Channel—11
- 19th Street Channel—46
- KCS Railway Co. Channel—10
- Norfolk Southern Railroad Channel—22
- Norfolk Southern Yard Channel—72
- UP Topping Channel—27
- 18th Street - UP Channel—38
- UP - Neff Channel—58
- Gateway Western Railway Channel—78
- UP/SSW Channel—96

Train Dispatcher Telephone Numbers

- Chief Dispatcher—(817) 234-2331, Fax (817) 234-2431
- Yard Dispatcher—(817) 234-2303, Fax (817) 234-2403
- Dispatcher—(817) 234-2304, Fax (817) 234-2404

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Kansas City Amtrak Station and old BN RR, KCT tracks 2 and 3	20 MPH.	20 MPH.
Old BN RR and Santa Fe Jct. KCT tracks 2 and 3	15 MPH.	15 MPH.
Santa Fe Jct. and CP 39, Main 1 and Main 2	45 MPH.	45 MPH.
Main 3 and Main 4 between: Santa Fe Jct. and CP 35	30 MPH.	30 MPH.
Main 3 between CP 35 and CP 40	30 MPH.	30 MPH.
Main 4 between CP 35 and CP 39	30 MPH.	30 MPH.

	Passenger	Freight
Running Track 5 between Santa Fe Jct. and CP 35	20 MPH.	20 MPH.
CP 39 and CP 74, Main 1 and Main 2	30 MPH.	30 MPH.
Fast Tracks between:		
CP 39 and CP 50	30 MPH.	30 MPH.
CP 50 and CP 87	20 MPH.	20 MPH.
CP 74 and Holliday, Main 1	70 MPH.	55 MPH.*%
CP 74 and CP 87, Main 2	30 MPH.	30 MPH.
CP 87 and Holliday, Main 2 and Main 3	70 MPH.	55 MPH.*%
CP 87 and Holliday, Main 4	40 MPH.	40 MPH.
Holiday to West Holiday, Main 3	40 MPH.	40 MPH.
Holliday and Emporia, except Main 3, N.R. Jct. to Constitution St. (MP 111.9)	70 MPH.	55 MPH.*%
N.R. Jct. to Constitution St. (MP 111.9), Emporia Main 3	40 MPH.	40 MPH.
Constitution St. (MP 111.9) Emporia and Ellinor ..	79 MPH.	55 MPH.*%
Ellinor and Wellington	70 MPH.	55 MPH.*%
Trains operating against the current of traffic must not exceed speed of 59 MPH for passenger trains; 49 MPH for freight trains.		
*See System Special Instructions Item 1(B).		

1(B). Speed—Permanent Restrictions

MP 1.7	15 MPH.
MP 3.5 to MP 3.7, Main 1 and Main 2	25 MPH.
MP 5.5 to MP 5.8	20 MPH.
(Except HER)	10 MPH.
MP 7.1 to MP 7.8	30 MPH.
MP 13.3 to MP 14.4, Main 3	40 MPH.
MP 13.6 to MP 14.5, Main 1 and Main 2	60 MPH.
MP 14.5 to MP 24.5	60 MPH.
MP 24.3 to MP 26.8 (HER)	55 MPH.
MP 24.5 to MP 25.7	55 MPH.
MP 26.6 to MP 27.4	50 MPH.
MP 28.1 to MP 29.6	65 MPH.
MP 30.4 to MP 30.7	55 MPH.
MP 31.1 to MP 31.4	60 MPH.
MP 34.5 to MP 35.1, Main 2	50 MPH.
MP 38.5 to MP 39.1, Main 2	55 MPH.
MP 39.5X to MP 39.8X, Main 1	65 MPH.
MP 39.6 to MP 40.0, Main 2	55 MPH.
MP 49.3 to MP 49.6	65 MPH.
MP 57.2 to MP 57.5	65 MPH.
MP 79.6 to MP 79.9, Main 1	45 MPH.
MP 79.6X to MP 79.9X, Main 2	65 MPH.
MP 83.4 to MP 83.6, Main 1	45 MPH.
MP 84.4 to MP 84.6, Main 1	55 MPH.
MP 85.7 to MP 86.0, Main 1	55 MPH.
MP 84.3X to MP 86.0X, Main 2	65 MPH.
MP 98.0 to MP 101.4	55 MPH.
MP 110.6 to MP 111.9 (HER)	30 MPH.
MP 142.3 to MP 147.2	55 MPH.
MP 147.5 to MP 148.9	60 MPH.
MP 149.2 to MP 149.6	55 MPH.
MP 149.9 to MP 150.4	65 MPH.
MP 152.4 to MP 152.8	65 MPH.
MP 172.3 to MP 172.5	60 MPH.
MP 173.4 to MP 173.7	45 MPH.
MP 174.1 to MP 174.3	40 MPH.
MP 175.3 to MP 175.5	60 MPH.
MP 179.6 to MP 179.7	60 MPH.
MP 182.8 to MP 183.0	65 MPH.
MP 185.5 to MP 200.7	50 MPH.
MP 202.4 to MP 203.2	55 MPH.
MP 204.3 to MP 204.7	45 MPH.
MP 205.1 to MP 205.2	50 MPH.
MP 205.3 to MP 206.1	55 MPH.
MP 209.5 to MP 210.4	55 MPH.
MP 215.6 to MP 215.8	55 MPH.
MP 217.3X to MP 217.4X, Main 4	65 MPH.
MP 219.4 to MP 221.2, Main 1	30 MPH.
CP 2272 to CP 2280, Main 2	30 MPH.
MP 220.0X to MP 221.4X, Main 4	65 MPH.
MP 228.4 to MP 228.6	65 MPH.
MP 233.1 to MP 233.5	65 MPH.
MP 236.6 to MP 237.1	40 MPH.
MP 237.7 to MP 237.8	45 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using sidings must not exceed turnout speed for that track unless otherwise specified.

Santa Fe Jct., west crossover, Main 2 to Main 1, west of junction	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
Santa Fe Jct., other crossovers	10 MPH.
CP 35	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
Except: westward crossover from Main 3 to Main 2	10 MPH.
Turnout Running Track 5 to Main 4	20 MPH.
CP 39, crossovers	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
CP 39, turnout to yard tracks	10 MPH.
CP 40, crossovers	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
CP 40, turnouts to yard tracks	10 MPH.
CP 55, to but not including CP 74, crossovers and turnouts for all main tracks	10 MPH.
MP 7.4, all crossovers	20 MPH.
MP 8.6, Hump Lead to South Fast Track	10 MPH.
MP 8.7, crossovers between Main 2, Main 3 and Main 4	20 MPH.
MP 11.0, crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 13.4, turnout, Track No. 4	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 13.4, crossover and turnout to Topeka Subdivision	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 14.4, crossovers	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 14.4, turnout Main 2 to Main 3	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 19.5, crossovers	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 26.1, crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 34.1, crossovers	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 45.5, crossovers	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 55.8, crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 59.9, crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 76.0, crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 87.6, crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 93.3, crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 107.1, crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 111.3, turnout to Topeka Subdivision	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 111.3, crossovers and turnout to Main 3	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 111.8, crossover between Main 2 and Main 3 near Constitution St.	10 MPH.

MP 111.9, turnout from Main 3 to Yard Lead near Constitution St.	10 MPH.
MP 115.3, crossovers between Main 2 and Main 1 and west crossover between Main 2 and Main 3 Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 115.3, east crossover between Main 2 and Main 3 Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 124.7, Main Track turnouts and crossovers Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 127.1, west end siding Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 130.3, both ends siding Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 136.1, both ends siding Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 144.4, both ends siding Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 154.2, both ends siding Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 158.4, both ends siding Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 165.5, both ends siding Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 171.2A, Westward movement through turnout to Main 2	40 MPH.
MP 171.2A, Eastward movement through turnout from Main 2 Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 172.8, crossovers Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 175.0, crossovers	10 MPH.
MP 176.7, crossovers	10 MPH.
MP 183.3, both ends siding Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 184.0, both ends siding (spring switch) Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 185.3, both ends siding and crossovers Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 201.8, end of double track, westward Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 205.2, both ends siding Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 211.6, both ends siding Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 215.8, turnout Main 3 Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 219.9, crossovers Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 220.7, crossovers Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 220.7, turnout to Yard Lead	10 MPH.
MP 220.7, turnout Main 1	10 MPH.
MP 221.9, turnout Main 2 Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 222.2, turnout Main 1	10 MPH.
MP 226.5, both ends siding Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.

MP 230.6*, turnout to or from Main 1 or Main 2 Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 237.0, crossover Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 237.0, turnout, SK&O Connection	20 MPH.
MP 237.0, turnout to Yard Lead Main 1	10 MPH.

* At Cicero, for westward movement, diverging signal aspects will indicate routing to Main 2.

1(D). Speed—Other

- Argentine Speed limit is 10 MPH on all yard tracks.
- Olathe All switches leading off Tracks 7703, 7704, and 7705 must be left lined and locked for 7703, 7704 and 7705 respectively.
On CLIC Track 7705, approach Dennis Street road crossing prepared to stop until it is known that automatic crossing protection is activated. If automatic crossing protection does not activate, a member of the crew must protect the crossing.
- Ottawa Speed limit is 5 MPH on all yard tracks and lead tracks. All switches connected to CLIC Track 9997 must be lined normal after being used.
- Emporia Speed limit is 30 MPH on Yard Track 3.
- Saffordville 5 MPH on Elevator Track 7501.
- Augusta 5 MPH on BN Connection Track 3412.

Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply at the following locations on both tracks:

- MP 24.4
- MP 39.5X
- MP 47.6X
- MP 48.6X
- MP 62.9 to MP 63.1
- MP 93.7 to MP 93.9
- MP 97.1 to MP 97.5
- MP 106.6 to MP 106.8
- MP 163.8 to MP 171A

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 109 degrees F	Maximum 50 MPH, observing existing restrictions.	Maximum 45 MPH, observing existing restrictions.	Maximum 70 MPH, observing existing restrictions.

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply at the following location on both tracks:

- MP 74.6 to MP 76.5

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 109 degrees F	Maximum 50 MPH, observing existing restrictions.	Maximum 45 MPH, observing existing restrictions.	Maximum 70 MPH, observing existing restrictions.
110 degrees F and over	Maximum 40 MPH, observing existing restrictions.	Maximum 35 MPH, observing existing restrictions.	Maximum 50 MPH, observing existing restrictions.

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply at the following location:
 MP 142.6 to MP 143.8

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
110 degrees F and over	Maximum 40 MPH, observing existing restrictions.	Maximum 35 MPH, observing existing restrictions.	Maximum 50 MPH, observing existing restrictions.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
 Kansas City to Wellington 143 tons, Restriction B

3. Type of Operation
CTC—in effect:
 Main 1, Main 2, Main 3 and Main 4 between Santa Fe Jct. and CP 39
 Main 1, Main 2 and Main 3 between CP 39 and CP 40
 Main 1 and Main 2 between CP 40 and CP 87
 North and South Fast Tracks—CP 39 to CP 50
 Steel Plant lead at CP 39
 Main 3 at CP 58
 All Main Tracks—CP 87 to Merrick
 Main 3—Merrick to Ellinor
 All Main Tracks and Sidings—Ellinor to O.D. Jct.
 All Main Tracks and Sidings—West Augusta to Wellington

Restricted Limits—in effect:
 Main 3—CP 40 to CP 74

ABS—in effect:
 Main 1 and Main 2 between MP 115.7 and MP 124.5, and double track between MP 174.3 and MP 201.7.

Rule 9.14—in effect:
 Westward on Main 1—Merrick to Ellinor
 Eastward on Main 2—Ellinor to Merrick
 Westward on Main 1—O.D. to West Augusta
 Eastward on Main 2—West Augusta to O.D.

Rule 9.15—Track permits are authorized at locations listed in Rule 9.14.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items
Rule 1.14—Three Main Tracks between CP 2272 and CP 2280 (Mulvane): Trains and engines will be governed by instructions for the Arkansas City Subdivision.
Rule 5.5—Permanent speed signs are not displayed for movement against the current of traffic.

Rule 6.14—Main 3 between CP 40 and CP 74: Authority to enter this track must be obtained either verbally from the BNSF Kansas City Yard train dispatcher or by proceed indication of controlled signal.

Rule 6.19—When flagging is required, distance will be 2 miles.

Rule 6.26—(Note: System Special Instructions, Rule 6.26, Use of Multiple Main Tracks, is not in effect on the Kansas City Division, Emporia Subdivision between Kansas City Amtrak Station and MP 14.8.) The following is in effect:
 Santa Fe Jct. to CP 39 (4 tracks)

The farthest track to the left as viewed from a westward train is Main 1. The tracks to the right are Main 2, Main 3, and Main 4.

CP 39 to CP 40 (3 tracks)

The farthest track to the left as viewed from a westward train is Main 1. The tracks to the right are Main 2 and Main 3, respectively.

CP 40 to CP 74 (3 tracks along south side of Argentine Yard)

The farthest track to the left as viewed from a westward train is Main 1. The tracks to the right are Main 2 and Main 3, respectively.

CP 40 to CP 87 (2 tracks along north side of Argentine Yard)

The track to the right as viewed from a westward train is the North Fast Track, the track to the left is the South Fast Track.

CP 74 to CP 87 (2 tracks at west end of Argentine Yard—south side)

The farthest track to the left as viewed from a westward train is Main 1 (High Line). The track to the right is Main 2.

Note: Only Main 2 has access to CP 87 and Fast Tracks.

CP 87 to MP 14.8

The farthest track to the left as viewed from a westward train is Main 1 and the tracks to the right are Main 2, Main 3 and Main 4, respectively.

Between East Jct. and West Jct.—The farthest track to the left as viewed from a westward train is Main 4 (High Line).

Rule 6.28—in effect:
 Running Track 5 between Santa Fe Jct. and CP 35—Westward movement from Santa Fe Jct. to CP 35 must be authorized verbally by the BNSF Kansas City Yard train dispatcher before passing the west end of Fifth Street Yard (MP 2.3).

North and South Fast Tracks—CP 50 to CP 87

Yard Track 3 Emporia MP 111.9 to MP 115.3

Rule 8.12—North and South Fast Tracks between CP 50 and CP 87, crossovers must be left lined for normal position (lined for other than crossover movement).

Rule 9.12.4—At the spring switch at MP 184, authority must be obtained from the train dispatcher before passing signal displaying Stop indication. Provisions of Rule 9.12.4 do not apply at this location.

- 5. Trackside Warning Detectors (TWD)**
- A. Protecting bridges, tunnels or other structures
 - MP 64.4—WWD only—Recall Code 0
 - MP 106.5—EWD only—Recall Code 0
 - B. Other TWD locations
 - MP 18.5—Recall Code 8
 - MP 41.3—Recall Code 0
 - MP 55.2—Recall Code 8
 - MP 64.4—EWD only—Recall Code 0
 - MP 86.2—Recall Code 8
 - MP 106.5—WWD only—Recall Code 0
 - MP 121.1—Recall Code 8
 - MP 138.1—Recall Code 0
 - MP 162.6—Recall Code 8

- MP 181.4—Recall Code 0
- MP 202.8—Recall Code 8
- MP 223.7—Recall Code 8
- C. Other detectors
 - MP 20.4 to MP 20.6—Slide Fence
 - Controlled signals Craig and signals 212, Main 1 and 214, Main 2
 - MP 218.9—High Water
 - WWD signal 2181, Main 3
 - EWD controlled signal CP 295

6. FRA Exempted Track

<u>Location</u>	<u>Track No.</u>	<u>Track Name</u>
Olathe	77 08	Short Team
	77 10	Oil Spur
	77 11	Stock Track
	77 12	Delco "A"
	77 13	Delco "B"
	77 15	Yard Track A
	77 16	Yard Track A1
	77 17	Yard Track A2
	77 18	Yard Track
	77 19	Yard Track B
	77 20	Yard Track
	77 25	Tie Up Track
	77 28	Paniplus P1
	77 29	Paniplus P2
	77 34	Safety Kleen
	77 42	Producers Incorp.
Gardner	86 01	Air Base Lead
	86 03	Compound Spur
Ottawa	99 06	Yard Track
	99 07	Yard Track
	99 08	Yard Track
	99 09	Yard Track
	99 12	Bendix Lead
	99 23	Old No. 16 Track
	99 40	Haven Steel
	99 41	Steel
Pomona	19 01	House Track
Quenemo	24 01	House Track
Melvern	31 03	Elevator Track
	31 04	Elevator Track
	31 06	House Track
Ridgeton	35 01	Setout Track
Lebo	93 02	Stock Track
	93 03	House Track
Emporia	67 10	Yard Track
	67 11	Yard Track
	67 12	Yard Track
	67 19	Yard Track
	67 43	Yard Track
	67 47	Yard Track
	67 48	Yard Track
	67 49	Yard Track
	67 50	Yard Track
	68 06	Westbound Yard 6
	68 07	Westbound Yard 7
	68 08	Westbound Yard 8
	68 09	Westbound Yard 9
	68 13	Yard Track
	68 15	Yard Track
68 17	Yard Track	
68 18	Yard Track	
68 19	Yard Track	

	68 23	Pocket Track
	69 01	Emporia Ready Mix
	69 02	Modine Spur
Emporia	69 03	Fleetwood Spur
	69 04	Debaugue
	69 05	Interstate Spur
	69 06	Industry Lead Track
	69 07	Bunger Corp. West Elevator (Spout)
	69 08	Tail Track
	69 09	Anderson Track
	69 14	Safeway Pet Food
	69 15	Safeway Pet Food
	69 16	Emporia Cold Storage
	69 21	I.B.P. Track No. 1
	69 22	I.B.P. Track No. 2
	69 23	I.B.P. Track No. 3
	69 24	I.B.P. Track No. 4
	69 30	Elm Street Elevator Track
	69 80	Bunge Corp. West Track
	69 82	Mark II Spur Track
	69 83	Bunge Corp. Middle Track
	69 84	Bunge Corp. Scale Track
	69 85	Bunge Corp. Oil Spur
	69 90	Sauder Ind. Spur Track
Saffordville	75 01	Elevator Track
Matfield Green	38 01	House Track
El Dorado	33 27	West Engine Tie Up
	33 28	East Engine Tie Up
	33 31	Halliburton
Augusta	34 03	North Leg Wye
	34 04	South Leg Wye
	34 15	South Dock
	34 18	Depot 4
Belle Plaine	27 01	Watson Supply

7. Special Conditions

CELX 6400 series and 10400 series cars, loaded to 197 tons, may operate on the Emporia Subdivision without restrictions.

Kansas City—All left-hand signals affecting movement between MP 1.7 and MP 10.8 (eastward and westward directions) may be identified by a sign adjacent to the signal reading, "LEFT HAND SIGNAL."

Kansas City Terminal Railway (KCT)—Crews operating across Kansas City Terminal Railway Company trackage must have a copy of the Greater Kansas City Area Operating and Special Instructions, in effect May 1, 1998, in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders posted at specific locations. This will fulfill the requirements of Rule 6.2 of the General Code of Operating Rules. The Kansas City Terminal Railway Company does not issue track warrants or bulletins. All modifications to the Greater Kansas City Area Operating and Special Instructions are made in the aforementioned General Notices and General Orders.

Edgerton—Track 9101 (east end) is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Wellsville—Track 9702 (west end) is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Ottawa—Tracks 9901 and 9997 (west end) are designated as bad order setout tracks. Signs indicate where car(s) should be spotted.

Close Clearance—Shifted load detectors at MP 64.4 and MP 106.5 are located on the field side of both tracks and will not clear a man on the side of a car.

Quenemo—Track 2401 (west end) is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

East Melvern—No six-axle units are allowed on any auxiliary tracks.

Melvorn—Track 3102 (east end) is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Ridgeton—Track 3101 is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Lebo—Tracks 9302 and 9303 are designated as bad order setout tracks. Signs indicate where car(s) should be spotted.

N.R. Jct.—The main track switch and south 150 feet of track on the east leg of the old east wye has been permanently removed from service.

Emporia—Track 6743 (east and west end) is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

I.B.P. Hide Loading Track 6923 will not clear a man on the side of a car. Therefore, do not pull or spot cars north of the storage tanks located between Tracks 6923 and 6924.

Between MP 111.9 and MP 115.3—First track south of Main 2 is designated as Yard Track 3. Speed limit is 30 MPH; Rule 6.28 is in effect.

Saffordville—Track 7501 is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Bazar—Track 3601 is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Matfield Green—Track 3801 is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Aikman—Track 4101 is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Chelsea—Track 4298 is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Between Chelsea and El Dorado—The distance between MP 171 and MP 172 is 9,044 feet. Therefore, MP 171A add 1 mile west of MP 171; distance between MP 171A and MP 172 is 3,764 feet.

El Dorado—Tracks 3305 and 3327 are designated as bad order setout tracks. Signs indicate where car(s) should be spotted.

Augusta—Tracks 3401 and 3409 are designated as bad order setout tracks. Signs indicate where car(s) should be spotted.

Mile posts escalate from 186 to 200. Distance between mile posts is 1,584 feet.

Mulvane—two sets of mile posts are displayed:
Main 1—MP 219.0, MP 220.0 and MP 221.0
Main 2—MP 219.0, MP 220.0 and MP 221.0
Main 3—MP 219 and MP 220.

CP 2272 to CP 2280—Main tracks are designated as follows:

- a. EBCS East Jct. (MP 215.9) to WBCS CP 2272—Track is identified as Main 3.
- b. WBCS CP 2272 to EBCS CP 2280—Tracks are identified as Main 1, Main 2 and Main 3.
- c. EBCS CP 2280 to WBCS CP 2222—Tracks are identified as Main 1 and Main 2.

- d. WBCS CP 2222 to WBCS MP 230.6—Track is identified as Main.

- e. EBCS East Jct. to WBCS West Jct.—Track is identified as Main 4.

Between East Jct. and West Jct.—The distance between MP 221X and MP 222 on Main 2 is 1,584 feet.

Split Track Operation—When requesting a track bulletin, the train dispatcher must be informed an “X” is required for the limits shown below:

MP 34.5 to MP 39.8—Main 1 mile posts designated by “X.”
MP 46.2 to MP 49.3—Main 2 mile posts designated by “X.”
MP 79.5 to MP 87.6—Main 2 mile posts designated by “X.”
MP 115.3 to MP 124.7—Main 3 mile posts designated by “X.”
MP 215.8 to MP 221.8—Main 4 (High Line) mile posts designated by “X.”

Test Miles—Test mile signs have been placed at MP 16 and MP 223 westbound and MP 18 and MP 225 eastbound.

Critical Areas—See System Special Instructions Item 33, Flash Flood Warnings:
MP 31.1 (Clare Road)
MP 84.5X to MP 85.0X
MP 104.7 to MP 105.0

8. **Line Segments**

Yard Line Segments

Line Segments Limits

7150 Argentine Yard
7151 Emporia Yard
7152 Wellington Yard

Road Line Segments

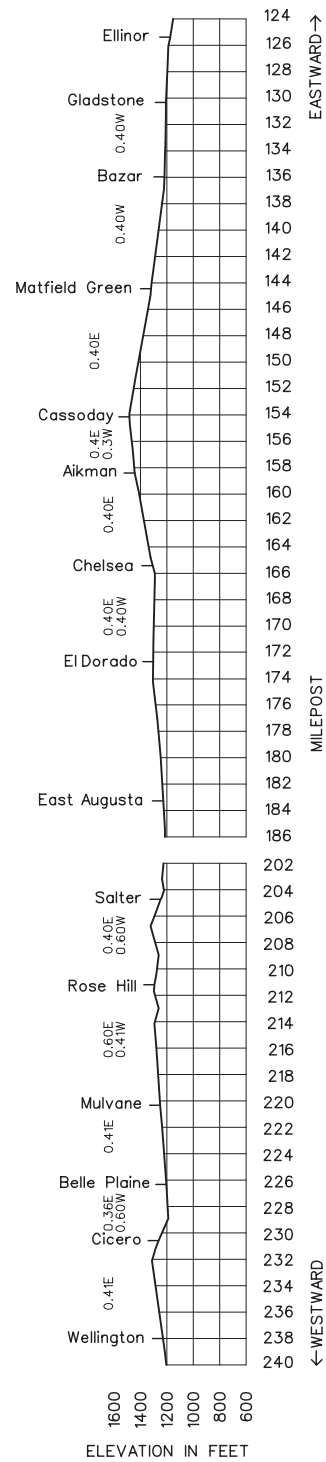
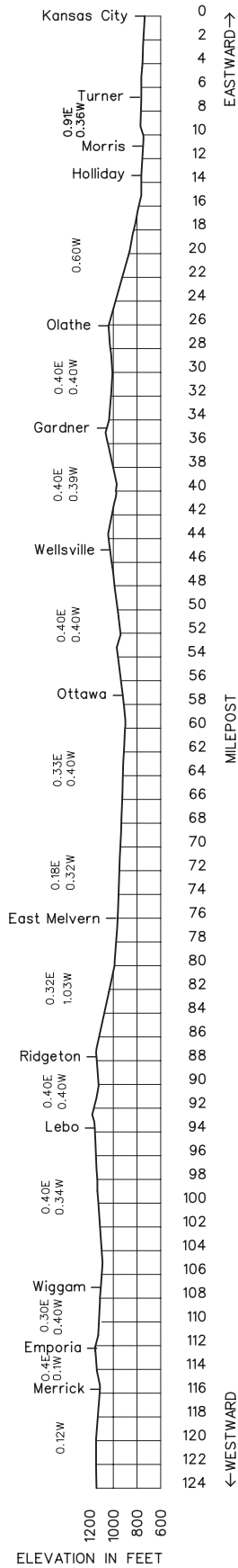
Line Segments Limits

7100 Kansas City to Wellington

9. **Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Edgerton (Main 1)	39.8	3,100	Both
Pomona (Main 1)	67.5	300	West
Pomona (Main 2)	67.5	900	Both
Quenemo (Main 1)	71.8	2,000	West
Saffordville (Main 1)	123.4	3,200	Both

10. Grade Charts



ELEVATION IN FEET

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	La Junta Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		55250	124.7	ELLINOR		J			7.0	
11,762	61170	131.7	STRONG CITY						4.1	
	61150	135.8	NEVA			J			9.0	
8,583	61140	144.8	CLEMENTS				CTC		12.1	
8,079	61130	156.9	FLORENCE						11.7	
		168.6	UP RR			A			0.9	
10,487	61125	169.5	PEABODY			J			8.8	
8,419	61120	178.3	WALTON						6.3	
		184.6	UP RR			M			0.5	
	61100	185.1	NEWTON			JXPT	3MT CTC		0.5	
		185.6	FIRST ST.			X			0.5	
		186.1	RAIL MILL						0.6	
		186.7	SAND CREEK			XCPT	2MT CTC		1.0	
		187.7	WEST SAND CREEK			X			2.3	
		190.0	SC JCT.						4.6	
6,124	61040	194.6	HALSTEAD						9.1	
10,452	61030	203.7	BURRTON				CTC		8.8	
		212.5	EAST END WAY						1.6	
		214.1	WAY			PT			2.4	
		216.5	SSW RR			M			1.5	
29,903	61000	218.0	HUTCHINSON			P			0.3	
		218.3	CH JCT.						0.9	
		219.2	WEST HUTCH - KSW RR			M			1.4	
		220.6	CP 2206						14.5	
10,166	58980	235.1	ABBYVILLE					7300	16.0	
10,300	58968	251.1	ZENITH						14.9	
10,284	58960	266.0	ST. JOHN						18.9	
10,370	58945	284.9	BELPRE				TWC ABS ATS		17.5	
8,600	58935	302.4 (316.7)	KINSLEY						8.0	
5,282	58930	324.7	OFFERLE						11.4	
7,768	58920	336.1	SPEARVILLE						8.6	
	58915	344.7	WRIGHT			Y			5.4	
		350.1	DODGE CITY JCT.			XY	DT TWC ABS ATS		2.4	
	58900	352.5	DODGE CITY			CPTY			2.2	
		354.7	SEARS			Y			16.5	
6,250	58869	371.2	CIMARRON						12.8	
7,750	58849	384.0	CHARLESTON						18.4	
7,835	58300	402.4	GARDEN CITY			CPY			14.6	
4,050	58250	417.0	DEERFIELD						20.3	
6,850	58220	437.3	SUTTON				TWC ABS ATS		16.6	
10,000	58190	453.9	SYRACUSE			P			21.0	
3,700	58180	474.9	HOLLY						10.4	
4,000	58165	485.3	GRANADA						17.0	
7,500	58100	502.3	LAMAR			P			19.2	
4,000	58080	521.5	CADDOA						12.1	
		533.6	LAS ANIMAS JCT.			JP			2.4	
8,300	58060	536.0	LAS ANIMAS				CTC ATS		14.7	
		550.7	CASA						4.2	
	56700	554.9	LA JUNTA			X(2)CPTY	2MT CTC ATS		415.9	

Between Las Animas Jct. and La Junta is under the jurisdiction of the Amarillo Division.

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	CQS	EMER
Ellinor to Las Animas Jct.	55	2	4	5&7	9
Las Animas Jct. to La Junta	55	1	4	5&7	9

Train Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2331, Fax (817) 234-2431

Dispatcher—(817) 234-2317, Fax (817) 234-2417

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 124.7 to MP 219.2	79 MPH.	55 MPH.*#
MP 219.2 to MP 554.9	90 MPH.	55 MPH.*#
Exception:		
MP 220.5 to MP 242.1	79 MPH.	60 MPH.
MP 323.3 to MP 424.9	79 MPH.	60 MPH.
MP 453.3 to MP 533.6	79 MPH.	60 MPH.

* See System Special Instructions Item 1(B).

1(B). Speed—Permanent Restrictions

MP 132.4 to MP 132.8	75 MPH.	
MP 133.7 to MP 133.9	70 MPH.	50 MPH.
MP 135.9 to MP 136.4	75 MPH.	65 MPH.
MP 166.4 to MP 166.8	70 MPH.	65 MPH.
MP 168.0 to MP 168.4	50 MPH.	45 MPH.
MP 168.6	45 MPH.	45 MPH.
MP 168.9 to MP 169.1	65 MPH.	45 MPH.
MP 170.0 to MP 170.5	75 MPH.	65 MPH.
MP 173.3 to MP 175.9	70 MPH.	65 MPH.
Newton—Main tracks between MP 184.6 and MP 186.1	20 MPH.	20 MPH.
MP 186.4 to MP 186.5	75 MPH.	65 MPH.
MP 187.3 to MP 187.8	55 MPH.	50 MPH.
MP 203.3 to MP 204.1 (HER)	50 MPH.	50 MPH.
MP 216.5	40 MPH.	40 MPH.
MP 216.6 to MP 219.1 (HER)	30 MPH.	30 MPH.
MP 218.1 to MP 219.1	40 MPH.	30 MPH.
MP 219.2	40 MPH.	40 MPH.
MP 219.4 to MP 220.2	60 MPH.	55 MPH.
MP 257.2 to MP 257.4	50 MPH.	50 MPH.
MP 265.7 to MP 266.2 (HER)	55 MPH.	55 MPH.
MP 266.1 to MP 266.5	70 MPH.	
MP 301.7 to MP 302.0	60 MPH.	55 MPH.
MP 301.9 to MP 302.4 (HER)	55 MPH.	55 MPH.
MP 302.2 to MP 302.4	75 MPH.	65 MPH.
MP 344.7 to MP 354.7 Main 2	40 MPH.	40 MPH.
MP 347.9 to MP 352.0 Main 1	60 MPH.	40 MPH.
Dodge City—Freight lead between east switch and bridge at MP 351.0	20 MPH.	20 MPH.
MP 352.0 to MP 352.3 Main 1 (Equipped with westward ATS inert inductors)	30 MPH.	20 MPH.
MP 352.0 to MP 352.3 Main 2 (Equipped with westward ATS inert inductors)	15 MPH.	15 MPH.
MP 401.7 to MP 403.0 (HER)	45 MPH.	45 MPH.
MP 432.6 to MP 433.2	75 MPH.	
MP 435.9 to MP 436.5	85 MPH.	
MP 479.9 to MP 481.9	75 MPH.	
MP 502.1 to MP 503.0 (HER)	60 MPH.	60 MPH.
MP 536.4 to MP 536.5	80 MPH.	
MP 543.1 to MP 543.9	80 MPH.	
MP 544.9 to MP 545.8	85 MPH.	
MP 547.9 to MP 548.0	85 MPH.	
MP 551.4 to MP 551.6		60 MPH.
MP 552.8 to MP 553.1	60 MPH.	55 MPH.
MP 553.6 to MP 554.2		60 MPH.
MP 554.2 to MP 554.9	40 MPH.	40 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using sidings must not exceed turnout speed for that track unless otherwise specified.

	Passenger	Freight
MP 124.7, main track turnouts and crossover		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 131.7, both ends siding		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 135.8, turnout to Strong City Subdivision	10 MPH.	10 MPH.
MP 144.8, both ends siding		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 156.9, both ends siding		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 169.5, both ends siding		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 169.5, connection to UP RR	10 MPH.	10 MPH.
MP 178.3, both ends siding		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 178.3, east switch storage track		
Less than 100 TOB	10 MPH.	10 MPH.
100 TOB and over	10 MPH.	10 MPH.
Newton and First St., main track crossover and turnouts MP 184.5 to MP 185.5		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 185.6, turnout to Lower Yard		
Less than 100 TOB	10 MPH.	10 MPH.
100 TOB and over	10 MPH.	10 MPH.
MP 186.1, crossover		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 187.8, crossover		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 190.0, turnout from or to Main 2		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 194.6, both ends siding		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 203.7, both ends siding		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 212.5, turnouts and crossovers		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 214.1, turnouts and crossovers		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 216.4, turnouts and crossovers		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 216.5, turnouts and crossovers		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 216.7, second crossover west of SSW RRX between siding and main track and crossover west of SSW RRX between siding and track 301	10 MPH.	10 MPH.
MP 218.0, turnouts and crossovers		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 219.2, turnouts and crossovers		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 220.6, turnout to UP connection		
Less than 100 TOB	50 MPH.	50 MPH.
100 TOB and over	40 MPH.	40 MPH.
MP 235.1, both ends siding		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 251.1, both ends siding		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.

MP 266.0, MP 284.9, MP 302.4, MP 316.7 and MP 437.3, both ends siding		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 324.7, MP 336.1, MP 371.2, MP 384.0, MP 453.9 and MP 502.3, both ends siding	20 MPH.	20 MPH.
MP 344.7, turnout from or to Main 2, spring switch		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 350.1, Main 2, spring switch		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 350.1, turnout east end freight lead, spring switch	20 MPH.	20 MPH.
MP 350.1, turnout from Main 1 to Main 2		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 354.7, end of double track, spring switch	30 MPH.	30 MPH.
MP 402.4, both ends siding	10 MPH.	10 MPH.
MP 417.0, both ends siding	10 MPH.	10 MPH.
MP 474.9, both ends siding	10 MPH.	10 MPH.
MP 485.3, both ends siding	10 MPH.	10 MPH.
MP 521.5, both ends siding	10 MPH.	10 MPH.
Las Animas—Boise City Subdivision Jct. switch		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 536.0, both ends siding		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 550.7, turnout to Main 2		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.

1(D). Speed—Other

Strong City, track 8407	5 MPH.
Elmdale, elevator track 3801	5 MPH.
Florence, track 9003	5 MPH.
Peabody, track 8901	5 MPH.
Newton freight leads between First St.	
MP 185.6 and Sand Creek Bridge MP 186.3	10 MPH.
Newton to Sand Creek—UP connection track 8524	10 MPH.
When pulling cars across scale track 8521 at Cargill Flour Mill	5 MPH.
On west leg of wye 8340	10 MPH.
On McGraw lead 8195 between McGraw and west end Sand Creek yard	10 MPH.
Dodge City—Western Power Spur track 129	5 MPH.
Air must be cut in on all cars while switching High Plains and locomotive brake applied while on descending grade. All movements are not to exceed 3 MPH on descending grade.	
East CV Industrial Spur MP 0.0 to MP 3.8	10 MPH.
Stafford—Elevator track 5703	5 MPH.

Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply at the following location:

MP 323.3 to MP 533.6

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
90 to 99 degrees F	Maximum 45 MPH, observing existing restrictions.	Maximum 40 MPH, observing existing restrictions.	Maximum 60 MPH, observing existing restrictions.
100 degrees F and over	Maximum 40 MPH, observing existing restrictions.	Maximum 35 MPH, observing existing restrictions.	Maximum 50 MPH, observing existing restrictions.

2. **Bridge and Equipment Weight Restrictions**
Maximum Gross Weight of Car
 Ellinor to La Junta 143 tons, Restriction C

3. **Type of Operation**
CTC—in effect:
 On main track and sidings between MP 124.7 and MP 220.6, and between MP 533.6 and MP 553.9.
 3MT between MP 184.6 and MP 185.6, 2MT between MP 185.6 and MP 190.0, 2MT between MP 550.7 and MP 553.9.

TWC—in effect:
 Between MP 220.6 and MP 533.6.

Yard Limits—in effect:
 Wright to Sears MP 344.7 to MP 354.7
 Garden City MP 398.3 to MP 405.0
 La Junta MP 553.9 to MP 556.5 (Raton)
 La Junta MP 553.9 to MP 557.8 (Pueblo)

Interlockings: Trains and Engines—The interlocking signals at MP 168.6 are also controlled signals. When stopped by a Stop indication, comply with Rule 9.12.3 if the signal does not change to a more favorable indication.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. **General Code of Operating Rules Items**
Rule 5.5—Between MP 344.7 and MP 354.7. Permanent speed signs are not displayed for movements against current of traffic.

Rule 6.19—When flagging is required, distance will be 2 miles.

Rule 6.28—At Hutchinson, trackage between MP 0.6 and MP 3.5 on former H&S Subdivision is classified as South Hutch Industrial Spur off La Junta Subdivision. Rule 6.28 is in effect; speed limit is 10 MPH.

Rule 12.1—ATS in effect:
 MP 220.6 to MP 554.9

5. **Trackside Warning Detectors (TWD)**
 A. Protecting bridges, tunnels or other structures: None
 B. Other TWD locations

- MP 134.0—Recall Code 8
- MP 158.4—Recall Code 8
- MP 180.9—Recall Code 8
- MP 198.4—Recall Code 8
- MP 225.0—Recall Code 8
- MP 247.9—Recall Code 8
- MP 275.5—Recall Code 8
- MP 290.6—Recall Code 0
- MP 321.2—Recall Code 8
- MP 341.0—Recall Code 0
- MP 355.4—Recall Code 8
- MP 380.2—Recall Code 0
- MP 397.7—Recall Code 8
- MP 418.1—Recall Code 0
- MP 435.2—Recall Code 8
- MP 466.1—Recall Code 8
- MP 499.0—Recall Code 8
- MP 538.4—Recall Code 8

- C. Other detectors
 - MP 355.3 to MP 356.0—High Water
 EWD signal 3562 & WWD absolute signal Main 1 Sears
 - MP 375.9—High Water—Signals 3772 and 3741
 - MP 381.4—High Water
 EWD absolute signal east end siding Charleston
 WWD signal 3801
 - MP 387.1—High Water—Signals 3892 and 3871
 - MP 389.5—High Water—Signals 3922 and 3891
 - MP 393.1—High Water—Signals 3952 and 3921
 - MP 419.7—High Water—Signals 4202 and 4191
 - MP 425.3—High Water—Signals 4272 and 4241
 - MP 433.0, MP 433.6—High Water—Signals 4342 and 4311
 - MP 439.6—High Water—Signals 4402 and 4381
 - MP 445.7—High Water—Signals 4472 and 4441
 - MP 447.1—High Water—Signals 4472 and 4461
 - MP 448.3—High Water—Signals 4492 and 4461
 - MP 455.4—High Water
 EWD signal 4572
 WWD absolute signal west end siding Syracuse
 - MP 469.8, MP 470.8, MP 471.1—High Water
 Signals 4722 and 4691
 - MP 485.8—High Water
 EWD signal 4882
 WWD absolute signal west end siding Granada
 - MP 492.0—High Water—Signals 4922 and 4901
 - MP 500.1—High Water
 EWD absolute signal east end siding Lamar
 WWD signal 4981

6. **FRA Excepted Track**

Location	Track No.	Track Name
Strong City	8407	Wye Spur
Florence	9002	Middle Track
	9003	Scale Track
Peabody	8901	Elevator Track
	8902	Elevator Track
	8903	Elevator Track
Halstead	9401	House Track
	9402	Elevator Track
	9403	Elevator Track
	9406	Spur Track
	9409	Chandler Spur
	9410	Patrick Spur
Hutchinson	0130	North Roundhouse Lead
	0131	Stock Track
	0137	Kaiser Track
	0138	Storehouse Track
	0142	Cessna West
	0143	Cessna East
	0146	Bedding Track
	0147	Cessna West
	0148	Farmland South
	0206	Garvey Elevator
	0207	Hamilton Roofing
	0208	RPC S-Repblc Paper Corp
	0209	RPC N-Repblc Paper Corp
	0210	Concrete House Track
	0211	Union Equity I
	0212	Union Equity I
	0213	Union Equity I
	0214	Union Equity I
	0215	Union Equity I
	0238	Bunge East Track
	0239	Bunge House Track

	0240	.....	Bunge West Track
	0302	.....	Davidson Lead
	0303	.....	Stucky Lumber
	0304	.....	Davidson Pocket
	0314	.....	Nash-Finch
	0316	.....	White Lumber
	0321	.....	Sunglow Feeds
	0328	.....	Irksdoll
	0331	.....	Merch. Warehouse #2
	0335	.....	Smoot Grn. Bck. Track
Hutchinson	0336	.....	Smoot Grn. S Track
	0339	.....	T O F C
	0341	.....	Machine Dock
	0347	.....	Hutchinson News
	0348	.....	Hartman Man
Partridge	0502	.....	Elevator Track
Abbyville	0505	.....	Elevator Track
Zenith	5102	.....	Elevator Track
Stafford	5703	.....	Elevator Track
Macksville	7702	.....	House Track
Lewis	9302	.....	House Track
	9303	.....	Elevator Track
Bellefont	2702	.....	Elevator Track
Dodge City	0133	.....	Dodge City Concrete
	0203	.....	Old House Track
	0206	.....	Team Track
	0207	.....	Caboose Track

7. Special Conditions

Peabody-Lost Springs—BNSF trains will use UP tracks between Peabody and Lost Springs and be governed by UP Timetable and Special Instructions.

Conductor of crew going on duty at Newton will call UP train dispatcher at Omaha, Nebraska, 1-800-726-1121, to operate on UP between Wichita and Lost Springs. Track warrants and bulletin books are located at above locations. Use radio channel 42 on UP.

Locations where movement over crossing must be protected by member of crew—Florence, Main Street crossing on yard track.

Close Clearances

Florence—Track serving Burns Farmers Co-operative Union—Between track and new warehouse.

Peabody—Setting out cars on UP connections is prohibited.

Walton—Farmers Grain Co-operative—Intercom wire 22 feet and power line 25 feet above top of rail.

Newton—Cement dock south side Rail Mill between 2 and 3 poles east of MP 186 on Track 8345.

Signal Matters—General Instructions—Crew member on trains 3 and 4 must contact train dispatcher before departing Newton to determine if track bulletins need updating.

Hutchinson—Protrusions from building south side PMS Food Plant Track 225.

While switching Cargill Salt Co., crew must not ride on side of cars on Tracks 326 and 327.

Loading platform at Grain Products when platform lowered.

Loading dock north side of Track 130, 300 feet east of Tool House.

BNSF trains and engines will use SSW main track between

MP 216.5 and MP 0.6 on former H&S Subdivision and track 351. DTC is in effect on SSW main track.

If SSW train dispatcher issues a directional authority, crew must open main track switch and wait five minutes, then proceed at restricted speed to next governing signal. If issued work and time authority, crew may open main track switch immediately and proceed at restricted speed to next governing signal.

Track 163 is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Kinsley—Mile posts escalate from 302.4 to 316.7. Distance between mile posts is 3,696 feet.

Dodge City Jct.—Normal position of spring switch at east end freight lead is lined for freight lead.

Dodge City—Loading platform at Grain Products when platform lowered.

Track 187 is designated as a bad order setout track. Signs indicate where car(s) should be spotted.

Sidings—Sidings at Offerle, Spearville, Garden City, Deerfield, Holly, Granada and Caddoa must not be used by loaded unit grain or coal trains.

Test Miles—Test mile signs have been placed at MP 191 and MP 359.0 westbound and MP 343.0 eastbound.

Critical Areas—See System Special Instructions Item 33, Flash Flood Warnings:

MP 350.5 to MP 358.0	MP 462.3
MP 412.0 to MP 415.0	MP 470.8
MP 458.7	MP 530.5

8. Line Segments

Road Line Segments

Line Segment Limits

7300	Ellinor to La Junta
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Yard Line Segments

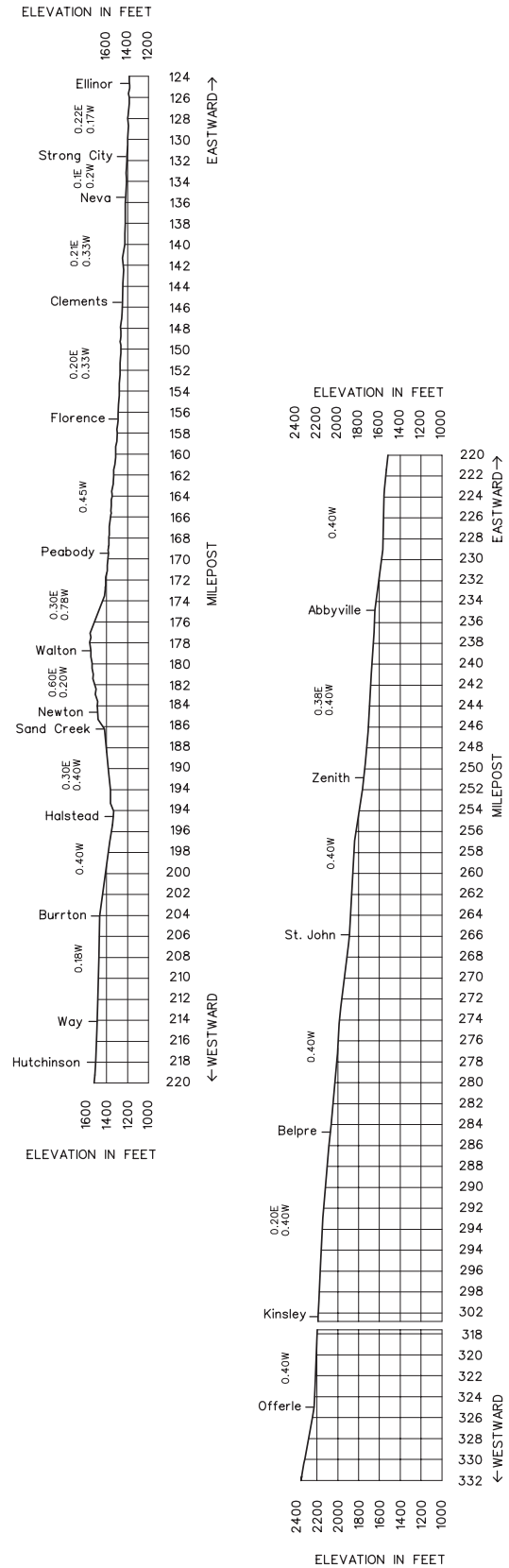
Line Segment Limits

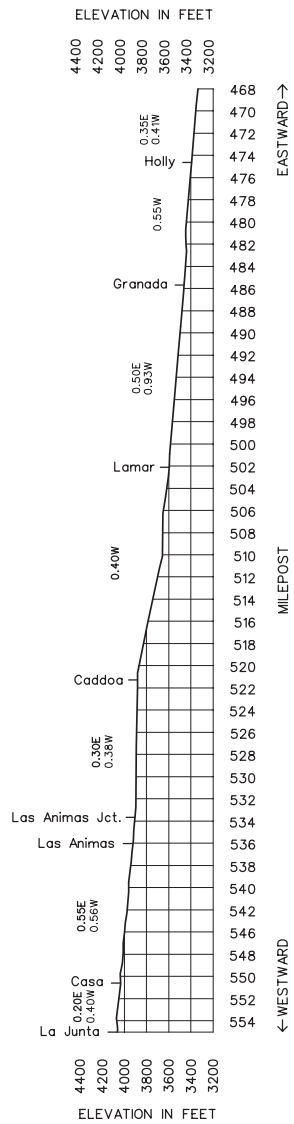
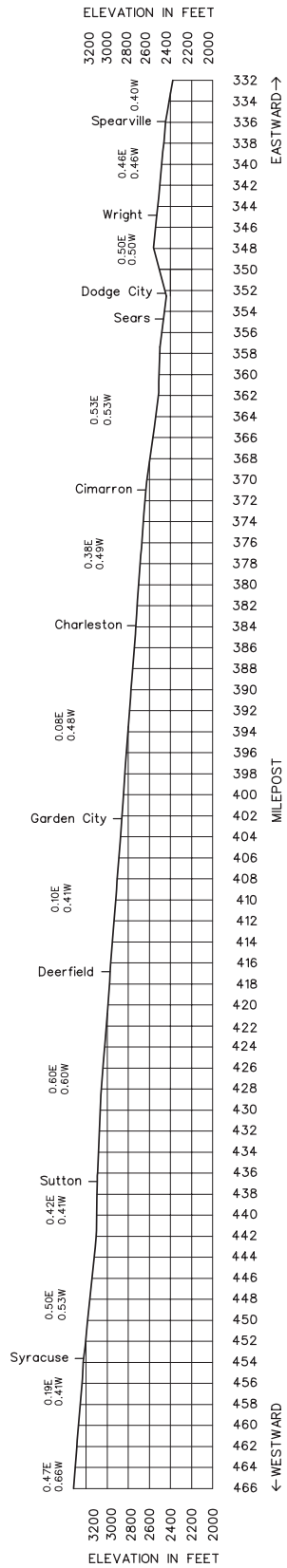
7350	Sand Creek Yard
7351	Hutchinson Yard
7352	.....	Dodge City Yard

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Elmdale	138.3	1,400	West
Partridge	229.0	5,500	Both
Plevna	240.7	200	Both
Sylvia	246.4	2,460	Both
Stafford	257.0	7,325	Both
Dillwyn	272.8	5,950	Both
Macksville	277.6	6,140	Both
Lewis	293.3	2,438	Both
Bellevue	330.3	8,350	Both
Wright	344.7	6,305	Both
East C.V. Industrial Spur	352.5	20,064	East
Howell	361.5	1,930	Both
Ingalls	377.3	5,747	Both
Pierceville	390.1	6,750	Both
Sunflower Electric	407.4	35,000	West
Holcomb	409.0	6,564	Both
Iowa Beef Processors	411.4	975	West
Lakin	424.3	9,897	Both
Kendall	442.2	6,886	Both
Coolidge	468.8	6,289	Both
Amity	479.2	2,150	Both
Grote	491.4	1,400	Both

10. Grade Charts





WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Strong City Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		61150	0.0	NEVA	J				7.6	
		59415	7.6	HYMER					11.6	
		59435	19.2	BURDICK					6.3	
		59445	25.5	UP RR LOST SPRINGS	A JR				5.4	
			30.9	SSW RR	A				5.9	
2,785	59465	36.8	HOPE						7.6	
	59475	44.4	NAVARRE						7.7	
	59485	52.1	ENTERPRISE						6.0	
4,158	59500	58.1	ABILENE	PR					0.7	
		58.8	SA JCT.	JR					0.2	
		59.0	UP RR	RA					8.0	
	59705	67.0	TALMAGE						11.6	
1,874	59765	78.6	LONGFORD			TWC		7301	14.4	
2,596	59775	93.0	MILTONVALE						9.1	
	59780	102.1	AURORA						7.9	
	59790	110.0	COOK						3.2	
		113.2	KYLE RR	RS					0.3	
6,825	59800	113.5	CONCORDIA	R					6.6	
		120.1	KYLE RR	g					7.6	
	59820	127.7	KACKLEY						6.0	
	59830	133.7	KYLE RR COURTLAND	JRS					7.5	
	59840	141.2	LOVEWELL						5.8	
	59850	147.0	WEBBER						4.9	
		151.9	STATE LINE	R					1.2	
		153.1	SUPERIOR JCT.	JR					0.7	
	59900	153.8	SUPERIOR	JPR					153.8	

Between MP 151.0 and Superior is under the jurisdiction of the Nebraska Division.

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	CQS	EMER
Neva to Superior	35	2	4	5&7	9

Train Dispatcher Telephone Numbers
 Chief Dispatcher—(817) 234-2331, Fax (817) 234-2431
 Dispatcher—(817) 234-2317, Fax (817) 234-2417

1. Speed Regulations

1(A). Speed—Maximum

Neva to Superior 40 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 25.5 10 MPH.
 MP 25.5 20 MPH.
 MP 51.7 to MP 53.0 35 MPH.
 MP 58.1 to MP 59.2 (HER) 15 MPH.
 MP 59.0 20 MPH.
 MP 60.7 to MP 60.9 20 MPH.
 MP 92.7 to MP 93.4 20 MPH.
 MP 113.2 (Stop) 15 MPH.
 MP 120.1 (Approach prepared to stop) 40 MPH.
 MP 133.7 (Stop) 30 MPH.
 MP 133.8 to MP 134.0 20 MPH.
 MP 152.6 to MP 153.1 15 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Locomotive cranes/pile drivers, AT-199454
 through AT-199468 and Jordan spreaders 20 MPH.
 MP 94.9 (Bridge) 10 MPH.
 MP 104.3 (Bridge) 10 MPH.

Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply at the following location:

MP 25.5 to MP 58.1

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
100 to 109 degrees F	Maximum 35 MPH, observing existing restrictions.	Maximum 30 MPH, observing existing restrictions.
110 degrees F and over	Restricted speed from 1100 hrs. to 2000 hrs. unless track inspected after 1400 hrs., then 30 MPH, observing existing restrictions.	Restricted speed from 1100 hrs. to 2000 hrs. unless track inspected after 1400 hrs., then 30 MPH, observing existing restrictions.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Neva to Superior 143 tons, Restriction C

3. Type of Operation

TWC—in effect:

Between Neva and Superior.

Restricted Limits—in effect:

Lost Springs MP 25.5 to MP 26.0
 Abilene MP 55.6 to MP 60.2
 Concordia MP 113.1 to MP 116.0
 Courtland MP 132.7 to MP 134.7
 Superior MP 151.2 to Wymore Subdivision

4. General Code of Operating Rules Items

Rule 1.14—Courtland—BNSF trains will use KYLE RR main track and siding.

Strong City Subdivision crews may use Wymore Subdivision main track at Superior.

Wichita-Lost Springs—BNSF trains will use UP tracks between Wichita and Lost Springs.

SA Jct.-Lost Springs—UP trains will use BNSF tracks between SA Jct. and Lost Springs.

Rule 6.19—When flagging is required, distance will be 2 miles.

Rule 8.3—Main track switches will be left lined and locked as last used within Restricted Limits at the following locations:

Lost Springs—MP 25.5 to MP 26.0
 Concordia—MP 113.1 to MP 116.0
 Courtland—MP 132.7 to MP 134.7

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 34.8—Recall Code 8
 MP 63.5—Recall Code 8
 MP 90.5—Recall Code 8
 MP 123.0—Recall Code 8

6. FRA Excepted Track

Location	Track No.	Track Name
Navarre	7051	House Track
Enterprise	7061	Team Track
Abilene	7105	Yard Track
	7107	Runaround Track
	7108	Turntable Track
	7109	Elevator Track
	7203	Elevator Track
	7204	Elevator Track
	7205	Elevator Track
	7208	DeBruce Grain
	7209	DeBruce Grain
	7210	DeBruce Grain
	7303	Kay Tee Elevator Track
	7304	Great Plain
	7305	Consolidated Nutrition L.C.
Longford	7531	Elevator Track
Miltonvale	7552	House Track
	7554	Elevator Track
	7555	Elevator Track
Aurora	7562	Elevator Track
Concordia	7603	Co-op Track
	7604	House Track
	7605	Spur Track
Kackley	7711	Elevator Track
Courtland	7721	Elevator Track
Lovewell	7731	Elevator Track
Webber	7741	House Track
Superior	5305	Team Track
	5337	Scouler-Bishop Track
	5309	Runaround

7. Special Conditions

Between Neva and Lost Springs—Approach all public crossings protected by automatic crossing devices prepared to stop until it is known that such devices are activated. If the devices are not activated, a member of the crew must protect the crossing.

Abilene—Conductor of crew going on duty at Abilene will call UP train dispatcher at Omaha, Nebraska, 1-800-726-1121, to operate on UP between Wichita and Lost Springs. Track warrants and bulletin books are located at above locations. Use radio channel 42 on UP.

UP and CKRY trains and engines must not enter BNSF tracks until permission is received from BNSF train dispatcher No. 17.

Superior—Junction switches normally lined for Wymore Subdivision, Nebraska Division.

Critical Areas—See System Special Instructions Item 33, Flash Flood Warnings:

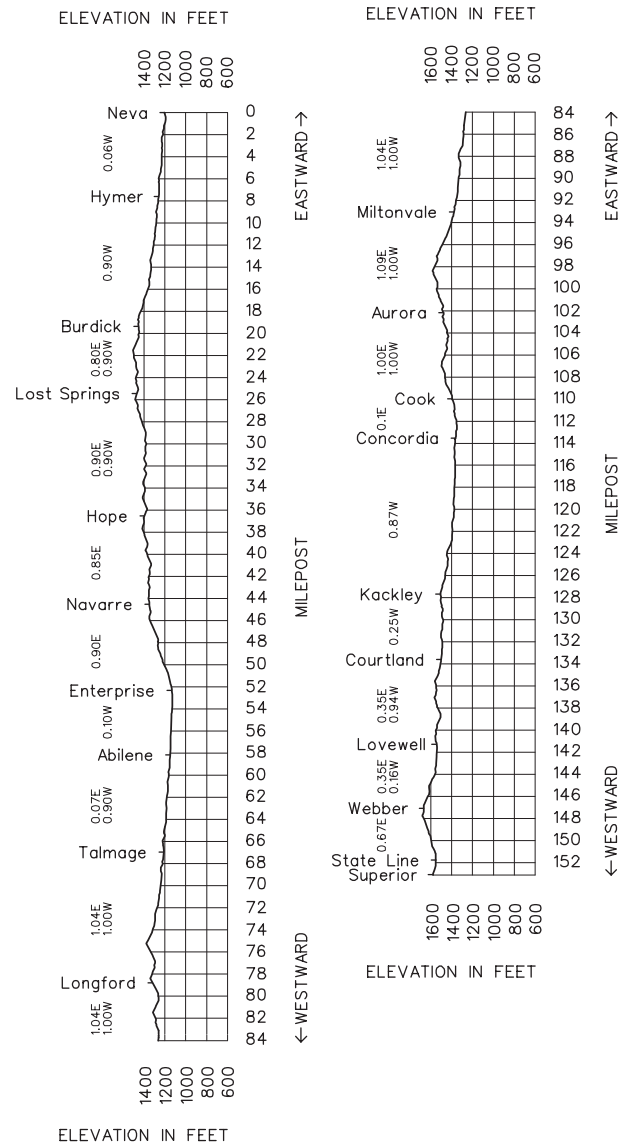
- MP 0.0 to MP 2.0
- MP 13.4
- MP 15.0 to MP 16.0
- MP 63.1
- MP 71.9
- MP 112.0 to MP 112.9
- MP 117.2 to MP 118.3
- MP 123.1 to MP 123.5
- MP 131.5
- MP 136.7
- MP 149.7

8. Line Segments

Road Line Segments	Line Segment Limits
7301	Neva to Superior

9. Locations Not Shown as Stations—None

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Topeka Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		61930	0.0	HOLLIDAY	J		CTC	7101	11.1	
	8,600	60530	11.1	DESOTO	P				15.4	
	6,500	60500	26.5	LAWRENCE	CTY				5.1	
	2,500	60475	31.6	LAKEVIEW					14.4	
	7,900	60425	46.0	TECUMSEH					6.6	
		60200	50.2W 50.6W	BNSF RR TOPEKA	ACTY		TWC ABS ATS		6.7	
	2,450	60220	57.3	PAULINE					14.3	
		60232	71.6	SCRANTON					5.3	
	3,400	60236	76.9	BURLINGAME					7.4	
	5,000	60240	84.3	OSAGE CITY					12.2	
		60248	96.5	READING				14.5		
		111.0		N.R. JCT.	JT		CTC	113.0		

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	CQS	EMER
Holiday to NR Jct.	30	2	4	5&7	9

Train Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2331, Fax (817) 234-2431
 Dispatcher—(817) 234-2317, Fax (817) 234-2417

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Holliday to N.R. Jct.	79 MPH.	55 MPH.#
Sunflower Ordinance Track MP 11.3		25 MPH.

See System Special Instructions Item 1(C).

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.3	30 MPH.	30 MPH.
MP 0.7 to MP 0.9	65 MPH.	
MP 2.8 to MP 3.3	55 MPH.	
MP 3.7 to MP 3.9	70 MPH.	
MP 6.3 to MP 6.5	75 MPH.	
MP 8.8 to MP 9.3	65 MPH.	
MP 15.1 to MP 16.1	70 MPH.	
MP 18.3 to MP 19.5	65 MPH.	
MP 23.4 to MP 23.6	55 MPH.	
MP 24.6 to MP 24.8	70 MPH.	
MP 25.2 to MP 25.9	60 MPH.	
MP 26.2 to MP 27.4 (Equipped with westward and eastward ATS inert inductors)	35 MPH.	30 MPH.
MP 28.7 to MP 30.3	70 MPH.	
MP 34.8 to MP 35.2	55 MPH.	50 MPH.
MP 36.9 to MP 37.8	70 MPH.	
MP 51.1 to MP 51.3	65 MPH.	
MP 51.5 to MP 52.0	45 MPH.	40 MPH.
MP 52.2 to Fourth St. (Equipped with westward inert inductors)	10 MPH.	10 MPH.
MP 52.6	10 MPH.	10 MPH.
Fourth St. to Tenth St. Crossings (HER)	20 MPH.	20 MPH.
MP 58.9 to MP 59.1	70 MPH.	
MP 59.8 to MP 60.0	70 MPH.	
MP 61.0 to MP 63.6	55 MPH.	50 MPH.
MP 63.6 to MP 64.2 (Equipped with westward and eastward ATS inert inductors)	50 MPH.	45 MPH.
MP 64.5 to MP 64.7	65 MPH.	
MP 65.0 to MP 65.3	70 MPH.	
MP 66.5 to MP 67.2	50 MPH.	50 MPH.
MP 67.5 to MP 67.8	60 MPH.	
MP 69.0 to MP 69.4	60 MPH.	
MP 69.8 to MP 70.1	75 MPH.	
MP 75.1 to MP 75.3	60 MPH.	
MP 76.0 to MP 77.1	60 MPH.	

	Passenger	Freight
MP 83.3 to MP 83.5	60 MPH.	
MP 84.0 to MP 84.4	50 MPH.	40 MPH.
MP 84.4 to MP 85.5 (HER)	40 MPH.	40 MPH.
MP 85.3 to MP 85.7	40 MPH.	40 MPH.
MP 88.5 to MP 88.9	60 MPH.	
MP 89.5 to MP 90.2	75 MPH.	
MP 93.7 to MP 94.0	70 MPH.	
MP 96.1 to MP 96.4	60 MPH.	
MP 97.8 to MP 98.3	60 MPH.	50 MPH.
MP 107.3 to MP 108.3	60 MPH.	
MP 110 to MP 110.3	30 MPH.	30 MPH.
MP 110.8 to MP 111.0 (Equipped with westward ATS inert inductors)	30 MPH.	30 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using sidings must not exceed turnout speed for that track unless otherwise specified.

MP 0.0, turnout Emporia Subdivision		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 11.1, both ends siding, spring switches	10 MPH.	10 MPH.
MP 26.5, both ends siding, spring switches	10 MPH.	10 MPH.
MP 31.6, both ends siding, spring switches	10 MPH.	10 MPH.
MP 46.0, both ends siding, spring switches	10 MPH.	10 MPH.
MP 50.6, west end of yard, spring switches	10 MPH.	10 MPH.
MP 57.3, both ends siding, spring switches	10 MPH.	10 MPH.
MP 76.9, both ends siding	10 MPH.	10 MPH.
MP 84.3, both ends siding, spring switches	10 MPH.	10 MPH.
MP 111.0, turnout Emporia Subdivision		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.

1(D). Speed—Other

DeSoto—Sunflower Ordinance Track MP 11.3—Speed limit is 10 MPH over bridge Lexington Street, Old Highway 10.

Speed limit on main track from DeSoto to Sunflower Ordinance Plant Area Gate No. 3 is 10 MPH on curves. Speed limit is 15 MPH from Gate No. 3 to end of track west of Koch Sulfur Plant. Speed limit is 5 MPH on other than main track.

Pauline—Tracks 718 through 737—Speed limit is 5 MPH.

Topeka—Speed limits on tracks 120 through 126, 131, 134, 137 through 140 is not to exceed 5 MPH.

Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply at the following locations:

- MP 7.6 to MP 8.4
- MP 24.9 to MP 25.4
- MP 34.3 to MP 35.3
- MP 46.9

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 109 degrees F	Maximum 45 MPH, observing existing restrictions.	Maximum 40 MPH, observing existing restrictions.	Maximum 60 MPH, observing existing restrictions.
110 degrees F and over	Maximum 40 MPH, observing existing restrictions.	Maximum 35 MPH, observing existing restrictions.	Maximum 50 MPH, observing existing restrictions.

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply at the following locations:

- MP 61.5 to MP 62.5
- MP 64.2 to MP 66.0
- MP 66.2 to MP 67.7
- MP 77.5 to MP 78.0
- MP 94.2 to MP 96.4

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 109 degrees F	Maximum 45 MPH, observing existing restrictions.	Maximum 40 MPH, observing existing restrictions.	Maximum 60 MPH, observing existing restrictions.
110 degrees F and over	Maximum 40 MPH, observing existing restrictions.	Maximum 35 MPH, observing existing restrictions.	Maximum 50 MPH, observing existing restrictions.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Holliday to N.R. Jct. 143 tons, Restriction E

3. Type of Operation

CTC—in effect:

Begins at MP 0.0 (Eastward)
Begins at MP 110.9 (Westward)

TWC—in effect:

Between Holliday and MP 110.9

Yard Limits

MP 22.5 to MP 30.0
MP 49.8 to MP 53.0

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2 miles.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 21.8—Recall Code 0
 - MP 60.7—Recall Code 0
 - MP 82.3—Recall Code 0
 - MP 104.6—Recall Code 0
- C. Other detectors
 - MP 3.0—High Water—Signals 21 and 42
 - MP 36.9 to MP 37.2—Slide Fence—Signals 341 and 372
 - MP 62.9—High Water—Signals 621 and 652
 - MP 85.8 to MP 86.1—High Water
 - WWD Signal 841
 - EWD Signal 862

6. FRA Excepted Track

- DeSoto 1102 Storage Track
 - 1103 Storage Track
- Eudora 1902 House Track
- Lawrence 2725 Hill Track
 - 2729 Morton Building Spur
 - 2730 Farmers Coop
 - 2731 Farmers Coop
 - 2804 Lawrence Paper
 - 2805 Lawrence Paper

- 2806 Lawrence Paper
- 2807 Packer Plastics
- 2808 Quaker A
- 2809 Quaker B
- 2810 Quaker C
- 2811 Quaker D
- 2812 Runaround Track
- 2813 T.R.W. Spur
- 2814 Lead Track
- Lawrence 2815 Runaround Track
 - 2816 K-Mart
 - 2817 KP&L Track
 - 2818 KP&L Track "B"
 - 2819 KP&L Track "C"
 - 2820 KP&L Team Track
 - 2898 Callery Lead
- Tecumseh 0802 KP&L
 - 0803 KP&L
- Topeka 0116 13 A Track
 - 0144 Wye Track
 - 0148 PWP Track
 - 0151 MP Interchange
 - 0161 Grain Track
 - 0162 Grain Track
 - 0206 City Track No. 6
 - 0207 City Track No. 7
 - 0210 City Track No. 10
 - 0211 City Track No. 11
 - 0214 Coach Spur
 - 0215 City Lead
 - 0216 City Runaround
 - 0218 North Dock
 - 0219 Clean Out Track
 - 0220 River Lead
 - 0221 Hills "A"
 - 0222 Hills "B"
 - 0223 Hills "C"
 - 0225 I.H. Mill House Track
 - 0226 I.H. Mill East Track
 - 0229 First St. Lead
 - 0236 SSW Interchange
 - 0239 I.H. Mill West Track
 - 0240 I.H. Mill Grain Track
 - 0241 I.H. Mill Tail Track
 - 0301 West Roundhouse Track
 - 0302 Fuel Track
 - 0303 Hospital Track
 - 0304 East Roundhouse Track
 - 0305 Old Coal Track
 - 0306 Old No. 25
 - 0307 Old No. 24
 - 0308 North No. 5
 - 0309 North No. 8
 - 0311 North No. 6
 - 0312 Supply Car Track
 - 0313 Business Car Spur
 - 0314 Coach Shop Incoming Track
 - 0315 Coach Shop Outgoing Track
 - 0317 North No. 4
 - 0318 Coach Shop Track 4
 - 0319 Storehouse Platform Track
 - 0320 Oil House No. 1
 - 0321 Storehouse
 - 0324 Alley Track
 - 0325 Gas House Track
 - Topeka 0326 Ramp Track
 - 0330 East Powerhouse Lead

0331 North Powerhouse Track
 0332 Powerhouse Crane Track
 0333 South Powerhouse Track
 0336 Center Mach. Shop Track
 0337 West Mach. Shop Track
 0338 East Mach. Shop Track
 0340 Ball Park Track
 0341 Crane Track
 0342 Belly Track
 0343 Oil Track
 0361 Old Shed #1
 0362 Old Shed #2
 0363 Old Shed #3 (Out of Svc.)
 0364 Old Shed #4
 0367 Old Shed #7
 0369 Old Shed #9
 0401 Shop 1
 0403 Shop 3
 0404 Shop 4
 0405 Shop 5 and Branner 3
 0406 Shop 6
 0407 Shop 7
 0408 Shop 8 and Branner 4
 0409 Shop 9 and Branner 5
 0410 Shop 10
 0411 Shop 11
 0413 Shop 13
 0414 Shop 14
 0415 Shop 15 and Branner 15
 0417 Branner 1
 0418 Branner 2, New M.L.
 0426 Substore 8
 0427 Substore 7
 0428 Scrap Wheel Track
 0429 New Wheel Track
 0430 Boring Track
 0433 Crane Tie Up
 0434 New Scrap Track
 0435 Scrap Track
 0437 Scrap Track
 0499 New Freight Main
 0503 East Field 3
 0504 East Field 4
 0505 East Field 5
 0506 East Field 6
 0507 East Field 7
 0508 East Field 8
 0509 East Field 9
 0510 East Field 10
 0511 East Field 11
 0512 East Field 12
 0513 East Field 13
 0514 East Field 14
 0515 East Field 15
 0516 East Field 16
 0603 Old Wye
 0604 Seaboard House Track
 0605 SSW Lead
 0607 KAW No. 5
 0612 North Topeka Siding
 0613 Team Track
 0614 McGivern Paint Spur
 0616 St. Mary Grain
 Pauline 0703 Seymour Lead
 0704 Frito Lay Track
 Pauline 0705 Pauline Coop
 0706 Pauline Coop

0707 Pauline Coop
 0708 Runaround Track
 0711 Airbase Lead
 0717 Storage 1
 0718 Storage 2
 0719 Storage 3
 0720 Storage 4
 0721 Storage 5
 0722 Storage 6
 0723 Lead to Warehouses 1-6
 0724 Warehouse No. 1
 0725 Warehouse No. 2
 0726 Warehouse No. 3
 0727 Warehouse No. 4
 0728 Warehouse No. 5
 0729 Warehouse No. 6
 0730 Lead to Warehouses 7-12
 0731 Warehouse No. 7
 0732 Warehouse No. 7B
 0733 Warehouse No. 8
 0734 Warehouse No. 9
 0735 Warehouse No. 10
 0736 Warehouse No. 11
 0737 Warehouse No. 12

Scranton 9201 Scranton Coop
 Burlingame 9802 House Track
 9803 Elevator Track
 Osage City 9902 Runaround Track
 9904 House Track
 Reading 1701 Old Siding (West SW only)

7. Special Conditions

TTQX cars will not be permitted to operate on the Topeka Subdivision unless their move is protected by Form C High Wide Clearance.

Double-stack intermodal cars are not allowed to pass bridge located at MP 107.9 due to bridge height restriction.

Lawrence—Quaker Oats Food Plant—Structures on tracks 2808, 2809, 2810 and 2811 will not clear a man on the side of a car. Also, in addition to the lead track derails, two-way derails are located at the plant entrance on tracks 2809, 2810 and 2811.

Topeka—From BNSF RR Interlocking west to MP 52.0 are duplicate mileposts, which are indicated by a "W" (50.2W to 52.0W).

When requesting a track bulletin, the train dispatcher must be informed a "W" is required for the limits between MP 50.2W to MP 52.0W.

Tracks 601 and 602 (UP Interchange)—No six axle locomotives are permitted on these tracks.

Cars with hazardous material placards are prohibited from being handled, switched or stored on tracks 120 through 126, 131, 134 and 137 through 140.

Pauline—Canopy constructed on both sides of tracks 0731 and 0732 will not clear a man on the side of a car or cars with plug doors open.

Car doors should not be spotted opposite poles holding canopy, which will prohibit opening and closing of doors.

Test Mile

MP 3 westbound and MP 5 eastbound.

Critical Areas—See System Special Instructions Item 33, Flash Flood Warnings:
 MP 14.0 to MP 18.0
 MP 26.9 to MP 27.2
 MP 34.2 to MP 36.0
 MP 61.6 to MP 61.8
 MP 63.4 to MP 63.5
 MP 81.3 to MP 81.8
 MP 85.8 to MP 86.1
 MP 110.0 to MP 111.0

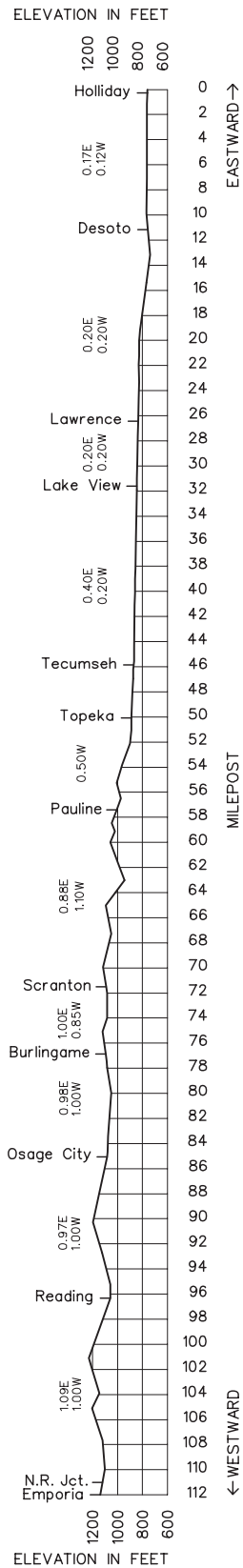
8. Line Segments
Yard Line Segments
Line Segment Limits
 7153 Topeka Yard

Road Line Segments
Line Segment Limits
 7101 Holliday to Topeka
 7102 Topeka to N.R. Jct.

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Noria Storage Track	24.0	5,600	Both
Farmland Industries Spur	24.6	8,950	West
Industrial Spur	28.7	9,400	East
Storage Tracks	29.3	3,900	East
Kansas Power & Light Co. Spur	30.3	1,800	West
Kansas Power & Light Co.	47.0	Yard	Both
Seymour Industrial Spur	55.6	1,250	West

10. Grade Charts



COR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) ____ using track bulletin No. ____ (and/or Line No. ____) between MP ____ and MP ____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP ____ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed at ____ MPH between MP ____ and MP ____ and then proceed at .. ____ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding ____ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

**Report Trespassers
1-800-832-5452**

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	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

FEET	TENTHS OF A MILE
528	0.1
1,056	0.2
1,584	0.3
2,112	0.4
2,640	0.5
3,168	0.6
3,696	0.7
4,224	0.8
4,752	0.9