

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

BNSF



Kansas Division

Timetable No. 6

IN EFFECT AT 0001

Central Continental Time

Sunday, January 20, 2002

Division General Manager

S.L. Weatherby

Kansas City, Kansas

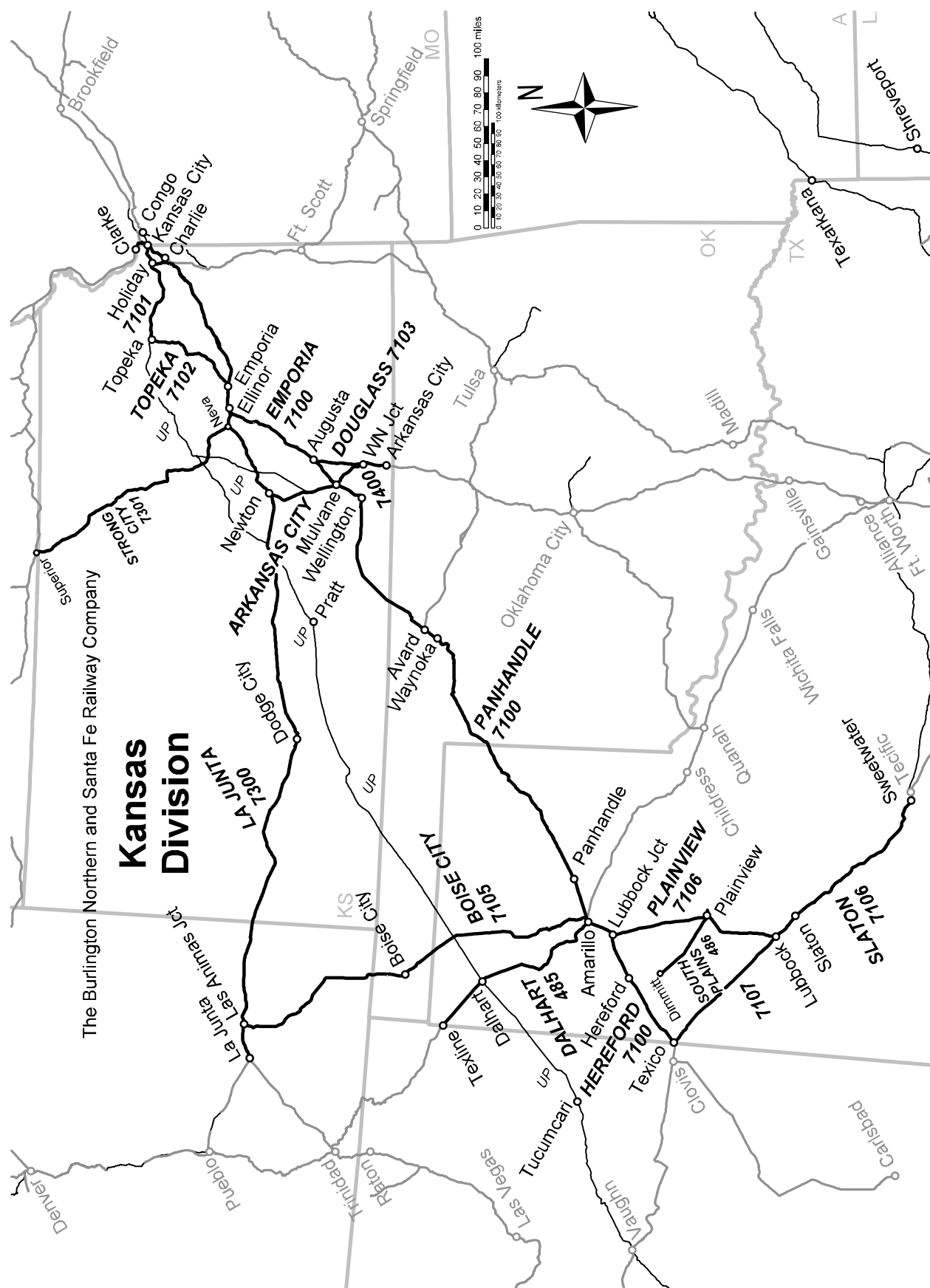
(913) 551-4559

General Director Transportation

S.B. Curtright

Kansas City, Kansas

(913) 551-4310



Division Managers

Amarillo

D.F. BEFORT Roadmaster (806) 379-3176
 D.M. DALQUIST Division Engineer (806) 379-3080
 D.W. GREENE Roadmaster (806) 379-3340
 L.R. GOMEZ Terminal Superintendent (806) 379-3077
 J.L. HANKINS Road Foreman (806) 379-3306
 R.A. HAYWARD Trainmaster (806) 379-3357
 T.R. HUGHES Road Foreman (806) 379-3334
 J.D. LEDERER Terminal Manager (806) 379-3057
 G.E. METTLER Road Foreman (806) 379-3002
 J.P. MORGEN Manager Signals (806) 379-3089
 S.P. MOUNTAIN Trainmaster (806) 379-3263
 D.K. MUSTOE Supt. Operations (806) 379-3091
 S.S. NETTLESON Terminal Trainmaster (806) 379-3056
 T.D. PATTERSON General Equipment Suprv (806) 379-3249
 W.W. WEBSTER Trainmaster (806) 379-3262

Augusta

A.M. VAHLIDICK Trainmaster (316) 775-4009
 P.E. ZENNER Roadmaster (316) 775-4076

Dodge City

R.E. BLECHA Trainmaster (620) 227-5961
 S. VEGA Roadmaster (620) 227-5968

Emporia

T.L. HESTERMANN ... Roadmaster (620) 341-7252

Kansas City, KS.

D.J. AESCHLIMAN Roadmaster (913) 551-4229
 C.S. ALDERSON Dir. Administration (913) 551-4426
 K.E. BRISTOW Roadmaster (913) 551-4375
 J.E. COBEAN Asst. Terminal Supt. (913) 551-3949
 J.D. DAVENPORT Road Foreman (913) 551-4383
 D.D. DUDDING Division Engineer (913) 551-4572
 B.W. FLECK General Foreman Engines.... (913) 551-4391
 M.H. GILBERT Manager Signals (913) 551-4604
 A.A. HERTOGE Safety Manager (913) 551-4255
 G.G. LAWLER Asst. Terminal Supt. (913) 551-4276
 M.K. O'NEILL Asst. Terminal Supt. (913) 551-3949
 R.A. PENNINGTON ... Terminal Superintendent (913) 551-4384
 M.S. THOMAS Road Foreman (913) 551-2869
 J.L. WORCESTER Trainmaster (913) 551-4417

Kansas City, MO.

A.L. CARTER Road Foreman (913) 472-2485
 M.C. GIER Asst. Terminal Supt. (913) 472-2200
 M.L. SHEETS Roadmaster (913) 472-2238

La Junta

A.P. CAMPOS Roadmaster (719) 384-3823
 J.D. FEERER Trainmaster (719) 384-3702

Lubbock

V.J. LOPEZ Roadmaster (806) 765-3955
 J.A. McCRACKEN Supt. Operations (806) 765-3988
 D.J. THOMAS Trainmaster (806) 765-3986
 C.B. WESTBROOK Trainmaster (806) 765-3986

Newton

M.A. BERNARD Road Foreman (316) 284-3465
 D.L. MAI Supt. Operations (316) 284-3487
 P.R. McNAUL General Foreman (316) 284-3261
 R.L. RAMSEY Roadmaster (316) 284-3479
 K. J. SANDINE Trainmaster (316) 284-3222
 J.N. SNIDER Trainmaster (316) 284-3434

Pampa

J.R. SKOVBO Roadmaster (806) 379-3051

Sweetwater

J.T. CAMPBELL Road Foreman (915) 236-7201

Wellington

B.R. CORNETT Trainmaster (620) 399-4201
 J.C. CORNETT Supt. Operations (620) 399-4398
 D.D. SHINLIVER Roadmaster (620) 399-4276
 R.J. VALENCIA Road Foreman (620) 399-4388

Woodward

D.E. MARTIN Roadmaster (620) 399-4253

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.
	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
		54895	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	2	4	5&7	9
MP 504.3 to MP 515.3	85	-	-	-	911

Train Dispatcher Telephone Numbers

Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361
Dispatcher (DS 17)—(913) 551-2317, Fax (913) 551-2387

1. Speed Regulations

1(A). Speed—Maximum

Newton to Arkansas City, including trains 100 TOB and over **Freight** 55 MPH.

1(B). Speed—Permanent Restrictions

Newton, main tracks between UP RR,
MP 184.2 and MP 185.7 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 25 MPH.
MP 227.2 to MP 228.0, Main 2 30 MPH.
MP 227.7 to MP 229.8, Main 3 and Ark City Main 40 MPH.
MP 243.3 to MP 246.1 45 MPH.
MP 247.5 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.

Freight
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).

Six axle locomotives are not allowed to operate over tracks 1707 through 1730 at Boeing Plant.

3. Type of Operation

CTC—in effect:

MP 185.1 to MP 207.8

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.

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.

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 2.0 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:

- EBCS MP 225.4 to WBCS CP 2272—Tracks are identified as Main 1 and Main 2.
- WBCS CP 2272 to EBCS CP 2280—Tracks are identified as Main 1, Main 2 and Main 3.
- 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).
- WBCS MP 228.7 to MP 261.2—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—Yard limits in effect on the SKOL Railroad, Moline Subdivision Main Track (formerly BNSF CLIC Track 7399), from WN Jct. to MP 243.0. Speed is 10 MPH.

Rule 6.28 in effect in Winfield Yard (formerly BNSF CLIC Tracks 7301 thru 7312). Speed is 10 MPH.

Train crews operating on the SKOL Railroad at Winfield must have in their possession a "Track Bulletin Delivery" Track Warrant from the SKOL train dispatcher. The warrant must be no more than 48 hours old, and may be addressed to "All Engines". The SKOL train dispatcher may be contacted at (620) 336-2291, ext. 10, Monday thru Friday between the hours of 0001 and 2359.

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 256.0 westbound and MP 258.0 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)

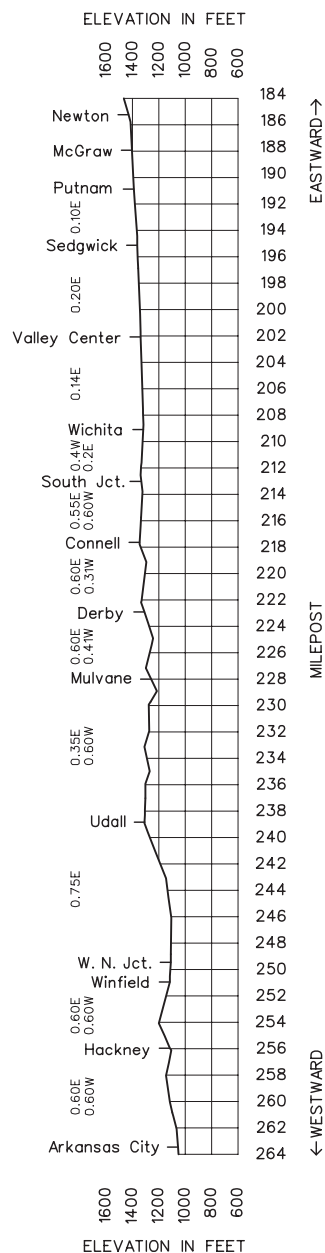
Road Line Segments

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 Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Boise City Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		0.0	EAST TOWER	MR		7100	1.0
		1.0	DUMAS JCT.	JRT	CTC		7.2
8,300	53220	8.2	JUILLIARD		TWC		10.6
3,241	53240	18.8	PUENTE				8.4
	53250	27.2	MARSH				7.4
	53260	34.6	EXELL				6.7
	53270	41.3	BAUTISTA				10.8
	53300	52.1	DUMAS	RP			5.8
	53320	57.9	MACHOVEC		DT TWC		1.8
		59.7	WEST MACHOVEC				4.3
	53330	64.0	ETTER	T	TWC	7105	11.1
	53335	75.1	LAUTZ				10.4
		85.5	UP RRX	JM			0.2
3,168	40324	85.7	STRATFORD				14.4
8,200	40342	100.1	KERRICK, TX				10.9
	40344	111.0	CONRAD, OK				11.6
7,100	40400	122.6	BOISE CITY	PT			12.7
	40420	135.3	CASTANEDA, OK				16.3
7,450	40430	151.6	CAMPO, CO				10.9
	40445	162.5	BISONTE				7.7
7,700		170.2	SOUTH JCT. SIDING				2.9
	40500	173.1	SPRINGFIELD	PT			12.9
	40520	186.0	HARBORD				10.6
7,700	40525	196.6	FRICK				16.3
	40530	212.9	RUXTON				22.6
		235.5	LAS ANIMAS JCT.	JP		7300	235.5

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	CQS	EMER
East Tower to Las Animas Jct.	72	1	4	5&7	9

Train Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2333, Fax (817) 234-2433
 Dispatcher (DS 19)—(817) 234-2319, Fax (817) 234-6309

1. Speed Regulations**1(A). Speed—Maximum**

East Tower to Las Animas Jct., including trains
 100 TOB and over 49 MPH.

1(B). Speed—Permanent Restrictions

MP 0.6 (HER) 20 MPH.
 MP 1.1 (HER) 15 MPH.
 MP 3.1 to MP 3.2 20 MPH.
 MP 10.6 to MP 11.2 40 MPH.
 MP 17.6 to MP 17.9 40 MPH.
 MP 19.1 to MP 19.5 30 MPH.
 MP 19.8 to MP 20.1 40 MPH.
 MP 20.8 to MP 21.1 40 MPH.
 MP 22.2 to MP 23.5 30 MPH.
 MP 25.5 to MP 25.8 40 MPH.
 MP 27.2 to MP 27.5 25 MPH.
 MP 30.8 to MP 31.1 45 MPH.
 MP 51.6 to MP 51.9 20 MPH.
 MP 58.0 to MP 59.6 30 MPH.
 MP 85.5 RRX 30 MPH.
 MP 111.3 to MP 113.9 25 MPH.
 MP 121.3 to MP 121.6 20 MPH.

Freight

MP 123.2 to MP 123.8 20 MPH.
 MP 172.0 to MP 174.4 25 MPH.
 MP 234.8 to MP 235.5 30 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

Dumas Jct., turnout to east leg of wye, MP 1.0 20 MPH.
 MP 57.9, spring switch, turnout to Main 1
 when making trailing point movement through
 switch eastbound on Main 2 20 MPH.
 MP 59.7, spring switch, turnout to Main 1 20 MPH.
 Boise City, both ends siding, MP 121.7 to MP 123.1 10 MPH.
 Campo, both ends siding 20 MPH.
 South Jct. Siding, both ends siding 20 MPH.
 Frick, both ends siding 20 MPH.
 Las Animas Jct., Boise City Subdiv. Jct. switch 20 MPH.

1(D). Speed—Other

Asarco—SWPS Industrial Spur
 MP 0.0 to MP 4.0 10 MPH.
 Beyond MP 4.0 5 MPH.
 Machovec Industrial Spur, MP 0.0 to MP 2.3 10 MPH.
 Etter, West Leg of Wye 5 MPH.
 Manter Industrial Spur, MP 91.03 to MP 95.0 10 MPH.
 West CV Industrial Spur, MP 154.8 to MP 159.2 10 MPH.

Temperature Restriction—When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply to Main Track operations outside of Restricted Limits:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
80 to 89 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
90 to 99 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
100 to 109 degrees F	Maximum 40 MPH.	Maximum 35 MPH.
110 degrees F and over	Maximum 35 MPH.	Maximum 30 MPH.

If in doubt as to the ambient temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted by the temperature restriction.

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

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

East Tower to Las Animas Jct. 143 tons, Restriction A

3. Type of Operation**CTC**—in effect:

On main track at Dumas Jct.; on east leg of wye, Dumas Jct.

TWC—in effect:

Between Dumas Jct. and UP RRX and between UP RRX and Las Animas Jct.

Double Track—At Machovec and West Machovec, between MP 57.9 and MP 59.7.

Restricted Limits—in effect:

Between MP 0.0 and MP 3.5.
 Dumas—MP 51.0 to MP 54.0

Eastward trains must secure authority from ATM, Amarillo, to enter yard before fouling ASARCO Industry lead, MP 2.5.

Manual Interlockings Not Controlled by BNSF

Location Controlling Railroad

MP 85.5 Stratford UP

4. General Code of Operating Rules Items

Rule 6.17—At Boise City, switch normally lined for Boise City Subdivision.

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

Rule 8.3—At Boise City, east wye and west wye switches normally lined for Boise City Subdivision.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 13.6—Recall Code 0

MP 28.1—Recall Code 8

MP 54.2—Recall Code 8

MP 69.6—Recall Code 8

MP 93.2—Recall Code 8

MP 125.8—Recall Code 8

MP 155.2—Recall Code 8

MP 176.7—Recall Code 8

MP 214.3—Recall Code 8

C. Other detectors

MP 218.8—High Water—Rotating red lights at MP 217.8 and MP 219.8 and at Bridge 218.8.

Trains exceeding 7,000 tons must approach indicator not exceeding 35 MPH.

6. FRA Excepted Track

Boise City

5903 Boise City Feed and Grain

5905 Runaround Track

7. Special Conditions

Unless otherwise instructed, loaded coal trains may be operated on the following sidings: Campo, South Junction, Frick, Kerrick and Juilliard.

Trains will not tie-up on main track without permission from train dispatcher.

List of Long and Short Miles

MP 0.0 to MP 1.0—7392 ft.

Flash Flood Warnings—The following locations are identified as “critical” as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 121.8

MP 178.0 to MP 179.0

MP 188.0 to MP 189.0

MP 201.0 to MP 201.5

MP 218.8

MP 23.0 to MP 26.0

MP 78.0 to MP 80.0

8. Line Segments

Road Line Segments

Line Segment Limits

7100 East Tower to Dumas Jct.

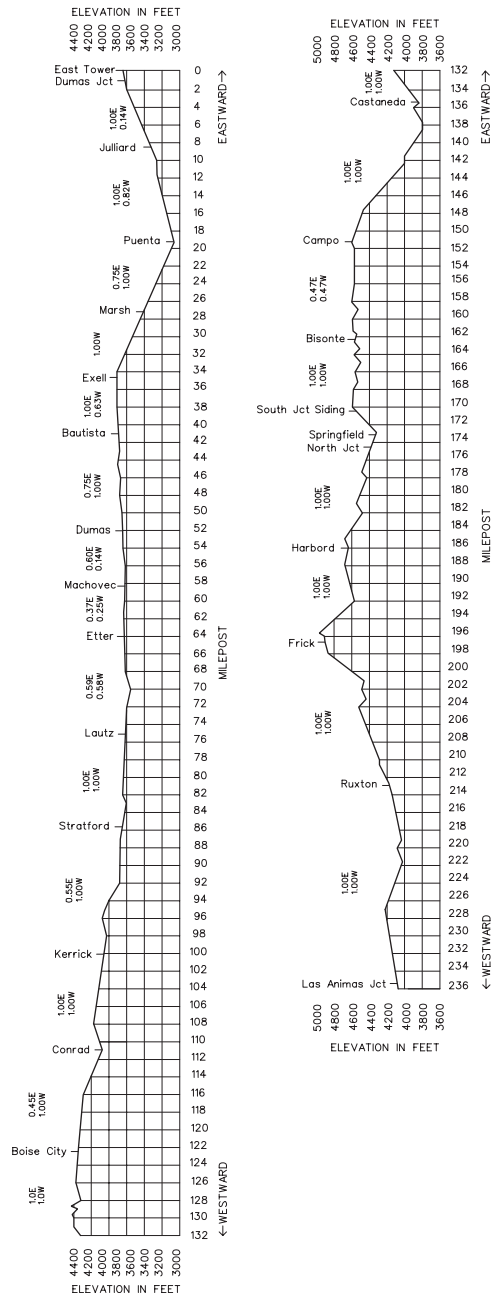
7105 Dumas Jct. to Las Animas

7300 Las Animas to La Junta

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Farmers Grain Co.	57.5	6.4	East
Machovec Industrial Spur	57.8	10337	West
Triangle Grain Co.	61.9	649	East
James R. Lovell	82.8	1358	Both
West CV Industrial Spur	122.6	4.4 miles	
Manter Industrial Spur	172.6	3.97 miles	

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dalhart Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		40671	335.7	AMARILLO	JBMTYR	2MT		11.6	
	8,712	40682	347.3	GENTRY				11.9	
	7,100	40691	359.2	BODEN				12.5	
	7,486	40708	371.7	TASCOSA				16.4	
	7,595	40723	388.1	CHANNING		ABS TWC		15.6	
	7,305	40736	403.7	HARTLEY			485	13.9	
	7,900	40753	417.6	DALHART	MTY			16.9	
	8,172	40770	434.5	GUY				7.1	
		40777	441.6	PERICO				11.3	
		40788	452.9	TEXLINE	BY			117.2	

Radio Channel 66 in service.

Radio Call-In		
Amarillo - 35(X)	Tascosa - 36(X)	Channing - 37(X)
Dalhart - 38(X)	Texline - 39(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number

Chief Dispatcher—(817) 234-2332, Fax (817) 234-2432
 Dispatcher (DS 92)—(817) 234-6056, Fax (817) 234-6077

1. Speed Regulations**1(A). Speed—Maximum**

	Freight
Amarillo to Texline	60 MPH.
Loaded coal trains	50 MPH.
Freight trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 338.0 to MP 341.4	35 MPH.
MP 341.4 to MP 349.9	45 MPH.
MP 349.9 to MP 359.3	49 MPH.
MP 359.3 to MP 361.1	45 MPH.
MP 361.1 to MP 379.0	49 MPH.
MP 379.0 to MP 387.0	45 MPH.
MP 452.2 to MP 452.4	25 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts and siding Gentry, Boden, Hartley & West Dalhart	20 MPH.
Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.	

1(D). Speed—Other

Sidings—Gentry, Boden and Hartley	20 MPH.
All other sidings	10 MPH.
Bridge 381.35, cars heavier than 143 tons	25 MPH.

Temperature Restriction—When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply to Main Track operations outside of Restricted Limits:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
80 to 89 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
90 to 99 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
100 to 109 degrees F	Maximum 50 MPH.	Maximum 45 MPH.
110 degrees F and over	Maximum 45 MPH.	Maximum 40 MPH.

If in doubt as to the ambient temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted by the temperature restriction.

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

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Amarillo to Texline 143 tons, Restriction A
 Bushland 134 tons, Restriction G

Dalhart, TX—Six axle locomotive or six axle derrick not permitted on elevator track.

3. Type of Operation**TWC**—in effect:

MP 340.1 to MP 452.4.

Yard Limits—in effect:

MP 338.0 to MP 340.1
 MP 415.5 to MP 419.2
 MP 452.4 to MP 346.8, Twin Peaks Subdivision (Total 2.6 miles). Note: Milepost numbers change after entering the Twin Peaks Subdivision. At station Sixela, mileposts change from MP 454.2 to MP 347.2.

Restricted Limits—in effect:

MP 335.7 to MP 338.0—Before entering or moving within these limits, communicate with the yardmaster for instructions.

Interlocking—MP 417.5 UP

At MP 417.5—All movements through UP interlocking must be with the authority of the UP Control Operator or by signal indication only.

ABS—in effect:

MP 338.0 to MP 415.5
 MP 419.2 to MP 452.4

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 8.3—The following switches at Amarillo may be left lined and locked in the position last used: North and South Pass (both ends), crossover between MT 1 and MT 2 (MP 330.6), east switch MT 1 (MP 329.4), crossover MT 1 to North Pass (MP 331.1) and east switch Hughes Street.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures:
 MP 365.1 (WWD only)—Recall Code 368
 MP 393.0 (EWD only)—Recall Code 378
- B. Other TWD locations
 MP 365.1 (EWD only)—Recall Code 368
 MP 393.0 (WWD only)—Recall Code 378
 MP 406.0—Recall Code 377
 MP 422.0—Recall Code 388
 MP 438.8—Recall Code 398

6. FRA Excepted Track—None**7. Special Conditions**

Automatic Switches, Location by Station—Includes both switches unless specified: Gentry, Boden, Tascosa, Channing, Hartley, Dalhart (West end only), Guy, Texline.

Two Main Tracks

MP 329.4 to MP 334.6

Texline—All trains eastbound will be required to use the push button on the signal post at beginning ABS for any route departing Texline at MP 452.4.

Faxing Delay Reports After Being Relieved Online

The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

Remote Operation of West Dual Control Switch

Amarillo—MP 338.0

Use the following procedure to change the position of the west dual control switch Amarillo. MP 338.0, Eastward Movement:

- Prior to arrival at West Amarillo, enter code 267 on AAR radio channel 66 using the radio touch tone pad.
- Enter code 267 after movement leaves East Gentry and before movement arrives signal at MP 342.1.
- After radio signal (267) is received by West Amarillo, a tone will be transmitted on AAR channel 66 indicating that dual control switch West Amarillo received the three-digit code (267) and is lined in the reverse position.
- After dual control switch West Amarillo is lined and locked in the reverse position, signal governing eastward movement at MP 340.0 will display Yellow over Lunar aspect per Rule 9.1.7.
- The signal governing eastward movement at West Amarillo will display a Red over Lunar aspect per Rule 9.1.13.

Flash Flood Warnings—The following locations are identified as "critical" as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 364.0 to MP 365.5
 MP 368.0 to MP 369.0
 MP 383.0 to MP 386.0
 MP 402.0 to MP 403.0
 MP 450.0 to MP 452.0

8. Line Segments**Yard Line Segments****Line Segment Limits**

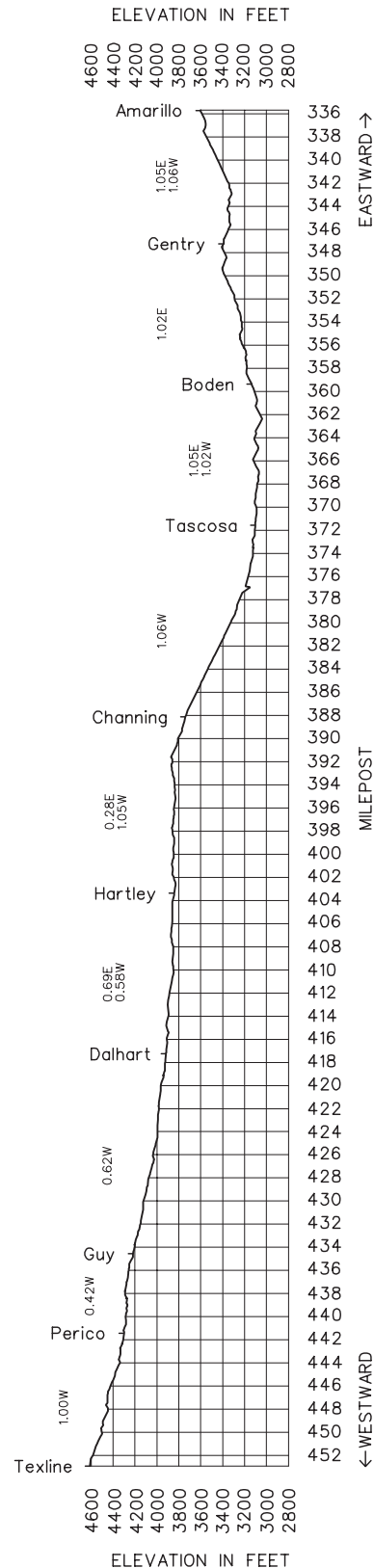
493 Bushland Pocket switch to End of Track
 7000 ft.

Road Line Segments**Line Segment Limits**

485 Amarillo to Texline

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
40767 Ware	3.0 east of Guy	15	East

10. Grade Chart

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.
	55100	185.3	CP 1853	JPT			11.5
	55080	197.0	DOUGLASS				5.6
	55070	202.6	ROCK				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—(913) 551-2311, Fax (913) 551-2361
Dispatcher (DS 17)—(913) 551-2317, Fax (913) 551-2387

1. Speed Regulations

1(A). Speed—Maximum

CP 1853 to WN Jct., including trains 100 TOB and over **Freight**
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:

CP 1853 to WN Jct.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

5. Trackside Warning Detectors (TWD)

- Protecting bridges, tunnels or other structures: None
- 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

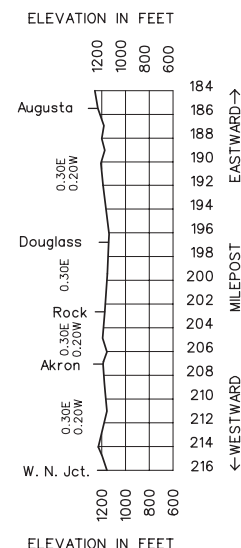
Road Line Segments

Line Segment Limits

7103 CP 1853 to WN Jct.

9. Locations Not Shown as Stations—None

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Emporia Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		63151		KANSAS CITY Amtrak Station	BP	KCT Ry.	8920	1.7	
			1.7	SANTA FE JCT.	X(2)T			0.2	
			1.9	CP 19				0.8	
			2.7	CP 27		4MT CTC		0.8	
			3.5	CP 35	X(2)			0.4	
			3.9	CP 39	X(2)			0.1	
			4.0	CP 40	X(2)R	3MT CTC(1-2) RL (3)		0.8	
		62000	4.8	ARGENTINE	CTR			0.7	
			5.5	CP 55	XR	3MT CTC		0.3	
			5.8	CP 58	X(2)			1.3	
		61950	7.1	TURNER	X(2)R	3MT CTC(1-2) RL (3)		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)			6.6	
		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	3MT CTC(3) ABS (1-2)		9.4	
		12,080	55250	ELLINOR	JX(2)			2.4	
			127.1	CP 1271				3.2	
		6,594	55245	GLADSTONE				5.8	
		10,017	55240	BAZAR				8.3	
		7,943	55230	MATFIELD GREEN				9.8	
		14,892	55225	CASSODAY				4.2	
		14,338	55220	AIKMAN				7.1	
		7,010	55215	CHELSEA				5.7	
			171.2A	EAST EL DORADO				1.6	
			55200	EL DORADO (Tower B)	X(2)PT	2MT CTC		3.7	
			176.5	O.D.				6.8	
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	SALTER		CTC		6.4	
		6,794	54680	ROSE HILL				4.2	

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Emporia Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
			215.8	EAST JCT.		CTC		4.1	
			219.9	CP 2272 (via Ark City Sub.)	JX(2)	2MT CTC		0.8	
	54620		220.7	CP 2280	JX(2)T	4MT CTC		1.1	
			221.8	WEST JCT.		2MT CTC		0.4	
			222.2	CP 2222			7100	4.3	
	7,502	54610	226.5	BELLE PLAINE		CTC		4.1	
			230.6	CICERO				6.4	
			237.0	S.K. JCT.	J	2MT CTC		1.0	
		54600	238.0	WELLINGTON	CPT			223.8	

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER	DSF
Congo to West Holiday	65	2	-	-	-	6
West Holiday to West Augusta	36	1	4	5&7	9	-
West Augusta 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

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—(913) 551-2311, Fax (913) 551-2361

Yard Dispatcher—(DS 3) (913) 551-2303, Fax (913) 551-2383

Dispatcher—(DS 4) (913) 551-2304, Fax (913) 551-2384

Dispatcher—(DS 5) (817) 234-2305, Fax (817) 234-2405

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.
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 87	20 MPH.	20 MPH.
CP 74 and Holliday, Main 1, including trains 100 TOB and over	70 MPH.	55 MPH.*

	Passenger	Freight
CP 74 and CP 87, Main 2	30 MPH.	30 MPH.
CP 87 and Holliday, Main 2 and Main 3, including trains 100 TOB and over	70 MPH.	55 MPH.*
CP 87 and Holliday, Main 4	40 MPH.	40 MPH.
Holliday to West Holiday, Main 3	40 MPH.	40 MPH.
Holliday and Emporia, except Main 3, N.R. Jct. to Constitution St. (MP 111.9), including trains 100 TOB and over	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, including trains 100 TOB and over	79 MPH.	55 MPH.*
Ellinor and Wellington, including trains 100 TOB and over	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.

* Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

	Freight
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 24.5 to MP 26.6	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) Road Crossings	30 MPH.
MP 110.9 to MP 111.4	40 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.

	Freight
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 26.1, turnout Olathe Connection Track	20 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.

	Freight
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 176.5, crossovers	
Less than 100 TOB	30 MPH.
100 TOB and over	25 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.

	Freight
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:
Santa Fe Jct. to MP 176.5
MP 201.7 to Wellington
Exception: Main 1 and Main 2 between MP 115.7 and MP 125.5).
Restricted Limits—in effect:
Main 3—CP 40 to CP 55 and CP 58 to CP 74
ABS—in effect:
Main 1 and Main 2 between MP 115.7 and MP 124.5, and double track between MP 176.5 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.

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 5.13—Remote control blue signal protection is used for main tracks 1, 2 and 3 at Argentine. These flags consist of a blue flashing light surrounded by a blue disk that can be applied remotely by mechanical forces. These flags will be displayed to the right of the track except for the west end of Main 3, where the flag will be displayed on the left side. Each flag will have the main track number displayed on the flag mast.

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 2.0 miles.

Rule 6.26—(Note: System Special Instructions, Rule 6.26, Use of Multiple Main Tracks, is not in effect on the 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 39 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 39 to CP 87

Yard Track 3 Emporia MP 111.9 to MP 115.3

Rule 8.12—North and South Fast Tracks between CP 39 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 218.9—High Water
 WWD signal 2181, Main 3
 EWD controlled signal CP 2272

6. FRA Excepted Track

Location	Track No.	Track Name
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	Panipius P1
	77 29	Panipius 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
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 08	Westbound Yard 8
	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
	69 91	Norfolk Iron
	69 92	Norfolk Iron
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 current copy of the Greater Kansas City Area Operating and Special Instructions in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders before beginning each day's work or trip. 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.

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.

Radio frequency for yard in Channel 84.

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 mileposts 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:

- EBCS East Jct. (MP 215.9) to WBCS CP 2272—Track is identified as Main 3.
- WBCS CP 2272 to EBCS CP 2280—Tracks are identified as Main 1, Main 2 and Main 3.
- EBCS CP 2280 to WBCS CP 2222—Tracks are identified as Main 1 and Main 2.
- WBCS CP 2222 to WBCS MP 230.6—Track is identified as Main.
- 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 mileposts designated by "X."
MP 46.2 to MP 49.3—Main 2 mileposts designated by "X."
MP 79.5 to MP 87.6—Main 2 mileposts designated by "X."
MP 115.3 to MP 124.7—Main 3 mileposts 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

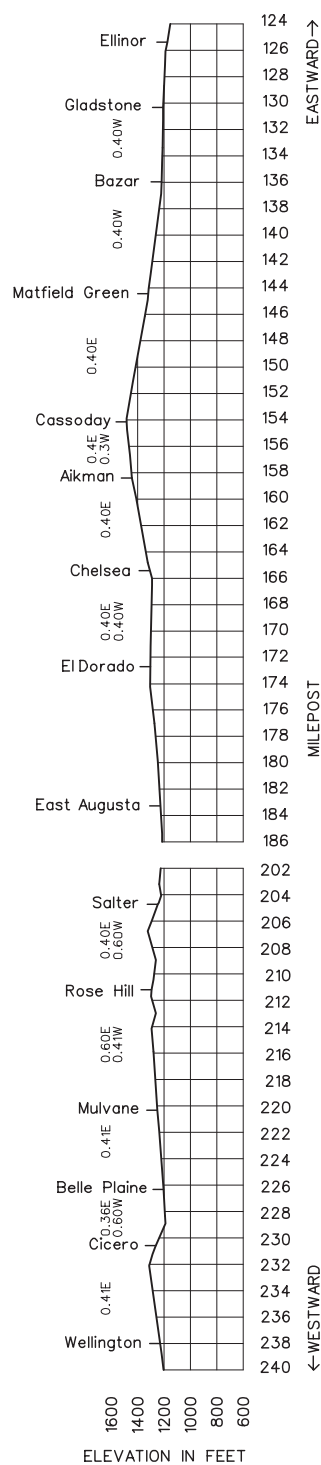
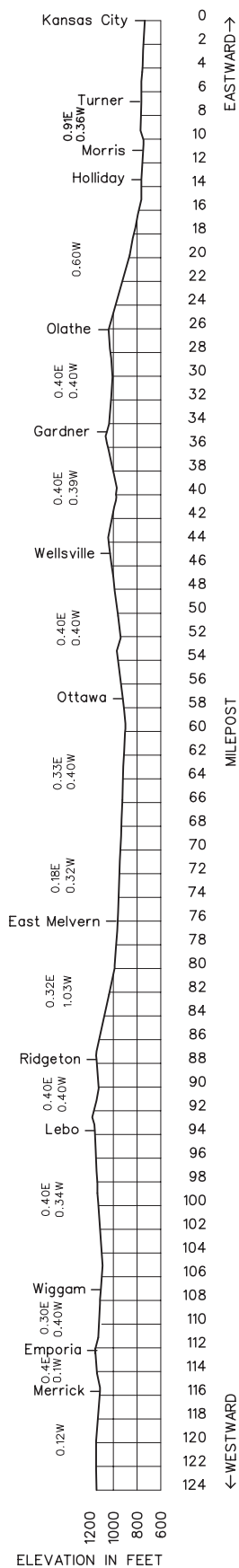
Line Segments Limits

7100 Santa Fe Jct. to Wellington
8920 Kansas City to Santa Fe Jct.

9. Locations Not Shown as Stations

Name	Milepost 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 Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Hereford Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		550.5	EASTERN	TX			1.7
		552.2	EAST TOWER	M			0.5
		552.7	WEST TOWER	MX(2)			1.3
	53200	554.0	AMARILLO	BCPT			1.8
		555.9	WEST AMARILLO	X			2.5
	53180	558.3	ZITA	X			2.9
	53170	561.2	HANEY	X			8.3
	53160	569.5	CANYON	X			(2) 1.4 (1) 2.4
		570.9	LUBBOCK JCT.	TJ			(2) 0.9
		571.8	CP 5718	X			7.1
		578.9	CP 5789	X(2)			8.9
	53130	588.0	DAWN	X(2)			6.7
	53120	594.5	JOEL	X(2)			5.9
	53100	600.4	HEREFORD	BP			0.9
		601.3	WEST HEREFORD	X(2)			4.6
		605.9	EAST SUMMERFIELD	X(2)			1.9
10,806	53090	607.8	SUMMERFIELD		2MT CTC	7100	0.3
		608.1	WEST SUMMERFIELD				4.2
		612.3	CP 6123	X(2)			1.8
		614.1	EAST BLACK				0.6
11,953	53080	614.7	BLACK				1.8
		616.5	WEST BLACK				3.2
		619.7	EAST FRIONA	X(2)			2.1
11,396	53070	621.8	FRIONA				0.4
		622.2	WEST FRIONA				2.5
		624.7	EAST PARMERTON	X(2)			2.5
		627.2	CP 6272	X			6.6
	53050	633.8	BOVINA	X(2)			12.2
	53030	646.0	TEXICO	X			(2) 0.8 (1) 3.1
		646.8	CP 6468	X(2)J			(2) 0.8
		647.6	CP 6476	XTJ			(2) 1.5
6,903		649.1	WEST TEXICO	X(2)			4.1
		653.2	COOKS	X			2.5
N 9,300 S 8,300		655.7	EAST CLOVIS	X(2)			105.2

Between West Texico and East Clovis is under the jurisdiction of the Southwest Division.

	Tone Call-In				
RADIO COMMUNICATION	CH	DS	MC	CQS	EMER
Eastern to Amarillo	36	2	4	5&7	9
Amarillo to Clovis	55	2	4	5&7	9

Train Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2333, Fax (817) 234-2433
Dispatcher (DS 28)—(817) 234-2306, Fax (817) 234-2428

1. Speed Regulations

1(A). Speed—Maximum

East Clovis to West Texico, including trains 100 TOB and over 50 MPH.
West Texico to Eastern, including trains 100 TOB and over 55 MPH.*

Freight

* Unless otherwise restricted, between West Texico and Eastern, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

	Freight
MP 552.0 to MP 554.4	20 MPH.
MP 566.1 to MP 569.5	65 MPH.
MP 647.2 to MP 647.6 (Main 2)	30 MPH.
MP 647.0 to MP 647.6 (Main 1)	30 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

MP 550.5, Eastern, crossover Main 1 to Main 2 . 30 MPH.

MP 550.5, Eastern, crossover Main 2 to Main 1, westbound

movement only 20 MPH until lead locomotive passes

turnout at MP 550.6, then increase speed to 30 MPH.

MP 550.6, Eastern, turnout to east leg of wye 20 MPH.

MP 552.2, connecting Main Track turnouts, both ends 20 MPH.

MP 552.4, BNSF RRRs, turnouts to main tracks

and freight leads 20 MPH.

MP 552.7, West Tower, all switches 20 MPH.

MP 555.8, West Amarillo, crossover Main 1 to Main 2 40 MPH.

MP 558.3, Zita, crossover Main 1 to Main 2 40 MPH.

MP 561.2, Haney, crossover Main 1 to Main 2 40 MPH.

MP 569.5, Canyon, crossover Main 1 to Main 2 40 MPH.

MP 570.9, Lubbock Jct., crossover Main 2 to Plainview Sub 30 MPH.

CP 5718, crossover Main 1 to Main 2 40 MPH.

CP 5789, crossovers Main 1 to Main 2 50 MPH.

MP 587.8, Dawn, crossovers Main 1 to Main 2 50 MPH.

MP 594.5, Joel, crossovers Main 1 to Main 2 50 MPH.

MP 601.3, West Hereford, crossovers Main 1 to Main 2 50 MPH.

MP 605.8, Summerfield, crossovers 50 MPH.

MP 605.9, East Summerfield, crossovers Main 1 to Main 2 50 MPH.

MP 608.1, West Summerfield turnout 40 MPH.

CP 6123, crossovers Main 1 to Main 2 50 MPH.

MP 614.0, East Black turnouts 40 MPH.

MP 616.6, West Black turnouts 40 MPH.

MP 619.7, Friona crossover 50 MPH.

MP 619.8, East Friona, turnout 40 MPH.

MP 622.2, West Friona turnout 40 MPH.

MP 624.7, East Parmerton, crossovers Main 1 to Main 2 50 MPH.

CP 6272, crossover Main 1 to Main 2 50 MPH.

MP 633.8, Bovina, crossovers Main 1 to Main 2 50 MPH.

CP 6476, turnout Main 2 to Slaton Sub 30 MPH.

MP 649.1, West Texico, both ends siding 30 MPH.

MP 649.1, West Texico, crossovers Main 1 to Main 2 40 MPH.

MP 653.2, Cooks, crossovers Main 1 to Main 2 40 MPH.

MP 653.2, Cooks, turnout Main 2 to South Freight Lead 40 MPH.

MP 655.7, East Clovis, turnouts Main 2 to South Siding 40 MPH.

MP 655.7, East Clovis, crossovers Main 1 to Main 2 40 MPH.

MP 655.7, East Clovis, turnouts, Main 1 to North Siding 40 MPH.

1(D). Speed—Other

Amarillo—east and west freight lead	20 MPH.
Sidings—West Texico	25 MPH.
MP 597.0—Farmland Loop Track, Hereford, TX.	5 MPH.
MP 605.3—ADM Industries Loop Track, Summerfield, TX.	5 MPH.
MP 646.3—east leg of wye	5 MPH.
MP 653.2 to MP 655.01 South Freight Lead	40 MPH.

Black, Texas, Attebury Grain, scales on Track 3802. Engines and cars may pass over scales at not more than 3 MPH.

Temperature Restriction—When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply to main track operations outside of Restricted Limits:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
80 to 89 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
90 to 99 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
100 to 109 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
110 degrees F and over	Maximum 50 MPH.	Maximum 45 MPH.

If in doubt as to the ambient temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted by the temperature restriction.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Eastern to East Clovis 143 tons, Restriction A

Six axle locomotives are restricted from operating on the following auxiliary tracks:

Zita	1213-1216
CP 5789	3702
Dawn	3704, 3705
Hereford	3716, 3727-3733, 3741-3749, 3770-3774
Friona	3808, 3813-3815
Bovina	3848-3850 (3848 good for six-axle locomotives for 1000 feet on both ends)
Texico	3872

Black, Texas, Attebury Grain, scales on Track 3802. Engines and cars may pass over scales at not more than 3 MPH.

3. Type of Operation

CTC—in effect:

MP 550.5 to MP 655.7

South Freight Lead MP 653.2 to MP 655.0

On east leg of wye CP 6468.

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 per BNSF Rule 9.1.12.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 569.4—DED/Exception Reporting Only

MP 574.5—Recall Code 8

MP 578.9—Main 2—DED/Exception Reporting Only

MP 585.7—Main 2—DED/Exception Reporting Only

MP 590.0—DED/Exception Reporting Only

MP 594.7—Recall Code 0

MP 601.1—DED/Exception Reporting Only

MP 607.0—DED/Exception Reporting Only

MP 613.0—DED/Exception Reporting Only

MP 618.7—Recall Code 8

MP 624.4—DED/Exception Reporting Only

MP 629.0—DED/Exception Reporting Only

MP 634.1—DED/Exception Reporting Only

MP 643.2—Recall Code 8

MP 651.2—DED/Exception Reporting Only

C. Other detectors

MP 636.6—High Water

EWD Signals 6372-6374

WWD Signals 6353-6351

6. FRA Excepted Track—None**7. Special Conditions****Overhead and Side Obstructions**

1. Friona—Warning sign between Track 3816 and Millards Warehouse is located next to a cement drain and will not clear a man on the side of a car.
2. Parmerton—Structures along Tracks 3830 and 3831 will not clear a man on the side of a car.
3. Track 3812, North Elevator Track—Grain dryer on South Elevator Track will not clear a man on the side of a car.
4. Bovina, Track 3848—Blowers and electric motors on north side will not clear a man on the side of a car.

8. Line Segments**Yard Line Segments****Line Segments Limits**

7154 Amarillo Yard

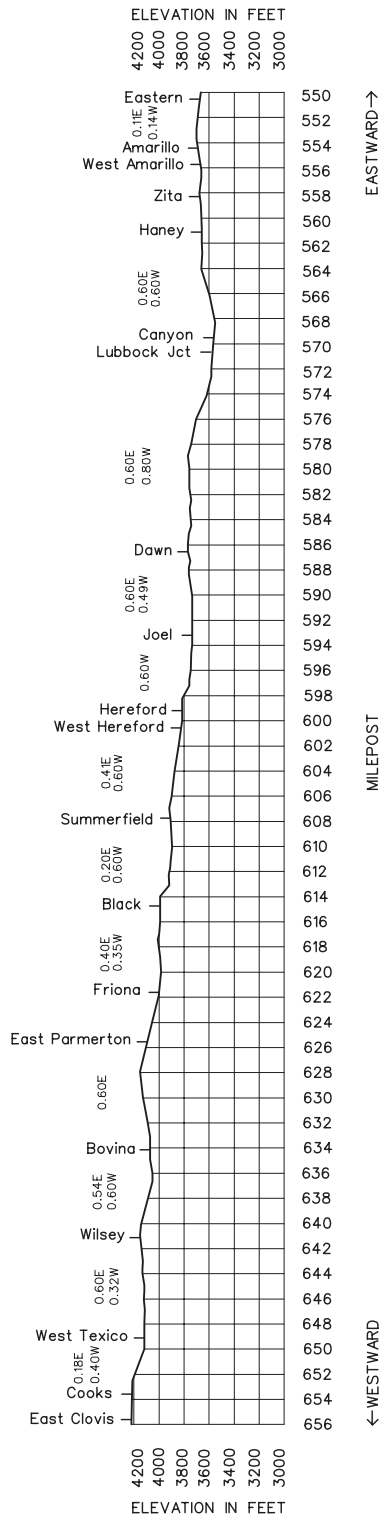
Road Line Segments**Line Segment Limits**

7100 Eastern to West Texico

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Setout Track	578.2 - Main 1 and 2	500	West
Setout Track	591.0 - Main 1 and 2	500	East
Setout Track	601.8 - Main 2	500	West
Peavy Grain/Setout	610.0 - Main 2	1,182	East
Setout Track	616.7 - Main 2	500	East
West Friona Grain Co.	623.6 - Main 1	2,000	Both
Runaround Track	628.56 - Main 2	2,200	Both
Terra Chemical Co.	635.4 - Main 1	605	East
Setout Track	640.81 - Main 1 and 2	500	East
Beet Track	652.6 - Main 1	3,036	Both

10. Grade Chart



WEST WARD ↓	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.	↑ EAST WARD
		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					12.1	
8,079	61130	156.9	FLORENCE			CTC		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					8.8	
		212.5	EAST END WAY					1.6	
		214.1	WAY	PT		CTC		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)C PTY		2MT CTC ATS		415.9	

Tone Call-In					
	CH	DS	MC	CQS	EMER
RADIO COMMUNICATION					
Ellinor to Dodge City	55	2	4	5&7	9
Dodge City to La Junta	85	1	4	5&7	9

Train Dispatcher Telephone Numbers**Chief Dispatcher**—Ellinor to and including Dodge City—

(913) 551-2311, Fax (913) 551-2361

Chief Dispatcher—Dodge City to La Junta—

(817) 234-2333, Fax (817) 234-2433

Dispatcher (DS 17)—Ellinor to and including Dodge City—

(913) 551-2317, Fax (913) 551-2387

Dispatcher—Dodge City to La Junta—

(DS 13) Monday-Friday, 0700-2300 - (817) 234-2313,

Fax (817) 234-2413

(DS 18) Monday-Friday, 2300-0700 and Saturday-Sunday-

(817) 234-2318, Fax (817) 234-2419

1. Speed Regulations**1(A). Speed—Maximum****Passenger Freight**

MP 124.7 to MP 220.5, including trains

100 TOB and over 79 MPH. 55 MPH.*

MP 220.5 to MP 554.9, including trains

100 TOB and over 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.

*Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.

2. Train does not exceed 8,500 feet.

3. Train does not average more than 80 TOB.

4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions**Passenger Freight**

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 184.2

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), Road Crossings ... 50 MPH. 50 MPH.

MP 216.5 40 MPH. 40 MPH.

	Passenger	Freight
MP 216.6 to MP 219.1 (HER), Road Crossings ...	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 257.5	60 MPH.	50 MPH.
MP 265.7 to MP 266.2 (HER), Road Crossings ...	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), Road Crossings ...	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), Road Crossings ...	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), Road Crossings ...	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	80 MPH.	60 MPH.
MP 552.8 to MP 553.1	60 MPH.	55 MPH.
MP 553.6 to MP 554.2	80 MPH.	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.
MP 184.5 to MP 185.5, main track crossover and turnouts		
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.

	Passenger	Freight
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 371.2, MP 384.0,		
MP 453.9 and MP 502.3, both ends siding	20 MPH.	20 MPH.
MP 336.1, both ends of siding	10 MPH.	10 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.

	Passenger	Freight
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.	
Spearville Siding	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:

MP 124.7 to MP 220.6

MP 533.6 to MP 553.9.

Multiple Main Tracks

3 MT between MP 184.6 and MP 185.6

2 MT between MP 185.6 and MP 190.0

2 MT 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.

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 2.0 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 4198 and WWD

absolute signal west end siding Deerfield

MP 425.2—High Water—Signals 4272 and 4249

MP 433.0—MP 433.6—High Water—Signals 4342 and 4317

MP 439.6—High Water—Signals 4408 and WWD

absolute signal east end siding Sutton

MP 445.7—High Water—Signals 4474 and 4451

MP 447.1—High Water—Signals 4474 and 4451

MP 448.3—High Water—Signals 4492 and 4475

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 Exempted Track

Location	Track No.	Track Name
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Strong City	8407	Wye Spur
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Florence	9002	Middle Track
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	9003	Scale Track
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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, 1-888-263-4706, 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 186.0 on Track 8345.

Crew member on Amtrak trains 3 and 4 must contact train dispatcher before departing Newton to determine if track bulletins need updating.

Electric derails are installed at both ends of the Roundhouse. Mechanical Department controls movement over these derails. Train crew member must contact Mechanical Department via radio channel 55 for removal of derail protection. Located between Main 1 and Click Track 8414 is a blue strobe light and blue flag which do not affect movement on Main 1.

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 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.

Six axle locomotives are not allowed on the wye at Halstead Street.

All grain trains being pulled or spotted at Elevator J will use four (4) axle locomotive (Hutchinson switch engine) to accomplish this task.

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, Tracks 131 and 132, when platform is down due to close clearance.

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 412.0 to MP 415.0

MP 458.7

MP 462.3

MP 470.8

MP 530.5

MP 542.3

MP 545.6

MP 546.4

MP 548.8

MP 549.8

8. Line Segments

Yard Line Segments

Line Segment Limits

7350 Sand Creek Yard

7351 Hutchinson Yard

7352 Dodge City Yard

7353 La Junta Yard

Road Line Segments

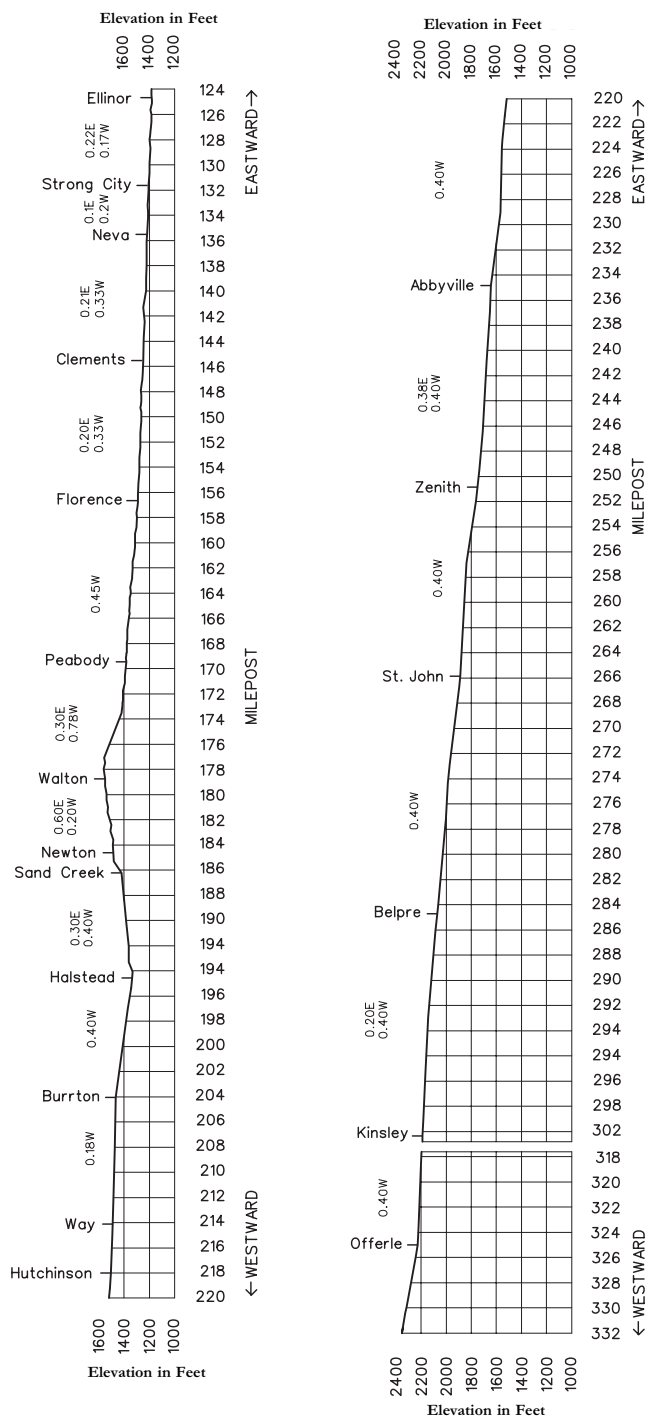
Line Segment Limits

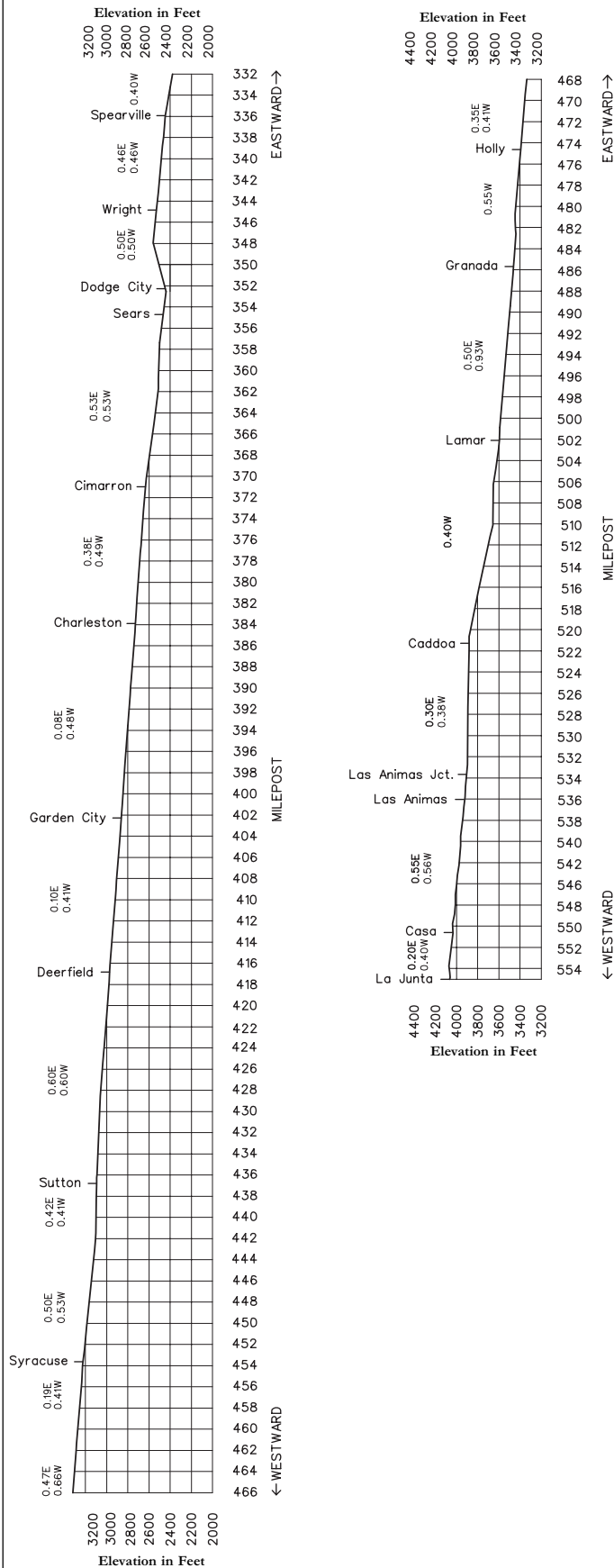
7300 Ellinor to La Junta

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
Bellefont	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 Chart





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Panhandle Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		54600	238.0	WELLINGTON	JBCPT			0.5	
			238.5	CP 2385	X	2MT CTC		5.0	
		54598	243.5	ROLAND				3.5	
	7,800	54596	247.0	MAYFIELD				7.1	
	8,450	54594	254.1	MILAN				5.1	
	7,300	54592	259.2	ARGONIA				7.3	
	13,010	54590	266.5	DANVILLE				5.3	
			271.8	EAST HARPER				1.4	
			273.2	CP 2732	X			0.6	
	19,477	54500	273.8	HARPER	PT			0.6	
			274.4	CP 2744				1.3	
			275.7	WEST HARPER				4.6	
	7,300	54490	280.3	EULA				4.1	
	S6,650		284.4	EAST ATTICA				1.2	
		54200	285.6	ATTICA				1.8	
	N7,700		287.4	WEST ATTICA		CTC		4.8	
	10,500	54160	292.2	CRISFIELD				7.6	
	11,282	54120	299.8	HAZELTON				5.7	
			305.5	EAST KIOWA				1.4	
	17,800	54100	306.9	KIOWA, KS	JPT			0.3	
			307.2	CP 3072	X			1.9	
			309.1	WEST KIOWA				4.1	
	10,178	54084	313.2	LODER, OK				6.3	
	11,400		319.5	BRINK			7100	5.2	
		54070	324.7	ALVA				4.2	
	18,966	54064	328.9	NOEL				6.5	
			335.4	EAST AVARD				0.5	
		54060	335.9	AVARD				0.5	
			336.4	WEST AVARD	X			6.0	
			342.4	EAST WAYNOKA	X	2MT CTC		2.8	
		54000	345.2	WAYNOKA	BXP			1.7	
			346.9	WEST WAYNOKA				3.2	
			350.1	HEMAN		CTC		6.0	
			356.8	BELVA	X(2)	2MT CTC		10.5	
			367.3	CURTIS				3.7	
	7,924	53915	371.0	MOORELAND				7.8	
			380.3	EAST WOODWARD				1.0	
			381.3	CP 3813	X			1.5	
	14,649	53900	382.8	WOODWARD	PJ	CTC		0.2	
			383.0	CP 3830				0.2	
			383.2	WEST WOODWARD				3.1	
	7,267	53850	386.3	GERLACH				6.3	
	8,164	53835	392.6	TANGIER				5.7	
	7,785	53825	398.3	FARGO				8.4	
	7,683	53815	406.7	GAGE				7.7	
	7,657	53800	414.4	SHATTUCK	JT			4.9	
			419.3	GOODWIN, OK		2MT CTC		9.0	

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Panhandle Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			428.3	CP 4283	X(2)	2MT CTC		10.0	
			438.3	COBURN				5.8	
	10,910	53750	444.1	GLAZIER				5.3	
	16,883		449.4	CLEAR CREEK				5.7	
	19,620	53740	455.1	CANADIAN	P	CTC		8.4	
	11,017	53735	463.5	MENDOTA				7.7	
	11,532	53730	471.2	LORA				5.7	
	11,723	53725	476.9	MIAMI				6.4	
		53719	483.3	CODMAN				10.7	
			494.0	CP 4940	X(2)			3.3	
	N6,470		497.3	CP 4973	X		7100	1.5	
		53700	498.8	PAMPA	BPT			2.0	
			500.8	WEST PAMPA	X(2)			5.1	
		53690	505.9	KINGS MILL				4.4	
			510.3	CP 5103	X(2)	2MT CTC		2.5	
		53680	512.8	WHITE DEER				10.4	
			523.2	CP 5232	X(2)			2.8	
	13,560	53520	526.0	PANHANDLE	JT			5.4	
				CP 5314	X(2)			6.8	
			538.2	CP 5382	X(2)			2.8	
		53510	541.0	ST. FRANCIS				9.5	
			550.5	EASTERN	TX			310.3	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	CQS	EMER
Wellington to West Siding Switch Gerlach	72	2	4	5&7	9
West Siding Switch Gerlach to East Siding Switch Canadian	55	1	4	5&7	9
East Siding Switch Canadian to Amarillo	36	1	4	5&7	9

Train Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2333, Fax (817) 234-2433
 Dispatcher, Wellington to Gerlach (DS 5)—(817) 234-2305,
 Fax (817) 234 2405
 Dispatcher, Gerlach to Eastern (DS 6)—(817) 234-2306,
 Fax (817) 234-2406

1. Speed Regulations**1(A). Speed—Maximum****Freight**

Wellington to Eastern, including trains

100 TOB and over 55 MPH.*

* Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions:

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

	Freight
MP 237.7 to MP 237.8	45 MPH.
MP 238.5 to MP 239.7	60 MPH.
MP 323.5 to MP 328.0	55 MPH.
MP 343.3 to MP 346.8	55 MPH.
MP 379.0 to MP 379.3	65 MPH.
MP 382.5 to MP 384.7 (HER)	50 MPH.
MP 382.9 to MP 384.1	50 MPH.
MP 385.4 to MP 389.9	50 MPH.
MP 445.7 to MP 450.1	65 MPH.
MP 450.8 to MP 451.2	60 MPH.
MP 452.4 to MP 453.4	50 MPH.
MP 454.2 to MP 454.5	60 MPH.
MP 464.8 to MP 465.0	60 MPH.
MP 476.3 to MP 477.8	60 MPH.
MP 477.8 to MP 480.9	65 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

SK JCT, turnout	40 MPH.
CP 2385, crossover	30 MPH.
Roland, Turnout	40 MPH.
Mayfield, Milan, Argonia, Danville, both ends of sidings	40 MPH.
East Harper, turnout	40 MPH.
CP 2732, crossover	40 MPH.
West Harper, turnout	40 MPH.
Eula, both ends of siding	40 MPH.
East Attica, turnout	40 MPH.
Attica, turnouts	40 MPH.
West Attica, turnout	40 MPH.
Crisfield, Hazelton, both ends of siding	40 MPH.
East Kiowa, turnout	40 MPH.
CP 3072, crossover	40 MPH.
CP 3072, turnout yard track	15 MPH.
West Kiowa, turnout	40 MPH.
Loder, Brink, both ends sidings	40 MPH.
Noel, both ends of siding	30 MPH.
East Avar, turnout	40 MPH.
Avar, turnout to Avar Sub.	20 MPH.
West Avar, crossover	50 MPH.
East Waynoka, crossover	40 MPH.
Waynoka, East crossover	30 MPH.
West Waynoka, turnout	50 MPH.
Heman, turnout	40 MPH.
Belva, double crossover	50 MPH.
Curtis, turnout	40 MPH.
Mooreland, both ends of siding	40 MPH.
East Woodward, turnout	40 MPH.
CP 3813, crossover	40 MPH.
West Woodward, turnout	40 MPH.
Both ends of siding at Gerlach, Tangier, Fargo, Gage, and Shattuck	40 MPH.
Goodwin, turnout	40 MPH.
CP 4283, double crossover	50 MPH.
Coburn, turnout	40 MPH.
Both ends of siding at Glazier, Clear Creek, Canadian, Mendota, Lora, and Miami	40 MPH.
Codman, turnout	40 MPH.
CP4940, double crossover	50 MPH.
CP 4973, crossover	50 MPH.
CP 4973, both ends north siding	30 MPH.
MP 498.0, hand throw crossover	10 MPH.

West Pampa, double crossover	40 MPH.
MP 504.6, hand throw crossover	10 MPH.
Kings Mill, turnout to Celanese Corp. coal track (Main 2)	15 MPH.
Kings Mill, On loop, Celanese Corp. coal track	10 MPH.
CP 5103, double crossover	50 MPH.
CP 5232, double crossover	50 MPH.
Panhandle, both ends north siding (between CP 5261 and CP 5289)	40 MPH.
CP 5314, double crossover	50 MPH.
CP 5382, double crossover	50 MPH.
MP 540.5, St Francis hand throw crossover	10 MPH.
Eastern, crossover MP 550.5	30 MPH.
Eastern, turnout to east leg of Wye, MP 550.6	20 MPH.
MP 550.5, Eastern, crossover Main 2 to Main 1 westbound movement only 20 MPH, until lead locomotive passes turnout at MP 550.6, then increase speed to	30 MPH.

1(D). Speed—Other

Pampa Industrial Spur, MP 0.0 to MP 4.7	10 MPH.
Pampa Wye, In service west of 6821 track	10 MPH.
Celanese Corp. Coal Track:	
To Spring Switch	15 MPH.
On loop	10 MPH.
Pantex Ordnance Spur	20 MPH.
Shattuck, Southwestern RR Main Track, MP 0.0 to MP 1.5	10 MPH.

Temperature Restriction—When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply to Main Track operations outside of Restricted Limits:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
80 to 89 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
90 to 99 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
100 to 109 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
110 degrees F and over	Maximum 50 MPH.	Maximum 45 MPH.

If in doubt as to the ambient temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted by the temperature restriction.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Wellington to Eastern..... 143 ton, Restriction A

Six axle units are restricted from operating on the following tracks:

St. Francis—1430
 TSTC Tracks—1412, 1427
 Alva—in Alva Yards.

Alva—Only one four axle unit will be allowed in old Rock Island Yard.

3. Type of Operation

CTC—in effect:

Wellington, MP 238.0 to Eastern, MP 550.5

**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 per BNSF Rule 9.1.12.

4. General Code of Operating Rules Items

Rule 1.14—At Panhandle, trains may use Main Track belonging to the Panhandle Northern Railway from MP 0.0 to MP 1.5 and will be authorized by Rule 6.13, Yard Limits.

At Shattuck, trains may use the Southwestern RR Main Track from MP 0.0 to MP 1.5 and will be authorized by Rule 6.13, Yard Limits. Track warrant and track bulletins not required for BNSF trains by Southwestern RR. Maximum speed for BNSF trains between MP 0.0 and MP 1.5 is 10 MPH.

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

Rule 6.28 in effect—Trackage between MP 0.6 and MP 3.6 Kiowa Industrial Spur.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnel or other structures:
 - MP 447.1—WWD only—Recall Code 8
 - MP 459.4—EWD only—Recall Code 8
- B. Other TWD locations
 - MP 244.2—Recall Code 8
 - MP 264.4—Recall Code 8
 - MP 283.1—Recall Code 8
 - MP 303.1—Recall Code 8
 - MP 323.0—Recall Code 8
 - MP 333.2—DED/Exception reporting only
 - MP 339.3—Recall Code 8
 - MP 343.8—DED/Exception reporting only—Main 2
 - MP 348.3—DED/Exception reporting only
 - MP 353.9—DED/Exception reporting only—Main 1 and 2
 - MP 359.8—Recall Code 8
 - MP 364.4—DED/Exception reporting only—Main 2
 - MP 368.9—DED/Exception reporting only
 - MP 378.6—Recall Code 8
 - MP 396.1—Recall Code 8
 - MP 416.7—Recall Code 8
 - MP 421.6—DED—Main 2—Exception Reporting Only
 - MP 425.8—DED—Main 2—Exception Reporting Only
 - MP 430.9—DED—Main 2—Exception Reporting Only
 - MP 433.2—Recall Code 8
 - MP 438.2—DED—Main 2—Exception Reporting Only
 - MP 447.1—EWD only—Recall Code 8
 - MP 459.4—WWD only—Recall Code 8
 - MP 479.7—Recall Code 8
 - MP 503.0—Recall Code 8
 - MP 522.9—Recall Code 8
 - MP 548.0—Recall Code 8
- C. Other detectors
 - MP 273.0—High Water
 - EWD controlled signals CP 2732
 - WWD controlled signals East Harper
 - MP 376.4, 376.8—High Water
 - EWD signal 3782
 - WWD signal 3761
 - MP 398.0—High Water
 - EWD controlled signals EE siding Fargo
 - WWD signal 3961
 - MP 403.5—High Water
 - EWD signal 4032
 - WWD signal 4011

MP 404.5, 405.0—High Water
EWD controlled signals EE siding Gage
WWD signal 4031

MP 409.6—High Water
EWD signal 4112
WWD signal 4091

MP 461.2, 462.3—High Water
EWD controlled signals EE siding Mendota
WWD signal 4601

MP 465.0—High Water
EWD signal 4662
WWD controlled signals WE siding Mendota

MP 468.7—High Water
EWD controlled signals EE siding Lora
WWD signal 4681

MP 470.5—High Water
EWD MT controlled signal WE siding Lora
EWD on siding signal 4714
WWD controlled signals EE siding Lora

MP 472.7—High Water
EWD signal 4742
WWD controlled signals WE siding Lora

MP 481.0 0—High Water
EWD signal 4812
WWD signal 4791

MP 482.0, 483.2—High Water
EWD controlled signals Codman
WWD signal 4811

MP 486.3—High Water
EWD signals 4872 & 4874
WWD signals 4851 & 4853

MP 488.1—High Water
EWD signals 4892 & 4894
WWD signals 4871 & 4873

6. FRA Excepted Track—None**7. Special Conditions**

Between Eastern and Amarillo trains and engines will be governed by Hereford Subdivision instructions.

Between West Waynoka and Belva the distance between MP 350.0 and MP 351.0 is 1168 feet and between Curtis and East Woodward the distance between MP 372.0 and MP 374.0 is 2440 feet and MP 373.0 is therefore eliminated.

Flash Flood Warnings—The following location is identified as “critical” as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:
MP 518.2

8. Line Segments**Yard Line Segments****Line Segment Limits**

7152 Wellington Yard

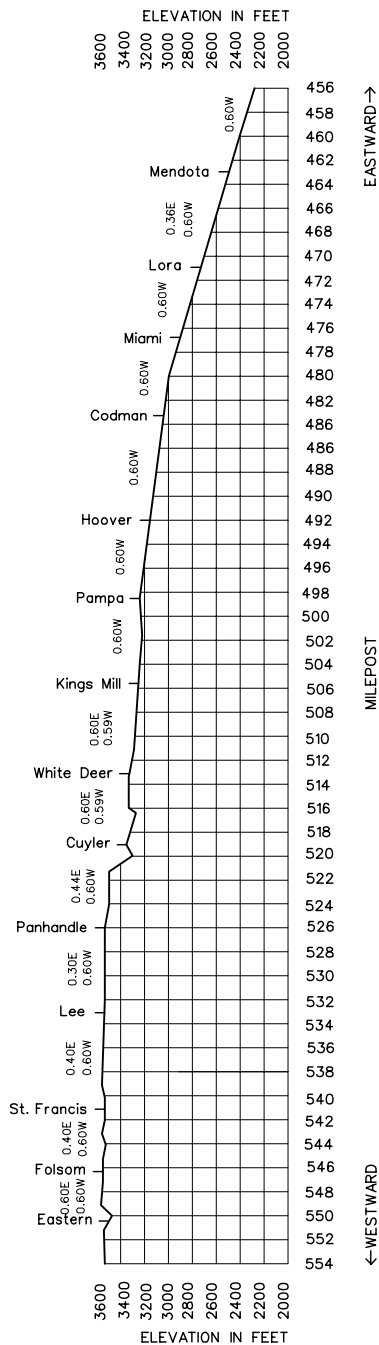
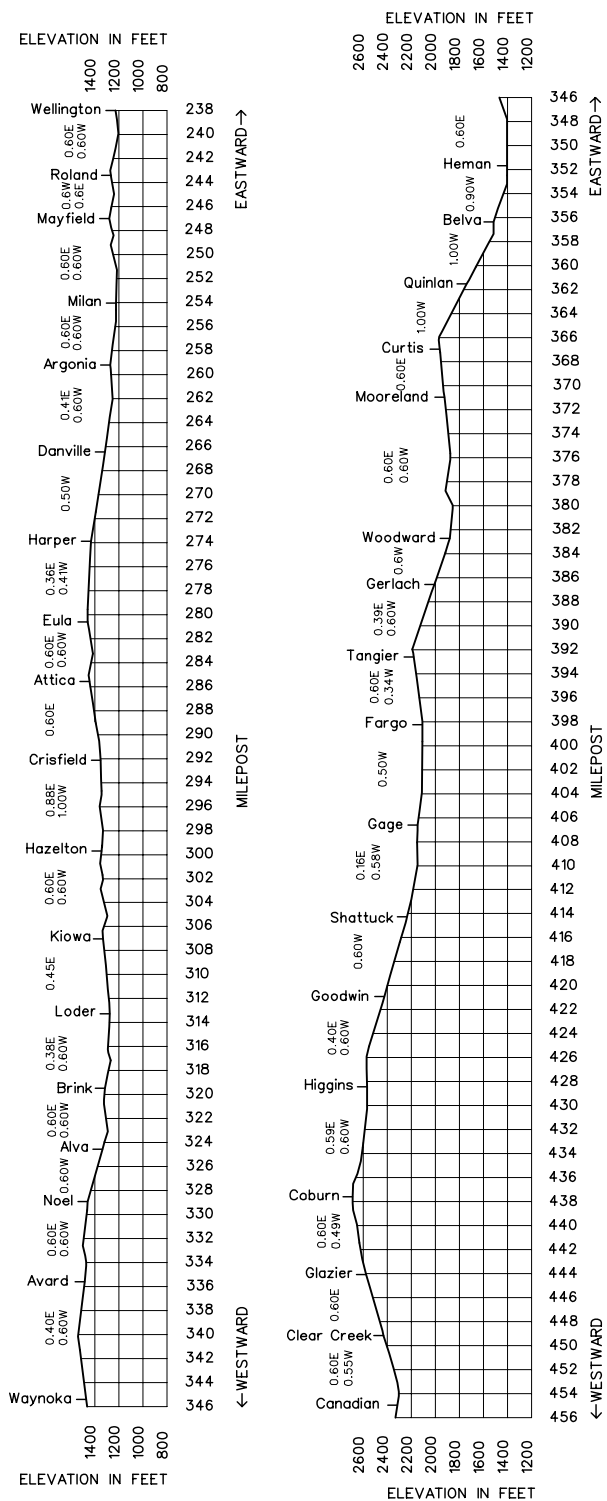
Road Line Segments**Line Segments Limits**

7100 Wellington to Eastern

9. Locations Not Shown as Stations

Name & TSS Track Numbers	Mile Post Location	Capacity Feet	Switch Opens
Mayfield Cooperative Elevator - 0705	249.2	1215	Both
Capron - 2102	316.4	5200	Both
Set Out - Main 1 - 3030, Main 2 - 3031	352.5	325	East
Set Out - 3034	356.3 Main 1	715	West
Set Out - Main 1 - 3038, Main 2 - 3039	366.0	325	West
Union Underwear - 3130	391.2	4150	West
Set Out - 3161	420.9 Main 2	280	Both
Set Out - 3165	428.5 Main 1	530	East
Higgins Elevator - 3164	428.5 Main 2	2275	Both
Set Out - Main 1 - 3166, Main 2 - 3167	436.2	500	West
Codman - 3226	484.7 Main 1	1140	Both
Hoover Elevator - 3229	491.4 Main 1	1179	Both
Cabot Carbon Pampa Plant - West Lead 6969	502.6 Main 1	2250	West
Cabot Carbon Pampa Plant - East Lead 6970	502.6 Main 1	2250	East
Ingersoll-Rand - 6950	503.6 Main 1	1512	West
Celanese Corp. - 6905	504.3 Main 2	9800	Both
Celanese Corp. Coal Lead - 6920	505.6 Main 2	2.4 miles	West
Set Out - 6903	506.0 Main 1	624	West
Set Out - 3246	519.0 Main 1	624	East
Cuyler Elevator - 3245	519.0 Main 2	1200	East
Pantex Wye - East Leg - 1525, West Leg - 1520	539.1 Main 1	Yard	Both
Iowa Beef - 1501	542.1 Main 1	Yard	East
Set Out - 1502	543.4 Main 1	624	East
TSTC - 1425	543.4 Main 2	Yard	East

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Plainview Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
			570.9	LUBBOCK JCT.	T			17.5	
		42120	588.4	HAPPY				8.0	
	5,150	42110	596.4	KAFFIR				6.9	
		42100	603.3	TULIA				12.0	
		41935	615.3	KRESS				6.5	
	11,500	41930	621.8	FINNEY				5.8	
		41900	627.6	PLAINVIEW	ABPTR			0.6	
			628.2	FLOYDADA JCT.	R			0.2	
		41880	634.0	FURGUSON	R	TWC	7106	6.9	
		41875	640.9	HALE CENTER				5.6	
		41870	646.5	UNDERWOOD	T			4.9	
	5,100	41865	651.4	ALLEY				5.6	
		41855	657.0	ABERNATHY				6.3	
		41850	663.3	MONROE				8.6	
			671.9	MARNELS	R			1.2	
			673.1	HOUSE 246				0.4	
			673.5	CANYON JCT.	T	CTC		102.7	

	Tone Call-In				
RADIO COMMUNICATION	CH	DS	MC	CQS	EMER
Lubbock Jct. to Canyon Jct.	30	1	4	5&7	9
Plainview Yard	66	N/A	N/A	N/A	N/A

Train Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2332, Fax (817) 234-2432
 Dispatcher (DS 20)—(817) 234-2320, Fax (817) 234-2420

1. Speed Regulations**1(A). Speed—Maximum****Freight**

Lubbock Jct. to Canyon Jct., including trains
 100 TOB and over 49 MPH.

1(B). Speed—Permanent Restrictions

MP 570.9 to MP 571.2 30 MPH.
 MP 628.4 to MP 628.5 10 MPH.
 MP 668.6 to MP 668.8 45 MPH.
 MP 673.2 to MP 673.5 (curve east wye) 10 MPH.
 Floydada Industrial Track 4799, MP 0.0 to MP 4.0 10 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed
 turnout speed for that track unless otherwise indicated.
 Canyon Jct.

Turnout from Main 1 to Plainview Subdiv. 10 MPH.
 Crossover between Main 1 and Main 2 10 MPH.

1(D). Speed—Other

Bridge 626.3, cars heavier than 143 tons 25 MPH.

Temperature Restriction—When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply to Main Track operations outside of Restricted Limits:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
80 to 89 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
90 to 99 degrees F	Normal operating speed, observing existing restrictions.	Maximum 45 MPH.
100 to 109 degrees F	Maximum 40 MPH.	Maximum 35 MPH.
110 degrees F and over	Maximum 35 MPH.	Maximum 30 MPH.

If in doubt as to the ambient temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted by the temperature restriction.

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

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Lubbock Jct to Canyon Jct. 143 tons, Restriction A

3. Type of Operation

TWC—in effect:

Between Lubbock Jct. and House 246.

CTC—in effect:

On Plainview Subdivision main track between Canyon Jct. and House 246, and on west leg of wye, Canyon Jct.

Restricted Limits—in effect:

Plainview, Floydada Jct., Furguson MP 626.0 to MP 635.0
 Marnels MP 672.1 to MP 673.1

4. General Code of Operating Rules Items

Rule 6.19—Between MP 570.9 and MP 673.5, when flagging is required, distance will be 2.0 miles.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, Tunnels or Structures: None
- B. Other TWD Locations
 - MP 573.6—Recall Code 8
 - MP 606.9—Recall Code 8
 - MP 636.0—Recall Code 8
 - MP 666.7—Recall Code 8

6. FRA Excepted Track—None**7. Special Conditions**

Key trains are prohibited from using any siding on the Plainview Subdivision except Finney Siding.

Flash Flood Warnings—The following location is identified as “critical” as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 607.0 to MP 608.0
 MP 668.3 to MP 669.7

Automatic Interlocking—MP 628.4

8. Line Segments**Yard Line Segments****Line Segment Limits**

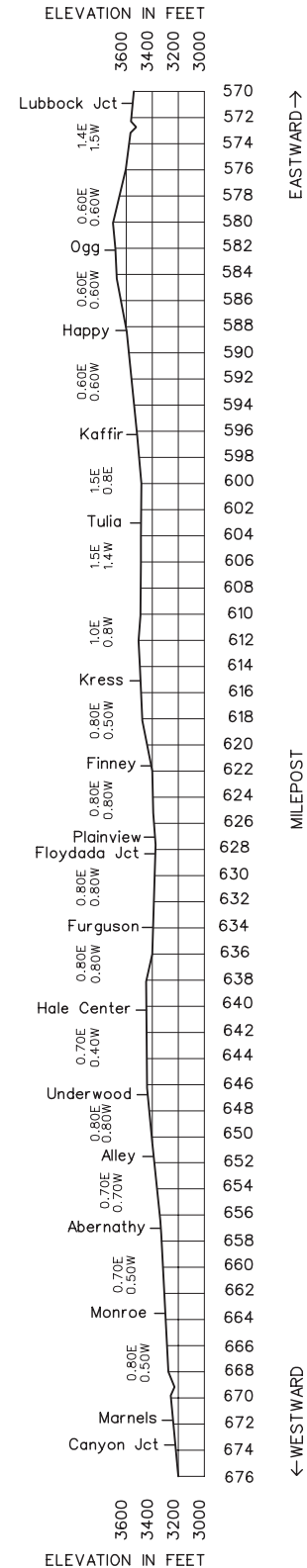
7157 Lubbock Yard

Road Line Segments**Line Segment Limits**

7106 Lubbock Jct to Canyon Jct.

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Ogg	582.1	1,500	West
Eunice	607.8	5,900	West
Houston Elevator	609.9	2,250	Both
Riverside Chemical	613.9	400	East
Burson & Wilson	616.3	1,900	Both
BFW Grain	617.0	1,200	Both
Excel	623.4	1,840	East
Continental Grain	624.0	2,590	Both
Riverside	624.8	1,600	East
Feeder Grain	625.0	1,212	Both
Louisiana Seed	625.5	330	West
Southwestern Grain	626.0	2,030	Both
United Farm Ind.	626.1	2,715	East
Cargill Grain Storage	631.0	4,564	West
Cargill Passing Track	631.2	4,520	Both
Storage Track	632.0	4,190	Both
Western Warehouse Co.	654.8	1,150	East
Commercial Metals	665.5	600	West
Lubbock Airport	665.8	9,000	East

10. Grade Chart

Length of Siding (Feet)	Station Nos.	Mile Post	Slaton Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	42900	459.6	SWEETWATER	BPT			1.1
		460.7	ORIENT JCT.			7508	5.1
12,253		787.3	GANNON				12.0
7,106	42415	775.3	PYRON				6.7
4,878	42410	768.6	HERMLEIGH				11.7
5,701	42400	756.9	SNYDER				9.4
		747.5	EAST DERMOTT				1.1
		746.4	WEST DERMOTT				5.8
7,543	42380	740.6	FULLERVILLE		CTC	7106	11.6
5,154	42370	729.0	JUSTICEBURG				8.7
5,482	42365	720.3	AUGUSTUS				6.5
6,911	42360	713.8	POST				10.2
5,400	42355	703.6	BUENOS				6.3
9,497	42350	697.3	SOUTHLAND				7.3
	42300	690.0	SLATON	BP			10.2
4,916	42280	679.8	BURRIS				3.2
		676.6	EAST LUBBOCK				2.0
	42200	674.6	LUBBOCK	BCPR	2MT		1.1
		88.6	CANYON JCT.	T			3.1
		85.5	HOUSE 245				7.4
5,326	41665	78.1	SHALLOWATER				12.5
5,292	41655	65.6	ANTON				12.6
7,341	41645	53.0	LITTLEFIELD			7107	14.9
4,757	41635	38.1	SUDAN		CTC		8.0
5,416	41630	30.1	MILL				3.0
		27.1	TOLK				4.9
11,630	41625	22.2	MULESHOE				12.4
11,721	41615	9.8	LARIAT				6.7
		3.1	HOUSE 227				2.5
	53035	0.6	FARWELL, TX				0.6
6,903		0.0	CP 6476	T			208.5

Between Orient Jct. and Sweetwater is under the jurisdiction of the Gulf Division.

	Tone Call-In				
RADIO COMMUNICATION	CH	DS	MC	CQS	EMER
Sweetwater to CP 6476	36	1	4	5&7	9
Lubbock Yard	84	1	4	5&7	9
Lubbock Yard	66	NA	NA	NA	NA
Slaton Yard	84	1	4	5&7	9

Train Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2332, Fax (817) 234-2432
Dispatcher (DS 20)—(817) 234-2320, Fax (817) 234-2420

1. Speed Regulations

1(A). Speed—Maximum

Freight
Slaton Subdivision, including trains 100 TOB and over 55 MPH.
Southwestern Public Service Spur, MP 27.1 to gate 10 MPH.
On loop 10 10 MPH.
Through Dumper 2 MPH.

1(B). Speed—Permanent Restrictions

MP 0.1 to MP 0.7 30 MPH.
MP 86.5 to MP 88.6 (HER) 30 MPH.
MP 700.7 to MP 705.6 45 MPH.
MP 713.1 to MP 713.2 (HER) 50 MPH.
MP 777.9 to MP 778.0 45 MPH.
MP 459.6 to MP 460.7 40 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

Sweetwater, turnouts to yard 10 MPH.
Both ends sidings Gannon 30 MPH.
Both ends sidings Pyron, Hermleigh, Snyder,
Justiceburg, Augustus, Post 10 MPH.
Fullerville, both ends siding 25 MPH.
Both ends siding Buenos 10 MPH.
Both ends siding Southland 30 MPH.
Slaton, turnouts to yard 20 MPH.
Slaton, Track 4301 20 MPH.
Both ends of siding Burris Shallowater, Anton,
Sudan, Muleshoe 10 MPH.
Both ends siding Littlefield 20 MPH.
Both ends siding Mill 30 MPH.
Both ends siding Lariat and CP 6476 30 MPH.
West end of 2 MT Canyon Jct. 30 MPH.
End of 2 MT East Lubbock 40 MPH.
Canyon Jct., Crossover between Main 1 and Main 2 10 MPH.
Canyon Jct., Turnout from Main 1 to Plainview Subdivision 10 MPH.

1(D). Speed—Other

MP 0.0 to MP 4.0. Old Orient Industry Track Sweetwater 10 MPH.

Slaton—Do not exceed 10 MPH through variable switches not lined for movement until leading wheels have passed through switches in trailing movement.

Temperature Restriction—When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply to Main Track operations outside of Restricted Limits:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
80 to 89 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
90 to 99 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
100 to 109 degrees F	Maximum 50 MPH.	Maximum 45 MPH.
110 degrees F and over	Maximum 45 MPH.	Maximum 40 MPH.

If in doubt as to the ambient temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted by the temperature restriction.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Sweetwater to CP 6476 143 tons, Restriction A

Six axle locomotives are restricted from operating on the following auxiliary tracks:

Farwell—3871, 3872, 4201

MP 3.0—4202

Lariat—4205, 4206, 4207

Muleshoe—4212, 4215, 4216, 4217, 4218, 4219, 4222, 4226, 4227, 4228, 4234, 4235

Sudan—4241, 4245, 4247
 Amherst—4250
 Littlefield—4253, 4256, 4266, 4267, 4268, 4270, 4272
 Anton—4280
 Shallowater—4288, 4289
 Slaton—4312, 4316, 4330
 Post—4337, 4339
 Snyder—4443, 4447

3. Type of Operation

CTC—in effect:

Sweetwater to East Lubbock.

Between Canyon Jct. and CP 6476.

On Plainview Subdivision main track between Canyon Jct. and House 246 (Plainview Subdivision).

On west leg of wye, Canyon Jct.

On east leg of wye, Farwell.

Restricted Limits—in effect:

At Lubbock, on two main tracks, MP 673.5 to MP 676.6

Before entering main track through hand-operated switches, communicate with the train dispatcher for instructions.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnel or other structures: None

B. Other TWD locations

MP 5.0—Recall Code 8

MP 26.1—Recall Code 0

MP 41.5—Recall Code 8

MP 62.2—Recall Code 0

MP 81.2—Recall Code 8

MP 685.8—Recall Code 0

MP 709.0—Recall Code 8

MP 730.9—Recall Code 0

MP 748.5—Recall Code 8

MP 770.8—Recall Code 0

MP 791.7—Recall Code 8

C. Other detectors

MP 34.5—High Water

EWD Signal 341

WWD controlled signals at west end Sudan.

MP 785.9—High Water

EWD controlled signals east end Pyron & Signal 7831

WWD controlled signals west end siding Gannon.

6. FRA Excepted Track—None

7. Special Conditions

Milepost Number Series Equalization—Between Orient Jct. and Gannon, MP 461.0 is the same as MP 792.2. Between Canyon Jct. and House 245, MP 673.5 is the same as MP 88.6.

Flash Flood Warnings—The following locations are identified as “critical” as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 713.5 to MP 714.3

MP 756.5 to MP 757.1

MP 77.2 to MP 77.3

MP 71.5 to MP 71.8

MP 73.4 to MP 73.8

8. Line Segments

Yard Line Segments

Line Segment Limits

7157 Lubbock Yard

7158 Sweetwater Yard

7510 Sweetwater Industrial Spur MP 0.0 to MP 5.0

Road Line Segments

Line Segment Limits

7106 Lubbock to Orient Jct.

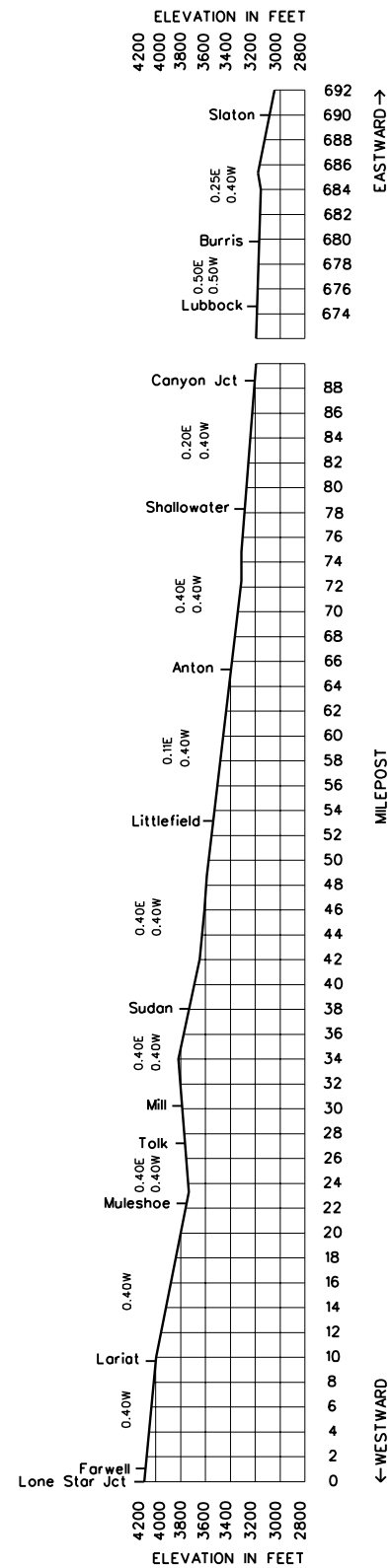
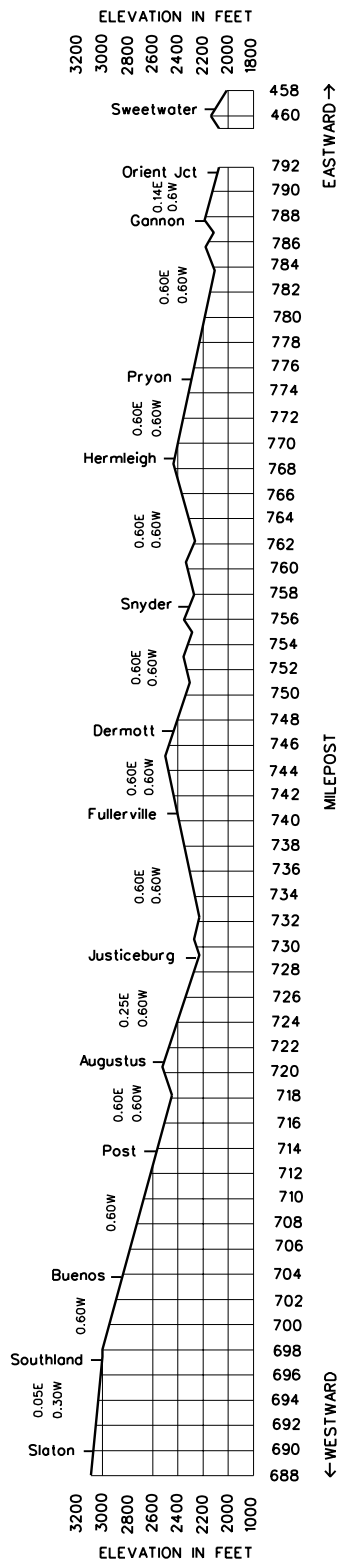
7107 Lubbock to CP 6476

7508 Orient Jct to Sweetwater

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Monsanto Chemical	2.9	311	West
Progress	15.6	919	Both
Custom Farm Service, Inc.	18.5	495	East
Shamrock-Blackwater	18.9	370	Both
Valley Grain Corp.	23.9	800	East
Southwestern Public Service Ind. Spur (4.6 miles)	27.1	1,600	West
Sudan Livestock Co.	39.3	986	West
Amherst	45.5	4,396	Both
Tide Products Co.	50.2	558	West
Gin Track	54.0	653	East
Farmer Corp. Elevator	54.4	1,238	East
American Plant Food	54.4	426	East
American Plant Food	54.5	1,171	East
American Cotton Growers	55.1	2,347	East
Bainer	59.5	4,775	Both
White Stores	79.2	700	East
Broadview	83.6	5,504	Both
Sunray Grain Co.	682.2	2,544	West
Great Plains Distributors	682.4	508	West
Godbold Inc.	683.5	654	West

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	South Plains Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	88787	322.9	PLAINVIEW	JUABTR	TWC	486	13.2
	88801	337.5	EDMONSON				14.1
2,563	88815	351.6	HART				16.0
	88831	367.6	DIMMITT	R			43.3

Radio Channel 66 in service.

	Tone Call-In				
RADIO COMMUNICATION	CH	DS	MC	CQS	EMER
Plainview to Dimmitt	30	1	4	5&7	9
Plainview Yard	66	NA	NA	NA	NA

Train Dispatcher Telephone Numbers

Chief Dispatcher—(817-234-2332, Fax (817) 234-2432

Dispatcher (DS 20)—(817) 234-2320, Fax (817) 234-2420

1. Speed Regulations**1(A). Speed—Maximum**

Plainview to Dimmitt **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 320.0 to MP 326.0 10 MPH.
MP 366.2 to MP 368.4 10 MPH.

1(C). Speed—Switches and Turnouts

Through all turnouts 10 MPH.
Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

1(D). Speed—Other

Temperature Restriction—When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply to Main Track operations outside of Restricted Limits:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
80 to 89 degrees F	Normal operating speed, observing existing restrictions.	Normal operating speed, observing existing restrictions.
90 to 99 degrees F	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 25 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 25 MPH.
100 to 109 degrees F	Cease operation from 1100 to 2000.	Cease operation from 1100 to 2000.
110 degrees F and over	Cease operation from 1100 to 2000.	Cease operation from 1100 to 2000.

If in doubt as to the ambient temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted by the temperature restriction.

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

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Plainview to Dimmitt 143 tons, Restriction D

Six axle locomotives and six-axle derricks not permitted on any track other than main track and storage No. 1 and 2 at Dimmitt.

3. Type of Operation**TWC**—in effect:

Plainview to MP 364.2

Restricted Limits—in effect:

MP 322.9 to MP 329.5

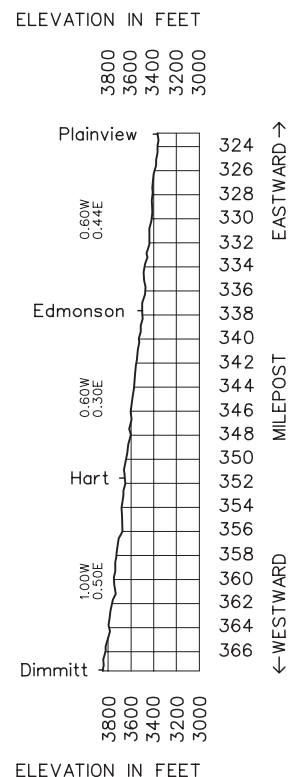
MP 364.2 to MP 368.4

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 1.0 mile.**5. Trackside Warning Detectors (TWD)**—None**6. FRA Excepted Track**—None**7. Special Conditions**—None**8. Line Segments****Road Line Segments****Line Segment Limits**

486 Plainview to Dimmitt

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
88816 Custom Farm Supply	8.7 east of Dimmitt	5	West
88822 Roy	8.1 east of Dimmitt	12	West
88829 Goodpasture	2.2 east of Dimmitt	18	West

10. Grade Chart

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.
	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	AJ			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	P			0.7
		58.8	SA JCT.	J			0.2
		59.0	UP RR	A			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	S			0.3
6,825	59800	113.5	CONCORDIA				6.6
		120.1	KYLE RR	g			7.6
	59820	127.7	KACKLEY				6.0
	59830	133.7	KYLE RR COURTLAND	JS			7.5
	59840	141.2	LOVEWELL				5.8
	59850	147.0	WEBBER				4.9
		151.9	STATE LINE				1.2
	59900	153.1	SUPERIOR JCT.	JR			153.1

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

Train Dispatcher Telephone Numbers

Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361
 Dispatcher (DS 17)—(913) 551-2317, Fax (913) 551-2387

1. Speed Regulations**Freight****1(A). Speed—Maximum**

Neva to Superior 40 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 25.7 10 MPH.
 MP 51.7 to MP 53.0 35 MPH.
 MP 57.0 to MP 59.2 20 MPH.
 MP 60.7 to MP 60.9 20 MPH.
 MP 92.7 to MP 93.4 20 MPH.
 MP 113.2 (Stop) 10 MPH.
 MP 113.2 to MP 113.4 10 MPH.
 MP 113.4 to MP 114.4 25 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.

Cars weighing in excess of 136 tons (272,000 lbs.)

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 Jct.

Restricted Limits—in effect:

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.

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

WEST WARD ↓	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.	↑ EAST WARD
		61930	0.0	HOLLIDAY	J	CTC		11.1	
	8,600	60530	11.1	DESOTO	P			15.4	
	6,500	60500	26.5	LAWRENCE	CT		7101	5.1	
	2,500	60475	31.6	LAKEVIEW				14.4	
	7,900	60425	46.0	TECUMSEH				6.6	
		60200	52.4 50.6W	BNSF RR TOPEKA	ACTY	TWC ABS ATS		6.7	
	2,450	60220	57.3	PAULINE			7102	14.3	
		60232	71.6	SCRANTON				5.3	
		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.	69	2	4	5&7	9

Train Dispatcher Telephone Numbers

Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361

Dispatcher (DS 17)—(913) 551-2317, Fax (913) 551-2387

1. Speed Regulations**1(A). Speed—Maximum**

	Passenger	Freight
Holliday to N.R. Jct., including trains		
100 TOB and over	79 MPH.	55 MPH.
Sunflower Ordinance Track MP 11.3		25 MPH.

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 50.6W to MP 52.2 (eastward)	10 MPH.	10 MPH.
MP 50.6W to MP 51.2W	20 MPH.	20 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 MP 50.6W (westward) (Equipped with inert inductors)	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 91.0 to MP 97.8	60 MPH.	
MP 97.8 to MP 98.3	60 MPH.	50 MPH.
MP 98.3 to MP 107.3	60 MPH.	
MP 107.3 to MP 108.3	55 MPH.	50 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 51.4W, 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

Topeka—Six axle locomotives are not permitted on the wye track.

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 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 41.2—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

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

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
 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 derrails, two-way derrails are located at the plant entrance on tracks 2809, 2810 and 2811.

Lawrence Yard, MP 26.5, six axle locomotives are only permitted on the following tracks: 2701, 2702, 2703, 2704, 2744, 2798 and 2714.

Topeka—From BNSF RR Interlocking west to MP 52.4 are duplicate mileposts, which are indicated by a "W" (50.4W to 52.4W).

When requesting a track bulletin, the train dispatcher must be informed a "W" is required for the limits between MP 50.4W to MP 52.4W.

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

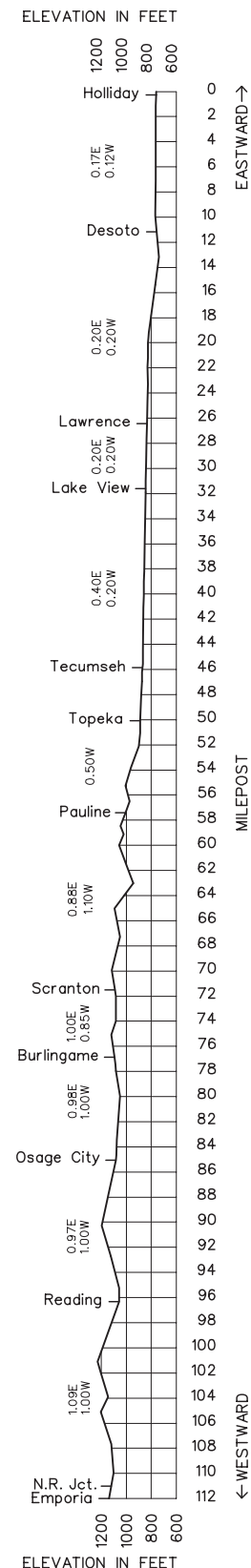
Road Line Segments
Line Segment Limits

7101 Holliday to BNSF RR Topeka

7102 BNSF RR 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 Chart


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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