

Division Operating Officers

Kansas City

G.A. CHANDLER Asst. Superintendent (913) 551-4402
R.H. FOX Terminal Superintendent (913) 551-4384
R.M. GIRRENS Dir. Administration (913) 551-4235
C.A. HATCH Mgr. Safety and Rules
E.K. HUNTER General Foreman (913) 551-4294
R.E. ONSTOTT Road Foreman (913) 551-4426
J.M. PUHL General Foreman (913) 551-4391
M.S. REID General Foreman (913) 551-4327
W.S. SMITH Asst. Superintendent (913) 551-4402
D.L. SCHIBBELHUT Roadmaster (913) 551-4572
L.W. SIMON Roadmaster (816) 472-2238

BNSF



Kansas City Division

Timetable No. 1

IN EFFECT AT 0001

Central Continental Time

Wednesday, April 1, 1998

Division Superintendent

J.E. Houghton

Kansas City, Kansas

(913) 551-4310



BROOKFIELD

Maxwell
NS RR
Kearney
18
Birmingham
Kansas City
16
Clarke

ST. JOSEPH

EMPORIA
Holliday

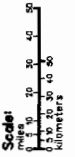
MARCELINE

Sheffield Jct
1000
1007

FT SCOTT

Charlie

The Burlington Northern and Santa Fe Railway Company
Kansas City Division



Length of Siding (Feet)	Station Nos.	Mile Post	Emporia Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.
			Rule 4.3				
	63150		KANSAS CITY Amtrak Station	BP	KCT Ry.	1.7	
		1.7	SANTA FE JCT.	T			2.2
		3.9	A.Y. TOWER			2MT CTC	0.9
	62000	4.8	KANSAS CITY Argentine	BCT	3MT CTC	2.3	
	61950	7.1	TURNER				0.4
		7.4	CP 74		CTC	1.3	
		8.7	CP 87			2.3	
	61940	11.0	MORRIS		4MT CTC	2.4	
	61930	13.4	HOLLIDAY				13.5

Tone Call-In						
RADIO COMMUNICATION	CH	DS	SC	MC	CQS	EM-ER
Congo to Santa Fe Jct (KCT)	36	8	-	-	-	-
Santa Fe Jct to Holliday	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Kansas City Amtrak Station & old BN RR, KCT tracks 2&3	20 MPH.	20 MPH.
Old BN RR & Santa Fe Jct. (CP 1.7), KCT tracks 2&3	15 MPH.	15 MPH.
Santa Fe Jct. (CP 1.7) & AY Tower	45 MPH.	45 MPH.
AY Tower (MP 3.9) & Turner	30 MPH.	30 MPH.
Turner & CP 7.8, Main Track No. 1	30 MPH.	30 MPH.
CP 7.8 & Holliday, Main Track No. 1	70 MPH.	55 MPH.*%
CP 8.7 & Holliday, Main Tracks 2 & 3	70 MPH.	55 MPH.*%
Turner & MP 8.7 Main Track 2	30 MPH.	30 MPH.
CP 8.7 & Holliday Main Track No. 4	40 MPH.	40 MPH.

*See System Special Instruction 1(B)—does not apply eastward Holiday to MP 8.0, main tracks 2 and 3.

1(B). Speed—Permanent Restrictions

MP 1.7	15 MPH.
MP 3.5 to MP 3.7(NT) (ST)	25 MPH.
MP 5.5 to MP 5.8 (HE only)	10 MPH.
MP 7.1 to MP 7.8	30 MPH.
MP 13.3 to MP 13.4 (NT)	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.

Santa Fe Jct., Turnouts to South track, west of Santa Fe Jct.	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
Santa Fe Jct., other crossovers	10 MPH.
12th St. (CP 148), 3 Westward crossovers from South track to Running Track 4	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
12th St. (CP 148), other crossovers	10 MPH.
A.Y. Tower (CP 147), Westward crossover from North track to South track	30 MPH.
A.Y. Tower (CP 147), crossover from ST to Steel Plant, crossover Running Track to receiving yard lead	10 MPH.
A.Y. Tower (CP 147), other crossovers	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
18th St. (CP 145), Turnout from Running Track 3 to Aux. Running Track	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
W. 18th St. (CP 145), crossovers between ST and Middle Track and between Middle Track and NT	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.

MP 5.4, EE fuel platform, crossover from North Main to Track 196	10 MPH.
MP 5.5 to MP 7.4, all Main Tracks	30 MPH.
MP 7.3, Switch to enter North and Middle Main Track	20 MPH.
MP 7.4 Crossover South Main to Middle Main	30 MPH.
MP 7.4 Switches from Middle Main to North Main and Track 196	20 MPH.
MP 8.7, (CP 87) Hump Lead to MT 3	10 MPH.
MP 8.7, Crossover between MT 2,3 and 4	20 MPH.
MP 11.0, Crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 13.4, Crossover between Middle Track and NT	
Less than 100 TOB	30 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, Turnout to Topeka Subdiv.	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.

1(D). Speed—Other

Holliday Speed limit 5 MPH on Track 6501.

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

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

CTC—in effect:

On main tracks Santa Fe Jct. to Holiday. At Argentine on North and South Fastracks between A.Y. Tower and West Hump Fuel Pad. Speed limit 30 MPH. At Argentine on Running Tracks 3 and 4 between 12th St. and 18th St. Speed limit 30 MPH.

Restricted Limits—in effect:

North Track between MP 4.3 and MP 7.4

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

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

4. General Code of Operating Rules Items

Rule 6.14—North Track between MP 4.3 and MP 7.4, authority to enter this track must be obtained either verbally from BNSF Kansas City train dispatcher or by proceed indication of controlled signal.

Rule 6.26—Where two or more main tracks are in service, they will be designated as follows:

- If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.
- If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
- If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2, No. 3, No. 4**, etc., respectively.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations: None

6. FRA Excepted Track

<u>Location</u>	<u>Track No.</u>	<u>Track Name</u>
Holliday	65 01	House Track

7. Special Conditions

Between Santa Fe Jct. and Turner—Running track 5 nonsignaled; movement must be made at restricted speed. Authority to enter these tracks must be obtained either verbally from Kansas City train dispatcher or by proceed indication of controlled signal.

South Fastrack and North Fastrack, as well as Running Track, on north side Argentine Yard, operated as follows: Between AY Tower and West Hump Fuel Pad CTC in effect under jurisdiction of Kansas City train dispatcher. West of West Hump Fuel Pad and east of CP 87, authority to enter these tracks must be obtained from Turner Operations Mgr. Movement on all three tracks per Rule 6.28. Speed limit 20 MPH.

As a matter of convenience for identification purpose only, at Kansas City, all left hand signals affecting movement between MP 1.7 and MP 8.0 eastward and westward directions, may be identified by sign adjacent to signal reading "LEFT HAND SIGNAL."

The Greater Kansas City Area Operating and Special Instructions in effect April 1, 1994 govern employees of the eleven railroads in the Greater Kansas City Area while operating on trackage of railroads other than that by which they are employed. Except for these rules, employees will be governed by the rules and special instructions of the railroad by which they are employed. All BNSF Trainmen and Enginemen operating over railroads governed by the Greater Kansas City Area Operating and Special Instructions, April 1, 1994, must have copy while on duty.

Between MP 111.9 and MP 115.3, first track south of main tracks designated as Yard Track No. 3. Speed Limit 30 MPH, Rule 6.28 in effect.

Eastward trains and yard engines operating on the Kansas City Terminal Railway Co. trackage must receive track warrant and track bulletins covering restrictions on the Kansas City Terminal Railway Co.

Joint Track Facilities—BNSF trains and engines will use old BN tracks between Ustick Tower (North Kansas City) and St. Joseph-Winthrop and be governed by St. Joseph Subdivision Special Instructions.

Atchison Industrial Spur—Trackage between Winthrop, MO (MP 517.3) and Parnell, KS (MP 6.6) identified as Atchison Industrial Spur. Rule 6.28 if effect, speed limit 10 MPH.

Winthrop-Atchison—BNSF trains will use UP tracks between Winthrop and UP Crossing, Atchison.

Atchison Movement Over Bridge—On Missouri side of bridge, high signal governs movement from former BN Ry., and low signal governs movement from former ATSF Ry. Each signal displays stop indication until switch is lined and train enters clearing section which is indicated by yellow marks on rail.

On Kansas side of bridge, three low signals govern movement; one from Union Station tracks 1 through 4, one from BNSF on track 5, and one from UP Ry.

Should signals fail to indicated proceed, wait five minutes, and if no conflicting movement may proceed with member of crew preceding train or engine to opposing signal.

Control Point Identification—Argentine

Movement Over UP Tracks—CTC in effect on Union Pacific main track at Atchison.

Crew member must contact UP train dispatcher and be granted authority to enter UP tracks under Rule 10.3 Track and Time. UP telephone located in Bridgetender's House at west side of bridge or Track and Time authority may be relayed by UP Yardmaster at Atchison on UP radio channel.

At Atchison, junction switch normally lined for UP Ry.

Union Pacific RR MP 1.1 protected by permanent stop sign. Be governed by Rule 6.16.

<u>Location</u>	<u>Control Point No.</u>
12th Street (M.P. 3.5)	CP 148
A.Y. Tower (M.P. 3.9)	CP 147
Fast Trk Holding Sig (M.P. 5.0)	CP 146
East 18th St. (M.P. 4.0)	CP 145
South Fuel Pad East End (M.P. 5.5)	CP 143
South Fuel Pad West End (M.P. 5.8)	CP 142
East 55th St. (M.P. 6.8)	CP 135
West 55th St. (M.P. 7.0)	CP 134

8. Line Segments

Yard Line Segments

Line Segments Limits

7150 Argentine Yard

Road Line Segments

Line Segments Limits

7100 Kansas City to Holliday

9. Locations Not Shown as Stations—None

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ft. Scott Subdivision		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	NORTHWARD ↑
				MAIN LINE STATIONS						
			2.7X	KANSAS CITY	Murray Yard	BMJT			1.1	
			1.6X	USTICK TOWER		MJ			1.14	
			0.46X	KCT-5TH STREET		M			0.46	
			0.0	19TH STREET YARD					1.6	
			1.6	BN CROSSING-25TH ST.		M			0.5	
			2.1	KCT-29TH ST.		M			0.1	
			2.2	30TH STREET					1.7	
			3.9	ROSEDALE					1.7	
			5.6	BRAVO		X(2)	2MT CTC		10.9	
			16.5	CHARLIE		X(2)			18.8	

EASTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	St. Joseph Subdivision		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	WESTWARD ↑
				MAIN LINE STATIONS						
		28007	7.9	CLARKE			2MT CTC		3.7	
			4.2	BLOCK 4		MX			1.5	
			2.7	KANSAS CITY		BMJT			5.2	

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Brookfield Subdivision		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS						
	7,084	25275	177.7	MAXWELL		BMJT	CTC			
Between Maxwell and Birmingham NS RR Rules, Timetable and Special Instructions Govern										
		25291	216.2	BIRMINGHAM		MJ			5.3	
			221.5	BLOCK 222		X			2.5	
			224.0	BLOCK 224		M			0.6	
		25300	224.6	USTICK TOWER		MJT			8.6	

Kansas City Terminal Railway (KCT)—Crews operating across Kansas City Terminal Railway Company trackage must have a copy of The Greater Kansas City Area Operating and Special Instructions in effect April 1, 1994, in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders posted at specified locations. This will fulfill the requirements of Rule 6.2 of the General Code of Operating Rules. The Kansas City Terminal Railway Company does not issue track warrants or bulletins. All modifications to The Greater Kansas City Area Operating and Special Instructions are made in the aforementioned notices and general orders.

Trains and engines will use KCT Railway tracks between 5th St. (MP .46X) and 29th St. to access 19th St. Yard or BNSF Main Tracks 1 and 2 at 30th St.

Radio Channel No. 39 in service between Kansas City and Charlie.

Radio Channel 66 in service between Maxwell and Kansas City.

Radio Channel 66 in Service in Kansas City Terminal.

Radio Channel 70 in Service between Block 4 and Clarke.

Radio Call-In	
Kansas City-75(X)	Paola-65(X)
Emergency Call-911	
For Dispatcher X=1, For Mechanical X =2, For Field Support X=3	

Train Dispatchers' Phone Numbers

Asst Chief Dispatcher—(817) 234-6158, FAX (817) 234-6419

Dispatcher—(817) 234-6152, (800) 666-1025, FAX (817) 234-6412

Mobile Radio	Access Digit	Disconnect Digit
Kansas City-Green	472-2287	*1 #1

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Kansas City to Charlie	60 MPH.
Kansas City to Clarke	45 MPH.
Maxwell to Birmingham	60 MPH.
Birmingham to Kansas City	50 MPH.
Loaded unit trains, except intermodal: Between Birmingham MP 216.2 and Kansas City MP 224.6	30 MPH.

1(B). Speed—Permanent Restrictions

Block 4 (MP 4.0X) to Ustick Tower (MP 1.6X)	10 MPH.
MP 221.5 to MP 224.4 (including turnouts)	
BNSF MT 1 (North Track)	20 MPH.
MP 221.5 to MP 224.4 (including turnouts)	
NSRR MT 2 (South Track)	35 MPH.
Loaded unit trains, except intermodal:	
Between Birmingham MP 216.2 and Kansas City MP 221.5 NT 1 (North Track)	35 MPH.
Between Birmingham MP 216.2 and Kansas City MP 221.5 NSRR MT 2 (South Track)	50 MPH.
Birmingham to Liberty	20 MPH.
Liberty to Kearney	10 MPH.
Coburg Lead	10 MPH.
MP 2.7 to Block 4	10 MPH.
MP 2.7 (Murray Yard) to MP 2.0 (29th Street)	10 MPH.
MP 2.0 (29th Street) to MP 4.4 (Both Tracks)	20 MPH.
MP 4.4 to MP 7.9 (Both Tracks)	30 MPH.
MP 7.9 to MP 11.5 (Both Tracks)	40 MPH.
MP 11.5 to MP 16.5 (Both Tracks)	50 MPH.

1(C). Speed—Switches and Turnouts

MP 218.9 Hand throw crossover Randolph	10 MPH.
MP 7.9 Clarke through turnout	45 MPH.
MP 5.5 through crossover	30 MPH.
Except trains 100 TOB and over	25 MPH.
MP 16.5 Charlie, through crossovers	35 MPH.
Except trains 100 TOB and over	25 MPH.

1(D). Speed—Other

Freight trains 100 TOB and over through sidings	10 MPH.
Trains handling loaded covered hoppers through sidings	13 MPH.
Bridges 4.4, 5.2, cars heavier than 134 tons.	25 MPH.

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 Charlie	143 tons
Sheffield Jct. to BV Jct (Coburg Lead)	134 tons
Maxwell to Kansas City	143 tons
Birmingham to Kearney	143 tons
Kansas City to Clarke	143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

Six-axle locomotives and six-axle derricks not permitted.

Each car heavier than 110 tons must be preceded and followed by cars not heavier than 88.5 tons.

3. Type of Operation

CTC—in effect:

MP 216.2 to MP 224.0	Birmingham to Kansas City
MP 2.2 to MP 16.5	30th Street to Charlie
MP 4.0X to MP 7.9X	Block 4 to Clarke

Multiple Main Tracks

MP 216.2 to MP 224.0	Birmingham to Kansas City
MP 2.2 to MP 16.5	30th Street to Charlie

Manual Interlockings not Controlled by BNSF

KCT Railway

Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees

Ustick Tower
KCT Railway

MW employees will be protected by MWOR Rule 6.3.2 Other Tracks. Control operator will provide protection per MWOR Rule 6.3.2 by lining remote control switches against movement to the affected track, applying a locking or blocking device to control machine, and notifying employee in charge when protection is provided. On tracks where control operator is unable to provide protection on both ends of the track affected, additional protection must be provided as required by MWOR Rule 6.3.2 at access points not able to be protected by control operator.

Ustick Tower—Control operator controls the following signals at Murray Yard:

Block 4 (MP 4.0X): Eastbound Signals on Main 1 and 2.

(Middle Track): Both directions.

Hi-Line: MP 4.0X to MP 1.6X (South End Hi-Line).

Block 224: Westbound Signal to .46X (KCT's First Signal at Fifth Street) including all signals across Hannibal Bridge on Tracks 80 and 81.

Coal Route: Harlem and across ASB Bridge to KCS Connection and UP Signal to Neff Yard at Troost.

Kansas City Terminal: All track designated in The Greater Kansas City Area Operating and Special Instructions. (Track Block Authority—Rule 9.5.7 used to protect MW.)

Trains operating on the Ft. Scott Subdivision between Kansas City, (Murray Yard—Block 224) and Birmingham, MP 216.2 are under the jurisdiction of the Illinois Division, Kansas City train dispatcher, (817) 234-6028.

Trains operating on the Ft. Scott Subdivision between Kansas City, (Murray Yard) and Clarke MP 7.9 are under the jurisdiction of the Nebraska Division, St. Joseph Subdivision train dispatcher, Phone (817) 234-6043.

4. General Code of Operating Rules Items

General Code of Operating Rules and BNSF Timetable govern movement between Birmingham, MP 216.2 and Kansas City, MP 224.0. Signal aspects are controlled by KN operator and will display BNSF aspects between Birmingham and Kansas City.

Norfolk Southern Timetable and Operating Rules govern movements between westbound signal Birmingham and Maxwell. NS trains and engines using joint trackage between Birmingham and Block 224 must receive a current dispatcher bulletin addressed to their train issued by the NS train dispatcher. This will fulfill the requirements of Rule 6.2 from the General Code of Operating Rules.

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

Rule 10.2—Main Track switches not equipped with electric locks:

Main 1 MP 7.1 Riverside-Sutherlands

Main 2 Riverside Inter Con

Main 1	MP 4.9 Gard Oil
	MP 8.1 West Team Track
	MP 9.8 Consolidated Lumber
	MP 18.1 Mission Lumber
	MP 20.4 #1 Olathe
	MP 21.9 Dillard's Spur
	MP 22.5 Standard Homes

Main 2 MP 9.2 American Cast Iron Pipe

Emporia Subdivision—Northbound trains destined Argentine Yard on the Emporia Subdivision must secure a track warrant at Springfield which will include track bulletins for the Emporia Subdivision.

Northbound trains from Afton Subdivision destined Argentine Yard on the Emporia Subdivision must secure a track warrant at Fort Scott which will include track bulletins for the Emporia Subdivision. The BNSF Kansas City Yard train dispatcher can be reached at (817) 234-2303.

UP KCT Subdivision—Northbound trains destined Armstrong Yard at 18th Street on Union Pacific KCT Subdivision must secure a track warrant at Springfield which will include track bulletins for movement on the KCT Subdivision. The UP train dispatcher can be reached at (816) 245-2344.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other FED locations: None

6. FRA Excepted Track—None

7. Special Conditions

Kansas City-Clarke—The Middle Track is between Main 1 and Main 2, MP 4.0X to MP 5.6X.

Space Center, Inc.—(Formerly Underground Storage) at Randolph, the following restrictions must be observed by crews performing switching at this industry. Look out for close side and overhead clearance on all tracks.

- 1. Track 1 and Track 3 are double dock tracks. Crews must not ride cars and all coupling and uncoupling of cars will be made from dock.
- 2. Track 2 has a single dock located on west side of track. Tracks 4 and 5 have a single dock on east side of track.

Kansas City—Westbound trains or engines with cars operating between Block 224 and Block 222 must stop east of 10th St. if information for a continuous move through Ustick Interlocking or into Murray Yard has not been received from either the control operator at Ustick or yardmaster at Murray Yard or 10th St.

Crews operating between Birmingham and Block 224 will promptly report to the BNSF and NS Division Superintendents any messages involving personal injury, train accident, defects in track, bridges, signals, or any unusual condition affecting the operation of the railroad.

All inbound trains and transfers must receive instructions from Ustick Tower on route to be used for delivery. All tracks in Murray Yard are used for receiving transfers of cars from connecting lines. Conductors and engine foreman will contact bowl tower yardmaster when ready to depart Murray Yard.

Transfer Instructions—All inbound transfers get instructions from Ustick Tower for route to be used at C-Yard. All BNSF tracks in Kansas City, Missouri terminal are used for receiving transfers of cars from connecting line yards.

When the yardmaster does not do so, engine foreman will report to towerman at Ustick Tower when entering or ready to depart Murray Yard.

When using either the East or West receiving leads, stop clear of crossing located just south of hump tower, communicate with bowl tower yardmaster by radio and be governed according to instructions.

Head End Device Test Stations—Test stations for head end devices have been set up at the North Kansas City and Springfield radio shops. These stations simulate signals transmitted from a rear of train device and are operational 24 hours per day. Test procedure is as follows:

- Test Number: Dial 90000
- Check: All Segments lit
- Brake pipe pressure is 125 pounds
- MARKER ON, BATTERY LOW AND STOPPED are lit

Kansas City

KCT RR Telephone Procedures—Trains operating on KCT RR at Rock Creek Jct, Sheffield (Tower 8), Airline Jct, Southwest Jct, and the Union Station can reach the KCT train dispatcher at 245-3393.

Trains operating on KCT RR at Santa Fe Jct, 29th Street, Adams Street, and Old Union Depot (West Bottoms) can reach the KCT train dispatcher at 245-3391.

Telephone calls placed to the train dispatching center will be placed in a calling que in the order the calls are received. A short tone will indicate to you that your call will be answered shortly.

KCT RR Radio Procedures—While on the KCT RR, trains must monitor channel 6666. To reach the KCT train dispatcher, tone them up using DTMF 25.

Kansas City (Murray Yard)—All inbound/outbound train and yard transfers, except loaded unit grain and coal trains, must use automatic air brakes when stopping to avoid excessive intrain forces.

Rule 8.10, Switch Point Indicator—is modified as follows:

Aspect	Indication
Yellow	Switch points fit properly for normal movement
Red	Switch points fit properly for reverse movement
Dark	Stop and inspect switch points

When using either the East or West receiving leads, stop clear of crossing located just south of hump tower, communicate with hump lower yardmaster by radio and be governed according to instructions.

Crossing Protection

25th Street—Flashing light signals 25th street: Control circuit on Main 1 starts 100 feet and on Main 2 starts 300 feet north of crossing. Do not foul control circuit unless southward absolute signal Tower 4 displays a proceed indication. When southward train occupies circuit more than two minutes signals cease to operate and crossing must be protected from a position on the ground.

30th Street—Flashing light signals 30th Street, (MP 2.1) equipped with automatic cutout feature (Rule 6.32.5). When northward absolute signals at 29th St, interlocking display Stop indication, northward movements must stop short of 30th Street.

Lenexa—It will not be permissible to stop any train at Lenexa that will result in the blockage of Noland Road, MP 13.6, or Pflumm Road, MP 13.9. When setting out or picking up at Lenexa, allow enough room north of Noland Road to clear the crossing. Undesirable emergencies resulting in blockage of above crossings should be reported to the Lenexa Police Department at (913) 888-4110.

Automatic flasher in service over Santa Fe St. crossings west of Main 1 MP 14.6, MP 14.7 to MP 15.1. When making movement over these crossings, stop in circuit at insulated joint 100 feet both sides of street and allow flashers to activate 20 seconds prior to crossing.

Highway grade crossing warning system on Santa Fe Trail Drive west of Main 1, MP 16.4. When making movement over this crossing, stop in circuit at insulated joint (approximately 100 feet both sides of street) and allow warning system to activate 20 seconds prior to crossing.

Temperature Restrictions

When the ambient temperature exceeds 95 degrees Fahrenheit, all trains over 100 TOB must not exceed 45 MPH. Passenger trains must not exceed 60 MPH.

8. Line Segments

Road Line Segments

- 1001 30th Street to Charlie
- 16 Block 4 to Clarke
- 1017 Greenfield Lead—MP 165.7 to MP 168.6
- 1005 KC Belt Jct. to BV Jct.—MP 5.7 to MP 11.7
- 18 Maxwell to Kansas City

Yard Line Segments

- 465 Kansas City-Murray Yard
- 842 Kansas City-10th Street Yard
- 1108 Kansas City-19th Street Yard
- 1109 Lenexa Industrial Park

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
93014 Lenexa	8.3 south of Bravo	112	Both
25293 Randolph	2.6 west of Birmingham	78	Both
76406 Liberty			
76416 Kearney			
19th St. to BV Jct.			
25th St. Jct. (MP 0.4)	0.4 east of 19th St.		
KC Belt Jct. (MP 5.7)	5.3 east of 25th St. Jct.		
Leeds Jct. (MP 8.8)	3.1 east of KC Belt Jct.		
BV Jct. (MP 11.7)	2.9 east of Leeds Jct.		

GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ____ line no. ____ between MP ____ and MP ____ on ____ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ____ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ____ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ____ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ____ (without stopping) at ____ MPH until the entire train has passed MP ____ . You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

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	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9