

BNSF

Burlington Northern Santa Fe

**Kansas
Division**

**Timetable
No. 1**

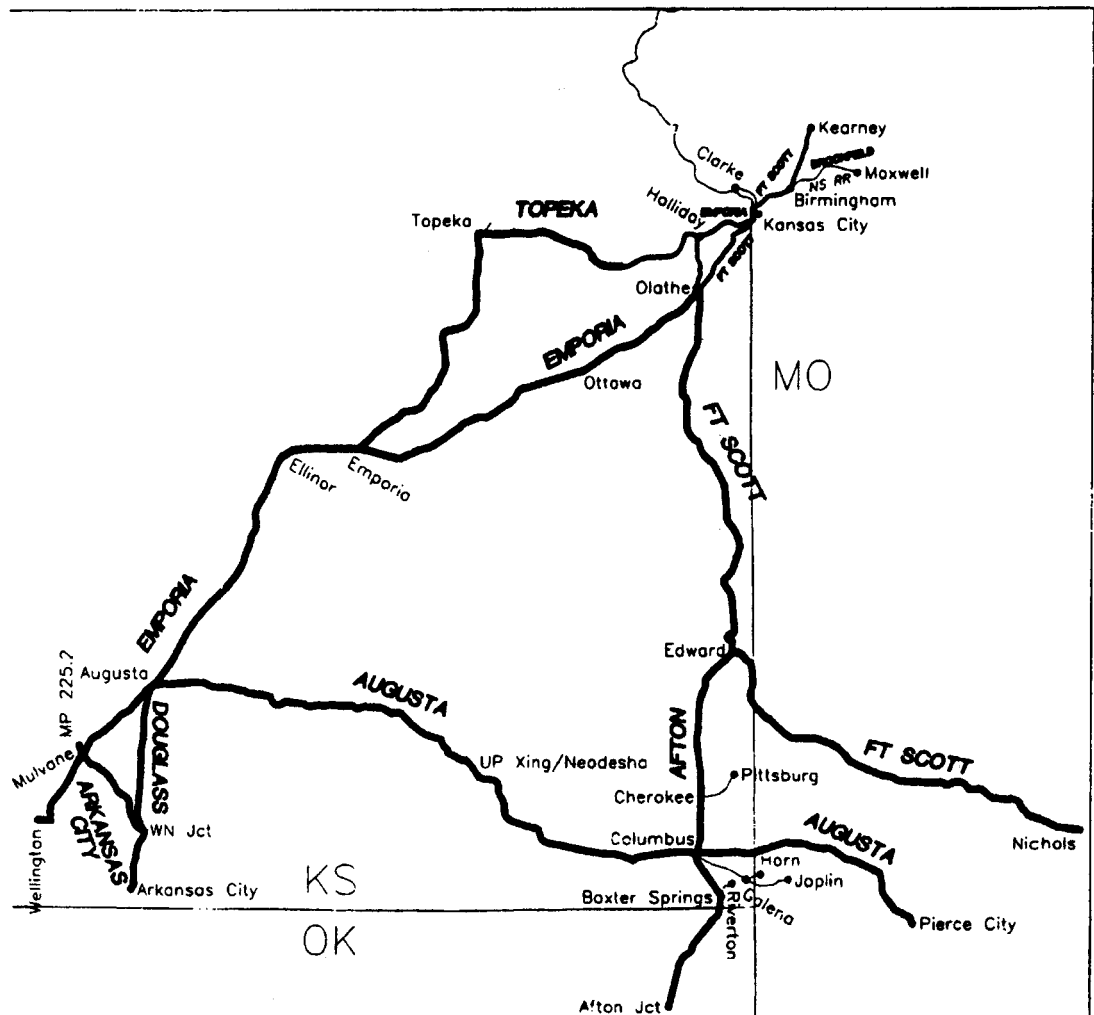
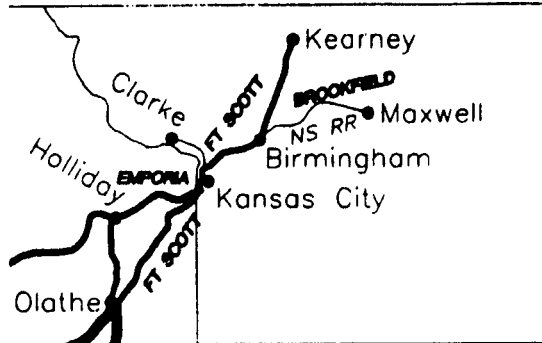
**IN EFFECT AT 0001
Central Continental Time**

Thursday August 1, 1996

**Division Superintendent
S.L. WEATHERBY
Kansas City, KS
(913) 551-4277**

**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**

Burlington Northern Santa Fe Kansas Division



FT SCOTT SUBDIVISION

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WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Ft. Scott Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
	7,084	25,275	177.7	MAXWELL	16.0	J		
BETWEEN MAXWELL AND BIRMINGHAM NS RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN								
	2,417	25291	216.2	BIRMINGHAM	5.3	MJ		
				To Kearney 17.1				
			221.5	BLOCK 222	2.5	M	2MT	
			224.0	BLOCK 224	1.2	M	CTC	
		25300	224.6	KANSAS CITY		BMJT		
		25300	2.7X	KANSAS CITY		BMJT		
				(Murray Yard)				
			1.6X	USTICK TOWER	1.2	MJ		
			0.4X	KCT MP 0.4	0.4	M	Rule	
			0.0	19th STREET	2.1	M	6.28	
				(To BV Jct. 11.7 miles)				
			2.1	KCT MP 2.1	0.1			
				(29th Street)				
			2.2	30th STREET	1.7			
			3.9	ROSEDALE				
			5.6	XB BRAVO	10.9	X	2MT	
			16.5	XC CHARLIE	10.0	X		
		93025	26.5	BN BONITA	10.8		CTC	
		93036	37.3	HC N HILLSDALE	4.5		2MT	
		93036	41.8	HC S HILLSDALE	1.1			
		93043	42.9	PD PAOLA	0.2			
			43.1	UP MP 43.1	5.2	A		
	6,500	93048	48.3	HE HENSON	5.9		CTC	
	8,635	93054	54.2	FN FONTANA	7.5			
	7,240	93062	61.7	LC LaCYGNE	12.3			
	8,500	93074	74.0	PL PLEASANTON	7.9			
	6,792	93082	81.9	PS PRESCOTT	9.8			
	8,640	93092	91.7	HM HAMMOND	5.1			
			98.8	N FT SCOTT	1.2			
			98.0	MNA RR MP 98.0	0.6	A		
		93099	98.6	FT FT SCOTT	0.3	B	2MT	
			98.9	S FT SCOTT	3.8			
		93103	102.7	ED EDWARD	14.2	J		
	8,750	93116	116.9	AR ARCADIA	1.5			
			118.4	KCS MP 118.4	14.4	A		
	8,835	93132	132.8	IA IANTHA	5.9			
		93139	138.7	LM LAMAR	0.4			
			139.1	MNA RR MP 139.1	10.3	A	CTC	
	8,600	93149	149.4	DZ DIX	12.6			
	6,880	93162	162.0	DK DUMBECK	8.6			
	8,935	93171	170.6	PM PILGRIM	8.4			
		93176	179.0	EV EVERTON	15.5			
	9,133	93195	194.5	FW ELWOOD	3.8			
		92242	198.3	NS NICHOLS		J		

Trains and engines will use K.C.T. Railway tracks between K.C.T. Signal 2226 and Twelfth Street, Kansas City. General Code of Operating Rules and BNSF Timetable will govern except as modified in the Greater Kansas City Operating Rules and Special Instructions.

BN Radio Channel No. 39 in service between Kansas City and Nichols.

BN Radio Channel 66 in service between Maxwell and Kansas City.

WEST WARD ↓	Length of Siding in Feet	Station Nos	Mile Post Location	Ft. Scott Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		25300	2.7X	Kansas City (Murray Yard)	BMJT			
			4.2X	1.5 BLOCK 4	MX	2MT CTC		
		28007	7.9	3.7 CLARKE				

BN Radio Channel 66 in Service in Kansas City Terminal
BN Radio Channel 70 in Service between Block 4 and Clarke

Dispatcher Radio Call-in:		
Kansas City-75	Paola-65	Ft. Scott-45
Lamar-35	Greenfield-25	Springfield Yard-85

Emergency Train Dispatcher Call 911.

Dispatchers Phone Numbers-

Ft. Scott Subdivision Asst Chief Dispatcher: (817) 234-6158 Fax: (817) 234-6419

Ft. Scott Subdivision Dispatcher: (817) 234-6152, (800) 666-1025

Mobile Radio		Access Digit	Disconnect Digit
Kansas City	234-2287	*1	#1
Ft Scott	864-2101	*2	#2
Springfield	864-2100	*1	#1

1. Speed Regulations

1(A). Speed - Maximum

	Freight
Kansas City to Nichols	60 MPH.
Kansas City to Clarke	45 MPH.
Maxwell to Kansas City	60 MPH.
Trains greater than 5000 tons	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

MP 2.7 to Block 4	10 MPH.
Block 4 to Clarke (MP 7.9)	45 MPH.
MP 2.7 (Murray Yard) to MP 2.0 (29th Street)	10 MPH.
19th Street to BV Jct	20 MPH.
MP 9.5 - 37th Street (HE only)	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.
MP 20.2 to MP 21.4 (HE only) (Both Tracks)	40 MPH.
MP 30.0 to MP 30.3 (HE only)	55 MPH.
MP 37.8 to MP 41.9 (Both Tracks)	50 MPH.
MP 41.9 to MP 43.4	40 MPH.

FT SCOTT SUBDIVISION

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MP 54.9 to MP 59.9	50 MPH.
MP 66.8 to MP 67.2	50 MPH.
MP 73.2 to MP 74.4	55 MPH.
MP 86.8 to MP 87.5	55 MPH.
MP 96.0 to MP 96.7	50 MPH.
MP 96.7 to MP 96.8	40 MPH.
MP 96.8 to MP 97.9 (Both Tracks) (HE only)	40 MPH.
MP 97.9 to MP 98.9 (Both Tracks) (HE only)	20 MPH.
MP 98.9 to MP 100.9 (Both Tracks)	30 MPH.
MP 102.6 to MP 106.7	30 MPH.
MP 114.4 to MP 120.9	45 MPH.
MP 123.5 to MP 124.5 (HE only)	45 MPH.
MP 128.7 to MP 128.9	50 MPH.
MP 137.6 to MP 139.1	45 MPH.
MP 139.1 to MP 142.3	55 MPH.
MP 151.0 to MP 151.2	55 MPH.
MP 158.4 to MP 167.0	45 MPH.
MP 167.0 to MP 167.9	35 MPH.
MP 167.9 to MP 173.1	45 MPH.
MP 173.1 to MP 176.1	40 MPH.
MP 176.1 to MP 180.1	50 MPH.
MP 179.0 to MP 182.0 Southward trains 100 tons/OB and over	30 MPH.
MP 180.1 to MP 180.5	40 MPH.
MP 180.5 to MP 186.5	50 MPH.
MP 193.7 to MP 194.0	50 MPH.
MP 198.1 to MP 198.3	25 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.
MP 221.5 to MP 224.4 (including turnouts) BNRR MT 1 (North Track)	20 MPH.
MP 221.5 to MP 224.4 (including turnouts) NSRR MT 2 (South Track)	35 MPH.

1(C). Speed – Switches and Turnouts

MP 7.9 Clarke through turnout	45 MPH.
MP 5.5 through crossover	30 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 16.5 Charlie, through crossovers	35 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 26.5 through turnout Main Track 2	35 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 37.2 through turnout Main Track 2	35 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 41.8 through turnout Main Track 2	35 MPH.
Except trains 100 tons/OB and over	25 MPH.
MP 96.8 Through Turnout Main 1 N Ft Scott	25 MPH.
MP 102.6 Through turnouts, Edward	25 MPH.
MP 198.3 Through crossover, Nichols	20 MPH.
Siding turnouts	20 MPH.
Through turnout MP 218.9	10 MPH.

1(D). Speed – Other

Sidings Fontana, Arcadia, and Iantha	10 MPH.
Freight trains 100 Tons/OB and over through sidings	10 MPH.
Trains handling loaded C6 covered hoppers through sidings	13 MPH.
Bridges 4.4, 5.2, cars heavier than 134 tons.	10 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 Nichols	143 tons
19th Street to BV Jct	134 tons

24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

19th Street to BV Jct.—

Six axle locomotives and six axle derricks not permitted.

Between Leeds Jct. and BV Jct. each car heavier than 110 tons must be preceeded and followed by cars not heavier than 88.5 tons.

Lamar—Six axle locomotives and six axle derricks not permitted on O'Sullivan Industry Track.

Maxwell to Kansas City 143 tons

Birmingham to Kearney 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) permitted only between Maxwell and Kansas City.

Kansas City to Clarke 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

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

MP 216.2 to MP 224.6

Birmingham to Kansas City

MP 2.2 to MP 198.3

30th Street

MP 2.7 to MP 4.0

(Kansas City to Block 4)

MP 2.2 to MP 16.4

30th Street

TWC Instructions—Train Orders involving joint trackage between Birmingham and Block 224 will be issued to all NS trains by the NS train dispatcher. NS clearance form will be the authority for requirement of Rule 6.3.

Multiple Main Tracks—

MP 216.2 to MP 224.6

Birmingham to Kansas City

MP 2.2 to MP 26.6

30th Street

MP 37.3 to MP 41.7

MP 96.8 to MP 102.6

MP 4.0 to MP 7.9

Block 4 to Clarke

Manual Interlockings not Controlled by BNRR—None**Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees—**

Kansas City (Murray Yard)

Block 4

Ustick Tower

KCT—MP 0.4

KCT—MP 2.1 (29th Street)

Birmingham

Block 222

Block 224

Kansas City

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.

Interlockings: Trains and Engines—The interlocking signals at MP 43.1 (**Paola**) and MP 118.4 (**Arcadia**) 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, in addition to complying with Rule 9.12.3, authority per Rule 9.12.1 must also be obtained from control operator (unless track and time limits beyond this signal have already been received).

When stopped by a Stop Indication at the automatic interlockings at MP 98.0 (**Ft Scott**), MP 123.8 (**Liberal**) or MP 139.1 (**Lamar**) be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal. Further instructions:

MNA Interlocking MP 98.0 (Ft Scott)— When absolute signal governing movements over MNA crossing, MP 98.0, displays Stop indication, and there is a train on adjacent BN track that fouls MNA main track within the interlocking limits, train must stop in compliance with STOP signal, and then proceed at restricted speed without member of crew operating the time release. If no train on adjacent BN track, Rule 9.12.3 governs.

4. **General Code of Operating Rule Items—**

Apply the following when operating on MT1 between Birmingham and Kansas City:

- BNSF Timetable and the General Code of Operating Rules govern westward movements between SOO Interlocking MP 266.2 (NSRR) and Kansas City MP 224.6.
- Norfolk Southern Timetable and Operating Rules begin governing eastward movements on MT1 at West Voltz MP 265.5 (NSRR).

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

Rule 6.28—in effect:

Between Kansas City MP 2.7 and 30th Street MP 2.2

On all tracks within the following limits:

Block 224 (MP 224.0) to Block 4 (MP 4.0) to 30th Street (MP 2.2)

Industrial Track between Birmingham and Kearney.

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 11.2 R.W. Murray Track
	MP 18.1 Mission Lumber
	MP 20.4 #1 Olathe
	MP 21.9 Dillards Spur
	MP 22.5 Standard Homes
Main 2	MP 9.2 American Cast Iron Pipe
	MP 20.2 Sutherland Lumber
	MP 21.8 Cement Plant
	MP 25.2 Bonita Elevator Track
Paola	MP 43.4 River Track
Boicourt	MP 67.5 Boicourt Spur
Arcadia	MP 115.3 Arcadia House Track
Iantha	MP 131.5 Iantha Spur
Lamar	MP 138.5 House Track
Golden City	MP 150.8 Rice's Spur
Lockwood	MP 158.7 AG Service Center Track
Greenfield	MP 165.7 House Track
Everton	MP 175.7 Old Everton Track
Daystar Petroleum	MP 197.7
Nichols	MP 198.0 Leprino Cheese Track

Rule 15.1—

Ft Scott—

—Southward trains destined Afton Sub must secure a track warrant at Ft. Scott addressed as "(Engine Number) S" which will include track bulletins for Ft Scott and Afton Subs.

—Southward trains destined Cherokee Sub must secure a track warrant at Ft Scott addressed as "(Engine Number) W" which will include track bulletins for Cherokee Sub

—Northward trains from Afton Sub must secure a track warrant at Ft Scott.

Edward— Northward trains from the Afton Subdivision must have secured a track warrant from the Ft Scott Subdivision train dispatcher and will not require track warrant at Edward.

Nichols— Track warrant will be received at Springfield Yard.

i. **Trackside Failed Equipment Detectors (FED)—**

A. Protecting Bridges, Tunnels or Other Structures

Fontana (NWD) MP 50.8

Radio Tone Detectors:

Henson (SWD) MP 47.7 (DED Only)
 LaCygne (NWD) MP 61.7 (DED Only)
 Pleasanton (NWD) MP 71.0 (DED Only)

B. Other FED locations—

Bonita MP 27.4
 Fontana (SWD) MP 50.8
 Hammond MP 85.9
 Iantha MP 130.2
 Golden City MP 154.7
 Everton MP 178.8

Radio Tone Detectors:

Henson (NWD) MP 47.7 (DED Only)
 LaCygne (SWD) MP 61.7 (DED Only)
 Pleasanton(SWD) MP 71.0 (DED Only)

6. FRA Excepted Track—None

7. Special Conditions—

Kansas City—Clarke—Hump Lead is between Main 1 and Main 2, MP 4.2 to MP 5.6.

Train orders involving joint trackage between Birmingham and Block 224 will be issued to all NS trains by the NS train dispatcher. NS clearance form will be authority for requirement of Rule 6.3.

Space Center, Inc.—(Formerly Underground Storage) at Randolph, Missouri 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. On the east, or freezer track, and the west, or dry track, railroad employees are prohibited from coupling or uncoupling cars inside the cave, except from the engine.
2. On double tracks, cars being moved in and out of the cave shall remain connected, and shall not be individually spotted. All coupling or uncoupling of cars inside the cave shall be done from the ground between the tracks; and railroad employees should not set or release hand brakes within the cave.

Kansas City—Interlocking in effect between MP 225.5, Fifth Street and begin CTC sign MP 223.9 Block 224. Interlocking remotely controlled from Ustick Tower.

If a BNSF train arriving Murray yard from the North Kansas City Subdivision does not have information for a continuous move into the yard, the train must be stopped east of Tenth and Bedford Avenue crossing until such information is received.

Crews operating between Birmingham and Kansas City must include Kansas City Division Superintendent on all messages involving accidents, injuries, defects in track, bridges, signals, or any unusual condition affecting the operation of the railroad.

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

Waybills arriving on transfers should be left in mail boxes identified as inbound transfer waybills located on the lead adjacent to the diesel shop. For transfers moving on the east side use mail boxes located at the bottom of the Bowl Tower for delivery of transfer waybills.

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 hump tower yardmaster by radio and be governed according to instructions.

In BNSF Kansas City, connecting track between lead to tracks Bowl 39 through 42 and East receiving lead has double slip (puzzle) switch between connecting track and repair track on North end. Switches on both ends of connecting track are operated by hump foreman at hump tower and are equipped with dual control switch mechanisms. Normal position of North or double slip switch will be lined for receiving lead. Signals with aspects per special instructions Rule 8.10 are in service on the South end of the connecting track and on the double slip switch.

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 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 dispatcher at 245-3391.

Telephone calls placed to the 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 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

Ustick Tower—Control operator controls the signals at Murray Yard—Highline track, AS&B Bridge and Hannibal (Missouri River) Bridge.

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.

In BNSF Kansas City, connecting track between lead to tracks Bowl 39 through 42 and East receiving lead had double slip (puzzle) switch between connecting track and repair track on North end. Switches on both ends of connecting track are operated by hump foreman at hump tower and are equipped with dual control switch mechanisms. Normal position of North or double slip switch will be lined for receiving lead. Signals with aspects per special instructions Rule 8.10 are in service on the South end of the connecting track and on the double slip switch.

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

Ustick Tower—Control operator controls the signals at Murray Yard—Highline track, AS&B Bridge and Hannibal (Missouri River) Bridge.

Between Murray Yard and 30th Street—When handling shipments more than 11' wide and also 60' long, use Main Track 1 or 2 between Murray Yard and 30th Street if possible. If unable to use Main Track 1 or 2 between 30th Street and Murray Yard, observe shipment from ground position at Old Tower 4 and Switch 57 on KCT Main Line 3 interchange.

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 Pflum 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.

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.

LaCygne—At Reed Mineral Co. there is an open unloading pit under the loading track 375 feet east of the dock.

Pleasanton— Cars longer than 60 feet not permitted north of first crossing on Elevator track.

Liberal— Trains approaching pedestrian walkway MP 124.0 must sound whistle signal per Rule 5.8.2(11) and bell, until engine or lead car over walkway.

Lamar— Do not exceed 5 MPH on all O'Sullivan industry tracks south of Gulf Street.

O'Sullivan Industries—New warehouse switching procedures

All crews will stop at the southwest corner of O'Sullivan before entering the warehouse facility.

The telephone attached to the corner of the building has the current instructions for switching their warehouse.

- A. Train crew will call warehouse foreman from the telephone.
- B. O'Sullivan Warehouse personnel will raise the electric door. The electric derail will clear after the door is in the raised position.
- C. The illuminated light installed at the southwest corner of the building will indicate when the door is down and derail is in derailing position.

When the amber light is on, the door is open, the derail is in the clear position and O'Sullivan is ready to be switched. Observe posted speed signs restricting switch crews to 5 MPH.

Lamar Interlocking—Southward trains stopping for signal at UP Interlocking, MP 139.1, stop short of Gulf Street crossing south of Lamar depot.

Greenfield— All street and highway crossings on Greenfield Lead-traffic must be warned by crew member on the ground at the crossing.

Elwood—Southward trains approaching Springfield Yard notify yardmaster via radio.

Radio communications to Tower Yardmaster from yard and road crews, or between yard and road crews within the terminal, will be conducted on Yard Channel 1 or 66 only.

8. Line Segments—

Yard Line Segments—

Line Segment	Limits
1001	Kansas City
16	Block 4 to Clarke
1017	Greenfield Lead 165.7 to 168.6
1005	KC Belt Jct to BV Jct 5.7 to 11.7
18	Maxwell to Kansas City

Road Line Segments—

Line Segment	Limits
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
93021 Olathe	6.0 north of Bonita	114	Both
93024 Moss	1.4 north of Bonita	78	Both
AFG Ind. Spur	2.6 south of Bonita	22	South
93030 Spring Hill	3.6 south of Bonita	32	Both
93036 Hilldale Elevator Track	1.1 north of N Hilldale	15	Both
Boicourt Spur	5.8 south of LaCygne	5	North
93109 Garland	6.4 south of Edward	100	Both
Arcadia House Track	1.6 north of Arcadia	4	North
93124 Liberal	8.6 south of Arcadia	72	Both
MFA Spur	1.2 north of Iantha	15	North
MFA Elevator Spur	6.3 south of Iantha	30	South
93151 Golden City	1.5 south of Dix	25	North
93159 Lockwood	9.2 south of Dix	60	Both
93166 Greenfield	3.5 south of Dumbeck	5	South
93166 Greenfield Lead	3.6 south of Dumbeck	2.8 mi.	North
93176 Everton Spur	5.0 south of Pilgrim	9	North
93183 Ash Grove	7.4 south of Everton	19	Both
Leprino Food Spur	0.3 north of Nichols	4	South
25293 Randolph	2.6 west of Birmingham	78	Both
76406 Liberty			
76416 Kearney			
19th Street to BV Jct.			
25th Street Jct (MP 0.4)	0.4 east of 19th Street		
KC Belt Jct (MP 5.7)	5.3 east of 25th Street Jct		
Leeds Jct (MP 8.8)	3.1 east of KC Belt Jct		
BV Jct (MP 11.7)	2.9 east of Leeds Jct		

SOUTHWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Afton Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	NORTHWARD
		93103	102.7	ED	EDWARD	J	CTC	
	7,550	97117	117.0	FG	FARLINGTON			
	7,600	97130	129.6	BU	BEULAH			
		97136	135.9	CH	CHEROKEE	T		
					(To Pittsburg 9.0 miles)			
			136.7	SEK	MP 136.7	G		
	7,550	97141	140.7	SM	SCAMMON			
		97148	147.7	CB	COLUMBUS	ABJT		
					(Wichita Sub)			
	7,420	97154	153.8	NU	NEUTRAL			
		97159	159.0	BX	BAXTER	T		
					(To Riverton 4.1 miles)			
	7,600	97165	165.3	QP	QUAPAW	T		
		97173	172.5	ME	MIAMI	B		
	7,577	97179	179.2	NR	NARCISSA			
		96347	186.3	FJ	AFTON JCT	J		

BNSF Radio Channel No. 39 in service on this Subdivision.

Dispatcher Radio Call-in:	
Ft. Scott-45	Pittsburg-15
Lamar-35	Miami-82

Emergency Train Dispatcher Call-911.

Dispatchers Phone Numbers-

Asst Chief Dispatcher: (817) 234-6158 FAX (817) 234-6419

Dispatcher: (817) 234-6152 FAX (817) 234-6412

Mobile Radio		Access Digit	Disconnect Digit
Ft Scott	864-2101	*2	#2
Joplin	864-2113	*4	#4

1. Speed Regulations

1(A). Speed - Maximum

Edward to Afton Jct. 60 MPH.

1(B). Speed - Permanent Restrictions

MP 124.2 to MP 125.3 (HE only)	40 MPH.
MP 136.7 SEK crossing (HE only)	25 MPH.
MP 186.0 to MP 186.2 (HE only)	25 MPH.
MP 125.3 to MP 135.6 (HE only)	55 MPH.
MP 135.6 to MP 136.7 (HE only)	35 MPH.
MP 140.3 to MP 140.9 (HE only)	45 MPH.
MP 146.6 to MP 148.5 (HE only)	30 MPH.
MP 148.5 to MP 158.7 Southward trains (HE only)	55 MPH.
MP 148.5 to MP 159.2 Northward trains (HE only)	55 MPH.
MP 158.7 to MP 160.2 Southward trains (HE only)	35 MPH.

MP 159.2 to MP 160.2 Northward trains (HE only)	35 MPH.
MP 160.2 to MP 171.7 (HE only)	55 MPH.
MP 171.7 to MP 173.2 (HE only)	35 MPH.
MP 173.2 to MP 181.6 (HE only)	55 MPH.

1(C). Speed – Switches and Turnouts

Siding turnouts	20 MPH.
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1(D). Speed – Other

Trains handling loaded C6 covered hoppers through sidings	13 MPH.
Bridges 153.2, 162.0 and 175.1 cars heavier than 134 tons	10 MPH.
Columbus wye tracks with six-axle locomotives	5 MPH.
Pittsburg lead,	25 MPH.
Except at MP 142.3; Broadway Street MP 137.6 and Walnut Street	
MP 134.8 until engine through limits	5 MPH.
Willow Street, Baxter, and west switch Riverton	20 MPH.
Bridges Baxter to Riverton—cars over 134 tons	10 MPH.

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

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

Edward to Afton	143 tons
Cherokee to Pittsburg	131.5 tons
Baxter to Riverton	143 tons

24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

Six-axle locomotives and six axle derricks not permitted: Girard yard tracks, Cherokee No. 1 Track, Pittsburg lead, Baxter No. 2 Track and Elevator Track, and Miami BFG lead. Not more than one of these locomotives is permitted on north leg of Cherokee wye and south leg of Cherokee wye to east end connection track and not more than two are permitted on Columbus wye tracks, Baxter wye tracks or between Baxter and Riverton.

3. Method of Operation—

CTC—in effect: MP 102.7 to MP 186.2

Interlockings: Trains and Engines—When stopped by a Stop Indication at the automatic interlocking at MP 147.7 (**Columbus**) be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

<u>Crossing Gates—</u>	<u>Mile</u>	<u>Intersecting</u>	<u>Normal</u>
<u>Station</u>	<u>Post</u>	<u>Line</u>	<u>Position</u>
Cherokee	136.7	SEK	Against SEK

4. General Code of Operating Rule Items—

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

Rule 6.28—in effect: Pittsburg lead

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

MP 124.3 Terra International Track
 MP 124.5 Supersweet Track
 MP 124.7 PCA Track
 MP 159.2 Co-op Track
 MP 172.2 Co-op Track

Rule 15.1—

Edward—Southward trains from Ft Scott Subdivision must have secured a track warrant from Afton Subdivision train dispatcher and will not require track warrant at Edward, unless otherwise instructed by train dispatcher.

Afton Jct.—Northward trains from Cherokee Subdivision must have secured a track warrant from Afton Subdivision train dispatcher and will not require a track warrant at Afton Jct, unless otherwise instructed by train dispatcher.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridges, Tunnels or Other Structures—None

B. Other FED Locations--

Girard MP 121.1
 Narcissa MP 176.9

6. FRA Excepted Track--None**7. Special Conditions--None****8. Line Segments--****Road Line Segments--**

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
1007	Baxter to Riverton	
1041	Pittsburg to Cherokee	134.4 to 145.6
1044	Miami Branch	
1040	Edward to Afton Jct	

9. Locations Not Shown as Stations--

Name	Miles--Location	Capacity Cars	Switch Opens
97124 Girard	7.4 south of Farlington	60	Both
97136 KGE Connection	0.2 north of Cherokee		North
97237 Pittsburg	9.0 east of Cherokee	Yard	
97241 Sinclair	3.6 east of Cherokee	18	Both
97344 Riverton	4.1 east of Baxter		

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Augusta Subdiv MAIN LINE STATIONS	Method of Oper.	Track Diagram	↑ EASTWARD
		96287	286.9	PC PIERCE 11.8	JY CTC		
	3713	95299	298.7	SARCOXIE 12.3			
		95311	311.0	MENK 1.6	R		
			312.6	MNA RR M 312.6	AJR		
		95313	313.1	CARTHAGE 0.5	R		
			327.1	KCS MP 327.1	A		
		95328	328.1	CARL JCT 1.0			
		97148	343.3	CB COLUMBUS 15.2 (To Joplin 19.0 miles) (Afton Sub)			
			349.7	SEK MP 349.7	G		
		95360	359.9	OSWEGO 6.4 (To KOP via UP)	TWC		
			361.1	UP MP 361.8	AJ		
		95371	370.6	ALTAMONT 9.5			
		95377	376.8	MOUND VALLEY 6.2			
		95387	386.9	CHERRYVALE (SKOL) 10.1	G		
			401.5	UP MP 401.5	JGR		
		95401	401.6	NA NEODESHA 14.6	BR		
		95414	414.0	FREDONIA (SKOL) 12.4	JGR		
		95439	438.5	SEVERY 24.5			
		95458	458.4	BEAUMONT 19.9			
			483.5	BNSF RRX 25.1	MJ		
		95484	484.0	AU AUGUSTA 0.4			

BNSF Radio Channel No. 2 or 85 in service on this Subdivision.

Dispatcher Radio Call-In:		
Mt. Vernon-75	Joplin-34	Pittsburg-14
Neodesha-54	Wichita-74	

Emergency Train Dispatcher Call-911.

Dispatchers Phone Numbers-

Asst Chief Dispatcher: (817) 234-6158 FAX (817) 234-6419

Dispatcher: (817) 234-6153 FAX (817) 234-6413

Mobile Radio		Access Digit	Disconnect Digit
Joplin	864-2113	*4	#4

1. Speed Regulations

1(A). Speed - Maximum

Pierce to Neodesha	Freight 40 MPH.
Neodesha to Augusta	25 MPH.

1(B). Speed – Permanent Restrictions

MP 287.0 to MP 287.6 (HE only)	15 MPH.
MP 287.6 to MP 321.3	25 MPH.
MP 298.5 to MP 299.9 (HE only)	20 MPH.
MP 312.6 until engine over highway crossing	10 MPH.
MP 327.1 until engine through interlocking	20 MPH.
MP 346.0 to MP 411.9	25 MPH.
MP 361.1 until engine through interlocking	20 MPH.
MP 361.1–Parsons: All tracks inside gate at Kansas Army Ammo Plant	20 MPH.
MP 386.8–Cherryvale: south leg of wye	5 MPH.
MP 413.4 to MP 414.2	20 MPH.
MP 414.2 until engine over crossing, westward movement only	15 MPH.
MP 483.0 to MP 484.6 (HE only)	10 MPH.
MP 501.4 to MP 515.3 (End of track)	10 MPH.
Columbus to Joplin–	
Galena to MP 334.9	20 MPH.
MP 339.– to MP 338.6 (HE only)	10 MPH.
MP 334.9 and end of track	10 MPH.
At Joplin, over crossings Pennsylvania Avenue, Main, Joplin, Roosevelt, and Wall Streets (Carterville track) and will be flagged from ground position unless automatic protective device is operating	10 MPH.
Over static scales–Joplin	5 MPH.

1(C). Speed – Switches and Turnouts–None**1(D). Speed – Other**

Sidings	10 MPH.
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See Item 1 of the System Special Instructions for additional speed restrictions.

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

Pierce to Wichita	134 tons
Wichita to End of Track	131.5 tons
Columbus to Joplin	134 tons
24 ft ore cars (BN 95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.	

Six-axle locomotives and six axle derricks not permitted–on Wichita Subdivision.

3. Method of Operation–

CTC–in effect: Pierce to MP 287.3

TWC–in effect: MP 287.3 to Wichita

Yard Limits–in effect:

MP 287.3 to MP 287.6

Restricted Limits–in effect:

MP 310.5 to MP 314.1

MP 342.5 to MP 346.0

MP 400.7 to MP 403.6

MP 411.9 to MP 415.3

MP 501.0 to MP 515.3

Crossing Gates–	Mile	Intersecting	Normal
Station	Post	Line	Position
Sherwin	349.7	SEK	Against SEK
Cherryvale	386.9	SKOL	Against BNSF
Neodesha	401.5	UP	Against BNSF
Fredonia	413.9	SKOL	Against SKOL

Manual Interlockings Not Controlled by BNSF–

Location	Controlling Railroad
MP 483.5	BNSF–Schaumburg SOC
MP 514.6	BNSF–Schaumburg SOC

4. General Code of Operating Rule Items–

Rule 5.4.4–(also MWOR) Authorized protection by yellow or yellow–red flag, is permitted on the Wichita Sub.

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

5. Trackside Failed Equipment Detectors (FED)— None

6. FRA Excepted Track—See GCOR Rule 6.12

MP 510.0 to End of track

7. Special Conditions—

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

MP 508.3	37th Street North	Wichita
MP 510.2	Broadway Street	Wichita
MP 510.3	53rd Street	Wichita
MP 514.3	Meridan Avenue	Valley Center

Columbus to Joplin—

Galena—Main Street crossing—traffic must be warned by crew member on the ground at the crossing between 0600 and 1800.

At C&N Corporation an open unloading pit is located under the Old Pass 250 feet east of Main Street crossing.

Joplin—Pennsylvania Avenue traffic (track serving Joplin Warehouse building) must be warned by crew member on the ground at the crossing.

KCS Railroad crossing (MP 331.2) protected by gate; normal position for gate is against BNSF.

Oswego—Between Oswego and Parsons trains will use UP track and be governed by applicable MKT/UP rules and timetables.

Fredonia—BNSF trains and engines will use SKOL main track between connecting switch MP 152.1 to MP 150.0. SKOL trains and engines will use BNSF main track between connecting switch and BNSF MP 411.9. Within the limits as indicated, Rule 6.13 (yard limits) is in effect; non-signal territory.

Wichita—Westward engines approaching Murdock Street, from South leg of wye, must stop in circuit until crossing signals have been operating long enough to provide warning.

At following crossings, traffic must be warned by crew member on the ground at the crossing: Waterman, Gilbert, Morris Streets, Central Avenue, First and Second Streets. Cars must not be kicked or dropped over these crossings.

8. Line Segments—

Yard Line Segments—

<u>Line Segment</u>	<u>Limits</u>
1106	Joplin
1107	Wichita

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
1007	Tamko to Galena 330.2 to 339.8
1070	Columbus to Horn 419.1 to 434.2
1003	Pierce
1004	Pierce to Augusta

9. Locations Not Shown as Stations--

Name		Miles-Location	Capacity Cars	Switch Opens
95335	Military (MP 334.2)	6.5 west of Carl Jct.	5	East
95352	Hallowell (MP 352.5)	7.4 east of Oswego	30	Both
97267	Kansas Ordinance Plant	2.6 east of Parsons		
95447	Piedmont (MP 446.8)	8.2 west of Severy	14	West
95473	Leon	11.2 east of Augusta	30	Both
COLUMBUS TO JOPLIN:				
	Military	10.2 south of Columbus	19	Both
97340	Galena (MP 339.8)	2.8 south of Military		
	To Hom 1.8 miles			
97338	Old Rock Mo. (MP 337.9)	1.9 south of Galena		
97331	Joplin (MP 333.8)	4.1 south of Old Rock		

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Emporia Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		63150		KANSAS CITY, MO		KCT Ry.	
				Amtrak Station BP			
			1.7	SANTA FE JCT.	T		
			2.2	A.Y. TOWER			
			3.9				
			4.8	KANSAS CITY, KS		2MT CTC	
				(Argentine) BCT			
			2.3				
		61950	7.1	TURNER			
				1.0			
			8.1	WEST TURNER			
				0.2			
			8.3	EAST HUMP LEAD		4MT CTC	
				2.7			
		61940	11.0	MORRIS			
				2.4			
		61930	13.4	HOLLIDAY		3MT CTC	
				1.0			
			14.4	WEST HOLLIDAY			
				5.1			
			19.5	CRAIG			
				6.6			
		61900	26.1	OLATHE			
				8.5			
		61880	34.6	GARDNER			
				10.9			
		61850	45.5	WELLSVILLE			
				10.3			
			55.8	EAST OTTAWA		2MT CTC	
				1.3			
		61300	57.1	OTTAWA	P		
				2.8			
			59.9	WEST OTTAWA			
				16.1			
			76.0	EAST MELVERN			
				11.6			
			87.6	RIDGETON			
				6.2			
		61280	93.8	LEBO			
				13.3			
			107.1	WIGGAM			
				4.2			
			111.3	N.R. JCT	T	3MT CTC	
				1.1			
		61200	112.1	EMPORIA	BPT	2MT CTC	
				3.2			
			115.3	MERRICK		3MT CTC-ST ABS-DT	
				9.4			
12080	55250	124.7	ELLINOR				
				5.6			
6594	55245	130.3	GLADSTONE				
				5.8			
10017	55240	136.1	BAZAR				
				8.3			
7943	55230	144.4	MATFIELD GREEN			CTC	
				9.8			
14892	55225	154.2	CASSODAY				
				4.2			
14338	55220	158.4	AIKMAN				
				7.8			
7010	55215	165.5	CHELSEA				
				6.7			
			171A.2	EAST EL DORADO			
				1.3			
	55200	172.8	EL DORADO	BPT		2MT CTC	
				1.5			
			174.3	O.D. JCT.			
				9.0			
N9512 S6846		183.3	EAST AUGUSTA			DT ABS	
				2.0			
			185.3	CP 1853	MPT		
				2.3			
			201.8	WEST AUGUSTA			
				3.4			
6784	54685	205.2	SALTER			CTC	
				6.4			
6794	54680	211.6	ROSE HILL				
				4.2			

↑ EAST
WARD

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Emporia Subdlv MAIN LINE STATIONS		Method of Oper.	Track Diagram
			215.8	EAST JCT. 4.7		CTC	
	6953	54620	220.5	MULVANE 1.5	T	2MT CTC	
			222.0	WEST JCT. 4.5		CTC	
	7502	54610	226.5	BELLE PLAINE 4.1		CTC	
			230.6	CICERO 6.4		2MT CTC	
			237.0	S.K. JCT. 1.0			
		54600	238.0	WELLINGTON	BCPT		

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Congo to Santa Fe Jct. (KCT)	36	8	-	-	-	-
Santa Fe Jct to West Augusta	36	1	3	4	5&7	9
West August to SK Jct.	36	2	3	4	5&7	9
SK Jct. to Wellington	72	2	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

	Passenger	Freight
Kansas City Amtrak Station & old BN RRX, KCT tracks 2&3	20 MPH.	20 MPH.
Old BN RRX & Santa Fe Jct. (MP 1.7), KCT tracks 2&3	15 MPH.	15 MPH.
Santa Fe Jct. (M.P. 1.7) & AY Tower	45 MPH.	45 MPH.
AY Tower (MP 3.9) & Turner	30 MPH.	30 MPH.
Turner & Holiday, Main Track No. 1	70 MPH.	55 MPH.*%
Turner & MP 8.0 Main Tracks 2, 3 & 4	20 MPH.	20 MPH.
MP 8.0 & Holliday Main Track No. 4	40 MPH.	40 MPH.
Holliday & Emporia, except south track NR Jct. to Constitution St. (MP 111.9)	70 MPH.	55 MPH.*%
NR Jct. to Constitution St. (MP 111.9), Emporia south track	40 MPH.	40 MPH.
Constitution St. (MP 111.9) Emporia & Ellinor	79 MPH.	55 MPH.*%
Ellinor & Wellington	70 MPH.	55 MPH.*%

* See System Special Instruction 1 (B) but 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 (Track No. 1)	60 MPH.
MP 13.3 to MP 14.4 (NT)	40 MPH.
MP 13.6 to MP 14.5 (MT)	60 MPH.
MP 13.6 to MP 14.5 (ST)	60 MPH.
MP 14.5 to MP 24.5	60 MPH.
MP 24.3 to MP 26.8 (HE only)	40 MPH.
MP 24.5 to MP 25.7	55 MPH.
MP 26.6 to MP 27.4	50 MPH.
MP 28.1 to MP 29.6	65 MPH.
MP 30.4 to MP 30.7	55 MPH.
MP 31.1 to MP 31.4	60 MPH.
MP 34.5 to MP 35.1 (ST)	50 MPH.
MP 38.5 to MP 39.1 (ST)	55 MPH.
MP 39.5 to MP 39.8 (NT)	65 MPH.
MP 39.6 to MP 40.0 (ST)	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 (NT)	45 MPH.

EMPORIA SUBDIVISION

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MP 79.6 to MP 79.9 (ST)	65 MPH.
MP 83.4 to MP 83.6 (NT)	45 MPH.
MP 84.4 to MP 84.6 (NT)	55 MPH.
MP 85.7 to MP 86.0 (NT)	55 MPH.
MP 84.3 to MP 86.0 (ST)	65 MPH.
MP 98.0 to MP 101.4	55 MPH.
MP 110.6 to MP 111.9 (HE only)	30 MPH.
MP 142.3 to MP 147.2	55 MPH.
MP 147.5 to MP 148.9	60 MPH.
MP 149.2 to MP 149.6	55 MPH.
MP 149.9 to MP 150.4	65 MPH.
MP 152.4 to MP 152.8	65 MPH.
MP 172.3 to MP 172.5	60 MPH.
MP 173.4 to MP 173.7	45 MPH.
MP 174.1 to MP 174.3	40 MPH.
MP 175.3 to MP 175.5	60 MPH.
MP 179.6 to MP 179.7	60 MPH.
MP 182.8 to MP 183.0	65 MPH.
MP 185.5 to MP 200.7	50 MPH.
MP 202.4 to MP 203.2	55 MPH.
MP 204.3 to MP 204.7	45 MPH.
MP 205.1 to MP 205.2	50 MPH.
MP 205.3 to MP 206.1	55 MPH.
MP 209.5 to MP 210.4	55 MPH.
MP 215.6 to MP 215.8	55 MPH.
MP 217.3X to MP 217.4X (ST)	65 MPH.
MP 219.4 to MP 221.2 (NT)	30 MPH.
MP 220.0X to MP 221.4X (ST)	65 MPH.
MP 228.4 to MP 288.6	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 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.	30 MPH.
12th St. (CP 148), 3 Westward crossovers from South track to Running Track 4	30 MPH.
Other crossovers	10 MPH.
A.Y. Tower (CP 147), Westward crossover from North track to South track	40 MPH.
Turnout from Running Track 3 to South Fastrack	30 MPH.
Other crossovers	10 MPH.
E. 18th St. (CP 145), Turnout from Running Track 3 to Aux. Running Track	20 MPH.
Other crossovers	10 MPH.
W. 18th St. (CP 144), North track turnout at ED-3 Switch	30 MPH.
Crossover between South and North tracks	30 MPH.
MP 5.5, EE fuel platform, turnout east receiving to North track	10 MPH.
Crossover between North and South tracks	10 MPH.
MP 5.8, WE fuel platform, crossover between North and South tracks	10 MPH.
Crossover between North track and East receiving 1002 track	10 MPH.
MP 6.7, WE North Main, turnout from North track to ER 1003 or 1004	10 MPH.
MP 6.9, Turnout from main track to North track	30 MPH.
West Turner (CP 131), Crossovers between tracks Nos. 2, 3, & 4, MP 8.1	20 MPH.
Turnout, Tail Track	20 MPH.
East Hump Lead (CP 139), Turnout, track No.1 to Hump Lead, MP 8.3	40 MPH.
Morris, Crossovers, MP 11.0	40 MPH.
Holliday, Crossover between tracks Nos. 2 & 3	30 MPH.
Turnout, track No.4	40 MPH.
Turnout to Topeka Subdiv.	30 MPH.
West Holliday, Turnout, North Track	40 MPH.
Crossovers	50 MPH.
Craig, Crossovers	50 MPH.
Olathe, Crossovers	40 MPH.
Gardner, Wellsville, Crossovers	50 MPH.
East Ottawa, Crossovers	40 MPH.
Turnout, North storage	10 MPH.

West Ottawa, East Melvern, Ridgeton, Lebo, Wiggam, Crossovers	40 MPH.
N.R. Jct., Turnout to Topeka Subdiv	30 MPH.
Crossovers & Turnout, South track	40 MPH.
Emporia, crossover between Middle and South track near Merchant St.	10 MPH.
Turnout from South track to Track No. 11 near Constitution St.	10 MPH.
Merrick, Crossovers between Middle track & North track & west crossover between Middle track & South track	50 MPH.
East crossover between Middle track & South track	30 MPH.
Ellinor, Main track turnouts & crossovers	40 MPH.
Gladstone, Bazar, Matfield Green, Cassoday, Aikman, Chelsea, Both ends siding	40 MPH.
East El Dorado, Turnout from or to South track	50 MPH.
El Dorado, Crossovers, MP 172.7	40 MPH.
O.D. Jct., Crossovers, MP 174.3	30 MPH.
East Augusta, East End eastward siding (spring switch)	30 MPH.
East End westward siding	30 MPH.
CP 1853, Turnouts & Crossovers	30 MPH.
West Augusta, End of double track, westward	50 MPH.
Salter, Rose Hill, Both ends siding	40 MPH.
East Jct., Turnout, North track, M.P 215.8	50 MPH.
Mulvane (NT) MP219.9 (CP 295), Westward crossover between Track 2 and Track 1,	30 MPH.
Other crossovers	30 MPH.
Mulvane(NT) MP 220.7, turnout to west end yard lead	10 MPH.
Mulvane, CP 294, other turnouts and crossovers	30 MPH.
Other turnouts	30 MPH.
West Jct., Turnout, North track, MP221.9	40 MPH.
Belle Plaine, Both ends siding	30 MPH.
Cicero*, turnout to or from north or south tracks, MP 230.6	60 MPH.
S.K. Jct., Crossover	40 MPH.
Turnout, S.K. & O. connection	20 MPH.
Turnout to yard lead CNT	10 MPH.
* At Cicero, for westward movement, diverging signal aspects will indicate routing to south track.	

1(D). Speed – Other

Holliday	Speed limit 5 MPH on Track 6501.
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 known automatic crossing protection activated. If automatic crossing protection does not activate, member, of crew must protect crossing.
Gardner	Track 8604 out-of-service except 300 feet on east end; Track 8607 out-of-service.
Ottawa	Speed limit 5 MPH on all yard tracks and lead tracks. Tracks 9902, 9903 and 9919 out-of-service. Switches spiked. All switches connected to CLIC Track 9997 must be lined normal after being used. Switch leading from Track 9905 to Track 9906 in Ottawa yards should be left lined for Track 9905.
Saffordville	5 MPH on Elevator Track 7501.
Augusta	5 MPH on BN Connection Track 3412.
Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders	45 MPH.
Locomotive cranes/pile drivers must be handled in trains next to engine.	
Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.	
Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.	
Pile drivers AT 199454 through 199468 must not be humped or switched with.	

Temperature 100 Degrees or above—When air temperature meets the “threshold temperature”, all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

Limits	Threshold Temperature	Speed
MP 142.6 to MP 143.8	100 degrees	40 MPH

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

2. **Bridge and Equipment Weight Restrictions—None**

3. **Method of Operation—**

CTC—in effect: On Main Tracks Santa Fe Jct. to Merrick; on south track Merrick to Ellinor; on main tracks and sidings Ellinor to O.D. Jct.; West Augusta to Wellington. 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.

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

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.1 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 6.26—Where two or more main tracks are in service, they will be designated as follows:

1. 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.
2. 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.
3. 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.

Rule 9.14—in effect: North and Middle Tracks (DT) Merrick to Ellinor; on Double Track O.D. Jct. to West Augusta.

Rule 9.15—Track Permits are authorized on North and Middle Tracks between Merrick (MP 115.8) and Ellinor (MP 124.5); main tracks OD Jct. (MP 174.3) and CP 1853 (MP 185.2); CP 1853 (MP 185.5) and West Augusta (MP 201.8).

Permanent speed signs are not displayed for movements against the current of traffic. Trains operating against the current of traffic must not exceed speed of 59 MPH for passenger trains; 49 MPH for freight trains.

Rule 9.12.4—At East Augusta, authority must be obtained from train dispatcher before passing signal displaying stop indication. Provisions of Rule 9.12.4 do not apply at this location.

5. **Trackside Failed Equipment Detectors (FED)–**

Location	Type	Locators & Signals Affected
M.P. 18.5, 41.3, 55.2 86.2, 121.1, 138.1 162.6, 181.4, 202.8, 223.7	Hot Box & Dragging Equip.	Radio Communication
M.P. 64.4, 106.5	Hot Box & Dragging Equip. & Shifted Load	Radio Communication
M.P. 20.4 to 20.6	Slide Fence	Controlled signals, Craig & Signals 212 & 214

6. **FRA Excepted Track–**

Location	Track No.	Track Name
Holliday	65 01	House Track
Olathe	77 02	Spur
	77 06	Long Team
	77 08	Short Team
	77 09	West Mill
	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 "A-1"
	77 17	Yard Track "A-2"
	77 18	Yard Track
	77 19	Yard Track "B"
	77 20	Yard Track
	77 21	Johnson Spur
	77 22	East Mill
	77 25	Tie Up Track
	77 26	Wallingford Spur
	77 27	Wallingford Track
	77 28	Panipus P-1
	77 29	Panipus P-2
	77 30	Marley Spur
	77 34	Cement Spur
	77 42	Lead No. 2
Gardner	86 01	East Leg Wye
	86 03	Compound Spur
Ottawa	99 05	Yard Track
	99 06	Yard Track
	99 07	Yard Track
	99 08	Yard Track
	99 09	Yard Track
	99 12	Bendix Lead
	99 13	Plattner Industry
	99 14	Elevator Track
	99 17	New House
	99 20	Our Own Warehouse
	99 21	Stock Track
	99 22	Cannady Spur
	99 23	Old No. 16 Track
	99 24	Coop Fertz Track
	99 25	Skelly Oil Track
	99 26	Dock Track
	99 28	Old Freight House Track
	99 29	Old Shed Track
	99 40	Haven Steel
	99 41	Steel
Pomona	19 01	House Track
Quenemo	24 01	House Track

EMPORIA SUBDIVISION

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Melvern	31 02	Old Long Siding
	31 03	Elevator Track
	31 04	Elevator Track
Lebo	31 06	House Track
	93 02	Stock Track
	93 03	House Track
Emporia	93 04	Elevator Track
	67 18	North Engine Lead
	67 20	Transfer
	67 21	Scale Track
	67 22	Bad Order Track
	67 23	House Track
	68 06	Westbound Yard 6
	68 07	Westbound Yard 7
	68 08	Westbound Yard 8
	68 09	Westbound Yard 9
	68 11	Westbound Yard 11
	68 23	Pocket Track
	68 50	Storage 5
	68 60	Storage 6
	68 70	Storage 7
	68 80	Storage 8
	69 01	Emporia Ready Mix
	69 02	Modine Spur
	69 03	Fleetwood Spur
	69 04	Debaug
	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 10	I.B.P. T.O.F.C. Track "A"
	69 11	I.B.P. T.O.F.C. Track "B"
	69 12	I.B.P. T.O.F.C. Track "C"
	69 13	I.B.P. T.O.F.C. Track "D"
	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 25	I.B.P. Track No. 5
	69 30	Elm Street Elevator Track
	69 40	Penny Track
	69 51	Freight House No. 1
	69 52	Freight House No. 2
	69 53	Freight House No. 3
	69 56	Freight House No. 6
	69 57	Freight House No. 7
	69 61	Bumper Track
	69 70	City Roller Mill
	69 71	B & B Spur
	69 80	Bunge Corp. West Track
	69 82	Mark II Spur Track
	69 83	Bunge Corp. Middle Track
	69 84	Bunge Corp. Scale Track
	69 85	Bunge Corp. Oil Spur
	69 90	Sauder Ind. Spur Track
Saffordville	75 01	Elevator Track
Matfield Green	38 01	House Track
El Dorado	33 27	West Engine Tie Up
	33 28	East Engine Tie Up
	33 31	Halliburton
	35 10	Herby

Augusta	34 03	North Leg Wye
	34 04	South Leg Wye
	34 05	Mobil Rip Track
	34 16	South Dock
	34 18	Depot 4
	27 01	Watson Supply
Belle Plaine		

7. Special Conditions—

On Emporia Subdivision, shifted load detectors at MP 64.4 and MP 106.5 located on field side of both tracks and will not clear man on side of car.

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

Between Chelsea and El Dorado, the distance between MP 171 and 172 is 9044 feet. Therefore, addendum mile post 171A added 1 mile west of MP 171; distance between MP 171A and MP 172 is 3764 feet.

At Augusta, mile posts escalate from 186 to 200. Distance between mile posts is 1584 feet.

Between Santa Fe Jct. and Turner, two south tracks are main tracks, three north tracks between Santa Fe Jct. and AY Tower designated (from main tracks) Running Tracks 3, 4, and 5 and operated as follows: West of 12th St. (MP 3.4) CTC in effect. East of 12th St. current of traffic in effect on running tracks 3 (eastward) and 4 (westward); movement at restricted speed. Movement against current of traffic may be authorized verbally by Kansas City Train Dispatcher or by proceed indication of controlled signal.

Running track 5 non-signalled; 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 Turner Depot, 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.

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

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

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 Greater Kansas City Area Operating and Special Instructions, April 1, 1994, must have copy while on duty.

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

Split Track Operation—

Gardner (MP 34.5) to Edgerton (MP 39.8)—North Track mile posts designated by "X".
 Melvern (MP 79.5) to Ridgerton (MP 87.6)—South Track mile posts designated by "X".
 Merrick (MP 115.3) to Ellinor (MP 124.7)—South Track mile posts designated by "X".
 East Jct. (MP 215.8) to West Jct. (MP 222.0)—South Track mile posts designated by "X".

Control Point Identification – Mulvane (NT)—

<u>Location</u>	<u>Control Point No.</u>
Crossovers (MP 219.9)	CP 295
Mulvane Jct. (MP 220.7)	CP 294

Within and between control points Mulvane, tracks are numbered, from depot, tracks 1, 2 and 3.

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.

At 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 RRRX 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
West 18th St. (M.P. 4.3)	CP 144
South Fuel Pad East End (M.P. 5.5)	CP 143
South Fuel Pad West End (M.P. 5.8)	CP 142
West End North Main (M.P. 6.9)	CP 141
West End Hump Lead (M.P. 8.3)	CP 139
East 55th St. (M.P. 6.8)	CP 135
West 55th St. (M.P. 7.0)	CP 134
West Turner (M.P. 7.9)	CP 131

8. Line Segments—

Yard Line Segments—

<u>Line Segments</u>	<u>Limits</u>
7150	Argentine Yard
7151	Emporia Yard
7152	Wellington Yard

Road Line Segments—

<u>Line Segments</u>	<u>Limits</u>
7100	Kansas City to Wellington

9. Locations Not Shown as Stations

<u>Name</u>	<u>Miles—Location</u>	<u>Capacity in feet</u>	<u>Switch Opens</u>
Edgerton (NT)	39.8	3100	Both
Pomona (ST)	67.5	900	Both
Quenemo (NT)	71.8	2000	Both
Saffordville (NT)	123.4	3200	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Topeka Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EASTWARD
		61930	0.0	HOLLIDAY 11.4		TWC ABS ATS		
	8600	60530	11.1	DESOTO 15.4	P			
	6500	60500	26.5	LAWRENCE 5.1	BCTY			
	2500	60475	31.6	LAKEVIEW 14.4				
	7900	60425	46.0	TECUMSEH 6.6				
	2050	60200	52.6	A.T.S.F. RRX 6.7	A			
			50.6	TOPEKA 14.3	BCTY			
	2450	60220	57.3	PAULINE 5.3				
		60232	71.6	SCRANTON 7.4				
	3400	60236	76.9	BURLINGAME 12.2				
	5000	60240	84.3	OSAGE CITY 112.8				
		60248	96.5	READING 112.8				
			111.0	N.R. JCT.	TY			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Holiday to NR Jct.	30	2	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

	Passenger	Freight
Holiday to N.R. JCT	79 MPH.	55 MPH.#
Sunflower Ordinance Track MP 11.3	25 MPH.	25 MPH.
# See System Special Instruction 1C		

1(B). Speed - Permanent Restrictions

MP 0.0 to MP 0.3	30 MPH.	30 MPH.
MP 0.7 to MP 0.9	65 MPH.	
MP 2.8 to MP 3.3	55 MPH.	
MP 3.7 to MP 3.9	70 MPH.	
MP 6.3 to MP 6.5	75 MPH.	
MP 8.8 to MP 9.3	65 MPH.	
MP 15.1 to MP 16.1	70 MPH.	
MP 18.3 to MP 19.5	65 MPH.	
MP 23.4 to MP 23.6	55 MPH.	
MP 24.6 to MP 24.8	70 MPH.	
MP 25.2 to MP 25.9	60 MPH.	
MP 26.2 to MP 27.4 Equipped with Westward and Eastward ATS Inert Inductors	35 MPH.	30 MPH.
MP 28.7 to MP 30.3	70 MPH.	
MP 34.8 to MP 35.2	55 MPH.	50 MPH.
MP 36.9 to MP 37.8	70 MPH.	
MP 51.1 to MP 51.3	65 MPH.	
MP 51.5 to MP 52.0	45 MPH.	40 MPH.
MP 52.2 to Fourth St. Equipped with Westward Inert Inductors	10 MPH.	10 MPH.
MP 52.6	10 MPH.	10 MPH.
Fourth St. to Tenth St. crossings (HE only)	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 Instructions	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. | |
| 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 (HE only) | 40 MPH. | 40 MPH. |
| MP 85.3 to MP 85.7 | 40 MPH. | 40 MPH. |
| MP 88.5 to MP 88.9 | 60 MPH. | |
| MP 89.5 to MP 90.2 | 75 MPH. | |
| MP 93.7 to MP 94.0 | 70 MPH. | |
| MP 96.1 to MP 96.4 | 60 MPH. | |
| MP 97.8 to MP 98.3 | 60 MPH. | 50 MPH. |
| MP 107.3 to MP 108.3 | 60 MPH. | |
| MP 110 to MP 110.3 | 30 MPH. | 30 MPH. |
| MP 110.8 to MP 111.0 Equipped with Westward ATS
Inert Inductors | 30 MPH. | 30 MPH. |
- 1(C). **Speed – Switches and Turnouts**
 NR JCT, Holliday, Turnout Topeka Subdiv 30 MPH. 30 MPH.
- 1(D). **Speed – Other**
 AT DESOTO, Sunflower Ordinance Track MP 11.3, speed limit 10 MPH. over bridge
 Lexington Street, Old Highway 10.
 At DESOTO, speed limit on main track from Desoto to Sunflower Ordinance Plant Area
 Gate No.3, 10 MPH. on curves. Speed limit 15 MPH. from Gate No. 3 to end of track
 west of Koch Sulfur Plant. Speed limit 5 MPH. on other than main track.
 At PAULINE, all tracks 718 through 743, speed limit 5 MPH..
 Locomotive cranes/pile drivers, AT-199454 through AT-199468
 and Jordan spreaders 45 MPH.
 Locomotive cranes/pile drivers must be handled in trains next to engine.
 Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until
 turned.
 Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar
 machinery moving on their own running gear, through a turnout must not exceed
 one-half the maximum authorized speed for that turnout.
 Pile drivers AT 199454 through 199468 must not be humped or switched with.

See item 1 of the system special instructions for additional speed restrictions

2. **Bridge and Equipment Weight Restrictions–None**

3. **Method of Operation–**

TWC—in effect: Between Holliday and N.R. Jct.

Mile post signs 51 and 52 west of station Topeka designated as 51W and 52W.

Yard Limits–

Lawrence MP 22.5 to MP 30.0

Topeka MP 49.7 to MP 53.0

NR JCT MP 108.7 to MP 110.9

4. **General Code of Operating Rules Items–None**

5. **Trackside Failed Equipment Detectors (FED)–**

Location	Type	Locators & Signals Affected
M.P. 21.8, 82.3	Hot Box	Radio communication
M.P. 3.0	High Water	Signals 21, 42
Bridge 62.9	High Water	Signals 621 & 652
MP 85.8 to MP 86.1	High Water	Westbound signal 841 Eastbound signal 862
M.P. 36.9 to 37.2	Slide Fence	Signals 341 & 372

6. FRA Excepted Track-

DeSoto	11 02	Storage Track
	11 03	Storage Track
Eudora	19 02	House Track
Lawrence	27 20	Stokely Van Camp Track "A"
	27 21	Stokely Van Camp Track "B"
	27 22	Stokely Van Camp Track "C"
	27 25	Hill Track
	27 29	Morton Bldg Spur
	27 30	Farmers Coop
	27 31	Farmers Coop
	27 32	Spur
	27 33	Spur
	28 03	Callery Chem. Co. Track
	28 04	Lawrence Paper
	28 05	Lawrence Paper
	28 06	Lawrence Paper
	28 07	Packer Plastic
	28 08	Quaker A
	28 09	Quaker B
	28 10	Quaker C
	28 11	Quaker D
	28 12	Runaround Track
	28 13	T.R.W. Spur
	28 14	Lead Track
	28 15	Runaround Track
	28 16	K-Mart
	28 17	K.P.&L. Track
	28 18	K.P.&L. Track "B"
	28 19	K.P.&L. Track "C"
	28 20	K.P.&L. Team Track
	28 98	Callery Lead
Tecumseh	08 02	K.P.&L.
	08 03	K.P.&L.
Topeka	01 16	13 A Track
	01 21	1 Rip
	01 22	2 Rip
	01 23	3 Rip
	01 24	4 Rip
	01 25	5 Rip
	01 26	6 Rip
	01 31	Whelan No. 4
	01 34	B & B No. 10
	01 37	B & B No. 13
	01 38	B & B No. 14
	01 39	B & B No. 15
	01 41	United Parts Center
	01 42	Topeka Mill Track
	01 43	Topeka Fertz Track
	01 44	Wye Track
	01 46	Adams St. Lead
	01 48	PWP Track
	01 51	MP Interchange
	01 61	Grain Track
	01 62	Grain Track
	02 05	City Track No. 5
	02 06	City Track No. 6
	02 07	City Track No. 7
	02 08	City Track No. 8
	02 09	City Track No. 9
	02 10	City Track No. 10
	02 11	City Track No. 11
	02 14	Coach Spur
	02 15	City Lead
	02 16	City Runaround
	02 18	North Dock

02 19	Clean Out Track
02 20	River Lead
02 21	Hills "A"
02 22	Hills "B"
02 23	Hills "C"
02 24	Crane St. Lead
02 25	I.H. Mill House Track
02 26	I.H. Mill East Track
02 28	Wash Track
02 29	First St. Lead
02 30	Seymour Alley (Jt. MOP&AT)
02 31	Morrell "C"
02 32	Ed Marlings
02 34	Jackson Street Track
02 36	SSW Interchange
02 37	Hallmark
02 39	I.H. Mill West Track
02 40	I.H. Mill Grain Track
02 41	I.H. Mill Tail Track
03 01	West Roundhouse Track
03 02	Fuel Track
03 03	Hospital Track
03 04	East Roundhouse Track
03 05	Old Coal Track
03 06	Old No. 25
03 07	Old No. 24
03 08	North No. 5
03 09	North No. 8
03 10	No. 13 – Scale Track
03 11	North No. 6
03 12	Supply Car Track
03 13	Business Car Spur
03 14	Coach Shop Incoming Track
03 15	Coach Shop Outgoing Track
03 16	Coach Shop Spur
03 17	North No. 4
03 18	Coach Shop Track 4
03 19	Storehouse Platform Track
03 20	Oil House No. 1
03 21	Storehouse
03 22	Paint Spur
03 24	Alley Track
03 25	Gas House Track
03 26	Ramp Track
03 28	Salt Track
03 30	East Powerhouse Lead
03 31	North Powerhouse Track
03 32	Powerhouse Crane Track
03 33	South Powerhouse Track
03 36	Center Mach. Shop Track
03 37	West Mach. Shop Track
03 38	East Mach. Shop Track
03 40	Ball Park Track
03 41	Crane Track
03 42	Belly Track
03 43	Oil Track
03 61	Old Shed #1
03 62	Old Shed #2
03 63	Old Shed #3 (Out of Svc)
03 64	Old Shed #4
03 67	Old Shed #7
03 69	Old Shed #9
04 01	Shop 1
04 02	Shop 2
04 03	Shop 3
04 04	Shop 4

04 05	Shop 5 & Branner 3
04 06	Shop 6
04 07	Shop 7
04 08	Shop 8 & Branner 4
04 09	Shop 9 & Branner 5
04 10	Shop 10
04 11	Shop 11
04 12	Shop Scale
04 13	Shop 13
04 14	Shop 14
04 15	Shop 15 & Branner 15
04 17	Branner 1
04 18	Branner 2, New M.L.
04 26	Substore 8
04 27	Substore 7
04 28	Scrap Wheel Track
04 29	New Wheel Track
04 30	Boring Track
04 32	Diego Track
04 33	Crane Tie Up
04 34	New Scrap Track
04 35	Scrap Track
04 36	Scrap Track
04 37	Scrap Track
04 99	New Freight Main
05 03	East Field 3
05 04	East Field 4
05 05	East Field 5
05 06	East Field 6
05 07	East Field 7
05 08	East Field 8
05 09	East Field 9
05 10	East Field 10
05 11	East Field 11
05 12	East Field 12
05 13	East Field 13
05 14	East Field 14
05 15	East Field 15
05 16	East Field 16
06 03	Old Wye
06 04	Seaboard House Track
06 05	SSW Lead
06 07	KAW No. 5
06 12	North Topeka Siding
06 13	Team Track
06 14	McGivern Paint Spur
06 16	St. Mary Grain
07 03	Seymour Lead
07 04	Frito Lay Track
07 05	Pauline Coop
07 06	Pauline Coop
07 07	Pauline Coop
07 08	Runaround Track
07 11	Airbase Lead
07 17	Storage 1
07 18	Storage 2
07 19	Storage 3
07 20	Storage 4
07 21	Storage 5
07 22	Storage 6
07 23	Lead to Whses 1-6
07 24	Warehouse No. 1
07 25	Warehouse No. 2
07 26	Warehouse No. 3
07 27	Warehouse No. 4
07 28	Warehouse No. 5

Pauline

	07 29	Warehouse No. 6
	07 30	Lead to Whses 7-12
	07 31	Warehouse No. 7
	07 32	Warehouse No. 7B
	07 33	Warehouse No. 8
	07 34	Warehouse No. 9
	07 35	Warehouse No. 10
	07 36	Warehouse No. 11
	07 37	Warehouse No. 12
	07 38	Lead to Whses 13 & 14
	07 39	Warehouse No. 13
	07 40	Warehouse No. 14
	07 42	Bldg 303 (3R)/ Bldg 302 (2R)
	07 43	GSA Warehouse
Scranton	92 01	Scranton Coop
Burlingame	98 02	House Track
	98 03	Elevator Track
Osage City	99 02	Runaround Track
	99 03	MOP Interchange
	99 04	House Track
	99 05	High Dock Spur
Reading	17 01	Old Siding

7. Special Conditions-

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

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.

8. Line Segments-

Yard Line Segments-

Line segment	Limits
7153	Topeka Yard

Road Line Segments-

Line segment	Limits
7101	Holliday to Topeka
7102	Topeka to NRJCT

9. Locations Not Shown as Stations

Name	Miles-Location	Capacity in feet	Switch Opens
Noria Storage Track	24.0	5600	Both
Farmland Industries (Spur)	24.6	8950	West
Industrial Spur	28.7	9400	East
Storage Tracks	29.3	4300	Both
Kansas Power & Light Co. (Spur)	30.3	1800	Both
Kansas Power & Light Co.	47.0	Yard	East
Seymour Industrial (Spur)	55.6	1250	West

WEST WARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Douglass Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
		55100	185.7	CP 1853	MPT	CTC		
		55080	197.0	DOUGLASS				
		55070	202.6	ROCK				
7495		55060	207.0	AKRON				
5833		54895	216.0	W.N. JCT.	P			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Augusta to WN Jct.	32	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Freight

CP 1853 to W.N. Jct. 55 MPH.%

1(B). Speed - Permanent Restrictions

MP 186.1 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 auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

CP 1853, turnout to Emporia Subdiv 30 MPH.
 Akron, Both Ends of Siding 40 MPH.
 W.N. JCT, Turnouts to Arkansas City Subdiv 25 MPH.
 East end siding 30 MPH.

1(D). Speed - Other

Locomotive cranes/pile drivers, AT-199454 through AT-199468
 and Jordan spreaders 45 MPH.
 Locomotive cranes/pile drivers must be handled in trains next to engine.
 Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.
 Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.
 Pile drivers AT 199454 through 199468 must not be humped or switched with.

See item 1 of the System Special Instructions for Additional Speed Restrictions

2. Bridge and Equipment Weight Restrictions--None

3. Method of Operation--

CTC--in effect: On main track and sidings CP 1853 to W.N. Jct.

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—None
5. Trackside Failed Equipment Detectors (FED)—

Location	Type	Locators & Signals Affected
M.P. 198.8	Hot Box & Dragging Equip.	Radio Communication

6. FRA Excepted Track—

<u>Location</u>	<u>Track No.</u>	<u>Track Name</u>
Douglass	3701	Elevator Track
Rock	3201	Elevator Track

7. Special Conditions—None

8. Line Segments—

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
7103	BNRRX Augusta to W.N. Jct.

9. Locations Not Shown as Stations—None

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Arkansas City Subdlv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		61100	185.1	NEWTON	PT	3MT CTC	
			0.4	FIRST ST.			
			185.6	2.4			
			188.0	McGRAW			
			3.2				
6628	54735	191.2	PUTNAM		CTC		
			4.0				
7526	54730	195.2	SEDGWICK				
			6.6				
6710	54725	201.8	VALLEY CENTER BNSF RRX	M			
			7.3				
	54700	209.1	WICHITA	BP	DT ABS		
			1.0	UP RRX	A		
			1.6				
		211.7	NORTH JCT		WUT Ry		
			0.6				
	54710	212.3	WICHITA US		2MT CTC		
			0.9				
		231.2	SOUTH JCT				
			4.2				
6616		217.4	CONNELL				
			5.6				
6872	54640	223.0	DERBY				
			4.9				
15184	54620	227.8	MULVANE	T			
			10.0				
6156	54660	238.8	UDALL		CTC		
			11.8				
9294	54895	249.7	WN JCT.				
			1.1				
	54900	250.8	WINFIELD				
			5.3				
8023	52720	256.1	HACKNEY				
			7.3				
N7000 S9900	52700	263.4	ARKANSAS CITY	BPT			

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	SC	MC	CQS	EMER
McGraw to Arkansas City	32	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Freight

Newton to Arkansas City 55 MPH.%

1(B). Speed - Permanent Restrictions

Newton, main tracks between UP RRX. MP 184.6 and MP 186.0 20 MPH.
 MP 185.7 to MP 186.7 40 MPH.
 MP 194.5 to MP 195.6 (HE only) 30 MPH.
 MP 201.1 to MP 202.0 (HE only) 45 MPH.
 MP 201.8 50 MPH.
 MP 207.7 to MP 214.9 (HE only) 40 MPH.
 MP 209.6 to MP 210.6 40 MPH.
 MP 211.7 to MP 213.3 30 MPH.
 MP 210.6 30 MPH.
 North Jct. to South Jct. (WVT Ry) 30 MPH.
 MP 214.9 to MP 215.6 (HE only) 45 MPH.
 MP 215.3 to MP 215.5 45 MPH.
 MP 222.5 to MP 223.0 45 MPH.
 MP 227.7 to MP 229.8 40 MPH.
 MP 237.6 to MP 238.2 (HE only) 45 MPH.
 MP 243.2 to MP 246.2 45 MPH.
 MP 247.5 to MP 253.6 30 MPH.
 MP 259.7 to MP 261.2 40 MPH.

MP 262.7 to MP 262.9	50 MPH.
MP 262.9 to MP 264.1	20 MPH.
Arkansas City, Track 198, MP 262.6 to 264.1	20 MPH.

1(C). Speed – Switches and Turnouts

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

Newton and First St., main track crossovers and turnouts,	
MP 184.5 to MP 185.5	30 MPH.
Putnam, Sedgwick, Valley Center, both ends siding	25 MPH.
Wichita, end of double track westward	40 MPH.
North Jct (WUT Ry), main track crossover and turnouts	30 MPH.
South Jct (WUT Ry), east crossover between main tracks MP 213.0	30 MPH.
Turnout to BNSF, Arkansas City Subdiv.	30 MPH.
Connell, Derby, both ends siding	25 MPH.
Mulvane, MP 227.2 (CP 295) westward crossover between track 2 and track 1	30 MPH.
Mulvane, other turnouts and crossovers	30 MPH.
Udall, both ends siding	25 MPH.
WN Jct., turnouts to Douglass Subdiv.	25 MPH.
Turnouts to yard	10 MPH.
Other turnouts and crossovers	30 MPH.
Hackney, both ends siding	40 MPH.
Arkansas City, east end north siding	40 MPH.
Crossover between main track and track 198, MP 262.6	20 MPH.

1(D). Speed – Other

Freight leads, MP 185.6 to Sand Creek Bridge MP 186.3	10 MPH.
Winfield—all yard tracks	5 MPH.
Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders	45 MPH.
Locomotive cranes/pile drivers must be handled in trains next to engine.	
Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.	
Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.	
Pile drivers AT 199454 through 199468 must not be humped or switched with.	

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

2. Bridge and Equipment Weight Restrictions—None

3. Method of Operations—

CTC—in effect: On three main tracks Newton between UP crossing MP 184.6 and MP 185.5. On main track and sidings First St to MP 207.9 Wichita, and North Jct. to Arkansas City.

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

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

4. General Code of Operating Rules Items—

Rule 1.14—

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

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

At Winfield, between SK&O connection (MP 246.0 +2640 feet) and WN Jct., BNSF trackage identified as Winfield Industrial Spur. Rule 6.28 in effect, speed limit 10 MPH. SK&O trains use BNSF tracks between connection and west side WN Jct. and are governed by BNSF Timetable and Special Instructions.

Arkansas City–Belle Plaine & Arkansas City–Wichita—UP trains will use BNSF tracks between Arkansas City and Belle Plaine, and between Arkansas City and Wichita.

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 received from train dispatcher.

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

Conductor of crews going on duty Arkansas City, Newton or Abilene, will call UP dispatcher at Omaha, Nebraska 1-800-726-1073 or 1-402-633-1737 to operate on UP between Wichita and Lost Springs. Track warrant forms and bulletin books are located at above locations. Use Radio Channel 20 on UP.

Absolute signals at North Jct. and South Jct. controlled by 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.

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

1. 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.
2. 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.
3. 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.

Rule 9.14—On double track MP 207.9 Wichita to North Jct. Permanent speed signs are not displayed for movements against the current of traffic.

Rule 9.15—Track permits are authorized on North and South Tracks between MP 207.9 Wichita and North Jct. MP 211.7, but do not apply within interlocking limits of UP RRX at MP 210.1. Comply with Rule 9.12.3 at this automatic interlocking.

5. **Trackside Failed Equipment Detector(FED)–**

Location	Type	Locator & Signals Affected
MP 197.5, 220.0, 236.5, 253.0	Hot Box & Dragging Equip.	Radio communication

6. FRA Excepted Track—

<u>Location</u>	<u>Track No.</u>	<u>Track Name</u>
Newton/Sand Creek	8125	Southwest Coal
	8161	Rip 1
	8162	Rip 2
	8163	Rip 3
	8164	Rip 4
	8165	Rip 5
	8201	Riblet Prod
	8202	Pluswood of KS
	8203	KS Forest Prod
	8204	Mid Continent
	8205	Mid Continent
	8206	Brinkwood Prod
	8207	Future Foam
	8301	Builders Conc
	8322	Old 248
	8323	Old 213
	8324	Passing Track
	8325	Storage Track
	8326	Storage Track
	8327	South Hall Track
	8328	Storage Track
	8329	Storage Track
	8330	Storage Track
	8331	Storage Track
	8332	North Hall Track
	8341	Storage Track
	8342	Old Main
	8343	Old Cleaning Track
	8344	Old 245
	8345	Railsaw—N Side
	8407	Lower 7
	8409	Rail Mill Storage
	8410	Warehouse Track
	8411	KG&E
	8415	Tie Up Track
	8417	Oil Track
	8418	Sand Track
	8421	Little Set Out
	8422	Middle Track
	8423	Wash Track
	8424	Wash Track
	8425	Engine Spur
	8427	Old Rip 13
	8429	Old Rip 7
	8432	Old Kevco Track
	8433	S Backshop Track
	8434	Mid Backshop Track
	8435	N Backshop Track
	8436	Backshp Runaround
	8437	South Storehouse
	8438	North Storehouse
	8439	South Transfer
	8440	North Transfer
	8441	House Track
	8446	Sanner Elevator
	8447	Team Track
	8448	Auto Dock
	8450	Sanner Elevator
	8510	Dowell Spur
Putnam	9101	Elevator Track

Sedgwick	9501	Elevator Track
	9502	Elevator Track
Valley Center	1003	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
	204	Love Box
	205	33rd St. Team
	207	33rd St. Lead
	208	Vliet Carpet
	209	National Steel
	210	Lead Track
	211	Wichita Warehse
	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

7. Special Conditions—

Within and between control points Mulvane, tracks are numbered, from depot, Tracks 1, 2 and 3.

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

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

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Absolute signals at North Jct. and South Jct. controlled by 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.

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

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

Winfield—Only one 4-axle unit will be allowed on CLIC tracks 7401-7410.

Hackney—Use only one 4-axle unit while switching track 603 and beyond.

8. Line Segments—

Yard Line Segments—

<u>Line Segment</u>	<u>Limits</u>
7450	N. Wichita Yard
7451	Arkansas City Yard

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
7400	Newton to Arkansas City

9. Locations not Shown as Stations—None

Division Officers

J.M. RYAN	Gen. Supt Operations .	Kansas City	913-551-4276
C. CORNETT	Trainmaster	Kansas City	913-551-4417
E.L. FERRIS	Road Foreman	Kansas City	913-551-4227
R.E. ONSTOTT	Road Foreman	Kansas City	913-551-4426
J.M. PUHL	Gen. Foreman	Kansas City	913-551-4327
D.L. KITCHEN	Roadmaster	Kansas City	913-551-4413
D.L. SCHIBBELHUT ..	Roadmaster	Kansas City	913-551-4572
S.W. CROCKER	Roadmaster	Kansas City	913-551-4335
A.A. HERTOGE	Mgr. Safety/Rules	Kansas City	913-551-4755
R.M. GIRRENE	Dir. Administration	Kansas City	913-551-4235
W.W. CALVERT	Terminal Supt.	Kansas City, MO ...	816-472-2224
S. COUNTS	Road Foreman	Kansas City, MO ...	816-472-2485
A.E. JENKINS	Road Foreman	Kansas City, MO ...	816-472-2440
E.K. HUNTER	Gen. Foreman	Kansas City, MO ...	913-551-4298
H.C. EASON	Trainmaster	Kansas City, MO ...	816-472-2224
D.R. FITZGERALD ...	Trainmaster	Kansas City, MO ...	816-472-2368
R.J. HARTZLER	Trainmaster	Kansas City, MO ...	816-472-2368
B.A. LARGE	Trainmaster	Kansas City, MO ...	816-472-2368
P.M. LONG	Trainmaster	Kansas City, MO ...	816-472-2410
E.B. MANNER	Trainmaster	Kansas City, MO ...	816-472-2368
J.C. SHERMAN	Trainmaster	Kansas City, MO ...	816-472-2410
L.W. SIMOR	Roadmaster	Kansas City, MO ...	816-472-2238
J.B. NORWOOD	Terminal Supt.	Kansas City	913-551-4384
G.A. CHANDLER	Asst. Supt.	Kansas City	913-551-3934
W.W. PARSONS	Asst. Supt.	Kansas City	913-551-4402
H.J. RAWLINGS	Asst. Supt.	Kansas City	913-551-3934
12	Trainmasters	Kansas City ..	913-551-4404/4496
B.R. CORNETT	Trainmaster	Wellington	316-326-4201
D.L. MAL	Trainmaster	Augusta	316-775-7907
C.E. KITCH	Roadmaster	Augusta	316-775-2101
M.O. TRUE	Trainmaster	Ft. Scott	316-223-5140
K.L. CHRIST	Roadmaster	Ft. Scott	417-884-2573
W.W. COESTER	Roadmaster	Emporia	316-341-7252
R.L. GARRETT	Roadmaster	Joplin	417-864-2577
J. SCHMIDT	Roadmaster	Columbus	417-864-2582