

## BNSF Safety Vision

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

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

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

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

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

**BNSF**



## Kansas Division

### Timetable No. 7

IN EFFECT AT 0800

Central Continental Time

**Wednesday, April 28, 2004**

#### **Division General Manager**

Danny P. Reynolds  
Kansas City, Kansas  
(913) 551-4559

#### **General Director Transportation**

S.B. Curtright  
Kansas City, Kansas  
(913) 551-4310



## Division Managers

### Amarillo

D.J. BRYAN ..... General Foreman ..... (806) 379-3249  
 J.D. FEERER ..... Road Foreman ..... (806) 379-3234  
 T.D. KNAPP ..... Division Engineer ..... (806) 379-3080  
 G.G. LAWLER ..... Terminal Superintendent ..... (806) 379-3377  
 J.D. LEDERER ..... Terminal Manager ..... (806) 379-3380  
 G.E. METTLER ..... Road Foreman ..... (806) 379-3002  
 J.P. MORGEN ..... Manager Signals ..... (806) 379-3089  
 S.P. MOUNTAIN ..... Trainmaster ..... (806) 379-3263  
 D.K. MUSTOE ..... Supt. Operations ..... (806) 379-3091  
 W.S. PRUITT ..... Roadmaster ..... (806) 379-3340  
 J.P. QUINN ..... Roadmaster ..... (806) 379-3176  
 W.W. WEBSTER ..... Trainmaster ..... (806) 379-3262

### Augusta

P.E. ZENNER ..... Roadmaster ..... (316) 775-4076

### Dodge City

S. VEGA ..... Roadmaster ..... (620) 227-5968

### Emporia

J.L. ALLEN ..... Roadmaster ..... (620) 341-7250

### Kansas City, KS.

D.J. AESCHLIMAN ..... Roadmaster ..... (913) 551-4229  
 C.S. ALDERSON ..... Dir. Administration ..... (913) 551-4426  
 K.E. BRISTOW ..... Roadmaster ..... (913) 551-4375  
 C.D. BREWER ..... Asst. Terminal Supt. ..... (913) 551-4789  
 B.L. CLUNN ..... Road Foreman ..... (913) 551-2813  
 D.D. DUDDING ..... Division Engineer ..... (913) 551-4572  
 D.R. FITZGERALD ..... Terminal Superintendent ..... (913) 551-4384  
 M.H. GILBERT ..... Manager Signals ..... (913) 551-4604  
 A.A. HERTOGE ..... Safety Manager ..... (913) 551-4255  
 D.L. MAI ..... Asst. Terminal Supt. ..... (913) 551-4927  
 T.D. PATTERSON ..... General Foreman ..... (913) 551-4391  
 A.C. RICHARDSON ..... Terminal Engineer, KCT ..... (913) 551-0610  
 G.T. RICKARD ..... Roadmaster ..... (913) 551-4904  
 W.C. STUHLREHER ..... Asst. Terminal Supt. ..... (913) 551-4276  
 M.S. THOMAS ..... Road Foreman ..... (913) 551-2869  
 J.E. WATTS ..... Supt. Operations ..... (913) 551-4222  
 J.L. WORCESTER ..... Trainmaster ..... (913) 551-4417

### Lubbock

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

### Newton

M.A. BERNARD ..... Sr Trainmaster/Rd Foreman . (316) 284-3465  
 M.A. RILEY ..... General Foreman ..... (316) 284-3261  
 B.P. SHEA ..... Roadmaster ..... (316) 284-3479  
 J.N. SNIDER ..... Trainmaster ..... (316) 284-3434  
 J.V. WETTA ..... Trainmaster ..... (316) 284-3222

### Pampa

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

### Sweetwater

J.T. CAMPBELL ..... Road Foreman ..... (325) 236-7201

### Wellington

C.M. ENGEL ..... Trainmaster ..... (620) 399-4201  
 D.D. SHINLIVER ..... Roadmaster ..... (620) 399-4276  
 J.P. SLIZESKI ..... Road Foreman ..... (620) 399-4398  
 R.J. VALENCIA ..... Sr Trainmaster/Rd Foreman . (620) 399-4388

### Woodward

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Arkansas City Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		61100	185.3	NEWTON	JX(2)PT	3MT CTC	7400	0.3	
			185.6	FIRST ST.				2.4	
			188.0	McGRAW				3.2	
6,628	54735	191.2	PUTNAM			CTC		4.0	
7,526	54730	195.2	SEDGWICK					6.6	
6,710	54725	201.8	VALLEY CENTER					6.0	
		207.8	CP 2078					1.3	
	54700	209.1	WICHITA	P		DT ABS		1.0	
		210.1	UP RR	A				1.6	
		211.7	NORTH JCT.	JX(2)				1.5	
		213.2	SOUTH JCT.	JX(2)		2MT CTC		4.2	
6,616		217.4	CONNELL			CTC		5.6	
6,872	54640	223.0	DERBY					2.3	
		225.3	CP 2253					1.9	
		227.2	CP 2272	JX(2)		2MT CTC		0.8	
2,100	54620	228.0	CP 2280	JX(2)T		3MT CTC		10.8	
6,156	54660	238.8	UDALL					10.9	
		54895	WN JCT.	JX(2)		CTC		0.1	
9,294	54900	249.8	WINFIELD					6.3	
8,023	52720	256.1	HACKNEY				6.8		
		262.9	CP 2629				0.5		
E 7,000 W 9,900	52700	263.4	ARKANSAS CITY	PT			78.1		

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

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

Mobile PBX Access Newton to Ark City			
<b>To Connect:</b> Set channel TxRx, Press access code, wait for dial tone, Press 8, wait for dial tone, dial 593-7670 for VTR.			
<b>To Disconnect:</b> Press #			
	Mobile		Access
	Tx	Rx	
Newton	Ch 92	Ch 10	*
Wichita	Ch 90	Ch 15	*
Longford	Ch 92	Ch 10	*

**Dispatcher Telephone Numbers**

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

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 185.3 to MP 263.4, including trains 100 TOB and over ..... **Freight** 55 MPH.

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

Newton, main tracks between UP RR,  
MP 184.2 and MP 185.7 ..... 20 MPH.  
MP 185.7 to MP 186.7 ..... 40 MPH.  
MP 194.5 to MP 195.6 (HER) ..... 30 MPH.  
MP 201.1 to MP 202.0 (HER) ..... 45 MPH.  
MP 207.7 to MP 210.1 ..... 40 MPH.  
MP 210.1 to MP 213.3 ..... 30 MPH.

**Freight**  
MP 213.3 to MP 215.6 ..... 45 MPH.  
MP 222.5 to MP 223.0 (HER) ..... 45 MPH.  
MP 225.3 (Arkansas City Sub) to MP 222.2 (Emporia Sub)  
Main 1 ..... 25 MPH.  
MP 225.3 to MP 228.0, Main 1 ..... 25 MPH.  
MP 227.2 to MP 228.0, Main 2 ..... 30 MPH.  
MP 243.3 to MP 246.1 ..... 45 MPH.  
MP 247.5 to MP 253.5 ..... 30 MPH.  
MP 259.7 to MP 261.2 ..... 40 MPH.  
MP 262.7 to MP 263.4 ..... 30 MPH.

**1(C). Speed—Switches and Turnouts**

MP 185.6, crossovers and turnouts,  
Less than 100 TOB ..... 30 MPH.  
100 TOB and over ..... 25 MPH.  
MP 188.0, turnout from or to McGraw Lead ..... 10 MPH.  
MP 191.2, both ends of siding ..... 10 MPH.  
MP 195.2, both ends of siding ..... 10 MPH.  
MP 201.8, both ends of siding ..... 25 MPH.  
MP 201.8, Valley Center Industrial Spur ..... 10 MPH.  
MP 207.8, east end double track, Westward  
Less than 100 TOB ..... 40 MPH.  
100 TOB and over ..... 25 MPH.  
MP 211.7, turnout to independent track ..... 10 MPH.  
MP 211.7, (WUT Ry.), main track, crossovers and turnouts  
Less than 100 TOB ..... 30 MPH.  
100 TOB and over ..... 25 MPH.  
MP 213.2, (WUT Ry.), main track, crossovers and turnouts  
Less than 100 TOB ..... 30 MPH.  
100 TOB and over ..... 25 MPH.  
MP 217.4, both ends of siding ..... 25 MPH.  
MP 223.0, both ends of siding ..... 25 MPH.  
MP 225.3, turnout to Main 1 ..... 25 MPH.  
MP 227.2, turnouts and crossovers  
Less than 100 TOB ..... 30 MPH.  
100 TOB and over ..... 25 MPH.  
MP 228.0, turnouts and crossovers  
Less than 100 TOB ..... 30 MPH.  
100 TOB and over ..... 25 MPH.  
MP 228.0, both ends of siding, turnout to Main 1 ..... 10 MPH.  
MP 228.0, turnout to west end yard lead ..... 10 MPH.  
MP 228.6, west end Arkansas City Subdivision Siding ..... 25 MPH.  
MP 238.8, both ends of siding ..... 25 MPH.  
MP 249.8, crossovers and both ends of siding  
Less than 100 TOB ..... 30 MPH.  
100 TOB and over ..... 25 MPH.  
MP 249.7, turnout to Douglass Subdivision ..... 25 MPH.  
MP 249.7, turnouts to yard lead and SKOL RR ..... 10 MPH.  
MP 256.1, both ends of siding  
Less than 100 TOB ..... 40 MPH.  
100 TOB and over ..... 25 MPH.  
MP 261.3, east end of siding  
Less than 100 TOB ..... 40 MPH.  
100 TOB and over ..... 25 MPH.  
MP 262.3, east end yard lead ..... 10 MPH.  
MP 262.6, crossover ..... 20 MPH.

**1(D). Speed—Other**

On sidings:  
Putnam, Sedgwick, and CP 2280 ..... 10 MPH.  
Valley Center, Connell, Derby, Udall and Winfield ..... 25 MPH.  
Hackney  
Less than 100 TOB ..... 40 MPH.  
100 TOB and over ..... 25 MPH.  
MP 504.1 to MP 509.3 (former BN Yard) ..... 10 MPH.

**Temperature Restrictions**

When the ambient (air) temperature is in the following range, the applicable speed restriction will apply to Main Track operations at the following location:  
MP 185.3 to MP 263.4

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

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Newton to Arkansas City ..... 143 tons, Restriction B  
 MP 504.1 to MP 507.5  
 (former BN Yard) ..... 134 tons, Restriction G  
 MP 507.5 to MP 509.3  
 (former BN Yard) ..... 131.5 tons, Restriction H

Six-axle locomotives and six-axle derricks are not permitted:  
 Between MP 504.1 and MP 509.3 (former BN Yard).

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

**3. Type of Operation**

**CTC—in effect:**

MP 185.3 to MP 207.8  
 MP 211.7 to MP 263.4  
 Except Track 198 between MP 262.6 and MP 263.4

**CTC—Multiple Main Tracks:**

3 MT: MP 185.3 to MP 185.6  
 2 MT: MP 211.7 to MP 213.2  
 2 MT: MP 225.3 to MP 227.1  
 3 MT: MP 227.1 to MP 228.1

**ABS—in effect:**

On double track between MP 207.8 and MP 211.7.

**Rule 9.14—in effect:**

Westward on Main 1—MP 207.8 to MP 211.7  
 Eastward on Main 2—MP 211.7 to MP 207.8

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

**4. General Code of Operating Rules Items**

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

**Wichita-Arkansas city**

Wichita—BNSF trains will use Wichita Union Terminal (WUT) Ry. Co. tracks between MP 211.7 and MP 213.2.

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

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

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

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

**MWOR Rule 6.58**—Automatic Interlockings with MW Release Box:

MP 210.1

**5. Trackside Warning Detectors (TWD)**

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

**6. FRA Excepted Track**

<u>Location</u>	<u>Track No.</u>	<u>Track Name</u>
Putnam .....	9101 .....	Elevator Track
Sedgwick .....	9501 .....	Elevator Track
	120 .....	Eastbound Roundhouse
	123 .....	Middle Rail
	124 .....	Outbound Track
	125 .....	Storehouse Track
	126 .....	Horn Track
	161 .....	Container Track
	162 .....	Rip 2
	163 .....	Boeing Storage
Wichita .....	164 .....	Boeing Storage
	203 .....	Lead Track
	204 .....	Love Box
	205 .....	33rd St. Team
	207 .....	33rd St. Lead
	209 .....	National Steel
	210 .....	Lead Track
	211 .....	Wichita Warehouse
	212 .....	Service Transfer
	214 .....	McKess Chemical
	217 .....	Love Box
	219 .....	Hayes Forest Products
	223 .....	Coleman N Plant
	234 .....	Love Box
	301 .....	Ralston Purina
	302 .....	Ralston Purina
	320 .....	Team Track
	503 .....	Walt Keeler
	506 .....	Ind. Canvas
	510 .....	Eagle Beacon
	520 .....	Long Runaround
	521 .....	Stannard Constr.

**7. Special Conditions**

**Remote Control Operations**—Signs located at MP 261.1 designate the Remote Control Area at Arkansas City.

Signs located at MP 188.3 (Arkansas City Subdivision), MP 190.2 (La Junta Subdivision) and MP 184.2 (La Junta Subdivision) designate the Remote Control Area at Newton. Before train or engine movement is made into a remote control area on other than main track (Sand Creek yard) the assistant trainmaster must be notified.

**Remote Control Zone**—Between the EBCS MP 185.8 and 350 feet east of Sand Creek bridge (location marked by sign) the eastbound freight lead (track 8306), and westbound freight lead (track 8305) have been designated as a Remote Control Zone (RCZ) at Newton yard.

**Activation/Deactivation Procedure**—Remote Control Operator will contact La Junta Subdivision train dispatcher and request that Remote Control Zone protection be activated on eastbound/westbound freight lead (track 8305/8306). La Junta Subdivision train dispatcher will block access to lead (track 8305/8306) at First Street. After switch is blocked train dispatcher will notify Remote Control Operator. Remote control operator will then display "Remote Control Zone Activated" sign to activate Remote Control Zone and notify assistant trainmaster that Remote Control Zone has been activated. Remote Control Zone will remain activated until Remote Control Operator has dropped the "Remote Control Activated" sign to deactivate the zone. The Remote Control Operator will then notify the assistant trainmaster and train dispatcher that the remote control zone is now deactivated. The train dispatcher and the assistant trainmaster cannot deactivate the zone without notification to the Remote Control Operator.

Before the eastbound/westbound freight lead (track 8305/8306) can be fouled or occupied, assistant trainmaster must be contacted to determine if Remote Control Zone has been activated.

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

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

**Wichita**—Independent track between Wichita and MP 211.7 is the first track east (geographically) of Main 2 and will be used by trains and engines as instructed by the train dispatcher. Eastward movements may be authorized by signal indication at MP 211.7.

Absolute signals at MP 211.7 and MP 213.2 are controlled by the BNSF train dispatcher.

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

Structures on track 234 will not clear man on side of car.

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

MP 508.3—37th Street North—Wichita

**Connell (Boeing)**—When not in use, switches for tracks 1705 and 1730 must be lined for other than main track movement.

**CP 2253 to CP 2280**—Main tracks are designated as follows:

- a. EBCS MP 225.4 to WBCS MP 227.2—Tracks are identified as Main 1 and Main 2.
- b. WBCS MP 227.2 to EBCS MP 228.0—Tracks are identified as Main 1, Main 2 and Main 3.
- c. EBCS MP 228.0 to WBCS MP 228.7—Tracks are identified as Arkansas City Subdivision siding (right track when looking timetable direction west) and Main 3 (left track when looking timetable direction west).
- d. WBCS MP 228.7 to MP 261.2—Track is identified as Arkansas City Subdivision Main.

**CP 2280**—East end track 2801 should be left lined for 2802.

Two sets of mile posts are displayed:

- Main 1—MP 227.0 and MP 228.0
- Main 2—MP 227.0 and MP 228.0
- Main 3—MP 227.0 and MP 228.0

**Winfield**—Rule 6.28 is in effect (formerly BNSF tracks 7301 through 7312). Speed is 10 MPH.

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

**Bad Order Setout Tracks**—Tracks at the following locations are designated as bad order setout tracks. Signs indicate where car(s) should be spotted:

- Udall ..... 2901
- Hackney ..... 601, 602
- Arkansas City ..... 132, 212

**Test Miles**—Test mile signs have been placed at MP 256.0 Westbound and MP 258.0 Eastbound.

**Critical Areas**—See System Special Instructions, Item 33, Flash Flood Warnings:  
 MP 187.8 to MP 188.0  
 MP 189.4  
 MP 197.0 to MP 198.0

8. Line Segments

Road Line Segments

Line Segment Limits

7400 ..... Newton to Arkansas City

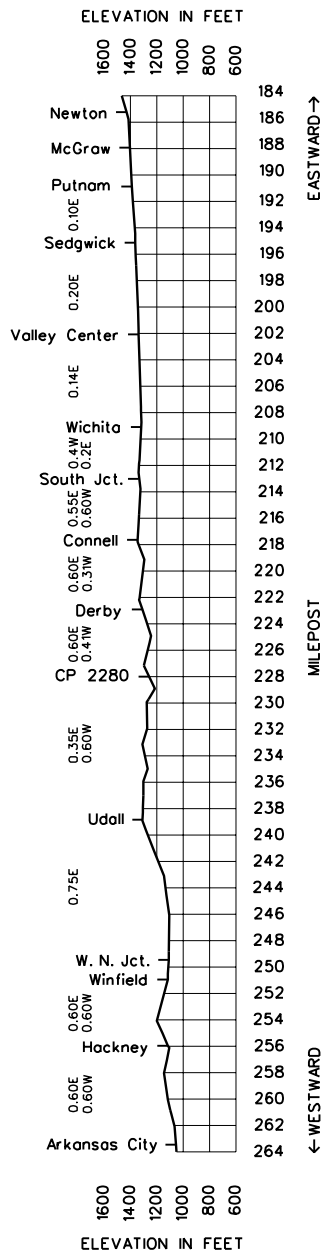
Yard Line Segments

Line Segment Limits

7450 ..... North Wichita Yard  
 7451 ..... Arkansas City Yard  
 1107 ..... MP 501.1 to MP 509.3  
 (former BN Yard)

9. Locations Not Shown as Stations—None

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Douglass Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
			CP 1853	JPT				
	55100	185.4	CP 1853	JPT			11.5	
	55080	197.0	DOUGLASS				5.6	
	55070	202.6	ROCK		CTC	7103	6.2	
7,495	55060	207.0	AKRON				7.2	
5,833	54895	215.9	WN JCT.	JP			30.5	

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

**Dispatcher Telephone Numbers**

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

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 185.4 to MP 215.9, including trains 100 TOB and over ..... **Freight** 55 MPH.

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

MP 185.4 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 215.9 ..... 25 MPH.

**1(C). Speed—Switches and Turnouts**

MP 185.4, turnout to Emporia Subdivision  
 Less than 100 TOB ..... 30 MPH.  
 100 TOB and over ..... 25 MPH.  
 MP 207.0, both ends of siding  
 Less than 100 TOB ..... 30 MPH.  
 100 TOB and over ..... 25 MPH.  
 MP 214.8, East end siding  
 Less than 100 TOB ..... 30 MPH.  
 100 TOB and over ..... 25 MPH.  
 MP 215.9, turnouts to Arkansas City Subdivision ..... 25 MPH.

**1(D). Speed—Other**

Bridge 195.2, cars heavier than 143 tons ..... 25 MPH.  
 On Siding: Akron  
 Less than 100 TOB ..... 30 MPH.  
 100 TOB and over ..... 25 MPH.  
 On Siding: Win Jct. .... 25 MPH.

**Temperature Restrictions**

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

MP 185.7 to MP 215.9

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

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

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

MP 185.4 to WN Jct. .... 143 tons, Restriction B

**3. Type of Operation**

**CTC—in effect:**

MP 185.4 to WN Jct.

**4. General Code of Operating Rules Items**

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

**5. Trackside Warning Detectors (TWD)**

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

**6. FRA Exempted Track**

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

**7. Special Conditions**

**Bad Order Setout Tracks**—Tracks at the following locations are designated as bad order setout tracks. Signs indicate where car(s) should be spotted:

Douglass .....	3701
Rock .....	3201
Akron .....	3101

**Critical Areas**—See System Special Instructions, Item 33,

Flash Flood Warnings:

MP 186.6 to MP 215.9

**8. Line Segments**

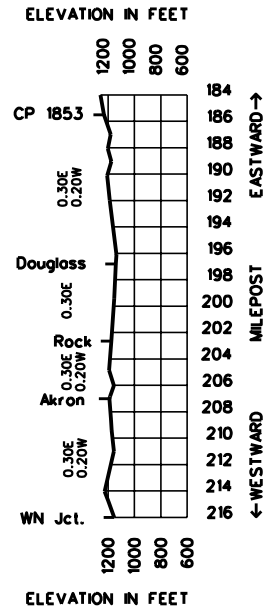
**Road Line Segments**

**Line Segment Limits**

7103 ..... MP 185.4 to WN Jct.

**9. Locations Not Shown as Stations—None**

**10. Grade Chart**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Emporia Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		63151		KANSAS CITY Amtrak Station	BP	KCT Ry.	8920	1.7	
			1.7	SANTA FE JCT.	X(2)T			0.2	
			1.9	CP 19				0.8	
			2.7	CP 27		4MT CTC		0.8	
			3.5	CP 35	X(2)			0.4	
			3.9	CP 39	X(2)			0.1	
			4.0	CP 40	X(2)R	3MT CTC		0.8	
		62000	4.8	ARGENTINE	CTR	3MT CTC(1-2) RL (3)		0.7	
			5.5	CP 55	XR	3MT CTC		0.3	
			5.8	CP 58	X(2)	3MT CTC(1-2) RL (3)		1.3	
		61950	7.1	TURNER	R			0.3	
			7.4	CP 74	X(2)R	2MT CTC		1.3	
			8.7	CP 87	X(2)			2.3	
		61940	11.0	MORRIS	X(2)	4MT CTC		2.5	
		61930	13.5	HOLLIDAY	X(2)J			1.3	
			14.8	WEST HOLLIDAY	X(2)	3MT CTC		4.7	
			19.5	CRAIG	X(2)			6.6	
		61900	26.1	OLATHE	JX(2)			2.9	
			29.0	CP 290				5.1	
		61880	34.1	GARDNER	X(2)	2MT CTC		11.4	
		61850	45.5	WELLSVILLE	X(2)			10.3	
			55.8	EAST OTTAWA	X(2)			1.3	
		61300	57.1	OTTAWA	P			2.8	
			59.9	WEST OTTAWA	X(2)			16.1	
			76.0	EAST MELVERN	X(2)		7100	11.6	
			87.6	RIDGETON	X(2)			6.2	
		61260	93.8	LEBO	X(2)			13.3	
			107.1	WIGGAM	X(2)			4.2	
			111.3	N.R. JCT.	JX(2)	3MT CTC		0.6	
		61200	111.9	EMPORIA	PT	2MT CTC		3.4	
			115.3	MERRICK	X	3MT CTC(3) ABS(1-2)		9.4	
		12,080	55250	124.7	ELLINOR	JX(2)		2.4	
				127.1	CP 1271			3.2	
		6,594	55245	130.3	GLADSTONE			5.8	
		10,017	55240	136.1	BAZAR		CTC	8.3	
		7,943	55230	144.4	MATFIELD GREEN			9.8	
		14,892	55225	154.2	CASSODAY			4.2	
		14,338	55220	158.4	AIKMAN			7.1	
		7,010	55215	165.5	CHELSEA			5.7	
				171.2A	EAST EL DORADO			1.6	
			55200	172.8	EL DORADO (Tower B)	X(2)PT	2MT CTC	3.7	
				176.5	O.D.			6.8	
		S 9,512 N 6,646		183.3	EAST AUGUSTA		DT ABS	2.0	
			55100	185.3	CP 1853	X(2)PTJ		2.3	
				201.8	WEST AUGUSTA			3.4	
		6,784	54685	205.2	SALTER		CTC	6.4	
		6,794	54680	211.6	ROSE HILL			4.2	
				215.8	EAST JCT.			4.1	
				219.9	CP 2272 (via Ark City Sub.)	JX(2)	2MT CTC 4MT CTC	0.8	

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

Tone Call-In						
RADIO COMMUNICATION	CH	DS	MC	FS	EMER	DSF
Congo to West Holiday	65	2	-	-	-	6
West Holiday to Gardner	36	3	4	5&7	9	-
Gardner to West Augusta	36	1	4	5&7	9	-
West Augusta to Cicero	72	1	4	5&7	9	-
Cicero to Wellington	72	2	4	5&7	9	-

Mobile PBX Access Kansas City to Emporia			
<b>To Connect:</b> Set channel TxRx, Press access code, wait for dial tone, Press 8, wait for dial tone, dial 593-7670 for VTR.			
<b>To Disconnect:</b> Press #			
	Mobile		Access
	Tx	Rx	
Kansas City	Ch 90	Ch 15	*
Ottawa	Ch 92	Ch 09	*
Emporia	Ch 90	Ch 15	*

**Other Kansas City Radio Channels**

- Argentine Hump Repeater Channel—84/49
- Argentine West Bowl Channel—62/30
- Argentine Bowl Repeater Channel—75/07
- Argentine Carmen Repeater Channel—91/56
- Argentine Bowl 2 Channel—75
- Argentine Bowl Repeater Channel—85/25
- Auxiliary Road Channel—25
- Diesel Shop Repeater Channel—53/95
- Murray Yard Channel—66
- Murray Yard Bowl Channel—83/59
- Murray Bedford Yard/10th Street Yard Channel—11
- Murray 19th Street Channel—46
- KCS Railway Channel—10
- Norfolk Southern Railroad Channel—22
- Norfolk Southern Yard Channel—72
- Taxi Channel—55
- Turner Channel—62
- Turner ATM Channel—49
- UP Topping Channel—27
- UP 18th Street Yard Channel—38
- UP - Neff Channel—58
- Gateway Western Railway Channel—78
- UP/SSW Channel—96

**Dispatcher Telephone Numbers**

- Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361
- Argentine Train Dispatcher
- Santa Fe Jct. to but not including Gardner (DS 3) (913) 551-2303, Fax (913) 551-2383



Emporia Train Dispatcher  
 —Gardner to but not including West Augusta  
 (DS 4) Monday-Friday, 0700-1500 - (913) 551-2304  
 Fax (913) 551-2384  
 —Gardner to and including Cicero  
 (DS 4) Monday-Friday, 1500-0700 and Saturday-Sunday  
 (913) 551-2304, Fax (913) 551-2384  
 Newton Train Dispatcher  
 —West Augusta to and including Cicero  
 (DS17) Monday-Friday, 0700-1500 - (913) 551-2317  
 Fax (913) 551-2387  
 Panhandle East Train Dispatcher  
 —From but not including Cicero to Wellington  
 (DS 5) (817) 234-2305, Fax (817) 234-2405

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
Kansas City Amtrak Station to old BN RR, KCT tracks 2 and 3 .....	20 MPH.	20 MPH.
Old BN RR to Santa Fe Jct. KCT tracks 2 and 3 .....	15 MPH.	15 MPH.
Santa Fe Jct. to MP 3.5, Main 1 and Main 2 .....	45 MPH.	40 MPH.
Santa Fe Jct. to MP 3.5, Running Track 5 .....	20 MPH.	20 MPH.
Santa Fe Jct. to MP 4.0, Main 3 and Main 4 .....	30 MPH.	25 MPH.
MP 3.5 to MP 7.8, Main 1 .....	30 MPH.	25 MPH.
MP 3.5 to MP 8.7, Main 2 .....	30 MPH.	25 MPH.
MP 4.0 to MP 8.7, Fast Tracks .....	20 MPH.	20 MPH.
MP 7.8 to MP 8.7, Main 1, including trains 100 TOB and over .....	70 MPH.	55 MPH.*
MP 8.7 to Holliday, Main 4 .....	40 MPH.	40 MPH.
MP 8.7 to MP 110.6, including trains 100 TOB and over .....	70 MPH.	55 MPH.*
MP 110.6 to MP 111.9 (Constitution St.) Main 1 and Main 2 .....	30 MPH.	30 MPH.
MP 111.3 to MP 111.9 (Constitution St.), Main 3 .....	30 MPH.	30 MPH.
MP 111.9 (Constitution St.) to Ellinor, including trains 100 TOB and over .....	79 MPH.	55 MPH.*
Ellinor to Wellington, including trains 100 TOB and over .....	70 MPH.	55 MPH.*
Trains operating against the current of traffic .....	59 MPH.	49 MPH.

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

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

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

**Exceptions**

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

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

Trains consisting entirely of loaded double-stack equipment:

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

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

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

MP 1.7 .....	15 MPH.
MP 5.5 to MP 5.8 .....	20 MPH.
(Except HER) .....	10 MPH.
MP 7.8 to MP 24.5, Main 1 .....	60 MPH.
MP 8.7 to MP 24.5, Main 2 .....	60 MPH.
MP 8.7 to MP 13.3, Main 3 .....	60 MPH.

	Freight
MP 13.3 to MP 14.8, Main 3 .....	40 MPH.
MP 24.5 to MP 26.6 .....	55 MPH.
MP 26.6 to MP 27.4 .....	50 MPH.
MP 28.1 to MP 29.6 .....	65 MPH.
MP 30.4 to MP 30.7 .....	55 MPH.
MP 31.1 to MP 31.4 .....	60 MPH.
MP 34.5 to MP 35.1, Main 2 .....	50 MPH.
MP 38.5 to MP 39.1, Main 2 .....	55 MPH.
MP 39.5X to MP 39.8X, Main 1 .....	65 MPH.
MP 39.6 to MP 40.0, Main 2 .....	55 MPH.
MP 49.3 to MP 49.6 .....	65 MPH.
MP 57.2 to MP 57.5 .....	65 MPH.
MP 79.6 to MP 79.9, Main 1 .....	45 MPH.
MP 79.6X to MP 79.9X, Main 2 .....	65 MPH.
MP 83.4 to MP 83.6, Main 1 .....	45 MPH.
MP 84.4 to MP 84.6, Main 1 .....	55 MPH.
MP 85.7 to MP 86.0, Main 1 .....	55 MPH.
MP 84.3X to MP 86.0X, Main 2 .....	65 MPH.
MP 98.0 to MP 101.4 .....	55 MPH.
MP 110.6 to MP 111.9 .....	30 MPH.
MP 142.3 to MP 147.2 .....	55 MPH.
MP 147.5 to MP 148.9 .....	60 MPH.
MP 149.2 to MP 149.6 .....	55 MPH.
MP 149.9 to MP 150.4 .....	65 MPH.
MP 152.4 to MP 152.8 .....	65 MPH.
MP 172.3 to MP 172.5 .....	60 MPH.
MP 173.4 to MP 173.7 .....	45 MPH.
MP 174.1 to MP 174.3 .....	40 MPH.
MP 175.3 to MP 175.5 .....	60 MPH.
MP 179.6 to MP 179.7 .....	60 MPH.
MP 182.8 to MP 183.0 .....	65 MPH.
MP 185.5 to MP 200.7 .....	50 MPH.
MP 202.4 to MP 203.2 .....	55 MPH.
MP 204.3 to MP 204.7 .....	45 MPH.
MP 205.1 to MP 205.2 .....	50 MPH.
MP 205.3 to MP 206.1 .....	55 MPH.
MP 209.5 to MP 210.4 .....	55 MPH.
MP 215.6 to MP 215.8 .....	55 MPH.
MP 217.3X to MP 217.4X, Main 4 .....	50 MPH.
MP 219.4 to MP 227.2, Main 3 .....	30 MPH.
MP 220.0X to MP 221.4X, Main 4 .....	65 MPH.
MP 225.4 (Arkansas City Sub) to MP 222.2 (Emporia Sub), Main 1 .....	25 MPH.
MP 227.2 to MP 228.0, Main 2 .....	30 MPH.
MP 228.0 to MP 221.2, Main 2 .....	30 MPH.
MP 228.4 to MP 228.6 .....	65 MPH.
MP 233.1 to MP 233.5 .....	65 MPH.
MP 236.6 to MP 237.1 .....	40 MPH.
MP 237.7 to MP 237.8 .....	45 MPH.

**1(C). Speed—Switches and Turnouts**

Santa Fe Jct., west crossover, Main 2 to Main 1, west of junction Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
Santa Fe Jct., other crossovers .....	10 MPH.
MP 3.5 Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
Except: Westward crossover from Main 3 to Main 2 .....	10 MPH.
Turnout Running Track 5 to Main 4 .....	20 MPH.
MP 3.9, crossovers Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 3.9, turnout to yard tracks .....	10 MPH.
MP 4.0, crossovers Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 4.0, turnouts to yard tracks .....	10 MPH.
MP 5.5, to but not including MP 7.4, crossovers and turnouts for all main tracks .....	10 MPH.
MP 7.4, all crossovers .....	20 MPH.
MP 8.6, Hump Lead to South Fast Track .....	10 MPH.
MP 8.7, crossovers between Main 2, Main 3 and Main 4 .....	20 MPH.
MP 11.0, crossovers Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 13.4, turnout, Track No. 4 Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.

	<b>Freight</b>
MP 13.4, crossover and turnout to Topeka Subdivision	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 14.4, crossovers	
Less than 100 TOB .....	50 MPH.
100 TOB and over .....	40 MPH.
MP 14.4, turnout Main 2 to Main 3	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 19.5, crossovers	
Less than 100 TOB .....	50 MPH.
100 TOB and over .....	40 MPH.
MP 26.1, crossovers	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 26.1, turnout Olathe Connection Track .....	20 MPH.
MP 34.1, crossovers	
Less than 100 TOB .....	50 MPH.
100 TOB and over .....	40 MPH.
MP 45.5, crossovers	
Less than 100 TOB .....	50 MPH.
100 TOB and over .....	40 MPH.
MP 55.8, crossovers	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 59.9, crossovers	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 76.0, crossovers	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 87.6, crossovers	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 93.3, crossovers	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 107.1, crossovers	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 111.3, turnout to Topeka Subdivision	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 111.3, crossovers and turnout to Main 3	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 111.8, crossover between Main 2 and Main 3 near Constitution St. ....	10 MPH.
MP 111.9, turnout from Main 3 to Yard Lead near Constitution St. ....	10 MPH.
MP 115.3, crossovers between Main 2 and Main 1 and west crossover between Main 2 and Main 3	
Less than 100 TOB .....	50 MPH.
100 TOB and over .....	40 MPH.
MP 115.3, east crossover between Main 2 and Main 3	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 124.7, Main Track turnouts and crossovers	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 127.1, west end siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 130.3, both ends of siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 136.1, both ends of siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 144.4, both ends of siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 154.2, both ends of siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 158.4, both ends of siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.

	<b>Freight</b>
MP 165.5, both ends of siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 171.2A, Westward movement through turnout to Main 2 .....	40 MPH.
MP 171.2A, Eastward movement through turnout from Main 2	
Less than 100 TOB .....	50 MPH.
100 TOB and over .....	40 MPH.
MP 172.8, crossovers	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 176.5, crossovers	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 183.3, both ends of siding	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 184.0, both ends of siding (spring switch)	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 185.3, both ends of siding and crossovers	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 201.8, end of double track, Westward	
Less than 100 TOB .....	50 MPH.
100 TOB and over .....	40 MPH.
MP 205.2, both ends of siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 211.6, both ends of siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 215.8, turnout Main 3	
Less than 100 TOB .....	50 MPH.
100 TOB and over .....	40 MPH.
MP 219.9, crossovers	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 220.7, crossovers	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 220.7, turnout to Yard Lead .....	10 MPH.
MP 220.7, turnout Main 1 .....	10 MPH.
MP 221.9, turnout Main 2	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 222.2, turnout Main 1 .....	25 MPH.
MP 226.5, both ends of siding	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 230.6*, turnout to or from Main 1 or Main 2	
Less than 100 TOB .....	50 MPH.
100 TOB and over .....	40 MPH.
MP 237.0, crossover	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 237.0, turnout, SK&O Connection .....	20 MPH.
MP 237.0, turnout to Yard Lead Main 1 .....	10 MPH.

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

**1(D). Speed—Other**

Argentine, all yard tracks .....	10 MPH.
Ottawa, all yard tracks and lead tracks .....	5 MPH.
Emporia, Yard Track 3 .....	30 MPH.
Saffordville, Elevator Track 7501 .....	5 MPH.
On sidings:	
Ellinor, Gladstone, Bazar, Matfield Green, Cassoday, Aikman, Chelsea, Salter, and Rose Hill	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
East Augusta and Belle Plaine	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
Augusta, BN Connection Track 3412 .....	5 MPH.

**Temperature Restrictions**

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply to Main Track operations at the following locations on all tracks:  
MP 24.0 to MP 79.9

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
90 to 95 degrees F	Maximum 55 MPH, observing existing restrictions.	Maximum 45 MPH, observing existing restrictions.	Maximum 70 MPH, observing existing restrictions.
96 degrees F and over	Maximum 50 MPH, observing existing restrictions.	Maximum 40 MPH, observing existing restrictions.	Maximum 60 MPH, observing existing restrictions.

MP 93.7 to MP 101.5  
MP 142.2 to MP 175.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
96 degrees F and over	Maximum 55 MPH, observing existing restrictions.	Maximum 45 MPH, observing existing restrictions.	Maximum 70 MPH, observing existing restrictions.

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

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

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

Kansas City to Wellington ..... 143 tons, Restriction B

**3. Type of Operation**

**CTC**—in effect:

Santa Fe Jct. to MP 176.5

MP 201.7 to Wellington

Exception: Main 1 and Main 2 between MP 115.7 and MP 125.5 are ABS.

**Restricted Limits**—in effect:

Main 3—MP 4.0 to MP 5.5 and MP 5.8 to MP 7.4

**ABS**—in effect:

Main 1 and Main 2 between MP 115.7 and MP 124.5 and double track between MP 176.5 and MP 201.7

**Rule 9.14**—in effect:

Westward on Main 1—Merrick to Ellinor

Eastward on Main 2—Ellinor to Merrick

Westward on Main 1—O.D. to MP 201.8

Eastward on Main 2—MP 201.8 to O.D.

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

**4. General Code of Operating Rules Items**

**Rule 1.14**—Three Main Tracks between MP 227.2 and MP 228.0: Trains and engines will be governed by instructions for the Arkansas City Subdivision.

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

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

**Rule 6.14**—Main 3—MP 4.0 to MP 5.5 and MP 5.8 to MP 7.4 Authority to enter this track must be obtained verbally from the BNSF Kansas City Yard train dispatcher.

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

**Rule 6.26**—(Note: System Special Instructions, Rule 6.26, Use of Multiple Main Tracks, is not in effect on the Emporia Subdivision between Kansas City Amtrak Station and MP 14.8.) The following is in effect:

Santa Fe Jct. to MP 3.9 (4 tracks)

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

MP 3.9 to MP 4.0 (3 tracks)

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

MP 4.0 to MP 7.4 (3 tracks along south side of Argentine Yard)

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

MP 3.9 to MP 8.7 (2 tracks along north side of Argentine Yard)

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

MP 7.4 to MP 8.7 (2 tracks at west end of Argentine Yard—south side)

The farthest track to the left as viewed from a Westward train is Main 1 (High Line). The track to the right is Main 2. Note: Only Main 2 has access to MP 8.7 and Fast Tracks.

MP 8.7 to MP 14.8

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

Between MP 215.8 and MP 221.8—The farthest track to the left as viewed from a Westward train is Main 4 (High Line).

**Rule 6.28**—in effect:

Running Track 5 between Santa Fe Jct. and MP 3.5—Westward movement from Santa Fe Jct. to MP 3.5 must be authorized verbally by the BNSF Kansas City Yard train dispatcher before passing the west end of Fifth Street Yard (MP 2.3).

North and South Fast Tracks—MP 3.9 to MP 8.7

Yard Track 3 Emporia MP 111.9 to MP 115.3

**Rule 8.12**—North and South Fast Tracks between MP 3.9 and MP 8.7, crossovers must be left lined for normal position (lined for other than crossover movement).

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

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures
  - MP 64.4—VWD only—Recall Code 0
  - MP 106.5—EWD only—Recall Code 0

- B. Other TWD locations
  - MP 18.5—Recall Code 8, Exception Reporting
  - MP 41.3—Recall Code 0, Exception Reporting
  - MP 55.2—Recall Code 0, Exception Reporting
  - MP 64.4—EWD only—Recall Code 0
  - MP 86.2—Recall Code 8, Exception Reporting
  - MP 106.5—WWD only—Recall Code 0
  - MP 121.1—Recall Code 8, Exception Reporting
  - MP 138.1—Recall Code 0, Exception Reporting
  - MP 156.8—DED, Exception Reporting
  - MP 162.6—Recall Code 8, Exception Reporting
  - MP 169.2—DED, Exception Reporting
  - MP 174.4—DED, Exception Reporting
  - MP 181.4—Recall Code 0, Exception Reporting
  - MP 202.8—Recall Code 8, Exception Reporting
  - MP 223.7—Recall Code 8, Exception Reporting
- C. Other detectors
  - MP 218.9—High Water
    - WWD signal 2181, Main 3
    - EWD controlled signal MP 227.2

6. FRA Excepted Track

Location	Track No.	Track Name
Olathe	77 08	Short Team
	77 10	Oil Spur
	77 11	Stock Track
	77 12	Delco "A"
	77 13	Delco "B"
	77 15	Yard Track A
	77 16	Yard Track A1
	77 17	Yard Track A2
	77 18	Yard Track
	77 19	Yard Track B
	77 20	Yard Track
	77 25	Tie Up Track
	77 28	Paniplus P1
	77 29	Paniplus P2
Gardner	86 01	Air Base Lead
	86 03	Compound Spur
Ottawa	99 06	Yard Track
	99 07	Yard Track
	99 08	Yard Track
	99 09	Yard Track
	99 12	Bendix Lead
	99 23	Old No. 16 Track
	99 40	Haven Steel
	99 41	Steel
Pomona	19 01	House Track
Quenemo	24 01	House Track
East Melvern	31 03	Elevator Track
	31 04	Elevator Track
	31 06	House Track
Lebo	93 02	Stock Track
	93 03	House Track
Emporia	67 10	Yard Track
	67 11	Yard Track
	67 12	Yard Track
	67 19	Yard Track
	67 43	Yard Track
	67 47	Yard Track
	67 48	Yard Track
	67 49	Yard Track
	67 50	Yard Track

Emporia	68 08	Westbound Yard 8
	68 19	Yard Track
	68 23	Pocket Track
	69 01	Emporia Ready Mix
	69 02	Modine Spur
	69 03	Fleetwood Spur
	69 04	Debaugé
	69 05	Interstate Spur
	69 06	Industry Lead Track
	69 07	Bunge Corp. West Elevator (Spout)
	69 08	Tail Track
	69 09	Anderson Track
	69 14	Safeway Pet Food
	69 15	Safeway Pet Food
	69 16	Emporia Cold Storage
	69 21	IBP Track No. 1
	69 22	IBP Track No. 2
	69 23	IBP Track No. 3
	69 24	IBP Track No. 4
	69 30	Elm Street Elevator Track
	69 80	Bunge Corp. West Track
	69 82	Mark II Spur Track
	69 83	Bunge Corp. Middle Track
	69 84	Bunge Corp. Scale Track
69 85	Bunge Corp. Oil Spur	
69 90	Sauder Ind. Spur Track	
69 91	Norfolk Iron	
69 92	Norfolk Iron	
Saffordville	75 01	Elevator Track
Matfield Green	38 01	House Track
El Dorado	33 27	West Engine Tie Up
	33 28	East Engine Tie Up
	33 31	Halliburton
CP 1853	34 03	North Leg Wye
	34 04	South Leg Wye
	34 15	South Dock
	34 18	Depot 4
Belle Plaine	27 01	Watson Supply

7. Special Conditions

**Remote Control Operations**—Signs located at MP 1.7 and 15.0 designate the Remote Control Area at Argentine Yard.

**Kansas City Terminal Railway (KCT)**—Crews operating across Kansas City Terminal Railway Company trackage must have a current copy of the Greater Kansas City Area Operating and Special Instructions in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders before beginning each day's work or trip. This will fulfill the requirements of Rule 6.2 of the General Code of Operating Rules. The Kansas City Terminal Railway Company does not issue track warrants or bulletins. All modifications to the Greater Kansas City Area Operating and Special Instructions are made in the aforementioned General Notices and General Orders.

**Argentine Fuel Pads on North and South Fast Tracks and Main Tracks**—Unless rules or circumstances require otherwise, the engine whistle must not be actuated when employees are in the area.

**Olathe**—All switches leading off Tracks 7703, 7704, and 7705 must be left lined and locked for 7703, 7704 and 7705 respectively. On track 7705, approach Dennis Street road crossing prepared to stop until it is known that automatic crossing protection is activated. If automatic crossing

protection does not activate, a member of the crew must protect the crossing.

**Ottawa**—All switches connected to track 9997 must be lined normal after being used. Shifted load detectors at MP 64.4 and MP 106.5 are located on the field side of both tracks and will not clear a man on the side of a car.

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

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

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

Radio frequency for Emporia yard is Channel 84.

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

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

**CP 1853**—Mile posts escalate from 186 to 200. Distance between mile posts is 1,584 feet.

**CP 2280**—two sets of mileposts are displayed:

- Main 1—MP 219.0, MP 220.0 and MP 221.0
- Main 2—MP 219.0, MP 220.0 and MP 221.0
- Main 3—MP 219 and MP 220.

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

- a. EBCS MP 215.8 (MP 215.9) to WBCS MP 227.2—Track is identified as Main 3.
- b. WBCS MP 227.2 to EBCS MP 228.0—Tracks are identified as Main 1, Main 2 and Main 3.
- c. EBCS MP 228.0 to WBCS MP 222.2—Tracks are identified as Main 1 and Main 2.
- d. WBCS MP 222.2 to WBCS MP 230.6—Track is identified as Main.
- e. EBCS MP 215.8 to WBCS MP 221.8—Track is identified as Main 4.

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

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

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

**Bad Order Setout Tracks**—Tracks at the following locations are designated as bad order setout tracks. Signs indicate where car(s) should be spotted:

- Edgerton ..... 9101 (East)
- Wellsville ..... 9702 (West)
- Ottawa ..... 9901, 9997 (West)
- Quenemo ..... 2401 (West)
- East Melvern ..... 3102 (East)
- Lebo ..... 9302, 9303
- Emporia ..... 6743
- Saffordville ..... 7501
- Gladstone ..... 3098

- Bazar ..... 3601
- Matfield Green ..... 3801
- Cassoday ..... 3902
- Aikman ..... 4101
- Chelsea ..... 4298
- El Dorado ..... 3305, 3327
- CP 1853 ..... 3401, 3409
- Salter ..... 0598
- Rosehill ..... 1202
- MP 228.0 ..... 2802

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

**Critical Areas**—See System Special Instructions, Item 33,

Flash Flood Warnings:

- MP 31.1 (Clare Road)
- MP 84.5X to MP 85.0X
- MP 104.7 to MP 105.0

**8. Line Segments**

**Yard Line Segments**

**Line Segments Limits**

- 7150 ..... Argentine Yard
- 7170 ..... Olathe Yard
- 7177 ..... Ottawa Yard
- 7151 ..... Emporia Yard
- 7152 ..... Wellington Yard

**Road Line Segments**

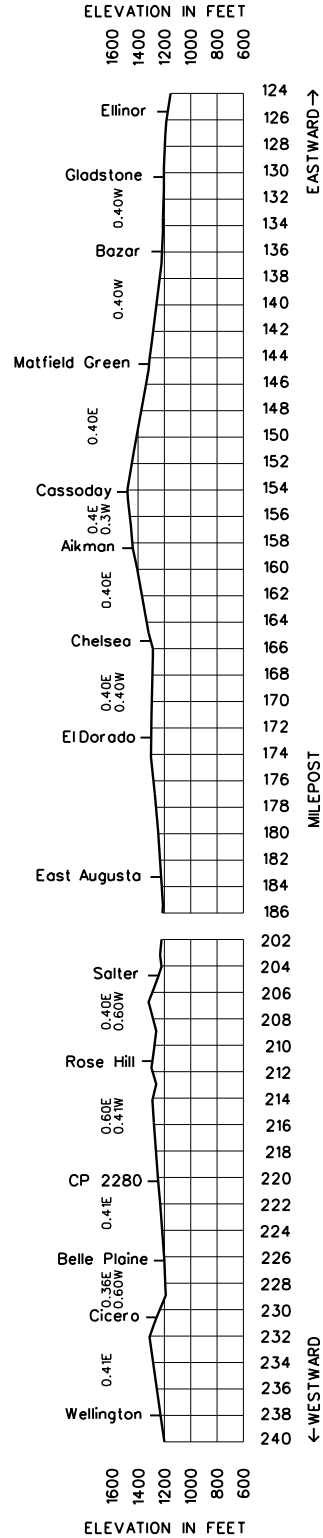
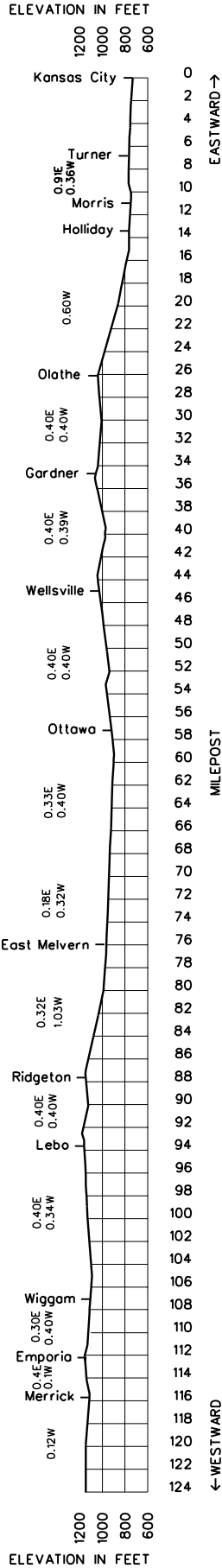
**Line Segments Limits**

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

**9. Locations Not Shown as Stations**

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

10. Grade Chart



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

MP 649.1 to MP 655.7 is under the jurisdiction of the Southwest Division.

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

Mobile PBX Access Amarillo to Clovis			
<b>To Connect:</b> Set channel TxRx, Press access code, wait for dial tone, Press 8, wait for dial tone, dial 593-7670 for VTR.			
<b>To Disconnect:</b> Press #			
	Mobile		Access
	Tx	Rx	
Amarillo	Ch 92	Ch 10	*
Umbarger	Ch 95	Ch 09	*
Friona	Ch 90	Ch 15	*
Clovis	Ch 95	Ch 09	*

**Dispatcher Telephone Numbers**

Chief Dispatcher—(817) 234-2333, Fax (817) 234-2433  
Train Dispatcher (DS 28)—(817) 234-2328, Fax (817) 234-2428

**1. Speed Regulations**

**1(A). Speed—Maximum**

**Freight**

MP 655.7 to MP 649.1, including trains 100 TOB  
and over ..... 50 MPH.  
MP 649.1 to Eastern, including trains 100 TOB  
and over ..... 55 MPH.\*

\* Unless otherwise restricted, between MP 649.1 and Eastern, the maximum speed for freight trains is 70 MPH provided:

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

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

**Exceptions**

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

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

Trains consisting entirely of loaded double-stack equipment:

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

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

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

MP 551.9 to MP 554.4 ..... 20 MPH.  
MP 566.1 to MP 569.5 ..... 65 MPH.  
MP 647.2 to MP 647.6 (Main 2) ..... 30 MPH.  
MP 647.0 to MP 647.6 (Main 1) ..... 30 MPH.

**1(C). Speed—Switches and Turnouts**

MP 550.5, Eastern, crossover Main 1 to Main 2 ..... 30 MPH.  
MP 550.5, Eastern, crossover Main 2 to Main 1, Westbound movement only 20 MPH until lead locomotive passes turnout at MP 550.6, then increase speed to ..... 30 MPH.  
MP 550.6, Eastern, turnout to east leg of wye ..... 20 MPH.  
MP 552.2, connecting Main Track turnouts, both ends ..... 20 MPH.  
MP 552.4, BNSF RRRs, turnouts to main tracks and freight leads ..... 20 MPH.  
MP 552.7, all switches ..... 20 MPH.  
MP 555.8, crossover Main 1 to Main 2 ..... 40 MPH.  
MP 558.3, crossover Main 1 to Main 2 ..... 40 MPH.  
MP 561.2, crossover Main 1 to Main 2 ..... 40 MPH.  
MP 569.5, crossover Main 1 to Main 2 ..... 40 MPH.  
MP 570.9, crossover Main 2 to Plainview Sub ..... 30 MPH.  
MP 571.8, crossover Main 1 to Main 2 ..... 40 MPH.  
MP 578.9, crossovers Main 1 to Main 2 ..... 50 MPH.  
MP 587.8, crossovers Main 1 to Main 2 ..... 50 MPH.  
MP 594.5, crossovers Main 1 to Main 2 ..... 50 MPH.

	<b>Freight</b>
MP 601.3, crossovers Main 1 to Main 2 .....	50 MPH.
MP 605.4, switches and track for ADM Industries, Track No. 3788 east and west, off Main 2 .....	5 MPH.
MP 605.6, crossovers Main 1 to Main 2 .....	50 MPH.
MP 605.8, turnout .....	40 MPH.
MP 608.1, turnout .....	40 MPH.
MP 612.3, crossovers Main 1 to Main 2 .....	50 MPH.
MP 614.0, turnouts .....	40 MPH.
MP 616.6, turnouts .....	40 MPH.
MP 619.7, crossover .....	50 MPH.
MP 619.8, turnout .....	40 MPH.
MP 622.2, turnout .....	40 MPH.
MP 624.7, crossovers Main 1 to Main 2 .....	50 MPH.
MP 627.2, crossover Main 1 to Main 2 .....	50 MPH.
MP 633.8, crossovers Main 1 to Main 2 .....	50 MPH.
MP 646.0, crossover Main 1 to Main 2 .....	50 MPH.
MP 647.6, turnout Main 2 to Slaton Sub .....	30 MPH.
MP 649.1, both ends siding .....	30 MPH.
MP 649.1, crossovers Main 1 to Main 2 .....	40 MPH.
MP 653.1, turnout Main 2 to RD tracks 3901, 3902 and 3903 .....	30 MPH.
MP 653.2, crossovers Main 1 to Main 2 .....	40 MPH.
MP 653.2, turnout Main 2 to South Freight Lead .....	30 MPH.
MP 655.7, turnouts Main 2 to South Siding .....	30 MPH.
MP 655.7, crossovers Main 1 to Main 2 .....	40 MPH.
MP 655.7, turnouts Main 1 to West Siding .....	40 MPH.
MP 655.7, turnouts Main 2 to yard .....	10 MPH.

**1(D). Speed—Other**

Sidings:

Summerfield, Black and Friona .....	40 MPH.
Amarillo—east and west freight lead .....	20 MPH.
MP 597.0—Farmland Loop Track, Hereford .....	5 MPH.
MP 605.3—ADM Industries Loop Track, Summerfield .....	5 MPH.
MP 623.9—West Friona Loop Track .....	5 MPH.
MP 646.3—east leg of wye .....	5 MPH.
MP 649.1—Siding .....	25 MPH.
MP 653.1, eastward trains departing RD Tracks 3901, 3902 and 3903 between the EBSC Cooks and Cooks road crossing MP 653.0 (HER) .....	10 MPH.
MP 653.2 to MP 655.0 South Freight Lead .....	30 MPH.
MP 653.3, west clearance point on Tracks 3901, 3902 and 3903 .....	30 MPH.
Passing over Attebury Grain scales at Black (Track 3802) .....	3 MPH.

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

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
110 degrees F and over	Maximum 50 MPH.	Maximum 45 MPH.

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

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Eastern to MP 655.7 .....	143 tons, Restriction A
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Six-axle locomotives are restricted from operating on the following auxiliary tracks:

Zita .....	1213-1216
Amarillo .....	303, 501, 503, 522-530, 604-615, Zone 7, 1112-1113
MP 578.9 .....	3702
Dawn .....	3704, 3705
Hereford .....	3716, 3727-3733, 3741-3749, 3770-3774

Friona .....	3808, 3813-3815
Bovina .....	3848-3850 (3848 good for six-axle locomotives for 1000 feet on both ends)
Texico .....	3872

**3. Type of Operation**

**CTC**—in effect:  
MP 550.5 to MP 655.7  
South Freight Lead MP 653.2 to MP 655.0  
On east leg of wye MP 646.8

**4. General Code of Operating Rules Items**

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

**Rule 8.12 Crossover Switches**—The following switches must be lined and locked for other than crossover movement when left unattended:

Switch 3808 .....	MP 620.9 .....	Friona High Pro Feeds
Switch 3819 .....	MP 623.6 .....	West Friona Grain

These switches will display a yellow or red target when lined for the main track or controlled siding.  
These switches are equipped with derails which must be left lined and locked in the derailing position when not in use.

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
  - MP 569.4—DED/Exception Reporting
  - MP 574.5—Recall Code 8
  - MP 578.9—Main 2—DED/Exception Reporting
  - MP 585.7—Main 2—DED/Exception Reporting
  - MP 590.0—DED/Exception Reporting
  - MP 594.7—Recall Code 0
  - MP 601.1—DED/Exception Reporting
  - MP 607.0—DED/Exception Reporting
  - MP 613.0—DED/Exception Reporting
  - MP 618.7—Recall Code 8
  - MP 624.4—DED/Exception Reporting
  - MP 629.0—DED/Exception Reporting
  - MP 634.1—DED/Exception Reporting
  - MP 643.2—Recall Code 8
  - MP 651.2—DED/Exception Reporting
- C. Other detectors
  - MP 636.6—High Water  
EWD Signals 6372-6374  
WWD Signals 6353-6351

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Remote Control Operations**—Signs located at MP 3.5 (Boise City Subdivision), MP 338.0 (Dalhart Subdivision), MP 562.0 (Hereford Subdivision), MP 541.0 (Panhandle Subdivision), and MP 327.5 (Red River Valley Subdivision) designate the Remote Control Area at Amarillo.

**Remote Control Zone**—At Amarillo South Yard, Remote Control Zones (RCZ) are established on the East Freight Lead and the West Yard Lead. RCZ signs have been placed to identify the limits.

Remote Control Zone 1 is established on the East Freight Lead (track 102) between the 10th Street overpass eastward to the clearance point of the east switch track 603. Derail at the clearance point east switch track 603.

Remote Control Zone 2 is established on the West Yard Lead (track 107) between the 26th Street overpass westward to the clearance point of the west switch track 107. Derail at the



clearance point west switch track 107. Due to clearance, west RCZ sign is installed 100 feet west of clearance point on track 107.

**Activation/Deactivation Process**—Remote control operator will notify the South Yard assistant trainmaster to activate either remote control zone. Remote control operator will verify zone is clear and the derail protecting limits is in the derailing position. Remote control zone will remain activated until deactivated by remote control operator.

Position of switches and derails while Remote Control Zone is activated are as follows:

The normal position for the east switch track 603 will be lined for movement on track 603. The normal position for the west switch track 107 will be lined for movement on the East Yard Lead (track 108). Derails will be lined for derailing position.

**Overhead and Side Obstructions**—Equipment or structures at the following locations will not clear a person on the side of a car:

**Frona**—Warning sign located next to a cement drain between Track 3816 and Millards Warehouse.

Grain dryer south of Track 3812, North Elevator Track.

**Parmerton**—Structures along Tracks 3830 and 3831, Excel Meat Packing Plant.

**Bovina**—Blowers and electric motors on the west side of Track 3848.

**Bad Order Setout Tracks**—Tracks at the following locations are designated as bad order setout tracks. Signs indicate where car(s) should be spotted:

- MP 578.2 ..... 3703 (West), 3704 (West)
- MP 591.0 ..... 3707, 3708
- MP 616.7 ..... 9964
- MP 640.8 (Main 1) ..... 3858
- MP 640.8 (Main 2) ..... 3859

**Test Miles**—Test mile signs have been placed at MP 562.0 Westbound and at MP 638.0 Eastbound.

**8. Line Segments**

**Yard Line Segments**

**Line Segments Limits**

7154 ..... Amarillo Yard

**Road Line Segments**

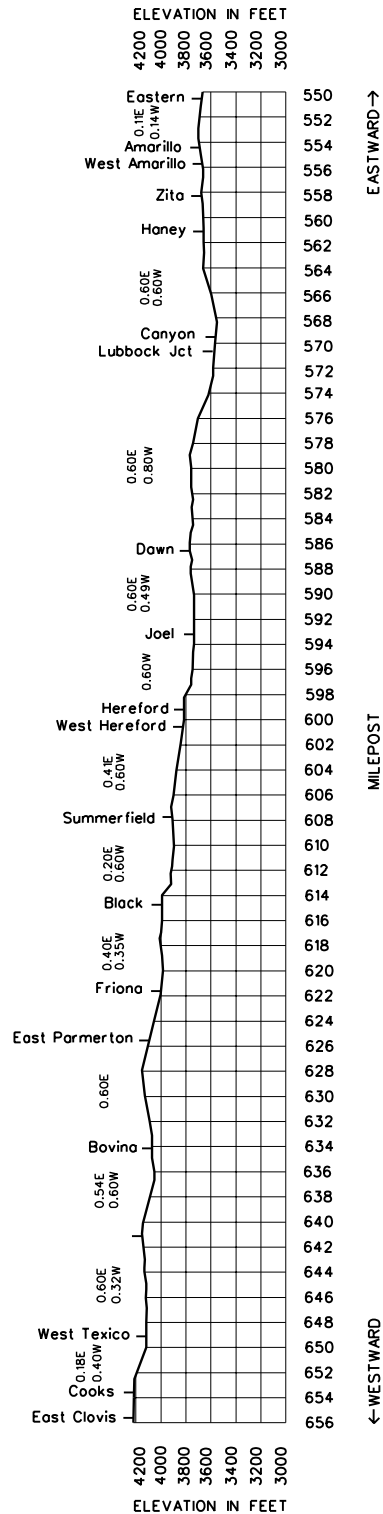
**Line Segment Limits**

7100 ..... Eastern to MP 655.7

**9. Locations Not Shown as Stations**

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

**10. Grade Chart**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	La Junta Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		55250	124.7	ELLINOR	J				7.0	
11,762	61170	131.7	STRONG CITY				CTC		4.1	
	61150	135.8	NEVA	J				9.0		
8,583	61140	144.8	CLEMENTS					12.1		
8,079	61130	156.9	FLORENCE					11.7		
		168.6	UP RR	AJ				2.2		
10,487	61125	170.8	PEABODY					7.5		
8,419	61120	178.3	WALTON					6.3		
		184.6	CP 1846	JM				0.5		
	61100	185.1	NEWTON	PT		3MT CTC		0.5		
		185.6	FIRST ST.	JX				0.5		
		186.1	RAIL MILL	X			0.6			
		186.7	SAND CREEK	CPT		2MT CTC	1.0			
		187.7	CP 1877	JX			2.3			
		190.0	CP 1900				4.6			
6,124	61040	194.6	HALSTEAD				9.1			
10,452	61030	203.7	BURRTON				8.8			
		212.5	CP 2125				1.6			
		214.1	CP 2141	PT		CTC	2.4			
		216.5	CP 2165	M			1.5			
33,300	61000	218.0	HUTCHINSON	P			0.3			
		218.3	CH JCT.	J			0.7			
		219.0	CP 2190	M			1.6			
		220.6	CP 2206				14.5			
10,166	58980	235.1	ABBYVILLE				16.0			
10,300	58968	251.1	ZENITH				14.9			
10,284	58960	266.0	ST. JOHN				18.9			
10,370	58945	284.9	BELPRE			TWC ABS ATS	17.5			
8,600	58935	302.4 316.7	KINSLEY				8.0			
5,282	58930	324.7	OFFERLE				11.4			
7,768	58920	336.1	SPEARVILLE				8.6			
	58915	344.7	WRIGHT	Y			5.4			
		350.1	DODGE CITY JCT.	XY		DT TWC ABS ATS	2.4			
	58900	352.5	DODGE CITY	CPTY			2.2			
		354.7	SEARS	Y			16.5			
6,250	58869	371.2	CIMARRON				12.8			
7,750	58849	384.0	CHARLESTON				18.4			
7,835	58300	402.4	GARDEN CITY	CPY			14.6			
4,050	58250	417.0	DEERFIELD				20.3			
6,850	58220	437.3	SUTTON			TWC ABS ATS	16.6			
10,000	58190	453.9	SYRACUSE	P			21.0			
3,700	58180	474.9	HOLLY				10.4			
4,000	58165	485.3	GRANADA				17.0			
7,500	58100	502.3	LAMAR	P			19.2			
4,000	58080	521.5	CADDOA				12.1			
		533.6	LAS ANIMAS JCT.	JP			394.6			

The remainder of this Timetable includes information from the Powder River Division, Boise City Subdivision. It has been included for information purposes only. See the General Orders for the Boise City Subdivision, Powder River Division for all amendments regarding MP 533.6 through MP 554.9.

NORTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Powder River Division Boise City Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	SOUTHWARD ↑
			533.6	LAS ANIMAS JCT.	JP				2.4	
8,300	58060	536.0	LAS ANIMAS			CTC ATS	7300		14.7	
		550.7	CASA			2MT CTC ATS			3.3	
		554.0	CP 5540			DT ABS ATS			0.9	
	56700	554.9	LA JUNTA	X(2)C PTY					21.3	

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

Mobile PBX Access Newton to LaJunta			
<b>To Connect:</b> Set channel TxRx, Press access code, wait for dial tone, Press 8, wait for dial tone, dial 593-7670 for VTR.			
<b>To Disconnect:</b> Press #			
	Mobile		Access
	Tx	Rx	
Newton	Ch 92	Ch 10	*
Hutchinson	Ch 95	Ch 09	*
Spearville	Ch 79	Ch 21	*
Dodge City	Ch 95	Ch 09	*
Garden City	Ch 90	Ch 15	*
Syracuse	Ch 92	Ch 10	*
Lamar	Ch 95	Ch 09	*
LaJunta	Ch 90	Ch 15	*

**Dispatcher Telephone Numbers**

Chief Dispatcher

—Ellinor to and including Dodge City  
(913) 551-2311, Fax (913) 551-2361

—Dodge City to La Junta  
(817) 234-2333, Fax (817) 234-2433

Train Dispatcher

—Ellinor to but not including West Sand Creek  
(DS17) Monday-Friday, 0700-1500 - (913) 551-2317  
Fax (913) 551-2387

—Ellinor to and including Dodge City  
(DS17) Monday-Friday, 1500-0700 and Saturday-Sunday  
(913) 551-2317, Fax (913) 551-2387

—West Sand Creek to and including Dodge City  
(DS104) Monday-Friday, 0700-1500 - (913) 551-2318  
Fax (913) 551-2018

—Dodge City to La Junta  
(DS13) Monday-Friday, 0700-2300 - (817) 234-2313,  
Fax (817) 234-2413  
(DS18) Monday-Friday, 2300-0700 and Saturday-Sunday-  
(817) 234-2318, Fax (817) 234-2418

**1. Speed Regulations**

**1(A). Speed—Maximum**

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

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

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

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

**Exceptions:**

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

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

Trains consisting entirely of loaded double-stack equipment:

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

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

**# The maximum speed for freight trains is 45 MPH when:**

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

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

	Passenger	Freight
MP 132.4 to MP 132.8 .....	75 MPH.	
MP 133.7 to MP 133.9 .....	70 MPH.	50 MPH.
MP 135.9 to MP 136.4 .....	75 MPH.	65 MPH.
MP 166.4 to MP 166.8 .....	70 MPH.	65 MPH.
MP 168.0 to MP 168.4 .....	50 MPH.	45 MPH.
MP 168.6 .....	45 MPH.	45 MPH.
MP 168.9 to MP 169.1 .....	65 MPH.	45 MPH.
MP 170.0 to MP 170.5 .....	75 MPH.	65 MPH.
MP 173.3 to MP 175.9 .....	70 MPH.	65 MPH.
Newton—Main tracks between MP 184.2 and MP 186.1 .....	20 MPH.	20 MPH.
MP 186.4 to MP 186.5 .....	75 MPH.	65 MPH.
MP 187.3 to MP 187.8 .....	55 MPH.	50 MPH.
MP 203.3 to MP 204.1 (HER), Road Crossings ...	50 MPH.	50 MPH.
MP 216.5 .....	40 MPH.	40 MPH.
MP 216.6 to MP 219.1 (HER), Road Crossings ...	30 MPH.	30 MPH.
MP 218.1 to MP 219.1 .....	40 MPH.	30 MPH.
MP 219.2 .....	40 MPH.	40 MPH.
MP 219.4 to MP 220.2 .....	60 MPH.	55 MPH.
MP 257.2 to MP 257.5 .....	60 MPH.	50 MPH.
MP 265.7 to MP 266.2 (HER), Road Crossings ...	55 MPH.	55 MPH.
MP 266.1 to MP 266.5 .....	70 MPH.	
MP 301.7 to MP 302.0 .....	60 MPH.	55 MPH.
MP 301.9 to MP 302.4 (HER), Road Crossings ...	55 MPH.	55 MPH.
MP 302.2 to MP 302.4 .....	75 MPH.	65 MPH.
MP 344.7 to MP 354.7 Main 2 .....	40 MPH.	40 MPH.
MP 347.9 to MP 352.0 Main 1 .....	60 MPH.	40 MPH.
Dodge City—Freight lead between east switch and bridge at MP 351.0 .....	20 MPH.	20 MPH.
MP 352.0 to MP 352.3 Main 1 (Equipped with westward ATS inert inductors) .....	30 MPH.	20 MPH.
MP 352.0 to MP 352.3 Main 2 (Equipped with westward ATS inert inductors) .....	15 MPH.	15 MPH.
MP 401.7 to MP 403.0 (HER), Road Crossings ...	45 MPH.	45 MPH.
MP 432.6 to MP 433.2 .....	75 MPH.	
MP 435.9 to MP 436.5 .....	85 MPH.	
MP 479.9 to MP 481.9 .....	75 MPH.	
MP 502.1 to MP 503.0 (HER), Road Crossings ...	60 MPH.	60 MPH.
MP 536.4 to MP 536.5 .....	80 MPH.	
MP 543.1 to MP 543.9 .....	80 MPH.	
MP 544.9 to MP 545.8 .....	85 MPH.	
MP 547.9 to MP 548.0 .....	85 MPH.	
MP 551.4 to MP 551.6 .....	80 MPH.	60 MPH.
MP 552.8 to MP 553.1 .....	60 MPH.	55 MPH.
MP 553.6 to MP 554.2 .....	80 MPH.	60 MPH.
MP 554.2 to MP 554.9 .....	40 MPH.	40 MPH.

**1(C). Speed—Switches and Turnouts**

	Freight
MP 124.7, main track turnouts and crossover	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 131.7, both ends of siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 135.8, turnout to Strong City Subdivision .....	10 MPH.
MP 144.8, both ends of siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 156.9, both ends of siding	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 169.5, both ends of siding	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 169.5, connection to UP RR .....	10 MPH.
MP 178.3, both ends of siding	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 178.3, east switch storage track	
Less than 100 TOB .....	10 MPH.
100 TOB and over .....	10 MPH.
MP 184.5 to MP 185.5, main track crossover and turnouts	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 185.6, turnout to Lower Yard	
Less than 100 TOB .....	10 MPH.
100 TOB and over .....	10 MPH.
MP 186.1, crossover	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 187.8, crossover	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 190.0, turnout from or to Main 2	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 194.6, both ends of siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 203.7, both ends of siding	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 212.5, turnouts and crossovers	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 214.1, turnouts and crossovers	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 216.4, turnouts and crossovers	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 216.5, turnouts and crossovers	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 216.7, second crossover west of MP 216.5 between siding and main track and crossover west of MP 216.5 between siding and track 203 .....	10 MPH.
MP 218.0, turnouts and crossovers	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 219.2, turnouts and crossovers	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 220.6, turnout to UP connection	
Less than 100 TOB .....	50 MPH.
100 TOB and over .....	40 MPH.
MP 235.1, both ends siding	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 251.1, both ends siding	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.

	<b>Freight</b>
MP 266.0, both ends of siding	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 284.9, both ends of siding	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 302.4, both ends of siding	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 316.7, both ends of siding	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 324.7, both ends of siding .....	20 MPH.
MP 336.1, both ends of siding .....	10 MPH.
MP 344.7, turnout from or to Main 2, spring switch	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 350.1, Main 2, spring switch	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 350.1, turnout east end freight lead, spring switch .....	20 MPH.
MP 350.1, turnout from Main 1 to Main 2	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 354.7, end of double track, spring switch .....	30 MPH.
MP 371.2, both ends of siding .....	20 MPH.
MP 384.0, both ends of siding .....	20 MPH.
MP 402.4, both ends of siding .....	10 MPH.
MP 417.0, both ends of siding .....	10 MPH.
MP 437.3, both ends of siding	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 453.9, both ends of siding .....	20 MPH.
MP 474.9, both ends of siding .....	10 MPH.
MP 485.3, both ends of siding .....	10 MPH.
MP 502.3, both ends of siding .....	20 MPH.
MP 521.5, both ends of siding .....	10 MPH.
MP 533.6, turnout La Junta Subdivision to Boise City Subdivision	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 536.0, both ends of siding	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 550.7, turnout to Main 2	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.

**1(D). Speed—Other**

On sidings: Strong City, Clements, Halstead, and Burrton	
Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
On sidings: Florence, Peabody, Walton, Hutchinson, Abbyville, Zenith, St. John, Belpre, Kinsley, Sutton, and Las Animas	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
On sidings: Spearville, Garden City, Deerfield, Holly, Granada, and Caddoa .....	10 MPH.
Strong City, track 8407 .....	5 MPH.
Elmdale, elevator track 3801 .....	5 MPH.
Florence, track 9003 .....	5 MPH.
Peabody, track 8901 .....	5 MPH.
Newton freight leads between First St.	
MP 185.6 and Sand Creek Bridge MP 186.3 .....	10 MPH.
Newton to Sand Creek—KEO connection	
track 8524 .....	10 MPH.
When pulling cars across scale track 8521	
at Cargill Flour Mill .....	5 MPH.
On west leg of wye 8340 .....	10 MPH.
On McGraw lead 8195 between McGraw	
and west end Sand Creek yard .....	10 MPH.
Dodge City—Western Power Spur track 129 .....	5 MPH.
High Plains all movements on descending grade .....	3 MPH.
CLIC 106 Freight Lead from	
MP 350.3 to MP 351.0 .....	10 MPH.
East CV Industrial Spur MP 0.0 to MP 3.8 .....	10 MPH.
Stafford—Elevator track 5703 .....	5 MPH.

**Temperature Restrictions**

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

MP 124.7 to MP 323.3

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 degrees F and over	Maximum 55 MPH, observing existing restrictions.	Maximum 45 MPH, observing existing restrictions.	Maximum 70 MPH, observing existing restrictions.

MP 323.3 to MP 533.6

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

MP 533.6 to MP 554.9

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over
110 degrees F and over	Maximum 50 MPH.	Maximum 45 MPH.

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

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Ellinor to La Junta ..... 143 tons, Restriction C

**3. Type of Operation**

**CTC**—in effect:

MP 124.7 to MP 220.6

MP 533.6 to MP 554.0

**Multiple Main Tracks—**

3 MT: MP 184.6 to MP 185.6

2 MT: MP 185.6 to MP 190.0

2 MT: MP 550.7 to MP 554.9

**TWC**—in effect:

MP 220.6 to MP 533.6

**ABS**—in effect:

MP 220.6 to MP 533.6

MP 554.0 to MP 554.9

**Yard Limits**—in effect:

MP 344.7 to MP 354.7

MP 398.3 to MP 405.0

MP 554.0 to MP 554.9

MP 554.9 to MP 556.5 (Raton Subdivision)

MP 554.9 to MP 557.8 (Pueblo Subdivision)

**Interlockings: Trains and Engines**—The interlocking signals

at MP 168.6 are also controlled signals. When stopped by a Stop indication, comply with Rule 9.12.3 if the signal does not change to a more favorable indication.

- 4. General Code of Operating Rules Items**  
**Rule 5.5**—Between MP 344.7 and MP 354.7. Permanent speed signs are not displayed for movements against current of traffic.  
**Rule 6.19**—When flagging is required, distance will be 2.0 miles.  
**MWOR Rule 6.58**—Automatic Interlockings with MW Release Box:  
 MP 168.6  
**Rule 8.12 Crossover Switches**—The following switches must be lined and locked for other than crossover movement when left unattended:  
 Switch 8520 ..... MP 184.7 ..... UPRR Transfer  
 Switch 9409 ..... MP 195.2 ..... Idaho Timber  
 Switch 0416 ..... MP 221.6 ..... City Service  
 Switch 5706 ..... MP 257.2 ..... Hay Track  
 Switch 4501 ..... MP 345.1 ..... West End Elevator Track  
 These switches will display a yellow or red target when lined for the main track.  
**Rule 12.1**—ATS in effect:  
 MP 220.6 to MP 554.9

- 5. Trackside Warning Detectors (TWD)**  
 A. Protecting bridges, tunnels or other structures: None  
 B. Other TWD locations  
 MP 134.0—Recall Code 8  
 MP 158.4—Recall Code 8  
 MP 180.9—Recall Code 8  
 MP 198.4—Recall Code 8  
 MP 225.0—Recall Code 8  
 MP 247.9—Recall Code 8  
 MP 275.5—Recall Code 8  
 MP 290.6—Recall Code 0  
 MP 321.2—Recall Code 8  
 MP 341.0—Recall Code 0  
 MP 355.4—Recall Code 8  
 MP 380.2—Recall Code 0  
 MP 397.7—Recall Code 8  
 MP 418.1—Recall Code 0  
 MP 435.2—Recall Code 8  
 MP 466.1—Recall Code 8  
 MP 499.0—Recall Code 8  
 MP 538.4—Recall Code 8  
 C. Other detectors  
 MP 355.3 to MP 356.0—High Water  
     EWD signal 3562 & WWD absolute signal Main 1  
 Sears  
 MP 375.9—High Water—Signals 3772 and 3741  
 MP 381.4—High Water—EWD absolute signal east end siding Charleston WWD signal 3801  
 MP 387.1—High Water—Signals 3892 and 3871  
 MP 389.5—High Water—Signals 3922 and 3891  
 MP 393.1—High Water—Signals 3952 and 3921  
 MP 419.7—High Water—Signals 4198 and WWD absolute signal west end siding Deerfield  
 MP 425.2—High Water—Signals 4272 and 4249  
 MP 433.0—MP 433.6—High Water—Signals 4342 and 4317  
 MP 439.6—High Water—Signals 4408 and WWD absolute signal east end siding Sutton  
 MP 445.7—High Water—Signals 4474 and 4451  
 MP 447.1—High Water—Signals 4474 and 4451  
 MP 448.3—High Water—Signals 4492 and 4475  
 MP 455.4—High Water  
     EWD signal 4572  
     WWD absolute signal west end siding Syracuse

- MP 469.8, MP 470.8, MP 471.1—High Water  
 Signals 4722 and 4691  
 MP 485.8—High Water  
     EWD signal 4882  
     WWD absolute signal west end siding Granada  
 MP 492.0—High Water—Signals 4922 and 4901  
 MP 500.1—High Water  
     EWD absolute signal east end siding Lamar  
     WWD signal 4981

**6. FRA Excepted Track**

Location	Track No.	Track Name
Strong City	8407	Wye Spur
Florence	9002	Middle Track
	9003	Scale Track
Peabody	8901	Elevator Track
	8902	Elevator Track
	8903	Elevator Track
Halstead	9401	House Track
	9402	Elevator Track
	9403	Elevator Track
	9406	Spur Track
	9409	Chandler Spur
	9410	Patrick Spur
Hutchinson	0138	Storehouse Track
	0146	Bedding Track
	0206	Garvey Elevator
	0208	Sonoco Paper Corp.
	0213	ADM Elevator 1
	0238	Cargill Grain East Track
	0239	Cargill Grain House Track
	0240	Cargill Grain West Track
	0339	T O F C
	0341	Machine Dock
	0347	Hutchinson News
Abbyville	0505	Elevator Track
Zenith	5102	Elevator Track
Stafford	5703	Elevator Track
Lewis	9302	House Track
	9303	Elevator Track
Bellefont	2702	Elevator Track
Dodge City	0133	Dodge City Concrete
	0203	Old House Track
	0206	Team Track
	0207	Caboose Track

- 7. Special Conditions**  
**Remote Control Operations**—Signs located at MP 188.3 (Arkansas City Subdivision), MP 190.2 (La Junta Subdivision) and MP 184.2 (La Junta Subdivision) designate the Remote Control Area at Newton. Before train or engine movement is made into a remote control area on other than main track (Sand Creek yard) the assistant trainmaster must be notified.  
**Remote Control Zone**—Between the EBCS, MP 185.8 and 350 feet east of Sand Creek bridge (location marked by sign) the eastbound freight lead (track 8306), and westbound freight lead (track 8305) have been designated as a Remote Control Zone (RCZ) at Newton yard.  
**Activation/Deactivation Procedure**—Remote Control Operator will contact La Junta Subdivision train dispatcher and request that Remote Control Zone protection be activated on eastbound/westbound freight lead (track 8305/8306). La Junta Subdivision train dispatcher will block access to lead (track

8305/8306) at First Street. After switch is blocked train dispatcher will notify remote control operator. Remote control operator will then display "Remote Control Zone Activated" sign to activate Remote Control Zone and notify assistant trainmaster that Remote Control Zone has been activated. Remote Control Zone will remain activated until remote control operator has dropped the "Remote Control Activated" sign to deactivate the zone. The Remote Control Operator will then notify the assistant trainmaster and train dispatcher that the remote control zone is now deactivated. The train dispatcher and the assistant trainmaster cannot deactivate the zone without notification to the Remote Control Operator. Before the eastbound/westbound freight lead (track 8305/8306) can be fouled or occupied, assistant trainmaster must be contacted to determine if Remote Control Zone has been activated.

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

Conductor of crew going on duty at Newton will call UP train dispatcher at Omaha, Nebraska, 1-888-263-4706, to operate on UP between Wichita and Lost Springs. Track warrants and bulletin books are located at above locations. Use radio channel 42 on UP.

**Florence**—Main Street crossing on yard track must be protected by a member of the crew.

**UPRR Interlocking at MP 168.6**—Instructions for operation of Interlocking Plant at Union Pacific Crossing, MP 168.6:

**Trains and Engines**—If the interlocking signal governing movement is displaying a Stop indication and there is no evidence of conflicting movement:

1. Crew member must communicate with train dispatcher or control operator and secure authority to pass signal displaying Stop indication.
2. Also be governed by instructions outlined in the following: (CAUTION: DO NOT OPERATE RELEASE WITHOUT COMMUNICATING WITH CONTROL OPERATOR. IF UNABLE TO CONTACT CONTROL OPERATOR, TRAIN MUST NOT PROCEED UNTIL INTERLOCKING SIGNAL DISPLAYS A PROCEED INDICATION.)
  - (A) If white lamp inside box marked BNSF control box at the crossing is illuminated, depress push button for five (5) seconds. Five (5) minutes after push button has been depressed, if white lamp remains illuminated and no train or engine movement is evident on conflicting route, train or engine may proceed.
  - (B) If white lamp is not illuminated, and after waiting five (5) minutes and no conflicting movement is evident, depress push button and wait additional five (5) minutes. If no train or engine movement is evident on conflicting route, train or engine may then proceed.

**Track Car**—Comply with instructions in key controller box before occupying interlocking limits.

**Peabody**—Setting out cars on UP connections is prohibited.

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

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

**Hutchinson**—Only one six-axle locomotive is allowed on the wye at Halstead Street.

All grain trains being pulled or spotted at Elevator J will use four (4) axle locomotive (Hutchinson switch engine) to accomplish this task. Do not ride cars through the South or North Head Houses (Tracks 227, 228, 229, and 230), because there is no clearance.

**Kinsley**—Mile posts escalate from MP 302.4 to MP 316.7. The distance between mile posts is 3,696 feet.

**Dodge City Jct.**—Air must be cut in on all cars while switching High Plains and locomotive brake must be applied while on a descending grade.

The normal position of the spring switch at the east end of the freight lead is lined for the freight lead.

**Las Animas Jct.**—Trains traveling from the La Junta Subdivision to the La Junta Subdivision will be through the turnout at Las Animas Jct. Trains traveling from the La Junta Subdivision to the Boise City Subdivision will have the straight rail.

**La Junta Yard**—No loaded coal trains or loaded unit grain trains are to be yarded on any track in La Junta Yard.

**Close Clearances**

**Florence**—Between the track serving Burns Farmers Cooperative Union and the new warehouse.

**Walton**—Farmers Grain Cooperative—Intercom wire 22 feet and power line 25 feet above top of rail.

**Newton**—Cement dock South side Rail Mill between 2 and 3 poles east of MP 186.0 on Track 8345.

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

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

Loading dock North side of Track 138, 100 feet east of Store House.

**Dodge City**—At the loading platform of Grain Products, Tracks 131 and 132, when the platform is down. Between tracks 110 and 111 and between tracks 111 and 112, crew must not ride on side of car.

**Loaded Unit Grain or Coal Trains not Allowed on the Following Sidings**—Offerle, Spearville, Garden City, Deerfield, Holly, Granada, and Caddoa.

**Bad Order Setout Tracks**—Tracks at the following locations are designated as a bad order setout tracks. Signs indicate where car(s) should be spotted:

Hutchinson .....	163
Dodge City .....	187 (West), 101 (East)
Howell .....	East End 9902 (West)
Cimarron .....	906 (East)
Charleston .....	2202 (West)
Pierceville .....	2802 (East)
Garden City .....	4027 (West)
Deerfield .....	5503 (East)
Lakin .....	6201 (West)
Sutton .....	7501 (West)
Syracuse .....	9208 (East)
Coolidge .....	602 (West)
Grote .....	2901 (East)
Lamar .....	3904 (West)
Las Animas .....	7401 (East), 7490 (West)

**Critical Areas**—See System Special Instructions, Item 33,  
Flash Flood Warnings:  
MP 350.5 to MP 358.0  
MP 412.0 to MP 415.0  
MP 458.7  
MP 462.3  
MP 470.8  
MP 530.5  
MP 542.3  
MP 545.6  
MP 546.4  
MP 548.8  
MP 549.8

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

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

- 7350 ..... Sand Creek Yard
- 7351 ..... Hutchinson Yard
- 7352 ..... Dodge City Yard
- 7353 ..... La Junta Yard

**Road Line Segments**

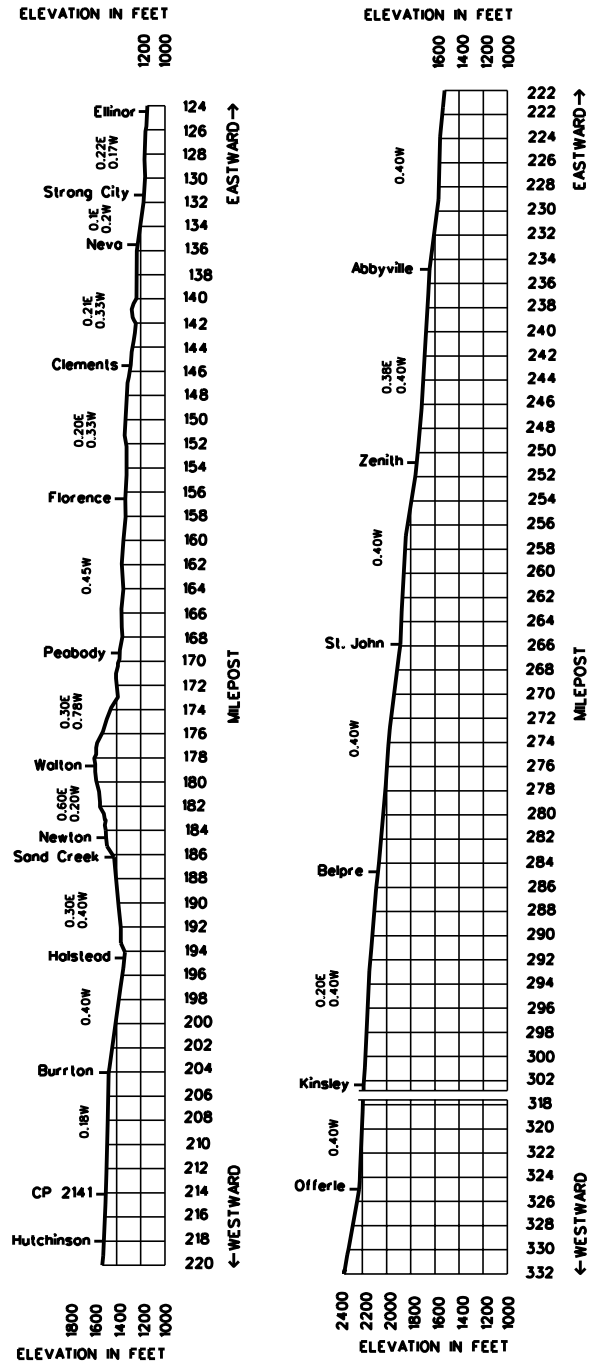
**Line Segment Limits**

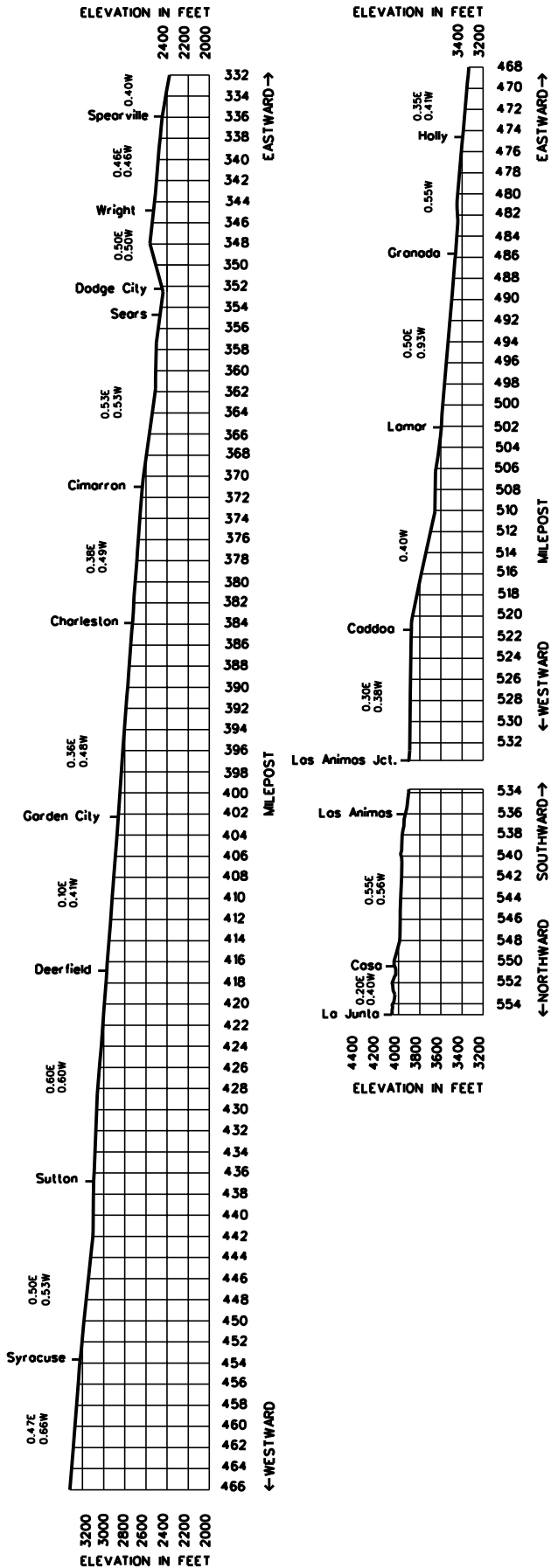
- 7300 ..... Ellinor to La Junta

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Elmdale	138.3	1,400	West
Plevna	240.7	200	East
Sylvia	246.4	2,460	Both
Stafford	257.0	7,325	Both
Dillwyn	272.8	4,676	Both
Macksville	277.6	6,140	Both
Lewis	293.3	2,438	Both
Bellefont	330.3	8,350	Both
Wright COOP	344.7	6,305	Both
East C.V. Industrial Spur	352.5	20,064	East
Howell	361.5	1,930	Both
Ingalls	377.3	5,747	Both
Pierceville	390.1	6,750	Both
Sunflower Electric	407.4	35,000	West
Holcomb	409.0	6,564	Both
Iowa Beef Processors	411.4	975	West
Lakin	424.3	9,897	Both
Kendall	442.2	6,886	Both
Coolidge	468.8	6,289	Both
Amity	479.2	2,150	Both
Grote	491.4	1,400	Both

**10. Grade Chart**







WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Panhandle Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		54600	238.0	WELLINGTON	JBCPT				0.5	
			238.5	CP 2385	X		2MT CTC		5.0	
		54598	243.5	ROLAND					3.5	
	7,800	54596	247.0	MAYFIELD					7.1	
	8,450	54594	254.1	MILAN					5.1	
	7,300	54592	259.2	ARGONIA					7.3	
	13,010	54590	266.5	DANVILLE					5.3	
			271.8	EAST HARPER					1.4	
			273.2	CP 2732	X				0.6	
	19,477	54500	273.8	HARPER	P				0.6	
			274.4	CP 2744					1.3	
			275.7	WEST HARPER					4.6	
	7,300	54490	280.3	EULA					4.1	
	S6,650		284.4	EAST ATTICA					1.2	
		54200	285.6	ATTICA					1.8	
	N7,700		287.4	WEST ATTICA			CTC		4.8	
	10,500	54160	292.2	CRISFIELD					7.6	
	11,282	54120	299.8	HAZELTON					5.7	
			305.5	EAST KIOWA					1.4	
	17,800	54100	306.9	KIOWA	P				0.3	
			307.2	CP 3072	X				1.9	
			309.1	WEST KIOWA					4.1	
	10,178	54084	313.2	LODER					6.3	
	11,400		319.5	BRINK					5.2	
		54070	324.7	ALVA				7100	4.2	
	18,966	54064	328.9	NOEL					6.5	
			335.4	EAST AVARD					0.5	
		54060	335.9	AVARD					0.5	
			336.4	WEST AVARD	X		2MT CTC		6.0	
			342.4	EAST WAYNOKA	X				2.8	
		54000	345.2	WAYNOKA	BXP				1.7	
			346.9	WEST WAYNOKA				CTC	3.2	
			350.1	HEMAN					6.0	
			356.8	BELVA	X(2)		2MT CTC		10.5	
			367.3	EAST CURTIS					1.6	
			368.9	CURTIS					2.1	
	7,924	53915	371.0	MOORELAND					7.8	
			380.3	EAST WOODWARD					1.0	
			381.3	CP 3813	X				1.5	
	14,649	53900	382.8	WOODWARD	PJ			CTC	0.2	
			383.0	CP 3830					0.2	
			383.2	WEST WOODWARD					3.1	
	7,267	53850	386.3	GERLACH					6.3	
	8,164	53835	392.6	TANGIER					5.7	
	7,785	53825	398.3	FARGO					8.4	
	7,683	53815	406.7	GAGE					7.7	
	7,657	53800	414.4	SHATTUCK	JT				4.9	
			419.3	GOODWIN			2MT CTC		9.0	

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Panhandle Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			428.3	CP 4283	X(2)					10.1
			438.4	COBURN	X(2)					5.7
	10,910	53750	444.1	GLAZIER			2MT CTC			2.6
			446.7	CLEAR CREEK	X(2)					5.6
			452.3	WEST CLEAR CREEK			CTC			1.7
			454.0	EAST CANADIAN						4.6
		53740	458.6	CANADIAN	X(2)					4.9
	11,017	53735	463.5	MENDOTA						6.2
		53730	469.7	LORA	X(2)					7.2
	11,723	53725	476.9	MIAMI						4.5
		53719	481.4	CODMAN	X(2)					12.6
			494.0	CP 4940	X(2)					3.3
	N6,470		497.3	CP 4973	X			7100		1.5
		53700	498.8	PAMPA	BPT		2MT CTC			2.0
			500.8	WEST PAMPA	X(2)					5.1
		53690	505.9	KINGS MILL						4.4
			510.3	CP 5103	X(2)					2.5
		53680	512.8	WHITE DEER						10.4
			523.2	CP 5232	X(2)					2.8
	N13,560	53520	526.0	PANHANDLE	JT					5.4
			531.4	CP 5314	X(2)					6.8
			538.2	CP 5382	X(2)					2.8
		53510	541.0	ST. FRANCIS						9.5
			550.5	EASTERN	TX					310.3

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

Mobile PBX Access Wellington to Amarillo			
<b>To Connect:</b> Set channel TxRx, Press access code, wait for dial tone, Press 8, wait for dial tone, dial 593-7670 for VTR.			
<b>To Disconnect:</b> Press #			
	Moble		Access
	Tx	Rx	
Wellington	Ch 79	Ch 21	*
Kiowa	Ch 90	Ch 15	*
Avard	Ch 29	Ch 68	* 1
Waynoka	Ch 92	Ch 10	*
Tangier	Ch 95	Ch 09	*
Higgins	Ch 9X	Ch 10	*
Miami	Ch 79	Ch 21	*
Pampa	Ch 90	Ch 15	*
Amarillo	Ch 92	Ch 10	*

**Dispatcher Telephone Numbers**

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

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
Wellington to Eastern, including trains 100 TOB and over .....	55 MPH.

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

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

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

**Exceptions:**

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

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

Trains consisting entirely of loaded double-stack equipment:

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

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

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

MP 237.7 to MP 237.8 .....	45 MPH.
MP 238.5 to MP 239.7 .....	60 MPH.
MP 323.5 to MP 328.0 .....	55 MPH.
MP 343.3 to MP 346.8 .....	55 MPH.
MP 379.0 to MP 379.3 .....	65 MPH.
MP 382.5 to MP 384.7 (HER) .....	50 MPH.
MP 382.9 to MP 384.1 .....	50 MPH.
MP 385.4 to MP 389.9 .....	50 MPH.
MP 445.7 to MP 450.1 .....	65 MPH.
MP 450.8 to MP 451.2 .....	60 MPH.
MP 452.4 to MP 453.4 .....	50 MPH.
MP 454.1 to MP 455.0, Main 1 .....	40 MPH.
MP 454.2 to MP 454.5, Main 2 .....	60 MPH.
MP 464.8 to MP 465.0, Main 2 .....	60 MPH.
MP 476.3 to MP 477.8, Main 2 .....	60 MPH.
MP 477.8 to MP 480.9, Main 2 .....	65 MPH.

**1(C). Speed—Switches and Turnouts**

SK JCT, turnout, Less than 100 TOB .....	40 MPH.
100 TOB and over .....	25 MPH.
MP 238.5, crossover .....	30 MPH.
MP 243.5, turnout .....	40 MPH.
MP 247.0, both ends of siding .....	40 MPH.
MP 254.1, both ends of siding .....	40 MPH.
MP 259.2, both ends of siding .....	40 MPH.
MP 266.5, both ends of siding .....	40 MPH.
MP 271.8, turnout .....	40 MPH.
MP 273.2, crossover .....	40 MPH.
MP 273.2, yard track turnout .....	10 MPH.
MP 274.4, yard track turnout .....	10 MPH.
MP 275.7, turnout .....	40 MPH.
MP 280.3, both ends of siding .....	40 MPH.
MP 284.4, turnout .....	40 MPH.
MP 285.6, turnouts .....	40 MPH.
MP 287.4, turnout .....	40 MPH.

**Freight**

MP 292.2, both ends of siding .....	40 MPH.
MP 299.8, both ends of siding .....	40 MPH.
MP 305.5, turnout .....	40 MPH.
MP 307.2, crossover .....	40 MPH.
MP 307.2, turnout yard track .....	15 MPH.
MP 309.1, turnout .....	40 MPH.
MP 313.2, both ends of siding .....	40 MPH.
MP 319.5, both ends of siding .....	40 MPH.
MP 328.9, both ends of siding .....	30 MPH.
MP 335.4, turnout .....	40 MPH.
MP 335.9, turnout to Avard Sub. ....	20 MPH.
MP 336.4, crossover .....	50 MPH.
MP 342.4, crossover .....	40 MPH.
MP 345.2, crossover .....	30 MPH.
MP 346.9, turnout .....	50 MPH.
MP 350.1, turnout .....	40 MPH.
MP 356.8, double crossovers .....	50 MPH.
MP 367.3, turnout .....	40 MPH.
MP 371.0, both ends of siding .....	40 MPH.
MP 380.3, turnout .....	40 MPH.
MP 381.3, crossover .....	40 MPH.
MP 383.2, turnout .....	40 MPH.
MP 386.3, both ends of siding .....	40 MPH.
MP 392.6, both ends of siding .....	40 MPH.
MP 398.3, both ends of siding .....	40 MPH.
MP 406.7, both ends of siding .....	40 MPH.
MP 414.4, both ends of siding .....	40 MPH.
MP 419.3, turnout .....	40 MPH.
MP 428.3, double crossovers .....	50 MPH.
MP 438.4, double crossover .....	50 MPH.
MP 444.1, both ends of siding .....	40 MPH.
MP 446.7, double crossover .....	50 MPH.
MP 452.3, turnout .....	40 MPH.
MP 454.0, turnout .....	40 MPH.
MP 458.6, double crossover .....	50 MPH.
MP 463.5, both ends of siding .....	40 MPH.
MP 469.7, double crossover .....	50 MPH.
MP 470.0, double crossover .....	50 MPH.
MP 476.9, both ends of siding .....	40 MPH.
MP 481.4, double crossovers .....	50 MPH.
MP 494.0, double crossovers .....	50 MPH.
MP 497.3, crossover .....	50 MPH.
MP 497.3, East end North siding .....	30 MPH.
MP 498.0, hand throw crossover .....	10 MPH.
MP 498.8, West end North siding .....	30 MPH.
MP 500.8, crossover .....	40 MPH.
MP 504.6, hand throw crossover .....	10 MPH.
MP 505.9, turnout to Celanese Corp. coal track (Main 2) .....	15 MPH.
MP 510.3, double crossover .....	50 MPH.
MP 523.2, double crossover .....	50 MPH.
MP 526.0, both ends North siding .....	40 MPH.
MP 531.4, double crossover .....	50 MPH.
MP 538.2, double crossover .....	50 MPH.
MP 540.5, St. Francis hand throw crossover .....	10 MPH.
MP 550.5, crossover Main 2 to Main 1 - westward movement only - 20 MPH, until lead locomotive passes turnout at MP 550.6, then increase speed to .....	30 MPH.
MP 550.6, turnout to east leg of Wye .....	20 MPH.

**1(D). Speed—Other**

On Sidings: Mayfield, Milan, Argonia, Danville, Harper, Eula, East Attica, West Attica, Crisfield, Hazelton, Kiowa, Loder, Brink, Mooreland, Woodward, Gerlach, Tangier, Fargo, Gage, Shattuck, Glazier, Mendota, Miami, Panhandle .....

On Sidings: Noel and CP 4973 .....

Pampa Industrial Spur, MP 0.0 to MP 4.7 .....

Pampa Wye in service West of Track 6821 .....

Kings Mill—At Celanese, Track 6930 .....

Celanese Corp. Coal Track, on the loop .....

Pantance Ordnance Spur .....

Shattuck, Southwestern RR Main Track, MP 0.0 to MP 1.5 .....

**Temperature Restriction**—When the ambient (air) temperature is in the following range, the applicable speed restriction will apply at the following locations on track specified:

- MP 335.3 to MP 346.9—Main 2
- MP 346.9 to MP 350.1—Main Track

MP 350.1 to MP 356.6—Main 1  
 MP 352.7 to MP 365.8—All Main Tracks, EWD only  
 MP 414.0 to MP 419.3—Main Track

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
96 to 100 degrees F	Maximum 55 MPH.	Maximum 45 MPH.

Unless specified in locations above, when ambient (air) temperature is in the following range, the applicable speed restriction will apply to Main Track operations outside of restricted limits:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
110 degrees F and over	Maximum 50 MPH.	Maximum 45 MPH.

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

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

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

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

Six-axle unit(s) are not allowed on the following tracks:

- Alva—in Alva Yards
- Shattuck—in Shattuck Yards
- TSTC Tracks—1412, 1427
- Alva—Only one four axle-unit is allowed in old Rock Island Yard

**3. Type of Operation**

**CTC**—in effect:  
 Wellington, MP 238.0 to Eastern, MP 550.5

**Multiple Main Tracks—2 MT:**

- MP 238.0 to MP 243.5
- MP 335.4 to MP 346.9
- MP 350.1 to MP 367.3
- MP 421.0 to MP 452.3
- MP 454.0 to MP 550.5

**4. General Code of Operating Rules Items**

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

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

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

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

**5. Trackside Warning Detectors (TWD)**

A. Protecting bridges, tunnel or other structures:

- MP 446.9—WWD only—Recall Code 8
- MP 460.2—EWD only—Recall Code 8

B. Other TWD locations

- MP 244.2—Recall Code 8, Exception Reporting
- MP 264.4—Recall Code 8, Exception Reporting
- MP 283.1—Recall Code 8, Exception Reporting
- MP 303.1—Recall Code 8, Exception Reporting
- MP 323.0—Recall Code 8, Exception Reporting

- MP 333.2—DED, Exception Reporting
- MP 339.3—Recall Code 8
- MP 343.8—DED, Exception Reporting—MT 2
- MP 348.3—DED, Exception Reporting
- MP 353.9—DED, Exception Reporting
- MP 359.8—Recall Code 8, Exception Reporting
- MP 364.4—DED, Exception Reporting—MT 2
- MP 377.6—Recall Code 8, Exception Reporting
- MP 396.1—Recall Code 8, Exception Reporting
- MP 416.7—Recall Code 8
- MP 421.6—DED, Exception Reporting—MT 2
- MP 425.8—DED, Exception Reporting—MT 2
- MP 430.9—DED, Exception Reporting—MT 2
- MP 433.2—Recall Code 8
- MP 438.2—DED, Exception Reporting
- MP 442.5—DED, Exception Reporting
- MP 446.9—EWD only—Recall Code 8
- MP 452.3—DED, Exception Reporting
- MP 456.2—DED, Exception Reporting
- MP 460.1—WWD only—Recall Code 8
- MP 464.6—DED, Exception Reporting
- MP 468.7—DED, Exception Reporting
- MP 473.6—DED, Exception Reporting
- MP 479.7—Recall Code 8, Exception Reporting
- MP 483.5—DED, Exception Reporting
- MP 487.6—DED, Exception Reporting
- MP 503.0—Recall Code 8, Exception Reporting
- MP 522.9—Recall Code 8, Exception Reporting
- MP 548.0—Recall Code 8, Exception Reporting

C. Other detectors

- MP 273.0—High Water
  - EWD controlled signal CP 2732
  - WWD controlled signal CP 2718
- MP 376.4, 376.8—High Water
  - EWD signal 3772
  - WWD signal 3761
- MP 398.0—High Water
  - EWD controlled signal EE siding Fargo
  - WWD signal 3961
- MP 403.5—High Water
  - EWD signal 4032
  - WWD signal 4011
- MP 404.5, 405.0—High Water
  - EWD controlled signal EE siding Gage
  - WWD signal 4031
- MP 409.6—High Water
  - EWD signal 4112
  - WWD signal 4091
- MP 461.2, 462.3—High Water
  - EWD controlled signals EE Siding Mendota and signal 4622
  - WWD signals 4601 and 4603
- MP 465.0—High Water
  - EWD signals 4662 and 4664
  - WWD controlled signals WE Siding Mendota and signal 4641
- MP 468.7—High Water
  - EWD controlled signals Lora
  - WWD signals 4661 and 4663
- MP 470.5—High Water
  - EWD signals 4712 and 4714
  - WWD controlled signals Lora
- MP 472.7—High Water
  - EWD signals 4732 and 4734
  - WWD signals 4711 and 4713
- MP 481.0—High Water
  - EWD controlled signal Codman
  - WWD signals 4791 and 4793

MP 482.0, 483.2—High Water  
 EWD signals 4832 and 4834  
 WWD controlled signal Codman  
 MP 486.3—High Water  
 EWD signals 4872 and 4874  
 WWD signals 4851 and 4853  
 MP 488.1—High Water  
 EWD signals 4892 and 4894  
 WWD signals 4871 and 4873

6. **FRA Excepted Track**—None

7. **Special Conditions**

**Close Clearance**—Do not ride on the side of car:

**Harper**—between Tracks 2014 and 2015.

**MP 502.6**—on north side of Cabot Track 6974.

**Remote Control Operations**—Signs located at MP 3.5 (Boise City Subdivision), MP 338.0 (Dalhart Subdivision), MP 562.0 (Hereford Subdivision), MP 541.0 (Panhandle Subdivision), and MP 327.5 (Red River Valley Subdivision) designate the Remote Control Area at Amarillo.

**Remote Control Zone**—At Amarillo South Yard, Remote Control Zones (RCZ) are established on the East Freight Lead and the West Yard Lead. RCZ signs have been placed to identify the limits.

Remote Control Zone 1 is established on the East Freight Lead (track 102) between the 10th Street overpass eastward to the clearance point of the east switch track 603. Deraill at the clearance point east switch track 603.

Remote Control Zone 2 is established on the West Yard Lead (track 107) between the 26th Street overpass westward to the clearance point of the west switch track 107. Deraill at the clearance point west switch track 107. Due to clearance, west RCZ sign is installed 100 feet west of clearance point on track 107.

**Activation/Deactivation Process**—Remote control operator will notify the South Yard assistant trainmaster to activate either remote control zone. Remote control operator will verify zone is clear and the derail protecting limits is in the derailing position. Remote control zone will remain activated until deactivated by remote control operator.

Position of switches and derails while Remote Control Zone is activated are as follows:

The normal position for the east switch track 603 will be lined for movement on track 603. The normal position for the west switch track 107 will be lined for movement on the East Yard Lead (track 108). Derails will be lined for derailing position.

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

**Between West Waynoka and Belva**—The distance between MP 350.0 and MP 351.0 is 1,168 feet.

**Between Mooreland and East Woodward**—The distance between MP 372.0 and MP 374.0 is 2,440 feet. MP 373.0 has been eliminated.

**Critical Areas**—See System Special Instructions, Item 33, Flash Flood Warnings:  
 MP 518.2

**Bad Order Setout Tracks**—Tracks at the following locations are designated as a bad order setout tracks. Signs indicate where car(s) should be spotted:

Wellington .....	103
Mayfield .....	0705 (West)
Milan .....	0707
Argonia .....	2009
Danville .....	2012
Harper .....	2020
Eula .....	2068
Attica .....	2031
Crisfield .....	2042
Hazelton .....	2045
Kiowa .....	2049, 2059
Loder .....	2101
Capron .....	2103 (East)
Brink .....	2104
Alva .....	9901
Noel .....	2138
Avard .....	2141
Waynoka .....	3011, 3017
Heman MT 1 .....	3030 (East)
Heman MT 2 .....	3031 (East)
Belva MT 1 .....	3034
Curtis MT 1 .....	3038
Curtis MT 2 .....	3039
Mooreland siding .....	3043 (West)
Mooreland .....	3044 (West)
Woodward .....	3115 (West)
Tangier .....	3133 (East)
Fargo .....	3136 (West)
Gage .....	3138
Shattuck .....	3149
Goodwin MT 2 .....	3161
Higgins MT 1 .....	3165 (West)
Higgins MT 2 .....	3164
Coburn MT 1 .....	3166
Coburn MT 2 .....	3167
Glazier .....	3170 (East)
Canadian .....	3211 (East)
Mendota .....	3224
Lora .....	3218 (West)
Miami MT 1 .....	3221 (East)
Codman MT 1 .....	3226 (West)
Hoover MT 1 .....	3229
Pampa MT 2 .....	6803 (East)
Kings Mill MT 1 .....	6903
Kings Mill MT 2 .....	6904 (West)
White Deer MT 2 .....	3231
Cuyler MT 1 .....	3246
Cuyler MT 2 .....	3245 (East)
Panhandle MT 2 .....	3256

8. **Line Segments**

**Yard Line Segments**

**Line Segment Limits**

7152 ..... Wellington Yard

**Road Line Segments**

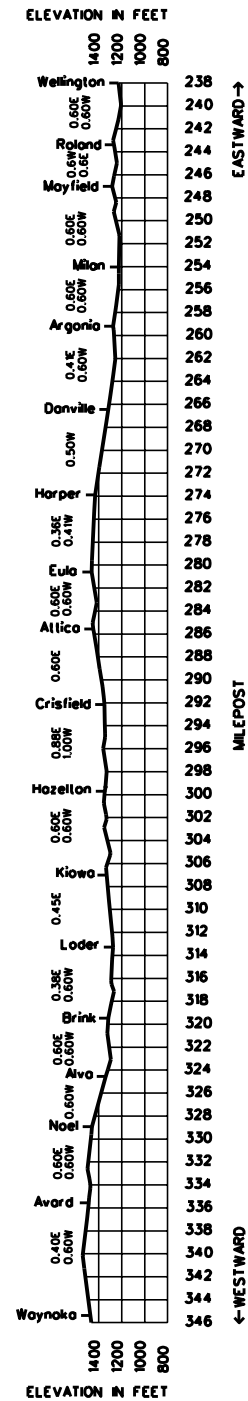
**Line Segments Limits**

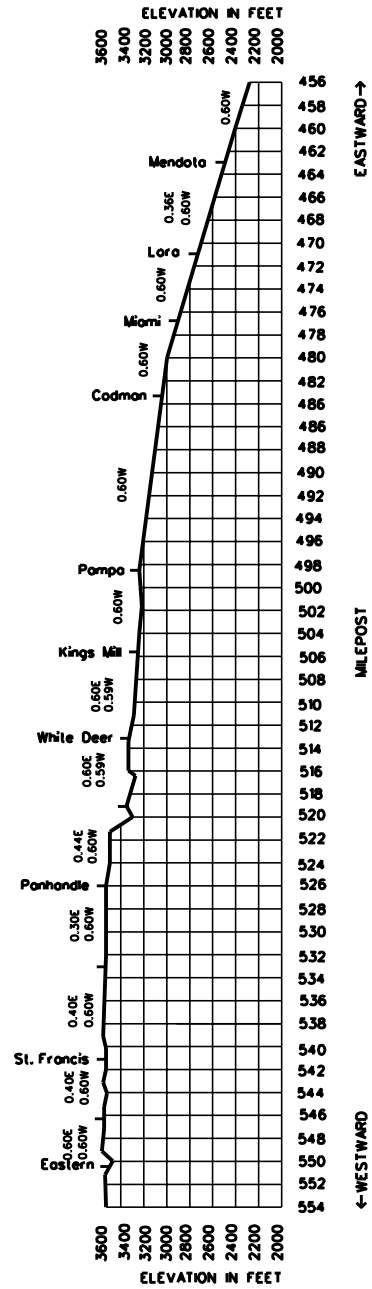
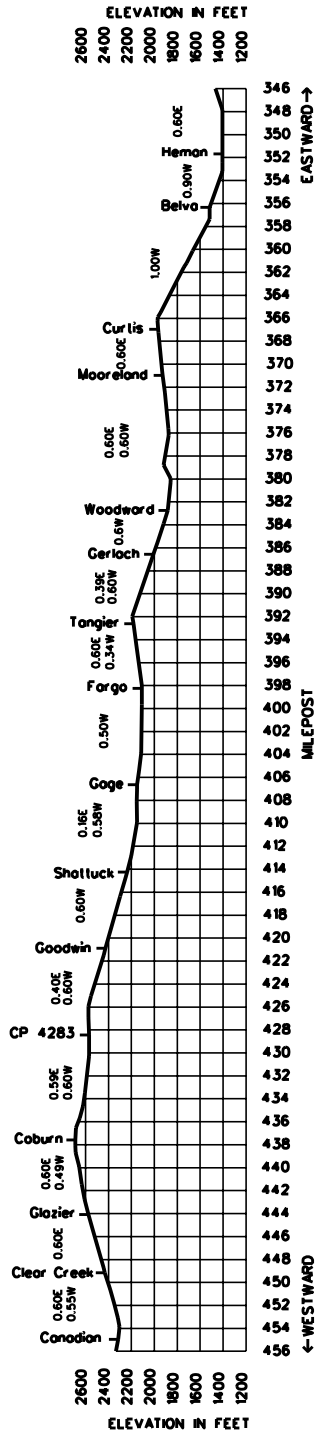
7100 ..... Wellington to Eastern

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Mayfield Cooperative Elevator - 0705	249.2	1215	West
Capron - 2102	316.4	5200	East
Union Underwear - 3130	391.2	4150	West
Higgins Elevator - 3164	428.5 Main 2	2275	Both
Codman - 3226	484.7 Main 1	1140	Both
Hoover Elevator - 3229	491.4 Main 1	1179	Both
Cabot Carbon Pampa Plant - West Lead 6969	502.6 Main 1	2250	West
Cabot Carbon Pampa Plant - East Lead 6970	502.6 Main 1	2250	East
Ingersoll-Rand - 6950	503.6 Main 1	1512	West
Celanese Corp. - 6905	504.3 Main 2	9800	Both
Celanese Corp. Coal Lead - 6920	505.6 Main 2	2.4 miles	West
Cuyler Elevator - 3245	519.0 Main 2	1200	East
Pantex Wye - East Leg - 1525, West Leg - 1520	539.1 Main 1	Yard	Both
Iowa Beef - 1501	542.1 Main 1	Yard	Both
TSTC - 1425	543.4 Main 2	Yard	East

10. Grade Chart





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

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

**Dispatcher Telephone Numbers**  
 Chief Dispatcher—(817) 234-2333, Fax (817) 234-2433  
 Train Dispatcher (DS 20)—(817) 234-2320, Fax (817) 234-2420

**1. Speed Regulations**

**1(A). Speed—Maximum**

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

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

MP 570.9 to MP 571.2 .....	30 MPH.
MP 626.5 to MP 627.2 (HER) .....	25 MPH.
MP 627.2 to MP 628.4 .....	20 MPH.
MP 628.4 to MP 628.5 .....	10 MPH.
MP 628.5 to MP 629.9 (HER) .....	40 MPH.
MP 668.6 to MP 668.8 .....	45 MPH.
MP 673.2 to MP 673.5 (curve east wye) .....	10 MPH.
Floydada Industrial Track 4799, MP 0.0 to MP 4.0 .....	10 MPH.

**1(C). Speed—Switches and Turnouts**

Canyon Jct.	
Turnout from Main 1 to Plainview Subdivision .....	10 MPH.
Crossover between Main 1 and Main 2 .....	10 MPH.

**1(D). Speed—Other**

On Sidings: Kaffir, Finney and Alley .....	10 MPH.
Bridge 626.3, cars heavier than 143 tons .....	25 MPH.
Plainview, Tracks 4111, 4112, and 4113 .....	5 MPH.

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

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

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

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

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

Lubbock Jct to Canyon Jct. .... 143 tons, Restriction A  
 Tulia—North Plains Compress, No six-axle unit on Track 4041

**3. Type of Operation**

**TWC**—in effect:  
 MP 570.9 to MP 673.1

**CTC**—in effect:  
 MP 673.1 to MP 673.5  
 East and West leg of wye, Canyon Jct.

**4. General Code of Operating Rules Items**

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

**MWOR Rule 6.58**—Automatic Interlockings with MW Release Box:  
 MP 628.4

**5. Trackside Warning Detectors (TWD)**

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

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Remote Control Operations**—Signs located at MP 86.1 and MP 679.2 (Slaton Subdivision) and at MP 670.8 (Plainview Subdivision), designate the Remote Control Area at Lubbock.

**Remote Control Zone**—Between the clearance point of the crossover from Main Track 1 to the switching lead at MP 674.1 and Avenue M at MP 673.6, the switching lead is designated as a Remote Control Zone (RCZ) at Lubbock.

**Activation/Deactivation Procedure**—Remote control operator will contact Lubbock assistant trainmaster and request that Remote Control Zone be activated on switching lead. Lubbock assistant trainmaster will record activation of zone and will notify remote control operator. Remote control operator will then display "Remote Control Zone Activated" sign to activate Remote Control Zone and notify assistant trainmaster that Remote Control Zone has been activated. Remote Control Zone will remain activated until remote control operator has dropped the "Remote Control Activated" sign to deactivate the zone. The remote control operator will then

notify the assistant trainmaster that the Remote Control Zone is now deactivated. The assistant trainmaster cannot deactivate the zone without notification to the remote control operator.

Before the switching lead can be fouled or occupied by movements off Purina Spur, assistant trainmaster must be contacted to determine if Remote Control Zone has been activated.

**Key Trains**—Key trains are prohibited from using any siding on the Plainview Subdivision except Finney.

**MP 646.5 (Underwood)**—Stop and flag FM 37 highway crossing while using siding only.

**Critical Areas**—See System Special Instructions, Item 33, Flash Flood Warnings:  
 MP 607.0 to MP 608.0  
 MP 668.3 to MP 669.7

**Interlocking**—Automatic Interlocking at MP 628.4

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

7157 ..... Lubbock Yard

**Road Line Segments**

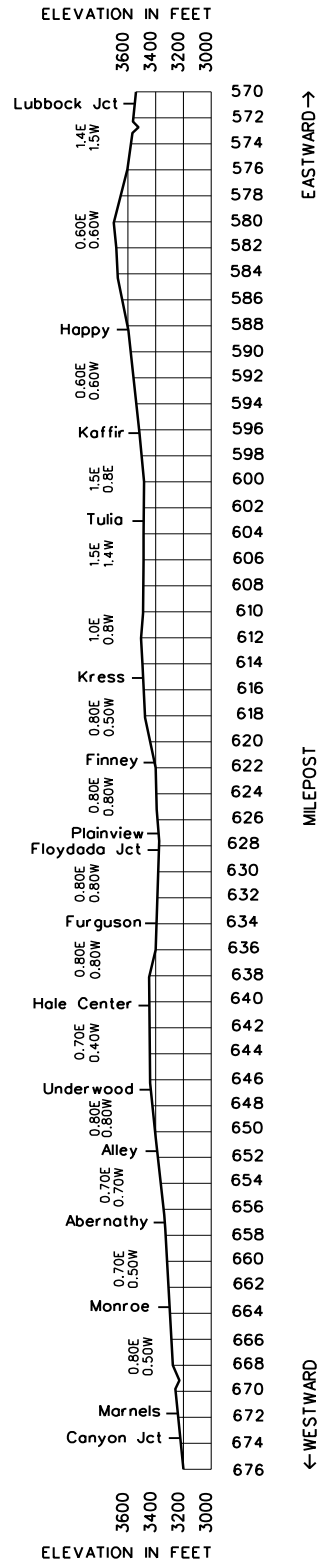
**Line Segment Limits**

7106 ..... Lubbock Jct to Canyon Jct.

**9. Locations Not Shown as Stations**

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

**10. Grade Chart**





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Slaton Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		42900	459.6	SWEETWATER	BPT		7508	1.1	
			460.7	ORIENT JCT.				5.1	
	12,253		787.3	GANNON			7106	12.0	
	7,106	42415	775.3	PYRON				6.7	
	4,878	42410	768.6	HERMLEIGH				11.7	
	5,701	42400	756.9	SNYDER				16.3	
	7,543	42380	740.6	FULLERVILLE				11.6	
	5,154	42370	729.0	JUSTICEBURG		CTC		8.7	
	5,482	42365	720.3	AUGUSTUS				6.5	
	6,911	42360	713.8	POST				10.2	
	5,400	42355	703.6	BUENOS				6.3	
	9,497	42350	697.3	SOUTHLAND				7.3	
		42300	690.0	SLATON	BP			10.2	
	4,916	42280	679.8	BURRIS				3.2	
			676.6	EAST LUBBOCK				2.0	
		42200	674.6	LUBBOCK	BCP	2MT TWC		1.1	
			673.5 88.6	CANYON JCT.	JT		3.9		
	6,792		84.7	EAST BROADVIEW			1.8		
			82.9	WEST BROADVIEW	J		4.8		
	5,326	41665	78.1	SHALLOWATER			12.5		
	5,292	41655	65.6	ANTON			12.6		
	7,341	41645	53.0	LITTLEFIELD			14.9		
	4,757	41635	38.1	SUDAN		CTC	8.0		
	5,416	41630	30.1	MILL			3.0		
			27.1	TOLK			4.9		
	11,630	41625	22.2	MULESHOE			12.4		
	11,721	41615	9.8	LARIAT			9.2		
		53035	0.6	FARWELL			0.6		
	6,903		0.0	CP 6476	T		208.5		

MP 459.6 to MP 460.7 is under the jurisdiction of the Gulf Division.

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	CQS	EMER
Sweetwater to CP 6476	36	1	4	5&7	9
Lubbock Yard	84	1	4	5&7	9
Lubbock Yard	66	NA	NA	NA	NA
Lubbock Yard RCO	75	NA	NA	NA	NA
Slaton Yard	84	1	4	5&7	9

Mobile PBX Access Sweetwater to Sudan			
<b>To Connect:</b> Set channel TxRx, Press access code, wait for dial tone, Press 8, wait for dial tone, dial 593-7670 for VTR.			
<b>To Disconnect:</b> Press #			
	Mobile		Access
	Tx	Rx	
Sweetwater	Ch 79	Ch 21	*
Snyder	Ch 95	Ch 09	*
Lubbock	Ch 92	Ch 10	*
Anton	Ch 95	Ch 09	*
Sudan	Ch 79	Ch 21	*

**Dispatcher Telephone Numbers**

Chief Dispatcher—(817) 234-2333, Fax (817) 234-2433  
Train Dispatcher (DS 20)—(817) 234-2320, Fax (817) 234-2420

**1. Speed Regulations**

**1(A). Speed—Maximum** **Freight**  
MP 459.6 to MP 0.0, including trains 100 TOB and over ..... 55 MPH.

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

MP 459.6 to MP 460.7 .....	40 MPH.
MP 778.0 to MP 777.9 .....	45 MPH.
MP 713.2 to MP 713.1 (HER) .....	50 MPH.
MP 705.6 to MP 700.7 .....	45 MPH.
MP 676.6 to MP 674.0 (HER) .....	30 MPH.
MP 674.0 to MP 88.3 (HER) .....	20 MPH.
MP 88.3 to MP 86.5 (HER) .....	30 MPH.
MP 0.7 to MP 0.1 .....	30 MPH.

**1(C). Speed—Switches and Turnouts**

MP 459.6, turnouts to yard .....	10 MPH.
MP 787.3, both ends of siding .....	30 MPH.
MP 775.3, both ends of siding .....	10 MPH.
MP 768.6, both ends of siding .....	10 MPH.
MP 756.9, both ends of siding .....	10 MPH.
MP 740.6, both ends of siding .....	25 MPH.
MP 729.0, both ends of siding .....	10 MPH.
MP 720.3, both ends of siding .....	10 MPH.
MP 713.8, both ends of siding .....	10 MPH.
MP 703.6, both ends of siding .....	10 MPH.
MP 697.3, both ends of siding .....	30 MPH.
MP 690.0, turnouts to yard .....	20 MPH.
MP 690.0, Track 4301 .....	20 MPH.
MP 679.8, both ends of siding .....	10 MPH.
MP 676.6, end of 2 MT .....	40 MPH.
Canyon Jct., end of 2 MT .....	30 MPH.
Canyon Jct., Crossover between Main 1 and Main 2 .....	10 MPH.
Canyon Jct., Turnout from Main 1 to Plainview Subdivision .....	10 MPH.
MP 84.7, both ends of siding .....	25 MPH.
MP 83.6, West Texas & Lubbock RR Jct. switch .....	10 MPH.
MP 78.1, both ends of siding .....	10 MPH.
MP 65.6, both ends of siding .....	10 MPH.
MP 53.0, both ends of siding .....	20 MPH.
MP 38.1, both ends of siding .....	10 MPH.
MP 30.1, both ends of siding .....	30 MPH.
MP 22.2, both ends of siding .....	10 MPH.
MP 9.8, both ends of siding .....	30 MPH.
MP 0.0, turnout to Hereford Subdivision .....	30 MPH.

**1(D). Speed—Other**

On Sidings: Gannon, Southland, Mill, Lariat and CP 6476 .....	30 MPH.
On Sidings: Fullerville and East Broadview .....	25 MPH.
On Sidings: Pyron, Hermleigh, Snyder, Justiceburg, Augustus, Post, Buenos, Burris, Shallowater, Anton, Sudan, and Muleshoe .....	10 MPH.
Southwestern Public Service Spur, MP 27.1 to gate .....	10 MPH.
On loop 10 .....	10 MPH.
Through Dumper .....	2 MPH.

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

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
100 to 109 degrees F	Maximum 50 MPH.	Maximum 45 MPH.
110 degrees F and over	Maximum 45 MPH.	Maximum 40 MPH.

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

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

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

Sweetwater to MP 0.0 ..... 143 tons, Restriction A

Six-axle locomotives are not allowed on the following auxiliary tracks:

- Snyder—4443, 4447
- Post—4337, 4339
- Slaton—4312, 4316, 4330
- Shallowater—4288, 4289
- Anton—4280
- Littlefield—4253, 4256, 4266, 4267, 4268, 4270, 4272
- Amherst—4250
- Sudan—4241, 4245, 4247
- Muleshoe—4212, 4215, 4216, 4217, 4218, 4219, 4222, 4226, 4227, 4228, 4234, 4235
- Lariat—4205, 4206, 4207
- MP 3.0—4202
- Farwell—3871, 3872, 4201

**3. Type of Operation**

**CTC**—in effect:  
 MP 459.6 to 676.6.  
 On west leg of wye, Canyon Jct.  
 MP 88.6 to 0.0.  
 On east leg of wye, Farwell.

**TWC**—in effect:  
 On two main tracks between MP 676.6 and MP 88.6

**4. General Code of Operating Rules Items**

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

**Rule 8.20**—Southwest Public Service Industrial Spur, MP 27.1, derail will be locked in non-derailing position except when spur is occupied with engines or cars.

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnel or other structures: None
- B. Other TWD locations
  - MP 791.7—Recall Code 8
  - MP 770.8—Recall Code 0
  - MP 748.5—Recall Code 8
  - MP 730.9—Recall Code 0
  - MP 709.0—Recall Code 8
  - MP 685.8—Recall Code 0
  - MP 81.2—Recall Code 8
  - MP 62.2—Recall Code 0
  - MP 41.5—Recall Code 8
  - MP 26.1—Recall Code 0
  - MP 5.0—Recall Code 8

- C. Other detectors
  - MP 785.9—High Water
    - EWD controlled signals east end Pyron & Signal 7831
    - WWD controlled signals west end siding Gannon.
  - MP 34.5—High Water
    - EWD Signal 341
    - WWD controlled signals at west end Sudan.

**6. FRA Excepted Track—**

**Lubbock**—Tracks 699 and 420, No freight trains shall be operated that contain more than five cars required to be placarded by Hazardous Material Regulations.

**7. Special Conditions**

**Remote Control Operations**—Signs located at MP 86.1 and MP 679.2 (Slaton Subdivision) and at MP 670.8 (Plainview Subdivision), designate the Remote Control Area at Lubbock.

**Remote Control Zone**—Between the clearance point of the crossover from Main Track 1 to the switching lead at MP 674.1 and Avenue M at MP 673.6, the switching lead is designated as a Remote Control Zone (RCZ) at Lubbock.

**Activation/Deactivation Procedure**—Remote control operator will contact Lubbock assistant trainmaster and request that Remote Control Zone be activated on switching lead. Lubbock assistant trainmaster will record activation of zone and will notify remote control operator. Remote control operator will then display “Remote Control Zone Activated” sign to activate Remote Control Zone and notify assistant trainmaster that Remote Control Zone has been activated. Remote Control Zone will remain activated until remote control operator has dropped the “Remote Control Activated” sign to deactivate the zone. The remote control operator will then notify the assistant trainmaster that the Remote Control Zone is now deactivated. The assistant trainmaster cannot deactivate the zone without notification to the remote control operator.

Before the switching lead can be fouled or occupied by movements off Purina Spur, assistant trainmaster must be contacted to determine if Remote Control Zone has been activated.

**Lubbock**—Due to close clearance, do not ride the side of cars between Tracks 106 and 107, Tracks 107 and 108, and Tracks 108 and 109.

**MP 82.9**—West Texas and Lubbock RR will connect to Broadview Siding at MP 83.6 within the limits of CP 829.

**WTR Trains**—WTR trains will use BNSF Main Track between East Broadview and East Lubbock.

**Underwood**—Stop and flag FM 37 highway crossing while using siding only.

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

**Critical Areas**—See System Special Instructions, Item 33, Flash Flood Warnings:  
 MP 757.1 to MP 756.5  
 MP 714.3 to MP 713.5  
 MP 77.3 to MP 77.2  
 MP 73.8 to MP 73.4  
 MP 71.8 to MP 71.5

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7158 ..... Sweetwater Yard
- 7510 ..... Sweetwater Industrial Spur MP 0.0 to MP 5.0
- 7157 ..... Lubbock Yard

Road Line Segments

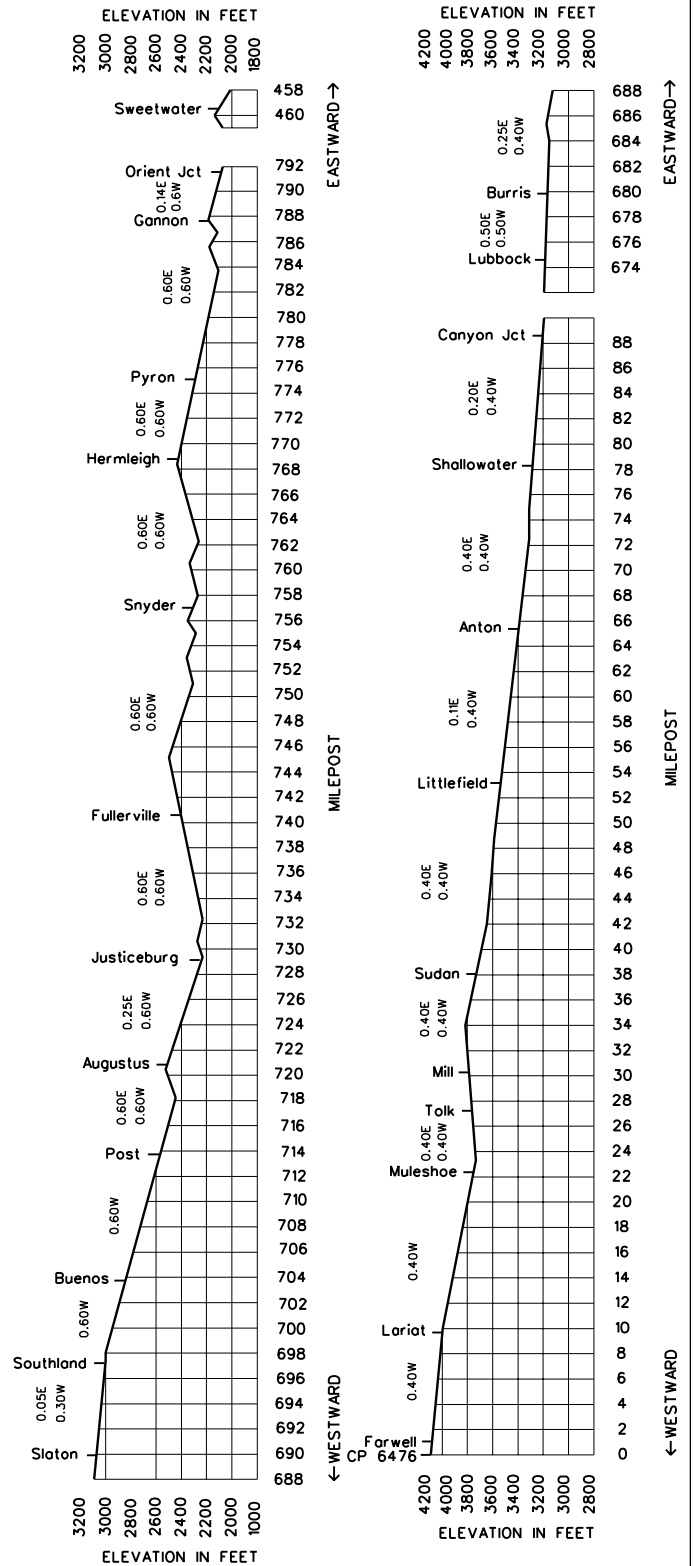
Line Segment Limits

- 7508 ..... Sweetwater to MP 461.0
- 7106 ..... Orient Jct. to Canyon Jct.
- 7107 ..... Canyon Jct. to CP 6476

9. Locations Not Shown as Stations

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

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	South Plains Subdivision MAIN LINE STATIONS		Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.			
		88787	324.3	PLAINVIEW	ACJTP	486	13.2	
		88801	337.5	EDMONSON			14.1	
2,563	88815	351.6	HART		TWC		12.6	
	88831	364.2	DIMITT		Rule 6.28		39.9	

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

**Dispatcher Telephone Numbers**

Chief Dispatcher—(817-234-2333, Fax (817) 234-2433  
 Train Dispatcher (DS 20)—(817) 234-2320, Fax (817) 234-2420

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 324.3 to MP 364.2 ..... **Freight** 25 MPH.

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

MP 320.0 to MP 326.0 ..... 10 MPH.  
 MP 340.3 to MP 368.4 ..... 10 MPH.

**1(C). Speed—Switches and Turnouts**

Through all turnouts ..... 10 MPH.

**1(D). Speed—Other**

On siding: Hart ..... 10 MPH.

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

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

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

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

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

Plainview to Dimmitt ..... 134 tons, Restriction D

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

**3. Type of Operation**

TWC—in effect:  
 Plainview to Dimmitt

**4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**Rule 6.28**—in effect:

Plainview—MP 320.0 to MP 324.3  
 Dimmitt—MP 364.2 to MP 368.4

**MWOR Rule 6.58**—Automatic Interlockings with MW Release Box:  
 MP 323.5

**5. Trackside Warning Detectors (TWD)—None**

**6. FRA Exempted Track**

Edmonson to Dimmitt—All tracks MP 340.3 to MP 366.2.  
 No freight trains shall be operated that contain more than five cars required to be placarded by Hazardous Material Regulations.

**7. Special Conditions—None**

**8. Line Segments**

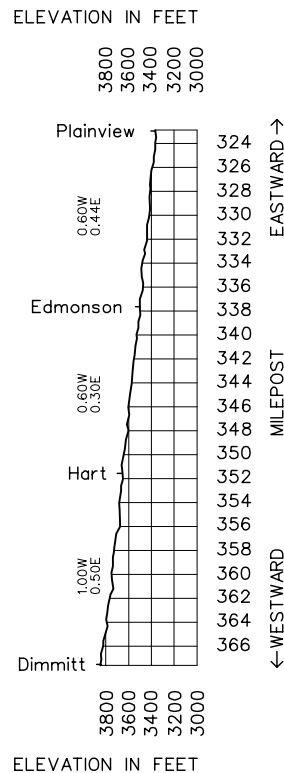
**Road Line Segments**  
**Line Segment Limits**

486 ..... Plainview to Dimmitt

**9. Locations Not Shown as Stations**

Name	Miles-Location	Capacity Cars	Switch Opens
88816 Custom Farm Supply	372.9	5	West
88822 Roy	372.3	12	West
88829 Goodpasture	366.4	18	West

**10. Grade Chart**



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

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

Mobile PBX Access Newton to Superior			
<b>To Connect:</b> Set channel TxRx, Press access code, wait for dial tone, Press 8, wait for dial tone, dial 593-7670 for VTR.			
<b>To Disconnect:</b> Press #			
	Mobile		Access
	Tx	Rx	
Strong City	Ch 79	Ch 21	*
Longford	Ch 95	Ch 09	*
Concordia	Ch 92	Ch 10	*

**Dispatcher Telephone Numbers**

Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361  
 Train Dispatcher—  
 (DS104) Monday-Friday, 0700-1500 - (913) 551-2318  
 Fax (913) 551-2018  
 (DS 17) Monday-Friday, 1500-0700 and Saturday-Sunday  
 (913) 551-2317, Fax (913) 551-2387

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 0.0 to MP 153.1 ..... **Freight**  
 40 MPH.

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

**Freight**  
 MP 0.0 to MP 25.7 ..... 10 MPH.  
 MP 51.7 to MP 53.0 ..... 35 MPH.  
 MP 57.0 to MP 59.2 ..... 20 MPH.  
 MP 60.7 to MP 60.9 ..... 20 MPH.  
 MP 92.7 to MP 93.4 ..... 20 MPH.  
 MP 113.2 (Stop) ..... 10 MPH.  
 MP 113.2 to MP 113.4 ..... 10 MPH.  
 MP 113.4 to MP 114.8 ..... 25 MPH.  
 MP 120.1 (Approach prepared to stop) ..... 40 MPH.  
 MP 133.7 (Stop) ..... 30 MPH.  
 MP 133.8 to MP 134.0 ..... 20 MPH.  
 MP 152.6 to MP 153.1 ..... 15 MPH.

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

**1(D). Speed—Other**

On Sidings: Abilene, Longford, Miltonvale and Concordia ..... 10 MPH.  
 Locomotive cranes/pile drivers, AT-199454  
 through AT-199468 and Jordan spreaders ..... 20 MPH.  
 Cars weighing in excess of 136 tons (272,000 pounds)  
 MP 94.9 (Bridge) ..... 10 MPH.  
 MP 104.3 (Bridge) ..... 10 MPH.  
 MP 111.3 (Bridge) ..... 25 MPH.  
 MP 143.8 (Bridge) ..... 25 MPH.  
 MP 145.8 (Bridge) ..... 25 MPH.

**Temperature Restrictions**

When the ambient (air) temperature is in the following range, the applicable speed restriction will apply to Main Track operations at the following location:

MP 25.5 to MP 153.1

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

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

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Neva to Superior Jct. .... 143 tons, Restriction C

**3. Type of Operation**

**TWC**—in effect:  
 Between Neva and Superior Jct.

**Restricted Limits**—in effect:

Superior Jct. .... MP 151.2 to Wymore Subdivision

**4. General Code of Operating Rules Items**

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

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

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

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

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

**MWOR Rule 6.58**—Automatic Interlockings with MW Release Box:

MP 30.9  
 MP 59.0

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
  - MP 34.8—Recall Code 8
  - MP 63.5—Recall Code 8
  - MP 90.5—Recall Code 8
  - MP 123.0—Recall Code 8

**6. FRA Exempted Track**

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

**7. Special Conditions**

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

**Lost Springs**—UP junction switch will be left lined and locked for the UP connection.

**Abilene**—Conductor of crew going on duty at Abilene will call UP train dispatcher at Omaha, Nebraska, 1-888-263-4706, to operate on UP between Wichita and Lost Springs. Track warrants and bulletin books are located at above locations. Use radio channel 42 on UP.

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

**Courtland**—When operating on the KYLE Railroad at Courtland, all crews will need to obtain a Timetable, Special Instructions, General Orders and DOB's (Daily Operating Bulletins) for the KYLE Railroad. Contact the KYLE train dispatcher (Radio Channel 81-22, Call-in #1\*03) to copy a track warrant before entering the KYLE main track. The KYLE train dispatcher telephone number for obtaining Daily Operating Bulletins or General Orders is 1-800-334-7369. Timetables/Special Instructions are available at Sand Creek yard office in Newton.

**Superior**—Junction switches will be left lined as last used.

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

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

**8. Line Segments**

**Road Line Segments**

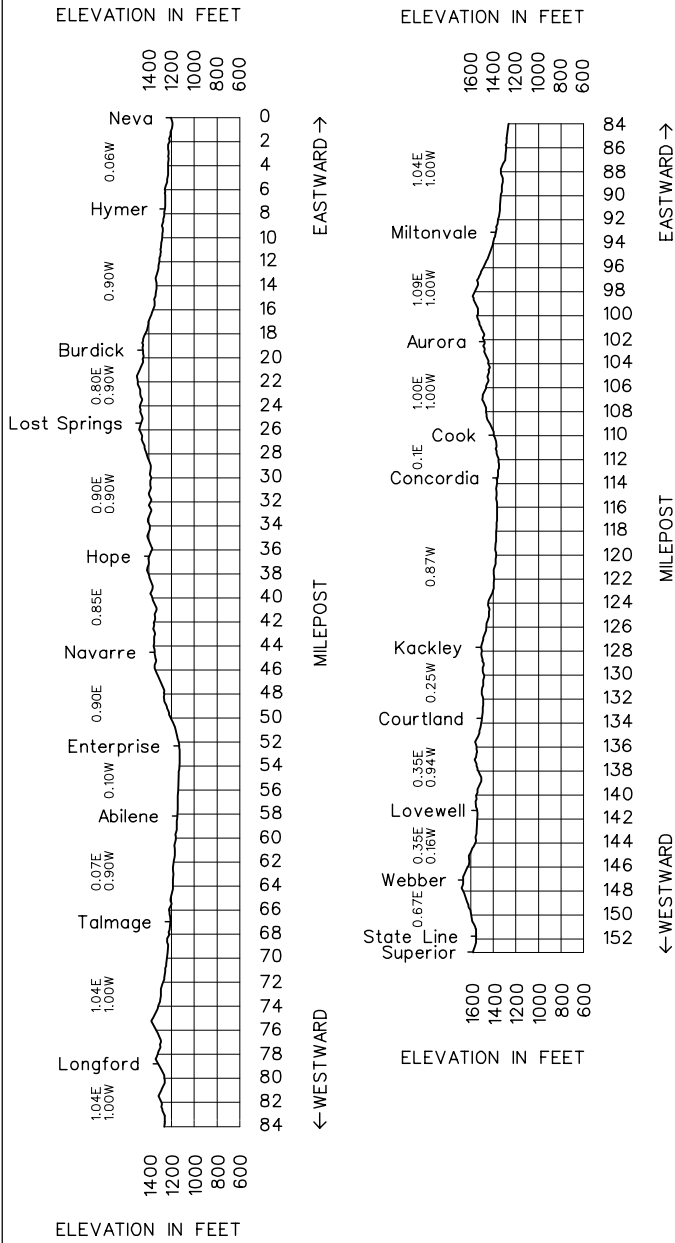
**Line Segment Limits**

- 7301 ..... Neva to Superior Jct.

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
Hope Storage Track	MP 36.8	2,785	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Topeka Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		61930	0.0	HOLLIDAY	J	CTC		7101	11.1	
	8,600	60530	11.1	DESOTO	P			7101	15.4	
	6,500	60500	26.5	LAWRENCE	CT			7101	5.1	
	2,500	60475	31.6	LAKEVIEW				7101	14.4	
	7,900	60425	46.0	TECUMSEH				7101	6.4	
			52.4 50.4W	BNSF RR			TWC ABS ATS	7101	0.2	
		60200	50.5W	TOPEKA	ACTY			7102	6.7	
	2,450	60220	57.3	PAULINE				7102	14.3	
		60232	71.6	SCRANTON				7102	5.3	
		60236	76.9	BURLINGAME				7102	7.4	
	5,000	60240	84.3	OSAGE CITY				7102	12.2	
		60248	96.5	READING				7102	14.5	
			111.0	N.R. JCT.	JT	CTC			113.0	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	CQS	EMER
Holiday to NR Jct.	69	2	4	5&7	9

Mobile PBX Access Kansas City to Topeka			
<b>To Connect:</b> Set channel TxRx, Press access code, wait for dial tone, Press 8, wait for dial tone, dial 593-7670 for VTR.			
<b>To Disconnect:</b> Press #			
	Mobile		Access
	Tx	Rx	
Kansas City	Ch 90	Ch 15	*
Topeka	Ch 95	Ch 09	*

**Dispatcher Telephone Numbers**

Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361  
 Train Dispatcher—  
 (DS104) Monday-Friday, 0700-1500 - (913) 551-2318  
 Fax (913) 551-2018  
 (DS 17) Monday-Friday, 1500-0700 and Saturday-Sunday  
 (913) 551-2317, Fax (913) 551-2387

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
Holiday to N.R. Jct. ....	79 MPH.	55 MPH.
The maximum speed for freight trains is 45 MPH when:		
1. Train exceeds 10,000 feet; or		
2. Train averages 90 TOB or more.		
Sunflower Ordinance Track MP 11.3 .....		25 MPH.

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

MP 0.0 to MP 0.3 .....	30 MPH.	30 MPH.
MP 0.7 to MP 0.9 .....	65 MPH.	
MP 2.8 to MP 3.3 .....	55 MPH.	
MP 3.7 to MP 3.9 .....	70 MPH.	
MP 6.3 to MP 6.5 .....	75 MPH.	
MP 8.8 to MP 9.3 .....	65 MPH.	
MP 15.1 to MP 16.1 .....	70 MPH.	
MP 18.3 to MP 19.5 .....	65 MPH.	
MP 23.4 to MP 23.6 .....	55 MPH.	
MP 24.6 to MP 24.8 .....	70 MPH.	
MP 25.2 to MP 25.9 .....	60 MPH.	
MP 26.2 to MP 27.4 (Equipped with westward and eastward ATS inert inductors) .....	35 MPH.	30 MPH.

	Passenger	Freight
MP 28.7 to MP 30.3 .....	70 MPH.	
MP 34.8 to MP 35.2 .....	55 MPH.	50 MPH.
MP 36.9 to MP 37.8 .....	70 MPH.	
MP 50.6W to MP 52.2 (eastward) .....	10 MPH.	10 MPH.
MP 50.6W to MP 51.2W .....	20 MPH.	20 MPH.
MP 51.1 to MP 51.3 .....	65 MPH.	
MP 51.5 to MP 52.0 .....	45 MPH.	40 MPH.
MP 52.2 to MP 50.6W (westward) (Equipped with inert inductors) .....	10 MPH.	10 MPH.
Fourth St. to Tenth St. Crossings .....	20 MPH.	20 MPH.
MP 58.9 to MP 59.1 .....	70 MPH.	
MP 59.8 to MP 60.0 .....	70 MPH.	
MP 61.0 to MP 63.6 .....	55 MPH.	50 MPH.
MP 63.6 to MP 64.2 (Equipped with westward and eastward ATS inert inductors) .....	50 MPH.	45 MPH.
MP 64.5 to MP 64.7 .....	65 MPH.	
MP 65.0 to MP 65.3 .....	70 MPH.	
MP 66.5 to MP 67.2 .....	50 MPH.	50 MPH.
MP 67.5 to MP 67.8 .....	60 MPH.	
MP 69.0 to MP 69.4 .....	60 MPH.	
MP 69.8 to MP 70.1 .....	75 MPH.	
MP 75.1 to MP 75.3 .....	60 MPH.	
MP 76.0 to MP 77.1 .....	60 MPH.	
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 85.7 .....	40 MPH.	40 MPH.
MP 88.5 to MP 88.9 .....	60 MPH.	
MP 89.5 to MP 90.2 .....	75 MPH.	
MP 91.0 to MP 97.8 .....	60 MPH.	
MP 97.8 to MP 98.3 .....	60 MPH.	50 MPH.
MP 98.3 to MP 107.3 .....	60 MPH.	
MP 107.3 to MP 108.3 .....	55 MPH.	50 MPH.
MP 110 to MP 110.3 .....	30 MPH.	30 MPH.
MP 110.8 to MP 111.0 (Equipped with westward ATS inert inductors) .....	30 MPH.	30 MPH.

**1(C). Speed—Switches and Turnouts**

MP 0.0, turnout Emporia Subdivision	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.
MP 11.1, both ends of siding, spring switches .....	10 MPH.
MP 26.5, both ends of siding, spring switches .....	10 MPH.
MP 31.6, both ends of siding, spring switches .....	10 MPH.
MP 46.0, both ends of siding, spring switches .....	10 MPH.
MP 51.4W, west end of yard, spring switches .....	10 MPH.
MP 57.3, both ends of siding, spring switches .....	10 MPH.
MP 84.3, both ends of siding, spring switches .....	10 MPH.
MP 111.0, turnout Emporia Subdivision	
Less than 100 TOB .....	30 MPH.
100 TOB and over .....	25 MPH.

**1(D). Speed—Other**

On Sidings: Desoto, Lawrence, Lakeview, Tecumseh,  
 Pauline and Osage City ..... 10 MPH.

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

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

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

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

**Burlingame**—Track 9801 opens east end only (Track length is 2,700 feet) - Speed limit is 10 MPH.



**Temperature Restrictions**

When the ambient (air) temperature is in the following range, the applicable speed restriction will apply to Main Track operations at the following locations:  
MP 0.0 to MP 111.0

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

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

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

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

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

**3. Type of Operation**

**CTC**—in effect:

Begins at MP 0.1 (Eastward)

Begins at MP 110.9 (Westward)

**ABS**—in effect:

MP 0.1 to MP 110.9

**TWC**—in effect:

MP 0.1 to MP 110.9

**Yard Limits**

MP 49.8 to MP 53.0

**4. General Code of Operating Rules Items**

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

**Rule 12.1**—ATS in effect:

MP 0.1 to MP 110.9

**MWOR Rule 6.58**—Automatic Interlockings with MW Release Box:

MP 52.4

**5. Trackside Warning Detectors (TWD)**

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 21.8—Recall Code 0

MP 41.2—Recall Code 0

MP 60.7—Recall Code 0

MP 82.3—Recall Code 0

MP 104.6—Recall Code 0

C. Other detectors

MP 3.0—High Water—Signals 21 and 42

MP 36.9 to MP 37.2—Slide Fence—Signals 341 and 372

MP 62.9—High Water—Signals 621 and 652

MP 85.8 to MP 86.1—High Water

WWD Signal 841

EWD Signal 862

**6. FRA Excepted Track**

- Eudora ..... 1902 ..... House Track
- Lawrence ..... 2725 ..... Hill Track
- 2729 ..... Morton Building Spur
- 2730 ..... Farmers Coop
- 2731 ..... Farmers Coop
- 2804 ..... Lawrence Paper
- 2805 ..... Lawrence Paper
- 2806 ..... Lawrence Paper
- 2807 ..... Packer Plastics
- 2808 ..... Quaker A
- 2809 ..... Quaker B
- 2810 ..... Quaker C
- 2811 ..... Quaker D
- 2812 ..... Runaround Track
- 2813 ..... T.R.W. Spur
- 2814 ..... Lead Track
- 2815 ..... Runaround Track
- 2816 ..... K-Mart
- 2817 ..... KP&L Track
- 2818 ..... KP&L Track "B"
- 2819 ..... KP&L Track "C"
- 2820 ..... KP&L Team Track
- 2898 ..... Callery Lead
- Tecumseh ..... 0802 ..... KP&L
- 0803 ..... KP&L
- Topeka ..... 0116 ..... 13 A Track
- 0144 ..... Wye Track
- 0148 ..... PWP Track
- 0206 ..... City Track No. 6
- 0207 ..... City Track No. 7
- 0210 ..... City Track No. 10
- 0211 ..... City Track No. 11
- 0214 ..... Coach Spur
- 0215 ..... City Lead
- 0216 ..... City Runaround
- 0218 ..... North Dock
- 0220 ..... River Lead
- 0225 ..... I.H. Mill House Track
- 0226 ..... I.H. Mill East Track
- 0229 ..... First St. Lead
- 0236 ..... SSW Interchange
- 0239 ..... I.H. Mill West Track
- 0240 ..... I.H. Mill Grain Track
- 0241 ..... I.H. Mill Tail Track
- 0301 ..... West Roundhouse Track
- 0302 ..... Fuel Track
- 0303 ..... Hospital Track
- 0313 ..... Business Car Spur
- 0314 ..... Coach Shop Incoming Track
- 0315 ..... Coach Shop Outgoing Track
- 0318 ..... Coach Shop Track 4
- 0321 ..... Storehouse
- 0324 ..... Alley Track
- 0325 ..... Gas House Track
- 0326 ..... Ramp Track
- 0330 ..... East Powerhouse Lead
- 0331 ..... North Powerhouse Track
- 0332 ..... Powerhouse Crane Track
- 0333 ..... South Powerhouse Track
- 0336 ..... Center Mach. Shop Track
- 0337 ..... West Mach. Shop Track
- 0338 ..... East Mach. Shop Track
- 0340 ..... Ball Park Track
- 0341 ..... Crane Track
- 0342 ..... Belly Track
- 0343 ..... Oil Track

Topeka .....	0361 .....	Old Shed #1
	0362 .....	Old Shed #2
	0363 .....	Old Shed #3 (Out of Svc.)
	0364 .....	Old Shed #4
	0367 .....	Old Shed #7
	0369 .....	Old Shed #9
	0401 .....	Shop 1
	0403 .....	Shop 3
	0404 .....	Shop 4
	0405 .....	Shop 5 and Branner 3
	0406 .....	Shop 6
	0407 .....	Shop 7
	0408 .....	Shop 8 and Branner 4
	0409 .....	Shop 9 and Branner 5
	0410 .....	Shop 10
	0411 .....	Shop 11
	0413 .....	Shop 13
	0414 .....	Shop 14
	0415 .....	Shop 15 and Branner 15
	0417 .....	Branner 1
	0418 .....	Branner 2, New M.L.
	0426 .....	Substore 8
	0427 .....	Substore 7
	0428 .....	Scrap Wheel Track
	0429 .....	New Wheel Track
	0430 .....	Boring Track
	0433 .....	Crane Tie Up
	0434 .....	New Scrap Track
	0435 .....	Scrap Track
	0437 .....	Scrap Track
	0499 .....	New Freight Main
	0503 .....	East Field 3
	0504 .....	East Field 4
	0505 .....	East Field 5
	0506 .....	East Field 6
	0507 .....	East Field 7
	0508 .....	East Field 8
	0509 .....	East Field 9
	0510 .....	East Field 10
	0511 .....	East Field 11
	0512 .....	East Field 12
	0513 .....	East Field 13
	0514 .....	East Field 14
	0515 .....	East Field 15
	0516 .....	East Field 16
Pauline .....	0704 .....	Frito Lay Track
	0706 .....	Pauline Coop
	0707 .....	Pauline Coop
	0708 .....	Runaround Track
	0711 .....	Airbase Lead
	0717 .....	Storage 1
	0718 .....	Storage 2
	0719 .....	Storage 3
	0720 .....	Storage 4
	0721 .....	Storage 5
	0722 .....	Storage 6
	0723 .....	Lead to Warehouses 1-6
	0724 .....	Warehouse No. 1
	0725 .....	Warehouse No. 2
	0726 .....	Warehouse No. 3
	0727 .....	Warehouse No. 4
	0728 .....	Warehouse No. 5
	0729 .....	Warehouse No. 6
	0730 .....	Lead to Warehouses 7-12
	0731 .....	Warehouse No. 7
	0732 .....	Warehouse No. 7B
	0733 .....	Warehouse No. 8
	0734 .....	Warehouse No. 9

Pauline .....	0735 .....	Warehouse No. 10
	0736 .....	Warehouse No. 11
	0737 .....	Warehouse No. 12
Scranton .....	9201 .....	Scranton Coop
Burlingame .....	9802 .....	House Track
	9803 .....	Elevator Track
Osage City .....	9902 .....	Runaround Track
	9904 .....	House Track

**7. Special Conditions**

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

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

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

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

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

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

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

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

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

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

**Test Mile**

MP 3 westbound and MP 5 eastbound.

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

- MP 14.0 to MP 18.0
- MP 26.9 to MP 27.2
- MP 34.2 to MP 36.0
- MP 61.6 to MP 61.8
- MP 63.4 to MP 63.5
- MP 81.3 to MP 81.8
- MP 85.8 to MP 86.1
- MP 110.0 to MP 111.0

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

7153 ..... Topeka Yard

**Road Line Segments**

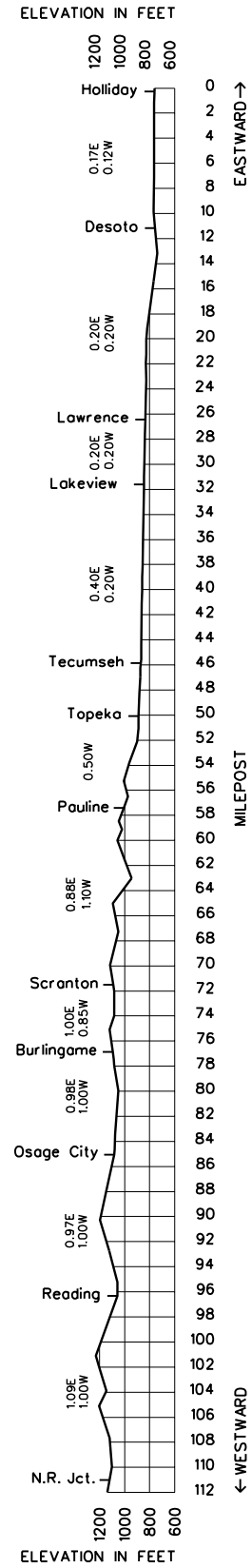
**Line Segment Limits**

- 7101 ..... Holliday to BNSF RR
- 7102 ..... BNSF RR to N.R. Jct.

9. Locations Not Shown as Stations

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

10. Grade Chart



**Track Bulletin Form B—Verbal Permission:**

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

“Foreman (name and/or Gang No.) \_\_\_\_\_ using Form B Restriction No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:
  - “(Train) may pass red flag (or red light) located at MP \_\_\_\_\_ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add one of the following:
  - “(Train) may proceed through the limits at \_\_\_\_\_ MPH (or at maximum authorized speed) (specifying track when necessary).”

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

  - “(Train) may proceed through the limits at \_\_\_\_\_ MPH (or maximum authorized speed) but not exceeding \_\_\_\_\_ MPH between/at (specifying location) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.
3. To require the train to move at restricted speed, but less than 20 MPH, add the following:
  - “(Train) must proceed at restricted speed but not exceeding \_\_\_\_\_ MPH (specifying distance and track when necessary).”

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

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

**Speed Tables**

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

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