

## 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.

## Revised Pages

This version contains the following revised pages:

**May 31, 2006:** Cover Page, 2, 3, 4, 7, 8, 9, 10, 11, 12, 13, 14, 25, 26, 27, 28, 29, 30



## Kansas Division

### Timetable No. 7

IN EFFECT AT 0800

Central Continental Time

**Wednesday, April 28, 2004**

(with revised pages in effect  
Wednesday May 31, 2006)

### Division General Manager

Steve B. Curtright

Kansas City, Kansas

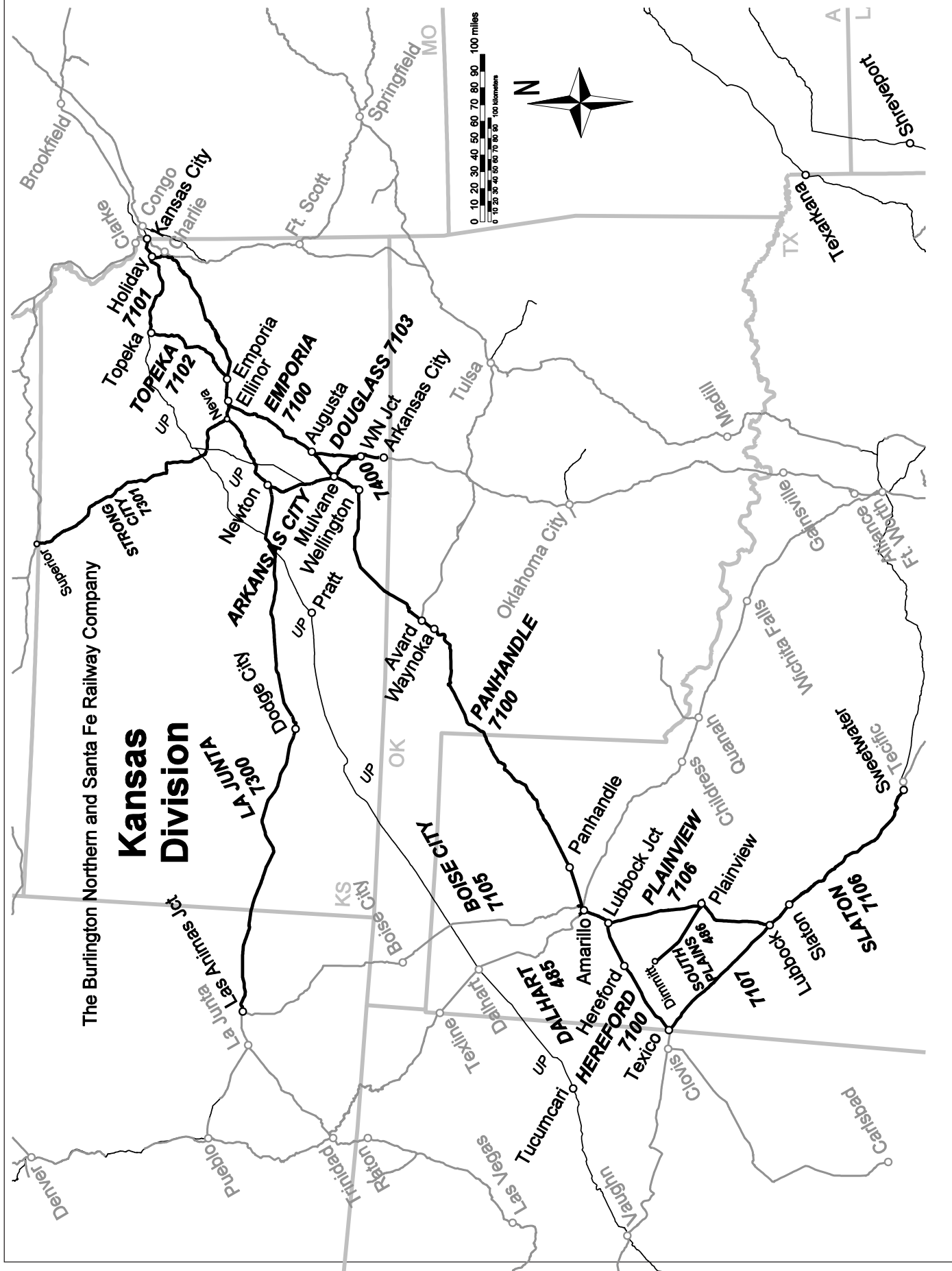
(913) 551-4559

### General Director Transportation

Nate Murray

Kansas City, Kansas

(913) 551-4310



## Division Managers

### Amarillo

B.J. BEALMEAR ..... Manager Signals ..... (806) 379-3089  
 D.J. BRYAN ..... General Foreman ..... (806) 379-3249  
 J.T. CAMPBELL ..... Road Foreman ..... (806) 379-3234  
 J.E. DAVIDSON ..... Terminal Manager ..... (806) 379-3410  
 J.B. DAVIS ..... Roadmaster ..... (806) 379-3340  
 S.S. DUCE ..... Trainmaster ..... (806) 379-3262  
 S.A. DUNLAP ..... Roadmaster ..... (806) 379-3176  
 R.E. JOHNSON ..... Supt. Operations ..... (806) 379-3090  
 B.W. HULL ..... Road Foreman ..... (806) 379-3002  
 T.D. KNAPP ..... Division Engineer ..... (806) 379-3080  
 W.D. KREUTZER ..... Signal Supervisor ..... (806) 379-3330  
 S.P. MOUNTAIN ..... Trainmaster ..... (806) 379-3263  
 D.K. MUSTOE ..... Terminal Superintendent ..... (806) 379-3377  
 J.P. SCOTT ..... Signal Supervisor ..... (806) 379-3187

### Augusta

P.J. SAMSON ..... Signal Supervisor ..... (316) 775-4062  
 P.E. ZENNER ..... Roadmaster ..... (316) 775-4076

### Dodge City

A.G. MOE ..... Roadmaster ..... (620) 227-5968  
 S.L. MUNCY ..... Trainmaster/RFE ..... (620) 227-5961  
 K.L. WHEELER ..... Signal Supervisor ..... (620) 227-5982

### Emporia

J.T. LYON ..... Roadmaster ..... (620) 341-7250

### Kansas City, KS.

C.S. ALDERSON ..... Dir. Administration ..... (913) 551-4426  
 C.D. BREWER ..... Supt. Operations ..... (913) 551-4222  
 K.E. BRISTOW ..... Roadmaster ..... (913) 551-4375  
 D.D. DUDDING ..... Gen. Dir. Maintenance ..... (913) 551-4592  
 P.J. EASON ..... Trainmaster ..... (913) 551-4417  
 M.H. GILBERT ..... Manager Signals ..... (913) 551-4604  
 M.R. HAMBRIGHT ..... Road Foreman ..... (913) 551-2869  
 G.G. LAWLER ..... Corridor Superintendent ..... (913) 551-2300  
 D.L. MAI ..... Asst. Terminal Supt. ..... (913) 551-4927  
 P.R. MCNAUL ..... General Foreman ..... (913) 551-4391  
 B.G. PARKS ..... Road Foreman ..... (913) 551-4044  
 R.A. RINDY ..... Terminal Engineer, KCT ..... (913) 551-0610  
 W.C. STUHLBREHER ..... Asst. Terminal Supt. ..... (913) 551-4276  
 M.J. TUCKER ..... Division Engineer ..... (913) 551-4572  
 K.M. WALLS ..... Terminal Superintendent ..... (913) 551-4384  
 J.E. WATTS ..... Asst. Terminal Supt. ..... (913) 551-4789  
 ..... Safety Manager ..... (913) 551-4939

### Lubbock

T. FITZGERALD ..... Road Foreman ..... (806) 765-3969  
 K.C. HOLLE ..... Roadmaster ..... (806) 765-3955  
 J.A. McCracken ..... Supt. Operations ..... (806) 765-3988  
 D.J. THOMAS ..... Trainmaster ..... (806) 765-3986  
 C.B. WESTBROOK ..... Trainmaster ..... (806) 765-3986

### Newton

J.C. ANTONOWICH ..... Trainmaster ..... (316) 284-3434  
 J.B. COURSEN ..... Roadmaster ..... (316) 284-3479  
 M.A. RILEY ..... General Foreman ..... (316) 284-3261  
 J. TAYLOR ..... Trainmaster/Rd Foreman ..... (316) 284-3222

### Olathe

J.C. SUTHERLAND ..... Roadmaster ..... (913) 551-4904

### Pampa

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

### Wellington

D.R. DEMAREE ..... 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

M.R. CROWE ..... Roadmaster ..... (620) 399-4253  
 R.S. POWELL ..... Supt. Operations ..... (620) 399-4204  
 S.J. RILEY ..... Signal Supervisor ..... (620) 399-4228

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Arkansas City Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		61100	185.3	NEWTON	JX(2)PT	3MT	7400	0.3	
			185.6	FIRST ST.		CTC		2.4	
			188.0	McGRAW				3.2	
	6,628	54735	191.2	PUTNAM				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 9.14 9.15		0.9	
			210.0	CP 2100	X			1.8	
			211.8	UP JCT.	J			0.5	
			212.3	CP 2123	JX(2)	2MT CTC		0.9	
			213.2	SOUTH JCT.	JX(2)			4.2	
	6,616		217.4	CONNELL				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		0.7	
			228.7	WEST MULVANE				10.1	
	6,156	54660	238.8	UDALL	JX(2)			10.9	
			54895	WN JCT.	JX(2)			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	FS	Warm Bearing	Emer
McGraw to Arkansas City	63	1	4	3	5	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 #			
	Moble		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 ..... 55 MPH. **Freight**

**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 207.7 to MP 210.1 ..... 40 MPH.  
 MP 210.1 to MP 213.3 ..... 30 MPH.  
 MP 213.3 to MP 215.6 ..... 45 MPH.  
 MP 222.5 to MP 223.0 (HER) ..... 45 MPH.  
 MP 225.3 (Arkansas City Sub) to MP 222.2 (Emporia Sub), MT1 25 MPH.

**Freight**  
 MP 225.3 to MP 228.0, Main 1 ..... 25 MPH.  
 MP 227.2 to MP 228.0, Main 2 ..... 30 MPH.  
 MP 227.7 to MP 228.7, Main 3 ..... 40 MPH.  
 MP 228.7 to MP 229.8 ..... 40 MPH.  
 MP 243.3 to MP 246.1 ..... 45 MPH.  
 MP 247.5 to MP 253.5 ..... 30 MPH.  
 MP 259.7 to MP 261.2 ..... 40 MPH.  
 MP 262.7 to MP 263.4 ..... 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 210.0, crossover and turnout  
 Less than 100 TOB ..... 30 MPH.  
 100 TOB and over ..... 25 MPH.  
 MP 211.8, turnout UP Jct. .... 30 MPH.  
 MP 212.3  
 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, crossover Main 1 to Main 2 ..... 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.

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	FS	Warm Bearing	Emer
CP 1853 to WN JCT.	63	1	4	3	5	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 Excepted 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

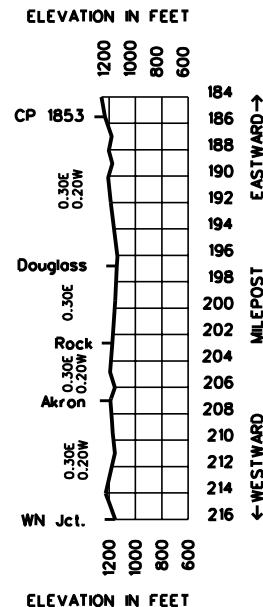
**Critical Areas**—See System Special Instructions, Item 33, Flash Flood Warnings:  
 MP 186.6 to MP 215.9

**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	Type of Oper.				
		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)			1.3	
		61950	7.1	TURNER	R	3MT CTC(1-2) RL (3)		0.3	
			7.4	CP 74	X(2)R	2MT CTC		1.3	
			8.7	CP 87	X(2)			2.3	
		61940	11.0	MORRIS	X(2)	4MT CTC		2.5	
		61930	13.5	HOLLIDAY	X(2)J	3MT CTC		1.3	
			14.8	WEST HOLLIDAY	X(2)			4.7	
			19.5	CRAIG	X(2)			6.6	
		61900	26.1	OLATHE	JX(2)			8.0	
		61880	34.1	GARDNER	X(2)			11.4	
		61850	45.5	WELLSVILLE	X(2)			10.3	
			55.8	EAST OTTAWA	X(2)			1.3	
		61300	57.1	OTTAWA	P	2MT CTC		2.8	
			59.9	WEST OTTAWA	X(2)			16.1	
			76.0	EAST MELVERN	X(2)			11.6	
			87.6	RIDGETON	X(2)		7100	6.2	
		61260	93.8	LEBO	X(2)			13.3	
			107.1	WIGGAM	X(2)			4.2	
			111.3	N.R. JCT.	JX(2)			0.6	
		61200	111.9	EMPORIA	PT	3MT CTC		3.4	
			115.3	MERRICK	X(2)	2MT CTC		9.4	
		12,080	55250	ELLINOR	JX(2)	3MT CTC		2.4	
			127.1	CP 1271				3.2	
		6,594	55245	GLADSTONE				5.8	
		10,017	55240	BAZAR				8.3	
		7,943	55230	MATFIELD GREEN		CTC		9.8	
		14,892	55225	CASSODAY				4.2	
		14,338	55220	AIKMAN				7.1	
		7,010	55215	CHELSEA				5.7	
			171.2A	EAST EL DORADO				1.6	
			55200	EL DORADO (Tower B)	X(2)PT	2MT CTC		3.7	
			176.5	O.D.	X(2)			6.8	
	N 9.512 S 6.646		183.3	EAST AUGUSTA		DT ABS 9.14/9.15		2.0	
			55100	CP 1853	X(2)PTJ			2.3	
			201.8	WEST AUGUSTA				3.4	
	6,784	54685	205.2	SALTER				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	Type of Oper.				
		54620	220.7	CP 2280 (via Ark City Sub.)	JX(2)T	4MT CTC		1.1	
			221.8	WEST JCT.		2MT CTC		0.4	
			222.2	CP 2222				4.3	
	7,502	54610	226.5	BELLE PLAINE		CTC	7100	4.1	
			230.6	CICERO				6.4	
			237.0	S.K. JCT.	JX	2MT CTC		1.0	
		54600	238.0	WELLINGTON	CPT			223.8	

Tone Call-In							
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer	DSF
Santa Fe Jct. to W. Holliday	65	2	-	-	-	-	6
West Holliday to Gardner	36	0	4	3	5	9	-
Gardner to West Augusta	36	1	4	3	5	9	-
West Augusta to Cicero M - F 0700 - 1500	63	1	4	3	5	9	-
West Augusta to Cicero M - F 1500 - 0700 & S - S	36	1	4	3	5	9	-
Cicero to Wellington	72	2	4	3	5	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 #			
	Moble		Access
	Tx	Rx	
Kansas City	Ch 90	Ch 15	*
Ottawa	Ch 92	Ch 09	*
Emporia	Ch 90	Ch 15	*

**Other Kansas City Radio Channels:**

**Repeater Channels:**

P4. (BO Set Outs) .....	90.15
Diesel Shop .....	53.95
Car Department .....	91.56
Hump .....	84.49
Bowl .....	85.25
Shove Channel .....	07.75

**Non-Repeater Channels:**

Main (MP 1.7 to MP 14.8) .....	65
Yard (transmitters at 47th St & W. Hump) .....	36
Turner .....	62
West Bowl .....	30
Taxi .....	55

**Murray Yard Channels:**

Bowl .....	83.59
Yard .....	66
10th Street .....	11
19th Street .....	46
MOW .....	88

**Foreign Line Channels:**

GWWR .....	78
KCS .....	10
KCT .....	60
KCT MOW .....	26
NS Yard .....	18
NS Road .....	22
UP 18th St. ....	38
UP Neff .....	58
UP/SSW .....	96
UP Topping .....	27

**Dispatcher Telephone Numbers**

- Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361
- Argentine Train Dispatcher (DS 3) (913) 551-2303,  
Fax (913) 551-2383—Santa Fe Jct. to, not including Gardner
- Emporia Train Dispatcher (DS 4) (913) 551-2304,  
Fax (913) 551-2384—Gardner to, not including West  
Augusta, West Augusta to and including Cicero,  
M-F, 1500-0700 and Saturday-Sunday.
- Newton Train Dispatcher (DS17) (913) 551-2317,  
Fax (913) 551-2387—West Augusta to and including Cicero,  
M-F, 0700-1500
- Panhandle East Train Dispatcher (DS 5) (913) 551-2305,  
Fax (817) 234-2405—From, not including Cicero to Wellington

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
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.
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.

	Freight
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 .....	65 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, MT 2 to MT 1, west of junction ..	30 MPH.
Santa Fe Jct., other crossovers .....	10 MPH.
MP 2.7 .....	40 MPH.
MP 3.5 .....	30 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 .....	30 MPH.
MP 3.9, turnout to yard tracks .....	10 MPH.
MP 4.0, crossovers .....	30 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 .....	40 MPH.
MP 13.4, turnout, Track No. 4 .....	40 MPH.
MP 13.4, crossover and turnout to Topeka Subdivision .....	30 MPH.
MP 14.4, crossovers .....	50 MPH.
MP 14.4, turnout Main 2 to Main 3 .....	40 MPH.
MP 19.5, crossovers .....	50 MPH.
MP 26.1, crossovers .....	40 MPH.
MP 26.1, turnout Olathe Connection Track .....	20 MPH.
MP 34.1, crossovers .....	50 MPH.
MP 45.5, crossovers .....	50 MPH.
MP 55.8, crossovers .....	40 MPH.
MP 59.9, crossovers .....	40 MPH.
MP 76.0, crossovers .....	40 MPH.
MP 87.6, crossovers .....	40 MPH.
MP 93.8, crossovers .....	40 MPH.
MP 107.1, crossovers .....	40 MPH.
MP 111.3, turnout to Topeka Subdivision .....	30 MPH.
MP 111.3, crossovers and turnout to Main 3 .....	40 MPH.
MP 111.8, crossover between Main 2 and Main 3 near Constitution St. ....	10 MPH.

**Freight**

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 ..... 50 MPH.  
 MP 115.3, east crossover between Main 2 and Main ..... 30 MPH.  
 MP 124.7, Main Track turnouts and crossovers ..... 40 MPH.  
 MP 127.1, west end siding ..... 40 MPH.  
 MP 130.3, both ends of siding ..... 40 MPH.  
 MP 136.1, both ends of siding ..... 40 MPH.  
 MP 144.4, both ends of siding ..... 40 MPH.  
 MP 154.2, both ends of siding ..... 40 MPH.  
 MP 158.4, both ends of siding ..... 40 MPH.  
 MP 165.5, both ends of siding ..... 40 MPH.  
 MP 171.2A, Westward movement through turnout to Main 2 ..... 40 MPH.  
 MP 171.2A, Eastward movement through turnout from Main 2 ... 50 MPH.  
 MP 172.8, crossovers ..... 40 MPH.  
 MP 176.5, crossovers ..... 30 MPH.  
 MP 183.3, both ends of siding ..... 30 MPH.  
 MP 184.0, both ends of siding (spring switch) ..... 30 MPH.  
 MP 185.3, both ends of siding and crossovers ..... 30 MPH.  
 MP 201.8, end of double track, Westward ..... 50 MPH.  
 MP 205.2, both ends of siding ..... 40 MPH.  
 MP 211.6, both ends of siding ..... 40 MPH.  
 MP 215.8, turnout Main 3 ..... 50 MPH.  
 MP 219.9, crossovers ..... 30 MPH.  
 MP 220.7, crossovers ..... 30 MPH.  
 MP 220.7, turnout to Yard Lead ..... 10 MPH.  
 MP 220.7, turnout Main 1 ..... 10 MPH.  
 MP 221.9, turnout Main 2 ..... 40 MPH.  
 MP 222.2, turnout Main 1 ..... 25 MPH.  
 MP 226.5, both ends of siding ..... 30 MPH.  
 MP 230.6\*, turnout to or from Main 1 or Main 2 ..... 50 MPH.  
 MP 237.0, crossover ..... 40 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 ..... 40 MPH.  
 East Augusta and Belle Plaine ..... 30 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

Six-axle locomotives are not allowed on any of the auxiliary tracks at East Melvern, MP 79.6.

**3. Type of Operation**

**CTC**—in effect:

MP 1.7 to MP 176.5  
 MP 201.7 to MP 238.0

**Restricted Limits**—in effect:

Main 3—MP 4.0 to MP 5.7  
 Main 3—MP 5.8 to MP 7.4

**Multiple Main Track**—in effect:

**2MT**—

MP 7.4 to MP 8.7  
 MP 14.6 to MP 111.3  
 MP 111.9 to MP 115.7  
 MP 171.2A to MP 176.5  
 MP 215.8 to MP 219.9  
 MP 221.9 to MP 222.2  
 MP 230.6 to MP 238.0

**3MT**—

MP 3.9 to MP 7.4  
 MP 13.4 to MP 14.6  
 MP 111.3 to MP 111.9  
 MP 115.7 to MP 124.7

**4MT**—

MP 1.7 to MP 3.9  
 MP 8.7 to MP 13.4  
 MP 219.9 to MP 221.9

**ABS**—in effect:

MP 176.5 to MP 201.7

**Double Track**—in effect:

MP 176.5 to MP 201.7

**Rule 9.14**—in effect:

MP 176.5 to MP 201.7

**Rule 9.15**—in effect:

MP 176.5 to MP 201.7

**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**—Restricted Limits are in effect on Main 3 from MP 4.0 to MP 5.7 and from MP 5.8 to MP 7.4. Verbal permission to enter the track must be obtained from the BNSF Kansas City Yard train dispatcher, or by a proceed indication of a controlled signal.

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

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

Santa Fe Jct. to 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**—Rule 6.28 is in effect in Kansas City on Running Track 5 from MP 1.7 to MP 3.5 and on the North and South Fast Tracks from MP 3.9 to MP 8.7. A Westward movement from MP 1.7 to MP 3.5 must be verbally authorized by the BNSF Kansas City Yard train dispatcher before passing the west end of Fifth Street Yard (MP 2.3).

Rule 6.28 is in effect in Emporia on Yard Track 3 from 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—WWD 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 7, Exception Reporting

MP 55.2—Recall Code 8, Exception Reporting

MP 64.4—EWD only—Recall Code 7

MP 86.2—Recall Code 8, Exception Reporting

MP 106.5—WWD only—Recall Code 7

MP 121.1—Recall Code 8, Exception Reporting

MP 138.1—Recall Code 7, 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 7, 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	Panipulus P1
	77 29	Panipulus P2
77 34	Safety Kleen	
77 42	Producers Incorp.	
Gardner	86 01	Air Base Lead
	86 03	Compound Spur
Ottawa	99 06	Yard Track
	99 07	Yard Track
	99 08	Yard Track
	99 09	Yard Track
	99 12	Bendix Lead
	99 23	Old No. 16 Track
	99 40	Haven Steel
	99 41	Steel
	Pomona	19 01
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
	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	Debaugue	

Emporia .....	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 MP 15.0 designate the Remote Control Area at Argentine Yard.

**Remote Control Zones**—The following 3 Remote Control Zones (RCZ) have been designated at Argentine Yard. They are each marked by signs:

Zone 1A—Track 2098 from MP 8.6 to MP 8.1 (MP 8.1 is approximately 500 ft. east of the divide switch) and Track 2099 from MP 8.2 (the divide switch) to MP 8.1.

Zone 1—Track 2098 from MP 8.1 to MP 6.8.

Zone 2—Track 2099 from MP 8.1 to MP 6.8.

**Activation/Deactivation Procedure**—The Remote Control Operator will contact the hump trainmaster and request that RCZ protection be activated on the appropriate zone. The trainmaster will record the appropriate RCZ and notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain active until the Remote Control Operator has requested that the RCZ be deactivated.

**Transfer of an Active Remote Control Zone**—An active RCZ may be transferred to an other remote control operator. A job briefing between remote control operators and the hump trainmaster must be conducted each time the zone is transferred. An active RCZ may also be transferred to other hump crews working in conventional mode. A job briefing between the remote control crew, the conventional crew and the hump trainmaster must be conducted each time the zone is transferred .

**System Special Instruction, Item 23(F) Remote Control Zone**—is amended by adding the following:  
Requirements for activation, transfer and deactivation of RCZs at Argentine will also include conventional hump crews. A

foreman of a conventional hump crew will be responsible to determine that the requirements for RCZ activation, transfer, and deactivation are met. After the RCZ is activated, the engineer will be relieved of the Rule 6.28 requirements to stop within half the range of vision the same way remote control operators are relieved.

**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.

The switch from Hump Lead 1 to the South Fast Track at MP 8.6 is lined for the South Fast Track and it is locked with a Signal Department lock. Any crews needing to open this switch must have the permission of the Trainmaster at the Hump or Turner. They must also have a Signal Tech unlock the switch. The Signal Tech is at 551-2903.

**Argentine NX Switch Machines**—The NX (Entrance/Exit) Power Switch Machines used in Argentine Yard are controlled by the Trainmasters (NX Operators) at the Hump, Bowl, and Turner. NX switches have switch point indicator lamps mounted on the switch machine which indicate per GCOR Rule 8.10. A dark aspect may indicate the switch points are gapped or are in motion and movement must not be made over the switch until the switch points have been inspected and it is determined the points fit properly for the intended route. When a switch is not lined for the intended route or when the switch point indicator is dark, the movement must stop before passing over the switch and a crew member must notify the NX operator who will establish the route unless the switch is out of correspondence. A derailment may occur when the control operator lines the switch immediately in advance of an approaching movement. After the control operator initiates the switch command the switch points will move to establish the route requested. If the rail equipment enters the circuit for that switch before the switch points have completed their travel, the switch points may lock open (gapped). This can cause a derailment. Train crews must request switches well in advance of their movement to ensure the NX Operator has them lined and locked for their route.

NX switch #19 at MP 5.8 off Main 3 is no longer equipped with a lighted switch point indicator. It is now equipped with a switch target which is Green when lined for Main 3 and Yellow when lined for the R3 lead.

**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.

**MP 79.6**—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
- Bazar ..... 3601
- Matfield Green ..... 3801
- Cassoday ..... 3902
- Aikman ..... 4101

- El Dorado ..... 3305, 3327
- CP 1853 ..... 3401, 3409
- 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

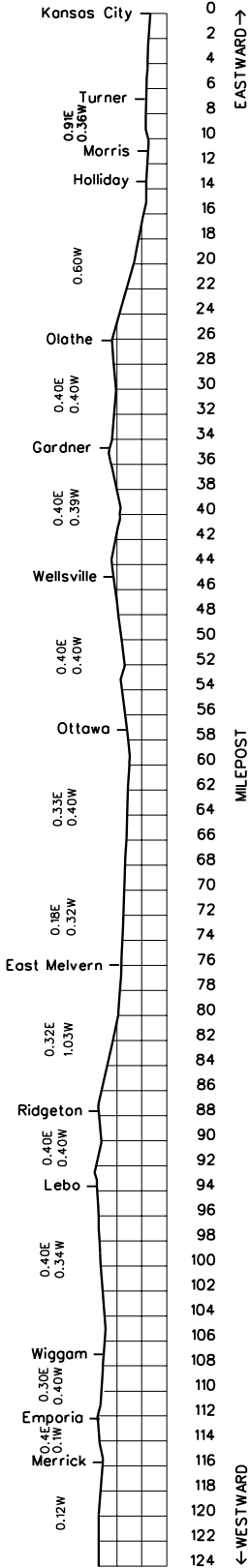
**9. Locations Not Shown as Stations**

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

ELEVATION IN FEET

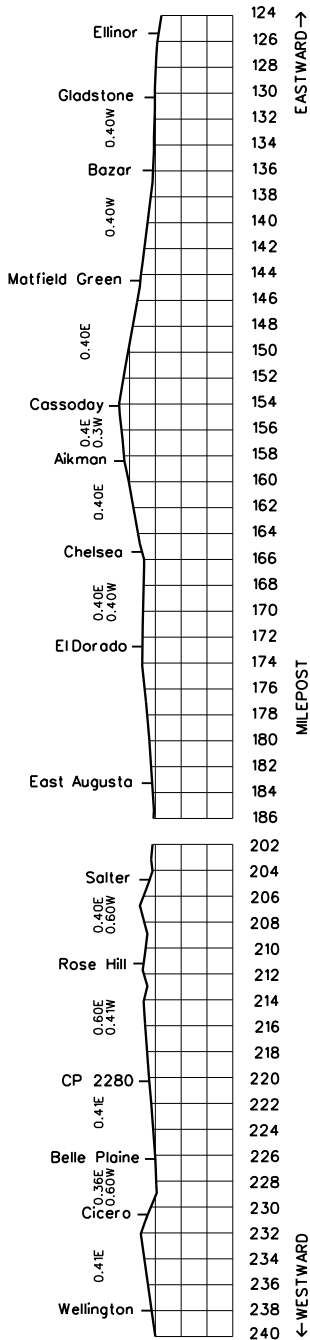
1200  
1000  
800  
600



ELEVATION IN FEET

ELEVATION IN FEET

1600  
1400  
1200  
1000  
800  
600



ELEVATION IN FEET

1600  
1400  
1200  
1000  
800  
600

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	JBCP			0.5	
			238.5	CP 2385	TX			5.0	
	54598	243.5	ROLAND	X(2)				8.3	
		251.8	HERTOG	X(2)				2.3	
8,450	54594	254.1	MILAN			2MT CTC		10.1	
	54592	264.2	ARGONIA	X(2)				2.3	
8,903	54590	266.5	DANVILLE					4.8	
	54500	271.3	HARPER	X(2)				12.0	
	54490	283.3	EULA	X(2)				2.3	
	54200	285.6	ATTICA	J				1.8	
7,700		287.4	WEST ATTICA					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		CTC		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					9.4	
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			7100	5.8	
		342.2	EAST WAYNOKA	X(2)				3.0	
	54000	345.2	WAYNOKA	BP				6.0	
	53950	351.2	HEMAN	X(2)				5.6	
	53945	356.8	BELVA	X(2)				12.1	
	53925	368.9	CURTIS	X(2)				10.8	
	53900	379.7	WOODWARD	X(2)				6.6	
7,190	53850	386.3	GERLACH					4.5	
	53835	390.8	TANGIER	X(2)				7.5	
7,785	53825	398.3	FARGO					3.2	
		401.5	OLETA	X(2)				5.2	
7,683	53815	406.7	GAGE			2MT CTC		3.8	
	53800	410.5	SHATTUCK	JTX(2)				7.3	
	53765	417.8	GOODWIN	X(2)				10.5	
		428.3	CP 4283	X(2)				10.1	
	53755	438.4	COBURN	X(2)				5.7	
10,910	53750	444.1	GLAZIER					2.6	
		446.7	CLEAR CREEK	X(2)				11.9	
	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	

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
			494.0	CP 4940	X(2)			3.3	
			497.3	CP 4973	X			1.4	
6,470	53700	498.7	PAMPA	BPT				2.1	
		500.8	WEST PAMPA	X(2)				5.1	
	53690	505.9	KINGS MILL			2MT CTC	7100	4.4	
		510.3	CP 5103	X(2)				12.9	
		523.2	CP 5232	X(2)				2.8	
13,560	53520	526.0	PANHANDLE	JT				5.4	
		531.4	CP 5314	X(2)				6.8	
		538.2	CP 5382	X(2)				12.3	
		550.5	EASTERN	TX				312.5	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	MC	FS	Warm Bearing	Emer
Wellington to Tangier	72	2	4	3	5	9
Tangier to MP 454.0	55	1	4	3	5	9
MP 454.0 to Eastern	36	1	4	3	5	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 #			
	Mobile		Access
	Tx	Rx	
Wellington	Ch 93	Ch 37	*
Kiowa	Ch 90	Ch 15	*
Avard	Ch 29	Ch 68	* 1
Waynoka	Ch 92	Ch 10	*
Tangier	Ch 95	Ch 09	*
Higgins	Ch 92	Ch 10	*
Miami	Ch 79	Ch 21	*
Pampa	Ch 90	Ch 15	*
Amarillo	Ch 92	Ch 10	*

**Dispatcher Telephone Numbers**

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

**Monday-Friday 0700-2300:**

Train Dispatcher, Wellington to Heman (DS 5)—(785) 676-1905, Fax (913) 551-2405

Train Dispatcher, Heman to Canadian (DS 6)—(785) 676-1906, Fax (913) 551-2405

Train Dispatcher, Canadian to Eastern (DS 101)—(785) 676-1989, Fax (913) 551-2403

**Monday-Friday 2300-0700 and Saturday and Sunday:**

Train Dispatcher, Wellington to Tangier (DS 5)—(785) 676-1905, Fax (913) 551-2405

Train Dispatcher, Tangier to Eastern (DS 6)—(785) 676-1906, Fax (913) 551-2405

**1. Speed Regulations**

**1(A). Speed—Maximum**

**Freight**

Wellington to Eastern, including trains  
100 TOB and over ..... 55 MPH.

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

1. Train does not contain empty car(s). Refer to 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 238.5 to MP 239.7 .....	60 MPH.
MP 273.0 to MP 274.8, Main 1 .....	60 MPH.
MP 284.2 to MP 285.8, Main 2 .....	40 MPH.
MP 323.5 to MP 328.0 .....	55 MPH.
MP 343.6 to MP 344.0 .....	60 MPH.
MP 379.0 to MP 379.3, Main 2 .....	65 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 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**

MP 238.5, crossover .....	30 MPH.
MP 243.5, crossovers .....	50 MPH.
MP 251.8, crossovers .....	50 MPH.
MP 254.1, both ends of siding .....	40 MPH.
MP 264.2, crossovers .....	50 MPH.
MP 266.5, both ends of siding .....	40 MPH.
MP 271.3, crossovers .....	50 MPH.
MP 283.3, crossovers .....	50 MPH.
MP 285.6, turnouts .....	40 MPH.
MP 287.4, turnout .....	40 MPH.
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 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 342.2, crossovers .....	50 MPH.
MP 351.2, crossovers .....	50 MPH.
MP 356.8, crossovers .....	50 MPH.
MP 368.9, crossovers .....	50 MPH.
MP 379.7, crossovers .....	50 MPH.
MP 382.7, hand-throw crossover .....	10 MPH.
MP 386.3, both ends of siding .....	40 MPH.

**Freight**

MP 390.8, crossovers .....	50 MPH.
MP 398.3, both ends of siding .....	40 MPH.
MP 401.5, crossovers .....	50 MPH.
MP 406.7, both ends of siding .....	40 MPH.
MP 410.5, crossovers .....	50 MPH.
MP 417.8, crossovers .....	50 MPH.
MP 428.3, crossovers .....	50 MPH.
MP 438.4, crossovers .....	50 MPH.
MP 444.1, both ends of siding .....	40 MPH.
MP 446.7, crossovers .....	50 MPH.
MP 458.6, crossovers .....	50 MPH.
MP 463.5, both ends of siding .....	40 MPH.
MP 469.7, crossovers .....	50 MPH.
MP 476.9, both ends of siding .....	40 MPH.
MP 481.4, crossovers .....	50 MPH.
MP 494.0, crossovers .....	50 MPH.
MP 497.3, crossover .....	50 MPH.
MP 497.3, East end siding .....	30 MPH.
MP 498.0, hand throw crossover .....	10 MPH.
MP 498.7, West end siding .....	30 MPH.
MP 500.8, crossovers .....	40 MPH.
MP 504.6, hand throw crossover .....	10 MPH.
MP 505.9, turnout to Celanese Corp. coal track (Main 2) .....	10 MPH.
MP 510.3, crossovers .....	50 MPH.
MP 523.2, crossovers .....	50 MPH.
MP 526.0, both ends siding .....	40 MPH.
MP 531.4, crossovers .....	50 MPH.
MP 538.2, crossovers .....	50 MPH.
MP 540.5, 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: Milan, Danville, West Attica, Crisfield, Hazelton, Kiowa, Loder, Brink, Gerlach, Fargo, Gage, Glazier, Mendota, Miami, Panhandle .....	40 MPH.
On Sidings: Noel and Pampa .....	30 MPH.
Shattuck Yard, Southwestern RR Main Track, MP 0.0 to MP 1.5 .....	10 MPH.
Pampa Industrial Spur, MP 0.0 to MP 4.7 .....	10 MPH.
Celanese Corp. Coal Track, on the loop .....	10 MPH.
Kings Mill—At Celanese, Track 6930 .....	5 MPH.
Panhandle, PNR RR Main Track, MP 0.0 to MP 1.5 .....	10 MPH.
Pantex Ordnance Spur .....	20 MPH.

**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 351.0—Main 2
- MP 351.0 to MP 356.6—Main 1
- MP 352.7 to MP 365.8—All Main Tracks, EWD only

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
96 to 109 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:  
 TSTC Tracks—1412, 1427  
 Alva—Only one four axle-unit is allowed in old Rock Island Yard
  
3. **Type of Operation**  
**CTC**—in effect:  
 MP 238.0 to MP 550.5  
**Multiple Main Tracks—2 MT:**  
 MP 238.0 to MP 285.6  
 MP 335.4 to MP 550.5
  
4. **General Code of Operating Rules Items**  
**Rule 1.14**—At Panhandle, trains may use the 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. Track warrants and track bulletins are not required for BNSF trains by the Panhandle Northern Railway.  
 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 warrants and track bulletins are not required for BNSF trains by the Southwestern RR.  
**Rule 6.19**—When flagging is required, distance will be 2 miles.
  
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 243.3—DED, Exception Reporting  
 MP 249.9—DED, Exception Reporting  
 MP 254.1—DED, Exception Reporting  
 MP 258.9—DED, Exception Reporting  
 MP 264.4—Recall Code 8, Exception Reporting  
 MP 269.4—DED, Exception Reporting  
 MP 273.7—DED, Exception Reporting  
 MP 278.9—DED, 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, Exception Reporting  
 MP 344.6—DED, Exception Reporting  
 MP 350.9—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 367.1—DED, Exception Reporting  
 MP 372.1—DED, Exception Reporting  
 MP 377.6—Recall Code 8, Exception Reporting  
 MP 381.7—DED, Exception Reporting  
 MP 385.8—DED, Exception Reporting  
 MP 389.1—DED, Exception Reporting  
 MP 392.6—DED, Exception Reporting  
 MP 396.1—Recall Code 8, Exception Reporting  
 MP 403.6—DED, Exception Reporting  
 MP 407.4—DED, Exception Reporting  
 MP 412.7—DED, Exception Reporting  
 MP 416.7—Recall Code 8, Exception Reporting  
 MP 421.6—DED, Recall Code 8, Exception Reporting  
 MP 425.8—DED, Exception Reporting—MT 2  
 MP 430.9—DED, Exception Reporting—MT 2  
 MP 433.2—Recall Code 8, Exception Reporting  
 MP 438.2—DED, Exception Reporting

- MP 442.5—DED, Exception Reporting
  - MP 446.9—EWD only—Recall Code 8
  - MP 451.5—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 signals 2732 and 2734  
 WWD controlled signals Harper
  - MP 376.4, 376.8—High Water  
 EWD signal 3772 and 3774  
 WWD signals 3741 and 3743
  - MP 398.0—High Water  
 EWD controlled signal EE siding Fargo and signal 3982  
 WWD signals 3961 and 3963
  - MP 403.5—High Water  
 EWD signals 4032 and 4034  
 WWD controlled signal Oleta
  - MP 404.5, 405.0—High Water  
 EWD controlled signal EE siding Gage and signal 4052  
 WWD signals 4031 and 4033
  - MP 409.6—High Water  
 EWD controlled signals Shattuck  
 WWD signals 4081 and 4083
  - 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**  
**Noel**—A sign reading "Track and Time Point 1" is located on siding Noel near MP 325.7. This sign identifies the limits of track and time on the siding. This has been done to allow

granting of track and time within the control point on the siding at the east end of Noel and still operate trains under signal indication on the main track. After obtaining track and time in the control point on the siding at East Noel, all employees must line and lock the hand-operated switch for movement to the “dead siding” prior to shunting these limits.

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

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

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

**Close Clearance**—At MP 502.6, do not ride on the side of a car on the north side of the 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.

**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 COOP .....	0705 (West)
Argonia, MT 1, MP 259.0 .....	2007 (East)
Argonia, MT 2, MP 259.0 .....	2009 (East)
Danville, MT 2 .....	2012 (East)
Harper, MT 1, MP 274.0 .....	2015
Eula, MT 1, MP 280.0 .....	2069 (East)
Eula, MT 2, MP 280.0 .....	2068 (East)
Attica, MT 2 .....	2031 (East)
Crisfield .....	2042 (East)
Hazelton .....	2045
Kiowa .....	2049, 2059
Loder .....	2101
Capron .....	2103 (East)
Brink .....	2104
Alva .....	2105 (West)
Noel .....	2138
Avard .....	2141 (East)
Waynoka, MT 2 .....	3011, 3017
Heman MT 1 .....	3030 (East)
Heman MT 2 .....	3031 (East)
Belva MT 1 .....	3034 (West)
Curtis MT 1 .....	3038 (West)
Curtis MT 2 .....	3039 (West)
Woodward, MT 2 .....	3115
Tangier, MT 1 .....	3132 (East)
Tangier, MT 2 .....	3133
Fargo .....	3136 (West)
Fargo MT1, .....	3134
Gage, MT 2 .....	3138 (West)
Shattuck MT 1, MP 414.3 .....	3149
Goodwin MT 1, MP 420.5 .....	3160 (West)
Goodwin MT 2, MP 420.5 .....	3161
Higgins MT 1 .....	3165 (East)
Higgins MT 2 .....	3164
Coburn MT 1 .....	3166 (West)
Coburn MT 2 .....	3167 (West)
Glazier, MT 1 .....	3170
Glazier, MT2 .....	3171

Canadian, MT 1, MP 456.0 .....	3211
Canadian, MT 2, MP 456.0 .....	3216 (East)
Mendota, MT 1 .....	3224 (West)
Mendota, MT 2 .....	3225
Lora, MT 2 .....	3218 (West)
Miami MT 1 .....	3221
Miami, MT 2 .....	3220
Codman MT 1, MP 484.8 .....	3226
Codman MT 2 .....	3227
Hoover MT 1 .....	3229
Hoover MT 2 .....	3230 (East)
Pampa MT 2 .....	6803 (East)
Kings Mill MT 1 .....	6903 (West)
Kings Mill MT 2 .....	6901
White Deer MT 1 .....	3234
White Deer MT 2, MP 512.6 .....	3231
Cuyler MT 1 .....	3246 (East)
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 Storage	247.0	7800	Both
Mayfield Cooperative Elevator - 0705	249.5	1178	West
Argonia Yard - 2008, 2009	259.0		East
Harper Yard	274.0		Both
Capron - 2102	316.4	5200	East
Alva	324.7		East
Harrison Gypsum	371.2 Main 2		West
Woodward Industrial Park	391.2 Main 1	4150	West
Shattuck Yard SWRR Interchange - 3140	414.4 Main 1		Both
WB Johnston Elevator - 3152	414.4 Main 2		Both
Higgins	428.7	2275	Both
Canadian Yard	456.0 Main 1		Both
Hoover	491.4		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
White Deer	512.8		Both
Cuyler	519.0	1200	East
Pantex Wye - East Leg - 1525, West Leg - 1520	539.1 Main 1	Yard	Both
St. Francis	541.0 Main 1	Yard	Both
TSTC - 1425	543.4 Main 2	Yard	East



10. Grade Chart

