

## Division Operating Officers

### Kansas City

G.A. CHANDLER ..... Asst. Superintendent ..... (816) 472-2200  
R.L. DENT ..... Asst. Superintendent ..... (913) 551-4402  
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R.M. GIRRENS ..... Dir. Administration ..... (913) 551-4235  
C.A. HATCH ..... Mgr. Safety and Rules ..... (913) 551-4259  
E.K. HUNTER ..... General Foreman ..... (913) 551-4294  
J.M. PUHL ..... General Foreman ..... (913) 551-4391  
M.S. REID ..... General Foreman ..... (913) 551-4327  
W.S. SMITH ..... Asst. Superintendent ..... (913) 551-4402  
D.L. SCHIBBELHUT ... Roadmaster ..... (913) 551-4572  
L.W. SIMON ..... Roadmaster ..... (816) 472-2238  
K.J. SULLIVAN ..... Road Foreman ..... (816) 472-2485

**BNSF**



## Kansas City Division

### Timetable No. 2

IN EFFECT AT 0001  
Central Continental Time  
**Sunday, August 23, 1998**

### Division Superintendent

J.E. Houghton  
Kansas City, Kansas  
(913) 551-4310



BROOKFIELD

Maxwell  
NS RR  
Kearney

18

Birmingham  
Kansas City

16

Clarke

ST. JOSEPH

EMPORIA

Holliday

7100

1001

1005

MARCELINE

Sheffield  
BV Jct

FT SCOTT

Charlie

The Burlington Northern and Santa Fe Railway Company

# Kansas City Division

Scale:  
0 10 20 30 40 50  
Miles  
0 10 20 30 40 50  
Kilometers

Length of Siding (Feet)	Station Nos.	Mile Post	Emporia Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
			Station Name	Oper. Code				
	63151		KANSAS CITY Amtrak Station	BP	KCT Ry.		1.7	
		1.7	SANTA FE JCT.	X(2)TR			1.8	
		3.5	12TH STREET	X(2)R	2MT CTC		0.4	
		3.9	A.Y. TOWER	X(2)R			0.1	
		4.0	18TH STREET	X(2)			0.8	
	62000	4.8	KANSAS CITY Argentine	BCT	3MT CTC		2.3	
	61950	7.1	TURNER	X(2)			0.4	
		7.4	CP 74	X(2)	2MT CTC		1.3	
		8.7	CP 87	X(2)			2.3	
	61940	11.0	MORRIS	X(2)	4MT CTC		2.4	
	61930	13.4	HOLLIDAY	X(2)J			13.5	

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

**Other Kansas City Radio Channels**

- Auxiliary Road Channel—25
- Taxi Channel—55
- Diesel Shop Channel—53
- Turner ATM Channel—49
- Argentine Hump Channel—84
- Argentine Bowl Channel—07
- Argentine Bowl 2 Channel—75
- Topeka Sub/Marceline Sub Channel—30
- Murray Yard Channel—66
- Murray Yard Bowl Channel—83
- 10th Street Channel—11
- 19th Street Channel—46
- KSC Railway Co. Channel—10
- Norfolk Southern Railroad Channel—22
- Norfolk Southern Yard Channel—72
- UP Topping Channel—27
- 18th Street-UP Channel—38
- UP-Neff Channel—58
- Gateway Western Railway Channel—78
- UP/SSW Channel—96

**Train Dispatcher Telephone Numbers**

- Chief Dispatcher—(817) 234-2331, Fax (817) 234-2431
- Yard Dispatcher—(817) 234-2303, Fax (817) 234-2403
- Dispatcher—(817) 234-2304, Fax (817) 234-2404

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
Kansas City Amtrak Station & old BN RR, KCT tracks 2 & 3	20 MPH.	20 MPH.
Old BN RR & Santa Fe Jct., KCT tracks 2 & 3	15 MPH.	15 MPH.
Santa Fe Jct. & AY Tower, Main Track Nos. 1 & 2	45 MPH.	45 MPH.
Main Tracks 3 & 4 between:		
Santa Fe Jct. and 12th Street	20 MPH.	20 MPH.
12th Street and AY Tower	30 MPH.	30 MPH.
Main Track 5 between:		
Santa Fe Jct. and AY Tower	20 MPH.	20 MPH.
AY Tower and CP 74	30 MPH.	30 MPH.

**Fast Tracks between:**

AY Tower and CP 50	30 MPH.	30 MPH.
CP 50 and CP 87	20 MPH.	20 MPH.
Turner and CP 78, Main Track No. 1	30 MPH.	30 MPH.
CP 74 and Holliday, Main Track No. 1	70 MPH.	55 MPH.*%
CP 87 and Holiday, Main Track Nos. 2 & 3	70 MPH.	55 MPH.*%
CP 74 and CP 87 Main Track No. 2	30 MPH.	30 MPH.
CP 87 and Holliday Main Track No. 4	40 MPH.	40 MPH.

\*See System Special Instruction 1(B)

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

MP 1.7	15 MPH.
MP 3.5 to MP 3.7	25 MPH.
MP 5.5 to MP 5.8 (HE only)	10 MPH.
MP 7.4 to MP 7.8	30 MPH.
MP 13.3 to MP 14.4 (NT)	40 MPH.

**1(C). Speed—Switches and Turnouts**

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

Santa Fe Jct., west crossover, NT to ST, west of junction	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
Santa Fe Jct., other crossovers	10 MPH.
12th St. (CP 35)	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
Except: westward crossover from Running Track 3 to NT and Running Track 5 to Running Track 4	10 MPH.
A.Y. Tower (CP 39), crossovers	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
A.Y. Tower (CP 39), turnouts to yard tracks	10 MPH.
18th St. (CP 40), crossovers	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
18th St. (CP 40), turnouts to yard tracks	10 MPH.
CP 55, to but not including CP 74,	
crossovers and turnouts for all Main Tracks	10 MPH.
MP 7.4 Crossover South Main to Middle Main	30 MPH.
MP 7.4 Switches from Middle Main to North Main and Track 196	20 MPH.
MP 8.6, Hump Lead to South Fast Track	10 MPH.
MP 8.7, Crossover between MT 2,3 and 4	20 MPH.
MP 11.0, Crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 13.4, Turnout, track No. 4	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 13.4, crossover and turnout to Topeka Subdivision	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.

**1(D). Speed—Other**

- Argentine ..... Speed limit 10 MPH on all yard tracks.
- Holliday ..... Speed limit 5 MPH on Track 6501.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**  
 Kansas City to Holliday ..... 143 tons

**3. Type of Operation**

- CTC—in effect:**
- 2MT—Santa Fe Jct. to 12th Street
- 2MT and Main Tracks 3 and 4—12th Street to AY Tower
- 3MT—AY Tower to CP 74
- North and South Fast Tracks—AY Tower to CP 50
- 2MT—CP 74 to CP 87
- All Main Tracks—CP 87 to Holliday

**Restricted Limits—in effect:**

- Main Tracks 3, 4 and 5—Santa Fe Jct. to 12th Street
- North Main Track—18th Street to CP 74

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

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

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

**Rule 6.14**—North Main Track between 18th Street and CP 74, authority to enter this track must be obtained either verbally from BNSF Kansas City train dispatcher or by proceed indication of controlled signal.

**Rule 6.26**—Designation of Multiple Main Tracks Santa Fe Jct. to AY Tower (5 tracks)

The farthest track to the left as viewed from a westward train is the Main Track No. 1. The tracks to the right thereof are Main Track No. 2, Main Track No. 3, Main Track No. 4 and Main Track No. 5, respectively.

AY Tower to CP 74 (3 tracks along south side of Argentine Yard)

The farthest track to the left as viewed from a westward train is the South Main Track. The tracks to the right thereof are the Middle Main Track and North Main Track, respectively.

AY Tower to CP 87 (2 tracks along north side of Argentine Yard)

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

CP 74 to CP 87 (2 tracks at west end of Argentine Yard—south side)

The farthest track to the left as viewed from a westward train is Main Track No. 1 (High Line). The track to the right thereof is Main Track No. 2. Note: Only Main Track No. 2 has access to CP 87 and Fast Tracks.

West of CP 87 (where two or more main tracks are in service), they will be designated as follows:

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

**Rule 6.28**—in effect: (Movement on Other Than Main Track) North and South Fast Tracks—CP 50 to CP 87

**Rule 9.14**—in effect: (Movement With the Current of Traffic) Eastward on Main Track No. 3—12th Street to Santa Fe Jct. Westward on Main Track No. 4—Santa Fe Jct. to 12th Street

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

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

**6. FRA Excepted Track**

Location	Track No.	Track Name
Holliday	65 01	House Track

**7. Special Conditions**

**Between Santa Fe Jct. and Turner**—On Main Track No. 5, permission to move westward from Santa Fe Jct. to 12th Street must be authorized verbally by Train Dispatcher before passing the west end of 5th Street Yard (MP 2.3).

On Main Track Nos. 3 and 4 between Santa Fe Jct. and 12th Street, movement against the current of traffic may be authorized verbally by Train Dispatcher or by proceed indication on controlled signal.

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

The Greater Kansas City Area Operating and Special Instructions in effect May 1, 1998, govern employees of the railroads in the Greater Kansas City Area while operating on trackage of railroads other than that by which they are employed. Except for these rules, employees will be governed by the rules and special instructions of the railroad by which they are employed. All BNSF Trainmen and Enginemen operating over railroads governed by the Greater Kansas City Area Operating and Special Instructions, May 1, 1998, must have copy while on duty.

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

**Control Point Identification—Argentine South Side of Yard (via Main Lines)**

Control Point No.	Location
CP 35	12th Street (MP 3.5)
CP 39	AY Tower (MP 3.9)
CP 40	18th Street (MP 4.0)
CP 55	East end of Main Line Fuel Pad (MP 5.5)
CP 58	West end of Main Line Fuel Pad (MP 5.8)
CP 74	MP 7.4
CP 87	West end of Argentine Yard (MP 8.7)

**North Side of Yard (via Fast Tracks)**

Control Point No.	Location
CP 39	AY Tower (MP 3.9)
CP 50	Fast Track Holding Signal (MP 5.0)
CP 87	West end of Argentine Yard (MP 8.7)

**8. Line Segments**

**Yard Line Segments**

**Line Segments Limits**  
7150 ..... Argentine Yard

**Road Line Segments**

**Line Segments Limits**  
7100 ..... Kansas City to Holliday

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

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

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

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

**Kansas City Terminal Railway (KCT)**—Crews operating across Kansas City Terminal Railway Company trackage must have a copy of The Greater Kansas City Area Operating and Special Instructions in effect May 1, 1998, in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders posted at specified locations. This will fulfill the requirements of Rule 6.2 of the General Code of Operating Rules. The Kansas City Terminal Railway Company does not issue track warrants or bulletins. All modifications to The Greater Kansas City Area Operating and Special Instructions are made in the aforementioned notices and general orders.

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

- Radio Channel 39 in service between Kansas City and Charlie.
- Radio Channel 66 in service between Maxwell and Kansas City.
- Radio Channel 66 in Service in Kansas City Terminal.
- Radio Channel 70 in Service between Block 4 and Clarke.

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

**Train Dispatcher Telephone Numbers**  
 Asst. Chief Dispatcher—(817) 234-6158, FAX (817) 234-6419  
 Dispatcher—(817) 234-6152, (800) 666-1025, FAX (817) 234-6412

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

**1. Speed Regulations**

**1(A). Speed—Maximum**

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

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

Block 4 (MP 4.2) to Ustick Tower (MP 1.6) .....	10 MPH.
MP 221.5 to MP 224.4	
BNSF MT 1 (North Track) .....	10 MPH.
MP 221.5 to MP 224.4	
BNSF MT 1 (North Track)—turnouts .....	10 MPH.
MP 221.5 to MP 224.4 (including turnouts)	
NSRR MT 2 (South Track) .....	35 MPH.
Loaded unit trains, except intermodal:	
Between Birmingham MP 216.2 and Kansas City	
MP 221.5 NT 1 (North Track) .....	35 MPH.
Between Birmingham MP 216.2 and Kansas City	
MP 221.5 NSRR MT 2 (South Track) .....	50 MPH.
Birmingham to Liberty .....	20 MPH.
Liberty to Kearney .....	10 MPH.
MP 2.7 to Block 4 .....	10 MPH.
MP 2.7 (Murray Yard) to MP 2.0 (29th Street) .....	10 MPH.
MP 2.0 (29th Street) to MP 4.4 (Both Tracks) .....	20 MPH.
MP 4.4 to MP 7.9 (Both Tracks) .....	30 MPH.
MP 7.9 to MP 11.5 (Both Tracks) .....	40 MPH.
MP 11.5 to MP 16.5 (Both Tracks) .....	50 MPH.

**1(C). Speed—Switches and Turnouts**

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

**1(D). Speed—Other**

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

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

**2. Bridge and Equipment Weight Restrictions**

Maximum Gross Weight of Car	
Kansas City to Charlie .....	143 tons
Sheffield Jct to BV Jct. ....	134 tons
Maxwell to Kansas City .....	143 tons
Birmingham to Kearney .....	143 tons
Kansas City to Clarke .....	143 tons
Hannibal Bridge (Kansas City) .....	143 tons
ASB Bridge (Kansas City) .....	143 tons

3. **Type of Operation**

**CTC—in effect:**

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

**Multiple Main Tracks**

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

**Manual Interlockings Not Controlled by BNSF**

KCT Railway

**Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees**

Ustick Tower  
 KCT Railway

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

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

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

(Middle Track): Both directions.

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

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

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

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

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

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

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

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

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

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

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

Main 1 ..... MP 7.1 Riverside-Sutherlands

Main 2 ..... Riverside Inter Con

Main 1 ..... MP 4.9 Gard Oil  
 MP 8.1 West Team Track  
 MP 9.8 Consolidated Lumber

Main 2 ..... MP 9.2 American Cast Iron Pipe

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

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

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

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

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

6. **FRA Excepted Track**—None

7. **Special Conditions**

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

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

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

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

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

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

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

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

When using the receiving lead, stop clear of the crossovers and communicate with bowl tower yardmaster by radio and be governed according their instructions.

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

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

**Kansas City**

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

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

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

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

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

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

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

**Crossing Protection**

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

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

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

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

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

**Temperature Restrictions**

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

**8. Line Segments**

**Road Line Segments**

1001 ..... 30th Street to Charlie  
 16 ..... Block 4 to Clarke  
 1017 ..... Greenfield Lead—MP 165.7 to MP 168.6  
 18 ..... Maxwell to Kansas City

**Yard Line Segments**

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

**9. Locations Not Shown as Stations**

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

**GCOR and MWOR Rule 15.2A—Verbal Permission:**

When granting verbal permission, use the following words:

"Foreman (name) (of Gang No.) using track bulletin no. \_\_\_ line no. \_\_\_ between MP \_\_\_ and MP \_\_\_ on \_\_\_ Subdivision."

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

**Speed Tables**

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

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9