



---

---

# **Kansas City Division**

---

---

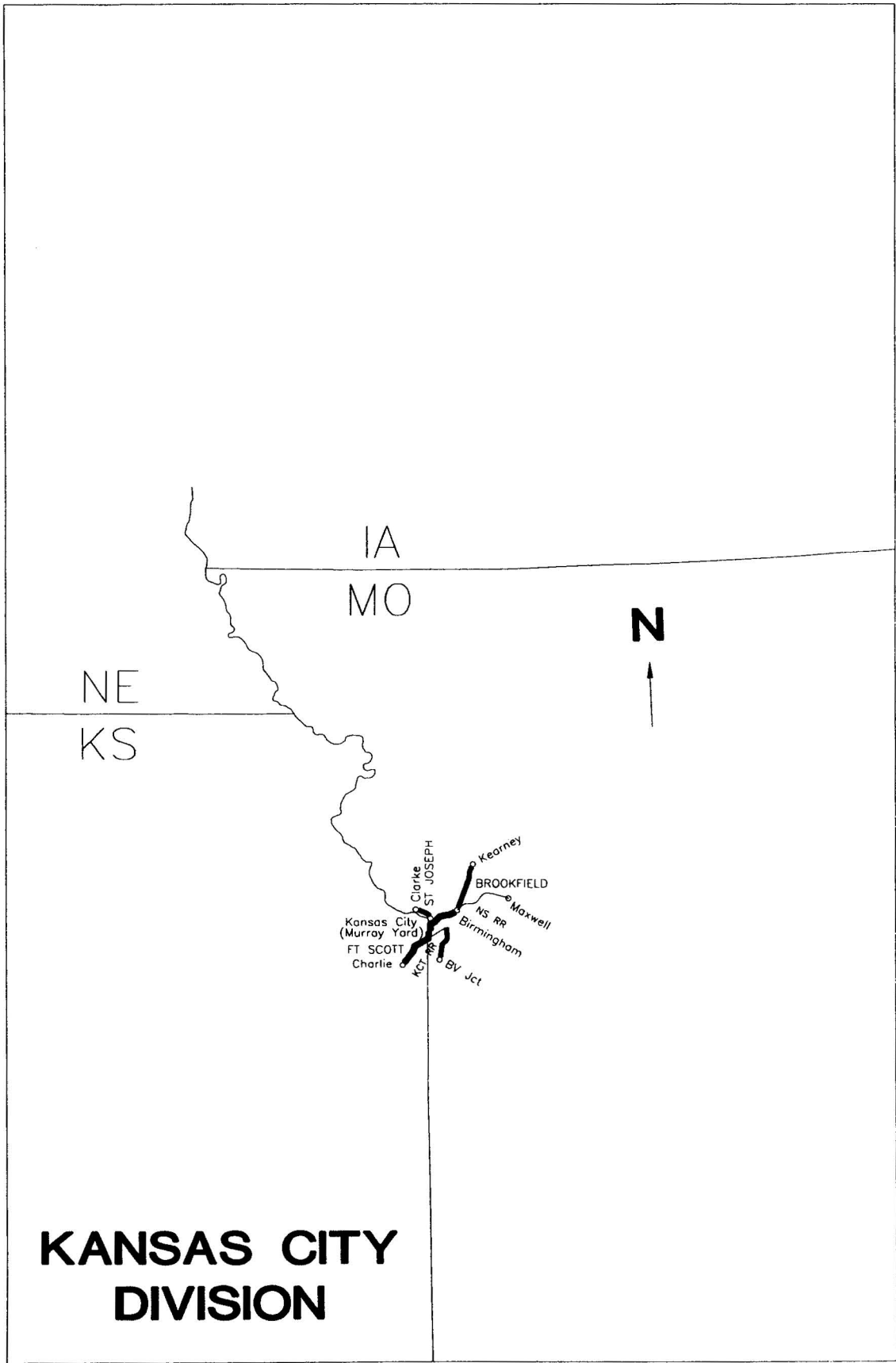
## **Timetable No. 3**

**IN EFFECT AT 0001  
Central Continental Time**

**Sunday April 2, 1994**

**Division Superintendent  
F.D. Clifton  
Kansas City, MO  
(816) 472-2224**

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



**KANSAS CITY  
DIVISION**

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	St. Joseph Subdiv MAIN LINE STATIONS			Distance from Kansas City
					Trk	Rule 4.3 Oper		
		25300	1001	2.7		KANSAS CITY (Murray Yard) BIJKT		0.0
			16	4.2		BLOCK 4 IX	CTC	1.5
		28007		7.9	2MT	CLARKE		5.2

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

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Brookfield Subdiv MAIN LINE STATIONS			Distance from Galeburg
					Trk	Rule 4.3 Oper		
	7,084	25,275		177.7		MAXWELL J		275.8
BETWEEN MAXWELL AND BIRMINGHAM								

NS RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN

2,417	25291	18	216.2	2MT	BIRMINGHAM IJ	CTC	291.5	
			221.5		To Kearney 17.1 5.3		BLOCK 222 I	296.8
			224.0		2.5		BLOCK 224 I	299.3
	25300		224.6		1.2		KANSAS CITY BIJKT	300.5

BN Radio Channel 66 in Service on this Subdivision

SOUTHWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Ft Scott Subdiv MAIN LINE STATIONS			Distance from Kansas City
					Trk	Office Calls	Rule 4.3 Oper	
		25300	1001	2.7		KANSAS CITY BIJKT (Murray Yard)		0.0
				1.6		USTICK TOWER IJ	Rule 6.28	1.1
				0.4		KCT MP 0.4 I		2.3
				0.0		19th STREET (To BV Jct. 11.7 miles)		2.7
				2.1		KCT MP 2.1 (29th Street)		4.8
				2.2		30th STREET		4.9
				3.9		ROSEDALE		6.6
				5.6	2MT	XB BRAVO X		8.3
				16.4		XC CHARLIE X		19.1

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

**BN Radio Channel No. 39 in service on Ft. Scott Subdivision.**

**Train Dispatcher Calls—Kansas City—75.**

**Emergency Train Dispatcher Call 911.**

**Dispatchers Phone Numbers—**

**Ft. Scott Subdivision Asst Chief Dispatcher: (417) 864-2224**

**Ft. Scott Subdivision Dispatcher: (417) 864-2242, (800) 666-1025**

Mobile Radio	Access Digit	Disconnect Digit
Kansas City	234-9287	*1 #1

1. Maximum Speed Permitted—	Freight
<b>St Joseph Subdivision</b>	
Kansas City to Clarke .....	45 MPH.
MP 2.7 to Block 4 .....	10 MPH.
Block 4 to Clarke (MP 7.9) .....	45 MPH.
MP 7.9 – Clarke – through turnout .....	45 MPH.
<b>Brookfield Subdivision—</b>	
Maxwell to Kansas City .....	60 MPH.
Trains greater than 5000 tons .....	50 MPH.
Loaded unit trains, except intermodal:	
Between Birmingham MP 216.2 and	
Kansas City MP 224.6 .....	30 MPH.
Through turnout to NS at Maxwell .....	35 MPH.
Through turnout MP 216.2 .....	20 MPH.
Through turnout MP 218.9 .....	10 MPH.
MP 216.2 to MP 221.5 .....	35 MPH.
MP 221.5 to MP 224.4 (including turnouts) .....	20 MPH.
<b>Ft Scott Subdivision—</b>	
Kansas City to Lenexa .....	60 MPH.
Train 100 tons O/B and over .....	45 MPH.
MP 2.7 (Murray Yard) to MP 2.0 (29th Street) .....	10 MPH.
19th Street to BV Jct .....	20 MPH.
MP 9.5 – 37th Street until engine or lead car over crossing .....	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 5.5 through crossover .....	30 MPH.
Except trains 100 tons/OB and over .....	25 MPH.
MP 7.9 to MP 9.8 (Main 1) .....	40 MPH.
MP 7.9 to MP 11.5 (Main 2) .....	40 MPH.
MP 9.8 to MP 11.5 (Main 1) .....	50 MPH.
MP 11.5 to MP 12.9 (Both Tracks) .....	55 MPH.
MP 14.0 to MP 15.0 (Both Tracks) .....	50 MPH.
MP 15.8 to MP 15.9 (Both Tracks) .....	55 MPH.
Bridges 4.4, 5.2, cars heavier 134 tons .....	10 MPH.

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

**2. Bridge and Equipment Weight Restrictions—**

**Maximum Gross Weight of Car:**

**St Joseph Sub—**

Kansas City to Clark .....

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

**Brookfield Sub—**

Maxwell to Kansas City .....

143 tons  
Birmingham to Kearney .....

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

**Ft Scott Sub-**

Kansas City to Lenexa ..... 143 tons

19th Street to BV Jct ..... 134 tons

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

19th Street to BV Jct.-

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

Six axle locomotives and six axle derricks not permitted.

**3. Type of Operation-****CTC-**

MP 2.7 to MP 4.0 (Kansas City to Block 4)

MP 216.2 to MP 224.6 Birmingham to Kansas City

30th Street MP 2.2 to MP 16.4

**TWC Instructions-**

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

**Multiple Main Tracks-****St. Joseph Subdivision**

MP 4.0 to MP 7.9 Block 4 to Clarke

**Brookfield Subdivision**

MP 216.2 to MP 224.6 Birmingham to Kansas City

**Ft. Scott Subdivision**

MP 2.2 to MP 16.4 30th Street to Lenexa

**Manual Interlockings not Controlled by BNRR- NONE**

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

**St. Joseph Subdivision**

Kansas City (Murray Yard)

Block 4

**Brookfield Subdivision**

Birmingham

Block 222

Block 224

Kansas City

**Ft. Scott Subdivision**

Kansas City (Murray Yard)

Ustick Tower

KCT-MP 0.4

KCT-MP 2.1 (29th Street)

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.

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

**Rule 6.19-** St Joseph and Ft Scott Subs when flagging is required, distance will be 2 miles.

Brookfield Sub when flagging is required, distance will be 1.5 miles.

**Rule 6.28-**

In effect on all tracks within the following limits:

Block 224 (MP 224.0) to Block 4 (MP4.0) to 30th Street (MP 2.2)

Industrial Track between Birmingham and Kearney.

**Rule 10.2– Main Track switches not equipped with electric locks:****St Joseph Subdivision**

Main 1           MP 7.1 Riverside–Sutherlands  
Main 2 Riverside–Inter Con

**Ft. Scott Subdivision**

Main 1           MP 4.9 Gard Oil  
                  MP 8.1 West Team Track  
                  MP 9.8 Consolidated Lumber  
                  MP 11.2 R.W. Murray Track

Main 2           MP 4.6 Suburban Propane  
                  MP 9.2 American Cast Iron Pipe  
                  MP 13.1 GM Switch

**5. Trackside Failed Equipment Detectors (FED)–****A. Protecting Bridges, Tunnels or Other Structures–None.****B. Other FED locations–None.****6. FRA Excepted Track–None.****7. Special Conditions–**

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

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

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

1. On the east, or freezer track, and the west, or dry track, railroad employees are prohibited from coupling or uncoupling cars inside the cave, except from the engine.
2. On double tracks, cars being moved in and out of the cave shall remain connected, and shall not be individually spotted. All coupling or uncoupling of cars inside the cave shall be done from the ground between the tracks; and railroad employees should not set or release hand brakes within the cave.

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

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

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

**Transfer Instructions–**

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

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

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

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

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

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

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

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

**Between Murray Yard and 30th Street**– When handling shipments more than 11' wide and also 60' long, use Main 1 or 2 ( on KCT RR may be referred to as Tracks 80 and 81 respectively) between Murray Yard and 30th Street if possible. If unable to use Main 1 or 2 between 30th Street and Murray Yard, observe shipment from ground position at Old Tower 4 and Switch 57 on KCT Main Line 3 interchange.

**19th Street**– Weigh in Motion Scale, MP 1.0 on Main Track 1,19th Street is in service. Green switch targets indicate movement over scales which is the normal traffic route. Do not use power, apply brake, or use sand on locomotive while passing over scales. When possible, avoid high intrain forces while train is passing over scales. Maximum speed over scale is 10 MPH.

**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 blocking 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 blocking above crossings should be reported to the Lenexa Police Department.

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

Highway Grade Crossing Warning System in service 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.

**8. Other Line Segments–**

Other Road Line Segments–

Line Segment	Limits	Mileposts
1005	KC Belt Jct to BV Jct	5.7 to 11.7

## 9. Locations Not Shown as Stations--

Name		Miles--Location	Capacity Cars	Switch Opens
25293	Randolph	2.6 west of Birmingham	78	Both
27002	LaCiede	2.2 from Needles	22	Both
76406	Liberty			
76416	Kearney			
	19th Street to BV Jct.			
	25th Street Jct (MP 0.4)	0.4 east of 19th Street		
	KC Belt Jct (MP 5.7)	5.3 east of 25th Street Jct		
	Leeds Jct (MP 8.8)	3.1 east of KC Belt Jct		
	BV Jct (MP 11.7)	2.9 east of Leeds Jct		
93008	Merriam	2.6 south of Bravo	38	Both
93014	Lenexa	8.3 south of Bravo	112	Both



### Division Operating Officers

<b>C.L. Carlson</b> .....	<b>Terminal Manager</b> .....	<b>472-2225</b>
<b>R.L. Hartzler</b> .....	<b>Trainmaster</b> .....	<b>472-2368</b>
<b>B.A. Large</b> .....	<b>Trainmaster</b> .....	<b>472-2368</b>
<b>P.M. Long</b> .....	<b>Trainmaster</b> .....	<b>472-2368</b>
<b>R.W. Long</b> .....	<b>Trainmaster</b> .....	<b>472-2368</b>
<b>E.B. Mamer</b> .....	<b>Trainmaster</b> .....	<b>472-2368</b>
<b>H.C. Eason</b> .....	<b>Asst. Trainmaster</b> .....	<b>472-2368</b>
<b>J.C. Sherman</b> .....	<b>Industrial Trainmaster</b> .....	<b>472-2410</b>
<b>A.E. Jenkins</b> .....	<b>Manager Operating Practices</b> .....	<b>472-2440</b>
<b>A.A. Hertog</b> .....	<b>Manager Safety</b> .....	<b>472-2227</b>
<b>M.L. Moore</b> .....	<b>Roadmaster</b> .....	<b>472-2238</b>
<b>H. Jones</b> .....	<b>Asst. Roadmaster</b> .....	<b>472-2232</b>
<b>E.K. Hunter</b> .....	<b>General Foreman Mechanical</b> .....	<b>472-2332</b>
<b>R.R. McCoy</b> .....	<b>Asst. General Mech. Foreman-Locomotive</b>	<b>472-2284</b>
<b>D.K. Smith</b> .....	<b>Manager Customer Service</b> .....	<b>472-2200</b>
<b>K.E. Taylor</b> .....	<b>Asst. Manager Customer Service</b> .....	<b>472-2211</b>
<b>L.D. Babcock</b> .....	<b>Signal Supervisor</b> .....	<b>472-2278</b>