

## Division Managers

### Kansas City

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L.M. PRESTON ..... Asst. Superintendent ..... (913) 551-4402  
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**BNSF**



## Kansas City Division

### Timetable No. 3

IN EFFECT AT 0001

Central Continental Time

**Sunday, December 19, 1999**

### Division Superintendent

Steve Curtright

Kansas City, Kansas

(913) 551-4310



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Emporia Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		63151		KANSAS CITY Amtrak Station	BP		KCT Ry.	8920	1.7	
			1.7	SANTA FE JCT.	X(2)T				1.0	
			2.7	CP 27					0.8	
			3.5	CP 35	X(2)		4MT CTC		0.4	
			3.9	CP 39	X(2)				0.1	
			4.0	CP 40	X(2)R				0.8	
		62000	4.8	ARGENTINE	BCTR				0.7	
			5.5	CP 55	XR		3MT CTC	7100	0.3	
			5.8	CP 58	X(2)R				1.3	
		61950	7.1	TURNER	RX(2)				0.3	
			7.4	CP 74	RX(2)		2MT CTC		1.3	
			8.7	CP 87	X(2)				2.3	
		61940	11.0	MORRIS	X(2)		4MT CTC		2.5	
		61930	13.5	HOLLIDAY	X(2)J				1.3	
			14.8	WEST HOLLIDAY	X(2)		3MT CTC		14.8	

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	CQS	EMER
Congo to Santa Fe Jct. (KCT)	36	2	-	-	-
Santa Fe Jct. to West Holliday	36	1	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
- KCS 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
- Argentine Private Channel—85

**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 and old BN RR, KCT tracks 2 and 3	20 MPH.	20 MPH.
Old BN RR and Santa Fe Jct., KCT tracks 2 and 3	15 MPH.	15 MPH.
Santa Fe Jct. and CP 39, Main 1 and Main 2	45 MPH.	45 MPH.
Main 3 and Main 4 between Santa Fe Jct. and CP 35	30 MPH.	30 MPH.
Main 3 between CP 35 and CP 40	30 MPH.	30 MPH.

	Passenger	Freight
Main 4 between CP 35 and CP 39	30 MPH.	30 MPH.
Running Track 5 between Santa Fe Jct. and CP 39	20 MPH.	20 MPH.
CP 39 and CP 74, Main 1 and Main 2	30 MPH.	30 MPH.
Fast Tracks between:		
CP 39 and CP 50	30 MPH.	30 MPH.
CP 50 and CP 87	20 MPH.	20 MPH.
CP 74 and Holliday, Main 1	70 MPH.	55 MPH.*%
CP 87 and Holliday, Main 2 and Main 3	70 MPH.	55 MPH.*%
CP 74 and CP 87, Main 2	30 MPH.	30 MPH.
CP 87 and Holliday, Main 4	40 MPH.	40 MPH.
Holliday to West Holliday, Main 3	40 MPH.	40 MPH.

\* See System Special Instructions Item 1(B).

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

MP 1.7	15 MPH.
MP 3.5 to MP 3.7, Main 1 and Main 2	25 MPH.
MP 5.5 to MP 5.8 (Except HER)	20 MPH.
MP 7.1 to MP 7.8	10 MPH.
MP 13.3 to MP 14.4, Main 3	30 MPH.
MP 13.6 to MP 14.5, Main 1 and Main 2	40 MPH.
MP 14.5 to MP 14.8	60 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, Main 1 and Main 2, west of junction	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
Santa Fe Jct., other crossovers	10 MPH.
CP 35	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
Except: westward crossover from Main 3 to Main 2 and Running Track 5 to Main 4	10 MPH.
CP 39, crossovers	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
CP 39, turnouts to yard tracks	10 MPH.
CP 40, crossovers	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
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, all crossovers	20 MPH.
MP 8.6, Hump Lead to South Fast Track	10 MPH.
MP 8.7, crossover between Main 2, Main 3 and Main 4	20 MPH.
MP 11.0, crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 13.4, turnout, Track No. 4	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 13.4, crossover and turnout to Topeka Subdivision	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 14.4, crossovers	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 14.4, turnout Main 2 to Main 3	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.

**1(D). Speed—Other**

Argentine ..... Speed limit 10 MPH on all yard tracks.

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 MP 14.8 ..... 143 tons, Restriction B

**3. Type of Operation**

**CTC**—in effect:

Main 1, Main 2, Main 3 and Main 4—Between Santa Fe Jct. and CP 39

Main 1, Main 2 and Main 3 between CP 39 and CP 40

Main 1 and Main 2 between CP 40 and CP 87

Steel Plant Lead at CP 39

Main 3 at CP 58

North and South Fast Tracks—CP 39 to CP 50

All Main Tracks—CP 87 to 14.8

**Restricted Limits**—in effect:

Main 3—CP 40 to CP 74

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

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

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

**Rule 6.14**—Main 3 between CP 40 and CP 74—Authority to enter this track must be obtained either verbally from the BNSF Kansas City train dispatcher or by proceed indication of controlled signal.

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

Santa Fe Jct. to CP 39 (5 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, Main 4 and Running Track 5.

CP 39 to CP 40 (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.

CP 40 to CP 74 (3 tracks along the 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.

CP 40 to CP 87 (2 tracks along the 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 the 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 CP 87 and Fast Tracks.

CP 87 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 East Jct. and West Jct.—The farthest track to the left as viewed from a westward train is Main 4 (High Line).

**Rule 6.28**—in effect:

Running Track 5 between Santa Fe Jct. and CP 39—Movement westward from Santa Fe Jct. to CP 35 must be authorized verbally by the BNSF Kansas City Yard train dispatcher before passing the west end of the Fifth Street Yard (MP 2.3).

North and South Fast Tracks—CP 50 to CP 87

Yard Track 3, Emporia, MP 111.9 to MP 115.3

**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**—All left-hand signals affecting movement between MP 1.7 and MP 10.8 (eastward and westward directions) may be identified by a sign adjacent to the signal reading, "LEFT HAND SIGNAL."

**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 specific 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 General Notices and General Orders.

**8. Line Segments**

**Yard Line Segments**

**Line Segments Limits**

7150 ..... Argentine Yard

**Road Line Segments**

**Line Segments Limits**

7100 ..... Kansas City to West Holliday

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

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ft. Scott Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Rule 4.3	Rule 4.3				
			2.7X	KANSAS CITY Murray Yard	BMJT		16	1.1	
			1.6X	USTICK TOWER	MJ			1.14	
			0.46X	KCT - 5TH STREET	M			0.46	
			0.0	19TH STREET YARD			1001	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)			19.2	

EASTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	St. Joseph Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	WESTWARD ↑
				Rule 4.3	Rule 4.3				
		28007	7.9	CLARKE		2MT CTC	16	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 MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Rule 4.3				
	7,084	25275	177.7	MAXWELL	BMJT	CTC	17		
Between Maxwell and Birmingham, NS RR Rules, Timetable and Special Instructions govern.									
		25291	216.2	BIRMINGHAM	MJ		18	5.3	
			221.5	BLOCK 222	X			2.5	
			224.0	BLOCK 224	M			0.6	
		25300	224.6	USTICK TOWER	MJT			8.4	

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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 Main 1 .....	20 MPH.
MP 221.5 to MP 224.4	
BNSF Main 1—turnouts .....	10 MPH.
MP 221.5 to MP 224.4 (including turnouts)	
NSRR Main 2 .....	35 MPH.
Loaded unit trains, except intermodal:	
Between Birmingham, MP 216.2, and Kansas City, MP 221.5, Main 1 .....	35 MPH.
Between Birmingham, MP 216.2, and Kansas City, MP 221.5, NSRR Main 2 .....	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 .....	40 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.
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, Restriction D
Maxwell to Kansas City .....	143 tons, Restriction C
Birmingham to Kearney .....	143 tons, Restriction D
Kansas City to Clarke .....	143 tons, Restriction D
Hannibal Bridge (Kansas City) .....	143 tons, Restriction A
ASB Bridge (Kansas City) .....	143 tons, Restriction D

**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
- MP 4.0 to MP 7.9 ..... Block 4 to Clarke

**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. The 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 the control machine, and notifying the employee in charge when protection is provided. On tracks where the 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 the control operator.

**Ustick Tower**—The 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 Brookfield Subdivision between Kansas City (Murray Yard—Block 224) and Birmingham, MP 216.2, are under the jurisdiction of the Illinois Division, Brookfield Subdivision train dispatcher, (817) 234-6027.

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

Trains operating on the Ft. Scott Subdivision between Kansas City (30th Street) and Charlie are under the jurisdiction of the Springfield Division, Ft. Scott Subdivision train dispatcher, (817) 234-6152.

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

The 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 the 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 the dock.
- 2. Track 2 has a single dock located on the west side of the track. Tracks 4 and 5 have a single dock on the east side of the 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 the 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, or signals; or any unusual condition affecting the operation of the railroad.

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

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



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

When using the receiving lead, stop clear of the crossovers, communicate with the bowl tower yardmaster by radio and be governed according to his or her 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. The 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 Union Station can reach the KCT train dispatcher at 551-2187.

Trains operating on KCT RR at Santa Fe Jct., 29th Street, Adams Street, and the Old Union Depot (West Bottoms) can reach the KCT train dispatcher at 551-2188.

Telephone calls placed to the train dispatching center will be placed in a calling queue in the order that 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 in-train forces.

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

<u>Aspect</u>	<u>Indication</u>
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: The control circuit on Main 1 starts 100 feet and on Main 2 starts 300 feet north of the crossing. Do not foul the control circuit unless the southward absolute signal Tower 4 displays a Proceed indication. When a southward train occupies the circuit for more than two minutes, the signals cease to operate and the crossing must be protected from a position on the ground.

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

**Lenexa**—It is not permissible to stop any train at Lenexa that results 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 the above crossings should be reported to the Lenexa Police Department at (913) 888-4110.

An automatic flasher is 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 the circuit at the insulated joint (100 feet both sides of street) and allow the flashers to activate 20 seconds prior to crossing.

A highway grade crossing warning system is on Santa Fe Trail Drive west of Main 1, MP 16.4. When making movement over this crossing, stop in the circuit at the insulated joint (approximately 100 feet both sides of street) and allow the 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
- 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	0.1
1,056	0.2
1,584	0.3
2,112	0.4
2,640	0.5
3,168	0.6
3,696	0.7
4,224	0.8
4,752	0.9