

BNSF Railway Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway 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.



Kansas Division Timetable No. 9

**IN EFFECT AT 0800
Central Continental Time
August 17, 2011**

Division General Manager

Greg G. Lawler

Kansas City, Kansas

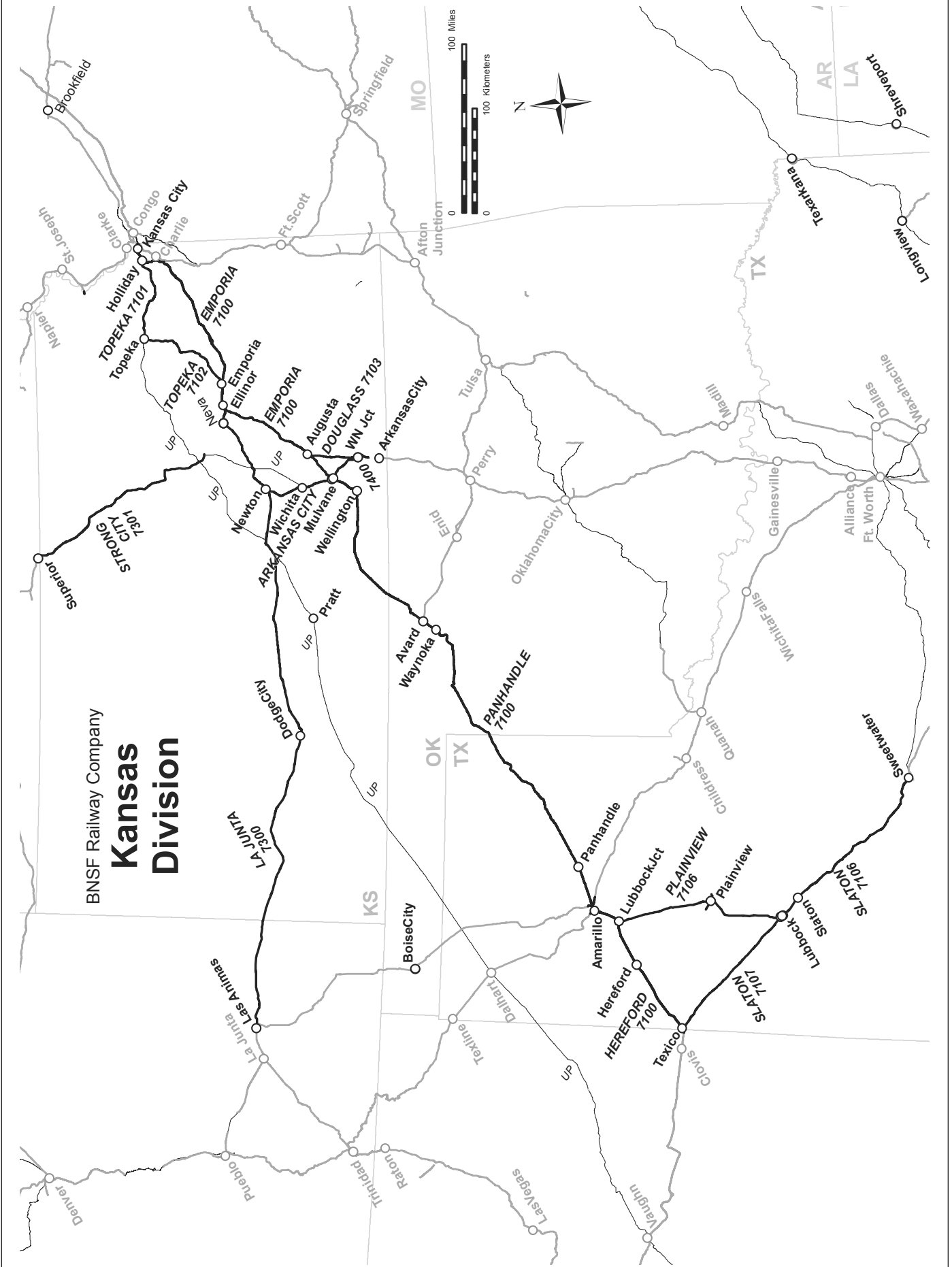
(913) 551-4559

General Director Transportation

Keary M. Walls

Kansas City, Kansas

(913) 551-4310



Division Managers

Amarillo

R.K. Anderson	Division Engineer	(806) 379-3080
A.A. Boldra	Supt. Operations	(806) 379-3090
M. Donaldson	Supervisor Signals	(806) 379-3460
J.T. Grady	General Foreman	(806) 379-3249
J.M. Jones	Road Foreman	(806) 379-3002
K.B. Keys	Roadmaster	(806) 379-3176
J.J. Kugler	Terminal Manager	(806) 379-3380
G.C. Lang	Manager Signals	(806) 379-3089
J.K. McBride	Terminal Superintendent	(806) 379-3377
S.P. Mountain	Trainmaster	(806) 379-3263
S.M. Phillips	Supervisor Signals	(806) 379-3460
J.S. Purvines	Trainmaster	(806) 379-3081
T.L. Sheffield	Road Foreman	(806) 379-3234
J. Soukup	Roadmaster	(806) 379-3340
K.L. Wheeler	Supervisor Signals	(806) 379-3187
	Terminal Trainmaster	(806) 379-3185

Augusta

B.J. Delaware	Supervisor Signals	(316) 775-4062
A.G. Moe	Roadmaster	(316) 775-4076

Dodge City

J.R. Allen	Supervisor Signals	(620) 227-5982
J. Jaeb	Trainmaster	(620) 227-5961
J.S. Renick	Roadmaster	(620) 227-5968

Emporia

J.T. Lyons	Roadmaster	(620) 341-7250
W.C. Pachar	Trainmaster	(620) 341-7277

Kansas City, KS.

J.W. Dickerson	Supt. Operations	(913) 551-4222
F.A. Donn	Chief Dispatcher II	(913) 551-2344
D.D. Dudding	Gen. Dir. Line Maintenance	(913) 551-4592
S.E. Elevier	Mgr. Service Support	(913) 551-4411
M.H. Gilbert	Manager Signals	(913) 551-4604
A.E. Graham	Terminal Manager	(913) 551-4404
T.P. Harrison	Supt. Corridor Operations	(913) 551-2300
C.L. Hatley	Terminal Manager	(913) 551-4404
M.L. Herzog	Manager Structures	(913) 551-4073
B.W. Hull	Manager Safety	(913) 551-4939
S.T. Johnson	Road Foreman	(913) 551-4144
S.C. Juergens	Road Foreman	(913) 551-4206
D.L. Mai	Asst. Terminal Supt.	(913) 551-4927
D.E. Martin	Division Engineer	(913) 551-4572
P.R. McNaul	Supt. Field Operations	(913) 551-3970
J.A. Rasmussen	Dir. Administration	(913) 551-4090
J.J. Schurman	Roadmaster	(913) 551-4375
J.A. Sutphin	Terminal Superintendent	(913) 551-4384
E.K. Swartz	Terminal Manager	(913) 551-4404
B.C. Thompson	General Foreman	(913) 551-4391
C.A. Tonkin	Road Foreman	(913) 551-4044
G.M. Underwood	Terminal Manager	(913) 551-4331
R.J. Valencia	Supt. Oper. Practices	(913) 551-2471
	Asst. Term. Superintendent	(913) 551-4789

Lubbock

T.P. Bankson	Road Foreman	(806) 765-3969
C.L. Johnson	Trainmaster	(806) 765-3986
J.E. Lopez	Roadmaster	(806) 765-3955
J. Moyer	Supt. Operations	(806) 765-3988
C.B. Westbrook	Trainmaster	(806) 765-3986

Newton

J.C. Antonowich	Trainmaster	(316) 284-3434
J.B. Coursen	Roadmaster	(316) 284-3479
K.T. Gresham	Road Foreman	(316) 284-3222
E.D. Harper	Trainmaster	(316) 284-3226
M.A. Riley	General Foreman	(316) 284-3261
J.R. Taylor	Sr. Trainmaster	(316) 284-3232

Olathe

W.E. Honeycutt	Roadmaster	(913) 551-4904
----------------	------------	----------------

Pampa

J.G. Thomas	Roadmaster	(806) 379-3051
-------------	------------	----------------

Topeka

D. Londene	Roadmaster	(785) 435-5422
------------	------------	----------------

Wellington

J.E. Day	Trainmaster	(620) 399-4201
J.J. Diefenbach	Roadmaster	(620) 399-4276
A.E. Simon	Trainmaster	(620) 399-4291
J.L. Wolfe	Road Foreman	(620) 399-4388

Woodward

M.A. Crowe	Roadmaster	(620) 399-4253
D.W. Ingraham	Supervisor Signals	(620) 399-4228

4 KANSAS DIVISION—No. 9—August 17, 2011—Arkansas City Subdivision

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Arkansas City Subdivision MAIN LINE STATIONS			Miles to Next Stn.	↑ EASTWARD
				Rule 4.3	Type of Oper.	Line Segment		
Adjoining Sub: La Junta								
		61100	185.3	NEWTON	JX(2)PT	3MT	7400	0.3
			185.6	FIRST ST.		CTC		2.4
		54740	188.0	McGRAW		CTC	3.2	
	6,628	54735	191.2	PUTNAM			4.0	
		7,526	54730	SEDGWICK		6.6		
		6,710	54725	VALLEY CENTER		6.0		
			207.8	CP 2078		1.3		
		54700	209.1	WICHITA	P	0.3		
			209.4	CP 2094	X(2)	2MT	1.3	
			210.7	CP 2107	X(2)	CTC	2.5	
			213.2	SOUTH JCT. Adj. RR: WUT, MP 213.3	JX	4.2		
	6,616	54630	217.4	CONNELL		CTC	5.6	
		6,872	54640	DERBY		2.3		
			225.3	CP 2253		1.9		
			227.2	CP 2272 Adj. Sub: Emporia, MP 227.2	JX(2)	CTC	0.8	
				CP 2280 Adj. Sub: Emporia, MP 228.1	JX(2)T	3MT	0.7	
	2,100	54620	228.0	WEST MULVANE		10.1		
			228.7			10.9		
	6,156	54660	238.8	UDALL		0.1		
			249.7	WN JCT. Adj. Sub: Douglass, MP 249.7	JX(2)	CTC	6.3	
	9,294	54900	249.8	WINFIELD		6.8		
	8,023	52720	256.1	HACKNEY		0.5		
			262.9	CP 2629		78.1		
E 7,000 W 9,900		52700	263.4	ARKANSAS CITY	PT			
Adjoining Sub: Red Rock, Texas Division								

MP 261.2 to MP 263.4 is under the jurisdiction of the Texas Division

Radio Call-In			
Radio Channel 70 in service Sand Creek/Newton Yard			
Dispatcher=1, ATM=6			
Radio Channel 47 in service Sand Creek RCO			
Radio Channel 32 in service West Sand Creek Yard			
Radio Channel 63 in service Newton to Arkansas City			
Newton	McGraw (Kechi)	Mulvane (Wellington)	
Udall	Arkansas City		
Radio Channel 11 in service Wichita Yard			
Emergency 9			
Dispatcher=1, Customer Support=3, Mechanical=4, Detector Desk=5			

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

Other Radio Channels:

Wichita - KORR—Channel 65
Winfield - SKOL—Channel 49

Dispatcher Information

Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361
Train Dispatcher—(817) 867-7017, Fax (913) 551-2387

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 185.3 to MP 263.4, including trains 100 TOB and over	55 MPH.
All empty grain and coal trains	55 MPH.

1(B). Speed—Permanent Restrictions

MP 184.2 to MP 185.7	30 MPH.
MP 185.7 to MP 186.7	40 MPH.
MP 207.7 to MP 212.9	40 MPH.
MP 212.9 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.	
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 253.7	30 MPH.
MP 259.7 to MP 261.2	40 MPH.
MP 262.7 to MP 263.4	30 MPH.

1(C). Speed—Switches, Turnouts and Sidings

Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated

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	25 MPH.
MP 195.2, both ends of siding	25 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 209.4, crossovers	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 210.7, main track crossover and turnout	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 211.8, turnout UP Jct.	30 MPH.
MP 213.2, crossovers and turnouts	30 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.
Ark City Sub Siding (WE Mulvane to CP 2280)	10 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.

	Freight
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**
 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 186.7 to MP 207.7
- MP 229.8 to MP 247.5
- MP 253.5 to MP 259.7

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

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

2. **Bridge and Equipment Weight Restrictions**
Maximum Gross Weight of Car
 Newton to Arkansas City 143 tons, Restriction B
 MP 504.1 to MP 507.5
 (former BN Yard) 134 tons, Restriction G
 MP 507.5 to MP 509.3
 (former BN Yard) 131.5 tons, Restriction H

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

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

3. **Type of Operation**
CTC—in effect:
 MP 185.3 to MP 263.4
Multiple Main Tracks—in effect:
2 MT:
 MP 207.8 to MP 213.3
 MP 225.3 to MP 227.2
3 MT:
 MP 185.3 to MP 185.6
 MP 227.2 to MP 228.7

4. **General Code of Operating Rules Items**
Rule 1.14—Wichita-Lost Springs—BNSF trains will use UP tracks between Wichita and Lost Springs (63.3 miles).
 Wichita-Arkansas city
 Between MP 227.2 and MP 228.0—Emporia Subdivision trains will use Arkansas City Subdivision.
 UP trains will use BNSF tracks between Wichita and Arkansas City.
Rule 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 197.5—Recall Code 8
 MP 220.0—Recall Code 8
 MP 236.5—Recall Code 7
 MP 253.0—Recall Code 8

6. **FRA Excepted Track**
 Putnam 9101 Elevator Track
 Sedgwick 9501 Elevator Track
 Wichita 120 Eastbound Roundhouse
 123 Middle Rail
 124 Outbound Track
 125 Storehouse Track
 126 Horn Track
 161 Container Track
 162 Rip 2
 163 Boeing Storage
 164 Boeing Storage
 203 Lead Track
 204 Love Box
 205 33rd St. Team
 207 33rd St. Lead
 209 National Steel .
 210 Lead Track
 211 Wichita Warehouse
 212 Service Transfer
 214 McKess Chemical
 217 Love Box
 219 Hayes Forest Products
 223 Coleman N Plant
 234 Love Box
 301 Ralston Purina
 302 Ralston Purina
 320 Team Track
 503 Walt Keeler
 506 Ind. Canvas
 510 Eagle Beacon
 520 Long Runaround
 521 Stannard Constr.

7. **Special Conditions**
Newton—Westward Arkansas City Subdivision trains or engines will not leave Sand Creek Yard via McGraw Lead until white train departure light, located west of McGraw Jct. switch, is displayed or authority is received from the train dispatcher.
Putnam—On CTC siding, approach all public crossings protected by automatic crossing devices prepared to stop until it is known that such devices are activated. If the devices are not activated, a member of the crew must protect the crossing.
Wichita—Independent track between Wichita and MP 210.0 is the first track east (geographically) of Main 2 and will be used by trains and engines by signal indication or as instructed by the train dispatcher.
 The absolute signals at CP 2107, MP 210.7 and CP South Jct., MP 213.2 are controlled by the BNSF train dispatcher.
 Except as provided above, crews on trains and engines operating over tracks of the Wichita Union Terminal Railway Company will be governed by rules and regulations of their respective company.
Former BN Yard—At the following crossing, traffic must be warned by a crew member on the ground at the crossing unless the crossing device has been operating long enough to provide warning.
 MP 508.3—37th Street North—Wichita
Connell (Boeing)—When not in use, switches for tracks 1705 and 1730 must be lined for other than main track movement.

- CP 2253 to CP 2280**—Main tracks are designated as follows:
- a. EBCS MP 225.4 to WBCS MP 227.2—Tracks are identified as Main 1 and Main 2.
 - b. WBCS MP 227.2 to EBCS MP 228.0—Tracks are identified as Main 1, Main 2 and Main 3.
 - c. EBCS MP 228.0 to WBCS MP 228.7—Tracks are identified as Arkansas City Subdivision siding (right track when looking timetable direction west) and Main 3 (left track when looking timetable direction west).
 - d. WBCS MP 228.7 to MP 261.2—Track is identified as Arkansas City Subdivision Main.

CP 2280—East end track 2801 should be left lined for 2802. Two sets of mile posts are displayed:
 Main 1—MP 227.0 and MP 228.0
 Main 2—MP 227.0 and MP 228.0
 Main 3—MP 227.0 and MP 228.0

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

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

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

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

Remote Control Zone(RCZ)—There are 3 RCZs at Newton:

RCZ #1-Between the EBCS, MP 185.8 and the west end of the Sand Creek bridge (location marked by sign) on the Eastbound Freight Lead (track 8306).

RCZ #2-Between the EBCS, MP 185.8 and the west end of the Sand Creek bridge (location marked by sign) on the Westbound Freight Lead (track 8305).

RCZ #3-Between the East clearance point of track 8131 (location marked by sign) and the East switch of track 8161 on the East Rip Track Lead.

Activation/Deactivation Procedure—The Remote Control Operator will Contact the La Junta Subdivision Train Dispatcher to request protection be provided for RCZ #1 (track 8306, eastbound freight lead) or RCZ #2 (track 8305, westbound freight lead). RCZ #1 and RCZ # 2 may be activated independently or at the same time. The La Junta Subdivision Train Dispatcher will block access to the RCZ(s) requested at First Street. After the signal block has been established the Train Dispatcher will notify the Remote Control Operator that protection has been provided. The Remote Control Operator will then display the "Remote Control Zone Activated" sign to activate the RCZ(s) and notify the Assistant Trainmaster that the RCZ(s) has been activated. The RCZ(s) will remain activated until the Remote Control Operator has dropped the "Remote Control Activated" sign to deactivate the RCZ(s). The Remote Control Operator will then notify the Assistant Trainmaster and the Train Dispatcher that the RCZ(s) is now deactivated. The Train Dispatcher and the Assistant Trainmaster cannot deactivate the RCZ(s) without notification to the Remote Control Operator. Before the eastbound/westbound freight lead (track 8305/8306) can be fouled or occupied, the assistant trainmaster must be contacted to determine if the RCZ(s) has been activated.

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

Udall	2901
Hackney	601, 602
Arkansas City	132, 212

Close Clearance—Do not ride on the side of equipment on the following tracks due to close clearance:

Valley Center	1610	Structure
Wichita	1410, 1108, 234	Structure
Boeing Plant	All Tracks	Structure
Hackney	606	Structure

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

MP 212.4	Main 1
MP 212.5	Main 2

Test Miles—

Westward	Eastward
MP 197.0	MP 198.0
MP 256.0	MP 258.0

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Arkansas City Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 187.8 to MP 188.0
MP 189.4
MP 197.0 to MP 198.0
MP 244.8

8. Line Segments

Road Line Segments

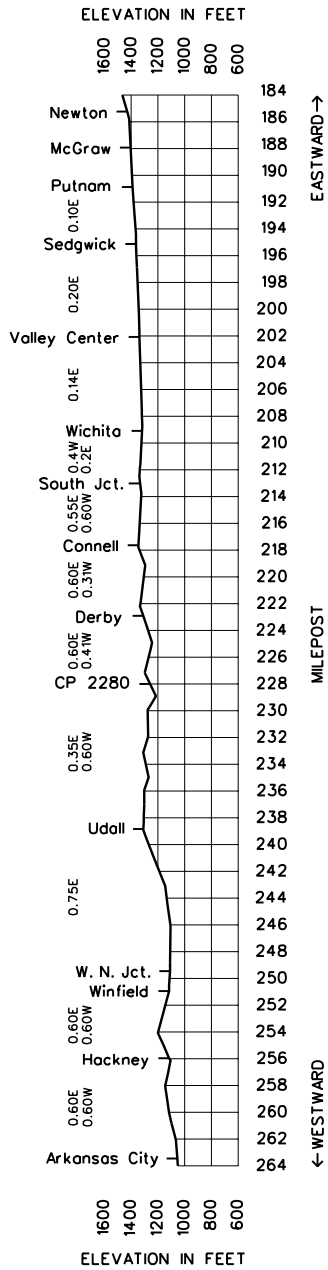
Line Segment	Limits
7400	Newton to Arkansas City

Yard Line Segments

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

9. Other Location Information—None

10. Grade Chart



WESTWARD ↓	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.	EASTWARD ↑
				Adjoining Sub: Emporia							
		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		
Adjoining Sub: Arkansas City											

Radio Call-In	
Radio Channel 63 in service CP 1853 to WN Jct.	
Douglass (<i>Augusta</i>)	Akron
Emergency 9	
Dispatcher= 1, Customer Support=3, Mechanical=4, Detector Desk=5	

Dispatcher Information

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

Train Dispatcher—(817) 867-7017, Fax (913) 551-2387

1. Speed Regulations

1(A). Speed—Maximum

Freight

MP 185.4 to MP 215.9, including trains 100 TOB and over55 MPH.
 All empty grain and coal trains.....55 MPH.

1(B). Speed—Permanent Restrictions

MP 185.4 to MP 188.735 MPH.
 MP 191.7 to MP 191.850 MPH.
 MP 197.4 to MP 197.550 MPH.
 MP 198.8 to MP 200.025 MPH.
 MP 211.2 to MP 211.540 MPH.
 MP 215.6 to MP 215.925 MPH.

1(C). Speed—Switches, Turnouts and Sidings

Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated

MP 185.4, turnout to Emporia Subdivision

Less than 100 TOB30 MPH.
 100 TOB and over.....25 MPH.

MP 207.0, both ends of siding

Less than 100 TOB30 MPH.
 100 TOB and over.....25 MPH.

MP 214.8, East end siding25 MPH.
 Win Jct., on siding.....25 MPH.
 MP 215.9, turnouts to Arkansas City Subdivision25 MPH.

1(D). Speed—Other

Bridge 195.2, cars heavier than 143 tons25 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 196.5 to MP 198.8
 MP 211.5 to MP 215.6

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—None

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:

Douglass3701 (East)
 Akron3101 (West)

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 186.6 to MP 215.9

8. Line Segments

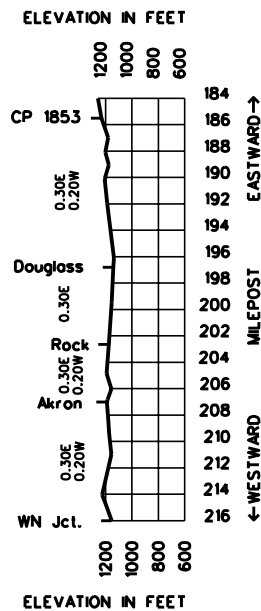
Road Line Segments

Line Segment Limits

7103 MP 185.4 to WN Jct.

9. Other Location Information—None

10. Grade Chart



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 ↑
				Adjoining RR: KCT						
		63151		KANSAS CITY Amtrak Station	BP		KCT Ry.	8920	1.7	
			1.7	SANTA FE JCT. Adj. RR: KCT, MP 1.7	JTX(2)				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)		3MT CTC		0.1	
			4.0	CP 40	RX(2)		3MT CTC		0.8	
		62000	4.8	ARGENTINE	CRT		3MT CTC(1-2) RL(3)		0.7	
			5.5	CP 55	RX		2MT CTC		0.3	
			5.8	CP 58	X(2)		4MT CTC		1.3	
		61950	7.1	TURNER	R		4MT CTC		0.3	
			7.4	CP 74	RX(2)		2MT CTC		1.3	
			8.7	CP 87	X(2)		4MT CTC		2.3	
		61940	11.0	MORRIS	X(2)		3MT CTC		2.5	
		61930	13.5	HOLLIDAY Adj. Sub: Topeka, MP 13.5	JX(2)		3MT CTC		1.3	
			14.8	WEST HOLLIDAY	X(2)				4.7	
		61910	19.5	CRAIG	X(2)				6.6	
		61900	26.1	OLATHE Adj. Sub: Ft. Scott, Springfield, MP 26.2	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	
		61247	107.1	WIGGAM	X(2)				4.2	
			111.3	N.R. JCT. Adj. Sub: Topeka, MP 111.4	JX(2)		3MT CTC		0.6	
		61200	111.9	EMPORIA	PT		2MT CTC		3.4	
			115.3	MERRICK	X(2)		3MT CTC		9.4	
		12,080	55250	124.7	ELLINOR Adj. Sub: La Junta, MP 185.4	JX(2)			2.4	
			127.1	CP 1271					3.2	
	6,594	55245	130.3	GLADSTONE					5.8	
	10,017	55240	136.1	BAZAR					8.3	
	7,793	55229	144.4	MATFIELD GREEN			CTC		9.8	
	14,892	55225	154.2	CASSODAY					4.2	
	14,338	55220	158.4	AIKMAN					7.1	
	7,010	55215	165.5	CHELSEA					5.7	
			171.2A	EAST EL DORADO					1.5	
		55200	172.7	EL DORADO XOVER	PTX(2)				3.8	
			176.5	O.D.	X(2)				6.8	
	N 9,512 S 6,646		183.3	EAST AUGUSTA			2MT CTC		0.7	
	S 6,646		184.0	CP 1840					1.3	
		55100	185.3	CP 1853 Adj. Sub: Douglass, MP 185.4	JPTX(2)				2.3	
			201.8	WEST AUGUSTA					3.4	
	6,784	54685	205.2	SALTER			CTC		6.4	
	6,794	54679	211.6	ROSE HILL					4.2	

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 ↑
				Adjoining Sub: Panhandle						
			215.8	EAST JCT.			CTC		4.1	
			219.9	CP 2272 Adj. Sub: Arkansas City, MP 219.9	JX(2)		2MT CTC		0.8	
			220.7	CP 2280 Adj. Sub: Arkansas City, MP 220.8	JTX(2)		4MT CTC		1.1	
			221.8	WEST JCT.				7100	1.0	
			222.8	TOLLE	X(2)				3.7	
	54610	226.5		BELLE PLAINE					4.6	
			231.1	CICERO	X(2)		2MT CTC		5.9	
			237.0	S.K. JCT.					1.0	
	54600	238.0		WELLINGTON	CPT				223.8	

Radio Call-In		
Radio Channel 65 in service Santa Fe Jct. to West Holliday		
KC Yd 65	Sandtower	
Emergency 9		
Dispatcher=2, Customer Support=3, Mechanical=4, Detector Desk=5, DSF=6		
Radio Channel 36 in service West Holliday to Gardner		
KC Yd 36	KC Road 36	Craig
Olathe	Ottawa	
Emergency 9		
Dispatcher=0, Customer Support=3, Mechanical=4, Detector Desk=5		
Radio Channel 36 in service Gardner to West Augusta		
Craig	Olathe	Wellsville
Ottawa	Quenemo	Ridgeton (Olivet)
Emporia	Gladstone	Cassoday
El Dorado	Rose Hill	
Emergency 9		
Dispatcher=1, Customer Support=3, Mechanical=4, Detector Desk=5		
Radio Channel 84 in service Emporia Yard		
Radio Channel 72 in service West Augusta to Wellington		
Augusta	Rose Hill	Wellington
Radio Channel 84 in service Wellington Yard		
Emergency 9		
Dispatcher=2, Customer Support=3, Mechanical=4, Detector Desk=5		

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

Mobile PBX Access for Emporia			
To Connect: Set channel TxRx, Press access code, wait for dial tone, Press 8, wait for dial tone, dial 435-4721 for VTR.			
To Disconnect: Press #1			
	Mobile		Access
	Tx	Rx	
Emporia	Ch 90	Ch 15	*1

10 KANSAS DIVISION—No. 9—August 17, 2011—Emporia Subdivision

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.....	72/18
NS Road.....	22
UP 18th St.....	38
UP Neff.....	58
UP/SSW.....	96
UP Topping.....	27

Dispatcher Information

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

Santa Fe Jct. to, not including, Gardner—(817) 867-7003,
Fax (913) 551-2383

Gardner to, not including, West Augusta—(817) 867-7004,
Fax (913) 551-2384

West Augusta to Wellington—(817) 867-7005,
Fax (913) 551-2405

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.....		55 MPH.*
Trains operating against the current of traffic	59 MPH	49 MPH.
All empty grain and coal trains.....		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. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.

3. Train does not average more than 80 TOB.

Exceptions:

- a) Trains consisting entirely of intermodal equipment (all equipment listed under BNSF Timetable, System Special Instruction 1C), including equipment designed to carry automobiles/trucks (auto racks), must not average more than 90 tons per operative brake.
- b) Trains consisting entirely of double stack equipment (car kind codes beginning QU, QK, QV, QW, QT, QX, QY) must not average more than 105 tons per operative brake.

In addition, the intermodal trains described above may also handle as many as 15 refrigerated box cars identified as "Super Reefers" (BNSF 793110 thru BNSF 794112) provided train does not exceed 90 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.)

See ABTH 103.2.1 Dynamic Brake Limitations, regarding when 32 axles of dynamic brakes may be used on lead consist.

1(B). Speed—Permanent Restrictions

	Freight
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.
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 233.1 to MP 233.5	65 MPH.
MP 236.6 to MP 238.0	40 MPH.

1(C). Speed—Switches, Turnouts and Sidings

	Freight
Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated	
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	
Less than 100 TOB	40 MPH.
100 TOB and over	25 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	40 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	50 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 111.9, 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 3	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	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 222.8, crossovers	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 231.1, crossovers	
Less than 100 TOB	50 MPH.
100 TOB and over	40 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.

1(D). Speed—Other

	Freight
Argentine, all yard tracks	10 MPH.
Exception: Tracks 2001 through 2060	
Westward, until movement clears tangent retarders	8 MPH.
Eastward, until movement clears I-635 overpass	7 MPH.
Industry Lead and all industry tracks north of Kansas Ave	5 MPH.
Ottawa, all yard tracks and lead tracks	5 MPH.
Emporia, Yard Track 3	30 MPH.
Saffordville, Elevator Track 7501	5 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 14.8 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 79.9 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:

East Melvern, MP 79.6 Argentine	any of the auxiliary tracks industry lead north of Kansas Ave. River Yard (Lehigh Cement) Ashland Chemical Harcros Chemical Metro Park Warehouse Auto Facility
------------------------------------	--

3. Type of Operation

CTC—in effect:

MP 1.7 to MP 238.0

(Exception: MT 3 from MP 4.0 to MP 5.7 and from 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 201.7
- MP 215.8 to MP 219.9
- MP 221.9 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

Restricted Limits—in effect:

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

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 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Craig	MP 18.56 to MP 21.34	87th St
Olathe	MP 24.34	Woodland Rd.
	MP 24.80	Harold St.
	MP 25.41	Mulberry St.
	MP 25.82	Santa Fe St.
	MP 25.93	Park St.
	MP 26.03	Loula St.
	MP 26.23	Elm St.
	MP 26.82	Dennis Ave.

The requirements for ringing the engine bell, GCOR 5.8.1 remain in effect.

Rule 5.13—Remote control blue signal protection is used on 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. The locations of these remotely controlled blue flags on Main Tracks 1, 2 & 3 are:

- West End:
- Main tracks 1 & 2 —MP 7.1
- Main track 3—MP 6.95
- East End:
- Main track 1—MP 4.1
- Main tracks 2 & 3—MP 4.2

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. Permission to enter the track must be obtained verbally 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 13.4

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.

MP 13.4 to MP 14.6

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

MP 14.6 to MP 14.8

The farthest track to the left as viewed from a Westward train is Main 1 and the track to the right is Main 2.

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 obtain permission from 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.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 64.4—WWD only—Recall Code 7
 - MP 106.5—EWD only—Recall Code 7
- 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 222.9—Recall Code 8, Exception Reporting
- MP 226.7—DED, Exception Reporting
- MP 231.3—DED, Exception Reporting
- C. Other detectors
 - MP 218.9—High Water
 - WWD signal 2181, Main 3
 - EWD controlled signal MP 227.2

6. FRA Exempted Track

- Olathe 7708 Short Team
 - 7710 Oil Spur
 - 7715 Yard Track A
 - 7716 Yard Track A1
 - 7717 Yard Track A2
 - 7718 Yard Track
 - 7719 Yard Track B
 - 7720 Yard Track
 - 7725 Tie Up Track
 - 7728 Paniplus P1
 - 7729 Paniplus P2
- Gardner 8601 Air Base Lead
 - 8603 Compound Spur
- Ottawa 9906 Yard Track
 - 9907 Yard Track
 - 9908 Yard Track
 - 9909 Yard Track
 - 9912 Bendix Lead
 - 9923 Old No. 16 Track
 - 9940 Haven Steel
 - 9941 Steel
- Quenemo 2401 House Track
- East Melvern 3103 Elevator Track
 - 3104 Elevator Track
 - 3106 House Track
- Lebo 9302 Stock Track
 - 9303 House Track
- Emporia 6710 Yard Track
 - 6711 Yard Track
 - 6712 Yard Track
 - 6719 Yard Track
 - 6743 Yard Track
 - 6750 Yard Track
 - 6819 Yard Track
 - 6914 Safeway Pet Food
 - 6915 Safeway Pet Food
 - 6916 Emporia Cold Storage
 - 6921 IBP Track No. 1
 - 6922 IBP Track No. 2
 - 6923 IBP Track No. 3
 - 6924 IBP Track No. 4
 - 6930 Elm Street Elevator Track

- Emporia 6980 Bunge Corp. West Track
 - 6982 Mark II Spur Track
 - 6983 Bunge Corp. Middle Track
 - 6984 Bunge Corp. Scale Track
 - 6985 Bunge Corp. Oil Spur
 - 6990 Sauder Ind. Spur Track
 - 6991 Norfolk Iron
 - 6992 Norfolk Iron
- Saffordville 7501 Elevator Track
- Matfield Green 3801 House Track
- El Dorado 3327 West Engine Tie Up
 - 3328 East Engine Tie Up
 - 3331 Halliburton
- CP 1853 3403 North Leg Wye
 - 3404 South Leg Wye

7. Special Conditions

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 DSF, 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 and 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.

Argentine North and South Fast Tracks— Before entering or moving on the North and South Fast Tracks between CP 39 and CP 87, communicate with the Turner Trainmaster for instructions

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.

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.

Remote Control Area—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.

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."

SSI - Switch Control/Monitoring Systems—

ICS—in effect:

MP 76.0

MP 87.6

MP 93.8

MP 172.7

MP 185.3

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)
Lebo	9301 (East), 9303
Emporia	6743
Saffordville	7502 (West)
Bazar	3601
Matfield Green	3801
Cassoday	3902
Aikman	4101
El Dorado	3305, 3327
CP 1853	3401, 3409
Rosehill	1202
MP 228.0	2802

Close Clearance—Do not ride on the side of equipment on the following tracks due to close clearance:

Olathe	7711	Structure
Edgerton	9101	Structure
Ottawa	9912, 9918,	
	9924, 9925	Structure
MP 64.4		Detector
MP 106.5		Detector
El Dorado	3505, 3515,	
	3516, 3519	Structure

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Argentine	504, 542, 5043 thru 5051
Pomona	1901, 9932
Emporia	6923, 6924
El Dorado	3301 thru 3305, 3502, 3503, 3506, 3507,
	3512, 3513, 3524, 3525
Augusta	3406, 3407

Test Miles—

Westward Eastward
 MP 16.0 MP 18.0
 MP 223.0 MP 225.0

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Emporia Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- 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

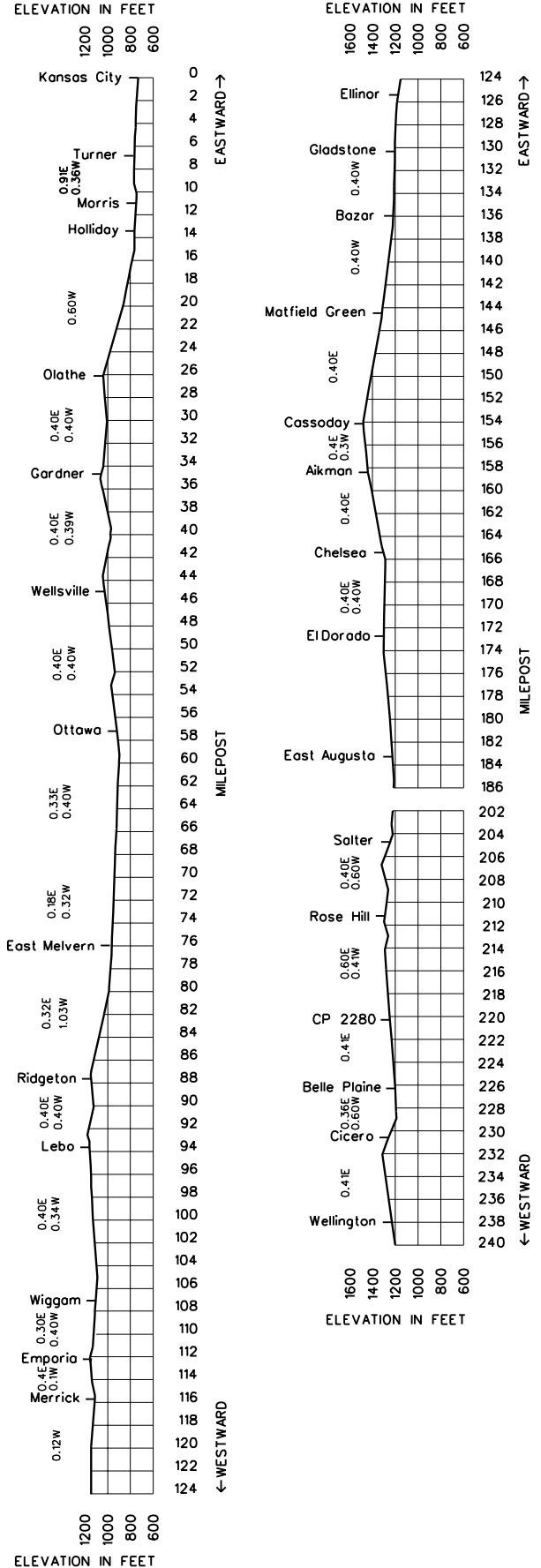
Road Line Segments

Line Segments	Limits
8920	Kansas City to Santa Fe Jct.
7100	Santa Fe Jct. to Wellington

9. Other Location Information

Name	Mile Post	Capacity Feet	Switch Opens
61860 Edgerton (Main 1)	39.8	3,100	Both
61290 Pomona (Main 1)	67.5	300	West
Pomona (Main 2)	67.5	900	Both
61280 Quenemo (Main 1)	71.8	2,000	West
61190 Saffordville (Main 1)	123.4	3,200	West

10. Grade Chart



16 KANSAS DIVISION—No. 9—August 17, 2011—Hereford Subdivision

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hereford Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Station	Mile Post					
Adjoining Sub: Panhandle										
		53501	550.5	EASTERN Adj. Sub: Boise City, CO Divn., MP 550.6	JTX				1.7	
			552.2	EAST TOWER Adj. Subdivisions: Red River Valley, TX Division, MP 552.6 Dalhart, CO Division, MP 552.7 Boise City, CO Division, MP 552.2	JM	2 MT CTC			0.5	
			552.7	WEST TOWER	MX(2)				0.2	
			552.9	MAYWOOD WYE					0.3	
			553.2	8TH STREET	X(3)				0.8	
		53199	554.0	AMARILLO	BCPT	3 MT CTC			1.7	
			555.7	WEST AMARILLO	X				1.8	
			557.5	WASHINGTON					0.8	
		53180	558.3	ZITA	X				2.9	
		53170	561.2	HANEY	X				8.3	
		53160	569.5	CANYON	X				M1-2.3 M2-1.4	
			570.9	LUBBOCK JCT. (Main 2) Adj. Sub: Plainview, MP 570.8	JT				0.9	
			571.8	CP 5718	X				7.1	
			578.9	MCCRACKEN	X(2)				8.9	
		53130	588.0	DAWN	X(2)				6.7	
		53120	594.5	JOEL	X(2)T				5.9	
		53100	600.4	HEREFORD	BP				0.9	
			601.3	WEST HEREFORD	X(2)				4.6	
			605.9	EAST SUMMERFIELD	X(2)		7100		1.9	
10,806	53090	607.8	SUMMERFIELD						0.3	
			608.1	WEST SUMMERFIELD					4.2	
			612.3	CP 6123	X(2)				1.8	
			614.1	EAST BLACK		2 MT CTC			0.6	
11,953	53080	614.7	BLACK						1.8	
			616.5	WEST BLACK					3.2	
			619.7	EAST FRIONA	X(2)				2.1	
11,396	53070	621.8	FRIONA						0.4	
			622.2	WEST FRIONA					2.5	
			624.7	EAST PARMERTON	X(2)				2.5	
			627.2	CAMPBELL	X				6.6	
	53050	633.8	BOVINA	X(2)					12.2	
			646.0	TEXICO	X				M1-3.1 M2-0.8	
			646.8	CP 6468 (Main 2) Adj. Sub: Slaton, MP 646.8	JX(2)				0.8	
			647.6	CP 6476 (Main 2) Adj. Sub: Slaton, MP 647.7	JXT				1.5	
6,903		649.1	WEST TEXICO	X(2)					4.1	
			653.2	COOKS	X				2.5	
E 9,300 W 8,300		655.7	EAST CLOVIS	X(2)					105.2	

Adjoining Sub: Clovis, Southwest Division

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

**Mobile PBX Access
Amarillo to Clovis**

To Connect: Set channel TxRx, Press access code, wait for dial tone, Press 8, wait for dial tone, dial 593-7670 for VTR.

To Disconnect: Press #

	Mobile		Access
	Tx	Rx	
Amarillo	Ch 92	Ch 10	*
Umbarger	Ch 95	Ch 09	*
Friona	Ch 90	Ch 15	*
Clovis	Ch 95	Ch 09	*

Radio Call-In

Radio Channel 84 in service Amarillo Yard and Hereford Yard

Radio Channel 55 in service Eastern to Texico

Amarillo 0700-1500, M-F, DS=0 All other times, DS=2	Dawn (Umbarger) 0700-1500, M-F, Controlling DS=2, Adjacent DS=0 All other times, DS=2
--	--

Summerfield	Parmerton	Clovis
-------------	-----------	--------

Emergency 9

Dispatcher=2, Customer Support=3, Mechanical=4, Detector Desk=5

Radio Channel 32 in service Texico to Cooks

E Clovis - 10(X)

Radio Channel 50 in service MP 653-660 (Clovis Terminal)

Clovis - 11(X)

Channel 91 in service for Clovis Taxi

Emergency - Call 911

DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5

Dispatcher Information

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

M-F, 0700-1500:

Eastern to, not including, Canyon—(817) 867-7101,
Fax (913) 551-2403.

Canyon to, not including, Texico—(817) 867-7028,
Fax (913) 551-2428.

Texico to East Clovis—(817) 867-7029, Fax (817) 234-2487.

M-F, 1500-0700 and S-S:

Eastern to, not including, Texico—(817) 867-7028,
Fax (913) 551-2428.

Texico to East Clovis—(817) 867-7029, Fax (817) 234-2487.

1. Speed Regulations

1(A). Speed—Maximum

Freight

MP 550.5 to MP 647.6, including trains 100 TOB and over	55 MPH.*
MP 647.6 to MP 655.7, including trains 100 TOB and over	50 MPH.
All empty grain and coal trains	55 MPH.

* Unless otherwise restricted, between MP 550.5 and MP 647.6, the maximum speed for freight trains is 70 MPH provided:

- Train does not contain empty car(s). Refer to Item 1(C) of the System Special Instructions for determining speed for multiplatform, intermodal equipment.
- Train does not exceed 8,500 feet. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
- Train does not average more than 80 TOB.
Exceptions:
 - Trains consisting entirely of intermodal equipment (all equipment listed under BNSF Timetable, System Special Instruction 1C), including equipment designed to carry automobiles/trucks (auto racks), must not average more than 90 tons per operative brake.
 - Trains consisting entirely of double stack equipment (car kind codes beginning QU, QK, QV, QW, QT, QX, QY) must not average more than 105 tons per operative brake.
In addition, the intermodal trains described above may also handle as many as 15 refrigerated box cars identified as "Super Reefers" (BNSF 793110 thru BNSF 794112) provided train does not exceed 90 TOB.
- 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.)

See ABTH 103.2.1 Dynamic Brake Limitations, regarding when 32 axles of dynamic brakes may be used on lead consist.

1(B). Speed—Permanent Restrictions

	Freight
MP 552.0 to MP 554.4	20 MPH.
MP 566.1 to MP 569.5	65 MPH.
MP 647.2 to MP 647.6	30 MPH.

1(C). Speed—Switches, Turnouts and Sidings

Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated

MP 550.5, Eastern, crossover Main 1 to Main 2	30 MPH.
MP 550.5, Eastern, crossover Main 2 to Main 1, Westbound movement only 20 MPH until lead locomotive passes turnout at MP 550.6, then increase speed to	30 MPH.
MP 550.6, Eastern, turnout to east leg of wye	20 MPH.
MP 552.2, connecting Main Track turnouts, both ends	20 MPH.
MP 552.4, BNSF RRX, turnouts to main tracks	20 MPH.
MP 552.7, all switches	20 MPH.
MP 552.9, turnout to Maywood Wye	10 MPH.
MP 553.2, crossovers	20 MPH.
MP 553.2, crossover Main 3 to West Freight Lead	10 MPH.
MP 555.8, crossover	40 MPH.
MP 557.5, turnout	40 MPH.
MP 558.3, crossover	30 MPH.
MP 561.2, crossover	30 MPH.
MP 569.5, crossover	40 MPH.
MP 570.9, crossover Main 2 to Plainview Sub	30 MPH.
MP 571.8, crossover	40 MPH.
MP 578.9, crossovers	50 MPH.
MP 587.8, crossovers	50 MPH.
MP 594.5, crossovers	50 MPH.
MP 601.3, crossovers	50 MPH.
MP 605.6, crossovers	50 MPH.
MP 605.8, turnout	40 MPH.
MP 608.1, turnout	40 MPH.
MP 612.3, crossovers	50 MPH.
MP 614.1, turnout	40 MPH.
MP 616.6, turnout	40 MPH.
MP 619.7, crossovers	50 MPH.
MP 619.8, turnout	40 MPH.
MP 622.2, turnout	40 MPH.
MP 624.7, crossovers	50 MPH.
MP 627.2, crossover	50 MPH.
MP 633.8, crossovers	50 MPH.
MP 646.0, crossover	50 MPH.
MP 647.6, turnout Main 2 to Slaton Sub	25 MPH.
MP 649.0, turnout to Slaton Sub	25 MPH.
MP 649.0, on Slaton siding	25 MPH.
MP 649.1, crossovers	40 MPH.
MP 652.8, turnout Main 1 to Main 2	40 MPH.
MP 653.1, turnout Main 2 to RD tracks 3901, 3902 and 3903	30 MPH.
MP 653.2, crossovers	40 MPH.
MP 653.2, turnout Main 2 to Cooks Lead, track 3900	30 MPH.
MP 655.5, crossover Main 2 to North Lead	10 MPH.
MP 655.7, turnouts Main 2 to South Siding	30 MPH.
MP 655.7, crossovers	40 MPH.
MP 655.7, turnouts Main 1 to North Siding	40 MPH.
MP 655.7, turnouts Main 2 to yard	10 MPH.

1(D). Speed—Other

Amarillo—east and west freight lead	20 MPH.
MP 594.7, east leg of wye	5 MPH.
MP 594.8, Hereford Renewable Energy, LLC	5 MPH.
MP 595.0, west leg of wye	5 MPH.
MP 597.0—ADM/White Energy Loop Track	5 MPH.
MP 605.3—ADM Loop Track	5 MPH.
MP 623.9—CHS and J.D. Heiskell Loop Track	5 MPH.
MP 646.3—east leg of wye	10 MPH.
MP 653.1, eastward trains departing RD Tracks 3901, 3902 and 3903 between the EBCS Cooks and Cooks road crossing	10 MPH.
MP 653.0 (HER)	10 MPH.
MP 653.4 to MP 655.0 Cooks Lead, track 3900	30 MPH.
MP 653.3 to west clearance point on Tracks 3901, 3902 and 3903	30 MPH.
Passing over Attebury Grain scales at Black (Track 3802)	3 MPH.

Temperature Restriction—When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply to Main Track operations outside of Restricted Limits:
MP 565.0 to MP 570.5

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Eastern to MP 655.7 143 tons, Restriction A

Six-axle locomotives are restricted from operating on the following auxiliary tracks:

Amarillo	303, 501, 503, 522-530, 604-615, Zone 7, 1112-1113
Zita	1214-1216
MP 578.9	3702
Dawn	3704, 3705
Hereford	3716, 3727-3733, 3741-3749, 3770-3774, 3776
Friona	3808, 3813-3815
Bovina	3848-3850 . (3848 good for six-axle locomotives for 1000 feet on both ends)
Texico	3872

3. Type of Operation

CTC—in effect:

MP 550.5 to MP 655.7
MP 655.43 to MP 655.85 on North Lead
On east leg of wye MP 646.8

Multiple Main Tracks—in effect:

2 MT:
MP 550.5 to MP 552.7
MP 558.3 to MP 655.0

3 MT:

MP 552.7 to MP 558.3

4. General Code of Operating Rules Items

Rule 5.8.2— Trains will not sound whistle signal 5.8.2(3) when proceeding from a crew change on the Main Tracks at MP 554.2. This does not supersede requirements for the use of the bell or other required sounding of the whistle. Employees are warned to expect stopped trains to commence movement without sounding the whistle at this location.

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

Rule 6.4.2—Between MP 655.8 and MP 655.4, East Clovis on the North Lead, Rule 6.4.2 does not apply.

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

Switch 3808	MP 620.9.... High Pro Feeds
Switch 3819	MP 623.6.... J.D. Heiskell

These switches will display a yellow or red target when lined for the main track or controlled siding.

These switches are equipped with derails which must be left lined and locked in the derailing position when not in use.

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

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 569.4—DED/Exception Reporting
 - MP 574.5—Recall Code 8— Exception Reporting
 - MP 578.9—Main 2—DED/Exception Reporting
 - MP 585.7—Main 2—DED/Exception Reporting
 - MP 590.0—DED/Exception Reporting
 - MP 594.7—Recall Code 7— Exception Reporting
 - MP 601.1—DED/Exception Reporting
 - MP 607.0—DED/Exception Reporting
 - MP 613.0—DED/Exception Reporting
 - MP 618.7—Recall Code 8—Exception Reporting
 - MP 624.4—DED/Exception Reporting
 - MP 629.0—DED/Exception Reporting
 - MP 634.1—DED/Exception Reporting
 - MP 643.2—Recall Code 8— Exception Reporting
 - MP 651.2—DED/Exception Reporting
- C. Other detectors
 - MP 636.6—High Water
 - EWD Signals 6372-6374
 - WWD Signals 6353-6351

6. **FRA Excepted Track—None**

7. **Special Conditions**

CP Washington to CP Zita—There is no Main 1 between these two control points.

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

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

RCZ 1 is established on the East Freight Lead (track 102) from the 10th Street overpass eastward to the clearance point of the east switch of track 603. There is a derail at the clearance point of the east switch of track 603.

RCZ 2 is established on the West Yard Lead (track 107) from the 26th Street overpass westward to the clearance point of the west switch of track 107. There is a derail at the clearance point of the west switch of track 107. Due to close clearance, the west RCZ sign is installed 100 feet west of the clearance point on track 107.

RCZ 603 is established on track 603 from the clearance point of the west switch of track 603 to the clearance pint of the east switch of track 614.

Activation/Deactivation Process—The remote control operator will contact the South Yard Assistant Trainmaster and request that the RCZ be activated. The South Yard Assistant Trainmaster will record activation of the RCZ and will notify the remote control operator. The remote control operator will then display the "Remote Control Zone Activated" sign to activate the RCZ and notify the Assistant Trainmaster that the RCZ has been activated. The RCZ will remain activated until the remote control operator has dropped the "Remote Control Zone Activated" sign to deactivate the RCZ. The remote control operator will then notify the Assistant Trainmaster that the RCZ is now deactivated. The Assistant Trainmaster cannot deactivate the RCZ without notification to the remote control operator.

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

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

SSI - Switch Control/Monitoring Systems—

ICS—in effect:

MP 652.9*

(*) Denotes ALL switches within Control Point are ICS.

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

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

Close Clearance—Do not ride on the side of equipment on the following tracks due to close clearance:

Amarillo	907, 908, 1001, 5146, 5147, 5149, 5150, 5152, 5206, 5210, 5240, 5155, 5499	Structure
Canyon	5768	Structure
Umbarger	3702	Structure
Dawn	3704	Structure
Hereford	3714, 3715, 3717, 3729, 3741, 3743, 3749, 3751, 3756 3776, 3748	Structure
Black	3802	N.side, both metal buildings N.side, metal building to concrete elevator
Friona	3815, 3850 3816 3819	Structure N. side, concrete building EE at scale area
Parmerton	3830, 3831	Gate entrance throughout plant
Bovina	3846 3850	EE at metal building WE at concrete elevator

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Amarillo 101, 103, 104, 105 thru 117, 119, 120, 128, 197, 5170, 5171

Test Miles—

Westward Eastward
MP 562.0 MP 638.0

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Hereford Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

None

8. **Line Segments**

Yard Line Segments

Line Segments	Limits
7154.....	Amarillo Yard

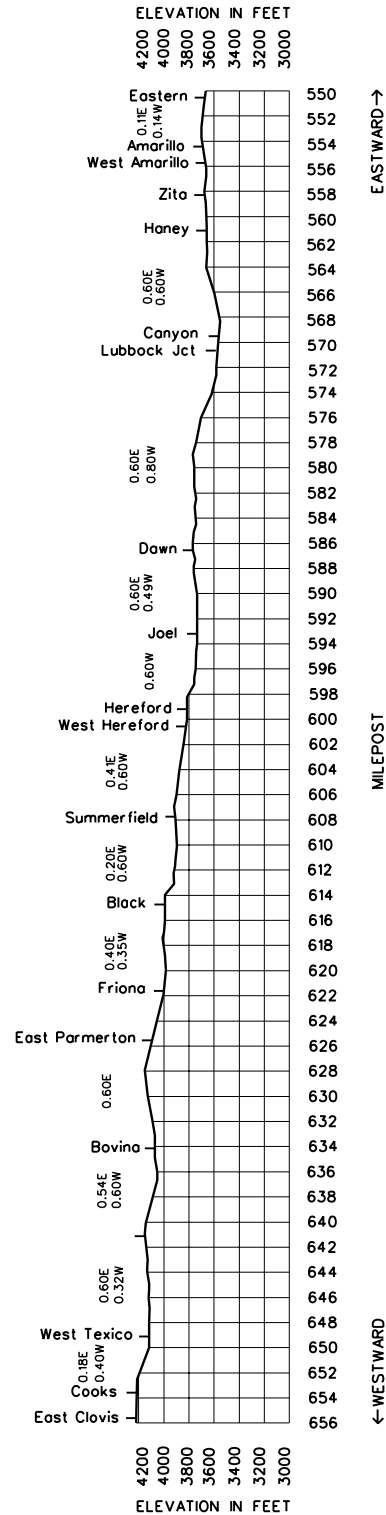
Road Line Segments

Line Segment	Limits
7100.....	Eastern to MP 655.7

9. Other Location Information

Name	Mile Post	Capacity Feet	Switch Opens
Amarillo Track 302	554.7 - Main 1	846	West
Joel - Hereford Renewable Energy, LLC	594.8	Loop Track	Both
ADM/White Energy	597.0	Loop Track	Both
ADM Loop Track	605.3	Loop Track	Both
Peavey Grain/Setout	610.0 - Main 2	1,182	East
J.D. Heiskell	623.6 - Main 1	2,000	Both
CHS and J.D. Heiskell	623.9	Loop Track	Both
Runaround Track	628.56 - Main 2	2,200	Both
Terra Chemical Co.	635.4 - Main 1	605	East
Beet Track	652.6 - Main 1	3,036	Both

10. Grade Chart



20 KANSAS DIVISION—No. 9—August 17, 2011—La Junta Subdivision

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	La Junta Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Adjoining Sub: Emporia						
		55250	124.7	ELLINOR	J				7.0	
11,762	61170	131.7	STRONG CITY						4.1	
	61150	135.8	NEVA						9.0	
8,583	61140	144.8	CLEMENTS						12.1	
8,677	61130	156.9	FLORENCE						11.7	
		168.6	UP RR Adj. RR: KO, MP 168.7	AJ					2.2	
10,487	61125	170.8	PEABODY						7.5	
8,419	61120	178.3	WALTON						6.3	
		184.6	CP 1846 Adj. RR: KO, MP 184.7	JM					0.5	
	61100	185.1	NEWTON	PT					0.5	
		185.6	FIRST ST. Adj. Sub: Arkansas City, MP 185.5	JX					0.5	
		186.1	RAIL MILL	X					0.6	
		186.7	SAND CREEK	CPT					1.0	
		187.7	CP 1877 Adj. Sub: Arkansas City, MP 187.8	JX					2.3	
		190.0	CP 1900						4.6	
6,124	61040	194.6	HALSTEAD						9.1	
10,452	61030	203.7	BURRTON						8.8	
		212.5	CP 2125						1.6	
		214.1	CP 2141	PT					2.4	
		216.5	CP 2165	M					1.5	
33,300	61000	218.0	HUTCHINSON	P					0.3	
		218.3	CH JCT. Adj. RR: KO, MP 218.3	J					0.7	
		219.0	CP 2190	M					1.6	
		220.6	CP 2206						14.5	
10,166	58980	235.1	ABBYVILLE						16.0	
10,300	58968	251.1	ZENITH						14.9	
10,284	58960	266.0	ST. JOHN						18.9	
10,370	58945	284.9	BELPRE						17.5	
8,600	58935	302.4 316.7	KINSLEY						8.0	
5,282	58930	324.7	OFFERLE						11.4	
7,768	58920	336.1	SPEARVILLE						8.6	
	58915	344.7	WRIGHT	Y					5.4	
		350.1	DODGE CITY JCT.	XY					2.4	
	58900	352.5	DODGE CITY	CPT X(2)Y					2.2	
		354.7	SEARS	Y					16.5	
6,250	58869	371.2	CIMARRON						12.8	
7,750	58849	384.0	CHARLESTON						18.4	
7,835	58300	402.4	GARDEN CITY	CPY					14.6	
4,050	58250	417.0	DEERFIELD						20.3	
6,850	58220	437.3	SUTTON						16.6	
10,000	58190	453.9	SYRACUSE	P					21.0	
3,700	58180	474.9	HOLLY						10.4	
4,000	58165	485.3	GRANADA						17.0	
7,500	58100	502.3	LAMAR	P					19.2	
4,000	58080	521.5	CADDOA						12.1	
		533.6	LAS ANIMAS JCT.	JP					394.6	
Adjoining Sub: Boise City, Colorado Division										

Radio Call-In		
Radio Channel 63 in service Ellinor to CP 2206		
Elmdale	Walton	Newton
Burrton	Hutchinson Controlling DS=1, Adjacent DS=2	
Emergency 9		
Dispatcher=1, Customer Support=3, Mechanical=4, Detector Desk=5		
Radio Channel 70 in service for Sand Creek/Newton Yard		
Dispatcher=1, ATM=6		
Radio Channel 47 in service Sand Creek RCO		
Radio Channel 32 in service West Sand Creek Yard		
Radio Channel 80 in service for Hutchinson Yard		
Controlling DS=1, Adjacent DS=2		
Radio Channel 23 in service CP 2206 to Las Animas Jct		
Hutchinson Controlling DS=2 Adjacent DS=1	Zenith (Alden)	Belpre (Zook)
Kinsley	Dodge City	Ingalls
Garden City	Sutton (Lakin)	Syracuse
Holly (Hartman)	Lamar (Hasty)	
Radio Channel 36 in service Dodge City and Garden City Yards		
Emergency 9		
Dispatcher=2, Customer Support=3, Mechanical=4, Detector Desk=5		

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

Dispatcher Information
 Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361
 Ellinor to and including CP 2206—(817) 867-7017, Fax (913) 551-2387
 CP 2206 to, not including, Las Animas Jct.—(817) 867-7104, Fax (913) 551-2018

- 1. Speed Regulations**
- 1(A). Speed—Maximum**
- | | | |
|---------------------------------|------------------|----------------|
| | Passenger | Freight |
| MP 124.7 to MP 220.5 | 79 MPH | 55 MPH.* |
| MP 220.5 to MP 533.6 | 79 MPH | 55 MPH.* |
| All empty grain and coal trains | | 55 MPH. |
- * Between MP 124.7 and MP 220.5:
 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. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
3. Train does not average more than 80 TOB. Exception: Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination or both may operate at 70 MPH with tons per operative brake as great as 90, and trains consisting entirely of double-stack equipment may operate at 70 MPH with tons per operative brake as great as 105.
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.)

* Between MP 220.5 and MP 533.6:

Unless otherwise restricted, the maximum speed for freight trains is 60 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. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 60 MPH up to 10,000 feet in length.
3. Train does not average more than 80 TOB. Exception: Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination or both may operate at 60 MPH with tons per operative brake as great as 90, and trains consisting entirely of double-stack equipment may operate at 60 MPH with tons per operative brake as great as 105.
4. Engineer can control speed to 60 MPH without use of air brakes.

(If unable to control speed to 60 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 grades.)

All empty grain and coal trains are restricted to 55 MPH unless otherwise restricted.

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

	Passenger	Freight
MP 132.4 to MP 132.8	75 MPH.	
MP 133.6 to MP 133.9	65 MPH.	50 MPH.
MP 135.9 to MP 136.4	75 MPH.	65 MPH.
MP 166.4 to MP 166.8	70 MPH.	65 MPH.
MP 168.0 to MP 168.4	50 MPH.	45 MPH.
MP 168.6	25 MPH.	25 MPH.
MP 168.9 to MP 169.1	65 MPH.	45 MPH.
MP 170.0 to MP 170.5	75 MPH.	65 MPH.
MP 173.3 to MP 175.9	70 MPH.	65 MPH.
MP 184.2 to MP 185.6	30 MPH.	30 MPH.
MP 185.6 to MP 186.1	20 MPH.	20 MPH.
MP 186.4 to MP 186.5	75 MPH.	65 MPH.
MP 187.3 to MP 187.8	55 MPH.	50 MPH.
MP 203.3 to MP 204.1 (HER), Road Crossings...	50 MPH.	50 MPH.
MP 216.5 to MP 219.4	30 MPH.	25 MPH.
MP 219.4 to MP 220.2	60 MPH.	55 MPH.
MP 220.8 to MP 242.1	60 MPH.	40 MPH.
MP 257.2 to MP 257.5	60 MPH.	50 MPH.
MP 265.7 to MP 266.2 (HER), Road Crossings...	55 MPH.	55 MPH.
MP 266.1 to MP 266.5	70 MPH.	
MP 301.7 to MP 302.0	60 MPH.	55 MPH.
MP 301.9 to MP 302.4 (HER), Road Crossings...	55 MPH.	55 MPH.
MP 302.2 to MP 302.4	75 MPH.	
MP 343.2 to MP 423.7	60 MPH.	40 MPH.
MP 344.7 to MP 354.7 Main 2	40 MPH.	
MP 352.0 to MP 352.3 Main 1 (Equipped with westward ATS inert inductors)	30 MPH.	20 MPH.
MP 352.0 to MP 352.3 Main 2 (Equipped with westward ATS inert inductors)	15 MPH.	15 MPH.
MP 352.3 to MP 352.8, Main 1 (HER)	30 MPH.	30 MPH.
MP 401.7 to MP 403.0 (HER), Road Crossings...	45 MPH.	
MP 432.6 to MP 433.2	75 MPH.	
MP 453.5 to MP 533.6	60 MPH.	40 MPH.

1(C). Speed—Switches, Turnouts and Sidings

Freight

Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated

MP 124.7, main track turnouts and crossover	40 MPH.
MP 131.7, both ends of siding	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 144.8, both ends of siding	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 156.9, both ends of siding	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 169.5, both ends of siding	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 169.5, connection to UP RR	10 MPH.
MP 178.3, both ends of siding	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 178.3, east switch storage track	
Less than 100 TOB	10 MPH.
100 TOB and over	10 MPH.
MP 184.5 to MP 185.5, main track crossover and turnouts	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 185.6, turnout to Lower Yard	
Less than 100 TOB	10 MPH.
100 TOB and over	10 MPH.
MP 186.1, crossover	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 187.8, crossover	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 190.0, turnout from or to Main 2	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 194.6, both ends of siding	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 203.7, both ends of siding	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 212.5, turnouts and crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 214.1, turnouts and crossovers	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 216.4, turnouts and crossovers	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 216.5, turnouts and crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 216.7, second crossover west of MP 216.5 between siding and main track and crossover west of MP 216.5 between siding and track 203	10 MPH.
MP 218.0, turnouts and crossovers	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 219.2, turnouts and crossovers	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 220.6, turnout to UP connection	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 235.1, both ends siding	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 251.1, both ends siding	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 266.0, both ends of siding	
Less than 100 TOB	30 MPH.
100 TOB and over	25 MPH.

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

1(D). Speed—Other

Strong City, track 8407	5 MPH.
Elmdale, elevator track 3801	5 MPH.
Florence, track 9003	5 MPH.
Peabody, track 8901	5 MPH.
Newton freight leads between First St.	
MP 185.6 and Sand Creek Bridge MP 186.3	10 MPH.
Newton to Sand Creek—K&O connection track 8519	10 MPH.
When pulling cars across scale track 8521	
at Cargill Flour Mill	5 MPH.
On west leg of wye 8340	10 MPH.
On McGraw lead 8195 between McGraw	
and west end Sand Creek yard	10 MPH.
Dodge City—Western Power Spur track 129	5 MPH.
High Plains all movements on descending grade	3 MPH.
MP 350.3 to MP 351.0	
CLIC 106 Freight Lead	10 MPH.
East CV Industrial Spur MP 0.0 to MP 3.8	10 MPH.
Stafford—Elevator track 5703	5 MPH.

SSI Item 1(A). Control of Harmonic Rocking on Jointed Rail—Item 1A of the System Special Instructions applies:
 MP 343.0 to MP 423.7
 MP 453.3 to MP 533.6

Temperature Restrictions

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

MP 132.4 to MP 136.4
MP 166.4 to MP 176.0
MP 220.2 to MP 343.0
MP 423.7 to MP 453.0

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

MP 343.0 to MP 425.0
 MP 453.0 to MP 533.8

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Ellinor to Las Animas Jct. 143 tons, Restriction C

Six-axle locomotives are not allowed on:

- Halstead, Idaho Timber Spur, track 9409
- Stafford, AGREX Industry Spur, track 5706

3. Type of Operation

CTC—in effect:

MP 124.7 to MP 220.6

Multiple Main Tracks—in effect:

2 MT:

MP 185.6 to MP 190.0

3 MT:

MP 184.6 to MP 185.6

TWC—in effect:

MP 220.6 to MP 533.6

ABS—in effect:

MP 220.6 to MP 533.6

Double Track—in effect:

MP 344.7 to MP 354.7

Yard Limits—in effect:

MP 344.7 to MP 354.7

MP 398.3 to MP 405.0

Interlockings: Trains and Engines—The interlocking signals

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

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

Rule 5.5—Between MP 344.7 and MP 354.7. Permanent speed signs are not displayed for movements against current of traffic.

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

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:
MP 168.6

Rule 8.12—The following switches must be lined and locked for other than crossover movement when left unattended:
Switch 8520..... MP 184.7..... UPRR Transfer
Switch 9409..... MP 195.2..... Idaho Timber
Switch 0416..... MP 221.6..... City Service
Switch 5706..... MP 257.2..... Hay Track
Switch 4501..... MP 345.1..... West End Elevator Track
These switches will display a yellow or red target when lined for the main track.

Rule 8.3—At Dodge City Jct. the normal position of the spring switch at the east end of the freight lead is lined for the freight lead.

Rule 9.12.4—A crew member must test the spring switch if a train or engine has a stop signal at the following locations:

- Dodge City Jct., eastward on the freight lead at the entrance to Main 2,
- The end of double track at Wright, MP 344.7, eastward on Main 1 at the entrance to single track and,
- The end of double track at Sears, MP 354.7, westward on Main 2 at the entrance to single track.

If the signal does not clear after testing the spring switch, the train or engine must move to foul the circuit beyond the signal but not foul the conflicting route. After the circuit has been fouled for 5 minutes, the train or engine may proceed at restricted speed to the next governing signal. The provisions of Rule 9.12.4 do not apply for the described movements at these locations.

Rule 12.1—ATS in effect:
MP 220.6 to MP 533.6

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

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

- MP 134.0—Recall Code 8
- MP 158.4—Recall Code 8
- MP 180.9—Recall Code 8
- MP 198.4—Recall Code 8
- MP 225.0—Recall Code 8
- MP 247.9—Recall Code 8
- MP 275.5—Recall Code 8
- MP 290.6—Recall Code 7
- MP 321.2—Recall Code 8
- MP 341.0—Recall Code 7
- MP 355.4—Recall Code 8
- MP 380.2—Recall Code 7
- MP 397.7—Recall Code 8
- MP 418.1—Recall Code 7
- MP 435.2—Recall Code 8
- MP 466.1—Recall Code 8
- MP 499.0—Recall Code 8

- C. Other detectors
- MP 355.3 to MP 356.0—High Water
EWD signal 3562 & WWD absolute signal Main 1 Sears
- MP 375.9—High Water—Signals 3772 and 3741
- MP 381.4—High Water—EWD absolute signal east end siding Charleston WWD signal 3801

- MP 387.1—High Water—Signals 3892 and 3871
- MP 389.5—High Water—Signals 3922 and 3891
- MP 393.1—High Water—Signals 3952 and 3921
- MP 419.7—High Water—Signals 4198 and WWD absolute signal west end siding Deerfield
- MP 425.2—High Water—Signals 4272 and 4249
- MP 433.0—MP 433.6—High Water—Signals 4342 and 4317
- MP 439.6—High Water—Signals 4408 and WWD absolute signal west end siding Sutton
- MP 445.7—High Water—Signals 4474 and 4451
- MP 447.1—High Water—Signals 4474 and 4451
- MP 448.3—High Water—Signals 4492 and 4475
- MP 455.4—High Water
EWD signal 4572
WWD absolute signal west end siding Syracuse
- MP 469.8, MP 470.8, MP 471.1—High Water
Signals 4722 and 4691
- MP 485.8—High Water
EWD signal 4882
WWD absolute signal west end siding Granada
- MP 492.0—High Water—Signals 4922 and 4901
- MP 500.1—High Water
EWD absolute signal east end siding Lamar
WWD signal 4981

6. **FRA Excepted Track**

- Strong City..... 8407 Wye Spur
- Florence 9002 Middle Track
9003 Scale Track
- Peabody 8901 Elevator Track
8902 Elevator Track
8903 Elevator Track
- Halstead 9402 Elevator Track
9409 Chandler Spur
9410 Patrick Spur
- Hutchinson 0138 Storehouse Track
0146 Bedding Track
0206 Garvey Elevator
0208 Sonoco Paper Corp.
0213 ADM Elevator 1
0238 Cargill Grain East Track
0239 Cargill Grain House Track
0240 Cargill Grain West Track
0339 T O F C
0341 Machine Dock
0347 Hutchinson News
- Abbyville 0505 Elevator Track
- Zenith 5102 Elevator Track
- Stafford 5703 Elevator Track
- Lewis 9302 House Track
9303 Elevator Track
- Bellefont 2702 Elevator Track
- Dodge City 0133 Dodge City Concrete
0203 Old House Track
0206 Team Track
0207 Caboose Track

7. **Special Conditions**

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

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

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

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

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

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

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

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

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

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

The derails on tracks 8120 and 8130 are to be left in the non-derailing position unless the track is occupied.

The derails on tracks 8128 and 8129 are to be left in the non-derailing position unless they are being used to protect the main track.

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

All grain trains being pulled or spotted at Elevator J will use four (4) axle locomotive (Hutchinson switch engine) to accomplish this task.

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

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

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

Dodge City Jct., CVR—CVR crews must obtain verbal permission from the BNSF Train Dispatcher before entering the CVR Industry Spur (Track 0297)

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

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

Remote Control Zone(RCZ)—There are 3 RCZs at Newton:

RCZ #1—Between the EBCS, MP 185.8 and the west end of the Sand Creek bridge (location marked by sign) on the Eastbound Freight Lead (track 8306).

RCZ #2—Between the EBCS, MP 185.8 and the west end of the Sand Creek bridge (location marked by sign) on the Westbound Freight Lead (track 8305).

RCZ #3—Between the East clearance point of track 8131 (location marked by sign) and the East switch of track 8161 on the East Rip Track Lead.

Activation/Deactivation Procedure—The Remote Control Operator will Contact the La Junta Subdivision Train Dispatcher to request protection be provided for RCZ #1 (track 8306, eastbound freight lead) or RCZ #2 (track 8305, westbound freight lead). RCZ #1 and RCZ # 2 may be activated independently or at the same time. The La Junta Subdivision Train Dispatcher will block access to the RCZ(s) requested at First Street. After the signal block has been established the Train Dispatcher will notify the Remote Control Operator that protection has been provided. The Remote Control Operator will then display the "Remote Control Zone Activated" sign to activate the RCZ(s) and notify the Assistant Trainmaster that the RCZ(s) has been activated. The RCZ(s) will remain activated until the Remote Control Operator has dropped the "Remote Control Activated" sign to deactivate the RCZ(s). The Remote Control Operator will then notify the Assistant Trainmaster and the Train Dispatcher that the RCZ(s) is now deactivated. The Train Dispatcher and the Assistant Trainmaster cannot deactivate the RCZ(s) without notification to the Remote Control Operator. Before the eastbound/westbound freight lead (track 8305/8306) can be fouled or occupied, the assistant trainmaster must be contacted to determine if the RCZ(s) has been activated.

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

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

Hutchinson	.....	163
Dodge City, MP 352.5	.....	187 (West), 101 (East)
Howell, MP 361.3	.....	East End 9902 (West)
Cimarron, MP 371.8	.....	906 (East)
Charleston, MP 384.0	.....	2202 (West)
Pierceville, MP 389.9	.....	2802 (East)
Garden City, MP 403.3	.....	4027 (West)
Deerfield, MP 416.8	.....	5503 (East)
Lakin, MP 425.0	.....	6201 (West)
Kendall, MP 442.6	.....	8001 (West)
Syracuse, MP 453.4	.....	9202 (East), 9207 (West)
Coolidge, MP 368.6	.....	602 (West)
Grote, MP 491.4	.....	2901 (East)
Lamar, MP 502.2	.....	3904 (West)

Close Clearance—Do not ride on the side of equipment on the following tracks due to close clearance:

Newton	8203, 8204,	
	8520 thru 8523	Structure
Halstead	8201	Structure
Hutchinson	227 thru 230,	Through S and N headhouse
	327, 328, 347,	
	421, 423	Structure
Dillwyn	7201, 7301	Structure
Macksville	7710, 7703	Structure
Belpre	8402	Structure
Lewis	9302, 9393	Structure
Kinsley	1709	Structure
Offerle	2403	Structure
Bellefont	2701	Structure
Spearville	3602	Structure
Wright	4502	Structure
Dodge City	124, 131 thru 133,	
	135, 142, 208, 215,	
	221, 224, 275, 4501	Structure
Howell	9902	Structure
Cimarron	902	Structure
Ingalls	1502	Structure
Charleston	2202	Structure
Pierceville	2801, 2802	Structure
Garden City	4005a, 4013a	Structure
Holcomb	4721, 4727	Structure
Lakin	6202	Structure
Kendall	8002, 8003	Structure
Coolidge	602	Structure
Holly	1203	Structure
Granada	2302	Structure
Grote	2901	Structure
Lamar	3907, 3925	Structure

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Walton Siding	8898
Dodge City	101 thru 104, 108, 110 - 112, 131, 132
Holcomb	4714, 4715

Test Miles—

Westward	Eastward
MP 191.0	MP 329.0
MP 359.0	MP 339.0

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the La Junta Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 350.5 to MP 358.0
- MP 412.0 to MP 415.0
- MP 458.7
- MP 462.3
- MP 470.8
- MP 530.5

8. Line Segments

Yard Line Segments

Line Segment Limits

7350	.....	Sand Creek Yard
7351	.....	Hutchinson Yard
7352	.....	Dodge City Yard

Road Line Segments

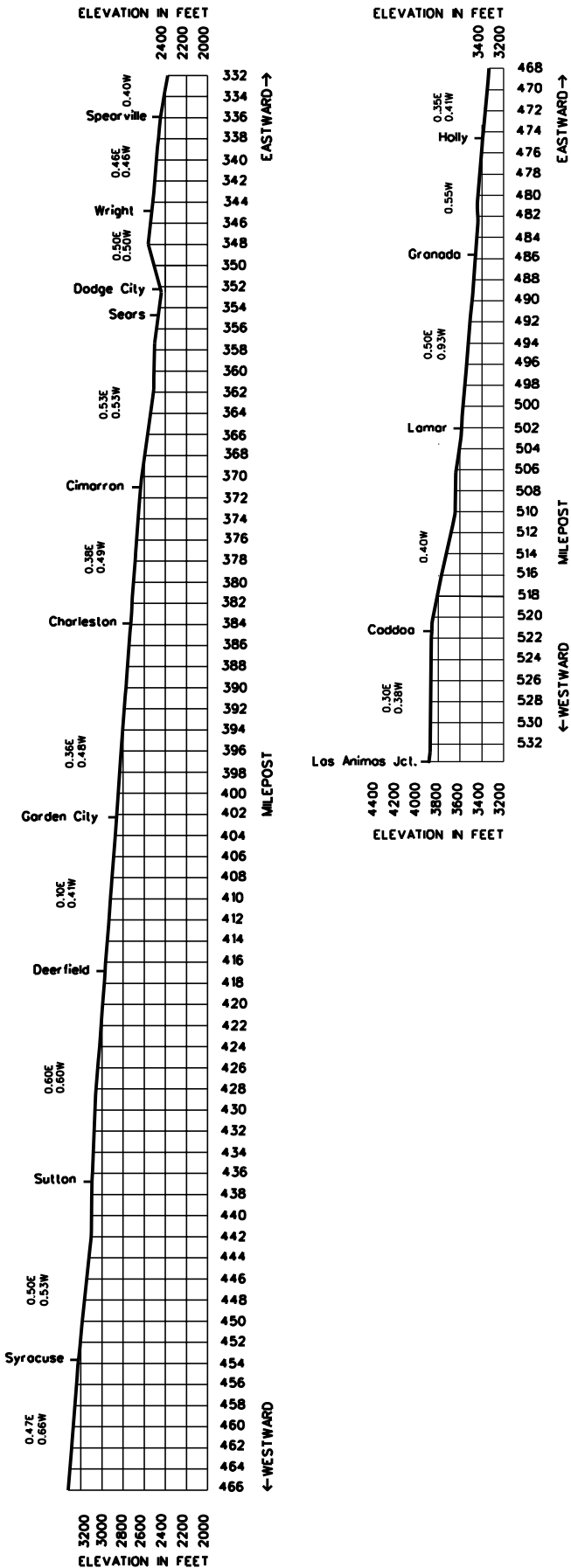
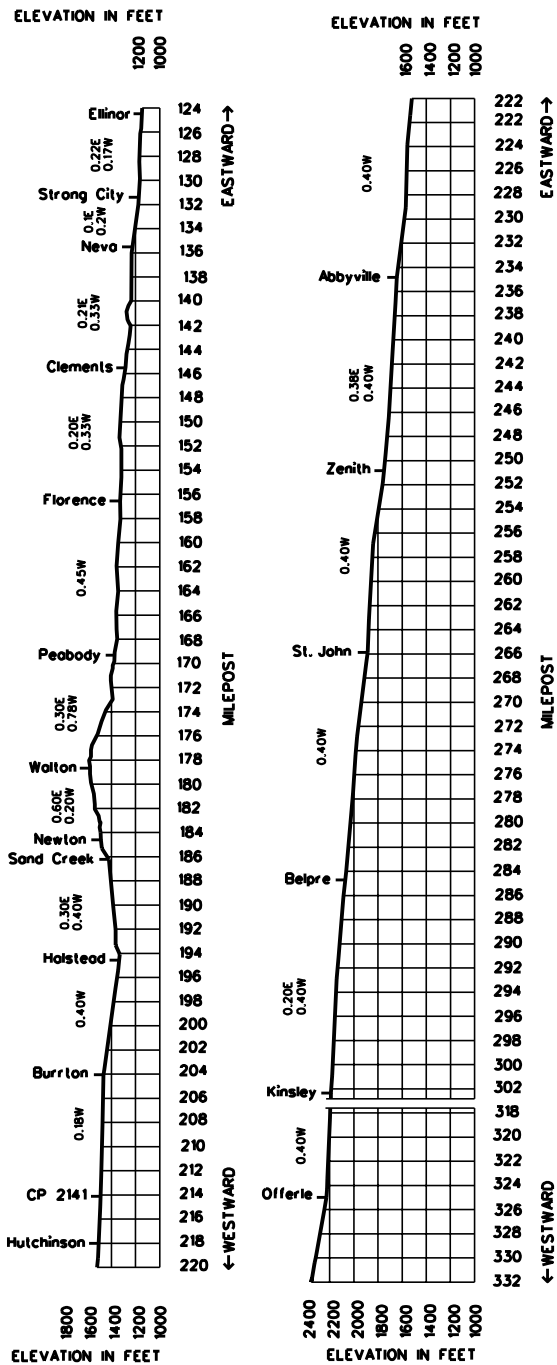
Line Segment Limits

7300	Ellinor to Las Animas Jct.
------	-------	----------------------------

9. Other Location Information

Name	Mile Post	Capacity Feet	Switch Opens
58975 Plevna	240.7	200	East
58970 Sylvia	246.4	2,460	Both
58964 Stafford	257.0	7,325	Both
58995 Dillwyn	272.8	4,676	Both
58950 Macksville	277.6	6,140	West
58940 Lewis	293.3	2,438	Both
58925 Bellefont	330.3	8,350	Both
58915 Wright COOP	344.7	6,305	Both
East C.V. Industrial Spur	352.5	20,064	East
58890 Howell	361.5	1,930	East
58860 Ingalls	377.3	5,747	East
58840 Pierceville	390.1	6,750	Both
Sunflower Electric	407.4	35,000	West
58260 Holcomb	409.0	6,564	Both
Tyson	411.4	975	Both
58240 Lakin	424.3	9,897	Both
58210 Kendall	442.2	6,886	Both
58185 Coolidge	468.8	6,289	Both
58175 Amity	479.2	2,150	West
58160 Grote	491.4	1,400	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Panhandle Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	Adjoining Sub: Emporia								
	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				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)			2.5	
7,700	54200	285.8		ATTICA <small>Adj. RR: VSR, MP 285.9</small>	J			5.9	
		291.7		EAST CRISFIELD				0.5	
10,500	54160	292.2		CRISFIELD				1.8	
		294.0		WEST CRISFIELD	X(2)			8.8	
		302.8		BARBER	X(2)			12.0	
	54084	314.8		LODER				4.7	
11,400	54075	319.5		BRINK				9.4	
18,966	54064	328.9		NOEL				6.5	
		335.4		EAST AVARD				0.5	
	54060	335.9		AVARD <small>Adj. Sub: Avard, Springfield Div MP 336.0</small>	J			0.5	
		336.4		WEST AVARD	X			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				3.8	
	53800	410.5		SHATTUCK	TX(2)			7.3	
	53765	417.8		GOODWIN	X(2)			10.5	
	53760	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	
	53720	481.4		CODMAN	X(2)			12.6	
		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				4.4	
		510.3		CP 5103	X(2)			12.9	

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 ↑
			523.2	CP 5232	X(2)			2.8	
	13,560	53520	526.0	PANHANDLE <small>Adj. RR: PNR, MP 526.1</small>	JT			5.4	
			531.4	CP 5314	X(2)		2MT CTC	6.8	
			538.2	CP 5382	X(2)		7100	12.3	
		53501	550.5	EASTERN <small>Adj. Sub: Boise City, Colorado Division</small>	JTX			312.5	
	Adjoining Sub: Hereford								

Radio Call-In		
Radio Channel 84 in service Wellington Yard		
Radio Channel 72 in service Wellington to Heman		
Wellington	Harper	Attica
Alva	Waynoka	
Emergency 9		
Dispatcher=2, Customer Support=3, Mechanical=4, Detector Desk=5		
Radio Channel 36 in service Heman to West Pampa		
Alva	Curtis	Tangier
Shattuck	Canadian	Miami
Dispatcher=1, Customer Support=3, Mechanical=4, Detector Desk=5		
Radio Channel 84 in service Pampa Yard		
Radio Channel 36 in service West Pampa to CP 5382		
White Deer (<i>Skellytown</i>) 0700-1500, M-F, Controlling DS=0, Adjacent DS=1 All other times, DS=1	Amarillo 0700-1500, M-F, DS=0 All other times, DS=1	
Emergency 9		
Customer Support=3, Mechanical=4, Detector Desk=5		
Radio Channel 55 in service CP 5382 to Eastern		
St Francis	Amarillo	
Emergency 9		
Dispatcher=2, Customer Support=3, Mechanical=4, Detector Desk=5 0700-1500, M-F, Dispatcher=0		

Mobile PBX Access Wellington to Amarillo			
To Connect: Set channel TxRx, Press access code, wait for dial tone, Press 8, wait for dial tone, dial 593-7670 for VTR.			
To Disconnect: Press #			
	Mobile		Access
	Tx	Rx	
Wellington	Ch 92	Ch 48	*
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 Information

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

M-F, 0700-1500:

Wellington to, not including, Heman—(817) 867-7005

Fax (913) 551-2405

Heman to West Pampa—(817) 867-7006, Fax (913) 551-2406

From, not including, West Pampa to Eastern—(817) 867-7101,

Fax (913) 551-2403

M-F, 1500-0700 and S-S:

Wellington to, not including, Heman—(817) 867-7005,

Fax (913) 551-2405

Heman to, not including, CP 5382—(817) 867-7006,

Fax (913) 551-2406

CP 5382 to Eastern—(817) 867-7028, Fax (913) 551-2428

1. Speed Regulations

1(A). Speed—Maximum

Freight

MP 238.0 to MP 550.5, including trains	
100 TOB and over.....	55 MPH.*
Empty Grain and Coal trains.....	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. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.

3. Train does not average more than 80 TOB.

Exceptions:

- a) Trains consisting entirely of intermodal equipment (all equipment listed under BNSF Timetable, System Special Instruction 1C), including equipment designed to carry automobiles/trucks (auto racks), must not average more than 90 tons per operative brake.
- b) Trains consisting entirely of double stack equipment (car kind codes beginning QU, QK, QV, QW, QT, QX, QY) must not average more than 105 tons per operative brake.

In addition, the intermodal trains described above may also handle as many as 15 refrigerated box cars identified as "Super Reefers" (BNSF 793110 thru BNSF 794112) provided train does not exceed 90 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.)

See ABTH 103.2.1 Dynamic Brake Limitations, regarding when 32 axles of dynamic brakes may be used on lead consist.

1(B). Speed—Permanent Restrictions

MP 238.0 to MP 239.7	60 MPH.
MP 273.0 to MP 274.8, Main 1	60 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 450.6 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, Turnouts and Sidings

Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated

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.

	Freight
MP 266.5, both ends of siding	40 MPH.
MP 271.3, crossovers	50 MPH.
MP 283.3, crossovers	50 MPH.
MP 285.8, both ends of siding	40 MPH.
MP 292.2, both ends of siding	40 MPH.
MP 294.0, crossovers	50 MPH.
MP 302.8, crossovers	50 MPH.
MP 314.8, turnout	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.
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 498.7, both ends of siding	30 MPH.
MP 500.8, crossovers	40 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 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

Wellington, on the BNG Main Line MP 0.0 to MP 3.0	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 6905, 6906, 6907, 6930.....	10 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 350.1 to MP 365.8—All Main Tracks, EWD only

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & 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 & 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

Kings Mill at Celanese— 6905, 6906, 6907, 6930

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—in effect:

2 MT:

MP 238.0 to MP 314.8

MP 335.4 to MP 550.5

Yard Limits—in effect:

MP 0.0 to MP 3.0 on the BNG Main at Wellington

MP 0.0 to MP 7.0 on the PNR Main at Panhandle

4. General Code of Operating Rules Items

Rule 1.14—At Panhandle on the PNR Main Line between MP 0.0 and MP 7.0. Track warrants and track bulletins are not required for BNSF trains. At Wellington on the BNG Main Line between MP 0.0 and MP 3.0. Track warrants and track bulletins are not required for BNSF trains.

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 458.8—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 287.4—DED, Exception Reporting

MP 294.3—DED, Exception Reporting

MP 298.7—DED, Exception Reporting

MP 302.9—Recall Code 8, Exception Reporting

MP 308.4—DED, Exception Reporting

MP 312.5—DED, 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 458.8—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

Pampa 6893 Pampa Ind. Spur (C.O.W.)

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.

Remote Control Area—Signs located at MP 3.5 (Boise City Subdivision), MP 338.0 (Dalhart Subdivision), MP 561.0 (Hereford Subdivision), MP 538.5 (Panhandle Subdivision), and MP 327.5 (Red River Valley Subdivision) designate the Remote Control Area at Amarillo.

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, MT 1, MP 238.5	103
Mayfield COOP, MT 1, MP 249.5	0705 (West)
Argonia, MT 1, MP 259.0	2008 (East)
Argonia, MT2, MP 259.0	2009 (East)
Danville, MT 2, MP 266.3	2012 (East)
Harper, MT 1, MP 274.0	2015
Eula, MT 1, MP 280.1	2067 (East)
Eula, MT 2, MP 280.1	2068 (East)
Attica, MT 2, MP 286.6	2031 (East)
Hazelton, MT 1, MP 299.6	2045
Hazelton, MT 2, MP 299.6	2044 (East)
Kiowa, MP 306.3	2049
Kiowa, MP 307.8	2059
Capron, MP 316.4	2103 (East)
Brink, MP 319.5	2104
Alva, MP 325.6	2105 (West)
Noel, MP 329.2	2138
Avard, MT 2, MP 335.8	141 (West)
Waynoka, MP 342.4	3011
Waynoka, MT 2 MP 345.2	3017
Waynoka, MT 1, MP 345.5	3018 (Both)
Heman, MT 1, MP 352.5	3030 (Both)
Heman, MT2, MP 352.5	3031 (Both)
Belva, MT 1, MP 356.4	3034 (West)
Curtis, MT 1, MP 366.1	3038 (West)
Curtis, MT 2, MP 366.1	3039 (West)
Woodward, MT 2, MP 382.4	3115
Tangier, MT 1, MP 392.6	3132 (East)
Tangier, MT 2, MP 392.6	3133
Fargo, MP 398.1	3136 (East)
Fargo, MT 1, MP 399.6	3134 (West)
Gage, MT 1	3138 (West)
Shattuck, MT 1, MP 414.3	3140 (West)
Goodwin, MT 1, MP 420.5	3160 (West)
Goodwin, MT 2, MP 420.5	3161
Higgins, MT 1, MP 428.5	3165 (East)
Higgins, MT 2, MP 428.5	3164

Coburn, MT 1, MP 436.1	3166 (West)
Coburn, MT 2, MP 436.1	3167 (West)
Glazier, MT 1, MP 443.8	3170
Glazier, MT 2, MP 443.8	3171
Clear Creek, MT1, MP 452.2	3215 (West)
Clear Creek, MT 2, MP 452.2	3216 (West)
Canadian, MT 1, MP 456.9	3212
Canadian, MT 2, MP 456.3	3214 (East)
Mendota, MT 1, MP 462.9	3224 (West)
Mendota, MT 2, MP 462.9	3225
Lora, MT 2, MP 470.4	3218 (West)
Miami, MT 1, MP 476.7	3221
Miami, MT 2, MP 476.7	3220
Codman, MT 1, MP 484.6	3226
Codman, MT 2, MP 484.6	3227
Hoover, MT 1, MP 491.4	3229
Hoover, MT 2, MP 491.4	3230 (East)
Pampa, MT 2, MP 500.0	6803 (Both)
Kings Mill, MT 1, MP 506	6903 (West)
Kings Mill, MT 2, MP 506.5	6901
White Deer, MT 1, MP 512.6	3234 (East)
White Deer, MT 2, MP 512.6	3231
Cuyler, MT 1, MP 519	3246 (East)
Cuyler, MT 2, MP 519	3245 (East)
Panhandle, MT 2, MP 526	3256

Close Clearance—Do not ride on the side of equipment on the following tracks due to close clearance:

Mayfield	Mayfield Co-op	0705	structure
Danville	Danville Co-op	2012	structure
Harper	Team Track	2026	dock
	Anthony Farmer COOP	2027	building
		2028	elevator
		2029	elevator,fence
Attica	Anthony Farmers COOP	2031	structure
Hazelton	OK COOP Grain	2045	structure
Kiowa	Elevator Trk	2050	structure
	Stock Extension	2059	fertilizer
			hose reel
	House Trk	2063	elevator
Capron	Capron Elevator	2102	structure
	Elevator Track	2103	elevator
Alva Yard	Alva Lead	2109	dock
	Farmers COOP	2116	elevator
	Elevator	2117	elevator
	Liquid Feed	2118	elevator
	North Mill Track	2127	elevator
	Elevator	2131	elevator
Noel	House Trk	2138	structure
Avard	Elevator Track	2141	elevator
Woodward	Anchor Drilling	3115	structure
	Cox Spur	3112	structure
Fargo	Elevator Track	3136	elevator
Higgins	Great White	3164	structure
Canadian	Team Trk	3213	structure
Hoover	Golden Spread COOP	3229	structure
Pampa	TOFC Trk	6849	structure
	Elevator Team Trk	6869	structure
	Cabot	6974	structure
Kings Mill	Elevator Trk	6904	structure
White Deer	S Siding	3231	structure
	N Elevator	3235	structure
	Attebury Grain	3238	structure
Panhandle	Robinson Grain	3254 thru 3256	structure
	Hughes	3259	structure

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Wellington	102, 103, 107 thru 111
Waynoka	3005 thru 3008
Gerlach	3119 thru 3129
Canadian	3212

Test Miles—

Westward	Eastward
MP 257.0	MP 530.0
MP 395.0	MP 396.0
MP 529.0	MP 258.0

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Panhandle Subdivision.

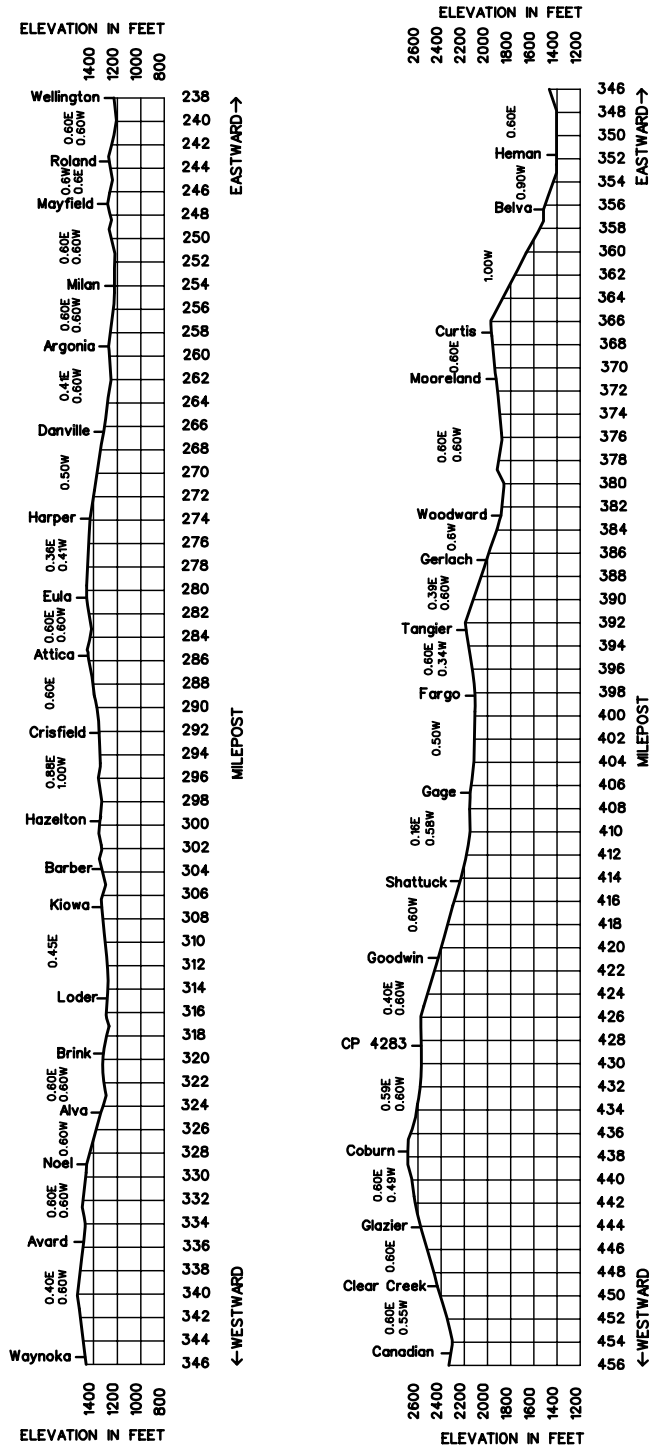
Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 518.2

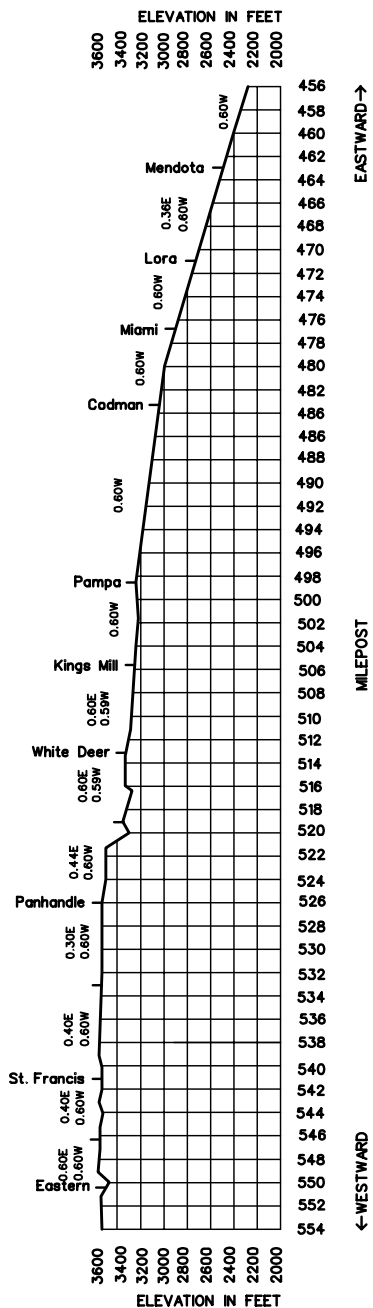
- 8. **Line Segments**
- Yard Line Segments**
- Line Segment Limits**
7152.....Wellington Yard
- Road Line Segments**
- Line Segments Limits**
7100.....Wellington to Eastern

9. **Other Location Information**

Name	Mile Post	Capacity Feet	Switch Opens
Mayfield Cooperative Elevator 0705	249.2	1,215	West
Harper Yard	274.0	Yard	Both
54120 Hazelton - 2045	299.6	2,018	Both
54080 Kiowa Yard	307.7	Yard	Both
54070 Capron - 2102	316.4	5,200	East
53915 Alva Yard	324.7	Yard	East
Mooreland - 3044	371.3	Yard	West
Woodward Yard	382.0	Yard	Both
53800 Shattuck Yard	414.4	Yard	Both
53760 Higgins Elev. - 3164	428.5 Main 2	2,275	Both
53740 Canadian Yard	455.5	Yard	Both
Hoover Elevator - 3229	491.4 Main 1	1,179	Both
Cabot Carbon Pampa Plant - West Lead 6969	502.6 Main 1	2,250	West
Cabot Carbon Pampa Plant - East Lead 6970	502.6 Main 1	2,250	East
National Oil Well - 6950	503.6 Main 1	1,512	West
Celanese Corp. - 6905	504.3 Main 2	9,800	Both
Celanese Corp. Coal Lead - 6920	505.6 Main 2	2.4 miles	West
53680 White Deer - 3232	512.8	Yard	Both
Cuyler Elevator - 3245	519.0 Main 2	1,200	East
53510 St. Francis - 1501	542.1 Main 1	Yard	Both
TSTC - 1425	543.4 Main 2	Yard	East
Folsom Rail - Park Siding - 1415	547.5 Main 1	4,400	Both

10. **Grade Chart**





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Plainview Subdivision MAIN LINE STATIONS			Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Adjoining Sub: Hereford							
			570.9	LUBBOCK JCT.	JT					17.5	
		42120	588.4	HAPPY						8.0	
	5,150	42110	596.4	KAFFIR						6.9	
		42100	603.3	TULIA						12.0	
		41935	615.3	KRESS						6.5	
	11,500	41930	621.8	FINNEY						5.8	
		41900	627.6	PLAINVIEW Adj. Sub: Dimmitt Spur, MP 627.6	CJPT		TWC	7106		0.6	
			628.2	FLOYDADA JCT.	A					0.2	
		41880	634.0	FURGUSON						6.9	
		41875	640.9	HALE CENTER						10.5	
	5,100	41865	651.4	ALLEY						5.6	
		41855	657.0	ABERNATHY						14.9	
			671.9	MARNELS						1.2	
			673.1	HOUSE 246						0.4	
			673.5	CANYON JCT.	JT		CTC			102.7	
Adjoining Sub: Slaton											

Radio Call-In		
Radio Channel 30 in service Lubbock Jct. to Canyon Jct		
Lubbock Jct	Tulia	Plainview
Abernathy		
Radio Channel 66 in service Plainview Yard and Dimmitt Spur		
Emergency 9		
Dispatcher=1, Customer Support=3, Mechanical=4, Detector Desk=5		

Mobile PBX Access			
To Connect: Set channel TxRx, Press access code, wait for dial tone, Press 8, wait for dial tone, dial 593-7670 for VTR.			
To Disconnect: Press #			
	Mobile		Access
	Tx	Rx	
Plainview	Ch 93	Ch 37	*

Dispatcher Information
 Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361
 Train Dispatcher—(817) 867-7020, Fax (817) 234-2420

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 570.9 to MP 673.5, including trains 100 TOB and over.....	49 MPH.

1(B). Speed—Permanent Restrictions

MP 570.9 to MP 571.2	30 MPH.
MP 626.5 to MP 627.2 (HER)	25 MPH.
MP 627.2 to MP 628.5	20 MPH.
MP 628.5 to MP 629.9 (HER)	40 MPH.
MP 668.6 to MP 668.8	45 MPH.
MP 673.2 to MP 88.3 (Slaton Sub) (curve west leg wye)	10 MPH.
MP 673.2 to MP 673.5 (curve east leg wye)	10 MPH.
Floydada Industrial Track 4799, MP 0.0 to MP 4.0	10 MPH.

1(C). Speed—Switches, Turnouts and Sidings

	Freight
Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated	
Kaffir, on siding	10 MPH.
Finney, on siding	10 MPH.
Alley, on siding	10 MPH.
Canyon Jct.	
Turnout from Main 1 to Plainview Subdivision	10 MPH.
Crossover between Main 1 and Main 2	10 MPH.

1(D). Speed—Other

Tulia, Track 4040	5 MPH.
Kress, Tracks 4066 and 4067	5 MPH.
Plainview, Tracks 4111, 4112, and 4113	5 MPH.
MP 628.1, West crossover,	5 MPH.
MP 320.3 to MP 324.3, Dimmitt Spur	5 MPH.

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

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over
110 degrees F and over	Maximum 35 MPH	Maximum 30 MPH

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

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

2. Bridge and Equipment Weight Restrictions

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

3. Type of Operation

TWC—in effect:
MP 570.9 to MP 673.1

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

4. General Code of Operating Rules Items

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

Rule 6.28—Rule 6.28 is in effect at Dimmitt Spur, MP 320.0 to MP 330.1. Verbal permission to enter these limits must be obtained from the Plainview Subdivision Dispatcher.

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:
MP 323.5, Dimmitt Spur
MP 628.2

5. Trackside Warning Detectors (TWD)

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

6. FRA Excepted Track—None

7. Special Conditions

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

Remote Control Zone (RCZ)—There are 3 RCZs at Lubbock:

The switching lead between the clearance point of the crossover from Main Track 1 at MP 674.1 and MP 673.6 is designated as RCZ 1.

Track 699 between the clearance point of track 611, MP 1.1, and MP 2.0 on track 699, the Purina lead is designated as RCZ 2.

The Switching lead between the clearance point of the crossover from Main 1 to the West end of the Lower Yard at MP 675.3 and the clearance point of the Switching Lead and the West end of 124 track, MP 674.9 is designated as RCZ 3. A Sign at MP 674.9 is located next to the fence. Prior to the RCZ being activated the switch at the East end of 124 track to the switching lead and the switch on 216 track to the switching must be locked for movement on the switching lead.

Activation/Deactivation Procedure—The remote control operator will contact the Lubbock Assistant Trainmaster and request that the RCZ be activated on the switching lead. The Lubbock Assistant Trainmaster will record activation of the zone and will notify the remote control operator. The remote control operator will then display the “Remote Control Zone Activated” sign and extend the attached flags to the 45 degree up position to activate the RCZ and notify the Assistant Trainmaster that the RCZ has been activated. The RCZ will remain activated until the remote control operator has dropped the “Remote Control Zone Activated” sign and lowered the attached flags to the down position to deactivate the zone. The remote control operator will then notify the Assistant Trainmaster that the RCZ is now deactivated. The Assistant Trainmaster cannot deactivate the zone without notification to the remote control operator.

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

SSI - Switch Control/Monitoring Systems—

RCPS—in effect:

- ESS Finney
- WSS Finney

POS—in effect

Close Clearance—Do not ride on the side of equipment on the following tracks due to close clearance:

Happy	4018	Structure
Tulia	4026, 4034, 4036, 4037, 4038, 4040	Structure
Kress	4067, 4069	Structure
Plainview	4101, 4111, 4123, 4125, 4147, 4703, 8103, 8153, 8209, 8213	Structure
Marnels	762	Structure
Ferguson	4175	Structure
Hale Center	4182	Structure
Abernathy	4193	Structure
Monroe	4196	Structure

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 607.0 to MP 608.0
- MP 668.3 to MP 669.7

8. Line Segments

Yard Line Segments

Line Segment	Limits
7157.....	Lubbock Yard

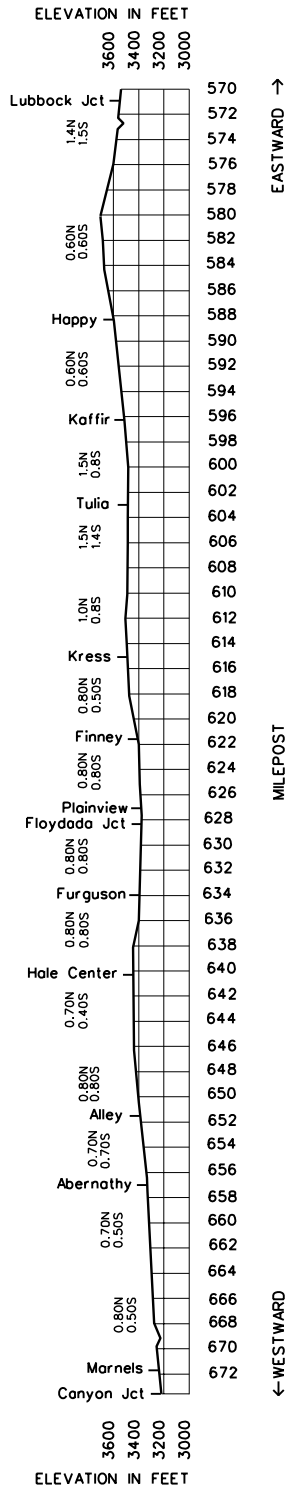
Road Line Segments

Line Segment	Limits
7106.....	Lubbock Jct to Canyon Jct.

9. Other Location Information

Name	Mile Post	Capacity Feet	Switch Opens
42130 Ogg	582.1	1,500	West
Houston Elevator	609.9	2,250	Both
Excel	623.4	1,840	East
Debruce Grain	624.0	2,590	Both
Riverside	624.8	1,600	East
United Farm Ind.	626.1	2,715	East
Storage Track	632.0	4,190	Both
Commercial Metals	665.5	600	West
Lubbock Airport	665.8	9,000	East

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Slaton Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
Adjoining Sub: Lamapas, Gulf Division										
		42900	459.6	SWEETWATER	BPT			7508	1.1	
			460.7 792.6	ORIENT JCT.					5.1	
	12,253	42420	787.3	GANNON					12.0	
	7,242	42415	775.3	PYRON					6.7	
	5,050	42410	768.6	HERMLEIGH					11.7	
	5,880	42400	756.9	SNYDER					16.3	
	7,543	42380	740.6	FULLERVILLE					11.6	
	5,154	42370	729.0	JUSTICEBURG			CTC		8.7	
	5,482	42365	720.3	AUGUSTUS					6.5	
	7,280	42360	713.8	POST				7106	10.2	
	5,400	42355	703.6	BUENOS					6.3	
	9,497	42350	697.3	SOUTHLAND					7.3	
		42300	690.0	SLATON	BP				10.2	
	4,916	42280	679.8	BURRIS					3.3	
			676.5	EAST LUBBOCK	R				1.9	
		42200	674.6	LUBBOCK	BCPR		2MT		1.1	
		42195	673.5 88.6	CANYON JCT. Adj. Sub: Plainview, MP 88.3	JRT				3.9	
	6,792		84.7	EAST BROADVIEW					1.8	
			82.9	WEST BROADVIEW Adj. RR: WTL, MP 82.9	J				4.8	
	5,326	41665	78.1	SHALLOWATER					12.5	
	5,292	41655	65.6	ANTON					12.6	
	7,341	41645	53.0	LITTLEFIELD					14.9	
	4,757	41635	38.1	SUDAN			CTC	7107	8.0	
	5,416	41630	30.1	MILL					3.0	
			27.1	TOLK					4.9	
	11,630	41625	22.2	MULESHOE					12.4	
	11,721	41615	9.8	LARIAT					9.2	
		53035	0.6	FARWELL					0.6	
	6,903		0.0	CP 6476	JT				208.5	

Adjoining Sub: Hereford

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

Radio Call-In		
Radio Channel 16 in service Slaton Yard		
Radio Channel 84 in service Lubbock Yard		
Radio Channel 75 in service Lubbock Yard RCO		
Radio Channel 36 in service Sweetwater to CP 6476		
Sweetwater	Hermleigh	Fullerville
Buenos	Slaton	Lubbock
Anton	Sudan	Farwell
Emergency 9		
Dispatcher=1, Customer Support=3, Mechanical=4, Detector Desk=5		
Radio Channel 32 in service E. Clovis		
E. Clovis – 10(X)		
Emergency – Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

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

Dispatcher Information

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

Sweetwater to Farwell—(817) 867-7020, Fax (817) 234-2420

Farwell to CP 6476—(817) 867-7029, Fax (817) 234-2487

1. Speed Regulations

1(A). Speed—Maximum

MP 459.6 to MP 0.0, including trains 100 TOB and over **Freight** 55 MPH.

1(B). Speed—Permanent Restrictions

MP 459.6 to MP 460.7 40 MPH.
 MP 778.0 to MP 777.9 45 MPH.
 MP 705.6 to MP 700.7 45 MPH.
 MP 88.6 to MP 86.0 (HER) 30 MPH.
 MP 0.7 to MP 0.1 25 MPH.

1(C). Speed—Switches, Turnouts and Sidings

Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated

MP 787.3, both ends of siding 25 MPH.
 Pyron, on siding 10 MPH.
 Hermleigh, on siding 10 MPH.
 Snyder, on siding 10 MPH.
 MP 740.6, both ends of siding 25 MPH.
 Justiceburg, on siding 10 MPH.
 Augustus, on siding 10 MPH.
 Post, on siding 10 MPH.
 Buenos, on siding 10 MPH.
 MP 697.3, both ends of siding 25 MPH.
 Slaton, East and West turnouts 20 MPH.
 Burris, on siding 10 MPH.
 MP 676.6, Main 1 turnout 40 MPH.
 Canyon Jct., Main 1 turnout 30 MPH.
 MP 84.7, turnout 25 MPH.
 MP 82.9, turnout 25 MPH.
 Shallowater, on siding 10 MPH.
 Anton, on siding 10 MPH.
 MP 53.0, both ends of siding 25 MPH.
 Sudan, on siding 10 MPH.
 Mill, on siding 10 MPH.
 Muleshoe, on siding 10 MPH.
 MP 9.8, both ends of siding 25 MPH.
 MP 0.0, turnout to Hereford Subdivision 25 MPH.

1(D). Speed—Other

Southwestern Public Service Spur, MP 27.1 to gate 10 MPH.
 On loop 10 MPH.
 Through Dumper 2 MPH.
 Track 699, LOL Lead 5 MPH.

Temperature Restriction—When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply to Main Track operations:
MP 698.5 to MP 709.0

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

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

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

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

Sweetwater to MP 0.0 143 tons, Restriction A

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

- Snyder—4443, 4447
- Post—4337, 4339
- Slaton—4312, 4316, 4330
- Shallowater—4288, 4289
- Lubbock—211, 212
- Anton—4280
- Littlefield—4253, 4256, 4266, 4267, 4268, 4270, 4272
- Amherst—4250
- Sudan—4241, 4245, 4247
- Muleshoe—4212, 4215, 4216, 4217, 4218, 4219, 4222, 4226, 4227, 4228, 4234, 4235
- MP 3.0—4202
- Farwell—3871, 3872, 4201

3. Type of Operation

CTC—in effect:

- MP 459.6 to 676.6.
- On west leg of wye, Canyon Jct.
- MP 88.6 to 0.0.
- On east leg of wye, Farwell.

Restricted Limits—in effect:

On two main tracks between MP 676.6 and MP 88.6

4. General Code of Operating Rules Items

Rule 5.8.2—An Automated Horn System (AHS) has been installed at Avenue P, Lubbock, TX, MP 673.56. The AHS is activated by an approaching train which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated the AHS will automatically sound the horn at the crossing.

To confirm the AHS is functioning, an indicator flashes at the crossing. After the indicator is observed to be flashing, whistle signal Rule 5.8.2 (7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

A locomotive engineer may sound the train horn to provide warning to animals, vehicle operators, pedestrians, trespassers or crews on other trains in an emergency situation if the locomotive engineer believes such action is appropriate in order to prevent imminent injury, death or property damage.

- Train crews are not restricted from sounding the horn when:
- There is an emergency situation.
- The wayside horn is malfunctioning.
- The active grade crossing warning devices malfunction.
- The grade crossing warning systems are out of service.
- Supplemental or alternative safety measures are not compliant.
- Required for purposes other than highway-rail crossing safety, for example, to announce the approach of a train to roadway workers.

Rule 6.14—Restricted limits are in effect on Main 1 and Main 2 between MP 676.6 and MP 88.6. Verbal permission to enter either track must be obtained from the train dispatcher, or by a proceed indication of a controlled signal.

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

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnel or other structures: None
- B. Other TWD locations
 - MP 791.7—Recall Code 8
 - MP 770.8—Recall Code 0
 - MP 748.5—Recall Code 8
 - MP 730.9—Recall Code 0
 - MP 709.0—Recall Code 8
 - MP 685.8—Recall Code 7
 - MP 81.2—Recall Code 8
 - MP 62.2—Recall Code 7
 - MP 41.5—Recall Code 8
 - MP 26.1—Recall Code 7
 - MP 5.0—Recall Code 8
- C. Other detectors
 - MP 785.9—High Water
 - EWD controlled signals east end Pyron & Signal 7831
 - WWD controlled signals west end siding Gannon.
 - MP 34.5—High Water
 - EWD Signal 341
 - WWD controlled signals at west end Sudan.

6. FRA Excepted Track—

- Lubbock..... Track 420 ... 19th St Ind. Lead
- Track 699... Interchange Track

7. Special Conditions

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

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

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

Remote Control Zone (RCZ)—There are 3 RCZs at Lubbock:
The switching lead between the clearance point of the crossover from Main Track 1 at MP 674.1 and MP 673.6 is designated as RCZ 1.

Track 699 between the clearance point of track 611, MP 1.1, and MP 2.0 on track 699, the Purina lead is designated as RCZ 2.

The Switching lead between the clearance point of the crossover from Main 1 to the West end of the Lower Yard at MP 675.3 and the clearance point of the Switching Lead and the West end of 124 track, MP 674.9 is designated as RCZ 3. A Sign at MP 674.9 is located next to the fence. Prior to the RCZ being activated the switch at the East end of 124 track to the switching lead and the switch on 216 track to the switching must be locked for movement on the switching lead.

Activation/Deactivation Procedure—The remote control operator will contact the Lubbock Assistant Trainmaster and request that the RCZ be activated on the switching lead. The Lubbock Assistant Trainmaster will record activation of the zone and will notify the remote control operator. The remote control operator will then display the “Remote Control Zone Activated” sign and extend the attached flags to the 45 degree up position to activate the RCZ and notify the Assistant Trainmaster that the RCZ has been activated. The RCZ will remain activated until the remote control operator has dropped the “Remote Control Zone Activated” sign and lowered the attached flags to the down position to deactivate the zone. The remote control operator will then notify the Assistant Trainmaster that the RCZ is now deactivated. The Assistant Trainmaster cannot deactivate the zone without notification to the remote control operator.

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

Close Clearance—Do not ride on the side of equipment on the following tracks due to close clearance:

Lubbock	112, 113, 210 501, 523, 541, 542, 616, 617, 699 725, 752, 753, 764 thru 766, 904, 909 thru 911, 913	Structure
	611	Gates Erskin St., gates for plant entrance and throughout plant
	699	Beginning to end I-27 overpass
Snyder	4443	Structure
Posey	4865, 4896	Structure
Burris	355, 356	Structure
Littlefield	4253, 4271	Structure
Sudan	4241, 4247	Structure
Muleshoe	4211, 4215 thru 4218, 4222, 4227, 4228, 4234	Structure
Progress	4210	Structure
Lariat	4205	Structure
Farewell	4201	Structure

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Lubbock	101, 105 thru 109, 205 thru 209, 216
Slaton	4312, 4330
Littlefield	4270

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Slaton Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 757.1 to MP 756.5
- MP 714.3 to MP 713.5
- MP 77.3 to MP 77.2
- MP 73.8 to MP 73.4
- MP 71.8 to MP 71.5

8. Line Segments

Yard Line Segments

Line Segment Limits

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

Road Line Segments

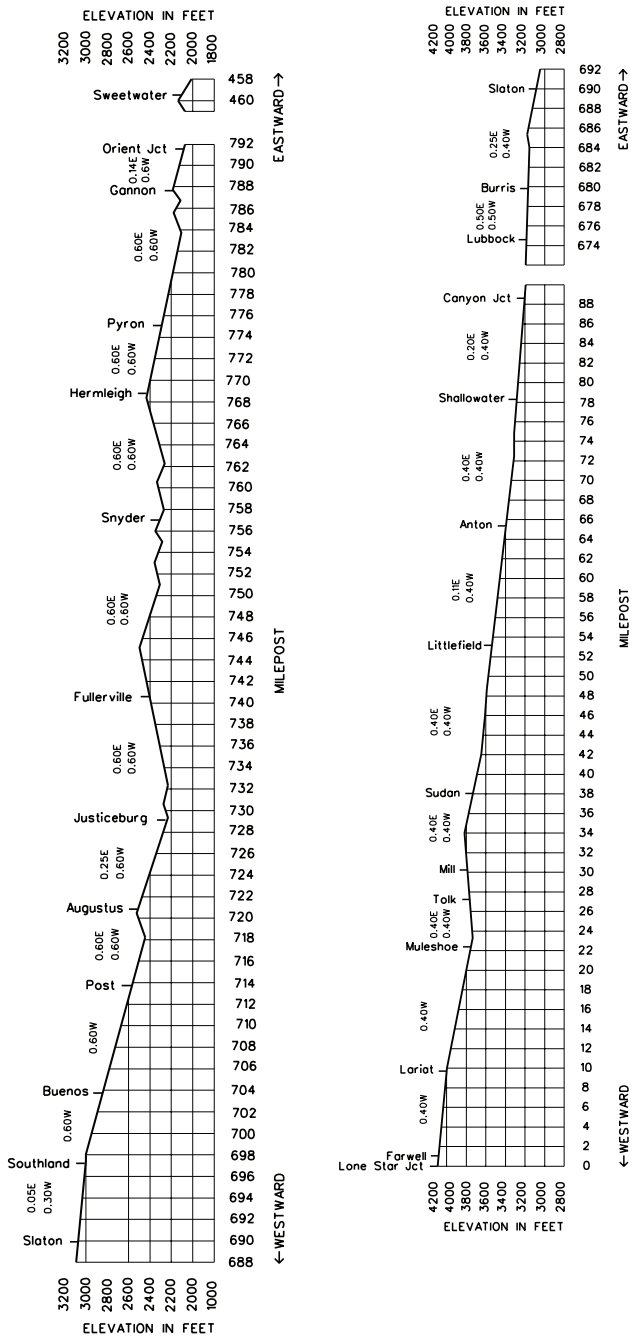
Line Segment Limits

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

9. Other Location Information

Name	Mile Post	Capacity Feet	Switch Opens
Godbold Inc.	683.5	654	West
Great Plains Distributors	682.4	508	West
Jarvis Metals	680.5	400	East
Vulcan Rock	678.0	400	East
Pyco	676.7	400	East
41690 Bainer	59.5	4,775	Both
American Cotton Growers	55.1	2,347	East
American Plant Food	54.5	1,171	East
American Plant Food	54.4	426	East
Farmer Corp. Elevator	54.4	1,238	East
Tide Products Co.	50.2	558	West
41640 Amherst	45.5	4,396	West
Sudan Livestock Co.	39.3	986	West
Southwestern Public Service Ind. Spur (4.6 miles)	27.1	1,600	West
Valley Grain Corp.	23.9	800	East
Shamrock-Blackwater	18.9	370	Both
Custom Farm Service, Inc.	18.5	495	East
41620 Progress	15.6	919	Both
Monsanto Chemical	2.9	311	West

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Strong City Subdivision MAIN LINE STATIONS			Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	Adjoining RR: UP										
		59445	25.5	UP RR LOST SPRINGS	AJ					5.4	
			30.9	UP RR	A					5.9	
	59465	36.8		HOPE						7.6	
	59475	44.4		NAVARRE						7.7	
	59485	52.1		ENTERPRISE						6.0	
4, 158	59500	58.1		ABILENE	P					0.7	
	59501	58.8		SA JCT. Adj. RR: UP, MP 58.7	J					0.2	
		59.0		UP RR	A					8.0	
	59705	67.0		TALMAGE						11.6	
1,874	59765	78.6		LONGFORD						14.4	
2,596	59775	93.0		MILTONVALE						9.1	
	59780	102.1		AURORA			TWC	7301		7.9	
	59790	110.0		COOK						3.2	
		113.2		KYLE RR	S					0.3	
6,825	59800	113.5		CONCORDIA						6.6	
		120.1		KYLE RR	G					7.6	
	59820	127.7		KACKLEY						6.0	
	59830	133.7		KYLE RR COURTLAND Adj. RR: KYLE, MP 133.7	JS					7.5	
	59840	141.2		LOVEWELL						5.8	
	59850	147.0		WEBBER						4.9	
		151.9		STATE LINE	R					1.2	
		153.1		SUPERIOR JCT.	JR					127.6	
Adjoining Sub: Wymore, Nebraska Division											

Radio Call-In		
Radio Channel 35 in service Lost Springs to Superior Jct		
Hope	Abilene	Longford
Aurora	Concordia	Webber
Emergency 9		
Dispatcher=2, Customer Support=3, Mechanical=4, Detector Desk=5		

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

Dispatcher Information
 Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361
 Train Dispatcher—(817) 867-7104, Fax (913) 551-2018

1. Speed Regulations

1(A). Speed—Maximum

MP 25.5 to MP 153.1	Freight
	40 MPH.

1(B). Speed—Permanent Restrictions

MP 25.5 to MP 25.7	Freight
MP 51.7 to MP 53.0	10 MPH.
MP 57.0 to MP 59.2	35 MPH.
MP 60.7 to MP 60.9	20 MPH.
MP 60.7 to MP 60.9	20 MPH.
MP 92.7 to MP 93.4	20 MPH.
MP 113.2 (Stop)	20 MPH.
MP 113.2 to MP 113.4	10 MPH.
MP 113.4 to MP 114.8	10 MPH.
MP 120.1 (Approach prepared to stop)	25 MPH.
MP 133.7 (Stop)	40 MPH.
MP 133.8 to MP 134.0	30 MPH.
MP 152.6 to MP 153.1	20 MPH.
	15 MPH.

1(C). Speed—Switches, Turnouts and Sidings

Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated

Abilene, on siding	10 MPH.
Longford, on siding	10 MPH.
Miltonvale on siding	10 MPH.
Concordia, on siding	10 MPH.

1(D). Speed—Other

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

Temperature Restrictions

When the ambient (air) temperature is in the following range, the applicable speed restriction will apply to Main Track operations at the following location:
 MP 25.5 to MP 153.1

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Lost Springs to Superior Jct. 143 tons, Restriction C

3. Type of Operation

TWC—in effect:
 MP 25.5 to MP 151.2

Restricted Limits—in effect:
 Superior Jct. MP 151.2 to Wymore Subdivision

4. General Code of Operating Rules Items

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

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

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

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

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

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:
MP 30.9 MP 59.0

5. Trackside Warning Detectors (TWD)

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

6. FRA Excepted Track

Navarre.....	7051	.....	House Track
Enterprise.....	7061	.....	Team Track
Abilene.....	7105	.....	Yard Track
	7107	.....	Runaround Track
	7108	.....	Turntable Track
	7109	.....	Elevator Track
	7203	.....	Elevator Track
	7204	.....	Elevator Track
	7205	.....	Elevator Track
	7208	.....	DeBruce Grain
	7209	.....	DeBruce Grain
	7210	.....	DeBruce Grain
	7303	.....	Kay Tee Elevator Track
	7304	.....	Great Plain
	7305	.....	Consolidated Nutrition L.C.
Longford.....	7531	.....	Elevator Track
Miltonvale.....	7552	.....	House Track
	7554	.....	Elevator Track
	7555	.....	Elevator Track
Aurora.....	7562	.....	Elevator Track
Concordia.....	7603	.....	Co-op Track
	7604	.....	House Track
	7605	.....	Spur Track
Kackley.....	7711	.....	Elevator Track
Courtland.....	7721	.....	Elevator Track
Lovewell.....	7731	.....	Elevator Track
Webber.....	7741	.....	House Track
Superior.....	5305	.....	Team Track
	5337	.....	Scoular-Bishop Track
	5309	.....	Runaround

7. Special Conditions

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

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

UP and KO trains and engines must not enter BNSF tracks until permission is received from the BNSF train dispatcher.

When cars are spotted at DeBruce, stop and protect the movement over the crossing at MP 58.25, Cedar Street Road, even if devices are seen to be working.

Courtland—When operating on the KYLE Railroad at Courtland, all crews will need to obtain a Timetable, Special Instructions, General Orders and DOB's (Daily Operating Bulletins) for the KYLE Railroad. Contact the KYLE train dispatcher (Radio Channel 81-22, Call-in #5*03) to copy a track warrant before entering the KYLE main track. The KYLE train dispatcher telephone number for obtaining Daily Operating Bulletins or General Orders is 1-800-334-7369. Timetables/ Special Instructions are available at Sand Creek yard office in Newton.

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

Close Clearance—Do not ride on the side of equipment at the following locations due to close clearance:

Navarre	7052	Structure
Abilene	7204, 7210, 7214, 7215	Structure
Cook	7582	Structure
Superior	2504	Structure

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:
Concordia 7611, 7612

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 63.1	MP 71.9
MP 112.0 to MP 112.9	MP 117.2 to MP 118.3
MP 123.1 to MP 123.5	MP 131.5
MP 136.7	MP 149.7

8. Line Segments

Road Line Segments

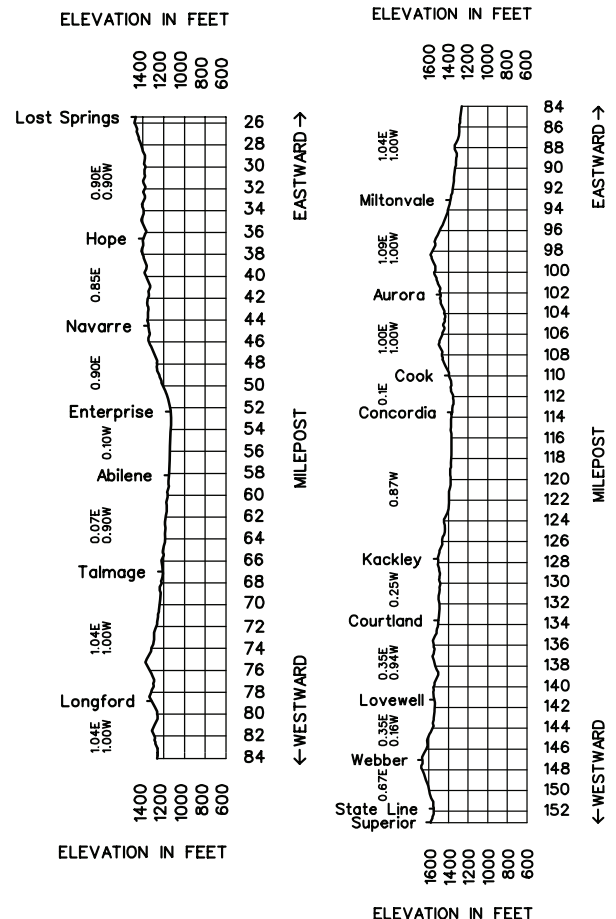
Line Segment Limits

7301.....Lost Springs to Superior Jct.

9. Other Location Information

Name	Mile Post	Capacity Feet	Switch Opens
Hope Storage Track	MP 36.8	2,785	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Topeka Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Adjoining Sub: Emporia						
		61930	0.0	HOLLIDAY	J		CTC	7101	11.1	
	8,600	60530	11.1	DESOTO	P				15.4	
	6,500	60500	26.5	LAWRENCE	CT			5.1		
	2,500	60475	31.6	LAKEVIEW				14.4		
	7,900	60425	46.0	TECUMSEH				6.4		
		52.4 50.4W		BNSF RR			TWC ABS ATS	0.3		
		60200	50.7W	TOPEKA	ACT			6.6		
	2,450	60220	57.3	PAULINE				14.3		
		60232	71.6	SCRANTON				5.3		
		60236	76.9	BURLINGAME				7.4		
	5,000	60240	84.3	OSAGE CITY				12.2		
		60248	96.5	READING				14.5		
			111.0	N.R. JCT.	JT		CTC	113.0		
Adjoining Sub: Emporia										

Radio Call-In		
Radio Channel 69 in service Holliday to N.R. Jct		
KC West	Lawrence (Midland)	Topeka
Pauline (Auburn)	Reading (Allen)	Emporia
Emergency 9		
Dispatcher=2, Customer Support=3, Mechanical=4, Detector Desk=5		

Mobile PBX Access Kansas City to Topeka			
To Connect: Set channel TxRx, Press access code, wait for dial tone, Press 8, wait for dial tone, dial 593-7670 for VTR.			
To Disconnect: Press #			
	Mobile		Access
	Tx	Rx	
Kansas City	Ch 90	Ch 15	*1
Topeka	Ch 95	Ch 09	*1

Dispatcher Information
 Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361
 Train Dispatcher—(817) 867-7104, Fax (913) 551-2018

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 0.0 to MP 111.0.....	79 MPH.....	55 MPH.
The maximum speed for freight trains is 45 MPH when:		
1. Train exceeds 10,000 feet; or		
2. Train averages 90 TOB or more.		
Sunflower Ordinance Track MP 11.3		25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.3	30 MPH.....	30 MPH.
MP 0.7 to MP 0.9	65 MPH.	
MP 2.8 to MP 3.3	55 MPH.	
MP 3.7 to MP 3.9	70 MPH.	
MP 6.3 to MP 6.5	75 MPH.	
MP 8.8 to MP 9.3	65 MPH.	
MP 15.1 to MP 16.1	70 MPH.	
MP 18.3 to MP 19.5	65 MPH.	
MP 23.4 to MP 23.6	55 MPH.	
MP 24.6 to MP 24.8	70 MPH.	

	Passenger	Freight
MP 25.2 to MP 25.9	60 MPH.	
MP 26.2 to MP 27.4 (Equipped with westward and eastward ATS inert inductors)	35 MPH.....	30 MPH.
MP 28.7 to MP 30.3	70 MPH.	
MP 34.8 to MP 35.2	55 MPH.....	50 MPH.
MP 36.9 to MP 37.8	70 MPH.	
MP 50.6W to MP 52.2 (eastward).....	10 MPH.....	10 MPH.
MP 50.6W to MP 51.2W.....	20 MPH.....	20 MPH.
MP 51.1 to MP 51.3	65 MPH.	
MP 51.5 to MP 52.0	45 MPH.....	40 MPH.
MP 52.2 to MP 50.6W (westward) (Equipped with inert inductors)	10 MPH.....	10 MPH.
Fourth St. to Tenth St. Crossings	20 MPH.....	20 MPH.
MP 58.9 to MP 59.1	70 MPH.	
MP 59.8 to MP 60.0	70 MPH.	
MP 61.0 to MP 63.6	55 MPH.....	50 MPH.
MP 63.6 to MP 64.2 (Equipped with westward and eastward ATS inert inductors)	50 MPH.....	45 MPH.
MP 64.5 to MP 64.7	65 MPH.	
MP 65.0 to MP 65.3	70 MPH.	
MP 66.5 to MP 67.2	50 MPH.....	50 MPH.
MP 67.5 to MP 67.8	60 MPH.	
MP 69.0 to MP 69.4	60 MPH.	
MP 69.8 to MP 70.1	75 MPH.	
MP 75.1 to MP 75.3	60 MPH.	
MP 76.0 to MP 77.1	60 MPH.	
MP 83.3 to MP 83.5	60 MPH.	
MP 84.0 to MP 84.4	50 MPH.....	40 MPH.
MP 84.4 to MP 85.7	40 MPH.....	40 MPH.
MP 88.5 to MP 88.9	60 MPH.	
MP 89.5 to MP 90.2	75 MPH.	
MP 91.0 to MP 97.8	60 MPH.	
MP 97.8 to MP 98.3	60 MPH.....	50 MPH.
MP 98.3 to MP 107.3	60 MPH.	
MP 107.3 to MP 108.3	55 MPH.....	50 MPH.
MP 110 to MP 110.3	30 MPH.....	30 MPH.
MP 110.8 to MP 111.0 (Equipped with westward ATS inert inductors)	30 MPH.....	30 MPH.

1(C). Speed—Switches, Turnouts and Sidings

Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated

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

1(D). Speed—Other

DeSoto, Sunflower Ordinance	
MP 11.3 bridge Lexington Street, Old Highway 10	10 MPH.
DeSoto to Area Gate No. 3 main track on curves	10 MPH.
Gate No. 3 to end of track west of Koch Sulfur Plant.....	15 MPH.
other than main track	5 MPH.
Topeka, tracks 120 thru 126, 131, 134, 137 thru 140	5 MPH.
Pauline, tracks 718 thru 737	5 MPH.
Burlingame, track 9801	10 MPH.

Temperature Restrictions

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

MP 0.3 to MP 4.0
MP 15.0 to MP 44.0
MP 52.2 to MP 111.0

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

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

Six-axle locomotives are allowed only on the following tracks:
Lawrence—2701, 2702, 2703, 2704, 2714, 2744, and 2798

Six-axle locomotives are not allowed on the following tracks:
Topeka—The wye track, tracks 601 and 602 (UP Interchange).

3. Type of Operation

CTC—in effect:

MP 0.0 to MP 0.1

MP 110.9 to MP 111.0

ABS—in effect:

MP 0.1 to MP 110.9

TWC—in effect:

MP 0.1 to MP 110.9

4. General Code of Operating Rules Items

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

Rule 12.1—ATS in effect:

MP 0.1 to MP 110.9

MWOR Rule 6.58—Automatic Interlockings with MW Release

Box:

MP 52.4

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 21.8—Recall Code 7

MP 41.2—Recall Code 7

MP 60.7—Recall Code 7

MP 82.3—Recall Code 7

MP 104.6—Recall Code 7

C. Other detectors

MP 3.0—High Water—Signals 21 and 42

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

MP 62.9—High Water—Signals 621 and 652

MP 85.8 to MP 86.1—High Water

WWD Signal 841

EWD Signal 862

6. FRA Excepted Track

Eudora 1902 House Track

Lawrence 2725 Hill Track

2729 Morton Building Spur

2730 Farmers Coop

2731 Farmers Coop

2804 Lawrence Paper

Lawrence 2805 Lawrence Paper
 2806 Lawrence Paper
 2807 Packer Plastics
 2808 Quaker A
 2809 Quaker B
 2810 Quaker C
 2811 Quaker D
 2812 Runaround Track
 2813 T.R.W. Spur
 2814 Lead Track
 2815 Runaround Track
 2816 K-Mart
 2817 KP&L Track
 2818 KP&L Track "B"
 2819 KP&L Track "C"
 2820 KP&L Team Track
 2898 Gallery Lead

Tecumseh 0802 KP&L
 0803 KP&L

Topeka 0116 13 A Track
 0144 Wye Track
 0148 PWP Track
 0206 City Track No. 6
 0207 City Track No. 7
 0210 City Track No. 10
 0211 City Track No. 11
 0214 Coach Spur
 0215 City Lead
 0216 City Runaround
 0220 River Lead
 0225 I.H. Mill House Track
 0229 First St. Lead
 0239 I.H. Mill West Track
 0240 I.H. Mill Grain Track
 0241 I.H. Mill Tail Track
 0301 West Roundhouse Track
 0302 Fuel Track
 0303 Hospital Track
 0313 Business Car Spur
 0314 Coach Shop Incoming Track
 0315 Coach Shop Outgoing Track
 0318 Coach Shop Track 4
 0321 Storehouse
 0324 Alley Track
 0325 Gas House Track
 0326 Ramp Track
 0330 East Powerhouse Lead
 0331 North Powerhouse Track
 0332 Powerhouse Crane Track
 0333 South Powerhouse Track
 0336 Center Mach. Shop Track
 0337 West Mach. Shop Track
 0338 East Mach. Shop Track
 0340 Ball Park Track
 0341 Crane Track
 0342 Belly Track
 0343 Oil Track
 0367 Old Shed #7
 0369 Old Shed #9
 0401 Shop 1
 0403 Shop 3
 0404 Shop 4
 0405 Shop 5 and Branner 3
 0406 Shop 6
 0407 Shop 7
 0408 Shop 8 and Branner 4
 0409 Shop 9 and Branner 5

Topeka	0410	Shop 10
	0411	Shop 11
	0413	Shop 13
	0414	Shop 14
	0415	Shop 15 and Branner 15
	0417	Branner 1
	0418	Branner 2, New M.L.
	0426	Substore 8
	0427	Substore 7
	0428	Scrap Wheel Track
	0429	New Wheel Track
	0430	Boring Track
	0433	Crane Tie Up
	0434	New Scrap Track
	0435	Scrap Track
	0437	Scrap Track
	0499	New Freight Main
	0503	East Field 3
	0504	East Field 4
	0505	East Field 5
	0506	East Field 6
	0513	East Field 13
	0514	East Field 14
	0515	East Field 15
	0516	East Field 16
Pauline	0704	Frito Lay Track
	0706	Pauline Coop
	0707	Pauline Coop
	0708	Runaround Track
	0711	Airbase Lead
	0717	Storage 1
	0718	Storage 2
	0719	Storage 3
	0720	Storage 4
	0721	Storage 5
	0722	Storage 6
	0723	Lead to Warehouses 1-6
	0724	Warehouse No. 1
	0725	Warehouse No. 2
	0726	Warehouse No. 3
	0727	Warehouse No. 4
	0728	Warehouse No. 5
	0729	Warehouse No. 6
	0730	Lead to Warehouses 7-12
	0731	Warehouse No. 7
	0732	Warehouse No. 7B
	0733	Warehouse No. 8
	0734	Warehouse No. 9
	0735	Warehouse No. 10
	0736	Warehouse No. 11
	0737	Warehouse No. 12
Scranton	9201	Scranton Coop
Burlingame	9802	House Track
	9803	Elevator Track
Osage City	9902	Runaround Track
	9904	House Track

7. Special Conditions

Lawrence—Quaker Oats Food Plant—Two-way derails are located at the plant entrance on tracks 2809, 2810 and 2811.

Topeka—The main track switch at MP 50.55W will be referenced as the UP Connection Switch Topeka.

The dwarf signal governing eastward movement from the east end of Topeka yard to the Topeka Subdivision main line is not a component of the automatic interlocking at MP 50.5W. Trains departing from the east end of Topeka yard at this signal location are governed by GCOR 9.12.4.

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

Pauline—Do not spot plug door cars opposite the poles holding the canopy on both sides of tracks 731 and 732. The poles will not allow the doors to open or close.

Burlingame—Track 9801 opens west end only. The track length is 1,000 feet.

Close Clearance—Do not ride on the side of equipment on the following tracks due to close clearance:

Lawrence	2808 thru 2811	Structure
Pauline	731, 732	Structure
Osage City	9910	Dock

Duplicate Mileposts—Between the following locations a “W” has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:

BNSF RR Interlocking, MP 50.4W, west to MP 52.4W

Test Miles—

Westward	Eastward
MP 3.0	MP 5.0

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Topeka Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

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

8. Line Segments

Yard Line Segments

Line Segment	Limits
7153	Topeka Yard

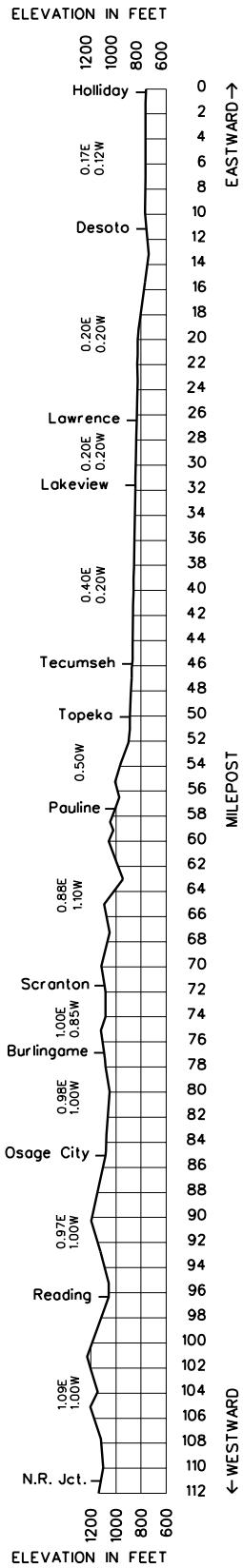
Road Line Segments

Line Segment	Limits
7101	Holliday to BNSF RR
7102	BNSF RR to N.R. Jct.

9. Other Location Information

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

10. Grade Chart



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

TERMSDXO

- T - Trains
- E - Engines
- R - Railroad cars
- M - Men & equipment fouling track
- S - Stop signal
- D - Derail or switch lined improperly
- X - Crossings at grade
- O - Other crew movements

Remember “TERMSDXO” when shoving cars

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:

At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds