

Greater Kansas City Operating Instructions

Effective:

September 1, 2023

BNSF Railway

BNSF Railway Greater Kansas City Operating Instructions

Kansas City Terminal Railway (KCT):

Crews operating across Kansas City Terminal Railway Company trackage must have a current copy of the Kansas City Terminal Railway Company Operating and Special Instructions in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders before each day's work or trip. The KCT Railway General Orders and Notices are located and maintained within the BNSF Greater KC Opr Instructions (KCI) Division General Orders and General Notices. This will fulfill the requirements of GCOR 6.2.

The BNSF portion of this manual outlines instructions for movements on the BNSF Railway within the following boundaries only:

- Emporia Subdivision between MP 1.7 and MP 7.4
- Brookfield Subdivision between MP 223.9 and MP 224.6
- St. Joseph Subdivision between MP 0.5 and MP 4.2

In Effect on BNSF Railway

- General Code of Operating Rules, EIGHTH EDITION, effective April 1, 2020.

1. Speeds

Equipment restrictions of 45 MPH or greater are not included in this document due to the maximum authorized speed for the area covered in the BNSF portion of the Greater Kansas City Operating Instructions does not exceed 45 MPH. BNSF employees and foreign railroad employees who traverse BNSF trackage not included in this document are governed by BNSF System Special Instructions and Timetables.

All speeds are subject to modification by speed restrictions indicated in timetable individual subdivision special instructions.

Passenger trains will be governed by freight train speed, including temporary speed restrictions governing freight trains, if passenger train speed is not specified under timetable individual subdivision special instructions.

All trains consisting entirely of passenger equipment as well as locomotives without cars (light engines) will be considered passenger trains and may operate at passenger speeds where provided. This includes Amtrak, commuter trains, business cars and passenger equipment modified to serve as track inspection, track geometry or similar test cars. Refer to 1(B) regarding maximum authorized speed of engines (locomotives).

Unless defined differently in the timetable individual subdivision special instruction, tons per operative brake (TOB) is defined as the gross trailing tonnage of the train divided by the total number of control valves.

| | MPH |
|---|-----------|
| Through turnouts | 10 |
| Tracks governed by GCOR / MWOR 6.28 | 10 |
| Tracks governed by GCOR / MWOR 6.28 where timetable indicates a speed greater than 20 MPH | 20 HER |
| Within Mechanical Department limits | 5 |
| Movements on or off turntables and droptables | 1 |

Foreign railroad locomotives - Speed restrictions posted inside the locomotive cab of foreign railroad locomotives which are less than that listed above only apply when locomotive is utilized as a lead, controlling locomotive.

| Equipment | Main | Branch |
|---|------|--------|
| Flatcars, loaded with track panels, ATSF 190298, 209144, 209149 | 35 | 35 |
| Loram, 300 series rail grinder, when controlling movement from rear control cab in the lead | 40 | 40 |
| Refer to manufacturer's maximum operating speeds when operating on descending grades. | | |
| Plasser THS 2000, tie gang consist | 30 | 30 |
| Ribbon rail cars, loaded | 35 | 25 |
| Rotary plow, wrecking derrick, locomotive crane, pile driver or Jordan spreader handled in trains | 30 | 25 |
| Trains and engines handling this and similar equipment which is moving on its own running gear must operate through the curved side of turnouts at a speed not exceeding one-half the maximum authorized speed for that turnout. | | |
| Locomotive cranes, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision designated as a Branch Line unless authorized by roadmaster or covered by specific instructions. | | |
| Equipment | Main | Branch |
| Scale test cars | 35 | 25 |
| Exception: cars listed below have a minimum gross weight of 100,000 lbs. and may move in any position in the train and at maximum authorized speed for which the train is qualified. BN 979020-979024, BN 979026, BNSF 979019, FGWX 100000-700000, MP 15507, MP 15510-15512, UP 167579, UP 900700, UP 903600, WWBX 199917-199919 | | |
| Schnabel type cars, empty. Cars must be handled on or near the rear of trains not exceeding 100 cars in length, must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached | 45 | 45 |
| Exception: GEGX 21154, GEGX 21155, GEX 80000, GEX 80002, MAMX 1001 | 40 | 40 |
| Exception: KRL 3600, KRL 3601, GEX 80003, HEPX 200, PTDX 202 | 25 | 25 |
| Tank cars, DVLY 4001-4190, UTLX 76517, 76539, 76556, 76558, 76568, 76595, 76649, 76656, 76696, 76733, 76736-76738, 76742-76745, 76747, 76748, 76750, 76751, 78256-78269, 78272, 78274, 78278, 78281, 78285, 78287-78293, 78326, 78328-78333, 78336-78340, 78343, 78344, 78347, 78348, 78350, 78353 | 40 | 40 |
| Wedge plow or dozer, hauled in tow | 35 | 25 |

2. Securing Trains

Securing Unattended Train or Portion of Train with Locomotive Attached

References: ABTH 102.3, ABTH 104.14

Steps to Secure a Train/Portion of a Train with the Lead Locomotive Consist/Portion of the Lead Locomotive Consist Attached

1. Secure equipment against undesired movement.
 - In addition to applying required train hand brakes, all locomotive hand brakes on the lead consist/portion of the lead consist must be applied.
 - When determining the minimum number of hand brakes to be applied or cars to be secured when securing a train, the locomotive hand brakes should be counted toward the total.
 - Use the chart provided in Rule 104.14 if the minimum number of cars required is not known.
 - It is not required to apply hand brakes on conditioned distributed power remote consists as outlined in Rule 102.3 when the train is otherwise properly secured.
2. Release all air brakes to ensure hand brakes will prevent movement.
- Exception: Release of air brakes is not required when complying with Division Securement Supplemental Instructions listed in Division General Order.
3. Secure the locomotive consist as outlined in Rule 102.3

Exception:

- When making changes to lead consist by setting out and/or picking up locomotives and leaving a portion of the lead consist attached to the train, that portion left attached to the train may be left in a trailing status and does not require controls to be set up as lead.
- Do not bottle air or maintain air pressure in the brake pipe when locomotives are left standing in the trail position.

Unattended Locomotives

Steps for Securing Unattended Locomotives

Per ABTH Rule 102.3 (Excluding conditioned DP remote locomotives on secured unattended trains)

1. Place the throttle in IDLE.
2. Place the transition handle (if equipped) in the OFF position.
3. Place the generator field switch or the circuit breaker on the control stand (if equipped) in the OFF position.
4. Remove the reverser handle from the control stand and ensure all reversers are removed from each locomotive in the head-end consist.
5. Apply all hand brakes.
 - Exception: Light locomotive consists in yards and at mechanical facilities, apply a sufficient number of hand brakes to prevent undesired movement, but a minimum of one per locomotive consist on the lead controlling locomotive.
6. Release the air brakes to confirm the hand brakes will prevent movement.
7. When engine is running or if in an active Automatic Engine Start/Stop System (AESS) shutdown session, allow the brake system to charge.
8. Make a 20-psi brake pipe reduction.
9. Leave the automatic brake valve cut in.
10. Fully apply the independent brake.
11. Place engine control switch to ISOLATE on all locomotives.

Additional Securement Guidelines for Unattended Locomotives Not Coupled to Other Equipment

- Must not be left unattended on a Main Track.
- When left unattended on auxiliary tracks, must be protected by derail(s) or a facing point switch lined and locked to prevent movement to the Main Track.
- If grade exceeds 1%, block the wheels securely.

Exceptions:

- The following may be left unattended with all hand brakes applied at any location, even on Main Track:
 - DP remote locomotives when building or disassembling a DP train
 - Single person helper consists when single person helper is performing duties that require temporarily leaving the locomotives.
- When inoperative locomotives (such as those dead due to defect or Bad Order status) are placed in storage or set out enroute, they are exempt from requirements of Steps for Securing Unattended Locomotives above.
 - Each locomotive outside of a yard, must have a handbrake applied and tested when left unattended. Test the hand brake by moving the locomotive minimally to verify hand brake is operational.

3. Emergency Stop or Severe Slack Action

When a train or engine is stopped by an emergency application of the brakes, severe slack action occurs while stopping, or a train actuates a shifted load or dragging equipment detector take the following actions:

Obstruction of Main Track or Controlled Siding

If an adjacent Main Track or controlled Siding may be obstructed, immediately:

- Warn other trains by radio, stating the exact location and status of the train and repeat as necessary.
- Place lighted fusees on adjacent tracks.
- Notify the train dispatcher or control operator and, when possible, foreign line railroads if necessary.

Warning to other movements is no longer necessary when:

- It is known adjacent tracks are not obstructed.
or
- The train dispatcher or control operator advises the crew that protection is provided on adjacent tracks.

Inspection of Cars and Units

Visual inspection must ensure no derailment or damage has occurred to cars, units, equipment or track to the end of the train.

Actuation of Shifted Load/Dragging Equipment Detector:

Shifted load or dragging equipment inspection requirements must be performed as outlined in the System Special Instructions.

If physical characteristics such as a bridge with no walkway prevent complete inspection, the train may be moved the distance necessary not exceeding 5 MPH to complete the inspection. Stop movement immediately if excessive power is required to start or keep the train moving and discontinue further inspection until a safe alternative to complete inspection is identified by either a job safety briefing or coordination through the train dispatcher.

Exception - The following trains (excluding key trains) are relieved of visual inspection required by emergency brake application if no severe slack action occurred while stopping and brake pipe pressure is restored as indicated by the caboose gauge, end-of-train telemetry device (ETD) or distributed power telemetry:

- Solid loaded bulk commodity train,
- Train consisting entirely of doublestack and/or articulated spine car equipment,
- Any train where emergency application occurs above 20 MPH, or
- Any train that is 5000 tons or less.

Train types in the exception are relieved of further visual inspection after a defect is corrected, such as recoupling an air hose, and brake pipe pressure is restored as indicated by the caboose gauge, end-of-train telemetry device (ETD) or distributed power telemetry.

Train on Adjacent Track

A train on an adjacent track that receives radio notification must pass the location specified at restricted speed and stop short of any portion of the stopped train fouling their track. When advised that the track is clear and it is safe to proceed, this restriction no longer applies.

4. Air Brakes

All transfer cuts of cars handled must have completed Transfer Train and Yard Movement Test prior to arriving on BNSF property and prior to departing a BNSF yard in transfer service.

Inbound trains, when required to detach locomotive power, will do the following:

- Ensure train is properly secured with a minimum of three hand brakes applied.
- Place the Automatic Brake Valve Handle in continuous service until the exhaust stops.
- Signal that the brake valve exhaust has stopped by sounding the horn or by using the radio.
- Close the angle cock at the rear of the last locomotive or car to be detached.
- Detach locomotive.
- When available, use the End-of-Train Telemetry Device to ensure that the brake pipe pressure drops to "0". After confirming brake pipe pressure drops to "0", disarm the HTD and set the HTD code to "00000".
- If required to leave locomotive in track, couple back to train, do not re-couple air, tie handbrake(s) on locomotives as required.

5. Initial Terminal and Road Airbrake Test (Class 1 Air Brake Test) - Interchange Trains

- Crews accepting interchange trains from foreign railroads must be provided a Class 1 Air Brake Test record for that train.
 - That record must be maintained in the controlling locomotive cab to destination.
 - Prior to departure or as soon as possible thereafter, train crews must contact the NOC Mechanical Help Desk to report the information documented on foreign railroad inspection forms.
 - NOC Mechanical Help Desk will enter the information into the BNSF database, which may be used to produce paperwork for other crews handling that train.
- When a foreign railroad does not provide the required Class 1 Air Brake Test record, the train crew must contact the NOC Mechanical Help Desk prior to departure and be governed by the manager's instructions.
- Class 1 Air Brake Test records must be provided to foreign railroads when BNSF trains are delivered in interchange

| Air Brake Test Record Requirements | | |
|---|---|--|
| Type of Air Brake Test | Written record required | VTR Record Required |
| Initial Terminal Air Brake Tests (Rule 100.10, Class 1) | Yes, where train is originally made up, whether Qualified Mechanical Inspector or crew performed. Also, for all inspections performed by Qualified Mechanical Inspector enroute when Form 15287 is provided crew. | Yes, where train is originally made up and when performed by train crew, only. |
| Transfer Train Brake Test (Rule 100.11) | No | No |
| Intermediate Brake Test (Rule 100.12, Class 1A) | No | Yes, if performed by crew. |
| Running Air Brake Test (Rule 100.13) | No | No |
| Air Brake Test when Cutting Off and Recoupling (Rule 100.14) | No | No |
| Application and Release Air Brake Test (Rule 100.15, Class 3) | No | No |

6. Crossing Warning Devices (Highway/Pathway - Rail Grade Crossings)
GCOR 6.32.2

A. Automatic Warning Devices

Under any of the following conditions, a movement must not foul a crossing equipped with automatic crossing warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered.

- Movement has stopped within 3,000 feet of the crossing.
- Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.
- Movement is closely following another movement.
- Movement is on other than the Main Track or Siding.
- or
- Movement enters a Main Track or Siding within 3,000 feet of the crossing.

B. Crossing Warning Devices Disabled, Malfunctioning, Damaged, or Missing

When notified of crossing warning devices disabled, malfunctioning, damaged or missing, use the following procedures to properly complete movement over crossing:

(Suggested Form):

| GCOR 6.32.2 - Crossing Warning Device Condition Notification | | | | |
|--|---|------------------|-----------------|---|
| <u>Procedure</u> | <u>Condition</u> | <u>Mile Post</u> | <u>Crossing</u> | <u>Actions</u> |
| 1 <input type="checkbox"/> | Automatic crossing warning device activation failure or disabled. | | | Stop and protect movement even if devices are seen to be working. Proceed per Rule 6.32.2, Procedure 1. |
| 2 <input type="checkbox"/> | Automatic crossing warning device false or partial activation. | | | Stop and protect movement, unless devices are seen to be working or otherwise instructed. Proceed per Rule 6.32.2, Procedure 2. |
| 3 <input type="checkbox"/> | Passive crossing warning device damaged or missing. | | | Stop and Protect movement. Proceed per Rule 6.32.2, Procedure 3. |
| 4 <input type="checkbox"/> | Wayside Horn System (WHS) failure. | | | Proceed, sounding whistle signal 5.8.2(7) for crossing regardless of AHS indicator status per Rule 6.32.2, Procedure 4. |

Note: See GCOR 6.32.2(c) for specific protection requirements when equipped Flaggers are present at the crossing.

Movement Procedures:

Procedure 1 —

Crew is notified of an automatic crossing warning system activation failure or devices are disabled:

- Stop before fouling the crossing.
- After a crew member is on the ground at the crossing to warn traffic, proceed over the crossing as directed by that crew member.

Procedure 2 —

Crew is notified of an automatic crossing warning system false or partial activation:

- Stop before fouling the crossing.
- After a crew member is on the ground at the crossing to warn traffic, proceed over the crossing as directed by that crew member; or
- If devices are seen to be working or when instructed by the train dispatcher or proper authority, proceed over the crossing not exceeding 15 MPH without stopping until the head end of the train completely occupies the crossing.
- The train may then proceed.

Procedure 3 —

Crew is notified of passive warning device (cross-bucks, stop signs, etc.) damaged or missing:

- Stop before fouling the crossing.
- After a crew member is on the ground at the crossing to warn traffic, proceed over the crossing as directed by that crew member.

Procedure 4 —

Crew is notified of a Automatic Horn System (WHS) failure:

- Sound whistle signal 5.8.2(7) regardless of indicator status.

C. Flaggers

An equipped flagger is a person at a crossing, other than a crew member, who is equipped with a vest, shirt, or jacket of a high visibility color appropriate for daytime flagging such as orange, yellow, strong yellow green or fluorescent versions of these colors. At night, similar outside garments must be retro reflective. The flagger must have a red flag or stop paddle by day and a light at night.

Stopping is not required for procedures 1 through 3 when:

- The crew communicates with a flagger before fouling the crossing and receives confirmation that warning is being provided by at least one equipped flagger who is unable to provide warning in all directions of approaching traffic. Proceed over the crossing not exceeding 15 MPH without stopping until the head end of the train completely occupies the crossing.
- or
- The crew communicates with a flagger before fouling the crossing and receives confirmation that warning is being provided by one or more equipped flaggers who can provide warning in all directions of approaching traffic. Proceed over the crossing at maximum authorized speed.

D. Whistle for Crossing

When notified that crossing warning devices are disabled, malfunctioning, damaged or missing, sound whistle signal 5.8.2(7) regardless of any prohibition or presence of flagger.

E. Power Off Indicators

When the power off indicators on the side of signal housings at crossings are flashing or not illuminated, immediately notify the train dispatcher.

Supplemental Instruction

In the application of this rule, a crossing having a broken gate(s) is to be considered as having working devices when the balance of the automatic warning devices are seen to be working. Movement may proceed over the crossing at 15 MPH without stopping.

7. Dimensional and Special Shipment Restrictions

All employees involved in handling dimensional or special shipments must be familiar with and are governed by these instructions.

Dimensional loads on BNSF are defined as wider than 11' and/or higher than 17' ATR and/or longer than the length of the car.

Transportation Supervisors: See Management Instruction regarding advance notification requirements for dimensional shipments routed on UPRR or within the state of California.

- a. Any dimensional and/or oversize car or special shipment must be accompanied by one of the following: message included with train's work order, track bulletin or message issued by BNSF Clearance Bureau.
- b. Before a dimensional shipment can be assigned to a train the supervisor in charge of train or yard crews (Terminal Manager, Trainmaster, Assistant Trainmaster, Yardmaster, etc.) at that location, or the conductor or yard foreman where no supervisor of train or yard crews is on-duty, must review and verify the dimensional clearance bulletin to ensure shipment is clear over the designated route of travel. After the review is complete the shipment may be assigned to the train appropriately. Issues regarding scheduling and/or train set, please contact Service Scheduling at 817-867-2000. Any issues regarding additional clearance segments and/or a lack of clearance, please contact the Dimensional Clearance Team for assistance at high.wide@bnsf.com.
- c. Before a dimensional shipment can be moved in the yard, train or yard crews handling the dimensional shipment must ensure there is adequate clearance on adjacent tracks for safe movement. Clearance bulletins issued by the High Wide Team only protect BNSF main lines.
- d. Before a dimensional or special shipment can be moved in a train the supervisor in charge of train crews (Trainmaster, Assistant Trainmaster, Yardmaster) at that location, or the conductor where no supervisor of train crews is on-duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with GCOR 1.47. When yard supervisors are notified of expected arrival of wide cars, precautions must be taken to safeguard employees in yard.
- e. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must promptly notify the train dispatcher.
- f. Train dispatcher must issue appropriate track warrant, track bulletin or message when dimensional shipment restricts opposing train and confirm message received.

g. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.

h. To provide for close observation enroute, all dimensional shipments must be placed in a block next to the lead locomotive consist, or due to the following exceptions as near the load locomotive consist as possible:

1. In the application of the paragraph h, autoracks carrying HL special condition code (car kinds M2F and M3F) are not considered dimensional shipments. (See Item 46)
2. Dimensional shipments, including idler cars moving with dimensional shipments, must be placed in compliance with minimum weight requirements outlined in train makeup rules.
3. On trains destined to or operating in the state of California, and train room permits, dimensional shipments must be no closer than the 6th car or platform from the lead locomotive consist. Dimensional shipments placed in train to comply with these requirements are also considered in compliance when enroute from the state of California.
4. Trains received from foreign railroads with dimensional shipment placement other than described above, may proceed to a location specified by train dispatcher to correct the condition.
5. When dimensional shipment is a shiftable load, GCOR 1.37 applies.

6. Boeing dimensional shipments, identified as having contents ACFTEQ on the train list, must be placed ahead of other dimensional shipments. Trains with one or more Boeing shipments with contents ACFTEQ are limited to a combination not to exceed 10 loads and empties. No more than six uncovered assembled airplane fuselages may be transported in train without approval from Boeing.

The following specialized Boeing Service idler cars weighing 45 tons or more may be billed loaded or empty, depending on destination.

Boeing Service Idlers cars listed below do not count towards the 10 car combination limitation:

| | | |
|----------------|-------------|----------------|
| MTTX 978773 | XTTX 146316 | XTTX 146323 |
| TBCX 737002 to | XTTX 146319 | XTTX 146251 to |
| TBCX 737042 | | XTTX 146254 |
| TBCX 737067 to | XTTX 146322 | XTTX 146264 to |
| TBCX 737084 | | XTTX 146267 |
| XTTX 146262 | XTTX 146337 | XTTX 146339 |
| XTTX 146276 | | |

Trains handling all empty dimensional Boeing cars with contents ACFTEQ are limited to maximum of 25. Airplane fuselages transported in trains from Wichita to Renton or Mukilteo must be turned as soon as possible to move nose first in the direction of train travel unless otherwise approved by Boeing. Planes may travel backwards (tail first) from Renton to Mukilteo, in northbound direction only when approved by Boeing on a case by case basis.

- i. Employees are prohibited from riding excessive dimension cars. This restriction does not apply to:
 - Auto-Max cars (car types M2F and M3F)
 - Boeing cars - XTTX 146220, XTTX 146232, XTTX 146304, XTTX 146311, XTTX 146298, XTTX 137353
- j. Train crews handling dimensional and/or oversize car or special shipment car(s) approaching locations controlled by the train dispatcher and where these car(s) are restricted should communicate with the train dispatcher and jointly determine if a meet or pass of any other equipment at the restricting location(s) can be

accomplished safely.

k. When the dimensional message indicates "Stop, Proceed on Hand Signals" at a specific location, the following will apply:

- Stop the train before passing the location specified.
- Check the dimensional load for shifted contents.
- If safe to proceed without damage to shipment or property, move beyond the specified location on instructions from an employee(s) closely observing the shipment, not exceeding 5 MPH until the dimensional shipment clears the location specified.
- If employee(s) is unable to continue observing the shipment closely due to train makeup, topography, etc., movement may continue, not exceeding 5 MPH until the dimensional shipment clears the location specified.

8. Flood, Excessive Wind, Tornado, Cold Weather and Earthquake Instructions

Observations Associated with Flood/High Water

Instructions for observations, or when otherwise notified by the train dispatcher, of flood/high water with or without a flash flood warning/emergency:

| Conditions Observed Associated with Flooding/High Water | | | |
|--|--|------------|------------------|
| Condition | Passenger Trains | Key Trains | All Other Trains |
| Water over rail | | | |
| Surface irregularity | | | |
| Washout | | | |
| Side scour | | | |
| Erosion at piers, footing, dump planks and head walls of bridges | | | |
| Debris against bridge with active water flow | | | |
| Turbulent water | | | |
| | Immediately stop train, consistent with good train handling. Report condition to Dispr. After stopping for these conditions, do not move the train until further instructions are received from maintenance personnel. | | |
| | Do not exceed 30 MPH until entire train has passed the condition. Report to Dispr. | | |

Instructions for observations of flood from a stream or river near BNSF track, with or without flash flood warning, or when otherwise notified by the train dispatcher of flood/high water:

| Water Observed Reaching Bottom of Ballast Line (Figure 1 Below) | | | |
|---|--|------------|------------------|
| Condition | Passenger Trains | Key Trains | All Other Trains |
| Standing Water | Report to Dispr | | |
| Moving Water | Do not exceed 30 MPH until entire train has passed the condition/warning limits and report to Dispr. | | |
| Water Observed Reaching Top of Ties (Figure 1 Below) | | | |
| Standing Water | Do not exceed 30 MPH until entire train has passed the condition/warning limits. Report to Dispr. | | |
| Moving Water | Do not exceed 20 MPH and be prepared to stop for slides, rocks, washouts, debris, track surface irregularities or obstructions on the track until the entire train has passed the condition/warning limits. Report to Dispr. | | |

Water Between Top of Tie & Bottom of Ballast

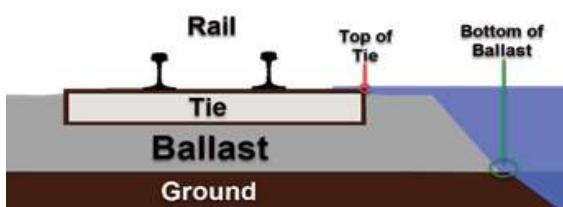


Figure 1 - Top of Tie and Bottom of Ballast

Flash Flood Warning/Emergency

Weather information received by BNSF from Accu-Weather Enterprise Solutions, Inc., is categorized as a "Warning" or "Emergency" when it describes conditions that require immediate action by the train dispatcher to notify train crews of imminent danger. These restrictions are immediately distributed to the relevant train dispatchers. When Accu-Weather issues a "Flash Flood Warning" or "Flash Flood Emergency", the dispatching center will immediately advise all involved trains of the specific conditions.

Flash Flood Critical Areas are designated in the Division Timetable. Division Engineers will identify "critical" areas by subdivision, segmented by mile post locations based upon their susceptibility to flooding or their history of being prone to washouts or side-scour wash.

Instructions for movement of trains when notified of flash flood warning/emergency:

| Flash Flood Warning | | | | | | |
|--|--|------------|------------------|--|--|--|
| | Passenger Trains | Key Trains | All Other Trains | | | |
| Critical Area | Do not exceed 20 MPH through critical area limits and be prepared to stop for slides, washouts, debris, track surface irregularities or obstructions on the track. | | | | | |
| Non-Critical Area | Do not exceed 30 MPH through limits identified in the warning. | | | | | |
| <i>Additional restrictions, including a requirement to stop the train, may apply if flooding/high water conditions are observed by the train crew.</i> | | | | | | |
| Flash Flood Emergency | | | | | | |
| | Passenger Trains | Key Trains | All Other Trains | | | |
| All Limits | Do not exceed 20 MPH through limits and be prepared to stop for slides, washouts, debris, track surface irregularities or obstructions on the track. | | | | | |
| <i>Additional restrictions, including a requirement to stop the train, may apply if flooding/high water conditions are observed by the train crew.</i> | | | | | | |

The Flash Flood Warning/Emergency restrictions will remain in effect until the track has been inspected and employee performing the inspection advises the train dispatcher that the applicable restriction is canceled. If the Flash Flood Warning/Emergency limits include locations identified as being "critical," these areas will be inspected on a priority basis as directed by the dispatching center.

Train dispatchers will continue to issue Flash Flood Warning/Emergency until the track has been inspected and the Flash Flood Warning/Emergency expires or is canceled by Accu-Weather.

Local Observations by Maintenance Personnel

When local maintenance personnel become aware of current conditions that might produce flash flooding that could result in damage to BNSF track or structures, they will:

- Immediately place the speed restriction described above on the affected route.
- Inspect the track for washouts, side-scour wash, surface irregularities and/or water over the rail.
- Carefully inspect bridge foundations and drainage structures, with careful attention to bridges with mud sills, for erosion behind dump planks and head walls, erosion around piers and footings, and obstructions from drift and debris.
- If water level, turbulence, or other conditions make a thorough inspection impossible at the site of such a bridge, operations of all trains will be reduced to no more than 20 MPH and prepared to stop for slides, rocks, washouts,

debris, track surface irregularities or obstructions on the track until the entire train has passed the condition/warning limits until it is possible to make a proper inspection.

- If, during the initial track inspection, there is any doubt about the safety of train operations over bridges, a qualified Structures employee must be called at once, and any speed restrictions that have been placed on bridges will not be lifted until authorized by the Structures employee.
- Track and bridge foremen must continue to patrol past their respective territories if an adjoining territory is likely to have been damaged, and such damage might not have been discovered.

Excessive Wind Instructions

When High Wind Warnings are received, the train dispatcher will make a general radio broadcast regarding the High Wind Warning over the radio(s) nearest the affected area and will notify all affected trains and employees with movement authority providing time and limits of the expected high winds. The term "until traversed" may be used in place of communicating the expiration time of the warning when notifying trains and MW authority holders of High Wind Warnings. Until traversed means the rear of the train is clear of the limits.

The following governs movement of trains within or entering the High Wind Warning limits when notification is received:

- Light engine consists:**
 - Proceed at maximum authorized speed.
- Passenger Trains:**

If Wind / Train Speed Table is provided on Work Orders, proceed at speed indicated in the table. If Wind / Train Speed Table is not provided:

 - Proceed up to 40 MPH if wind speeds are between 50 MPH and 60 MPH.
 - Proceed up to 20 MPH if wind speeds are between 61 MPH and 80 MPH.
- Trains operating with two empty containers stacked on top of one another:**
 - Stop train prior to entering High Wind Warning Limits. If train is within limits of High Wind Warning, Stop. Proceed only if directed by the train dispatcher; do not exceed 20 MPH.
- Foreign Trains:**
 - Stop train prior to entering High Wind Warning limits. If train is within limits of High Wind Warning, Stop. Proceed only if directed by the train dispatcher; do not exceed 20 MPH.
 - Trains that have furnished a consist blow over speed greater than the High Wind Warning speed are authorized to proceed at 20 MPH.
- All trains not specified above:**
 - Refer to Wind / Train Speed Table located on the train profile, work orders or other informational source to determine train speed based on the High Wind Warning speed.
 - When Wind / Train Speed Table requires train to Stop, stop train prior to entering High Wind Warning limits. If train is within limits of High Wind Warning, Stop. Proceed only if directed by the train dispatcher; do not exceed 20 MPH.
- If the Wind / Train Speed Table indicates "Contact Dispatcher" or is unavailable on Work Orders:**
 - Notify train dispatcher that Wind / Train Speed Table is unavailable.

- Stop train prior to entering High Wind Warning limits. If train is within limits of High Wind Warning, Stop. Proceed only if directed by the train dispatcher; do not exceed 20 MPH.

When High Wind Warnings exceed 80 MPH, all trains must Stop.

When a High Wind Warning requires a train to Stop, immediately notify the train dispatcher.

Tornado Watch and Warning Instructions

Tornadoes are the most violent of all storms. Paths of destruction range from a few hundred feet in width to more than a mile and extend the length of a city block to 300 miles. The greatest potential for such storms usually exists from April through September.

When tornado watch or warnings are received, the train dispatcher will notify all affected trains and employees with authority in the area providing the tornado watch or warning information.

A "tornado watch" means atmospheric conditions are such that tornadoes may develop. A tornado watch is generally issued 4-6 hours before the conditions may occur.

During a tornado watch, all train movements and yard activities will continue, keeping alert for any signs of weather change. The danger signs to look for are severe thunderstorms, hail, roaring noise, a funnel cloud, or combination of the above. When a crew knows they are in a watch area, the radio on a locomotive or a packset should be used to monitor instructions and information to and from the train dispatcher. In the event a crew spots a funnel cloud, the train dispatcher should be immediately notified, consistent with the crew's safety.

If a train or yard assignment has an occupied caboose, upon being notified of a tornado watch, the occupants of the caboose should immediately move to the locomotive consist. While in the process of moving to the locomotive, if the tornado watch turns into a "tornado warning," or a funnel cloud is spotted, those affected should seek shelter in a nearby ditch, ravine, culvert or in a depression. If none of these are available, lie face down on the ground with hands over the head away from the caboose or cars in the train.

A "tornado warning" means a tornado has been sighted or verified by the National Weather Service or by persons associated with official weather spotters. The train dispatcher will keep trains and crews apprised of limits of tornado warnings. Train crews are to follow instructions as follows:

During a tornado warning, all train movements and yard activities must stop. Any train enroute will stop and employees should seek appropriate shelter consistent with the safety of all involved, avoiding the stopping of a train on a high bridge, across railroad and highway crossing at grade, or anywhere the presence of a train could be a hindrance.

After the tornado warning has expired:

- If determination is made that the path of the tornado crossed the tracks at the location or in the immediate vicinity of the train, crew members must inspect their train before moving to determine if any damage or derailment has occurred to the train or if the track structure has been damaged.
- All trains within or entering the tornado warning limits may proceed, prepared to stop when approaching bridges, culverts, or other points likely to be affected until relieved by the dispatcher. The train dispatcher must be advised immediately of damage or unexpected conditions.

- The train dispatcher must restrict trains as prescribed in the second bullet, until an inspection has been completed by division employees or all of the limits of the tornado warning have been traversed by a train and it is confirmed by the train crew(s) that no damage or unexpected conditions were observed.

Cold Weather Restrictions:

The correlations that exist between rail service failures, temperature, train axle load, track and equipment conditions, and train speed are complex and involve many factors including equipment and track component design and material properties, their relative wear conditions, and the rail/wheel interaction for various traffic mixes and operating conditions.

In order to maximize safety with regard to extreme temperatures and temperature changes, rail laying temperatures and weather extremities across our railroad have been considered. In that effort, the railroad has been divided into two regions as follows:

Region 1 contains the following divisions:

| | |
|------------|---|
| California | All subdivisions |
| Chicago | Beardstown and Yates City subdivisions |
| Heartland | Afton, Amory, Birmingham, Cherokee, Cuba, Ft. Scott, Hannibal, River, Thayer North, and Thayer South subdivisions |
| Kansas | Arkansas City, Douglass, Emporia, Hereford, La Junta, Panhandle, Strong City, and Topeka subdivisions |
| Montana | Kootenai River subdivision from MP 44.0 to Sandpoint Jct only |
| Northwest | All subdivisions |
| Red River | All subdivisions |
| Southwest | All subdivisions |

Region 2 contains the following divisions:

| | |
|--------------|--|
| Chicago | All subdivisions excluding Beardstown and Yates City |
| Heartland | Bayard, Council Bluffs, Creston, Napier, Omaha, and St. Joseph subdivisions |
| Kansas | Boise City, Dalhart, and Twin Peaks subdivisions |
| Montana | All subdivisions excluding that part of Kootenai River subdivision from MP 44.0 to Sandpoint Jct |
| Powder River | All subdivisions |
| Twin Cities | All subdivisions |

Cold Weather Train Speeds:

The Engineering Department has identified two factors which require Cold Weather Train Speeds---Low Temperature Threshold and Temperature Differential Threshold, as follows:

Low Temperature Threshold:

In Region 1, this threshold is 0 degrees Fahrenheit.

In Region 2, this threshold is -20 degrees Fahrenheit.

Unless further restricted by individual subdivision Special Instructions, be governed by the following:

When ambient (air) temperature drops below the Low Temperature Threshold trains must not exceed the following speeds:

In non-signaled territory:
40 MPH for all trains.

In block signal system limits:

| | |
|---|--------|
| Trains 100 tons per operative brake and greater. | 40 MPH |
| Key trains | |
| Trains less than 100 tons per operative brake. | 50 MPH |
| Passenger trains, Z-symbol intermodal trains, or single level loaded intermodal trains. | 65 MPH |

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted due to this requirement.

These restrictions remain in effect until the ambient (air) temperatures rise above the Low Temperature Threshold.

Temperature Differential Threshold:

In Region 1, this is any temperature of 50 degrees Fahrenheit or warmer that falls to 10 degrees Fahrenheit or colder within 24 hours.

In Region 2, this is any temperature of 40 degrees Fahrenheit or warmer that falls to 0 degrees Fahrenheit or colder within 24 hours.

The train dispatcher will make notification to trains that temperature has exceeded the Temperature Differential Threshold. When so notified, trains must observe Cold Weather Train Speeds, by Region, as shown above. The Engineering Department will perform a track inspection, reporting results to the train dispatcher. If no further restrictions result from the track inspection, the train dispatcher will verbally notify the trains affected.

Be aware that Cold Weather Train Speeds may still be required due to Low Temperature Threshold. In other words, once track inspection is completed following a Temperature Differential Threshold, the ambient (air) temperature may still be below the Low Temperature Threshold, requiring that Cold Weather Train Speeds must still be observed.

However, if the ambient (air) temperature is above the Low Temperature Threshold and no further restrictions resulted from track inspections, observance of Cold Weather Train Speeds is not required.

Determining Ambient Temperature

When referring to a subdivision timetable for extreme air temperature operating instructions, be governed by the following:

- Ambient air temperature readings may be obtained by train crews utilizing any local means available such as field personnel, track side warning detectors, yardmasters, temperature displays from such sources as banks, etc.
- When unable to determine the ambient air temperature utilizing local methods, contact the train dispatcher who will determine ambient air temperature at the closest available location utilizing the AccuWeather website or other available means.

Earthquake Instructions

When an earthquake is reported, the train dispatcher will do the following: (See Decision Table, next column)

- If the magnitude or epicenter are unknown, instruct all trains within 150 miles of the reporting location

to “proceed at Restricted Speed due to earthquake conditions.” An acknowledgment must be obtained from each train or engine receiving these instructions.

2. Once magnitude and epicenter are known, the following inspection criteria will apply:
 - If magnitude is less than 5.0, no inspection is required.
 - If magnitude is 5.0 or greater, response will depend on the group of states and provinces within which the epicenter is located and the following criteria will apply within the designated radius from the epicenter.

| Magnitude Range | Criteria for Response | Group 1 Radius | Group 2 Radius | Group 3 Radius | Group 4 Radius |
|-----------------|---|----------------|----------------|----------------|----------------|
| Less than 5.0 | No Inspection Required | N/A | N/A | N/A | N/A |
| 5.0 to 5.49 | Trains proceed at Restricted Speed until signals have been inspected. | 30 Miles | 40 Miles | 70 Miles | 70 Miles |
| 5.5 to 5.99 | Trains proceed at Restricted Speed until signals, track and bridges have been inspected. | 30 Miles | 40 Miles | 70 Miles | 70 Miles |
| 6.0 to 6.49 | Trains proceed at Restricted Speed until signals, track and bridges have been inspected. | N/A | N/A | N/A | 150 Miles |
| | Trains stop until signals, track and bridges have been inspected. | 50 Miles | 80 Miles | 150 Miles | 80 Miles |
| 6.5 to 6.99 | Trains proceed at Restricted Speed until signals, track and bridges have been inspected. | N/A | N/A | N/A | 220 Miles |
| | Trains stop until signals, track and bridges have been inspected. | 70 Miles | 140 Miles | 220 Miles | 140 Miles |
| 7.0 to 7.49 | Trains proceed at Restricted Speed until signals, track and bridges have been inspected. | N/A | N/A | N/A | 400 Miles |
| | Trains stop until signals, track and bridges have been inspected. | 100 Miles | 300 Miles | 400 Miles | 300 Miles |
| 7.5 and above | Trains stop until instructed to proceed after inspection of track, signals and bridges completed. | As Directed* | As Directed* | As Directed* | As Directed* |

* Radius at discretion of command center but not less than for magnitude 7.0 to 7.49

Group 1: California and Baja California, Mexico

Group 2: Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah and Wyoming; Alberta, Canada; and Sonora and Chihuahua, Mexico

Group 3: Area east of Group 2

Group 4: Oregon, Washington and British Columbia, Canada

9. Key Train Definition

A “Key Train” is any train as described in either A, B, or C below:

- A. One (1) or more car loads of Spent Nuclear Fuel (SNF) or High Level Radioactive Waste (HLRW) moving under the following Hazardous Material Response Codes (STCCs) - UN2919, UN3328, UN3329, or UN3331, or
- B. One (1) or more tank car loads of Poison or Toxic Inhalation Hazard (PIH or TIH) (Hazard Zone A, B, C, or D), anhydrous ammonia (UN1005), or ammonia solutions (UN3318), or
- C. Twenty (20) car loads, twenty (20) intermodal portable tank loads, or any combination of these loads totaling twenty (20) or more, transporting any hazardous material.

Exception: Except for intermodal portable tank loads, do not count trailers, containers, or intermodal rail cars transporting hazardous materials when determining Key Train status.

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| W E S T W A R D ↓ | 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. | E A S T W A R D ↑ |
|---|-------------------------|--------------|-----------|--|----------|---------------|--------------|--------------------|---|
| Adjoining RR: KCT Subdivision Boundary: End Emporia Sub MT4, MP 1.8 / End Emporia Sub MT3, MP 1.9 End Emporia Sub MT2, MP 1.9 / End Emporia Sub MT1, MP 2.4 | | | | | | | | | |
| 7100 | | | | | | | | | |
| CP 27 | | | | | | | | | |
| | 2.6 | | | | | CTC 4 MT | | 0.8 | |
| | 3.4 | | | CP 35 | | X(2) | | 0.4 | |
| | 3.8 | | | CP 39 | | X(2) | | 0.1 | |
| | 4.0 | | | CP 40 (Mains 1, 2, 3) | | R X(2) | | 0.5 | |
| | 4.4 | | | CP 45 (Mains 4, 5) | | X(2) | | 0.3 | |
| 62000 | 4.7 | | | ARGENTINE | | CRT | | 0.5 | |
| | 5.2 | | | CP 53 (Mains 4, 5) | | X(2) | | 0.2 | |
| | 5.6 | | | CP 55 (Mains 1, 2) | | RX | | 0.3 | |
| | 5.8 | | | CP 58 (Mains 1, 2, 3) | | X(2) | | 1.4 | |
| | 7.2 | | | CP 72 (Mains 4, 5) | | X(2) | | 0.2 | |
| | 7.4 | | | CP 74 (Mains 1, 2) | | R X(2) | | 1.3 | |
| | 8.8 | | | CP 87 (Mains 2, 4, 5) | | X(2) | | 2.3 | |

Central Continental Time in effect on Emporia Subdivision

Radio Call-In

Radio Channel 032 in service Kansas City Yard

Radio Channel 065 in service East Subdivision Boundary to Gardner

| | | |
|-------------------|-------------------|---------------|
| KC Yd 065 - 13(X) | Sandtower - 14(X) | Craig - 12(X) |
|-------------------|-------------------|---------------|

KC Yd 032 - 41(X)

Emergency 911

Dispatcher X=0, RFE Desk X=1, Mechanical Desk X=2, Customer Support X=3, RR Police X=4, Detector Desk X=5, Argentine Diesel Servicing Facility X=6, PTC Desk X=9

Other Kansas City Radio Channels

| Repeater Channels | |
|--------------------------|-----------|
| P4 (BO Set Outs) | 090 / 015 |
| Diesel Shop | 095 / 053 |
| Car Department | 405 / 475 |
| Shove | 391 / 461 |
| KC Bowl | 343 / 479 |
| Turner | 443 / 307 |
| Non-Repeater Channels | |
| Main (MP 1.7 to MP 14.8) | 065 |
| Yard | 032 |
| Auto Facility | 062 |
| Taxi | 055 |
| Turner Industry | 036 |
| Hump | 040 |

Dispatcher Information

East Subdivision Boundary to Gardner—
817-867-7003, Fax 817-352-2503

1. Speed Regulations

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

1(A). Speed—Maximum

| Main Track | Psg | Frt |
|------------------|---------------|----------------|
| | Under 100 TOB | 100 TOB & Over |
| MP 1.8 to MP 7.8 | 45 | 40 |

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

| | | | |
|-----------------------------------|----|----|----|
| MP 4.4 to MP 4.6, DSF Lead | 20 | 20 | 20 |
| MP 5.2 to MP 5.3, DSF Lead | 20 | 20 | 20 |
| MP 7.4 to MP 7.5, Tail Track 0203 | 20 | 20 | 20 |

1(B). Speed—Permanent Restrictions

Permanent speed signs, advanced warning signs and resume speed signs are not posted on the Emporia Subdivision for restrictions between MP 1.8 and MP 14.5

| Psg | Frt |
|--------------------------------------|-----|
| MP 1.8 to MP 1.9, MT4 | 15 |
| MP 1.9 to MP 8.7, MT2 | 25 |
| MP 1.9 to MP 4.1, MT3 | 25 |
| MP 1.9 to MP 3.9, MT4 | 25 |
| MP 2.4 to MP 7.8, MT1 | 25 |
| MP 3.3 to MP 3.9, MT5 | 25 |
| MP 3.9 to MP 7.5, MT4, MT5 | 30 |
| MP 4.1 to MP 7.4, MT3 | 20 |
| MP 5.5 to MP 5.8, MT1, MT2, MT3, HER | 10 |
| MP 7.5 to MP 14.5, MT4 | 40 |
| MP 7.5, to MP 13.4, MT5 | 40 |

Key Trains

Maximum speed within the following municipal area limits unless otherwise restricted:

| |
|-------------------|
| Frt |
| MP 1.8 to MP 42.0 |

35

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

| Psg | Frt | | |
|---|-----|----|----|
| | | | |
| MP 2.6, CP 27, turnout | 40 | 40 | 40 |
| MP 3.4, CP 35, crossovers | 30 | 25 | 25 |
| MP 3.8, CP 39, crossovers | 30 | 25 | 25 |
| MP 3.8, CP 39, turnout to yard tracks | 10 | 10 | 10 |
| MP 4.0, CP 40, crossovers | 30 | 25 | 25 |
| MP 4.0, CP 40, turnouts to yard tracks | 10 | 10 | 10 |
| MP 4.4, CP 45, crossovers between MT4 and MT5 | 30 | 30 | 30 |
| MP 4.4, CP 45, crossover between DSF Lead (501 track) and MT5 | 15 | 15 | 15 |
| MP 4.4, CP 45, MT4 Switching Lead turnout | 15 | 15 | 15 |
| MP 5.2, CP 53, crossovers | 15 | 15 | 15 |
| MP 7.2, CP 72, crossovers | 15 | 15 | 15 |
| MP 7.2, CP 72, east crossover between MT4 and MT5 | 30 | 30 | 30 |
| MP 7.2, CP 72, turnouts to N and S Receiving tracks | 10 | 10 | 10 |
| MP 7.4, CP 74, crossovers and turnout | 20 | 20 | 20 |

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

| | Psgn | Frт | |
|--|---------------|----------------|----|
| | Under 100 TOB | 100 TOB & Over | |
| Argentine, tracks 2001-2060, WWD, until movement clears tangent retarders | 8 | 8 | 8 |
| Argentine, industry lead and all industry tracks north of Kansas Ave | 5 | 5 | 5 |
| Argentine DSF Tracks Track 545 Track 558 Tracks 568-569, 574 - West End Tracks 572-573 - East End Track 588 | 5 | 5 | 5 |
| Argentine Rip Track area, the following switches 798e 764w 771w 772w 773w 774w 778w 779w 750w 751w 765w 763w 762w 761e 751e 764e 750e 773e 778e 779ae 779aw 762e 763e 771e | 5 | 5 | 5 |
| MP 1.8 to MP 1.9, Running Track 5 | 15 | 15 | 15 |
| MP 1.9 to MP 3.3, Running Track 5 | 25 | 25 | 25 |

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

Kansas City to Wellington 143 tons, Restriction B

| Location | Track Name | Track No. |
|---|--|--|
| Six-axle locomotives are not permitted on: | | |
| Argentine | Industry lead north of K-32 Highway River Yard (Lehigh Cement) Ashland Chemical Harcros Chemical Metro Park Warehouse (off Kansas Transit) Auto Facility | |
| No more than two locomotives permitted on: | | |
| Argentine | Fence Track | 545 558 568-569, 574-West End 572, 573 - East End Loop Track |
| | | 588 |

3. Type of Operation**Main Track**

| | |
|--|-----------|
| MP 1.8 to MP 1.9, MT4 | CTC |
| MP 1.9 to MP 2.4, MT2, MT3, MT4 | CTC, 3 MT |
| MP 2.4 to MP 3.3 | CTC, 4 MT |
| MP 3.3 to MP 4.1 | CTC, 5 MT |
| MP 4.1 to MP 5.7, MT1, MT2, MT4, MT5 | CTC, 5 MT |
| MP 4.1 to MP 5.7, MT3 | RL, 5 MT |
| MP 5.7 to MP 5.8, MT1, MT2, MT3, MT4, MT5 | CTC, 5 MT |
| MP 5.8 to MP 7.2, MT1, MT2, MT4, MT5 | CTC, 5 MT |
| MP 5.8 to MP 7.2, MT3 | RL, 5 MT |
| MP 7.2 to MP 13.3, MT1, MT2, MT4, MT5 | CTC, 4 MT |

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

| |
|---|
| MP 4.4 (WBSCS CP 45) to MP 4.6 (EBCS CP 45) on DSF Lead |
| MP 5.2 (WBSCS CP 53) to MP 5.3 (EBCS CP 53) on DSF Lead |
| MP 7.4 (WBSCS CP 72) to MP 7.5 (EBCS CP 72) on Tail Track |

4.**Subdivision Specific Rules Information****Safety Overlay Systems in Effect**

- Positive Train Control (PTC)

GCOR/MWOR 5.13—Remote control blue signal protection is used on MT1, MT2, MT3, MT4 and MT5 at Argentine. The blue signal consists of a blue light that can be applied remotely by mechanical forces. Blue signals will be displayed to the right of the track, except for the west end of MT3, where the signal will be displayed on the left side. The locations of these remotely controlled blue signals on MT1, MT2, MT3, MT4 and MT5 is as follows:

| West End | East End |
|--------------------------|--|
| MT1 and MT2—MP 7.1 | MT1—MP 4.1 |
| MT3, MT4 and MT5—MP 7.05 | MT2 and MT3—MP 4.2 MT4 and MT5—MP 3.9 |

Each signal will have the main track number displayed on the signal mast.

GCOR/MWOR 6.14—Permission to enter RL between CP 40 and CP 74 must be obtained verbally from the BNSF Kansas City Yard train dispatcher, or by a proceed indication of a controlled signal.

GCOR/MWOR 6.19—When required flagging distance is 2 miles.

GCOR/MWOR 6.26—(Note: GCOR 6.26 Use of Multiple Main Tracks Supplemental Instruction, is not in effect on the Emporia Subdivision between MP 1.8 and MP 14.8.)

The following is in effect:

| | |
|---|--|
| MP 1.8 to MP 1.9 | The farthest track to the left as viewed from a westward train is Main 4. The track to the right is Running Track 5 |
| MP 1.9 to MP 2.4 | The farthest track to the left as viewed from a westward train is Main 2. The tracks to the right are Main 3, Main 4, and running track 5 respectively. |
| MP 2.4 to MP 3.3 | The farthest track to the left as viewed from a westward train is Main 1. The tracks to the right are Main 2, Main 3, Main 4 and Running Track 5 respectively. |
| MP 3.3 to MP 3.9 | The farthest track to the left as viewed from a westward train is Main 1. The tracks to the right are Main 2, Main 3, Main 4 and Main 5, respectively. |
| MP 3.9 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 by a westward train is Main 5, the track to the left is Main 4. |
| 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 CP 87. |

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GCOR/MWOR 6.28—Running Track 5 is designated as the track to the right of Main 4, as viewed by a westward train, between WBCS CP 35 and the KCT Railway EBCS North Chicago Jct. A westward movement from KCT Railway EBCS North Chicago Jct. toward WBCS CP 35 must obtain permission from the BNSF Kansas City Yard train dispatcher before passing the west end of Fifth Street Yard (MP 2.3).

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Argentine DSF, Argentine Fuel Pads and Main Tracks—Unless rules or circumstances require otherwise, the engine whistle must not be actuated when employees are in the area.

Argentine NX Switch Machines—The NX (Entrance/Exit) Power Switch Machines used in Argentine Yard are controlled by the Trainmasters (NX Operators) or yardmasters at the Hump or Bowl. NX switches have switch point indicator lamps mounted on the switch machine which indicate per GCOR 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 MT3 is no longer equipped with a lighted switch point indicator. It is now equipped with a switch target which is Green when lined for MT3 and Yellow when lined for the R3 lead.

Remote Control Zones

Argentine Yard

- 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.

SSI—Switch Control/Monitoring Systems

ICS in effect:

| | |
|--------------|--------------|
| MP 3.4 CP 35 | MP 3.8 CP 39 |
| MP 4.0 CP 40 | MP 5.6 CP 55 |
| MP 5.8 CP 58 | |

No Clearance Locations

| Location | Track Name | Track No. | Obstruction |
|-----------|------------|------------------------|-------------|
| Argentine | Bowl | 2001-2060 (west end) | Structure |
| | | 2071 (south expeditor) | Structure |

Close Track Centers

| Location | Track Name | Track Nos. |
|-----------|------------|---|
| Argentine | Yard | 104-106, 503-504, 541-542, 6001-6017, 6097-6098 |

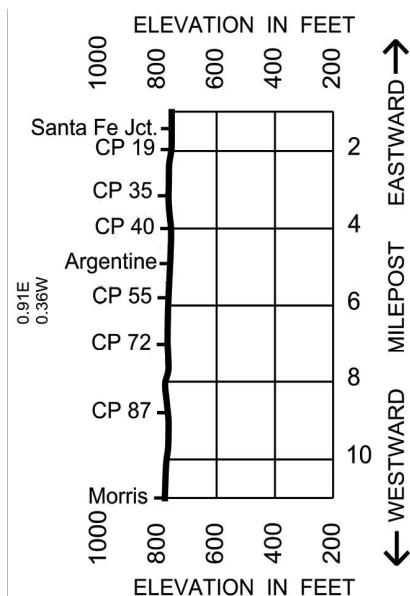
8. Line Segments

| Segment No. | Limits | Mile Posts |
|---------------------------|--|------------|
| Road Line Segments | | |
| 8920 | Kansas City to East subdivision boundary | |
| 7100 | East subdivision boundary to Wellington | |
| Yard Line Segments | | |
| 7150 | Argentine Yard | |

9. Other Location Information

| Station No. | Name | Mile Post | Capacity Feet | Switch Opens |
|-------------|----------------------------|-----------|---------------|--------------|
| 63151 | Kansas City Amtrak Station | | | |
| 61950 | Turner | 7.1 | | |

10. Grade Chart



Communications

| | |
|---------------------------------------|--------------|
| Kansas City Yard Dispatcher(DS3)..... | 817-867-7003 |
| Terminal Manager..... | 913-551-4404 |
| Turner Operations..... | 913-551-4398 |
| Bowl Tower..... | 913-551-4269 |
| Hump Tower..... | 913-551-2928 |
| DSF Tower (Roundhouse)..... | 913-551-4382 |
| Car Foreman..... | 913-551-4396 |

Kansas City Yard Dispatcher (DS 3)

The Yard Dispatcher controls movement on all main tracks between Santa Fe Junction and Gardner (MP 34.2). Before passing CP 39, the Yard Dispatcher will instruct inbound trains which Trainmaster (Hump, Bowl, Turner) to contact for further yarding instructions.

Turner Operations

The Turner Operations Trainmaster is in charge of tracks 6001-6017, Turner tail track north of MT 5 (including wye), tracks 6097 and 6098. Permission to enter above mentioned tracks must be obtained from the Turner Trainmaster.

Hump Trainmaster

The Hump Trainmaster is in charge of the Receiving Yard (Running Track 4097, Tracks 4021 through 4030, 17e crossover) and the North and South Receiver. Contact the Hump for permission to make all movements in or out of the receiving yard.

Bowl Trainmaster

The Bowl Trainmaster is in charge of Departure Yard (Running Track 4096, Tracks 4001 through 4010), Transfer Yard (Tracks 3001 through 3011), Independent and A-Main. Contact the Bowl Trainmaster for permission to make all movements in or out of the departure yard.

DSF Tower

Diesel Services Facility (DSF - Roundhouse) is located just north of Main Track 5 generally located between AY Tower and CP 50. All movements in DSF not to exceed 5 MPH. Contact DSF for track assignment prior to entering facility. Before departing DSF, contact DSF Tower for departure instructions. Tower primarily monitors Channel 53, Repeater 095.053.

Signage for Access to Main Track 3 Within Restricted Limits

To assist employees with understanding locations at Argentine where Main 3 is accessed and permission from DS 3 is required to occupy the main, the following 3 locations are listed. Signs are installed in 2 of these with one lacking a sign due to physical constraints.

Signs will read: "Do not pass this point without permission from DS 3."

EAST TO WEST.

1. R3 Lead East end of Fuel Pad to Main 3 at MP 5.5. Sign installed.
2. R3 Lead West end of Fuel Pad to Main 3 at MP 5.9. Sign installed.
3. South Departure Lead to Main 3 below 55th Street at MP 7.2. No sign installed.

As a note, signs do NOT apply to any adjacent yard tracks that do NOT access Main 3. Nor do they apply to Main 3 itself. Watch for close clearance with signs. They are located to mark where insulated joints are in the track.

Locomotives Left Unattended

Derails have been placed on the following tracks for locomotive tie-up. Locomotives left unattended that are not coupled to other equipment must be secured in compliance with ABTH 102.3 and must be placed on the following tracks:

- Both Ends of North Setout Track, West Hump Fuel
- Tie up tracks 302, 303, and 304 Terminal Tower
- 3011 Transfer Yard
- 2A Building
- Goddard Stub
- Hump Stub
- 401 Stub
- 4096 Stub
- Both ends of Mainline Fuel Pad R3 & R4 Pockets
- 3A (track 200)
- Steel Plant Lead
- Way Car Track
- Kansas Transit

Mechanical Department Fixed Derails at Argentine (in conjunction with GCOR 5.12)

Reference GCOR 8.20, Mechanical Department has installed fixed derails at the following locations in Argentine Yard that are intended to be left locked with an effective mechanical lock in the open position when not in use. TY&E crew members seeing these derails without a lock should report such to their supervisor for handling with Mechanical supervisors.

West end of 4096: West end by Carmen's Crossing at MP 7

Middle of 4096: West of the 19/21 Crossover to Main 3 at MP 6

East end of 4097: West of the crossing by Goddard Stub at MP 4.9

East and West ends of tracks 774, 775 and 776

West end of DSF Back Lead

Emergency Response Locations

When calling local emergency response service agencies inform them of the response point number where they will be met by our personnel who will escort them to the incident site. Call Terminal Manager to ensure they are aware of the emergency location and which response point the service agencies are being directed to.

A sign has been placed indicating the following BNSF emergency response locations:

Response Point # 1 - 4515 Kansas Avenue - Division Office Building
Response Point # 2 - Bottom of ramp at Terminal Tower - 42nd Street Bridge
Response Point # 3 - Turner Trailer. Across from Santa Fe Steel building. 5400 Block, Kansas Ave.
Response Point # 4 - Gate at Locomotive Maintenance Inspection Terminal- 2201 Argentine Blvd
Response Point # 5 - AY Tower - Just east of 18th Street. 1500 Block, Metropolitan
Response Point # 6 - Main line fuel pad - 4300 Block of Swartz Road, just west of 42nd Street
Response Point # 7 - 720 South 38th Street. South of Fairbanks on 38th Street. Entrance to the Intermodal Hub Center - 38th Street
Response Point # 8 - Main Street at Morris, KS. 2700 Block South 74th Street.

Checking for Release of Hand Brakes Prior to Departing

After crew member couples locomotive consist to the outbound train, and after double-over is made, check the first five (5) cars in the track for applied hand brakes, and check 3 more cars beyond the last hand brake found. Ensure handbrakes are released prior to departing and check first 5 cars to ensure list accuracy and train make up compliance.

Ascertaining Bad Orders to be Set Out

All originating trains departing Kansas City Terminal (Argentine) will contact the Bowl, Hump or Turner Trainmaster on the yard radio channel to ascertain any bad orders to be set out of their outbound train prior to departing.

| W E S T W A R D ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | St. Joseph Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | E A S T W A R D ↑ |
|---|----------------------------------|-----------------|--------------|--|-------------|---------------------|-----------------|-----------------------------|---|
| Adjoining RR: KCT Subdivision Boundary: St Joe, MP 4.2 | | | | | | | | | |
| | | 0.5 | | CP 05 | | | | 0.5 | |
| | | 1.0 | | BROADWAY | | | | 0.5 | |
| | | 1.5 | | USTICK Adj. Sub: Brookfield, CHI Div, MP 1.4 | JX(2) | CTC | 16 | 1.2 | |
| | | 2.7 | | KANSAS CITY (Murray Yard) | BT | | | 1.5 | |
| | | 4.2 | | CP 42 | X(2) | CTC 2MT | | MT1-1.4 MT2-2.7 | |

Central Continental Time in effect on St. Joseph Subdivision

Radio Call-In

Radio Channel 066 in service Kansas City and St Joe Terminals

Ustick DS - 33(X)

St Joe South - 75(X)

Emergency - Call 911

Dispatcher X=0, RFE Desk X=1, Mechanical Desk X=2,
Customer Support X=3, RailRoad Police X=4, Detector Desk X=5,
PTC Desk X=9

Other Kansas City Radio Channels

| Murray Yard Channels | TX / RX |
|----------------------|-----------|
| Bowl | 083 / 059 |
| Yard | 066 |
| 10th Street | 011 |
| 19th Street | 046 |
| MW | 088 |

Dispatcher Information

CP 05 to CP 42—817-867-7065, Fax 817-352-2265

1. Speed Regulations

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

1(A). Speed—Maximum

**Other Tracks Where CTC is in Effect
(GCOR/MWOR 10.0)**

| Frт | | |
|--------------------------------------|---------------------|----------------------|
| | Under 100 TOB | 100 TOB & over |
| MP 0.2Z to MP 1.0Z, Coal Route | 10 | 10 |
| MP 0.5 to MP 1.6, 80 Track, 81 Track | 10 | 10 |
| MP 1.6 to MP 4.2, Hi-Line Track | 25 | 25 |
| MP 4.2 to MP 4.3, Middle Track | 10 | 10 |

1(B). Speed—Permanent Restrictions

Key Trains

Maximum speed within the following municipal area limits unless otherwise restricted:

| | Frт |
|-------------------|-----|
| MP 0.5 to MP 32.0 | 35 |

1(C). Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Kansas City to Carling..... 143 tons, Restriction D

ASB Bridge (Kansas City) 143 tons, Restriction D

Hannibal Bridge (Kansas City) 143 tons, Restriction C

| Location | Track Name | Track No. |
|----------|------------|-----------|
|----------|------------|-----------|

Six-axle locomotives are prohibited from operating on the following tracks in Murray Yard, Kansas City:

| | | |
|------------------|--|-------------|
| 19th Street Yard | | |
| 10th Street Yard | | 1007 - 1014 |

All North Kansas City Industrial Tracks except Aileen Quirk 708 east and west tracks

No more than one six-axle locomotive is permitted on:

| | | |
|-------------|-----------------|-----------|
| Murray Yard | Elevator Tracks | 0172-0178 |
|-------------|-----------------|-----------|

3. Type of Operation

Other Tracks Where CTC is in Effect (GCOR/MWOR 10.0)

MP 0.2Z (ASB East) to MP 1.0Z (Harlem) on Coal Route

MP 0.5 (CP 05) to MP 1.6 (Ustick) on 80 track

MP 0.5 (CP 05) to MP 1.6 (Ustick) on 81 track

MP 1.6 (Ustick) to MP 4.2 (CP 42) on Hi-Line track

MP 4.1 (EBCS CP 42) to MP 4.3 (WBCS CP 42) on Middle Track

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Positive Train Control (PTC)

GCOR/MWOR 6.19—When required flagging distance is 2 miles.

GCOR/MWOR 6.26—Between MP 0.5 and MP 1.6, facing west, and reading left to right, the tracks are designated Track 80 and Track 81.

GCOR/MWOR 15.2—Track Bulletin Form B restrictions issued between CP 05, MP 0.5, and Ustick, MP 1.6, must be protected by a live flagman at each end of the Form B limits during the effective time of the Form B.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Zone

Murray Yard

- RCZ A—North Bowl Lead 450 feet north of switch 2001/112, extending north to track North A12, to the north clearance point in North A12. Total length of RCZ is approximately 2320 feet. Limits identified by signs.
- RCZ B—Track 603 (Ready 3), clearance - point north end to clearance - point south end. Total length of RCZ is approximately 1300 feet. Limits identified by signs.

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No Clearance Locations

| Location | Track Name | Track No. | Obstruction |
|-------------|--------------------|-----------|------------------------|
| Murray Yard | Elevator 9 Spur | 180 | Building |
| | Woodbridge | 131 | Building |
| | McCray Lumber | 151 | Gate & building |
| | Intercontinental | 160 | Gate & building |
| | NL Grease | 215 | Gate, fence & building |
| | NKC Water Dept | 272 | Gate & building |
| | | 274-275 | Building |
| | Graham Pack. | 517 | Building |
| | N Auto Ramp | 647 | Gate |
| | S Auto Ramp | 648 | Gate & fence |
| | Clorox Lead Marcon | 705 | Building |
| | CC Produce | 706 | Building |
| | Aileen Quirk | 708 | Building |
| | Garvey Process | 712 | Building |
| | Martin Lube | 272 | Building |
| | EX L Tube | 1015-1016 | Fence & wall |
| | Ryerson Steel | 1043 | Gate & building |
| 10th Street | Builders Steel | 1145 | Building |
| | Jesco Lube | 1155-1156 | Building |
| | NKC Iron & Metal | 1178 | Gate & wall |
| | Cook Paint | 1246 | Building |
| | US Gypsum Lead | 1291 | Fence & building |
| | US Gypsum | 1292-1293 | Building |

Close Track Centers

| Location | Track Name | Track Nos. |
|-------------|------------|--|
| Murray | Yard | 110-112, 121-122, 123-124, 125-126, 130-131, 171-173, 174-175, 176-178, 216-512, 272-273, 274-275, 601-603, 2002-2003, 2004-2005, 2006-2007, 2008-2009, 2010-2023, 2023-2042 |
| 10th Street | Yard | 1098-MT1, 1098-1301, 1099-1011, 1415-1416, 1413-1425, 1503-1504, 1544-1545 |

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

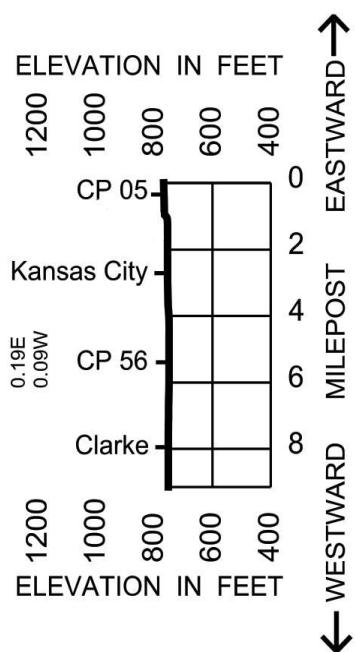
- Between YL sign KCS Knoche and Harlem—MP 0.1Z to MP 1.0Z

8. Line Segments

| Segment No. | Limits | Mile Posts |
|---------------------------|---------------------------------------|-------------------|
| Road Line Segments | | |
| 16 | CP 05 to Napier Center | MP 0.5 to MP 97.4 |
| Yard Line Segments | | |
| 465 | Kansas City Murray Yard | |
| 842 | Kansas City 10th Street Yard | |
| 1108 | Kansas City to KCS Yard (Knoche Yard) | |

9. Other Location Information—None

10. Grade Chart



| W E S T W A R D ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Brookfield Subdivision | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | E A S T W A R D | | | | |
|--|----------------------------------|-----------------|--------------|---------------------------|------|-------------|---------------------|-----------------|-----------------------------|--------------------------------------|--|--|--|--|
| | | | | MAIN LINE STATIONS | | | | | | | | | | |
| Between Maxwell Jct. and Block 224 NS Timetable and Special Instructions govern. | | | | | | | | | | | | | | |
| | | 224.0 | | BLOCK 224 | X(2) | | CTC 2 MT | 18 | 0.2 0.4 273.8 | | | | | |
| End Brookfield Sub MT, MP 224.6 Adjoining Sub: St Joseph MT, Heartland Division, MP 1.4 Information for Ustick Tower is located in the St Joe, Heartland Div. timetable. | | | | | | | | | | | | | | |

Central Continental Time in effect on Brookfield Subdivision

| Radio Call-In | |
|---|----------------------------|
| Radio Channel 018 in service South Liberty to Block 224 (NS and BNSF) | |
| Ustick NS - 34(X) | |
| Radio Channel 066 in service from Block 224 to Ustick (NS and BNSF) | |
| Kansas City | |
| Ustick Dispr - 33(X) | St Joe South Dispr - 75(X) |
| Emergency Call - 911 | |
| Dispatcher X=0, RFE Desk X=1, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9 | |

Dispatcher Information

Ustick Tower Dispatcher—817-867-7065, Fax 817-352-2265

1. Speed Regulations

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

1(A). Speed—Maximum

| Main Track | Psgn | Frt |
|----------------------|---------------------|----------------------|
| | Under 100 TOB | 100 TOB & Over |
| MP 224.0 to MP 224.6 | — | 40 40 |

1(B). Speed—Permanent Restrictions

| MP 224.0 to 224.6, BNSF Main 1 | Psgn | Frt |
|--------------------------------|------|-----|
| | — | 10 |

Key Trains

Maximum speed within the following municipal area limits unless otherwise restricted:

| MP 224.0 to MP 224.6 | Frt |
|----------------------|-----|
| | 35 |

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Galesburg to Kansas City..... 143 tons, Restriction C

| Location | Track Name | Track No. |
|--|-----------------------------------|-----------|
| Six-axle locomotives and six-axle derricks are not permitted on: | | |
| Birmingham | All yard tracks except track 1501 | |

3. Type of Operation

Main Track

MP 224.0 to MP 224.6 CTC, 2 MT

Interlockings

| Mile Post | Type | Notes |
|-----------|-----------------|------------------------|
| 224.4 | Manual (Harlem) | BNSF Ustick Dispatcher |

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Positive Train Control (PTC)

GCOR Rule 6.19—When flagging is required distance is 2 miles.

ABTH Rule 103.3 A, exception for taconite trains—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 psi may result in an undesired release of the train's brakes.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Between Maxwell and Ustick

- Between Maxwell MP 177.8 and Block 224 MP 224.0 is governed by NS Timetable and Special Instructions.
- Between Block 224 MP 224.0 and Ustick MP 224.6 is governed by BNSF Timetable and Special Instructions and dispatched by BNSF.
- Bulletins and Track Condition Messages will be exchanged by the NS and BNSF Dispatchers.
- Between Maxwell NS MP 250.6S and Block 224 NS MP 274.3S on Mains 1 and 2 and between Block 224 NS MP 274.3S and Ustick NS MP 274.8S on Main 2, an "S" suffix will indicate NS mile posts (referenced on GTBs) but will not be displayed on mile post signs in the field.
- NS crew members will receive a General Track Bulletin from the NS Train Dispatcher. BNSF crew members will receive a General Track Bulletin from the BNSF Train Dispatcher.

Kansas City—Westward trains or engines with cars operating between Block 224 and Block 222 must stop east of 10th St. if information for a continuous move through Ustick Tower or into Murray Yard has not been received from either the yardmaster at Murray or from the dispatcher at Ustick Tower. All inbound trains and transfers must receive instructions from the Murray Yardmaster on the route to be used for delivery. All tracks in Murray Yard are used for receiving transfers of cars from connecting lines. The conductor or engine foreman will contact the yardmaster when ready to depart Murray.

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

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Close/No Clearance Locations

| Location | Track Name | Track No. | Obstruction |
|----------|--------------------|-----------------|--------------------|
| Randolph | Cargill Elevator | 1510-1512 | Building |
| | Bartlett Grain | 1520-1522, 1525 | Building |
| | Brenntag Mid-South | 1535 | Fence, building |
| | Geo. Pacific | 1542 | Building |
| | Ambassador Steel | 1544 | Building |
| | Heritage | 1545 | Wall, poles E side |

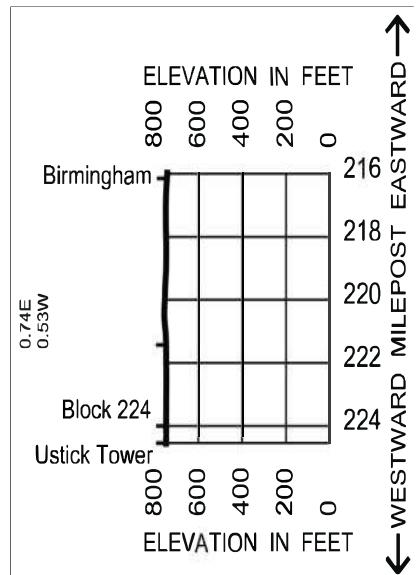
8. Line Segments

| Segment No. | Limits | Mile Posts |
|---------------------------|-----------------------------|------------|
| Road Line Segments | | |
| 18 | Maxwell Jct. to Kansas City | |
| Yard Line Segments | | |
| 465 | Kansas City Murray Yard | |

9. Other Location Information

| Station No. | Name | Mile Post | Capacity Feet | Switch Opens |
|-------------|------------|-----------------------------|---------------|--------------|
| 25291 | Birmingham | 7.8 miles east of Block 224 | | |
| 25293 | Randolph | 5.3 miles east of Block 224 | | |

10. Grade Chart



Comments:

OK DISPR

| | | | | | | | | |
|--------|--------|--------|----|-----------|------|----------|----------|----|
| FORM A | | To: | | Date: | | | | |
| Number | Subdiv | Limits | | Speed MPH | | Track(s) | Flags At | |
| | | MP | To | MP | Psgr | | Frт | MP |
| | | | | | | | | |

Comments:

OK DISPR

| | | | | | | |
|---------------|--------|-----------|----------|----------|--------------|------|
| FORM B | | To: | | Date: | | |
| No. | Limits | Time/Date | Track(s) | Flags At | Foreman/Gang | Stop |
| Subdivision | MP | From | | MP | | |
| | MP | To | | MP | | |
| Comments: | | | OK | | DISPR | |

Comments:

OK DISPR

CROSSING WARNING NOTIFICATION

| | |
|---|---|
| Subdiv: | Date: |
| Automatic crossing warning device activation failure or disabled at _____ | |
| 1. <input type="checkbox"/> | _____ . Stop and protect movement even if devices are seen to be working. Proceed per Rule 6.32.2, Procedure 1. |
| Automatic crossing warning device false or partial activation at _____ | |
| 2. <input type="checkbox"/> | _____ . Stop and protect movement, unless devices are seen to be working or otherwise instructed. Proceed per Rule 6.32.2, Procedure 2. |
| Passive crossing warning device damaged or missing at _____ | |
| 3. <input type="checkbox"/> | _____ . Stop and protect movement. Proceed per Rule 6.32.2, Procedure 3. |
| Wayside Horn System (WHS) failure at _____ | |
| 4. <input type="checkbox"/> | _____ . Proceed, sounding whistle signal 5.8.2(7) for crossing regardless of WHS indicator status per Rule 6.32.2, Procedure 4. |
| Note: See GCOR 6.32.2(c) for specific protection requirements when equipped Flaggers are present at the crossing. | |
| OK | DISPR |

BNSF Railway — SIGNAL ASPECTS AND INDICATIONS

All signals are subject to modification indicated under individual subdivision special instructions.

DISTANT SIGNALS

Aspects shown in Rules 9.1.3 through 9.1.8 may be displayed with a "D" sign on the signal mast to identify the signal as a distant signal. When a "D" sign is displayed, if train is delayed per Rule 9.9 and Rule 9.9.1 between a distant signal and the next signal, proceed prepared to stop short of the next signal. Absolute signals at automatic switches, outside of block system limits, convey main track distant signal information for the other end of the siding.

BLOCK AND INTERLOCKING SIGNALS

Aspects shown in Rules 9.1.3 through 9.1.8 and 9.1.13 may be displayed on signals with or without a number plate on signal mast.

PTC
Track
Line

| Rule | Aspects of Color Light and Semaphore Signals | Cab Signal Aspects | Name | Indication | PTC Track Line |
|--------|--|--------------------|------------------------------|--|----------------|
| 9.1.3 | | | CLEAR | Proceed. | |
| 9.1.4 | | | APPROACH LIMITED | Proceed prepared to pass next signal not exceeding 60 MPH and be prepared to enter diverging route at prescribed speed. | |
| 9.1.5 | | | ADVANCE APPROACH | Proceed prepared to pass next signal not exceeding 50 MPH and be prepared to enter diverging route at prescribed speed. | |
| 9.1.6 | | | APPROACH MEDIUM | Proceed prepared to pass next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed. | |
| 9.1.7 | | | APPROACH RESTRICTING | Proceed prepared to pass next signal at restricted speed. Freight trains exceeding 30 MPH immediately reduce to that speed. (Note: Speed is 40 MPH for freight trains in PTC Full Enforcement Mode). | |
| 9.1.8 | | | APPROACH | Proceed prepared to stop at next signal. Trains exceeding 30 MPH immediately reduce to that speed. (Note: Speed is 40 MPH for passenger and trains in PTC Full Enforcement Mode). | |
| 9.1.9 | | | DIVERGING CLEAR | Proceed on diverging route not exceeding prescribed speed through turnout. | |
| 9.1.10 | | | DIVERGING APPROACH DIVERGING | Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal not exceeding prescribed speed through turnout. | |
| 9.1.11 | | | DIVERGING APPROACH MEDIUM | Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH. (Note: Speed is 40 MPH for trains in PTC Full Enforcement Mode.) | |
| 9.1.12 | | | DIVERGING APPROACH | Proceed on diverging route not exceeding prescribed speed through turnout; approach next signal prepared to stop. Trains exceeding 30 MPH immediately reduce to that speed. (Note: Speed is 40 MPH for passenger and trains in PTC Full Enforcement Mode.) | |
| 9.1.13 | | | RESTRICTING | Proceed at restricted speed. | |
| 9.1.15 | | | STOP | Stop. | |

**SPECIAL ASPECTS WHICH ARE NOT PART OF
AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS**

| Rule | Aspects | Name | Indication |
|--------|---------|-----------------------|---|
| 9.1.16 | | TAKE SIDING INDICATOR | When illuminated, hand operate switch to enter next siding or to leave siding and enter main track. |
| 9.1.22 | | SLIDE FENCE INDICATOR | When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed. |
| 9.1.23 | | SLIDE FENCE INDICATOR | When flashing, slide fence has not been activated. |
| 9.1.24 | | RESUME SPEED | End of slide fence restriction; resume speed. |
| 9.1.25 | | HIGH WATER INDICATOR | When red or not illuminated, high water may be present; proceed at restricted speed through detection limits identified by timetable. |
| 9.1.26 | | HIGH WATER INDICATOR | When green, no high water has been detected. |

General Signal Instructions

In addition to Rule 9.1 of the General Code of Operating Rules, the following General Signal Instructions apply on BNSF Railway:

- Dwarf signals will display the same aspects and indications as high signals.
- The following symbols are used in diagrams of signal aspects.



To indicate a number plate.



To indicate position of semaphore arm.



To indicate a flashing light.



To indicate grade marker.



To indicate color light signal head.

Wayside Horn System (WHS)



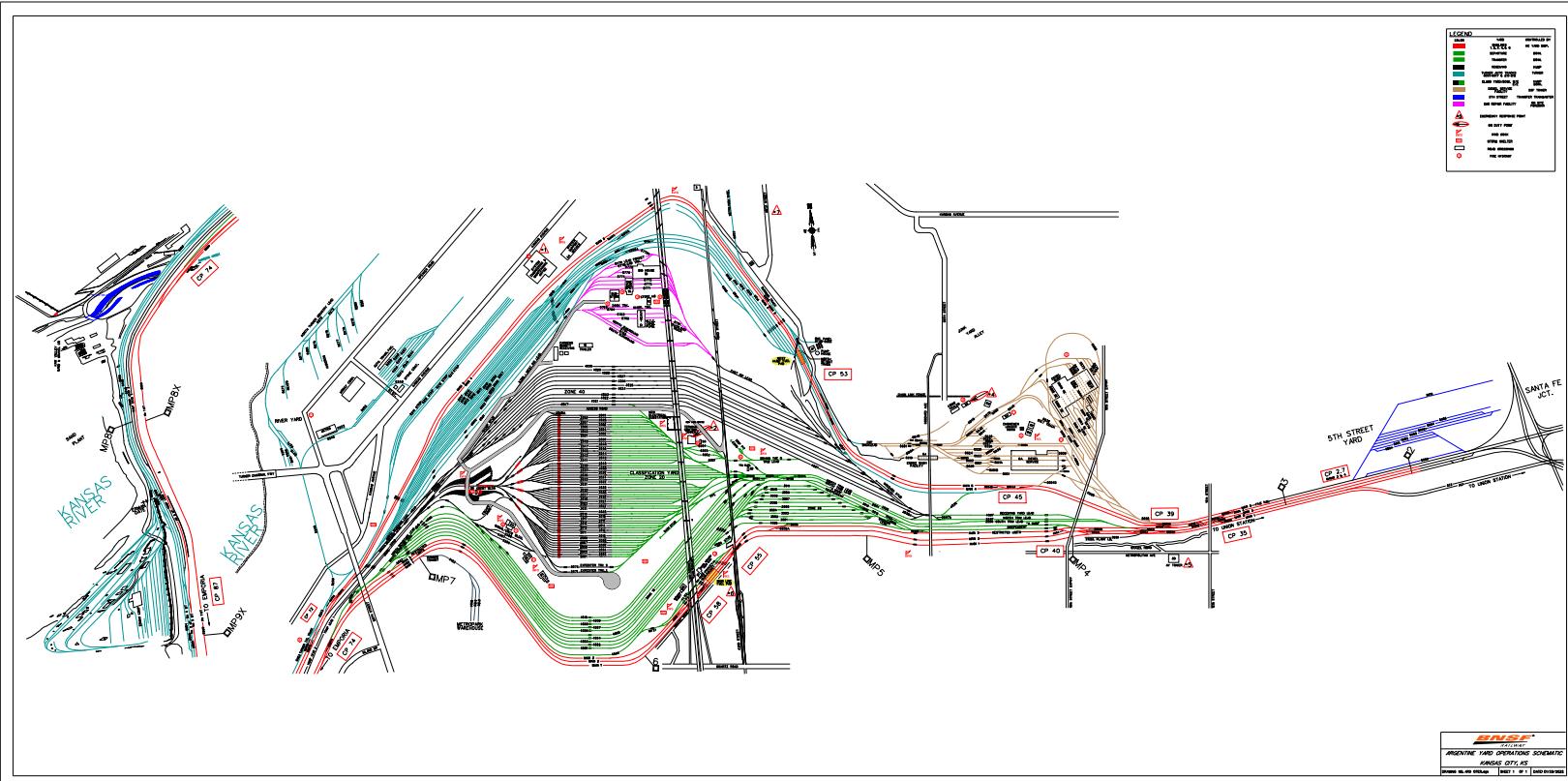
Flashing - operating as intended.



Steady or not illuminated - not operating as intended.

PTC Display Information

| Track Line | | | Track Line Overlays | | |
|------------|--------|-----------------------------------|---------------------|--------|---------------------------|
| Color | Symbol | Description | Color | Symbol | Description |
| Red | | Unauthorized track | Red-hash overlay | | Stop required |
| Yellow | | Authorized speed restricted track | Yellow-hash Overlay | | Restricted Speed |
| Green | | Authorized track | Blue-hash Overlay | | Work Zone (Form B) Limits |
| Grey | | Non-enforcing or unknown track | | | |



MURRAY YARD, MO
St. Joseph Subdivision

Nichols, MO

← Carling, NE

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BNSF
RAILWAY

TRACK NUMBERS:
4 DIGIT NUMBER IS A CLIC (1234)
8 DIGIT NUMBER IS A LINE SEGMENT FOLLOWED BY A CLIC (0001-1234)
* UNKNOWN TRACK NUMBER

REFER TO DIVISION TIMETABLE FOR:
SPECIAL RADIO FREQUENCIES
SPECIAL CONDITIONS (ITEM #7)

FOR ADDITIONAL QUESTIONS ON PHYSICAL CHARACTERISTICS, CONTACT A LOCAL DIVISION MANAGER
EMPLOYEES MUST BE FAMILIAR AND COMPLY WITH ALL GENERAL NOTICES ON TERRITORY WHICH THEY ARE PERFORMING DUTY

— — — BNSF OWNED & MAINT
— — — INDUSTRY OWNED & BNSF MAINT
— — — IND OWNED & MAINT
— — — INDUSTRY (OTHERS) MAINT & BNSF OWNED (LEASE)
— — — NO CLEARANCE - RESTRICTIONS APPLY FOR RIDING EQUIPMENT
— — — DERAIL

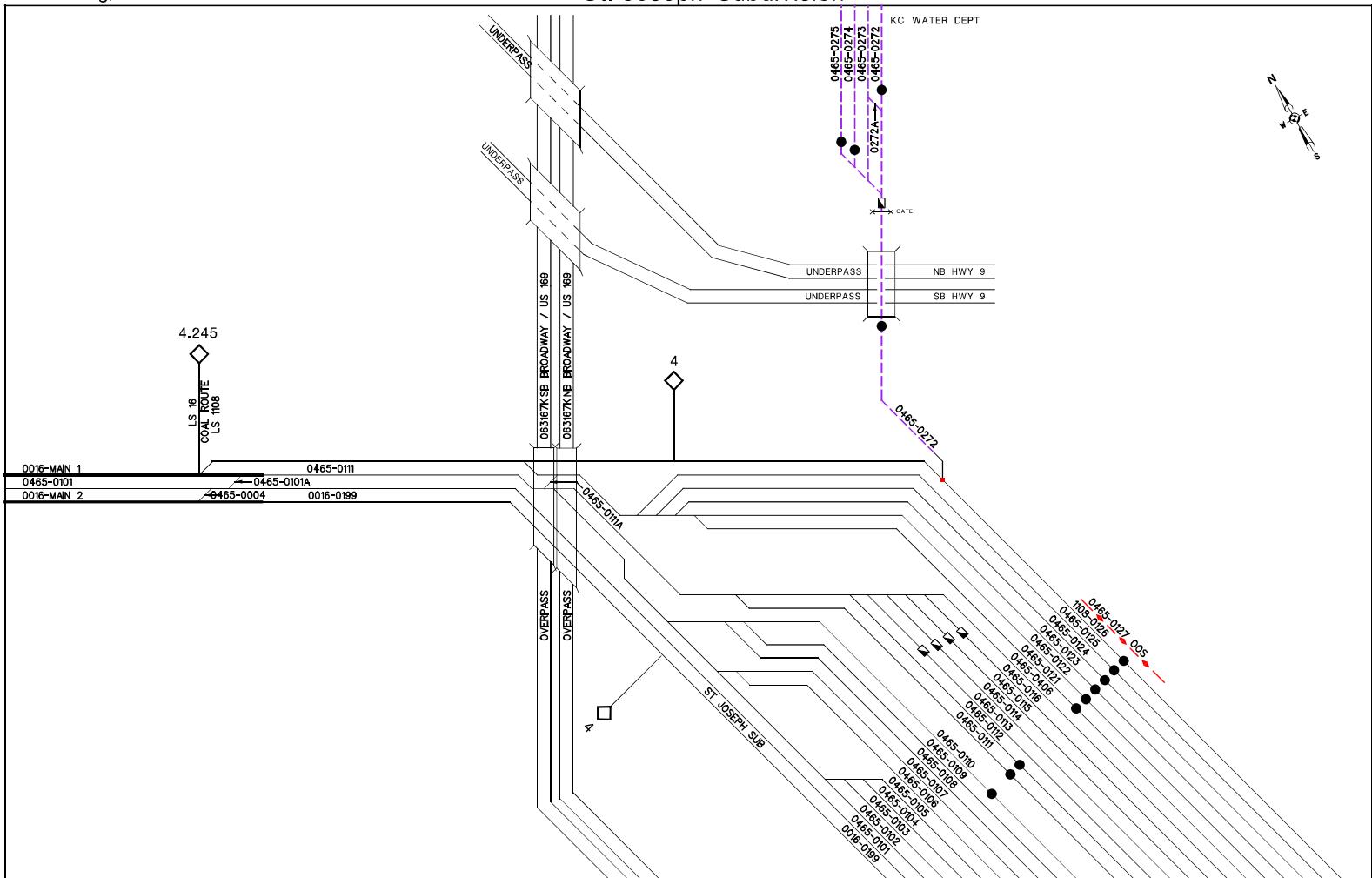
— — — JOINT FACILITIES
— — — TRACKAGE RIGHTS
— — — FOREIGN TRACK

IF PURPLE OTHERS MAINTAIN (NOT BNSF)
IF RED MAINTENANCE BILLABLE TO INDUSTRY

STATION ABBR: KANCMO
FSAC: 28003
REVISED: 1/20/2022
TEAM: *****.DGN
TRK CHT: STJ077.DGN
TEAM PG ***

← Carling, NE

MURRAY YARD, MO
St. Joseph Subdivision



BNSF
RAILWAY

TRACK NUMBERS:
4 DIGIT NUMBER IS A CLIC (1234)
8 DIGIT NUMBER IS A LINE SEGMENT FOLLOWED BY A CLIC (0001-1234)
* UNKNOWN TRACK NUMBER

REFER TO DIVISION TIMETABLE FOR:
SPECIFIC RADIO FREQUENCIES

SPECIAL CONDITIONS (ITEM #7)
FOR ADDITIONAL QUESTIONS ON PHYSICAL CHARACTERISTICS, CONTACT A LOCAL DIVISION MANAGER
EMPLOYEES MUST BE FAMILIAR AND COMPLY WITH ALL GENERAL NOTICES ON TERRITORY WHICH THEY ARE PERFORMING DUTY

The diagram illustrates the rights of way for BNSF and joint facilities. It features a horizontal line with various symbols indicating track ownership and usage:

- Red line:** BNSF OWNED & MAINT
- Red dashed line:** INDUSTRY OWNED & BNSF MAINT
- Black dashed line:** IND OWNED & MAINT
- Black line with dots:** INDUSTRY MAINT & BNSF OWNED (LEASE)
- Black line with dots and a circle:** NO CLEARANCE - RESTRICTIONS APPLY FOR RIDING EQUIPMENT DERAIL
- Black line with a square:** IF PURPLE OTHERS MAINTAIN (NOT BNSF)
- Black line with a red square:** IF RED MAINTENANCE BILLABLE TO INDUSTRY

Legend:

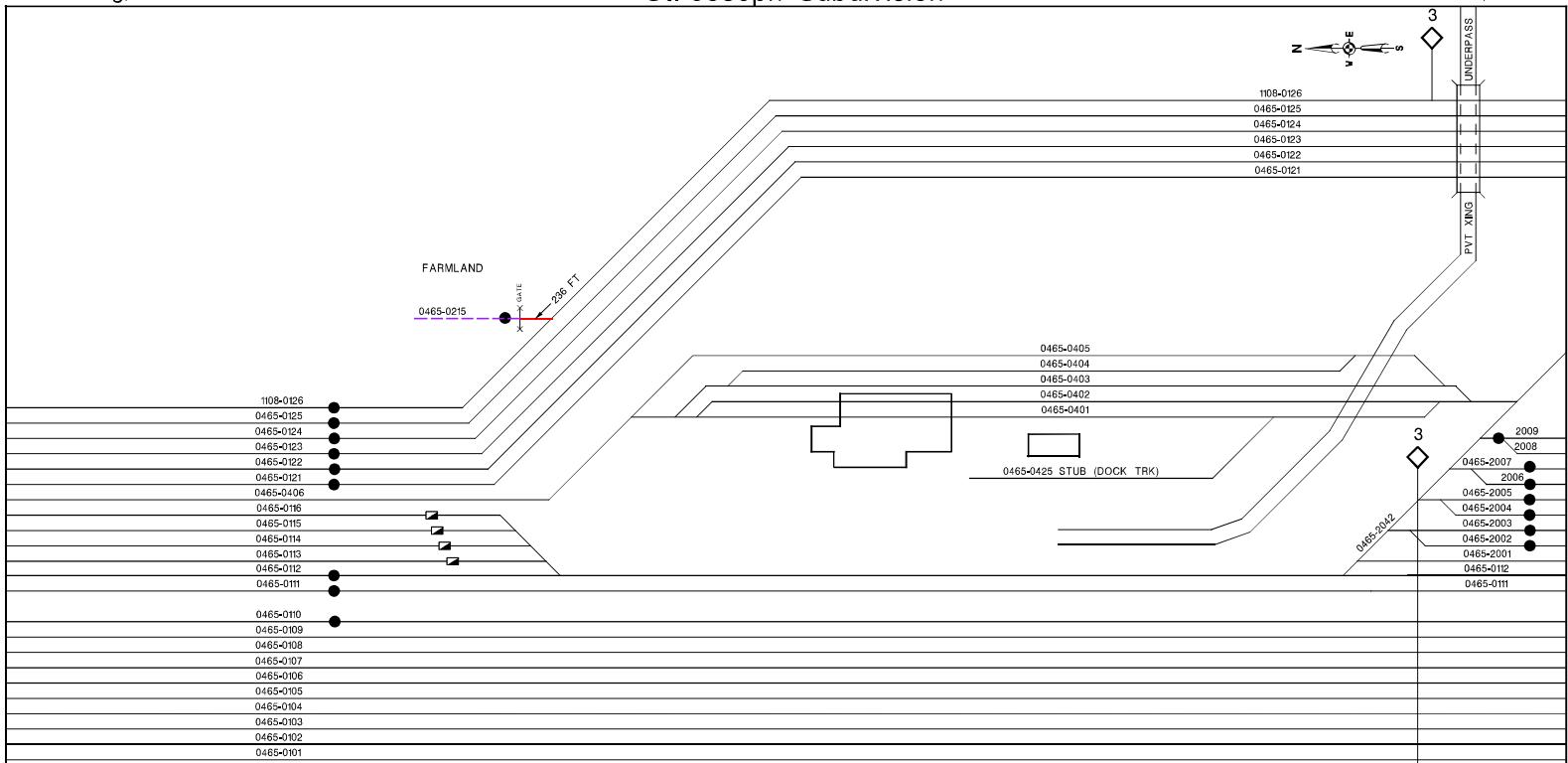
- Red line:** JOINT FACILITIES
- Black dashed line:** TRACKAGE RIGHTS
- Black line with dots:** FOREIGN TRACK

| | | |
|----------|--------------|--------|
| STATION | ABBR: | KANCMO |
| FSAC: | 28003 | |
| REVISED: | 4/20/2020 | |
| TEAM: | MURRO117.DGN | |
| TRK CHT: | STJ078.DGN | |
| TEAM | PG | 117 |

MURRAY YARD, MO
St. Joseph Subdivision

← Carling, NE

Nichols, MO →



NB BROADWAY HIS 160

SB BROADWAY / US 160

BNSF
RAILWAY

TRACK NUMBERS:
4 DIGIT NUMBER IS A CLIC (1234)
8 DIGIT NUMBER IS A LINE SEGMENT FOLLOWED BY A CLIC (0001-1234)
* UNKNOWN TRACK NUMBER

REFER TO DIVISION TIMETABLE FOR:
SPECIFIC RADIO FREQUENCIES
SPECIAL CONVENTIONS, ETC.

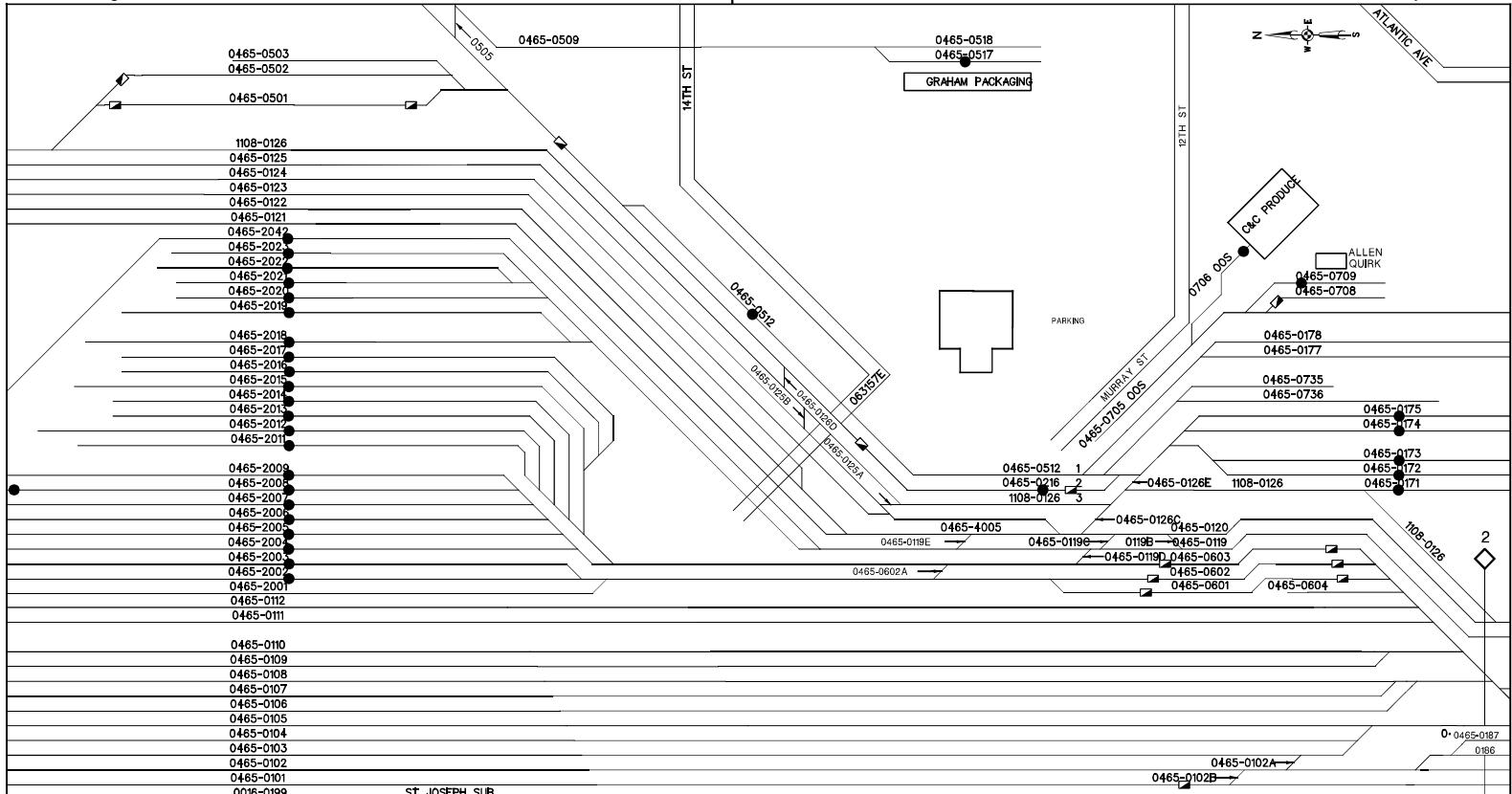
SPECIAL CONDITIONS (ITEM #7)
FOR ADDITIONAL QUESTIONS ON PHYSICAL CHARACTERISTICS, CONTACT A LOCAL DIVISION MANAGER
EMPLOYEES MUST BE FAMILIAR AND COMPLY WITH ALL GENERAL NOTICES ON TERRITORY WHICH THEY ARE PERFORMING DUTY

| | | |
|-------------|--------------|------------|
| STATION | ABBR: | KANCMO |
| FSAC: | 28003 | |
| REVISED: | 12/12/2018 | |
| TEAM: | MURR0119.DGN | |
| TRK | CHT: | STJ079.DGN |
| TEAM PG 119 | | |

MURRAY YARD, MO
St. Joseph Subdivision

← Carling, NE

Kansas City, MO →



BNSF
RAILWAY

TRACK NUMBERS:
4 DIGIT NUMBER IS A CLIC (1234)
8 DIGIT NUMBER IS A LINE SEGMENT FOLLOWED BY A CLIC (0001-1234)
* UNKNOWN TRACK NUMBER

REFER TO DIVISION TIMETABLE FOR:
SPECIFIC RADIO FREQUENCIES

SPECIAL CONDITIONS (ITEM #7)
FOR ADDITIONAL QUESTIONS ON PHYSICAL CHARACTERISTICS, CONTACT A LOCAL DIVISION MANAGER
EMPLOYEES MUST BE FAMILIAR AND COMPLY WITH ALL GENERAL NOTICES ON TERRITORY WHICH THEY ARE PERFORMING DUTY

Legend for rail line ownership and maintenance rights:

- BNSF OWNED & MAINT**: Represented by a solid red line.
- INDUSTRY OWNED & BNSF MAINT**: Represented by a dashed red line.
- IND OWNED & MAINT**: Represented by a dashed black line.
- INDUSTRY MAINT & BNSF OWNED (LEASE)**: Represented by a dashed purple line.
- JOINT FACILITIES**: Represented by a solid grey line.
- TRACKAGE RIGHTS**: Represented by a solid grey line.
- FOREIGN TRACK**: Represented by a solid purple line.

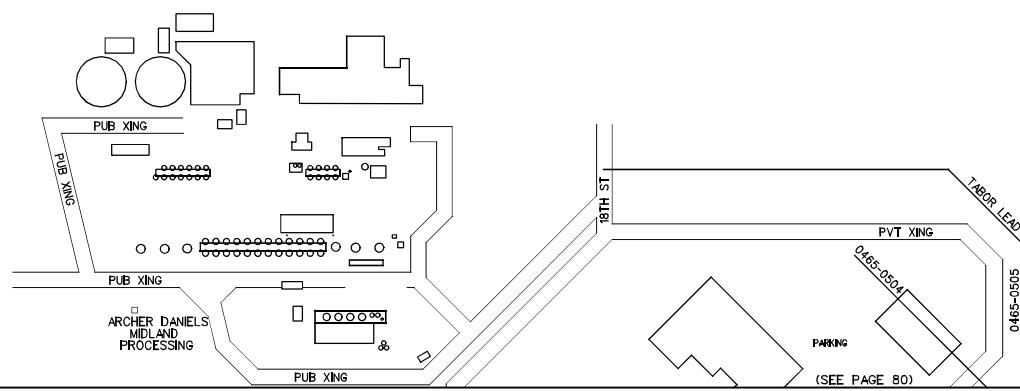
NOTES:

- NO CLEARANCE - RESTRICTIONS APPLY FOR RIDING EQUIPMENT**
- DERAIL**: If **PURPLE** OTHERS MAINTAIN (NOT BNSF), IF **RED** MAINTENANCE BILLABLE TO INDUSTRY

| |
|----------------------|
| STATION ABBR: KANCMO |
| FSAC: 28003 |
| REVISED: 4/20/2020 |
| TEAM: MURR01121.DGN |
| TRK CHT: STJ080.DGN |
| TEAM PG 121 |

MURRAY YARD, MO
St. Joseph Subdivision

81



TRACK NUMBERS:
4 DIGIT NUMBER IS A CLIC (1234)
6 DIGIT NUMBER IS A LINE SEGMENT FOLLOWED BY A CLIC (0001-1234)
* UNKNOWN TRACK NUMBER

REFER TO DIVISION TIMETABLE FOR:
SPECIFIC RADIO FREQUENCIES
SPECIAL CONDITIONS (ITEM #7)

FOR ADDITIONAL QUESTIONS ON PHYSICAL CHARACTERISTICS, CONTACT A LOCAL DIVISION MANAGER
EMPLOYEES MUST BE FAMILIAR AND COMPLY WITH ALL GENERAL NOTICES ON TERRITORY WHICH THEY ARE PERFORMING DUTY

BNSF
RAILWAY

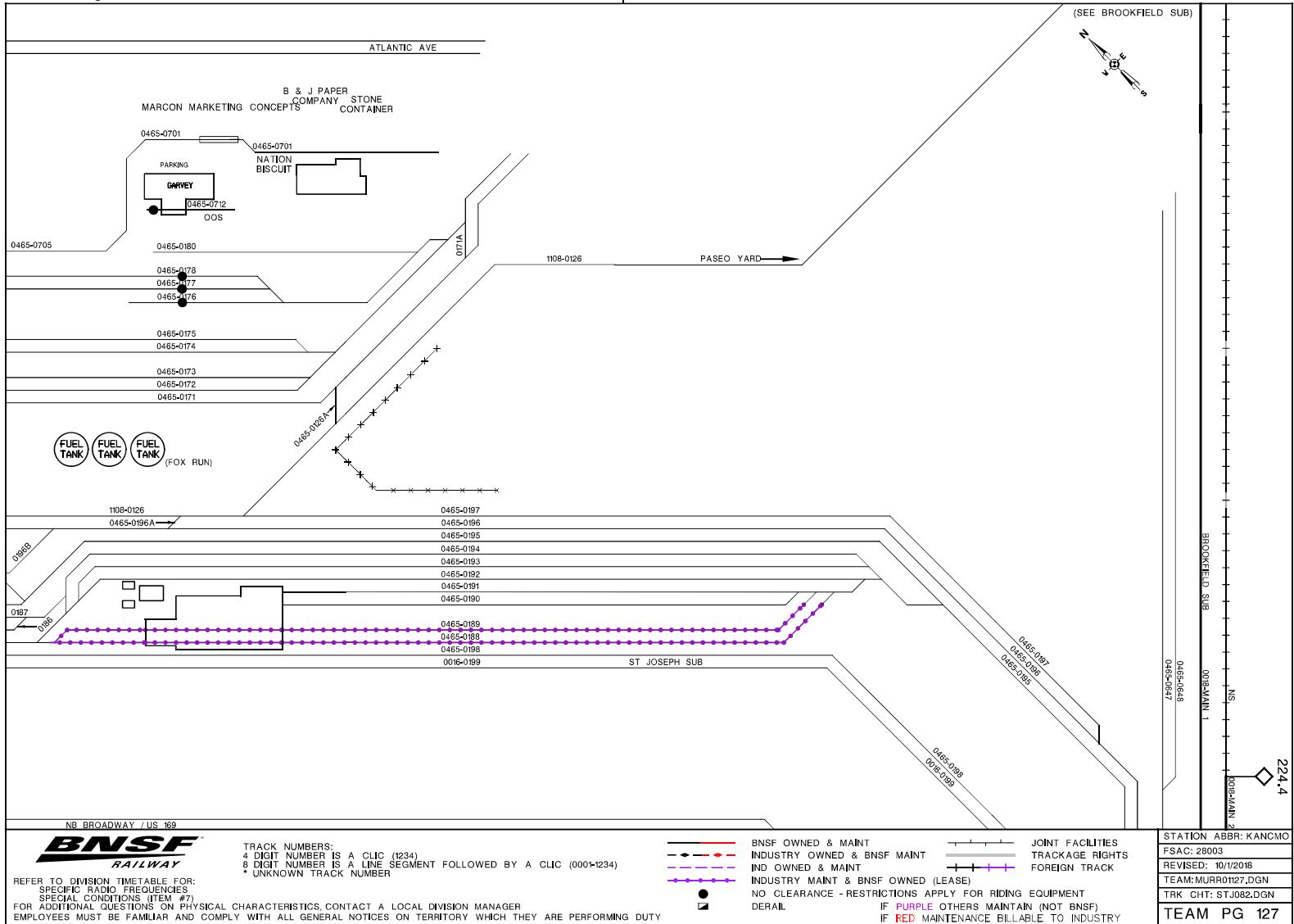
BNSF OWNED & MAINT
INDUSTRY OWNED & BNSF MAINT
IND OWNED & MAINT
INDUSTRY MAINT & BNSF OWNED (LEASE)
NO CLEARANCE - RESTRICTIONS APPLY FOR RIDING EQUIPMENT
DERAIL

JOINT FACILITIES
TRACKAGE RIGHTS
FOREIGN TRACK
IF PURPLE OTHERS MAINTAIN (NOT BNSF)
IF RED MAINTENANCE BILLABLE TO INDUSTRY

| |
|----------------------|
| STATION ABBR: KANCMO |
| FSAC: 28003 |
| REVISED: 5/13/2016 |
| TEAM: MURR05125.DGN |
| TRK CHT: STJ081.DGN |
| TEAM PG 125 |

MURRAY YARD, MO
St. Joseph Subdivision

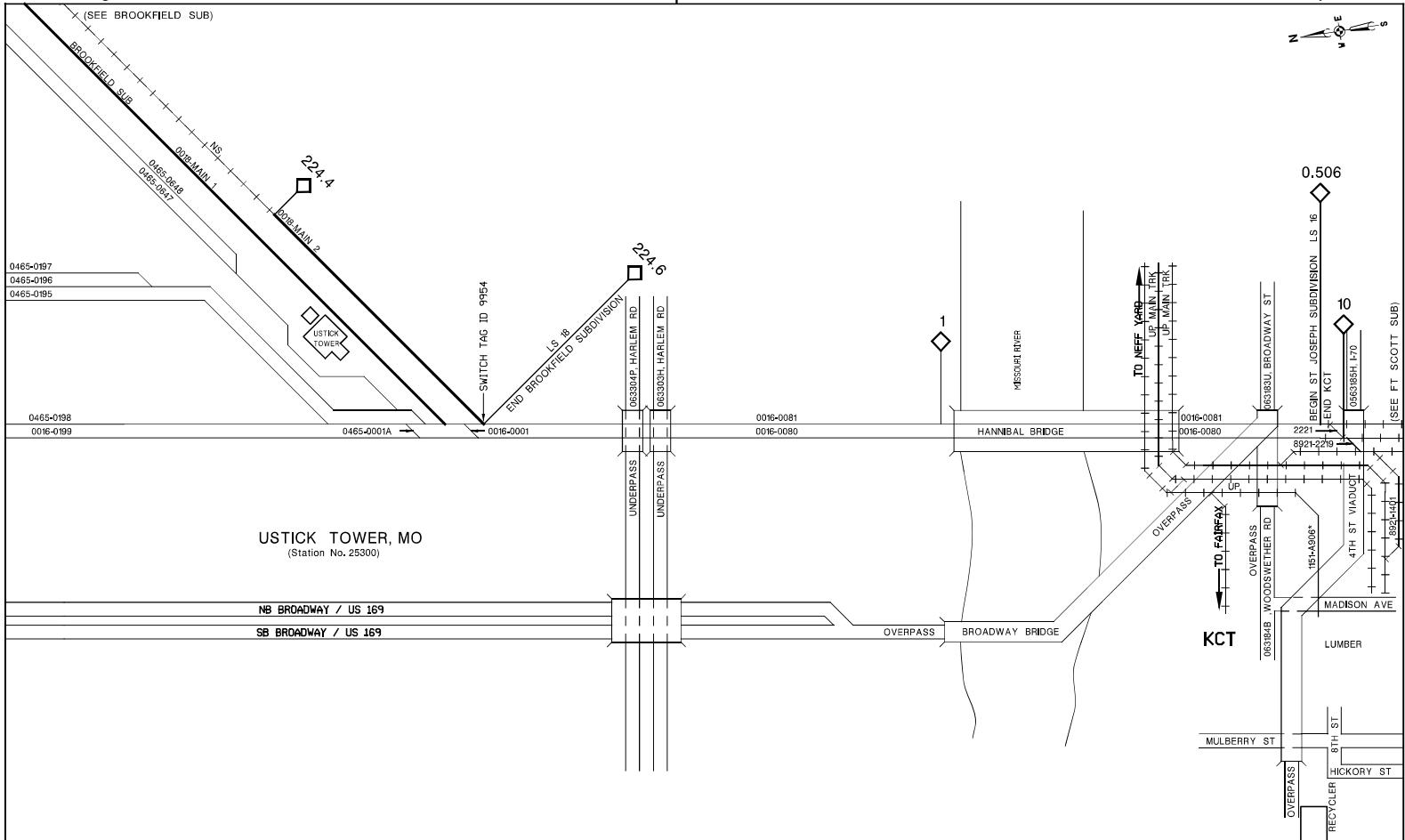
← Carling, NE



MURRAY YARD, MO
St. Joseph Subdivision

Kansas City, MO →

Carling, NE



BNSF
RAILWAY

TRACK NUMBERS:
4 DIGIT NUMBER IS A CLIC (1234)
8 DIGIT NUMBER IS A LINE SEGMENT FOLLOWED BY A CLIC (0001-1234)
* UNKNOWN TRACK NUMBER

REFER TO DIVISION TIMETABLE FOR:
SPECIFIC RADIO FREQUENCIES
SPECIAL CONDITIONS (ITEM #7)
FOR ADDITIONAL INFORMATION ON PHYSICAL CHARACTERISTICS, CONTACT A LOCAL DIVISION MANAGER.
FMQY OWNERS MUST BE FAMILIAR AND COMPLY WITH ALL GENERAL NOTICES ON TERRITORY WHICH THEY ARE PERFORMING DUTY.

Legend:

- Red line:** BNSF OWNED & MAINT
- Black line:** IND OWNED & MAINT
- Blue line:** INDUSTRY MAINT & BNSF OWNED (LEASE)
- Yellow line:** NO CLEARANCE - RESTRICTIONS APPLY FOR RIDING EQUIPMENT
- Green line:** DERAIL
- Red dashed line:** INDUSTRY OWNED & BNSF MAINT
- Black dashed line:** BNSF OWNED & MAINT
- Blue dashed line:** IND OWNED & MAINT
- Yellow dashed line:** NO CLEARANCE - RESTRICTIONS APPLY FOR RIDING EQUIPMENT
- Green dashed line:** DERAIL
- Black dot:** JOINT FACILITIES
- Blue dot:** TRACKAGE RIGHTS
- Green dot:** FOREIGN TRACK

| |
|----------------------|
| STATION ABBR: KANCMO |
| FSAC: 28003 |
| REVISED: 10/2/2018 |
| TEAM: MURR01129.DGN |
| TRK CHT: STJ083.DGN |
| TEAM PG 129 |



Phone Numbers:

Terminal Manager.....816-245-3176
Trainmaster816-245-3183
Drawbridge612-330-4544
MOC East Director612-851-5740
Knoche Trainmaster816-245-3117
Knoche Yardmaster816-245-3188

Table of Contents

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Greater Kansas City Area Operating Instructions

| UT Channel | Station Number | GCOR 4.3 | Method of Operation | SOUTHWARD ↓ | KANSAS CITY SUBDIVISION | | NORTHWARD ↑ | Yard Limits | Siding Length | Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations | Trackside Warning Detector Location |
|------------|----------------|----------|---------------------|----------------|--|---|-------------------------|----------------|---------------|--|-------------------------------------|
| | | | | | STATION PAGE | # Denotes Control Point or Manual Interlocking | | | | | |
| | | | | | | | Mile Post Location | | | | |
| 332-484 | 04664 | B | TWC | YL | 196.1 | (Ottumwa Sub) OTTUMWA | 302.8 | 302.4 to 305.0 | YARD | 318.8 (HBD/WILD) | 345.9 |
| | | | | | | 12.9 | | | | | |
| | 04665 | | | | 183.2 | NSS Blakesburg BLAKESBURG SSS Blakesburg | 315.5 315.7 316.8 | | 6,360 | | |
| | | | | | | 11.2 | | | | | |
| | 04666 | | | | 172.0 | NSS Moravia MORAVIA SSS Moravia | 326.2 326.9 327.4 | | 5,790 | | |
| | | | | | | .9 | | | | | |
| | 04667 | A J M | | | 171.1 | APNC JCT (APNC Crossing) | 327.8 | | | | |
| | | | | | | 22.6 | | | | | |
| | 04669 | | | | 148.5 | SEYMORE | 350.4 | | | | |
| | | | | | | 4.6 | | | | | |
| 346-484 | 04670 | | | | 143.9 | NSS Sewal SEWAL SSS Sewal | 354.1 355.0 356.5 | | 12,000 | 372.4 | 391.7 |
| | | | | | | 11.1 | | | | | |
| | 04671 | | | | 132.8 | NSS Powersville POWERSVILLE | 366.1 366.1 | | 1,100 | | |
| | | | | | | 13.9 | | | | | |
| | 04673 | | | | 118.9 | NSS Newtown NEWTOWN SSS Newtown | 379.2 380.0 381.3 | | 10,200 | | |
| 346-484 | | | | | | 26.0 | | | | | |
| 332-484 | 04677 | J | CTC | 92.9 | # Laredo North LAREDO | 405.1 406.0 | 407.6 | | 12,058 | 414.1 | 434.3 |
| | | | | | # Laredo South | | | | | | |
| | | | | | 8.1 | | | | | | |
| | | | | 84.8 | # CHULA | 414.1 | | | | | |
| | | | | | 8.6 | | | | | | |
| 346-484 | 04678 | J | | 76.2 | # Chillicothe North CHILLICOTHE (Jct MNC) | 421.9 422.7 | | | 5,063 | 454.7 | UP464.1 |
| | | | | | # Chillicothe South | 423.0 | | | | | |
| | | | | | 9.8 | | | | | | |
| | | | | 66.4 | # DAWN | 432.5 | | | | | |
| | | | | | 10.5 | | | | | | |
| 332-484 | 04680 | J X | CTC | 55.9 | # Braymer North BRAYMER | 442.1 443.0 | 443.2 | | 4,911 | 485.2 | |
| | | | | | # Braymer South | | | | | | |
| | | | | | 13.8 | NO 1 | NO 2 | | | | |
| | | | | 42.1 | # POLO (North End 2 MT) (Jct UP) | UP 456.8 | 456.8 | | | | |
| | | | | | 11.5 | | | | | | |
| 346-484 | 04684 | X(2) | | 30.6 | # LAWSON JCT | UP 468.3 | 468.3 | | | | |
| | | | | | 7.8 | | | | | | |
| | 04686 | | | 22.8 | EXCELSIOR SPRINGS | | 476.1 | | | | |
| | | | | | 5.4 | | | | | | |
| | 04688 | X(2) | | 17.4 | # MOSEBY JCT | UP 481.5 | 481.5 | | | | |
| 373-454 | | | | | 7.4 | | | | | | |
| | | | | | Continued Next Page | | | | | | |

Greater Kansas City Area Operating Instructions

| UT Channel | Station Number | GCOR 4.3 | Method of Operation | SOUTHWARD ↓ | KANSAS CITY SUBDIVISION STATION PAGE # Denotes Control Point or Manual Interlocking | NORTHWARD ↑ | Yard Limits | Siding Length | Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations | Trackside Warning Detector Location |
|------------|----------------|----------|---------------------|----------------|---|-------------------------|-------------|---------------|--|--|
| | | | | | | | | | | |
| 373-454 | 04689 | CTC | IJ X | 10.0 | Liberty North LIBERTY Liberty South | 488.1 488.9 489.2 | 5,050 | YARD | | |
| | | | | 5.5 | | | | | | |
| | | | | 4.4 | # BIRMINGHAM (NS Crossing) | 494.4 | | | | |
| | | | | .2 | | | | | | |
| | | | | 4.2 | # MINNEVILLE | 494.6 | | | | |
| | | | | | 2.4 | | | | | |
| | | | | 1.8 | (South End 2 MT) # DRAWBRIDGE (North End 2 MT) | 497.1 | | | | |
| | | | | | 1.5 | | | | | |
| | | | | 0.3 | # FREIGHTLINE JCT | 498.6 | | | | |
| | | | | | 0.3 | | | | | |
| 373-454 | 04690 | I | J | | JOINT AGENCY | | YARD | | | |
| | | | | 0.0 | # AIRLINE JCT (Jct KCS) | 498.9 | | | | |

| MAXIMUM SPEED | MPH |
|---|------------|
| Exceptions: | 60 |
| MP 302.8 – MP 305.0..... | 20 |
| MP 305.0 – MP 327.8..... | 40 |
| MP 327.8 over APNC Crossing | 40 |
| MP 327.9 – MP 456.7..... | 40 |
| Key Trains | |
| MP 475.0 – MP 481.5 No 2 MT | 40 |
| MP UP 473.8 – MP UP 481.4 No 1 MT | 40 |
| MP 481.5 – MP 494.0..... | 40 |
| No.1 Main Track | |
| MP 494.0 – MP 498.8..... | 25 |
| No. 2 Main Track | |
| MP 456.7 – MP 457.2..... | 40 |
| MP 468.3 – MP 481.5..... | 50 |
| MP 494.0 – MP 498.8..... | 25 |
| UP SIDING | |
| MP 456.7 – MP 456.8..... | 10 |
| MP 456.8 (N XO SWT UP SIDING) – | |
| MP 456.85 (UP CONNECTION SWT NO 2 Track)... | 40 |
| Polo through North crossover | 40 |
| Polo through South crossovers | 25 |
| Lawson Jct through Crossover..... | 10 |
| Moseby Jct. through North Crossover..... | 40 |
| Moseby Jct. through South Crossover | 20 |
| Laredo through turnouts and on siding..... | 25 |
| Drawbridge through North and South Crossovers .. | 25 |
| Air Line Jct. Over Air Line Switch | 15 |

MPH

TrAM Area 2 Locations

All mixed trains (excluding 100 series) in excess of 18,000 tons are restricted to 25

Loaded unit trains

Loaded unit trains carrying crude oil or ethanol are restricted to 30 MPH in non-signaled territory not equipped with a Broken Rail Detection System.

Unless lower speed is prescribed.

Once equipped, territories with a Broken Rail Detection System will be identified by bulletin.

Cold Weather Speed Restrictions

Temperature -15 degrees F or colder

Entire Sub 35

Temperature below minus -22 degrees F

Entire Sub 30

Unless a more restrictive speed is in effect.

Speed Test Sections

MP 307 – MP 310

MP 490 – MP 493

Greater Kansas City Area Operating Instructions

Radio Channels

| | AAR | Dispr Call In |
|---------------------------------|-----------------------|---------------|
| UT Channel | Refer to Station Page | |
| Road- Ottumwa to Laredo | 044-044 | 1 |
| Road – Laredo to Airline Jct. | 044-044 | 1 |
| Yard | 088-088 | 7 |
| Ottumwa Yard | 065-065 | 7 |
| Knoche Yard Switching | 063-063 | |
| NS Control Opr Birmingham | 018-018 | 355 |
| Engineering Service Reliability | | 3 |
| Diesel Specialist | | 5 |
| PTC Help Desk | | 8 |
| Emergency | | 911 |

Telephone

KC Joint Agency Yardmaster.....816-245-3188
 KCT Chief Dispatcher913-551-2179
 KCT Traffic Control Dispatcher East.....913-551-2187
 NS KN Operator, Birmingham816-842-5967

Yard Limits

| South MP | North MP |
|-----------------------------|----------|
| Ottumwa (Ottumwa Sub) | 302.4 |
| 305.0 | Ottumwa |

Positive Train Control (PTC)

PTC is in effect on the Kansas City Sub

Track Bulletins

UP Trains between Polo and Airline Jct.

Southward UP trains must obtain TGBO at Des Moines. Northward trains must obtain TGBO at the originating terminal, unless otherwise instructed.

TrAM Area

The Kansas City Sub is:

TrAM Area 1 between MP 302.8 and MP 405.1.
 TrAM Area 2 between MP 405.1 and MP 498.8.

Block System

Centralized Traffic Control is in use between Laredo and Airline Jct.

Movement Authority

Track Warrant Control is in use between Ottumwa and to Laredo North.

Main Track Designation

Two main tracks are in use between Polo and Airline Jct, except over Drawbridge. Beginning at the west, the main tracks are numbered 1 and 2.

Interlocking

Automatic Interlocking - APNC JCT. To enter CPKC main track within automatic interlocking limits, employees must not open the case door or unlock electrically locked switch without Track Warrant authority from CPKC Operations Supervisor.

Employees must not operate Maintenance of Way Lock Box without permission from CPKC Operations Supervisor.

Birmingham - Manual interlocking under the control of the NS KN Tower control operator.

Drawbridge - Manual interlocking at MP 497.0 under the control of the CPKC Operation Supervisor.

Equipment Restrictions

Kansas City Terminal: Close clearance in East Yard (EYD) track 100 (short 1) – south side only, track 101 (1 track) – north and south side and track 102 (2 track) – north side only, will not clear man on side of equipment.

Switch Information

Liberty - The inside switch at the South end of the Center siding must be lined and locked for movement onto the NO 2 Main Track. The inside switch at the North end of the Center siding must be lined and locked for movement onto the NO 1 Main Track.

The following main track switches may be left lined and locked in either position:

Ottumwa - North switch at Quincy Street

Electric Locks or Governing Signals

| Location | Mile Post | Location of Switch |
|-------------------|-----------|--------------------------------------|
| APNC Interlocking | 327.95 | APNC Jct. North Transfer Switch (EL) |
| Excelsior Springs | 474.2 | N end Italian Pasta Co (EL) |
| Excelsior Springs | 474.8 | S end Italian Pasta Co (EL) |
| Liberty | 488.0 | N end of Center Siding trk (GS) |
| Liberty | 488.8 | N end of House trk (EL) |
| Liberty | 488.8 | S end of Center Siding trk (GS) |

Trackside Warning Detectors

| Mile Post | Type of Detector | Call Back |
|-----------|------------------|------------------------------|
| 318.8 | HBD/DED/WILD | #318855 |
| 345.9 | HBD/DED | #345955 |
| 372.4 | HBD/DED | #372455 |
| 391.7 | HBD/DED | #391755 |
| 414.1 | HBD/DED | #414155 |
| 434.3 | HBD/DED | #434355 |
| 454.7 | HBD/DED | #454755 |
| 464.1 | HBD/DED | N/A |
| 485.2 | HBD/DED | MT 1 #485266 MT 2 #485244 |

Greater Kansas City Area Operating Instructions

Bad Order Set Out Tracks

Bad order cars should be spotted between fluorescent yellow paint marks.

Laredo – MP 405 Spot on MFA track

Harris – MP 384 House track spot between buildings.

Powersville – MP 366 North end of siding.

Blakesburg – MP 316 House track south switch.

Chula – MP 413 House track and old siding-south switch only.

Chillicothe – MP 422.6 Number 3 track next to Jackson Street.

Braymer – MP 443.2 House track south switch only.

Moseby – MP 480.8 Moseby Siding.

Liberty – MP 489 Spot car on house track on level track. North switch only.

Other Tracks Not Shown as Stations

| Station Number | Location | Mile Post | Switch at |
|----------------|----------|-----------|-----------|
| 04672 | Lucerne | 372.4 | Both ends |
| 04674 | Harris | 383.9 | North end |

General Information

Ottumwa - BNSF crews using CP track must monitor the CP road channel 044-044.

Laredo - Elevator track numbers 1, 2 and MFA track only are in service. No loaded cars may be placed on No. 2 Track. Due to close clearance crews must not ride sides of cars between 1 and 2 tracks when cars are located on those tracks.

Laredo - When using the inside crossover switch for track protection while working on the Stub track at Laredo, you must contact the Dispatcher and inform them that you will be lining the switch for protection account of the switch, when thrown reverse, will give a track occupancy indication on the Dispatchers computer. Once the switch is no longer needed for protection, it must be lined back for the stub track to yard track movement.

Lucerne - Premium Standard Farms (PSF) is designated a REMOTE-CONTROL ZONE (RCZ). CP crews must contact PSF on radio channel AAR 044-044 for permission to enter the RCZ. When work is completed and are clear of the RCZ, they will notify PSF.

If unable to contact PSF by radio, notify the Operations Supervisor and request Customer Service contact PSF.

Knoche Yard - Employees are required to have a current copy of the Greater Kansas City Operating Instructions.

---END---

Greater Kansas City Area Operating Instructions

| Station Number | GCOR 4.3 | Method of Operation | NORTHWARD ↑ Distance From Kansas City | PITTSBURG SUBDIVISION | | SOUTHWARD ↓ Mile Post Location | Yard Limits | Siding Length | Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations | Trackside Warning Detector Location |
|----------------|----------|---------------------|---|---|------------------------------|--------------------------------------|----------------------------------|----------------------------------|--|-------------------------------------|
| | | | | STATION PAGE | | | | | | |
| 0004 | B C T | YL | 0.0 | (Jct. KCT) KANSAS CITY (2MT) # West Wye | | 3.7 5.0 | N MT MP 1.1 – MP 5.0 | S MT MP 1.3 – MP 5.0 | | |
| | | | | 1.4 | | | | | | |
| | | | 1.4 | # AIRLINE JCT. | 5.1 | | | | | |
| | | | | 0.3 | | | | | | |
| | | | 1.7 | # UP RRX | 5.4 | | | | | |
| | | | | 0.1 | | | | | | |
| | | | 1.8 | # MALONE JCT. | 5.5 | | | | | |
| | | | | 0.4 | | | | | | |
| | | | 2.2 | # KCS JCT. (Signal 84R) | 5.9 | | | | | |
| | | | | 0.2 | | | | | | |
| | | | 2.4 | KCS RRX (2) | 6.1 | | | | | |
| | | | | 0.2 | | | | | | |
| | | | 2.6 | # KCS JCT. (Signal 98L) | 6.3 | | | | | |
| | | | | 1.8 | | | | | | |
| 0009 | | | 4.4 | # Blue Valley North BLUE VALLEY # Blue Valley South | 8.1 8.1 9.8 | | | 8,342 | | 12.1 |
| | | | | 15.4 | | | | | | 15.1 |
| 0023 | | | 19.8 | # Grandview North GRANDVIEW # IFG North | 23.3 23.5 25.3 | | | | | |
| | | | | 2.2 | | | | | | |
| | | | 22.0 | # CP 25 | 25.7 | | | | | |
| | | | | 2.8 | | | | | | |
| 0027 | W | CTC | 24.8 | INT. FREIGHT GATEWAY # Grandview South | 28.5 28.7 | | | | | 31.0 |
| | | | | 4.3 | | | | | | |
| 0033 | | | 29.1 | # Jaudon North JAUDON # Jaudon South | 32.5 32.7 34.2 | | | 8,480 | | 46.1 |
| | | | | 20.4 | | | | | | |
| 0053 | | | 49.5 | # Drexel North DREXEL # Drexel South | 50.9 53.1 53.1 | | | 11,285 | | 58.4 |
| | | | | 9.3 | | | | | | |
| 0062 | T | | 58.8 | # Amsterdam North # Amsterdam Wye (N Leg) AMSTERDAM # Amsterdam South | 61.3 61.6 62.4 62.7 | | | 6,792 | | 67.8 |
| | | | | 18.3 | | | | | | 68.8 |
| 0081 | | | 77.1 | # Hume North HUME # Hume South | 79.9 80.7 81.5 | | | 7,541 | | 77.6 |
| | | | | 18.2 | | | | | | |
| 0099 | | | 95.3 | # Eve North EVE # Eve South | 97.9 98.9 100.0 | | | 10,214 | | 86.8 |
| | | | | 15.7 | | | | | | 89.4 |
| | | | 111.0 | BNSF RRX | 114.6 | | | | | 95.2 |
| | | | | 3.5 | | | | | | |
| | | | | Continued next page | | | | 12,397 | | 110.4 |

Greater Kansas City Area Operating Instructions

| Station Number | GCOR 4.3 | Method of Operation | NORTHWARD ↑ Distance From Kansas City | PITTSBURG SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking | SOUTHWARD ↓ Mile Post Location | Yard Limits | Siding Length | Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations | Trackside Warning Detector Location |
|----------------|----------|---------------------|---|---|--------------------------------------|---------------------------------------|---------------------------------------|--|-------------------------------------|
| | | | | | | | | | |
| 0118 | | CTC | 3.5 | # Mulberry North MULBERRY # Mulberry South | 115.9 118.1 118.4 | 12,397 | | | 124.9 |
| | | | 114.5 | | | | | | |
| | | | 10.1 | | | | | | |
| 0258 | B C T | YL | 124.6 | # Pittsburg North PITTSBURG (2 MT) (Heavener Sub) | 126.8 128.2 | MT NO 1 (E) MP 126.8 – MP 128.8 | MT NO 2 (W) MP 126.8 – MP 128.8 | | |

MAXIMUM SPEED MPH **59**

Exceptions:

| | |
|--|--------|
| MP 1.1 – MP 5.0 Zero Track | 15 |
| MP 1.1 – MP 5.0 Tracks 901 - 902 | 15 |
| MP 1.3 – MP 5.0 South MT | 15 |
| MP 2.8 – MP 5.0 Track 903 | 15 |
| MP 5.0 – MP 5.4 | 15 |
| MP 5.4 – MP 6.3 | 25 |
| MP 6.3 – MP 11.4 | 40 |
| MP 11.4 – MP 23.3 | 45 |
| MP 23.3 – MP 23.5 MT 2 | 45 |
| MP 23.3 – MP 28.7 MT 1 | 40 |
| MP 37.3 – MP 42.2 | 45 |
| MP 42.2 – MP 49.2 | 55 |
| MP 56.6 – MP 57.0 | 50 |
| MP 72.1 – MP 73.4 | 45 |
| MP 91.4 – MP 92.0 | 50 |
| MP 114.5 – MP 114.6 | 40 |
| MP 126.8 – MP 128.8 NO 1 MT | 20 |
| MP 126.8 – MP 128.8 NO 2 MT | HER 20 |
| All Switches and Sidings unless listed below | 10 |

KEY Trains

| | |
|-------------------|----|
| MP 11.4 – MP 42.9 | 40 |
|-------------------|----|

Turnouts and Sidings

| | |
|--|----|
| Blue Valley, North IFG | 30 |
| Jaudon, Drexel, Amsterdam, Hume, Eve, Mulberry & Pittsburg North End | 20 |
| North Grandview and South Grandview | 40 |
| CP25 XO's | 40 |
| Kansas City Terminal Tracks | |

Zone 4

| | |
|-------------------------------------|----|
| Tracks 001-0021, 92-94, 98, 125-132 | |
| Tracks including Turnouts | 15 |
| Crossover | 10 |

Zone 5 MPH

| | |
|---|----|
| Tracks 041-042, 097-098, 100-122, 201-202 | |
| Tracks including Turnouts | 15 |
| Crossover | 10 |

Grandview & IFG

Zone 1 & 12 Track 601

| | |
|--------------------------|----|
| Track including Turnouts | 15 |
| Crossover | 15 |

Zone 12

Tracks 401 – 405, 602, 701 & 800

| | |
|--------------------------|----|
| Track including Turnouts | 15 |
| Crossover | 15 |

Heavy Load Restriction

| | |
|---|----|
| Eight axle cars with and gross weight of 132 – 263 Tons | |
| MP 73.2 | 25 |

Tons per Operative Brake

| | |
|--|--------|
| When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake. | |
| Over 150 | 45 MPH |

Radio Channels

| | AAR | Dispr Call In |
|------------------------|---------|---------------|
| Road | 010-010 | |
| Pittsburg Yard | 010-010 | |
| Switching | | |
| Yardmaster | 064-064 | |
| Knoche Yard | 063-063 | |
| Switching | | |
| KCT East | 060-060 | 187 |
| KCT West | 060-060 | 188 |
| BNSF KC | 036-036 | |
| BNSF Murray Yard | 066-066 | |
| Disp. | 016-010 | 1 |
| Critical Incident Desk | 016-010 | 3 |

Greater Kansas City Area Operating Instructions

TrAM Area

The Pittsburg Sub is TrAM Area 1.

Block System

Centralized Traffic Control (CTC) is in use between Kansas City and Pittsburg.

Main Track Designation

Two main tracks are in use at Pittsburg and Kansas City.

Between MP 3.7 and MP 6.3, trains are dispatched by the KCT.

Positive Train Control (PTC)

PTC is in effect on the Pittsburg Sub.

Yard Limits

| North MP | South MP |
|----------|-------------------------|
| 1.1 | North Main 5.0 |
| 1.3 | South Main 5.0 |
| 126.8 | NO 1 (E) MT 128.8 |
| 126.8 | NO 2 (W) MT 128.8 |

Pittsburg Yard Limits

Within Yard Limits at Pittsburg, permission must be obtained from the Train Dispatcher to enter the No. 1 and No. 2 Main Tracks. Upon clearing these main tracks, they must be released back to the Train Dispatcher.

Interlockings/Control Points

AUTOMATIC INTERLOCKING APPROACH

LOCATIONS (MT and Siding, if applicable)

- BNSF RRX at MP 114.6
- NWD Approach: MP 120.66
- SWD Approach: MP 109.00

Equipment Restrictions

Six Axle Locomotives Prohibited from Operating On The Following Tracks:

- Knoche Yard
- Tracks 429
- Tracks 430 and 431 East of the Car Shop
- Track 700 (Industrial Lead) North of Front Street
- Zone 5, Track 412 (Mechanical Expedite)
- Old BN Connection (Grandview) – MP 23.1

Electric Locks

| Station | MP | Location of switch |
|---------------|------|-------------------------------|
| Blue Valley | 10.0 | Midwest Locomotive |
| Grandview | 23.1 | BN Connection |
| Grandview | 24.8 | American Ingredients |
| Grandview | 25.0 | Grandview S. Ind. Lead |
| IFG Crossover | 27.7 | IFG Crossover |
| IFG Crossover | 28.2 | South IFG Yard Lead Crossover |

Trackside Warning Detectors

| Mile Post | Type of Detector | Call Back |
|-----------|---|-----------|
| 12.1 | DED | #88 |
| 15.1 | HBD/DED | |
| 31.0 | HBD/DED | |
| 46.1 | HBD/DED | |
| 58.4 | HBD/DED | |
| 67.8 | Wheel Impact/Hunting Truck/Imbalanced Load/Machine Vision | |
| 68.8 | HBD/DED (C) (S) | #88 |
| 77.6 | HBD/DED (C) (N) & (S) | |
| 86.8 | HBD/DED | |
| 89.4 | HBD/DED | |
| 95.2 | HBD/DED/Oversized Load (C) (N) & (S) | |
| 110.4 | HBD/DED/Oversized Load (C) (N) | |
| 124.9 | HBD/DED | |

Other Tracks Not Shown as Stations (Business Tracks)

| Name | DOE | MP | Footage |
|-----------------------------|-----|-------|---------|
| Midwest Locomotive | S | 10.0 | 1,500 |
| BN Connection | N | 23.1 | 1,500 |
| Grandview Team Track + | N | 23.9 | 1,722 |
| American Ingredients | N | 24.8 | 1,525 |
| Grandview South Ind. Lead + | S | 25.0 | 3,100 |
| North IFG-IFG 601 | S | 25.2 | 18,229 |
| IFG Crossover | S | 27.7 | XO |
| South IFG-IFG 601 | N | 28.6 | 18,229 |
| Cleveland | N | 39.0 | 800 |
| Drexel Team Track | S | 53.0 | 1,471 |
| N.L. KCPL-Amsterdam + | S | 61.6 | 838 |
| S.L. KCPL-Amsterdam + | N | 61.9 | 842 |
| Amsterdam Team Track + | S | 62.2 | 1,541 |
| Amsterdam Team Track + | N | 62.5 | 1,541 |
| Amoret | S | 68.7 | 900 |
| Hume Team Track + | S | 80.7 | 2,766 |
| Hume Team Track + | N | 81.3 | 2,766 |
| Richards | S | 93.3 | 720 |
| Eve Team Track + | S | 98.2 | 1,170 |
| Eve Team Track + | N | 98.5 | 665 |
| Oskaloosa | N | 112.3 | 630 |
| Mulberry Team Track + | N | 118.2 | 580 |

+ Indicates Connected to Siding

General Information

Trains Departing Kansas City

CPKC southward trains will contact the yardmaster for permission to depart. Once permission from yardmaster is granted, train will then contact CPKC dispatcher for permission to enter CPKC dispatched Main Track at KCS JCT. Once permission is received from CPKC dispatcher, the train is to contact KCT East dispatcher and report the following: Train ID; Locomotive number; total number of cars; tonnage; footage (including locomotives); from location (e.g., 902) and to location (e.g., CPKC Main Track).

Greater Kansas City Area Operating Instructions

Trains Departing Kansas City Off the KCT Main Track

CPKC southward trains departing off the KCT Main Track (aka bridge 19 meets) after reporting to KCT that crew is on train. Crew will contact CPKC dispatcher for permission to enter CPKC Main Track at KCS Jct. If unable to contact either CPKC or KCT dispatcher call CPKC Yardmaster and report situation.

Trains Arriving Kansas City

- The crew must contact KCT East dispatcher to enter KCT track. The crew will inform the KCT East dispatcher of the following: Train ID; Locomotive number; total number of cars (loads, empties) tonnage; footage (including locomotives); from location (e.g., Blue Valley) and to location (e.g. Knoche, BNSF Murray yard, etc.)

All trains and locomotives entering Kansas City yard limits must operate on radio channel 064-064. Prior to entering Kansas City yard limits, you must contact the yardmaster for instructions and to ascertain route is clear. Do not foul the west end of any track at East Kansas City yard until receiving permission from the yardmaster.

Industrial lead must have a minimum of two cars coupled together south of Front Street when leaving equipment unattended.

Close Clearances not otherwise specified in the timetable are designated by Close Clearance Signs, crews are to use caution when handling equipment at any location where close clearances may exist.

CPKC crews operating on Kansas City Terminal trackage will use KCT Channel 060-060.

While operating on trackage of foreign lines in the Kansas City area, all employees will be governed by the current edition of the Greater Kansas City Operating Rules and Special Instructions.

When operating solid over-the-road trains from the CPKC to BNSF, the following will govern:

- When a train is routed via the Kansas City Terminal Railway, notify the Kansas City Tower of the arriving and departure time at KCS junction.
- Notify the Kansas City Tower when arriving Airline Junction to obtain a route and clearance to the BNSF.
- Notify the Kansas City Tower when arriving on the KCT Bluff Track, and again when departing the KCT Bluff Track.
- When arriving Harlem Street or Ustic Tower, call the Kansas City Tower to request transportation from the BNSF yard and advise the delivery time.
- Any delay in excess of fifteen minutes en route to the BNSF must be reported at once to the Kansas City Yardmaster. If delay continues, a status report must be made every fifteen minutes to permit supervisors to handle.

Maintenance of Way employees desiring to perform track work on the main track between MP 5.0 and MP 6.3 must obtain permission from the KCT Operator.

Kansas City Terminal

Close clearance in East Yard (EYD) track 100 (short 1) – south side only, track 101 (1 track) – north and south side and track 102 (2 track) – north side only, will not clear man on side of equipment.

The group of tracks 4 through 20 within Knoche Yard is designated as bowl tracks, tracks 4 through 20 must be secured with three hand brakes on each track. Crews must leave behind the three cars with hand brakes unless otherwise directed by the Knoche Yardmaster.

Industrial lead switch must be left lined for 903 when not in use. West end of the service track must be lined for 902 when not in use.

Road crews departing the service track will operate on radio channel 064-064 within the Kansas City yard limits (Knoche Yard) until train is released and departing yard limits.

Crews delivering trains to foreign line carriers will use radio channel 064-064 to contact the yardmaster to arrange transportation.

Bulk commodity trains do not use the crossover 901 to the north Main Track at Kansas Avenue.

Unit oil trains are restricted to Tracks 901, 902 and 903.

Remote Operations:

The Kansas City Joint Agency Yard has been established as a Remote-Control Operating Area.

A Remote-Control Zone is established in the Kansas City Joint Agency Yard on the work lead between the East G.I. Track switch extending Eastward to the Eastbound clearance point of the track 125 switch. This zone shall be identified as RCZ 1.

A Remote-Control Zone is established in the Kansas City Joint Agency Yard on the work lead between the Eastbound clearance point of the track 125-switch extending Eastward to the clearance point of the Zero Track switch. This zone shall be identified as RCZ 2.

A Remote-Control Zone is established in the Kansas City Joint Agency Yard on Zero Track between the work lead/ west crossover switch extending Eastward to the clearance point of the Tail Track switch. This zone shall be identified as RCZ 3.

Drexel

When possible, southward trains stop at least 720 feet north of Pine Street, MP 53.0, when leaving train unattended, waiting for signal indication or waiting to meet opposing train.

Greater Kansas City Area Operating Instructions

Amsterdam

A dual control derail is installed at the clearance point of the North leg of the Wye. This derail operates in conjunction with the dual controlled switch at Amsterdam Wye. When operating the Amsterdam Wye dual control switch by hand, it is also necessary to operate the derail by hand.

IFG

Permission must be granted by CPKC Console 1 Dispatcher prior to occupying Business Track (602) at IFG. CPKC Console 1 Dispatcher must be informed once movement is clear of Business Track (602) at IFG.

A dual-control derail is installed at the south end of IFG. This derail operates in conjunction with the dual-controlled main line switch. When operating the South IFG dual-controlled switch by hand, it is also necessary to operate the derail by hand.

The practice of mounting and dismounting moving equipment on Track 201 within the International Freight Gateway ("IFG") facility is prohibited.

---END---

SECURING EQUIPMENT

If you are required to tie train down, you must contact the Drawbridge OS and give them the required information for their tie down form before leaving your train.

1.0 General Requirements

Crew members are responsible for securing unattended equipment with hand brakes. Equipment is considered unattended when left in a manner that the brake system of the equipment cannot be readily controlled by a qualified person. Employees must not engage in any unrelated tasks while attending equipment.

2.0 Hand Brakes

Fully apply hand brakes until the slack is out of the chain and the brake shoes are in contact with the wheel. In winter conditions, ensure that braking surfaces are free of ice and snow. Unless testing for securement, hand brakes must be fully released before moving equipment.

3.0 Testing Hand Brake Effectiveness

To ensure a sufficient number of hand brakes are applied, release all air brakes and allow sufficient time for release. Cause or allow the slack to adjust to verify that the number of hand brakes applied are sufficient to prevent equipment from moving. This test must be completed before uncoupling or leaving equipment unattended.

When unable to test hand brake effectiveness, apply hand brakes as follows:

- On grades from 0 to 0.99%, apply hand brakes to at least 20 percent of cars.
- On grades from 1.0 to 1.29%, apply hand brakes to at least 30 percent of cars.
- On grades from 1.3 to 1.79%, apply hand brakes to at least 50 percent of cars.
- On grades 1.8% or higher, apply hand brakes to at least 65 percent of cars.
- Locomotive hand brakes must not be included in the total hand brake count. If in doubt or uncertainty exists as to the number of hand brakes to apply, contact management for instructions.

4.0 Securing Equipment Following an Emergency Brake Application or Train Braking Issue on Heavy or Mountain Grade

When a train experiences an emergency brake application or train braking issue on heavy or mountain grade, the following will apply:

- Immediately secure equipment with hand brakes prior to attempting to recharge the air brake system.
- At minimum, apply hand brakes in accordance with the following:
 - On grades from 1.0 to 1.29%, apply hand brakes to at least 30 percent of cars.
 - On grades from 1.3 to 1.79%, apply hand brakes to at least 50 percent of cars.
 - On grades 1.8% or higher, apply hand brakes to at least 65 percent of cars.
- Once the air brake system is fully recharged, prior to the release of hand brakes, make an automatic brake application sufficient to hold the train.

5.0 Leaving Equipment Unattended

5.1 General Requirements

When leaving railway equipment unattended, the following will apply:

- A single piece of equipment must be left with the hand brake applied.
- A single piece of equipment with a defective hand brake must be left coupled to equipment with an operative hand brake.
- Two or more pieces of equipment must be left with a sufficient number of hand brakes.
- When hand brakes are not adequate, block the wheels.
- When it is required to remove equipment from a previously secured track or train, ensure the equipment left standing is properly secured with hand brakes.
- Do not uncouple from or allow equipment to move under its own momentum into standing equipment unless it is known that the number of hand brakes applied on the standing equipment are sufficient to prevent movement of all equipment.

Greater Kansas City Area Operating Instructions

5.2 Leaving Locomotive(s) Unattended

To secure unattended locomotive(s), perform the following:

- Apply hand brakes to each locomotive.
- Test hand brake effectiveness.
- Condition one control stand as a lead locomotive.
 - Independent brake cut in and fully applied.
 - Automatic brake cut in and 20-psi reduction.
 - Generator Field Off.
 - Engine Run and Control / Fuel Pump On.
 - Engine Control Switch to Isolate.
 - Reverser handle removed.
- Turn off all unnecessary lights and close all windows.
- Lock all doors on each locomotive, unless being left in one of the following yards or terminals with 24 hour per day oversight:
 - Artesia, Beaumont, Bensenville, Heavener, Jackson, Kansas City, Kendleton, Laredo, Mason City, Meridian, Monroe, Mossville, Nahant, Pittsburg, Saratoga Springs, Shreveport, St. Louis, St. Paul, or Wylie.

5.3 Leaving a Portion of a Train or Cars Unattended

To secure a portion of a train or cars being left unattended, perform the following:

- Apply a sufficient number of hand brakes.
- Test hand brake effectiveness.
- Make an automatic brake reduction sufficient to prevent movement.
- The locomotive engineer must advise the crewmember when the angle cock can be closed.
- Cut away from the equipment and ensure an emergency brake application occurs.
- Leave the angle cock fully open.
 - The angle cock may be closed for the purpose of immediately running around equipment to open an angle cock or couple to the other end.
- Crew members are responsible to verbally confirm that equipment is being left in accordance with these instructions.

5.4 Leaving a Train Unattended

To secure an unattended train, perform the following:

- Apply a sufficient number of hand brakes to the car(s) in the train.
- Test hand brake effectiveness.
- Apply hand brakes to each locomotive in the lead consist.
- Leave the lead locomotive of the unattended train conditioned as follows:
 - Independent brake cut in and fully applied.
 - Automatic brake cut in and 20-psi reduction.
 - Generator Field Off.
 - Engine Run and Control / Fuel Pump On.
 - Engine Control Switch to Isolate.
 - Reverser handle removed.
- Turn off all unnecessary lights and close all windows.
- Lock all doors on each locomotive, including remotes.

KC Terminal

Kansas City Terminal Railway



Timetable and Special Instructions

Effective September 1, 2023

Transportation Department KCT Command Center

| Position | Name | Email | Phone |
|-----------------------------------|-------------------------|----------------------------|--------------|
| Director of Transportation | James "Jamie" E. Tanner | jetanner@kctrailway.com | 816.627.0118 |
| 24hr (Hotline) Manager on Duty | | chief@kctrailway.com | 816.627.0119 |
| Manager or Transportation | Jason "Bo" B. Alexander | jbalexander@kctrailway.com | 816.627.0119 |
| Manager or Transportation | Emily P. Parks | epparks@kctrailway.com | 816.627.0119 |
| Manager or Transportation | Jay Smith | jjsmith@kctrailway.com | 816.627.0119 |

| Train Dispatchers | Phone | Radio Touch Tone | Territory Controlled |
|----------------------------|--------------|------------------------|---|
| KCT East End Dispatcher | 816.627.0112 | 187 | Penn Ave East to Congo |
| KCT West End Dispatcher | 816.627.0111 | 188 | Adams St. to BN Interlocking and ATSF Jct. to Old Union Depot |

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Item 1: KCT Emergency Meeting Points

KCT Emergency Meeting Points

| Missouri | | Missouri | |
|----------|---|----------|---|
| 1. | Midwest Scrap Gate -- Southside Rock Creek 8116 Wilson Road | 16. | DST East Gate - Southside Penn Ave 2570 Southwest Blvd |
| 2. | Southwest Jct -- Northside Rock Creek "Blue Valley Water Plant" 7300 Hawthorne Road | 17. | DST West Gate - Southside BN Xing 2570 Southwest Blvd |
| 3. | Sheffield Tower 8 -- Northside Sheffield 263 Bennington | 18. | 25th St Gate -- Northside BN Xing 1654 W. 25th St |
| 4. | CSL Plasma Gate -- Southside Sheffield to Independ. Ave "Bridge 19" 6000 Independence Ave | 19. | 27th St. Gate -- 30th St to BN Xing 27th & Southwest Blvd |
| 5. | Price Chopper Gate -- Northside Independ. To Cleveland 5900 Wilson Road | 20. | 30th St Gate -- 30th St to BN Xing 2628 W. 29th St |
| 6. | Elmwood Gate -- Northside Independ. To Cleveland 1130 Elmwood | 21. | ATSF Tower 3 - ATSF Jct Area "L & W Supply" 1883 W. 25th St |
| 7. | Cleveland Gate -- Southside Cleveland Ave Located behind "Central Bank" 1480 Cleveland Ave | 22. | Southend Bluff Gate - Bluff Trk 2499 W. Allen Ave |
| 8. | Bridge 16 -- Northside Bridge 16 Area Located behind "Faultless Factory" 1980 Brooklyn Ave | 23. | KCT Pavilion -- 23rd St to 12th "Kemper Tracks" 2059 Wyoming St |
| 9. | 19th & Vine -- Northside Vine to Grand 1904 Vine St | 24. | Old Union - Tower 2 - 12th St 1101 Santa Fe |
| 10. | Paseo Gate -- Southside Woodland to Forest 2100 Flora Ave | 25. | Incline 911 W. 8th St. |
| 11. | Forest Gate -- Southside Woodland to Forest 2003 Forest Ave | Kansas | |
| 12. | Tension Envelope -- Northside Vine to Penn 898 E. 19th St | 26. | 76 Trk Staircase 55 Berger Ave |
| 13. | McGee St Gate -- Northside Vine to Penn Access thru alleyway @ 20th & McGee 2013 McGee St | 27. | Adams St - Tower 14 45 Osage Ave |
| 14. | Westend 280 Gate -- Northside Vine to Penn 432 W. 23rd St. | 28. | Terminal Jct - West end Highline Meet at 2nd and Berger 200 Berger |
| 15. | Signal Headquarters -- Southside Union Station to BN Xing 2401 Pennway | 29. | Mill St Yard Office 1128 S. Mill St |

Updated: 12.26.2024 JET

Item 2: Rule Books and Instructions

The following Rule Books are in effect on the Kansas City Terminal Railway. Any amendments to these rule books will be made in the Greater KC Area Operating Instructions, KCT Insert and/or by KCT General Order.

Operating: Transportation employees operating on the Kansas City Terminal Railway will be governed by The General Code of Operating Rules (GCOR), Eighth Edition, Effective April 1, 2020 (including any and all revisions or updates).

Maintenance of Way: Maintenance of Way employees operating on the Kansas City Terminal Railway will be governed by the most current BNSF Maintenance of Way Operating Instructions (MWOR) in effect (including any and all revisions or updates).

Dispatchers: Kansas City Terminal Train Dispatchers will be governed by the General Code of Operating Rules (GCOR), Eighth Edition, Effective April 1, 2020, and the Kansas City Terminal Train Dispatcher's and Control Operator's manual, as amended.

Crews operating across the Kansas City Terminal Railway trackage must have a current copy of the Greater Kansas City Area Operating and Special Instructions in their possession and a current Daily Operating Bulletin that will be issued in lieu of a Track Warrant to deliver track bulletins. Crews must review all Kansas City Terminal Railway General Notices and General Orders before beginning each day's work or trip.

GENERAL ORDERS

Permanent changes, such as track or signal changes, slow orders, and rule amendments will be issued by General Order and numbered in sequential order over the signature of the Director of Transportation. They are sent via facsimile or E-Mail to all KC Area Railroads, who in turn are responsible for issuing to their crews. Such changes or instructions within General Orders will remain in effect until superseded by subsequent General Orders.

GENERAL NOTICES

Temporary conditions will be issued by General Notice and numbered in sequential order by the signature of the Director of Transportation. They are sent via facsimile or E-Mail to all KC Area Railroads, who in turn are responsible for issuing to their crews. Such conditions or changes within General Notices will remain in effect until canceled by the succeeding General Notice.

Item 3: Radio Channels

RADIO

All trains and engines operating on tracks dispatched by the Kansas City Terminal Railway's Traffic Control Center will maintain 1 (one) radio set to channel 060. Trains and engines may contact Traffic Control on channel 060 using a tone in button. To contact the KCT East Dispatcher on the Rock Creek Tower tone in 187. To contact the KCT West Dispatcher on the ATSF Jct Tower tone in 188. Any Train or engine that cannot get channel 060 on their radio must arrange with KCT Traffic Control for an alternate channel that they can be reached prior to arrival on KCT property.

When train or engine crews are relieved on KCT property (or on trains that will depart via KCT property) it is the outbound crew's responsibility to notify the KCT Dispatcher on Radio channel 060 when the train is ready to depart.

All MW and Signal forces operating on Kansas City Terminal Railway will operate on Radio Channel 026 unless directed to another channel by KCT Traffic Control. To contact the KCT East Dispatcher on channel 026 tone in 187. To contact the KCT West Dispatcher on channel 026 tone in 188.

Emergency calls to either dispatcher can be made on channels 060 or 026 by toning in 911.

Item 4: KCT Control Points

| Station | Line Segment | Controlling Dispatcher | Method of Operation | PTC Enabled |
|-------------------------|-------------------|------------------------|---------------------|-------------|
| 7 th Street | 3001 | West | CTC | No |
| 30 th Street | 5001 | West | CTC | No |
| Adams Street | 1001 | West | CTC | No |
| Airline Jct | KCS | East | CTC | No |
| BN Interlocking | 1001 | West | CTC | Yes |
| Cleveland Ave | 1001 | East | CTC | Yes |
| Grand Ave | 1001 | East | CTC | Yes |
| Highline Jct | 3001 | West | CTC | No |
| Independence Ave | 1001 | East | CTC | Yes |
| KCS | 1001 | East | CTC | Yes |
| KCS South | KCS | East | CTC | Yes |
| KCS North | KCS | East | CTC | Yes |
| Mill Street | 3001 | West | CTC | No |
| North Chicago Jct | 4001 | West | CTC | No |
| Old Union Depot | 4001 | West | CTC | No |
| Penn Ave | 1001 | East | CTC | Yes |
| Rock Creek JCT | UP Sedalia | East | CTC | Yes |
| Rock Creek KCT | 1001 | East | CTC | Yes |
| Santa Fe Jct | 1001 | West | CTC | Yes |
| Sheffield | 1001 | East | CTC | Yes |
| State Line Jct | 3001 | West | CTC | No |
| Southwest Jct | UP Sedalia | East | CTC | No |
| UPRR Interlocking | 1001 | East | CTC | Yes |
| West Wye | CPKC Pittsburg | East | CTC | No |

Item 5: KCT Controlled Interlockings

| | | |
|-------------------|--------------|--------------------------------------|
| Rock Creek Jct. | KCT MP 0.66 | Interlocking with UP Sedalia Sub |
| KCS Crossing | KCT MP 1.55 | Interlocking with CPKC Pittsburg Sub |
| UPRR Interlocking | KCT MP 1.81 | Interlocking with UP Coffeeville Sub |
| BN Crossing | KCT MP 7.62 | Interlocking with BNSF Ft. Scott Sub |
| ATSF Jct. | KCT MP 7.91 | Interlocking with BNSF Emporia Sub |
| Southwest Jct. | CPKC MP 5.42 | Interlocking with UP River Sub |

Item 6: KCT Main Track Designations

Designation of main tracks is as follows:

| <u>Track #</u> | <u>Location</u> |
|-----------------------|------------------------|
|-----------------------|------------------------|

| | |
|-------|--|
| No. 1 | 941 Switch at Rock Creek Jct (KCT MP 0.730 LS 1001) to the I-5 Switch at Independence Avenue Interlocking (KCT MP 2.590 LS 1001) and from the 573 Switch at Penn Ave (MP 7.026 LS 1001) to M.P. 8.875 BNSF CP 27 (LS 2001) "Argentine Skyway—South Track". |
| No. 2 | East Bound Control Signal at Congo (MP 0.0 LS 1001) "Across KCT Flyover—North Trk" to M.P. 8.875 BNSF CP 27 (LS 2001) "Across Argentine Skyway—North Track." |
| No. 3 | East Bound Control Signal at Congo (MP 0.0 LS 1001) "Across KCT Flyover—South Track" to 573 Switch (MP 7.026 LS 1001) located at Penn Ave, and from the 59 Switch (MP 7.050 LS 1001) at Penn Ave to Kansas Ave. (MP 8.600 LS 1001) "Armourdale Inbound track". |
| No. 4 | RC35 Switch at Rock Creek KCT (MP 1.019 LS 1001) to 145 Switch (MP 8.613X). |
| AT2 | Eastbound 14 Signal (MP 7.50 LS 4001) to 317 Switch (MP 7.597 LS 4001). |
| AT3 | Eastbound 18 Signal (MP 7.50 LS 4001) to 321 Switch (MP 7.761 LS 4001). |
| AT4 | Eastbound 30E Signal (MP 7.69 LS 4001) to 329 Switch (MP 7.774 LS 4001). |

No. 27 Between 238WB Signal (MP 6.890) and 583 Switch (MP 6.927).

No. 29 Between 663 Switch (MP 6.455) and 563 Switch (MP 6.999).

No. 30 Between 664 Switch (MP 6.494) and 5101 Switch (MP 6.905).

No. 70 519 Switch at Penn Ave. (MP 7.191 LS 1001) to 2171 Switch at Old Union Depot (MP 9.655 LS 4001) "Bluff Track."

No. 74 573 Switch at Penn Ave (MP 7.026 LS 1001) to UP Terminal Jct. (MP 9.640 LS 3001) "Highline North Track."

No. 75 535 Switch at Penn Ave (MP 7.286 LS 1001) to UP Terminal Jct. (MP 9.790 LS 3001) "Highline South Track."

No. 76 1453 Switch (MP 8.541 LS 3001) to 52LA Signal (MP 8.662 LS 3001).

No. 79 387 Switch at Santa Fe Junction (MP 8.218 LS 1001) to UP EBCS Broadway (Incline) (MP 10.110 LS 4001) "West Track."

No. 80 457 Switch (MP 7.901 LS 4001) to the 224 Signal (MP 10.105 LS 4001) "Connection from Union Station to North/South Corridor to Gooseneck."

No. 81 From the 3125 Switch (MP 8.155 LS 4001) to 226 Signal (MP 10.105 LS 4001) "East Track."

No. 82 I-670 (MP 8.980 LS 4001) to 2169 Switch (MP 9.709 LS 4001)
"Track changes from BN1 to track 82 @ I-670," BNSF MP are used between I-670 and 25th St., 25th St starts KCT (LS 5001) Going South towards 30th St.

No. 90 Between 18LC Signal (MP 2.056) and 823 Switch (MP 2.140).

No. 213 Between the 14LB Signal (MP 9.529 LS 3001) at Mill St to the 161 Switch (MP 9.462 LS 3001).

No. 214 Between the 4L Signal (MP 9.202 LS 3001) and the 4R Signal (MP 9.146 LS 3001) at 7th St.

No. 222 Connection track from KCT to CPKC Main—North towards Airline Jct.

No. 223 Connection track from KCT to CPKC Main—South towards CPKC Blue Valley Subdivision.

No. 225 Between the 88LB Signal at the KCS to the K93 Switch.

No. 233 Connection track from KCT to UP Coffeyville Subdivision.

No. 238 Between 18LB Signal at Sheffield to 839 Switch (CPKC Coburg).

No. 243 Between 20LB Signal at Sheffield to 837 Switch (Blue Valley Industrial).

No. 280 Between 673 Switch (MP 6.447) and 86RB Signal (MP 6.519) and Between 198WB Signal (MP 6.863) and 571 Switch (MP 6.896).

No. 293 Connection track between Main 4 Penn Ave to BN 2 BN Crossing.

No. 295 Connection track between Track 75 Highline to BN 2.

No. 309 West Connection track from ATSF Jct to BN1 South on BNSF Ft. Scott Sub., from 449 Switch (MP 7.944 LS 1001) to 415 Switch (MP 0.43 LS 5001).

No. 311 East Connection track from ATSF Jct to BN1 South on BNSF Ft. Scott Sub From 447 Switch (MP 7.844 LS 1001) to 420 Switch (MP 0.37 LS 5001).

No. 330 Connection track from Kaw River Bridge Main 4 to track 80 From the 385 Switch ATSF Jct (MP 8.214 LS 1001) to 3139 Switch ATSF Jct. (MP 8.217 LS 4001)

No. 333 Connection track from track 2089 “BNSF Track 5” to Main 4 Kaw River Bridge.

No. 354 Connection track of W/E of Kaw River Bridge Main 3 towards UP 18th St Yard. From the 1431 Switch Adams St. (MP 8.362 LS 1001) to Kansas Ave (MP 8.55 LS 7001).

No. 362 1423 Switch at Adams Street Interlocking (MP 8.453) to Kansas Ave (MP 8.600) “Armourdale Outbound.”

No. 366 Connection track from UP Armourdale yard to KCT Mill St yard from 1411 Switch Adams St (MP 8.542) to the 147 Switch at Adams St (MP 8.556X).

No. 391 Between the 2RB Signal at 7th St and the 151 Switch “Connection going to the Spring Switch in Armourdale yard.”

No. 408 Between 100LB Signal at the KCS to the K101 Switch and between the 34L Signal and 34R Signal at Rock Creek Jct. “Blue River Yard.”

No. 450 Between the 102LD Signal at the KCS and the K103 Switch.

No. 570 Between the Hand Throw Switch on BN1 (MP 8.4) and 3195 Switch (MP 8.382).

No. 924 Connection from AT2 to KCT Main 4.
Track 924 starts at the 317 Switch (MP 7.597 LS 4001) to 449 Switch (MP 7.864 LS 1001).

No. 926 Connection track from AT4 to KCT Main 4
Track 926 starts at 463 Switch (MP 7.958 LS 1001) to 329 Switch (MP 7.774 LS 4001).

No. 1306 Between the 50B Signal and the 247 switch at Old Union Depot “Track coming out of Material yard.”

No. 1401 Connection track to UP Mains at St. Louis Ave
From 2195 Switch (MP 9.893 LS 4001) to WBCS Broadway.

No. 2071 From 2179 Switch (MP 9.787 LS 4001) to 168B Signal (MP 9.384 LS 4001) “Coal Route / BN2.”

No. 2075 From 2167 switch (MP 9.487 LS 4001) to 168C Signal (MP 9.399 LS 4001) “19th St Back Door.”

No. 2087 Between the 192 Signal (MP 8.12) and the 3127 Switch (MP 8.322) “Steel Plant.”

No. 2088 Between 329 Switch (MP 7.774) and 3123 Switch (MP 8.132).

No. 2089 Between 76 Signal (MP 7.760) and 3121 Switch (MP 8.166).

BN 1 I-670 South to 30th St. “West Track”
The track becomes Track 82 going North of I-670.

BN 2 168B Signal to 30th St “East Track.”

Hawthorne Lead Between 21N Switch (CPKC MP 5.36) and 18L Signal (CPKC MP 5.493X).

CPKC Main Between 36RA Signal (MP CPKC 5.01) and 98L Signal (CPKC MP 6.25).

Mill St. Main 1 Between 145 Switch (MP 8.613X) and 2R Signal (MP 8.675X).

Mill St. Main 2 Between 145 Switch (MP 8.613X) and 4R Signal (MP 8.675X).

Item 7: KCT Other Than Main Tracks

OTHER THAN MAIN TRACKS

- No. 27 South Exhibition Track at Union Station “Inside Parking Lot” (Under Jurisdiction of Union Station).
- No. 28 North Exhibition Track at Union Station “Inside Parking Lot” (Under Jurisdiction of Union Station).
- No. 109 Industry track off KCT Main 4 at MP 3.611.
- No. 243 Industry track off KCT Main 4 at MP 2.036.
- No. 278 Northern Storage track by Jack Stack BBQ.
- No. 280 Southern Storage track by Jack Stack BBQ.
- No. 1306 Material yard track by Old Union Depot.
- No. 5800 Industry track to service Holmes Drywall.

Item 8: KCT Speed Restrictions

SPEED RESTRICTIONS

The Kansas City Terminal Railway Company's posted speed limits are amended to read as follows:

| Track # | Location & MP | Speed |
|----------------|--|--------------|
| 2 & 3 | EBCS Congo (MP 0.0) to Signals at Campbell St. (MP 6.002) | 40 |
| 1 & 4 | 941 Switch at Rock Creek Jct. (MP 0.730) to WBCS Independence Ave. (MP 2.526) | 25 |
| 4 | WBCS Independence Ave (MP 2.526) to Signals at Campbell Street (MP 6.002) | 40 |
| 1 | Southwest Blvd. 573 Switch (MP 7.026) to WBCS CP 27 (MP8.875) | 30 |
| 2 | Signals at Campbell St. (MP 6.002) to WBCS CP 27 (MP 8.875) | 30 |
| 3 & 4 | Signals at Campbell (MP 6.002) to BN Crossing Interlocking (MP 7.545) | 30 |
| 3 | BN Crossing Interlocking (MP 7.545) to 457 Switch (MP 7.90). Switch that takes you North towards Gooseneck/Incline | 25 |
| 4 | BN Crossing Interlocking (MP 7.545) to 463 Switch (MP 7.96). Switch that takes you towards ATSF Diamond/Kaw Bridge | 25 |
| 3 | 457 Switch (MP 7.90) to ATSF Diamond (MP 8.03) | 15 |
| 4 | 463 Switch (MP 7.96) to ATSF Diamond (MP 8.03) | 15 |

| | | |
|----------------|--|-----------|
| | | |
| 3 & 4 | ATSF Diamond (MP 8.030) to Osage Ave (MP 8.37X) and Kansas Ave. (MP 8.60) to/from Mill St., UP Armourdale & 18 th St. Yards | 10 |
| Tracks 27 & 28 | Exhibition Tracks | 10 |
| Tracks 29 & 30 | Union Station Tracks | 15 |
| Track 70 | 519 Switch (MP 7.191) to Old Union Depot Interlocking (MP 9.179) | 10 |
| Tracks 74 & 75 | Southwest Blvd. (MP 7.270) to Terminal Jct. (MP 9.790) | 30 |
| Track 79 | Between Kaw Bridge (MP 8.00) and 3137 Switch (MP 8.254) | 10 |
| Track 79 | Between 3137 Switch (MP 8.254) and EBCS Broadway "Incline" | 25 |
| Track 80 | Between 457 Switch (MP 7.90) to 25 th St (MP 8.065) | 10 |
| Track 80 | Between 25 th St (MP 8.065) to Gooseneck (MP 10.105) | 25 |
| Track 81 | Between 3125 Switch (MP 8.155) and Gooseneck (MP 10.105) | 25 |
| Track 330 | Between Kaw Bridge (MP 8.0) and 3139 Switch (MP 8.217) | 10 |
| Track 333 | Connection track Main 4 Kaw Bridge to BNSF Track 5 | 15 |
| Track 354 | Between 1431 Switch (MP 8.36) and Kansas Ave | 10 |
| Track 362 | Between the 1423 Switch (MP 8.453) and Kansas Ave (MP 8.60) | 10 |
| Track 2088 | Between 329 Switch (MP 7.774) and 3123 Switch (MP 8.132) | 15 |
| | | |

| | | |
|----------------------------|--|-----------|
| | | |
| Track 2089 | Between 76 Signal (MP 7.76) and 3121 Switch (MP 8.166) | 15 |
| Track AT2 | Between 14 Signal (MP 7.50) and 317 Switch (MP 7.597) | 15 |
| Track AT3 | Between 18 Signal (MP 7.50) and 321 Switch (MP 7.761) | 15 |
| Track AT4 | Between 30E Signal (MP 7.69) and 329 Switch (MP 7.774) | 15 |
| BN1 & BN2 | Between St. Louis Ave and 30 th St NBCS 30 th St | 20 |
| CPKC Main | Between West Wye (CPKC MP 5.015) to 21 South Switch (CPKC MP 5.427) | 15 |
| CPKCS Main | Between 21 South Switch (CPKC MP 5.427) and Northbound 2N Signal (CPKC MP 6.154) | 25 |
| CPKC Main | Between 2N Signal (CPKC MP 6.154) and Northbound 98L Signal (CPKC MP 9.25) | 40 |
| Drawbridge One | Between Southbound 22LB Signal (MP CPKC 5.339) 25 and 25 Switch (CPKC MP 5.376) | 25 |
| Drawbridge Two | Between Southbound 22LA Signal (CPKC MP 5.342) and 21 South Switch (CPKC MP 5.427) | 25 |
| Connection Tracks 79 & 330 | Between North Chicago Jct. and East end of Kaw Bridge | 10 |

All connections between KCT tracks and tracks of other railroads. 15
Except as noted below:

- Union Pacific connection at Rock Creek Jct. 25
- Connection between track 75 in the 7th St Interlocking (M.P. 9.3) and UP East Armourdale C.P. K902 30
- Connection between track 75 in the Mill Street Interlocking (M.P. 9.8) and UP East Armourdale C.P. K 903 30
- Tracks 924 and 926 between Santa Fe Jct. and BN Crossing 25
- Connection track 333 between East End Kaw River Bridge and ATSF Track 5 10
- Maximum authorized speed through connection from UP Coffeeville Sub to KCT Main 4 at Sheffield (Track 233) 10

Diverging routes, all locations, entire length of train, 15
Except as noted below:

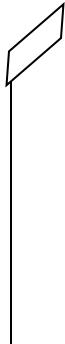
- Maximum authorized speed through turnout at East end of Main 4 (MP 1.020) (935 Switch) at Rock Creek Jct. 25
- Maximum authorized speed through crossovers in Independence Avenue Interlocking Plant (MP 2.850 - between tracks 1, 2, & 3) 40
- Maximum authorized speed through crossovers in Cleveland Avenue Interlocking Plant (MP 3.950 - between tracks 2, 3, & 4) 40
- Maximum authorized speed through crossovers in Grand Ave Interlocking (MP 6.250 - between tracks 2, 3, & 4) 30
- Maximum authorized speed through crossovers in Penn Ave Interlocking (MP 7.00)
(All tracks, All routes, except Union Station tracks) 30
- Maximum authorized speed through crossovers in State Line Interlocking Tracks 74 & 75 (M.P. 7.900) 30
- Maximum authorized speed through turnout in Highline Jct. Interlocking Tracks 74 & 76 (M.P. 8.541) 25

- Maximum authorized speed through crossover in Mill Street Interlocking (M.P. 9.400) 30
- Maximum authorized speed through turnout at BN Crossing 457 switch (MP 7.901, Line Segment 1001) to 3123 Switch (MP 8.132, Line Segment 4001)
Connection from Union Station to North/South Corridor 10
- Maximum authorized speed through crossover 449 at BN Crossing Crossover from Main 4 (MP 7.86) to track 924 (MP 7.94) 25
- Maximum authorized speed through crossover 445 at BN Crossing. Crossover from Main 3 (MP 7.83) to Main 4 (7.94) 25
- Maximum authorized speed through turnout #25 at Airline Junction, turnout between Drawbridge One and Drawbridge Two 15

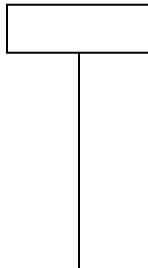
No Flags displayed for temporary speed restrictions on KCT Tracks.

Item 9: Posted Signs

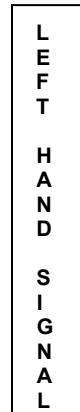
**SIGNS LOCATED THROUGHOUT THE KANSAS CITY TERMINAL RAILWAY
INDICATE THE FOLLOWING:**



Speed Limit



Mile Post



Left Hand Signal

Item 10: KCT Track Restrictions

TRACK RESTRICTIONS

The following track restrictions are in place on the KCT:

Dynamic Brake Limitations

High buff force generated by dynamic brake retarding force may cause a derailment or damage the track structure. Therefore, limit dynamic brake retarding force as follows:

- When approaching and operating through turnouts or disturbed track areas with a trains air brakes released, use dynamic brake handle position 4 to limit retarding force to 50% of maximum.
 - Continue to limit the braking effort until at least half the train has passed the restricted area.
 - At speeds of 10 MPH or less, this limitation applies only if 12 axles or more of the extended-range dynamic brakes are being utilized.

Southward train and engine movements from track 295 (Kenefick Connection) to Cooper's Lead (Glen Park Yard) over the No. 5 switch reverse are **prohibited**.

Track 1306 in Old Union Depot Control Point (MW Equipment Track) is **restricted** to four (4) axle locomotives.

All loaded or empty cars that are **80 feet or longer coupled to any car less than 50 feet** (this includes any car less than 50 feet coupled to an engine) **must not be coupled together when using the connection track (Track 333) between ATSF Track 5 (MP 7.76, Line Segment 4001) at ATSF Jct and KCT Main 4 (MP 8.00, Line Segment 1001)**.

Movements in / out of UP Armourdale Yard

Trains entering or departing UP Armourdale yard will be governed as follows:

Departing UP Armourdale yard via low lines, a train is required to contact BOTH the UP Armourdale Manager (Channel 096) and the KCT Dispatcher (Channel 060) to ensure both parties are ready.

Trains entering UP Armourdale yard via low lines are required to contact the UP Armourdale Manager (Channel 096) prior to crossing over Kansas Ave.

Track Designations are as follows:

The East/North track will be designated as the “Inbound” KCT Track 360.

The West/South track will be designated as the “Outbound” KCT Track 362.

Item 11: KCT Clearances

DIMENTIONAL CLEARANCES

KCT Dispatcher will be notified of all High/Wide loads (Anything Greater than 11'0 is considered dimensional on the KCT) and their placement in train.

All dimensional shipments are cleared through the BNSF Railway Clearance Department. Please see Dimensional Shipment Authorization (Item 15, Page 46).

Maximum height permissible on KCT track 70 (Bluff Track) is 20 ft. 0 in.

- Bluff track is restricted to bulk commodity trains (coal/grain) unless approved by KCT Manager on duty.

Maximum height permissible on all other KCT tracks is 21 ft. 0 in.

NOTE: The Kansas River Bridge will not clear men on sides of cars. Loads in excess of 13 ft. 6 in. must be walked across Kansas River Bridge after notifying dispatcher of same.

Item 12: Electric Switch Locks

ELECTRIC SWITCH LOCKS

An electrically locked switch is a hand operated switch, the lock of which is remotely controlled. Permission to unlock must be obtained from KCT Traffic Control before lock is removed from the keeper. The following is a list of the locations of all electric lock switches:

| Location | Switch No. | Track | Line Seg. | MP |
|--------------------------|----------------------------------|--------------|------------------|-----------|
| Cleveland Ave | 109 | Main 4 | 1001 | 3.61 |
| 19 th St Yard | #1 | BN 2 | 4001 | 8.177 |
| 19 th St Yard | #3 | BN 2 | 4001 | 8.234 |
| 19 th St Yard | #5 (23 rd St Hand SW) | BN 1 | 4001 | 8.400 |
| 19 th St Yard | #7 | BN 1 | 4001 | 8.589 |
| 19 th St Yard | #9 | BN 1 | 4001 | 8.747 |

DETECTORS

A dragging equipment detector (DED) has been installed on track 233, connection track from UP Coffeyville Sub to KCT at MP 1.80.

The DED will broadcast information on both Radio Channels 58 and 60.

For no defects, you will hear BNSF Detector MP 1.80, No Defect

When the DED is activated, you will hear BNSF Detector MP 1.80 you have a defect...dragging equipment near axle count...

Item 13: General Code of Operating Rule Amendments

The following terms are used in the application of Special Instructions to the General Code of Operating Rules.

When Special Instructions modify a rule, the following terms are used:

- **NEW:** Adds a new rule for the use on the KCT to the GCOR
- **ADDITION:** Adds an item(s) to an existing GCOR Rule
- **SUPERSEDE:** Replaces an existing GCOR Rule with a new rule or instructions
- **APPLICATION:** Provides information on the meaning or interpretation of a rule on the KCT.

GCOR 1.3.3 Circulars, Instructions, and Notices (Addition)

Add the following:

Director Notices (Transportation – Train Dispatchers)

- Provides instructions/information for train dispatchers

GCOR 1.5 Drugs and Alcohol (Addition)

The use or possession of alcoholic beverages while on duty or on company property is prohibited. Employees must not have any measurable alcohol in their breath or in their bodily fluids when reporting for duty, while on duty, or while on company property.

The use or possession of intoxicants, over the counter or prescription drugs, narcotics, controlled substances, or medication that may adversely affect safe performance is prohibited while on duty or on company property, except medication that is permitted by a medical practitioner and used as prescribed. Employees must not have any prohibited substances in their bodily fluids when reporting for duty, while on duty, or while on company property.

The possession of drug paraphernalia, drug test adulterants, or specimen substitutions are prohibited.

No regulated employee may use a controlled substance at any time, whether on duty or off duty, except as prescribed by a medical practitioner and used as prescribed.

The treating medical practitioner must make a good faith judgment, with notice of the employee's assigned duties that use of the substance by the employee at the prescribed or authorized dosage level is consistent with the safe performance of the employee's duties.

GCOR 1.36 Dimensional Shipments (Addition/Application)

(Addition) Any train carrying a dimensional shipment (anything greater than 11'0" on the KCT), must report it to the train dispatcher prior to arrival on KCT trackage. KCT dispatcher will conduct a job briefing with the train crew regarding any restrictions prior to moving the train.

(Application) For further information regarding the movement and authorization of dimensional shipments, please refer to Section 15, Page 35) in KCT Special Instructions.

GCOR 1.44 Duties of Train Dispatchers (Addition)

Add the following:

- Train Dispatchers are responsible for complying with instructions in the Train Dispatchers Manual.
- Additions, deletion, or changes to the Train Dispatchers Manual will be communicated through the issuance of Directors Notices.

GCOR 1.48 Time (Addition)

Add the following:

All time will be issued in Central Time using a 24-hour format. Current time may be obtained from the Train Dispatcher.

The "Uniform Time Act of 1966" (Amended by "Energy Policy Act of 2005") provides that the standard time of each time zone shall be advanced one hour or back one hour as Follows:

- At 0200 on the second Sunday in March, each year, Standard Time is advanced one hour to 0300,
- At 0200 on the first Sunday in November, each year, Standard time is set back one hour to 0100.

Employees are responsible for assuring that watches are changed accordingly, and time comparison made with a standard clock or the Train Dispatcher as soon as practical after a time change occurs.

GCOR 2.2 Required Identification (Application)

Proper format for identification, (examples):

Fixed Location:

- “KCT East Dispatcher”
- “KCT West Dispatcher”

GCOR 2.3 Repetition (Addition)

Add the following bullet:

- When a transmission is repeated correctly, the response must be “THAT IS CORRECT.”

GCOR 2.14.1 Verbally Transmitting and Repeating Mandatory Directives (Addition)

Add the following paragraph:

Apply the following when verbally transmitting and repeating a mandatory directive identified by numbers separated with a hyphen.

- State the entire first number
- State number before the hyphen and state or spell each digit
- State number after the hyphen and state or spell each digit

Example: Authority Number 513-17, “513; 5, 1, 3 dash 17; 1, 7”

GCOR 2.21 Electronic Devices is amended as follows:

This rule outlines the requirement for use of electronic devices. As used in this rule, the following definitions apply.

Electronic Device – An electronic or electrical device used to conduct oral, written, or visual communication; place or receive a telephone call; send or read an electronic mail message or text message; look at pictures; read a book or other written material; play a game; navigate the internet; navigate the physical world; play, view, or listen to a video; play, view or listen to a television broadcast; play or listen to music; execute a computational function; or, perform

any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee or another employee from a safety-related task.

Railroad Operating Employee – An individual who is:

- Engaged in or connected with the movement of a train including a hostler,
- A train employee providing commuter or intercity rail passenger transportation,

Or

- Subject to hours-of-service governing train service employees.

The use of any electronic device is prohibited if that use would interfere with an employee's performance of safety-related duties.

A. Personal or Railroad Supplied Electronic Device

Personal or Railroad supplied electronic devices may be used as necessary:

- To respond to an emergency involving the operation of the railroad
- To respond to an emergency encountered while on duty
- As a communication device in the event of radio malfunction
- To refer to a railroad rule, special instruction, timetable or other directive using the digital storage and display function while inside the controlling cab of a locomotive, train or on track equipment after there has been a job briefing and all crew members agree that it is safe to do so.

Other than railroad operating employees may use electronic devices in the body of a business car or passenger train when it will not interfere with an employee's performance of safety related duties.

B. Personal Electronic Devices

Except when deadheading in other than a controlling locomotive, railroad operating employees on duty (including supervisors) must have each electronic device turned off and stowed out of sight with any earpiece removed from the ear when:

- On moving rolling equipment or on track equipment unless

device is being used to reference a railroad rule, special instruction, timetable or other directive,

- Any member of the crew is on the ground performing safety related duties,
Or
 - Any employee assisting in preparation of the train, engine(s), or on track equipment.

A railroad operating employee may use an electronic device only voice communication, texting or emailing when:

- Rolling and on track equipment is stopped,
- A Job Safety Briefing is conducted with all crew members to confirm that it will not interfere with any safety related or required duty,
- No member of crew will foul any track.

When communication has been completed turn the device off and stow out of sight.

A personal stand-alone camera may be used to take a photograph of a safety hazard or a violation of a rail safety law, regulation, order, or standard, provided that:

- A job safety briefing is conducted among all crewmembers and any other individuals in the controlling cab of moving equipment,
- It is turned off immediately after the photograph has been taken.
- It is not used by an employee at the controls of moving equipment.

A personal stand-alone calculator, digital watch whose only purpose is as a timepiece and medical devices that are consistent with the railroad's standards may be used as necessary in the performance of duties.

C. Railroad Supplied Electronic Devices

After a job safety briefing including all members of the crew determines railroad supplied devices can be used safely, railroad employees may use such devices to send or receive work related information with:

- Railroad supervisors
- Railroad customers
- Railroad Dispatchers
- Railroad customer service employees

Or

- Other railroad employees as necessary in the performance of their duties.

Railroad operating employees must not use a railroad supplied electronic device for purposes other than which it was intended or while:

- Operating the controls of a moving locomotive unless device is being used to reference a railroad rule, special instruction, timetable, or other directive.
- On the ground within 4 feet of any track.
- On the ground and engaged in an active switching operation.
- Riding rolling equipment during a switching operation.
- At the controls of the locomotive and any other employee is assisting in the preparation of the train, engine(s), or on track equipment, including testing of railroad equipment or brakes.
- Inside the controlling cab of a locomotive, train or on track equipment, unless there has been a job safety briefing, and all crew members agree that it is safe to do so.
- Verbally obtaining or releasing mandatory directives when railroad radio communication is available.

GCOR 5.4 Flags for Temporary Track Conditions (Application)

The following rules for display of track flags do not apply on the KCT:

- GCOR 5.4.1 Temporary Restrictions
- GCOR 5.4.2 Display of Yellow Flag
- GCOR 5.4.3 Display of Yellow/Red Flags

- GCOR 5.4.5 Display of Green Flag
- GCOR 5.4.6 Display of Flags within Current of Traffic

GCOR 5.6 Unattended Fusee (Application)

This rule does not apply on KCT property. The use of Fusees are prohibited on the KCT.

GCOR Rule 5.10 Markers (Addition)

Add the following bullet:

- A marker of the prescribed type will be displayed at the rear of every train, except when switching operations involve movement of less than ½ mile.

GCOR 6.2 Initiating Movement (Application)

All Trains operating on KCT 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 General Notices and General Orders before beginning each day's work or trip.

On the Kansas City Terminal Railway, a Daily Operating Bulletin (DOB) will be issued in lieu of a Track Warrant to deliver track bulletins. Before initiating movement on a KCT Controlled track, a crew member must receive a Daily Operating Bulletin (DOB) or determine from the Train Dispatcher if any track bulletins are needed.

GCOR 6.2.2 Daily Operating Bulletin (Addition)

The Daily Operating Bulletin (DOB) may remain in effect for multiple days and will continue to be active for 12 hours after being superseded by a subsequent DOB. The Daily Operating Bulletin will be posted by 18:00 hours daily at www.kctrailway.com/DOB. Crews should check the website when they come on duty for the most current Daily Operating Bulletin in effect.

The Daily Operating Bulletin (DOB) will be issued by the Train Dispatcher to protect temporary track conditions or work zone assignments. The Daily Operating Bulletin (DOB), when used to deliver track bulletins, is not addressed to a specific train. Address Changes are not necessary; however, the Train Dispatcher must be advised of the locomotive number being used to identify the movement before movement occupies the main track.

- A crew member or Employee In Charge (EIC) must contact the Train Dispatcher prior to arrival on KCT dispatched property to verify the current DOB. If there are no exceptions to the DOB, the Train Dispatcher will advise that:

“(Engine Number) may proceed on DOB #(Number)”
- If a train is initialized with PTC on the KCT, they do not need to Verify with the KCT Dispatcher what Daily Operating Bulletin they used to initialize with.
 - However, any RELIEF CREWS that relieve a train enroute to KCT must verify what DOB they are operating on regardless of PTC status.
- Daily Operating Bulletin properties:
 - The DOB is used to deliver track bulletins and other information
 - Speed Restrictions (Form A)
 - Protection of Men or on-track Equipment (Form B – GCOR 15.2)
 - Other Specific Instructions (Form C)
 - Protection of Flagman (Form F – GCOR 6.33 as amended in SI)
 - Track Out of Service (Form O – GCOR 15.4 / GCOR 15.5)
 - Crossing Protection (Form X – GCOR 6.32)
 - Track Condition Messages (TCM)
 - The DOB does not grant authority to occupy the main track.
 - The DOB will be issued a minimum of one time a day, or more as required.
 - Employees must always review the entire DOB for completeness.
 - Additions to the DOB are permitted in accordance with GCOR Rule 15.7
 - Deletions from the DOB are permitted in accordance with GCOR Rule 15.13
 - Employees whose duties are affected by a timetable must have a current copy of the DOB. This DOB will be in effect for that entire tour of duty.
- Receipt and Comparison of Daily Operating Bulletin

- All crew members must possess a current DOB at their initial station unless otherwise instructed by the train dispatcher
- Each crew member must read and understand the DOB.
- All crew members are responsible for complying with the requirements of the DOB and reminding each other of those requirements.
- Employee in Charge (EIC) of on-track equipment, Roadway Workers, or operators of other On-Track Equipment must possess a current DOB, unless otherwise instructed by the train dispatcher.
- A crew member or EIC must contact the train dispatcher prior to arrival on KCT dispatched property to verify the current DOB unless initialized with PTC as noted above. If there are no exceptions to the DOB, the Train Dispatcher will advise that:

"(Engine Number) may proceed on DOB #(Number)"

- **If a train is initialized with PTC on the KCT, they do not need to Verify with the KCT Dispatcher what Daily Operating Bulletin they used to initialize with.**
 - **However, any RELIEF CREWS that relieve a train enroute to KCT must verify what DOB they are operating on regardless of PTC status.**

- **Conditions or Restrictions**

Will be issued using the following format:

- Cover Page
- Restrictions separated into each Line Segment
- System Wide Bulletins/Messages
- Blank bulletins for copying of any mandatory directives or other instructions

- **Addition or Deletion**

When adding items to a DOB the Train Dispatcher will state what the addition/deletion will take place, after acknowledgement of ready to copy, the dispatcher will issue addition / deletion.

GCOR 6.3 Main Track Authorization (Addition)

On the KCT, Track and Time (GCOR 10.3) may be issued within Manual Interlockings by the control operator.

GCOR Rule 6.4.1 Reverse Movements (Supersede)

KCT Train Dispatcher or control operator must authorize all reverse movements even within the same signaled block unless main track authorization is Track and Time. If authority is Joint Track and Time, obtain permission from the employee authority is Joint with.

This does not apply if the rear of the train is in other territory. (e.g. Rear of train is in Armourdale yard, contact Armourdale yardmaster or if rear of train is on Marceline Subdivision, contact Marceline Dispatcher).

GCOR 6.29.1 Inspecting Passing Trains (Application)

When a train is stopped and is met or passed by another train, crew members must inspect the passing train. The trainman's inspection must be made from the ground if there is a safe location, however the trainman is required to stay on same side of track as their stopped train.

GCOR 6.33 Flagman (Addition)

To protect contractor workers and/or men and equipment, a Flagman must be in possession of the current Daily Operating Bulletin, and all necessary personal protective equipment, including a hard hat.

Before beginning work, a Flagman must conduct a job briefing with the field personnel and a job briefing / communication check with the Train Dispatcher.

When a flagman is specified on the Daily Operating Bulletin, it will be communicated in the Daily Operating Bulletin, under the appropriate Line Segment as a Form "F".

A. Entering Work Zone Limits

A train must not enter the work zone limits specified during the time specified on the Form F unless instructed by the Flagman. If unable to contact the Flagman at the specified milepost, a train may proceed through the specified limits at RESTRICTED SPEED (Head End Restriction Only) after contacting the train dispatcher.

A train within the specified limits during the specified time must not make further movement unless instructed by the Flagman. If unable to contact the Flagman proceed at RESTRICTED SPEED (Head End Restriction Only) and contact the train dispatcher.

A crew member must attempt to contact the Flagman in advance to avoid delay, giving the trains location and track being used.

The Flagman will use the following format to establish communication with the Train:

“Flagman____, using DOB #____, Item #____, between MP____ and MP____ on Line Segment____.”

Trains within the limits, unless otherwise restricted, must move at the speed specified by the Flagman.

If no speed is specified by the Flagman, trains will move at Restricted Speed through the limits (Head End Restriction Only).

After communication with the train has been established, the Flagman will use the following format to grant a train permission to proceed through the Work Zone limits:

“(Engine Number) may enter the work zone limits between MP____ and MP____, Line Segment____ and proceed at (Specify Speed), specifying route”.

To require a train to stop at a designated location within the Flagman’s limits, add the following:

- “Stop at MP____ and call for further instructions”

B. Repeat of Instructions

A Crew Member must repeat the above instructions, and the employee giving the instructions must acknowledge them, before they can be followed.

Once instructions are received from the Flagman, if the track route changes from previous instructions received, contact the Flagman to determine that original instructions received are valid on new track route before proceeding on the new route.

The movement must not change direction in the limits or start movement after stopping without permission from the Flagman.

C. Flagman Absent from Location:

If unable to contact the Flagman at the specified milepost, a train may proceed through the specified limits at RESTRICTED SPEED (Head End Restriction Only) after contacting the train dispatcher.

Sound Whistle Signal 5.8.2 (8) frequently, and sound engine bell while passing through the limits under this circumstance, regardless of any quiet zone whistle prohibitions.

GCOR 7.9 Switching Passenger or Occupied Outfit Car (Application)

Before moving passenger equipment or occupied outfit cars, ensure ground power has been disconnected and power cables on cars are secured.

GCOR Rule 10.3 Track and Time (Application)

Prior to granting track and time, the control operator must conduct a job briefing with the field employee of the limits that will be issued. The dispatcher must verify that the control machine is properly blocking and stating limits.

Limits designated by a switch extend to the Clearance Point of that switch. When issuing track and time to a Clearance Point of a Switch, use a trailing point side of switch. DO NOT issue track and time to the Clearance Point of a facing point switch. Limits designated by a Conflicting track, extend to the Clearance Point of the conflicting track.

Limits designated by "Switch No" extend only to the signal governing movement over the switch.

Limits designated by "Switch Yes" include the designated track between the outer opposing absolute signals of the control point. At a control point with one or more crossovers, when track and time is issued on adjacent tracks, the crossovers are included in the limits.

GCOR 10.3 C. Releasing Authority

When releasing Track and Time on the KCT, the field employee will notify the dispatcher which authority they are intending to release. Once the dispatcher advises the authority is displayed, the field employee will continue with the release by stating:

- Employee's Name

- Reporting Clear of Authority Number (State Authority Number)
- Between (State Limits of Authority)

The Dispatcher will then repeat the release by stating:

- Employee's Name releasing Authority
- Reporting Clear of Authority Number (State Authority Number)
- Between (State Limits)
- At (State Release Time)
- Dispatcher's initials
- Is that Correct?

Field Employee will then repeat back the release time if all information was correct.

GCOR 15.1 Track Bulletins (Addition / Supersede)

On the Kansas City Terminal Railway, a Daily Operating Bulletin (DOB) will be issued in lieu of a Track Warrant to deliver track bulletins. Before initiating movement on a KCT Controlled track, a crew member must receive a Daily Operating Bulletin (DOB) or determine from the Train Dispatcher if any track bulletins are needed.

GCOR 15.1.1 Changing Address of Track Warrants or Track Bulletins (Supersede)

The Daily Operating Bulletin (DOB), when used to deliver track bulletins, is not addressed to a specific train.

Address changes are not necessary; however, the Train Dispatcher must be advised of the locomotive number being used to identify the movement before movement occupies the main track.

GCOR 15.1.2 Canceling a Track Bulletin: (Addition)

When necessary, the Train Dispatcher can void a Track Bulletin verbally.

GCOR 15.2 Item A. Instructions received on Track Bulletin Form B (Addition)

If no speed is specified, a train authorized to proceed through the working limits will proceed at Restricted Speed.

GCOR 15.2 Item C. Entering the Form B Limits (Addition)

Before entering the track(s) governed by the limits of a Form B track bulletin, from any location other than the beginning of the Form B limits, obtain permission from the Employee In Charge (EIC).

If a train stops within the limits of a Form B for any reason, other than instruction from the EIC, the train must obtain permission from the EIC to restart movement.

GCOR 15.2.1 Protection of On-Track Equipment (Supersede)

A Track Bulletin Form B does not grant authority for on-track equipment to occupy the main track.

GCOR 15.4 Protection When Tracks Removed from Service (Supersede)

A Form O Track Bulletin, Form C Track Bulletin, or General Order will be used to communicate tracks removed from service, in the application of Rule 15.4 and Rule 15.5 of the General Code of Operating Rules.

Before a track is removed from service, it must be protected.

In CTC territory, and at Manual Interlockings, the Train Dispatcher is responsible for applying effective blocking devices to protect the out of service portion of the railroad, when practicable, before a track bulletin is issued.

Track Bulletin Form O or Track Bulletin Form C may protect tracks removed from service designating the track(s) and naming the points at each end of the track and the employee who may authorize use of the track.

Trains must not use this track, unless the track bulletin states the name of the employee who may authorize use, and this person directs all movement.

Movement on any track identified in Track Bulletin Form O or Track Bulletin Form C, in application of this rule, must be made at restricted speed.

Proper authority from the control operator must also be received to pass an absolute signal displaying stop indication to enter the out of service track.

GCOR 15.6 Change of a General Order, Special Instructions, or Rule (Addition)

A Form C Track Bulletin may contain instructions to change a General Order, Special Instruction, or Rule.

GCOR 15.7 Copying Track Bulletins (Addition)

Add item 5) The Train Dispatcher will, if repeated correctly, state, "that is correct."

GCOR 15.10 Retaining Track Bulletins (Supersede)

Employees must retain and comply with the daily operating bulletin on all trips during their tour of duty.

Employees must be able to provide the number of the DOB in their possession to the dispatcher any time the movement enters or re-enters main track, or when requested by the train dispatcher.

GCOR 15.11 Track Condition Messages (New)

A Track Condition Message (TCM) may be used to communicate information that is not directly related to train movement, but still pertinent to train operation and employee safety. TCM's may be issued for conditions on main track or other than main track.

GCOR 15.15 Protection of Automatic Crossing Warning Device Malfunction (New)

When crossing warning devices are MALFUNCTIONING, are DISABLED, or have an ACTIVATION FAILURE, this information will be communicated using Track Bulletin Form X or Track Bulletin Form C.

- GCOR 6.32.2 applies as specified in the track bulletin.

GCOR 18.1 Positive Train Control Territory (Amended)

PTC is an overlay system designed to assist crews in the safe operation of their train. Information displayed by the PTC system is for display purposes only and is not to be used to relieve a crew of their responsibilities under existing rules for the train's current method of operation.

PTC territory is specified in the special instructions located in the Greater KC Operating Instructions, KCT Insert.

GCOR 18.8.1 PTC Enforcement (New)

If a train is stopped by PTC enforcement, the engineer must notify the train dispatcher and provide the following information:

- Identifying engine initials and number
- Time and milepost location where the PTC enforcement was initiated.
- Reason for the PTC enforcement, if known.

Milepost location of the head end of the train when stopped.

GCOR 18.10 Working with Helper Units (New)

A. Helpers added to head end of the train

1. Perform soft cut out of the PTC system on lead engine of the train after helper unit(s) are added.
2. The train dispatcher must be notified that PTC has been cut out.
3. PTC must be cut in at the first practical location after helpers are removed.

B. No changes are required to the PTC system on the lead engine when helpers are added to the rear end of the train.

GCOR 18.11 Section Reserved

GCOR 18.12 Movements without PTC

The Train Dispatcher must authorize a train to operate in PTC territory without the controlling locomotive being PTC equipped or initialized, provided the movement is engaged in freight switching, transfer train service (including yard, local, or industrial), hostling, work train service, or the assembling of trains, under the following conditions:

- A. The movement originates in a yard, or within 20 miles of a yard with the yard as the final destination point.
- B. The movement does not travel in excess of 20 miles from the point of entry onto PTC-equipped main track.

C. The movement must not exceed Restricted Speed unless all the following requirements are met:

- a. No other train or locomotive is operating in the same authorized limits without operational PTC.
- b. No roadway worker has working limits on any part of the same authorized limits.
- c. A Class 1, 2, or Transfer Train brake test has been performed in which case the movement must not exceed 30 MPH.

GCOR 18.13 Reporting to the Train Dispatcher (New)

The engineer must report the following conditions and occurrences to the train dispatcher:

- Any discrepancies between the PTC display and any mandatory directives, rules, wayside system or other onboard system.
- Any time PTC indicates train braking is in progress.
- The train is stopped due to a PTC warning; or
 - PTC is suspected of not providing a warning when it should have.

When making a report to the train dispatcher, include the following information:

- Train ID / Job Number.
- Locomotive initials and number.
- Time and Location of occurrence; and
 - Any unusual occurrence / conditions which may have contributed to the problem.

GCOR 18.14 Restricted Speed in PTC Territory (New)

PTC will enforce a 20 MPH maximum speed when entering authorized limits requiring restricted speed. The PTC System will provide an overspeed warning at 20 MPH and over speed braking enforcement at 21 MPH. The actual speed which allows a train to stop within $\frac{1}{2}$ the range of vision will not be enforced by PTC. The crew is still responsible for adhering to the requirements of GCOR 6.27.

PTC will not enforce restricted speed to prevent train to train collisions while operating at restricted speed inside a joint authority.

GCOR Abbreviations (Addition)

BOS – Back Office Server
CAD – Computer Aided Dispatching System
DOB – Daily Operating Bulletin
GKCOI – Greater Kansas City Operating Instructions
PTC – Positive Train Control

GCOR Glossary Terms (Addition)

Back Office Server System (BOS / PTC)

A computer storehouse for speed restrictions, track geometry, and wayside signaling databases.

Computer Aided Dispatching System (CAD)

A computer system that provides functionality that allows the train dispatcher to manipulate signals and switches, as well as create, delete, and disseminate mandatory directives related to the speed of the railway, protection of workers, protection of highway/rail grade crossings and protection of out of service track.

Hard Cut In (PTC)

A state of the PTC system when PTC cut out switches are placed in the cut in position.

Hard Cut Out (PTC)

A state of the PTC system when PTC cut out switches are placed in the cut-out position.

Non-Enforcement State (PTC)

A state when the PTC System is cut out, failed, degraded, disengaged, or experiencing other unenforceable conditions.

PTC Equipped (PTC)

A locomotive equipped with an operable PTC System.

Positive Train Control (PTC)

A safety overlay system designed to monitor train movement and designed to prevent train to train collisions, over speed violations, movement into established work zone limits without permission, and movement over an improperly lined main track switch.

Restricted Speed Enforcement (PTC)

PTC enforcement of restricted speed is limited to the 20 MPH speed requirement specified in GCOR 6.27. PTC cannot protect against failure to comply with the requirement to be able to stop within half the range of vision.

Soft Cut Out (PTC)

A state of the PTC system resulting from selection of the cut-out key on the PTC display.

Status – PTC (PTC)

- Cut Out
- Disengaged
- Failed
- Initializing
- Switching

Work Zone (PTC)

PTC protected Form B or Form F Track Bulletin Restriction

Item 14: Maintenance of Way Operating Rule Amendments

The following terms are used in the application of Special Instructions to the Maintenance of Way Operating Rules.

When Special Instructions modify a rule, the following terms are used:

- **NEW:** Adds a new rule for the use on the KCT to the MWOR
- **ADDITION:** Adds an item(s) to an existing MWOR Rule
- **SUPERSEDE:** Replaces an existing MWOR Rule with a new rule or instructions
- **APPLICATION:** Provides information on the meaning or interpretation of a rule on the KCT.

MWOR 1.44 Duties of Train Dispatchers (Addition)

Add the following:

- Train Dispatchers are responsible for complying with instructions in the Train Dispatchers Manual.
- Additions, deletion, or changes to the Train Dispatchers Manual will be communicated through the issuance of Directors Notices.

MWOR 1.48 Time (Addition)

Add the following:

All time will be issued in Central Time using a 24-hour format. Current time may be obtained from the Train Dispatcher.

The “Uniform Time Act of 1966” (Amended by “Energy Policy Act of 2005”) provides that the standard time of each time zone shall be advanced one hour or back one hour as Follows:

- At 0200 on the second Sunday in March, each year, Standard Time is advanced one hour to 0300,
- At 0200 on the first Sunday in November, each year, Standard time is set back one hour to 0100.

Employees are responsible for assuring that watches are changed accordingly, and time comparison made with a standard clock or the Train Dispatcher as soon as practical after a time change occurs.

MWOR 2.3 Repetition (Addition)

Add the following bullet:

- When a transmission is repeated correctly, the response must be “THAT IS CORRECT.”

MWOR 2.14.1 Verbally Transmitting and Repeating Mandatory Directives (Addition)

Add the following paragraph:

Apply the following when verbally transmitting and repeating a mandatory directive identified by numbers separated with a hyphen.

- State the entire first number
- State number before the hyphen and state or spell each digit
- State number after the hyphen and state or spell each digit

Example: Authority Number 513-17, “513; 5, 1, 3 dash 17; 1, 7”

MWOR 5.4 Flags for Temporary Track Conditions (Application)

The following rules for display of track flags do not apply on the KCT:

- MWOR 5.4.1 Temporary Restrictions
- MWOR 5.4.2 Display of Yellow Flag
- MWOR 5.4.3 Display of Yellow/Red Flag
- MWOR 5.4.5 Display of Green Flag

MWOR 5.6 Fusee (New)

The use of Fusee's are prohibited on KCT property.

MWOR Rule 5.10 Markers (Addition)

Add the following bullet:

- A marker of the prescribed type will be displayed at the rear of every train, except when switching operations involve movement of less than $\frac{1}{2}$ mile.

MWOR 6.2 Initiating Movement (Application)

All Trains operating on KCT 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 General Notices and General Orders before beginning each day's work or trip.

On the Kansas City Terminal Railway, a Daily Operating Bulletin (DOB) will be issued in lieu of a Track Warrant to deliver track bulletins. Before initiating movement on a KCT Controlled track, a crew member must receive a Daily Operating Bulletin (DOB) or determine from the Train Dispatcher if any track bulletins are needed.

MWOR 6.2.3 Daily Operating Bulletin (Addition)

The Daily Operating Bulletin will be issued by the train dispatcher to protect temporary track conditions or work zone assignments. The Daily Operating Bulletin (DOB), when used to deliver track bulletins, is not addressed to a specific train. Address Changes are not necessary; however, the Train Dispatcher must be advised of the locomotive number being used to identify the movement before movement occupies the main track.

- **A crew member or EIC must contact the train dispatcher prior to arrival on KCT dispatched property to verify the current DOB. If there are no exceptions to the DOB, the Train Dispatcher will advise that:**
“(Employee) may proceed on DOB #(Number)”
- Daily Operating Bulletin properties:
 - The DOB is used to deliver track bulletins and other information
 - Speed Restrictions (Form A)
 - Protection of Men or on-track Equipment (Form B – GCOR 15.2)
 - Other Specific Instructions (Form C)
 - Protection of Flagman (Form F – GCOR 6.33 as amended is SI)
 - Track Out of Service (Form O – GCOR 15.4 / GCOR 15.5)
 - Track Condition Messages (TCM)
 - The DOB does not grant authority to occupy the main track.
 - The DOB will be issued a minimum of one time a day, or more as required.
 - Employees must always review the entire DOB for completeness.

- Additions to the DOB are permitted in accordance with MWOR Rule 15.7
- Deletions from the DOB are permitted in accordance with MWOR Rule 15.13
- Employees whose duties are affected by a timetable must have a current copy of the DOB. This DOB will be in effect for that entire tour of duty.
- **Receipt and Comparison of Daily Operating Bulletin**
 - All crew members must possess a current DOB at their initial station unless otherwise instructed by the train dispatcher
 - Each crew member must read and understand the DOB.
 - All crew members are responsible for complying with the requirements of the DOB and reminding each other of those requirements.
 - Employee in Charge (EIC of on-track equipment, Roadway Workers, or operators of other On-Track Equipment must possess a current DOB, unless otherwise instructed by the train dispatcher.
 - A crew member or EIC must contact the train dispatcher prior to arrival on KCT dispatched property to verify the current DOB. If there are no exceptions to the DOB, the Train Dispatcher will advise that:

“(Engine Number) may proceed on DOB #(Number)”

- **Conditions or Restrictions**

Will be issued using the following format:

- Cover Page
- Restrictions separated into each Line Segment
- System Wide Bulletins/Messages
- Blank bulletins for coping of any mandatory directives or other instructions

- **Addition or Deletion**

When adding items to a DOB the Train Dispatcher will state what the addition/deletion will take place, after acknowledgement of ready to copy, the dispatcher will issue addition / deletion.

MWOR Rule 6.4.1 Reverse Movements (Supersede)

KCT Train Dispatcher or control operator must authorize all reverse movements even within the same signaled block unless main track authorization is Track and Time. If authority is Joint Track and Time, obtain permission from the employee authority is Joint with.

This does not apply if the rear of the train is in other territory. (e.g. Rear of train is in Armourdale yard, contact Armourdale yardmaster or if rear of train is on Marceline Subdivision, contact Marceline Dispatcher).

MWOR 6.33 Flagman (Addition)

To protect contractor workers and/or men and equipment, a Flagman must be in possession of the current Daily Operating Bulletin, and all necessary personal protective equipment, including a hard hat.

Before beginning work, a Flagman must conduct a job briefing with the field personnel and a job briefing / communication check with the Train Dispatcher.

When a flagman is specified on the Daily Operating Bulletin, it will be communicated in the Daily Operating Bulletin, under the appropriate Line Segment as a Form "F".

D. Entering Work Zone Limits

A train must not enter the work zone limits specified during the time specified on the Form F unless instructed by the Flagman. If unable to contact the Flagman at the specified milepost, a train may proceed through the specified limits at RESTRICTED SPEED (Head End Restriction Only) after contacting the train dispatcher.

A train within the specified limits during the specified time must not make further movement unless instructed by the Flagman. If unable to contact the Flagman proceed at RESTRICTED SPEED (Head End Restriction Only) and contact the train dispatcher.

A crew member must attempt to contact the Flagman in advance to avoid delay, giving the trains location and track being used.

The Flagman will use the following format to establish communication with the Train:

"Flagman ___, using DOB # ___, Item # ___, between MP ___ and MP ___ on Line Segment ___."

Trains within the limits, unless otherwise restricted, must move at the speed specified by the Flagman.

If no speed is specified by the Flagman, trains will move at Restricted Speed through the limits (Head End Restriction Only).

After communication with the train has been established, the Flagman will use the following format to grant a train permission to proceed through the Work Zone limits:

"(Engine Number) may enter the work zone limits between MP ___ and MP ___, Line Segment ___ and proceed at (Specify Speed), specifying route".

To require a train to stop at a designated location within the Flagman's limits, add the following:

- "Stop at MP ___ and call for further instructions"

E. Repeat of Instructions

A Crew Member must repeat the above instructions, and the employee giving the instructions must acknowledge them, before they can be followed.

Once instructions are received from the Flagman, if the track route changes from previous instructions received, contact the Flagman to determine that original instructions received are valid on new track route before proceeding on the new route.

The movement must not change direction in the limits or start movement after stopping without permission from the Flagman.

F. Flagman Absent from Location:

If unable to contact the Flagman at the specified milepost, a train may proceed through the specified limits at RESTRICTED SPEED (Head End Restriction Only) after contacting the train dispatcher.

Sound Whistle Signal 5.8.2 (8) frequently, and sound engine bell while passing through the limits under this circumstance, regardless of any quiet zone whistle prohibitions.

MWOR Rule 10.3 Track and Time (Application)

Prior to granting track and time, the control operator must conduct a job briefing with the field employee of the limits that will be issued. The dispatcher must verify that the control machine is properly blocking and stating limits.

Limits designated by a switch extend to the Clearance Point of that switch. When issuing track and time to a Clearance Point of a Switch, use a trailing point side of switch. DO NOT issue track and time to the Clearance Point of a facing point switch. Limits designated by a Conflicting track, extend to the Clearance Point of the conflicting track.

Limits designated by "Switch No" extend only to the signal governing movement over the switch.

Limits designated by "Switch Yes" include the designated track between the outer opposing absolute signals of the control point. At a control point with one or more crossovers, when track and time is issued on adjacent tracks, the crossovers are included in the limits.

Reporting Clear of Authority

When reporting clear of Track and Time on the KCT, the field employee will notify the dispatcher which authority they are intending to release. Once the dispatcher advises the authority is displayed, the field employee will continue with the release by stating:

- Employee's Name
- Reporting Clear of Authority Number (State Authority Number)
- Between (State Limits of Authority)

The Dispatcher will then repeat the release by stating:

- Employee's Name releasing Authority
- Reporting Clear of Authority Number (State Authority Number)
- Between (State Limits)
- At (State Release Time)
- Dispatcher's initials
- Is that Correct?

Field Employee will then repeat back the release time if all information was correct.

MWOR 15.1 Track Bulletins (Application)

On the Kansas City Terminal Railway, a Daily Operating Bulletin (DOB) will be issued in lieu of a Track Warrant to deliver track bulletins. Before initiating movement on a KCT Controlled track, a crew member must receive a Daily Operating Bulletin (DOB) or determine from the Train Dispatcher if any track bulletins are needed.

MWOR 15.1.1 Track Bulletin Form B Request and Verification (Supersede)

Request for a track bulletin Form B at least 12 hours in advance of the desire effective time. Request must be submitted to the KCT Transportation Manager when practical.

Track Bulletins that have been requested are not in effect until a copy of the track bulletin is received or the train dispatcher advises that all trains will be protected by track bulletin.

Job brief with the train dispatcher prior to the Form B effective time.

Protect Form B until the track bulletin has expired and track flags have been removed.

MWOR 15.1.3 Canceling a Track Bulletin: (Addition)

When necessary, the Train Dispatcher can void a Track Bulletin verbally.

MWOR 15.2 Item A. Instructions received on Track Bulletin Form B (Addition)

If no speed is specified, a train authorized to proceed thru the working limits will proceed at Restricted Speed.

MWOR 15.2 Item D. Entering the Form B Limits (Addition)

Before entering the track(s) governed by the limits of a Form B track bulletin, from any location other than the beginning of the Form B limits, obtain permission from the Employee In Charge (EIC).

If a train stops within the limits of a Form B for any reason, other than instruction from the EIC, the train must obtain permission from the EIC to restart movement.

MWOR 15.2.1 Protection of On-Track Equipment (Supersede)

A Track Bulletin Form B does not grant authority for on-track equipment to occupy the main track.

MWOR 15.4 Protection When Tracks Removed from Service (Supersede)

A Form O Track Bulletin, Form C Track Bulletin, or General Order will be used to communicate tracks removed from service, in the application of Rule 15.4 and Rule 15.5 of the General Code of Operating Rules.

Before a track is removed from service, it must be protected.

In CTC territory, and at Manual Interlockings, the Train Dispatcher is responsible for applying effective blocking devices to protect the out of service portion of the railroad, when practicable, before a track bulletin is issued.

Track Bulletin Form O or Track Bulletin Form C may protect tracks removed from service designating the track(s) and naming the points at each end of the track and the employee who may authorize use of the track.

Trains must not use this track, unless the track bulletin states the name of the employee who may authorize use, and this person directs all movement.

Movement on any track identified in Track Bulletin Form O or Track Bulletin Form C, in application of this rule, must be made at restricted speed.

Proper authority from the control operator must also be received to pass an absolute signal displaying stop indication to enter the out of service track.

MWOR 15.6 Change of a General Order, Special Instructions, or Rule (Addition)

A Form C Track Bulletin may contain instructions to change a General Order, Special Instruction, or Rule.

MWOR 15.11 Track Condition Messages (New)

A Track Condition Message (TCM) may be used to communicate information that is not directly related to train movement, but still pertinent to train operation and employee safety. TCM's may be issued for conditions on main track or other than main track.

MWOR 15.15 Protection of Automatic Crossing Warning Device Malfunction (New)

When crossing warning devices are MALFUNCTIONING, are DISABLED, or have an ACTIVATION FAILURE, this information will be communicated using Track Bulletin Form X or Track Bulletin Form C.

- GCOR 6.32.2 applies as specified in the track bulletin.

MWOR Abbreviations (Addition)

BOS – Back Office Server
CAD – Computer Aided Dispatching System
DOB – Daily Operating Bulletin
GKCOI – Greater Kansas City Operating Instructions
PTC – Positive Train Control

MWOR Glossary Terms (Addition)

Back Office Server System (BOS / PTC)

A computer storehouse for speed restrictions, track geometry, and wayside signaling databases.

Computer Aided Dispatching System (CAD)

A computer system that provides functionality that allows the train dispatcher to manipulate signals and switches, as well as create, delete, and disseminate mandatory directives related to the speed of the railway, protection of workers, protection of highway/rail grade crossings and protection of out of service track.

Hard Cut In (PTC)

A state of the PTC system when PTC cut out switches are placed in the cut in position.

Hard Cut Out (PTC)

A state of the PTC system when PTC cut out switches are placed in the cut-out position.

Non-Enforcement State (PTC)

A state when the PTC System is cut out, failed, degraded, disengaged, or experiencing other unenforceable conditions.

PTC Equipped (PTC)

A locomotive equipped with an operable PTC System.

Positive Train Control (PTC)

A safety overlay system designed to monitor train movement and designed to prevent train to train collisions, over speed violations, movement into established work zone limits without permission, and movement over an improperly lined main track switch.

Restricted Speed Enforcement (PTC)

PTC enforcement of restricted speed is limited to the 20 MPH speed requirement specified in GCOR 6.27. PTC cannot protect against failure to comply with the requirement to be able to stop within half the range of vision.

Soft Cut Out (PTC)

A state of the PTC system resulting from selection of the cut-out key on the PTC display.

Status – PTC (PTC)

- Cut Out
- Disengaged
- Failed
- Initializing
- Switching

Work Zone (PTC)

PTC protected Form B or Form F Track Bulletin Restriction

Item 15: Dimensional Shipment Authorization

Dimensional Shipment Authorization

For dimensional shipments to travel across the KCT trackage, KCT request a minimum of 12 hrs notice and the following needs to occur:

1. Railroad handling shipment when it arrives KCT Tracks is responsible in supplying the BNSF Railroad the shipment dimensions.
2. BNSF is responsible for supplying the handling railroad any restrictions that apply to the shipment.
3. The handling railroad is responsible for adding the restrictions to the clearance paperwork and delivering the clearance paperwork to the crew handling the shipment and the KCT Railroad. KCT can be delivered via electronic mail to: chief@kctrailway.com
4. KCT will be responsible for making sure the dispatchers have the necessary paperwork to move the shipment across the KCT tracks.

For dimensional shipments to travel across the CPKC main line between Airline Jct and KCS Diamonds, the following needs to occur:

1. Railroad handling shipment when it travels on CPKC Main line is responsible in supplying the CPKC Railroad the shipment dimensions.
2. CPKC Railroad is responsible for supplying the handling railroad with any restrictions that apply to the shipment.
3. The handling railroad is responsible for adding the restrictions to the clearance paperwork and delivering the clearance paperwork to the crew handling the shipment and the KCT railroad. KCT can be delivered via electronic mail to: chief@kctrailway.com
4. KCT will be responsible for making sure the dispatchers have the necessary paperwork to move the shipment across the KCT tracks.

For a dimensional shipment to travel on UP Mains between Rock Creek Jct and Southwest Jct, the following needs to occur:

1. Railroad handling shipment when it travels on UP Main line is responsible in supplying the UP Railroad the shipment dimensions.
2. UP Railroad is responsible for supplying the handling railroad with any restrictions that apply to the shipment.
3. The handling railroad is responsible for adding the restrictions to the clearance paperwork and delivering the clearance paperwork to the crew

handling the shipment and the KCT railroad. KCT can be delivered via electronic mail to: chief@kctrailway.com

4. KCT will be responsible for making sure the dispatchers have the necessary paperwork to move the shipment across the KCT tracks.

KCT utilizes Route Numbers on Dimensional Clearance Work. If any portion of your train transverses over a particular route, then it must be cleared for that route number.

In the back of this KCT insert is a map that depicts all the different routes broken down in color.

Dimensional Shipment Routes on the KCT

East/West Routes:

112: Rock Creek Jct to Indep. Ave via low lines

This Route consists of the following trackage in KCT Line Segment 1001

- River Main between Congo (MP 0.0) and Rock Creek Jct (MP 0.7)
- Mains 1 & 4 between Rock Creek Jct (MP 0.7) to Indep. Ave (MP 2.5)
- And Connection tracks
 - Track 222 – Connection to KCS Main North towards Airline
 - Track 223 – Connection to KCS Main South towards Blue Valley
 - Track 233 – Connection to UP Coffeyville Sub

113: Congo to Indep. Ave via Sheffield Flyover

This Route consists of the following trackage in KCT Line Segment 1001

- Mains 2 & 3 between Congo (MP 0.0) and Indep. Ave (MP 2.5)

117: Indep. Ave to ATSF Jct

This Route consists of the following trackage in KCT Line Segment 1001

- Mains 2, 3, and 4 between Indep. Ave (MP 2.5) and Kaw Bridge (MP 8.1)

- Connection tracks:
 - 293, 309 & 311 – Connections to BNSF Ft. Scott Sub off Main 4
 - 924 & 926 – Connection to BNSF Argentine yard via Low Lines

1512: ATSF Jct to UP Armourdale yard or KCT Mill St. yard

This Route consists of the following trackage in KCT Line Segment 1001

- Mains 3 and 4 between ATSF Diamond (MP 8.0) and
 - Kansas Ave (MP 8.78) towards Armourdale Yard
 - Osage Ave (MP 8.56X) towards Mill St. Yard

1513: Penn Ave to CP 2.7 via Argentine Skyway

This Route consists of the following trackage in KCT Line Segment 2001

- Main 1 and Main 2 between Penn Ave and CP 27
(Argentine Skyway)

1514: Penn Ave to Terminal Jct via Highline

This Route consists of the following trackage in KCT Line Segment 3001

- Tracks 74, 75, and 76 between Penn Ave and Terminal Jct
- Connection tracks:
 - 213 – Connection to Armourdale 210-213 tracks
 - 214 – Connection to Armourdale 214-217 tracks
 - 295 – Connection to Ft. Scott Sub off Highline

1522: Adams St to Kansas Ave track 354

This Route consists of the following trackage in KCT Line Segment 7001.

- Track 354 – Connection from Kaw Bridge to UP 18th St

North/South Routes:

120: ATSF Jct to I-670

This Route consists of the following trackage in KCT Line Segment 4001

- Tracks 79, 80, 81, 330, 2088, 2089, AT2, AT3, AT4
- Connection tracks
 - 333 – Connection track from BNSF Track 5 to Kaw Bridge

1510: I-670 to Gooseneck

This Route consists of the following trackage in KCT Line Segment 4001

- Tracks 79, 80, 81, and 82
- Connection tracks
 - 1401 – Connection from Gooseneck to UP Mains

1511: Penn Ave to St. Louis Ave

This Route consists of the following trackage in KCT Line Segment 6001

- Track 70 (Bluff Track)

1520: 25th St. to 30th St

This Route consists of the following trackage in KCT Line Segment 5001

- BN1 and BN2 between 30th St and 25th St

1521: 25th St to St. Louis Ave

This Route consists of the following trackage in KCT Line Segment 4001

- BN1 and BN2 through 19th St Yard area

CPKC Dimensional Desk is responsible for clearing between Airline Jct. and CPKC/KCT Diamonds.

UP Dimensional Desk is responsible for clearing between Rock Creek Jct. and Southwest Jct.

Movements off Hannibal Bridge will need the following Routes Cleared

| | |
|--|-------------------------|
| If going to Argentine Yard: | 1510 & 120 |
| If going to Armourdale or Mill St. Yard: | 1510, 120, & 1512 |
| If going to UP 18 th St. via track 354: | 1510, 120, 1512, & 1522 |
| If going to UP 18 th St. via Hickory: | 1510 |
| If going to Marceline Sub, KCS, UP Sheffield: | 1510, 120, 117 & 113 |
| If going to Ft. Scott Sub | 1510, 1520, & 1521 |

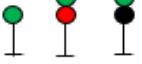
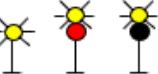
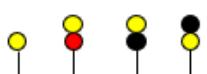
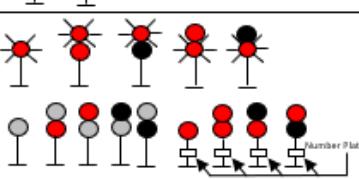
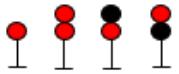
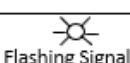
Movements off Marceline Sub will need the following Routes Cleared

| | |
|---|----------------------------|
| If going to BNSF Argentine via low lines: | 112, 113, & 117 |
| If going to BNSF Argentine via Skyway: | 112, 113, 117, & 1513 |
| If going to BNSF Ft. Scott Sub: | 112, 113, 117, & 1520 |
| If going to Murray yard or UP Neff via incline: | 112, 113, 117, 120, & 1510 |
| If going to UP Armourdale or KCT Mill St. yard: | 112, 113, 117, & 1512 |
| If going to UP Kansas Sub or track 76 via Highline: | 112, 113, 117, & 1514 |

Movements off Airline Jct will need clearance from the CPKC Dimensional Shipment desk in addition to the above KCT Route Codes.

Movements off Rock Creek Jct (UP River Main, UP Sedalia Sub, or CPKC Mexico Sub) going to UP Neff via Southwest Jct., CPKC Knoche Yard, CPKC Blue Valley will need clearances from UP Dimensional Shipment desk in addition to above KCT Route Codes.

Item 16: KCT Block and Interlocking Signals

| Rule | Name | Aspects | Indications |
|--|---------------------------|--|---|
| 9.1.1 | Clear |  | Proceed |
| 9.1.2 | Diverging Clear |  | Proceed on diverging route not exceeding prescribed speed through turnout. |
| 9.1.3 | Approach Medium |  | Proceed prepared to pass next signal not exceeding 30 MPH |
| 9.1.4 | Approach Diverging |  | Proceed prepared to advance on diverging route at the next signal not exceeding prescribed speed through turnout |
| 9.1.5 | Approach |  | Proceed, immediately reducing to 30 MPH, prepared to stop at next signal. |
| 9.1.6 | Diverging Approach Medium |  | Proceed on diverging route not exceeding prescribed speed through turnout, prepared to pass next signal not exceeding 30 MPH |
| 9.1.7 | Diverging Approach |  | Proceed on diverging route not exceeding prescribed speed through turnout, prepared to stop at next signal. Trains exceeding 30 MPH must immediately reduce to that speed |
| 9.1.8 | Approach Restricting |  | Proceed prepared to pass next signal at restricted speed |
| 9.1.9 | Restricting |  | Proceed at restricted speed |
| 9.1.10 | Stop |  | STOP, before any part of train or engine passes the signal. |
| Legend: | |  Lunar Signal  Flashing Signal  Dark Signal  Number Plate | |
| Aspects shown in Rules 9.1.1 and 9.1.3 through 9.1.8 may be displayed on signals with or without number plates on signal mast. | | | |

Item 17: KCT Signal Awareness Forms

KCT has designed 4 signal awareness forms that the conductor will have the option to fill out while operating over the KCT Tackage. The forms have been designed for your direction of travel. Including different routing options (i.e. Westbound train from Marceline Sub to Ft. Scott Sub or Eastbound train From Armourdale track 213 to River Sub via Low lines out of Indep. Ave).

All block signal names with the exception of CLEAR require the additional information of train speed, time by signal and name and aspect of signal. Should the conductor be unable to record a signal aspect due to other activities, this fact must be noted on the form, including the reason. If you come across a Red Signal, Record the time that you stop your train, then when you get signal from the Dispatcher, mark an "X" for the appropriate signal and note the time you received the signal.

Where (LH) is used after a signal number in the signal number and Location column, indicates a Left Hand Signal.

Each Control Point is listed, then broken down by track, so if you are coming Westbound off the Marceline Sub over the Sheffield Flyover Main 2 (North Track) to go to Argentine Yard via Low lines out of Penn Ave, you would use the KCT **Westbound** Signal Awareness Form. You would actually start on page W-3 Indep. Ave (including from Congo), record signal indication out of Congo on M2 on line 24, your next signal is at Cleveland Ave and for this demonstration, lets say you crossed over to Main 3, the signal at Cleveland was on Main 2, so you would record you signal aspect on line 32, then on the Grand Ave chart, record intermediate signal (Bridge 16) on Main 3, line 36, next is absolute signal on Main 3 at Grand, line 39, cross over to Main 4, signal aspect just before Union Station, line 41, then on to Penn Ave chart, Main 4, line 44, then to BN Crossing, Main 4, line 50, and finally ATSF Jct, say you were routed to ATSF track 4, you would have connection track 926, line 56. If you were going on the Highline (UP) out of Penn Ave instead of to ATSF Jct, then you would skip BN Crossing and ATSF Jct and go to Highline Chart on page W-5. If you were going Skyway out of Penn Ave, then you would complete this form with the signal indication at Penn Ave, the next signal at CP27 is controlled by BNSF DS 3, so it is not on this form.

Here is an Example of a form. It is Eastbound and I am only showing 3 control points starting from Cleveland Ave, train is routed Main 2 East out of Cleveland crossing over at Indep. Ave to Main 3, over the Sheffield Flyover to Congo.

Cleveland Ave

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-----------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 71 | Cleveland | M2 | 12R - MP 4.143 (1001) | X | 0837 | | | | X | | | | | | 0853 | 0-20 |
| 72 | | M3 | 14R - MP 4.144 (1001) | | | | | | | | | | | | | |
| 73 | | M4 | 16R - MP 4.144 (1001) | | | | | | | | | | | | | |

Indep. Ave

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|------------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 74 | Indep. Ave | M4 | Intermediate Signal MP 3.029 (1001) | | | | | | | | | | | | | |
| 75 | | M2 | 2R - MP 2.907 (1001) | | | | | | | | | X | | | | |
| 76 | | M3 | 4R - MP 2.906 (1001) | | | | | | | | | | | | | |

On Sheffield Flyover

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 77 | Congo | M2 | Intermediate Signal MP 0.948 (1001) | | | | | | | | | | | | | |
| 78 | | M3 | Intermediate Signal MP 0.949 (1001) | | | | | | | | | | X | | | |
| 79 | | M2 | EBCS Congo - MP 0.0 (Controlled by Marc DS) | | | | | | | | | | | | | |
| 80 | | M3 | EBCS Congo - MP 0.0 (Controlled by Marc DS) | | | | | | X | | | | | 0906 | 30 | |

KCT Eastbound Signal Awareness

Date: _____

Engineer: _____

Train Symbol: _____

Conductor: _____

On Highline

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-----------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 1 | Mill St | 74 | 12L - MP 9.529 (3001) | | | | | | | | | | | | | |
| 2 | | 75 | 14LA - MP 9.529 (3001) | | | | | | | | | | | | | |
| 3 | | 213 | 14LB - MP 9.529 (3001) | | | | | | | | | | | | | |
| 4 | 7th St | 75 | 2L - MP 9.202 (3001) | | | | | | | | | | | | | |
| 5 | | 214 | 4L - MP 9.202 (3001) | | | | | | | | | | | | | |
| 6 | High line | 74 | 52LC - MP 8.634 (3001) | | | | | | | | | | | | | |
| 7 | | 76 | 52LA - MP 8.662 (3001) | | | | | | | | | | | | | |
| 8 | State | 74 | 70L - MP 7.955 (3001) | | | | | | | | | | | | | |
| 9 | | 75 | 68L - MP 7.955 (3001) | | | | | | | | | | | | | |

Towards Fort Scott Sub

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|----|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 10 | 30 | 295 | 4WB - MP 0.380 (5001) | | | | | | | | | | | | | |

Out of Mill St. Yard or Armourdale Yard (via Low lines)

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|----------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 11 | Adams St | M3 | 22R - MP 8.545 (1001) | | | | | | | | | | | | | |
| 12 | | 362 | 10R - MP 8.546 (1001) | | | | | | | | | | | | | |
| 13 | | NM | 2R - MP 8.675X (1001) | | | | | | | | | | | | | |
| 14 | | MM | 4R - MP 8.675X (1001) | | | | | | | | | | | | | |
| 15 | | M3 | 32R - MP 8.392 (1001) | | | | | | | | | | | | | |
| 16 | | M4 | 34R - MP 8.394 (1001) | | | | | | | | | | | | | |
| 17 | | 354 | 40R - MP 8.409 (7001) | | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received.

From Gooseneck / Incline

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-------------------|------|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 18 | Old Union Depot | 80 | 224 - MP 10.105 (4001) | | | | | | | | | | | | | |
| 19 | | 81 | 226 - MP 10.105 (4001) | | | | | | | | | | | | | |
| 20 | | 79 | 222 - MP 9.952 (4001) | | | | | | | | | | | | | |
| 21 | | 1306 | 50B - MP 9.447 (4001) | | | | | | | | | | | | | |
| 22 | | 79 | 50A - MP 9.474 (4001) | | | | | | | | | | | | | |
| 23 | | 80 | 46 - MP 9.474 (4001) | | | | | | | | | | | | | |
| 24 | | 81 | 48 - MP 9.475 (4001) | | | | | | | | | | | | | |
| 25 | | 82 | 62 - MP 9.475 (4001) | | | | | | | | | | | | | |
| 26 | | 79 | 14 - MP 9.164 (4001) | | | | | | | | | | | | | |
| 27 | | 80 | 16 - MP 9.165 (4001) | | | | | | | | | | | | | |
| 28 | | 81 | 18 - MP 9.166 (4001) | | | | | | | | | | | | | |
| 29 | North Chicago Jct | 803 | 202B - MP 8.539 (4001) | | | | | | | | | | | | | |
| 30 | | 79 | 202A - MP 8.539 (4001) | | | | | | | | | | | | | |
| 31 | | 80 | 196 - MP 8.539 (4001) | | | | | | | | | | | | | |
| 32 | | 81 | 194A - MP 8.539 (4001) | | | | | | | | | | | | | |
| 33 | | 82 | 194B - MP 8.515 (4001) | | | | | | | | | | | | | |

From Mill St. Yard / Armourdale Yard

| | | | | | | | | | | | | | | | | |
|----|---------|----|------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 34 | NCJ | M3 | 94 - MP 8.225 (1001) | | | | | | | | | | | | | |
| 35 | | M4 | 92 - MP 8.223 (1001) | | | | | | | | | | | | | |
| 36 | BN Xing | M3 | 58LB - MP 8.031 (1001) | | | | | | | | | | | | | |
| 37 | | M4 | 54LB - MP 8.030 (1001) | | | | | | | | | | | | | |

From Argentine Yard

| | | | | | | | | | | | | | | | | |
|----|----------|-----|------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 38 | ATSF Jct | AT4 | 30E - MP 7.690 (4001) | | | | | | | | | | | | | |
| 39 | | AT3 | 18 - MP 7.500 (4001) | | | | | | | | | | | | | |
| 40 | | AT2 | 14 - MP 7.500 (4001) | | | | | | | | | | | | | |
| 41 | BN Xing | 926 | 54LA - MP 8.030 (1001) | | | | | | | | | | | | | |
| 42 | | 924 | 52L - MP 8.030 (1001) | | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received.

Towards Fort Scott Sub

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|---------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 43 | 30th St | BN1 | 2W - MP 0.444 (5001) | | | | | | | | | | | | | |
| 44 | | BN2 | 4WA (LH) - MP 0.449 (5001) | | | | | | | | | | | | | |

BN Crossing

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|---------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 45 | | M3 | 40L - MP 7.729 (1001) | | | | | | | | | | | | | |
| 46 | BN Xing | M4 | 50L - MP 7.760 (1001) | | | | | | | | | | | | | |
| 47 | | 293 | 60L - MP 7.579 (1001) | | | | | | | | | | | | | |

Penn Ave

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|----------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 48 | Penn Ave | M2 | 198EA - MP 7.374 (2001) | | | | | | | | | | | | | |
| 49 | | M1 | 82 - MP 7.376 (2001) | | | | | | | | | | | | | |
| 50 | | 70 | 198EB - MP 7.397 (6001) | | | | | | | | | | | | | |
| 51 | | M3 | 8EA - MP 7.360 (1001) | | | | | | | | | | | | | |
| 52 | | M4 | 10 - MP 7.361 (1001) | | | | | | | | | | | | | |
| 53 | | 74 | 6 - MP 7.361 (3001) | | | | | | | | | | | | | |
| 54 | | 75 | 8EB - MP 7.360 (3001) | | | | | | | | | | | | | |
| 55 | | M4 | 192E - MP 7.019 (1001) | | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received.

Grand Ave

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-----------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 56 | Grand Ave | 29 | 62RB - MP 6.525 (1001) | | | | | | | | | | | | | |
| 57 | | 30 | 62RC - MP 6.526 (1001) | | | | | | | | | | | | | |
| 58 | | M2 | 86RA - MP 6.582 (1001) | | | | | | | | | | | | | |
| 59 | | M3 | 84R (LH) - MP 6.581 (1001) | | | | | | | | | | | | | |
| 60 | | M4 | 62RA - 6.580 (1001) | | | | | | | | | | | | | |
| 61 | | 280 | 86RB - MP 6.519 (1001) | | | | | | | | | | | | | |
| 62 | | M2 | Intermediate Signal 216 - MP 5.132 (1001) | | | | | | | | | | | | | |
| 63 | | M3 | Intermediate Signal 316 - MP 5.132 (1001) | | | | | | | | | | | | | |
| 64 | | M4 | Intermediate Signal 316 - MP 5.132 (1001) | | | | | | | | | | | | | |

Cleveland Ave

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-----------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 65 | Cleveland | M2 | 12R - MP 4.143 (1001) | | | | | | | | | | | | | |
| 66 | | M3 | 14R - MP 4.144 (1001) | | | | | | | | | | | | | |
| 67 | | M4 | 16R - MP 4.144 (1001) | | | | | | | | | | | | | |

Indep. Ave

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|------------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 68 | Indep. Ave | M4 | Intermediate Signal MP 3.029 (1001) | | | | | | | | | | | | | |
| 69 | | M2 | 2R - MP 2.907 (1001) | | | | | | | | | | | | | |
| 70 | | M3 | 4R - MP 2.907 (1001) | | | | | | | | | | | | | |

Over Sheffield Flyover

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 71 | Congo | M2 | Intermediate Signal MP 0.949 (1001) | | | | | | | | | | | | | |
| 72 | | M3 | Intermediate Signal MP 0.949 (1001) | | | | | | | | | | | | | |
| 73 | | M2 | EBCS Congo - MP 0.0 (Controlled by Marc DS) | | | | | | | | | | | | | |
| 74 | | M3 | EBCS Congo - MP 0.0 (Controlled by Marc DS) | | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received

Sheffield (via Low lines) / UPRR Interlocking

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-----------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 75 | Sheffield | M1 | 18R (LH) - MP 2.219 (1001) | | | | | | | | | | | | | |
| 76 | | M4 | 20R - MP 2.219 (1001) | | | | | | | | | | | | | |
| 77 | UPRR | M1 | 72R (LH) - MP 1.963 (1001) | | | | | | | | | | | | | |
| 78 | | M4 | 74R - MP 1.963 (1001) | | | | | | | | | | | | | |

KCS / KCS North (KCSN) / KCS South (KCSS)

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 79 | KCS | M1 | 94R (LH) - MP 1.724 (1001) | | | | | | | | | | | | | |
| 80 | | M4 | 92R - MP 1.724 (1001) | | | | | | | | | | | | | |
| 81 | KCSS | 223 | 98RB - MP 1.518 (1001) | | | | | | | | | | | | | |

Rock Creek Jct / Rock Creek KCT (RCK)

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|----------------|-------|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 82 | Rock Creek KCT | M1 | 38RA - MP 1.145 (1001) | | | | | | | | | | | | | |
| 83 | | M4 | 38RC - MP 1.145 (1001) | | | | | | | | | | | | | |
| 84 | Rock Creek Jct | 408 | 34R - MP 1.113 (1001) | | | | | | | | | | | | | |
| 85 | | M1 | 56R - MP 0.917 (1001) | | | | | | | | | | | | | |
| 86 | RC Jct | SJ | 54R - UP MP 277.131 (UP) | | | | | | | | | | | | | |
| 87 | | River | EBCS Congo - MP 0.0 (Controlled by Marc DS) | | | | | | | | | | | | | |

Towards Knoche Yard / Airline Jct

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-----|-----|--|----------------------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 88 | KCS | 222 | 84LB - MP 1.514 (1001) | | | | | | | | | | | | | |
| 89 | | SW | KCS | 133LA - KCS MP 5.660 | | | | | | | | | | | | |
| 90 | Air | KCS | 22R - KCS MP 5.410 | | | | | | | | | | | | | |
| 91 | | WW | KCS | 36LB - KCS 5.170 | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received.

KCT Westbound Signal Awareness

Date: _____

Engineer: _____

Train Symbol: _____

Conductor: _____

Rock Creek Jct / Rock Creek KCT (RCK)

| Line No. | CP | Trk | Signal Number, MP Location, and (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|--------|-------|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 1 | RC Jct | River | Off Marceline Sub 50L - MP 0.502 (1001) | | | | | | | | | | | | | |
| 2 | | UP1 | Off Sedalia Sub 52L - UP MP 276.700 | | | | | | | | | | | | | |
| 3 | | UP2 | Off Sedalia Sub 56LA - UP MP 276.700 | | | | | | | | | | | | | |
| 4 | | KCS | Off KCS Main 56LB - UP MP 276.773 | | | | | | | | | | | | | |
| 5 | RCK | M1 | 38L - MP 1.002 (1001) | | | | | | | | | | | | | |

From Airline Jct / Knoche Yard

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-------------|-----------|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 6 | WW | 902 | 36RB - KCS MP 4.98 | | | | | | | | | | | | | |
| 7 | | 901 | 36RC - KCS 4.98 | | | | | | | | | | | | | |
| 8 | | NM | 36RA - KCS 4.98 | | | | | | | | | | | | | |
| 9 | Airline Jct | KCS | 24LB - KCS 5.28 | | | | | | | | | | | | | |
| 10 | | DB1 | 22LB - KCS MP 5.30X | | | | | | | | | | | | | |
| 11 | | DB2 | 22LA - KCS MP 5.30X | | | | | | | | | | | | | |
| 12 | | Work Lead | 24LA - KCS MP 5.30 | | | | | | | | | | | | | |
| 13 | MOP | KCS | 12R - KCS MP 5.41 | | | | | | | | | | | | | |
| 14 | KCS | KCS | 84R - KCS MP 5.94 | | | | | | | | | | | | | |
| 15 | KCS | 222 | 94L - KCT MP 1.634 | | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received.

KCS / KCS North (KCSN) / KCS South (KCSS)

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 5 | KCS | M1 | 102LA - MP 1.472 (1001) | | | | | | | | | | | | | |
| 6 | | M4 | 100LA - MP 1.472 (1001) | | | | | | | | | | | | | |
| 7 | | 408 | 100LB - MP 1.517 (1001) | | | | | | | | | | | | | |
| 8 | | 450 | 102LB - MP 1.511 (1001) | | | | | | | | | | | | | |
| 9 | KCSS | KCS | N/B from Blue Valley 98L - KCS Main MP 6.25 | | | | | | | | | | | | | |
| 10 | KCS | 223 | 88LA - MP 1.604 (1001) | | | | | | | | | | | | | |
| 11 | | 225 | 88LB - MP 1.625 (1001) | | | | | | | | | | | | | |
| 12 | KCSN | KCS | S/B from Airline Jct 84R - KCS Main MP 5.94 | | | | | | | | | | | | | |
| 13 | KCS | 222 | 94L - MP 1.634 (1001) | | | | | | | | | | | | | |

UPRR Interlocking / Sheffield

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-------------------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 14 | UPRR Interlocking | M1 | 72L - MP 1.792 (1001) | | | | | | | | | | | | | |
| 15 | | M4 | 74L (LH) - MP 1.792 (1001) | | | | | | | | | | | | | |
| 16 | | UP2 | Northbound 70L - UP MP 280.625 | | | | | | | | | | | | | |
| 17 | | UP1 | Northbound 68L - UP MP 280.626 | | | | | | | | | | | | | |
| 18 | Sheffield | M1 | 18LA - MP 1.963 (1001) | | | | | | | | | | | | | |
| 19 | | M4 | 20LA - MP 1.963 (1001) | | | | | | | | | | | | | |
| 20 | | 238 | 18LB - MP 2.004 (1001) | | | | | | | | | | | | | |
| 21 | | 243 | 20LB - MP 1.986 (1001) | | | | | | | | | | | | | |
| 22 | | 90 | 18LC - MP 2.056 (1001) | | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received.

Indep. Ave (Including From Congo)

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|------------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 23 | Indep. Ave | M2 | WBCS Congo - MP 0.0 (Controlled by Marc DS) | | | | | | | | | | | | | |
| 24 | | M3 | WBCS Congo - MP 0.0 (Controlled by Marc DS) | | | | | | | | | | | | | |
| 25 | | M2 | Intermediate Signal MP 0.948 (1001) | | | | | | | | | | | | | |
| 26 | | M3 | Intermediate Signal MP 0.949 (1001) | | | | | | | | | | | | | |
| 27 | | M1 | 4LB - MP 2.526 (1001) | | | | | | | | | | | | | |
| 28 | | M2 | 2L - MP 2.526 (1001) | | | | | | | | | | | | | |
| 29 | | M3 | 4LA - MP 2.526 (1001) | | | | | | | | | | | | | |
| 30 | | M4 | Intermediate Signal MP 3.029 (1001) | | | | | | | | | | | | | |

Cleveland

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-----------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 31 | Cleveland | M2 | 12L - MP 3.792 (1001) | | | | | | | | | | | | | |
| 32 | | M3 | 14L - MP 3.792 (1001) | | | | | | | | | | | | | |
| 33 | | M4 | 16L - MP 3.792 (1001) | | | | | | | | | | | | | |

Grand Ave

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-----------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 34 | Grand Ave | M2 | Intermediate Signal MP 5.132 (1001) | | | | | | | | | | | | | |
| 35 | | M3 | Intermediate Signal MP 5.132 (1001) | | | | | | | | | | | | | |
| 36 | | M4 | Intermediate Signal MP 5.132 (1001) | | | | | | | | | | | | | |
| 37 | | M2 | 86L - MP 6.003 (1001) | | | | | | | | | | | | | |
| 38 | | M3 | 84L - MP 6.002 (1001) | | | | | | | | | | | | | |
| 39 | | M4 | 82L (LH) - MP 6.002 (1001) | | | | | | | | | | | | | |
| 40 | | M4 | 62L (LH) - MP 6.400 1001 | | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received.

Penn Ave

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|----------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 41 | Penn Ave | M2 | 198WA - MP 6.773 (1001) | | | | | | | | | | | | | |
| 42 | | M3 | 160 - MP 6.773 (1001) | | | | | | | | | | | | | |
| 43 | | M4 | 192WA (LH) - MP 6.772 (1001) | | | | | | | | | | | | | |
| 44 | | 280 | 198WB - MP 6.863 (1001) | | | | | | | | | | | | | |
| 45 | | 29 | 238WA - MP 6.870 (1001) | | | | | | | | | | | | | |
| 46 | | 30 | 238WC - MP 6.870 (1001) | | | | | | | | | | | | | |
| 47 | | 28 | 238WB - MP 6.890 (1001) | | | | | | | | | | | | | |
| 48 | | 29 | 192WB - MP 6.951 (1001) | | | | | | | | | | | | | |

BN Crossing

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|---------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 49 | BN Xing | M4 | 60R - MP 7.479 (1001) | | | | | | | | | | | | | |
| 50 | | M3 | 40R - MP 7.545 (1001) | | | | | | | | | | | | | |

Towards Ft. Scott Sub

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|----|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 51 | BN | 293 | 14L - MP 0.332 (5001) | | | | | | | | | | | | | |
| 52 | | BN1 | 4WA - MP 0.449 (5001) | | | | | | | | | | | | | |

ATSF Jct / North Chicago Jct

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|----------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 53 | ATSF Jct | 924 | 26 - MP 8.030 (1001) | | | | | | | | | | | | | |
| 54 | | 926 | 30WA - MP 8.030 (1001) | | | | | | | | | | | | | |
| 55 | NCJ | M3 | 74 - MP 8.030 (1001) | | | | | | | | | | | | | |
| 56 | | M4 | 72 - MP 8.031 (1001) | | | | | | | | | | | | | |
| 57 | NCJ | M3 | 86A - MP 8.167 (1001) | | | | | | | | | | | | | |
| 58 | | M4 | 84A - MP 8.180 (1001) | | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received.

To Mill St Yard & Armourdale Yard (via Low lines)

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 59 | Adams | M3 | 32L - MP 8.261 (1001) | | | | | | | | | | | | | |
| 60 | | M4 | 34L - MP 8.263 (1001) | | | | | | | | | | | | | |
| 61 | | 214 | 4R - MP 9.146 (3001) | | | | | | | | | | | | | |

Over Highline

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 62 | State | 74 | 70R - MP 7.601 (3001) | | | | | | | | | | | | | |
| 63 | | 75 | 68RA - MP 7.601 (3001) | | | | | | | | | | | | | |
| 64 | | 295 | 68RD - MP 7.640 (3001) | | | | | | | | | | | | | |
| 65 | High | 74 | 54R - MP 8.503 (3001) | | | | | | | | | | | | | |
| 66 | | 75 | 2RA - MP 9.051 (3001) | | | | | | | | | | | | | |
| 67 | 7th | 391 | 2RB - MP 9.047 (3001) | | | | | | | | | | | | | |
| 68 | Mill | 74 | 12R - MP 9.346 (3001) | | | | | | | | | | | | | |
| 69 | | 75 | 14R - MP 9.142 (3001) | | | | | | | | | | | | | |

Over Bluff

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-----|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 70 | OUD | 70 | 168A - MP 9.179 (4001) | | | | | | | | | | | | | |
| 71 | | 80 | 200 - MP 9.862 (4001) | | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received.

To Gooseneck / Incline

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-------------------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 76 | North Chicago Jct | 81 | 140A - MP 8.077 (4001) | | | | | | | | | | | | | |
| 77 | | 79 | 206 - MP 8.539 (4001) | | | | | | | | | | | | | |
| 78 | | 80 | 198 - MP 8.539 (4001) | | | | | | | | | | | | | |
| 79 | | 81 | 200 - MP 8.539 (4001) | | | | | | | | | | | | | |
| 80 | Old Union Depot | 79 | 26A - MP 9.164 (4001) | | | | | | | | | | | | | |
| 81 | | 80 | 28 - MP 9.165 (4001) | | | | | | | | | | | | | |
| 82 | | 81 | 30 - MP 9.166 (4001) | | | | | | | | | | | | | |
| 83 | | 82 | 32 - MP 9.166 (4001) | | | | | | | | | | | | | |
| 84 | | 803 | 26B - MP 9.337 (4001) | | | | | | | | | | | | | |
| 85 | | 81 | 166A - MP 9.628 (4001) | | | | | | | | | | | | | |
| 86 | | 82 | 166B - MP 9.628 (4001) | | | | | | | | | | | | | |
| 87 | | 80 | 178 - MP 9.716 (4001) | | | | | | | | | | | | | |
| 88 | | 79 | 180 - MP 9.760 (4001) | | | | | | | | | | | | | |
| 89 | | 80 | 200 - MP 9.862 (4001) | | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received.

KCT Northbound Signal Awareness

Date: _____

Engineer: _____

Train Symbol: _____

Conductor: _____

From Mill St Yard / Armourdale Yard towards Gooseneck/Incline

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|----------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 1 | Adams St | M3 | 22R - MP 8.545 (1001) | | | | | | | | | | | | | |
| 2 | | 362 | 10R - MP 8.546 (1001) | | | | | | | | | | | | | |
| 3 | | NM | 2R - MP 8.675X (1001) | | | | | | | | | | | | | |
| 4 | | MM | 4R - MP 8.675X (1001) | | | | | | | | | | | | | |
| 5 | | 354 | 40R - MP 8.409 (7001) | | | | | | | | | | | | | |
| 6 | | M3 | 32R - MP 8.392 (1001) | | | | | | | | | | | | | |
| 7 | | M4 | 34R - MP 8.394 (1001) | | | | | | | | | | | | | |
| 8 | NCJ | M3 | 94 - MP 8.225 (1001) | | | | | | | | | | | | | |
| 9 | | M4 | 92 - MP 8.223 (1001) | | | | | | | | | | | | | |

ATSF Jct / North Chicago Jct

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-------------------|------|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 10 | ATSF Jct | AT2 | 14 - MP 7.500 (4001) | | | | | | | | | | | | | |
| 11 | | AT3 | 18 - MP 7.500 (4001) | | | | | | | | | | | | | |
| 12 | | AT4 | 30E - MP 7.690 (4001) | | | | | | | | | | | | | |
| 13 | North Chicago Jct | AT5 | 76 - MP 7.760 (4001) | | | | | | | | | | | | | |
| 14 | | 2088 | 22 - MP 7.893 (4001) | | | | | | | | | | | | | |
| 15 | | 2088 | 140B - MP 8.068 (4001) | | | | | | | | | | | | | |
| 16 | | 81 | 140A - MP 8.077 (4001) | | | | | | | | | | | | | |
| 17 | | 2089 | 124B - MP 8.117 (4001) | | | | | | | | | | | | | |
| 18 | | 330 | 124A - MP 8.129 (4001) | | | | | | | | | | | | | |
| 19 | | 79 | 122 - MP 8.129 (4001) | | | | | | | | | | | | | |
| 20 | | 2087 | 192 - MP 8.120 (4001) | | | | | | | | | | | | | |
| 21 | | 79 | 206 - MP 8.539 (4001) | | | | | | | | | | | | | |
| 22 | | 80 | 198 - MP 8.539 (4001) | | | | | | | | | | | | | |
| 23 | | 81 | 200 - MP 8.539 (4001) | | | | | | | | | | | | | |

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From Ft. Scott Sub

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|---------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 24 | 30th St | BN1 | 2E (LH) - MP 0.850 (5001) | | | | | | | | | | | | | |
| 25 | | BN2 | 4EA - MP 0.850 (5001) | | | | | | | | | | | | | |
| 26 | | BN1 | 26R (LH) - MP 0.444 (5001) | | | | | | | | | | | | | |
| 27 | | BN2 | 14R - MP 0.449 (5001) | | | | | | | | | | | | | |
| 28 | | BN1 | 24R - MP 0.273 (5001) | | | | | | | | | | | | | |
| 29 | | BN2 | 18R - MP 0.279 (5001) | | | | | | | | | | | | | |

Old Union Depot

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|----|------|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 30 | | 79 | 26A - MP 9.164 (4001) | | | | | | | | | | | | | |
| 31 | | 80 | 28 - MP 9.165 (4001) | | | | | | | | | | | | | |
| 32 | | 81 | 30 - MP 9.166 (4001) | | | | | | | | | | | | | |
| 33 | | 82 | 32 - MP 9.166 (4001) | | | | | | | | | | | | | |
| 34 | | 803 | 26B - MP 9.337 (4001) | | | | | | | | | | | | | |
| 35 | | 2075 | 168C - MP 9.384 (4001) | | | | | | | | | | | | | |
| 36 | | 82 | 166B - MP 9.628 (4001) | | | | | | | | | | | | | |
| 37 | | 81 | 166A - MP 9.628 (4001) | | | | | | | | | | | | | |
| 38 | | 70 | 168A - MP 9.142 (4001) | | | | | | | | | | | | | |
| 39 | | 2071 | 168B - MP 9.384 (4001) | | | | | | | | | | | | | |
| 40 | | 80 | 178 - MP 9.716 (4001) | | | | | | | | | | | | | |
| 41 | | 79 | 180 - MP 9.760 (4001) | | | | | | | | | | | | | |
| 42 | | 1401 | 176 - MP 9.849 (4001) | | | | | | | | | | | | | |
| 43 | | 80 | 200 - MP 9.862 (4001) | | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received.

KCT Southbound Signal Awareness

Date: _____

Engineer: _____

Train Symbol: _____

Conductor: _____

Old Union Depot

| Line No. | CP | Trk | Signal Number, MP Location, and (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-----------------|------|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 1 | Old Union Depot | 80 | 224 - MP 10.105 (4001) | | | | | | | | | | | | | |
| 2 | | 81 | 226 - MP 10.105 (4001) | | | | | | | | | | | | | |
| 3 | | 79 | 222 - MP 9.952 (4001) | | | | | | | | | | | | | |
| 4 | | 1306 | 50B - MP 9.447 (4001) | | | | | | | | | | | | | |
| 5 | | 79 | 50A - MP 9.474 (4001) | | | | | | | | | | | | | |
| 6 | | 80 | 46 - MP 9.474 (4001) | | | | | | | | | | | | | |
| 7 | | 81 | 48 - MP 9.475 (4001) | | | | | | | | | | | | | |
| 8 | | 82 | 62 - MP 9.475 (4001) | | | | | | | | | | | | | |
| 9 | | 79 | 14 - MP 9.164 (4001) | | | | | | | | | | | | | |
| 10 | | 80 | 16 - MP 9.165 (4001) | | | | | | | | | | | | | |
| 11 | | 81 | 18 - MP 9.166 (4001) | | | | | | | | | | | | | |

To Ft. Scott Sub

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|------|------|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 12 | BN | BN1 | 24LA - MP 0.151 (5001) | | | | | | | | | | | | | |
| 13 | | BN2 | 18L - MP 0.198 (5001) | | | | | | | | | | | | | |
| 14 | | 5800 | 24LB - MP 0.151 (5001) | | | | | | | | | | | | | |
| 15 | 30th | BN1 | 2W - MP 0.444 (5001) | | | | | | | | | | | | | |
| 16 | | BN2 | 4WA (LH) - MP 0.449 (5001) | | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received.

ATSF Jct / North Chicago Jct

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-------------------|------|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 17 | North Chicago Jct | 803 | 202B - MP 8.539 (4001) | | | | | | | | | | | | | |
| 18 | | 79 | 202A - MP 8.539 (4001) | | | | | | | | | | | | | |
| 19 | | 80 | 196 - MP 8.539 (4001) | | | | | | | | | | | | | |
| 20 | | 81 | 194A - MP 8.539 (4001) | | | | | | | | | | | | | |
| 21 | | 82 | 194B - MP 8.515 (4001) | | | | | | | | | | | | | |
| 22 | | 79 | 174 - MP 8.262 (4001) | | | | | | | | | | | | | |
| 23 | | 2088 | 58 - MP 8.002 (4001) | | | | | | | | | | | | | |
| 24 | | 2089 | 56 - MP 8.023 (4001) | | | | | | | | | | | | | |
| 25 | ATS | 2088 | 30WB - MP 7.830 (4001) | | | | | | | | | | | | | |
| 26 | NCJ | 330 | 84B - MP 8.014 (1001) | | | | | | | | | | | | | |
| 27 | | 79 | 86B - MP 8.018 (1001) | | | | | | | | | | | | | |

To Mill St Yard & Armourdale Yard (via Low lines)

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-------|-----|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 28 | Adams | M3 | 32L - MP 8.261 (1001) | | | | | | | | | | | | | |
| 29 | | M4 | 34L - MP 8.263 (1001) | | | | | | | | | | | | | |
| 30 | | 214 | 4R - MP 9.146 (3001) | | | | | | | | | | | | | |

From Airline Jct / Knoche Yard Straight South on KCS

| Line No. | CP | Trk | Signal Number and MP Location (Line Segment) | Stop | Time | Stop & Pro | Restrict | Div APP | App | App Div | APP Med | Div Clear | Clear | Time | Speed | Flag / DS Int. |
|----------|-------------|-----------|--|------|------|------------|----------|---------|-----|---------|---------|-----------|-------|------|-------|----------------|
| 31 | West Wye | 902 | 36RB - KCS MP 4.98 | | | | | | | | | | | | | |
| 32 | | 901 | 36RC - KCS 4.98 | | | | | | | | | | | | | |
| 33 | | NM | 36RA - KCS 4.98 | | | | | | | | | | | | | |
| 34 | Airline Jct | KCS | 24LB - KCS 5.28 | | | | | | | | | | | | | |
| 35 | | DB1 | 22LB - KCS MP 5.30X | | | | | | | | | | | | | |
| 36 | | DB2 | 22LA - KCS MP 5.30X | | | | | | | | | | | | | |
| 37 | | Work Lead | 24LA - KCS MP 5.30 | | | | | | | | | | | | | |
| 38 | KCS | KCS | 12R - KCS MP 5.41 | | | | | | | | | | | | | |
| 39 | KCS | KCS | 84R - KCS MP 5.94 | | | | | | | | | | | | | |
| 40 | KCS | KCS | 2S - KCS MP 6.098 (KCS) | | | | | | | | | | | | | |
| 41 | KCS | KCS | 98RA - KCS MP 6.203 (KCS) | | | | | | | | | | | | | |

Place an "X" in the appropriate column and row for the signal aspect you are moving on. If the signal is less favorable than a Clear, record your train speed as you go by signal and note the time. If you have to stop your train due to a red signal, place an "X" in the stop column, note the time in the adjacent column, then when you receive a proceed indication, place an "X" in the appropriate column and note the time the signal was received.

Item 18: KCT Line Segments

Kansas City Terminal Railway

Line Segment 1001

East / West Corridor (Congo to Kansas Ave)

| MP | Station | Dispatcher |
|------|------------------|-------------|
| 0.00 | Congo | KCT East DS |
| 0.94 | Rock Creek Jct | KCT East DS |
| 1.61 | KCS | KCT East DS |
| 1.96 | Sheffield | KCT East DS |
| 2.69 | Independence Ave | KCT East DS |
| 3.98 | Cleveland Ave | KCT East DS |
| 6.26 | Grand Ave | KCT East DS |
| 7.07 | Penn Ave | KCT East DS |
| 7.67 | BN Crossing | KCT West DS |
| 7.98 | ATSF Jct | KCT West DS |
| 8.91 | Adams Street | KCT West DS |

Line Segment 2001

Argentine Skyway (Penn Ave to CP 2.7)

| MP | Station | Dispatcher |
|------|-------------|-------------|
| 7.37 | Penn Ave | KCT East DS |
| 8.88 | WBCS CP 2.7 | BNSF DS 3 |

Line Segment 3001

Highline (Penn Ave to Terminal Jct)

| MP | Station | Dispatcher |
|------|---------------------|-------------|
| 7.11 | Signals at Penn Ave | KCT East DS |
| 7.87 | State Line | KCT West DS |
| 8.54 | High Line Jct | KCT West DS |
| 9.12 | 7th Street | KCT West DS |
| 9.79 | Mill Street | KCT West DS |

Line Segment 4001

North/South Corridor (ATSF Jct to Gooseneck)

| MP | Station | Dispatcher |
|-------|-----------------|-------------|
| 7.50 | ATSF Jct | KCT West DS |
| 10.11 | Old Union Depot | KCT West DS |

Line Segment 5001

Ft. Scott Sub (25th St to 30th St)

| MP | Station | Dispatcher |
|------|-------------|-------------|
| 0.32 | BN Crossing | KCT West DS |
| 0.85 | 30th Street | KCT West DS |

Line Segment 6001

Bluff Track (Penn Ave to St. Louis Ave)

| MP | Station | Dispatcher |
|------|-----------------|-------------|
| 7.19 | Penn Ave | KCT East DS |
| 9.14 | Old Union Depot | KCT West DS |

Line Segment 7001

Lowlines to UP 18th St (Track 354)

| MP | Station | Dispatcher |
|------|--------------|---------------|
| 8.36 | Adams Street | KCT West DS |
| 8.55 | Kansas Ave | UP 18th St YM |

Line Segment KCS Pittsburg Sub

KCS Knoche Yard to KCT Diamonds

| MP | Station | Dispatcher |
|------|------------|-------------|
| 4.98 | West Wye | KCT East DS |
| 6.25 | 98L Signal | KCS East DS |

Line Segment UP Coffeeville Sub

North/South Across UPRR Interlocking

| MP | Station | Dispatcher |
|---------|---|-------------|
| 280.313 | Southbound Signals UPRR Interlocking | KCT East DS |
| 280.60 | Northbound Signals UPRR Interlocking | KCT East DS |

Line Segment UP Sedalia Sub

Rock Creek Jct to Southwest Jct

| MP | Station | Dispatcher |
|---------------|----------------|-------------|
| UP MP 276.739 | Rock Creek Jct | KCT East DS |
| UP MP 278.100 | Southwest Jct | KCT East DS |

Line Segment 1001

Line Segment 1001 will start at the Eastbound Control Signals Congo (MP 0.0) and continue west on tracks 2 & 3 (Sheffield Flyover) and tracks 1 & 4 (Low Lines) to Penn Ave. At Penn Ave, line segment 1001 will continue on mains 3 & 4 (Low Lines) to Kansas Ave (UP Armourdale yard) and towards Osage Ave (KCT Mill St. Yard). Note: Starting at the 1423 switch (MP 8.453 -- Splits track 362 (Armourdale Outbound) and KCT Main 4 all mile post towards Osage Ave will be assessed an X behind the MP number.

| Location | Track | Milepost |
|--|--------------|----------|
| Eastbound Control Signals Congo | 2 - 3 | 0.000 |
| Rock Creek Jct East Abutment | 2 - 3 | 0.660 |
| ETO Main Line 1 (941 Switch) | 1 | 276.975 |
| Rock Creek Jct West Abutment | 2 - 3 | 0.810 |
| 56R Eastbound Signal | 1 | 0.917 |
| Intermediate Signals on Flyover | 2 - 3 | 0.980 |
| 38L Westbound Signal | 1 | 1.002 |
| CL of I-435 | 1 - 2 -3 - 4 | 1.010 |
| PS RC35 (ETO Main 4) | 1 | 1.019 |
| 34L Westbound Signal | 408 | 1.072 |
| PS RC33E Switch (East End of 408 Yard) | 4 | 1.074 |
| PS RC33W Switch | 408 | 1.111 |
| 34R Eastbound Signal | 408 | 1.113 |
| 38RA Eastbound Signal | 1 | 1.145 |
| 38RC Eastbound Signal | 4 | 1.145 |
| 100LA Westbound Signal | 4 | 1.472 |
| 102LA Westbound Signal | 1 | 1.472 |
| 102LB Westbound Signal | 450 | 1.511 |
| 100LB Westbound Signal | 408 | 1.517 |
| CL GST Grade Crossing | 1 - 4 | 1.530 |
| PS K103 Switch (West End of 450 yard) | 1 | 1.543 |
| PS K101 Switch (West End of 408 Yard) | 4 | 1.543 |
| CL KCS Diamond | 1 - 4 | 1.550 |
| PS K97E (Crossover) | 4 | 1.564 |
| 88LA Westbound Signal | 223 | 1.604 |
| PS K97W (Crossover) | 1 | 1.621 |
| 88LB Westbound Signal | 225 | 1.625 |
| 94L Westbound Signal | 222 | 1.634 |
| PS K93 Switch (Track 225) | 223 | 1.663 |
| PS K77 Switch (Track 222) | 1 | 1.688 |
| PS K89 Switch (Track 223) | 4 | 1.716 |
| 92R Eastbound Signal | 4 | 1.724 |
| 94R Eastbound Signal | 1 | 1.724 |
| 74L Westbound Signal (Sheffield) | 4 | 1.792 |
| 72L Westbound Signal (Sheffield) | 1 | 1.792 |

Line Segment 1001

| Location | Track | Milepost |
|---|-----------|----------|
| CL UP Sheffield Diamond | 1 - 4 | 1.810 |
| PS 847 Switch (233 Track) | 4 | 1.925 |
| 74R Eastbound Signal | 4 | 1.963 |
| 72R Eastbound Signal | 1 | 1.963 |
| 18LA Westbound Signal | 1 | 1.963 |
| 20LA Westbound Signal | 4 | 1.963 |
| 20LB Westbound Signal | 243 | 1.986 |
| 18LB Westbound Signal | 238 | 2.004 |
| PS 837 Switch (Blue Valley Industrial Branch) | 4 | 2.036 |
| PS 839 Switch (KCS Coburg) | 1 | 2.045 |
| PS 835E (Crossover) | 4 | 2.045 |
| 18LC Westbound Signal | 90 | 2.056 |
| CL Wilson Ave Subway | 1 - 4 | 2.100 |
| PS 835W (Crossover) | 1 | 2.111 |
| PS 823 Switch (90 Rail) | 1 | 2.140 |
| PS 821E Switch (Crossover) | 1 | 2.145 |
| PS 821W Switch (Crossover) | 4 | 2.210 |
| 20R Eastbound Signal | 4 | 2.219 |
| 18R Eastbound Signal | 1 | 2.219 |
| 4LB Westbound Signal (Indep. Ave) | 1 | 2.526 |
| 4LA Westbound Signal (Indep. Ave) | 3 | 2.527 |
| 2L Westbound Signal (Indep. Ave) | 2 | 2.527 |
| PS I-5 switch (Main 1) | 3 | 2.590 |
| CL Independence Ave Subway | 2 - 3 - 4 | 2.560 |
| PS I-3E Switch (Crossover) | 3 | 2.756 |
| PS I-3W Switch (Crossover) | 2 | 2.824 |
| PS I-1E Switch (Crossover) | 2 | 2.832 |
| PS I-1W Switch (Crossover) | 3 | 2.898 |
| 4R Eastbound Signal (Indep. Ave) | 3 | 2.907 |
| 2R Eastbound Signal (Indep. Ave) | 2 | 2.907 |
| CL 9th St Subway | 2 - 3 - 4 | 2.930 |
| CL Hardesty Subway | 2 - 3 - 4 | 2.950 |
| Intermediate Signal on Main 4 | 4 | 3.029 |
| CL Van Brunt Subway | 2 - 3 - 4 | 3.350 |
| CL 12th St Subway | 2 - 3 - 4 | 3.350 |

Line Segment 1001

| Location | Track | Milepost |
|--|-----------|----------|
| PS 109 Electric Lock Switch (Track 109) | 4 | 3.611 |
| CL Jackson Subway | 2 - 3 - 4 | 3.740 |
| 16L Westbound Signal (Cleveland Ave) | 4 | 3.792 |
| 14L Westbound Signal (Cleveland Ave) | 3 | 3.792 |
| 12L Westbound Signal (Cleveland Ave) | 2 | 3.792 |
| PS 75E Switch (Crossover) | 4 | 3.859 |
| PS 73E Switch (Crossover) | 2 | 3.904 |
| PS 75W Switch (Crossover) | 3 | 3.938 |
| PS 73W Switch (Crossover) | 3 | 3.984 |
| PS 71E Switch (Crossover) | 3 | 4.010 |
| PS 77E Switch (Crossover) | 3 | 4.061 |
| PS 71W Switch (Crossover) | 2 | 4.089 |
| CL Cleveland Ave Control Point | 2 - 3 - 4 | 4.144 |
| PS 77W Switch (Crossover) | 4 | 4.139 |
| 16R Eastbound Signal (Cleveland Ave) | 4 | 4.144 |
| 14R Eastbound Signal (Cleveland Ave) | 3 | 4.144 |
| 12R Eastbound Signal (Cleveland Ave) | 2 | 4.143 |
| CL Truman Road Subway | 2 - 3 - 4 | 4.130 |
| CL Indiana Ave Subway | 2 - 3 - 4 | 4.310 |
| CL I-70 Overpass | 2 - 3 - 4 | 4.360 |
| CL 18th St Viaduct | 2 - 3 - 4 | 4.620 |
| CL Benton Ave Viaduct | 2 - 3 - 4 | 4.730 |
| CL Prospect Ave Viaduct | 2 - 3 - 4 | 4.860 |
| Signal Bridge 16 Eastbound and Westbound Signals | 2 - 3 - 4 | 5.132 |
| CL Brooklyn Ave Viaduct | 2 - 3 - 4 | 5.140 |
| CL Woodland Ave Viaduct | 2 - 3 - 4 | 5.350 |
| CL Vine St Viaduct | 2 - 3 - 4 | 5.470 |
| CL Paseo Blvd Viaduct | 2 - 3 - 4 | 5.540 |
| CL Forest Ave Viaduct | 2 - 3 - 4 | 5.770 |
| CL Troost Ave Viaduct | 2 - 3 - 4 | 5.830 |
| CL Bruce R Watkins Viaduct | 2 - 3 - 4 | 5.880 |
| 82L Westbound Signal (Grand Ave) | 4 | 6.002 |
| 84L Westbound Signal (Grand Ave) | 3 | 6.002 |
| 86L Westbound Signal (Grand Ave) | 2 | 6.003 |
| CL Charlotte St Viaduct | 2 - 3 - 4 | 6.050 |

Line Segment 1001

| Location | Track | Milepost |
|--|-------------|----------|
| PS 687E Switch (Crossover) | 4 | 6.135 |
| CL Holmes St Viaduct | 2 - 3 - 4 | 6.110 |
| PS 689E Switch (Crossover) | 2 | 6.188 |
| PS 687W Switch (Crossover) | 3 | 6.206 |
| PS 689W Switch (Crossover) | 3 | 6.242 |
| PS 685E Switch (Crossover) | 3 | 6.265 |
| PS 685W Switch (Crossover) | 2 | 6.322 |
| PS 683E Switch (Crossover) | 3 | 6.300 |
| CL Oak St Viaduct | 2 - 3 - 4 | 6.300 |
| PS 683W Switch (Crossover) | 4 | 6.355 |
| CL McGee St Viaduct | 2 - 3 - 4 | 6.370 |
| 62L Westbound Signal (East end of Union Station) | 4 | 6.400 |
| CL Grand Ave Viaduct | 2 - 3 - 4 | 6.430 |
| PS 663 Switch (Amtrak Track 29) | 4 | 6.455 |
| PS 673 Switch (Track 280) | 2 | 6.477 |
| PS 664 Switch (Track 30) | 29 | 6.494 |
| 86RB Eastbound Signal (Grand Ave) | 280 | 6.519 |
| 62RB Eastbound Signal (Grand Ave) | 29 | 6.525 |
| 62RC Eastbound Signal (Grand Ave) | 30 | 6.526 |
| CL Main St Viaduct | 2 - 3 - 4 | 6.550 |
| 62RA Eastbound Signal (Grand Ave) | 4 | 6.580 |
| 84R Eastbound Signal (Grand Ave) | 3 | 6.581 |
| 86RA Eastbound Signal (Grand Ave) | 2 | 6.582 |
| 86RB Eastbound Signal (Grand Ave) | 280 | 6.519 |
| CL Pedestrian Bridge | 2-3-4-29-30 | 6.690 |
| 192WA Westbound Signal (Penn Ave) | 4 | 6.772 |
| 198WA Westbound Signal (Penn Ave) | 2 | 6.773 |
| 160 Westbound Signal (Penn Ave) | 3 | 6.773 |
| 198WB Westbound Signal (Penn Ave) | 280 | 6.863 |
| 238WA Westbound Signal (Penn Ave) | 29 | 6.870 |
| 238WC Westbound Signal (Penn Ave) | 30 | 6.870 |
| 238WB Westbound Signal (Penn Ave) | 27 - 28 | 6.890 |
| PS 571 Switch (Track 280) | 2 | 6.896 |
| PS 5101 Switch (Track 30) | 29 | 6.905 |
| PS 583 Switch (Tracks 27/28) | 29 | 6.927 |
| 192WB Westbound Signal | 29 | 6.951 |

Line Segment 1001

| Location | Track | Milepost |
|---|---------------|----------|
| CL Penn Ave Viaduct | 2-3-4-29 | 6.980 |
| PS 563 Switch (Amtrak 29) | 4 | 6.999 |
| 192E Eastbound Signal (Penn Ave) | 4 | 7.019 |
| PS 573 Switch (Main 1) | 3 | 7.026 |
| PS 543E Switch (Crossover) | 2 | 7.030 |
| PS 59 Switch (Main 3) | 4 | 7.050 |
| CL I-35 Viaduct | 2 - 3 - 4 | 7.070 |
| PS 543W Switch (Crossover) | 3 | 7.096 |
| PS 5103E Switch (Crossover) | 74 | 7.114 |
| CL Summit St Subway | 2 - 3 - 4 | 7.130 |
| PS 5103W Switch (Crossover) | 3 | 7.167 |
| PS 519 Switch (Track 70 (Bluff)) | 2 | 7.191 |
| CL Southwest Blvd Subway | 1 - 2 - 3 - 4 | 7.270 |
| PS 535 Switch (Track 75) | 3 | 7.286 |
| 10 Eastbound Signal (Penn Ave) | 4 | 7.361 |
| 8A Eastbound Signal (Penn Ave) | 3 | 7.360 |
| 82 Eastbound Signal (Penn Ave) | 1 | 7.376 |
| 198EA Eastbound Signal (Penn Ave) | 2 | 7.374 |
| 60R Westbound Signal (BN Xing) | 4 | 7.479 |
| PS 411 Switch (Track 293) | 4 | 7.489 |
| 40R Westbound Signal (BN Xing) | 3 | 7.545 |
| 60L Southbound Signal (West end of track 293) | 293 | 7.579 |
| CL BN Diamonds | 3 - 4 | 7.600 |
| 50L Eastbound Signal (BN Xing) | 4 | 7.760 |
| 40L Eastbound Signal (BN Xing) | 3 | 7.729 |
| PS 447 Switch (Track 311) | 4 | 7.844 |
| PS 445E Switch (Crossover) | 3 | 7.830 |
| PS 449E Switch (Crossover) | 4 | 7.864 |
| PS 457 Switch (Track 80 -- Towards Incline / Gooseneck) | 3 | 7.901 |
| PS 449W Switch (Crossover) | 924 | 7.944 |
| PS 445W Switch (Crossover) | 4 | 7.940 |

Line Segment 1001

| Location | Track | Milepost |
|---|-------------|----------|
| PS 463 Switch (Track 926) | 4 | 7.958 |
| 52L Eastbound Signal | 924 | 8.030 |
| 54LA Eastbound Signal | 926 | 8.030 |
| 30WA Westbound Signal | 926 | 8.030 |
| 26 Westbound Signal | 924 | 8.030 |
| 58LB Eastbound Signal | 3 | 8.030 |
| 54LB Eastbound Signal | 4 | 8.031 |
| 72 Westbound Signal (ATSF Diamonds) | 4 | 8.031 |
| 74 Westbound Signal (ATSF Diamonds) | 3 | 8.030 |
| CL ATSF Diamonds | 3 - 4 | 8.089 |
| PS 377E Switch (Crossover) | 3 | 8.105 |
| PS 377W Switch (Crossover) | 4 | 8.146 |
| 86RA Westbound Signal (East End of Kaw River Bridge) | 3 | 8.167 |
| PS 383 Switch (ATSF Track 5) | 4 | 8.171 |
| 84A Westbound Signal (East End of Kaw River Bridge) | 4 | 8.180 |
| PS 385 Switch (Track 330) | 4 | 8.214 |
| PS 387 Switch (Track 79) | 3 | 8.218 |
| East End of Kaw River Bridge | 3 - 4 | 8.225 |
| 94 Eastbound Signal | 3 | 8.225 |
| 92 Eastbound Signal | 4 | 8.223 |
| 32L Westbound Signal (Pot Signal in middle of Bridge) | 3 | 8.261 |
| 34L Westbound Signal (Pot Signal in middle of bridge) | 4 | 8.263 |
| PS 1433E Switch (Crossover) | 4 | 8.293 |
| PS 1433W Switch (Crossover) | 3 | 8.331 |
| PS 1431 Switch (Track 354) | 3 | 8.362 |
| West End of Kaw River Bridge | 3 - 4 | 8.364 |
| 34R Eastbound Signal | 4 | 8.394 |
| 32R Eastbound Signal | 3 | 8.402 |
| PS 1423 Switch (Track 362) | 4 | 8.453 |
| CL Adams St Subway | 3 - 4 - 362 | 8.460 |
| PS 1411 Switch (Track 366) | 362 | 8.542 |
| 22R Eastbound Signal | 3 | 8.545 |
| 10R Eastbound Signal | 362 | 8.546 |
| CL Shawnee Ave | 3 - 362 | 8.547 |

Line Segment 1001

| Location | Track | Milepost |
|--------------------------|---------|----------|
| CL Kansas Ave | 3 - 362 | 8.782 |
| Armourdale Yard Switches | 3 | 8.890 |
| Armourdale Yard Switches | 3 | 8.912 |

Line Segment 1001 (Towards KCT Mill St. Yard)

| Location | Track | Milepost |
|--------------------------------|-------|----------|
| PS 147 Switch (Track 366) | 4 | 8.556X |
| CL Osage Ave | 4 | 8.565X |
| PS 145 Switch (Mill St Main 2) | 4 | 8.613X |
| 4R Eastbound Signal | 1001 | 8.675X |
| 2R Eastbound Signal | 1000 | 8.675X |

Line Segment 2001

Line Segment 2001 will start at Penn Ave and consist of Main 1 starting at the 573 Switch (MP 7.026) and Main 2 starting at the 519 Switch (MP 7.191) and continue west over the "Argentine Skyway" to the Westbound Control Signals CP 27. Milepost numbers will continue off the line segment of 1001 at Penn Ave.

| Location | Track | Milepost |
|-----------------------------------|-------|----------|
| 82 Eastbound Signal (Penn Ave) | 1 | 7.376 |
| 198EA Eastbound Signal (Penn Ave) | 2 | 7.374 |
| WBCS CP 27 | 1 | 8.875 |
| WBCS CP 27 | 2 | 8.875 |

Line Segment 3001

Line Segment 3001 will start at Penn Ave at the 5103E Switch on track 74 (MP 7.114) and the 535 Switch (MP 7.286) and will continue west over the Highline tracks 74 and 75 to Terminal Jct. Milepost numbers will continue off Line Segment 1001 at Penn Ave.

| Location | Track | Milepost |
|--------------------------------------|----------|----------|
| PS 5103E Switch (Crossover) | 74 | 7.114 |
| PS 535 Switch (Track 75) | 74 | 7.286 |
| 8B Eastbound Signal (Penn Ave) | 75 | 7.360 |
| 6 Eastbound Signal (Penn Ave) | 74 | 7.361 |
| 68RA Westbound Signal (Stateline) | 75 | 7.601 |
| 70R Westbound Signal (Stateline) | 74 | 7.601 |
| 68RD Westbound Signal (Stateline) | 295 | 7.640 |
| PS 367 Switch (Track 295) | 75 | 7.697 |
| PS 369E Switch (Crossover) | 75 | 7.880 |
| PS 369W Switch (Crossover) | 74 | 7.937 |
| 68L Eastbound Signal (Stateline) | 75 | 7.955 |
| 70L Eastbound Signal (Stateline) | 74 | 7.955 |
| 54R Westbound Signal (Highline Jct) | 74 | 8.503 |
| PS 1453 Switch (Track 76) | 74 | 8.541 |
| 52LA Eastbound Signal (Highline Jct) | 76 | 8.662 |
| 52LC Eastbound Signal (Highline Jct) | 74 | 8.634 |
| 2RA Westbound Signal (7th St) | 75 | 9.051 |
| 2RB Westbound Signal (7th St) | 391 | 9.047 |
| PS 151 Switch (Track 391) | 75 | 9.104 |
| PS 153E Switch (Crossover) | 75 | 9.123 |
| 4R Westbound Signal (7th St) | 214 Lead | 9.146 |
| PS 153W Switch (Crossover) | 214 Lead | 9.198 |
| 4L Eastbound Signal (7th St) | 214 Lead | 9.202 |
| 2L Eastbound Signal (7th St) | 75 | 9.202 |
| 14R Westbound Signal (Mill St) | 75 | 9.348 |
| 12R Westbound Signal (Mill St) | 74 | 9.346 |
| PS 163E Switch (Crossover) | 74 | 9.360 |
| PS 163W Switch (Crossover) | 75 | 9.444 |
| PS 161 Switch (Track 213 Lead) | 75 | 9.462 |
| 14LB Eastbound Signal (Mill St) | 213 Lead | 9.529 |
| 14LA Eastbound Signal (Mill St) | 75 | 9.529 |
| 12L Eastbound Signal (Mill St) | 74 | 9.529 |
| WBCS Terminal Jct | 74 | 9.640 |
| WBCS Terminal Jct | 75 | 9.790 |

Line Segment 4001

Line Segment 4001 will start at the BN Crossing at the 457 switch (MP 7.901) and continue North towards the Goosneck / Incline. Milepost numbers will continue off line segment 1001 at the BN Crossing. Note: Tracks 2088 & 2089 going South from 25th St to ATSF Jct will be included in this line segment.

| Location | Track | Milepost |
|--|---------------------|----------|
| 14 Signal (Northbound / Eastbound Signal) | AT2 | 7.500 |
| 18 Signal (Northbound / Eastbound Signal) | AT3 | 7.500 |
| PS 319W Switch (Crossover) | AT3 | 7.513 |
| PS 319E Switch (Crossover) (Also Route 117-- MP 8.16 track 924) | AT2 | 7.585 |
| PS 317W Switch (Crossover) (Also Route 117 -- MP 8.15 track 924) | AT2 | 7.597 |
| 30E Signal (Northbound / Eastbound Signal) | AT4 | 7.690 |
| PS 317E Switch (Crossover) | AT3 | 7.673 |
| PS 321 Switch (AT3) | AT4 | 7.761 |
| PS 329 Switch (Track 926) | AT4 | 7.774 |
| 76 Signal (Northbound Signal) | AT5 | 7.760 |
| 30WB Southbound Signals | 2088 | 7.830 |
| PS 331 Switch (Track 333 -- Connection going west off track 5) | 2089 | 7.875 |
| PS 457 Switch (Main 3) | 3 | 7.901 |
| PS 335W Switch (Crossover) | 2089 | 7.904 |
| 58LA Signal (Eastbound Signal) | 80 | 7.967 |
| 22 Northbound Signal | 2088 | 7.893 |
| PS 335N Switch (Crossover) | 2088 | 7.940 |
| CL KCT Diamond | 2088 - 2089 | 7.970 |
| 58 Signal (Southbound Signal) | 2088 | 8.002 |
| 56 Signal (Southbound Signal) | 2089 | 8.023 |
| CL 25th St Crossing | 81-2088-2089-330-79 | 8.065 |
| 140A Signal (Northbound Signal) | 80 | 8.077 |
| 140B Signal (Northbound Signal) | 2088 | 8.068 |
| 124B Signal (Northbound Signal) | 2089 | 8.117 |
| 192 Signal (Northbound Signal) | 2087 | 8.120 |
| 124A Signal (Northbound Signal) | 330 | 8.129 |
| 122 Signal (Northbound Signal) | 79 | 8.129 |
| PS 3123 Switch (Track 2088) | 80 | 8.132 |
| PS 3121 Switch (Track 2089) | 330 | 8.166 |
| PS 3125 Switch (Track 80) | 80 | 8.155 |
| PS 3137S Switch (Crossover) | 330 | 8.188 |
| PS 3139 Switch (Track 330) | 80 | 8.217 |
| PS 3137N Switch (Crossover) | 79 | 8.254 |
| 174 Signal (Southbound) | 79 | 8.262 |
| PS 3181S Switch (Crossover) | 79 | 8.266 |

Line Segment 4001

| Location | Track | Milepost |
|---|-------------------|----------|
| PS 3127 Switch (Track 2087) | 81 | 8.322 |
| PS 3181N Switch (Crossover) | 80 | 8.305 |
| PS 3189S Switch (Crossover) | 80 | 8.331 |
| PS 3189N Switch (Crossover) | 81 | 8.371 |
| PS 3195 Switch (Track 570) | 81 | 8.382 |
| PS Hand Throw (23rd St) | BN1 | 8.400 |
| PS 3193S Switch (Crossover) | 80 | 8.443 |
| CL 23rd St Viaduct | 79 - 80 -81 | 8.400 |
| PS 3193N Switch (Crossover) | 79 | 8.500 |
| 194B Signal (Southbound) | 82 | 8.515 |
| PS 3201 Switch (South End of Kemper Yard) | 79 | 8.508 |
| 200 Signal (Northbound Signal) | 81 | 8.539 |
| 198 Signal (Northbound Signal) | 80 | 8.539 |
| 206 Signal (Northbound Signal) | 79 | 8.539 |
| 194A Signal (Southbound Signal) | 81 | 8.539 |
| 196 Signal (Southbound Signal) | 80 | 8.539 |
| 202A Signal (Southbound Signal) | 79 | 8.539 |
| 202B Signal (Southbound Signal) | 803 | 8.539 |
| 32 Signal (Northbound) | 82 | 9.166 |
| 30 Signal (Northbound) | 81 | 9.166 |
| 28 Signal (Northbound) | 80 | 9.165 |
| 26A Signal (Northbound) | 79 | 9.164 |
| 18 Signal (Southbound) | 81 | 9.166 |
| 16 Signal (Southbound) | 80 | 9.165 |
| 14 Signal (Southbound) | 79 | 9.164 |
| CL I-670 Viaduct | 79 - 80 - 81 - 82 | 9.180 |
| 26B Signal (Northbound) | 803 | 9.337 |
| PS 245 Switch (North End of Kemper Yard) | 79 | 9.361 |
| CL 12th St Viaduct | 79 - 80 - 81 - 82 | 9.375 |
| PS 247 Switch (Track 1306) | 79 | 9.408 |
| 50B Signal (Southbound) | 1306 | 9.447 |
| 62 Signal (Southbound) | 82 | 9.475 |
| 48 Signal (Southbound) | 81 | 9.475 |
| 46 Signal (Southbound) | 80 | 9.474 |
| 50A Signal (Southbound) | 79 | 9.474 |

Line Segment 4001

| Location | Track | Milepost |
|---|--------------|----------|
| 166B Signal (Northbound) | 82 | 9.628 |
| 168C Signal (Northbound) | 2075 | 9.384 |
| 166A Signal (Northbound) | 81 | 9.628 |
| PS 2167 Switch (Track 2075 (Back Door)) | 2071 | 9.487 |
| 168A Signal (Northbound) | 70 | 9.142 |
| 168B Signal (Northbound) | Coal Route | 9.384 |
| CL St. Louis Ave Viaduct | 79 - 80 - 81 | 9.650 |
| PS 2171 Switch (Track 70 - Bluff Track) | Coal Route | 9.655 |
| PS 2169 Switch (Track 82) | 81 | 9.709 |
| 178 Signal (Northbound) | 80 | 9.716 |
| PS 2175S Switch (Crossover) | 81 | 9.720 |
| 180 Signal (Northbound) | 79 | 9.760 |
| PS 2175N Switch (Crossover) | 80 | 9.775 |
| PS 2179 Switch (Track 70 - Track 2071 - Track 2075) | 81 | 9.787 |
| PS 2191S Switch (Crossover) | 80 | 9.784 |
| PS 2193S Switch (Crossover) | 81 | 9.796 |
| PS 2191N Switch (Crossover) | 79 | 9.846 |
| PS 2193N Switch (Crossover) | 80 | 9.851 |
| 176 Signal (Northbound) | 1401 | 9.849 |
| 200 Signal (Northbound) | 80 | 9.862 |
| PS 2195 Switch (Track 1401 -- UP Connection) | 79 | 9.893 |
| PS 2219S Switch (Crossover) | 79 | 9.903 |
| CL I-70 Viaduct | 79 - 80 - 81 | 9.900 |
| 222 Signal (Southbound) | 79 | 9.952 |
| PS 2219N Switch (Crossover) | 80 | 9.958 |
| PS 2221S Switch (Crossover) | 80 | 9.966 |
| PS 2221 N Switch (Crossover) | 81 | 10.027 |
| NBCS Broadway | 79 | 10.110 |
| 224 Signal (Southbound) | 80 | 10.105 |
| 226 Signal (Southbound) | 81 | 10.105 |

Line Segment 5001

Line Segment 5001 will start at KCT Ownership (581 Ft. North of 25th St Crossing) on tracks BN1 & BN2 (Coal Route) and continue South towards 30th St.

| Location | Track | Milepost |
|---|--------------|----------|
| Begin KCT Maintenance | BN1 & BN2 | 0.000 |
| CL 25th St Grade Crossing | BN1 & BN2 | 0.110 |
| 24LA Signal (Southbound) | BN1 | 0.151 |
| 24LB Signal (Southbound) | 5800 | 0.151 |
| PS 421 Switch (Track 5800 - Holmes Drywall) | BN1 | 0.188 |
| 18L Signal (Southbound) | BN2 | 0.198 |
| CL KCT Diamonds | BN1 & BN2 | 0.254 |
| 18R Signal (Northbound) | BN2 | 0.279 |
| 24R Signal (Northbound) | BN1 | 0.273 |
| 14L Signal (South or Westbound) (Route 117 MP 7.63) | 293 | 0.332 |
| PS 420 Switch (Track 311) (Route 117 MP 7.50) | BN1 | 0.377 |
| PS 413 Switch (Track 293) (Route 117 MP 7.70) | BN2 | 0.392 |
| PS 419N Switch (Crossover) | BN1 | 0.388 |
| PS 419S Switch (Crossover) | BN2 | 0.433 |
| PS 415 Switch (Track 309) | BN1 | 0.431 |
| 2W Signal (Southbound) | BN1 | 0.444 |
| 26R Signal (Northbound) | BN1 | 0.444 |
| 14R Signal (Northbound) | BN2 | 0.449 |
| 4WA Signal (Southbound) | BN2 | 0.449 |
| 4WB Signal (Southbound) | 295 | 0.380 |
| PS 7 Switch (Track 295) | BN2 | 0.596 |
| PS 5 Switch (Coopers Lead) | BN2 | 0.600 |
| PS 3 Switch (Hill Track) | Coopers Lead | 0.616 |
| 4EC Signal (Northbound) | Hill Track | 0.638 |
| 4EB Signal (Northbound) | Coopers Lead | 0.642 |
| CL 30th St Grad Crossing | BN1 & BN2 | 0.760 |
| PS 1N Switch (Crossover) | BN2 | 0.783 |
| PS 1S Switch (Crossover) | BN1 | 0.841 |
| 4EA Signal (Northbound) | BN2 | 0.850 |
| 2 E Signal (Northbound) | BN1 | 0.850 |
| End KCT Maintenance | BN1 & BN2 | 0.850 |

Line Segment 6001

Line Segment 6001 will start at Penn Ave at the 519 Switch (MP 7.191) and continue North to the 2171 Switch MP 9.655 at Old Union Depot. Milepost Numbers will continue off Line Segment 1001 at Penn Ave.

| Location | Track | Milepost |
|---|-------|----------|
| PS 519 Switch (Track 70 -- Bluff Track) | 3 | 7.191 |
| 198EB Signal (Eastbound) | 70 | 7.397 |
| CL Mercier Subway | 70 | 7.480 |
| CL 23rd St Viaduct | 70 | 7.750 |
| CL I-670 Viaduct | 70 | 8.550 |
| CL 12th St Viaduct | 70 | 8.770 |
| 168A Signal (Northbound) | 70 | 9.142 |

Line Segment 7001

Line Segment 7001 will start at Adams St Control Point at the 1431 switch MP 8.362 and continue towards UP 18th St yard via track 354. Milepost numbers will continue from Line Segment 1001 at Adams St.

| Location | Track | Milepost |
|---|-------|----------|
| PS 1431 Switch (Track 354) | 3 | 8.362 |
| 40R Signal (South / Eastbound) | 354 | 8.409 |
| Hand Throw 1439 Switch (Track 6108 - Darling International) | 354 | 8.468 |
| Hand Throw 1441 Switch (Track 6109) | 354 | 8.472 |
| CL Kansas Ave Grade Crossing | 354 | 8.550 |

KCS Main - Knoche Yard to KCT Diamonds

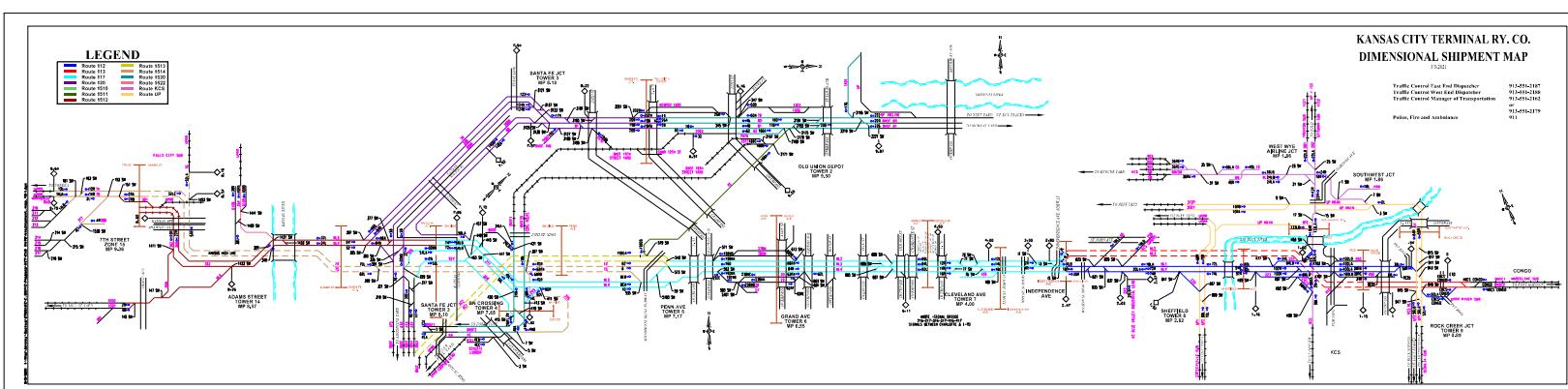
| Location | Track | Milepost |
|---|------------|-----------|
| 36RC Southbound Signal | 901 | KCS 4.984 |
| 36RB Southbound Signal | 902 | KCS 4.984 |
| West Wye | KCS Main | KCS 5.00 |
| 36RA Southbound Signal | North Main | KCS 5.015 |
| PS Hand Throw (901/902) | 901 | KCS 5.020 |
| PS 37 Switch (North Main/901) | KCS Main | KCS 5.050 |
| PS 35 Switch (Outbound) | KCS Main | KCS 5.053 |
| CL Inbound Diamond | KCS Main | KCS 5.130 |
| 36LB Northbound Signal | KCS Main | KCS 5.189 |
| 24LA Southbound Signal | Work Lead | KCS 5.248 |
| 24LB Southbound Signal | KCS Main | KCS 5.249 |
| Airline Jct | KCS Main | KCS 5.300 |
| PS 23 Switch (Work Lead) | KCS Main | KCS 5.290 |
| PS 21N Switch (Crossover) | KCS Main | KCS 5.360 |
| PS 21S Switch (Crossover) | KCS Main | KCS 5.427 |
| 12R Southbound Signal | KCS Main | KCS 5.433 |
| 22R Northbound Signal | KCS Main | KCS 5.433 |
| CL Gardner Ave | KCS Main | KCS 5.410 |
| CL UP Diamonds (Southwest Jct) | KCS Main | KCS 5.420 |
| PS 15 Switch (Wye) | KCS Main | KCS 5.599 |
| PS 17 Switch (UP Connection - Malone Wye) | KCS Main | KCS 5.616 |
| 133LA Northbound Signal | KCS Main | KCS 5.674 |
| 133LB Northbound Signal | Malone Wye | KCS 5.673 |
| 84R Southbound Signal | KCS Main | KCS 5.940 |
| PS K83 Switch (Track 222-KCT Connection from Airline) | KCS Main | KCS 5.949 |
| 84LA Northbound Signal | KCS Main | KCS 6.021 |
| 84LB Northbound Signal | 222 | KCT 1.514 |
| 2S Southbound Signal | KCS Main | KCS 6.098 |
| CL KCT Diamonds | KCS Main | KCS 6.125 |
| 2N Northbound Signal | KCS Main | KCS 6.154 |
| 98RA Southbound Signal | KCS Main | KCS 6.203 |
| 98RB Southbound Signal | Track 223 | KCT 1.518 |
| PS K99 Switch (Track 223 - KCT Connection from Blue Valley) | KCS Main | KCS 6.247 |
| 98L Northbound Signal | KCS Main | KCS 6.250 |

UP Mains Rock Creek Jct to Southwest Jct

| Location | Track | Milepost |
|---|------------|---------------|
| 52LA Signal | UP 1 | UP MP 276.739 |
| 56LA Signal | UP 2 | UP MP 276.739 |
| 56LB Signal | KCS Main | UP MP 276.77 |
| 50L Signal | River Main | KCT MP 0.502 |
| PS 947S (Crossover) | UP 1 | UP MP 276.709 |
| PS 947N (Crossover) | UP 2 | UP MP 276.763 |
| PS 949 Switch (River Main) | UP 1 | UP MP 276.865 |
| PS 945 Switch (KCS Main) | UP 2 | UP MP 276.852 |
| PS 943S Switch (Crossover) | UP 1 | UP MP 276.885 |
| PS 943N Switch (Crossover) | UP 2 | UP MP 276.956 |
| PS 941 Switch (KCT Main 1) | UP 2 | UP MP 276.975 |
| PS 917S Switch (Crossover) | UP 1 | UP MP 276.985 |
| PS 917N Switch (Crossover) | UP 2 | UP MP 277.046 |
| PS 915S Switch (Crossover) | UP 2 | UP MP 277.063 |
| PS 915N Switch (Crossover) | UP 1 | UP MP 277.120 |
| 54R Signal | Sheep Jump | UP MP 277.131 |
| 50R Signal | UP 1 | UP MP 277.130 |
| CL Blue River Bridge | UP 1 | UP MP 277.660 |
| 2L Signal | UP 1 | UP MP 277.870 |
| PS 2 Switch (Wye Track towards South on KCS Main) | UP 1 | UP MP 277.870 |
| PS 7 Switch (Towards KCS Knoche Yard) | UP 1 | UP MP 277.940 |
| CL KCS Main | UP 1 | UP MP 278.050 |
| PS 9 Switch (300 Yard) | UP 1 | UP MP 278.050 |
| 10RA Signal | 300 Yard | UP MP 278.090 |
| 10RB Signal | Track 313 | UP MP 278.100 |

UP Mains North / South at Sheffield

| Location | Track | Milepost |
|-----------------------|-------|-----------|
| Southbound 70R Signal | UP 2 | B 280.313 |
| 68R Signal | UP 1 | B 280.313 |
| CL Sheffield Diamond | UP 2 | B 280.400 |
| CL Sheffield Diamond | UP 1 | B 280.400 |
| 867 Switch | UP 1 | B 280.543 |
| 869 North Switch | UP 1 | B 280.559 |
| 869 South Switch | UP 2 | B 280.612 |
| Northbound 70L Signal | UP 2 | B 280.625 |
| Northbound 68L Signal | UP 1 | B 280.626 |



KC Transportation Co.

**KANSAS CITY TRANSPORTATION COMPANY, LLC
(KCTL)**

Greater Kansas City Operating Instructions

SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED

All tracks in the Mill Street Yard Complex, (West of Osage Ave) 10 MPH

All tracks in the Blue River Yard. 10 MPH

All tracks in the 12th Street Yard. 5 MPH

2. PERMANENT SPEED RESTRICTIONS

None

3. MAIN TRACK AUTHORIZATION

All trackage operated by the KCTL are designated as other than main track.

4. JOINT OPERATIONS

All railroads have authority to operate into the Mill Street Yard for the sole purpose of interchanging cars to/from the KCTL.

5. AUTHORITY TO ENTER CENTRALIZED TRAFFIC CONTROL (CTC)

KCT Traffic Control Center must be contacted on channel 060-060, tone in 188#, for authority to enter CTC Limits. KCT Traffic Control must be provided the train ID, correct number of cars, number of loads and empties, train tonnage, train length, train destination, tracks to be used and hours of service.

6. INDUSTRIAL SPUR #109

Due to close clearance with KCT Main 4, all train and engine crews will report to KCT Traffic Control when switch and derail are lined and locked for Main 4. When departing track 109, all cars and engines must stop west of the concrete pad. Train and engine crews will not proceed east until authority to enter KCT Main 4 is received from Traffic Control. Switch and derail must be restored back to normal position and locked before any switching takes place within any of the industries located on track 109.

7. FRA EXCEPTED TRACK

None.

8. RADIO CHANNEL INSTRUCTIONS

KCT Traffic Control 060-060. . . Tone 188# . . . West End Dispatcher

Tone 187# . . . East End Dispatcher

KCTL Operations 080-080

9. SPECIFIC SWITCH INSTRUCTIONS

Crossovers between tracks must be lined either for straight track or for movement through crossover. In no case will a crossover be left lined with one switch lined for straight track and the other for crossover movement.

10. OTHER SPECIFIC INSTRUCTIONS

All movements into Mill St. Yard must contact the trainmaster on radio channel 080-080 for track assignment prior to passing 5th Street. Mill Street road crossing on the east side of the yard office must never be blocked unnecessarily. Unattended equipment must never be left to foul of this crossing. Transfers delivered on all receiving tracks should be left at the west end of the receiving track, whenever possible. Crews delivering transfers to Mill Street will see that the transfer is in the clear of the switches at both ends of the receiving track. Under no circumstances is a delivery to be left when such a transfer fouls a switch without permission from the trainmaster.

The correct route entering Mill Street Yard is designated as Track #1, (North Main).

The correct route departing Mill Street Yard is designated as Track #2, (South Main).

There is no trainmaster on duty between 2300 hrs-0600 hrs. All deliveries must be authorized prior to 2300 hrs. In the event of an emergency, contact the trainmasters at 816-863-1533 or 913-749-7150.

Six (6) axle locomotives are only permitted West of Mill Street Tower on Tracks 18, 19, 504 and 505. All other movements west of the tower are not allowed.

11. 12th STREET CROSSINGS (West end of Mill St. and Armourdale lead)

All train and engine crews must stop and wait 20 seconds for crossing signals to activate before fouling crossings.

12. KANSAS AVENUE CROSSING (Entrance to Procter and Gamble)

All train and engine crews must stop and wait 40 seconds for traffic signals to activate before fouling the crossing.

13. MALFUNCTIONING CROSSING DEVICES

Malfunctioning Crossing Devices must be reported to the KCT Traffic Control Dispatcher at 913-551-2187 (East end DS) or 913-551-2188 (West end DS).

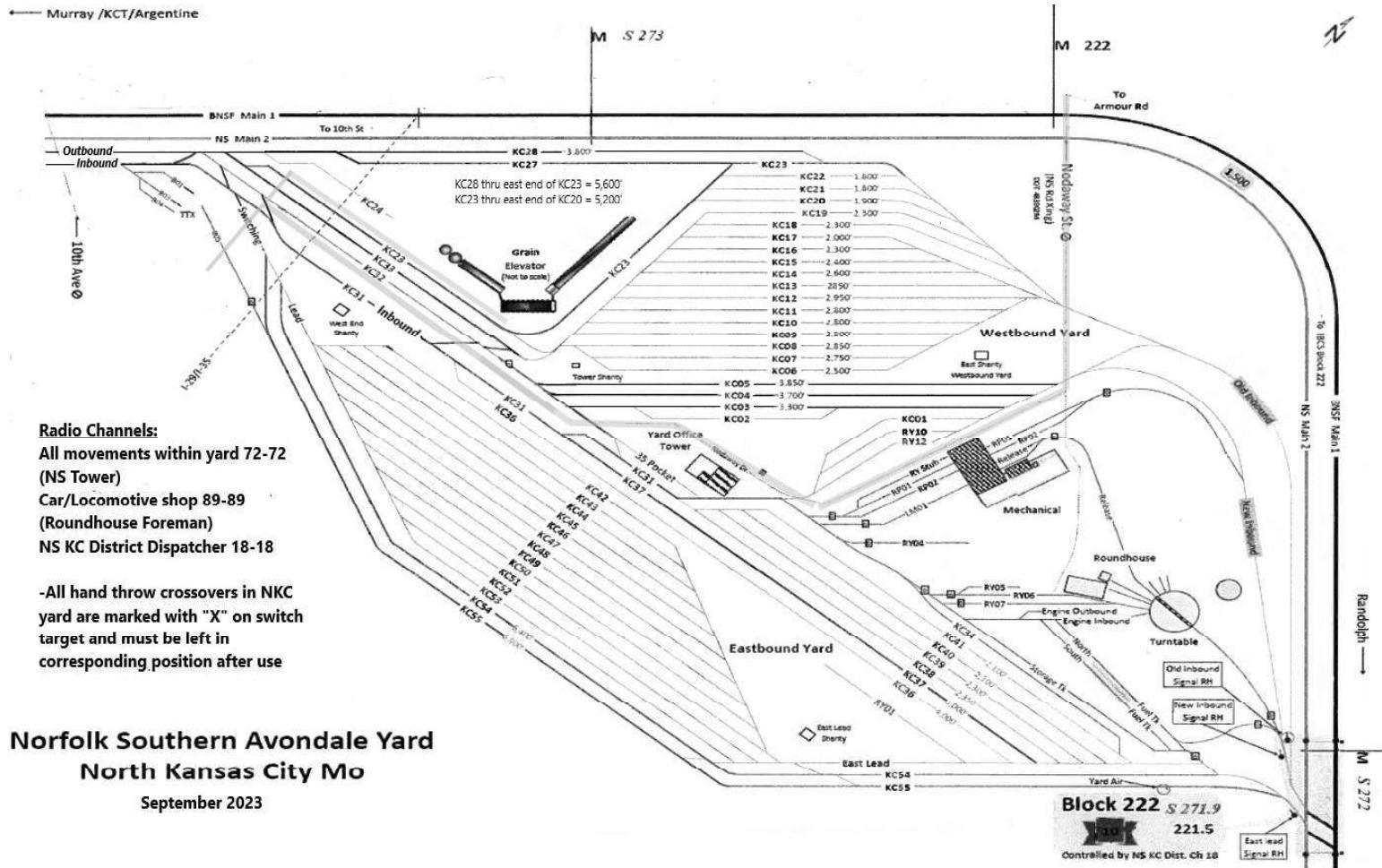
14. TIME ZONE IN EFFECT

KCTL will use Central Standard Time shown in continental time format. All procedures for Daylight Savings time will be used.

15. TRAIN OPERATIONS

WATCO Companies, LLC., team members will operate all train and engine movements for the KCTL and will be governed by the General Code of Operating Rules, as well as all WATCO Companies, LLC. policies in effect at the time.

Norfolk Southern



NORFOLK SOUTHERN

OPERATIONS AND REGULATIONS

MAIN TRACKS

Designation of main tracks and requirements for their use is as follows:

CTC-INTERLOCKING

Two Main Tracks between 5th St. and CP 231 Birmingham, MP S 266.7 joint with BNSF. The north track is numbered 1, the south track is numbered 2. Movement on two main tracks is under jurisdiction of the NS Kansas City Dispatcher. BNSF Signal aspects are displayed.

CONTROLLED INTERLOCKINGS

| <u>STATION</u> | <u>LOCATION</u> | <u>OPERATOR</u> |
|----------------|---------------------|------------------------|
| Block 224 | Atlantic St. | Ustick Dispatcher |
| Block 222 | East End of NS Yard | Kansas City Dispatcher |

SPEED RESTRICTIONS

| | | | |
|---|----|----|----|
| MP S 241.9, CA Junction, and MP S 264.3, East Voltz | 60 | 60 | 50 |
| Except: MP S 242.5 to MP S 246.0, Eastbound Head End Only | 55 | 55 | 50 |
| MP S 242.7 to MP S 243.0, Curve | 60 | 55 | 50 |
| MP S 250.6, Maxwell, Through Turnouts | 40 | 40 | 40 |
| MP S 252.6, Taurus, Through Crossovers | 40 | 40 | 40 |
| MP S 254.0 to MP S 256.4, Curves | 60 | 55 | 50 |
| MP S 254.8, Excelsior Springs, Through Turnout | 40 | 40 | 40 |
| MP S 256.5 to MP S 256.7, Curve | 55 | 55 | 50 |
| MP S 257.0 to MP S 258.0, Curves | 50 | 50 | 50 |
| MP S 261.1, South Liberty, Through Turnout | 40 | 40 | 40 |
| MP S 261.1 to MP S 263.0, Eastbound Head End Only | 50 | 50 | 50 |
| MP S 261.1 to MP S 263.0, Westbound Head End Only | 55 | 55 | 50 |
| MP S 262.5 to MP S 264.2, Curves | 60 | 55 | 50 |
| MP 264.3, East Voltz, and MP S 266.6, Birmingham | 40 | 40 | 40 |
| Except: MP S 264.3, East Voltz, Through Turnout and Crossover | 25 | 25 | 25 |
| MP S 265.5 to MP S 265.7, Through Turnout and Crossover | 25 | 25 | 25 |
| MP S 266.3, Birmingham, Over CP Diamond | 40 | 40 | 40 |
| MP S 266.3, Birmingham, Through CP Connection, Main 2 Only | 10 | 10 | 10 |
| MP S 266.6, Birmingham, and MP S 271.9, Block 222 | 35 | 35 | 35 |
| Except: MP S 266.6, Birmingham, Crossover | 10 | 10 | 10 |
| MP 271.9, Block 222, and MP S 274.3, Block 224, Main 1 | 20 | 20 | 20 |
| MP 271.9, Block 222, and MP S 274.3, Block 224, Main 2 | 35 | 35 | 35 |
| Except: MP S 271.9, Block 222, Crossovers | 10 | 10 | 10 |
| MP S 274.3, Block 224, Crossovers | 10 | 10 | 10 |
| Auxiliary Tracks: Except: Where a different speed is authorized by Timetable or Special Instructions, speed on all tracks other than the Main Track, Sidings, Through Turnouts and Crossovers, is Restricted Speed not exceeding | | | |
| Voltz Mixing Center, West Lead 3 from Granger West to West Lead 2 | 10 | 10 | 10 |
| | 5 | 5 | 5 |

Note 1: The Kansas City Dispatcher controls the eastbound signals at Block 224 on Main 1 and Main 2 and all other signals from Block 224 to CA Junction.

Note 2: All movements between the CP Diamond and block 224, including eastbound signals at Block 224, are governed by BNSF Rules, Timetable, and Special Instructions. BNSF signal aspects are displayed between the CP diamond and Block 224, and are also displayed eastward at the CP diamond.

Note 3: All trains operating on the main line west of South Liberty and within Voltz are to use channel 018-018, the North Kansas City area road channel. All train operating east of South Liberty is to use Channel 022-022.

Note 4: NS Kansas City Dispatcher is responsible for protecting roadway workers and on-track equipment between South Liberty and Block 224.

Note 5: Joint Tackage between BNSF Railroad between MP S 266.6, Birmingham and MP S 276.4, Block 224.

SPECIAL INSTRUCTIONS

NORTH KANSAS CITY

1. All train and engine, or on-track equipment, movements within the North Kansas City Yard MP S273.3 are under the authority of the North Kansas City Yardmaster or, in his absence, the Kansas City Trainmaster. Yardmaster monitors Yard Frequency 72-72 for all road movements operating within North Kansas City Yard.
2. The DTMF raid call-in code for the BNSF Ustick Dispatcher on NS channel 018-018 will be tones 3-4-0 for regular business and tones 9-1-1 for emergency contact.
3. West Bound trains or engines operating between Block 222 and Block 224 must stop east of 10th Avenue if information for a continuous move through Ustick Tower Interlocking or into Murray Yard has not been received from Ustick Dispatcher.
4. Phone Numbers:

| | |
|---------------------------|--------------|
| BNSF Ustick Dispatcher | 817-352-6155 |
| NS Kansas City Dispatcher | 404-463-1120 |
| NS Yardmaster | 816-346-2026 |
| NS Trainmaster | 816-519-2954 |

5. The North Kansas City Fire Department has assigned the following addresses for our facilities:

| | |
|---------------------|-----------------|
| NS TOWER | 1700 NODAWAY ST |
| MECHANICAL | 1900 NODAWAY ST |
| ROUNHOUSE | 2100 NODAWAY ST |
| POLICE/MAINT OF WAY | 1130 BEDORD AVE |

Early warning fire detection system is in the Tower Building. Alarm will only sound in the building. It will be necessary for the Yardmaster at this location contact the Fire Department, if the Fire Department is needed

In the event of a fire emergency on the property the following procedure should be used:

1. Call Fire Department – Phone 911 (Bell) OR-9-911 (MW) Give Appropriate Address.
2. Notify Yardmaster in the Tower by phone at 816-346-2026 or by radio, advising location of fire. Yardmaster will then monitor rail traffic, coordinating with Kansas City Dispatcher, to have road crossing open at the NS Road crossing for emergency vehicles. This in no way alters the emergency plan procedure posted in all buildings for hazardous material incidents.

6. The shop limits for the North Kansas City Mechanical shop have been extended to include KC34, from the KC34 switch on the east end of the yard to the KC01 switch at the road crossing in the middle of the yard. All movements to and from track KC34 east of the KC01 switch will be under the control of the Mechanical shop.

Power operated derails at the North Kansas City Roundhouse protect all Locomotive Service Tracks and Car Repair Tracks. They are under the exclusive control of the Mechanical Department. Blue Signal Protection is determined by the electronic strobe lights beside each derail. Blue strobe light indicates Blue Signal Protection is in effect and derail is on. Amber strobe light indicates derail is off and track may be used. Strobe lights are for both day and night Blue Signal Protection.

Upon arrival to or departure from the Roundhouse Engine Service Area, notify Roundhouse Foreman via radio (089-089) and the Foreman will arrange to have appropriate derails removed and provide instructions as to where to leave incoming engines or the route to be taken for outbound engines. Crews must make certain that all governing derails are in the OFF position before entering or exiting the tracks.

7. Normal position of hand operated switches within North Kansas City Yard are defined as follows:

- A. Switches at east end of Eastbound Yard Tracks RY01-KC34, the East End Roundhouse (Outbound) switch, and KC54-KC55 is lined for movement on the Lead. These switches must be left in this position after use unless other arrangements have been made with the Yardmaster on duty.
- B. Engines arriving/departing out of the east end of the Roundhouse to or from the New Inbound Track will line the switch back for the New Inbound Track after use.
- C. Normal position for switch at east end of Car Repair facility is lined for movement on the New Inbound Track. Normal position for switch at west end of Car Repair facility is lined for movement on Track KC34.

8. All NS Tracks under the jurisdiction of the NS Kansas City Superintendent of Terminals are designated as Interchange Tracks.

9. Account of close track centers, employees are prohibited from riding on the side of equipment between tracks KC21 and KC22, KC43 and KC44, KC46 and KC47, KC50 and KC51, and the west end of KC36 and the Inbound (west of KC37 switch only) in North Kansas City Yard.

10. Environmental Spill Pan is located on the east end of RY05 at Kansas City Yard. This Spill Pan is designed to capture the contents of any leaking hazardous car.

11. High-wide shipments are to be placed in appropriate setout tracks which have sufficient clearance to prevent sideswipes.

Designated Setout Tracks

North Kansas City: RY01

When designated setout tracks are not available, adjacent tracks are to be left clear to prevent the possibility of a sideswipe. Crews handling high-wide shipments must observe movement through turnouts, curves and all other tracks to ensure there is sufficient clearance when passing equipment or being passed by equipment on adjacent track.

12. Clearance Points have been painted *Green* on all tracks in NKC Yard. This applies to both ends of the track. All equipment must be left behind the painted clearance points at all times. If tracks are found not in compliance, the Yardmaster is to be notified immediately.

13. Account installation of bow-handles on switches in North Kansas City Yard, close or reduced clearance situations exists as follows.

- A. West switch Tracks KC03/KC35. Close clearance with bow handle. Do not ride south side of moving equipment on Track KC04 past switch location. Do not attempt to line switch with standing equipment on Track KC04 from switch stand.
- B. East Switch of Crossover West of 10th Street between Inbound Lead and Outbound Lead. Do not attempt to line switch with equipment No. 2 Main Track across from switch stand.
- C. East Switch of Crossover East of 10th Street between Inbound Lead and Outbound Lead. Do no attempt to line switch with equipment on Inbound Lead across from switch stand.
- D. West Switch Tracks KC27/KC30 and KC32. Do not attempt to line this switch with equipment on inbound lead across from switch stand.
- E. West Switch Tracks KC27/KC23 and KC33. Close clearance with bow handle. Do not ride north of moving equipment on Track KC32 past the switch location. Do not attempt to line this switch with equipment on Track KC32 across from switch stand.

14. Except as noted below, the minimum number of hand brakes to be applied at North Kansas City will be two hand brakes in all tracks.

A minimum of 4 hand brakes are required on the east end of KC54 and KC55.

The NS-1 Rule C102 Equipment Securement Test is not required at the following Kansas City Terminal locations if the specified number of handbrakes have been applied.

| NORTH KANSAS CITY YARD LOCATION | HANDBRAKES |
|---------------------------------|------------|
| TRACKS KC54 AND KC55 | 4 |
| ALL OTHER TRACKS | 2 |
| VOLTZ AREA LOCATION | HANDBRAKES |
| ITERMODAL FACILITY | 2 |
| MIXING CENTER | 2 |

In flat switching classification yards, all standing equipment must be left properly secured when not attended. Unattended equipment is equipment left standing and unmanned in such a manner that the brake system of the equipment cannot be readily controlled by a qualified person.

VOLTZ

1. All movements operating at Voltz will use Radio Frequency 18-18.

2. Switching Signals: When bottom aspect on multi head signal or dwarf signal displays “flashing red” aspect and switches are properly lined and route is clear, trains and engines may pass this signal at Restricted Speed to make switching movements or to return to their train. Trains must not depart until proper signal is displayed unless authorized by the NS Kansas City Dispatcher.

3. When necessary for crews to do any work (i.e., make a cut on their train, secure equipment) while on the trestle at S 264.2 and the walkway on the south side of the No. 2 Main cannot be utilized, employees must protect themselves against any opposing movement on the adjacent track by ascertaining from the Kansas City District Dispatcher whether any movement is approaching, and if so, the train identification and location of each train. Employees must use caution not to foul the No. 1 Main while working their train on the No. 2 Main on account of there is no walkway on the trestle to the north of the No. 1 Main. Employees must use extreme caution when working on or around this or any other trestle.
4. Derails are installed adjacent to the blue flags at both ends of the five (5) intermodal loading/unloading tracks at Voltz. These derails are in place for the protection of ITS (contractor) employees while loading and unloading NS intermodal equipment. The application and/or removal of these derails will only be handled by designated ITS employees. Train crews working at the Intermodal Facility should consider the derails applied at all times and must check and confirm the position of the derails before entering each track. If the derails are found applied, crews should contact the Trainmaster (or Utility) for assistance.

MIXING CENTER

1. All rail movements within the Voltz Mixing Center are under the jurisdiction of the Mixing Center Rail Coordinator. Permission to enter and yarding instructions must be received from the Rail Coordinator before entering the Mixing Center. Trains must report clear after departing the Mixing Center.
2. The Grainger Lead is controlled by the Rail Coordinator at the Voltz Mixing Center. Before entering the Grainger Lead at West Voltz, train crews must obtain permission from the Rail Coordinator at the Voltz Mixing Center. A switching limit sign has been installed approximately 220 feet from the West Voltz Signal. Limits must be reported clear.
3. Gates have been installed across the track at the Granger Lead/Mixing Center west lead rail crossing. The gates are located on both sides of the diamond. They are light weight, single arm gates, with Red stop signs attached and are operated by swinging gates either across the Granger Lead, or across the Mixing Center Leads. Normal positions for the gates are across Granger lead, protecting movements on Mixing Center West Lead No.1, West Lead No.2 and West Lead No. 3. When using the Granger Lead you are required to proceed westward across the diamond, authority must be obtained from the Mixing Center. When permission is granted, the gates must be placed across the Mixing Center Leads. When movement over the diamond is complete, the gates must be restored to normal position and the Mixing Center must be notified that movement is clear and the gates are restored.
4. The Kansas City Mixing Center is designated as a remote control area. Signs are erected to inform employees and the public of the movement of unmanned remote control locomotives. Within the Remote Control Area, Remote control zones are established for the two leads on the east end and the two leads on the west end. Transponders have been installed that will prevent a remote control locomotive from exciting a zone in the direction of the Main Line. Remote control zones are established within the Mixing Center as designated below:

REMOTE CONTROL ZONES:

ZONE A – THE WEST LEAD ONE (WL1), FROM THE SWITCHING LIMIT SIGN ON THE WEST END TO POINT ADJACENT TO THE WEST SWITCH OF SY15.

ZONE B – THE WEST LEAD TWO (WL2), FROM THE SWITCHING LIMIT SIGN ON THE WEST END TO THE WEST SWITCH OF SY15.

ZONE C- THE EAST LEAD ONE (EL1), FROM THE CLERANCE POINT OF THE EAST LEAD 1 & 2 DIVIDE SWITCH LOCATED AT THE EAST MIXING CENTER TO THE ROAD CROSSING LOCATED EAST OF THE DIVIDE SWITCH ON EL1.

ZONE D – THE EAST LEAD TWO (EL2), FORM THE CLEARENCE POING OF THE EAST LEAD 1 & 2 DIVIDE SWITCH LOCATED AT THE EAST MIXING CENTER TO THE ROAD CROSSING LOCATED EAST OF THE LADDER SWITCH ON EL2.

BEFORE OCCUPYING A REMOTE CONTROL ZONE FOR ANY REASON INCLUDING:

1. ENGINEERING DEPARTMENT EMPLOYEES TO PERFORM WORK UNDER ROADWAY WORKER PROTECTION
2. MECHANICAL DEPARTMENT EMPLOYEES TO PERFORM WORK UNDER THE BLUE SIGNAL PROTECTION
3. OTHER TRAIN, ENGINE OR SWITCH MOVEMENTS.

The mixing Center rail Coordinator must be contacted and will arrange for zone occupation with the RCO.

Train, engine, or switch movements must assume all zones are active until confirmation from Mixing Center Rail Coordinator instructs otherwise.

All train crews will notify the Mixing Center when they are clear of the east and west leads (RCO zones). All other bulletins, timetable and special instructions concerning the Mixing Center are still in effect and will be applied as required.

BIRMINGHAM

1. In case of train accident or personal injury occurring between Birmingham and 5th Street, Conductors will promptly notify both BNSF and NS Manager Train Operations and Superintendents.

Union Pacific Railroad

Subdivision General Order # 5**KANSAS CITY AREA TIMETABLE NO. 5****EFFECTIVE January 18, 2022****KC METRO GENERAL ORDER NO.5****PURPOSE:**

SI-14: Delete PTC instructions for signals displaying stop at K277 and V280.

Previous Changes:

SI-08: Add instructions for RCL movements between 18th Street Yard and Fairfax Yard.

SI-03: At CP K005, add speed restriction to Crossover Track 349 between MT 2 and Connection Track 190 (Tail Track).

SI-03: Add speed restrictions for Fairfax Wye tracks.

Kansas City Area Timetable #5 in effect at 0900C on January 18, 2022

Timetable subdivision information and instructions not modified by this General Order remain in effect.

EFFECTIVE:

1342C, April 20, 2023

CANCELLATIONS:

This order cancels all previous orders for the KC METRO Subdivision.

SI Details**SI-03 - OTHER SPEED RESTRICTIONS****2. Dual Control Switch Turnouts.**

Effective at 1100C on January 11, 2023;

Add:

CP K005 - Crossover Track 349 between MT 2
and Connection Trk. 190 (Tail Track) 25

3. Misc. Speed Restrictions.

Add:

Fairfax Wye Tracks 105, 106, and 405 10

SI-08 - RULES ITEMS

Add:

Rule 35.7.1: Between 18th Street Yard and Fairfax Yard:

- RCL jobs may handle up to 100 cars/platforms/units/wells not exceeding 12,000 tons.

- Locomotive consist must not exceed 24 EPA.

- TPA must not exceed 500.

SI-14 - MISCELLANEOUS INSTRUCTIONS

Delete:

PTC Operations: When the signals at the following locations are displaying a stop indication, the PTC screen will display "PRESS KEY WHEN YOU ARE AUTHORIZED TO PROCEED PAST SIGNAL at MP XX.XX" along with a "Received" soft key 30 seconds after the train has come to a stop. Only press the "Received" soft key after receiving authority to pass the signal. If the signal upgrades to a

proceed indication, the PTC system will remove the prompt without any interaction from the engineer.

- K277 Rock Creek Jct.;
- V280 Sheffield.

SIGNATURE : COLEMAN S. BELL

**SIGNATURE TITLE : GENERAL
MANAGER**

[Back to View Timetables](#)

KC METRO SUBDIVISION (0092)

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| | | Radio Display: | | | | | |
|---|--------------|--|--------|------------------------------|------------------------------|----------|-----------------|
| | | East of Broadway, North of Kaw Tower: 058-058 - *53 | | | | | |
| West of Broadway: 038-038 - *53 | | | | | | | |
| Mile Post | Track Layout | Rule 6.3 | CP #'s | WEST Stations/Control Points | EAST Stations/Control Points | Sta. #'s | Siding Capacity |
| KC METRO - NEFF (0091) | | | | | | | |
| 276.8 =A276.8 | | CTC | K277 | ROCK CREEK JCT. (1.0) | X(M) | MX276 | |
| A277.1 | | | | SOUTHWEST JCT. (1.2) | (X)KCS(M) | MX277 | |
| A277.8 | | | | NEFF YARD (2.7) | BT | MX283 | YARD |
| A278.0 | | | | LYDIA AVE. (0.2) | X | MX283L | |
| A279.0 | | YARD | | TROOST AVE. (0.4) | X | O 002 | |
| A281.7 | | CTC 2MT | M281 | (X)KCS(M) | | | |
| A281.9 | | | M282 | ASB JCT. MT 4 (0.5) | | | |
| A282.1 | | | K283 | BROADWAY (0.5) | X | O 003 | |
| A282.3 | | | K284 | | | | |
| A282.8 | | | | | | | |
| A283.0 =A284.7 | | | | | | | |
| (5.6) | | | | | | | |
| KC METRO - KANSAS (0093) | | | | | | | |
| 282.8 | | CTC 2MT | K284 | BROADWAY (0.9) | X | O 003 | |
| 283.0 =0.0 | | | K901 | ST. LOUIS AVE. MT 2 (0.4) | | | |
| 0.7 | | | K001 | HICKORY ST. MT 1 (0.3) | | | |
| 1.1 | | | K002 | KAW TOWER (1.6) | X | | YARD |
| 1.4 | | | K802 | CP K802 MT 1 | | | |
| 1.6 | | | K003 | TERMINAL JCT. (0.6) | X | KX004 | YARD |
| 1.8 | | | K004 | 18TH STREET (1.5) | XB | KX005 | YARD |
| 2.0 | | | K005 | KAW JCT. (1.0) | | | YARD |
| 2.1 | | | K006 | WEST YARD | X | KX006 | YARD |
| 2.4 | | | | | | | |
| 3.0 | | | | | | | |
| 3.3 | | | | | | | |
| 3.6 | | | | | | | |
| 3.8 | | | | | | | |
| 5.1 | | | | | | | |
| 6.1 | | | | | | | |
| 6.5 | | | | | | | |
| (6.5) | | | | | | | |
| KC METRO - KANSAS (0093) A'DALE TRACKS 210-213 | | | | | | | |
| 2.9 | | | | TO KCT (HIGHLINE) (0.1) | | | |
| 3.0 | | CTC | K903 | CP K903 (1.7) | | | YARD |
| 4.7 | | | K905 | CP K905 (0.4) | | | YARD |
| 5.1 | | | K005 | KAW JCT. | | | YARD |
| KC METRO - KANSAS (0093) A'DALE TRACKS 214-217 | | | | | | | |
| 2.6 | | | | TO KCT (HIGHLINE) (0.1) | | | |
| 2.7 | | CTC | K902 | CP K902 (1.8) | | | YARD |
| 4.5 | | | K904 | CP K904 (0.6) | | | YARD |
| 5.1 | | | K005 | KAW JCT. | | | YARD |

| KC METRO - SHEEP JUMP (0092) | | | | | | | |
|--------------------------------------|--------------|----------|--------|-------------------------------|-------------------------------|----------|-----------------|
| Mile Post | Track Layout | Rule 6.3 | CP #'s | WEST Stations/Control Points | EAST Stations/Control Points | Sta. #'s | Siding Capacity |
| 276.8 | | CTC | K277 | ROCK CREEK JCT. (0.4) | X(M) | MX276 | |
| 277.1 | | | | SHEEP JUMP (1.5) | | O 000 | |
| 277.2 | | | | MANCHESTER (0.3) | X | | |
| 278.7 | | | K279 | | | | |
| 279.0 | | CTC 2MT | | NEFF YARD (2.6) | BT | MX283 | YARD |
| 281.6 | | | K281 | KCT TROOST (0.7) | X | | |
| 281.8 | | | K283 | ASB JCT. MT 1 (0.5) | | | |
| 282.3 | | | K284 | BROADWAY (0.2) | X | O 003 | |
| (6.2) | | | | | | | |
| KC METRO - FALLS CITY (0094) | | | | | | | |
| Mile Post | Track Layout | Rule 6.3 | CP #'s | SOUTH Stations/Control Points | NORTH Stations/Control Points | Sta. #'s | Siding Capacity |
| 289.1 | | CTC | K289 | 10TH STREET (1.7) | ! | | W8270 E8270 |
| 287.4 | | | K288 | EDGEMASTER (0.8) | | O 005 | 3990 |
| 286.6 | | | K287 | MINNESOTA AVE. (1.8) | | O 004 | |
| 286.4 | | | K284 | BROADWAY (0.2) | X | O 003 | |
| (6.1) | | | | | | | |
| KC METRO - BIG MARY (0096) | | | | | | | |
| 286.5 | | CTC | K287 | MINNESOTA AVE. (0.5) | | O 004 | |
| =10.8 | | | K009 | N. CYPRESS JCT. (1.1) | | MX285 | |
| 10.3 | | | K002 | KAW TOWER (0.5) | X | | YARD |
| =2.9 | | | K003 | KAW BRIDGE (0.2) | | MX284 | YARD |
| 1.8 | | | K001 | HICKORY STREET | | KX001 | |
| (1.7) | | | | | | | |
| KC METRO - COFFEYVILLE (0095) | | | | | | | |
| Mile Post | Track Layout | Rule 6.3 | CP #'s | WEST Stations/Control Points | EAST Stations/Control Points | Sta. #'s | Siding Capacity |
| 279.1 | | CTC 2MT | K279 | MANCHESTER (1.3) | X | | |
| =B278.8 | | | V279 | BIG BLUE MT 2 (0.3) | | | |
| B279.0 | | | V280 | SHEFFIELD (1.0) | X | MX278 | |
| B279.2 | | | V281 | 12TH STREET (2.5) | X | | |
| B280.1 | | | V284 | 35TH STREET MT 2 (0.7) | | | |
| B280.4 | | | V285 | LEEDS JCT. | | MX291 | |
| B280.6 | | | | | | | |
| B281.4 | | | | | | | |
| B283.9 | | | | | | | |
| B284.6 | | | | | | | |
| 284.7 | | CTC | | | | | |
| (5.9) | | | | | | | |

KC METRO SUBDIVISION (0092)

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SI-01 MAIN TRACK AUTHORITY

CTC between:

KC METRO - NEFF
CP K277 and MP 278.2 (Dispatched by KCT);
CP M281 and CP K284.
KC METRO - SHEEP JUMP
CP K277 and CP K284.
KC METRO - KANSAS
CP K284 and CP K006.
KC METRO - FALLS CITY
CP K289 and CP K284.
KC METRO - BIG MARY
CP K287 and CP K001.
KC METRO - COFFEYVILLE
CP K279 and CP V285;
CP V279 and CP V278 on CK departure track.

PTC between:

KC Metro - Sheep Jump
CP K277 and CP K284.
KC METRO - KANSAS
CP K284 and CP K006.
KC METRO - FALLS CITY
CP K289 and CP K284.
KC Metro - Coffeyville
CP K279 and CP V285.

PTC at:

KC Metro - Neff
CP K283;
CP K284;
CP K279 on Trk. 200 (200 Yd. Lead)
and Trk. 502 (Diesel Lead);
CP K281 on Trk. 112 (Lo Line)
and Trk. 101 (Hi Line);
CP V279 on Trk. 131 (300 Yd. Lead);

KC Metro - Big Mary
CP K287;
CP K009 on Trk. 103;
CP K001.

SI-02 MAXIMUM SPEED TABLE

| Maximum Speed | MPH |
|---|-----|
| Between Mileposts | |
| KC METRO - NEFF | |
| MP 276.8 and MP A283.0 (Except as Below) | 25 |
| Between Mileposts | |
| KC METRO - KANSAS | |
| MP 0.0 and MP 6.5 (Except as Below) | 40 |
| 0.0 and 0.2 | 25 |
| Between Mileposts | |
| KC METRO - SHEEP JUMP | |
| MP 276.8 and MP 283.0 (Except as Below) | 40 |
| 276.8 and 277.1 | 25 |
| 282.4 and 283.0 | 25 |
| Between Mileposts | |
| KC METRO - FALLS CITY | |
| MP 289.1 and MP 284.7 (Except as Below) | 50 |
| 287.6 and 286.3 | 30 |
| 286.3 and 286.2 | 20 |
| 286.2 and 284.7 | 30 |
| Between Mileposts | |
| KC METRO - BIG MARY | |
| MP 10.8 and MP 2.9 (Except as Below) | 30 |
| Between Mileposts | |
| MP 2.9 AND MP 1.1 (Except as Below) | 25 |
| 2.9 and 1.7 | 20 |
| Between Mileposts | |
| KC METRO - COFFEYVILLE | |
| MP B278.8 and B284.7 (Except as Below) | 40 |
| B278.8 and B281.6 | 25 |

SI-03 OTHER SPEED RESTRICTIONS

| Maximum Speed | MPH |
|---|-----|
| 1. Thru Sidings & Turnouts. | |
| Edgewater Siding | 10 |
| 10th Street | 25 |
| 2. Dual Control Switch Turnouts. | |
| CP K279 | 25 |
| Exceptions: | |
| East crossover between Sheep | |
| Jump MT and Coffeyville MT 1 | 15 |
| West crossover between Coffeyville | |
| MT 1 and Coffeyville MT 2 | 15 |
| CP K281 | 15 |
| CP M282 all switches | 15 |
| CP K284 No. 3 crossover between Trk.1 | 15 |
| Incline switch No. 1 to KCT | 15 |
| Kaw Jct. MP 5.0 No. 9 crossover between | |
| MT 1 and Old Belt | 15 |
| CP V284 | 15 |
| CP V280 - Sheffield Wye and Crossover | |
| Sheffield | 10 |
| CP V278 (on CK departure track.) | 15 |
| CP K006 - No. 1 and No. 3 | |
| crossover switches | 40 |
| CP V285 | 40 |
| CP K905 to switch lead (Armourdale | |
| Yard) | 10 |
| 3. Misc. Speed Restrictions. | |
| Connection Track - CP K901 and | |
| KCT Track 79 | 15 |
| Rock Creek Junction: | |
| Turnouts, crossovers, and | |
| straight movements; | |
| including connection to KCT | 25 |
| Armourdale Yard Trks. | |
| 210, 211, 212, 213, | |
| 214, 215, 216 and 217 | 30 |
| KCS WYE at Malone and Old River MT | 10 |
| MT 3 and MT 4 Montgall Ave. to | |
| Lydia Ave. | 20 |
| CP K005 to CP K006 (CTC) | |
| South Belt and Outbound Tail Track | 30 |
| BNSF Coal Route - KCT Troost to | |
| ASB Bridge | 10 |
| KCT Track 76 Highline Jct. to | |
| N. Cypress Jct. (CTC) | 30 |
| 4. Key Trains: Crude Oil / High Hazard Flammable | |
| Entire Subdivision | 40 |

SI-04 MAIN TRACK DESIGNATIONS

KC Metro - Neff:

Rock Creek Jct. to Southwest Jct. on Trk. 100,
Southwest Jct. to West Bowl on Trk. 313,
West Bowl to Lydia Ave. on Trk. 110;
Two Main Tracks (MT 3 & MT 4) Between:
Lydia Ave CP M281 to Broadway CP K284 MT 3;
Lydia Ave CP M281 to ASB Jct MT 4.

KC Metro - Sheep Jump:

Single Main Track Between:
Rock Creek Jct. CP K277 and Manchester CP K279.
Two Main Tracks (MT 1 & MT 2) Between:
Manchester CP K279 and Broadway CP K284.

KC Metro - Coffeyville:

Two Main Tracks Between:
Manchester CP K279 and Leeds Jct. CP V285.

KC Metro - Kansas:

Two Main Tracks Between:
Broadway CP K284 and West Yard CP K006.

KC METRO SUBDIVISION (0092)

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SI-05 MILEPOST EQUATIONS

KC Metro - Neff:
 MP A282.97 MT 3 = MP 284.71 KC Metro - Falls City.
 KC Metro - Sheep Jump:
 MP 282.97 = MP 0.00 KC Metro - Kansas.
 KC Metro - Coffeyville:
 MP B278.80 = MP 279.06 MT 1 KC Metro - Sheep Jump;
 MP B280.12 MT 2 = MP 277.60 (CK Main);
 MP B280.41 = MP 1.96 KCT (Sheffield Diamond).
 KC Metro - Falls City:
 MP 286.45 = MP 10.79 KCT (Big Mary).
 KC Metro - Big Mary:
 MP 2.92 = MP 10.27 KCT.

SI-06 RCL OPERATIONS

Remote Control Area: Kansas City Terminal is a designated remote control operations area.

Remote Control Zones: When activating or deactivating a remote control zone, the remote control operator must contact the appropriate yard supervisor.

Neff Yard: Yard supervisor: Topping Yardmaster

Runner Zone: From the west clearance point on Trk. 061 westward on Lead Trk. 058, including all inside switches, onto Trk. 064, Trk. 603, Trk. 601, Trk. 427 and continuing onto Trk. 301 to west clearance point on Trk. 301.

Zone 604: From the west clearance point on Trk. 072 westward on Lead Trk. 074, including all inside switches, onto Trk. 068 and continuing on Trk. 604 to the west clearance point between Trk. 604 and Trk. 301.

18th Street Yard: Yard supervisor: 18th St. Yardmaster.

Zone 3: From the west clearance point of the 107/108 (No. 4 divide) switch eastward on Trk. 107 to the Trk. 82 (Pavlich Lead) switch.

Zone 31: From the trailing clearance point on the east end of North Yard Trk. 016 switch eastward, down the lead (Trk. 015) and onto Trk. 107 (North Running Track) to the west clearance point of the 107/108 (No.4 divide) switch.

*Zone 31 may only be activated in conjunction with Zone 3.

Zone 32: From the east end of CP K004 eastward on Trk. 108 (South Running Track) to the west clearance point of the 107/108 (No.4 divide) switch.

*Zone 32 may only be activated in conjunction with Zone 3.

Zone 4: From the west clearance point of track 016 westward, including all inside switches on Lead Track 016, onto track 110 and track 019, continuing westward on track 019 (Mattoon Working Lead) and onto Track 102 (South Belt) to CP K006.

Fairfax Yard: Yard supervisor: Topping Yardmaster.

Zone 6: From the west Trk. 105 switch (Near Quindero Blvd.) on Trk. 108 (Basket Track), eastward on Trk. 108 to the east clearance point of the Trk. 105 switch.

Zone 7: From the east fouling point of Trk. 487 (Jack Cooper Loading Facility), eastward on Trk. 487 onto Trk. 123 to the Trk. 416 switch.

Zone 71: From the east fouling point of the Trk. 938 switch (Jack Cooper Loading Facility), eastward on Trk. 938 to the Trk. 123 switch.

*Zone 71 may only be activated in conjunction with Zone 7.

Zone 8: From the west clearance point of Trk. 022, westward, onto Trk. 118 to the west clearance point of the Trk. 456 switch near Sunshine Road.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Foreign Line Railroads: When operating on railroads in Kansas City, other than UPRR, be governed by Greater Kansas City Operating Instructions, 2016 Edition.

Rule 1.47 Part C Item 2: is not in effect when operating on the KC Metro Subdivision.

Rule 6.5, Neff Yard: Shove light indicators are located in the East bowl on tracks 302-303-304-305-306-307-308.

These shove light indicators convey information concerning occupancy of the west 800 feet of the track.

| Aspect | Indication |
|-------------|---|
| Red or Dark | 800 foot track circuit at west end occupied. |
| Lunar | 800 foot track circuit at west end is unoccupied. |

Topping Yardmaster will not permit any movement into the west end of these tracks without receiving a block on the east end of the track from the Switch-tender.

The East Bowl jobs are authorized to utilize the shove lights to provide point protection for movements from the east end of the 300 yard provided:

- 1) Cuts of cars are left on the east end of the track, and
- 2) Subsequent cuts added to the track must have the first joint stretched before shoving.

Per the Yardmaster's instructions and track space permitting, the last cut added to those tracks may be shoved sufficiently in the clear to provide room for the addition of locomotives.

Rule 7.13 Neff Yard, East Bowl Tracks:

1. Employee will request protection on the affected bowl track from the East Bowl yardmaster.
2. The East Bowl yardmaster will immediately instruct the hump conductor to line the switch against movements and place blocking device on Track ____.
3. The hump conductor will immediately line the switch against movements and apply block protection to the affected track.
4. The hump conductor will then notify the East Bowl yardmaster the switch is lined against movements and block protection is applied to Track _____. East Bowl yardmaster will then inform crew the switch is lined against movements and block protection is applied to Track _____.
5. The hump conductor will not remove the block protection until he is instructed to do so by the East Bowl yardmaster.

Rule 13.1.4 Cab Signals: ACS Test Loop Locations: 333 Shanty: Tracks 101, 102, and 103.

KCT Froost: MT 1 and Highline.

North Cypress Jct.: MT 3 (Big Mary)

KCT Track 76.

10th Street: East and West Sidings and Main.

Mattoon Creek: East of I-635 on MT 1 & 2.

South Tail Track.

Armourdale: Outbound Tail Track (190) near CP K006. Track 191, west of CP K005.

Rule 71.2.3 Neff Yard: When near operating retarders:

- * Engine windows and doors must be closed when passing through operating retarders. All occupants must be inside the locomotive cab.
- * Do not ride a car through operating retarders.

SI-09 FRA EXCEPTED TRACKS - None.

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SI-10 BUSINESS TRACKS

| Track Name | MP | STA. #S |
|-------------------|--------|---------|
| Centropolis | B281.5 | L 512 |

SI-11 INDUSTRIAL LEADS

Glen Park Industrial Lead: (0099) Car-puller between Mill - Trk. 1&2 (Katy) 80 feet north of loading Tipple will not clear man on side of car. Car-puller between Mill - Trk. 3&4 (Katy) just south of unloading Tipple will not clear man on side of car. Coopers Lead will not accommodate high-wide loads and will not clear man on side of car due to close clearance at Katy Elevator.

On northward movement, 30th Street flasher devices time out in one minute thirty seconds after approach circuit occupied. Signal will not again start operating until island circuit through street is occupied. Northward movements from Glen Park must approach 30th street crossing at very slow speed to permit crossing signals to operate before crossing is occupied by engines or cars.

RESTRICTIONS on Auxiliary tracks Glen Park:

Do not exceed 5 MPH on any track except:

1. Outbound track from Point Shanty south to BNSF Conn. - 10 MPH;
2. Inbound track from BN Conn. to Mill 1 switch - 10 MPH;
3. Coopers Lead - 10 MPH.

Maximum Gross Weight Restrictions:

134 Tons, Restrictions A and N.

Grade Crossings: Movements must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered. Movements are on other than main track or siding.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight Restrictions:

KC Metro - Neff (091):

158 Tons, Restrictions A and N.

KC Metro - Sheep Jump (092):

143 Tons, Restrictions A and N.

KC Metro - Kansas (093):

158 Tons, Restrictions A and N.

KC Metro - Falls City (094):

143 Tons, Restrictions B and R.

KC Metro - Big Mary (096):

143 Tons, Restrictions A and N.

KC Metro - Coffeyville (095):

158 Tons, Restrictions A and N.

SI-13 TRAIN MAKE-UP RESTRICTIONS

Double stack cars in excess of 19 feet above the top of the rail and multilevel (autorack) cars type M2Y and M3Y must not be moved under the HIGHLINE #76 on the East leg of the Fairfax WYE (trk. 405).

SSI Item 5-B Maximum Train Length.

Auto Trains: A train made up entirely of loaded multi-level cars (auto racks) with 80 cars or more and up to 8,500 feet requires a rear helper. If train length exceeds 8,500 feet, a cut-in helper must also be placed in the train according to SSI Item 5-C, Part 3(B). Train length must not exceed 10,000 feet. Up to five (5) conventional cars weighing 45 tons or more may be placed on the head end of the train.

SSI Item 5-B, Part 2(C).

Maximum Train Length: 12,000 feet behind head end consist to EOT.

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Kansas City: Up to 12 coupled locomotives may be moved or switched when at least 3 locomotives have independent brakes connected and operable. The automatic brakes must be cut in and operable throughout the locomotive consist when moving outside locomotive servicing facilities. The 12 locomotive limitation does not apply to power transfers.

This instruction applies between:

- Rock Creek;
- Leeds Junction;
- Edgewater; and
- West Yard.

On CK departure between Malone and Neff Yard, East Bowl Yardmaster controls movement.

All movements on Lowline and Tracks 3&4 between Lydia Ave and Montgall Ave., topping Yardmaster controls movement. Contact must be made with East Bowl switch tender for route lining in/out of 100 and 200 yards.

Leeds: Old Chevrolet property, protect all crossings.

Co-located Kansas City Command Center:

Kansas City Command Center Phone Numbers:

Corridor Manager: 8-399-1869,

Power Foreman: 8-399-1871.

Armourdale Yard: Foreign line movements departing Armourdale Yard eastward at CP K903 to KCT Mill Street Interlocking (500 feet) must proceed at Restricted Speed regardless of signal indication.

Power Operated Derails:

Derails may be operated from either a push button on the pole or remotely from a keypad on channel 096-96. When request is made to change position of derail, derail will operate and crew will be advised, on channel 096-96, of the status of the derail after operation. If the following message is received, "UNION PACIFIC ARMOURDALE DERAIL - CHECK DERAIL", the crew is required to physically check the derail position and ensure it is in the correct position.

Derails will be designated:

"EAST 200 YARD DERAIL" - Track 222, approximately 700 feet east of the 7th Street Viaduct (protects tracks 214-217).

#781 Derail ON

#783 Derail OFF

#785 Derail Position Inquiry.

"EAST 300 YARD DERAIL" - The 300 Yard lead, approx. 1600 feet east of the 7th Street Viaduct (protects tracks 301-305).

#791 Derail ON

#793 Derail OFF

#795 Derail Position Inquiry.

After movement is complete over the derail, it is the responsibility of the crew originally operating the derail to ensure that the derail is placed back in the derailing position. Power derail will not operate if equipment is detected within the occupancy circuits (50 feet). When necessary to operate the derail, commands must be given and status received before movement enters these occupancy circuits.

If the transmission from the derail does not indicate that it has been restored, or if the transmission is not understood, the 18th St. Yardmaster must be notified. The train may then proceed.

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SI-14 MISC. INSTRUCTIONS Continued....

Armourdale Yard Instructions:

Radio Channel for West End Armourdale switches: Number 1, 2, 4 RCL switches will operate on channel 086-086.

When two jobs are working at either end of the bowl at Armourdale the following must take place:

1. Job briefings are required at the beginning and during switching operations to provide for a safe and efficient switching operation.
2. When switching from the east end, tracks should not be left with more than one cut of cars prior to ending the shift, unless otherwise instructed by the yardmaster.
3. The east and west jobs at Armourdale Yard will work on radio channel 086-086.

18th Street Yard -

Instructions for 7th St. Crossover: Before using crossover from MT 1 to the Running Track (107), permission must be obtained from the 18th St. Yardmaster.

Authority must be obtained from the KC West Dispatcher to use the crossover to enter MT 1 from the Running Track (107).

Notify the KC West Dispatcher when movement is complete and switches have been "lined and locked" for main track movement.

***Note:** Before entering the 18th St. Yard, instructions must be obtained for the 18th St. yardmaster.

CTC:

CP K904 and CP K902 tracks 214 and 215.

CP K905 and CP K904 tracks 210 and 214.

CP K905 and CP K903 tracks 210, 211, 212 and 213.

CP K902 (East Armourdale) MP 2.5:

Eastward absolute signal governs movements from tracks 214, 215, 216 and 217 to KCT 7th Street interlocking.

Westward absolute signal governs movements from KCT 7th Street interlocking to tracks 214, 215, 216 and 217.

CP K903 (East Armourdale) MP 2.9:

Eastward absolute signal governs movement from tracks 210, 211, 212 and 213 to KCT Mill Street interlocking.

Westward absolute signal governs movement from KCT Mill Street interlocking to tracks 210, 211, 212, and 213.

CP K904 (West Armourdale) MP 4.8:

Absolute signal governs movement to and from Tracks 214 and 215 and crossover movements between Track 215 and 217.

CP K905 (West Armourdale) MP 4.9:

When entering the main track, from track 191 through the hand throw crossovers, authority must be granted by control operator before occupying the mainline per GCOR 10.1. Mainline switches are electric lock switches.

Additional Yard Tracks permitting operation by signal indication:

OCT (Other Controlled Track - GCOR Chapter 10 rules apply):

Armourdale Yard, Trk. 190 (Outbound Tail) between CP K005 and CP K006.

Neff Yard - Highline Trk. 101 and Lowline Trk. 112: Trains, engines and MOW must secure permission from the Topping Yardmaster before movement or work is initiated on the Highline or Lowline tracks.

Manchester (Rule 6.26): Southward trains departing Manchester, the track to the right is MT 1 and the track to the left is MT 2.

SI-14 MISC. INSTRUCTIONS Continued....

Unusual Conditions: When a train or engine is issued verbal instructions specifying unusual conditions, trains and engines must proceed prepared to stop short of any unsafe condition between the locations listed below.

Unusual conditions may include weather conditions, obstructions, special events, etc.

KC Metro:

MP 276.8 and MP 283.0;
MP A278.2 and MP A282.4.

KC Metro - Falls City:

MP 283.0 and MP 289.1;
MP 1.8 and MP 10.8.

KC Metro - Coffeyville:

MP B278.8 and B284.7.

23rd Street Pass, Track 101: Located off MT 2 between 12th Street and 35th Street (MP 282.2 and MP 283.8). Do not use unless movements are coordinated with the dispatcher.

Hot Wheel Detectors:

As referenced in SSI Item 13.1, bridges with a through truss structure located at the following locations:

MP 277.6 (KC Metro);
MP 286.16 (Falls City);
MP 1.57 (Kansas) MT 1, MT 2, MT 3, and Yard;
MP 8.8 (KC Terminal - KCT).

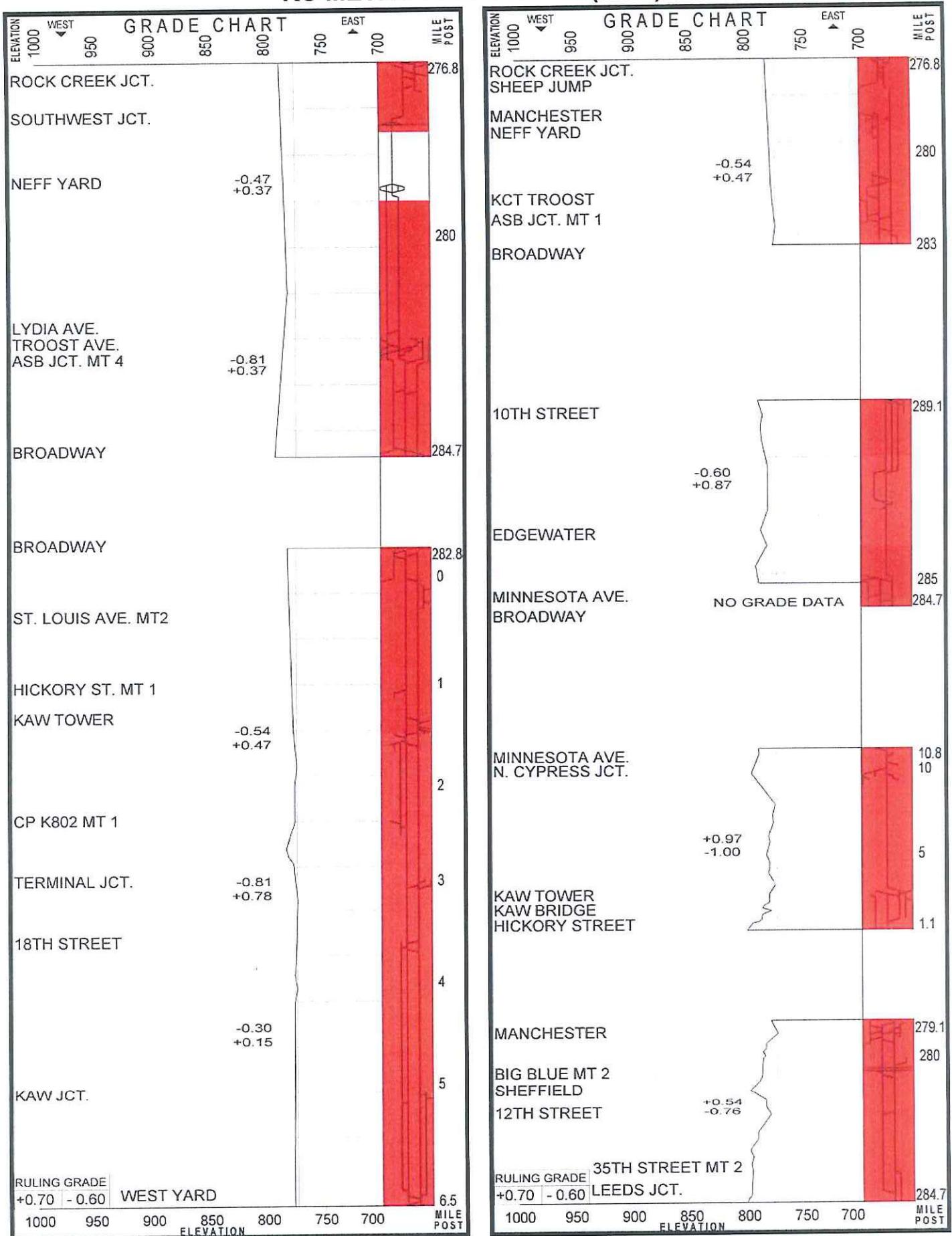
PTC Operations: When the signals at the following locations are displaying a stop indication, the PTC screen will display "PRESS KEY WHEN YOU ARE AUTHORIZED TO PROCEED PAST SIGNAL at MP XX.XX" along with a "Received" soft key 30 seconds after the train has come to a stop. Only press the "Received" soft key after receiving authority to pass the signal. If the signal upgrades to a proceed indication, the PTC system will remove the prompt without any interaction from the engineer.

- K277 Rock Creek Jct.;
- V280 Sheffield.

Dispatcher Phone Number:

Dispatcher 383 (*53): (800) 433-8043

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18th Street & Armourdale Yard Map

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18th ST. YARD

CPK004
18TH ST.

CPK006
WEST YARD

CPK005
KAW JCT.

ARMOURDALE YARD

ARMOURDALE YARD

CPK003
TERMINAL JCT.

CPK001
HICKORY ST.

KAW BRIDGE

CPK002
KAW TOWER

NOTES:

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Heartland Superintendent Bulletin No. - 7

UNION PACIFIC RAILROAD COMPANY

Heartland Superintendent Bulletin No. - 7

PURPOSE:

7-Hazmat and Security-Reissued for 2023.

EFFECTIVE DATE:

0002, January 01, 2023

CANCELLATION DATE:

2359, December 31, 2023

CANCELLATIONS:

Bulletin #42

BULLETIN DETAIL

SECTION: A

SUBJECT: HAZARDOUS MATERIAL RESPONSE PLAN

Union Pacific Railroad's Hazardous Materials Emergency Response Plan (HMERP) was developed to guide the actions of employees and others in the event of a railroad emergency involving hazardous materials.

While the HMERP applies to the entire railroad, certain yards are required to maintain a hard copy of the plan including site specific information pertaining to the yard.

In addition to this information, parallel guidance for actions during emergencies on the main track and in yards where there is no site specific information is provided for Transportation employees in the

Instructions for Handling Hazardous Materials (Form 8620) - Section 8.

**Hazardous Materials Emergency Response Plan Guide
(Site Specific Information for the Heartland Service Unit)**

Overview:

Union Pacific Railroad is a major transporter of hazardous materials. Our continuous effort to improve safety and security of hazardous materials is a joint effort of all employees. All employees must do their part in transporting hazardous materials safely. This includes protecting yourself, alerting others in the area, and promptly reporting all releases of hazardous materials.

For more information on the Hazardous Materials Emergency Response Plan, please contact your supervisor.

Initial Observer Actions

When employees observe a release of hazardous materials, the following actions should be taken:

Take action to protect yourself:

- Move upwind and uphill away from the release a reasonable distance or as specified in the emergency response Documentation, i.e. Train List, Form 8620, or Emergency Response Guidebook.
- Warn bystanders to stay away.
- Avoid contact with material and vapors.
- Eliminate any ignition sources (do not smoke, do not use fusees.)

Alert others in the affected area:

- Follow emergency radio procedures as identified in Railroad Rule 2.10 when appropriate.
- Use yard specific notification systems, if available. (See yard specific information below at the end of this bulletin).

Make Notifications - DO NOT WAIT TO MAKE NOTIFICATION.

In most cases, all information may not be readily available, so it is important to immediately make notification and supply any available information at that time, i.e., name, contact phone number or radio channel, location and description of incident. Other data can be supplied as it becomes available.

When a telephone is available:

1. If IMMEDIATE danger to people, property, or environment, (death, injury, fire, or other situation requiring immediate assistance), call 911 or local emergency response number and provide the requested information.
2. Call the Response Management Communication Center (RMCC) at (888) 877-7267 or company number 8-544-7622 (RMCC) and provide the requested information. RMCC procedures are to initiate notifications to local, state, tribal and federal response agencies and others as appropriate/required. (Requested information includes name, contact number or number or radio channel, location and description of incident).

When a telephone is NOT available and communication is:

- Under the control of the train dispatcher, contact the train dispatcher and provide the requested information. The train dispatcher will notify RMCC and RMCC will notify local emergency response agencies.

or

- Not under the control of the train dispatcher, notify the Yardmaster, local manager of transportation on duty, or local command center (if one exists for the territory), as appropriate, and ask them to call RMCC and, if necessary, 911.

Provide the requested information.

Assist local emergency response agencies from a safe location as appropriate:

- Provide emergency response agency an extra copy of the Train List or shipping papers, when available. If an extra copy is not available, share the copy you have with the emergency response personnel.

Remain in a safe location until further instructions are received from the supervisor or person in command.

Employees and Others in the Affected Area

Note: See the end of this bulletin for yard specific information for the location of windsocks and/or flags, safety showers, evacuation routes, places of refuge, access points and staging areas. When notified of a release or potential release of hazardous materials take the following actions:

To protect yourself:

- Move upwind and uphill away from the release a reasonable distance or as specified in the emergency response documentation, Train List, Form 8620 or Emergency Response Guidebook.
- Watch windsocks or flags to determine wind direction when moving to a point of safety.
- Warn bystanders to stay away.
- Avoid contact with material and vapors. Use safety showers as necessary to reduce contamination.
- Eliminate any ignition sources (no smoking, no fusees).

Alert others in the affected area:

- Follow emergency radio procedures as identified in Railroad Rule 2.10 when appropriate.
- Use yard specific notification systems, if available. (See yard specific information below at the end of this bulletin).

Obtain further instructions:

- Upon notification of an emergency, turn to designated radio channel
- Contact your supervisor for instructions.

Note: The Incident Commander, Railroad Incident Commander and/or local manager may also identify additional site-specific information and instructions as they become available.

Follow instructions provided, if safe to do so.

If ordered to evacuate area:

- Proceed to designated meeting point in a safe manner as directed below for your site
- If ordered to take refuge:
 - Proceed to designated place of refuge in a safe manner as directed unless affected by the release (areas shown at the end of this bulletin for your yard or as identified by supervisor).
- For maximum protection at place of refuge:
 - Close all windows and doors
 - Turn off all air handling equipment in buildings
- When safe to do so (supervisor will advise):
 - Open all windows and doors
 - Exit the building

Account for direct report employees/contractors and report exceptions:

- Each foreman and supervisor must account for all direct-report employees/contractors in the affected area.
- Immediately report any employees/contractors not accounted for to the railroad manager in charge or the Local Incident Commander (fire department,

law enforcement or emergency medical service personnel, as appropriate).

Assist response personnel in finding access points and staging areas.

- Point out access points/routes and staging areas or guide emergency response personnel to the location of the emergency if safe to do so.

For additional site specific information, it is the employee's responsibility to review information shown below and posted on bulletin boards at identified yards on the Heartland Service Unit (Reference Hazardous Materials Emergency Response Plan, Attachment C)

QUESTIONS - contact your supervisor or the local Hazardous Materials Manager (HMM) for more information.

You can also contact: **RMCC - 1-888-UPRRCOP (877-7267) for assistance.**

NEFF YARD SITE-SPECIFIC EMERGENCY RESPONSE INFORMATION ADDENDUM

Local Emergency Contact Numbers:

Fire Department: 911

Police Department: 911

First-Aid/Emergency Medical Services: 911

Response Management Communications Center: 888-877-7267 / 8-544-7622

Emergency Evacuation Route(s) (attach map): Out main gate to Chouteau Trafficway, out past West Bowl shanty to Nicholson and Monroe Streets, West past General Mills on Guinotte Ave., across trim tracks (protected with a switch lock) then east past sewage treatment plant.

Places of Refuge & Special Instructions: Points of Refuge are marked with red dots on the map included under Section 2.5.1 of this plan.

- Refuge Point 1: Topping Tower
- Refuge Point 2: 6400 Martin Ave (General Manager's Office)
- Refuge Point 3: 4801 Gardner (UP Intermodal Facility)
- Refuge Point 4: East Bowl Shanty
- Refuge Point 5: West Bowl Shanty
- Refuge Point 6: Wastewater Treatment Plant

Location of Emergency Alarm System /Sirens: None

Emergency Radio Channel(s): 058-058

Location of Emergency Showers/Eyewash:

- 1st floor Diesel Shop
- Communications Shop
- Northwest corner of Building

Location of Available Wind socks and/or Flags:

- North of Topping tower
- East of the Diesel Shop near helicopter landing pad
- East of Intermodal Ramp
- Communications Shop
- Northeast corner of building
- In front of East Bowl building

Access/Evacuation Points: Access/Evacuation Points are marked with green dots on the map included under Section 2.5.1 of this plan.

- Access Point 1: 6400 Martin Ave. Front entrance to the yard.
- Access Point 2: 3300 Guinotte (333 Shanty)
- Access Point 3: 4801 Gardner (UP Intermodal Facility)
- Access Point 4: Nicholson and N. Monroe (W. Bowl Shanty)

Staging Areas: Staging Areas are marked with blue dots on the facility map included under Section 2.5.1 of this plan.

- Staging Area A: 6400 Martin Ave. Parking lots on east and west sides of General Manager's building.
- Staging Area B: 4801 Gardner (UP Intermodal Facility). Entire ramp is paved, hard surface.
- Staging Area C: Helipad east of the locomotive Facility
- Staging Area D: West end of yard near General Mills (Emergency Meeting Point #2). Large, flat open area east of General Mills.

Command Post Location: Potential Command Posts are marked with red dots on the facility map included under Section 2.5.1 of this plan.

Possible Locations:

- Command Post 1: 6400 Martin Ave (General Manager's Office)
- Command Post 2: 4801 Gardner (UP Intermodal Facility)
- Command Post 3: East Bowl Shanty
- Command Post 4: West Bowl Shanty
- Command Post 5: Wastewater Treatment Plant

List Equipment that may be used to Facilitate Emergency Response:

- Pump house west of water treatment plant: Spill kits, drain, inlet covers, absorbent booms
- Diesel Shop Convaults: Spill kits, drain inlet covers
- M/W Compound: Spill kits
- Car Department Compound: Spill kits
- Intermodal Manager's Office: Spill kits
- Supply warehouse at Diesel Shop: Absorbent booms, loose absorbent material

Other Relevant Information: None

FAIRFAX/ARMSTRONG SITE-SPECIFIC EMERGENCY RESPONSE INFORMATION ADDENDUM

Local Emergency Contact Numbers:

Fire Department: 911

Police Department: 911

First-Aid/Emergency Medical Services: 911

Response Management Communications Center: 888-877-7267 / 8-544-7622

Emergency Evacuation Route(s) (attach map): Past yard office to Fairfax Trafficway or Quindaro Blvd. North to 7th or 10th Streets.

Places of Refuge & Special Instructions: Points of Refuge are marked with red dots on the facility map included under Section 2.5.1 of this plan.

- Refuge Point 1: Yard office
 - Location of Emergency Alarm System /Sirens: None
 - Emergency Radio Channel(s): 048-048
 - Location of Emergency Showers/Eyewash: Yard office restroom
 - Location of Available Wind socks and/or Flags: Flagpole in parking lot
 - Access/Evacuation Points: Access/Evacuation Points are marked with green dots on the facility map included under Section 2.5.1 of this plan.
- Access/Evacuation Point 1: To 7th Street Trafficway
- Access/Evacuation Point 2: Fairfax Trafficway and Quindaro Blvd

Staging Areas: Staging Areas are marked with blue dots on the facility map included under Section 2.5.1 of this plan.

- Staging Area A: Yard Office parking lot

Command Post Location: Potential Command Posts are marked with red dots on the facility map included under Section 2.5.1 of this plan.

Possible Locations:

- Command Post 1: Yard Office
 - This will be the primary railroad command post until local emergency personnel establish a Command Post UNLESS this area is NOT in a safe zone.

List Equipment that may be used to Facilitate Emergency Response: None

Location of Equipment that may be used to Facilitate Emergency Response: None

Other Relevant Information: None

18th STREET/ARMOURDALE SITE-SPECIFIC EMERGENCY RESPONSE INFORMATION ADDENDUM

Local Emergency Contact Numbers:

Fire Department: 911

Police Department: 911

First-Aid/Emergency Medical Services: 911

Response Management Communications Center: 888-877-7267 / 8-544-7622

Emergency Evacuation Route(s) (attach map): Out west end and north to Park Drive or east past the tower to I-70. Also south across the main lines through Armourdale Yard.

Places of Refuge & Special Instructions: Points of Refuge are marked with red dots on the facility map included under Section 2.5.1 of this plan.

- Armourdale Refuge Point 1: Locomotive Foreman's Office
- 18th Street Refuge Point 2: Mattoon Creek
- 18th Street Refuge Point 3: Yard Tower

Location of Emergency Alarm System /Sirens: None

Emergency Radio Channel(s): 014-014 (yard), 038-038 (mainline) and 096-096 (Armourdale)

Location of Emergency Showers/Eyewash:

- 1st Floor Tower restroom,
- Mattoon Creek restroom

Location of Available Wind socks and/or Flags: Northwest of yard tower

Access/Evacuation Points: Access/Evacuation Points are marked with green dots on the facility map included under Section 2.5.1 of this plan.

- Armourdale Access Point 1: Across Main Lines from Mattoon Creek
- Armourdale Access Point 2: Under 18th Street Viaduct
- Armourdale Access Point 3: 12th and McAlpine
- Armourdale Access Point 4: 5th and Kansas Avenue
- Armourdale Access Point 5: S. 2nd Street
- 18th Street Access Point 6: I-70 and Park Drive
- 18th Street Access Point 7: Westbound I-70 at Railroad Yard Exit (Exit 421A)

Staging Areas: _Staging Areas are marked with blue dots on the facility map included under Section 2.5.1 of this plan.

- Armourdale Staging Area A: Near West end crew Shanty
- Armourdale Staging Area B: Intermodal Ramp
- Armourdale Staging Area C: East of Intermodal Office near entrance road
- Armourdale Staging Area D: Near 12th and McAlpine
- Armourdale Staging Area E: Just west of 3rd Street north of Kansas Ave.
- 18th Street Staging Area F: Near Mattoon Creek Shanty
- 18th Street Staging Area G: East of Yard Tower

Command Post Location: _Potential Command Posts are marked with red dots on the facility map included under Section 2.5.1 of this plan.

Possible Locations:

- Armourdale Command Post 1: Locomotive Foreman's Office
- 18th Street Command Post 2: Mattoon Creek
- 18th Street Command Post 3: Yard Tower

List Equipment that may be used to Facilitate Emergency Response: None

Location of Equipment that may be used to Facilitate Emergency Response: None

Other Relevant Information: None

TOPEKA SITE-SPECIFIC EMERGENCY RESPONSE INFORMATION ADDENDUM

Local Emergency Contact Numbers:

Fire Department: 911

Police Department: 911

First-Aid/Emergency Medical Services: 911

Response Management Communications Center 888-877-7267 / 8-544-7622

Emergency Evacuation Route(s) (attach map): North to Norris St. and then east or west as appropriate

Places of Refuge & Special Instructions: Points of Refuge are marked with red dots on the facility map included under Section 2.5.1 of this plan.

- Refuge Point 1: Yard Office
- Refuge Point 2: M/W Shop east of Yard office

Location of Emergency Alarm System /Sirens: None

Emergency Radio Channel(s): _094-094 or 079-012

Location of Emergency Showers/Eyewash: Yard Office and M/WBuilding

Location of Available Wind socks and/or Flags:

- East end of yard (near Track 26)
- West end of yard (near Track 6)

Access/Evacuation Points: Access/Evacuation Points are marked with green dots on the facility map included under Section 2.5.1 of this plan.

- Access/Evacuation Point 1: NW Western Ave. and NW Norris
- Access/Evacuation Point 2: NW West and NW Norris near Cargill elevator
- Access/Evacuation Point 3: NW Vail and NW Gordon west of Cargill elevator

Staging Areas: Staging Areas are marked with blue dots on the facility map included under Section 2.5.1 of this plan.

- Staging Area A: Yard Office parking lot
- Staging Area B: M/W parking lot
- Staging Area C: West of yard office along Norris St.
- Staging Area D: West of Cargill Elevator in open area

Command Post Location: Potential Command Posts are marked with red dots on the facility map included under Section 2.5.1 of this plan.

Possible Locations:

- Command Post 1: Yard Office
 - This will be the primary railroad command post until local emergency personnel establish a Command Post UNLESS this area is NOT in a safe zone.
- Command Post 2: M/W Shop east of Yard office

List Equipment that may be used to Facilitate Emergency Response: None

Location of Equipment that may be used to Facilitate Emergency Response: None

Other Relevant Information: None

WICHITA YARD

Local Emergency Contact Numbers:

Fire Department: 911

Police Department: 911

First-Aid/Emergency Medical Services: 911

Response Management Communications Center 888-877-7267 / 8-544-7622

Emergency Evacuation Route(s) (attach map): North to Norris St. and then east or west as appropriate

Places of Refuge & Special Instructions: Points of Refuge are marked with red dots on the facility map included under Section 2.5.1 of this plan.

- Refuge Point 1: Service Unit Office Building
- Refuge Point 2: Car Shop
- Refuge Point 3: Yard Tower

Location of Emergency Alarm System /Sirens: None

Emergency Radio Channel(s): 024-024, 027-027, 038-038

Location of Emergency Showers/Eyewash: Restroom in Service Unit and Mechanical buildings.

Location of Available Wind socks and/or Flags:

- Flagpole near SU Building
- South of the MOP Yard
 - Access/Evacuation Points: Access/Evacuation Points are marked with green dots on the facility map included under Section 2.5.1 of this plan.
- Access Point 1: Driveway off of New York Street
- Access Point 2: N. Washington St., west of yard

Staging Areas: Staging Areas are marked with blue dots on the facility map included under Section 2.5.1 of this plan.

- Staging Area A: Adjacent to front entrance
- Staging Area B: Parking lot surrounding Service Unit Offices
- Staging Area C: North of N. Washington St., west of yard

List Equipment that may be used to Facilitate Emergency Response: None

Location of Equipment that may be used to Facilitate Emergency Response: None

Other Relevant Information: None

COFFEYVILLE

Local Emergency Contact Numbers:

Fire Department: 911

Police Department: 911

First-Aid/Emergency Medical Services: 911

Response Management Communications Center 888-877-7267 / 8-544-7622

Emergency Evacuation Route(s) (attach map): North to Norris St. and then east or west as appropriate

Places of Refuge & Special Instructions: Points of Refuge are marked with red dots on the facility map included under Section 2.5.1 of this plan.

- Refuge Point 1: Service Unit Office Building
- Refuge Point 2: Car Shop
- Refuge Point 3: Yard Office

Location of Emergency Alarm System /Sirens: None

Emergency Radio Channel(s): 074-074 (main track) and 024-024 (yard)

Location of Emergency Showers/Eyewash: Ice room in building behind yard office and One Spot locker room.

Location of Available Wind socks and/or Flags: Flagpole at northwest corner of yard office.

Access/Evacuation Points: 14th Street west of Spruce.

- North through yard to 14th St. and South through yard to Eldridge St.
- Both streets then run east to Spruce St Potential Areas of Refuge:
- Yard office and One-Spot Foreman's office.

Staging Areas: Staging Areas are marked with blue dots on the facility map included under Section 2.5.1 of this plan.

- Staging Area A: Parking lot at Yard Office.
- Staging Area B: Parking area around One Spot.

List Equipment that may be used to Facilitate Emergency Response: None

Location of Equipment that may be used to Facilitate Emergency Response: None

Other Relevant Information: None

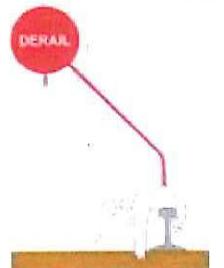
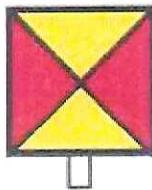
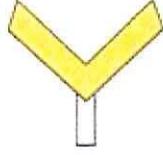
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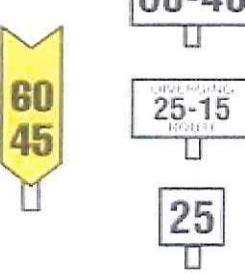
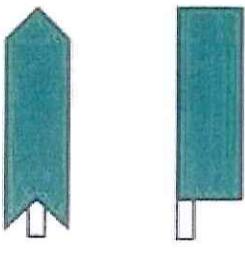
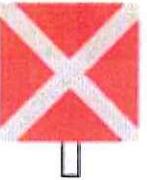
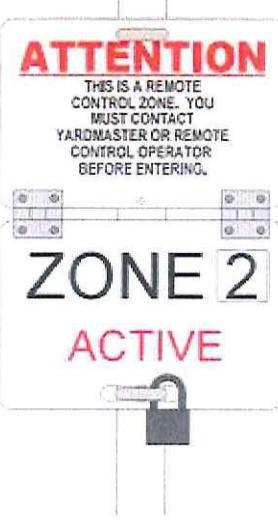
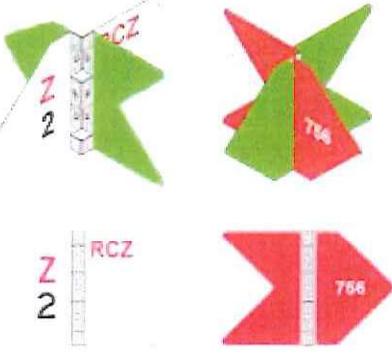
SIGNATURE TITLE : General Manager

Rule Details

System Special Instructions

Item 22 - Roadway Signs

| | | |
|---|---|---|
|  FOR CROSSINGS* TUNNELS, ETC. <p>At locations where crossing signs are displayed, sound whistle as required by Rule 5.8.2 (7) regardless of the type of crossing train is approaching.</p> <p>* If a number sign is attached to the crossing sign, it shows the number of crossings for which the whistle signal is required.</p> |  FOR QZ  <p>Crossings where quiet zones are in effect. If a number sign is attached to this crossing sign, it shows the number of successive crossings for which the sign applies.</p> |  DERAIL SIGN <p>*Also used to designate runaway track locations.</p>  PORTABLE DERAIL SIGN |
|  YELLOW-RED FLAG PROTECTING MEN OR EQUIPMENT |  RED FLAG |    STOP SIGNS |
|  YARD LIMIT SIGN |  RESTRICTED LIMIT SIGNS | HIGH THREAT URBAN AREA (HTUA) SIGNS   |

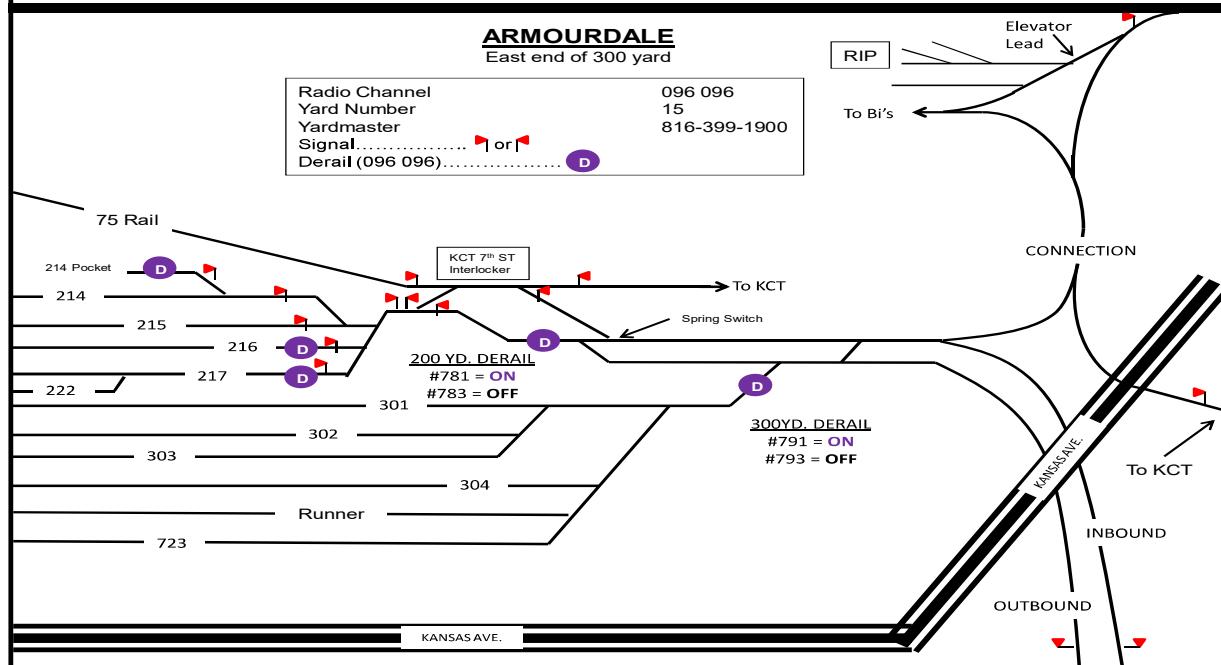
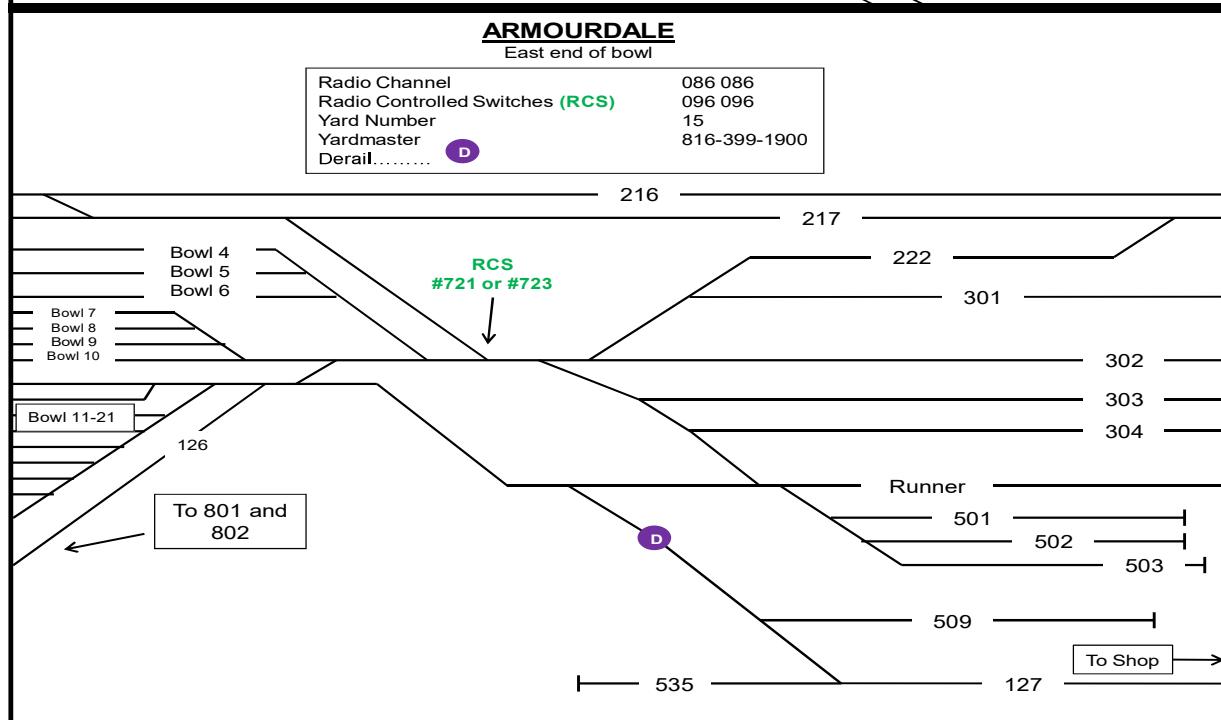
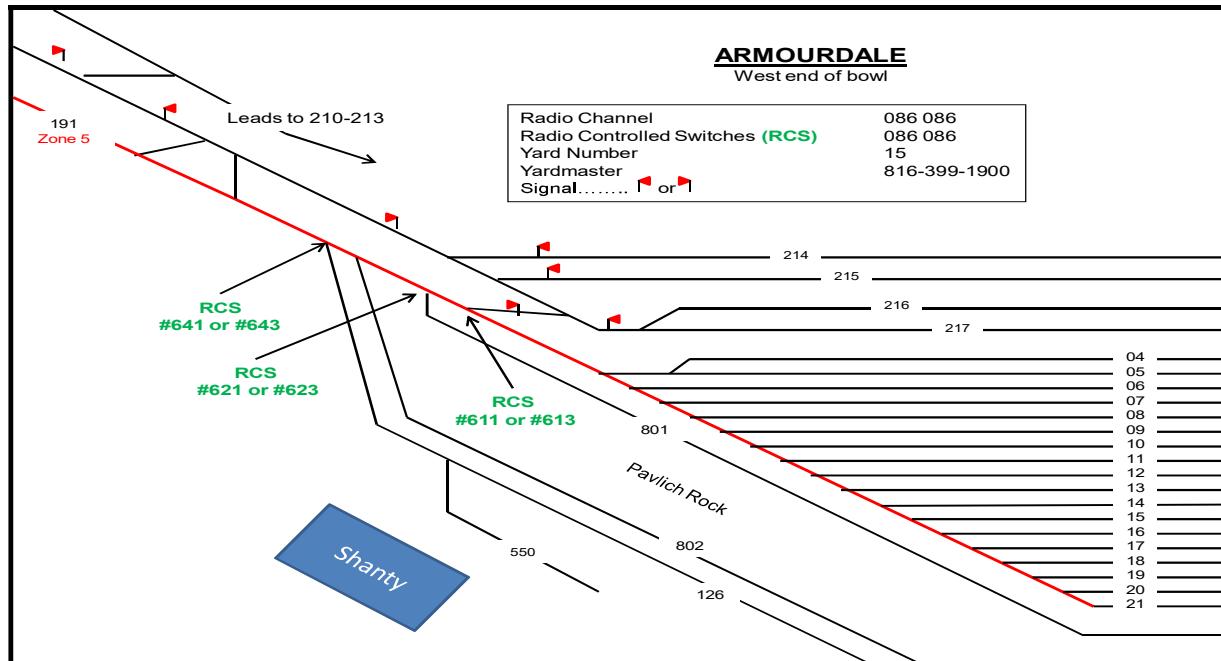
| | | |
|--|--|---|
|  <p>PERMANENT SPEED RESTRICTION SIGN</p> |  <p>PERMANENT RESUME SPEED SIGN</p> |  <p>CROSSING WARNING DEVICE MALFUNCTION Stop at the sign. Rule 6.32.2 Application.</p> |
|  <p>ZONE 2</p> |  <p>ZONE 2 ACTIVE</p> |  <p>END OF TRACK SIGN</p> |
|  <p>REMOTE CONTROL ZONE SIGNS</p> |  <p>SWITCH FLAGS</p> | <p>Simulate a Switch or Derail Improperly Lined</p> |
|  <p>REMOTE CONTROL SWITCH TARGET</p> |  <p>HAND OPERATED CROSSOVER SWITCH TARGET</p> |  <p>FOG BOARD</p> <p>Placed approximately 1,000 feet in advance of absolute signals on select subdivisions.</p> |

Rule Updated Date

July 11, 2023

Rule Link

<https://home.www.uprr.com/ert/angularjs/secure/index.html#/viewBook/view/rule/BookName/SSI /ChapterNumber/ITEM 22/RuleNumber/Item 22>





Heartland Service Unit

Armourdale Yard

This job aid is only to be used as a reference. All Union Pacific rules apply.

11/14/16

Zone Information

Yard supervisor: Armourdale Yardmaster.

Zone 5: Track 191 from (to and including) the west end Armourdale bowl Track 21 switch westward down lead to the derail at the west end of Track 191.

Pullback Tonages: 7000 tons per 4 axle braking and 9500 tons per 6 axle braking locomotive.

Entry speed: 10 MPH.

Track **Minimum # of Handbrakes**

214-217 4 HANDBRAKES EAST END
301-304 4 HANDBRAKES EAST END

When building or yarding auto trains at Armourdale yard, apply 4 handbrakes to the east end, **completely stretch the auto train**, then apply one handbrake to the west end prior to cutting power away. This applies to any track where an auto train arrives or departs. All other securement bulletins remain in effect. On all other tracks comply with GCOR 7.6 and chapter 32.0 securement rules stated in air brake and train handling rules.

Shoving Requirements in Armourdale Yard

(1) All loaded auto racks will be shoved to a rest.
(2) When shoving east into 214-217 and 301-304, apply 2 handbrakes on east end to control slack. Shoving moves not to exceed 7 MPH. All movements onto 300 yard lead must not exceed 5 MPH, including 217 crossover to 300 yard lead.
(3) The bowl tracks will have a minimum of two handbrakes applied at the east end of the tracks.

Stub Track Parking

Only one set of engines (two switch engines) are to be parked on the stub track in front of the shanty.

Safety Stops

Safety stops are not required at the following shove to rest locations while in switching operations, unless coupling in a curve:
Armourdale (west and east lead)
Fairfax North Yard
Atchison Yard
Amarillo Yard
Dalhart Yard
While making locomotive to locomotive coupling

Radio Controlled Switches

Tones for controlling Radio Controlled Switches:

Armourdale Yard, East of 300 Yard, Chan 096-096:
Normal Reverse
#2 Switch #721 #723

Armourdale Yard, West Bowl, Chan 086-086:
Normal Reverse
#1 Switch #611 #613
#2 Switch #621 #623
#4 Switch #641 #643

Armourdale Yard Instructions

Radio Channel for West End Armourdale switches:

Number 1, 2, 4 RCL switches will operate on channel 086-086.

When two jobs are working at either end of the bowl at Armourdale the following must take place:

1. Job briefings are required at the beginning and during switching operations to provide for a safe and efficient switching operation.
2. When switching from the east end, tracks should not be left with more than one cut of cars prior to ending the shift, unless otherwise instructed by the yardmaster.
3. The east and west jobs at Armourdale Yard will work on radio channel 086-086.

Main Track Authority

CP K005 and CP K904 tracks 210 and 214.
(West Armourdale) MP 4.9:

When entering the main track, from track 191 through the hand throw crossovers, authority must be granted by control operator before occupying the mainline per GCOR 10.1. Mainline switches are electric lock switches.

CTC

CP K904 and CP K902 tracks 214 and 215.
CP K905 and CP K903 tracks 210, 211, 212 and 213. CP K902 (East Armourdale) MP 2.5:
Eastward absolute signal governs movements from tracks 214, 215, 216 and 217 to KCT 7th Street interlocking. Westward absolute signal governs movements from KCT 7th Street interlocking to tracks 214, 215, 216 and 217.
CP K903 (East Armourdale) MP 2.9:
Eastward absolute signal governs movement from tracks 210, 211, 212 and 213 to KCT Mill Street interlocking. Westward absolute signal governs movement from KCT Mill Street interlocking to tracks 210, 211, 212, and 213.
CP K904 (West Armourdale) MP 4.8:
Absolute signal governs movement to and from Tracks 214 and 215 and crossover movements between Track 215 and 217.

Foreign Line Movements Departing

Armourdale Yard eastward at CP K903 to KCT Mill Street Interlocking (500 feet) must proceed at Restricted Speed regardless of signal indication.

Power Operated Derails

Derails may be operated from either a push button on the pole or remotely from a keypad on channel 9696. When request is made to change position of derail, derail will operate and crew will be advised, on channel 9696, of the status of the derail after operation. If the following message is received, "UNION PACIFIC ARMOURDALE ____ DERAIL - CHECK DERAIL", the crew is required to physically check the derail position and ensure that it is proper. Derail's will be designated:

"**EAST 200 YARD DERAIL**" - Track 222, approximately 700 feet east of the 7th Street Viaduct (protects tracks 214-217).

#781 Derail ON #783 Derail OFF #785 Derail position Inquiry.

"**EAST 300 YARD DERAIL**" - The 300 Yard lead, approx. 1600 feet east of the 7th Street Viaduct (protects tracks 201-305).

#791 Derail ON #793 Derail OFF #795 Derail position Inquiry.

After movement is complete over the derail, it is the responsibility of the crew originally operating the derail to ensure that the derail is placed back in the derailing position. Power derail will not operate if equipment is detected within the occupancy circuits (50 feet). When necessary to operate the derail, commands must be given and status received before movement enters these occupancy circuits. If the transmission from the derail does not indicate that it has been restored, or if the transmission is not understood, the 18th St. Yardmaster must be notified. The train may then proceed.

Movements In / Out of UP Armourdale Yard

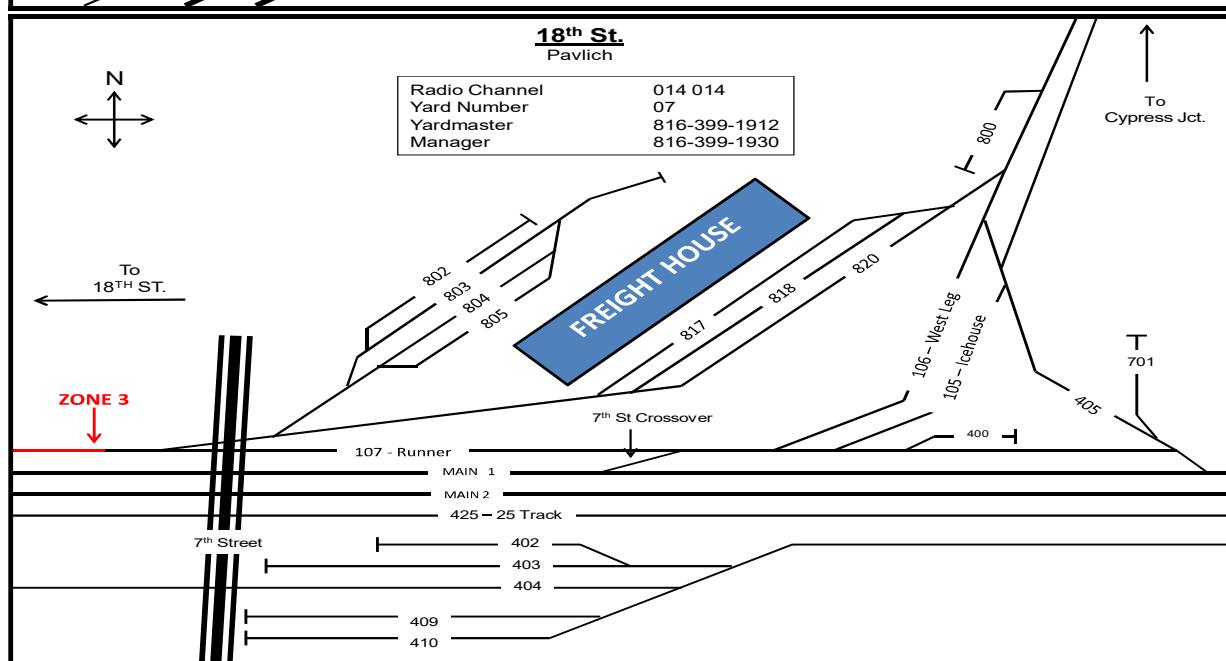
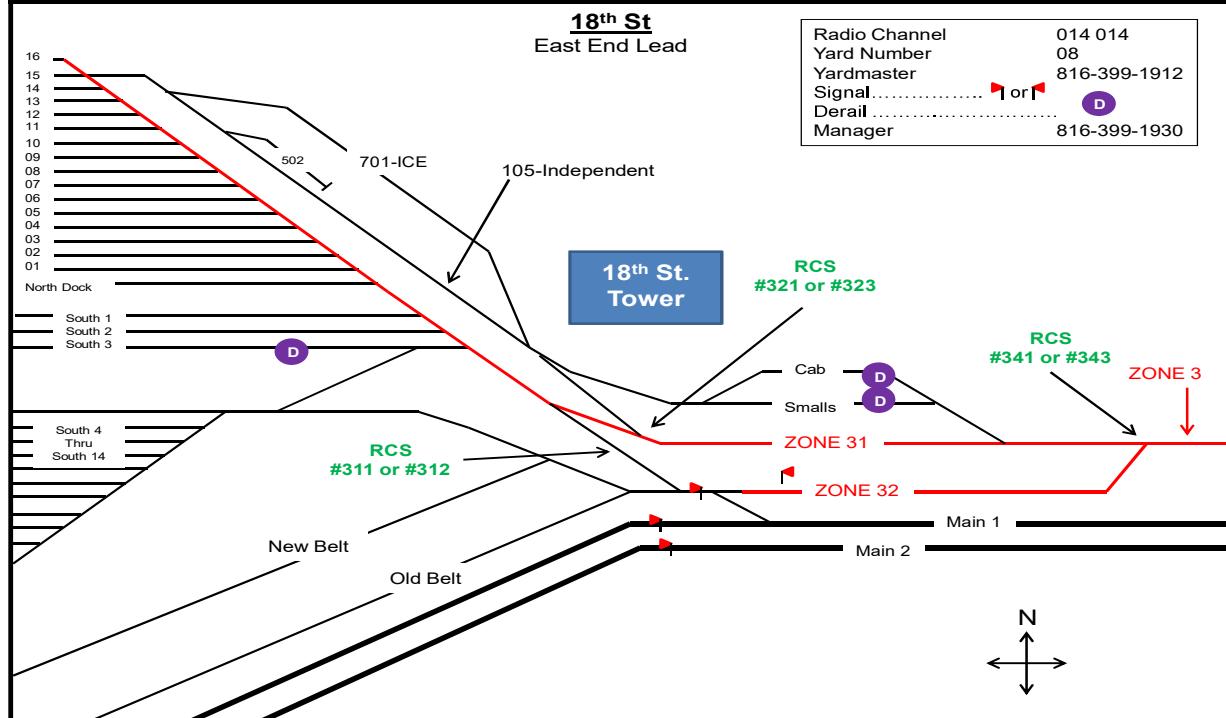
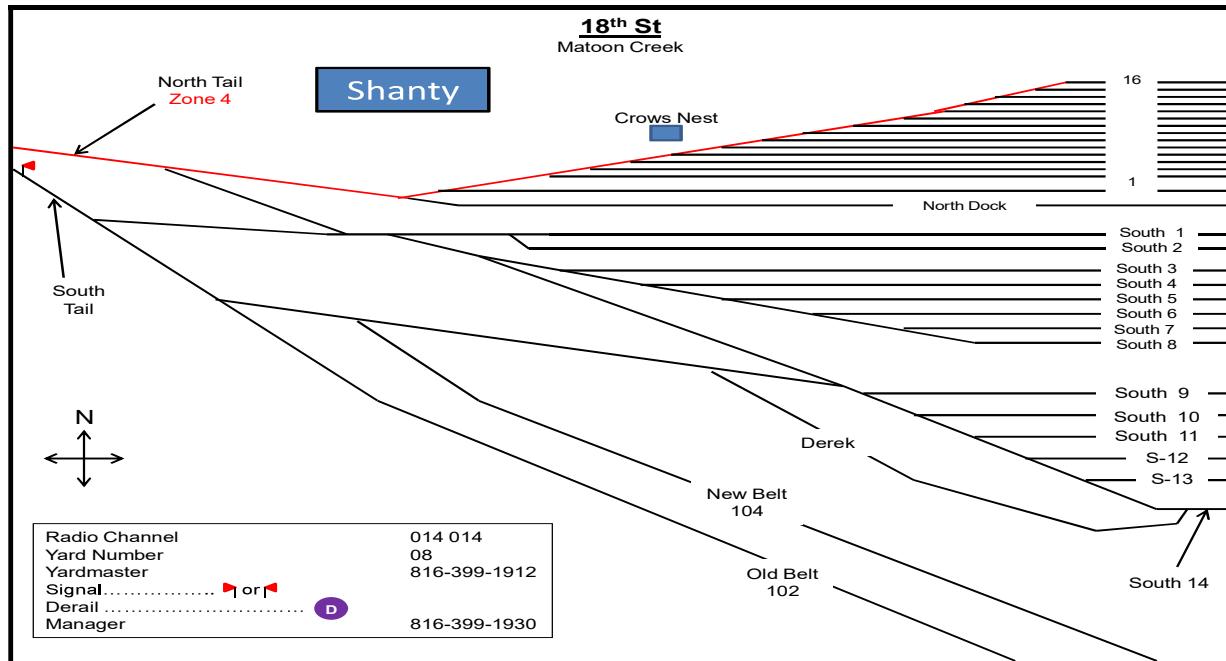
Trains entering or departing UP Armourdale yard will be governed as follows: Departing Armourdale yard via low lines, a train is required to contact BOTH the UP Armourdale Yardmaster (Channel 096) and the KCT Dispatcher (Channel 060) to ensure both parties are ready.

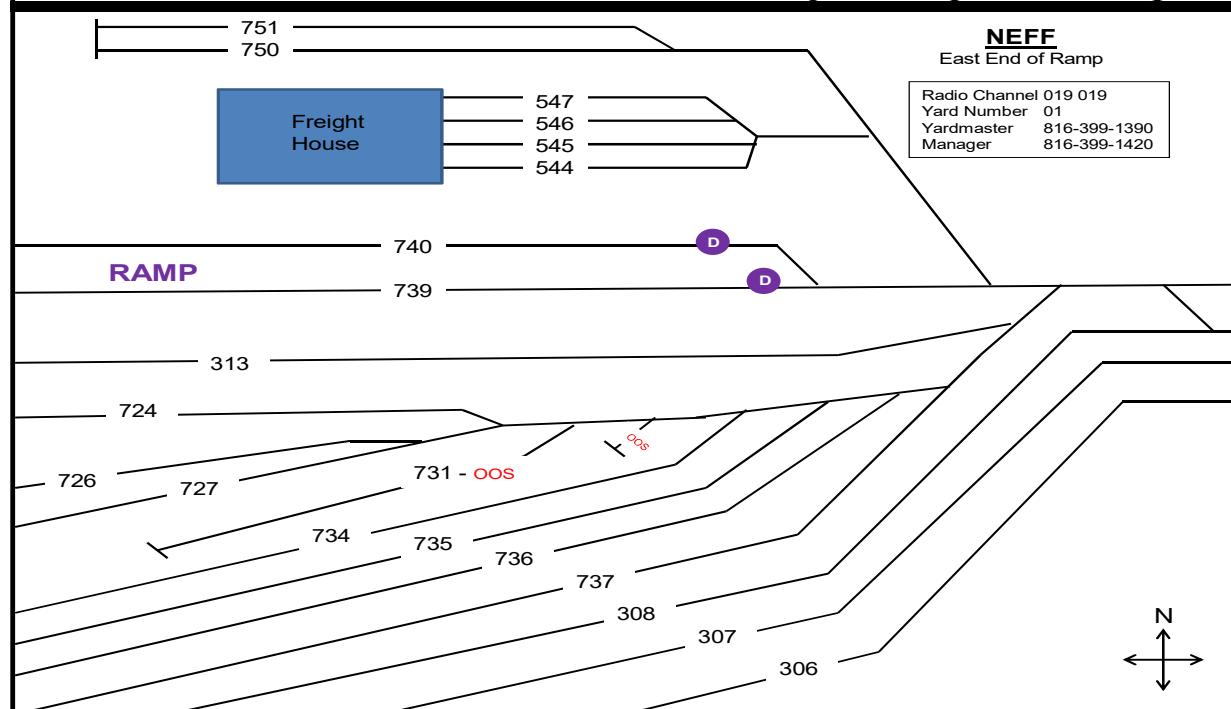
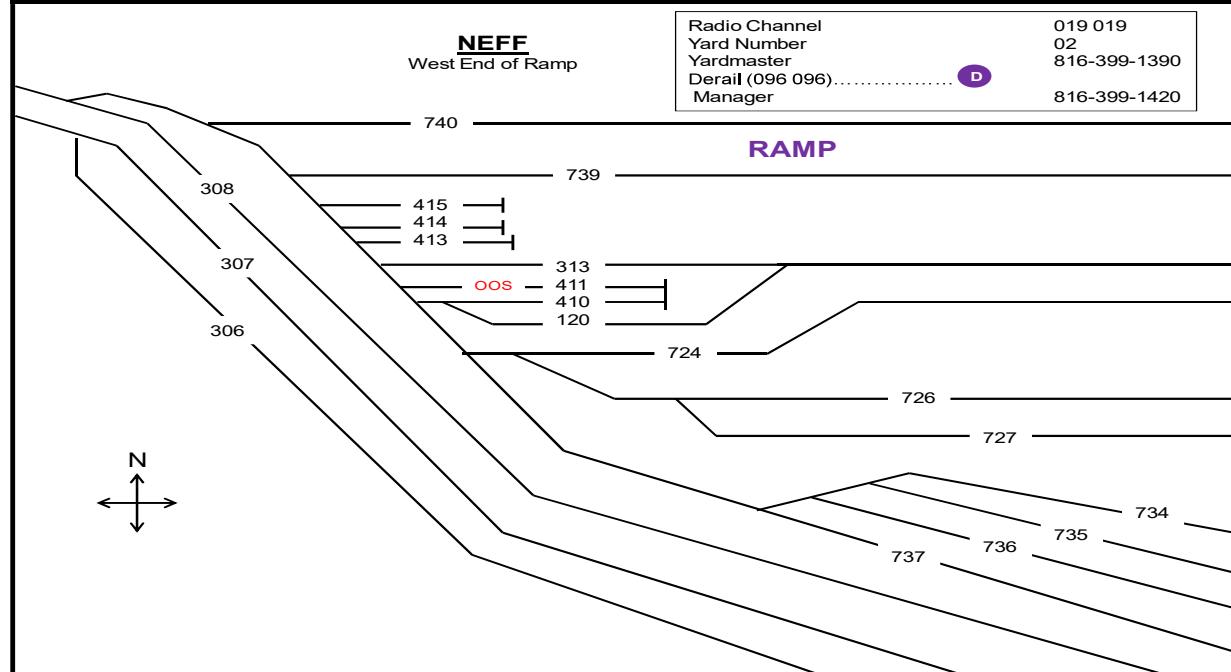
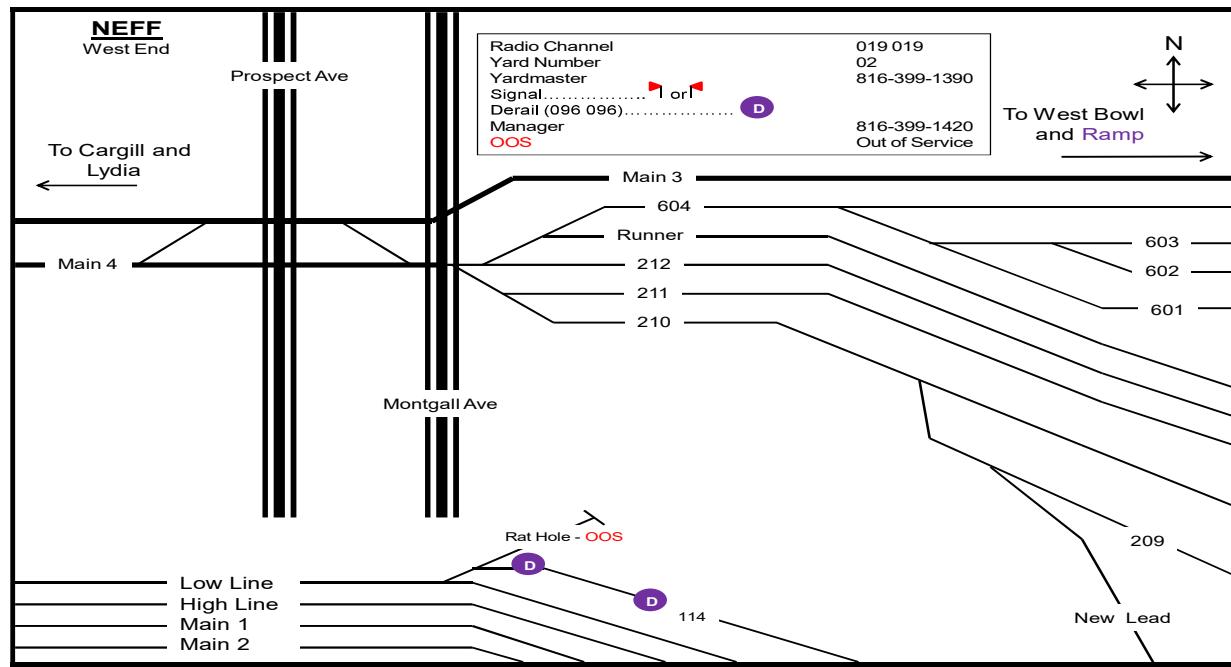
Trains entering Armourdale yard via lowliness are required to contact the UP Armourdale Yardmaster (Channel 096) prior to crossing over Kansas Ave.

Track Designations are as follows:

The East/North track will be designated as the "Inbound".

The West/South track will be designated as the "Outbound".







Heartland Service Unit

Ramp Map

This job aid is only to be used as a reference. All Union Pacific rules apply.

06/22/2017

Neff Terminators

Inbound train crews terminating at Neff yard are to contact the east bowl yardmaster for a ride to 6400 Martin Avenue or the hotel as appropriate. If not available, contact the chief.

Exception: if the inbound train is at Neff ramp for scheduled work, the chief clerk should be contacted to arrange ride.

West Bowl Process

Remote control jobs operating at the West Bowl / General Mills will operate on radio channel 017-017.

All jobs reporting for duty at the West Bowl will be under the control of the Topping Yardmaster.

the Topping Furnaces.
Do not ride north side of car on main track 3 from Montgall Avenue to West Bowl shanty.

Do not ride south side of car on track 602 due to close clearances.

6.32.7: Road Crossings within Intermodal and Automotive Facilities

Movements over crossings within intermodal and vehicle

loading/unloading facilities will be made as follows:

- Shoving movements and locomotive consist movements, when not controlled from the cab nearest the direction of travel, must be protected by an employee in position at the crossing to warn traffic until the crossing is occupied. Make movement over the crossing only after warning has been provided.
- Movements with the engine in the lead, when controlled from the cab nearest the direction of travel, must ring the engine bell when approaching crossing. In addition, sound whistle as a warning when vehicles are stopped, closely approaching or crossing view is obstructed.

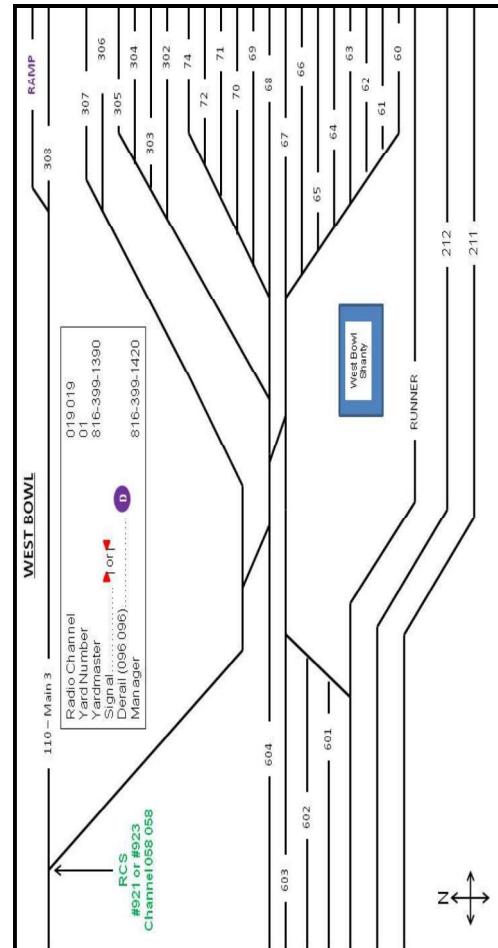
81.5.1: Crossing Through Standing Equipment

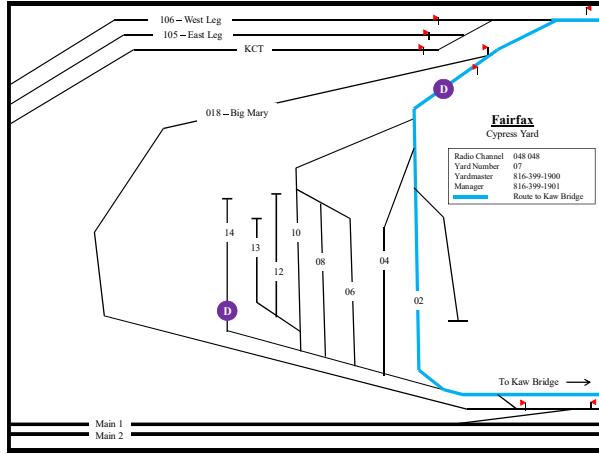
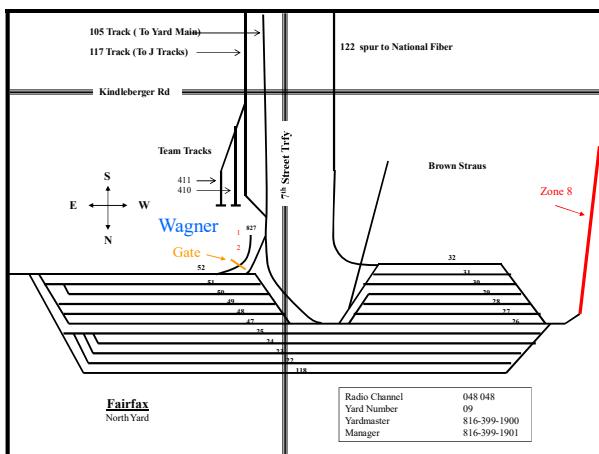
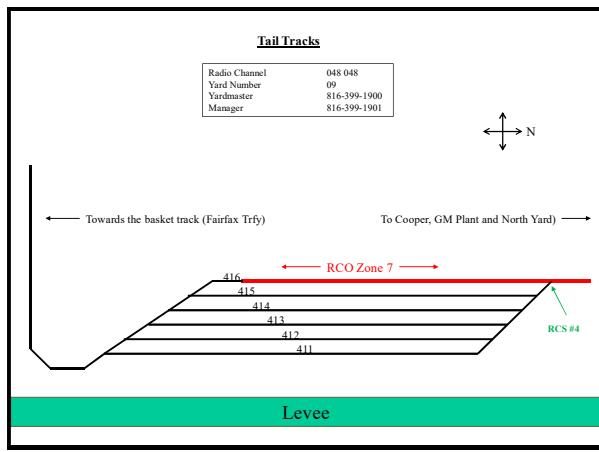
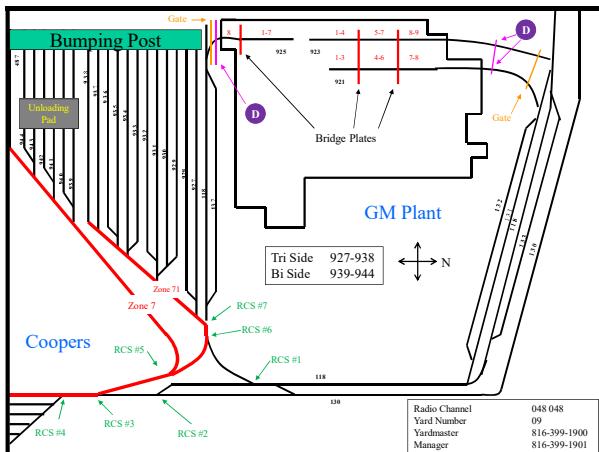
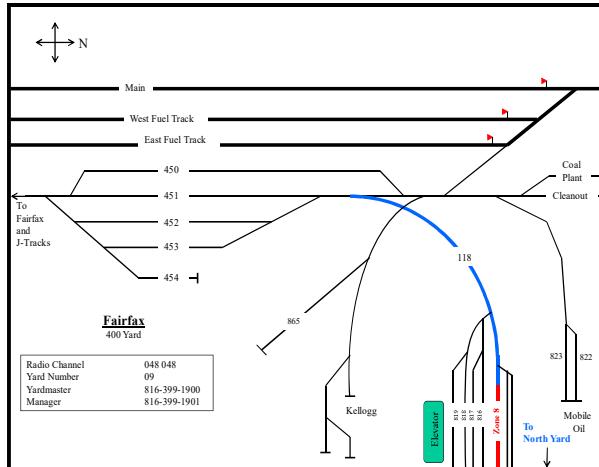
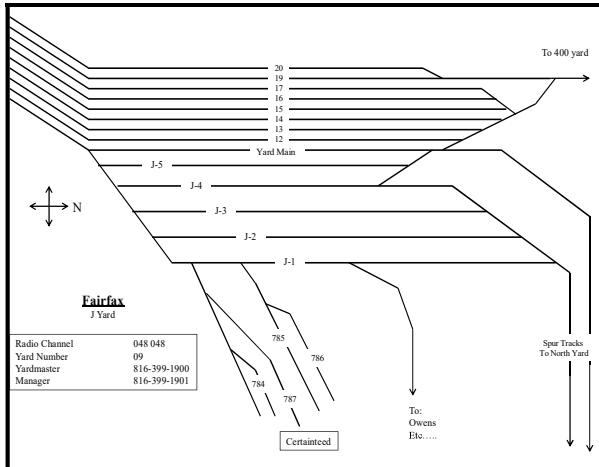
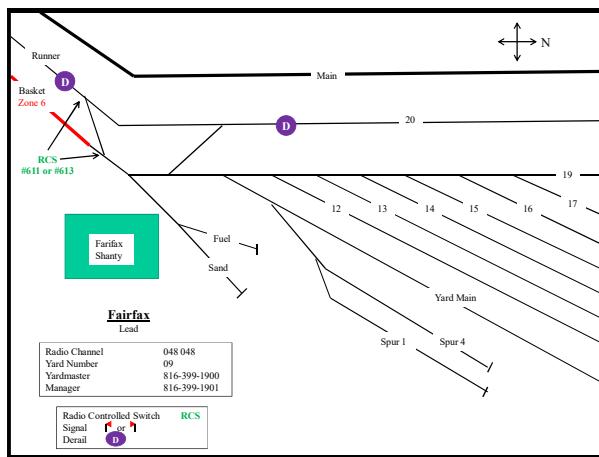
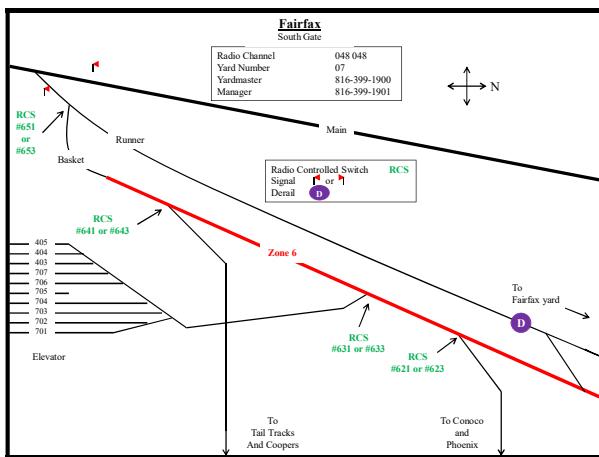
When duties require crossing through a standing train or cut of cars, proper protection against movement must be provided and employees must:

- Choose equipment carefully, using cars with ends equipped with a crossover platform and hand holds, when available.
- Keep hands free of objects that may hinder a secure handhold.
- Be prepared for unexpected movement, maintaining a three-point contact while walking across the end of the car.

On equipment where crossover platforms and hand holds are not available, use end of car structural bracing to maintain three point contact, if safe to do so. If no structural bracing is available, do not cross through.

A train or cut of cars made up of intermodal cars equipped with crossover platforms without handholds may be crossed through without three-point contact; taking short, deliberate steps.







Heartland Service Unit

Fairfax Yard

This job aid is only to be used as a reference. All Union Pacific rules apply.

05/05/2017

Minimum Handbrake Requirements

| | |
|--|----------------|
| North Cypress Junction- 10th Street, Including | |
| Fairfax |2 |
| Edgewater Siding |2 per Cut |
| Industrial Spurs |1 per Cut |
| Elevator Tracks |2 |
| Kaw Bridge-Cypress Yard | |
| KCT Track 76 |5 |
| Cars without Locomotives |3 |
| Yard Tracks |3 |

*If Less Than 3 Cars, All Handbrakes Applied.

Cypress Yard: For all Tracks at the Cypress yard the Maximum Authorized speed in 5 MPH.

Radio Controlled Switches

Fairfax, south-side zone 6, Channel 48-48:

| | <u>Normal</u> | <u>Reverse</u> |
|-------------|---------------|----------------|
| #1Crossover | #611 | #613 |
| #2 Switch | #621 | #623 |
| #3 Switch | #631 | #633 |
| #4 Switch | #641 | #643 |
| #5 Switch | #651 | #653 |

Fairfax, North Yard zone 7, Channel 48-48:

| | <u>Normal</u> | <u>Reverse</u> |
|-----------|---------------|----------------|
| #1 Switch | #711 | #713 |
| #2 Switch | #721 | #723 |
| #3 Switch | #731 | #733 |
| #4 Switch | #741 | #743 |
| #5 Switch | #751 | #753 |
| #6 Switch | #761 | #763 |
| #7 Switch | #771 | #773 |

7th Street Process Instructions

West Leg of Fairfax Wye - 7th Street Crossover

Contact 18 St. Yardmaster for instructions and permission to use the Running Track.

Obtain authority to use crossover and to enter the main line from the KC West Dispatcher (038-038).

After obtaining authority, line both ends of crossover for your movement.

Once your movement has cleared the crossover, notify KC West Dispatcher that the switches have been "lined and locked" for the Main Line.

Same instructions apply beginning at 7th Street to the West leg of the Fairfax Wye.

*Note: Before entering 18 Street Yard, you must obtain instructions from 18 Street Yardmaster. Do not proceed past Zone 3 Remote Control Sign without proper authority to enter the Remote Control Zones(3) at 18 Street Yard.

Zone Information

Yard Supervisor: Fairfax Yardmaster

Zone 6: Basket track (track 105) from the clearance point of the #1 crossover near Quindaro Boulevard eastward to the clearance point of the switch into the running track near CP K287.

Pull back tonnage: 2,680 tons per 4 axle braking locomotive; or 3,572 per 6 axle braking locomotive.

Entry speed of 10 MPH.

Zone 7: From the East Fouling Point of track 487 at the Jack Cooper loading facility eastward down switching lead to the number 5 radio control switch on 123 track to the number 4 switch on track 123 to the north end of 416 to but not including the south 416 switch.

Pull back tonnage: 7,000 tons per 4 axle braking locomotive; or 10,000 per 6 axle braking locomotive.

Entry speed of 10 MPH.

Zone 71: From the 937/938 switch at the Jack Cooper loading facility eastward down switching lead to the number 5 radio control switch. There is no PSP in zone 71; can only be activated and used in conjunction with zone 7.

Zone 8: (North Yard) From the clearance point west end of Track 21 and clearance point west end of Track 31 Westward down the leads to Track 118 to the 455 / 456 Switch near Sunshine Road.

Pullback Tonnage is 2,680 tons per 4 axle braking locomotive, or 3,572 tons per 6 axle braking locomotive.

Entry speed is 10 mph.

Safety Stops

Safety stops are not required at the following shove to rest locations while in switching operations, unless coupling in a curve:

Armourdale (west and east lead)

Fairfax North Yard

Atchison Yard

Amarillo Yard

Dalhart Yard

While making locomotive to locomotive coupling

Locations Where Kicking Cars Is Permitted On KCSU

Fairfax Yard - Tracks 1, and 12 – 19

AFXAS Departing Through The Tail Tracks

Effective 6/16/2016 the AFXAS is to only depart through 416 when departing through the tail tracks

Close Clearances

Close clearances throughout BPU Coal Plant. Occupying the sides of cars is prohibited anywhere in the plant.

The following locations in the Fairfax Yard have been identified as having close clearances and employees are prohibited from riding sides of equipment at these locations:

River Rail Elevator tracks 701, 702, 703, 704.

Fairfax Elevator tracks 816, 817, 818, 819.

General Motors tracks 921, 923, 925.

International Paper track 794.

Rail car services track 825, 826.

Owens Corning Fiberglass tracks 774, 775, 776.

Penske warehouse track 795.

Phoenix Metals track 942.

Empire Candle track 748.

National Fiber track 840.

In classification tracks 12, 13, 14, 15, 16, 17

Between tracks 105 and 435.

Between tracks 451, 452, 453, 454.

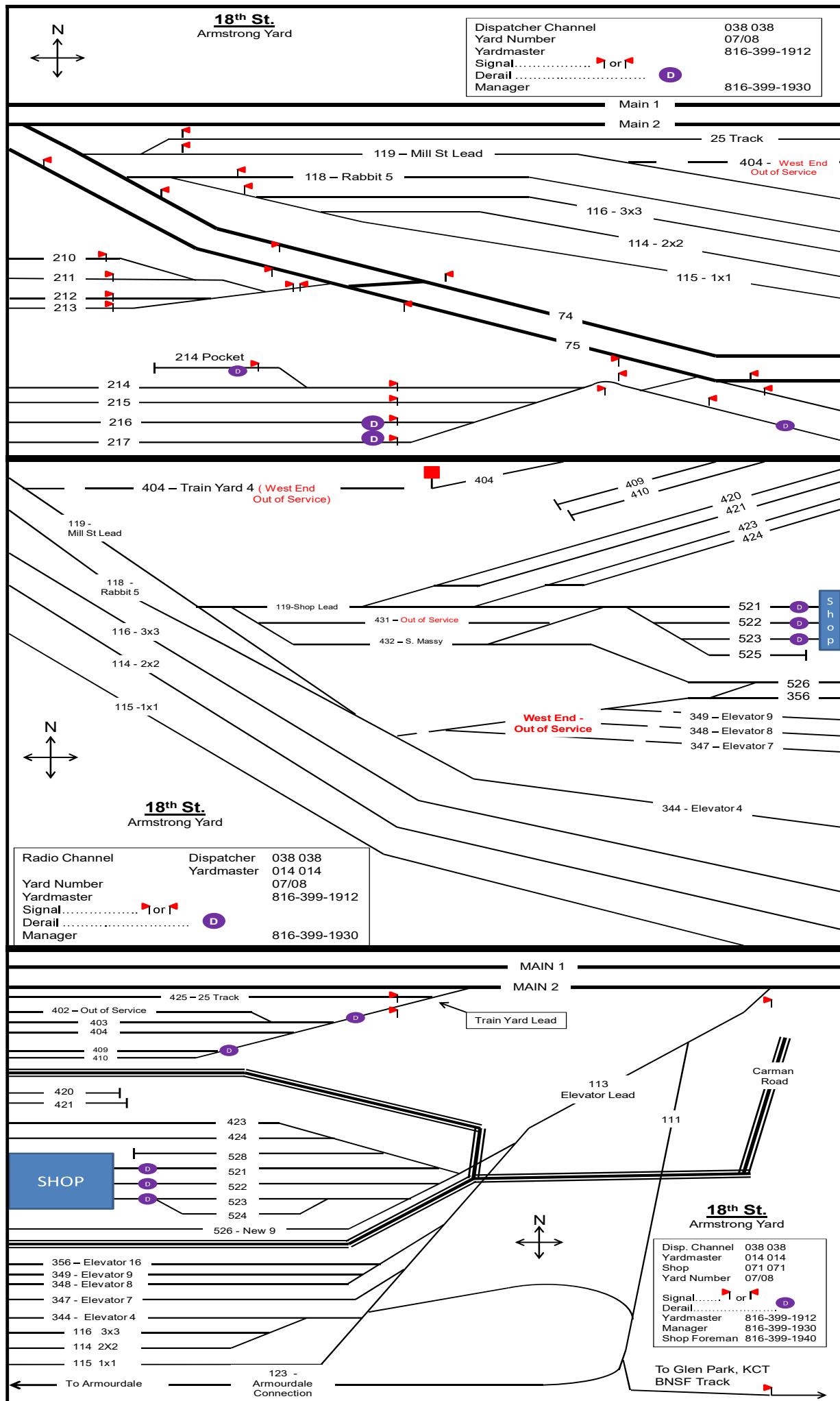
Crews are also prohibited from releasing any type of car 86 feet or longer to roll freely. These cars are to be shoved to a coupling while in control of crew to ensure proper drawbar alignment to make a safe coupling. Crews are prohibited from allowing cars to roll free at the State Line Yard (Kaw Bridge). All cars are to be shoved to a coupling or to rest.

Outbound AFXAS, upon departing track 130 at Fairfax, are to call the KC Metro east dispatcher on channel 058/058 to report their departure, to provide advance notice so that a route may be established.

Fueling

Fairfax Yardmaster Radio Channel 48/48 Phone 816-399-1900

Sand Track, 20 pocket





Heartland Service Unit

Armstrong Yard

This job aid is only to be used as a reference. All Union Pacific rules apply.

02/13/2017

Zone Information

Yard supervisor: 18th St. Yardmaster

No active zones

Handbrakes

Armstrong Yard, Including KCT 74 and KCT 75 Tracks

Track Minimum # OF Handbrakes

KCT 74 5

KCT 75 5

If Less Than 5, All Handbrakes

Track Numbers and Names

110 – Interchange Lead
 114 – 2x2
 115 – 1x1
 116 – 3x3
 118 – Rabbit 5
 119 – West RIP Lead
 123 – Connection
 356 – Elevator 16
 349 – Elevator 9
 348 – Elevator 8
 347 – Elevator 7
 344 – Elevator 4
 425 - Train Yard Track 25
 431 – North Massy
 432 – South Massy
 521 – RIP 1
 522 – RIP 2
 523 – RIP 3
 524 – RIP 4
 525 – RIP 5
 526 – New 9

Phone Numbers

| | |
|---------------------------------|--------------|
| 18 th St Car Foreman | 816-399-1915 |
| Lead Man (RIP Tracks) | 816-399-1973 |
| Shop | 816-399-1940 |
| 18 th St Manager | 816-399-1930 |
| 18 th St Yardmaster | 816-399-1912 |
| Fairfax Manager | 816-399-1901 |
| Fairfax Yardmaster | 816-399-1900 |

SI-14 Misc. Instructions

Armourdale Yard: Foreign line movements departing Armourdale Yard eastward at CP K903 to KCT Mill Street Interlocking (500 feet) must proceed at Restricted Speed regardless of signal indication.

CTC

KCT 7th Street interlocking:

Westward absolute signal governs movements from KCT 7th Street interlocking to tracks 214, 215, 216 and 217.

CP K903 (East Armourdale) MP 2.9:

Eastward absolute signal governs movement from tracks 210, 211, 212 and 213 to KCT Mill Street interlocking. Westward absolute signal governs movement from KCT Mill Street interlocking to tracks 210, 211, 212, and 213.

CP K904 (West Armourdale) MP 4.8:

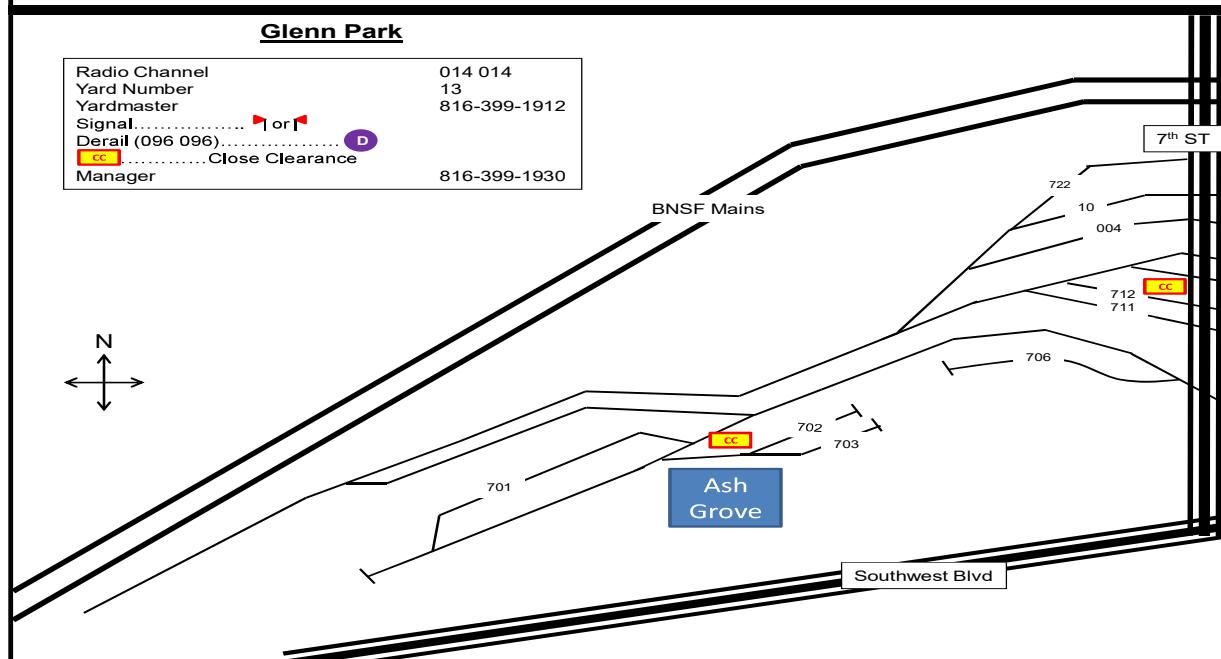
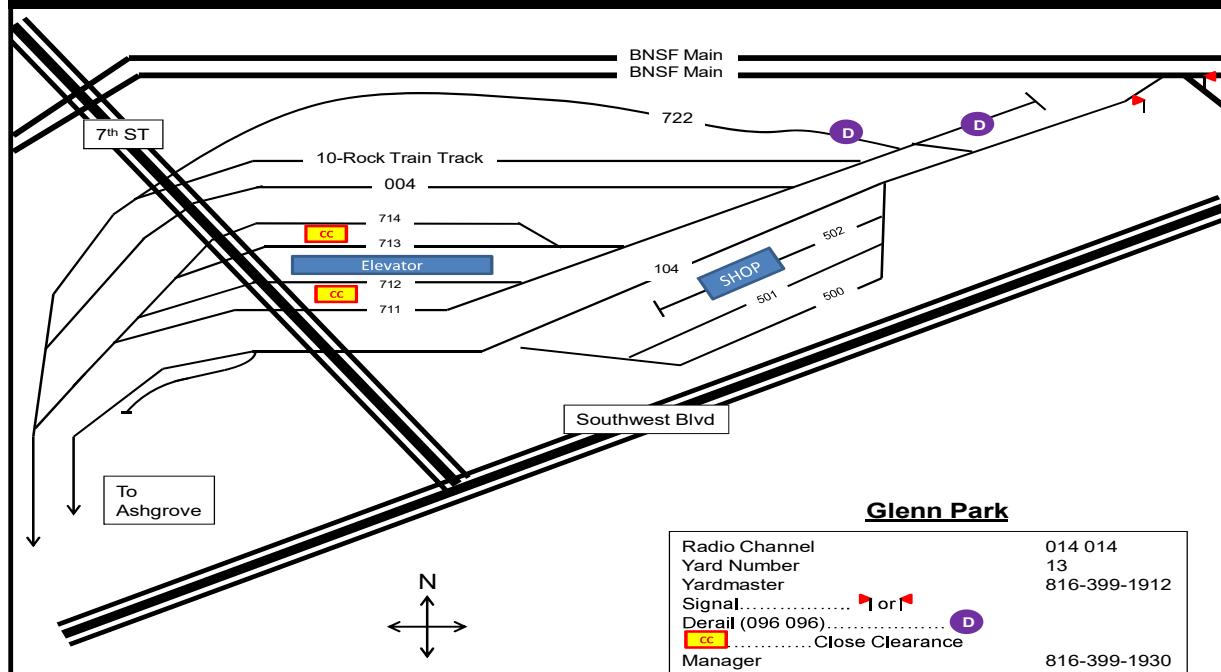
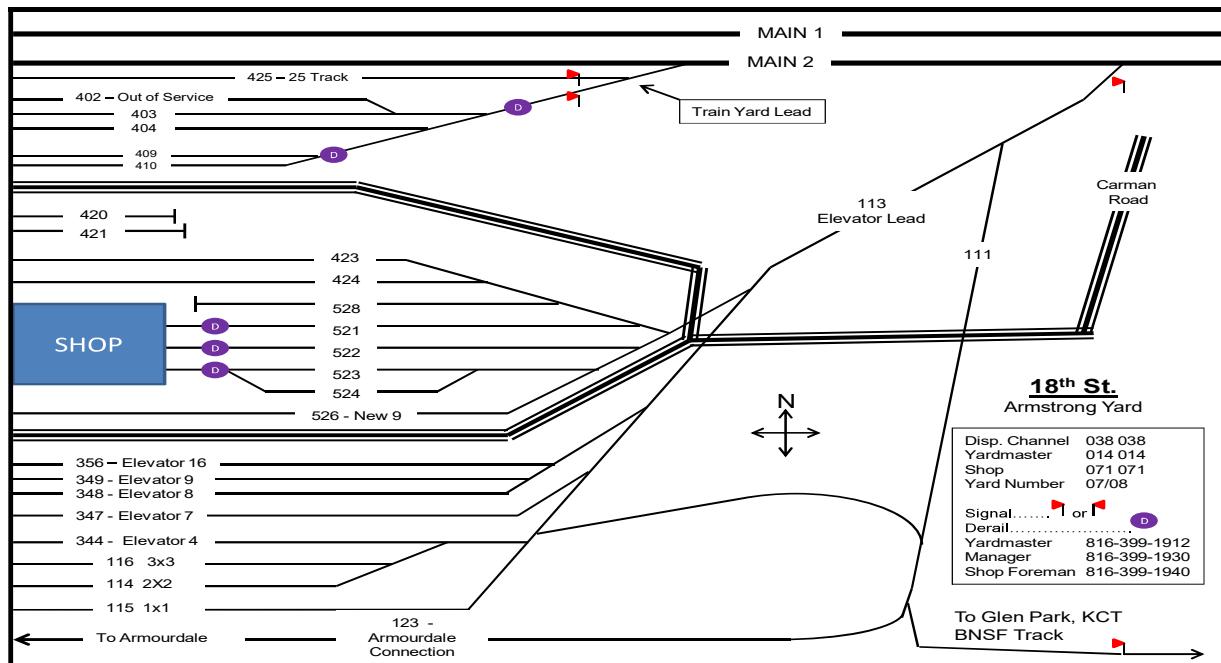
Absolute signal governs movement to and from Tracks 214 and 215 and crossover movements between Track 215 and 217.

Radio Channels

| | |
|---------------------------------|---------|
| 18 th ST Car Foreman | 081 043 |
| 18 th ST Yardmaster | 014 014 |
| Dispatcher | 038 038 |
| RIP Shop | 071 071 |

SI-08 Rules Items

Rule 1.47 Part C Item 2: is not in effect when operating on the KC Metro Subdivision.





Kansas City Service Unit

Glen Park Yard

This job aid is only to be used as a reference. All Union Pacific rules apply.

03/29/2017

Zone Information

Yard Supervisor 18th St Yardmaster
No Zones

Minimum # of Handbrakes

3 handbrakes, if less than 3 cars, all handbrakes applied
Note: derails installed on north end of cooper's lead and north end of working lead.

Safety Stops

Safety stops are not required at the following shove to rest locations while in switching operations, unless coupling in a curve:
Armourdale (west and east lead)

Fairfax North Yard

Atchison Yard

Amarillo Yard

Dalhart Yard

While making locomotive to locomotive coupling

Radio Controlled Switches

No radio controlled switches

Glen Park Industrial Lead:

Car-puller between Mill - Trk. 1&2 (Katy) 80 feet north of loading Tipple will not clear man on side of car.
Car-puller between Mill - Trk. 3&4 (Katy) just south of unloading Tipple will not clear man on side of car.
Coopers Lead will not accommodate high-wide loads and will not clear man on side of car due to close clearance at Katy Elevator.
On northward movement, 30th Street flasher devices time out in one minute thirty seconds after approach circuit occupied. Signal will not again start operating until island circuit through street is occupied. Northward movements from Glen Park must approach 30th street crossing at very slow speed to permit crossing signals to operate before crossing is occupied by engines or cars.

Restrictions on Auxiliary tracks Glen Park:

Do not exceed 5 MPH on any track except:

1. Outbound track from Point Shanty south to BNSF Conn. - 10 MPH;
2. Inbound track from BN Conn. to Mill 1 switch - 10 MPH;
3. Coopers Lead - 10 MPH.

Unattended locomotive at Glen Park

Controlling locomotives equipped with door locks and latches must be locked to prevent cab entry before leaving consist unattended. Trailing locomotives may be left unlocked.

Track Restrictions

Southward train and engine movements from track 295 (Keneffick Connection) to Coopers Lead (Glen Park Yard) over the 299 switch reverse are prohibited.

Rule 1.47 Part C Item 2:

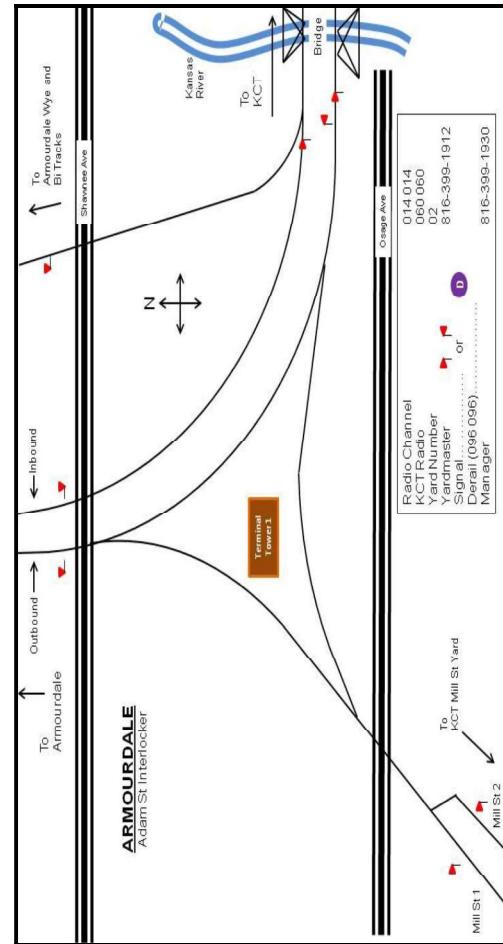
is not in effect when operating on the KC Metro Subdivision.

Radio Channels

| | |
|---------------------|---------|
| Glen Park | 014 014 |
| KCT West Dispatcher | 060 060 |
| Tone | 188 |
| KCT East Dispatcher | 060 060 |
| Tone | 187 |

Foreign Instructions

When operating on railroads in Kansas City, other than UPRR, be governed by Greater Kansas City Operating Instructions



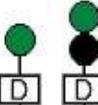
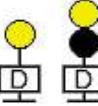
[Union Pacific Rules](#)

[System Special Instructions](#)

ITEM 18: Distant Signals

- [Item 18: Distant Signals](#)

Item 18: Distant Signals

| RULE | NAME | ASPECT | INDICATION |
|-------|-----------------------------------|---|---|
| 9.1.1 | Distant Signal Clear |  | <p>Proceed.</p> <p>If delayed as per Rule 9.9 or Rule 9.9.1 between this signal and block or interlocking signal, proceed prepared to stop before any part of train or engine passes the next signal.</p> |
| 9.1.2 | Distant Signal Approach |  | <p>Proceed prepared to stop before any part of train or engine passes the next signal or switch point indicator.</p> <p>The maximum speed is 20 MPH+ within interlocking limits or within the limits of the control point for which Distant Signal Approach is displayed at the distant signal.</p> |
| 9.1.3 | Distant Signal Approach Diverging |  | <p>Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.</p> |

Rule Updated Date

May 2, 2016

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Union Pacific Rules

System Special Instructions

ITEM 19: Block and Interlocking Signals

- [Item 19: Block and Interlocking Signals](#)

Item 19: Block and Interlocking Signals

Explanation of symbols:  White light  Dark  Flashing color



"G" plate



Lunar light



Number plate

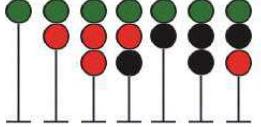
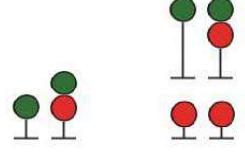
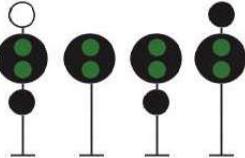
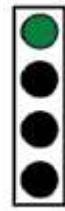


"C" plate

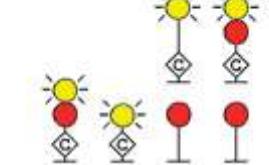
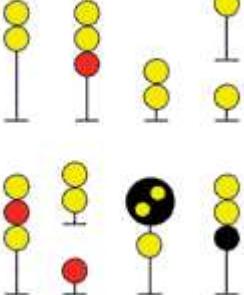
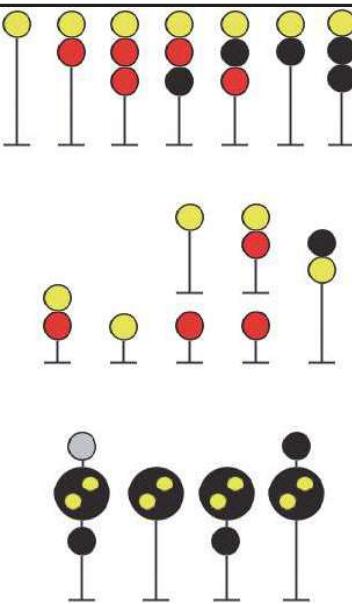


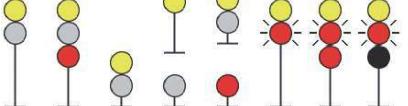
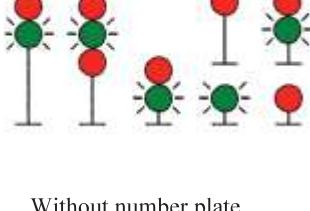
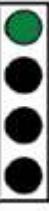
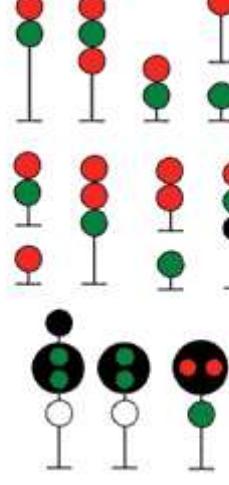
Color position signal head - When one color only is displayed in a color position signal head, it is to be considered the same as two lights.

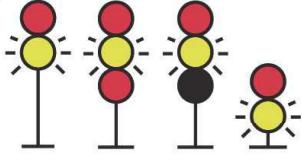
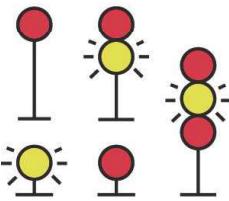
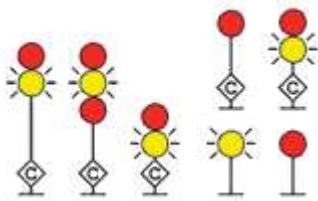
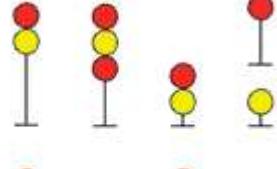
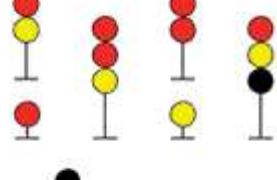
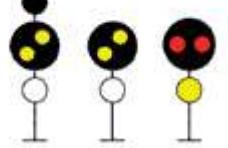
Unless otherwise specified or signal mast is shown with a number plate, signal aspects shown apply to signals with or without number plates.

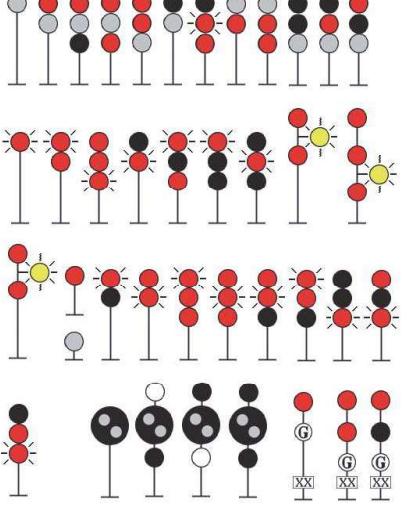
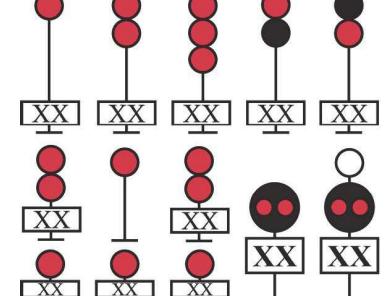
| RULE | NAME | ASPECT | ACS | INDICATION |
|-------|-------|---|---|--|
| 9.2.1 | Clear |    |  | Proceed. |
| | | | | Proceed. Freight trains exceeding 60 MPH must immediately reduce to 60 MPH. Passenger trains may proceed, but must be prepared to pass the |

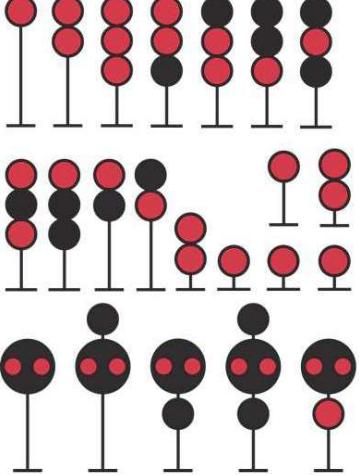
| | | | | |
|-------|----------------------------|--|--|---|
| 9.2.2 | Approach Clear Sixty | | | <p>next signal not exceeding 60 MPH.</p> <p>When signal governs the approach to a control point with a 60 MPH turnout speed be prepared to advance on diverging route.</p> |
| 9.2.3 | Approach Clear Fifty | | | <p>Proceed. Freight trains exceeding 50 MPH must immediately reduce to 50 MPH.</p> <p>Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 50 MPH.</p> <p>When signal governs the approach to a control point with a 50 MPH turnout speed be prepared to advance on diverging route.</p> |
| 9.2.4 | Advance Approach | | | <p>Proceed prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH.</p> <p>Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 40 MPH.</p> <p>When signal governs the approach to a control point with a 40 MPH turnout speed be prepared to advance on normal or diverging route.</p> <p>When the next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared to stop short of the second signal is no longer required.</p> |
| | | | | Proceed prepared to stop at second signal. Freight trains |

| | | | | |
|--------|----------------------------|---|---|--|
| 9.2.4P | Advance Approach Passenger |  <p>With diamond shaped "C" plate and with or without number plate</p> |  | <p>exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 60 MPH.</p> |
| 9.2.5 | Approach Diverging |  |  | <p>Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.</p> |
| 9.2.6 | Approach |  |  | <p>Proceed prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must immediately reduce to 40 MPH.</p> |
| | | | | <p>When the next signal is seen to display a proceed indication, the requirement to proceed prepared to stop no longer applies.</p> |
| | | | | <p>Proceed prepared to pass next signal at restricted speed, but not exceeding 15 MPH. When the</p> |

| | | | | |
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| 9.2.7 | Approach Restricting |  |  | <p>next signal is seen to display a proceed indication, the requirement to pass next signal at restricted speed no longer applies.</p> |
| 9.2.8 | Diverging Clear Limited |  <p>Without number plate</p> |  | <p>Proceed on diverging route. Speed through turnout must not exceed 40 MPH</p> |
| 9.2.9 | Diverging Clear |  <p>Without number plate</p> |  | <p>Proceed on diverging route not exceeding prescribed speed through turnout.</p> |
| 9.2.10 | Diverging Advance Approach | | | <p>Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 40 MPH.</p> <p>When the next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared</p> |

| | | | |
|---------|---|---|---|
| |   <p>Without number plate</p> |  | <p>to stop short of the second signal is no longer required.</p> <p>When signal governs the approach to a control point with a 40 MPH turnout speed be prepared to advance on normal or diverging route.</p> |
| 9.2.10P | <p>Diverging Advance Approach Passenger</p>  <p>With diamond-shaped "C" plate and without number plate</p> |  | <p>Proceed on diverging route at prescribed speed through turnout prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains exceeding 60 MPH must immediately reduce to 60 MPH.</p> <p>When the next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared to stop short of the second signal is no longer required.</p> |
| 9.2.11 | <p>Diverging Approach</p>    |  | <p>Proceed on diverging route at prescribed speed through turnout prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must immediately reduce to 40 MPH.</p> <p>When the next signal is seen to</p> |

| | | | | |
|--------|------------------------------|--|---|--|
| | | Without number plates | | display a proceed indication, the requirement to proceed prepared to stop no longer applies. |
| 9.2.12 | Diverging Approach Diverging |  Without number plates |  | Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through turnout. |
| 9.2.13 | Restricting |  Without number plates |  | Proceed at restricted speed, not exceeding prescribed speed through turnout when applicable. |
| 9.2.14 | Restricted Proceed |  Without number plates |  | Proceed at restricted speed. |

| | | | | |
|--------|--------------------------------|--|--|---|
| 9.2.15 | Stop |  <p>Without number plates</p> |  | <p>Stop before any part of train or engine passes the signal.</p> |
| 9.2.16 | Diverging Approach Clear Fifty |  <p>Without number plate</p> |  | <p>Proceed on diverging route at prescribed speed through turnout. Freight trains exceeding 50 MPH must immediately reduce to 50 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 50 MPH.</p> <p>When signal governs the approach to a control point with a 50 MPH turnout speed, be prepared to advance on diverging route.</p> |
| 9.2.17 | Clear Restricting |  <p>Lake St. Interlocking</p> | | <p>Proceed at restricted speed, not exceeding 10 MPH.</p> |

| | | | | |
|--------|-------------------------|--|--|---|
| 9.2.18 | Approach Restricting |  Lake St. Interlocking | | Proceed at restricted speed, prepared to stop. |
| 9.2.19 | Stop |  Lake St. Interlocking | | Stop before any part of train or engine passes the signal. |

Rule Updated Date

May 10, 2019

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