

Greater Kansas City

Operating Instructions

Effective: September 1, 2023

KCT Timetable & Special Instructions dated August 14,
2026 has been added to this edition

CPKC 2026 insert has been added to this edition





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 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	35	25
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 Exception: GEGX 21154, GEGX 21155, GEX 80000, GEX 80002, MAMX 1001 Exception: KRL 3600, KRL 3601, GEX 80003, HEPX 200, PTDX 202	45 40 25	45 40 25
Tank cars, DVLX 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:

- A. Ensure train is properly secured with a minimum of three hand brakes applied.
- B. Place the Automatic Brake Valve Handle in continuous service until the exhaust stops.
- C. Signal that the brake valve exhaust has stopped by sounding the horn or by using the radio.
- D. Close the angle cock at the rear of the last locomotive or car to be detached.
- E. Detach locomotive.
- F. 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".
- G. 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 ☐	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 ☐	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 ☐	Passive crossing warning device damaged or missing.			Stop and Protect movement. Proceed per Rule 6.32.2, Procedure 3.
4 ☐	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 lead 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 TBCX 737042	XTTX 146319	XTTX 146251 to XTTX 146254
TBCX 737067 to TBCX 737084	XTTX 146322	XTTX 146264 to 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	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.		
Surface irregularity			
Washout			
Side scour			
Erosion at piers, footing, dump planks and head walls of bridges	Do not exceed 30 MPH until entire train has passed the condition. Report to Dispr.		
Debris against bridge with active water flow			
Turbulent water			

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

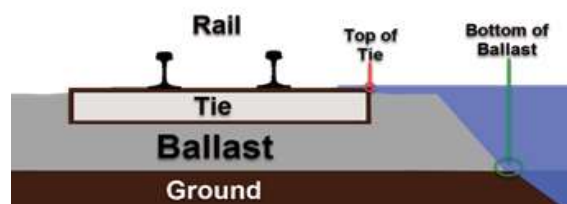


Figure 1 - Top of Tie and Bottom of Ballast

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.		
Additional restrictions, including a requirement to stop the train, may apply if flooding/high water conditions are observed by the train crew.			
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.		
Additional restrictions, including a requirement to stop the train, may apply if flooding/high water conditions are observed by the train crew.			

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 MWV 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 loadstotaling 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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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.
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 MT 1, MP 2.4							
		2.6	CP 27		CTC 4 MT	7100	0.8
		3.4	CP 35	X(2)			0.4
		3.8	CP 39	X(2)	CTC 5 MT		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	CTC (M1, 2, 4, 5) RL (MT3) 5 MT		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)	CTC 5 MT		1.4
		7.2	CP 72 (Mains 4, 5)	X(2)	CTC (M1, 2, 4, 5) RL (MT3) 5 MT		0.2
		7.4	CP 74 (Mains 1, 2)	R X(2)			1.3
		8.8	CP 87 (Mains 2, 4, 5)	X(2)	CTC 4 MT		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	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	15
MP 1.9 to MP 8.7, MT2	25	25
MP 1.9 to MP 4.1, MT3	25	25
MP 1.9 to MP 3.9, MT4	25	25
MP 2.4 to MP 7.8, MT1	25	25
MP 3.3 to MP 3.9, MT5	25	25
MP 3.9 to MP 7.5, MT4, MT5	30	30
MP 4.1 to MP 7.4, MT3	20	20
MP 5.5 to MP 5.8, MT1, MT2, MT3, HER	10	10
MP 7.5 to MP 14.5, MT4	40	40
MP 7.5, to MP 13.4, MT5	40	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	
		Under 100 TOB	100 TOB & Over
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.

	Psg	Frt	
		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 772e	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 (WBCS CP 45) to MP 4.6 (EBCS CP 45) on DSF Lead
MP 5.2 (WBCS CP 53) to MP 5.3 (EBCS CP 53) on DSF Lead
MP 7.4 (WBCS 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 MT3, MT4 and MT5—MP 7.05	MT1—MP 4.1 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

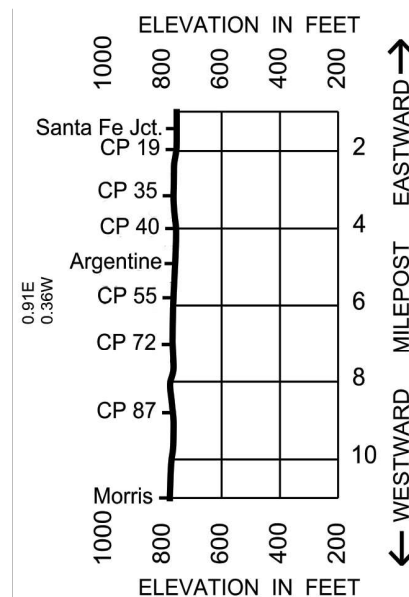
8. Line Segments

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.

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.
Adjoining RR: KCT Subdivision Boundary: St Joe, MP 4.2							
		0.5	CP 05		CTC	16	0.5
		1.0	BROADWAY				0.5
		1.5	USTICK Adj. Sub: Brookfield, CHI Div, MP 1.4	JX(2)			1.2
		2.7	KANSAS CITY (Murray Yard)	BT			1.5
		4.2	CP 42	X(2)	CTC 2MT		MT1-1.4 MT2-3.7

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

16 BNSF—2023 GKCOI—Murray Terminal—St. Joseph Subdivision

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
10th Street	EX L Tube	1015-1016	Fence & wall
	Ryerson Steel	1043	Gate & building
	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:

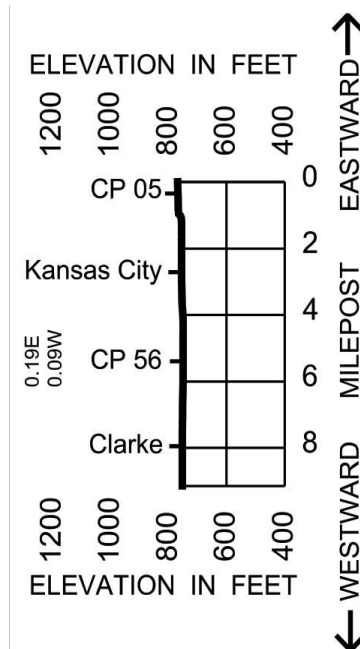
- Between YL sign KCS Knoche and Harlem—MP 0.1Z to MP 1.0Z

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



WESTWARD ↓

Length of Siding (Feet)	Station Nos.	Mile Post	Brookfield Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
Between Maxwell Jct. and Block 224 NS Timetable and Special Instructions govern.							
		224.0	BLOCK 224	X(2)	CTC 2 MT	18	0.2
		224.2	HARLEM	M			0.4
		224.6	USTICK TOWER	JT			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.							

↑ EASTWARD

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	Psg	Frt	
		Under 100 TOB	100 TOB & Over
MP 224.0 to MP 224.6	—	40	40

1(B). Speed—Permanent Restrictions

	Psg	Frt
MP 224.0 to 224.6, BNSF Main 1	—	10

Key Trains	Frt
Maximum speed within the following municipal area limits unless otherwise restricted:	
MP 224.0 to MP 224.6	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

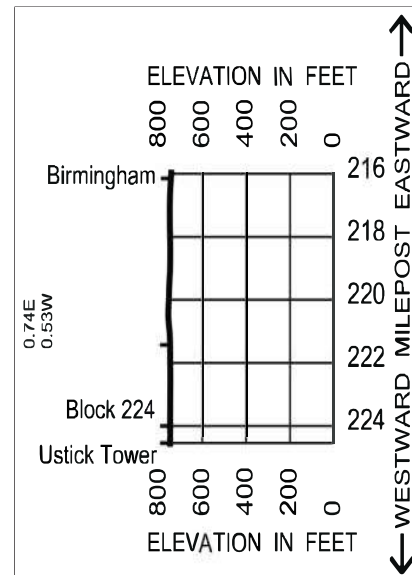
8. Line Segments

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



FORM A		To:		Date:	
Number	Subdiv	Limits		Speed MPH	
		MP	To MP	Psg	Frt
Track(s)					
Flags At					
Comments:					
OK DISPR					

FORM A		To:		Date:	
Number	Subdiv	Limits		Speed MPH	
		MP	To MP	Psg	Frt
Track(s)					
Flags At					
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						

FORM C		To:		Date:	
Number	Subdiv				
OK DISPR					

CROSSING WARNING NOTIFICATION	
Subdiv:	Date:
1. ☐ Automatic crossing warning device activation failure or disabled at _____. Stop and protect movement even if devices are seen to be working. Proceed per Rule 6.32.2, Procedure 1.	
2. ☐ Automatic crossing warning device false or partial activation at _____. Stop and protect movement, unless devices are seen to be working or otherwise instructed. Proceed per Rule 6.32.2, Procedure 2.	
3. ☐ Passive crossing warning device damaged or missing at _____. Stop and protect movement. Proceed per Rule 6.32.2, Procedure 3.	
4. ☐ Wayside Horn System (WHS) failure at _____. 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.

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)

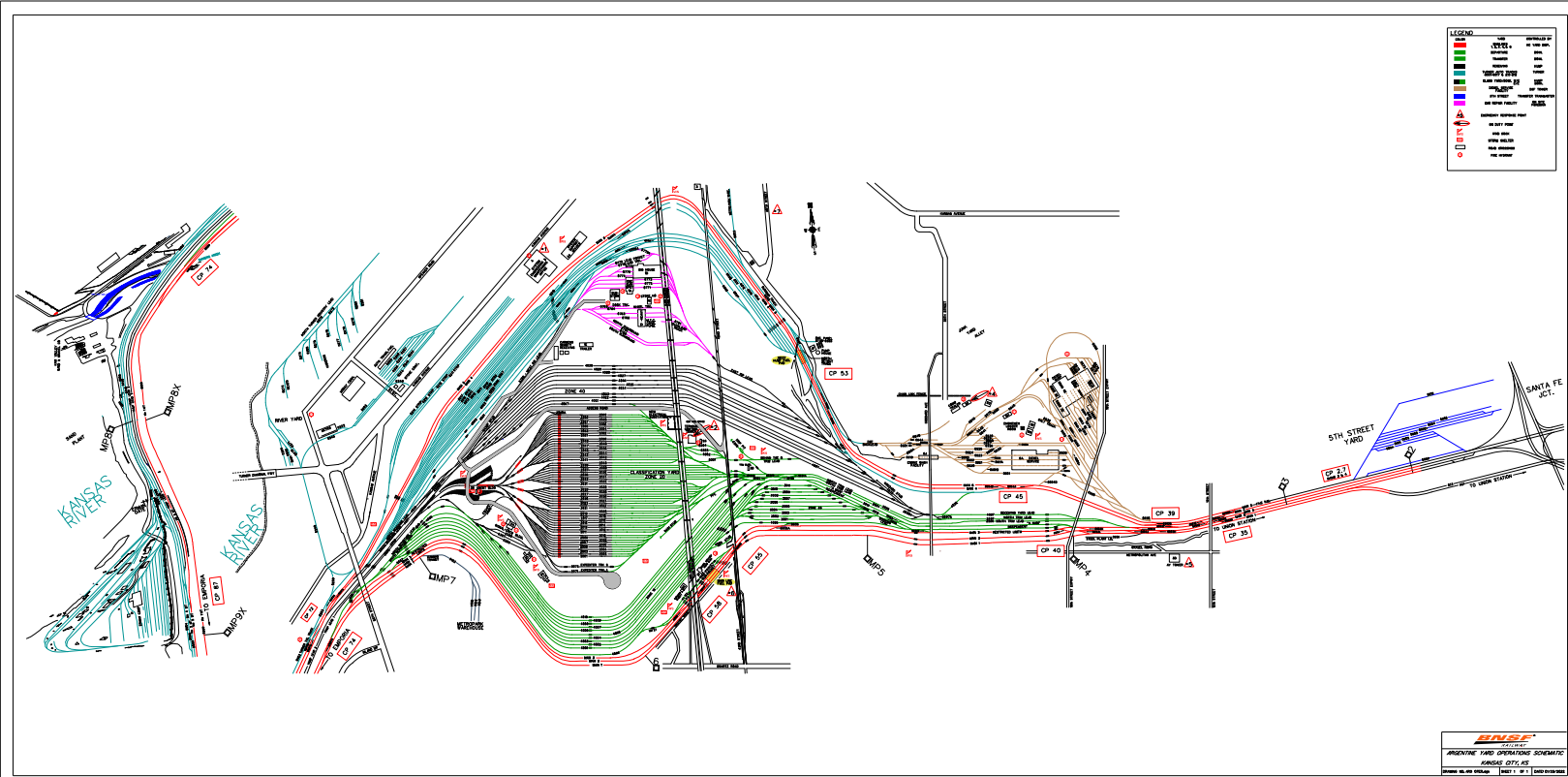
Flashing - operating as intended.



Steady or not illuminated - not operating as intended.

PTC Display Information

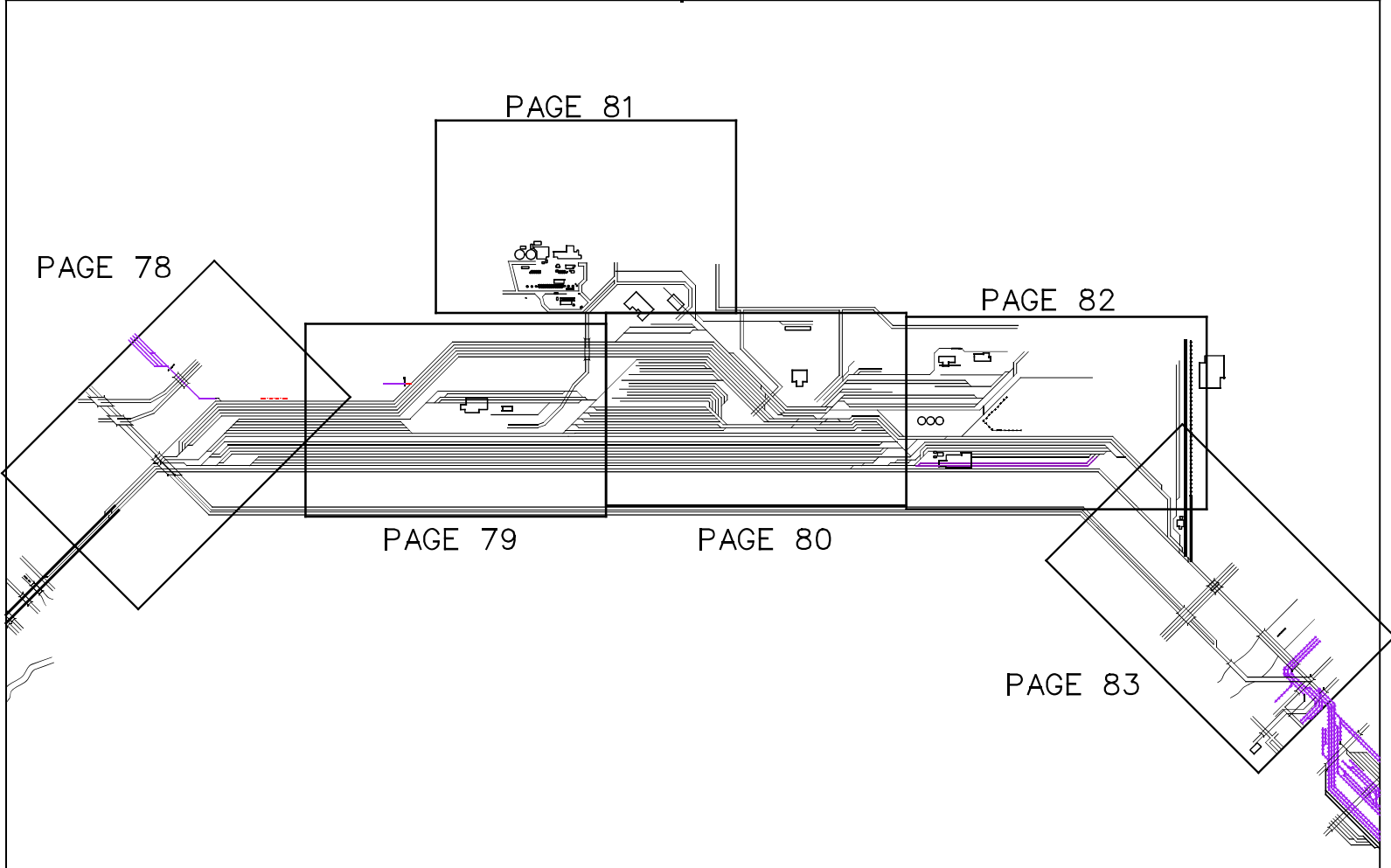
Track Line			Track Line Overlays		
Color	Symbol	Description	Color	Symbol	Description
Red		Unauthorized track	Red-hash overlay		Stop required
Yellow		Authorized speed restricted track	Yellow-hash Overlay		Restricted Speed
Green		Authorized track	Blue-hash Overlay		Work Zone (Form B) Limits
Grey		Non-enforcing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



MURRAY YARD, MO
St. Joseph Subdivision

← Carling, NE

Nichols, MO →



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

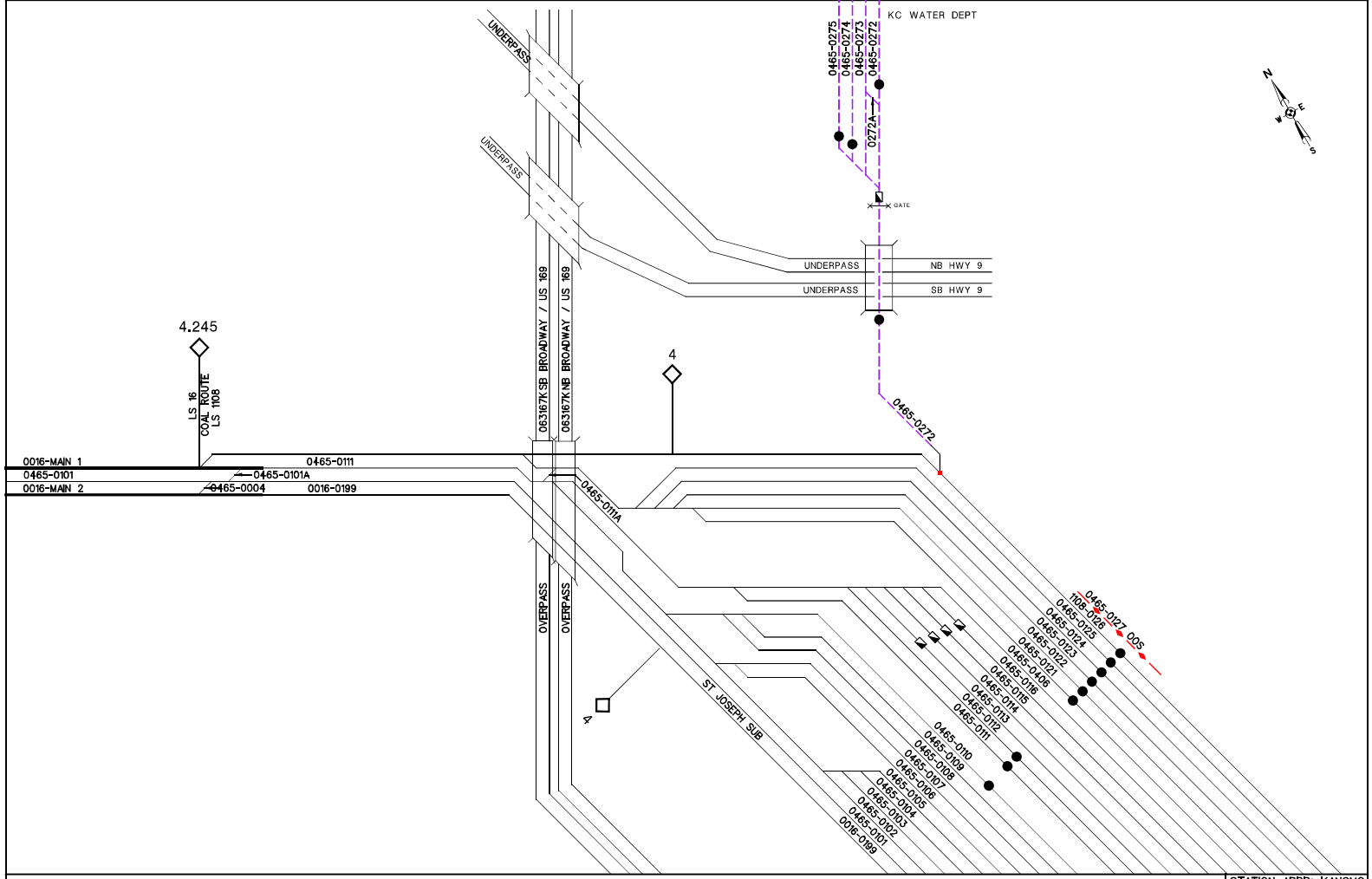
—	BNSF OWNED & MAINT	—+—+—	JOINT FACILITIES
- - - - -	INDUSTRY OWNED & BNSF MAINT	—+—+—	TRackage RIGHTS
- - - - -	IND OWNED & MAINT	—+—+—	FOREIGN TRACK
- - - - -	INDUSTRY (OTHERS) MAINT & BNSF OWNED (LEASE)		
●	NO CLEARANCE - RESTRICTIONS APPLY FOR RIDING EQUIPMENT		
■	DERAIL		

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

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

MURRAY YARD, MO St. Joseph Subdivision

← Carling, NE



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 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

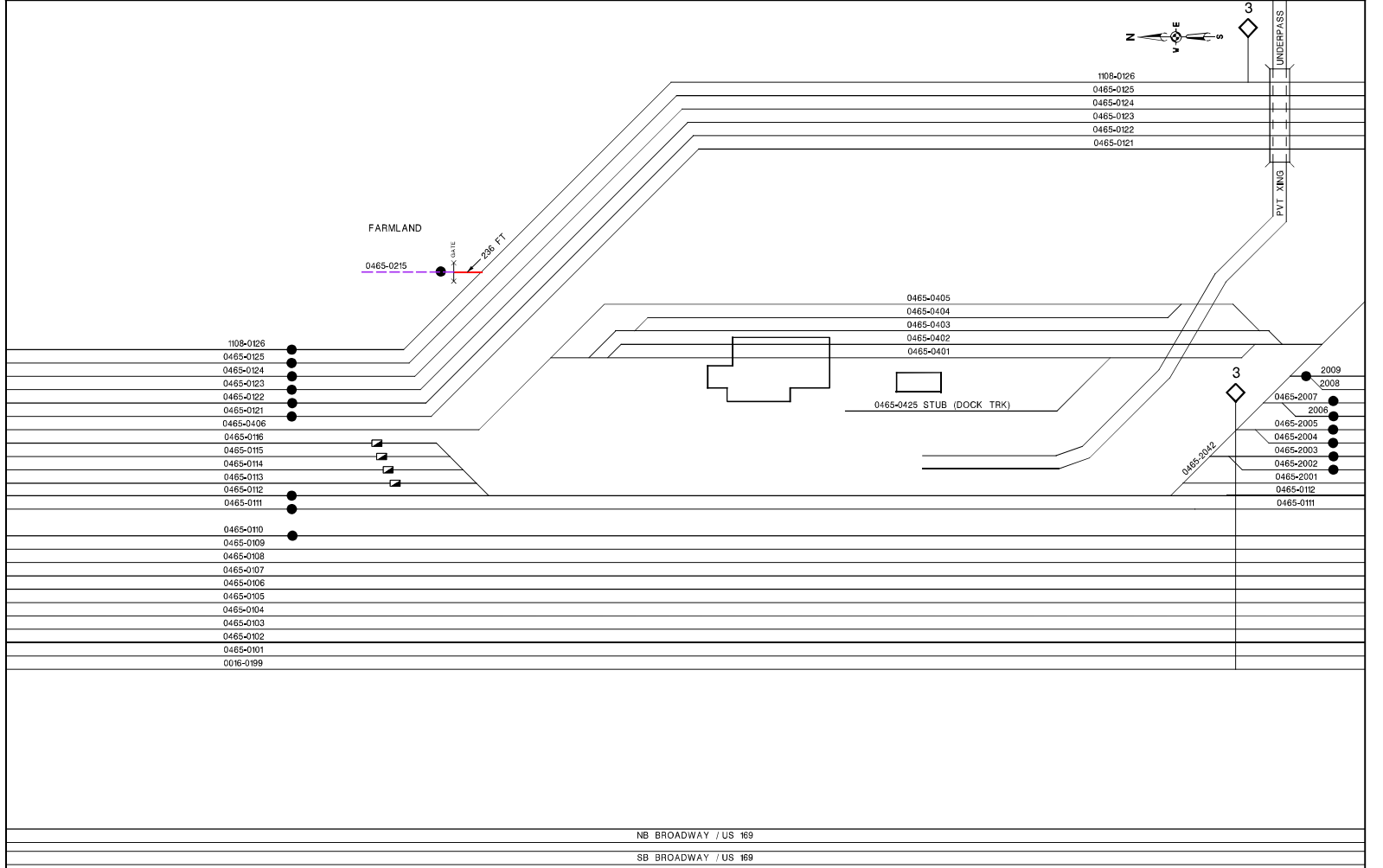
— BNSF OWNED & MAINT
— INDUSTRY OWNED & BNSF MAINT
— IND OWNED & MAINT
— INDUSTRY MAINT & BNSF OWNED (LEASE)
● NO CLEARANCE - RESTRICTIONS APPLY FOR RIDING EQUIPMENT
■ DERAIL
— JOINT FACILITIES
— TRACKAGE RIGHTS
— FOREIGN TRACK
IF PURPLE OTHERS MAINTAIN (NOT BNSF)
IF RED MAINTENANCE BILLABLE TO INDUSTRY

STATION ABBR: KANCMO
FSAC: 28003
REVISED: 4/20/2020
TEAM: MURR0117.DGN
TRK CHT: STJ078.DGN
TEAM PG 117

← Carling, NE

MURRAY YARD, MO
St. Joseph Subdivision

Nichols, MO →



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

— 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

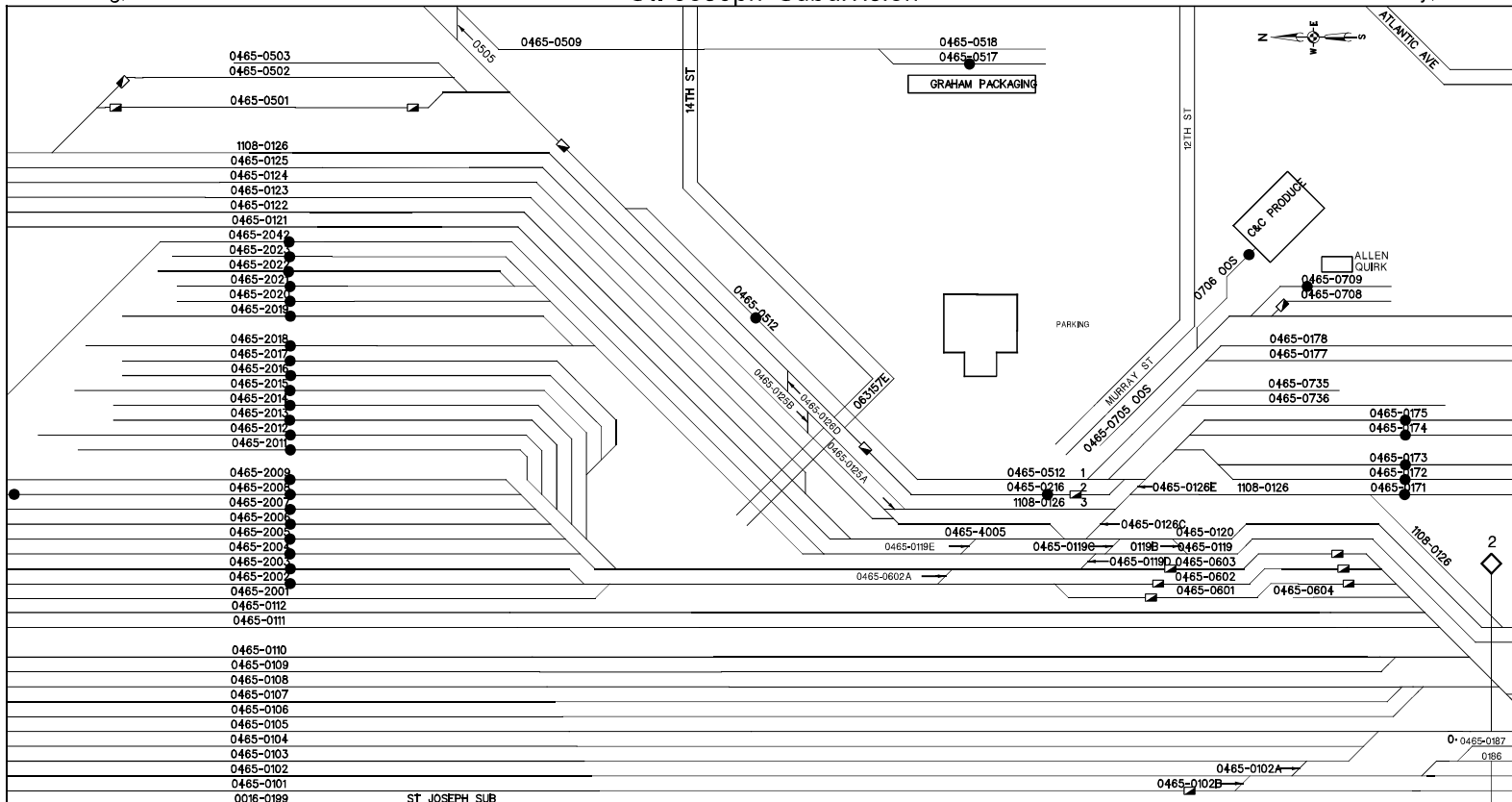
IF PURPLE OTHERS MAINTAIN (NOT BNSF)
IF RED MAINTENANCE BILLABLE TO INDUSTRY

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

MURRAY YARD, MO
St. Joseph Subdivision

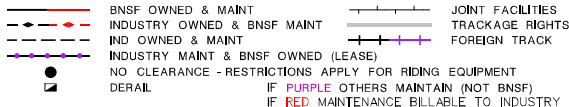
Kansas City, MO →

← Carling, NE



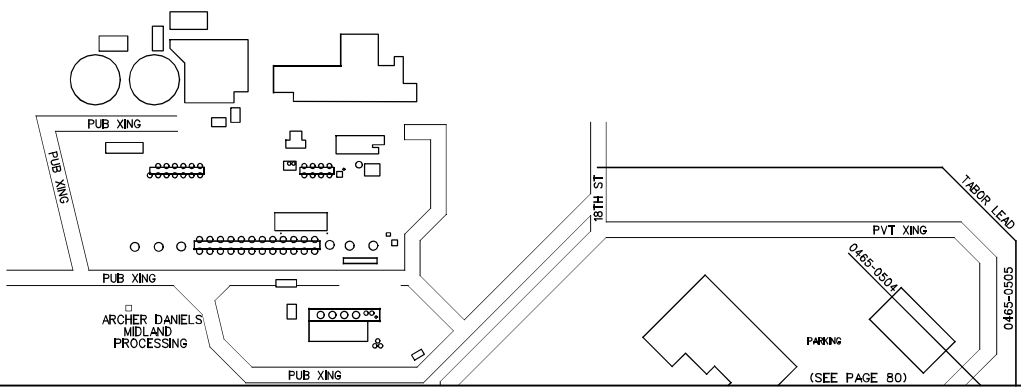
TRACK NUMBERS:
4 DIGIT NUMBER IS A CLIC (1234)
8 DIGIT NUMBER IS A LINE SEGMENT FOLLOWED BY A CLIC (0001-1234)
* UNKNOWN TRACK NUMBER

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



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





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

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

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

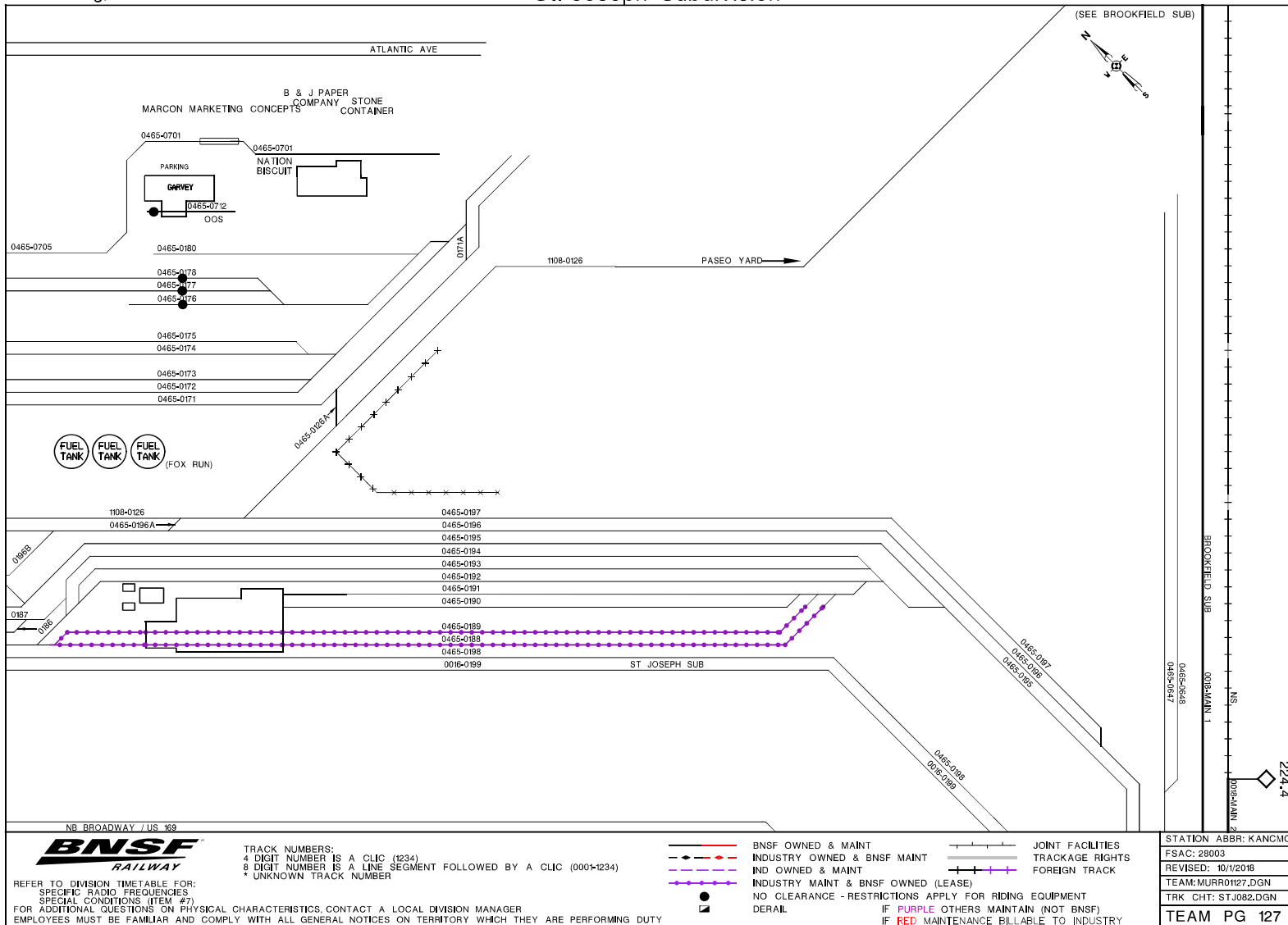
— JOINT FACILITIES
- - - TRACKAGE RIGHTS
- - - FOREIGN TRACK

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



Kansas City, MO →





Phone Numbers:

Terminal Manager.....816-245-3176
Trainmaster816-245-3183
Drawbridge.....612-330-4544
MOC East Director612-851-5740
Knoche Trainmaster816-245-3117
Knoche Yardmaster.....816-245-3188

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KANSAS CITY/PITTSBURG SUBDIVISION SOUTH.....	6
WEST WYE/KNOCHE YARD & RCO OPERATIONS.....	7

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
				Distance From Airline Jct.		Mile Post Location				
484			CTC		13.8	NO 1 NO 2				454.7
	04682	J X		42.1	# POLO (North End 2 MT) (Jct UP)	UP 456.8 456.8				
					11.5					UP464.1
	04684	X(2)		30.6	# LAWSON JCT	UP 468.3 468.3				
	04686				7.8					
				22.8	EXCELSIOR SPRINGS		476.1			
					5.4					
	04688	X(2)		17.4	# MOSEBY JCT	UP 481.5 481.5				485.2
					7.4					
373-454	04689			10.0	Liberty North LIBERTY Liberty South	488.1 488.9 489.2		5,050		
373-454			CTC		5.5					
		I J X		4.4	# BIRMINGHAM (NS Crossing)	494.4				
					.2					
		X		4.2	# MINNEVILLE	494.6				
					2.4					
		I		1.8	(South End 2 MT) # DRAWBRIDGE (North End 2 MT)	497.1				495.2 MT's 1&2
					1.5					
				0.3	# FREIGHTLINE JCT	498.6				
					0.3					
	04690	B T			JOINT AGENCY (South End 2 MT)			YARD		
	04696	J		0.0	# AIRLINE JCT (Jct KCS)	498.9				
					0.3					
		I		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					
		I		2.4	KCS RRX (2)	6.1				
					0.2					
				2.6	# KCS JCT. (Signal 98L)	6.3				

Telephone

CPKC Knoche Yardmaster.....816-245-3188
 KCT Chief Dispatcher816-627-0119
 KCT Traffic Control Dispatcher East.....816-627-0112
 NS KN Operator, Birmingham816-842-5967
 Console One Operator.....816-346-2531
 Drawbridge Operator.....612-330-4544
 CPKC Knoche Trainmaster.....816-245-3117

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
464.1	HBD/DED	N/A
485.2	HBD/DED	MT 1 #485266 MT 2 #485244
495.2	HBD/DED	MT 2 #495244
495.2	HBD/DED	MT 1 #495266

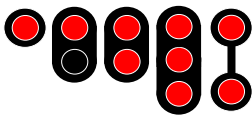
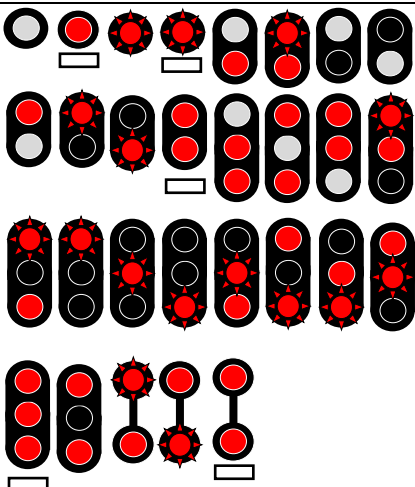
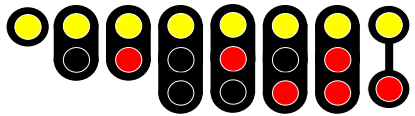
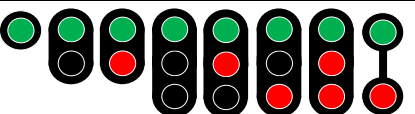
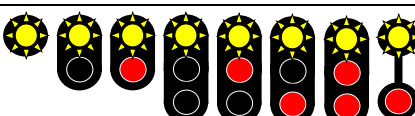
GENERAL DESCRIPTION OF SIGNALS

Signal aspects are shown by the color of lights, flashing of lights, position of lights, or any combination thereof. Number plates or letter plate are illustrated in these rules only when they are needed to qualify the signal aspect. The following symbols are used in diagrams of signal aspects.

	To indicate number plate		Red
	To indicate color light signal		Yellow
	To indicate flashing light		Green
			Lunar

Aspects shown in Rule 9.1.2 through 9.1.11 may be displayed on signals with or without a number plate on signal mast.

BLOCK AND INTERLOCKING SIGNALS

Rule	Name	Aspect	Indication
9.1.1	STOP		Stop
9.1.2	RESTRICTING		Proceed at restricted speed. Note: Flashing Red signal aspect on a signal equipped with a number plate needs to be reported to the train dispatcher.
9.1.4	APPROACH		Proceed prepared to stop at next signal, freight trains exceeding 30 MPH or passenger 40 MPH must immediately reduce to that speed consistent with good train handling. Exception: Speeds within this rule do not apply to trains when operating with active PTC.
9.1.5	CLEAR		Proceed.
9.1.6	ADVANCE APPROACH		Proceed prepared to stop at second signal.

9.1.7	APPROACH DIVERGING		Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
9.1.8	DIVERGING ADVANCE APPROACH		Proceed on diverging route at prescribed speed through turnout, prepared to stop at second signal.
9.1.9	DIVERGING APPROACH		Proceed on diverging route at prescribed speed through turnout prepared to stop at next signal.
9.1.10	DIVERGING CLEAR		Proceed on diverging route at prescribed speed through turnout.
9.1.11	APPROACH RESTRICTING		Proceed prepared to pass next signal at restricted speed.
DISTANT SIGNALS			
9.1.12	DISTANT SIGNAL CLEAR		Proceed. If delayed between this signal and next signal Rule 9.9 or Rule 9.9.1 applies.
9.1.13	DISTANT SIGNAL APPROACH		Proceed prepared to stop short of next signal.
9.1.14	DISTANT SIGNAL APPROACH DIVERGING		Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
9.1.15	DISTANT SIGNAL APPROACH RESTRICTING		Proceed prepared to pass next signal at restricted speed.
9.1.16	DISTANT SIGNAL RESTRICTING		Proceed at restricted speed.

KANSAS CITY / PITTSBURG SUBDIVISION - NORTH

Radio Channels

	AAR	Tone up
Drawbridge Operator	044-044	1
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

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.

KANSAS CITY SUB SPEED EXCEPTIONS:

No.1 Main Track

MP 456.7 - MP 494.0	60
MP 494.0 - MP 496.3	40
MP 496.3 - MP 498.4	25
MP 498.4 - MP 498.8	20

No. 2 Main Track

MP 456.7 – MP 457.2.....	40
MP 468.3 - MP 481.3	50
MP 481.3 - MP 494.0	60
MP 494.0 - MP 496.3	40
MP 496.3 - MP 498.5	25
MP 498.5 - MP 498.8.....	20

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

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
Turnouts and siding at Liberty, Chillcothe.....	20
Polo through North crossover	40
Polo through South crossovers	25
Lawson Jct through Crossover.....	25
Moseby Jct. through North Crossover	40
Moseby Jct. through South Crossover	20
Minneville through Crossover	25

Drawbridge through North and South Crossovers ..25

Air Line Jct. Over Air Line Switch 15

TrAM Area 2 Locations

All mixed trains (excluding 100 series) in excess of 18,000 tons are restricted to25

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.

Block System

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

Electric Locks or Governing Signals

Location	Mile Post	Location of Switch
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
Liberty	488.8	S end of Center Siding trk (GS)

Cold Weather Speed Restrictions

Temperature -15 degrees F or colder

Entire Sub40

Temperature below minus -22 degrees F

Entire Sub30

Unless a more restrictive speed is in effect.

Speed Test Sections

MP 490 – MP 493

Bad Order Set Out Tracks

Moseby – MP 480.8 Moseby Siding.

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

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 CP Operation Supervisor.

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:

KANSAS CITY / PITTSBURG SUBDIVISION - SOUTH

PITTSBURG SUB SPEED 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

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

Joint Agency Yard - Joint Agency limits include all tracks other than CP Main Track. Employees are required to have a current copy of the Greater Kansas City Operating Instructions and KCS Timetable and Special Instructions.

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.

Equipment Restrictions

Six Axle Locomotives Prohibited from Operating On The Following Tracks In Knoche Yard:

- Track 429
- Tracks 430 and 431 East of the Car Shop
- Track 700 (Industrial Lead) North of Front Street
- Zone 5, Track 412 (Mechanical Expedite)

Kansas City Terminal Tracks

Zone 4

Tracks KK01-KK21, KK25 - KK30	
Tracks including Turnouts	15
Crossover.....	10

Zone 5

Tracks 041-042 (Runaround & RIP Runner), KRD 01 - KE20, 201-202 (Ramp Tracks)	
Tracks including Turnouts	15
Crossover.....	10

Securement Standards within CPKC Knoche Yard

-Minimum of 3 handbrakes tied, securement check preformed before leaving the standing cut

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.

Positive Train Control (PTC)

PTC is in effect on the Pittsburg Sub.

Radio Channels

	AAR	Dispr Call In
Road	010-010	
Pittsburg Yard Switching	010-010	
Yardmaster	064-064	
Knoche Yard Switching	063-063	
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

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).

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

Before passing signal at North Blue Valley NWD movements must comply with the following.

- Trains must report locomotive/train ID and total cars in train to CPKC yardmaster and receive instructions.
- 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.

Remote Control Operations:

Portions of CPKC Knoche Yard have been established as a Remote-Control Operating Area.

A Remote-Control Zone is established on the Work Lead between the East G.I. Track switch extending Eastward to the Eastbound clearance point of the track KK25 switch.

This zone shall be identified as RCZ 1.

A Remote-Control Zone is established on the Work Lead between the Eastbound clearance point of the track KK25-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 on 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.

CPKC Knoche Yard Derail Locations

- Industrial Lead South of Front Street
- East end of 703/704 at Hanson
- Batliner Recycling Lead
- Cargill Lead (Kelly Lead)
- Locomotive Service Track
 - 902 Entrance - West end
 - "DP "Lead - East end

WEST WYE OS

Console One (16-10) now controls departure out of Knoche

22S - Controls authority off of 903

20S - Controls authority off of 902

18S - Controls authority off of 901

16S - Controls authority off of the North Main (Knoche 1)

14S - Controls authority off of the South Main (Knoche 2)

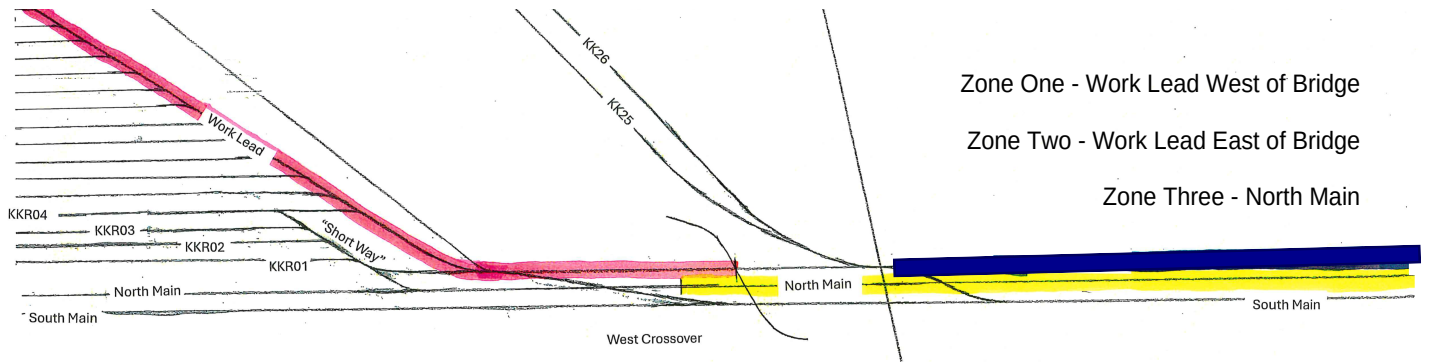
12W Controls authority into Knoche from the Outbound

10W Controls authority into Knoche from the Inbound

10E Controls Authority off Work Lead for Northbound movement

8N Controls authority to West Wye or the Work Lead from Airline JCT

8S Controls authority off the Work Lead for Southbound Movement



FRONT STREET

REMOTE CONTROL ZONES at KNOCHE YARD

Zone 1

Zone 2

Zone 3

KK11 RCO Job 0500 - 1700 & KK21 RCO Job 1700 - 0500

Knoche Tower

"DP Lead"

Road

26

25

903

902

901

Road

...on the back...

NE Chouteau Trafficway

Road

Old Roundhouse

KK04

KK03

KK02

KK01

"Short Way"

RCO Work Lead - Zone 1

North Main - Zone 3

South Main





KEY & ALERT TRAINS

CPKC employees who transfer loaded Alert shipments to another party are responsible for completing a "Positive Chain of Custody" form. The form must be entered into MCS or where applicable filled out and faxed to the Network Service Centre (NSC) along with any other required documentation to 1-888-762-7245.

Foreign Carriers Forwarding Alert Shipments to a CPKC Yard Master or Other Designated Representative (excluding train crews):

Inbound foreign train crews are required to advise if their train requires special handling but it is recommended that the CPKC Yard Master or Designated Representative confirm with the delivering train crew if “Alert Cars / Key Cars” requiring “Special Handling” are included in the train. If “Alert Cars” are included in the train, the on-site CPKC Yard Master or Designated Representative must:

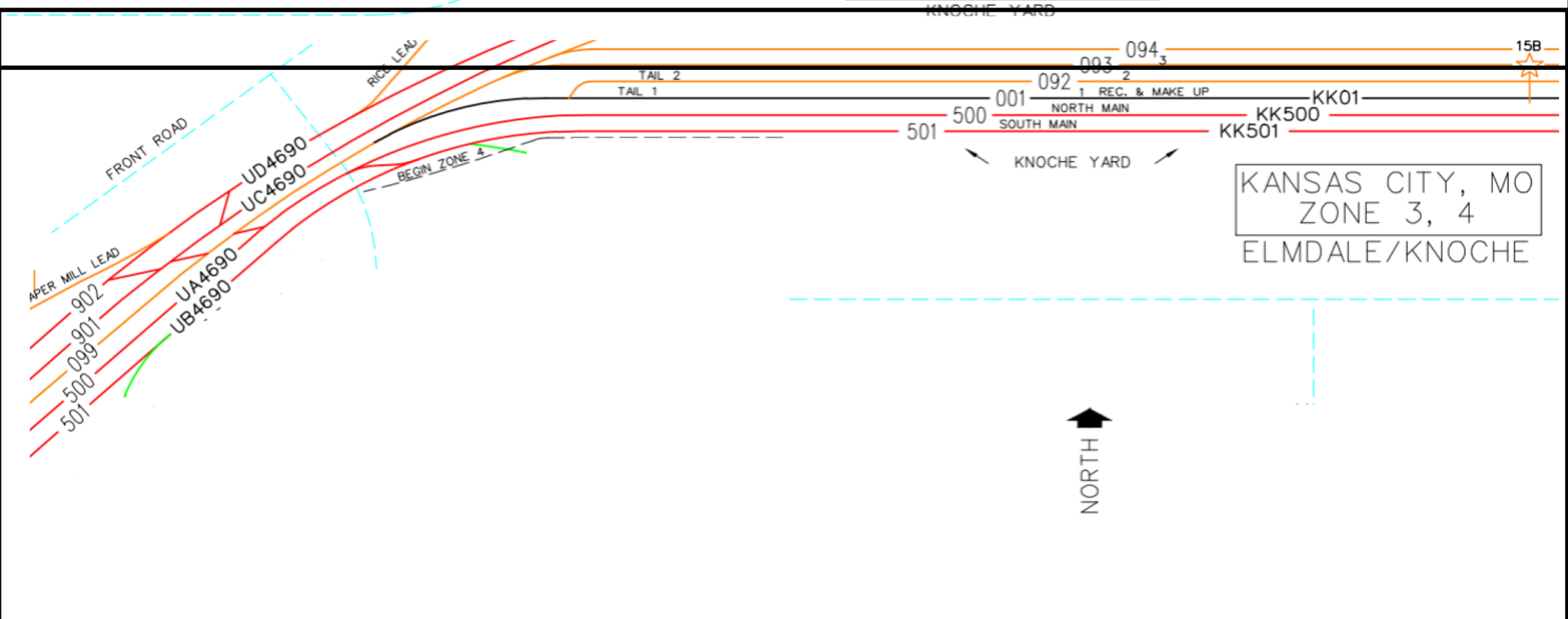
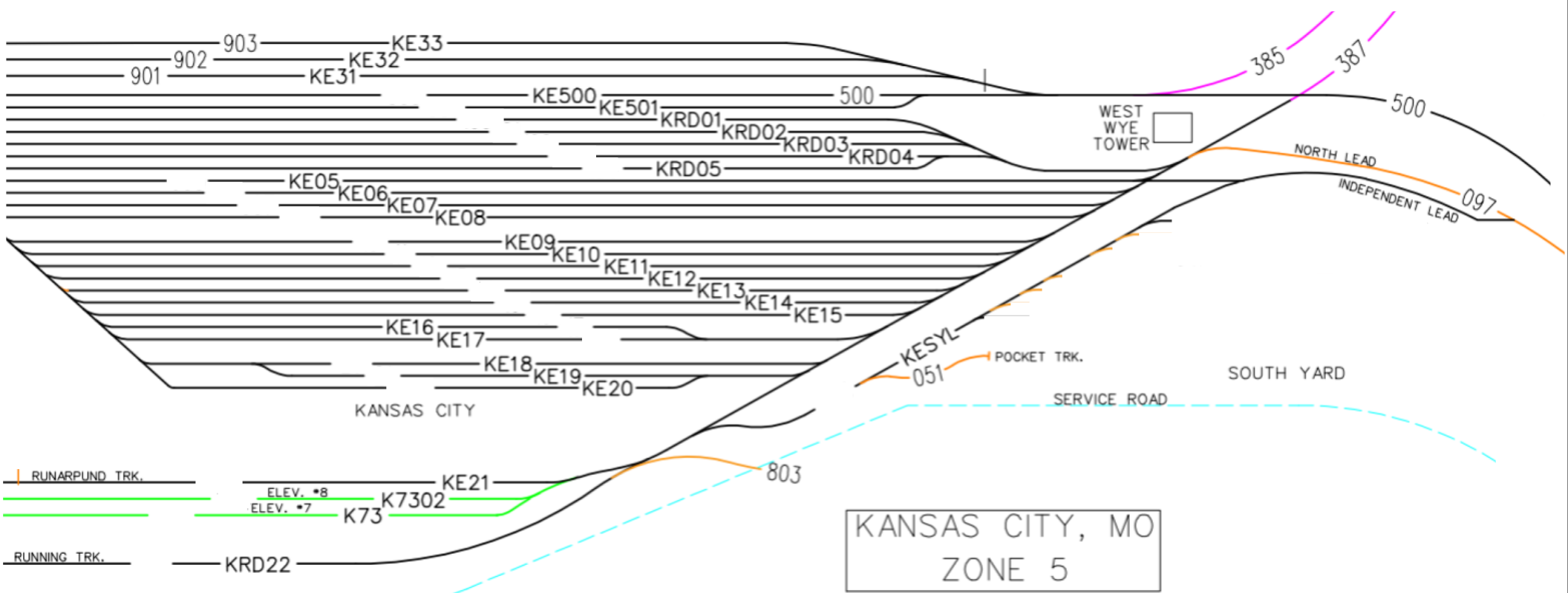
The following information must be printed legibly on the Chain-of-Custody form

- Car initial and number
- CPKC employees first and last name
- First and last name of the transfer party's designated, on-site representative (Industry Shipper, Industry Receiver or Foreign Carrier)
- Date and time the transfer was completed
- Location of transfer (e.g. Track and Train ID, Foreign Carrier & Interchange Location)

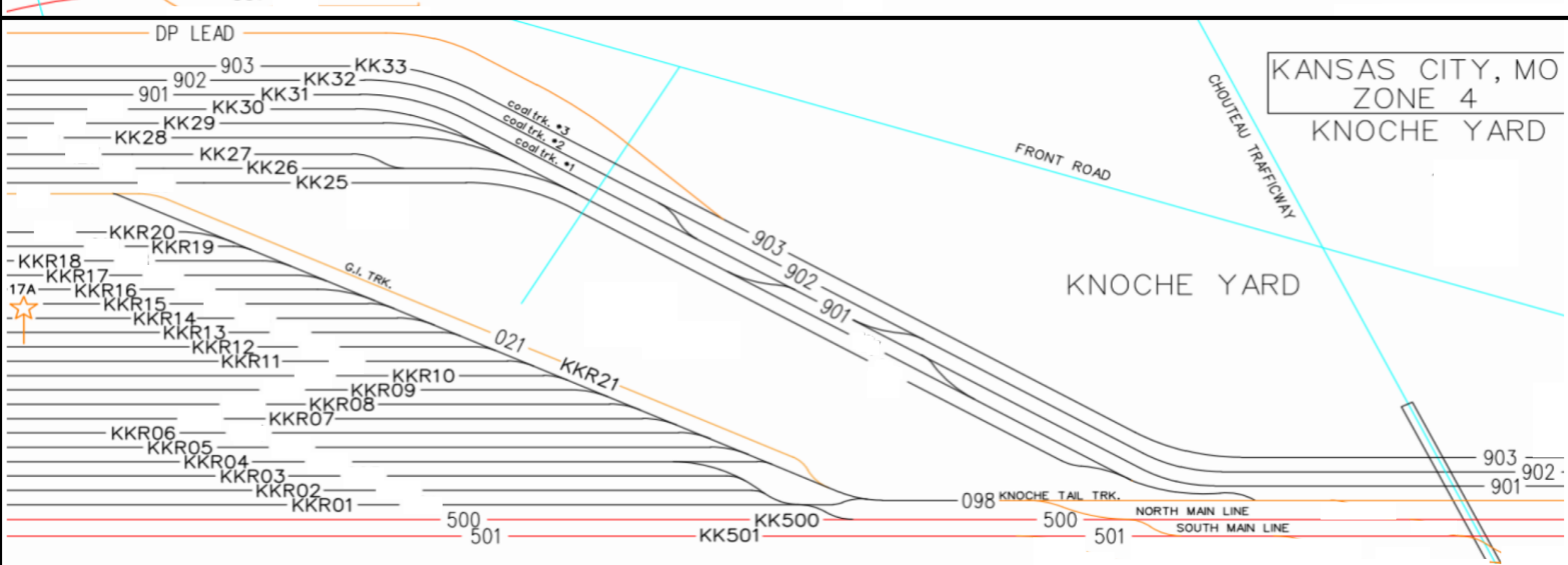
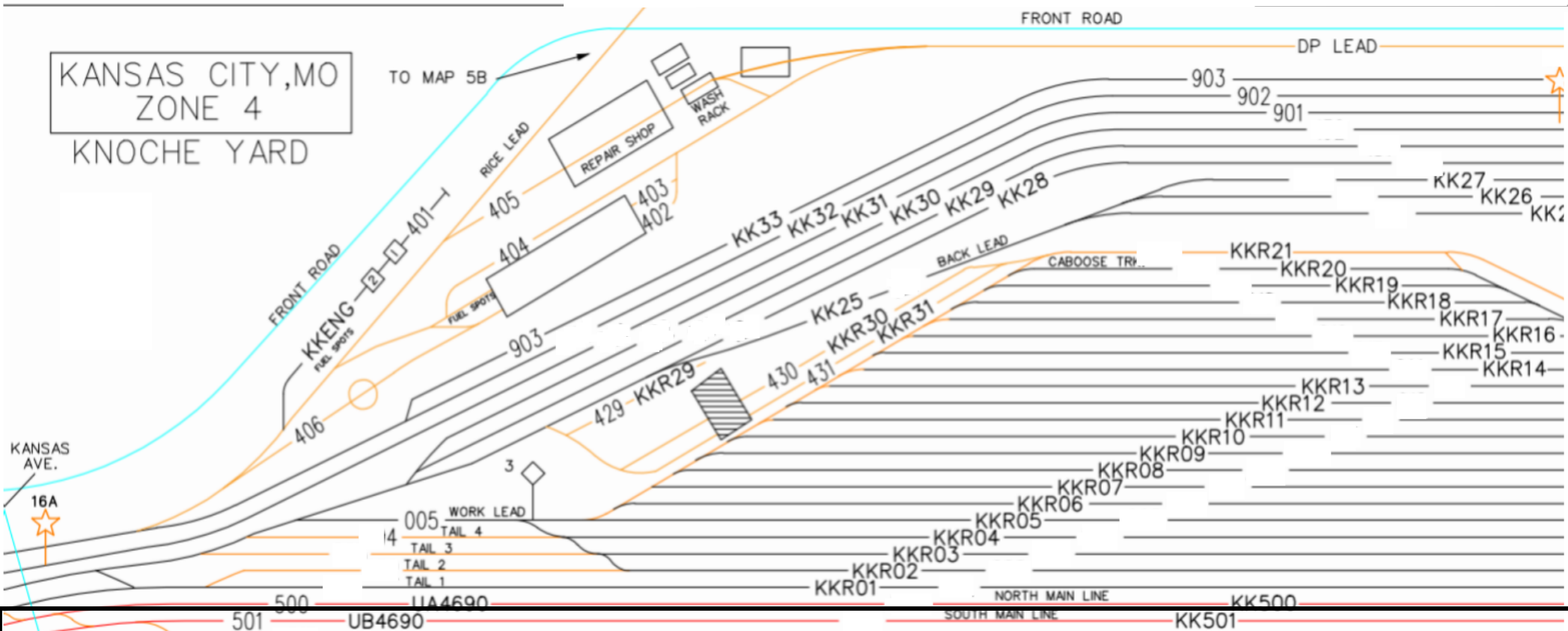
Train ID:	
Foreign Carrier	
CP Terminal:	

Equipment on Train

[illegible]



KANSAS CITY, MO
ZONE 4
KNOCHE YARD





KANSAS CITY TERMINAL RAILWAY

KANSAS CITY TERMINAL RAILWAY

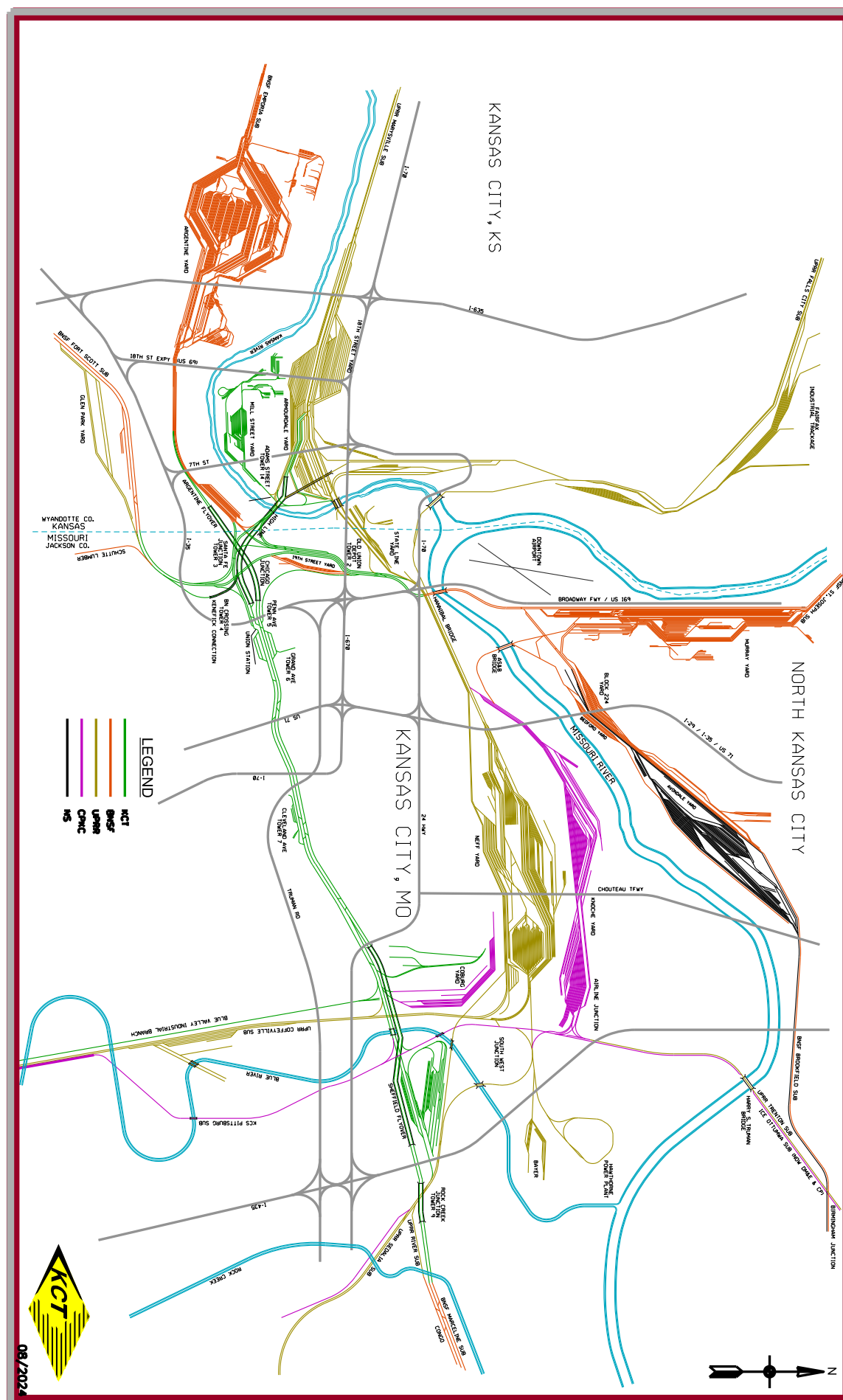
GREATER KANSAS CITY TIMETABLE AND SPECIAL INSTRUCTIONS

**In Effect at 0800
Central Continental Time
August 14, 2026**



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B. Peek	General Manager	816-627-6742
S. Lauby	Director Safety/Admin	816-627-6737
J. Tanner	Director Transportation	816-627-0118
E. Parks	Manager Transportation	816-627-0119
J. Smith	Manager Transportation	816-627-0119
T. Anthone	Manager Transportation	816-627-0119
D. Comstock	Terminal Engineer	913-551-0610
T. Conroy	Roadmaster	913-551-xxxx
S. Thornbloom	Terminal Signal Engineer	913-396-3901
N. Molgren	Signal Supervisor	913-553-9198
	KCT Chief 24/7 Hotline	816-627-0119
	KCT East End Dispatcher	816-627-0112
	KCT West End Dispatcher	816-627-0111

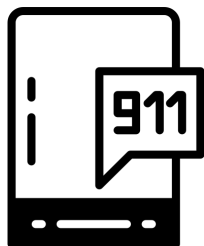


Central Continental Time is in Effect on Kansas City Terminal Railway**KCT WEBSITE:** WWW.KCTRAILWAY.COM**The KCT website contains:**

- Current Daily Operating Bulletin (DOB)
- Track and Signal Maps/Charts
- Urgent Assembly Locations
- General Orders in Effect
- General Notices in Effect
- Rule Books in Effect
- KCT Operating Instructions

Radio Call-in

- Radio Channel 60 in service on Kansas City Terminal Railway
 - 187 for KCT East Dispatcher
 - 188 for KCT West Dispatcher



- **Emergency Call to either dispatcher – Tone 911**

DISPATCHER	PHONE	TERRITORY CONTROLLED
KCT CHIEF	816-627-0119	KCT Trackage (24/7 Hotline)
KCT EAST	816-627-0112	Penn Ave (Eastbound) to BNSF CP Congo
KCT WEST	816-627-0111	Adams Street to BN Interlocking and Santa Fe Junction to Old Union Depot

Adjoining Territories

BNSF EMPORIA SUB	CPKC PITTSBURG SUB
BNSF FORT SCOTT SUB	UP KC METRO COFFEYVILLE SUB
BNSF MARCELINE SUB	UP KC METRO SUB
CPKC KANSAS CITY SUB	UP SEDALIA SUB
CPKC MEXICO SUB	WATCO (KCTL)

**Kansas City Terminal
Urgent Assembly Locations - MO**

1 Midwest Scrap Gate 8116 Wilson Road South side of Rock Creek	14 Track 280 Gate 432 W. 23rd Street North side Vine to Penn Ave
2 Southwest Junction - BV Water Plant 7300 Hawthorne Road North side of Rock Creek	15 Signal Headquarters Gate - "Tower 5" 2401 Pennway South side Union Station to BN Interlocking
3 Sheffield - "Tower 8" 263 Bennington North side of Sheffield	16 DST East Gate – (Slide Gate) 2570 Southwest Blvd South side Penn Ave
4 CSL Plasma Gate - "Bridge 19" 6000 Independence Ave South side Sheffield to Independence Ave	17 DST West Gate – (Lift Gate) 2570 Southwest Blvd South side Penn Ave
5 Price Chopper Gate 5900 Wilson Road North side Independence Ave to Cleveland Ave	18 25th Street Gate 1654 W. 25th Street 30th Street to BN Interlocking
6 Elmwood Gate 1130 Elmwood North side Independence Ave to Cleveland Ave	19 27th Street Gate 27th & Southwest Blvd 30th Street to BN Interlocking
7 Cleveland Gate - Behind "Central Bank" 1480 Cleveland Ave South side Cleveland Ave	20 30th Street Gate 3628 West 29th Street 30th Street to BN Interlocking
8 Bridge 16 Gate - Behind "Faultless Factory" 1920 Brooklyn Ave North side of Bridge 16	21 ATSF Tower 3 - "L & W Supply" 1883 West 25th Street ATSF Junction Area
9 19th & Vine Gate 1904 Vine Street North side Vine to Grand Ave	22 Bluff Track Gate 2499 W. Allen Ave South end of Bluff Track
10 Paseo Gate 2100 Flora Ave South side Woodland to Forest	23 KCT Pavilion Gate - "Kemper Yard Tracks" 2059 Wyoming Street 23rd Street to 12th Street
11 Forest Gate 2003 Forest Ave South side Woodland to Forest	24 Old Union Depot Gate - "Tower 2" 1101 Santa Fe 12th Street Area
12 Tension Envelope 898 E. 19th Street North side Vine to Penn Ave	25 Incline Gate 911 West 8th Street
13 McGee Street Gate - "20th & McGee" 2013 McGee Street North side Vine to Penn Ave	Maintenance Headquarters Gate – "The Barn" 111 Bennington Ave South end of St. John Ave

Urgent Assembly Locations - KS

26	76 Track Staircase	55 Berger Ave
27	Adams Street Gate - "Tower 14"	45 Osage Ave
28	Terminal Junction - Meet at 2nd & Berger	200 Berger (West end of Highline)
29	Mill Street Yard Office	1128 South Mill Street

**Red Font = powered gate. *Black Font = combo lock gate.*

Call KCT Chief (816-627-0119) to open Power Gates

The following Rule Books are in effect on the Kansas City Terminal Railway. Any amendments to these rules will be made in the Greater Kansas City Timetable and Special Instruction and 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), Ninth Edition, Effective September 23, 2025.

Maintenance of Way:

Maintenance of Way employees operating on the Kansas City Terminal Railway will be governed by the current BNSF Maintenance of Way Operating Rules (MWOR).

Dispatchers:

Kansas City Terminal Railway Train Dispatchers will be governed by the General Code of Operating Rules (GCOR), Ninth Edition, Effective September 23, 2025, and the Kansas City Terminal Train Dispatcher's and Control Operator's Manual, as amended.

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 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 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.

*Crews operating across the Kansas City Terminal Railway trackage must have a current copy of the **Greater Kansas City Timetable and Special Instructions** in their possession and a current **Daily Operating Bulletin (DOB)** 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.*

All trains and engines operating on tracks dispatched by the Kansas City Terminal Railway's Traffic Control Center will maintain one (1) radio set to channel 60.

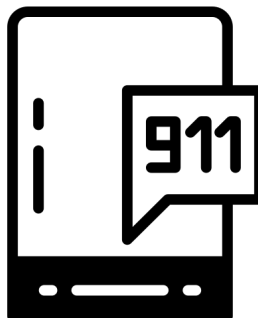
Trains and engines may contact Traffic Control on channel 60 using a tone in button.

- To contact the KCT East Dispatcher on the Rock Creek Tower tone in **187**
- To contact the KCT West Dispatcher on the ATSF Junction Tower tone in **188**
- Any Train or engine that cannot get channel 60 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 from duty 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 60 when the train is ready to depart.

All maintenance and construction forces operating on Kansas City Terminal Railway will operate on radio channel **26** unless directed to another channel by KCT Traffic Control.

- To contact the KCT East Dispatcher on channel 26 tone **187**
- To contact the KCT West Dispatcher on channel 26 tone **188**



Emergency calls to either dispatcher can be made on channel 60 or 26 by toning 911

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

Location	Milepost	Description
Rock Creek Junction	KCT MP 0.66	Interlocking with UP Sedalia Sub
KCS Interlocking	KCT MP 1.55	Interlocking with CPKC Pittsburg Sub
UPRR Interlocking	KCT MP 1.81	Interlocking with UP KC Metro Coffeyville Sub
BN Interlocking	KCT MP 7.62	Interlocking with BNSF Fort Scott Sub
ATSF (Santa Fe) Junction	KCT MP 7.91	Interlocking with BNSF Emporia Sub
Southwest Junction	CPKC MP 5.42	Interlocking with CPKC KCS Main

Designation of main tracks in CTC are as follows:

Track #	Location
KCT Main 1	941 Switch at Rock Creek Junction (MP 0.73) to the I-5 Switch at Independence Avenue (MP 2.59)
Main 1	573 Switch at Penn Avenue (MP 7.026) to BNSF CP 27 (MP 8.875)
Main 2	EBCS at BNSF CP Congo (MP 0.0) to BNSF CP 27 (MP 8.875)
Main 3	EBCS at BNSF CP Congo (MP 0.0) to 573 Switch at Penn Ave (MP 7.026) 59 Switch at Penn Ave (MP 7.050) to 10R Sig at Adams Street (MP 8.600)
Main 4	RC35 Switch at Rock Creek KCT (MP 1.019) to 145 Switch at Adams Street (MP 8.613X)
AT2	14 Signal at ATSF Junction (MP 7.50) to 317 Switch at ATSF Junction (MP 7.597)
AT3	18 Signal at ATSF Junction (MP 7.50) to 321 Switch at ATSF Junction (MP 7.761)
AT4	30E Signal at ATSF Junction (MP 7.69) to 329 Switch at ATSF Junction (MP 7.774)
Track 27	Between 238WB Signal at Grand Avenue (MP 6.890) and 583 Switch at Penn Avenue (MP 6.927)
Track 29	Between 663 Switch at Grand Avenue (MP 6.455) and 563 Switch at Penn Avenue (MP 6.999)
Track 30	Between 664 Switch at Grand Avenue (MP 6.494) and 5101 Switch at Penn Avenue (MP 6.905)
Track 70	519 Switch at Penn Avenue (MP 7.191) to 2171 Switch at Old Union Depot - KCT Bluff Track Route (MP 9.655)
Track 74	573 Switch at Penn Avenue (MP 7.026) to UP Terminal Junction (MP 9.640)
Track 75	535 Switch at Penn Avenue (MP 7.286) to UP Terminal Junction (MP 9.790)
Track 76	1453 Switch at Highline Junction (MP 8.541) to 52LA Signal at Highline Junction (MP 8.662)
Track 79	387 Switch at ATSF Junction (MP 8.218) to UP EBCS Broadway – Incline Route (MP 10.110)

Track #	Location
Track 80	457 Switch at BN Interlocking (MP 7.901) to 224 Signal at Old Union Depot (MP 10.105) - Connection from Union Station to North/South Corridor to Gooseneck
Track 81	3125 Switch at North Chicago Junction (MP 8.155) to 226 Signal at Old Union Depot (MP 10.105)
Track 82	I-670 (MP 8.980) to 2169 Switch at Old Union Depot (MP 9.709) - Track changes from BN1 to track 82 at the 32 Signal. BNSF MP are used between the 32 Signal and 25th St., 25th St. starts KCT (LS 5001) - Going South towards 30th Street
Track 90	18LC Signal at Sheffield (MP 2.056) and 823 Switch at Sheffield (MP 2.140)
Track 213	14LB Signal at Mill Street (MP 9.529) to 161 Switch at Mill Street (MP 9.462)
Track 214	4L Signal at 7 th Street (MP 9.202) to 4R Signal at 7 th Street (MP 9.146)
Track 222	Connection track from KCT to KCS Main—North towards Airline Junction
Track 223	Connection track from KCT to KCS Main—South towards CPKC Blue Valley Subdivision
Track 233	Connection track from KCT to UP KC Metro Coffeyville Subdivision
Track 238	18LB Signal at Sheffield to 839 Switch at Sheffield – CPKC Coburg (MP 2.04)
Track 243	20LB Signal at Sheffield to 837 Switch at Sheffield - Blue Valley Industrial Lead (MP 2.03)
Track 280	673 Switch at Grand Avenue (MP 6.447) and 86RB Signal at Grand Avenue (MP 6.519) to 198WB Signal at Penn Avenue (MP 6.863) and 571 Switch at Penn Avenue (MP 6.896)
Track 293	Connection track between Main 4 Penn Avenue to BN 2 at BN Interlocking
Track 295	Connection track between Track 75 Highline to BN 2
Track 309	West Connection track from ATSF Junction to BN1 South on BNSF Fort Scott Subdivision 449 Switch at BN Interlocking (MP 7.944) to 415 Switch at BN Interlocking (MP 0.43)
Track 311	East Connection track from ATSF Junction to BN1 South on BNSF Fort Scott Subdivision 447 Switch at BN Interlocking (MP 7.844) to 420 Switch at BN Interlocking (MP 0.37)
Track 330	Connection track from Kaw River Bridge Main 4 to Track 80 385 Switch at ATSF Junction (MP 8.214) to 3139 Switch ATSF Junction (MP 8.217)
Track 333	Connection track from track 2089 “BNSF Running Track 5” to Main 4 Kaw River Bridge

Track #	Location
Track 354	Connection track of west end of Kaw River Bridge Main 3 towards UP 18th Street Yard 1431 Switch at Adams Street (MP 8.362) to Kansas Ave Crossing (MP 8.55)
Track 362	1423 Switch at Adams Street Interlocking (MP 8.453) To Kansas Ave Crossing – UP Armourdale Yard Outbound (MP 8.600)
Track 366	Connection track from UP Armourdale Yard to KCT Mill Street Yard 1411 Switch at Adams Street (MP 8.542) to 147 Switch at Adams Street (MP 8.556X)
Track 391	2RB Signal at 7th Street (MP 9.04) to 151 Switch at 7th Street - Spring Switch route UP Armourdale Yard (MP 9.10)
Track 408	100LB Signal at KCS Interlocking (MP 1.51) to the K101 Switch at KCS Interlocking (MP 1.54) 34L Signal at Rock Creek KCT (MP 1.07) to the 34R Signal at Rock Creek KCT - Blue River Yard (MP 1.11)
Track 450	102LB Signal at KCS Interlocking (MP 1.51) to the K103 Switch at KCS Interlocking (MP 1.54)
Track 570	Between the Hand Throw Switch on BN1 (MP 8.4) to the 3195 Switch at North Chicago Junction (MP 8.382)
Track 924	Connection from AT2 to KCT Main 4 Track 924 starts at 317 Switch at ATSF Junction (MP 7.597) to 449 Switch at BN Interlocking (MP 7.864)
Track 926	Connection track from AT4 to KCT Main 4 Track 926 starts at 463 Switch at BN Interlocking (MP 7.958) to 329 Switch at ATSF Junction (MP 7.774)
Track 1301	Material yard track by Old Union Depot (east track) Between the 50B Signal at Old Union Depot (MP 9.44) and the 247 Switch at Old Union Depot (MP 9.40)
Track 1306	Material yard track by Old Union Depot (west track) Between the 50B Signal at Old Union Depot (MP 9.44) and the 247 switch at Old Union Depot (MP 9.40)
Track 1401	Connection track to UP Mains at St. Louis Avenue from 2195 Switch at Old Union Depot (MP 9.893) to WBCS Broadway – Hickory Route
Track 2071	From 2179 Switch at Old Union Depot (MP 9.787) to 168B Signal at Old Union Depot (MP 9.384)
Track 2075	From 2167 Switch at Old Union Depot (MP 9.487) to 168C Signal at Old Union Depot – 19 th Street Back Door Route (MP 9.399)
Track 2087	Between the 192 Signal at North Chicago Junction (MP 8.12) and the 3127 Switch at North Chicago Junction – Steel Plant Lead (MP 8.322)
Track 2088	Between 329 Switch at ATSF Junction (MP 7.774) and 3123 Switch at North Chicago Junction (MP 8.132)
Track 2089	Between 76 Signal at North Chicago Junction (MP 7.760) and 3121 Switch at North Chicago Junction (MP 8.166)
BN 1	I-670 South to 30th Street “West Track” this track becomes Track 82 going North of I-670

Track #	Location
BN 2	168B Signal at Old Union Depot (MP 9.38) to 30th St “East Track”
Hawthorne Lead	Between 1 Switch at Southwest Junction (KCS MP 5.44) and 18L Signal at Southwest Junction (KCS MP 5.493)
KCS Main	Between 4S Signal at Airline Junction (MP KCS 5.35) and 98L Signal at KCS South (KCS MP 6.25)
Mill St. Main 1	Between 145 Switch at Adams Street (MP 8.613X) and 2R Signal at Adams Street (MP 8.675X)
Mill St. Main 2	Between 145 Switch at Adams Street (MP 8.613X) and 4R Signal at Adams Street (MP 8.675X)

Designation of OTHER THAN main track is as follows:

Track #	Location
Track 27	South Exhibition Track at Union Station (Under Jurisdiction of Union Station)
Track 28	North Exhibition Track at Union Station (Under Jurisdiction of Union Station)
Track 109	Industry track off KCT Main 4 at MP 3.611
Track 243	Industry track off KCT Main 4 at MP 2.036
Track 278	North storage track by Jack Stack BBQ
Track 280	South storage track by Jack Stack BBQ
Track 360	UP Inbound Track - Kansas Ave westbound, Main 3 west of 10R Signal at Adams Street
Track 362	UP Outbound Track - 22R Signal (westbound) at Adams Street
Track 1301	Material yard track by Old Union Depot - east track, north of 50B Signal at Old Union Depot
Track 5800	Industry track to service Holmes Drywall

PERMANENT SPEED RESTRICTIONS

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

Track #	Location & MP	Speed
Main 2 & Main 3	EBCS Congo (MP 0.0) to Signals at Campbell Street (MP 6.002)	40
KCT Main 1, Main 1, & Main 4	941 Switch at Rock Creek Junction (MP 0.730) to WBCS Independence Avenue (MP 2.526) Union Pacific Connection at Rock Creek Junction	25
Main 4	WBCS Independence Avenue (MP 2.526) to Signals at Campbell Street (MP 6.002)	40
Main 1	Southwest Blvd. 573 Switch (MP 7.026) to WBCS CP 27 (MP 8.875)	30
Main 2	Signals at Campbell Street (MP 6.002) to WBCS CP 27 (MP 8.875)	30
Main 3 & Main 4	Signals at Campbell Street (MP 6.002) to BN Interlocking (MP 7.545)	30
Main 3	BN Interlocking (MP 7.545) to 457 Switch (MP 7.90)	25
Main 4	BN Interlocking (MP 7.545) to 463 Switch (MP 7.96)	25
Main 3	457 Switch (MP 7.90) to ATSF Diamond (MP 8.03)	15
Main 4	463 Switch (MP 7.96) to ATSF Diamond (MP 8.03)	15
Main 3 & Main 4	ATSF Diamond (MP 8.030) to Osage Avenue (MP 8.37X) Kansas Avenue (MP 8.60) to/from Mill Street, UP Armourdale Yard & UP 18th Street Yard	10
Tracks 27 & 28	Exhibition Tracks at Union Station	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 Junction (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 Track	25
Track 80	Between 457 Switch (MP 7.90) to 25th Street (MP 8.065)	10
Track 80	Between 25th Street (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 Running Track 5	15
Track 354	Between 1431 Switch (MP 8.36) and Kansas Avenue	10
Track 362	Between the 1423 Switch (MP 8.453) and Kansas Avenue (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 #	Location & MP	Speed
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 Avenue and 30th Street NBCS 30th Street	20
KCS Main	2W South Switch (KCS MP 5.427) to Northbound 2N Signal (KCS MP 6.154)	25
KCS Main	2N Signal (KCS MP 6.154) to Northbound 98L Signal (KCS MP 9.25)	25
Drawbridge One	Between Southbound 6S Signal (MP KCS 5.32) and 3W Switch (KCS MP 5.379)	15
Drawbridge Two	Between Southbound 2S Signal (KCS MP 5.32) and 2W South Switch (KCS MP 5.427)	15
Connection Tracks 79 & 330	Between North Chicago Junction and East end of Kaw Bridge	10

Diverging routes, all locations, entire length of train except as noted below:	15
Maximum authorized speed through turnout at East end of Main 4 (MP 1.020) (935 Switch) at Rock Creek Junction	25
Maximum authorized speed through crossovers in Independence Avenue Interlocking Plant (MP 2.850 - between mains 1, 2, & 3)	40
Maximum authorized speed through crossovers in Cleveland Avenue Interlocking Plant (MP 3.950 - between mains 2, 3, & 4)	40
Maximum authorized speed through crossovers in Grand Ave Interlocking (MP 6.250 - between mains 2, 3, & 4)	30
Maximum authorized speed through crossovers in Penn Avenue Interlocking (MP 7.00) All tracks, all routes, except Union Station tracks	30
Maximum authorized speed through crossovers at State Line Interlocking Tracks 74 & 75 (MP 7.900)	30
Maximum authorized speed through turnout in Highline Junction Interlocking Tracks 74 & 76 (MP 8.541)	30
Maximum authorized speed through crossover in Mill Street Interlocking (M.P. 9.400)	30
Maximum authorized speed through turnout at BN Interlocking 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 Interlocking Crossover from Main 4 (MP 7.86) to track 924 (MP 7.94)	25
Maximum authorized speed through crossover 445 at BN Interlocking. Crossover from Main 3 (MP 7.83) to Main 4 (7.94)	25
Maximum authorized speed through turnout at Airline Junction, turnout between Drawbridge One and Drawbridge Two	15

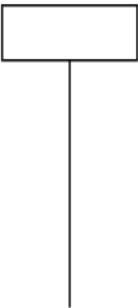
All connections between KCT tracks and tracks of other railroads except as noted below:	15
Union Pacific connection at Rock Creek Jct.	25
Connection between track 75 in the 7th St Interlocking (M.P. 9.3) and UP East Armourdale C.P. K902	30
Connection between track 75 in the Mill Street Interlocking (M.P. 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 track Main 4 Kaw Bridge to BNSF Track 5	10
Connection track 233 between UP Main 1 on UP KC Metro Coffeyville Sub to KCT Main 4 at Sheffield	10

**No Flags displayed for temporary
speed restrictions on KCT tracks.**

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



Speed Limit



Mile Post



Left Hand Signal

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 train's 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 (UP 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 (Santa Fe) Junction Running Track 5 (MP 7.76, Line Segment 4001) at ATSF (Santa Fe) Junction 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 96) and the KCT Dispatcher (Channel 60) to ensure both parties are ready.
- Trains entering UP Armourdale yard via low lines are required to contact the UP Armourdale Manager (Channel 96) prior to crossing over Kansas Ave.

Track Designations are as follows:

- The East/North track will be designated as the "UP Armourdale Inbound" KCT Track M3/360.
- The West/South track will be designated as the "UP Armourdale Outbound" KCT Track 362.

High/Wide Loads

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 that traverse KCT trackage are cleared through the BNSF Railway Clearance Department. Each road is responsible for emailing high.wide@bnsf.com prior to arrival on KCT property (preferably twelve (12) hours in advance). Please see Dimensional Shipment Authorization (Page 21).

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.

Clearance Restrictions:

- The Kansas (KAW) River Bridge will not clear men riding on sides of cars.
- Loads more than 13 ft. 6 in. must be walked across Kansas River Bridge after notifying dispatcher.

Electric Switch Locks

An electrically controlled lock that restricts the use of a hand-operated switch or derail. Permission to unlock must be obtained from KCT Traffic Control before lock is removed from the keeper, cf. GCOR 9.18. 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
19th St Yard	#1	BN 2	4001	8.177
19th St Yard	#3	BN 2	4001	8.234
19th St Yard	#5 (23rd Street Hand SW)	BN 1	4001	8.400
19th St Yard	#7	BN 1	4001	8.589
19th St Yard	#9	BN 1	4001	8.747

Trackside Warning Devices

A dragging equipment detector (DED) is installed on track 233, connection track from UP KC Metro 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 Defects”

When the DED is activated, you will hear:

“BNSF Detector MP 1.80 you have a defect...dragging equipment near axle count...”

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 use on the KCT to the GCOR

ADDITION: Adds an item(s) to an existing GCOR Rule

SUPERSEDE: Replaces existing GCOR Rule with a new rule or instructions

APPLICATION: Provides information on the meaning or interpretation of a rule on the KCT

GCOR 5.4 Flags for Temporary Track Conditions (Application)

The following rules for displaying 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 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 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 10.3 Track and Time (Addition)

Clearance points of switches (CLPT) are utilized on the Kansas City Terminal Railway.

MWOR 10.3 Track and Time (Application)

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 the switch. Limits designated by a conflicting track extend to the Clearance Point of the conflicting track. Clearance point is defined as the point in which a person, vehicle, and equipment will be foul of, or affect the movement of trains over the route available; designated by that Clearance Point and briefed with the dispatcher.

Dimensional Shipment Authorization

For dimensional shipments to travel across the KCT trackage, a minimum of 12 hours' notice and:

- Railroad handling shipment when it arrives KCT Tracks is responsible for supplying the BNSF Railroad with shipment dimensions by emailing high.wide@bnsf.com.
- BNSF is responsible for supplying the handling railroad any restrictions that apply to the shipment.
- 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 email at chief@kctrailway.com.
- KCT Chief is responsible for making sure the dispatchers have the necessary paperwork to move the shipment across the KCT tracks with appropriate routing.

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

- Railroad handling shipment when it travels on CPKC Main line is responsible in supplying the CPKC Railroad with shipment dimensions.
- CPKC Railroad is responsible for supplying the handling railroad with any restrictions that apply to the shipment.
- 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 email at chief@kctrailway.com.
- KCT Chief is responsible for making sure the dispatchers have the necessary paperwork to move the shipment across the KCT tracks with appropriate routing.

For a dimensional shipment to travel on UP Mains between Rock Creek Junction and Southwest Junction:

- Railroad handling shipment when it travels on UP Main line is responsible in supplying the UP Railroad with shipment dimensions.
- UP Railroad is responsible for supplying the handling railroad with any restrictions that apply to the shipment.
- 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 email at chief@kctrailway.com.
- KCT Chief is responsible for making sure the dispatchers have the necessary paperwork to move the shipment across the KCT tracks with appropriate routing.

KCT utilizes **route numbers** on dimensional clearance paperwork. If any portion of your train transverses over a particular route, it must be cleared for that route number.

Dimensional Shipment Routes

East/West Routes:

112: Rock Creek Junction to Independence Avenue via low lines

Route 112 consists of the following trackage in KCT Line Segment 1001

- River Main between BNSF CP Congo (MP 0.0) and Rock Creek Junction (MP 0.7)
- KCT Main 1 & Main 4 between Rock Creek Junction (MP 0.7) to Independence 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 KC Metro Coffeyville Sub

113: BNSF CP Congo to Independence Avenue via Sheffield Flyover

Route 113 consists of the following trackage in KCT Line Segment 1001

- Main 2 & Main 3 between BNSF CP Congo (MP 0.0) and Independence Avenue (MP 2.5)

117: Independence Avenue to ATSF (Santa Fe) Junction

Route 117 consists of the following trackage in KCT Line Segment 1001

- Main(s) 2, 3, and 4 between Independence Avenue (MP 2.5) and Kaw Bridge (MP 8.1) and connection tracks:
 - Track(s) 293, 309 & 311 – Connections to BNSF Ft. Scott Subdivision
 - Track(s) 924 & 926 – Connection to BNSF Argentine yard via KCT low lines

1512: ATSF (Santa Fe) Junction to UP Armourdale Yard or KCT Mill Street Yard

Route 1512 consists of the following trackage in KCT Line Segment 1001

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

1513: Penn Ave to CP 27 via Argentine Skyway

Route 1513 consists of the following trackage in KCT Line Segment 2001

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

1514: Penn Ave to Terminal Junction via KCT Highline

Route 1514 consists of the following trackage in KCT Line Segment 3001

- Track(s) 74, 75, and 76 between Penn Ave and Terminal Junction and connection tracks:
 - Track 213 – Connection to UP Armourdale Yard tracks 210-213
 - Track 214 – Connection to UP Armourdale Yard tracks 214-217
 - Track 295 – Connection to BNSF Fort Scott Subdivision

1522: Adams St to Kansas Ave track 354

Route 1522 consists of the following trackage in KCT Line Segment 7001

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

Dimensional Shipment Routes

Noth/South Routes:

120: ATSF (Santa Fe) Junction to I-670

Route 120 consists of the following trackage in KCT Line Segment 4001

- Track(s) 79, 80, 81, 330, 2088, 2089, AT2, AT3 & AT4 and connection track:
- Track 333 – Connection track from BNSF Running Track 5 to Kaw Bridge

1510: I-670 to Gooseneck

Route 1510 consists of the following trackage in KCT Line Segment 4001

- Track(s) 79, 80, 81 & 82 and connection track:
- Track 1401 – Connection track from Gooseneck to UP Mains via Hickory

1511: Penn Avenue to St. Louis Avenue

Route 1511 consists of the following trackage in KCT Line Segment 6001

- Track 70 (KCT Bluff Track)

1520: 25th Street to 30th Street

Route 1520 consists of the following trackage in KCT Line Segment 5001

- Track(s) BN One (1) and BN Two (2)

1521: 25th St to UP St. Louis Ave

Route 1521 consists of the following trackage in KCT Line Segment 4001

- Track(s) BN One (1) and BN Two (2) through 19th St Yard area

CPKC Dimensional Desk is responsible for clearing trains between Airline Junction and CPKC/KCT Diamonds. Email CPKC_Clearances_Calgary@cpkcr.com with all pertinent information.

UP Dimensional Desk is responsible for clearing trains between Rock Creek Junction and Southwest Junction. Email clearances@up.com with all pertinent information.

Movements via Hannibal Bridge will need the following routes cleared

If going to BNSF Argentine Yard:	1510 & 120
If going to UP Armourdale or Mill Street Yard:	1510, 120, & 1512
If going to UP 18th Street Yard via track 354:	1510, 120, 1512, & 1522
If going to UP 18th Street Yard via Hickory:	1510
If going to BNSF Marceline Sub, CPKC, UP Coffeyville Sub:	1510, 120, 117 & 113
If going to BNSF Fort Scott Sub:	1510, 1520, & 1521

Movements via BNSF Marceline Subdivision will need the following routes cleared

If going to BNSF Argentine Yard via low lines:	112, 113, & 117
If going to BNSF Argentine Yard via Skyway:	112, 113, 117, & 1513
If going to BNSF Fort Scott Sub:	112, 113, 117, & 1520
If going to BNSF Murray Yard or UP Neff Yard via incline:	112, 113, 117, 120, & 1510
If going to UP Armourdale Yard or KCT Mill Street Yard:	112, 113, 117, & 1512
If going to UP Kansas Sub or Track 76 via KCT Highline:	112, 113, 117, & 1514

Movements traversing Airline Junction will need clearance from the CPKC dimensional shipment desk in addition to the above KCT route codes.

CPKC Dimensional Desk is responsible for clearing trains between Airline Junction and CPKC/KCT Diamonds. Email [CPKC Clearances Calgary@cpkcr.com](mailto:CPKC_Clearances_Calgary@cpkcr.com) with all pertinent information.

Movements traversing Rock Creek Junction (UP-River Main, UP Sedalia Sub, or CPKC Mexico Sub) going to UP Neff Yard via Southwest Junction, CPKC Knoche Yard, CPKC Blue Valley will need clearances from UP dimensional shipment desk in addition to above KCT routes.

UP Dimensional Desk is responsible for clearing trains between Rock Creek Junction and Southwest Junction. Email clearances@up.com with all pertinent information.

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.

- **Lunar signals** are not utilized on the Kansas City Terminal Railway
- **Pot signals** are utilized on the Kansas City Terminal Railway
- **Left-hand signals** are utilized on the Kansas City Terminal Railway

PTC INFORMATION

Unusual Conditions

Any train experiencing a PTC Enforced Braking Event which results in an occupied locomotive stopping in a tunnel or other enclosed structure, in addition to current instructions, immediately place Enforcement Cut Out Switches located in the nose of the locomotive to the Cut Out position. If operating conditions allow, recover brake pipe and exit the location. Notify Train Dispatcher and contact respective railroads PTC Desk immediately and be governed by their instructions.

Electronic Delivery of Information

PTC initialized trains may receive the following electronically delivered directives:

- Form A track bulletins
- Form B track bulletins
- Crossing warning notifications
- Track warrants

Train crews are responsible for complying with electronically delivered directives when:

- Notified by the prompt on the PTC display,
- Contacted by the train dispatcher confirming receipt of the directive, or
- Directives(s) remain viewable on the PTC display.

When crew members responsible for complying with electronically delivered directives are not in the controlling locomotive (such as train service employees in passenger service), the engineer will communicate to those crew members the contents of new directives as soon as practical after the prompt is received and prior to reaching the directive location.

When any restriction is voided in the system by the train dispatcher, it will no longer be visible on the bulletins list and the train crew may consider the restriction no longer in effect. Electronically delivered Form Bs are not permitted in Yard Limits or Restricted Limits.

Procedure for Loss of Electronically Delivered Information:

If PTC status changes to a condition where directives are no longer viewable on the PTC display:

- Stop train consistent with good train handling procedures
- Contact the train dispatcher to confirm receipt of all directives:
 - Form B track bulletins
 - Form A track bulletins
 - Form F track bulletins
 - Form O track bulletins
 - Form X track bulletins

Restrictions

Train crews may not always receive "delivery prompts" for restrictions. It may be necessary to select "view bulletins" on the PTC display to locate the restriction being confirmed. Because PTC is in a disengaged state, these will not be enforced by PTC.

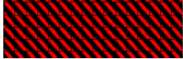
The train dispatcher will contact the train crew and state the restriction number or milepost(s) that restriction applies to. The train crew will confirm receipt of the restriction to the train dispatcher by stating the restriction number (where applicable), milepost(s), speed (where applicable) and track on which the directive applies. The train dispatcher will confirm information repeated is correct.

Example:

Train dispatcher states: *"WAMX 6032 East, did you receive Form A track bulletin 1355 on your PTC display?"*

Train crew responds: *"WAMX 6032 East, yes, we did receive form A track bulletin 1355 from MP 6.0 to MP 6.5, 10 MPH on main 3".*

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			

Abbreviations

The following terms are commonly used in the application of this Timetable and Special Instructions.

Term	Definition
ATSF	Santa Fe Junction
BNSF	Burlington Northern Sante Fe
CLPT	Clearance Point
CP	Control Point
CPKC	Canadian Pacific Kansas City
CTC	Centralized Traffic Control
DED	Dragging Equipment Detector
DOB	Daily Operating Bulletin
EBCS	Eastbound Controlled Signal
Jct	Junction
KCT	Kansas City Terminal (Railway)
KCTL	Kansas City Terminal switching operations handled by Kaw River railroad (Watco)
LS	Line Segment
MP	Milepost
MW	Maintenance of Way
OOS	Out of Service
PTC	Positive Train Control
Sub	Subdivision
UP / UPRR	Union Pacific
WBCS	Westbound Controlled Signal

Reference Information

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

FEET	TENTHS OF A MILE
528	.1
1056	.2
1584	.3
2112	.4
2640	.5
3168	.6
3696	.7
4224	.8
4752	.9

GCOR/MWOR 4.3 Timetable Characters

A	Automatic Interlocking
B	General orders, notices, and circulars
C	Radio Communication
g	Gate, normal position against conflicting route
G	Gate, normal position against this subdivision
J	Junction
M	Manual Interlocking
P	Telephone
R	Restricted Limits
S	Railroad crossing protected by permanent stop sign
T	Turning facility
U	Railroad crossing not protected by signals or gates
X	Crossover
X(2)	Multiple crossovers
Y	Yard Limits

TERMSDXO

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

Remember “TERMSDXO” while performing shoving movements

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

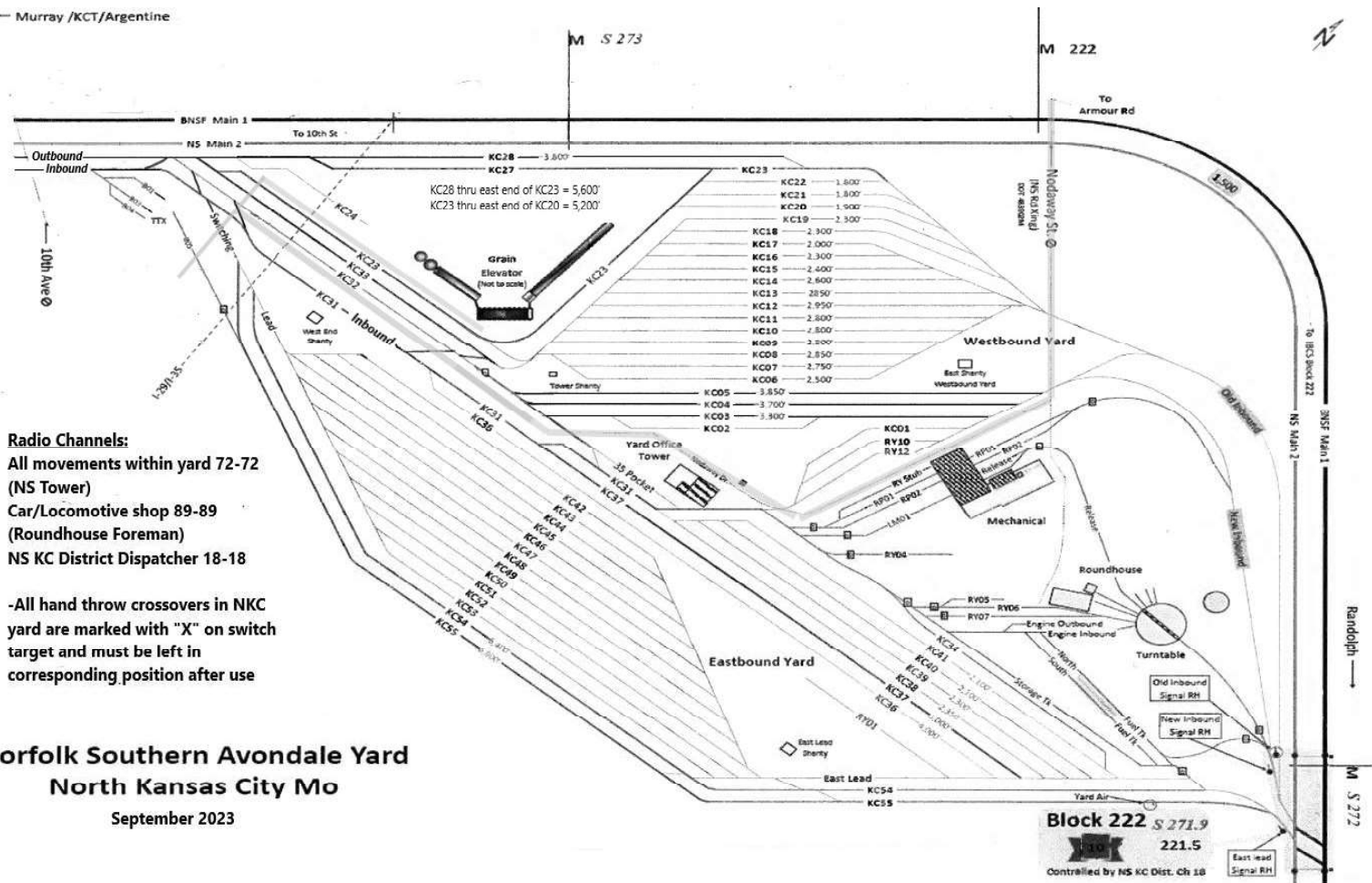
WATCO Companies, LLC., team members will operate all train and engine movements for the KCTL and will be governed by the General Code of Operating Rules, as well as all WATCO Companies, LLC. policies in effect at the time.



← Murray /KCT/Argentine

M S 273

M 222



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	10	10	10
Voltz Mixing Center, West Lead 3 from Granger West to West Lead 2	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 Trackage 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
ROUNDHOUSE	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 CETNTER	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 CLEAREANCE 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 RESON INCLUDING:

1. ENGINEERING DEPARTMENT EMPLOYEES TO PERFORM WORK UNDER ROADWAY WORKER PROTECTION
2. MECHANICAL DEPARTMENT EMPLOYEESTO PREFORM 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.



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.

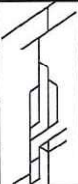
- K277 Rock Creek Jct.;
- V280 Sheffield.

SIGNATURE : COLEMAN S. BELL

**SIGNATURE TITLE : GENERAL
MANAGER**

[Back to View Timetables](#)

KC METRO SUBDIVISION (0092)

		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.	X(M)	MX276		
A277.1				(1.0)				
A277.8 A278.0				SOUTHWEST JCT.		MX277		
				(1.2)	(X)KCS(M)			
A279.0		YARD		NEFF YARD	BT	MX283	YARD	
				(2.7)				
A281.7		CTC 2MT	M281	LYDIA AVE.	X	MX283L		
A281.9				(0.2)				
A282.1				M282	TROOST AVE.	X	O 002	
A282.3				(0.4)	(X)KCS(M)			
A282.8 A283.0 =284.7		CTC	K283	ASB JCT. MT 4				
				(0.5)				
			K284	BROADWAY	X	O 003		
(5.6)								
KC METRO - KANSAS (0093)								
282.8 283.0 =0.0 0.2 0.7 1.1 1.4 1.6 1.8 2.0 2.1 2.4 3.0 3.3 3.6 3.8 5.1 6.1 6.5		CTC 2MT	K284	BROADWAY	X	O 003		
			(0.9)					
			K901	ST. LOUIS AVE. MT 2				
			(0.4)					
			K001	HICKORY ST. MT 1		KX001		
			(0.3)					
			K002	KAW TOWER	X		YARD	
			(1.6)					
			K802	CP K802 MT 1				
			K003	TERMINAL JCT.	X	KX004	YARD	
			(0.6)					
			K004	18TH STREET	XB	KX005	YARD	
			(1.5)					
			K005	KAW JCT.			YARD	
			(1.0)					
			K006	WEST YARD	X	KX006	YARD	
(6.5)								
KC METRO - KANSAS (0093) A'DALE TRACKS 210-213								
2.9 3.0 4.7 5.1		CTC		TO KCT (HIGHLINE)				
				(0.1)				
			K903	CP K903			YARD	
			(1.7)					
		K905	CP K905			YARD		
		(0.4)						
		K005	KAW JCT.			YARD		
KC METRO - KANSAS (0093) A'DALE TRACKS 214-217								
2.6 2.7 4.5 5.1		CTC		TO KCT (HIGHLINE)				
				(0.1)				
			K902	CP K902			YARD	
			(1.8)					
		K904	CP K904			YARD		
		(0.6)						
		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.	X(M)	MX276		
277.1				(0.4)				
277.2				SHEEP JUMP (1.5)	O 000			
278.7			K279	MANCHESTER	X			
279.0		(0.3)						
279.0		CTC 2MT		NEFF YARD (2.6)	BT	MX283	YARD	
281.6			K281	KCT TROOST	X			
281.8				(0.7)				
282.3			K283	ASB JCT. MT 1 (0.5)				
282.8				K284	BROADWAY	X	O 003	
283.0 =0.0 0.2								
(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	EDGEWATER (0.8)	O 005	3990	
286.6 286.4				K287	MINNESOTA AVE. (1.8)	O 004		
284.8				K284	BROADWAY	X	O 003	
284.7 =A283.0 A282.8								
(6.1)								
KC METRO - BIG MARY (0096)								
286.5 =10.8		CTC	K287	MINNESOTA AVE. (0.5)		O 004		
10.3 =2.9				K009	N. CYPRESS JCT. (1.1)		MX285	
1.8			K002	KAW TOWER (0.5)	X		YARD	
1.3				KAW BRIDGE (0.2)		MX284	YARD	
1.1			K001	HICKORY STREET		KX001		
(1.7)								
KC METRO - COFFEYVILLE (0095)								
279.1 =B278.8 B279.0 B279.2		CTC 2MT	K279	MANCHESTER	X			
B280.1				(1.3)				
B280.4 B280.6			V279	BIG BLUE MT 2 (0.3)				
B281.4				V280	SHEFFIELD (1.0)	X (X)KCT(M)	MX278	
B283.9			V281	12TH STREET (2.5)	X			
B284.6 284.7				V284	35TH STREET MT 2 (0.7)			
			V285	LEEDS JCT.		MX291		
(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	25
(Except as Below)	
Between Mileposts	
KC METRO - KANSAS	
MP 0.0 and MP 6.5	40
(Except as Below)	
0.0 and 0.2	25
Between Mileposts	
KC METRO - SHEEP JUMP	
MP 276.8 and MP 283.0	40
(Except as Below)	
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	50
(Except as Below)	
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	30
(Except as Below)	
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	40
(Except as Below)	
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 (Matoon 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 ____.
5. The hump conductor 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 Troost: MT 1 and Highline.

North Cypress Jct.: MT 3 (Big Mary)

KCT Track 76.

10th Street: East and West Sidings and Main.

Matoon 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.

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.

KC METRO SUBDIVISION (0092)

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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 K005 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.

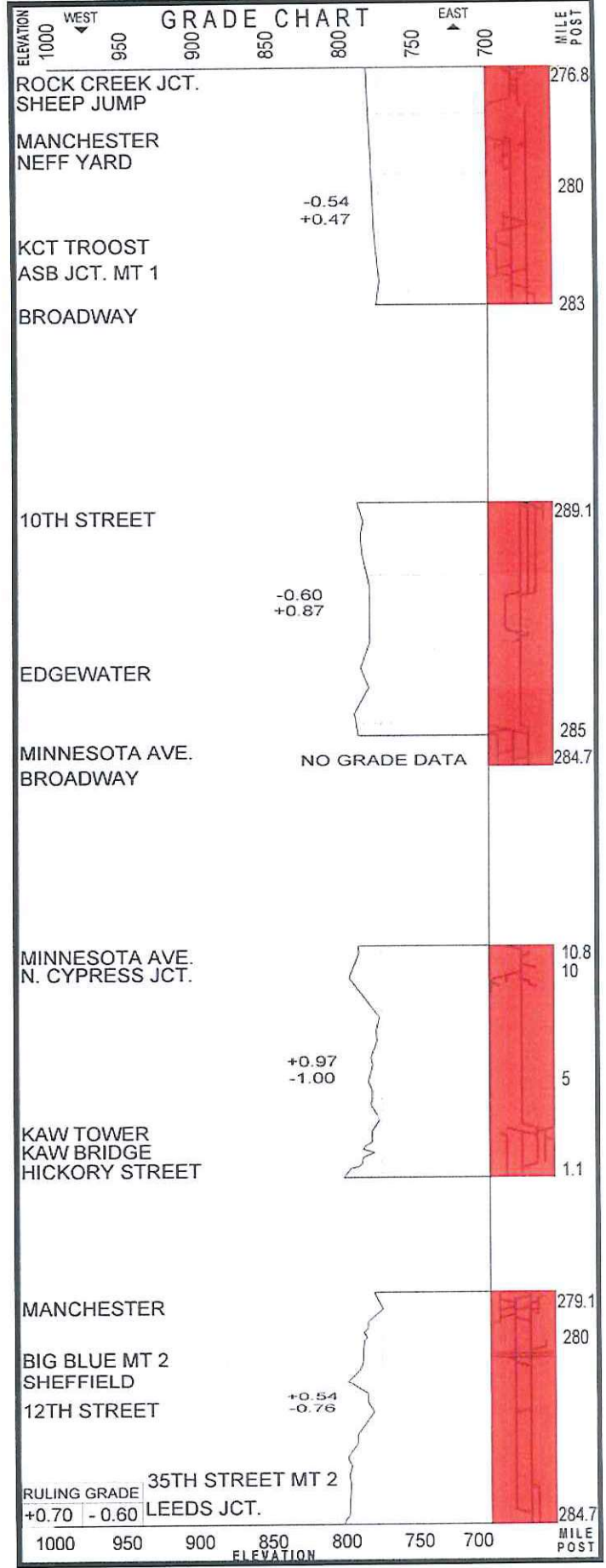
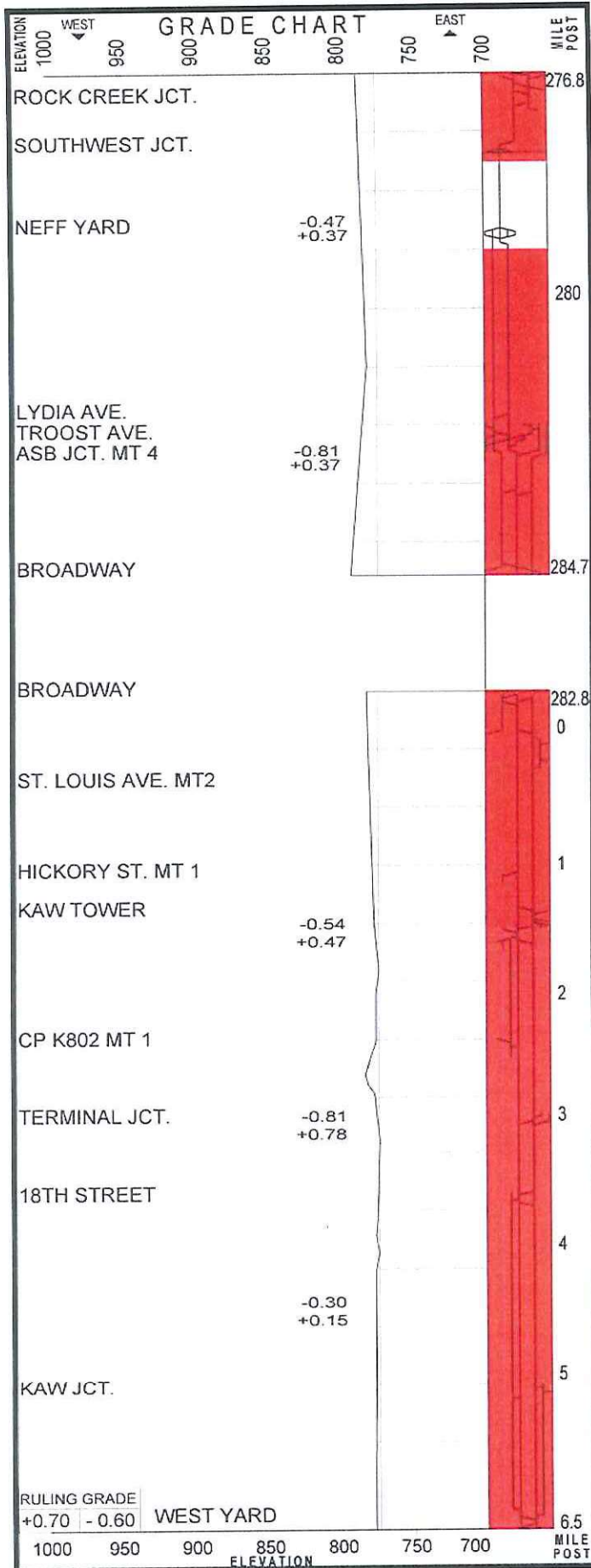
- K277 Rock Creek Jct.;
- V280 Sheffield.

Dispatcher Phone Number:

Dispatcher 383 (*53): (800) 433-8043

KC METRO SUBDIVISION (0092)

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18th Street & Armourdale Yard Map

8

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-UPRR COP (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 his 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/W Building

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

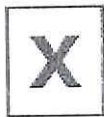
SIGNATURE : Coleman S. Bell

SIGNATURE TITLE : General Manager

 Rule Details

System Special Instructions

Item 22 - Roadway Signs



FOR CROSSINGS* | TUNNELS, ETC.

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.

* If a number sign is attached to the crossing sign, it shows the number of crossings for which the whistle signal is required.



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.



DERAIL SIGN

*Also used to designate runaway track locations.



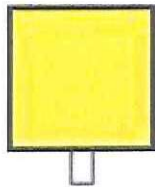
PORTABLE DERAIL SIGN



YELLOW-RED FLAG
PROTECTING MEN
OR EQUIPMENT



RED FLAG



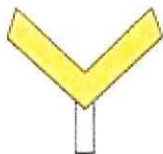
YELLOW FLAG



GREEN FLAG



STOP SIGNS



YARD LIMIT SIGN



RESTRICTED LIMIT
SIGNS

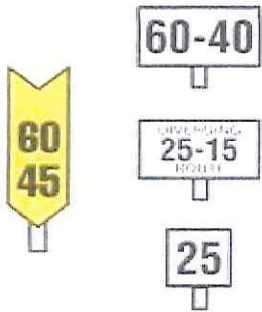
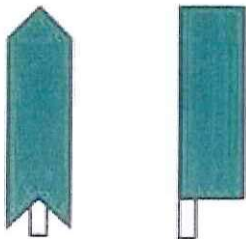
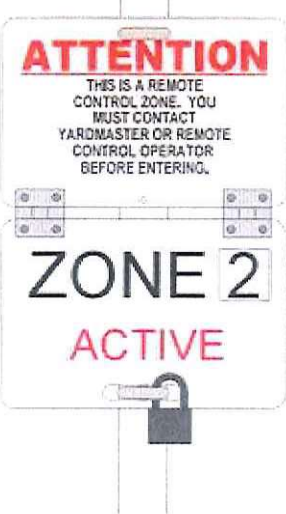
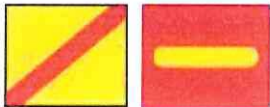
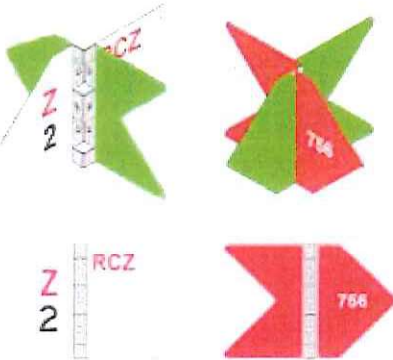
HIGH THREAT URBAN
AREA (HTUA) SIGNS



BEGIN
HTUA



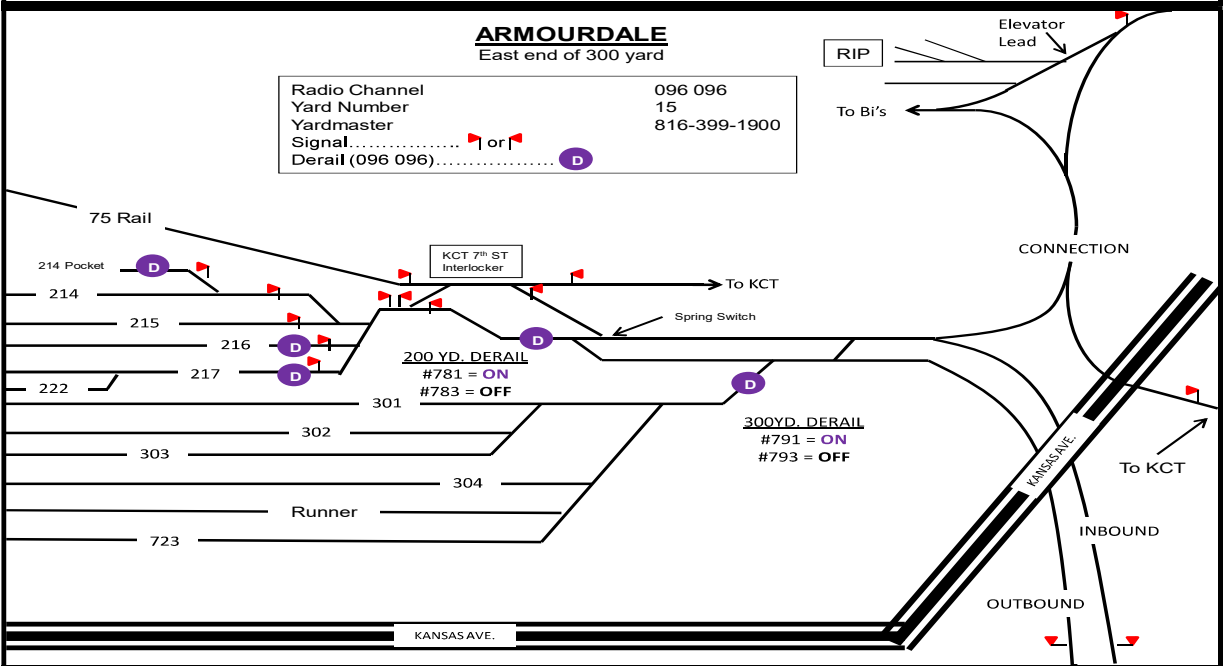
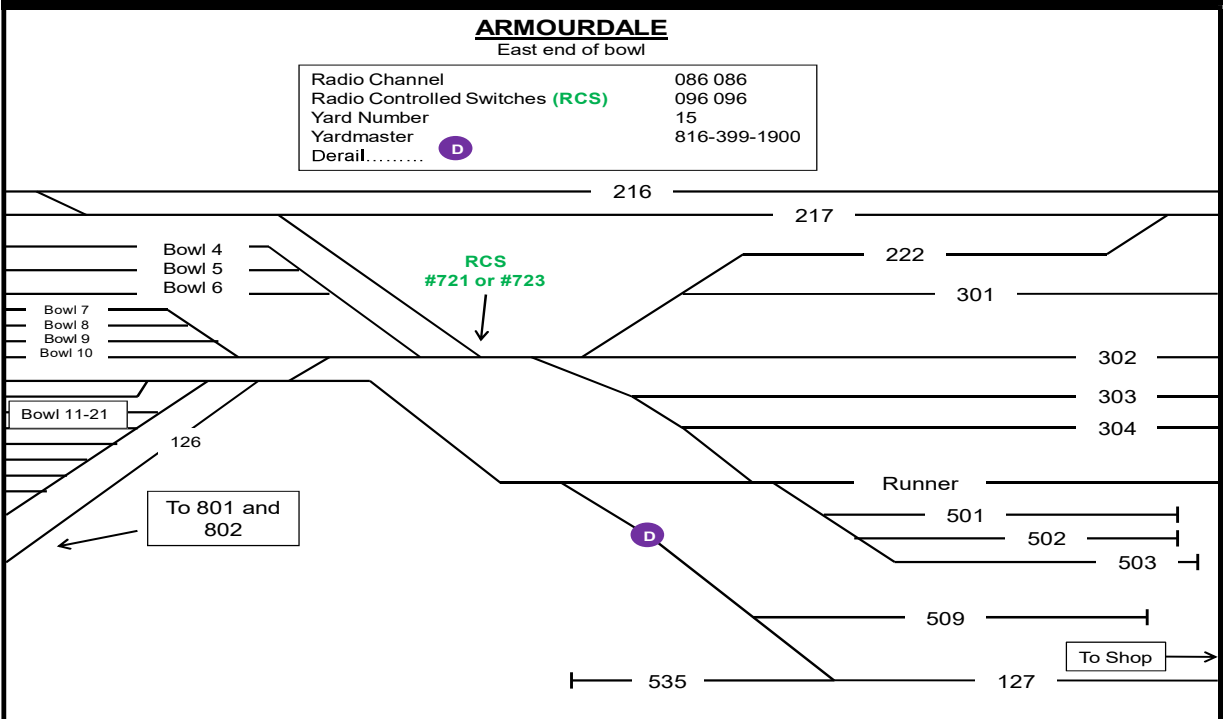
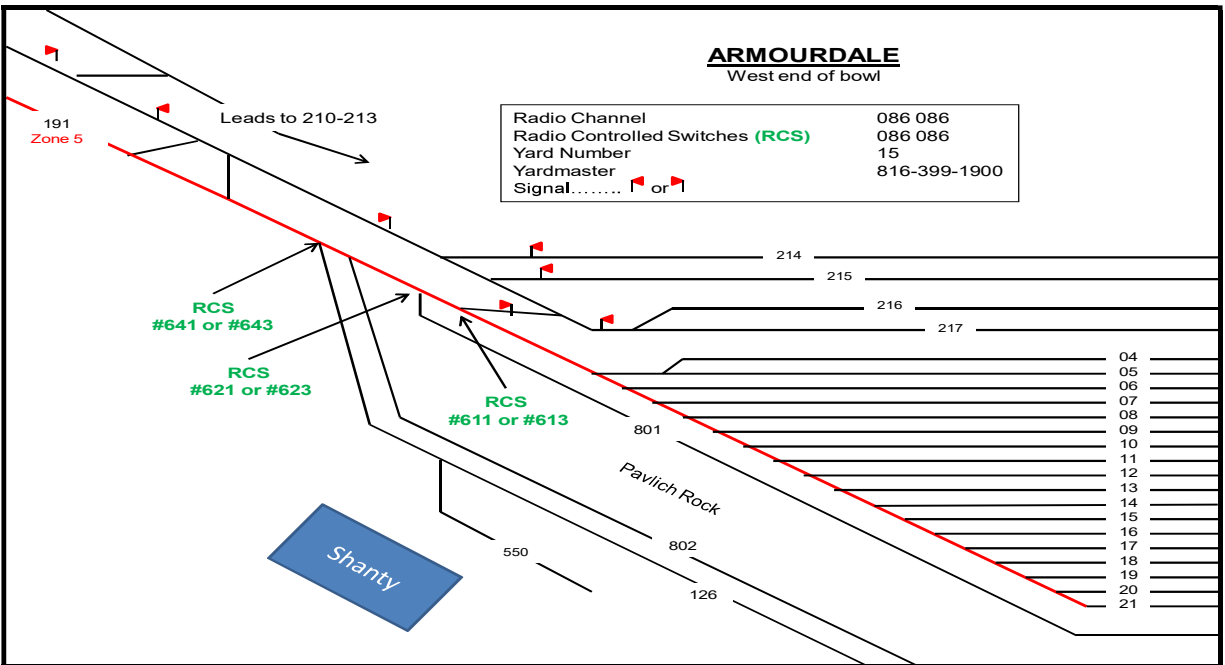
END
HTUA

 PERMANENT SPEED RESTRICTION SIGN	 PERMANENT RESUME SPEED SIGN	 CROSSING WARNING DEVICE MALFUNCTION Stop at the sign. Rule 6.32.2 Application.
 REMOTE CONTROL ZONE SIGNS		 END OF TRACK SIGN  SWITCH FLAGS Simulate a Switch or Derailed Improperly Lined
 REMOTE CONTROL SWITCH TARGET	 HAND OPERATED CROSSOVER SWITCH TARGET	 FOG BOARD Placed approximately 1,000 feet in advance of absolute signals on select subdivisions.

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 Tonnages: 7000 tons per 4 axle braking and 9500 tons per 6 axle braking locomotive.

Entry speed: 10 MPH.

Track	Minimum # of Handbrakes
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214-217	4 HANDBRAKES EAST END
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301-304	4 HANDBRAKES EAST END
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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:

	<u>Normal</u>	<u>Reverse</u>
#2 Switch	#721	#723

Armourdale Yard, West Bowl, Chan 086-086:

	<u>Normal</u>	<u>Reverse</u>
#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 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 derauling 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.

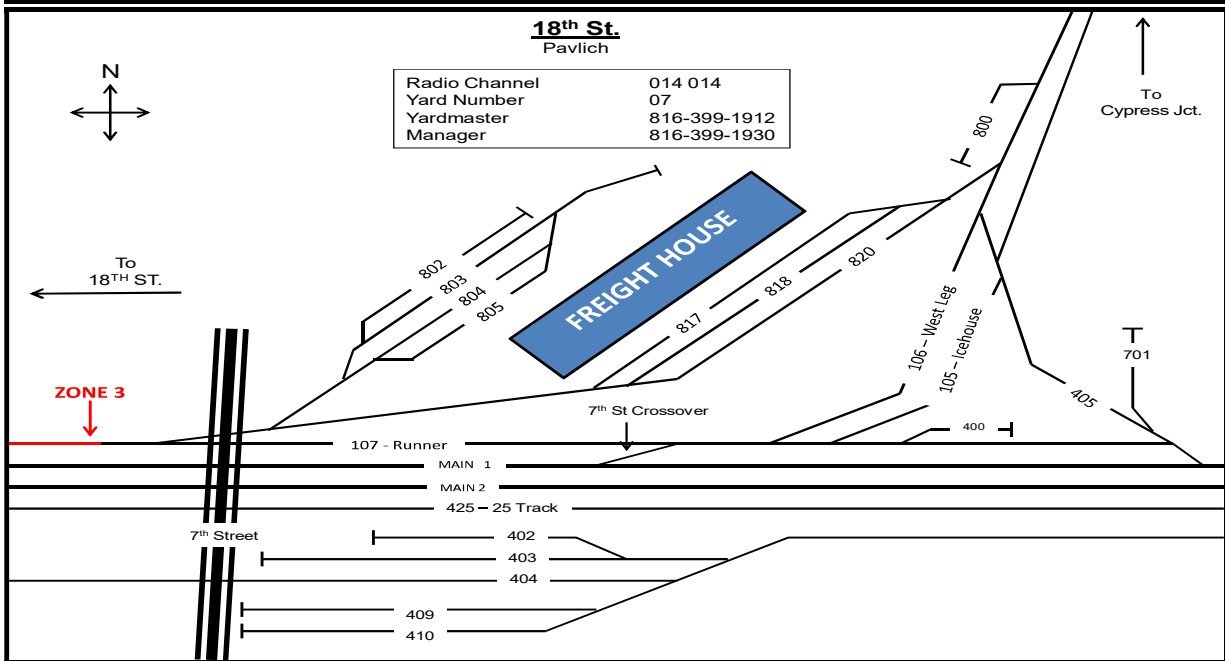
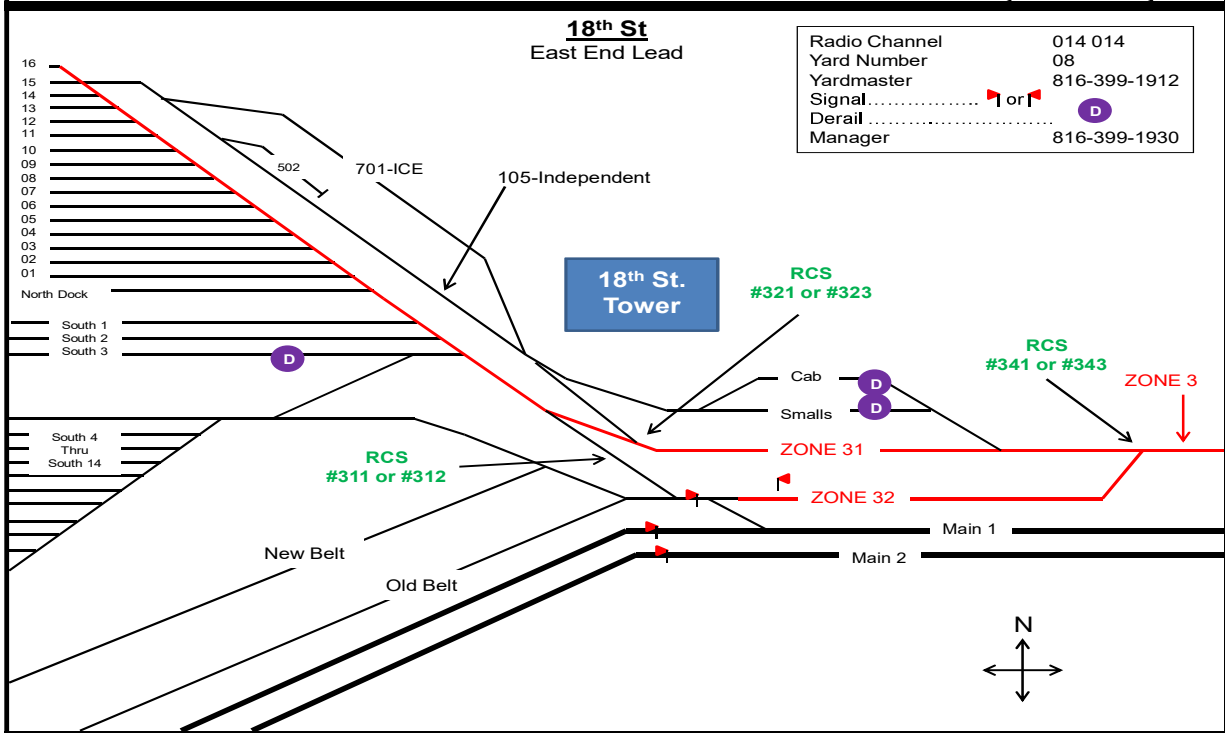
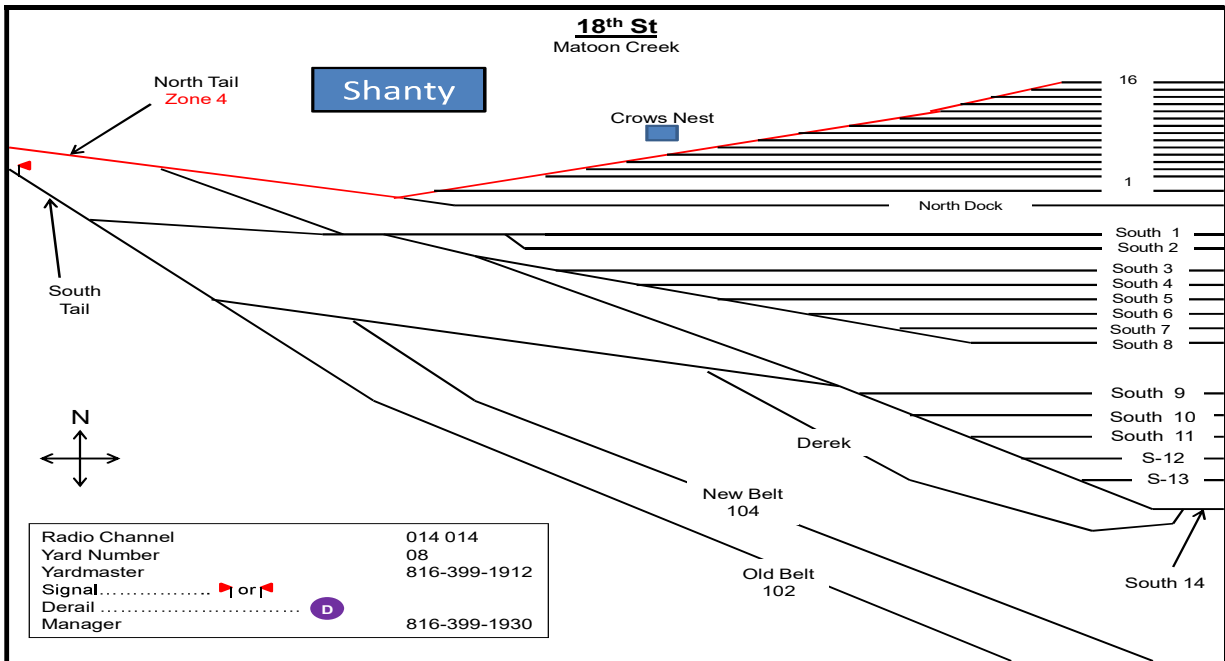
Trains entering Armourdale yard via lowlines are required to contact the UP

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

18th ST Yard

This job aid is only to be used as a reference. All Union Pacific rules apply.

09/20/2017

Radio Controlled Switches

18th Street Yard, Channel 014-014:

	Normal	Reverse
#1 Crossover	#311	#313
#2 Switch	#321	#323
#3 Switch	#331	#333
#4 Switch	#341	#343

New Locomotive Servicing Facilities

The following areas are now "DESIGNATED LOCOMOTIVE SERVICING FACILITIES", and are protected by blue flags and derails. Maximum Authorized Speed = 5 MPH:
Track 500 (Cab Track)
Track 501 (The Smalls)
Track 503 (Derrick Track)

Track Minimum # of Handbrakes

ALL EAST END BOWL TRACKS	2
204 – 214	1
NORTH DOCK (110) - NORTH 4	2

All departure tracks require one hand brake on head end of train. If you are unsure of the outbound direction, please contact the yardmaster on 014-014.

Zone Information

18th Street Yard: Yard supervisor: 18th St. Yardmaster. (816) 399-1912

Zone 4: The west end 18th St. Yard (MATOON CREEK) north switching lead track 16 switch westward to track 110 westward to the derail at the west end of the lead.

Pull back tonnage: 7000 tons per 4 axle braking Locomotive and 9900 tons per 6 axle braking Locomotive.

Entry speed: 10 MPH.

Zone 3: Running track (track 107) from and including the No.4 (divide) switch eastward to the Track 29 (Pavlich Lead) switch.

Pull back tonnage: 7000 tons per 4 axle braking Locomotive or 9500 tons per 6 axle braking Locomotive.

Entry speed of 10 MPH.

Zone 31: From the trailing clearance point of the east end of North Yard #16 switch eastward down the lead to North running track (track 107) to the clearance point of the No.4 (divide) switch.

Pull back tonnage: 7000 tons per 4 axle braking Locomotive or 9500 tons per 6 axle braking Locomotive.

Entry speed of 10 MPH.

Zone 32: South running track (track 102) from the east end of CP K004 eastward to the clearance point of the No.4 (divide) switch.

There is no PSP in Zone 32, must be used in conjunction with Zone 3.

18th Street Shoving Instructions

Crews must know total tonnage of cars being handled before making shoving movements into the departure tracks. Ascertain this information from the Yardmaster.

18th Street Requirements for All Crews

ALL CREWS, INCLUDING INBOUND TRAINS

1. All crews will work on channel 014-014, unless otherwise instructed, to ensure proper communication with team members working the yard. Yardmaster will give specific routing instruction to all road trains including doubling in and doubling out e.g. "south tail runner".
2. 18th St. yardmaster PH. 816-399-1912. Yardmaster will instruct all jobs to contact east end switch crew, prior to occupying east lead.
3. Manager on duty PH. 816-399-1930 Cell PH. 816-365-3701
4. Call yardmaster 10 minutes after being on duty, run /tr g 2 and get lists.
5. Do job briefing with yardmaster.
6. All loaded auto racks will be shoved to a rest.
7. Get blocks on tracks you need to couple.
8. Leave bowl tracks with two handbrakes on East end.
9. When building trains ensure lists are correct and if a discrepancy is found communicate it with the yardmaster.
10. Ensure you shove the trains to air or power, when applicable.
11. Please comply with all rules and work safe and efficient to serve our customers.

Rule 7.7 Locations Where Kicking Cars is Permitted on KCSU

18th Street Yard - West Lead by Matoon Creek Shanty, tracks 1 - 16, and 110. East Lead by the Tower, tracks 1 - 16, and 110.

Track 214 Switch Requirements

At 18th street yard, the east end of the derrick track (switch located within 214 track) must always be lined for 214 track, unless switch is in use.

Matoon Creek Process

1. Call yardmaster 10 minutes after being on duty, run /tr g 2 and get lists.
2. Do job briefing with yardmaster.
3. All loaded auto racks will be shoved to a rest.
4. Ensure you have room in tracks from list.
5. Figure out cut to pull, approximately 2215 feet can be pulled out at a time.
6. Get cars, release handbrakes, pitch to foreman, and make sure you leave a minimum of one handbrake on the cars left in the track. Protect your point, ensure what tracks you have blocks on, pull up and start switching.
7. Open all knuckles on the east end of the cars with long Draw bars and ensure that all draw bars are properly aligned.
8. Only 1 car can be kicked into bowl track 16 at a time.
9. Tracks 1-16 need to have two handbrakes on the East End of the track, spotted approximately 3 car lengths west of the clearance marks on the east end.
10. No pin pulling between the Jersey barrier on the north side of the lead by the release point sign and the road crossing.
11. No more than two loads kicked at a time, if you have a car/cuts of cars going into a track, pull the pin on the switch in advance of the destination track Example: Car going into 6, pull the pin between 3 and 4 switches. When switching a cut of more than 5 cars into tracks north 3 through and including north 16, this cut must be shoved east of the Matoon Creek road crossing, then released into the destination track.
12. While operating switches at Matoon Creek inside the crows nest, do not line a switch if there is an occupancy on the board directly east of the switch you are intending to throw.
13. If you have to shove a track, get a block from the yardmaster on that track, and protect your shove.
14. Don't step on switch boxes

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.

Yarding/Departing/Switching Instructions

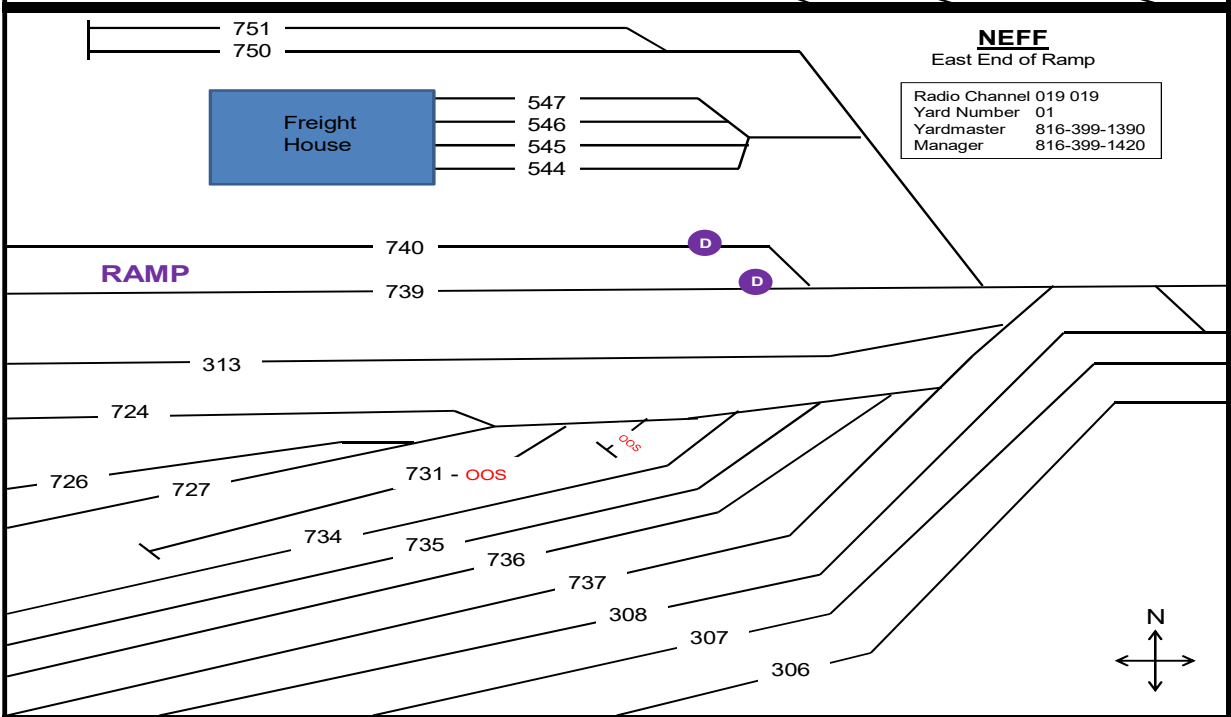
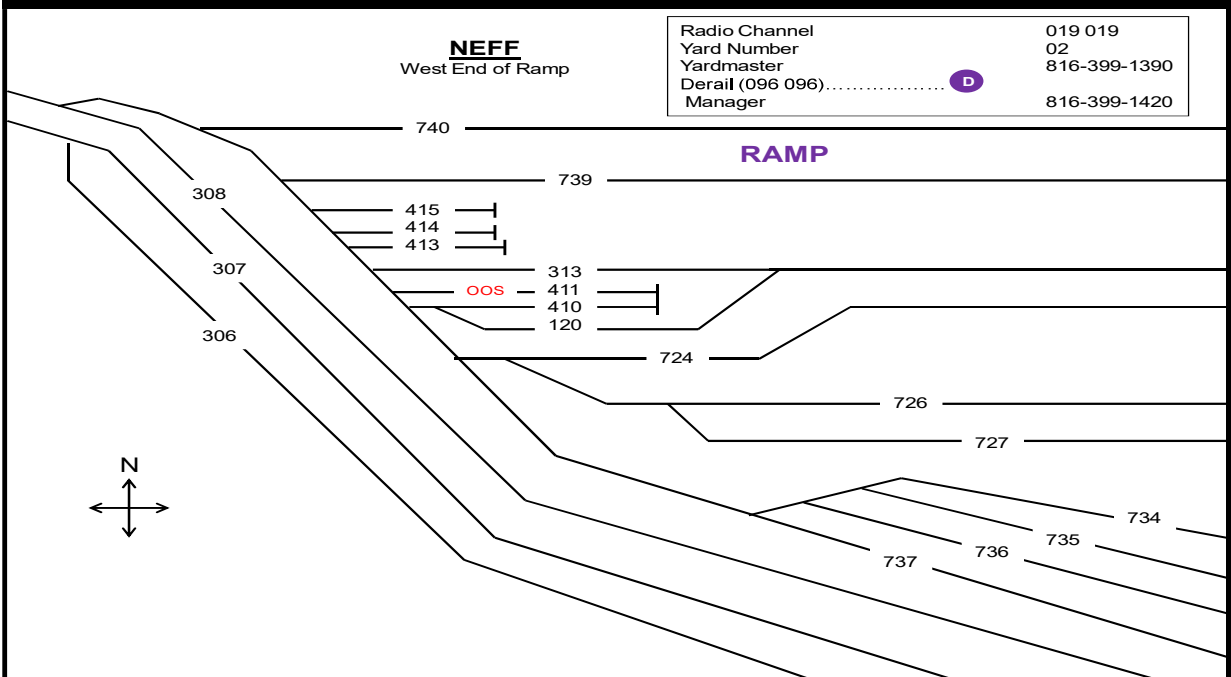
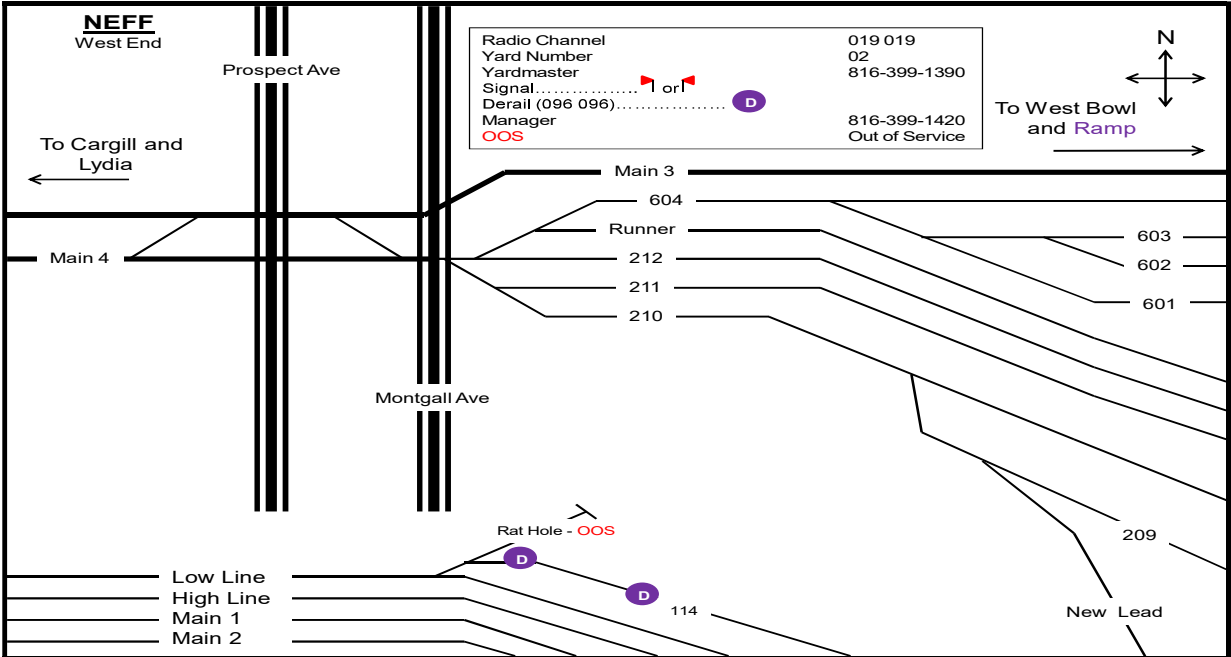
All yarding/departing instructions given by Yardmasters will include, at a minimum, the following information:

A) Any active zone that will affect the movement of the crew.

B) Job ID the crew must contact.

C) Lead/Tracks being used to yard the train including the lead/tracks used for headroom if needed.

D) Crew will repeat these instructions to the YDM issuing them for accuracy.





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.
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 tracks 601 and 603, or north 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.

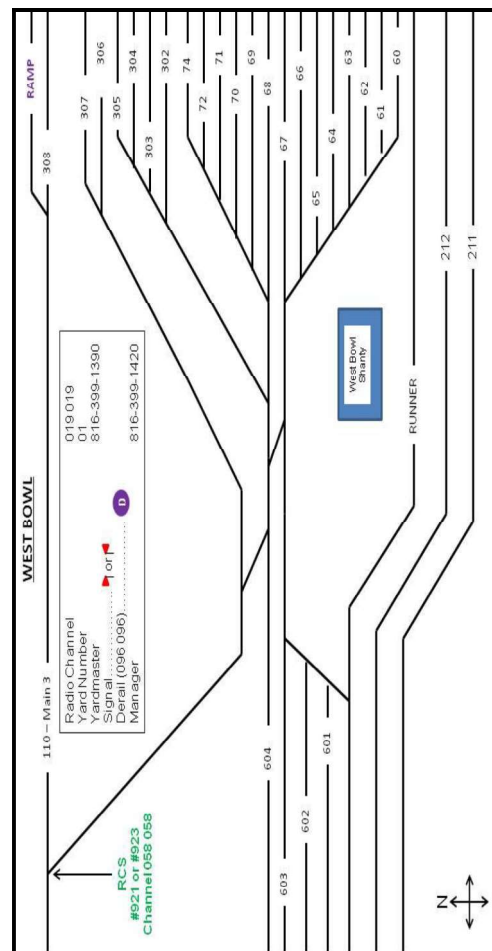
81.5.1: Crossing Through Standing Equipment

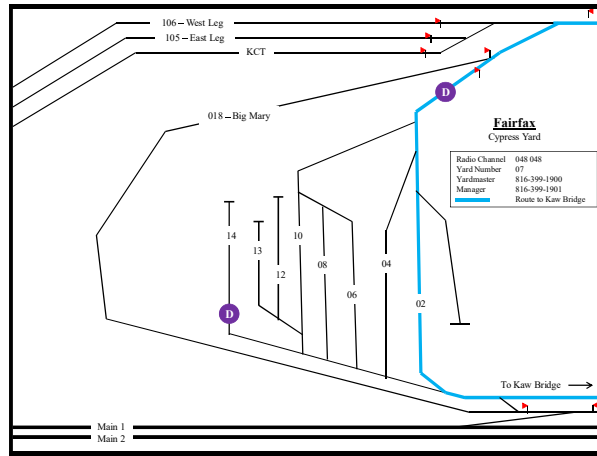
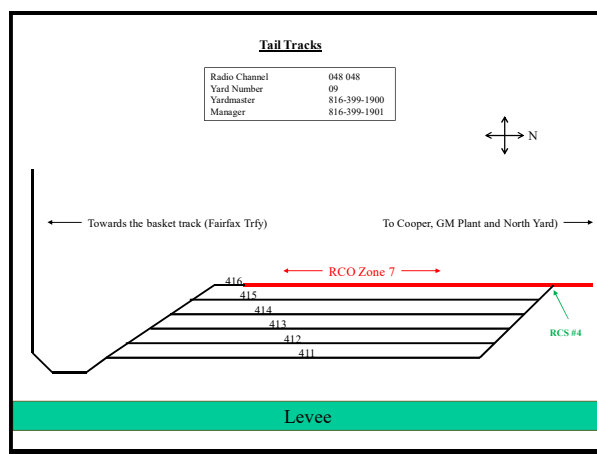
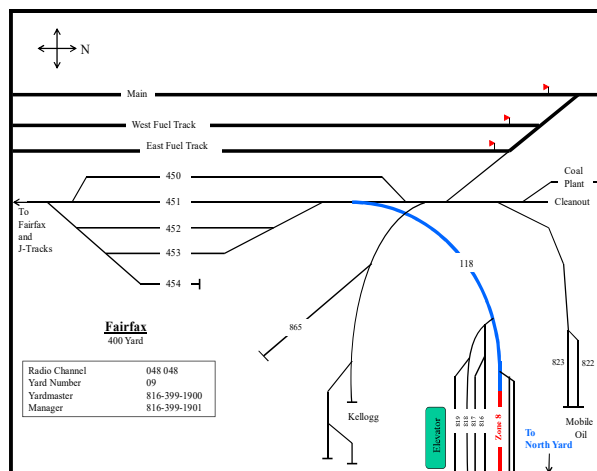
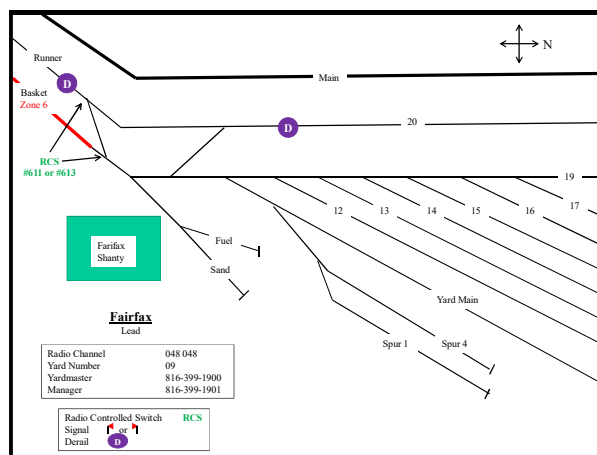
When duties require crossing through a standing train or cut of cars, proper protection against movement must be provided and employees must:

- 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>
#1 Crossover	#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.

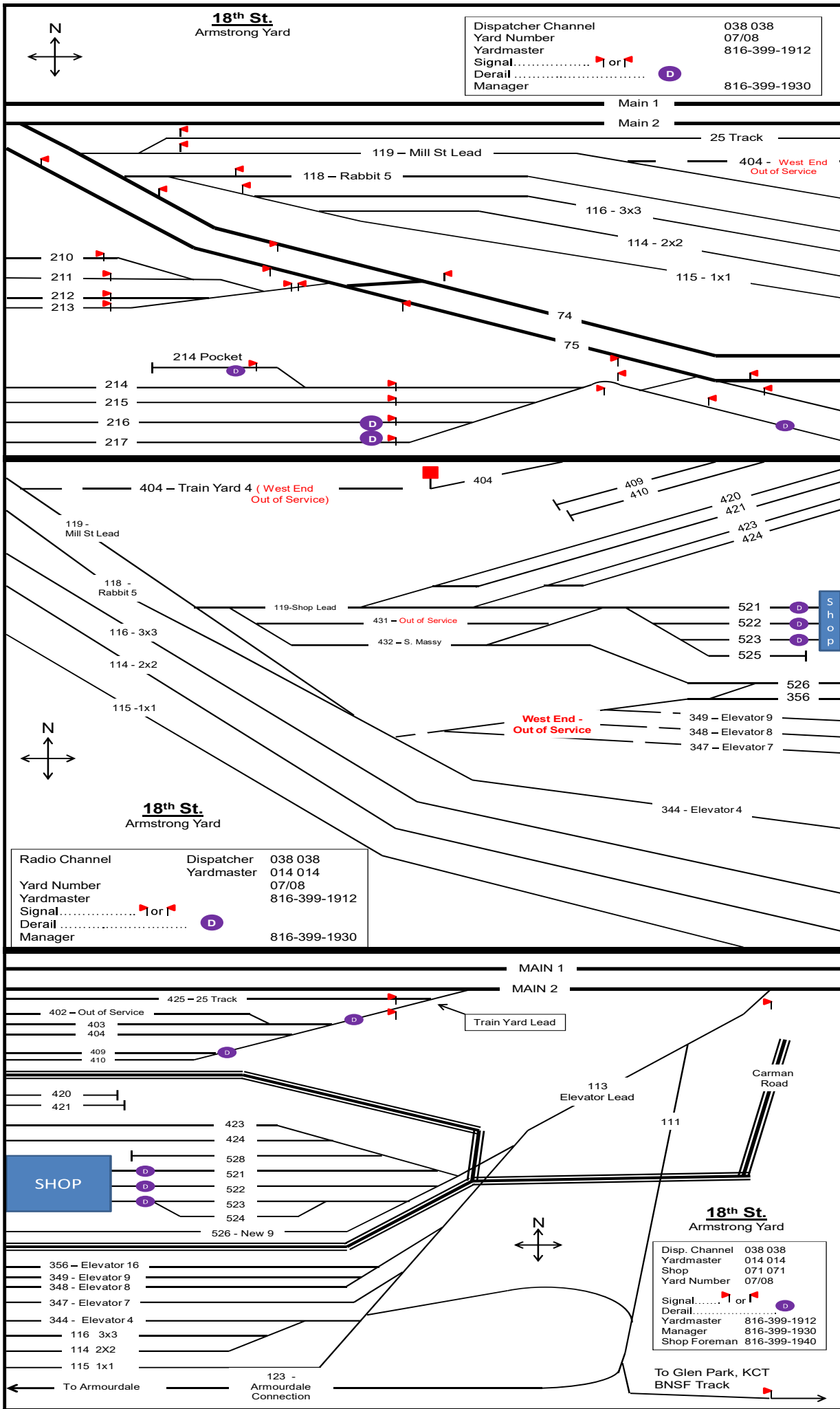
Crews are also prohibited from releasing any type of car 86 feet or longer to roll freely. These cars are to be shoved to a coupling while in control of crew to ensure proper drawbar alignment to make a safe coupling. Crews are prohibited from allowing cars to roll free at the State Line Yard (Kaw Bridge). 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-08 Rules Items

Rule 1.47 Part C Item 2: is not in effect when operating on the KC Metro Subdivision.

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:

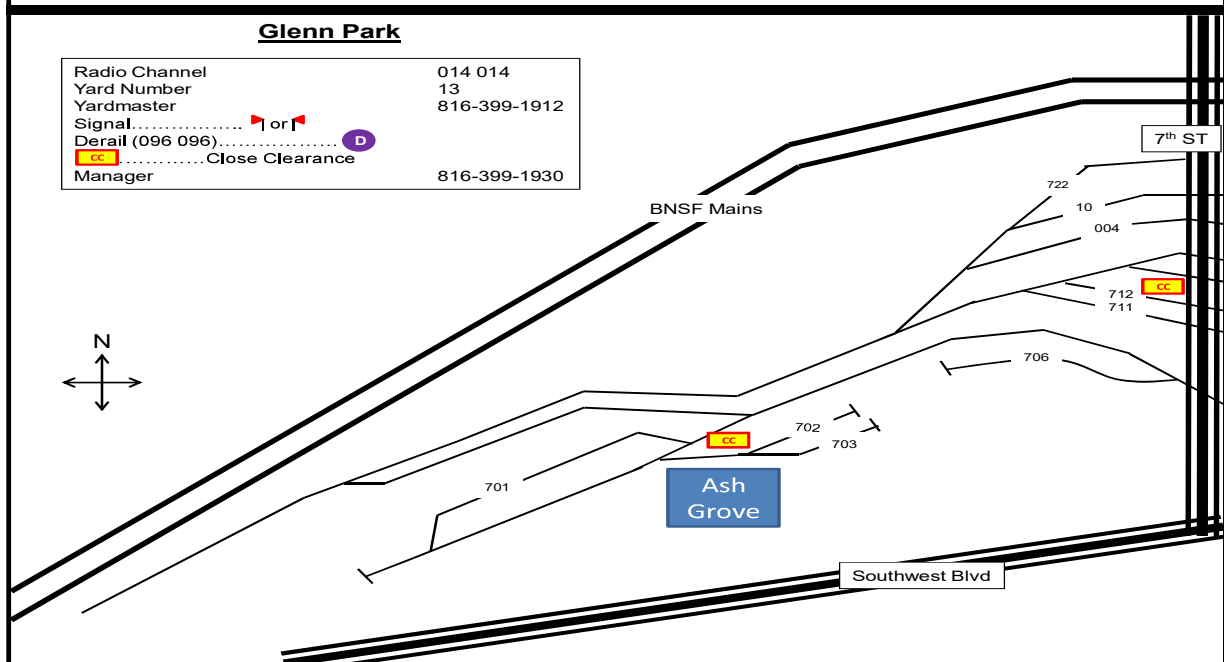
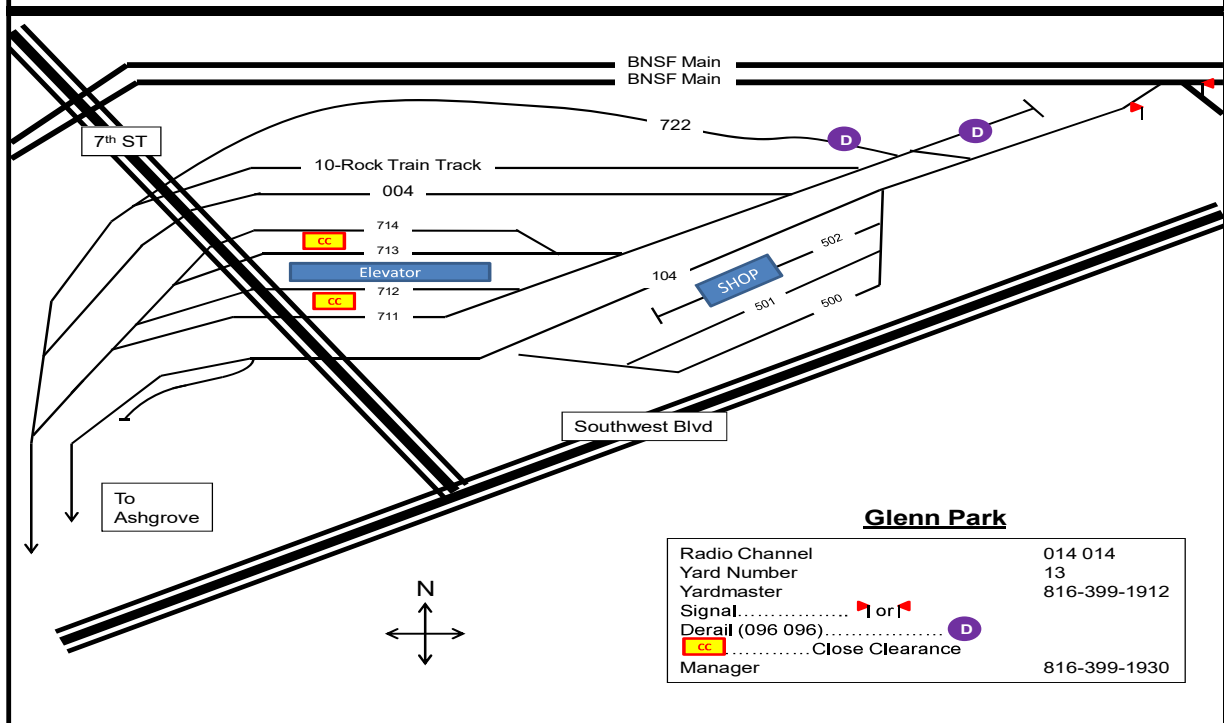
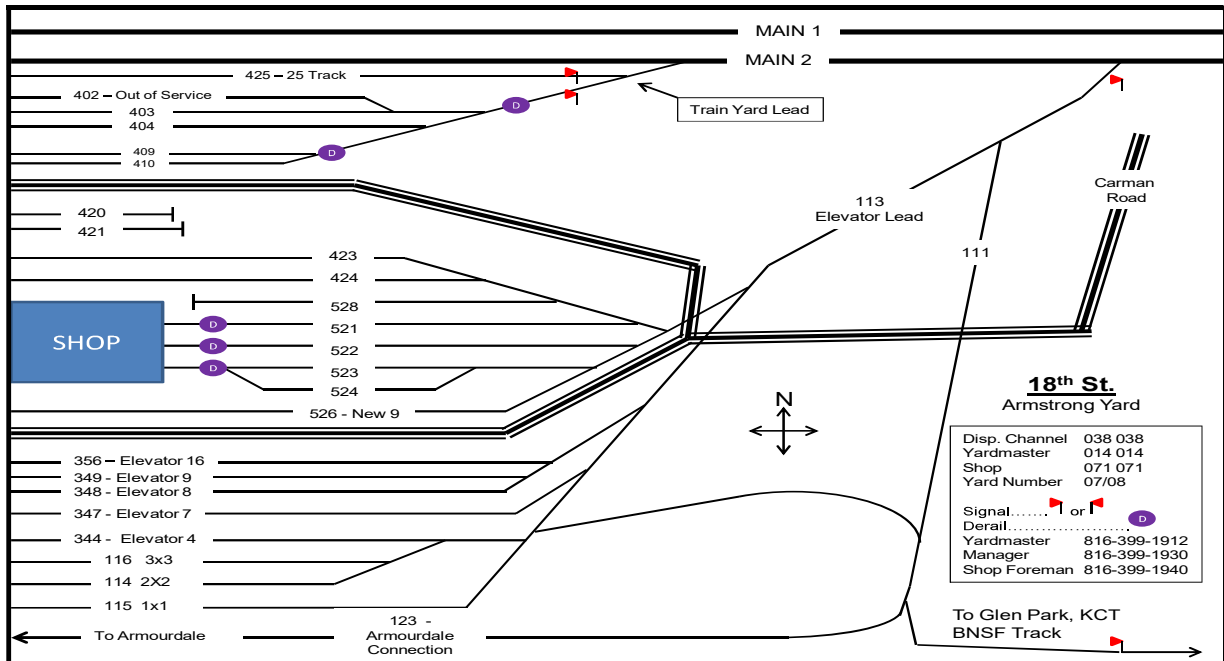
Eastward absolute signal governs movement from tracks 210, 211, 212 and 213 to KCT Mill Street interlocking. Westward absolute signal governs movement from KCT Mill Street interlocking to tracks 210, 211, 212, and 213.

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





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: deraills 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 (Knefick Connection) to Coopers Lead (Glen Park Yard) over the 299 switch reverse are prohibited.

Rule 1.47 Part C Item 2:

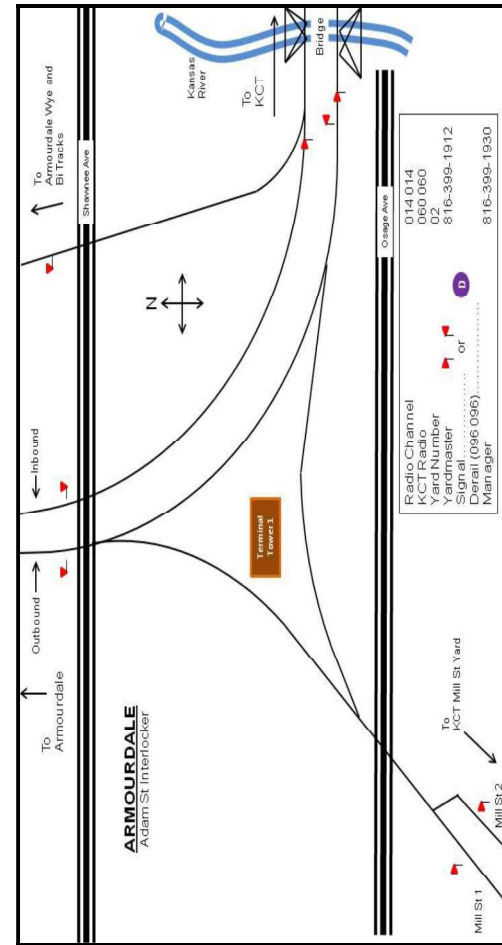
is not in effect when operating on the KC Metro Subdivision.

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



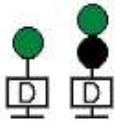
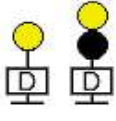
[Union Pacific Rules](#)

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		Proceed. 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.
9.1.2	Distant Signal Approach		Proceed prepared to stop before any part of train or engine passes the next signal or switch point indicator. 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.
9.1.3	Distant Signal Approach Diverging		Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.

Rule Updated Date

May 2, 2016

[^Top](#)

ITEM 19: Block and Interlocking Signals

- [Item 19: Block and Interlocking Signals](#)

Item 19: Block and Interlocking Signals

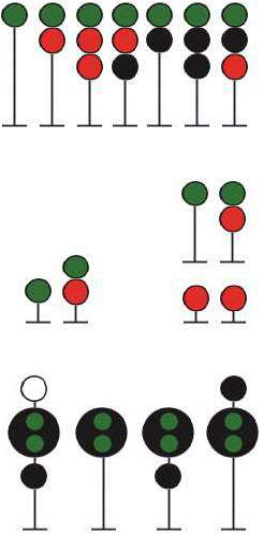
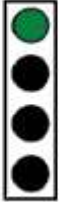
Explanation of symbols:  White light  Dark  Flashing color

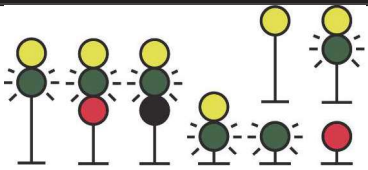
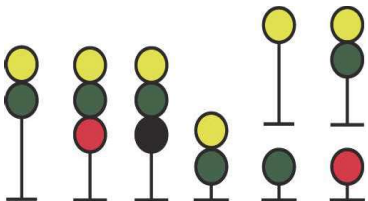
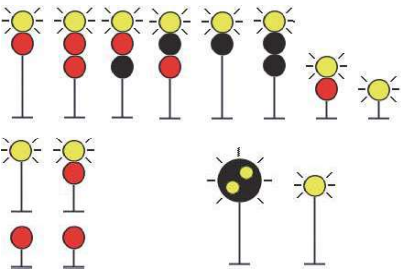
 "G" plate  Lunar light  Number plate  "C" plate

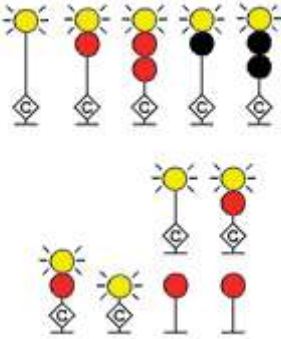
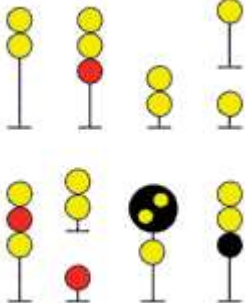
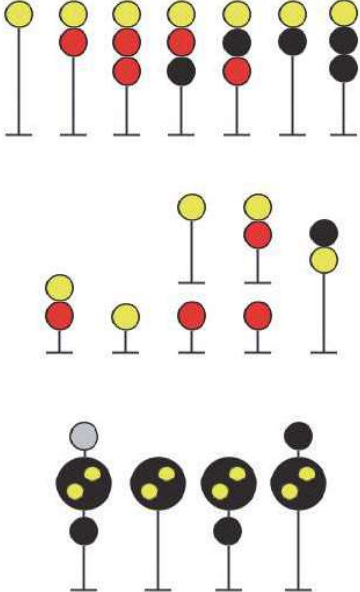


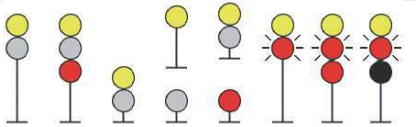
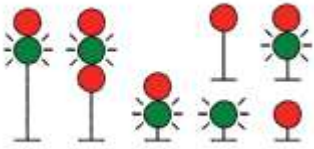
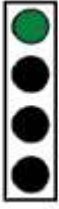
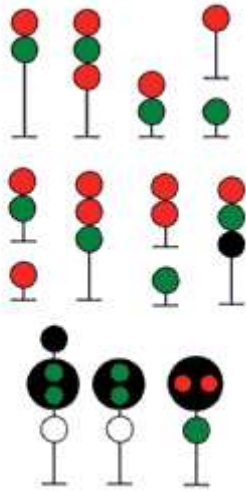
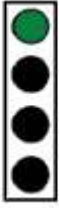
Color position signal head - When one color only is displayed in a color position signal head, it is to be considered the same as two lights.

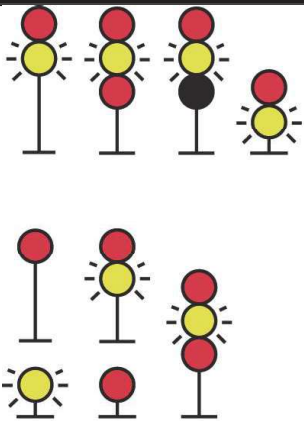
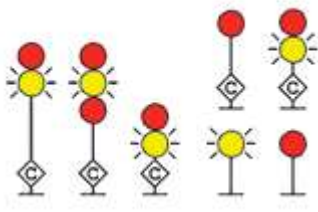
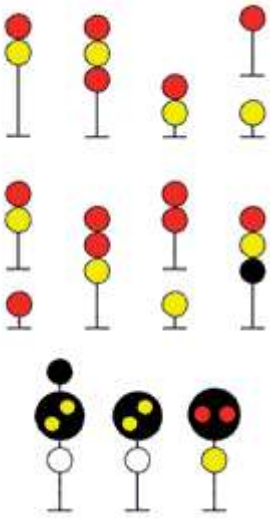
Unless otherwise specified or signal mast is shown with a number plate, signal aspects shown apply to signals with or without number plates.

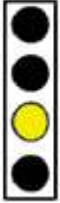
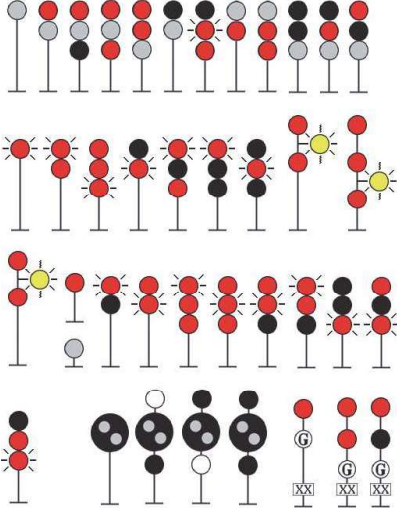
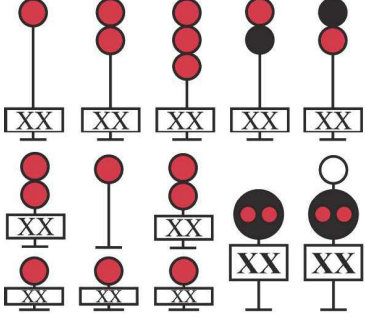
RULE	NAME	ASPECT	ACS	INDICATION
9.2.1	Clear			Proceed.
				Proceed. Freight trains exceeding 60 MPH must immediately reduce to 60 MPH. Passenger trains may proceed, but must be prepared to pass the

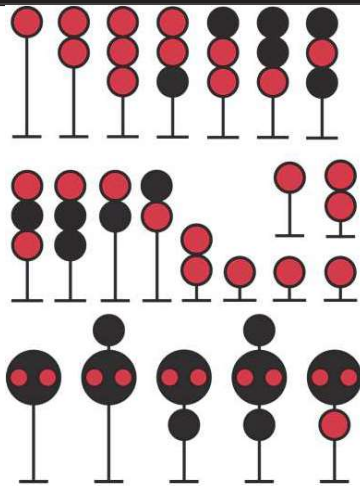
9.2.2	Approach Clear Sixty			next signal not exceeding 60 MPH. When signal governs the approach to a control point with a 60 MPH turnout speed be prepared to advance on diverging route.
9.2.3	Approach Clear Fifty			Proceed. Freight trains exceeding 50 MPH must immediately reduce to 50 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 50 MPH. When signal governs the approach to a control point with a 50 MPH turnout speed be prepared to advance on diverging route.
9.2.4	Advance Approach			Proceed 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. When signal governs the approach to a control point with a 40 MPH turnout speed be prepared to advance on normal or diverging route. 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.
				Proceed prepared to stop at second signal. Freight trains

9.2.4P	Advance Approach Passenger	 With diamond shaped "C" plate and with or without number plate		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. 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.
9.2.5	Approach Diverging			Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.
9.2.6	Approach			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. When the next signal is seen to display a proceed indication, the requirement to proceed prepared to stop no longer applies.
				Proceed prepared to pass next signal at restricted speed, but not exceeding 15 MPH. When the

9.2.7	Approach Restricting			next signal is seen to display a proceed indication, the requirement to pass next signal at restricted speed no longer applies.
9.2.8	Diverging Clear Limited	 Without number plate		Proceed on diverging route. Speed through turnout must not exceed 40 MPH
9.2.9	Diverging Clear	 Without number plate		Proceed on diverging route not exceeding prescribed speed through turnout.
9.2.10	Diverging Advance Approach			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. When the next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared

		 Without number plate		to stop short of the second signal is no longer required. When signal governs the approach to a control point with a 40 MPH turnout speed be prepared to advance on normal or diverging route.
9.2.10P	Diverging Advance Approach Passenger	 With diamond-shaped "C" plate and without number plate		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. 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.
9.2.11	Diverging Approach			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. When the next signal is seen to

		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			Proceed at restricted speed, not exceeding prescribed speed through turnout when applicable.
9.2.14	Restricted Proceed			Proceed at restricted speed.

9.2.15	Stop	 Without number plates		Stop before any part of train or engine passes the signal.
9.2.16	Diverging Approach Clear Fifty	 Without number plate		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. When signal governs the approach to a control point with a 50 MPH turnout speed, be prepared to advance on diverging route.
9.2.17	Clear Restricting	 Lake St. Interlocking		Proceed at restricted speed, not exceeding 10 MPH.

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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