

REVISED 5/28/2020

Play book Argentine-Murray Northbound and southbound



Murray to Argentine (Santa Fe Jct.) via KCT

Documents you will need:

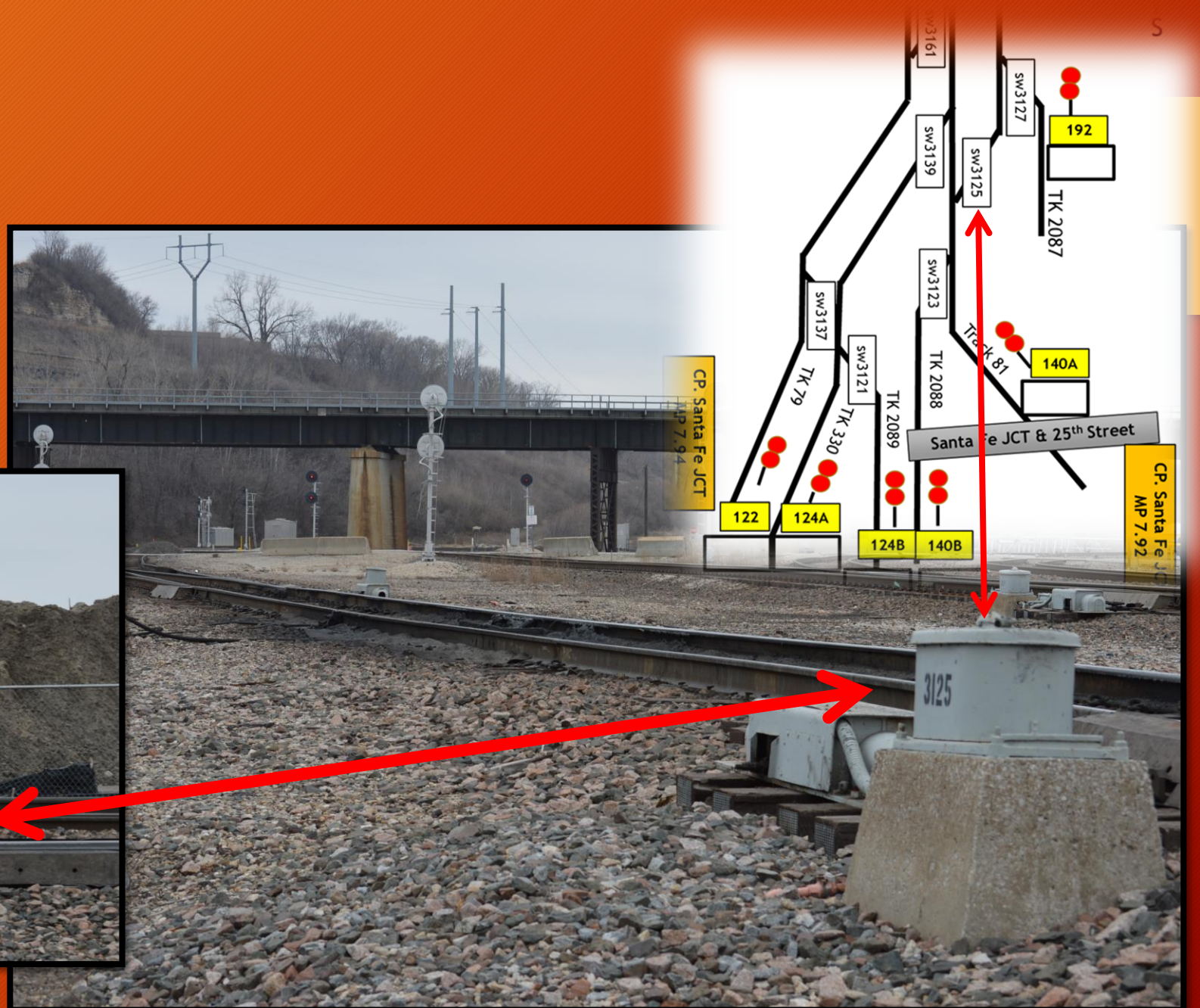
- Greater Kansas City Operating Instructions (GKCOI)
 - BNSF General Orders and Notices
- BNSF Heartland Division Timetable (St. Joseph Subdivision)
 - General Orders and Notices
- BNSF Kansas Division Timetable (Emporia Subdivision)
 - General Orders and Notices
- Kansas City Terminal Railway (KCT) - Daily Operating Bulletins
- BNSF Argentine Yard Instructions issued as Kansas Division General Notice

This play book shows the signals traversing through the KCT between the Murray and Argentine yards. Changes can be made at any time, always refer to your rule books and track charts and verify all information is correct and up to date. If in doubt please contact an immediate supervisor.

Important information when working in the KCT's limits:

- All signals and switches have numbers (does not convey authority)
- Numbers are stenciled on apparatus in the field
- The identifying number of the signal can be found in the GKCOI
- Signal awareness forms are separated by Control Points and direction of travel. Each signal awareness form has the tracks, identifying number for signal and the mile post locations.

All switches at KCT are stencil for easy identification. The map and the signal awareness form has all switches identified with initials SW referring to “switch” and the Number.



KCT Railway – Daily Operating Bulletins

Sourced from
Kansas Division General Notice 2458

April 23, 2020

BNSF Railway Co.
KANSAS DIVISION

GENERAL NOTICE No. 2458

TO ALL CONCERNED,

SUBJECT: KCT Railway – Daily Operating Bulletins

Kansas Division General Notice No. 2432 is cancelled.

Instructions for Obtaining KCT Railway Daily Operating Bulletins

Effective 0600, Tuesday, February 25, 2020, the KCT Railway will begin issuing Daily Operating Bulletins (DOB). KCT DOB will include operating restrictions and other operating information. All train crews that will traverse KCT Railway during their tour of duty must obtain the current DOB prior to departing your initial terminal.

KCT Railway DOBs will be posted on the KCT website at kctrailway.com/dob. KCT DOBs will remain in effect until restriction changes require a new DOB to be issued. This could mean that the same DOB will be in effect for multiple days.

KCT Railway DOBs may be obtained by one of the following methods:

- * On your BNSF mobile device under the Rules and Timetables app under the heading KCT DOB. The DOB may be referred to electronically on your BNSF mobile device.
- * On the internet at kctrailway.com/dob you may obtain the DOB and print a paper copy of the DOB for your trip.

The BNSF mobile device option is the preferred option.

Prior to departing your initial terminal on duty location:

- * Verify you are able to access the current KCT Railway DOB on your BNSF mobile device.
- * If not able to access the current KCT DOB on your BNSF mobile device, check with your on duty trainmaster to obtain a paper copy of the current DOB.

Communication with KCT Train Dispatcher

Trains not initialized with PTC for movement on KCT must verbally verify their DOB number with the KCT Dispatcher prior to being authorized on the KCT. Trains which are initialized with PTC for movement on the KCT do not need to verify their DOB with the KCT Dispatcher.

PTC Operations - Dual initialization for KCT and BNSF

Effective 1000 CST on 03/05/2020 BNSF will be PTC interoperable with the KCT. This interoperability will require dual initialization of PTC with both railroads. Below are the steps required to successfully initialize:

Initialization Steps

Follow these steps to initialize PTC for KCT and BNSF:

- On the "Select Railroads for Initialization..." screen, use the arrow keys to highlight KCT, then press **Select**. Do the same for BNSF, then press **Submit**.
 - If KCT is not listed, press the **Show All Railroads** key. Then re-select KCT and BNSF.

RAILROAD SELECTION

BNSF ***ADDED***

AMTK

GNWR

IC

KCS

KCT ***ADDED***

MACZ

MTX

NCRC

NS

OMLX

RTDC

SELECT RAILROADS FOR INITIALIZATION

Cancel Show All Railroads [Up Arrow] [Down Arrow] [Left Arrow] [Right Arrow] Remove Submit



- When the "Select Railroad for Logon..." screen is displayed, select **BNSF**.
BNSF employees will always select BNSF, regardless of the initials of the locomotive they are initializing.
- When prompted to enter a **Clearance**, enter the **GTB (BNSF)** and **Daily Operating Bulletin (DOB – KCT)** number of the railroad indicated, then select the correct train ID.

0 MPH BNSF 96 INITIALIZING

PLEASE ENTER YOUR CLEARANCE NUMBER FOR BNSF

2 1 9 6 3

PLEASE ENTER YOUR CLEARANCE NUMBER FOR KCT

9 3 9 1

[Up Arrow] [Down Arrow] [Left Arrow] [Right Arrow] [Submit] [Cancel]

If there are any issues encountered while initializing PTC notify Train Dispatcher and contact the PTC Desk immediately and be governed by their instructions.

For the 2.5 miles of North-South route across the KCT there is no active PTC territory. Will run active PTC until reaching CP Ustick-when running South and until reaching Santa Fe Junction-when running North. Transition to and remain disengaged across the KCT until reaching CP Ustick or Santa Fe Junction, at that point PTC will transition back to active.

Arriving and Departing Argentine Yard

-Sourced from Argentine Yard Instructions

2. Radio Channels

TY&E employees will contact the following for permission to make movement into and/or out of the Receiving and Departure Yards at Argentine Yard.

RECEIVING YARD: Contact the Hump Trainmaster for permission to make all movements into and/or out of this yard. Bowl jobs will utilize the Bowl Repeater Channel (343/479). All others utilize radio Channel 032.

DEPARTURE YARD: Contact the Bowl Trainmaster for permission to make all movements into and/or out of this yard. Bowl jobs will utilize the Bowl Repeater Channel (343/479). All others utilize radio channel 032.

TURNER TRAINS WITH WORK EVENTS: Trains arriving Turner Yard: contact Turner Yard Master with work events to be completed; need to switch over to the Turner channel (Channel 443/307).

4. Properly Securing Train

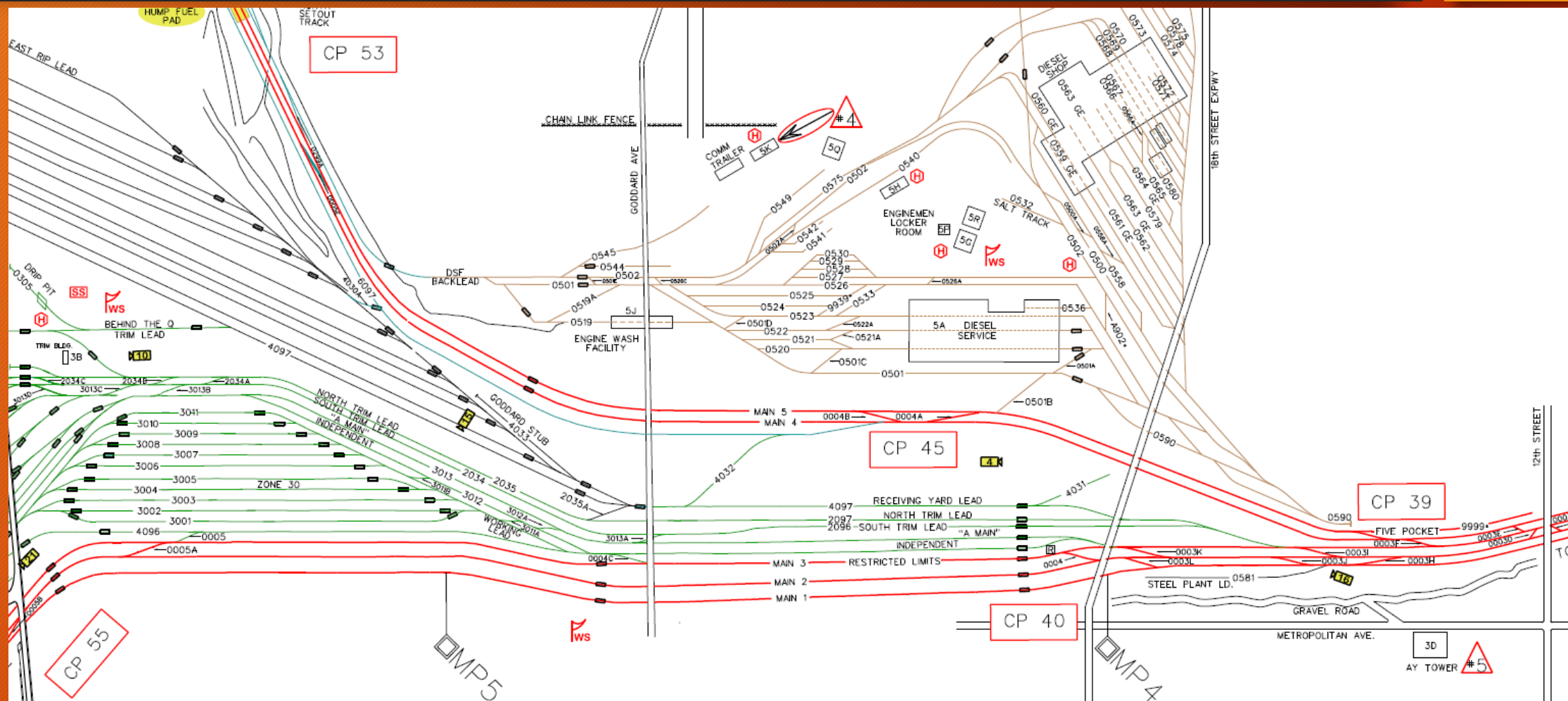
Trains originating or terminating in the Arrival or Departure Yards at Argentine will receive a mechanical inspection. A minimum of three handbrakes will need to be applied to the rail cars and tested for securement. Crews will ensure that all trains arrived in the Arrival or DEPARTURE Yard are spotted to yard air once power is cut away. Exceptions granted only by applicable Trainmaster.

5. 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 handbrakes. Make sure these are released prior to departing. Also, check first five cars to ensure list accuracy and train make up compliance.

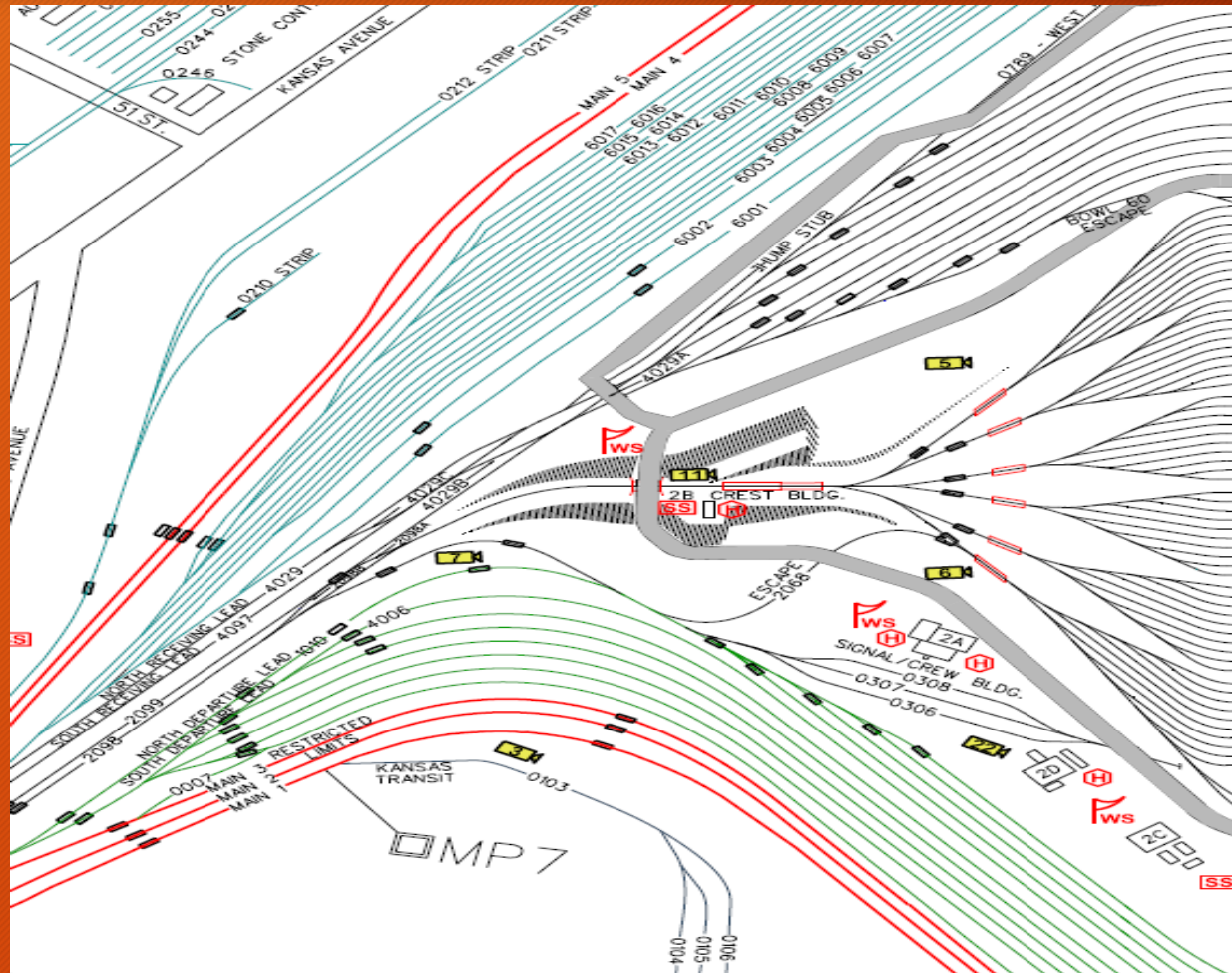
East End of Argentine Yard

Receiving yard tracks-4097-4030
Departure Yard tracks -4096-4010

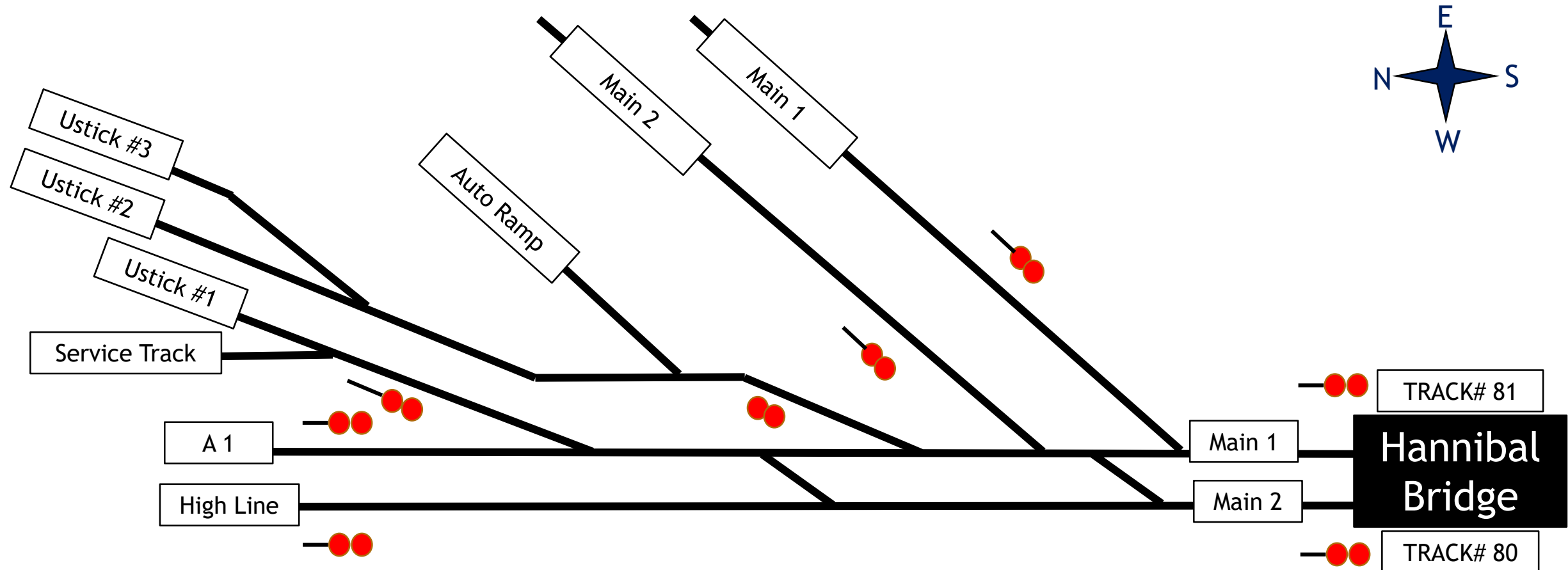


West End Argentine Yard

Receiving yard tracks-4097-4030
Departure Yard tracks -4096-4010

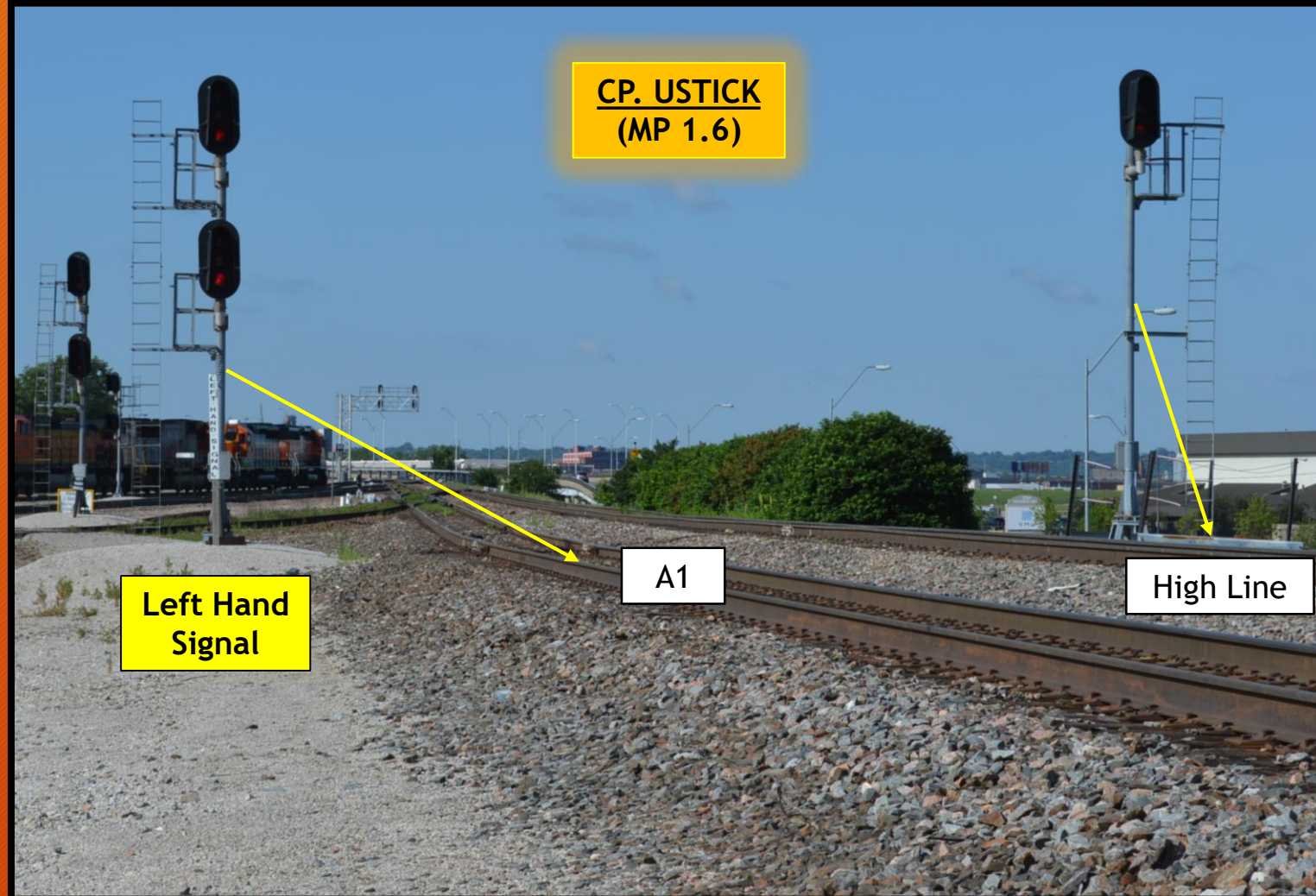


Departing from Murray yard, Southbound to Santa Fe Junction



Departing from Murray yard, Southbound to CP North Chicago Jct

If you are
setting B/O
cars and you
change
directions in
the control
point , you
need
Permission
from the DS to
do so.
GCOR 6.4.2
Movements
Within Control
Points or
Interlockings

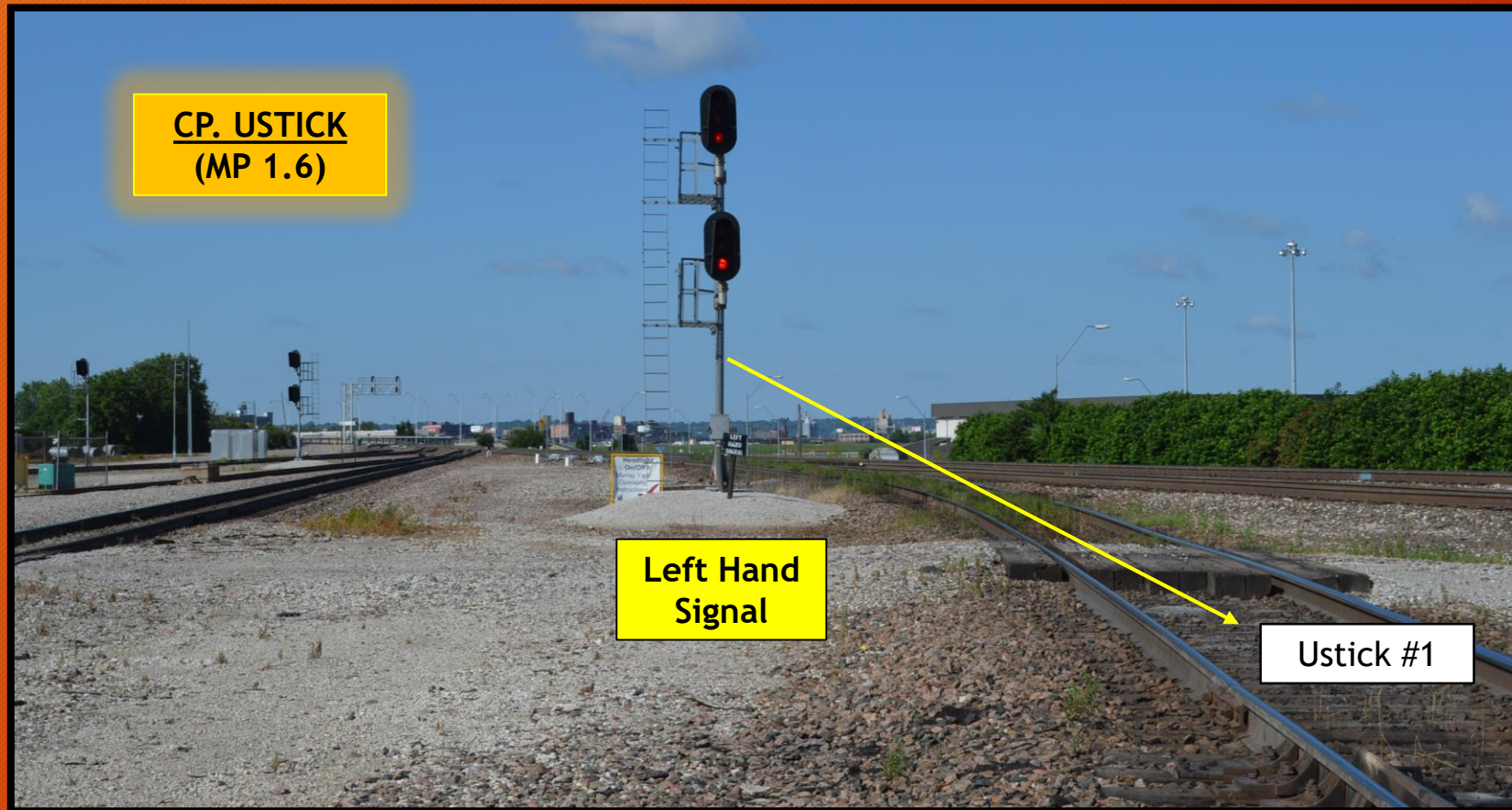


This Control
point is
governed by
Ustick
Dispatcher

Ustick DS
CH 066-066
Tone: 310

Departing from Murray yard, Southbound to CP North Chicago Junction

If you are
setting B/O
cars and you
change
directions in
the control
point , you
need
Permission
from the DS to
do so.
GCOR 6.4.2
Movements
Within Control
Points or
Interlockings



This Control
point is
governed by
Ustick
Dispatcher

Ustick DS
CH 066-066
Tone: 310

Departing from Murray yard, Southbound to CP North Chicago Junction

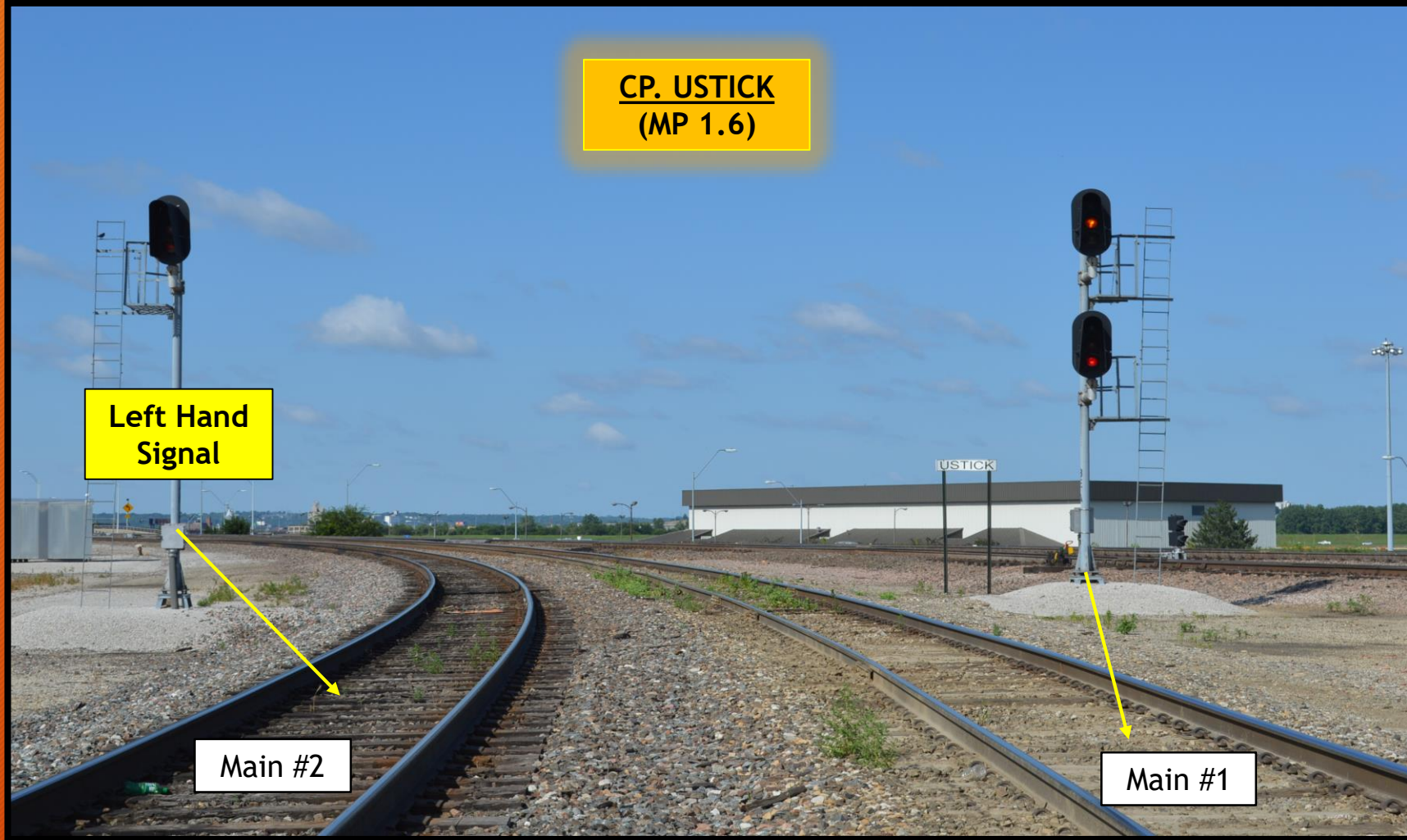
If you are
setting B/O
cars and you
change
directions in
the control
point , you
need
Permission
from the DS to
do so.
GCOR 6.4.2
Movements
Within Control
Points or
Interlockings



This Control
point is
governed by
Ustick
Dispatcher

Ustick DS
CH 066-066
Tone: 310

Departing from Murray yard, Southbound to CP North Chicago Junction



This view is southbound coming from interlocking (10th St. NS, Brookfield sub)

CP. USTICK
(MP 1.6)

Left Hand
Signal

Main #2

Main #1

This Control point is governed by Ustick Dispatcher

Ustick DS
CH 066-066
Tone: 310

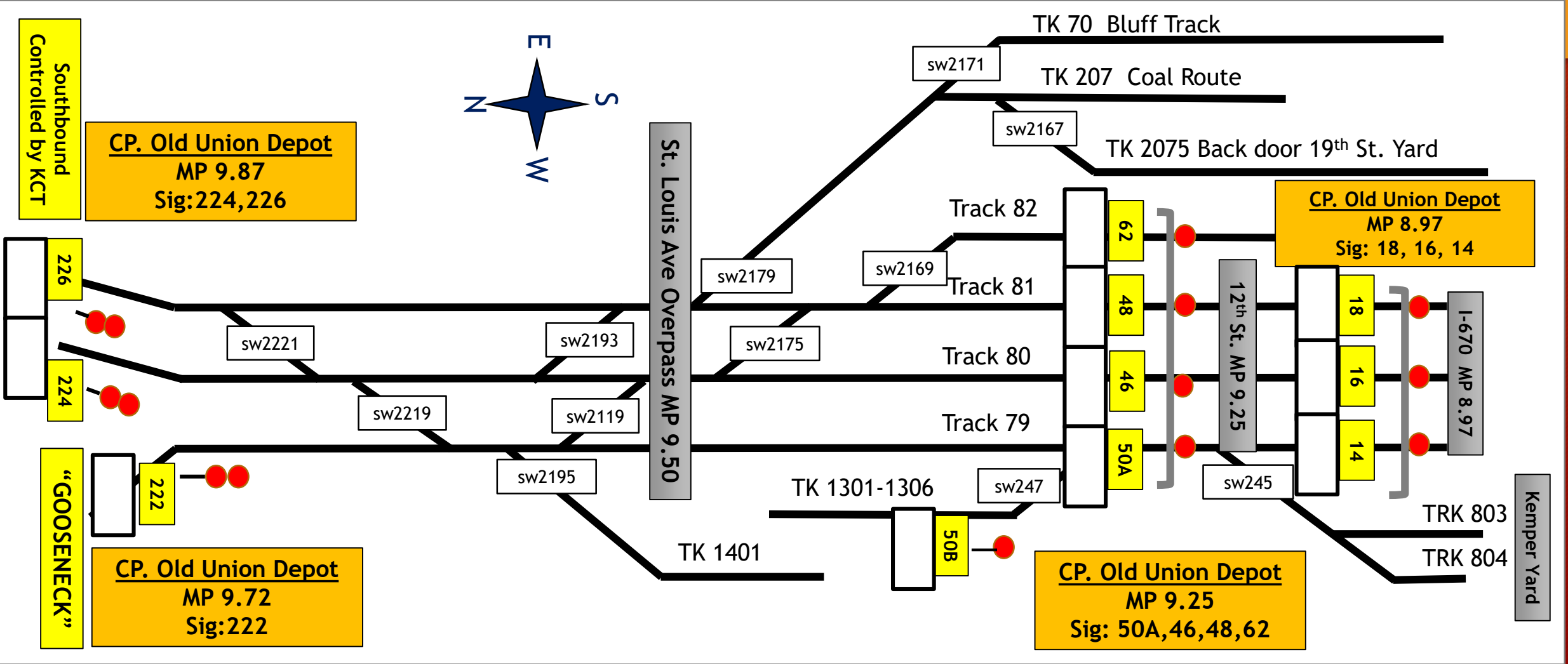
Murray yard Southbound to CP North Chicago Junction



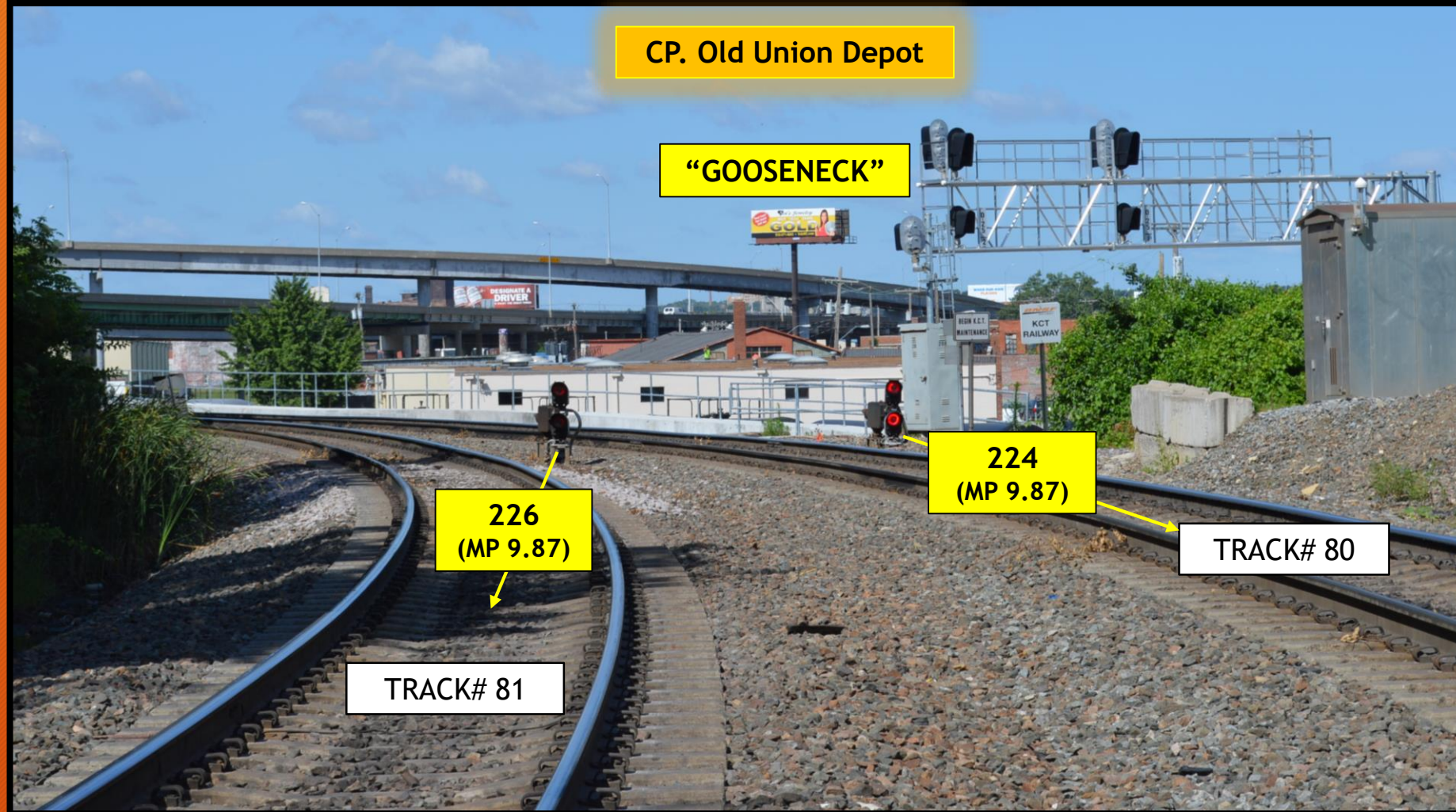
This Control
point is
governed by
Ustick
Dispatcher

Ustick DS
CH 066-066
Tone: 310

Murray yard Southbound to CP North Chicge Junction Signal Awareness Form



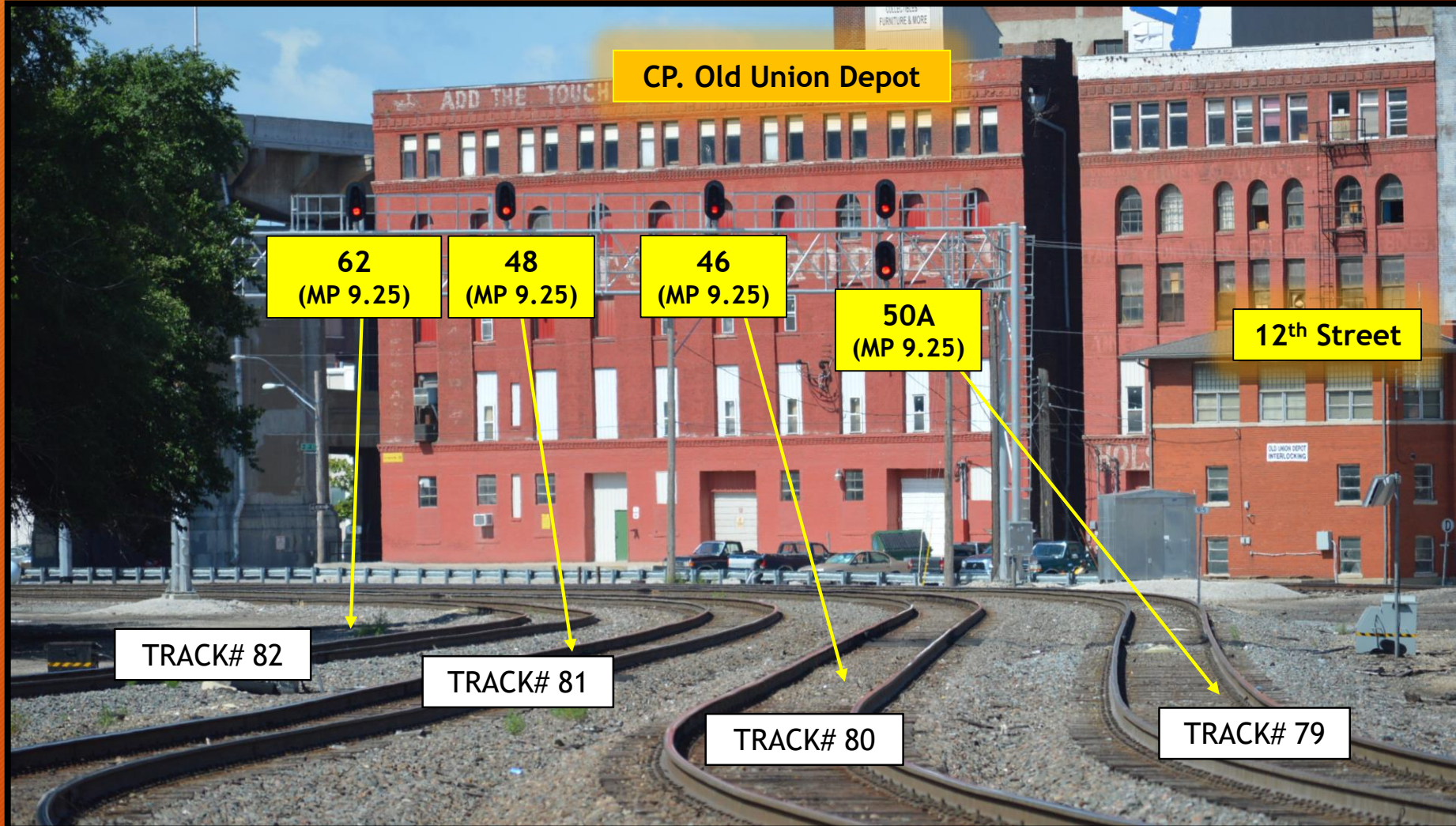
Murray yard Southbound to CP North Chicago Junction



This Control point is governed by KCT west Dispatcher when traveling southbound

KCT West DS
CH 060-060
Tone: 188

Murray yard Southbound to CP North Chicago Junction



This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

Murray yard Southbound to CP North Chicago Junction

This Control
point is
governed by
KCT west
Dispatcher

12th Street

CP. Old Union Depot

KCT West DS
CH 060-060
Tone: 188

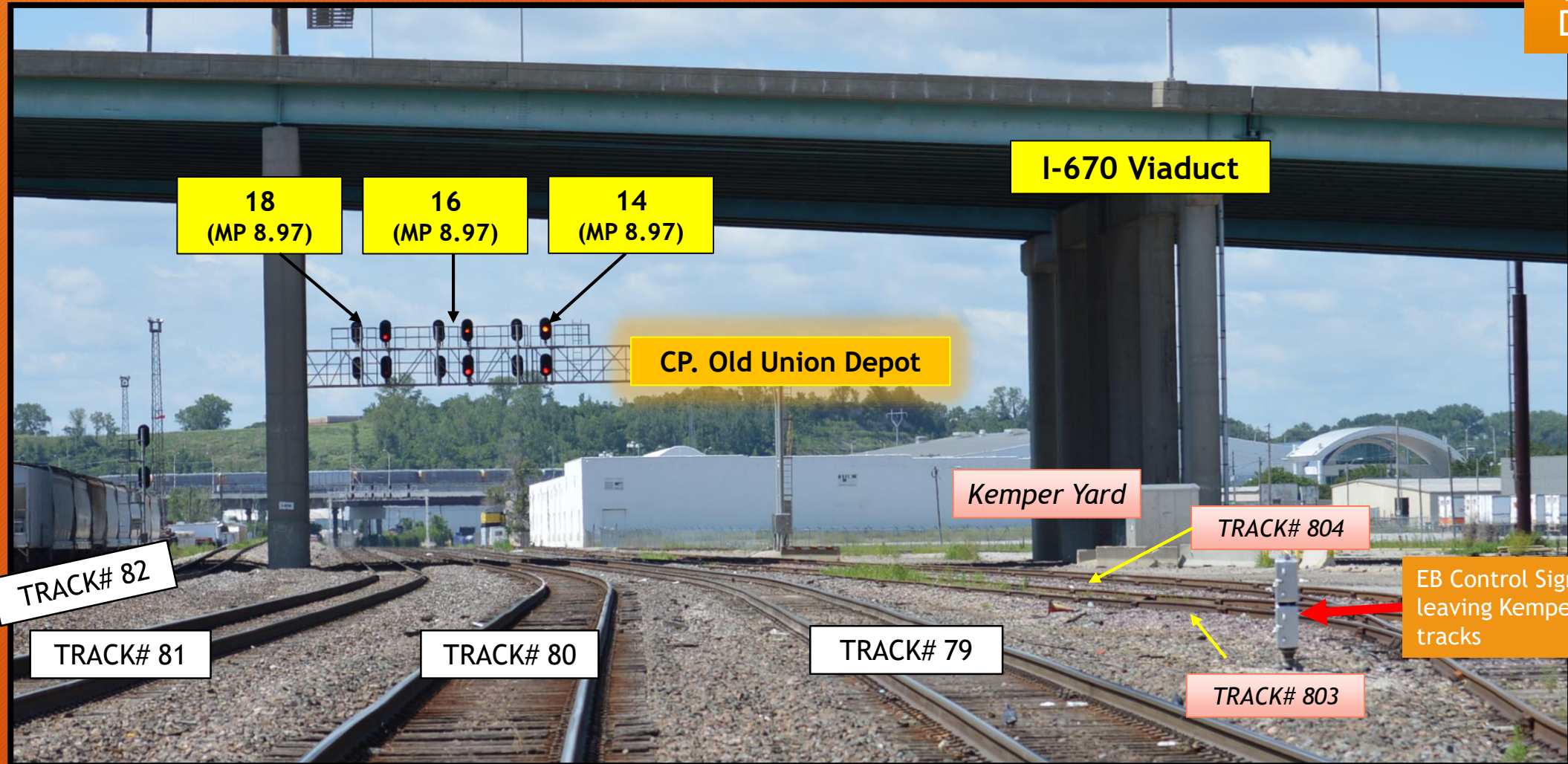
CP. Old Union Depot

50B
(MP 9.25)

This pot (dwarf) signal is for the stub
tracks 1301 & 1306 next to track 79.

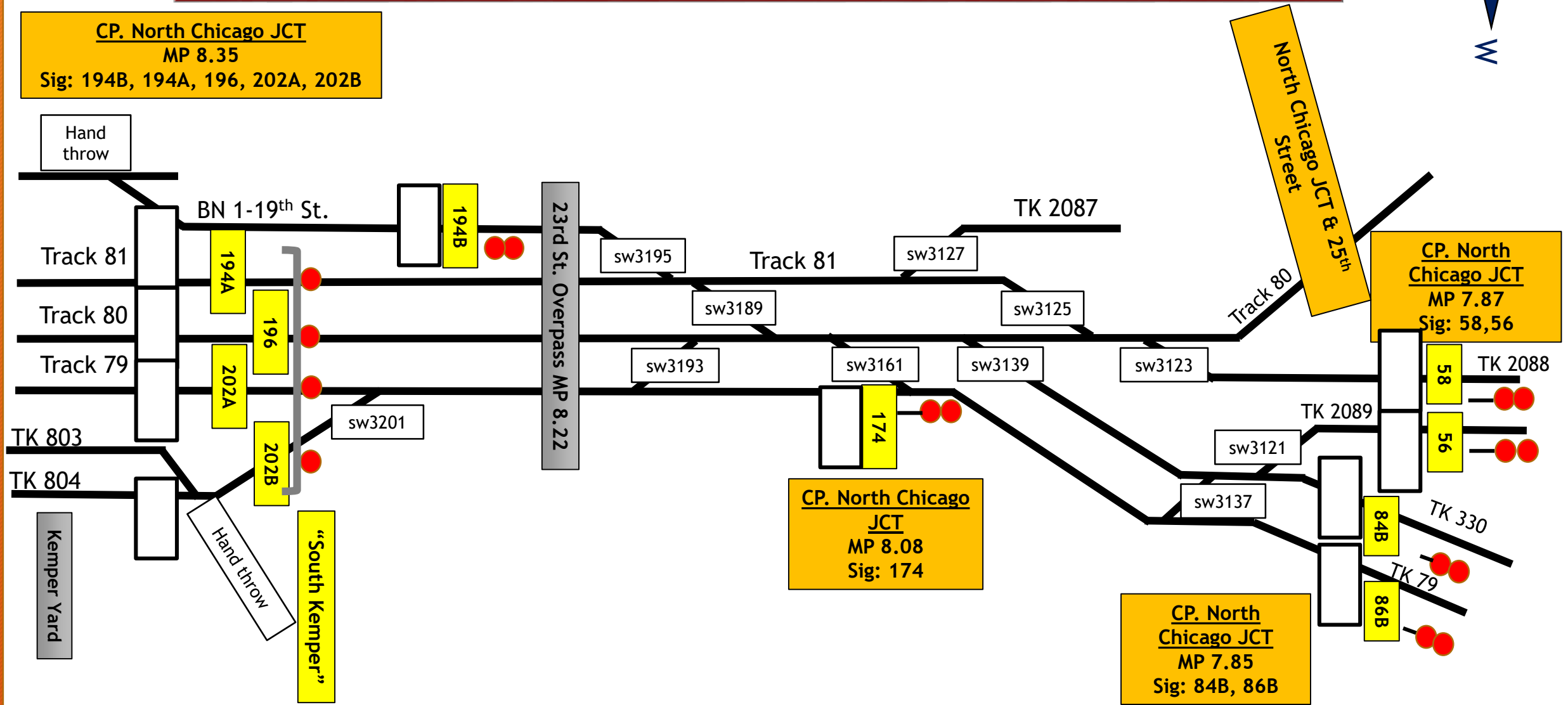
Murray yard Southbound to CP North Chicago Junction

This Control point is governed by KCT west Dispatcher

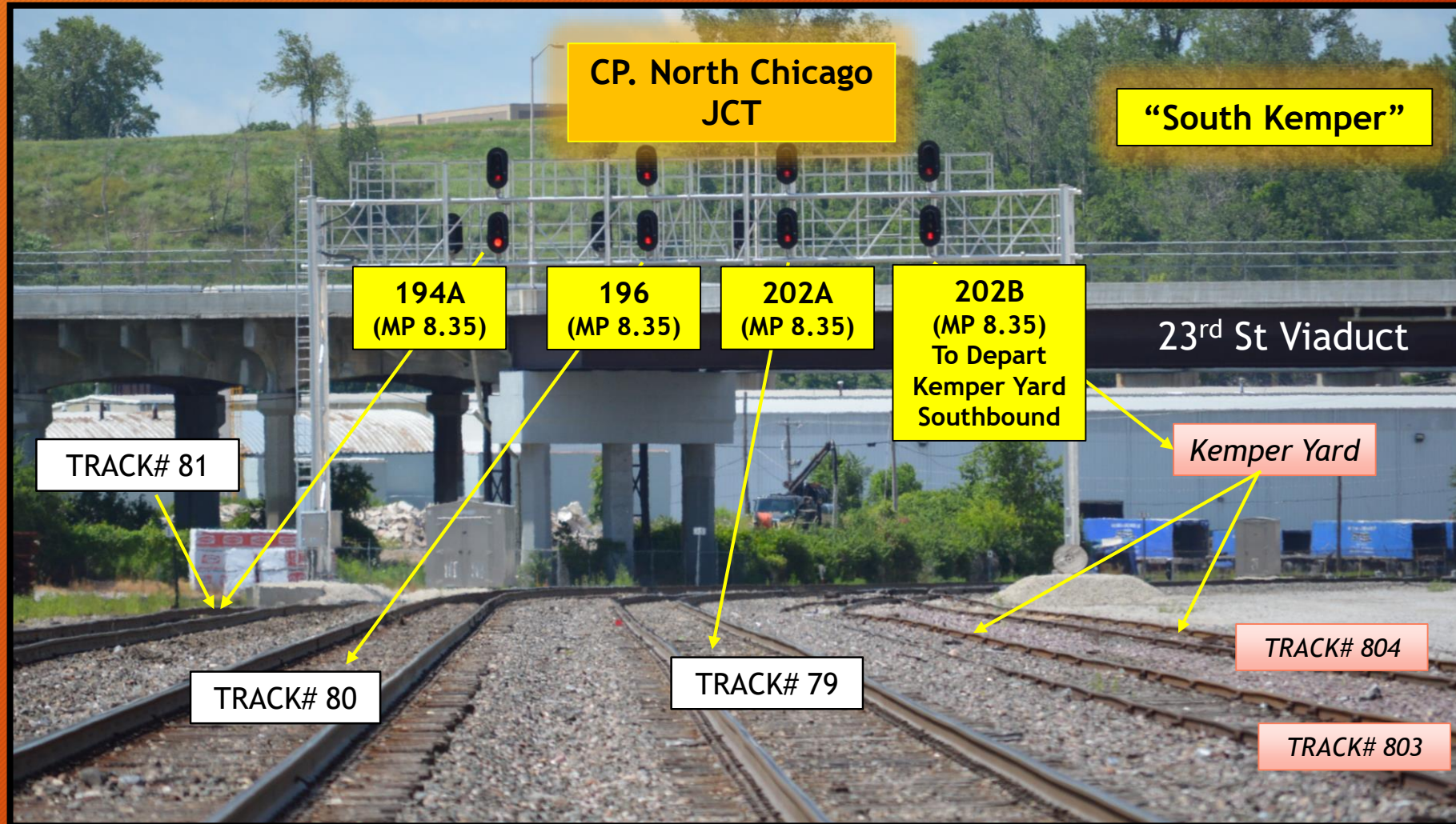


KCT West DS
CH 060-060
Tone: 188

Murray yard Southbound to CP North Chicago Junction Signal Awareness Form



Murray yard Southbound to CP North Chicago Junction



This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

Departing from 19th ST. yard, Southbound to North Chicago Jct Junction



CP. North
Chicago JCT

19th Street yard South end.

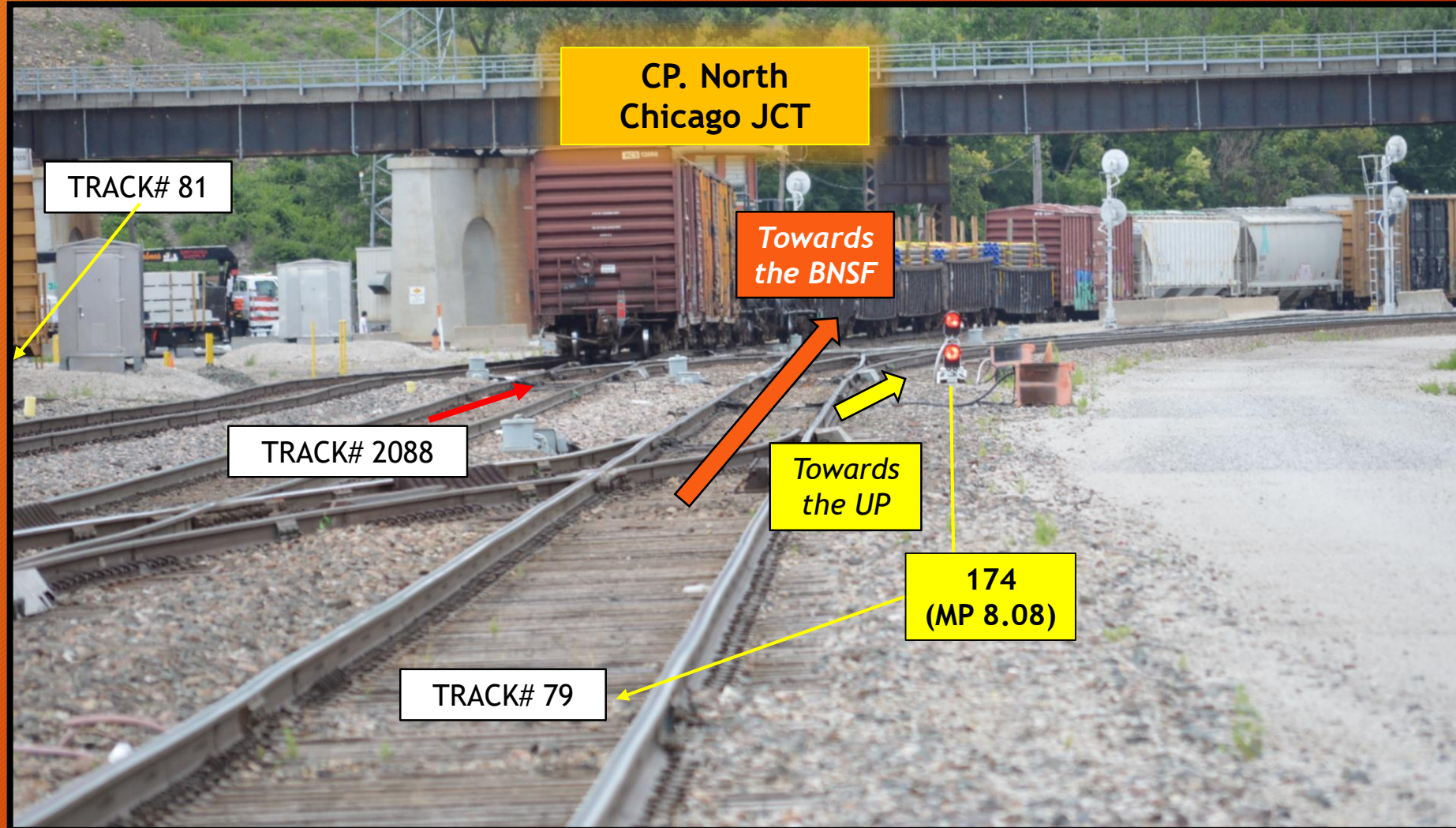
194B
(MP 8.35)

South Kemper
& 23rd Street

This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

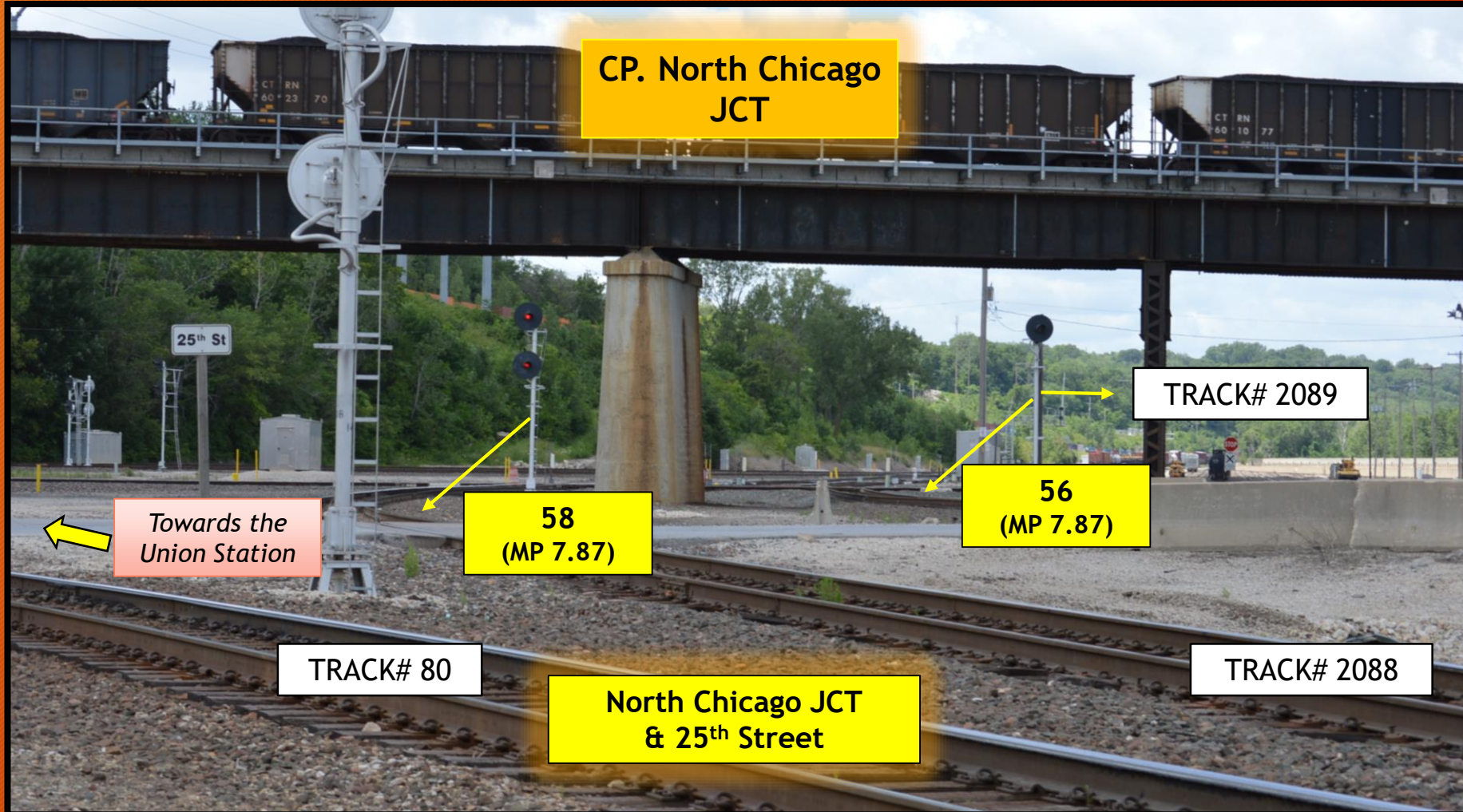
Murray yard Southbound to North Chicago Junction



This Control point is governed by KCT west Dispatcher

KCT West DS
CH 060-060
Tone: 188

Murray yard Southbound to North Chicago Junction



This Control point is governed by KCT west Dispatcher

KCT West DS
CH 060-060
Tone: 188

Murray yard Southbound to CP North Chicago Junction (UP Railroad)

Union Pacific track

CP. North Chicago
JCT

84B
(MP 7.85)

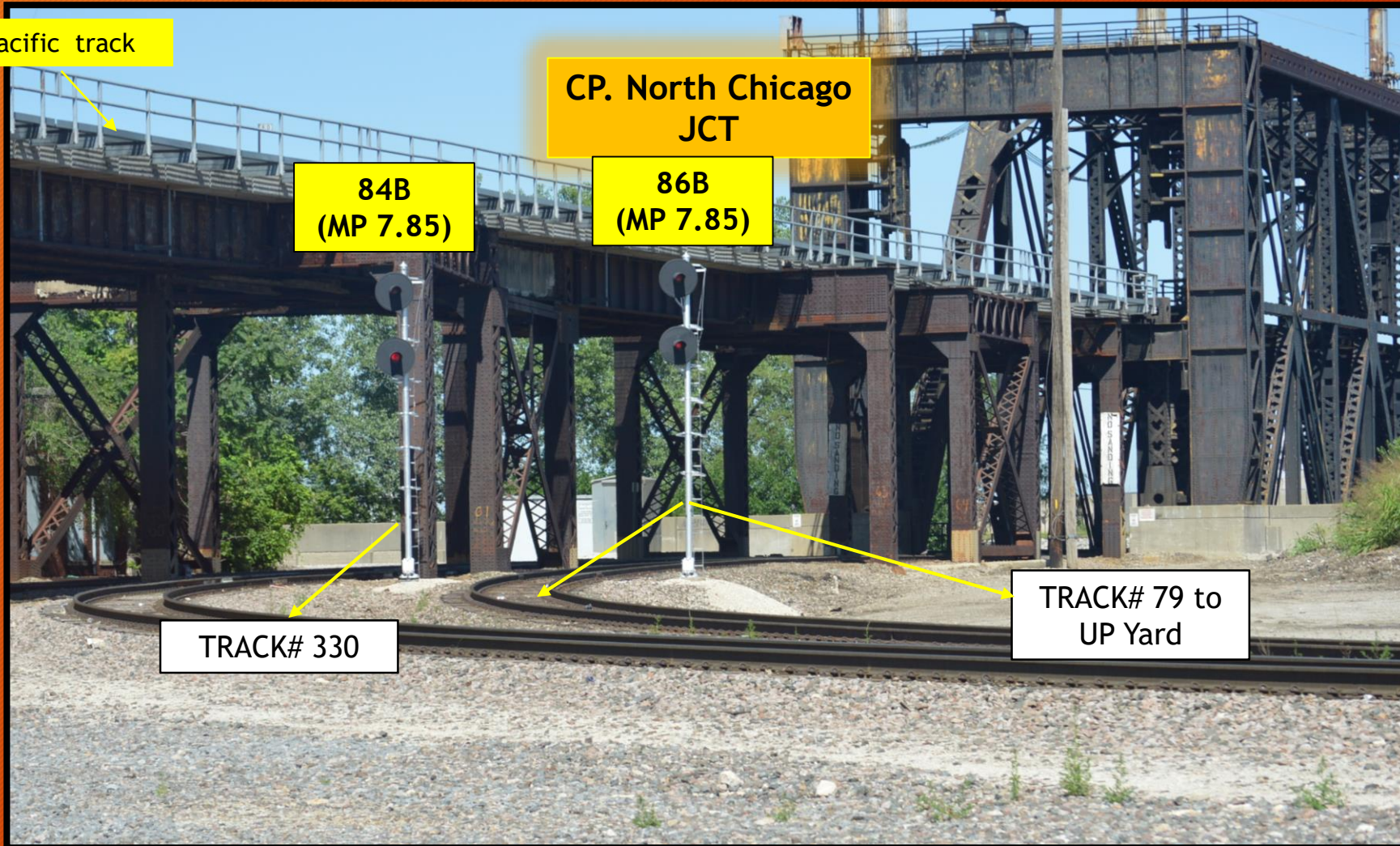
86B
(MP 7.85)

TRACK# 330

TRACK# 79 to
UP Yard

This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188



CP North Chicago JCT Southbound to Argentine Yard



Track 2089 turns
into 5 rail—
governed by 6.28

This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

Emporia Sub westbound to Argentine Yard



This Control
point is
governed by
DS 3
Dispatcher

Argenitne
Yard DS 3
CH 65
Tone: 13x

Emporia Sub Westbound to Argentine Yard

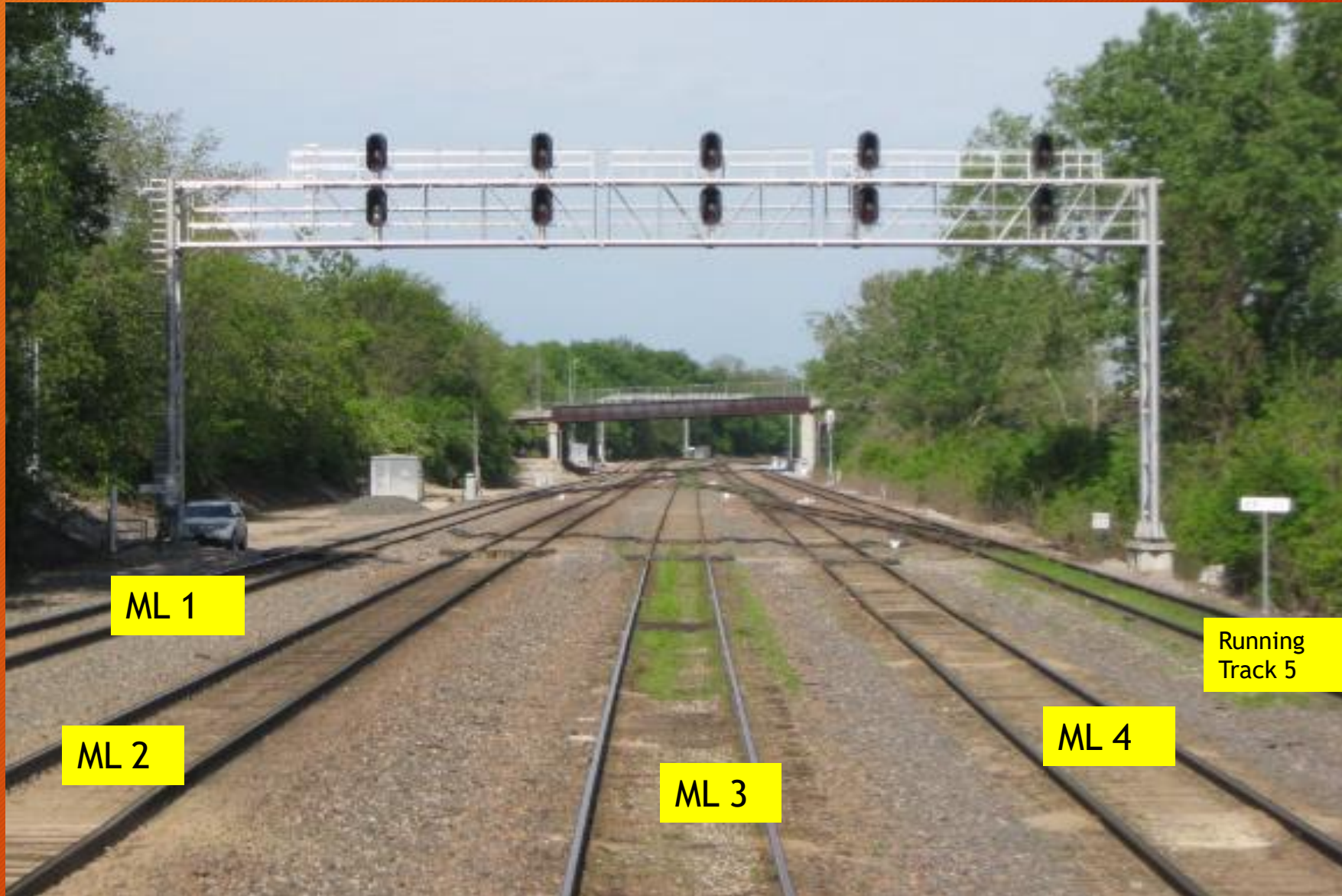
CP 27
Southbound Pot
Signals govern
ML 3 and 4

This Control
point is
governed by
BNSF DS3
Dispatcher

DS3
CH 65-65
Tone: 13x



Emporia Sub Westbound to Argentine Yard

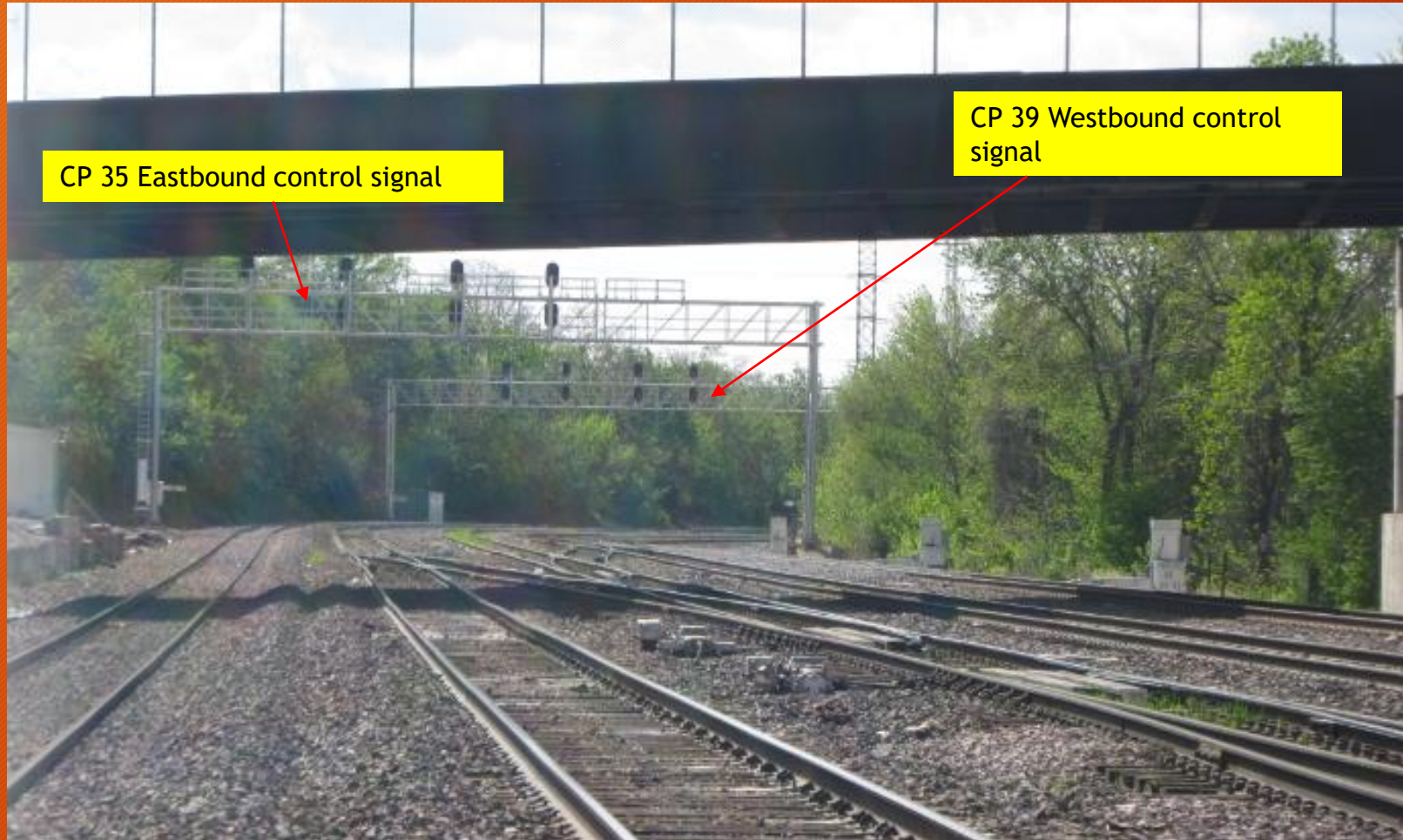


CP 35
Southbound
control signal.
Also known as
12th street

This Control
point is
governed by
DS 3
Dispatcher

DS3
CH 65
Tone: 13X

Emporia Sub Westbound to Argentine Yard

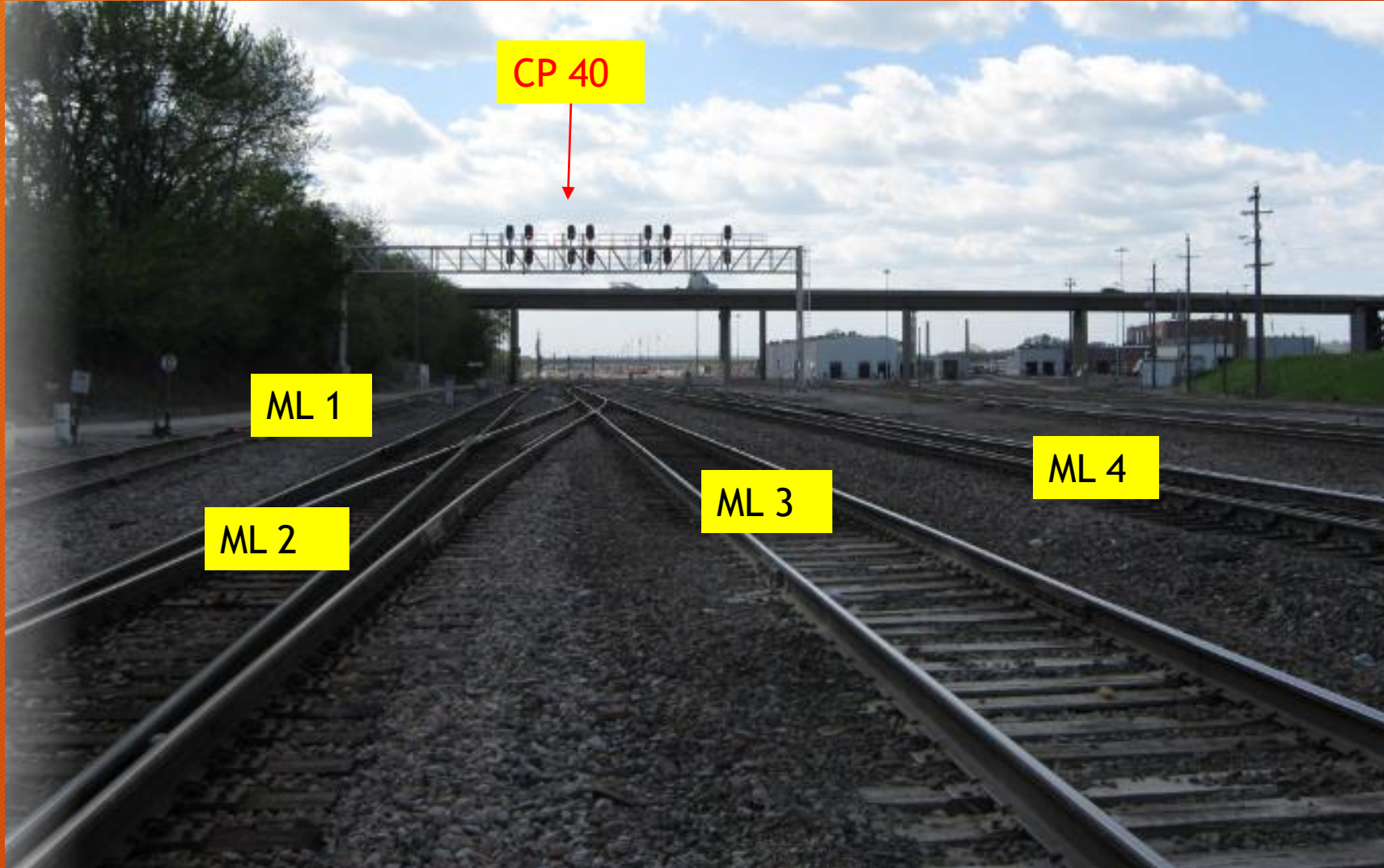


CP 39
Westbound
signal

This Control
point is
governed by
DS 3
Dispatcher

DS 3
CH 65
Tone: 13x

Emporia Sub Westbound to Argentine Yard



CP 40
Westbound
Control
Signal

This Control
point is
governed by
DS3
Dispatcher

DS3
CH 65
Tone: 13X

Emporia Sub Westbound to Argentine Yard via Turner



CP 4.5 entering
Turner Yard and
DSF

This Control
point is
governed by
DS3
Dispatcher

DS3
CH 65
Tone: 13X

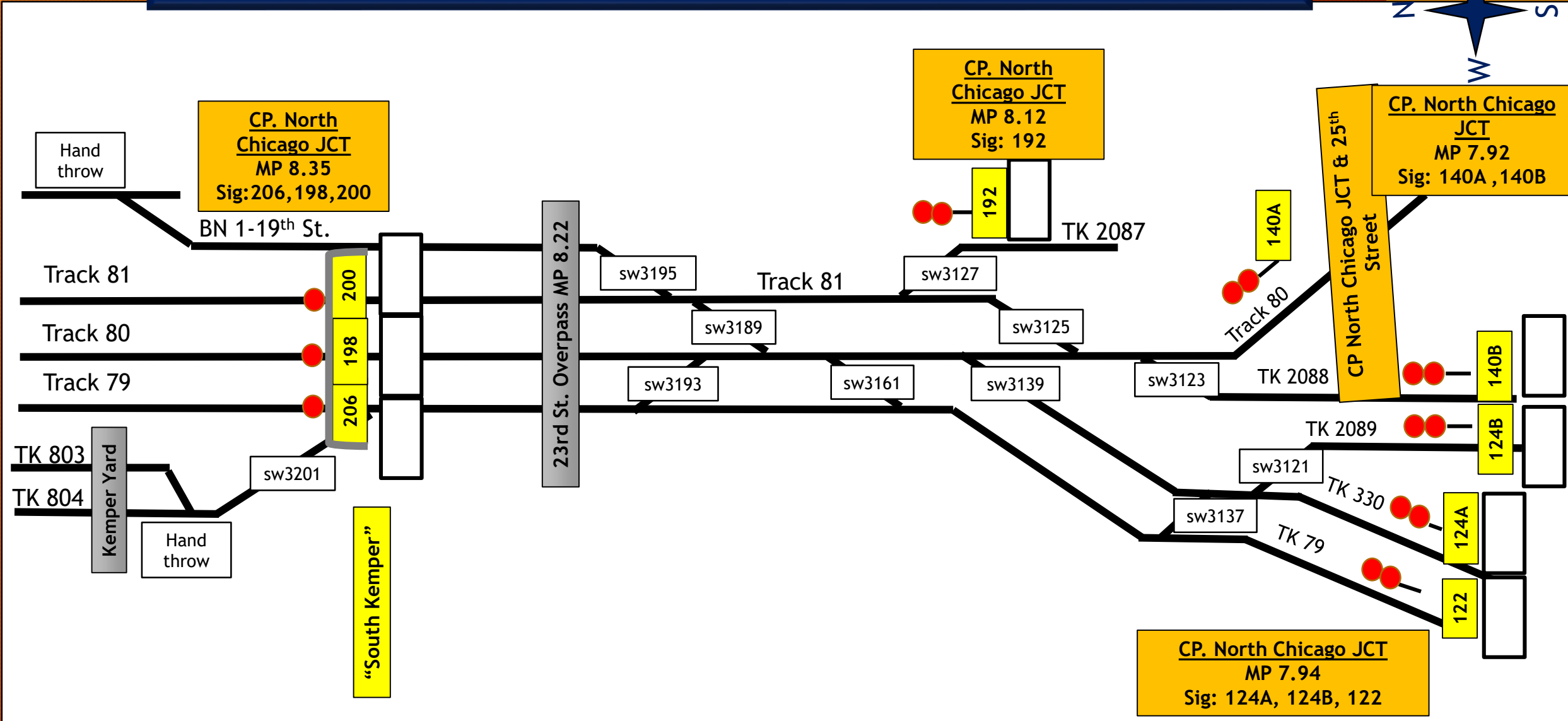
Argentine (Santa Fe Jct.) to Murray via KCT

Documents you will need:

- Greater Kansas City Operating Instructions (GKCOI)
 - General Orders and Notices
- BNSF Heartland Division Time table (St. Joseph Subdivision)
 - General Orders and Notices
- BNSF Kansas Division Time Table (Emporia Subdivision)
 - General Orders and Notices
- Kansas City Terminal Railway- Daily Operating Bulletins (DOB)
- Argentine Yard Instructions issued as Kansas Division General Notice

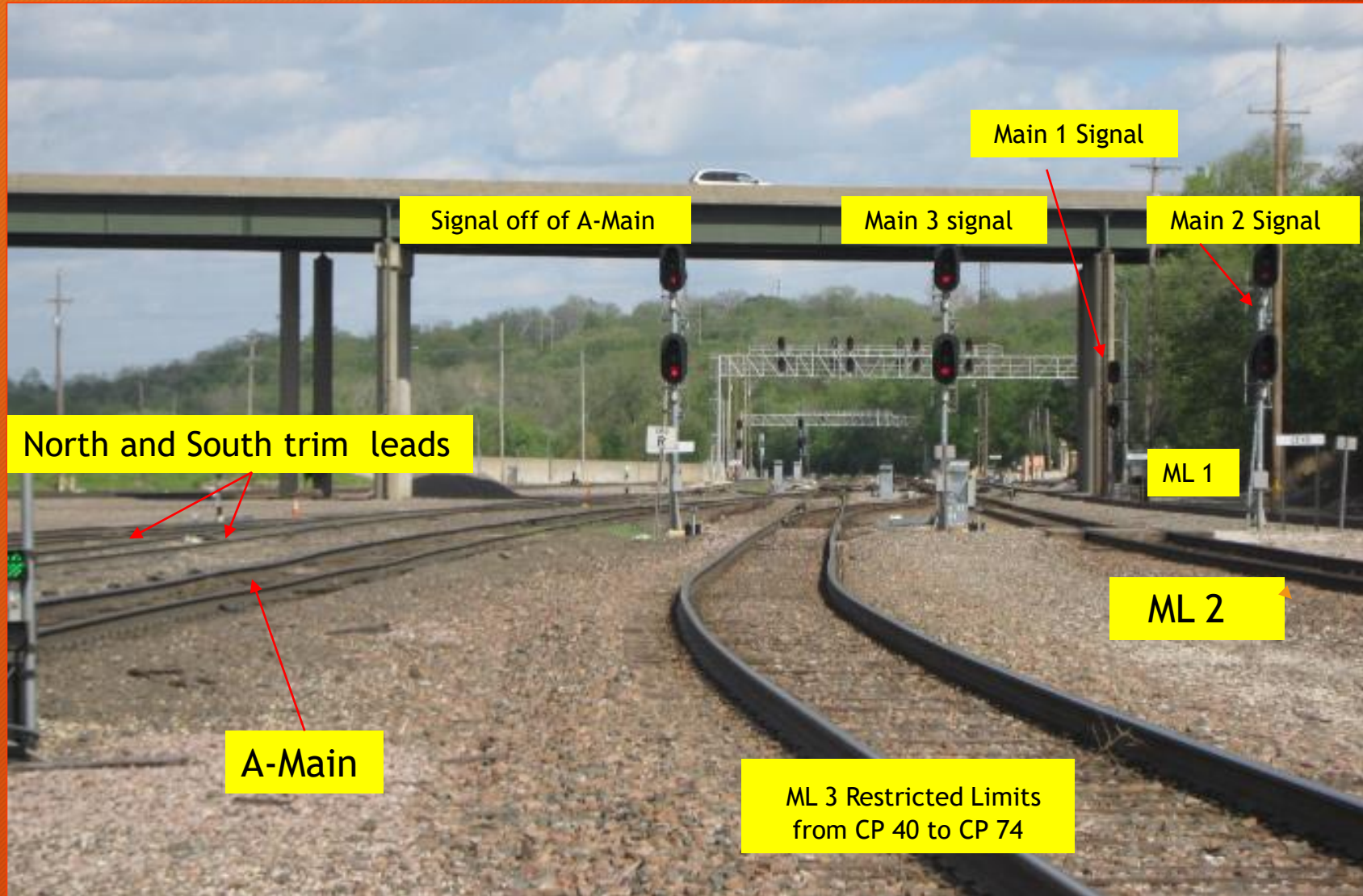
This play book shows the signals traversing through the KCT between the Argentine and Murray yard. Changes can be made at any time, always refer to your rule books and track charts and verify all information is correct and up to date. If in doubt please contact an immediate supervisor.

North Chicago Junction Northbound to Murray Yard Signal Awareness Form



Argentine Yard Eastbound to Santa Fe Junction

CP 40

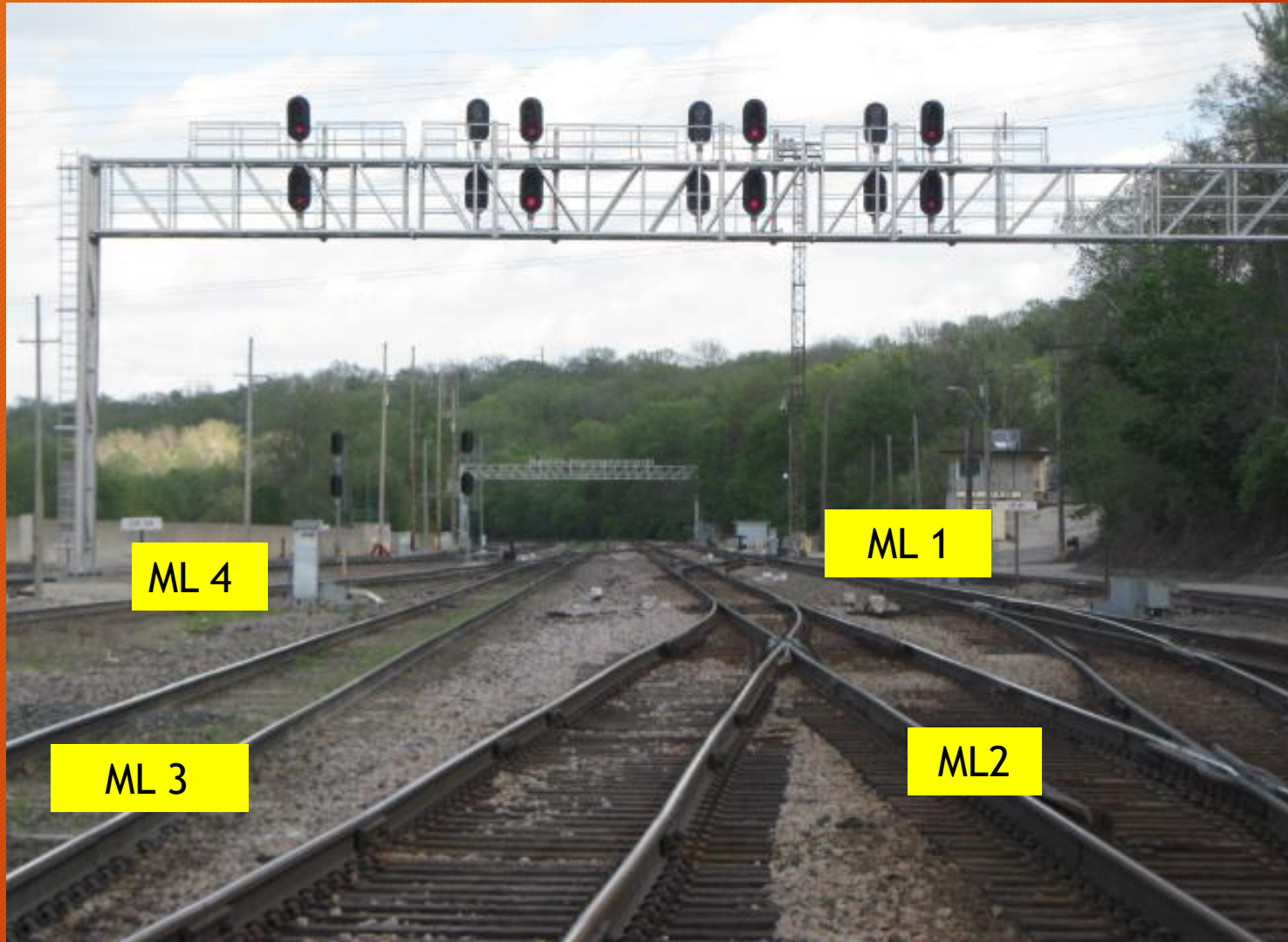


This Control point is governed by DS3 Dispatcher

DS3
CH 65
Tone: 13X

Argentine Eastbound to Santa Fe Junction

CP 39
Eastbound



This Control
point is
governed by
DS 3
Dispatcher

DS 3
CH 65
Tone: 13x

Argentine Eastbound to Santa Fe Junction



CP 39 East
bound to SF
Junction via
Turner

This Control
point is
governed by
DS 3
Dispatcher

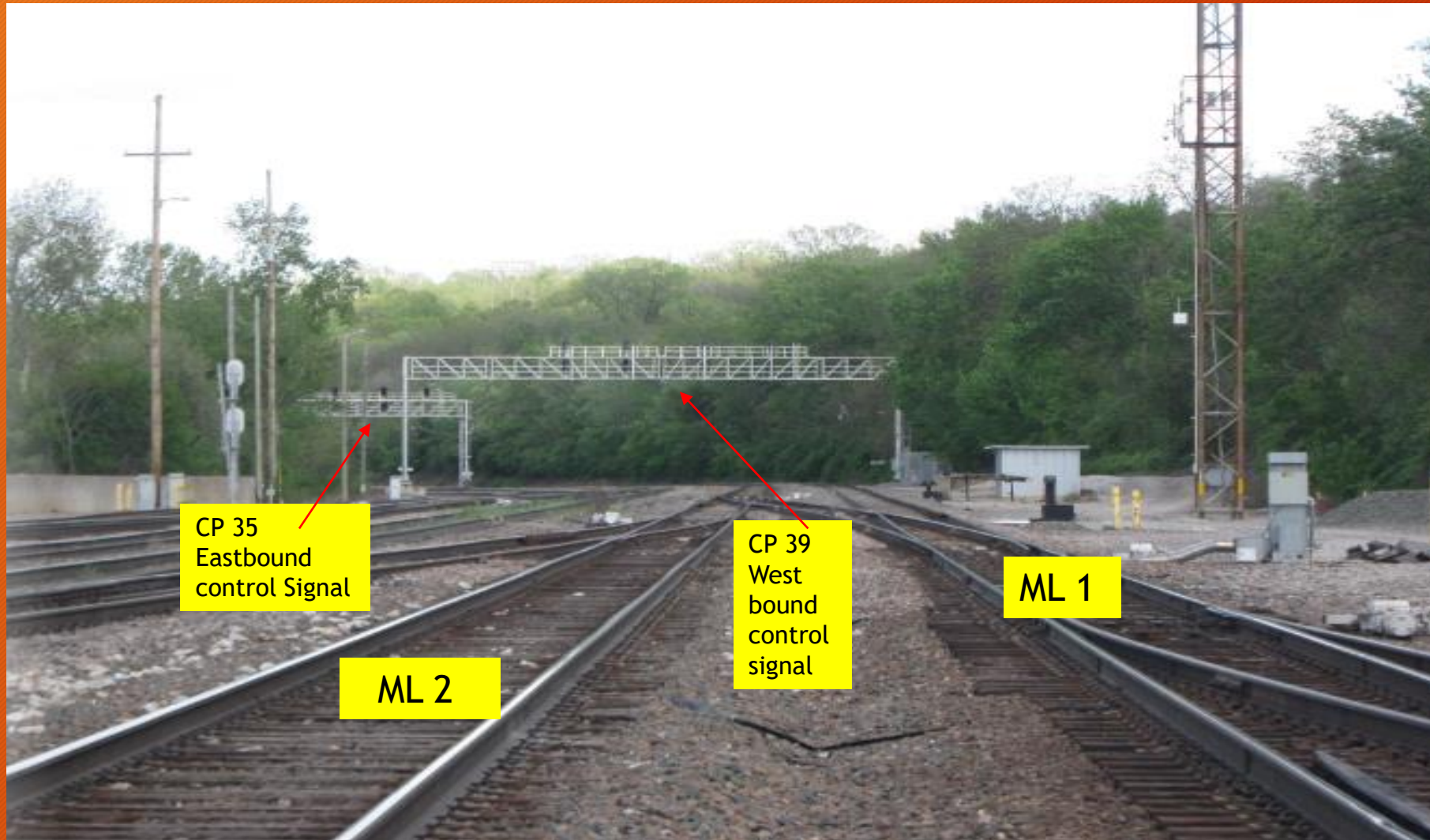
DS 3
CH 65
Tone: 13x

Argentine Eastbound to Santa Fe Junction

Notice CP 35
has directional
signal bridges

This Control
point is
governed by
DS 3
Dispatcher

DS 3
CH 65
Tone: 13x



Argentine Eastbound to Santa Fe Junction

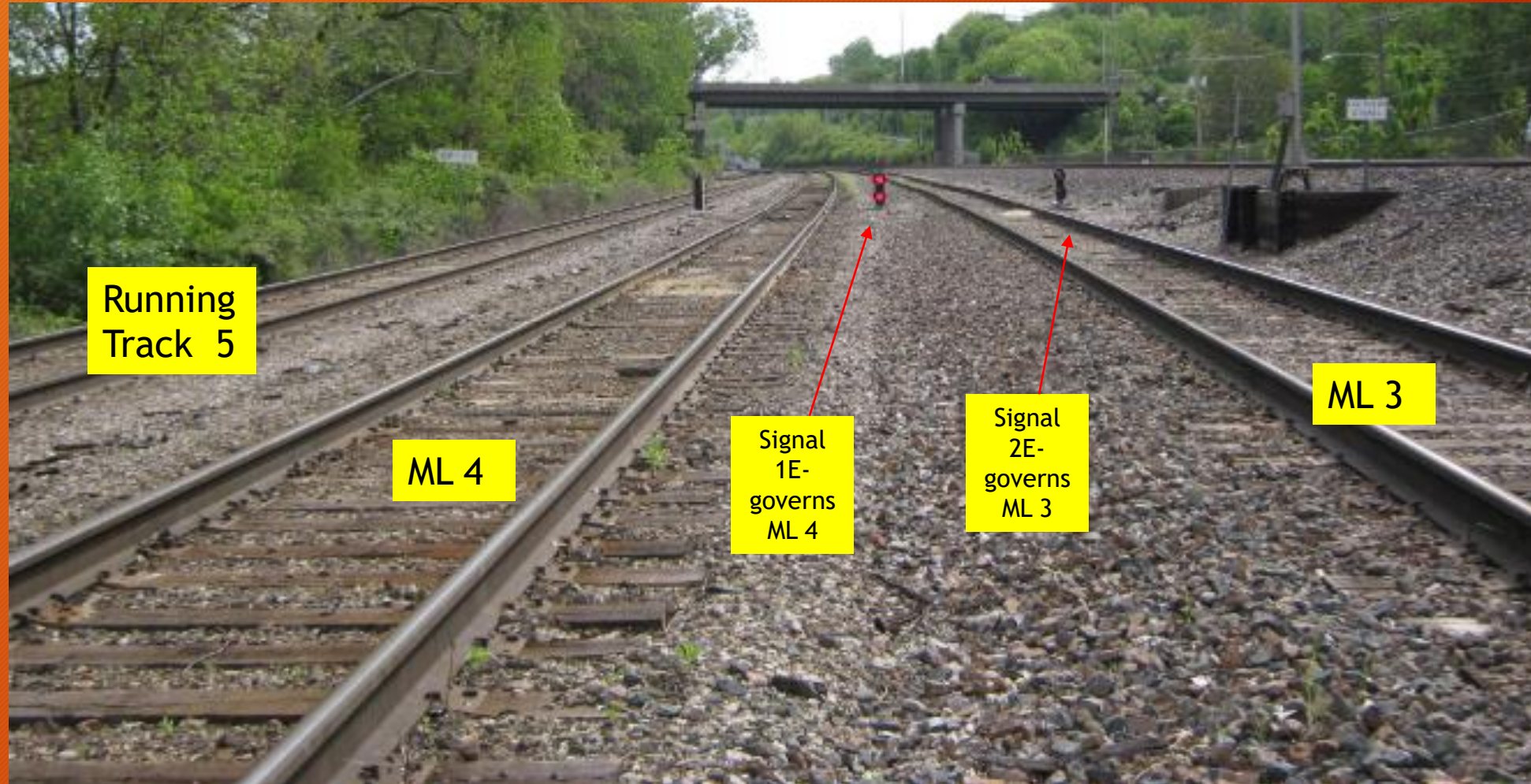
Left handed
signal to ML
5 at CP
35



ML 5

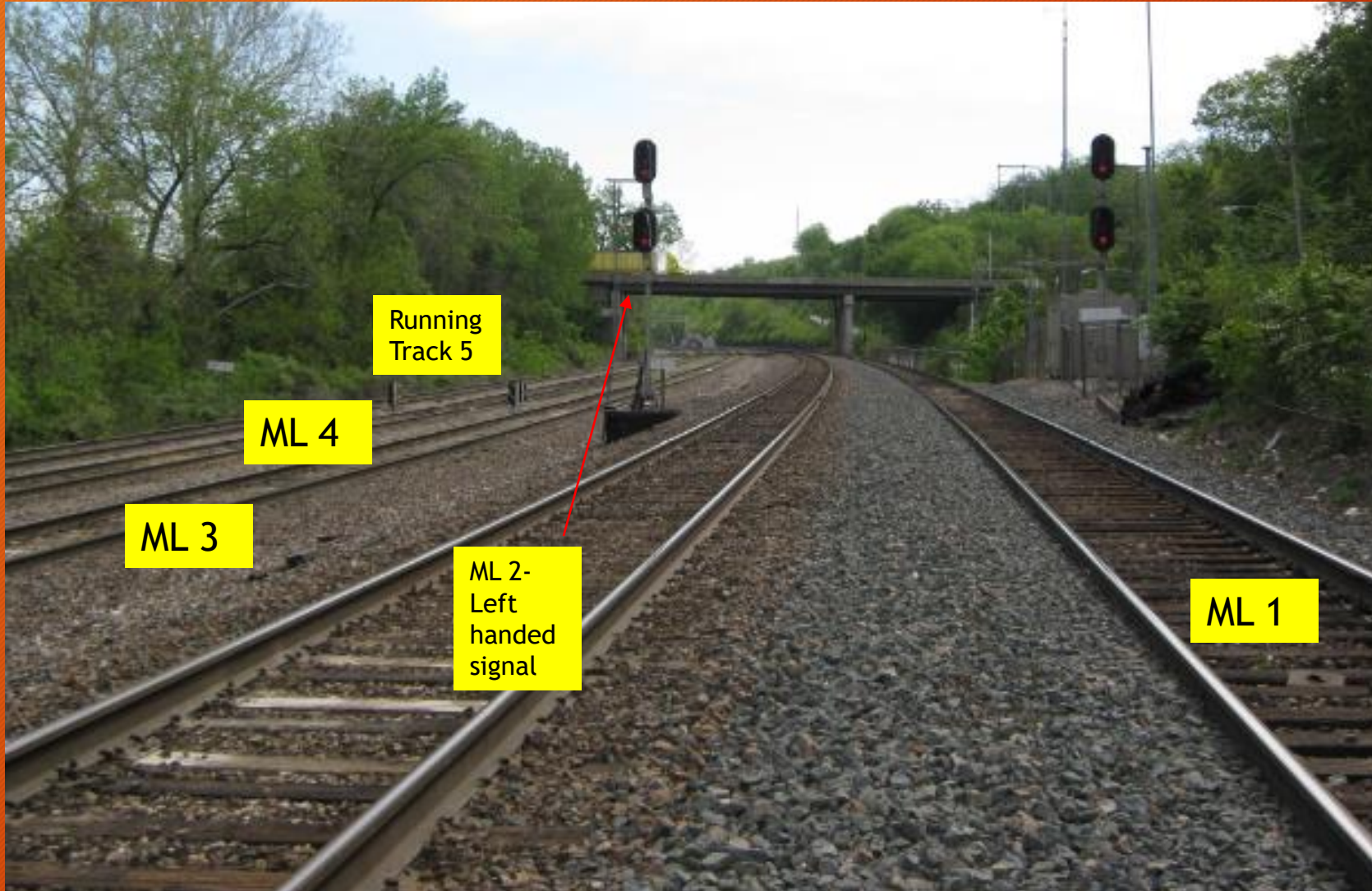
Argentine Eastbound to Santa Fe Junction

CP 27 Pot
Signals
govern Mains
3, 4



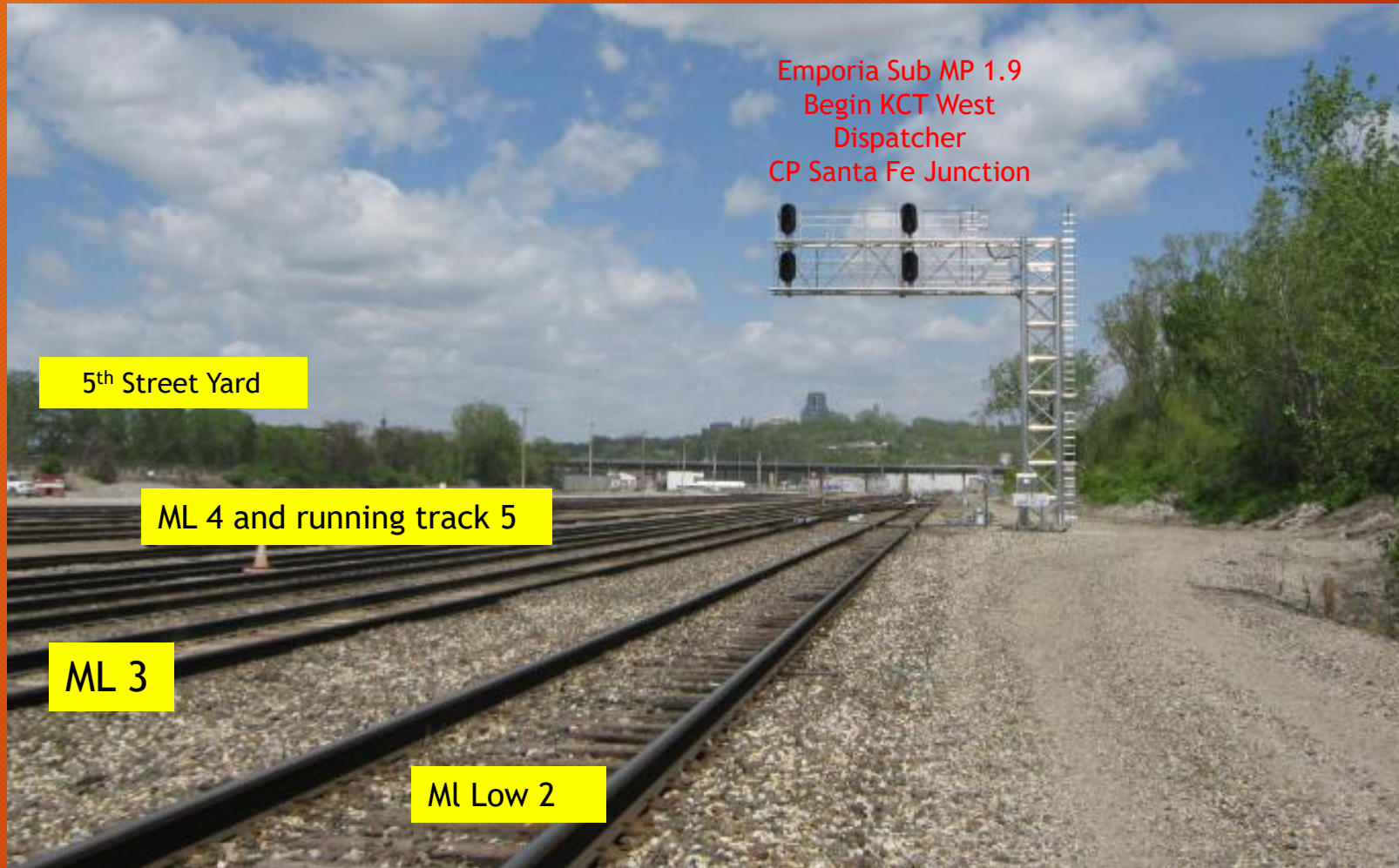
Argentine Eastbound to Santa Fe Junction

CP 27 Main 2
governed by
left handed
signal



Santa Fe Junction Eastbound to Murray Yard

At CP Santa Fe Junction on KCT.
ML 3 becomes track 81, ML 4 becomes track 80.



This Control point is governed by KCT west Dispatcher

KCT West DS
CH 060-060
Tone: 188

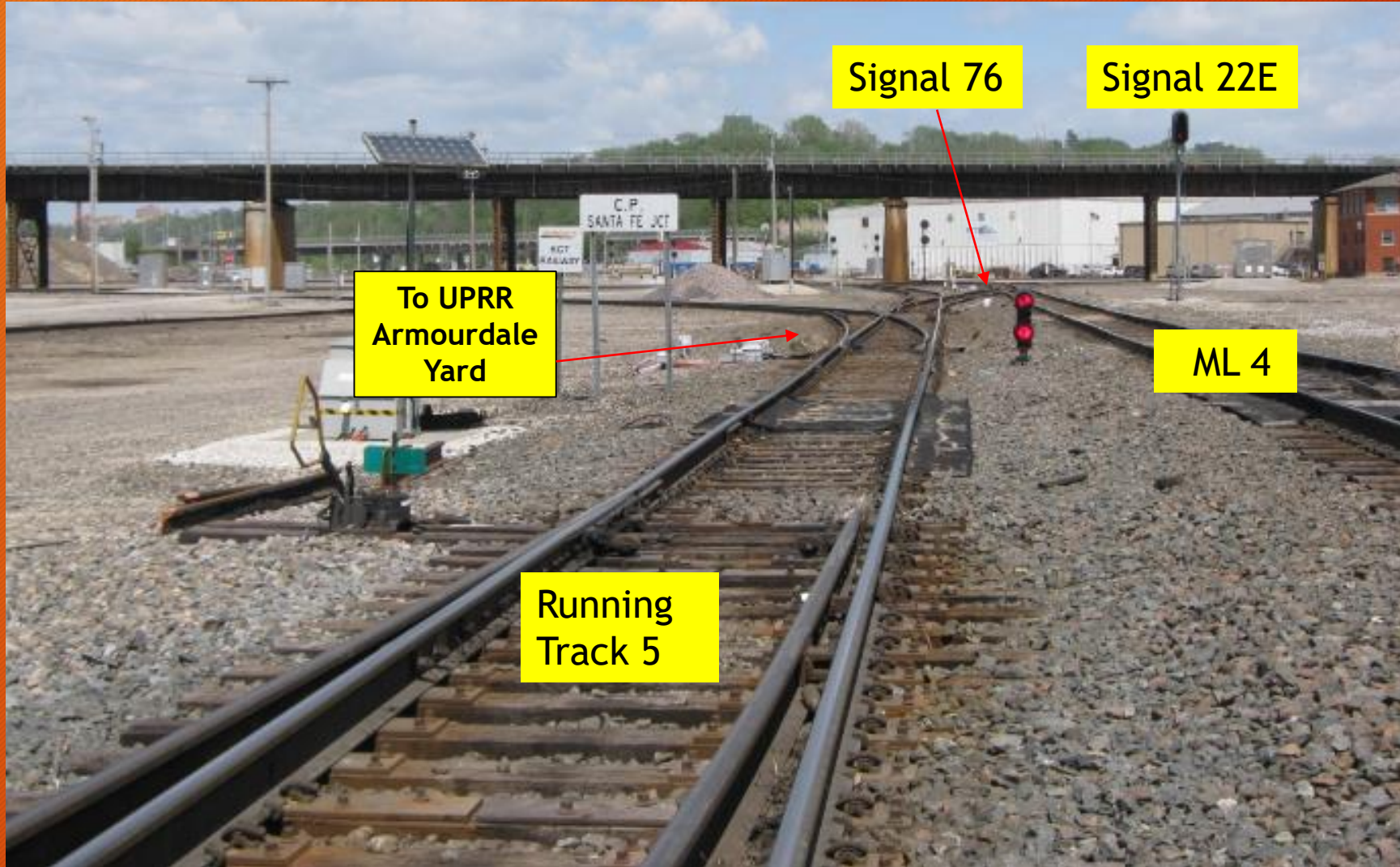
Santa Fe Junction Eastbound to Murray Yard



This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

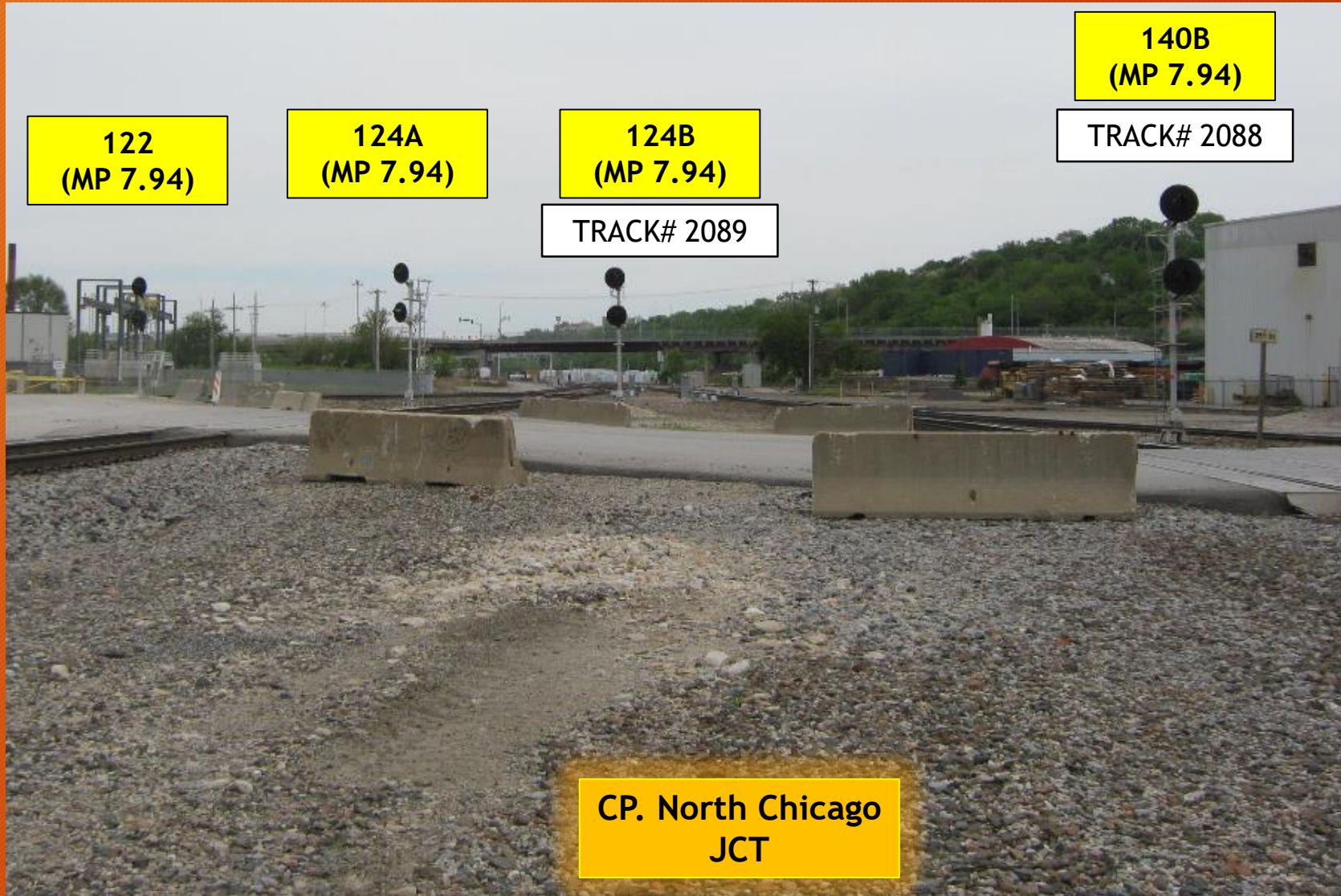
Santa Fe Junction Eastbound to Murray Yard



This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

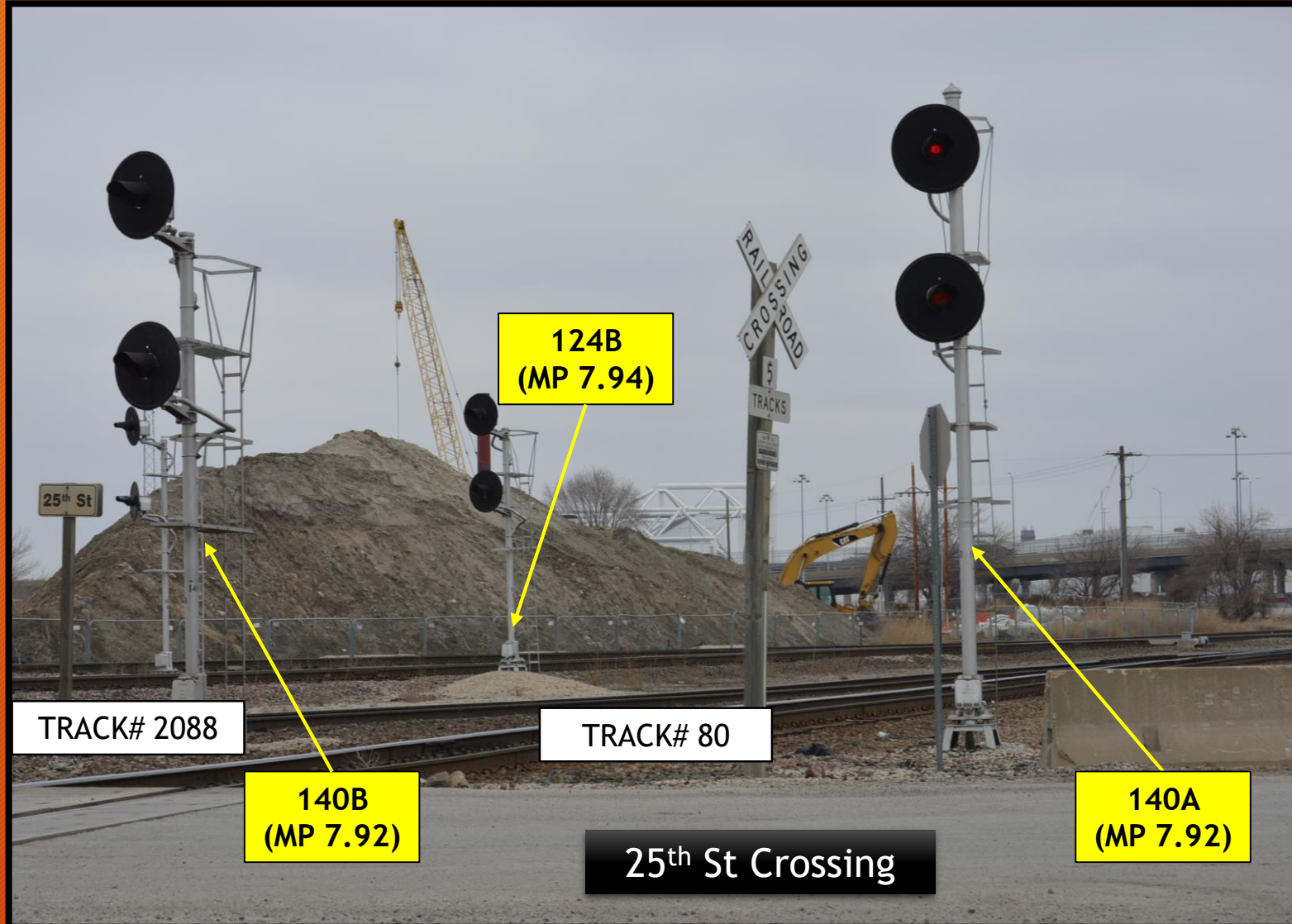
CP North Chicago Junction Northbound to Murray Yard



This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

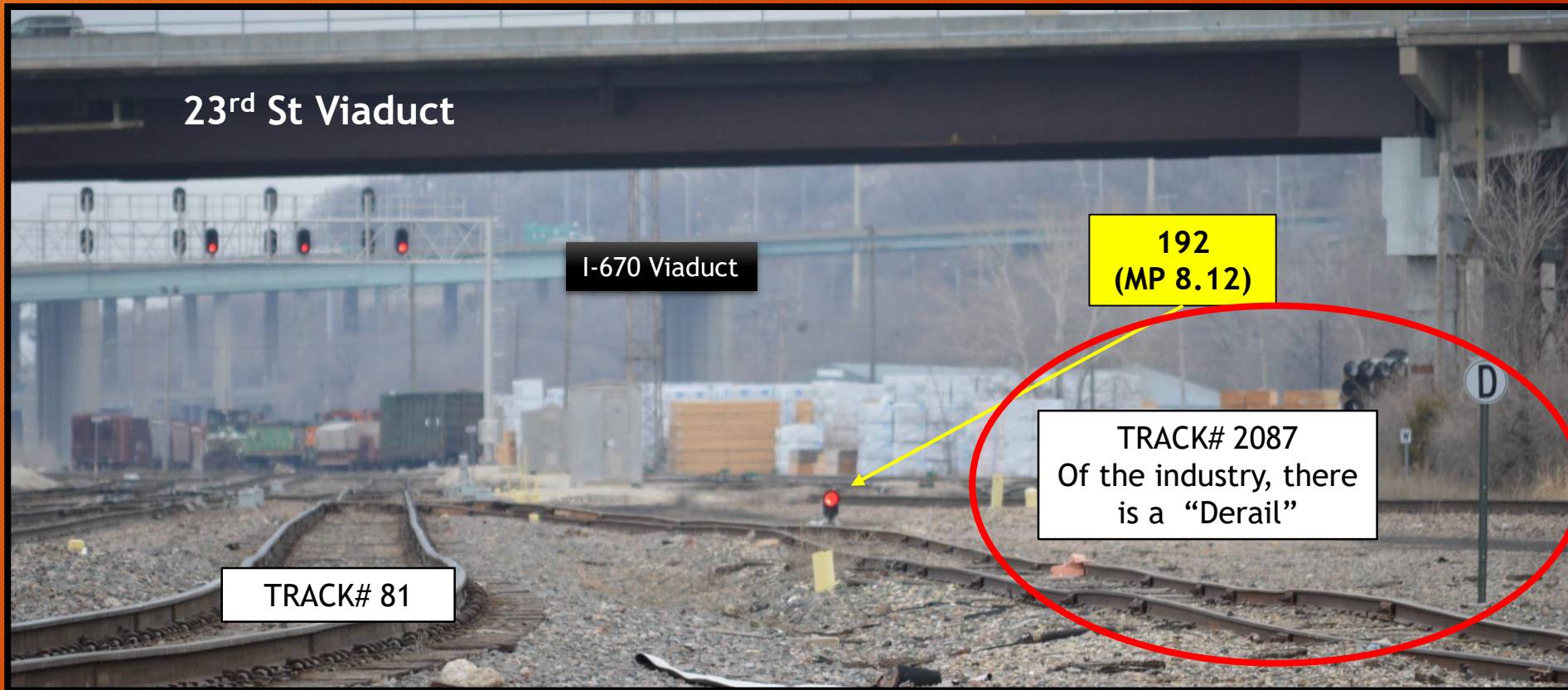
CP North Chicago Jct Northbound to Murray Yard



This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

CP North Chicago Junction Northbound to Murray Yard



This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

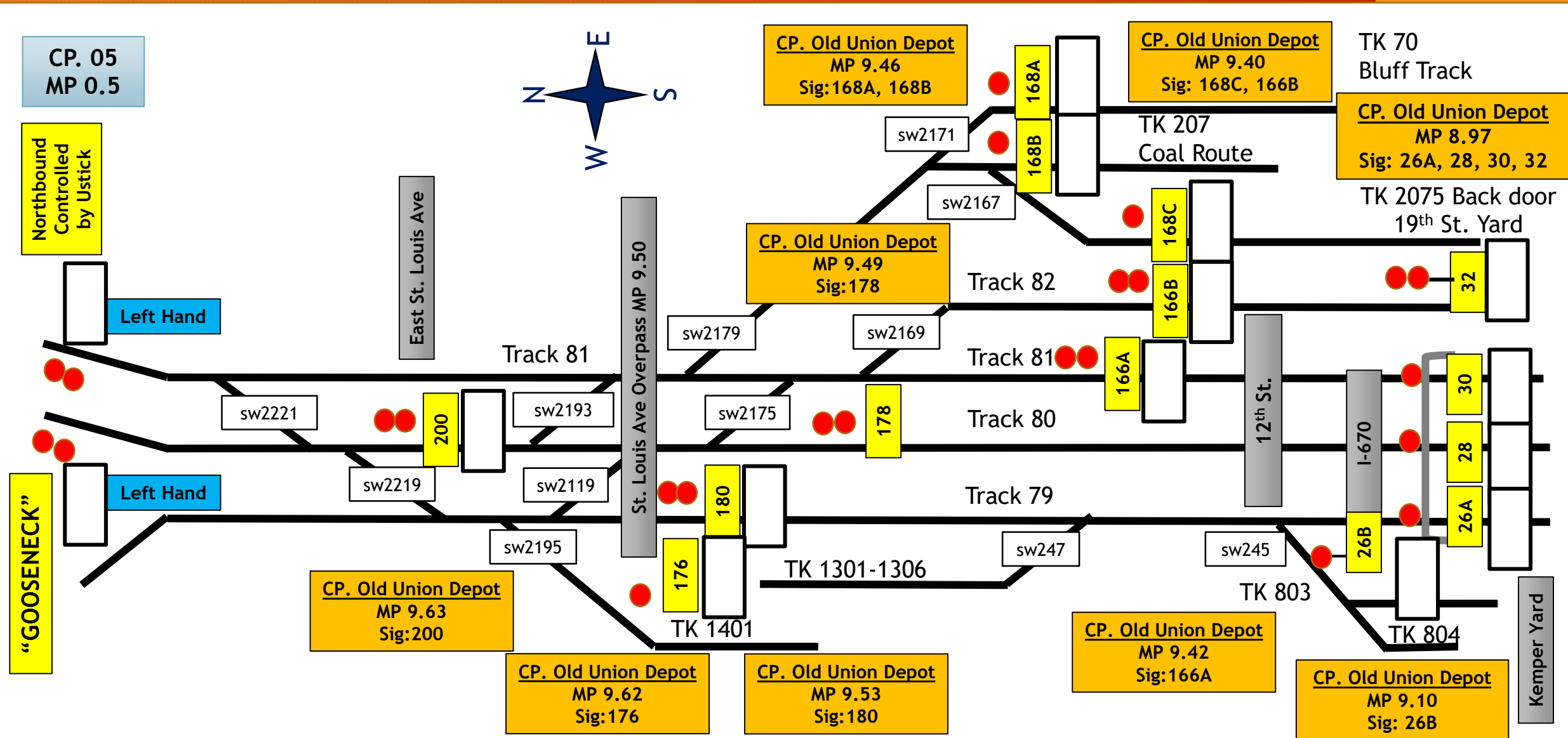
CP Old Union Depot Northbound to Murray Yard



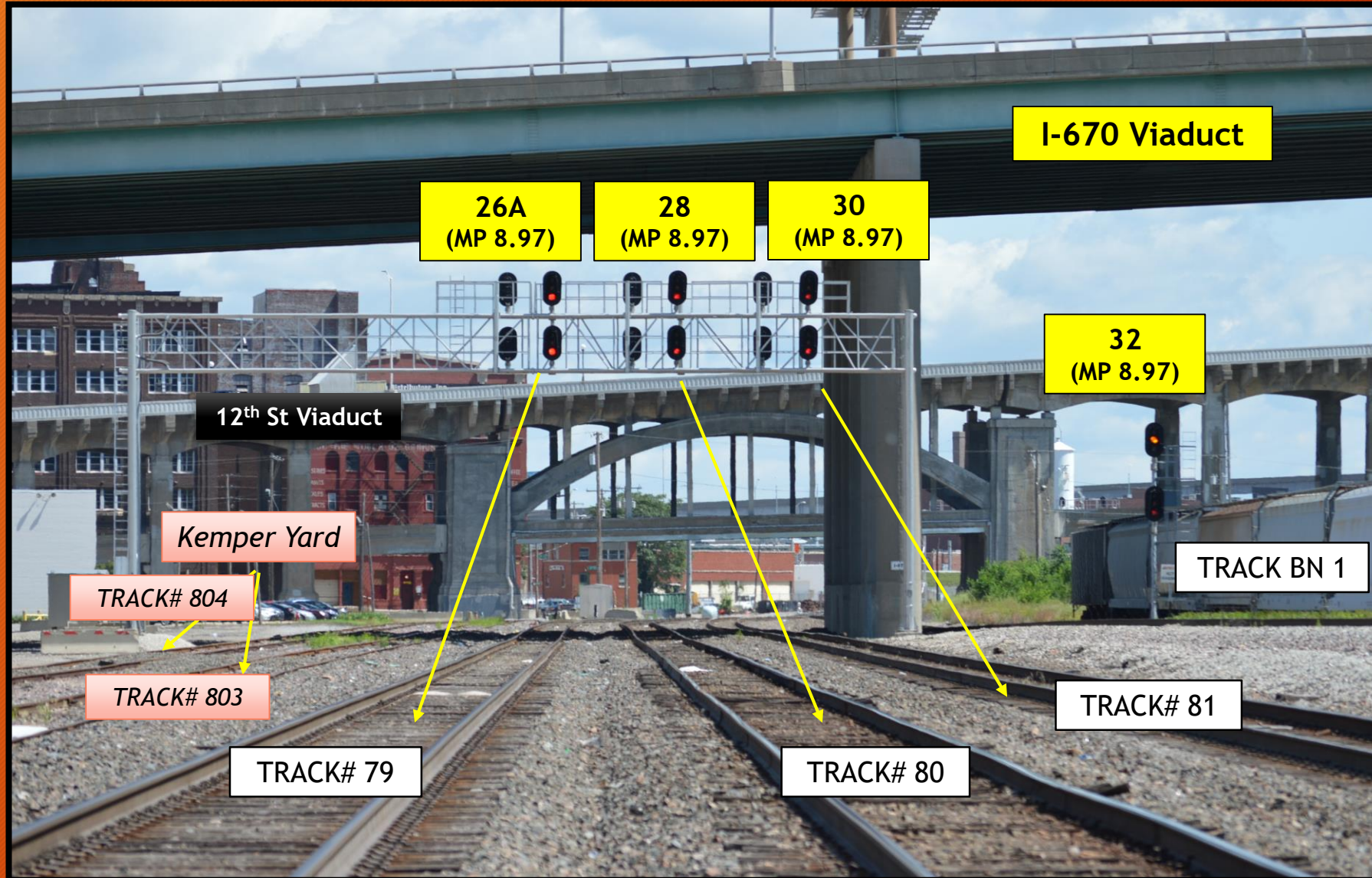
This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

Santa Fe Junction Northbound to Murray Yard Signal Awareness Form



CP Old Union Depot Northbound to Murray Yard



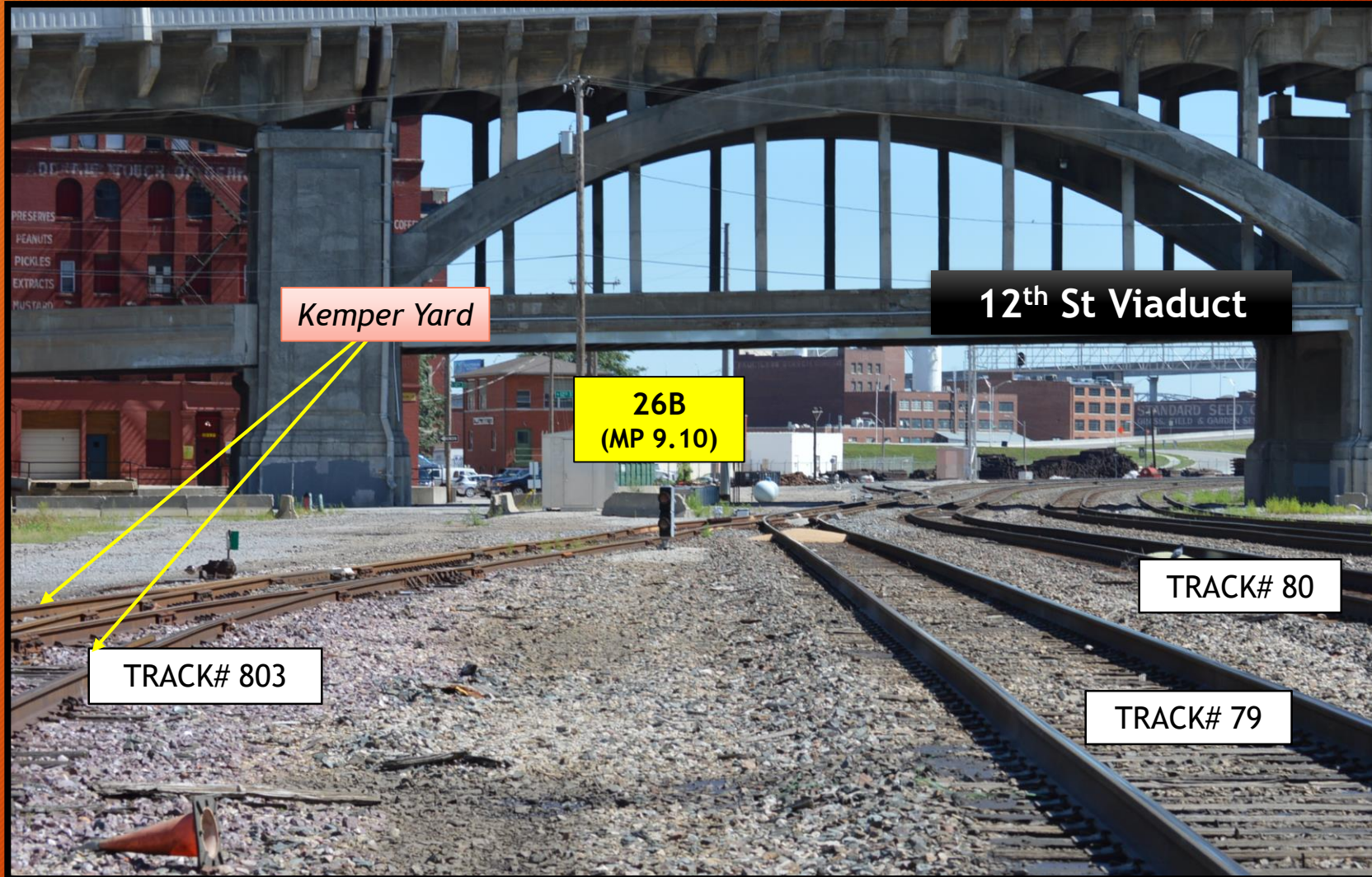
Track BN 1
becomes Track
82 north of 32
signal

This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

Old Union Depot Northbound to Murray Yard

This signal to depart Kemper Yard Northbound is located between I-670 and 12th ST.

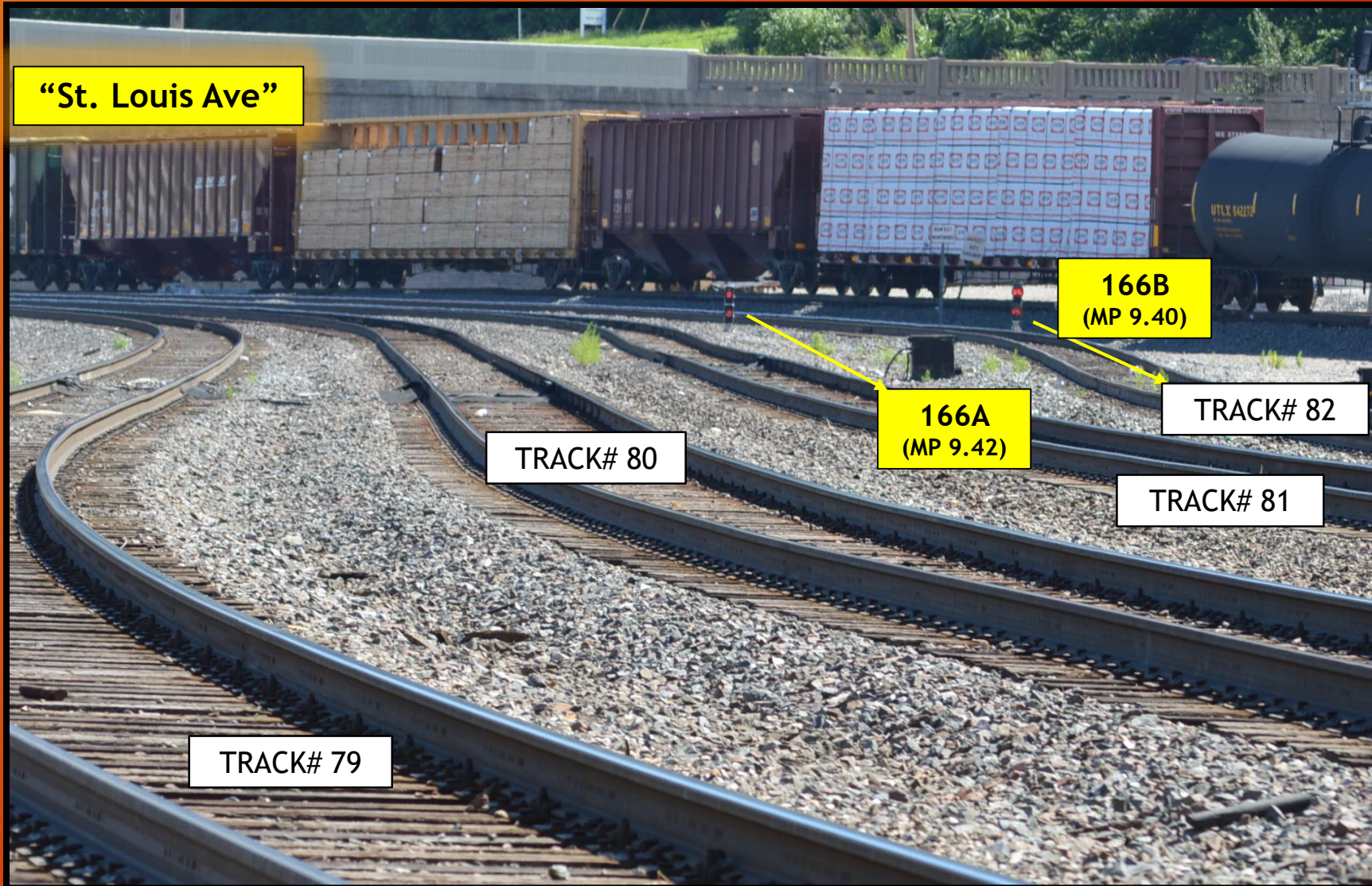


This Control point is governed by KCT west Dispatcher

KCT West DS
CH 060-060
Tone: 188

CP Old Union Depot Northbound to Murray Yard

The “St. Louis” and “EAST St. Louis” at CP Old Union Depot are for northbound movement on track # 80.

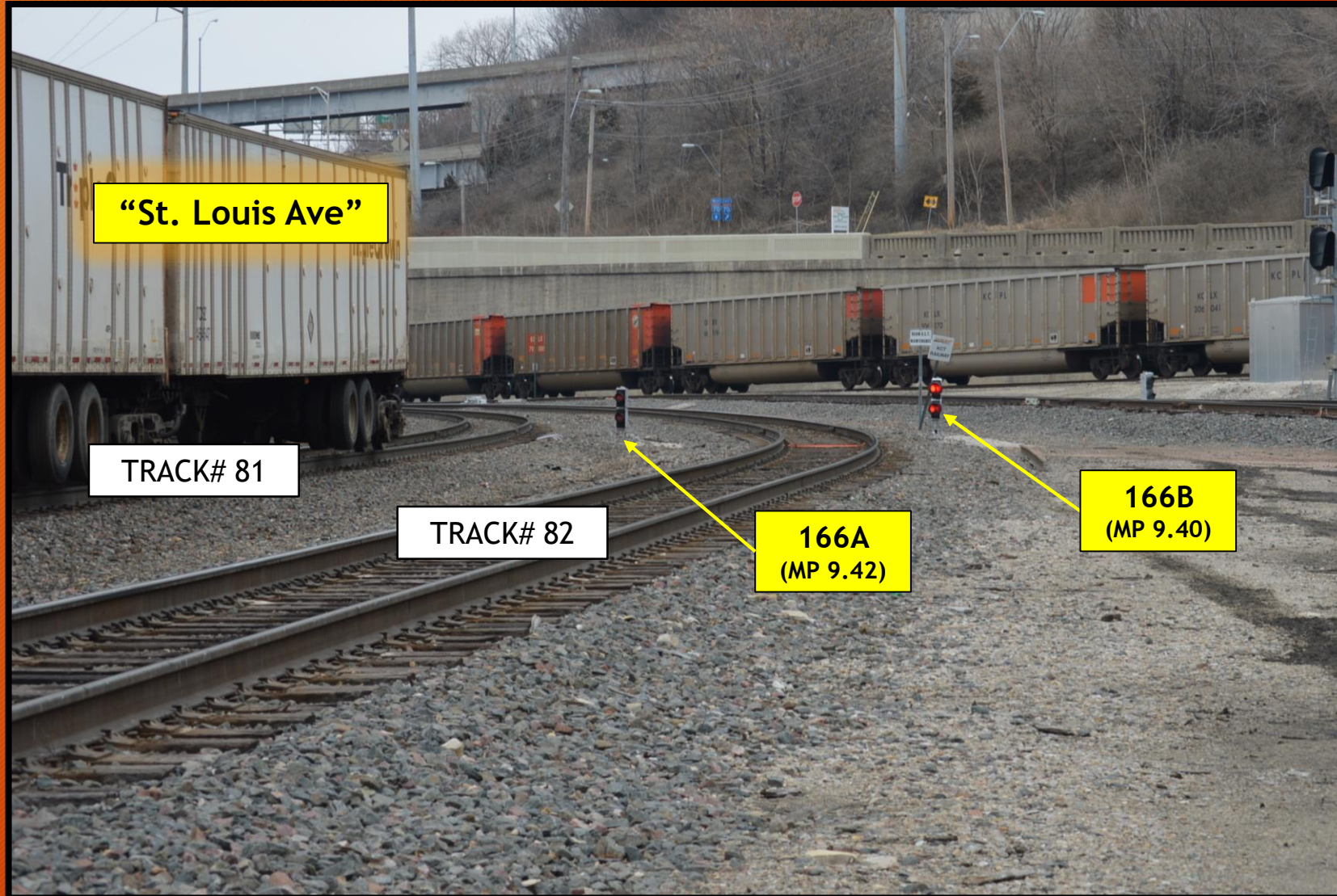


This Control point is governed by KCT west Dispatcher

KCT West DS
CH 060-060
Tone: 188

CP Old Union Depot Northbound to Murray Yard

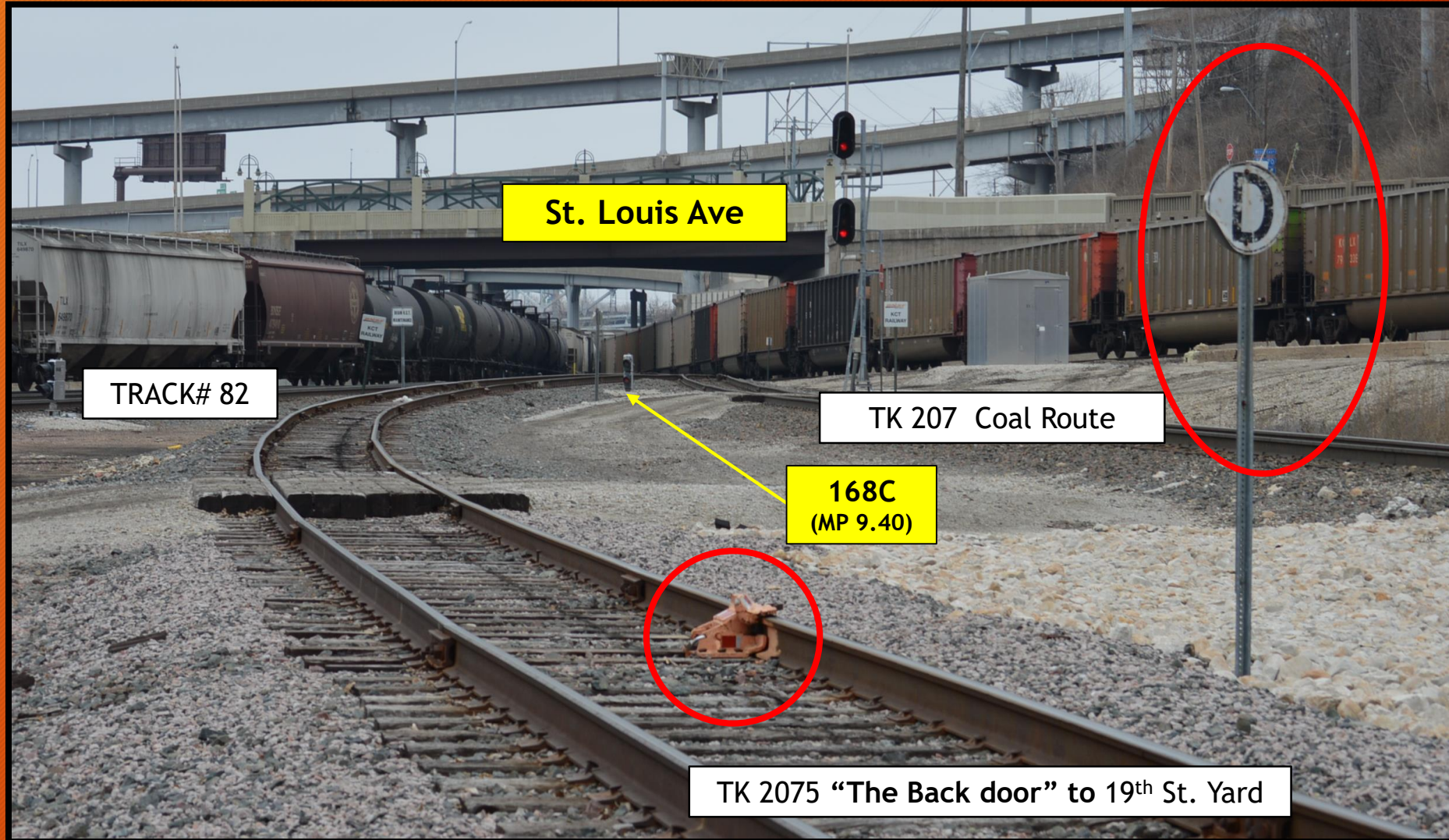
The “St. Louis” and “EAST St. Louis” at CP Old Union Depot are for northbound movement on track # 80.



This Control point is governed by KCT west Dispatcher

KCT West DS
CH 060-060
Tone: 188

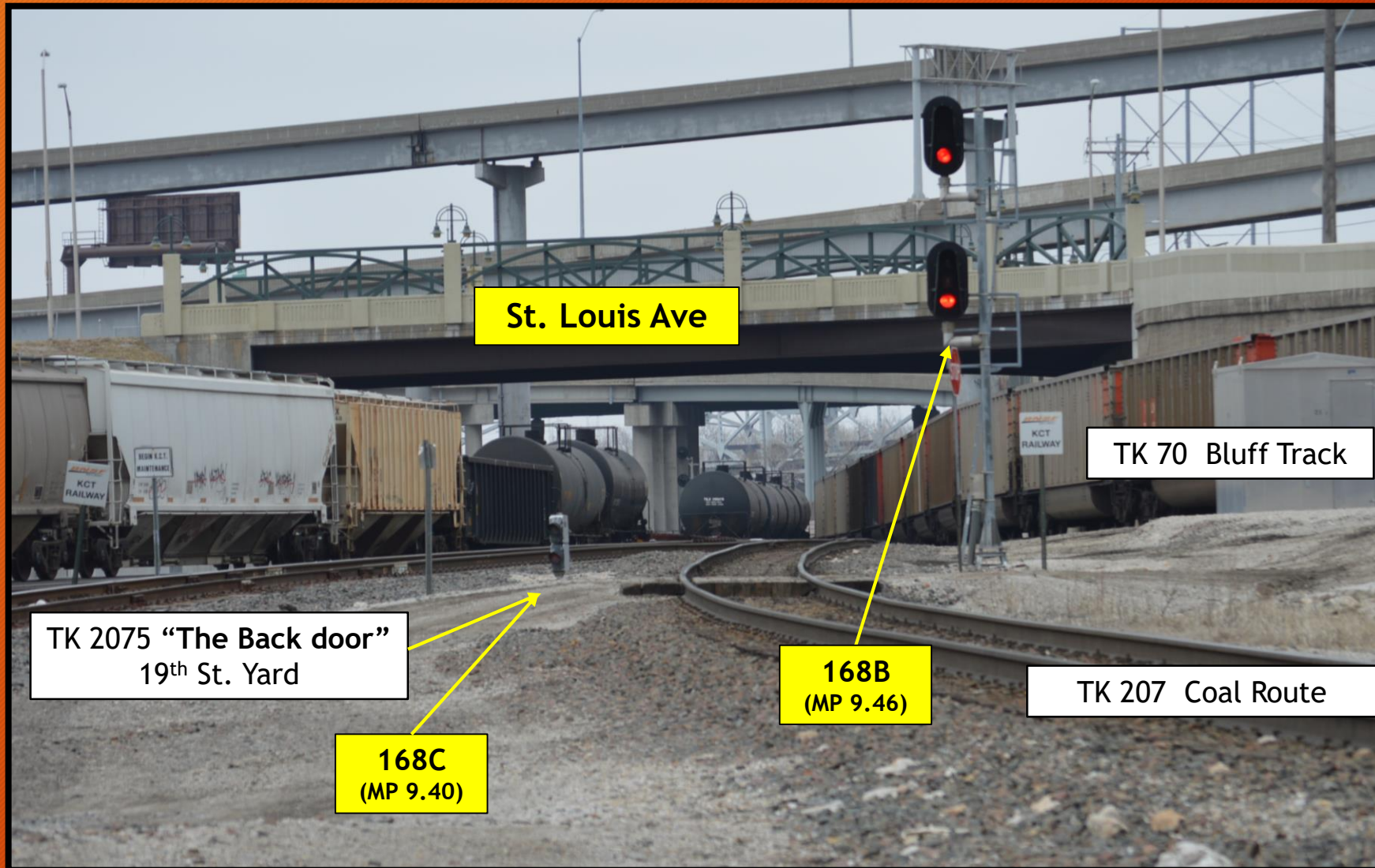
CP Old Union Northbound to Murray Yard



This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

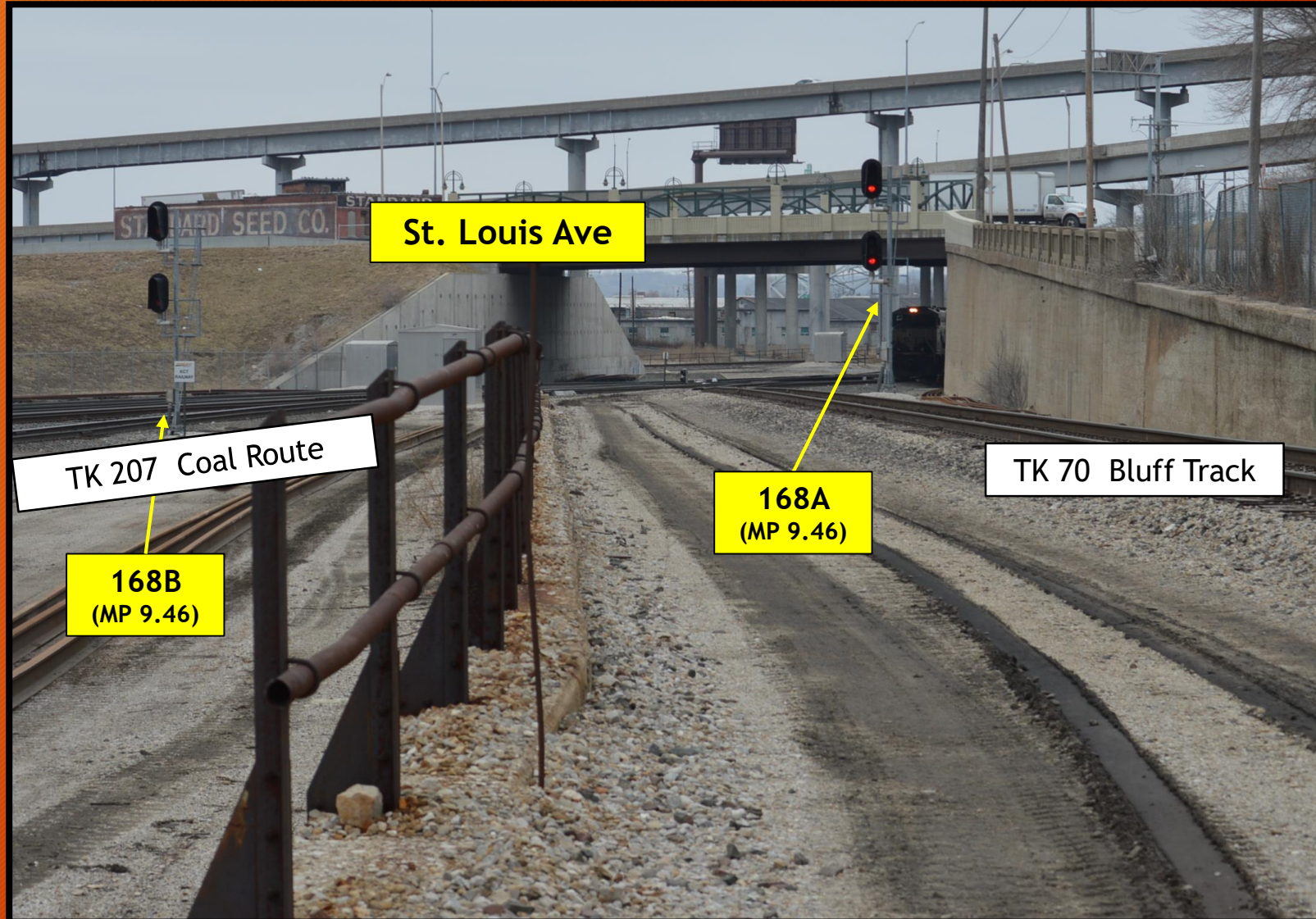
CP Old Union Depot Northbound to Murray Yard



This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

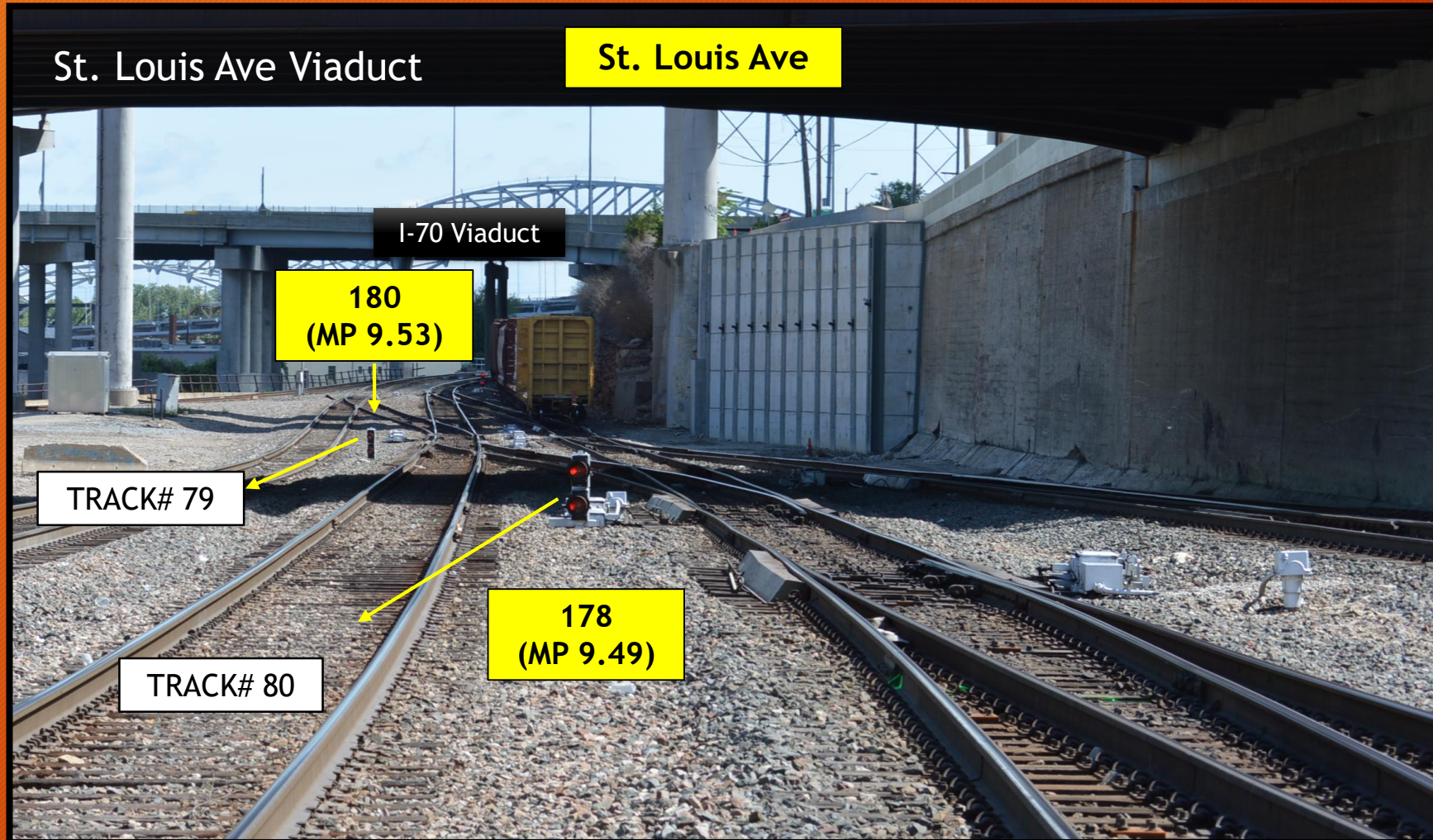
CP Old Union Depot Northbound to Murray Yard



This Control
point is
governed by
KCT west
Dispatcher

KCT West DS
CH 060-060
Tone: 188

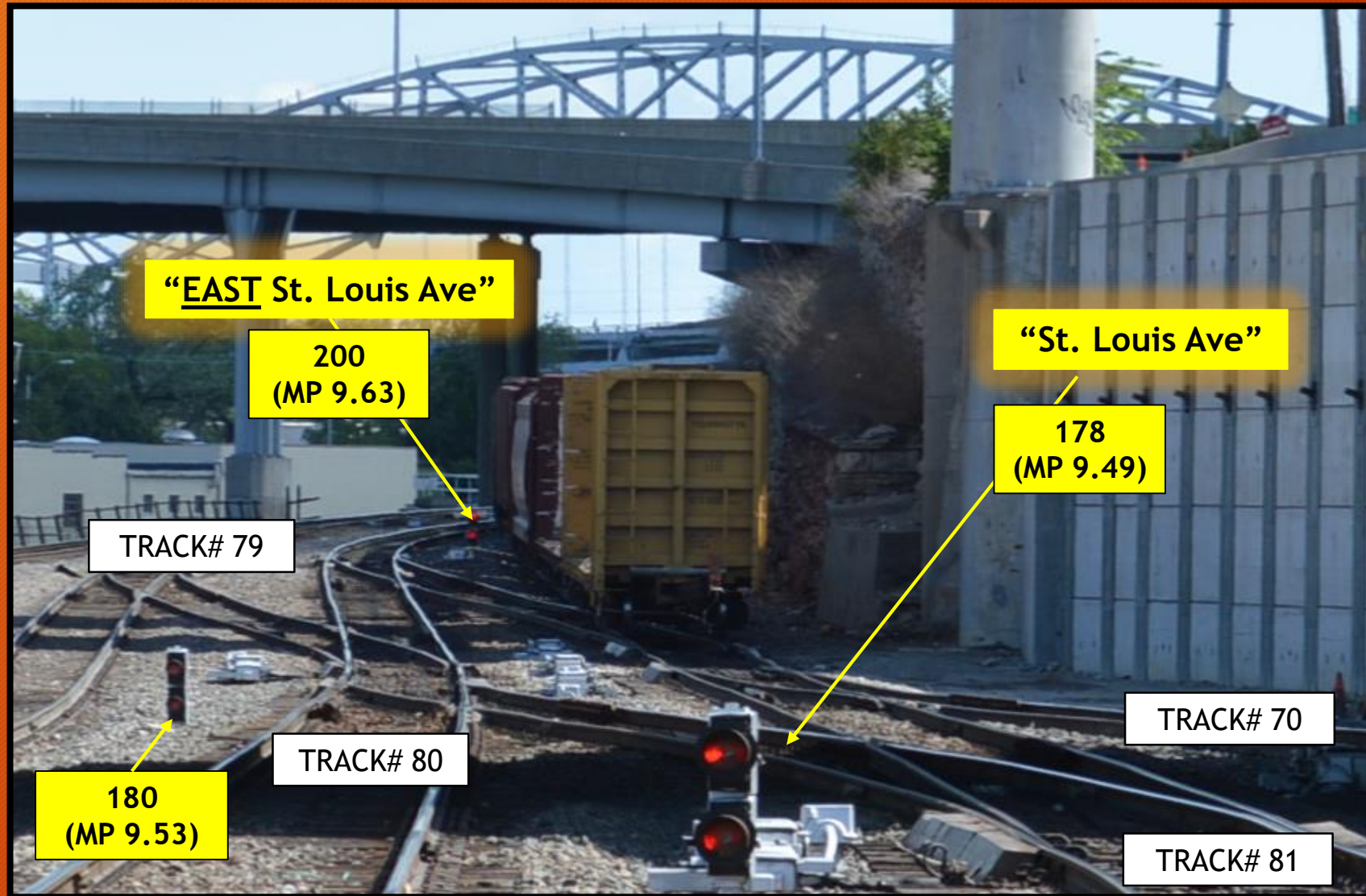
CP Old Union Depot Northbound to Murray Yard



This Control
point is
governed by
KCT west
Dispatcher

CP Old Union Depot Northbound to Murray Yard

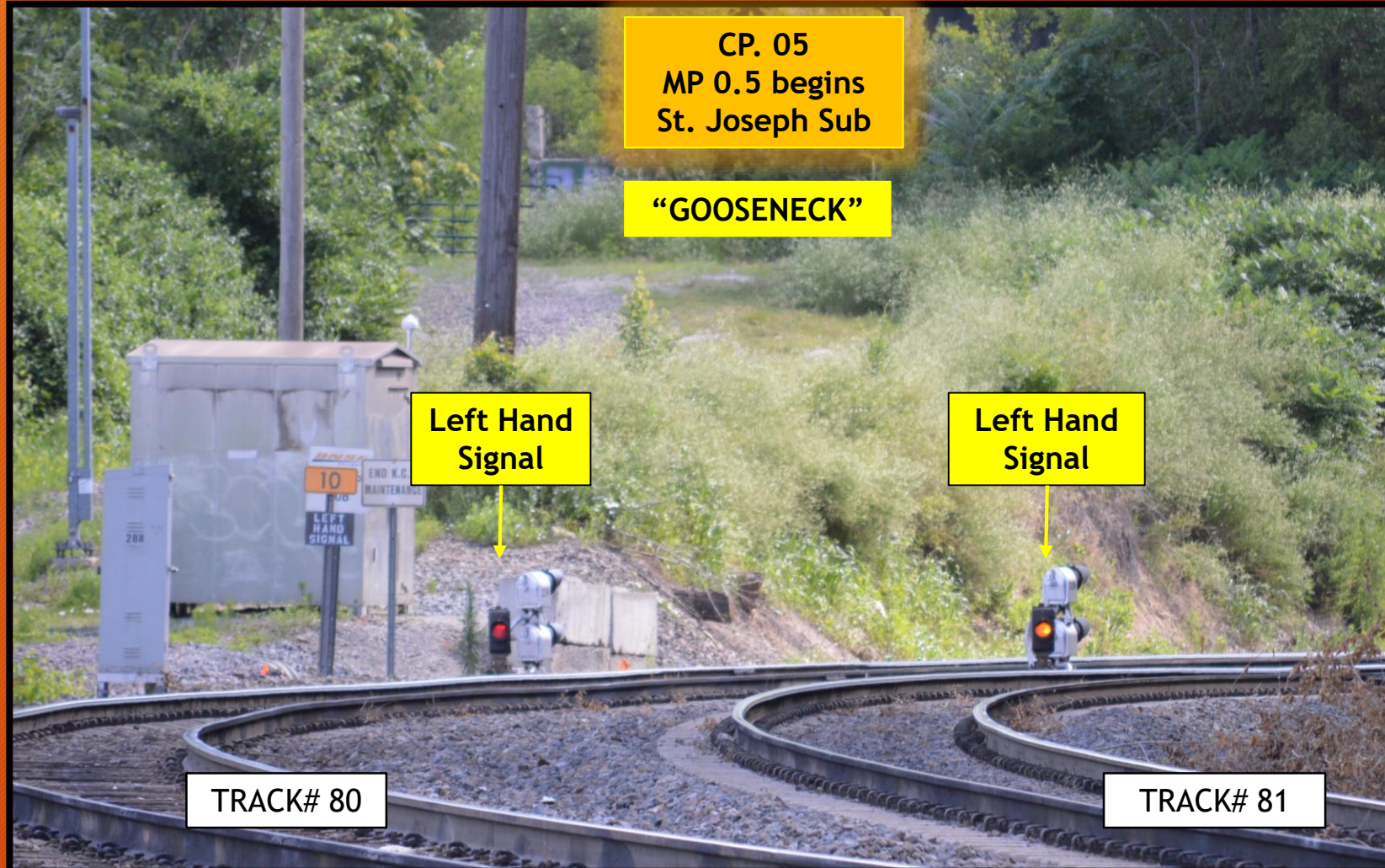
The “St. Louis” and “EAST St. Louis” at CP Old Union Depot are for northbound movement on track # 80.



This Control point is governed by KCT west Dispatcher

KCT West DS
CH 060-060
Tone: 188

CP Old Union Depot Northbound to Murray Yard



Gooseneck Northbound to Murray Yard



CP. BROADWAY
(HANNIBAL BRIDGE MP 0.8)

Left Hand
Signal

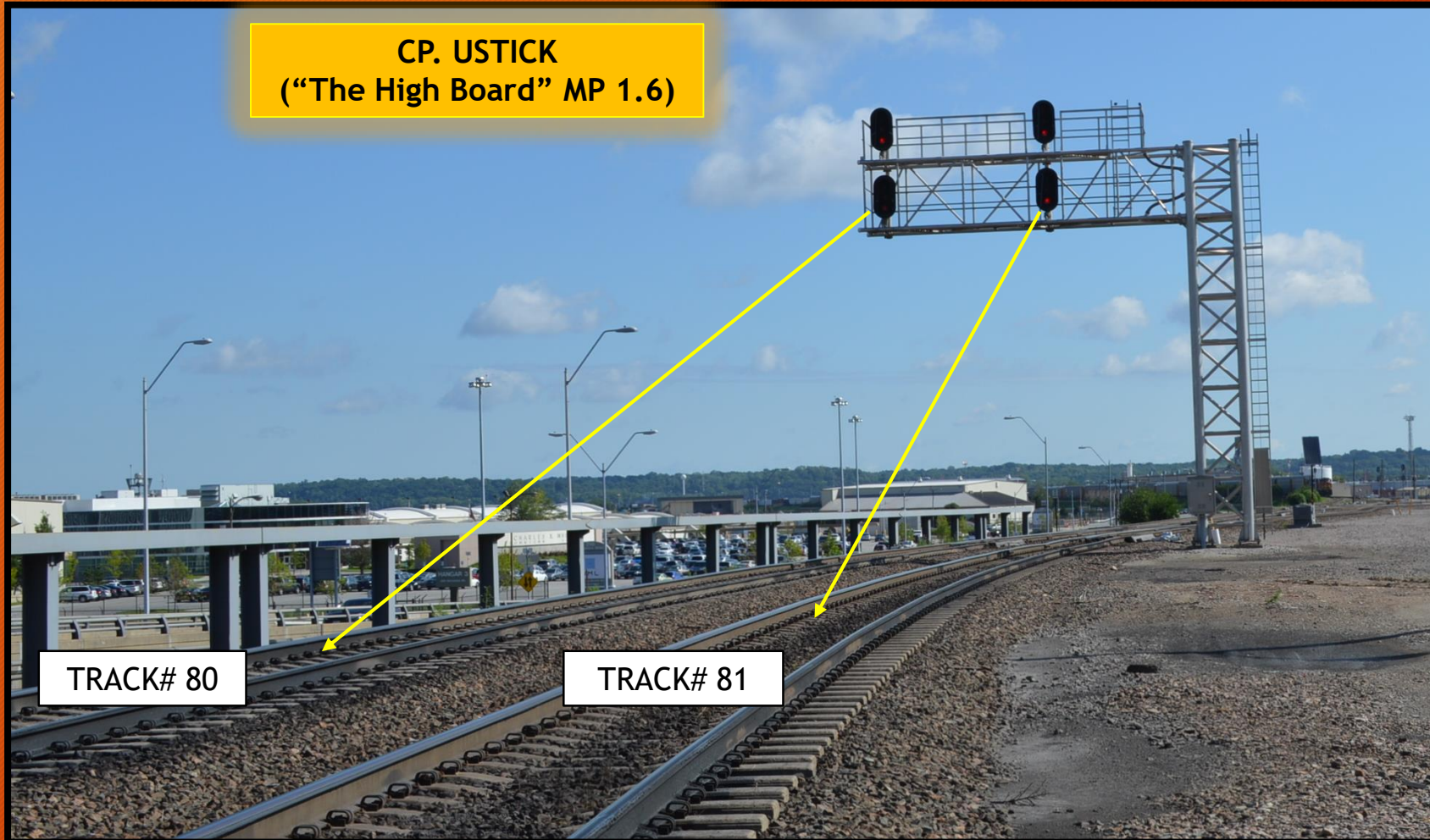
TRACK# 80

TRACK# 81

This Control
point is
governed by
Ustick
Dispatcher

Ustick DS
CH 066-066
Tone: 330

Hannibal Bridge Northbound to Murray Yard



Don't take the signal until you have contacted the Murray Bowl tower for instructions to come into the yard

This Control point is governed by Ustick Dispatcher

Ustick DS
CH 066-066
Tone: 330