Fort Scott Track Chart

FORT SCOTT SUBDIVISION

DISPATCHERX=0

RFE X=1

MECHANICAL X=2

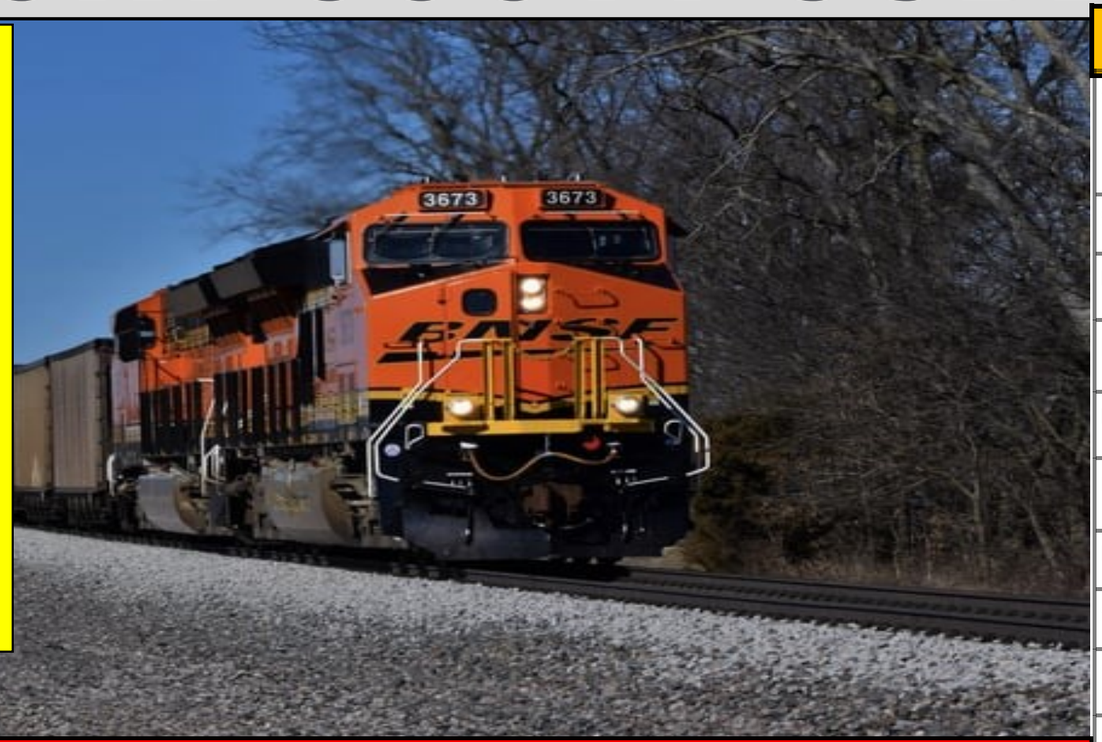
CUSTOMER SUPPORT X=3

RR POLICE X=4

DETECTOR DESK X=5

ARGENTINE DSF X=6

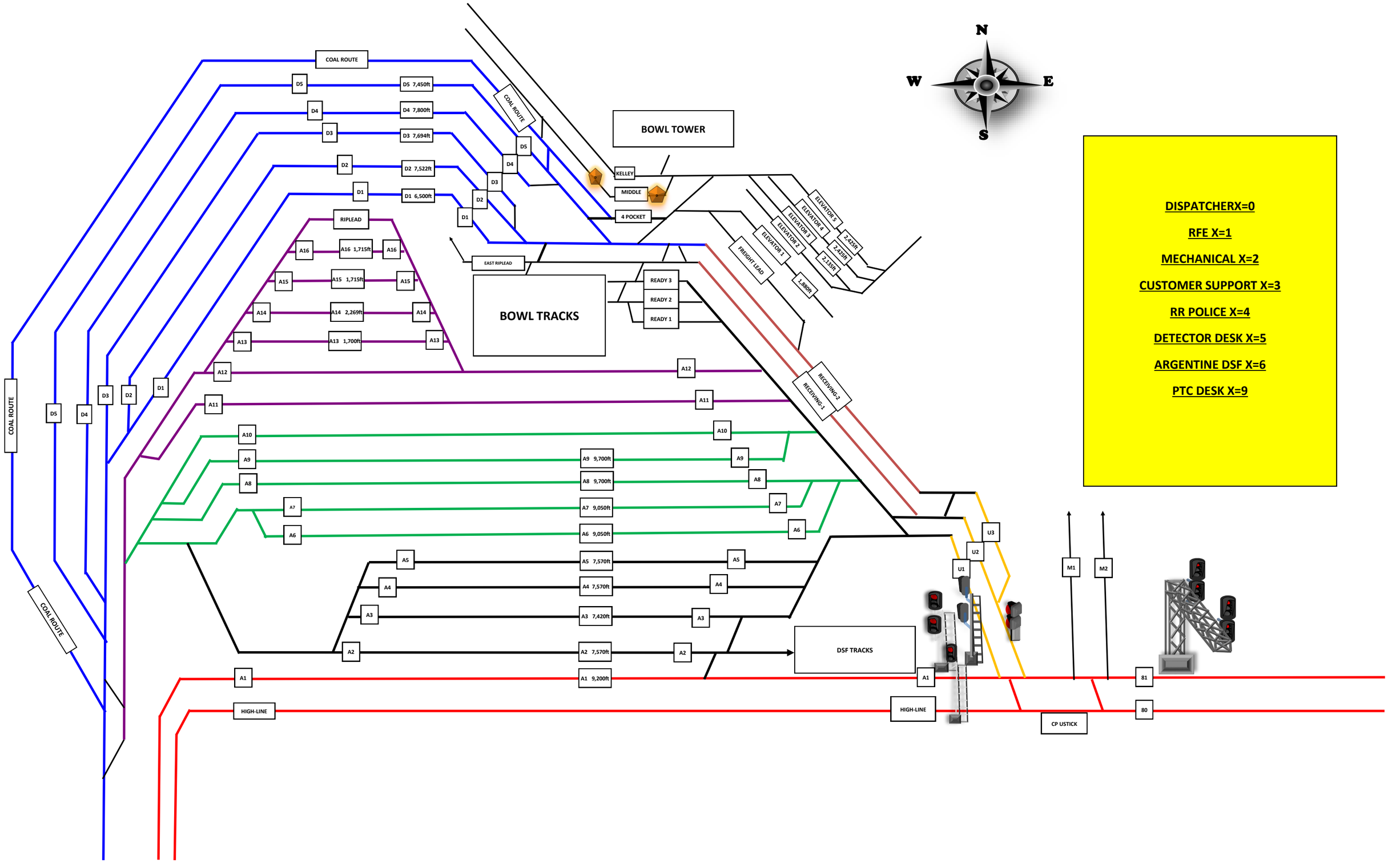
PTC DESK X=9



EMERGENCY-Numbers	
Train dispatcher-Fort worth/Kansas city	Direct dial (800)-755-9671
Train dispatcher-Fort worth/Kansas city	Toll Free (800)-755-9671
POLICE/EMS	911

RADIO CHANNELS	
MURRAY STARTER	CH92
ARGENTINE STARTER	CH55
MURRAY YARD	CH-66
KCT	CH-60 (KCT EAST 187) (KCT WEST 188)
Ustick	CH-39
KC South	CH-82
SPRINGFIELD TOWER	CH-66

CONTACT NUMBERS	
Supt of operations Murray & Springfield	(417)-829-2103 Dave Nichols
Springfield terminal trainmaster	
Murray yard Trainmaster	(816)-472-2230
Murray bowl Yard Master	(816)-472-2247
BNSF POLICE	1-800-832-5452
Ustick Dispatcher	(817)-867-7065
KC South Dispatcher	(817)-867-7049
Springfield Tower (BNSF)	(417)-829-3904
Springfield Trainmaster	(417)-829-2110
Fort Scott trainmaster ALEX SLACK	(817)-867-7049
KCT Dispatcher	(816)-627-0111
La Quinta Hotel Springfield 2445 N Airport plaza Ave Springfield	(417)-447-4466
Hot Seat	(913)-551-4809
Argentine Bowl	(913)-551-4269
Argentine Hump Tower	(913)-551_2928
DS3 EMPORIA SUB	(817)-867-7003
Murray Starter	(816)-472-2230
Argentine Starter	(913)-551-2833



DISPATCHERX=0

RFE X=1

MECHANICAL X=2

CUSTOMER SUPPORT X=3

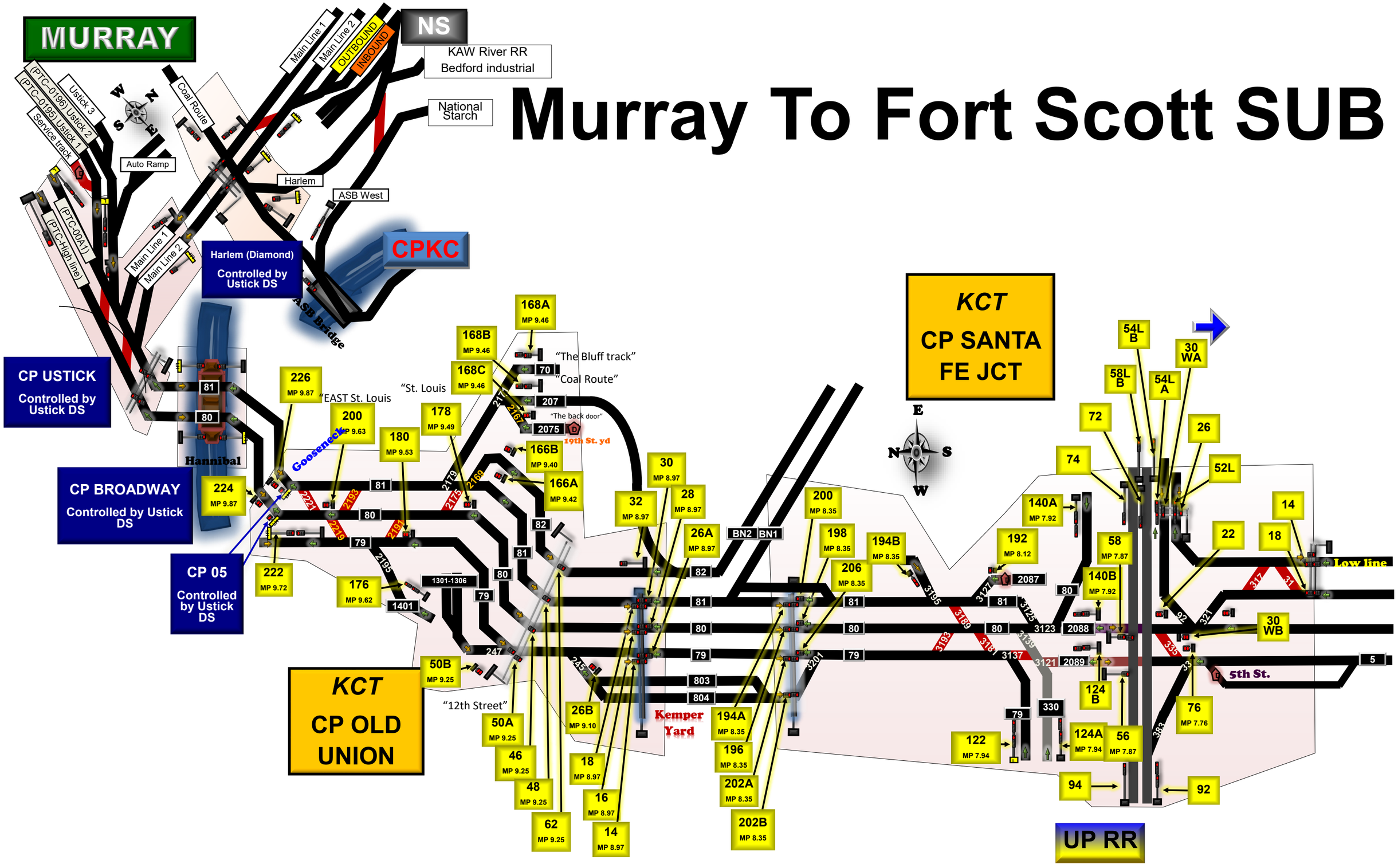
RR POLICE X=4

DETECTOR DESK X=5

ARGENTINE DSF X=6

PTC DESK X=9

Murray To Fort Scott SUB



Ft Scott Sub

Murray Yard

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14

4,925

KCT Ch 60 — 18(8) — 31(X) — Ustick Ch 39

31(X)

0.0 — 35MPH — Key train limits — 35MPH — FORT SCOTT SUB — 35MPH

End KCT / Begin Ft Scott

KCT — 15 Diverges

BN Xing 1.6

30t — 20 — DED — 2.2

27th NWD
30th SWD

Rosed ale — 30 — 3.9

Bravo — 30 — 5.

TO STARTS/ENDS

Merriam — 40 — 8.3

TWD B (898) MP 8.9

DED — Lenexa

NB < clear stop @ Neiman — 13.2

10.5

SB need better than approach

NB needs flasher @ Bravo

NB approach stop @ W sign for 28th st

7,900 | 8,400 | 7,200 | 4,000 | 11,800 | 4,000 | 5,100 | 11,100 | 9,000

BN2 | BN1 | M2 | M1

Depot

5680 | 5730 | 5834 | 5895 | 6122 | 5901

12th St | I-670 | 23rd St | 25th St | I-35 | Genesee | 7th St | Mission Rd | I-35 | Southwest Blvd | Mill St | Roe Ln | 18th St | 18th Expsway | 24th St | 28th St | I-635 | Antioch Rd | Johnson Dr | Shawnee Mission Pwky | Carter St | 67th St | Lumber Yard | 75th St | Switzer Rd | Neiman Rd | 87th St | Quivera Rd | Noland Rd | Pflumn Rd | 95th St

End KCT / Begin Ft Scott

.70 | .90 | .70 | .50 | 1.0 | 1.0

AH | AH | AH | AH | QZ

I-35 2.2 — K-35 MP 2.2 to MP 35.0 — 2.2 — Flash Flood — 5.5 — MP 5.22 to MP 5.23, bridge, cars 134+ tons 25 mph — 7.9 — Heat Restriction — 11.5

.399

BN1 & BN2 (Coal Rte) 20 | Main 1 & 2 30 | 40 | 50

4,962 — 5,670 — Springfield

15 16 17 18 19 20 21 22 23 24 25 26 27 28

35MPH — Key train limits — 35MPH — FORT SCOTT SUB — 35MPH — 31(X)

DED — Charlie — 40

NB approach stop @ Pflumn

16.6

18.9

Olathe — Olathe Connection

CP 215 — 40 Crossover — 10 Turnout — 21.5

SB needs

DED

Information for Connection Track on Emporia page

NB approach stop @ 159th

SB approach stop @ 175th

24.0

Moss

CP 266 — 50/45

SB > 6000 need better than Approach

26.6

TWD B (758) MP 27.4

14,200 | 6,700 | 4,400 | 3,900 | 5,100 | 3,600 | 7,100 | 5,395 | 5,100 | 3,600 | 6,200

M2 | M1 | Main

To Pflumn Rd

6211 | 6206 | 6220 | 6248 | 6297

Lenexa Pass 1,100 | RCA | 5791 | Marshal Dr | I-435 | 5990 | Pittsburg Pass 3,400 | College Blvd | 119th St | MP 18 Crew change | 127th St | Ridgeview Rd | Santa Fe St | Park St | Loula St | Olathe Connection | Dennis Ave | I-35 | 151st St | 151st St Terr | 159th St | TRACTOR SUPPLY CO | Bonita Flats | 175th St | 183rd St | 191st St | 199th St

.70 | .60

22.0 — DP Independent Mode

Heat Restriction

16.0

50 | Main 1 & 2 | 60/45 | Main

Ft Scott Sub

← Kansas City

29 30 31 32 33 34 35 36 37 38 39 40 41 42

31(X) 35MPH Key train limits FORT SCOTT SUB 35MPH 32(X)

CP 292 — Springhill

50/45

NB > 6000 need better than Approach

29.2

To Private ← Xing

6310 Glass — 207th St

6320 Kitty — Nichols St — Hale St

9,200

.70

DP Independent Mode 30.0

CP 320

50/45

NB approach > 6000 stop @ Hale

32.0

223rd St — 239th St — US 169

6496

.70

Hillsdale

35.0

5,500 Main 5,900

6401 — 255th St

K-35 MP 2.2 to MP 35.0

Heat Restriction

37.3

4,600

Old KC Rd — Hospital Dr DOT 668605J

37.4

S. Hillsdale

UP Turnout

40

25

39.5

41.8

M2

M1

7,200 4,800 5,500 5,300

To Peoria St →

Ks Hwy 68 — 287th St (old 68) — Waterworks Rd — Iron St DOT 668615P — Mulberry St — UP RR

.70 .30

41.9

Main 60/45 | Main 1 & 2 50 | 40

Springfield →

43 44 45 46 47 48 49 50 51 52 53 54 55 56

Ustick Ch 39 — 32(X) 65(X) — Ft Scott South Ch 82

UPRR Ch 77

47(X) Ustick Ch 39 | Ft Scott South Ch 82 — 15(X)

45(X)

Paola

UP INTERLOCKER

Automatic

GCOR 9.12.3 Run the box

&

GCOR 9.12.1 Need DS authority

43.1

UP RR

6504

UP RR — Peoria St

11,600

Old KC Rd — Santa Fe Dr DOT 668819S — US 169

45.5

4,100

Hospital Dr — 327th St

Don't block During Daylight hours

7,600

.50 .60

43.4

40 | 50

45.9

Heat Restriction

Henson

DED

A

B

(765)

MP 47.7

20

Restricted

6,400

Meets hold off Xings

Depot 6601

47.7 49.1

2,4 3,800

343rd St — 347th St — 351st St

.60

49.0 Flash Flood 50.0 50.3

49.9 BRIDGE

8,000

363rd St — 367th St

.70

Fontana

TWD

A

B

(657)

MP 53

10

8,375

Meets hold off Xings

6701

53.2 54.9

9,200

Hedge Ln

2,300 2,2

383rd St (Cemetary) — Dorman Rd — Lone Elm St — 391st St

.90 .70

DP Independent Mode

54.9

60/45 | 50

Ft Scott Sub

Kansas City

57 58 59 60 61 62 63 64 65 66 67 68 69 70

45(X)

DED
A
B
(857)
MP 61.5

Lacygne
40
9,250

Boicourt

DISPATCHERX=0
RFE X=1
MECHANICAL X=2
CUSTOMER SUPPORT X=3
POLICE X=4
DETECTOR DESK X=5
ARGENTINE DSF X=6
PTC DESK X=9

57.4 59.6 61.7 63.6 66.1 68.5

Reed Minerals

6803 6,600 8,500 4,300 8,600 66.7 BRIDGE 696

RR

403rd St 2300th Rd Swan St Market St (K152) (4th St) Elm St Industrial St Radcliff Rd 1950 Rd Broadway St (FAS 406)

1.0 .80 .70 1.2 .70

58.0 58.6 59.4 60.0 63.0 66.8 67.3

DP Independent Mode
Heat Restriction
Flash Flood

50 50

Springfield

71 72 73 74 75 76 77 78 79 80 81 82 83 84

45(X) 95(X)

TWD
A
B
(658)
MP 71.0

SB stop on approach

Pleasanton
40
12,068

Prescott
20
Restricted
6,738
Meets hold off Xings

71.0 73.6 76.1 77.7 79.7 81.4 82.8

NB approach stop @ 800 Rd

6903 8,200 9,200 2,800 5,500 2,000 4,300 7091 3,600 4,500

1350 Rd Thomas Rd 2nd St 6th St 9th St 10th St Park St Tucker Rd US 69 850 Rd 800 Rd 700 Rd 600 Rd 500 Rd 400 Rd Miller St Ks 239 Main St 200 Rd 125 Rd Yellowstone US 69

.80 .70 1.0 .50 .75 .75 .80 .65

71.0 74.0

DP Independent Mode
Heat Restriction

60/45

Ft Scott Sub

Kansas City

85 86 87 88 89 90 91 92 93 94 95 96 97 98

95(X) — 95(X)

Fulton — TWD B (457) MP 85.9

Hammond

20 Restricted

8,640

N Ft Scott

25

84.6 — 86.7 — 89.3 — 91.0 — 92.7 — 94.6 — 96.9

Meets hold off Xings

SB Approach stop @ Cement Mill

Depot

Main — Unique Rd — M2 — M1

1,600 — 3,800 — 2,900 — 7101 — 5,300 — 4,900 — 5,700 — 2,300 — 2,900 — 8,100 — 0101 — 0102

215th St — Old 69 Hwy — Spruce St Ks 31 — Wagon Rd — 215th St — US 69 — Soldier Rd — 225th Rd — Range Rd — Quail Rd — Poplar Rd — Osage Rd — Junk Yard — Cement Mill Rd

.65 — 1.0 — .30 — .40 — .70 — .36

85.1 — 86.7 — DP Independent Mode — 96.7

Heat Restriction

86.8 — 87.5 — 96.0 — 96.7 — 98.0 HER

Main 1 & 2

50 — 60/45 — 40 — 30 — 20

99 100 101 102 103 104 105 106 107 108 109 110 111 112 Springfield

4,979

SB <clear should ascertain route past Edward to prevent blocking crossings

S Ft Scott

10

98.9

Edward

30

NB needs flasher — 100.7

NB flasher stop @ Bill Bowen — 102.5

NB needs flasher — 104.3

106 stop point is Grand

TWD B (458) MP 107.6

NB flasher stop @ 104.3 — 107.9

Garland

SB flasher stop @ 114.5, or Arcadia St — 111.2

95(X)

10,800 — 5,700 — 9,500 — 9,100 — 7,800 — 6,300 — 0301 — 5,100 — 5,200 — 5,100

M2 — M1 — Main

(US 54) — Wall St — 3rd St — 6th St — 10th St — National Ave — (Jayhawk Rd) — Catt School Rd — (Bill Bowens) — Tulsa — Afton Sub — Hackberry Rd — DOT 668935P — 230th St — DOT 668937D — 240th St — 245th St — DOT 668939S — Grand Rd — DOT 668942A — 255th St — DOT 668943G — Fern Rd — DOT 668944N — 260th St — Eagle Rd — Deer Rd — DOT 668948R — Calvary Rd — DOT 668949X — Birch Rd

QZ

.90 — .78 — 1.00 — 1.00 — .85

Leave one open

DP Independent Mode — 102.6 — 104.0

Heat Restriction — 106.6

Flash Flood — 111.1

98.9 HER

20 — Main 1 & 2 — 30 — Main — 50/45

Ft Scott Sub

← Kansas City

112 113 114 115 116 117 118 119 120 121 122 123 124 125 126

95(X) Ft Scott South Ch 82 Ft Scott Radio

15(X) Ft Scott South Ch 82 Pittsburg Radio

Sometimes Pittsburg radio works better in areas around Arcadia

SB 2nd out hold here or Arcadia St

Clear signal preferred

114.5

116.6

Arcadia

40

8,750

Automatic

GCOR 9.12.3 Run the box

KCS INTERLOCKER

KCS Ch 10

GCOR 9.12.1 Need DS authority

118.4

KCS RR

NB always clear interlocker

Liberal

NB approach

Stop @ NN

120.2 122.2 123.8 125.9

5,500 | 6,800 | 4,500 | 7,200 | 4,300 | 3,100 | 3,000 | 6,000 | 5,100 | 6,900

Birch Rd DOT 688949X

Arrowhead Rd (730th Ave) DOT 688950S

0202 Arcadia St

Nelson St

Ohio St

80th Rd DOT 688956H

Hold off 80th if possible

160th Ln DOT 688958W

60th Rd DOT 688959D

150th Ln DOT 688960X

Route K (North) DOT 688964A

Route K (South) DOT 688965G

Hill St

5702 Main St

Route NN (Payne St)

110th Ln DOT 688972S

.90 .90 .90 .89 .35

114.4

120.0

Flash Flood

Heat Restriction

DP Independent Mode

114.4 121.0

45

126 127 128 129 130 131 132 133 134 135 136 137 13 13 140

4,955 Springfield

35(X)

MNA Ch 35

Lamar

MNA INTERLOCKER

Automatic

GCOR 9.12.3 Run the box

139.1

TWD

B

(357)

MP 130.2

Iantha

25

8,600

SB: Traffic signals on hwy 160 look like ours!

SB approach stop @ Walnut

128.1 130.1 131.9 133.7 135.8

9,000 | 4,900 | 5,000 | 6,900 | 8,100 | 11,600 | 6,700

20th Rd DOT 688973Y

Mo-43

90th Ln DOT 688977B

10th Rd DOT 688978H

80th Ln DOT 688979P

70th Ln DOT 688981R

5803 Walnut (57th Ln) DOT 688982X

Route W

30th Ln

10th Ln DOT 688991W

US 160

I-49

E Outer Rd (Old US 71)

5915 5901 5903 5905 5909

Walnut

Gulf St

Route KK

20th Rd

.45 .27 .46 .30 .45 .72 .25

MNA RR Xing

Flash Flood 137.9 138.2

DP Independent Mode

Heat Restriction

137.6 138.9 139.0 139.1

50/45 45 40

Ft Scott Sub

Kansas City ←

140 141 142 143 144 145 146 147 148 149 150 151 152 153 154

35(X)

Kenoma

Dix

30

Golden City

SB flasher >7500 stop @ 40th or Rte T, or flag 146 signal

SB red, flag signal to clear Rte T

Hold off Dix Xings until meet arrives

NB approach stop @ 115th

Route KK

141.6 144.1 146.5 148.5 150.3 152.5

4,900 7,700 4,000 5,700 8,600 2,000 2,000 4,200 13,400 7,900 2,500 8,200

Route N

DOT 669030P 20th Rd

DOT 669004D 30th Ln

DOT 669005K 30th Rd

DOT 669010G 40th Rd

DOT 669011N 55th Ln

Route T

DOT 669015R 70th Ln

DOT 669017E 80th Ln

DOT 669018L 90th Ln

DOT 669019T 60th Rd

6002 6003

DOT 669020M 100th Ln

DOT 669024P US 160 (North)

6001

DOT 669025W Depot St

DOT 669029Y US 160 (South)

DOT 669031A Co Rd 21

.51 .57 .70 .41 .21

DP Independent Mode

Heat Restriction

151.3 Flash Flood 153.0

50/45

154 155 156 157 158 159 160 161 162 163 164 165 166 16 168

Springfield →

TWD

B

(358)

MP 154.7

Lockwood

Dumbeck

20

Hill #1

25(X)

South Greenfield

160.8 162.2 164.4 167.0

6,715

SB flasher stop @ 167.0

SB needs flasher or double

154.7 156.6 158.6

US 160 ←

4,900 5,200 9,500 4,200 5,500 7,600 2,900 5,800 8,100 6,500

Co Rd 540

6101 6103 6204 6201

DOT 669744H Route N

DOT 669747D Co Rd 41

DOT 669751V Co Rd 51

Main St

Pine St

Syc-

DOT 669757J Co Rd 81

DOT 669760S Co Rd 105

DOT 669763M Co Rd 142

Mo-39

East Ave

DOT 669765B Co Rd 143

.40 .38 .33 .95 .98 .80 .80 1.07 1.00

DP Independent Mode

159.0

Heat Restriction

164.0

166.0 Flash Flood 167.0 168.0

45 35 45

Ft Scott Sub

Kansas City

168 169 170 171 172 173 174 175 176 177 178 179 180 181 182

25(X)

Pilgrim

40

8,935

Fiddlers Ford

168.8

Co Rd 510

2,300

DOT 669766H Co Rd 540

170.6

5,200

DOT 669771E Co Rd 167

DOT 669770X Co Rd

172.6

3,700

DOT 669773T Co Rd 181

5,600

DOT 669775G Co Rd 152

3,000

DOT 669778C Co Rd 152

SB approach stop @ Co Rd 162

174.7

4,700

DOT 669780D Co Rd 162

Route M

6304

Everton

176.6

Everton

40

10,100

6,400

Siding Access
Via Co. Rd. 223

TWD
B
(258)
MP 178.8

178.7

3,600

Co Rd 231

Hill #2

4,200

Route MM

NB approach stop @ Rte MM

SB approach stop @ Frazier

182.0

Frazier Ave

.70 .50 .50 .87 .50 .68 .50 .80 .98 .48 1.48 1.48 1.26 1.42

Flash Flood

Heat Restriction

176.0

177.0

DP Independent Mode

173.1

45

40

Springfield

182 183 184 185 186 187 188 189 190 191 192 193 194 19 196

75(X)

Ash Grove

Signal MP 182

4,800

Farm Road 68

6303

6301

Frazier Ave

Mill St

Route F (Calhoun St)

NB light load needs flasher

NB heavy load needs clear

184.0

2,700

7,200

5,200

Farm Rd 84

DOT 669808W Farm Rd 33

NB flasher stop @ 184 or Rte F

186.0

3,100

5,100

5,000

Farm Road 94

DOT 669807K Farm Rd 47

Hill #3

Engineer set counter let dispatcher know when your rear is in the clear

188.1

5,600

4,200

Farm Rd 59

Bois D Arc

SB 2nd out Elwood is Rte UU

4,200

Route UU

4th out

190.1

1,900

2,400

10,600

3,100

Farm Rd 71

3,000

Farm Rd 75

192.4

3,300

2,400

8,900

Route EE

3rd out

Farm Rd 89

Farm Rd 93

2nd out

Farm Rd 124

Farm Rd 97

194.4

6301

Route AB

Elwood

20

9,133

85(X)

1.00 1.00 .68 1.00 1.20 1.00 .50 .60 1.10 1.10 .76 .50 1.04 .90 1.10

184.0

188.2

Heat Restriction

40

50/45

Ft Scott, Cherokee, & Cuba Subs

Kansas City

196 | 197 | 198 | 198.3 | 241.4 | 241 | 240 | 239 | 238 | 43 Track

85(X) Ft Scott South Ch 82

65(X) Cherokee Sub Ch 54

Springfield Yard Ch 66

End Ft Scott Sub | Cherokee Sub | Cherokee Sub | Begin Cuba Sub

CP 1978

10

197.9

Controlled by Ft Scott Sub DS

Nichols

25

198.3 Ft Scott Sub

241.4 Cuba / Cherokee Sub

Controlled by Cherokee Sub DS

CP 2420

10

242.0

Controlled by Cherokee Sub DS

196.3

4,300

4,200

4,200

Main

M1

M2

M3

North Track 6399

Middle Track 0201

South Track

Farm Road 107

Farm Rd 115

I-44

Farm Rd 123

Junction St

Eldon Ave

Cherokee Sub

Brookline

Eldon Ave. to Division St. Bridge

6,100

Far West X-Over

Drill Switch

Check Point

Check Point Switch

US 160 West By pass

N. Switch Lead

Kings Spur

S. Lead

Division St

Hump Tower

To Bowl

Purina

Springfield

Kansas Ave Yard

Wheel Yard lead

Cow Barn track

Business Car Spur

Long 5 North 0235

Long 4 North 0234

Long 3 North 0233

Long 2 North 0232

Long 1 North 0231

Turntable

High Line

DSF

5

4

3

Willard Spur

Broadway X-Over

Cab

Scissors

S. Switch Lead

Johnson X-Over

To South Yard (West Belt)

Broadway Ave

Long 1 South 0201

Long 2 South 0202

Long 3 South 0203

Long 4 South 0204

Depot

Mo 13 – Kansas Expy

Springfield Yard – Between Nichols and 43 Track is governed by GCOR/MWOR 6.28

Remote Control Area MP 198.0 Ft Scott Sub thru MP 233.0 Cuba Sub

K-35 MP 198.0 Ft Scott Sub thru MP 241.3 Cuba Sub

241.4

Entire Cuba Sub

DP Independent Mode

198.3

Heat Restriction

West Wye Track

198.1

10

198.3

Cherokee Mains 1-2-3

241.4

45

WWD - HER

Division St

Broadway Ave

50/45 Ft Scott Main | **25** | **60/55** | **20** North, Middle & South | **20** Long 4 South

1.5 2.0 2.5 3.0 3.5 4.0 4.5 5.0 5.5 6.0

18(8) KCT Ch 60

13(X) (DS3) CH 065

Argentine Yard CH 32
DSF Short Tower CH 053
Lead Driver CH 055

Wellington

KCT

Diverges
15

BN Xing

Santa Fe Jct
1.7

CP 27
40/25
Turnout

CP 35
25
Crossover
20
Running Track 5
To M4

CP 40
25
Crossover
10
A Main

CP 39
25
Crossover
10
Receiver

Emporia Sub

CP 58
10

CP 55
10

Look for blue flags & lights displayed to sides of tracks
M1 – 5 ??????????!

To
30th St
Ft Scott Sub

To
Union Station

East Subdivision Boundary

End Emporia Sub

AY
Tower

Steel Plant
Lead

0590

To Marceline Sub

M1
M2
M3
M4
M5

311
309
M4
M3
924
80
926
2088
2089
330
M3
M4

To Murray

5th St Yard

Dwarf
Signals

R3 & R4
Pocket

Main Line
Fuel Pad

Dwarf
Signals

Bowl

3013
4097
A Main
Receiving Lead

No Man Land
6097
Switching Lead

West Hump
Fuel Pad

M4
M5

DSF Lead
DSF

DSF Back Lead

7th St
Overpass

12th St
Overpass

18th St
Overpass

Goddard
Overpass

42nd St

I-635
Over-

DISPATCHERX=0
RFE X=1
MECHANICAL X=2
CUSTOMER SUPPORT X=3
RR POLICE X=4
DETECTOR DESK X=5
ARGENTINE DSF X=6
PTC DESK X=9

To UP 18th St &
Armourdale Yards

N. Chicago Jct

Running track 5 WWD must obtain Permission from DS 3 before passing WE of 5th St yard MP 2.3

CP 45
30/25
Crossover
15
DSF & Switching Lead
Turnouts

CP 53
15
Crossover

Remote Control Area MP 1.8 to MP 9.0

K-35 MP 1.8 to MP 42.0

Restricted Limits Main 3, MP 4.1 to 5.7 & MP 5.8 to 7.2

	1.9	2.4	3.3	3.9	4.1	5.5	HER	5.8	
					25				M1
	1.8				25				M2
Interlocking					20				M3
					25				M4
					25				M5
15	M4	25			30				M4
	Rule 6.28	20	Running Track 5		25	30			M5

25 10 25
25 20
25 30

35MPH EMPORIA SUB KEY TRAIN LIMITS 35MPH KEY TRAIN LIMITS EMPORIA SUB

6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

CP 72 — M4, M5 — 30 East Crossover — 15 Other Crossover — Kansas Transit

Restricted Limits Main 3, MP 7.2-5.8 & MP 5.7 to 4.1!

CP 74 — M1, M2, M3 — 20

CP 87 — M2, M4, M5 — 20

Blue flags & lights displayed to sides of tracks M1 –3 at MP 7.1!

14(X) Sandtower

9.6 (91-2)

Inland Lead

Morris — 40 — FLASH FLOOD CRITICAL ZONE 10.6-12.0

13.0 (131-2) (M1)

Holliday — 30/25 Crossover & Topeka — 40 M5 T/O — 13.5

West — 50 Crossover — 40 Turnout — 14.8 — EB needs flasher (except M1)

Holliday — FLASH FLOOD CRITICAL ZONE 14.2-15.8

Test Mile WWD — Test Mile EWD — 17.0 — WB approach stop @ Prvt Xing

Recall code 8 — TWD B (8) — MP 18.5

12(X) Craig — 50 — 19.5

M1 M2 M3 M4 M5

4096 So. Dept
1010 No. Dept
4097 So. Rec
4029 No. Rec
Hump Leads

6,400 4,300 2,400 3,000 10,400 4,000 6,800 4,100 2,900

0908 6501

Douglas 74th St 78th St I-435 Wilder Rd Topeka Sub Johnson Dr 55th Shawnee Mission Pkwy Honey Xing 73rd St DOT 006138W Private Xing 83rd St 87th Ln Prairie Starr Pkwy (95th St)

55th St Tail Track

MP14.7 TO starts

RL M3, MP 5.8 to 7.2 — 7.5 — 7.8 — 8.7

Remote Control Area MP 1.7 to MP 15.0

QZ

PTC will not blow this crossing

M1	25		60	M1	
M2	25		60	M2	
M3	20				
M4	30		40	M4	
M5	30		40	M5	
				M2	60
				M1	60

.40 .50

4,616 6,359

Fort Scott sub

20 21 22 23 24 25 26 27 22.0 23.0

35MPH EMPORIA SUB KEY TRAIN LIMITS

DS 3 Ch 65 — 16(X)

FLASH FLOOD CRITICAL ZONE 21.6-21.8

WB Flasher stop @ 24.1 — 21.7 (21)

WB stop on Approach — 24.1 (24)

Olathe — 40 Crossover — 26.1 — 10 Turnout — Ft Scott Sub Connection — 2,700 — 7712

CP 215 — Old US 56 — North To Murray — South To Ft Scott — M2 M1

Dennis Ave — Har- — Kansas Ave

K10 College Blvd Woodland Harold Mulberry Spruce Santa Fe Park Loula Elm Dennis Old 56 Hwy

QZ

.60 .50

Connection Track — 1.3Z — 10

24.4 26.6 27.3

M2	60	55	50
M1	60	55	50

North South = Ft Scott Sub

East West = Emporia Sub

Olathe Connection Track—Crews using the Olathe Connection Track, controlled by the Ustick Dispatcher, must plan for continuous movement while any portion of the train occupies the track. Stops should only be made for situations that present an emergency. In the event a train receives Track Bulletin Form B that could affect movement on either subdivision, the train crew must contact the employee in charge to ensure continuous movement can be maintained before entering the connection track. Emporia subdivision dispatcher control and channel 065 begin at the EBCS Olathe.

KEY TRAIN BRIEFING

-TONAGE AND LENGTH OF TRAIN OR TOTAL NUMBER OF CARS LEFT UNATTENDED_____

GRADE OF TRACK LOCATION INDICATED BY TIME TABLE GRADE CHART_____

WETHER EQUIPMENT SECURED LOCATED ON CURVE OR STRAIGHT TRACK_____

CURRENT WEATHER CONDITIONS_____

TOTAL NUMBER OF HAND BRAKES APPLIED_____

BOTH CONDUCTOR AND ENGINEER AGREE SECUREMENT REQUIREMENTS HAVE BEEN MET

FORM B FORM

CALLING FOREMAN IN CHARGE FORM B . COME IN THERE FOREMAN .

(NSEW). UNDERSTANS FOREMAN IN CHARGE OF FORM B# . ON THE EMPORIA SUB GIVES PERMISION TO THE (NESW) TO PASS YOUR RED FLAG AT MP .WITHOUT STOPPING AND PROCEED THROUGH YOUR LIMITS AT MAXIMUM AUTHOURIZED SPEED ON Main BELLS AND WHISTLES FOR MEN AND EQUIPMENT UNLESS OTHERWISE RESTRICTED OVER!

ADDITIONAL INFO FOR SPEED REQUIREMENTS AT MILE POST IF NEEDED BY FOREMAN

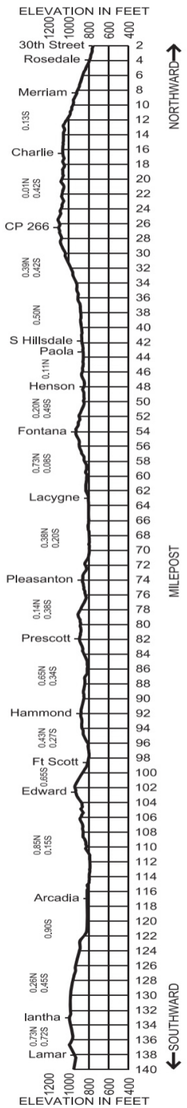
MP SPEED .

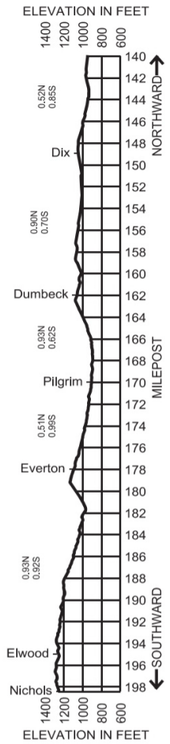
MP SPEED .

Fort SCOTT Grade Chart

TOC Home

10. Grade Charts





Tons	Grade (%)												
	<0.25	0.25-0.49	0.50-0.74	0.75-0.99	1.00-1.24	1.25-1.49	1.50-1.74	1.75-1.99	2.00-2.24	2.25-2.49	2.50-2.74	2.75-2.99	≥3.00
<1,000	2	2	2	2	3	3	4	4	5	5	6	6	7
1,000-1,999	2	3	4	5	6	7	8	9	10	11	12	13	14
2,000-2,999	2	4	5	7	8	10	11	13	14	16	17	19	20
3,000-3,999	3	5	7	9	11	13	15	17	19	21	23	25	27
4,000-4,999	3	6	8	11	13	16	18	21	23	26	28	31	33
5,000-5,999	4	7	10	13	16	19	22	25	28	31	34	37	40
6,000-6,999	4	8	11	15	18	22	25	29	32	36	39	43	46
7,000-7,999	5	9	13	17	21	25	29	33	37	41	45	49	53
8,000-8,999	5	10	14	19	23	28	32	37	41	46	50	55	59
9,000-9,999	6	11	16	21	26	31	36	41	46	51	56	61	66
10,000-10,999	6	12	17	23	28	34	39	45	50	56	61	67	72
11,000-11,999	7	13	19	25	31	37	43	49	55	61	67	73	79
12,000-12,999	7	14	20	27	33	40	46	53	59	66	72	79	85
13,000-13,999	8	15	22	29	36	43	50	57	64	71	78	85	92
14,000-14,999	8	16	23	31	38	46	53	61	68	76	83	91	98
15,000-15,999	9	17	25	33	41	49	57	65	73	81	89	97	105
16,000-16,999	9	18	26	35	43	52	60	69	77	86	94	103	111
17,000-17,999	10	19	28	37	46	55	64	73	82	91	100	109	118
18,000-18,999	10	20	29	39	48	58	67	77	86	96	105	115	124
19,000-19,999	11	21	31	41	51	61	71	81	91	101	111	121	131
20,000-20,999	11	22	32	43	53	64	74	85	95	106	116	127	137
21,000-21,999	12	23	34	45	56	67	78	89	100	111	122	133	144
22,000-22,999	12	24	35	47	58	70	81	93	104	116	127	139	150
23,000-23,999	13	25	37	49	61	73	85	97	109	121	133	145	157
24,000-24,999	13	26	38	51	63	76	88	101	113	126	138	151	163

Tons	Grade (%)												
	<0.25	0.25-0.49	0.50-0.74	0.75-0.99	1.00-1.24	1.25-1.49	1.50-1.74	1.75-1.99	2.00-2.24	2.25-2.49	2.50-2.74	2.75-2.99	≥3.00
25,000-25,999	14	27	40	53	66	79	92	105	118	131	144	157	170
26,000-26,999	14	28	41	55	68	82	95	109	122	136	149	163	176
27,000-27,999	15	29	43	57	71	85	99	113	127	141	155	169	183
28,000-28,999	15	30	44	59	73	88	102	117	131	146	160	175	189
29,000-29,999	16	31	46	61	76	91	106	121	136	151	166	181	196
30,000-30,999	16	32	47	63	78	94	109	125	140	156	171	187	202
31,000-31,999	17	33	49	65	81	97	113	129	145	161	177	193	209
32,000-32,999	17	34	50	67	83	100	116	133	149	166	182	199	215
33,000-33,999	18	35	52	69	86	103	120	137	154	171	188	205	222
34,000-34,999	18	36	53	71	88	106	123	141	158	176	193	211	228
35,000-35,999	19	37	55	73	91	109	127	145	163	181	199	217	235
36,000-36,999	19	38	56	75	93	112	130	149	167	186	204	223	241
37,000-37,999	20	39	58	77	96	115	134	153	172	191	210	229	248
38,000-38,999	20	40	59	79	98	118	137	157	176	196	215	235	254
39,000-40,000	21	41	61	81	101	121	141	161	181	201	221	241	261

TOC Home

- 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)

1. 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.

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1. Speeds

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

Passenger trains will be governed by permanent freight train speed if permanent passenger train speed is not specified under timetable individual subdivision special instructions. All temporary Form A Restrictions affecting a Passenger Train will have a speed or "NA" listed in the PSGR column. "NA" in either the PSGR or FRT column of a temporary Form A speed restriction indicates the speed restriction does not apply to that train type.

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).

Amtrak trains operating in Cascade service may observe Talgo speeds. The consist must be entirely Horizon and/or Amfleet Single Level Passenger Equipment. If the PTC Onboard Consist does not reflect the correct train type, crews may modify their consist to "Tilt" Train Type.

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
Freight trains under 100 TOB	60
Freight trains 100 TOB and over	45
Freight trains handling empty cars	55
Exception: Intermodal Equipment, see SSI 1(C)	
Empty coal trains (if train list indicates no speed restricted equipment)	60
Key trains	50
Solid consist of military equipment	55
Trains with welded rail loaded in open end gondolas	45
Non-signaled territory	49
Against the current of traffic	49
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
Side dump ballast cars, BNSF car kind YHA and YHH, loaded	45	45
AMTK 1400-1569 (material handling cars)	60	60
Balfour Beatty machines, RKCX 103, 104, 105, 106, 467, 476, 3005	45	45
Boeing cars, loaded: BNSF 800100-800107, 800111-800113, 800115, 800117, 800119, 800124-800127, 800129, 800133 MTTX 978311, 978596, 978644, 978781, 979162, 979264, 980855, 980917, 981218 TBCX 737001-737066	45	45
Clay cars, RARW 3801-4199	45	45
Flatcars, empty, NP 580400-580739	50	50
Flatcars, empty, bulkhead wallboard: BN 616475-616674, CS 616375-616474 DJTX 9300-9398, SOU 115250-115274	45	45
Flatcars, empty, bulkhead, Picked up enroute and not on conductor's wheel report or work order	45	45
Flatcars, empty or loaded, OTTX 93561, 97852, 97861, 97914, 97920	45	45
Flatcars, loaded with track panels, ATSF 190298, 209144, 209149	35	35
Gondolas, empty, KCS 801011-802930, CR 576026-579245	45	45
Gondolas, empty, Picked up enroute and not on conductor's wheel report or work order	50	50
Gondolas, empty or loaded, PC 598500-598999 CR 598500-598990, SP 345000-345699	45	45
Herzog clip cars, HZGX 153, 154, 155	50	50
Herzog MPM Machines, designated to be placed next ahead of caboose or at rear of cabooseless trains.	55	55
Hopper cars, covered, empty, (unless no speed restriction is indicated by train documentation) ASGX 1-50, BCAX 50-149, CGLX 4200-4249, CRDX 3000-3014, CRDX 9905-9989, CRDX 9755-9904, CRDX 20100-20199, CRDX 20200-20209, CRDX 20300-20324, CRDX 20525-20724, CSXT 242000-242299, DME 29000-29324, DJLX 97300-97319, FLOX 3200-3241, FLOX 983400-983414, GACX 3000-3139, GACX 3150-3196, GACX 3202-3359, GACX 3486-3510, GACX 7959-8008, GCCX 55000-55099, LCEX 801-820, LCEX 824-898, NAHX 21000-21054, NAHX 29700-29867, NAHX 320000-320399, NCUX 20001-20050, NCUX 20106-20130, NRLX 32500-32605, NRLX 32706-32725, NVCX 9500-9619, NS 294220-294319, RGCX 650-899, RGCX 902-1067, RGCX 1069-1142, RGCX 1183-1222, SDWX 9700-9919, SDWX 10000-10333, SDWX 11000, SHPX 432118-432137, SHPX 432057-432116, WW 7001-7300	45	45

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Equipment	Main	Branch
Hopper cars, empty, WFAX 84654-84700 TUGX 36001-36125	45	45
Loram, 400 and 300 series and Harsco rail grinder, traveling (not in work mode) as a train on its own power with a conductor or engineer pilot	50	50
Loram, 400 series and Harsco rail grinder, when controlling movement from the rear control cab in the lead.	50	50
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.		
Loram, LMIX 409, 410, 412, 414, 415, 417, KMUX 110, 750 Loram, LMIX 418, when moving coupled with MW tool cars, must remain coupled to such cars. No shoving movements are to be made with the above Loram equipment in a train consist.	50	45
Loram, LMIX 203, 204 No shoving movements are to be made with the above Loram equipment in a train consist.	55	55
Ore cars, empty, 35 ft., OLB 1000-1099	50	50
Ore cars, loaded, 35 ft., OLB 1000-1099	45	45
P811, BNSF 922999	50	50
Plasser machines,PACX 293, 2630, 2645, 3024,4656, 4657, 4774, 4775	45	45
Plasser THS 2000, tie gang consist	30	30
Plasser 08 & 09 Tampers, PTS 61, 62 & 90 Stabilizers, BDS 100 & 200 Ballast machines, MFS40 & 60 cars and ULS3000 conveyor cars (traveling in a train or under own power with a conductor or engineer pilot)	50	50
Ribbon rail cars, empty (excluding BNSF 919900 - 919905)	45	45
Ribbon rail cars, loaded (excluding BNSF 919900 - 919905)	35	25
Ribbon rail loading and unloading cars	45	45
Roadrailer equipment (empty or loaded)	60	60
Rotary plow, wrecking derrick, locomotive crane, pile driver or Jordan spreader handled in trains	30	25
Exception: Locomotive cranes/pile drivers with booms removed and secured to a leads car with the counterweight properly secured to the locomotive crane/pile drive car body, billed as empty car.	45	25
Exception: Jordan spreader, BNSF 939800 - 939804	50	50
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	45	45
Exception: GEGX 21154, GEGX 21155, GEX 80000, GEX 80002, MAMX 1001	40	40
Exception: KRL 3600, KRL 3601, GEX 80003, HEPX 200, PTDX 202	25	25
Tank cars, ACFX 17451-17495, NATX 10841-10865	45	45
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
Tank cars, empty, CORX	50	50
Tank cars, loaded, CELX 6400-6455, 10400-10443 (must not be handled nearer than 6 cars from locomotive when loaded)	45	45
Wedge plow or dozer, hauled in tow	35	25

1(A). Control of Harmonic Rocking on Jointed Rail

Under certain conditions, operation of trains between 13 MPH and 21 MPH can cause derailments due to harmonic rocking of cars. Where specified by timetable individual subdivision special instructions or general order, the following restrictions apply when operating on jointed rail:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain a minimum speed of 21 MPH, must reduce speed to 13 MPH or less until movement can again exceed 21 MPH.

1(B). Maximum Speed of Passenger Trains/Engines

	MPH
Amtrak	90*
Metrolink	90*
Metra	79*
Sounder (Sound Transit)	79*
Northstar	79*
All other classes	70

Exception:
When the controlling locomotive is a car body type or has a desktop control stand and is being operated long hood forward, maximum speed is 45 MPH.

* Engine without cars must not exceed 70 MPH.

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GCOR 6.20 Equipment Left on Main Track—A. Portion of Train Left on Main Track

That part reading:

- Set a sufficient number of hand brakes to keep the detached portion from moving.

Is changed to read:

- Secure a sufficient number of cars to keep the detached portion from moving.

GCOR 6.21.2 Water Above Rail—is changed as follows:

The 2nd paragraph is changed to read:

Operate engines at 5 MPH or less when water is above the top of the rail. If water is more than 3 inches above the top of the rail, the NOC Mechanical Help Desk must authorize the movement.

GCOR 6.21.3 Track Obstruction / Unusual Conditions—is changed to read:

When a train is advised in the words, "Between (location) and (location) be governed by Rule 6.21.3", within the specified limits trains must:

- Not exceed 20 MPH HER,
  and
- Be prepared to stop for slides, rocks, washouts, debris or obstructions on the track.

Train crews are reminded to regulate speed where visibility is limited (ex. curvature of track, lighting, weather, etc.) and must report to the train dispatcher conditions encountered, or if none are encountered, within the limits.

GCOR 6.21.4—The following rule is added:

GCOR 6.21.4 Activation of Shifted Load or Dragging Equipment Detector

When a train or engine actuates a shifted load or dragging equipment detector, and 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 Main Tracks and controlled sidings.
- 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 Main Tracks and controlled sidings are not obstructed.
  or
- The train dispatcher or control operator advises the crew that protection is provided on adjacent tracks.

Train on Adjacent Track
A train on an adjacent track that receives radio notification must pass the location specified at Restricted Speed and be prepared to stop for obstructions on the track. When advised that the track is clear and it is safe to proceed, this restriction no longer applies.

GCOR 6.22 Maintaining Control of Train or Engine—A new second paragraph is added:

When following a train or engine on a Main Track or controlled siding, crew members must ensure they stop at least 400 feet behind the train or engine, if length of train permits.

GCOR 6.23 Emergency Stop, Severe Slack Action, or Actuation of Shifted Load or Dragging Equipment Detector—the part titled "**Inspection of Cars and Units**" is changed to read:

Emergency Stop/Severe Slack Action:
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.

GCOR 6.26 Use of Multiple Main Tracks, Supplemental Instruction

Unless otherwise indicated in the individual subdivision special instructions, when using Main Tracks in westward or southward timetable direction, they will be numbered consecutively from right to left beginning from Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

GCOR 6.29.1 Inspecting Passing Trains—"Ground Inspections" is changed to read:

Conducting Inspections

When a train is stopped and is met or passed by another train, a member of the crew must inspect the passing train. All crew members must remain alert and attentive while the inspection is being conducted.

If inspecting from the ground:

- Dismount equipment on the side opposite approaching train.
- Do not cross adjacent tracks solely for the purpose of inspecting a passing train.

Table No. 1 - 8(C) Non-Alarm Message

Type Detector	Non-Alarm Message	Train Crew Action	Additional Instructions
5(A) or 5(B)	When detector announces "...no defects", or when advised by signal maintainer or train dispatcher that there are no defects.	Proceed.	None
5(A)	"Integrity Failure"	Stop the train consistent with good train handling. Perform a rolling inspection not exceeding 5 MPH on both sides of the train without entering or traversing protected structure. If unable to stop before a portion of the train has entered or traversed the protected structure, perform a walking inspection of that portion that is on or has already traversed the structure and perform a rolling inspection for the remainder of the train.	Report integrity failure to train dispatcher.
5(A)	"Train Too Slow" with no alarm or Crew is notified by train dispatcher or signal maintainer that TWD is out of service.	Proceed.	None

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5(B)	“Train Too Slow” or “Integrity Failure” or Crew is notified by train dispatcher or signal maintainer that TWD is out of service.	Proceed.	Report “Integrity Failure” to the train dispatcher unless “Train Too Slow” is transmitted in the same message. Then, no report to the train dispatcher is required.

Table No. 2 - 8(C) Alarm Message

Type Detector	Alarm Message	Train Crew Action	Additional Instructions
5(B)	"You have a defect, dragging equipment near axle XXX" Or "You have a defect, First wide load right/left side near axle XXX" Or "You have a defect, Shifted load right/left side near axle XXX"	1. As soon as message "...you have a defect" is transmitted, begin reducing train speed in preparation to stop and provide warning to other trains. Do not reduce speed below 20 MPH. 2. A post train alarm message will be transmitted summarizing defects detected followed by "Out". Stop immediately after post train alarm message is transmitted, or after the entire train has passed the detector if no post train alarm message is transmitted. 3. Inspect the indicated axle(s). If no post train alarm message is transmitted inspect entire train. 4. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle regardless of whether a defect is found before reaching the 12th axle. 5. Report findings to the train dispatcher. 6. When defective car(s) are set out or continue in train, notify the train dispatcher and Mechanical Help desk.	Detector post train alarm message may identify more than one defect. Inspect train for all reported defects before proceeding. If detector alarm message does not include axle designation, inspect both sides of entire train.
5(A)	"You have a defect, dragging equipment near axle XXX" Or "You have a defect, wide load right/left side near axle XXX" Or "You have a defect, shifted load right/left side near axle XXX".	1. As soon as message "...you have a defect" is transmitted, provide warning to other trains and stop immediately. 2. A post train alarm message will be transmitted summarizing defects detected followed by "Out". Inspect the indicated axle(s). If no post train alarm message is transmitted inspect entire train. 3. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle regardless of whether a defect is found before reaching the 12th axle. 4. Report findings to the train dispatcher. 5. When the defective car(s) are set out or continue in train, notify the train dispatcher and mechanical help desk.	Detector post train alarm message may identify more than one defect. Inspect train for all reported defects before proceeding. If detector alarm message does not include axle designation, inspect both sides of entire train. If train is stopped on top of the detector, a post train alarm message will be transmitted summarizing defect(s) detected followed by "Out". Upon moving the train, defect detection will continue for the remainder of the consist. Additional defects may be identified and transmitted with invalid axle designation. Inspect both sides of the train from the last reported defect.

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5(A)	"Hot journal right/ left side axle XXX".	1. As soon as message "You have a defect" is transmitted, provide warning to other trains and stop immediately. 2. A post train alarm message will be transmitted summarizing defects detected followed by "Out". Inspect the indicated axle(s). If no post train alarm message is transmitted inspect entire train. 3. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle regardless of whether a defect is found before reaching the 12th axle. 4. Report findings to the train dispatcher. 5. When the defective car(s) are set out or continue in train, notify the train dispatcher and mechanical help desk.	Detector alarm message may identify more than one defect. Inspect train for all reported defects before proceeding. If detector alarm message does not include axle designation, inspect both sides of entire train. If train is stopped on top of the detector, a post train alarm message will be transmitted summarizing defect(s) detected followed by "Out". Upon moving the train, defect detection will continue for the remainder of the consist. Additional defects may be identified and transmitted with invalid axle designation. Inspect alarm side(s) of the train from the last reported defect(s).

5(B)	"Hot journal right/ left side axle XXX"	1. As soon as message "...you have a defect" is transmitted, begin reducing train speed in preparation to stop and provide warning to other trains. Do not reduce speed below 20 MPH. 2. A post train alarm message will be transmitted summarizing defects detected followed by "Out". Stop immediately after the post train alarm message is transmitted or no alarm message is transmitted and the entire train has passed through the detector. 3. Contact NOC detector desk to initiate review of bearing profiles that caused alarm. If at any point before or during the inspection the NOC detector desk determines the stop to be invalid and releases the train, the inspection may be concluded. Otherwise: 4. Inspect the indicated axle(s). If no post train alarm message is transmitted inspect entire train 5. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle regardless of whether a defect is found before reaching the 12th axle. 6. Report findings to the train dispatcher. 7. When defective car(s) are set out or continue in train notify the train dispatcher and Mechanical Help Desk.	Detector post train alarm message may identify more than one defect. Unless released by the NOC detector desk, inspect train for all reported defects before proceeding. If detector alarm message does not include axle designation, inspect both sides of entire train.

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5(A) or 5(B)	"Excessive Alarms"	1. Inspect the indicated axle(s). 2. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle regardless of whether a defect is found before reaching the 12th axle. 3. Inspect both sides of the remainder of the train from the last reported defect. 4. Report findings to the train dispatcher. 5. When defective car(s) are set out or continue in train, notify the train dispatcher and Mechanical Help desk.	Unless released by the NOC detector desk, inspect train for all reported defects before proceeding.
5(A) *Special condition, preparing to stop.	Post train alarm message with "Train Too Slow" is Transmitted.	If train slowed below 20 MPH while crossing the detector in preparation to stop, follow train crew actions for announced alarm message.	Report "Train Too Slow" with alarm to Train Dispatcher.
5(A) or 5(B)	Post train alarm message with “Train Too Slow" is transmitted.	Inspect both sides of the entire train.	Report " Train Too Slow" with alarm to Train Dispatcher.

Table No. 3 - 8(C) Other Circumstances

Type Detector	Circumstance	Train Crew Action	Additional Instructions
5(B) - with recall code	No message or Incomplete message is transmitted.	1. Enter recall code and be governed by message. 2. If still no message or incomplete message, proceed.	Report no message or incomplete message to train dispatcher.
5(A) - with recall code	No message or Incomplete message is transmitted.	1. Enter recall code and be governed by message. 2. If still no message or incomplete message, stop the train. 3. Make a walking inspection of both sides of entire train.	Report no message or incomplete message to train dispatcher.
5(B) - without recall code	No message or Incomplete message is transmitted.	Proceed	Report no message or incomplete message to train dispatcher.
5(B) - Exception Reporting	No Message	Proceed	Do Not Report "No Message" to Train Dispatcher
5(B) - with recall code Exception Reporting	Incomplete Message is Transmitted	1. Enter recall code and be governed by message. 2. If still no message or incomplete message, stop the train. 3. Make a walking inspection of both sides of train.	Report incomplete message to train dispatcher.
5(B) - without recall code Exception Reporting	Incomplete Message is Transmitted	1. Stop the train. 2. Make a walking inspection of both sides of entire train.	Report incomplete message to train dispatcher.

Note: Detector message followed by the word “Out” indicates a complete message. Total axle count is not required for a complete message. If an alarm message is transmitted and it is not followed by the word “Out”, the train will be governed by the Train Crew Action for that alarm message

Legend

Stations

00/00 — Turnout, Crossover Speed

00,000 — Siding Length

Other Locations

Important Messages

Warnings!

Miscellaneous Messages

00(X) — Tone up

Track Grade

0.0 — DP Independent Mode & MP

0.0 — High Temp Restrictions & MP

0.0 — Flash Flood Restrictions & MP

0.0 — Speed Limits & MP, Green = Max

Highway Overpass

Public Crossing at Grade

Highway Underpass

Avoid Blocking

00 — Switch or Crossover #

Absolute Signal

Intermediate Signal

Distant Signal

0,000 — Distances Between Points. Distance is total footage, not train length. Use this only as a reference point in determining stops.

QZ — Quiet Zone

AH — Automatic Horn System

Grade Summit

DED — Dragging Equipment Detectors

TWD
B
(000)
MP 000.0
High Water Signals 21 & 42
MP 3.0
— Trackside Warning Detector includes Type (A,B high water etc), direction, Recall (000), and location

Subdivision Chart Track

Other Than main or siding track

Other subdivision or Railroad track

00.0 — Signal MP Location

(00) — Signal Number

000.0 — Signal & direction with short view (on curves)

Whistle Crossings (with names)

Private Crossings (no names)

0,000 — Short/Long Miles

D — Derail

Last Revision: **01/23/23**

Heartland Division:
Heartland Timetable No: **4**
Dated: 8/31/22 (Updates 1/17/23)

Ft. Scott Subdivision
General Order No. **25**
Cuba Subdivision
General Order No. **10**
Cherokee Subdivision
General Order No. **22**

Kansas Division:
Kansas Timetable No: **5**
Dated: 2/16/22 (Updates 1/3/23) Emporia Subdivision
General Order No: **35**

Kansas City Terminal
Greater Kansas City Operating
Instructions: 2/25/22
Dated: 5/1/16
General Order: **2.22**
General Notice: **1.22**

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

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

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

Heat Restrictions:
Ft Scott Sub

MP 7.9 to MP 22.0:
90°F & over = 40/30

MP 22.0 to MP 96.7
95°F & over = 50/40

MP 102.6 to MP 198.3
95°F & over = 50/40

Also
See timetable item 7
Special Conditions

Disclaimer: Chart drawn by human hands therefore the possibility of errors exist. In any uncertainty the latest timetable and general order shall govern.

This Chart is **NOT** BNSF approved.

Created by: Pacman

MILES/MPHX60=MIN ADD TO CURRENT TIME GIVES YOU ARRIVAL TIME