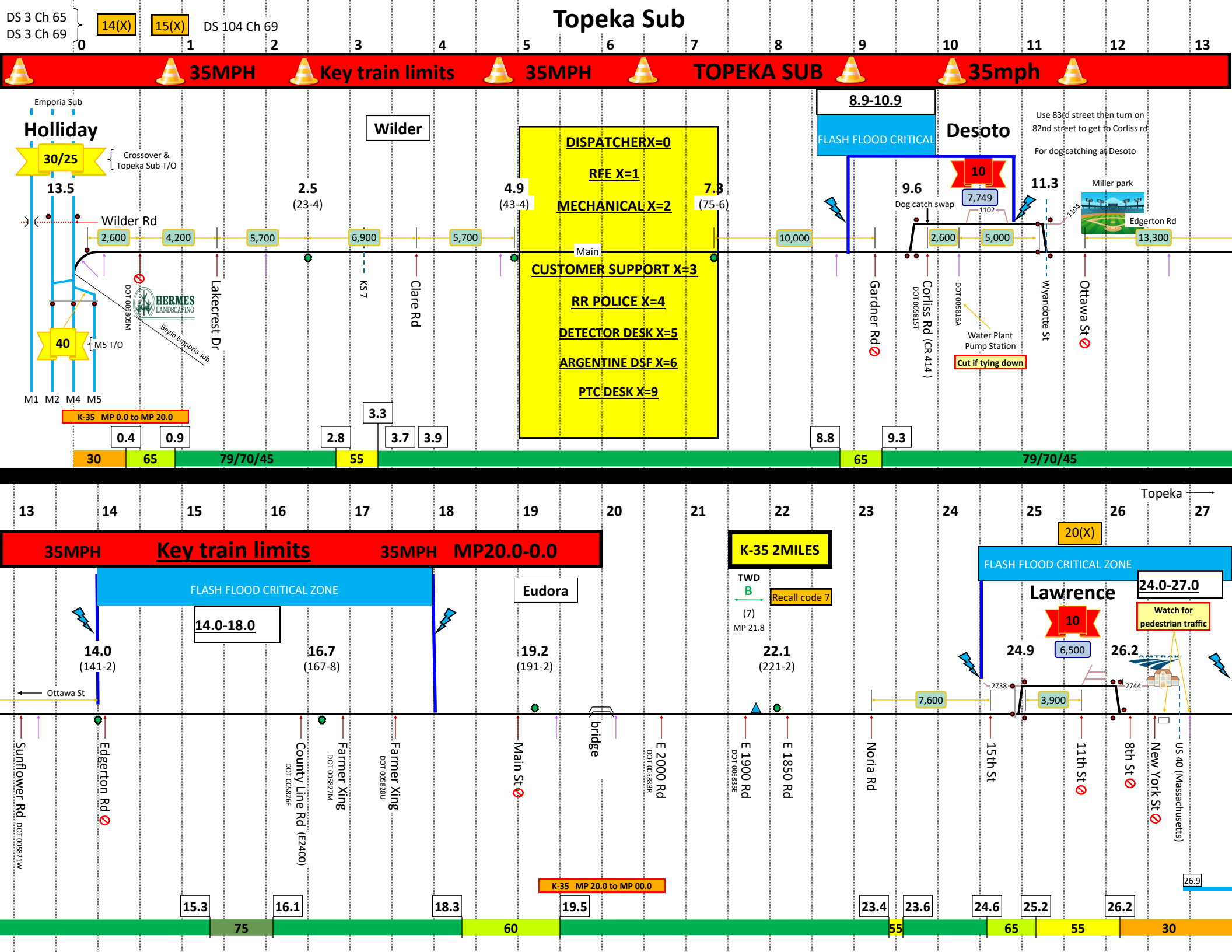
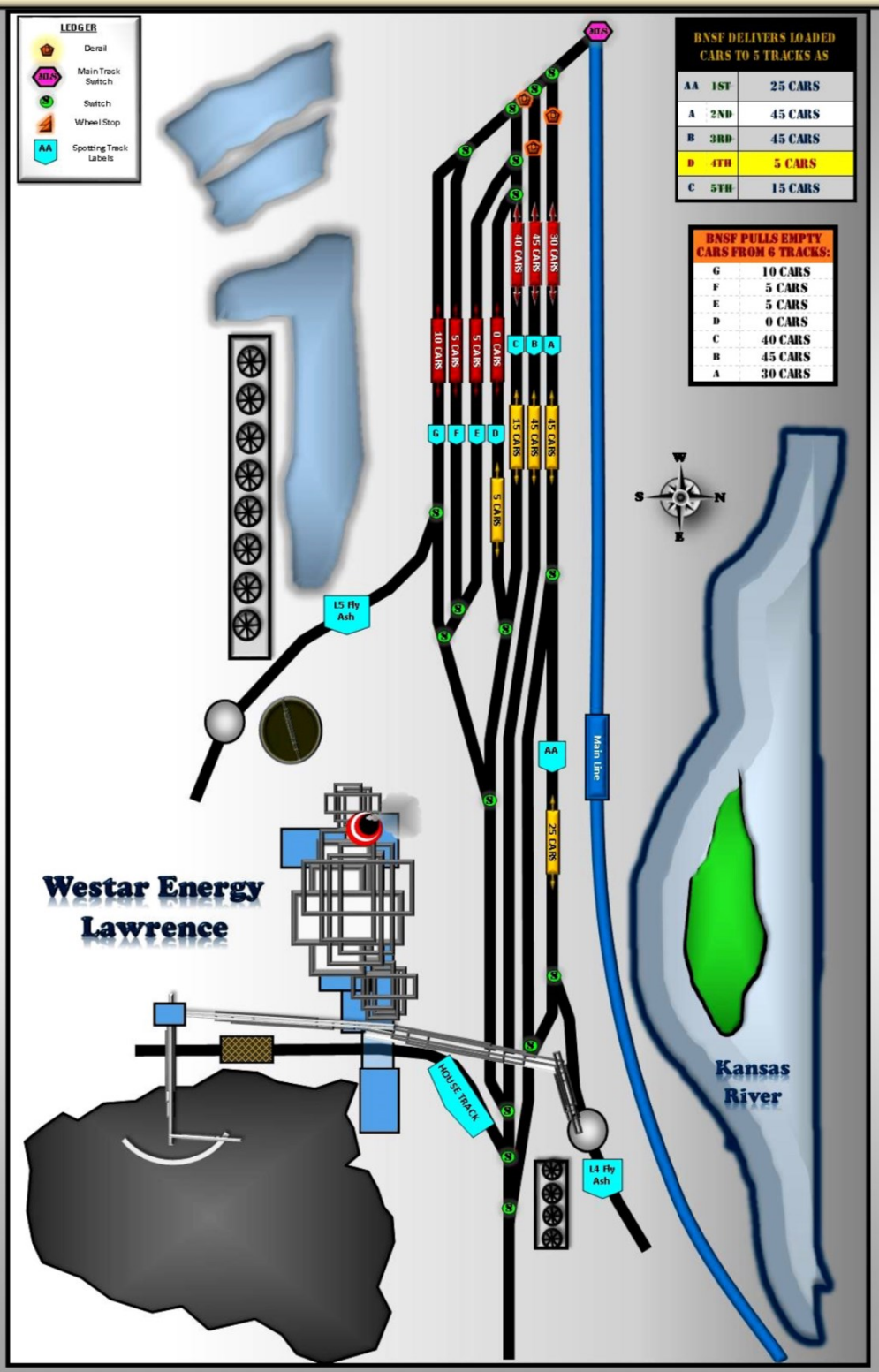
TOPEKA SUB TRACK CHART


DS 3 Ch 65
DS 3 Ch 69
14(X)
15(X)
DS 104 Ch 69
Topeka Sub
0 1 2 3 4 5 6 7 8 9 10 11 12 13
35MPH Key train limits 35MPH TOPEKA SUB 35mph
Emporia Sub
Holliday
30/25
Crossover & Topeka Sub T/O
13.5
Wilder Rd
2,600
4,200
5,700
2.5
(23-4)
6,900
4.9
(43-4)
5,700
7.3
(75-6)
10,000
Wilder
DISPATCHERX=0
RFE X=1
MECHANICAL X=2
Main
CUSTOMER SUPPORT X=3
RR POLICE X=4
DETECTOR DESK X=5
ARGENTINE DSF X=6
PTC DESK X=9
8.9-10.9
FLASH FLOOD CRITICAL
Desoto
Use 83rd street then turn on 82nd street to get to Corliss rd
For dog catching at Desoto
10
7,749
1102
9.6
Dog catch swap
2,600
5,000
11.3
1104
Miller park
Edgerton Rd
13,300
40
M5 T/O
M1 M2 M4 M5
DOT 005805M
HERMES LANDSCAPING
Begin Emporia sub
Lakecrest Dr
KS 7
Clare Rd
Gardner Rd
Corliss Rd (CR 414)
DOT 005815T
DOT 005816A
Water Plant Pump Station
Cut if tying down
Wyandotte St
Ottawa St
K-35 MP 0.0 to MP 20.0
0.4
0.9
2.8
3.3
3.7
3.9
8.8
9.3
30
65
79/70/45
55
65
79/70/45
Topeka
13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
35MPH Key train limits 35MPH MP20.0-0.0
FLASH FLOOD CRITICAL ZONE
14.0-18.0
Eudora
K-35 2MILES
TWD
B
(7)
MP 21.8
Recall code 7
20(X)
FLASH FLOOD CRITICAL ZONE
24.0-27.0
Lawrence
10
6,500
Watch for pedestrian traffic
14.0
(141-2)
16.7
(167-8)
19.2
(191-2)
22.1
(221-2)
24.9
26.2
Ottawa St
7,600
2738
3,900
2744
Sunflower Rd DOT 005821W
Edgerton Rd
County Line Rd (E2400) DOT 005826F
Farmer Xing DOT 005827M
Farmer Xing DOT 005828U
Main St
bridge
E 2000 Rd DOT 005833R
E 1900 Rd DOT 005835E
E 1850 Rd
Noria Rd
15th St
11th St
8th St
New York St
US 40 (Massachusetts)
26.9
K-35 MP 20.0 to MP 00.0
15.3
16.1
18.3
19.5
23.4
23.6
24.6
25.2
26.2
75
60
55
65
55
30

5. Map



DISPATCHERX=0

RFE X=1

MECHANICAL X=2

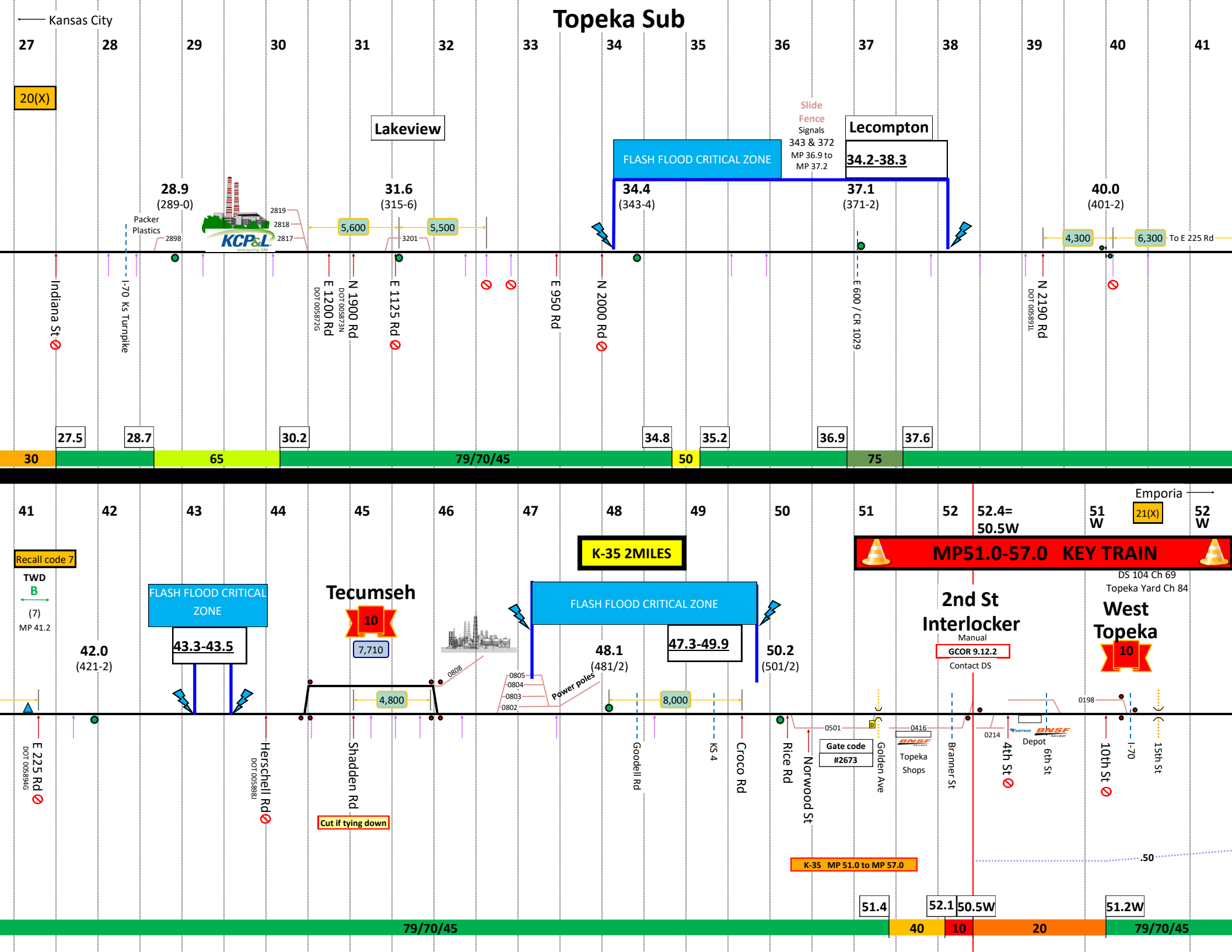
CUSTOMER SUPPORT X=3

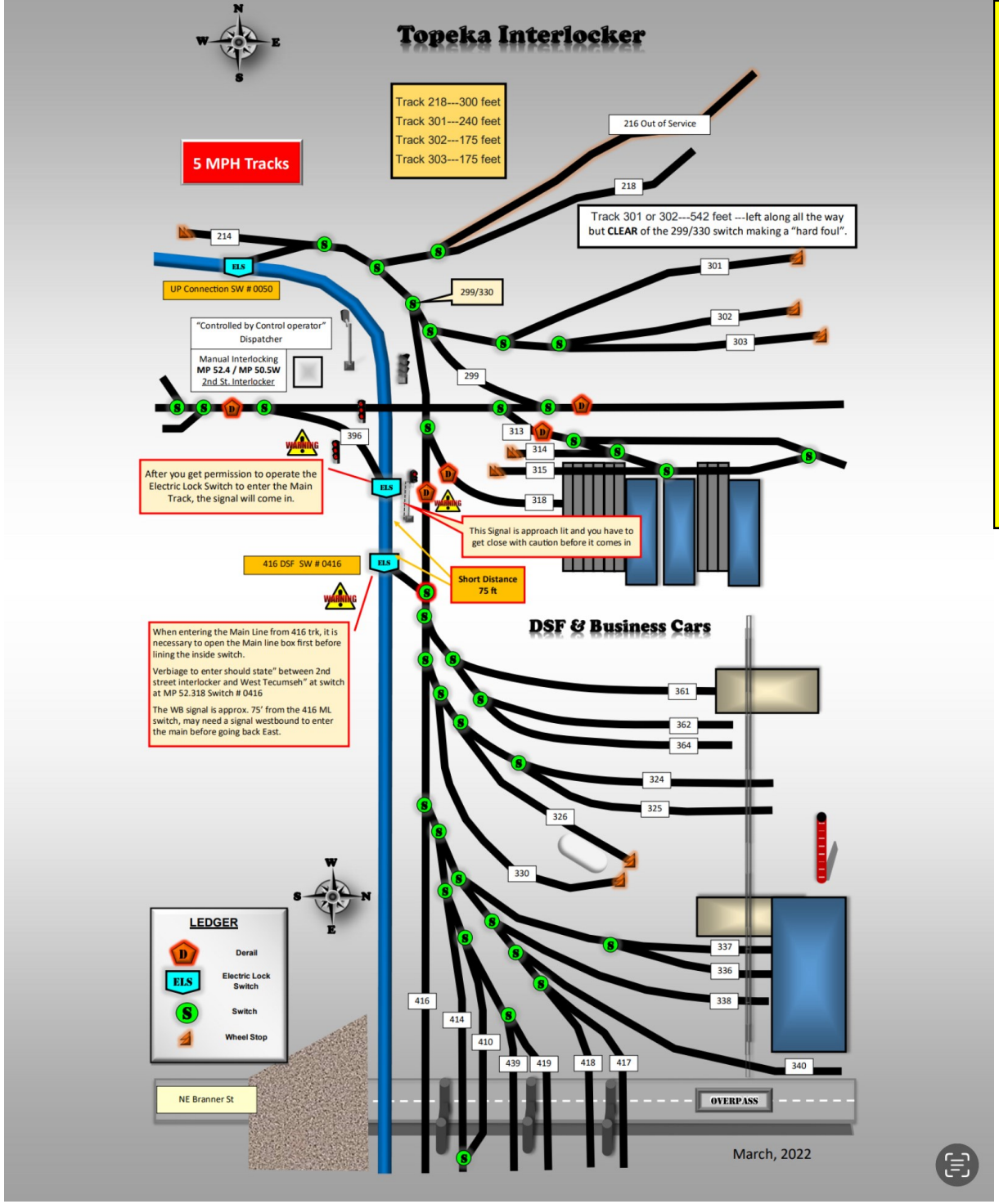
RR POLICE X=4

DETECTOR DESK X=5

ARGENTINE DSF X=6

PTC DESK X=9


Topeka Sub
Kansas City
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
20(X)
Lakeview
Slide
Fence
Signals
343 & 372
MP 36.9 to
MP 37.2
Lecompton
34.2-38.3
FLASH FLOOD CRITICAL ZONE
28.9
(289-0)
31.6
(315-6)
34.4
(343-4)
37.1
(371-2)
40.0
(401-2)
Packer
Plastics
2898
2819
2818
2817
5,600
5,500
3201
4,300
6,300
To E 225 Rd
Indiana St
I-70 Ks Turnpike
E 1200 Rd
DOT 005872G
N 1900 Rd
DOT 005873N
E 1125 Rd
E 950 Rd
N 2000 Rd
E 600 / CR 1029
N 2190 Rd
DOT 005891L
27.5
28.7
30.2
34.8
35.2
36.9
37.6
30
65
79/70/45
50
75
Emporia
41
42
43
44
45
46
47
48
49
50
51
52
52.4=
50.5W
51
W
21(X)
52
W
Recall code 7
TWD
B
(7)
MP 41.2
MP51.0-57.0 KEY TRAIN
DS 104 Ch 69
Topeka Yard Ch 84
K-35 2MILES
FLASH FLOOD CRITICAL ZONE
43.3-43.5
47.3-49.9
Tecumseh
10
7,710
42.0
(421-2)
48.1
(481/2)
50.2
(501/2)
4,800
8,000
0808
0805
0804
0803
0802
Power poles
2nd St
Interlocker
Manual
GCOR 9.12.2
Contact DS
West
Topeka
10
0198
0501
0416
0214
Gate code
#2673
Topeka
Shops
Depot
E 225 Rd
DOT 005894G
Herschell Rd
DOT 005898I
Shadden Rd
Cut if tying down
Goodell Rd
KS 4
Croco Rd
Rice Rd
Norwood St
Golden Ave
Branner St
4th St
6th St
10th St
I-70
15th St
K-35 MP 51.0 to MP 57.0
.50
51.4
52.1
50.5W
51.2W
79/70/45
40
10
20
79/70/45



DISPATCHERX=0

RFE X=1

MECHANICAL X=2

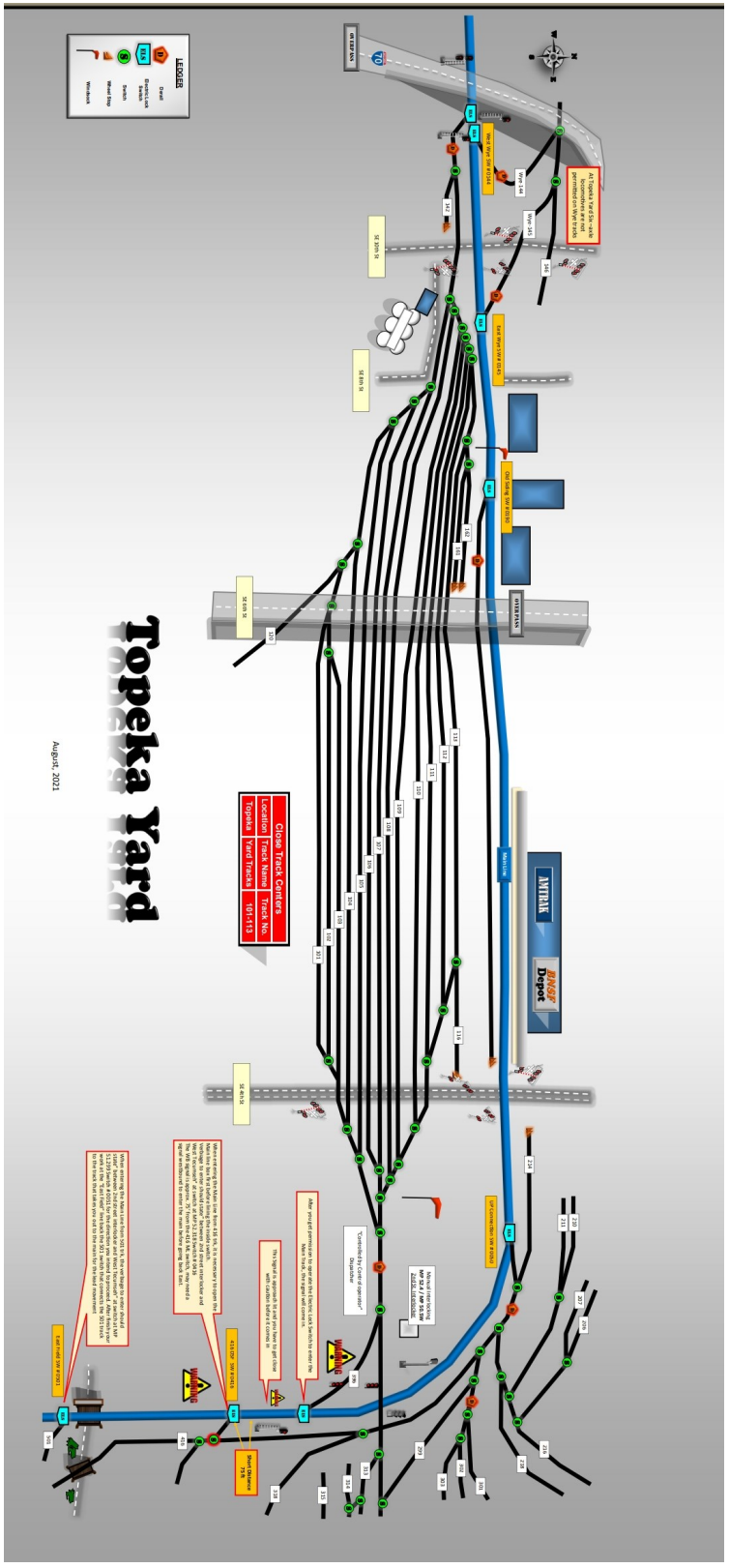
CUSTOMER SUPPORT X=3

RR POLICE X=4

DETECTOR DESK X=5

ARGENTINE DSF X=6

PTC DESK X=9



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

Topeka Sub-MP 52.0/MP 52W

Emporia →

52

52.4 =
50.5 W

51
W

52
W

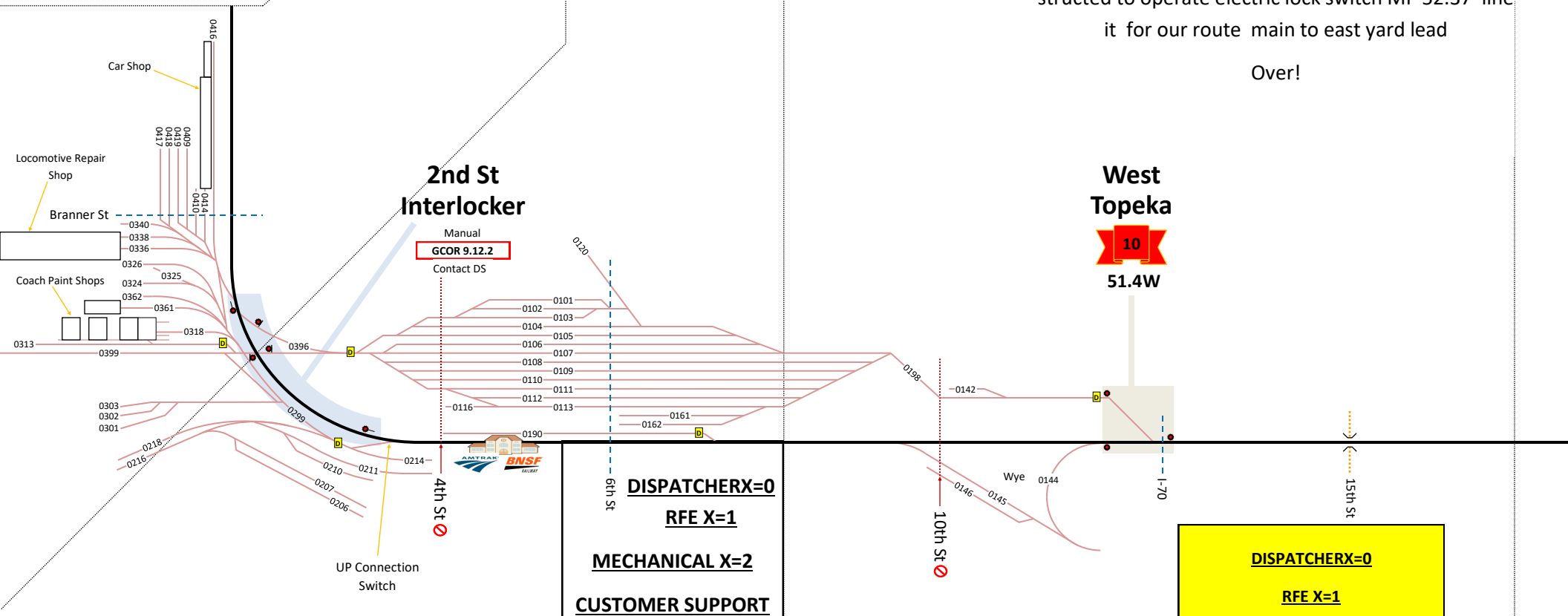
21(X) { DS 104 Ch 69
Topeka Yard Ch 84

Locomotive Shop Ch 30
Telephone: 785-435-5191
Telephone: 785-221-4294

For going into the yard from main to east yard lead

After stopping BNSF#### AT 2ND street interlocker has authority to pass signal display stop indication from main to east yard lead westbound and instructed to operate electric lock switch MP 52.37 line it for our route main to east yard lead

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

K-35 MP 51.0 to MP 57.0

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

52.1 | 50.5W | 51.2W

40 | 10 | 20 | 79/70/45

Topeka Sub

← Topeka

4,069

52 W 53 54 55 56 57 58 59 60 61 62 63 64 65 66

MP57.0-51.0 KEY TRAIN 35MPH

52.4W =52.5

21(X)

CP 571 Pauline

22(X)

K-35 2MILES

Recall code 7

TWD B (7) MP 60.7

Wakarusa

FLASH FLOOD CRITICAL ZONE 58.4-58.6

FLASH FLOOD CRITICAL ZONE 61.6-62.6

FLASH FLOOD CRITICAL ZONE 63.4-63.5

54.1 (541/2) 57.1 59.6 (595/6) 61.7 (617/8) 64.4 (641/2)

11,900 9,200 4,100 5,600 5,300 3,500 7,000 9,500 To 125th St

0710

0705 Frito Lay

0761 Mars

UNITED STATES POSTAL SERVICE

21st St | 25th St | 29th St | 37th St | I-470 Kansas Turnpike | Topeka Blvd | 49th St | Private DOT 005954N | 57th St | Private DOT 005957J | University Blvd | MG Depot Rd | Gary Ormsby Dr | 77th St | US 75 | 85th St | 93rd St | 97th St Jordan Rd | 3rd St DOT 005971E | 2nd St DOT 005972L | Coker Rd | Jordan Rd

Pond

.50 .65 .67 .75 1.07

K-35 MP 57.0 to MP 51.0

63.4 63.5

58.9 59.1 59.8 60.0 61.0 63.6 64.3 64.7 65.3

79/70/45 | 65 | 75 | 55 | 45 | 60 | 65

Emporia →

66 67 68 69 70 71 72 73 74 75 76 77 78 79 80

22(X)

Carbondale

FLASH FLOOD CRITICAL ZONE 70.4-70.6

Scranton

CP 732

FLASH FLOOD CRITICAL ZONE 73.4-73.6

Burlingame

FLASH FLOOD CRITICAL ZONE 76.5-76.7

FLASH FLOOD CRITICAL ZONE 79.5-81.8

66.4 (663/4) 68.8 (687/8) 71.0 (709/10) 73.2 75.9 (757/8) 78.5 (785/6)

5,900 6,600 9,800 8,600 11,7 10,400 5,300 5,000 8,000 5,500 To 201st St

9202 9201

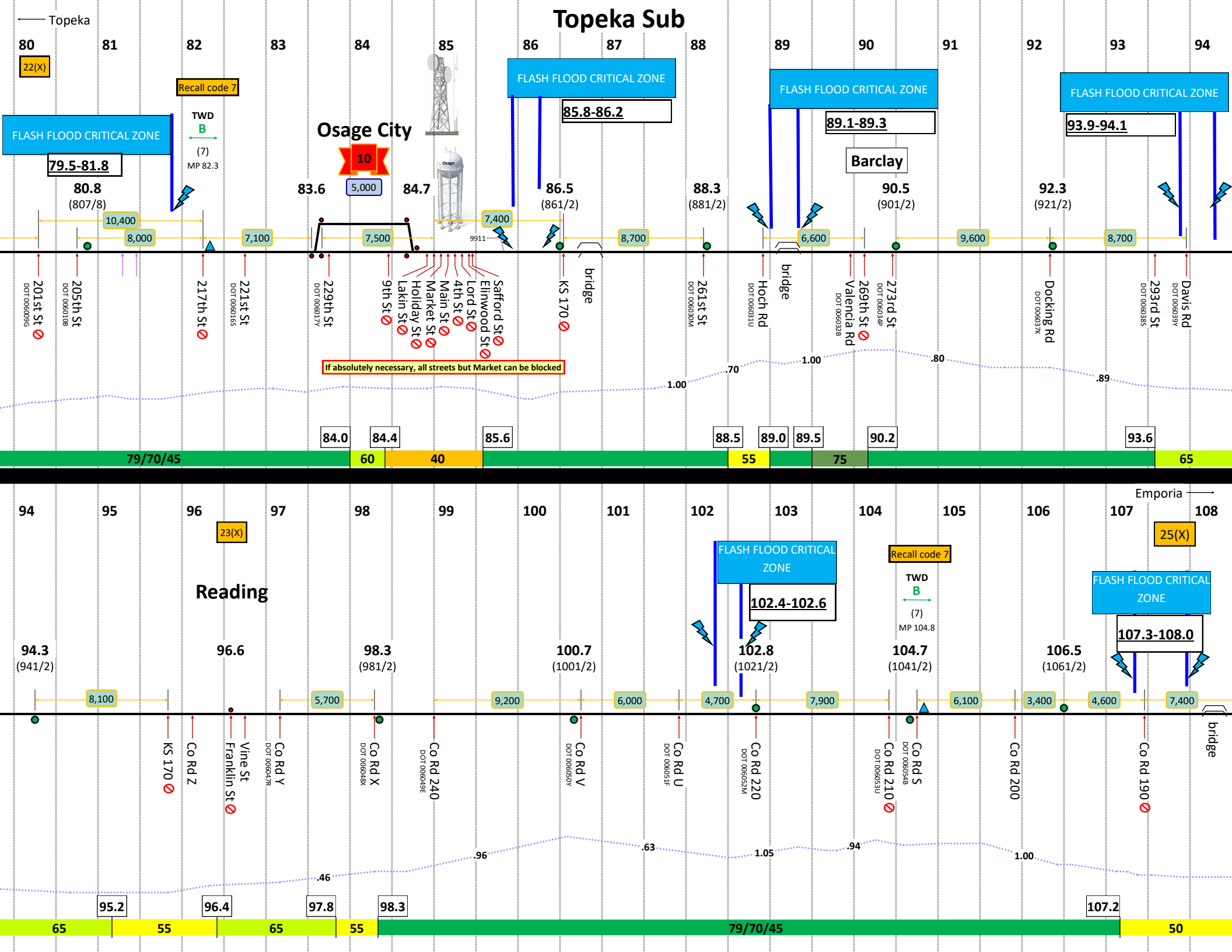
125th St | Jordan Rd DOT 005980D | Main St | 141st St DOT 005983Y | Morrill Rd DOT 005984F | 149th St DOT 005986U | Lewelling Rd DOT 005987B | Brownie St | East Ave | Wanamaker Rd DOT 005992X | 165th St DOT 005994L | Urish Rd DOT 005995T | Indian Hills Rd | Auburn Rd DOT 005998N | US 56 | Seward Ave | Hall Ave DOT 006004X | Banks Ave DOT 006005E | 189th St DOT 006007T | 193rd St DOT 006008A

.82 .80 .79 .96 .85 .96 .90

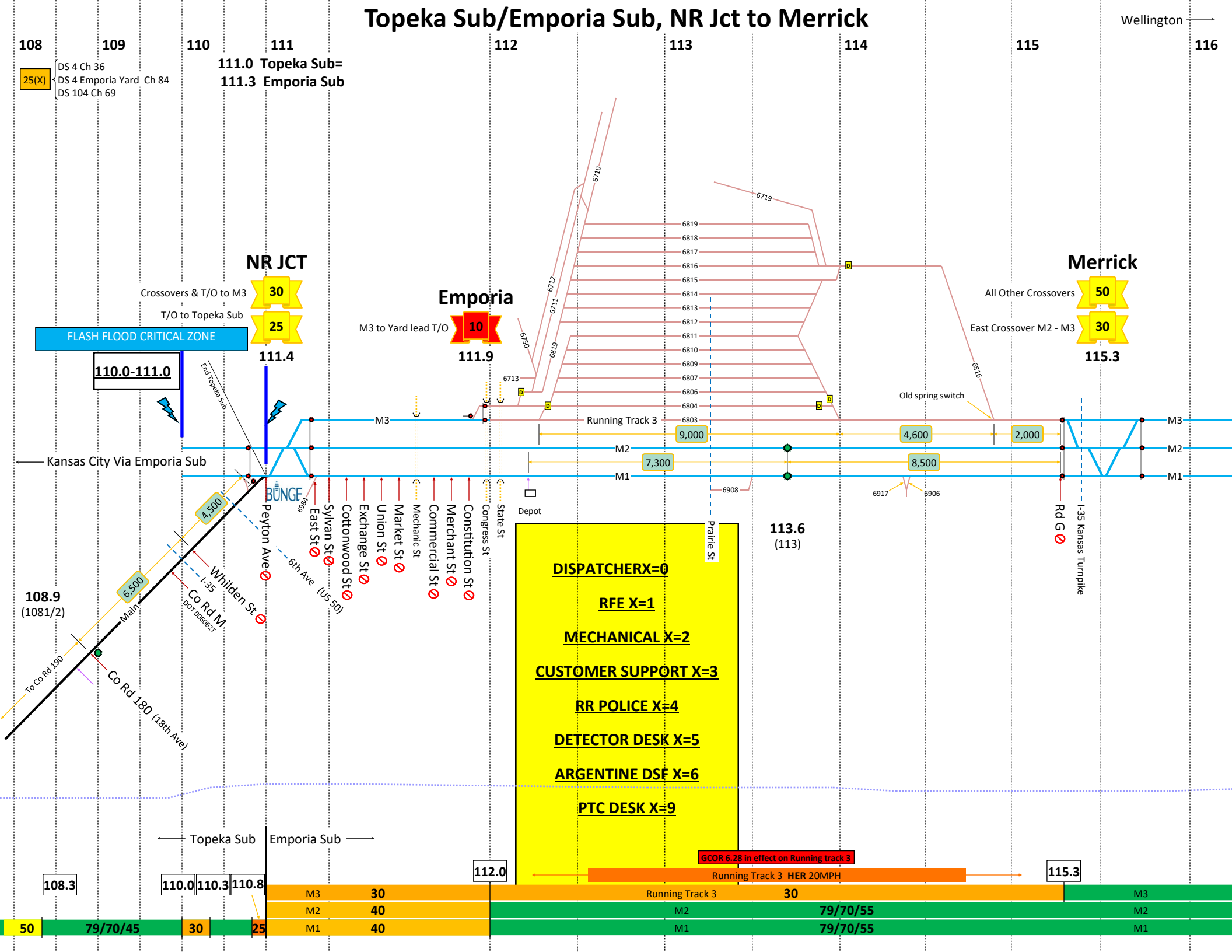
Banks is best, but keep one Burlingame St open

66.5 67.2 67.9 69.0 69.4 75.1 75.3 76.0 77.1

50 | 55 | 55 | 79/70/45 | 75 | 55


Topeka Sub
Topeka
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
22(X)
Recall code 7
TWD
B
(7)
MP 82.3
FLASH FLOOD CRITICAL ZONE
79.5-81.8
FLASH FLOOD CRITICAL ZONE
85.8-86.2
FLASH FLOOD CRITICAL ZONE
89.1-89.3
FLASH FLOOD CRITICAL ZONE
93.9-94.1
Osage City
10
5,000
Barclay
80.8
(807/8)
83.6
84.7
86.5
(861/2)
88.3
(881/2)
90.5
(901/2)
92.3
(921/2)
10,400
8,000
7,100
7,500
7,400
9911
8,700
6,600
9,600
8,700
201st St
205th St
217th St
221st St
229th St
9th St
Lakin St
Holiday St
Market St
Main St
4th St
Lord St
Elinwood St
Safford St
KS 170
bridge
261st St
Hoch Rd
bridge
Valencia Rd
269th St
273rd St
Docking Rd
293rd St
Davis Rd
If absolutely necessary, all streets but Market can be blocked
1.00
.70
1.00
.80
.89
84.0
84.4
85.6
88.5
89.0
89.5
90.2
93.6
79/70/45
60
40
55
75
65
Emporia
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
23(X)
25(X)
Reading
FLASH FLOOD CRITICAL ZONE
102.4-102.6
Recall code 7
TWD
B
(7)
MP 104.8
FLASH FLOOD CRITICAL ZONE
107.3-108.0
94.3
(941/2)
96.6
98.3
(981/2)
100.7
(1001/2)
102.8
(1021/2)
104.7
(1041/2)
106.5
(1061/2)
8,100
5,700
9,200
6,000
4,700
7,900
6,100
3,400
4,600
7,400
KS 170
Co Rd Z
Franklin St
Co Rd Y
Co Rd X
Co Rd 240
Co Rd V
Co Rd U
Co Rd 220
Co Rd 210
Co Rd S
Co Rd 200
Co Rd 190
bridge
.46
.96
.63
1.05
.94
1.00
95.2
96.4
97.8
98.3
107.2
65
55
65
55
79/70/45
50

Topeka Sub/Emporia Sub, NR Jct to Merrick



TOPEKA SUBDIVISION

Radio Call-In

Radio Channel 069 in service Holliday to N.R. Jct		
KC West Topeka sub DS - 15(X) Emporia sub DS - 14(X)	Lawrence - 20(X)	Topeka - 21(X)
Pauline - 22(X)	Reading - 23(X)	Emporia - 25(X)
Radio Channel 084 in service Topeka Yard - 21(X)		

Emergency - Call 911

Dispatcher X=0, Mechanical Desk X=2,
Customer Support X=3,
Railroad Police X=4, Detector Desk X=5, Argentine Diesel Servicing Facility X=6

Dispatcher Information

DS104	817-867-7104	Fax 913-551-2018

Mobile PBX Access

To Connect: Set channel TxRx, Press access code, wait for dial tone, Press 8, dial 593-7670 for VTR.
To Disconnect: Press #1

Location	Mobile		Access
	Tx	Rx	
Kansas City	Ch 090	Ch 015	*1
Topeka	Ch 095	Ch 009	*1

CONTACT NUMBERS

Supt. Of Operations-Kansas East	913-551-4222
Division Trainmaster Kansas City	913-481-0987
Division Trainmaster Emporia	620-341-7277
Road Foreman of Engines	913-551-4144
BNSF Police ROC	1-800-832-5452

Emergency Numbers for TY&E families

System	1-800-964-9387

Safety Hotline Numbers

System	1-800-533-2673

Reporting Signal Problems

Telecom (Road Signals)	817-593-4357

Rules Hotline Numbers

Toll free number	1-800-539-0418
Company Line	1-817-593-6535

Reporting Numbers

VTR	1-800-327-3230; 1-817-593-7670

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

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.

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

TOC Home

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.

TOC Home

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.

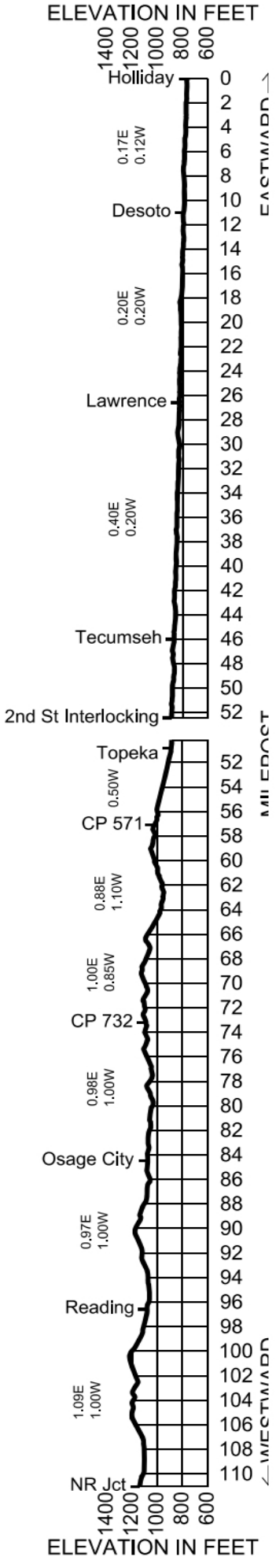
Table No. 3 - 8(C) Other Circumstances

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

10. **Grade Chart**

Topeka Grade Chart



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

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 TOPEKA 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 .

Station / Legend

- 00/00 — Turnout/Crossover
- 0,000 — Siding
- 00.0 — Signal, Turnout, Station
- (00) — Signal num-
- 000. — Signals on curves, arrow denotes direction with

Other Loca-

- Caution
- Warnings!
- Important messages
- 0,000 — Short/Long
- 00(X) — Tone
- Track
- Map primary
- Other than main
- Other Subdivision or railroad
- Whistle cross-
- Non whistle cross-
- Q — Quiet
- A — Automatic Horn
- Avoid block-
- D — De-

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.

- 0,00 — Distances Between Points. Distance is total footage, not train length. Use this only as a reference point in
- 0.0 — DP Independent Mode
- 0.0 — Temperature Restrictions
- 0.0 — Flash Flood Critical Area
- Speed limit & MP listed as

0.0	Frt	Frt		Psgr	Frt	
	All	Under TOB	TOB & Over		Under TOB	TOB & Over
	00	00 /		00 / 00 /		

TWD B (000) MP — High Wa- Signals 00 & 00 MP — Slide Fence Signals 00 & 00 MP 000.0 MP 000.0 — Trackside Warning Detector includes type (A, B, high water, slide, etc.), direction, recall (000), and

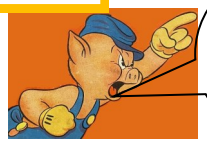
- DED — Dragging Equipment
- Grade
- Highway Over-
- Highway Under-
- Public Crossing at
- Switch or Crossover
- Absolute
- Intermediate
- Distant

Flash flood zones

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

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:
There are no heat restrictions on the TOPEKA Sub.



Edited by:
The Grumpy Hogger

FLASH FLOOD

CRITICAL AREA 20MPH

NON CRITICAL 30MPH

KEY TRAIN LIMITS

MPMP0.0 MP20.0

MP51.0 to MP57.0

35MPH

FLASH FLOOD CRITICAL AREAS

MP8.9 to	MP10.9
MP14.0 to	MP18.0
MP24.5 to	MP27.2
MP34.2 to	MP38.3
MP43.3 to	MP43.5
MP47.3 to	MP49.9
MP58.4 to	MP58.6
MP61.6 to	MP62.6
MP63.4 to	MP63.5
MP70.4 to	MP70.6
MP73.4 to	MP73.6
MP76.5 to	MP76.7
MP79.5 to	MP81.8
MP85.8 to	MP86.2
MP89.1 to	MP89.3
MP93.9 to	MP94.1
MP102.4 to	MP102.6
MP107.3 to	MP108.0

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

Last Revision: 05/01/24

Kansas Division: TOPEKA

Kansas Timetable No. 3

Updates : 05/01/24

Topeka Subdivision

General Order No. 27

General Notice No. 1809

TOPEKA Subdivision

General Notice No. 2242

Topeka Sub 1(A) Maximum Speed Limits:

Psgr	Frt	
	Under 90 TOB	*90 TOB & Over*
79	55*	45

Additional Information Regarding Item 1(B) Permanent Speed Restriction:

1(B) speed limits posted with only 1 speed listed is the restriction for freight train speed limit **unless** the restriction is higher than the maximum freight train speed limit, then it will reflect the passenger train speed limit. This was done in order to have the ability to compare all speed restriction flags posted on the subdivision with a speed limit whether it was applicable to freight or passenger speed limits.

Distributed Power trains operating with an initialized and functioning Trip Optimizer Energy Management system must not operate in 'AUTO CONTROL' mode on the Topeka Subdivision. Trip initialization is required at point of origin (Kansas City, Newton and Wellington).

Distributed Power Operations on Topeka Subdivision

Effective immediately, trains operating with distributed power over the Topeka Subdivision are prohibited from using dynamic braking on the remote consist. The engineer will be required to "split the screen" (non synchronous mode) operating the lead locomotive(s) only in dynamic braking, supplementing with air when required to slow or control train speed and leaving the remote units in idle or in a low throttle setting as provided by AB&TH 105.9.1(D).