

BNSF Railway Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded...

Work practices and training for all employees that make safety essential to the tasks we perform...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

This version contains the following updated, deleted or added pages:

January 26, 2016: 5, 16.

February 23, 2016: 19.

April 12, 2016: 8.

April 26, 2016: 21.

May 10, 2016: 23, 25, 26.

June 7, 2016: Title page, 9, 10, 11, 12, 17, 22, 28, 29.



Kansas Division

Timetable No. 1

In Effect at 0800
Central Continental Time
January 6, 2016
(Including updates through
June 7, 2016)

Division General Manager

Matthew C. Garland
Kansas City, Kansas
913-551-4559

General Director Transportation

Steve M. Thompson
Kansas City, Kansas
913-551-4310

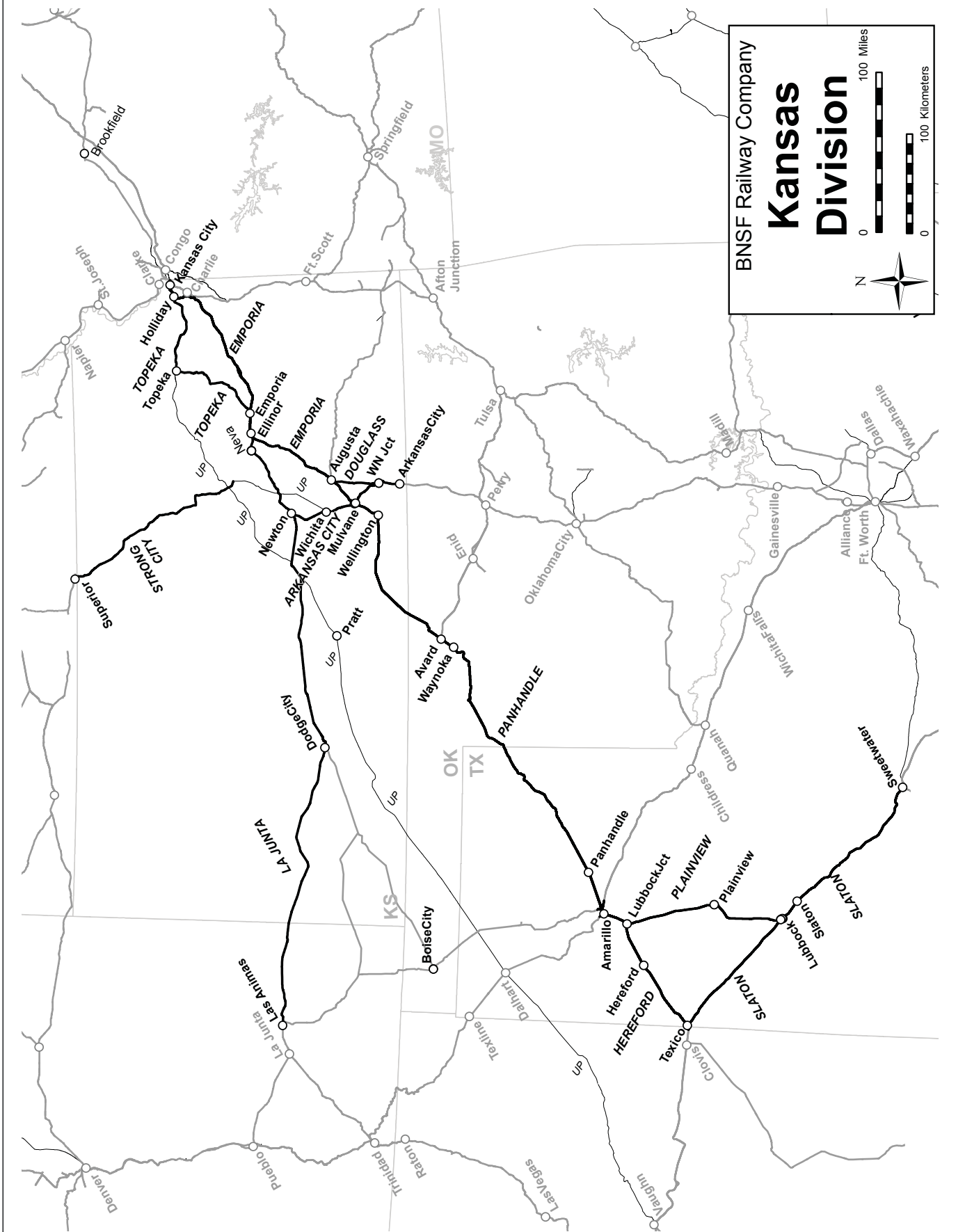


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Division Managers

Alva

D.W. Ingraham..... Supervisor Signals 620-399-4314

Amarillo

D. Berry Terminal Manager 806-379-3394
 L. Brackett Manager Signals 806-379-3089
 J. Diefenbach..... Roadmaster 806-379-3340
 P. Dodson Roadmaster 806-379-3086
 J. Escalante Gen Supv Signals Const..... 806-379-3190
 J.M. Haile..... Supervisor Signals 806-379-3460
 J.J. Kugler..... Supt. Operations 806-379-3090
 J.K. McBride Terminal Superintendent 806-379-3377
 L. Perez General Foreman II 806-379-3249
 J.S. Purvines Trainmaster 806-379-3081
 J. Roberson Road Foreman 806-379-3002
 T.L. Sheffield..... Road Foreman 806-379-3234
 J. Soukup..... Supervisor Structures 806-379-3133
 T. N Thomas Division Engineer 806-379-3080
 B. S. Weaver Supervisor Signals 806-379-3187
 D. Webb..... Trainmaster 806-379-3263
 Terminal Trainmaster 806-379-3020

Augusta

A.L. Klingenberg..... Roadmaster 316-775-4076
 R. Sterling..... Supervisor Signals 316-775-4062

Dodge City

J. Gallagher Roadmaster 620-227-5968
 J. Jaeb Trainmaster 620-227-5961

Emporia

C. Grissum..... Trainmaster 620-341-7277
 K. Reaves..... Roadmaster 620-341-7250

Hutchison

P.J. Mikols..... Supervisor Signals 620-694-4734

Kansas City, KS.

D. Befort Gen. Dir. Line Maintenance ... 913-551-4592
 A.A. Boldra Asst. Term. Superintendent.... 913-551-4789
 A. Bradbury..... Supervisor Signal 913-551-4538
 E. Caley Division Trainmaster 913-511-4133
 M.E. Cart Supt. Operations 913-551-4222
 R. Clevenger..... Asst. Terminal Supt. 913-551-4927
 J. Debacker Supervisor Signals 816-472-2414
 D. Dortch General Foreman III..... 913-551-4391
 S. Duce Trainmaster 913-551-2769
 J.L. Dugan Roadmaster 913-551-4375
 A. Fulton Supt. Corridor Operations 913-551-2300
 R. L. Jackson..... Supt. Field Operations 913-551-3970
 S.C. Juergens..... Road Foreman 913-551-4206
 C.L. Kanakares..... Road Foreman 913-551-4144
 B. Lefler..... Gen. Spvr. Signal Const. 785-724-1701
 D.E. Martin..... Division Engineer 913-551-4572
 D. Mendoza Asst. Division Engineer 913-551-4277
 R. Millinder..... Manager Signals 913-551-2028
 M.R. Moyer..... Asst Corr Superintendent..... 913-551-2344
 K. Napier..... Supervisor Signals 913-551-4002
 R. Planchon Manager Structures 913-551-4194
 J.A. Rasmussen Dir. Administration 913-551-4090
 M.K. Scott Asst. Corr. Superintendent..... 913-551-2344
 J.A. Slentz Manager Safety..... 913-551-4939
 J.A. Sutphin Terminal Superintendent 913-551-4384
 C.A. Tonkin Road Foreman 913-551-4044
 R.J. Valencia..... Supt. Oper. Practices 913-551-2471

Lubbock

W.B. Haynes..... Road Foreman 806-765-3969
 K. Kirk Roadmaster 806-765-3955
 B. Malick Trainmaster 806-765-3986
 D. McKelvey Supt. Operations 806-765-3988
 J. Phelps..... Trainmaster 806-765-3909

Newton

J. Gee Terminal Manager 316-284-3232
 J.B. Heck Road Foreman 316-284-3222
 E. McCulloch Division Trainmaster 316-284-3434
 M.A. Riley General Foreman 316-284-3261
 J. Willingham Roadmaster 316-284-3479
 Terminal Trainmaster 316-284-3224

Olathe

M. Hunter Supervisor Signal 785-724-1889
 C. Morgan..... Roadmaster 785-724-1933

Pampa

J.G. Thomas Roadmaster 806-379-3051

Topeka

J.P. Lorenzo..... Roadmaster 785-435-5422

Wellington

B. Alstatt Trainmaster 620-399-4201
 J. Reid Roadmaster 620-399-4276
 A.E. Simon..... Trainmaster 620-399-4291
 T. Trenkamp Road Foreman 620-399-4388
 D. Turney Asst. Dir. Mtc Production..... 620-399-4241

Woodward

M.R. Crowe..... Roadmaster 620-399-4253

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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Panhandle Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Adjoining Sub: Emporia						
		54600	238.0	WELLINGTON Adj. RR: BNG, MP 238.9	BCJP				0.5	
			238.5	CP 2385	TX				5.0	
		54598	243.5	ROLAND	X(2)				8.3	
			251.8	HERTOG	X(2)				2.3	
8,450	54594	254.1	MILAN						10.1	
	54592	264.2	ARGONIA	X(2)					2.3	
8,903	54590	266.5	DANVILLE						4.8	
	54500	271.3	HARPER	X(2)					12.0	
	54490	283.3	EULA	X(2)					2.5	
7,700	54200	285.8	ATTICA Adj. RR: VSR, MP 285.9	J					5.9	
			291.7	EAST CRISFIELD					0.5	
10,500	54160	292.2	CRISFIELD						1.8	
			294.0	WEST CRISFIELD	X(2)				8.8	
			302.8	BARBER	X(2)				12.0	
54084	314.8	LODER	X(2)						4.7	
11,400	54075	319.5	BRINK						3.2	
			322.8	ALVA					2.7	
			325.5	EAST NOEL					4.7	
18,966	54064	330.2	NOEL	X(2)					5.2	
		335.4	EAST AVARD Adj. Sub: Avard, Spr Div MP 335.6	J					0.5	
	54060	335.9	AVARD Adj. Sub: Avard, Spr Div MP 336.0	J					0.5	
			336.4	WEST AVARD	X(2)				5.8	
			342.2	EAST WAYNOKA	X(2)				3.0	
	54000	345.2	WAYNOKA	BP					6.0	
	53950	351.2	HEMAN	X(2)					5.6	
	53945	356.8	BELVA	X(2)					12.1	
	53925	368.9	CURTIS	X(2)					10.8	
	53900	379.7	WOODWARD	X(2)					6.6	
7,190	53850	386.3	GERLACH						4.5	
	53835	390.8	TANGIER	X(2)					7.5	
7,785	53825	398.3	FARGO						3.2	
			401.5	OLETA	X(2)				5.2	
7,683	53815	406.7	GAGE						3.8	
	53800	410.5	SHATTUCK	TX(2)					7.3	
	53765	417.8	GOODWIN	X(2)					10.5	
	53760	428.3	CP 4283	X(2)					10.1	
	53755	438.4	COBURN	X(2)					5.7	
10,910	53750	444.1	GLAZIER						2.6	
			446.7	CLEAR CREEK	X(2)				11.9	
	53740	458.6	CANADIAN	X(2)					4.9	
11,017	53735	463.5	MENDOTA						6.2	
	53730	469.7	LORA	X(2)					7.2	
11,723	53725	476.9	MIAMI						4.5	
	53720	481.4	CODMAN	X(2)					12.6	
			494.0	CP 4940	X(2)				3.3	
			497.3	CP 4973	X				1.4	
6,470	53700	498.7	PAMPA	BPT					2.1	

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Panhandle Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Adjoining Sub: Hereford						
			500.8	WEST PAMPA	X(2)				4.7	
		53690	505.5	KINGS MILL					4.8	
			510.3	CP 5103	X(2)				12.9	
			523.2	CP 5232	X(2)				2.8	
13,560	53520	526.0	PANHANDLE Adj. RR: PNR, MP 526.1	JT					5.4	
			531.4	CP 5314	X(2)				6.8	
			538.2	ROBERTS	X(2)				12.3	
	53501	550.5	EASTERN Adj. Sub: Boise City, Pwr Div	JTX					312.5	

Radio Call-In		
Radio Channel 084 in service Wellington Yard - 21(X) Sand Creek Trainmaster X=6		
Radio Channel 072 in service Wellington to Heman		
Wellington - 21(X)	Harper - 22(X)	Attica - 23(X)
Sand Creek Trainmaster X=6		
Alva - 24(X)	Waynoka - 14(X)	
Radio Channel 036 in service Heman to Roberts		
Alva - 24(X)	Curtis - 25(X)	Tangier - 31(X)
Shattuck - 32(X)	Canadian - 34(X)	Miami - 35(X)
White Deer M-F, 0630-1430: Controlling DS - 14(X) Adjacent DS - 41(X) All other times DS - 41(X)		Amarillo - 13(X) Boise City Dispatcher - 43(0)
Radio Channel 084 in service Pampa Yard		
Radio Channel 028 in service Roberts to Eastern		
St Francis - 42(X)		Amarillo - 43(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

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 #			
	Mobile		Access
	Tx	Rx	
Wellington	Ch 092	Ch 048	*
Kiowa	Ch 090	Ch 015	*
Waynoka	Ch 029	Ch 068	*
Tangier	Ch 095	Ch 009	*
Higgins	Ch 092	Ch 010	*
Miami	Ch 079	Ch 021	*
Pampa	Ch 090	Ch 015	*
Amarillo	Ch 092	Ch 010	*

Dispatcher Information
 Wellington to Heman - 817-867-7005, Fax 913-551-2405
 Monday-Friday, 0630-1430
 Heman to West Pampa - 817-867-7006, Fax 913-551-2406
 West Pampa to Eastern - 817-867-7101, Fax 913-551-2403
 Monday-Friday 1430-0630 and all times weekends
 Heman to Roberts - 817-867-7006, Fax 913-551-2406
 Roberts to Eastern - 817-867-7028, Fax 913-551-2428

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1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 238.0 to MP 550.5	55*	55*

* Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Item 1(C) of the System Special Instructions for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet. Exceptions:
 - a. Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
 - b. Trains operating with two distributed power remote consists and both DP remote automatic brake valve(s) cut in may operate at 70 MPH up to 12,000 feet in length.
3. Train does not average more than 80 TOB. Exceptions:
 - a. Trains consisting entirely of intermodal equipment (all equipment listed under BNSF Timetable, System Special Instruction 1C), including equipment designed to carry automobiles/trucks (auto racks), must not average more than 90 tons per operative brake.
 - b. Trains consisting entirely of double stack and spine car equipment (car kind codes beginning QU, QK, QV, QW, QT, QX, QY, QM, QC, QQ, Q5, QE) must not average more than 105 TOB.

In addition, the intermodal trains described above may also handle as many as 15 refrigerated box cars identified as "Super Reefers" (BNSF 793110 thru BNSF 794112) provided train does not exceed 90 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

See ABTH 103.2.1 Dynamic Brake Limitations, regarding when 32 axles of dynamic brakes may be used on lead consist.

1(B). Speed—Permanent Restrictions

	Frt
MP 238.0 to MP 239.7	60
MP 273.0 to MP 274.8, MT1	60
MP 323.5 to MP 328.0	55
MP 343.6 to MP 344.0	60
MP 379.0 to MP 379.3, MT2	65
MP 382.9 to MP 384.1	50
MP 385.4 to MP 389.9	50
MP 445.7 to MP 450.1	65
MP 450.7 to MP 451.2	60
MP 464.8 to MP 465.1, MT2	60
MP 476.3 to MP 477.8, MT2	60
MP 477.8 to MP 480.9, MT2	65

Key Trains

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

MP 543.0 to MP 550.5	35
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1(C). Speed—Sidings and Main Track Switches and Turnouts

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

	Frt	
	Under 100 TOB	100 TOB & Over
MP 238.5, CP 2385, crossover	30	30
MP 243.5, Roland, crossovers	50	50
MP 251.8, Hertog, crossovers	50	50
MP 254.1, Milan, siding turnouts	40	40
MP 264.2, Argonia, crossovers	50	50
MP 266.5, Danville, siding turnouts	40	40
MP 271.3, Harper, crossovers	50	50
MP 283.3, Eula, crossovers	50	50
MP 285.8, Attica, siding turnouts	40	40
MP 292.2, Crisfield, siding turnouts	40	40
MP 294.0, West Crisfield, crossovers	50	50
MP 302.8, Barber, crossovers	50	50
MP 314.8, Loder, crossovers	50	50
MP 319.5, Brink, siding turnouts	40	40
MP 322.8, Alva, turnout	50	50
MP 325.5, East Noel, turnout	50	50
MP 330.2, Noel, crossovers	50	50
MP 335.5, East Avard, Avard sub turnout	15	15
MP 335.9, Avard, Avard Sub turnout	20	20
MP 336.5, West Avard, crossovers	50	50
MP 342.2, East Waynoka, crossovers	50	50
MP 351.2, Heman, crossovers	50	50
MP 356.8, Belva, crossovers	50	50
MP 368.9, Curtis, crossovers	50	50
MP 379.7, Woodward, crossovers	50	50
MP 386.3, Gerlach, siding turnouts	40	40
MP 390.8, Tangier, crossovers	50	50
MP 398.3, Fargo, siding turnouts	40	40
MP 401.5, Oleta, crossovers	50	50
MP 406.7, Gage, siding turnouts	40	40
MP 410.5, Shattuck, crossovers	50	50
MP 417.8, Goodwin, crossovers	50	50
MP 428.3, CP 4283, crossovers	50	50
MP 438.4, Coburn, crossovers	50	50
MP 444.1, Glazier, siding turnouts	40	40
MP 446.7, Clear Creek, crossovers	50	50
MP 458.6, Canadian, crossovers	50	50
MP 463.5, Mendota, siding turnouts	40	40
MP 469.7, Lora, crossovers	50	50
MP 476.9, Miami, siding turnouts	40	40
MP 481.4, Codman, crossovers	50	50
MP 494.0, CP 4940, crossovers	50	50
MP 497.3, CP 4973, crossover	50	50
MP 498.7, Pampa, siding turnouts	30	30
MP 500.8, West Pampa, crossovers	40	40
MP 510.3, CP 5103, crossovers	50	50
MP 523.2, CP 5232, crossovers	50	50
MP 526.0, Panhandle, siding turnouts	40	40
MP 531.4, CP 5314, crossovers	50	50
MP 538.2, Roberts, crossovers	50	50
MP 550.6, Eastern, turnout to east leg of the wye	20	20
MP 550.5, Eastern, crossover	30	30
MP 550.5, Eastern, crossover, WWD, HER	20	20

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1(D). Speed—Other

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Wellington to Eastern 143 ton, Restriction A

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Alva		
Celanese	Kings Mill	6930
TSTC Tracks		1412, 1427
Only one four-axle locomotive is permitted on:		
Alva	Old Rock Island Yard	

3. Type of Operation

Main Track

MP 238.0 to MP 322.8	CTC, 2 MT
MP 322.8 to MP 325.5	CTC
MP 325.5 to MP 550.5	CTC, 2 MT

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Hy-Rail Limits Compliance System (HLCS)

GCOR/MWOR 1.14—Yard Limits is in effect between MP 0.0 and MP 3.0 on the BNG at Wellington and between MP 0.0 and MP 7.0 on the PNR at Panhandle. Within these limits track warrants and track bulletins are not required for BNSF trains. Within these limits BNSF trains must not exceed 10 MPH.

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

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnels or Other Structures			
446.9		7	WWD
458.8		8	EWD
Type B. Locations			
243.3		8	Exception reporting
249.9	DED		Exception reporting
254.1	DED		Exception reporting
258.9	DED		Exception reporting
264.4		8	Exception reporting
269.4	DED		Exception reporting
273.7	DED		Exception reporting
278.9	DED		Exception reporting
283.1		8	Exception reporting
287.4	DED		Exception reporting
294.3	DED		Exception reporting
298.7	DED		Exception reporting
302.9		8	Exception reporting
308.4	DED		Exception reporting
312.5	DED		Exception reporting

Mile Post	Device	Recall Code	Notes
323.0		8	Exception reporting
333.2	DED		Exception reporting
339.3		8	Exception reporting
344.6	DED		Exception Reporting (Broadcasts on channels 044 and 072)
350.9	DED		Exception reporting
353.9	DED		Exception reporting
359.8		8	Exception reporting
364.4 MT2	DED		Exception reporting
367.1	DED		Exception reporting
372.1	DED		Exception reporting
377.6		8	Exception reporting
381.7	DED		Exception reporting
385.8	DED		Exception reporting
389.1	DED		Exception reporting
392.6	DED		Exception reporting
396.1		8	Exception reporting
403.6	DED		Exception reporting
407.4	DED		Exception reporting
412.7	DED		Exception reporting
416.7		8	Exception reporting
421.6	DED	8	Exception reporting
425.8 MT2	DED		Exception reporting
430.9 MT2	DED		Exception reporting
433.2		8	Exception reporting
438.2	DED		Exception reporting
442.5	DED		Exception reporting
446.9		7	EWD
451.5	DED		Exception reporting
456.2	DED		Exception reporting
458.8		8	WWD
464.6	DED		Exception reporting
468.7	DED		Exception reporting
473.6	DED		Exception reporting
479.7		8	Exception reporting
483.5	DED		Exception reporting
487.6	DED		Exception reporting
503.0		8	Exception reporting
522.9		8	Exception reporting
548.0		8	Exception reporting
Other Devices			
273.0	High Water		EWD signals 2732 and 2734 WWD controlled signals Harper
376.4, 376.8	High Water		EWD signal 3772 and 3774 WWD signals 3741 and 3743
398.0	High Water		EWD controlled signal EE siding Fargo and signal 3982 WWD signals 3961 and 3963
403.5	High Water		EWD signals 4032 and 4034 WWD controlled signal Oleta
404.5, 405.0	High Water		EWD controlled signal EE siding Gage and signal 4052 WWD signals 4031 and 4033
409.6	High Water		EWD controlled signals Shattuck WWD signals 4081 and 4083

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Mile Post	Device	Recall Code	Notes
461.2, 462.3	High Water		EWD controlled signals EE Siding Mendota and signal 4622 WWD signals 4601 and 4603
465.0	High Water		EWD signals 4662 and 4664 WWD controlled signals WE Siding Mendota and signal 4641
468.7	High Water		EWD controlled signals Lora WWD signals 4661 and 4663
470.5	High Water		EWD signals 4712 and 4714 WWD controlled signals Lora
472.7	High Water		EWD signals 4732 and 4734 WWD signals 4711 and 4713
481.0	High Water		EWD controlled signal Codman WWD signals 4791 and 4793
482.0, 483.2	High Water		EWD signals 4832 and 4834 WWD controlled signal Codman
486.3	High Water		EWD signals 4872 and 4874 WWD signals 4851 and 4853
488.1	High Water		EWD signals 4892 and 4894 WWD signals 4871 and 4873

6. FRA Excepted Track—None

7. Special Conditions

East Noel—The hand operated switch within the control point at East Noel providing access to the Alva Dead Track is equipped with an electric lock. Permission must be obtained from the control operator before operating the release on the electric lock. After the electric lock is released, wait for the electric lock to run time (8 minutes), then hand operate the switch. In addition to receiving permission to operate the electric lock switch, authority must be obtained to occupy the control point.

Between Waynoka and Heman—The distance between MP 350.0 and MP 351.0 is 1,168 feet.

Missing Milepost(s)

MP 373 is missing. The distance between MP 372 and MP 374 is 2,440 feet.

Remote Control Area

Amarillo—MP 538.5 to MP 550.5

Bad Order Setout Tracks—Tracks at the following locations are designated as a bad order setout tracks. Signs indicate where car(s) should be spotted:

Wellington, MT1, MP 238.5	103	Gage, MT1	3138 W
Mayfield COOP, MT1, MP 249.5	0705 W	Shattuck, MT1, MP 414.3	3140 W
Argonia, MT1, MP 259.0	2008 E	Goodwin, MT1, MP 420.5	3160 W
Argonia, MT2, MP 259.0	2009 E	Goodwin, MT2, MP 420.5	3161
Danville, MT2, MP 266.3	2012 E	Higgins, MT1, MP 428.5	3165 E
Harper, MT1, MP 274.0	2015	Higgins, MT2, MP 428.5	3164
Eula, MT1, MP 280.1	2067 E	Coburn, MT1, MP 436.1	3166 W
Eula, MT2, MP 280.1	2068 E	Coburn, MT2, MP 436.1	3167 W
Attica, MT2, MP 286.6	2031 E	Glazier, MT1, MP 443.8	3170
Hazelton, MT1, MP 299.6	2045	Glazier, MT2, MP 443.8	3171
Hazelton, MT2, MP 299.6	2044 E	Clear Creek, MT1, MP 452.2	3215 W
Kiowa, MP 306.3	2049	Clear Creek, MT2, MP 452.2	3216 W
Kiowa, MP 307.8	2059	Canadian, MT1, MP 456.9	3212
Capron, MP 316.4	2103 E	Canadian, MT2, MP 456.3	3214 E
Brink, MP 319.5	2104	Mendota, MT1, MP 462.9	3224 W
Alva, MP 325.6	2105 W	Mendota, MT2, MP 462.9	3225
Noel, MP 329.2	2138	Lora, MT2, MP 470.4	3218 W
Avard, MT2, MP 335.8	141 W	Miami, MT1, MP 476.7	3221
Waynoka, MP 342.4	3011	Miami, MT2, MP 476.7	3220
Waynoka, MT2 MP 345.2	3017	Codman, MT1, MP 484.6	3226
Waynoka, MT1, MP 345.5	3018 (Both)	Codman, MT2, MP 484.6	3227
Heman, MT1, MP 352.5	3030 (Both)	Hoover, MT1, MP 491.4	3229
Heman, MT2, MP 352.5	3031 (Both)	Hoover, MT2, MP 491.4	3230 E
Belva, MT1, MP 356.4	3034 W	Pampa, MT2, MP 500.0	6803 (Both)
Curtis, MT1, MP 366.1	3038 W	Kings Mill, MT1, MP 506	6903 W
Curtis, MT2, MP 366.1	3039 W	Kings Mill, MT2, MP 506.5	6901
Woodward, MT2, MP 382.4	3115	White Deer, MT1, MP 512.6	3234 E
Tangier, MT1, MP 392.6	3132 E	White Deer, MT2, MP 512.6	3231
Tangier, MT2, MP 392.6	3133	Cuyler, MT1, MP 519	3246 E
Fargo, MP 398.1	3136 E	Cuyler, MT2, MP 519	3245 E
Fargo, MT1, MP 399.6	3134 W	Panhandle, MT2, MP 526	3256

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Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Mayfield	Mayfield Co-op	0705	Structure
Danville	Danville Co-op	2012	Structure
Harper	Team Track	2026	Dock
	Anthony Farmer COOP	2027	Building
		2028	Elevator
		2029	Elevator,fence
Attica	Anthony Farmers COOP	2031	Structure
Hazelton	OK COOP Grain	2045	Structure
Kiowa	Elevator Trk	2050	Structure
	Stock Extension	2059	Fertilizer, hose reel
	House Trk	2063	Elevator
Capron	Capron Elevator	2102	Structure
	Elevator Track	2103	Elevator
Alva Yard	Alva Lead	2109	Dock
	Farmers COOP	2116	Elevator
	Elevator	2117	Elevator
	Liquid Feed	2118	Elevator
	North Mill Track	2127	Elevator
	Elevator	2131	Elevator
Noel	House Trk	2138	Structure
Avard	Elevator Track	2141	Elevator
Woodward	Anchor Drilling	3115	Structure
	Cox Spur	3112	Structure
Fargo	Elevator Track	3136	Elevator
Higgins	Great White	3164	Structure
Canadian	Team Trk	3213	Structure
Hoover	Golden Spread COOP	3229	Structure
Pampa	TOFC Trk	6849	Structure
	Elevator Team Trk	6869	Structure
	Cabot	6974	Structure
Kings Mill	Elevator Trk	6904	Structure
White Deer	S Siding	3231	Structure
	N Elevator	3235	Structure
	Attebury Grain	3238	Structure
Panhandle	Robinson Grain	3254 - 3256	Structure
	Hughes	3259	Structure

Close Track Centers

Location	Track Name	Track Nos.
Wellington	Yard	102-103, 107-111
Waynoka	Yard	3005-3008
Gerlach	Yard	3119-3129
Canadian	Yard	3212-3213

Test Miles

Westward Eastward
 MP 257.0 MP 530.0
 MP 395.0 MP 396.0
 MP 529.0 MP 258.0

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines (Moveable Point Frogs / Swing Nose Frogs / Derail)
 - MP 322.8 Alva
 - MP 325.5 E Noel
 - MP 330.2 Noel
 - MP 336.5 W Avard
 - MP 505.5 Kings Mills
 - MP 507.0 CP 5070
 - MP 526.1 CP 5261
 - MP 528.9 CP 5289
- ICS in effect
 - MP 330.2 Noel
 - MP 336.5 W Avard
 - MP 500.8 West Pampa

Flash Flood Critical Areas

MP 518.2

8. Line Segments

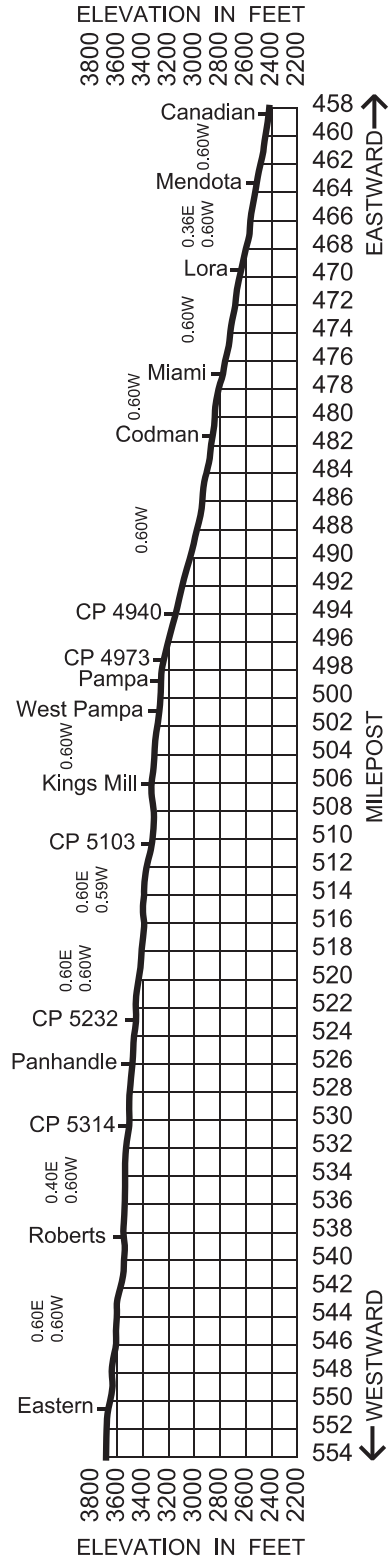
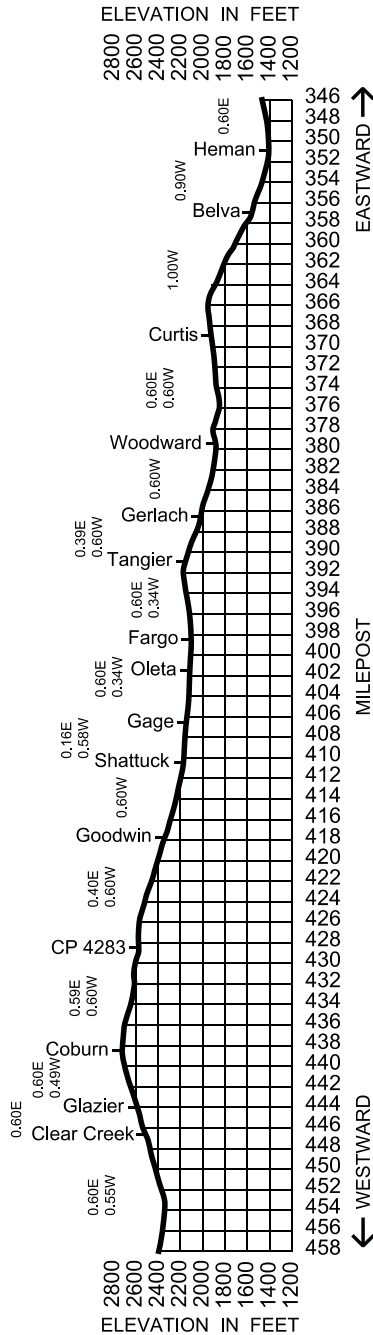
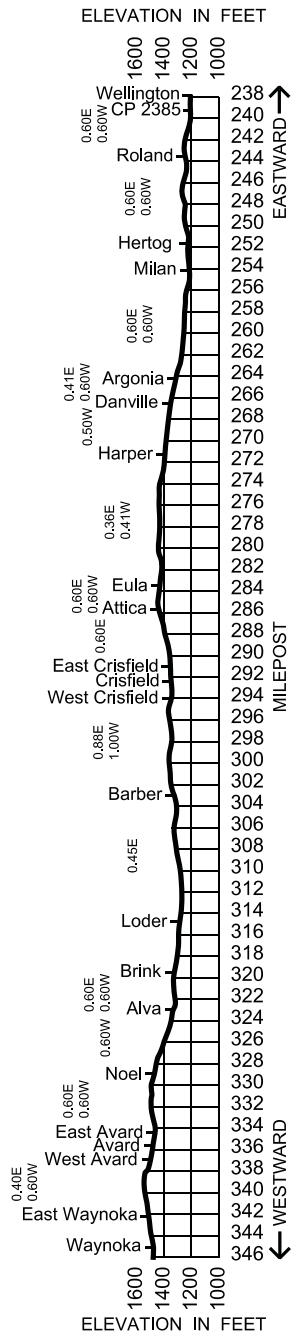
Segment No.	Limits	Mile Posts
Road Line Segments		
7100	Wellington to Eastern	
Yard Line Segments		
7152	Wellington Yard	

9. Other Location Information

Station No.	Name	Mile Post	Capacity Feet	Switch Opens
	Mayfield Cooperative Elevator 0705	249.2	1,215	West
	Harper Yard	274.0	Yard	Both
54120	Hazelton - 2045	299.6	2,018	Both
54080	Kiowa Yard	307.7	Yard	Both
54070	Capron - 2102	316.4	5,200	East
53915	Alva Yard	324.7	Yard	East
	Mooreland - 3044	371.3	Yard	West
	Woodward Yard	382.0	Yard	Both
53800	Shattuck Yard	414.4	Yard	Both
53760	Higgins Elev. - 3164 - MT2	428.5	2,275	Both
53740	Canadian Yard	455.5	Yard	Both
	Hoover Elevator - 3229 - MT1	491.4	1,179	Both
	Cabot Carbon Pampa Plant - West Lead 6969 - MT1	502.6	2,250	West
	Cabot Carbon Pampa Plant - East Lead 6970 - MT1	502.6	2,250	East
	Eagle Rock - MT1	503.6	2,000	West
	National Oil Well - 6950 - MT1	503.6	1,512	West
	Celanese Corp. - 6905 - MT2	504.3	9,800	Both
	Celanese Corp. Coal Lead - 6920 - MT2	505.6	2.4 miles	West
	Attebury Grain Industry - 6904	507.1	8,122	East
53680	White Deer - 3232	512.8	Yard	Both
	Cuyler Elevator - 3245 - MT2	519.0	1,200	East
53510	St. Francis - 1501 - MT1	542.1	Yard	Both
	TSTC - 1425 - MT2	543.4	Yard	East
	Folsom Rail - Park Siding - 1415 - MT1	547.5	4,400	Both

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10. Grade Chart



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

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9

TERMSDXO

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

Remember “TERMSDXO” when shoving cars

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

GCOR/MWOR 4.3 Timetable Characters

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