

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.



Kansas Division

Timetable No. 1

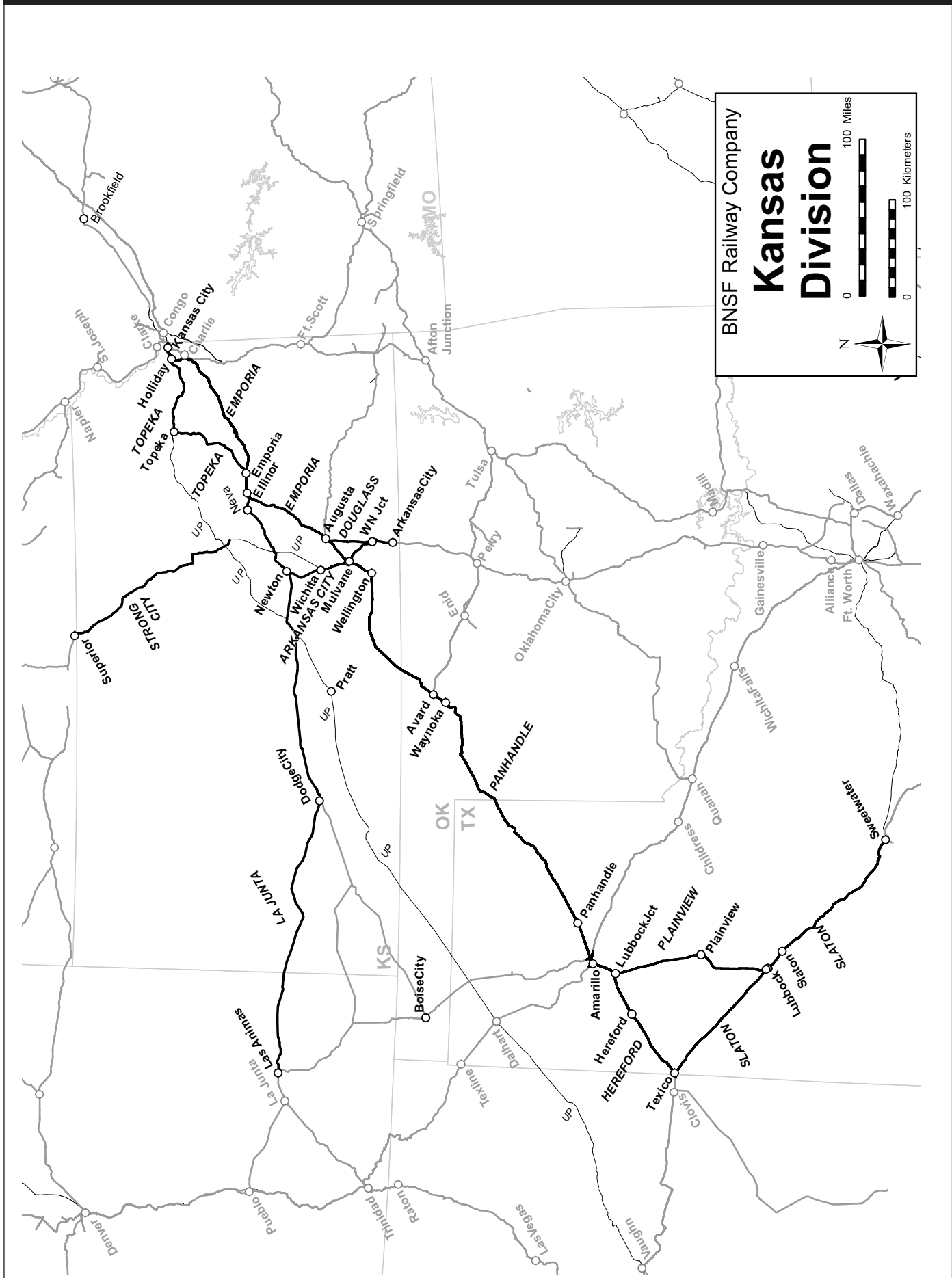
In Effect at 0800
Central Continental Time
January 6, 2016

Division General Manager
Matthew C. Garland
Kansas City, Kansas



General Director Transportation
Steve M. Thompson





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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	La Junta Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS						
Adjoining Sub: Emporia										
		55250	124.7	ELLINOR	JX(2)				7.0	
	11,762	61170	131.7	STRONG CITY					4.1	
		61150	135.8	NEVA					9.0	
	8,583	61140	144.8	CLEMENTS					12.1	
	8,677	61130	156.9	FLORENCE			CTC		11.7	
			168.6	UP RR Adj. RR: UP, MP 168.7	AJ				2.2	
	10,487	61125	170.8	PEABODY					7.5	
	8,419	61120	178.3	WALTON					6.3	
			184.6	CP 1846 Adj. RR: KO, MP 184.7	JM				0.5	
		61100	185.1	NEWTON	PT		CTC 3 MT		0.5	
			185.6	FIRST ST. Adj. Sub: Arkansas City, MP 185.5	JX				0.5	
			186.1	RAIL MILL	X				0.6	
			186.7	SAND CREEK	CPT		CTC 2 MT		1.0	
			187.7	CP 1877 Adj. Sub: Arkansas City, MP 187.8	JX				2.3	
			190.0	CP 1900					4.6	
	6,124	61040	194.6	HALSTEAD					9.1	
	10,452	61030	203.7	BURRTON					8.8	
			212.5	CP 2125					1.6	
			214.1	CP 2141	TX		CTC		2.4	
			216.5	CP 2165	MX(2)				1.5	
	33,300	61000	218.0	HUTCHINSON	P				0.3	
			218.3	CH JCT. Adj. RR: KO, MP 218.3	JX				0.7	
			219.0	CP 2190	M				1.6	
			220.6	CP 2206					14.5	
	10,166	58980	235.1	ABBYVILLE					16.0	
	10,300	58968	251.1	ZENITH					14.9	
	10,284	58960	266.0	ST. JOHN					18.9	
	10,370	58945	284.9	BELPRE			TWC ABS		17.5	
	8,600	58935	302.4 316.5	KINSLEY					8.0	
	5,282	58930	324.7	OFFERLE					11.4	
	7,768	58920	336.1	SPEARVILLE					8.6	
		58915	344.7	WRIGHT	Y				5.4	
			350.1	DODGE CITY JCT.	XY		YL DT ABS		2.4	
		58900	352.5	DODGE CITY	CPT X(2)Y				2.2	
			354.7	SEARS	Y				16.5	
	6,250	58869	371.2	CIMARRON			TWC ABS		12.8	
	7,750	58849	384.0	CHARLESTON					18.4	
	7,835	58300	402.4	GARDEN CITY	CPY		YL ABS		14.6	
	4,050	58250	417.0	DEERFIELD					20.3	
	6,850	58220	437.3	SUTTON					16.6	
	10,000	58190	453.9	SYRACUSE	P				21.0	
	3,700	58180	474.9	HOLLY			TWC ABS		10.4	
	4,000	58165	485.3	GRANADA					17.0	
	7,500	58100	502.3	LAMAR	P				19.2	
	4,000	58080	521.5	CADDOA					12.1	
			533.6	LAS ANIMAS JCT.	JP				394.6	
Adjoining Sub: Boise City, Powder River Division										

Radio Call-In		
Radio Channel 063 in service Ellinor to CP 2206		
Elmdale - 41(X)	Walton - 42(X)	Newton - 43(X)
Burrtun - 31(X)	Hutchinson Controlling DS - 22(X), Adjacent DS - 32(X)	
Radio Channel 070 in service for Sand Creek/Newton Yard - 44(X)		
Radio Channel 047 in service Sand Creek RCO - 44(X)		
Radio Channel 032 in service West Sand Creek Yard - 44(X)		
Radio Channel 080 in service for Hutchinson Yard Controlling DS - 22(X), Adjacent DS - 32(X)		
Radio Channel 023 in service CP 2206 to Las Animas Jct		
Hutchinson Controlling DS - 32(X) Adjacent DS - 22(X)	Zenith - 33(X)	Belpre - 34(X)
Kinsley - 35(X)	Dodge City - 41(X)	Ingalls - 42(X)
Garden City - 43(X)		
Radio Channel 036 in service Dodge City Yard - 41(X)		
Radio Channel 036 in service Garden City Yard - 43(X)		
Ellinor to Garden City - Sand Creek Trainmaster X=6		
Sutton - 44(X)	Syracuse - 45(X)	Holly - 51(X)
Lamar - 52(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

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	
Strong City	Ch 079	Ch 021	*
Newton	Ch 092	Ch 010	*
Hutchinson	Ch 095	Ch 009	*
St. John	Ch 092	Ch 010	*
Spearville	Ch 079	Ch 021	*
Dodge City	Ch 095	Ch 009	*
Garden City	Ch 090	Ch 015	*
Syracuse	Ch 092	Ch 010	*
Lamar	Ch 095	Ch 009	*

Dispatcher Information
 Ellinor to CP 2206—817-867-7017, Fax 913-551-2387
 CP 2206 to Las Animas Jct.—817-867-7104, Fax 913-551-2018

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Psg	Fr	
		Under 100 TOB	100 TOB & Over
MP 124.7 to MP 220.5	79	55*	55*
MP 220.5 to MP 302.4	79	55*	45
MP 316.5 to MP 533.6	79	55*	45

Item 1A of the System Special Instructions applies:
 MP 343.0 to MP 423.7
 MP 453.3 to MP 533.6

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* **Between MP 124.7 and MP 220.5:**

- Unless otherwise restricted, the maximum speed for 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 8500 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 under BNSF Timetable System Special Instruction 1C), including equipment designed to carry automobiles/trucks (autoracks), must not average more than 90 TOB.
 - b. Trains consisting entirely of double-stack equipment (car kind codes beginning QU, QK, QV, QW, QT, QX, QY) 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 the 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.)

* **Between MP 220.5 and MP 533.6:**

- Unless otherwise restricted, the maximum speed for trains is 60 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. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 60 MPH up to 10,000 feet in length.
 3. Train does not average more than 80 TOB. Exceptions:
 - a. Trains consisting entirely of intermodal equipment,(all equipment under BNSF Timetable System Special Instruction 1C), including equipment designed to carry automobiles/trucks (autoracks), must not average more than 90 TOB.
 - b. Trains consisting entirely of double-stack equipment (car kind codes beginning QU, QK, QV, QW, QT, QX, QY) 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 the train does not exceed 90 TOB).
 4. Engineer can control speed to 60 MPH without use of air brakes.

(If unable to control speed to 60 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 grades.)

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

	Psg	Fr
MP 132.4 to MP 132.8	75	55
MP 133.6 to MP 133.9	65	50
MP 135.9 to MP 136.4	75	65
MP 166.4 to MP 166.8	70	65
MP 168.0 to MP 168.4	50	45
MP 168.5 to MP 168.7, interlocking	25	25
MP 168.9 to MP 169.1	65	45
MP 170.0 to MP 170.5	75	65
MP 173.3 to MP 175.9	70	65
MP 184.2 to MP 185.6	30	30
MP 185.6 to MP 186.1	20	20
MP 186.4 to MP 186.5	75	65
MP 187.3 to MP 187.8	55	50
MP 203.3 to MP 204.1, HER	50	50
MP 216.5 to MP 219.4	30	25
MP 219.4 to MP 220.2	60	55
MP 220.8 to MP 242.1	60	40
MP 257.2 to MP 257.5	60	50
MP 265.7 to MP 266.2, HER	55	55
MP 266.1 to MP 266.5	70	55
MP 301.7 to MP 302.0	60	55
MP 301.9 to MP 302.4, HER	55	55
MP 302.2 to MP 302.4	75	55
MP 343.2 to MP 409.3	60	40
MP 344.7 to MP 354.7, MT2	40	40
MP 352.0 to MP 352.3, MT1	30	20
MP 352.0 to MP 352.8, MT2	30	20
MP 352.3 to MP 352.8, MT1, HER	30	30
MP 401.7 to MP 403.0, HER	45	40
MP 432.6 to MP 433.2	75	55
MP 453.5 to MP 533.6	60	40

1(C). Speed—Sidings and Main Track Switches and Turnouts

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

	Psg	Fr	
		Under 100 TOB	100 TOB & Over
MP 131.7, Strong City, siding turnouts	40	40	25
MP 144.8, Clements, siding turnouts	40	40	25
MP 156.9, Florence, siding turnouts	30	30	25
MP 170.8, Peabody, siding turnouts	30	30	25
MP 178.3, Walton, siding turnouts	30	30	25
MP 184.6, CP 1846, turnout	30	30	25
MP 185.6, First St, turnouts	30	30	25
MP 185.6, First St, turnout to Lower Yard	10	10	10
MP 186.1, Rail Mill, crossover	30	30	25
MP 187.8, CP 1877, crossover	30	30	25
MP 190.0, CP 1900, turnout	40	40	25
MP 194.6, Halstead, siding turnouts	40	40	25
MP 203.7, Burrton, siding turnouts	40	40	25
MP 212.5, CP 2125, turnout	25	25	25
MP 214.1, CP 2141, crossover	30	25	25
MP 216.7, second crossover west of MP 216.5 between siding and main track and crossover west of MP 216.5 between siding and track 203	10	10	10
MP 218.0, Hutchison, turnouts and crossovers	30	25	25
MP 219.0, CP 2190, turnout	30	25	25

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	Psg		Frt	
		Under 100 TOB	100 TOB & Over	
MP 220.6, CP 2206, turnout to UP connection	50	50	40	
MP 235.1, Abbyville, siding, HER	20	20	20	
MP 235.1, Abbyville, siding turnouts	30	30	25	
MP 251.1, Zenith, siding, HER	20	20	20	
MP 251.1, Zenith, siding turnouts	30	30	25	
MP 266.0, St John, siding, HER	20	20	20	
MP 266.0, St John, siding turnouts	30	30	25	
MP 284.9, Belpre, siding, HER	20	20	20	
MP 284.9, Belpre, siding turnouts	30	30	25	
MP 302.4, Kinsley, siding, HER	20	20	20	
MP 302.4, Kinsley, siding turnouts	30	30	25	
MP 324.7, Offerle, siding turnouts	20	20	20	
MP 344.7, Wright, MT2 turnout	30	30	25	
MP 350.1, Dodge City Jct, MT2 spring switch	30	30	25	
MP 350.1, Dodge City Jct, turnout east end freight lead, spring switch	20	20	20	
MP 350.1, Dodge City Jct, MT1 to MT2 turnout	30	30	25	
MP 354.7, Sears, end of double track, spring switch	30	30	30	
MP 371.2, Cimarron, siding turnouts	20	20	20	
MP 384.0, Charleston, siding turnouts	20	20	20	
MP 437.3, Sutton, siding turnouts	30	30	25	
MP 453.9, Syracuse, siding turnouts	20	20	20	
MP 502.3, Lamar, siding turnouts	20	20	20	
MP 533.6, Las Animas Jct, turnout to Boise City Sub	30	30	25	

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.

Peabody, connection track to UPRR	10	10	10
Peabody, track 8901	5	5	5
Newton, Cargill Flour Mill, scale track 8521	5	5	5
Dodge City, Western Power spur track 129	5	5	5
Dodge City, High Plains, all movements on descending grade	3	3	3

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Ellinor to Las Animas Jct. 143 tons, Restriction C

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Halstead	Idaho Timber Spur	9409
Stafford	AGREX Industry Spur	5706
Only one six-axle locomotive is permitted on:		
Hutchison	Wye track at Halstead Street	
Only one four-axle locomotive is permitted on:		
Hutchison	Elevator J for pulling or spotting grain trains	
Loaded unit grain and coal trains are not permitted on the following sidings:		
Offerle, Spearville, Garden City, Deerfield, Holly, Granada, Caddoa		

3. Type of Operation

Main Track

MP 124.7 to MP 184.6	CTC
MP 184.6 to MP 185.6	CTC, 3 MT
MP 185.6 to MP 190.0	CTC, 2 MT
MP 190.0 to MP 220.7	CTC
MP 220.7 to MP 344.7	TWC, ABS
MP 344.7 to MP 354.7	YL, ABS, DT
MP 354.7 to MP 398.3	TWC, ABS
MP 398.3 to MP 405.0	YL, ABS
MP 405.0 to MP 533.6	TWC, ABS

Interlockings

Mile Post	Type	Notes
168.6	Automatic	* #
184.6	Manual	Controlling RR: BNSF
216.5	Manual	Controlling RR: BNSF
219.0	Manual	Controlling RR: BNSF

* Equipped with MW Release Box

Additional information located in Item 7

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Hy-Rail Limits Compliance System (HLCS)

GCOR/MWOR 5.5—Between MP 344.7 and MP 354.7. Permanent speed signs are not displayed for movements against current of traffic.

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

GCOR/MWOR 8.3—At Dodge City Jct. the normal position of the spring switch at the east end of the freight lead is lined for the freight lead.

GCOR/MWOR 8.12—The normal position for the following switches is lined for other than crossover movement when left unattended:

Switch 8520	MP 184.7	UPRR Transfer
Switch 9409	MP 195.2	Idaho Timber
Switch 0416	MP 221.6	City Service
Switch 5706	MP 257.2	Hay Track
Switch 4501	MP 345.1	West End Elevator Track

These switches will display a yellow or red target when lined for the main track.

GCOR 9.12.4—A crew member must test the spring switch if a train or engine has a stop signal at the following locations:

- Dodge City Jct., eastward on the freight lead at the entrance to Main 2,
- The end of double track at Wright, MP 344.7, eastward on Main 1 at the entrance to single track and,
- The end of double track at Sears, MP 354.7, westward on Main 2 at the entrance to single track.

If the signal does not clear after testing the spring switch, the train or engine must move to foul the circuit beyond the signal but not foul the conflicting route. After the circuit has been fouled for 5 minutes, the train or engine may proceed at restricted speed to the next governing signal. The provisions of GCOR 9.12.4 do not apply for the described movements at these locations.

GCOR 12.1—ATS in effect:

MP 124.7 to MP 533.6

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5. Trackside Warning Devices (TWD)

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

Mile Post	Device	Recall Code	Notes
Type B. Locations			
134.0		8	
158.4		8	
180.9		8	
198.4		8	
225.0		8	
247.9		8	
275.5		8	
290.6		7	
321.2		8	
341.0		7	
355.4		8	
380.2		7	
397.7		8	
418.1		7	
435.2		8	
466.1		8	
499.0		8	
Other Devices			
MP 355.3 to MP 356.0	High Water		EWD signal 3562 & WWD absolute signal Main 1 Sears
375.9	High Water		Signals 3772 and 3741
381.4	High Water		EWD absolute signal east end siding Charleston WWD signal 3801
387.1	High Water		Signals 3892 and 3871
389.5	High Water		Signals 3922 and 3891
393.1	High Water		Signals 3952 and 3921
419.7	High Water		Signals 4198 and WWD absolute signal west end siding Deerfield
425.2	High Water		Signals 4272 and 4249
433.0 to MP 433.6	High Water		Signals 4342 and 4317
439.6	High Water		Signals 4408 and WWD absolute signal west end siding Sutton
445.7	High Water		Signals 4474 and 4451
447.1	High Water		Signals 4474 and 4451
448.3	High Water		Signals 4492 and 4475
455.4	High Water		EWD signal 4572 WWD absolute signal west end siding Syracuse
469.8, MP 470.8, MP 471.1	High Water		Signals 4722 and 4691
485.8	High Water		EWD signal 4882 WWD absolute signal west end siding Granada
492.0	High Water		Signals 4922 and 4901
500.1	High Water		EWD absolute signal east end siding Lamar WWD signal 4981

6. FRA Excepted Track—None

7. Special Conditions

Florence, MP 476.64, Main Street, track 9002—Regardless if automatic crossing warning devices are activated, an employee must be on the ground at the crossing to provide warning until the crossing is occupied by train, engine or railroad car. Make any movement over the crossing only on the employee’s signal.

UPRR Interlocking at MP 168.6—The interlocking signals at MP 168.6 are also controlled signals. When stopped by a Stop indication, comply with GCOR 9.12.3 if the signal does not change to a more favorable indication.

Instructions for operation of Interlocking Plant at Union Pacific Crossing, MP 168.6:

Trains and Engines—If the interlocking signal governing movement is displaying a Stop indication and there is no evidence of conflicting movement:

1. Crew member must communicate with train dispatcher or control operator and secure authority to pass signal displaying Stop indication.
2. Also be governed by instructions outlined in the following: (Caution: do not operate release without communicating with control operator. If unable to contact control operator, train must not proceed until interlocking signal displays a proceed indication.)
 - A. If white lamp inside box marked BNSF control box at the crossing is illuminated, depress push button for five seconds. Five minutes after push button has been depressed, if white lamp remains illuminated and no train or engine movement is evident on conflicting route, train or engine may proceed.
 - B. If white lamp is not illuminated, and after waiting five minutes and no conflicting movement is evident, depress push button and wait additional five minutes. If no train or engine movement is evident on conflicting route, train or engine may then proceed.

Track Car—Comply with instructions in key controller box before occupying interlocking limits.

Peabody-Lost Springs—UP Timetable and Special Instructions govern between Peabody and Lost Springs. Conductor of crew going on duty at Newton will call UP train dispatcher at Omaha, Nebraska, 1-888-263-4706, to operate on UP between Wichita and Lost Springs. Track warrants and bulletin books are located at above locations. Use radio channel 058 on UP.

Peabody—Setting out cars on the UP connections is prohibited.

Newton—A crew member on Amtrak trains 3 and 4 must contact the train dispatcher before departing Newton to determine if the track bulletins need updating.

Electric derails are installed at both ends of the Roundhouse. The Mechanical Department controls movement over these derails. A train crew member must contact the Mechanical Department via radio channel 055 for removal of derail protection. A blue strobe light and blue flag which do not affect movement on MT1 are located between MT1 and track 8414.

The derails on tracks 8120 and 8130 are to be left in the non-derailing position unless the track is occupied.

The derails on tracks 8128 and 8129 are to be left in the non-derailing position unless they are being used to protect the main track.

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Dodge City Jct.—Air must be cut in on all cars while switching High Plains and locomotive brake must be applied while on a descending grade.

The normal position of the spring switch at the east end of the freight lead is lined for the freight lead.

Dodge City, CVR—CVR crews must obtain verbal permission from the BNSF Train Dispatcher before entering the CVR Industry Spur (Track 0297).

MP 474.64, 1st Ave, siding only—Regardless if automatic crossing warning devices are activated, an employee must be on the ground at the crossing to provide warning until the crossing is occupied by train, engine, or railroad car. Make any movement over the crossing only on the employee’s signal.

Las Animas Jct.—Trains traveling from the La Junta Sub to the La Junta Sub is through the turnout at Las Animas Jct. Trains traveling from the La Junta Sub to the Boise City Sub is straight rail.

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:

Strong City MP 131.6	8406 (West)
Clements MP 144.8	4501 E
Florence MP 156.7	9002-9003 E
Peabody MP 168.5	8901 both, 0178 (West)
Walton MP 178.1	8801 E and 0178 (West)
CP 1846	8516-8517 E
Hutchinson	163
Dodge City MP 352.5	187 (West), 101 E
Howell MP 361.3	East End 9902 (West)
Cimarron MP 371.8	906 E
Charleston MP 384.0	2202 (West)
Pierceville MP 389.9	2802 E
Garden City MP 403.3	4027 (West)
Deerfield MP 416.8	5503 E
Lakin MP 425.0	6201 (West)
Kendall MP 442.6	8001 (West)
Syracuse MP 453.4	9202 E, 9207 (West)
Coolidge MP 368.6	602 (West)
Grote MP 491.4	2901 E
Lamar MP 502.2	3904 (West)

Remote Control Areas

- **Newton**—MP 190.2 to MP 184.2
 - Before train or engine movement is made into a remote control area on other than main track (Sand Creek yard) the Terminal Trainmaster must be notified.
- **Hutchinson**—MP 217.1 to MP 212.5
- **Dodge City**—MP 347.0 to MP 354.0

Remote Control Zones

Newton

- **RCZ 1**—Between the EBCS, MP 185.8 and the west end of the Sand Creek bridge (location marked by sign) on the Eastbound Freight Lead (track 8306).
- **RCZ 2**—Between the EBCS, MP 185.8 and the west end of the Sand Creek bridge (location marked by sign) on the Westbound Freight Lead (track 8305).
- **RCZ 3**—Between the East clearance point of track 8131 (location marked by sign) and the East switch of track 8161 on the East Rip Track Lead.

- **Activation/Deactivation Procedure**— Before an RCZ can be fouled or occupied, the Terminal Trainmaster must be contacted to determine if the RCZ(s) is activated. Remote Control Operator will contact the Terminal Trainmaster for permission to activate any Remote Control Zone (RCZ) at Newton and will notify the Trainmaster when the Remote Control Zone is deactivated. (see additional instructions for activating RCZ 1 or RCZ 2. The RCZ may be activated only after it is determined by visual inspection that trains, engines, men or equipment are not occupying the RCZ limits. The Trainmaster is required to log the activation, deactivation or transfer of the RCZ. Only the Remote Control Operator can activate or deactivate the RCZ.
- **Additional Instructions RCZ 1 and RCZ 2**—The Remote Control Operator will notify the La Junta Subdivision Train Dispatcher when RCZ 1 (track 8306, eastbound freight lead) or RCZ 2 (track 8305, westbound freight lead) has been activated. RCZ 1 and RCZ 2 may be activated independently or at the same time. The Remote Control Operator will then notify the Terminal Trainmaster that the La Junta Sub Train Dispatcher has applied switch blocks. After notifying the Terminal Trainmaster that RCZ 1 or RCZ 2 is deactivated, the remote control operator will also contact the La Junta Sub Train Dispatcher advising RCZ (s) have been deactivated.

Hutchison

- One RCZ established in Hutchinson on the long yard lead and extends from the 110 Switch approximately 2,200 feet to the Halstead Road Crossing. Limits are identified by signs.
- **Activation/Deactivation Procedure**—Hutchinson RCZ is activated by the remote control operator who will display the “Remote Control Zone Activated” signs located at the 110 Switch and Halstead Road. When “Activated” portion of sign is displayed no movements other than RCO switch job are allowed within limits of RCZ. The RCZ will remain activated until the remote control operator has dropped the “Remote Control Zone Activated” signs to deactivate the RCZ.

Dodge City

- **RCZ A**—At Dodge City on the North Lead Track 106 at the 106 Switch and South Lead Track 107 at the 107 Switch extending eastward 4900 feet on track 106. RCZ ends approximately 300 feet from clearance point Main Track 2. Signs displayed at each end of RCZ designate activated limits.
- **Activation/Deactivation Procedure**—RCZ A at Dodge City will be activated by the remote control operator who will display and secure the Remote Control Zone “Activated” signs at the 106 Switch North Lead, 107 Switch South Lead, and sign located 300 feet from clearance point Main 2 Track 106. To deactivate the RCZ, the remote control operator will secure the Remote Control Zone signs to no longer display “Activated”. When the zone is activated, employees not part of the remote control crew requiring access to the RCZ will contact the Dodge City Footboard yardmaster to request the RCZ be deactivated.

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Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Newton	Mid Continent Cabinet	8203, 8204	Structure
	Horizon Milling Cargill	8520-8523	Structure
Halstead	Pluswood	8201	Structure
Hutchinson	ADM Elevator J	227-230	S and N headhouse
	Cargill	327, 328	Structure
	Hutchison News	347	Structure
	Oneok	418, 419	Structure
	Enterprise	421, 423	Structure
Dillwyn	Siding and Elevator Track	7201, 7301	Structure
Macksville	Siding at Stafford County track	7710, 7703	Structure
Belpre	Davidson Grain	8402	Structure
Lewis	House Track and Elevator Track	9302, 9393	Structure
Kinsley	House Track	1709	Structure
Offerle	Coop	2403	Structure
Bellefont	Excel Storage Track	2701	Structure
Spearville	Right Coop	3602	Structure
Wright	Co-op	4502	Structure
Dodge City	Kansas Feeds	124	Structure
	Grain Products	131, 132	Structure
	Dodge City Concrete	133	Structure
	Kansas Feeds No. 2	135	Structure
	Koch Materials	142	Structure
	Ruffin - AGKEM	208	Structure
	Dodge City Co-op	215	Structure
	Burket Spur	221	Structure
	JAG Spur	224	Structure
	Western Beverage	275	Structure
Howell	Dodge City Coop	9902	Structure
Cimarron	Coop	902	Structure
Ingalls	Coop	1502	Structure
Charleston	Coop	2202	Structure
Pierceville	Storage trk	2801, 2802	Structure
Garden City	East industry lead	4005a	Structure
	West wind river lead	4013a	Structure
Holcomb	Storage trk	4721	Structure
	Iowa beef packers	4727	Structure
Lakin	Potato trk	6202	Structure
Kendall	Coop	8002, 8003	Structure
Coolidge	Scoular storage	602	Structure
Holly	Mill trk	1203	Structure
Granada	House trk	2302	Structure
Grote	Parker Ag	2901	Structure
Lamar	Mill trk	3907	Structure
	Temple grain east elevator	3925	Structure

Close Track Centers

Location	Track Name	Track Nos.
Walton Siding	Siding and Storage Track	8897-8897
Dodge City	Yard	101-104, 108-109, 110-112, 131-132
Holcomb	Iowa Beef	4714 - 4715

Mile Post Range Change

MP 302.4 = MP 316.5

Test Miles

Westward Eastward

MP 191.0 MP 329.0

MP 359.0 MP 339.0

Flash Flood Critical Areas

MP 350.5 to MP 358.0

MP 412.0 to MP 415.0

MP 458.7

MP 462.3

MP 470.8

MP 530.5

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
7300	Ellinor to Las Animas Jct.	
Yard Line Segments		
7350	Sand Creek Yard	
7351	Hutchinson Yard	
7352	Dodge City Yard	

9. Other Location Information

Station No.	Name	Mile Post	Capacity Feet	Switch Opens
58975	Plevna	240.7	200	East
58970	Sylvia	246.4	2,460	Both
58964	Stafford	257.0	7,325	Both
58995	Dillwyn	272.8	4,676	Both
58950	Macksville	277.6	6,140	West
58940	Lewis	293.3	2,438	Both
58925	Bellefont	330.3	8,350	Both
58915	Wright COOP	344.7	6,305	Both
	East C.V. Industrial Spur	352.5	20,064	East
58890	Howell	361.5	1,930	East
58860	Ingalls	377.3	5,747	East
58840	Pierceville	390.1	6,750	Both
	Sunflower Electric	407.4	35,000	West
58260	Holcomb	409.0	6,564	Both
	Iowa Beef	411.4	975	Both
58240	Lakin	424.3	9,897	Both
58210	Kendall	442.2	6,886	Both
58185	Coolidge	468.8	6,289	Both
58175	Amity	479.2	2,150	West
58160	Grote	491.4	1,400	Both

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10. Grade Chart

