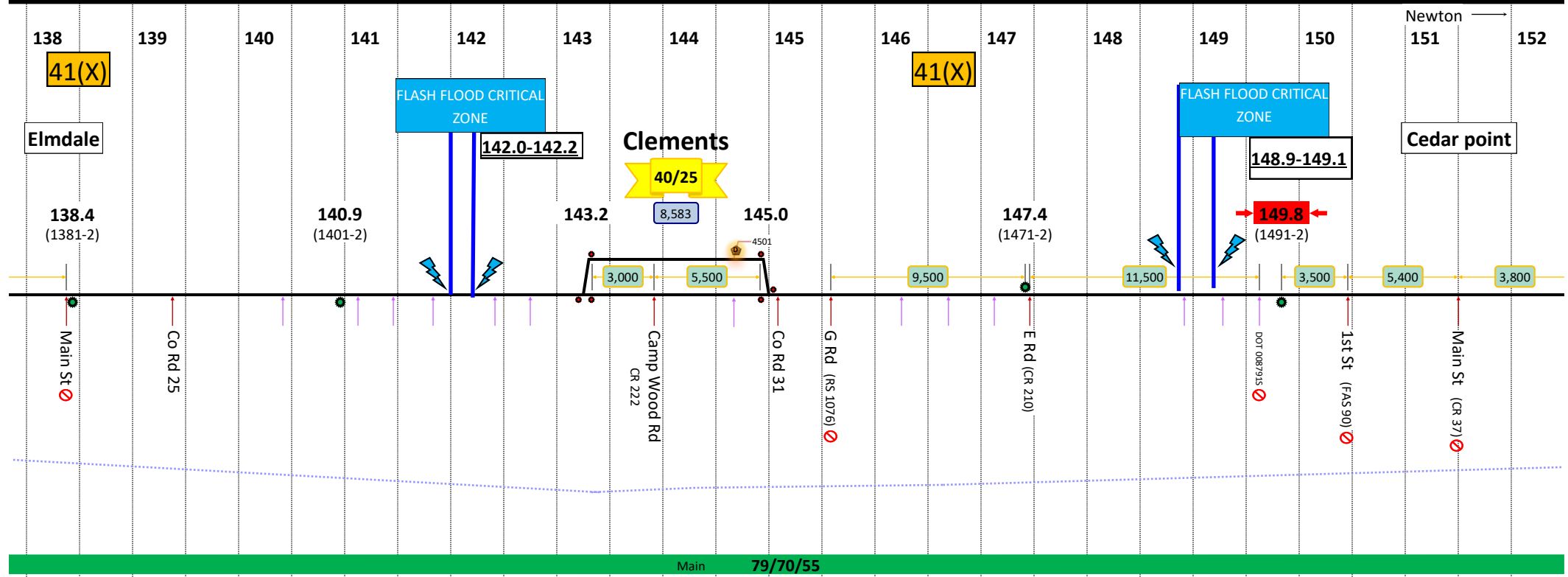
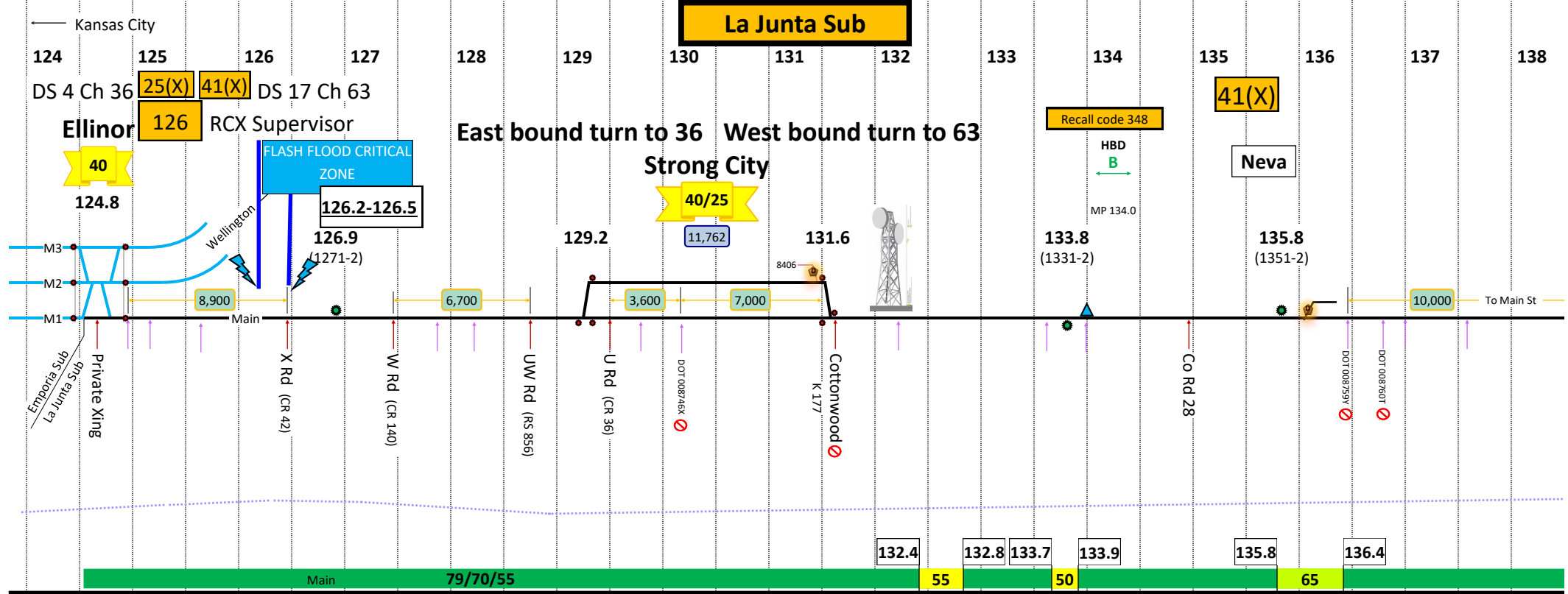
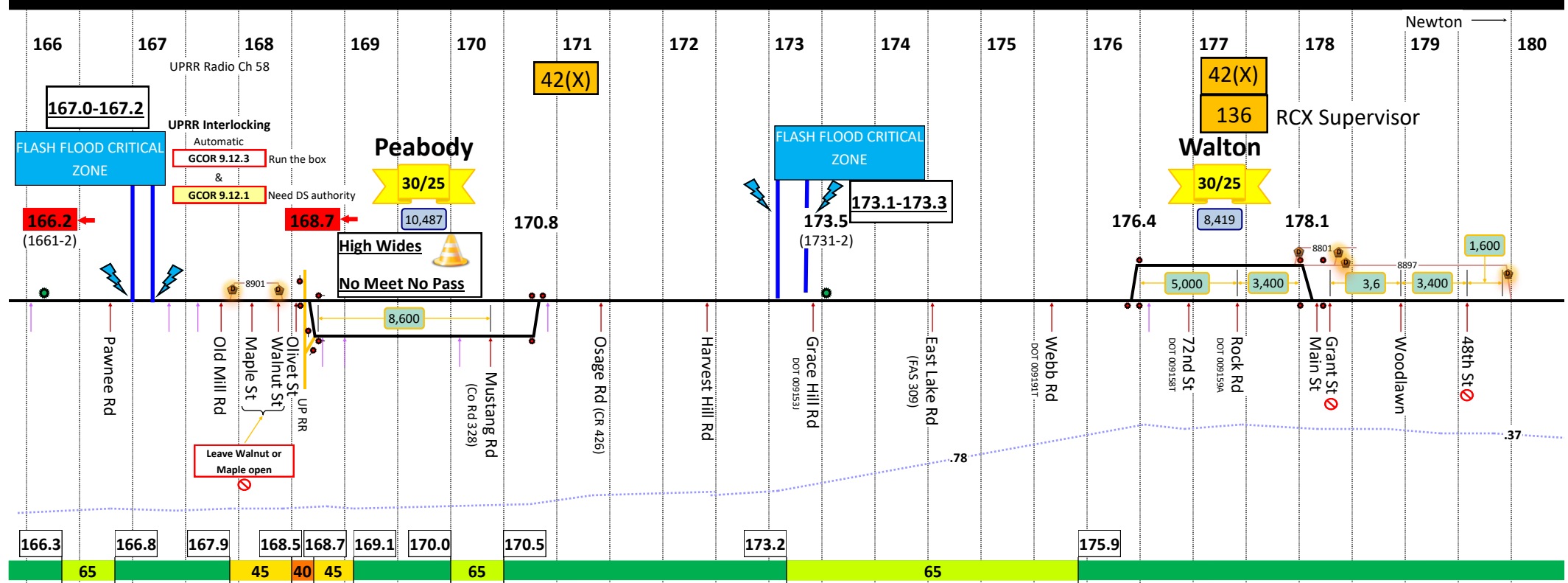
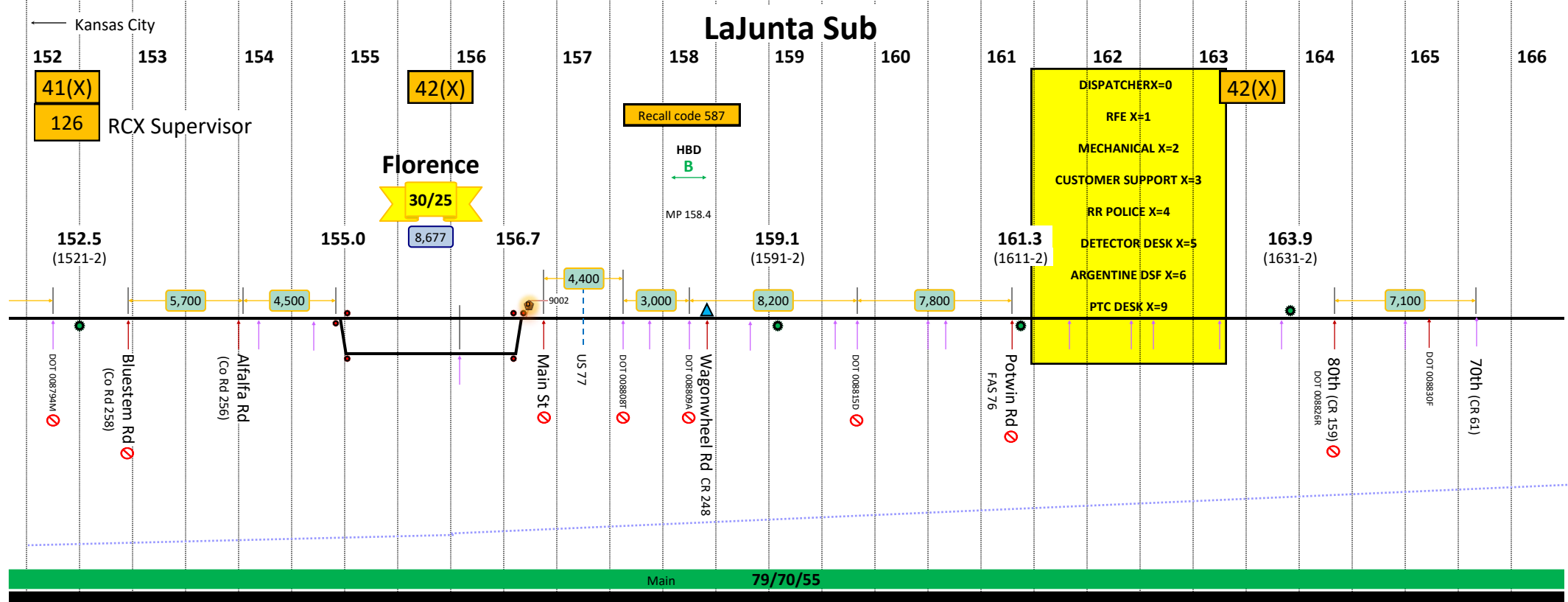
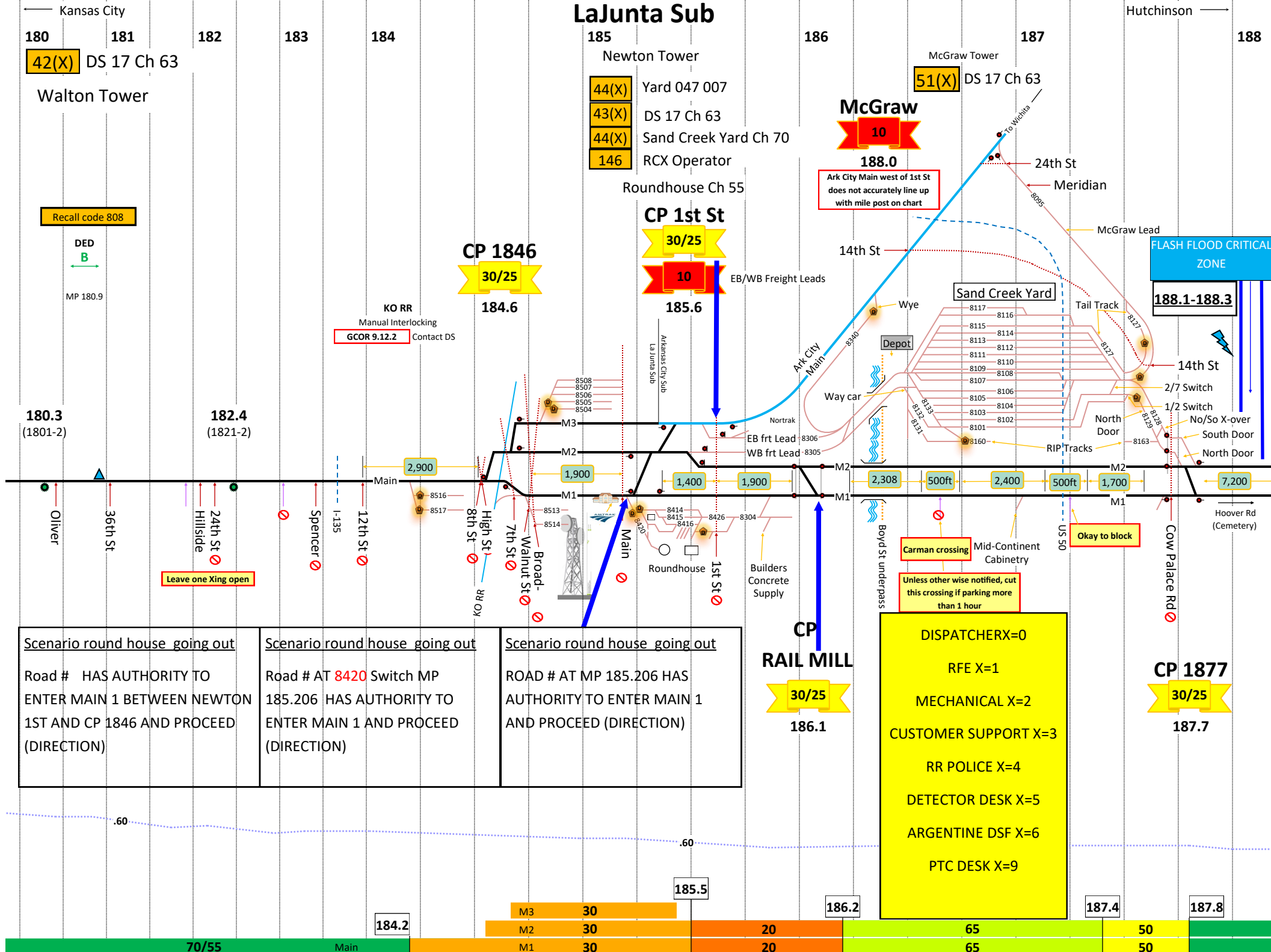




# LAJUNTA SUB TRACK CHART







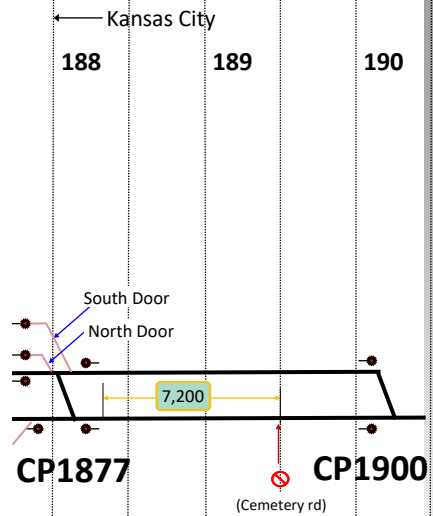
Scenario round house going out  
 Road # HAS AUTHORITY TO ENTER MAIN 1 BETWEEN NEWTON 1ST AND CP 1846 AND PROCEED (DIRECTION)

Scenario round house going out  
 Road # AT 8420 Switch MP 185.206 HAS AUTHORITY TO ENTER MAIN 1 AND PROCEED (DIRECTION)

Scenario round house going out  
 ROAD # AT MP 185.206 HAS AUTHORITY TO ENTER MAIN 1 AND PROCEED (DIRECTION)

DISPATCHER X=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

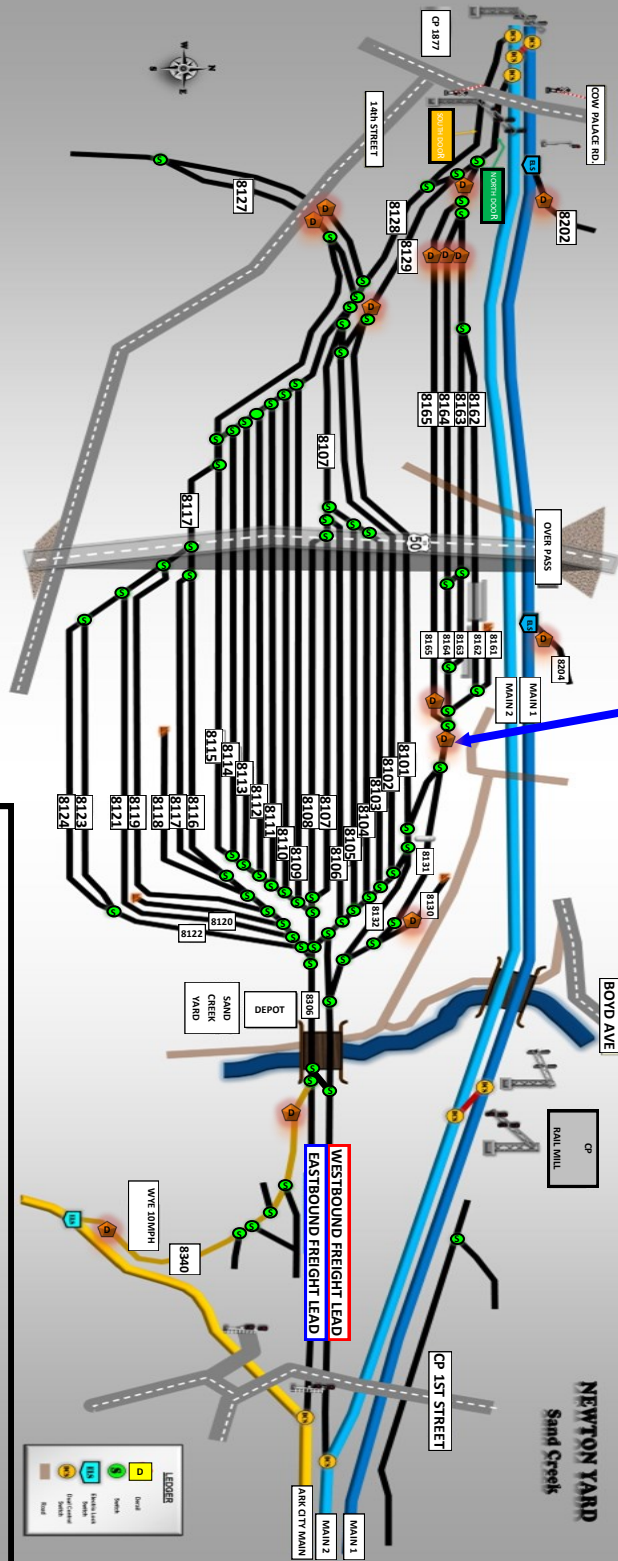
180.3 (1801-2)	182.4 (1821-2)	184.2	185.5	186.2	187.4	187.8
		M3 30				
		M2 30	20		50	
		M1 30	20		50	
70/55	Main				65	65



When pulling up to cemetery rd. Look for the orange mark painted on the ties indicating clearance mark

- 8101trk 4,420ft
- 8102trk 4,600ft
- 8103trk 3,030ft
- 8104trk 3,130ft
- 8105trk 3,259ft
- 8106trk 3,440ft
- 8107trk 3,440ft Clearance to clearance.
- 4800 ft east point carman xing short
- 8108trk 3,400ft
- 8109trk 4,750ft
- 8110trk 4,750ft
- 

- 8111trk 4,353ft
- 8112trk 4,151ft
- 8113trk 3,893ft
- 8114trk 3,695ft
- 8115trk 3,330ft
- 8116trk 1,855ft
- 8121trk 2,696ft
- 8123trk 1,820ft
- 8124trk 1,850ft



- RIP TRACK 8162
- RIP TRACK 8163
- RIP TRACK 8164
- RIP TRACK 8165
- 5MPH AT THE DERAIL LEAD 🚧

- 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

# La Junta Subdivision (Newton Yard)

Radio Call-In (Newton to Hutchinson)			CONTACT NUMBERS	
<b>Radio Channel 063 in service MP 124.5 to CP 2206</b>			Supt. Of Operations	913-551-4222
Elmdale - 41(X)	Walton - 42(X)	Newton - 43(X)	Division Trainmaster	316-284-3224 316-775-4088
Burrton - 31(X)	Hutchinson: Controlling DS - 22(X), Adjacent DS - 32(X)		Division Trainmaster	316-633-2829
<b>Radio Channel 070 in service for Sand Creek/Newton Yard - 44(X)</b>			Road Foreman of Engines	316-284-3222 316-252-7919
<b>Radio Channel 047 in service Sand Creek RCO - 44(X)</b>			BNSF Police ROC	1-800-832-5452
<b>Radio Channel 032 in service West Sand Creek Yard - 44(X)</b>			<b>Emergency Numbers for TY&amp;E families</b>	
<b>Radio Channel 080 in service for Hutchinson Yard Controlling DS - 22(X), Adjacent DS - 32(X)</b>			System	1-800-964-9387
<b>Radio Channel 023 in service CP 2206 to Las Animas Jct</b>			<b>Safety Hotline Numbers</b>	
<b>Hutchinson</b>			System	1-800-533-2673
Controlling DS - 32(X)		Adjacent DS - 22(X)		
<b>Emergency - Call 911</b>			<b>Reporting Signal Problems</b>	
<b>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, PTC Desk X=9</b>			Telecom (Road Signals)	817-593-4357
<b>Dispatcher Information</b>			<b>Rules Hotline Numbers</b>	
MP 124.5 to CP 2206—817-867-7017, Fax 913-551-2387			Toll free number	1-800-539-0418
CP 2206 to Las Animas Jct.—817-867-7104, Fax 913-551-2018			Company Line	1-817-593-6535
			<b>Reporting Numbers</b>	
			VTR	1-800-327-3230; 1-817-593-7670

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- 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-signal 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



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5(B)	<p>"Train Too Slow" or "Integrity Failure" or Crew is notified by train dispatcher or signal maintainer that TWD is out of service.</p>	Proceed.	<p>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.</p>
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**Table No. 2 - 8(C) Alarm Message**

Type Detector	Alarm Message	Train Crew Action	Additional Instructions
5(B)	<p>"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"</p>	<ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Inspect the indicated axle(s). If no post train alarm message is transmitted inspect entire train.</li> <li>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.</li> <li>Report findings to the train dispatcher.</li> <li>When defective car(s) are set out or continue in train, notify the train dispatcher and Mechanical Help desk.</li> </ol>	<p>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.</p>

5(A)	<p>"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".</p>	<ol style="list-style-type: none"> <li>As soon as message "...you have a defect" is transmitted, provide warning to other trains and stop immediately.</li> <li>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.</li> <li>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.</li> <li>Report findings to the train dispatcher.</li> <li>When the defective car(s) are set out or continue in train, notify the train dispatcher and mechanical help desk.</li> </ol>	<p>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.</p>
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<p>5(A)</p>	<p>"Hot journal right/left side axle XXX".</p>	<ol style="list-style-type: none"> <li>1. As soon as message "You have a defect" is transmitted, provide warning to other trains and stop immediately.</li> <li>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.</li> <li>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.</li> <li>4. Report findings to the train dispatcher.</li> <li>5. When the defective car(s) are set out or continue in train, notify the train dispatcher and mechanical help desk.</li> </ol>	<p>Detector alarm message may identify more than one defect. Inspect train for all reported defects before proceeding.</p> <p>If detector alarm message does not include axle designation, inspect both sides of entire train.</p> <p>If train is stopped on top of the detector, a post train alarm message will be transmitted summarizing defect(s) detected followed by "Out".</p> <p>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).</p>	<p>5(B)</p>	<p>"Hot journal right/left side axle XXX"</p>	<ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ol> <p>Otherwise:</p> <ol style="list-style-type: none"> <li>4. Inspect the indicated axle(s). If no post train alarm message is transmitted inspect entire train</li> <li>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.</li> <li>6. Report findings to the train dispatcher.</li> <li>7. When defective car(s) are set out or continue in train notify the train dispatcher and Mechanical Help Desk.</li> </ol>	<p>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.</p> <p>If detector alarm message does not include axle designation, inspect both sides of entire train.</p>
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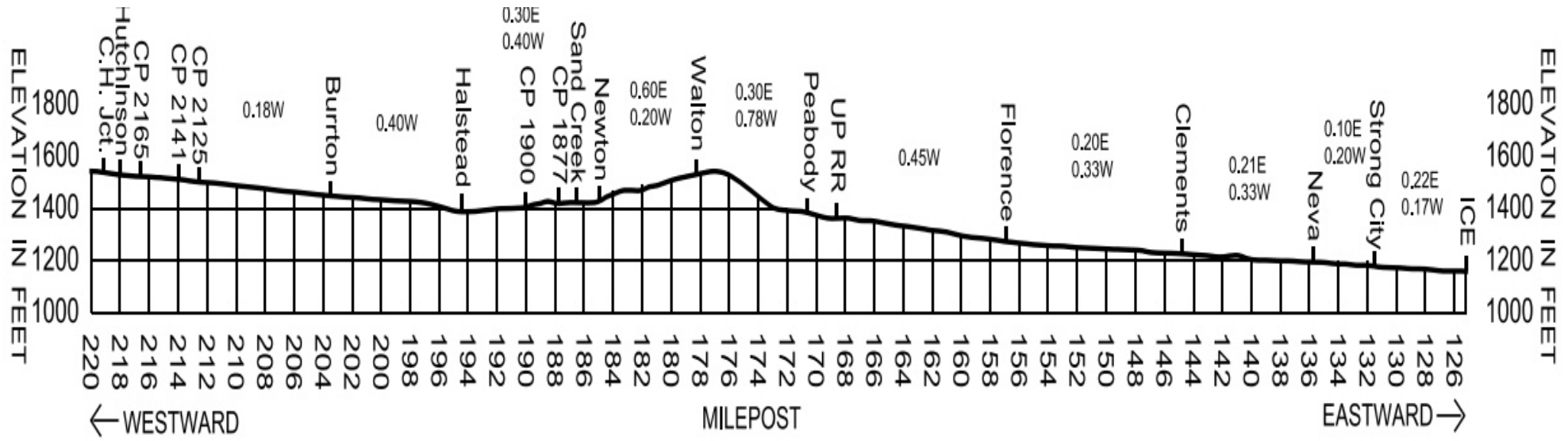
5(A) or 5(B)	"Excessive Alarms"	<ol style="list-style-type: none"> <li>Inspect the indicated axle(s).</li> <li>If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle regardless of whether a defect is found before reaching the 12th axle.</li> <li>Inspect both sides of the remainder of the train from the last reported defect.</li> <li>Report findings to the train dispatcher.</li> <li>When defective car(s) are set out or continue in train, notify the train dispatcher and Mechanical Help desk.</li> </ol>	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 or Incomplete message is transmitted.	No message or Incomplete message is transmitted.	<ol style="list-style-type: none"> <li>Enter recall code and be governed by message.</li> <li>If still no message or incomplete message, proceed.</li> </ol>	Report no message or incomplete message to train dispatcher.
5(A) - with recall code or Incomplete message is transmitted.	No message or Incomplete message is transmitted.	<ol style="list-style-type: none"> <li>Enter recall code and be governed by message.</li> <li>If still no message or incomplete message, stop the train.</li> <li>Make a walking inspection of both sides of entire train.</li> </ol>	Report no message or incomplete message to train dispatcher.
5(B) - without recall code or Incomplete message is transmitted.	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	<ol style="list-style-type: none"> <li>Enter recall code and be governed by message.</li> <li>If still no message or incomplete message, stop the train.</li> <li>Make a walking inspection of both sides of train.</li> </ol>	Report incomplete message to train dispatcher.
5(B) - without recall code Exception Reporting	Incomplete Message is Transmitted	<ol style="list-style-type: none"> <li>Stop the train.</li> <li>Make a walking inspection of both sides of entire train.</li> </ol>	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

# LAJUNTA 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 LAJUNTA 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 .



# Legend

## Stations

- 00/00 Turnout, Crossover Speed
- 00,000 Siding Length

### Other Locations

- Important Messages
- Warnings!
- Miscellaneous Messages
- 00(X) Tone up

**Heat Restrictions:**  
There are no heat restrictions on the Lajunta Sub.

- 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
- Switch or Crossover #
- Absolute Signal
- Intermediate Signal
- Distant Signal

- 0,000 Distances Between Points. Footage based on locomotive counters, and Google Maps. Distance is total footage not train length spaces. Use this as only a reference point in determining stops.
- Grade Summit
- DED Dragging Equipment Detectors
- TWD B (000) MP 000.0 Trackside Warning Detector includes Type (A or B), direction, Recall (000), and location
- Subdivision Chart Track
- Other Than main or siding track
- Other subdivision or Railroad track
- 00.0 (00) Signal MP Location Signal Number
- 000.0 Signal & direction with short view (on curves)
- Whistle Crossings (with names)
- Private Crossings (no names)
- 0,000 Short/Long Miles
- Derail

Last Revision: **04/01/24**

### Kansas Division:

Kansas Timetable No: 3 with updates through: **04/01/24**

La Junta General Order No: **50**

LaJunta General Notice No.

**2273**

**DISPATCHER NUMBERS**

DS3 (817)-867-7003

DS4 (817)-867-7004

DS5 (817)-867-7005

DS17 (817)-867-7017

DS104 (817)-867-7104

ACD (817)-352-2853

CHIEF TEXT LINE (817)-229-9334

CHIEF (817)-352-2511

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

**KEY TRAIN LIMITS**

NA

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

**FLASH FLOOD WARNINGS:**

**CRITICAL AREAS 20MPH**

**NON CRITICAL 30MPH**

[MP126.2-MP126.5](#)

[MP142.0-MP142.2](#)

[MP148.9-MP149.1](#)

[MP167.0-MP167.2](#)

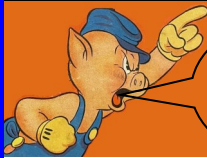
[MP173.1-MP173.3](#)

[MP188.1-MP188.3](#)

[MP194.0-MP194.2](#)

**Disclaimer:** Map is created by human hands therefore the possibility of errors exist. The latest timetables, general orders and any other railroad rules shall always have priority and govern over this material. This is for reference only.

This Chart is **NOT** BNSF approved.



Edited By:  
The Grumpy Hogger