

Argentine Yard To NS Yard



September 21st, 2023

Overview:

Safety is controlling risk to exposure for ourselves and others. It's asking ahead of time, "What can go wrong here, and what can we do to prevent those risks and exposures."

BNSF Division Storybooks are a visual tool to help employees better understand the layout of specific territory and industries, to include various risks and ways to mitigate risks to exposures.

This Storybook is a visual tool designed to help employees better understand the layout of specific territories and industries, with spotting/pulling instructions to include various risks and ways to minimize exposures. It also provides work locations along this subdivision. These "other-than-main-track" locations are listed in the same milepost order as the timetable. Each location has a diagram of the track along with nearby roads and landmarks. You'll find that each location has information detailing some of the exposures to consider when working at that specific location. Please familiarize yourself with this material.

NOTE: *This Storybook represents a snapshot in time and cannot detail every potential exposure or other risks at a specific location at all-times as things may change. Before entering a site, train crews must always conduct a safety briefing before work begins to discuss current working conditions and other factors—including Exposures—that could impact safety.*

Reminder: **Division Timetables are the primary source for all No Clearance and Close Track Center Restriction locations.**

Job Safety Briefing

Employees will participate in a job safety briefing at the beginning of the shift, before changing jobs and as conditions change. This briefing must include a discussion of the tasks to be performed, present exposures and the associated risks, along with methods to control or minimize any such risks. *(for complete information see TY&E Safety Rule S-1.1)*

Riding In or On Moving Equipment

Ride cars or equipment only if necessary and if you have determined that you can do so safely.

No Clearance Track Center Restrictions

Employees must not ride or knowingly allow others to ride the no clearance side of equipment at the location where no clearance exists, under any of the following conditions:

- ⇒ Between a structure and a moving car or engine.
- ⇒ Through gates or doorways. (Gates or doors must be secured in the open position).
- ⇒ Into, out of or within enclosed buildings. (Employees must precede the movement, if safe to do so, before entering enclosed buildings. Movements must only be made on that employee's signal within a building).
- ⇒ When it cannot be visually determined that equipment on an adjacent track is in the clear or behind the clearance point.
- ⇒ On industry tracks at locations where signs may be placed, advising of close/no clearance.
- ⇒ At locations that have been identified by timetable or special instructions as having a no clearance condition.
- ⇒ At locations that have been identified by timetable or special instructions as having close track centers unless that portion of adjacent track is known to be clear. *(for complete information see TY&E Safety Rule S-13.1.5)*

Shoving Movements

Cars or engines must not be shoved until the engineer knows who is protecting the movement and how protection will be provided. The employee providing protection for the movement shall not engage in any task unrelated to the movement.

Movement must be stopped within half of the distance specified unless additional instructions are received. *(for complete information see GCOR 6.5)*

Important Information

Qualifications:

Engineer:

- Argentine to Murray Pass CP Ustick you will have CP Harlem (high board) into the Inbound & Outbound leads of NS main track. CP 224 eastbound to CP 222.

Conductor & Brakeman

- Argentine to Murray Pass CP Ustick you will have CP Harlem (high board) into the Inbound & Outbound leads of NS main track. CP 224 eastbound to CP 222.
- In the yard you will be operating under GCOR 6.28 and NS Yard instructions. You will have the map of the BNSF Brookfield Subdivision in the Chicago Division located in the Job Aids App on your iPad. Also, the map on this job aid.

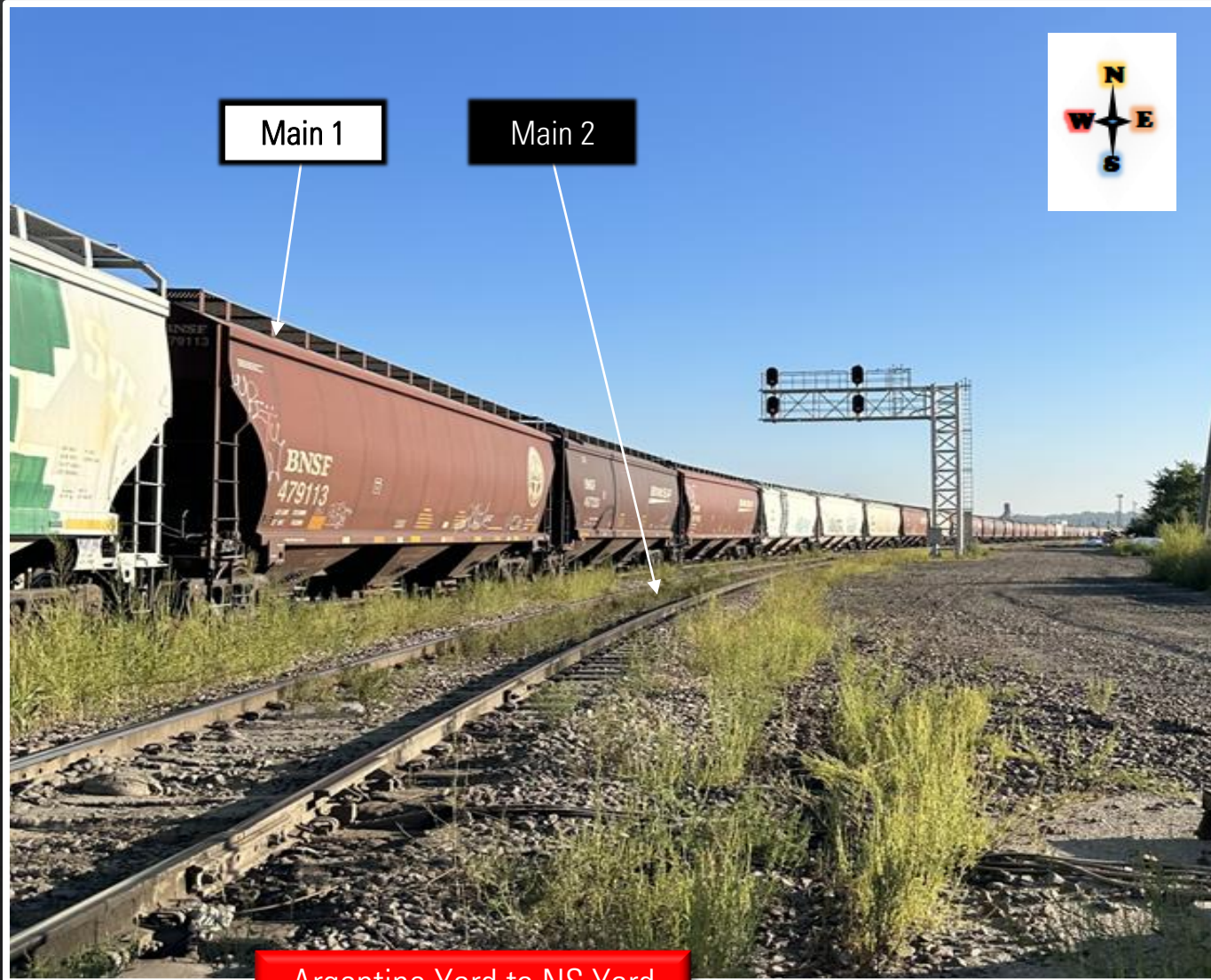
Warning:

- If in doubt, STOP and request assistance from a BNSF officer or from NS management.
- There are some left-hand signal in the territory you will be working when delivering trains to NS, ensure you know which signal is yours.
- GTB's will be required if you will be operating on the main line pass CP 224 or CP 222 when getting head room on the East end of the yard. You should not get on the main track passed CP 224

Important Information

Expectation is not to pass Block 224 and NS has set expectation for their Yard Master that BNSF trains will not traverse that route to enter yard. If, NS Yard Master's intent is to take train past Block 224, then crew should stop as they are not qualified and contact BNSF on-duty Trainmaster at Argentine. (NS will either need to send out pilot or provide NS crew to take train beyond that point). iGTBs should be handled same as all other iGTB issues.

CP Ustick ("High Board")



Argentine Yard to NS Yard

NS Radio Channel

Yard 072 072

Road 018 018

Dispatch and Yard Contact Information

Tone up
BNSF DS Ustick: Ch 66 33(X)
Ch 18 34(X)

(817)-867-7065

BNSF Murray Bowl: Ch 66
(816)-472-2247

.....
NS KC District DS: Ch 18 355
(404)-877-9541

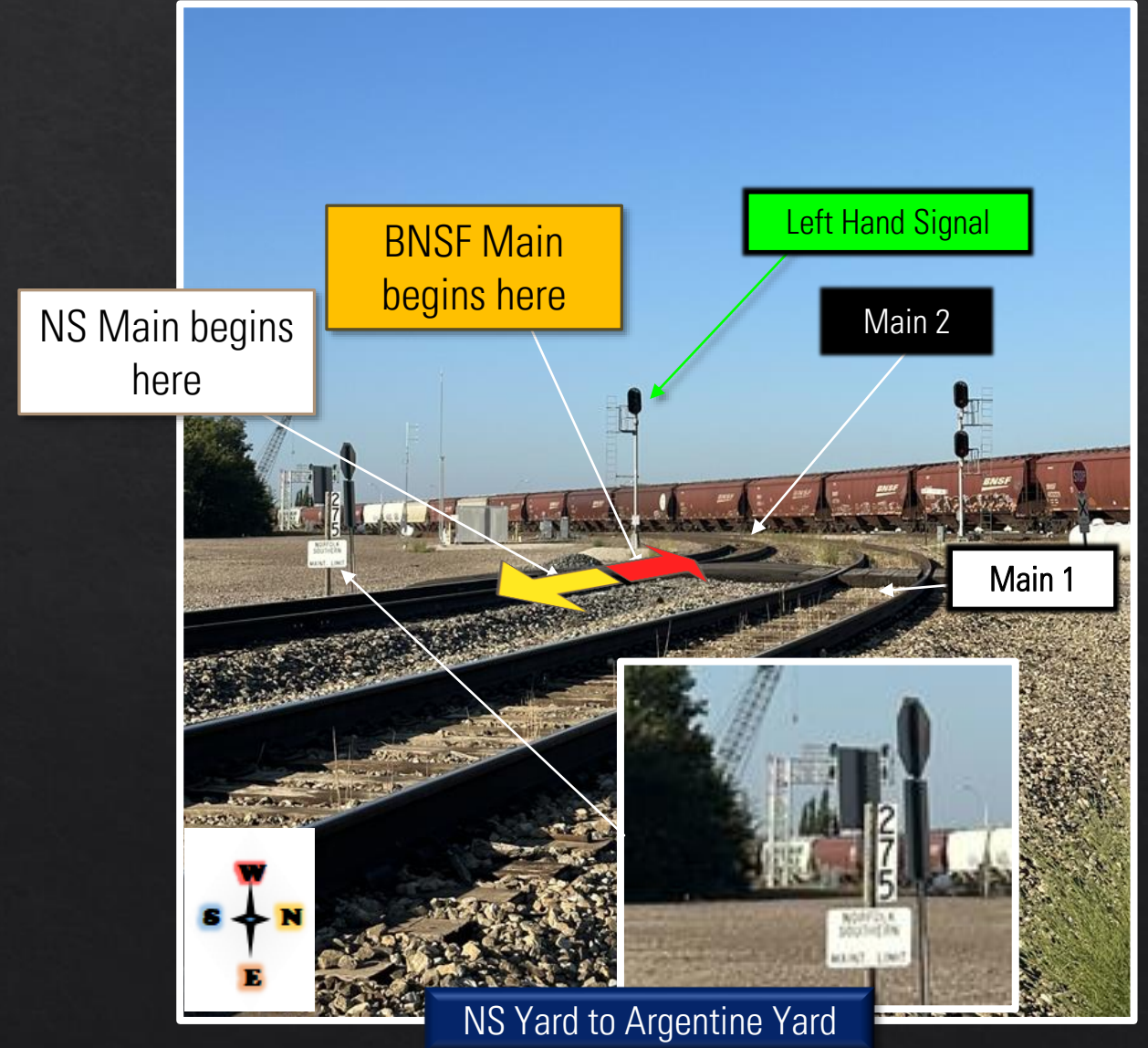
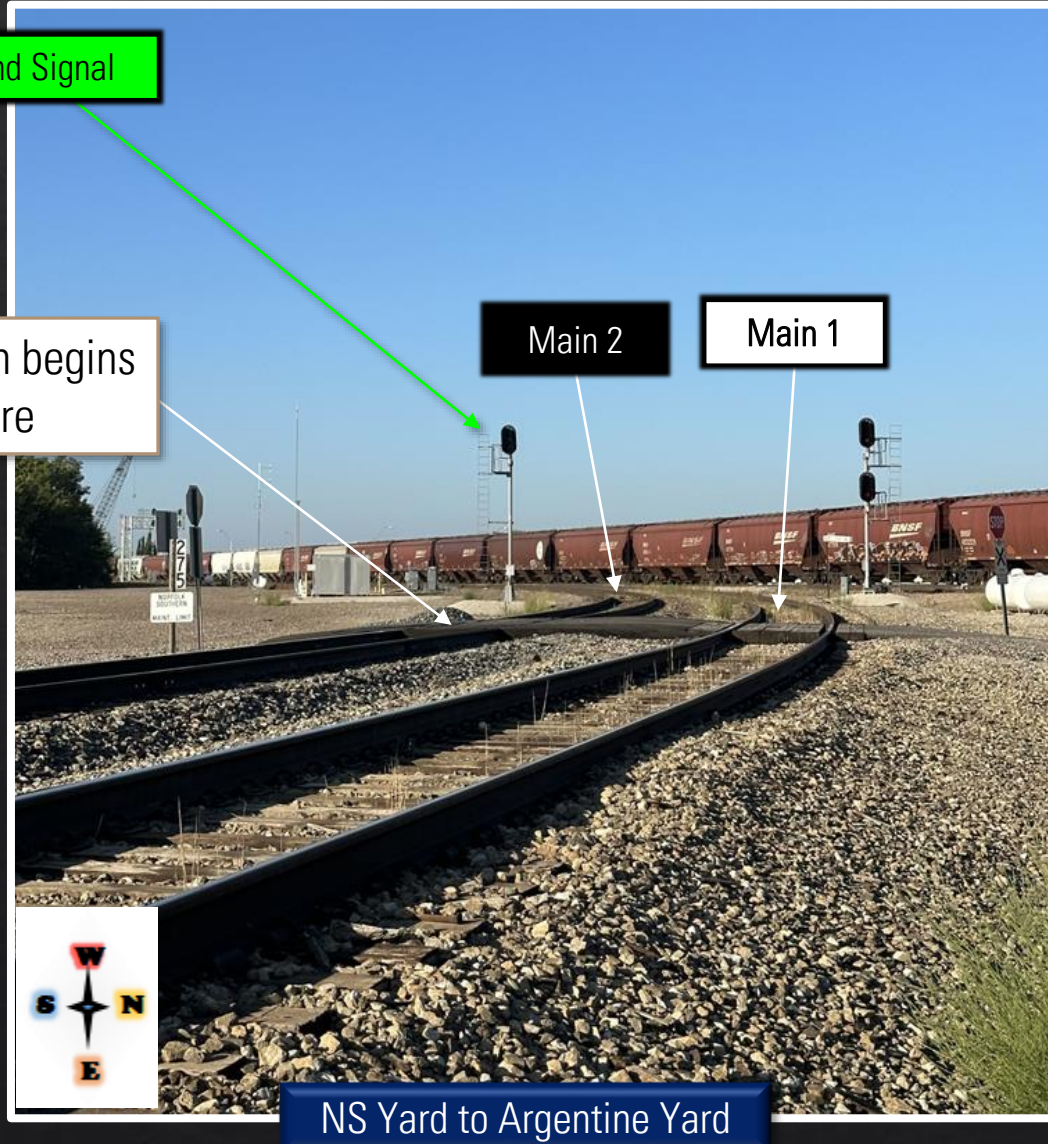
NS Tower Yardmaster: Ch 18
(816)-346-2026

NS Trainmaster:
(816)-977-2635

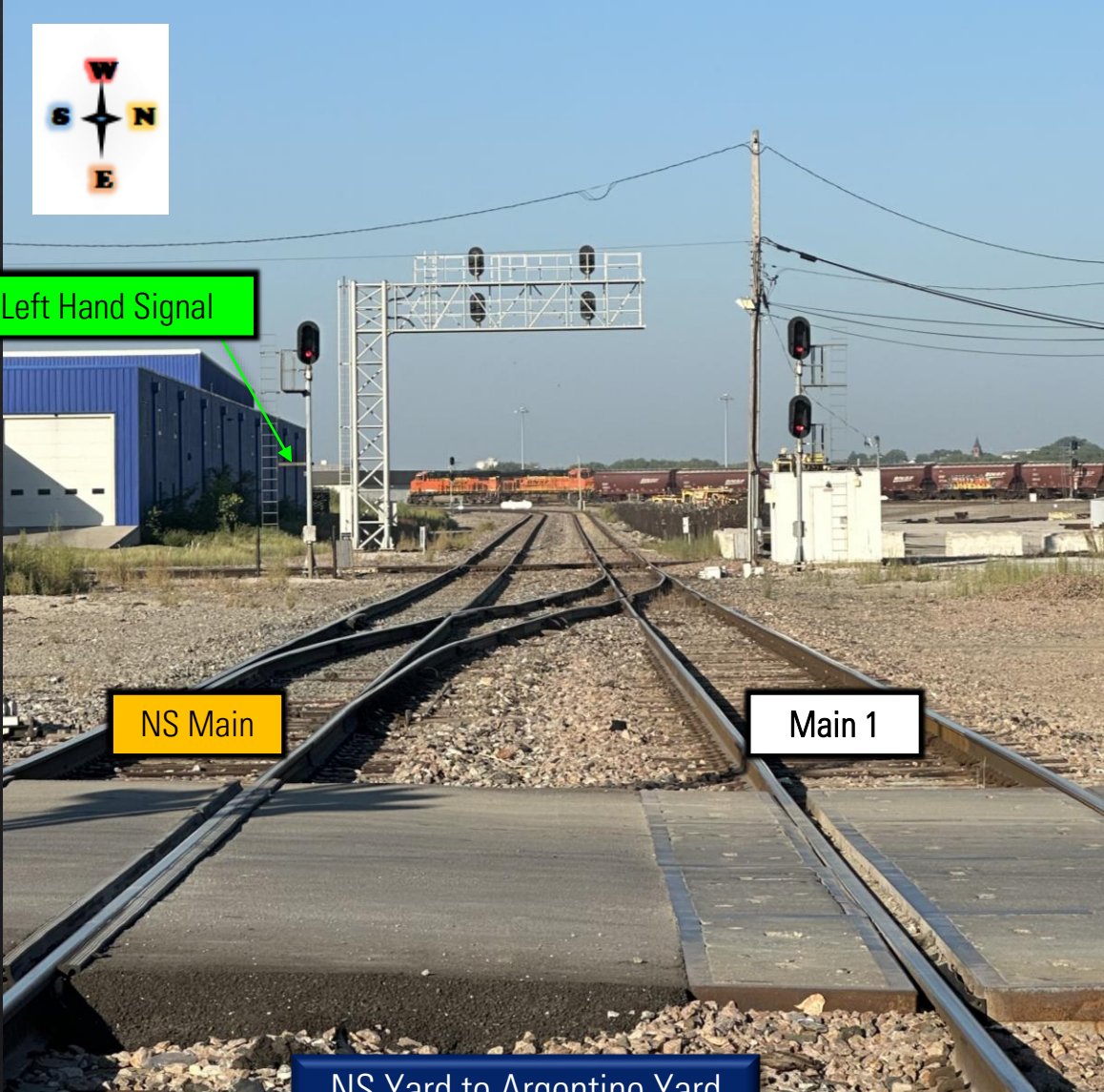
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KCT West DS: Ch 60 188
(913)-551-2188

When toning up KCT, the
radio will not tone back, but
DS receives the request

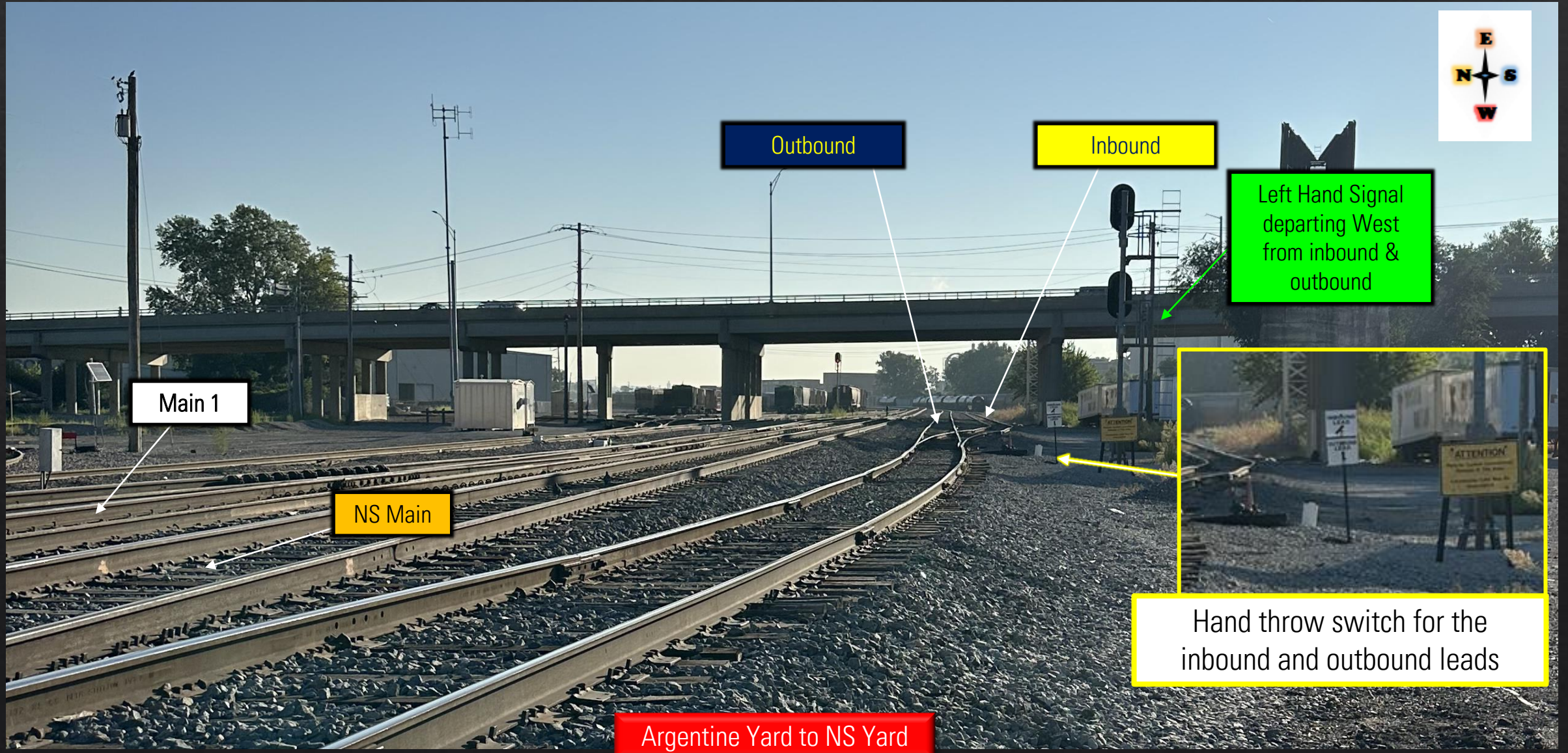
CP Ustick



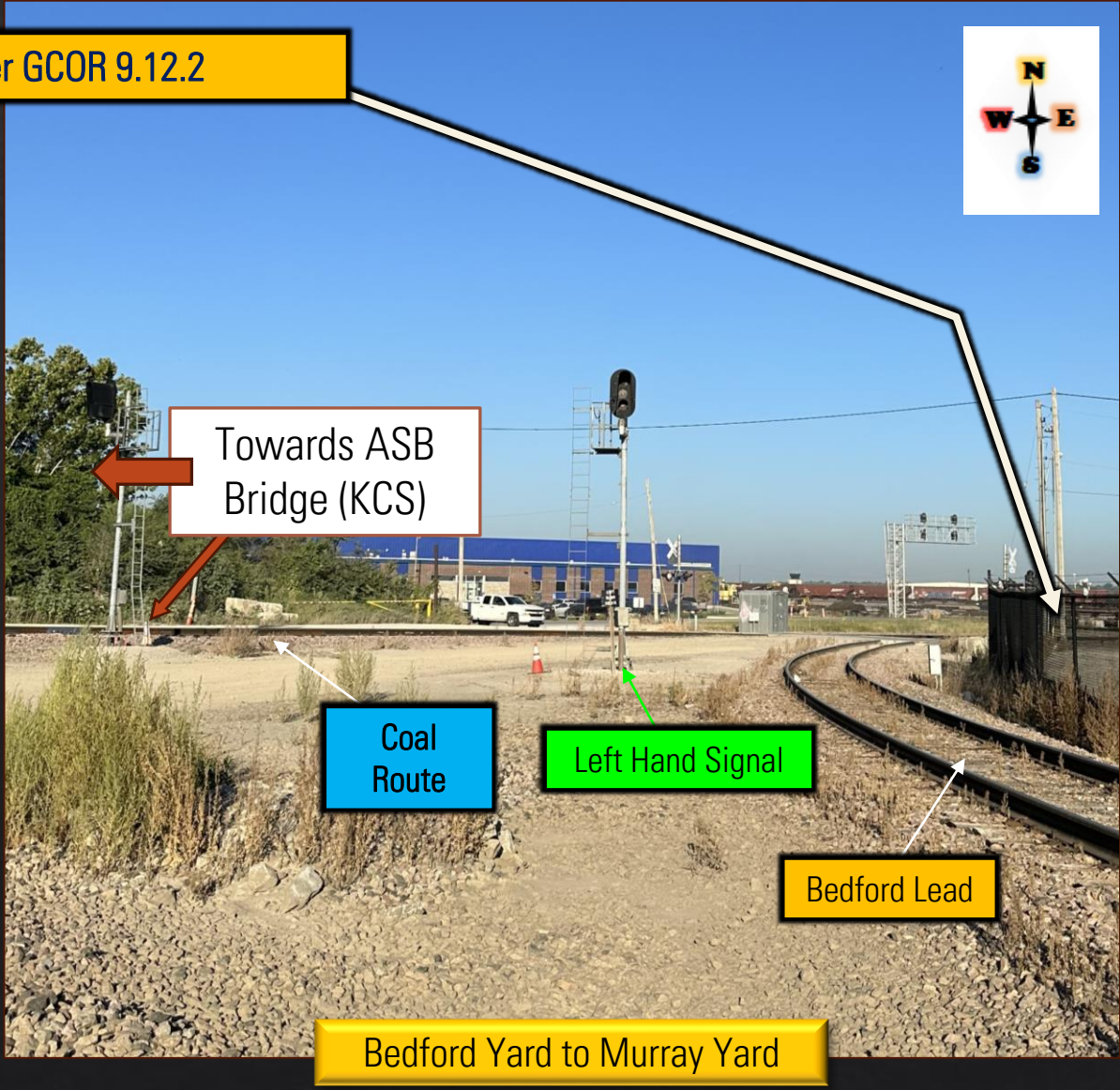
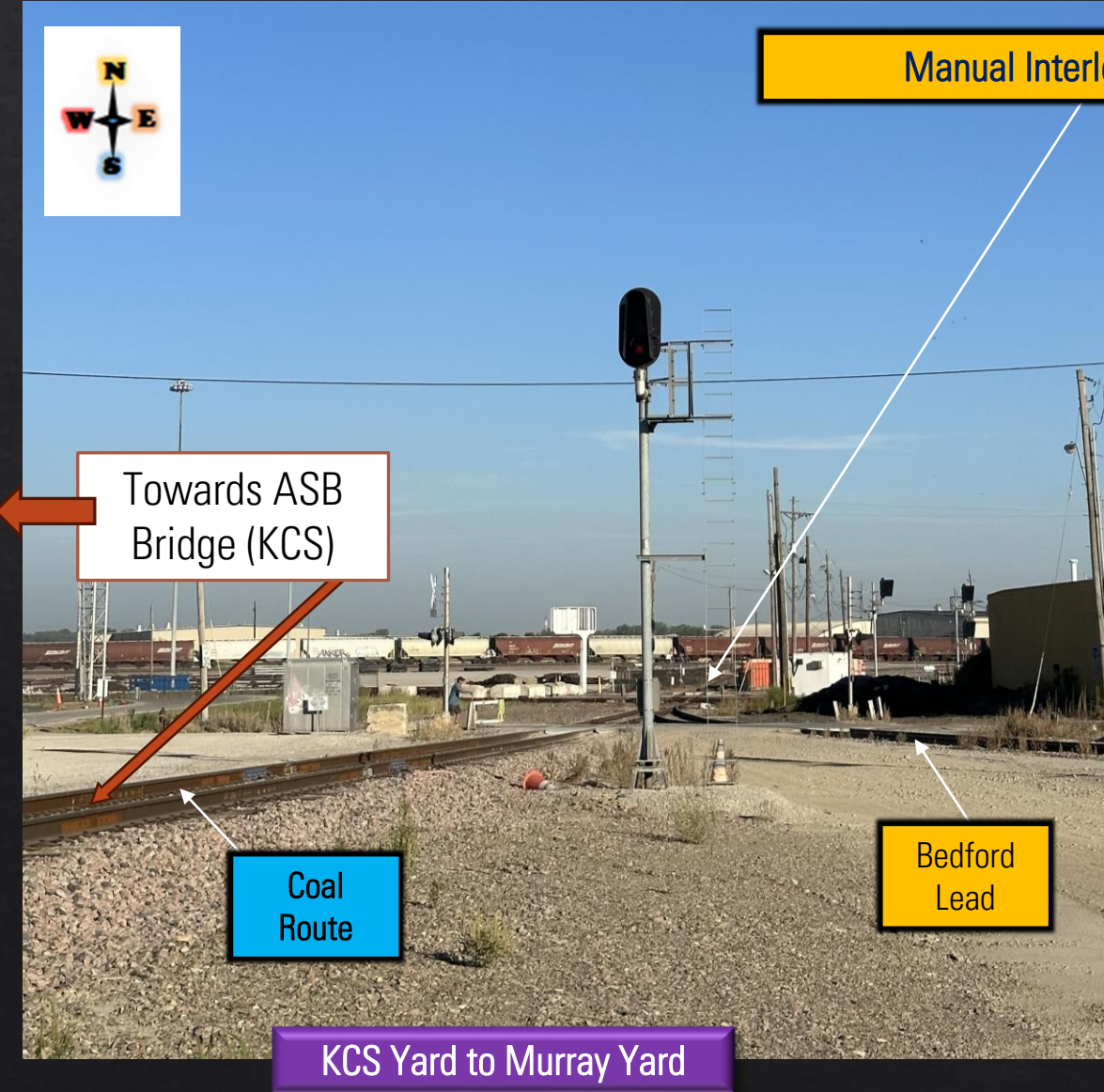
CP Harlem (NS MP 274.5 - BNSF MP 224.4)



CP Harlem (NS MP 274.5 - BNSF MP 224.4)



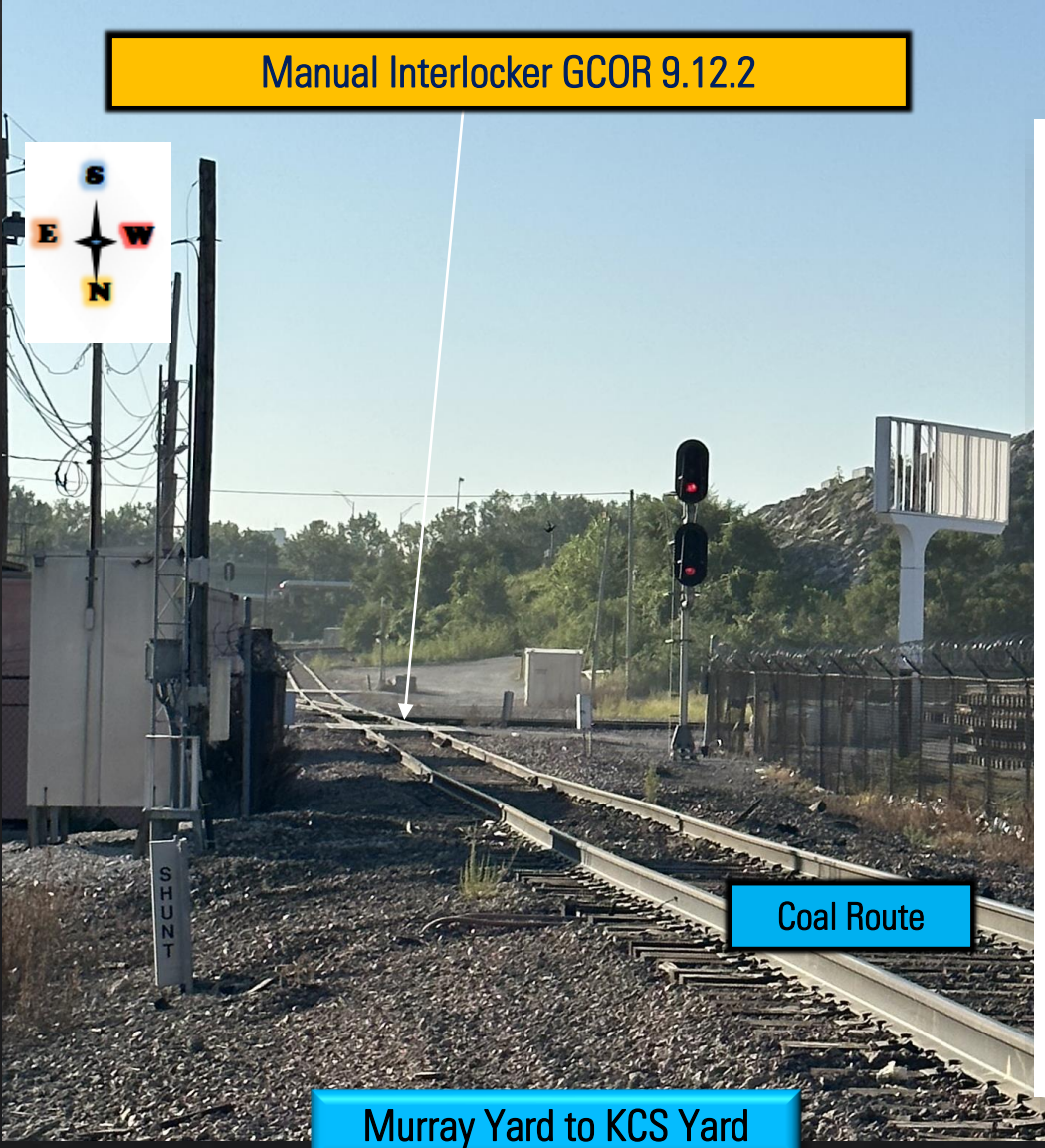
CP Harlem (NS MP 274.5 - BNSF MP 224.4)



CP Harlem (NS MP 274.5 - BNSF MP 224.4)

GCOR

Manual Interlocker GCOR 9.12.2



Coal Route

Murray Yard to KCS Yard

9.12.2 Manual Interlockings

At a signal displaying a Stop indication, if no conflicting movement is evident, the train will be governed as follows:

- A crew member must immediately contact the control operator.
- Before authorizing the train to proceed, the control operator must know that the route is properly lined and no conflicting movement is occupying or authorized to enter the track between that signal and the next absolute signal governing movement or the end of interlocking limits where applicable.
- The control operator may authorize the train to proceed using hand signals or the following instructions, "After stopping, (train) at (location) has authority to pass signal displaying Stop indication," specifying the route where applicable. The train must move at restricted speed.
- If the signal governs movement over a drawbridge, a crew member must verify that the bridge is in the proper position for the train to pass.

Before proceeding into or continuing in CTC territory, the manual interlocking control operator must be sure that the CTC control operator has given authority to proceed.

Exception

Conflicting Movement. When the control operator has stopped a conflicting movement, he may then authorize another train to proceed, advising both crews of movements to be made. If the stopped movement is later permitted to proceed, that train must move at restricted speed until its leading wheels have passed the next governing signal or the end of the block system.

CP 224 (NS MP 274.3 - BNSF MP 224)

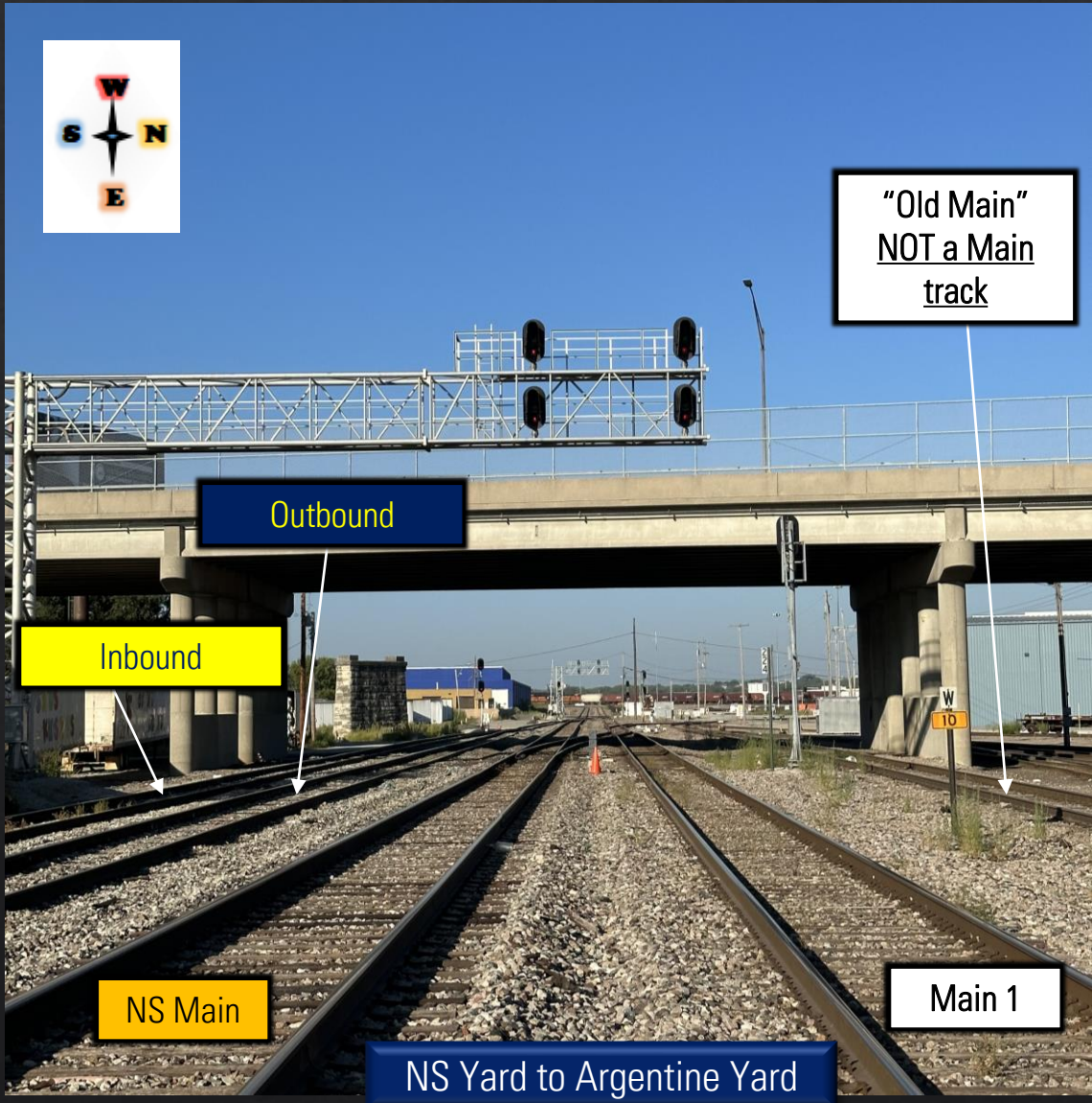
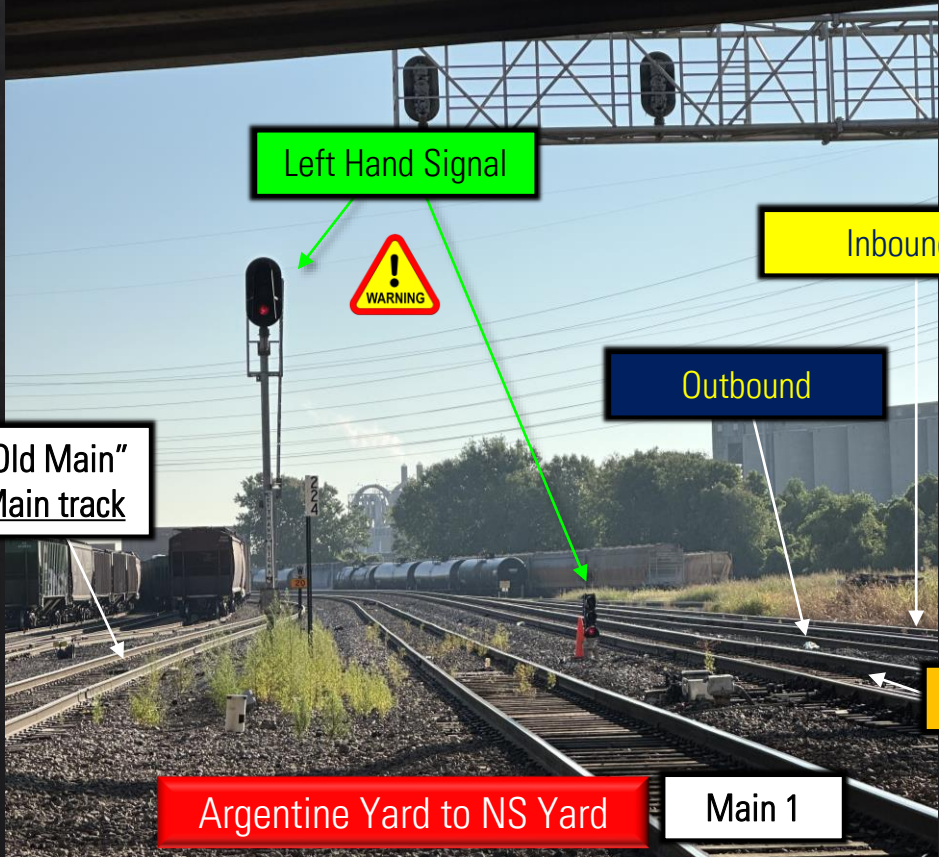
STOP regardless of signal, you are not qualified past this signal



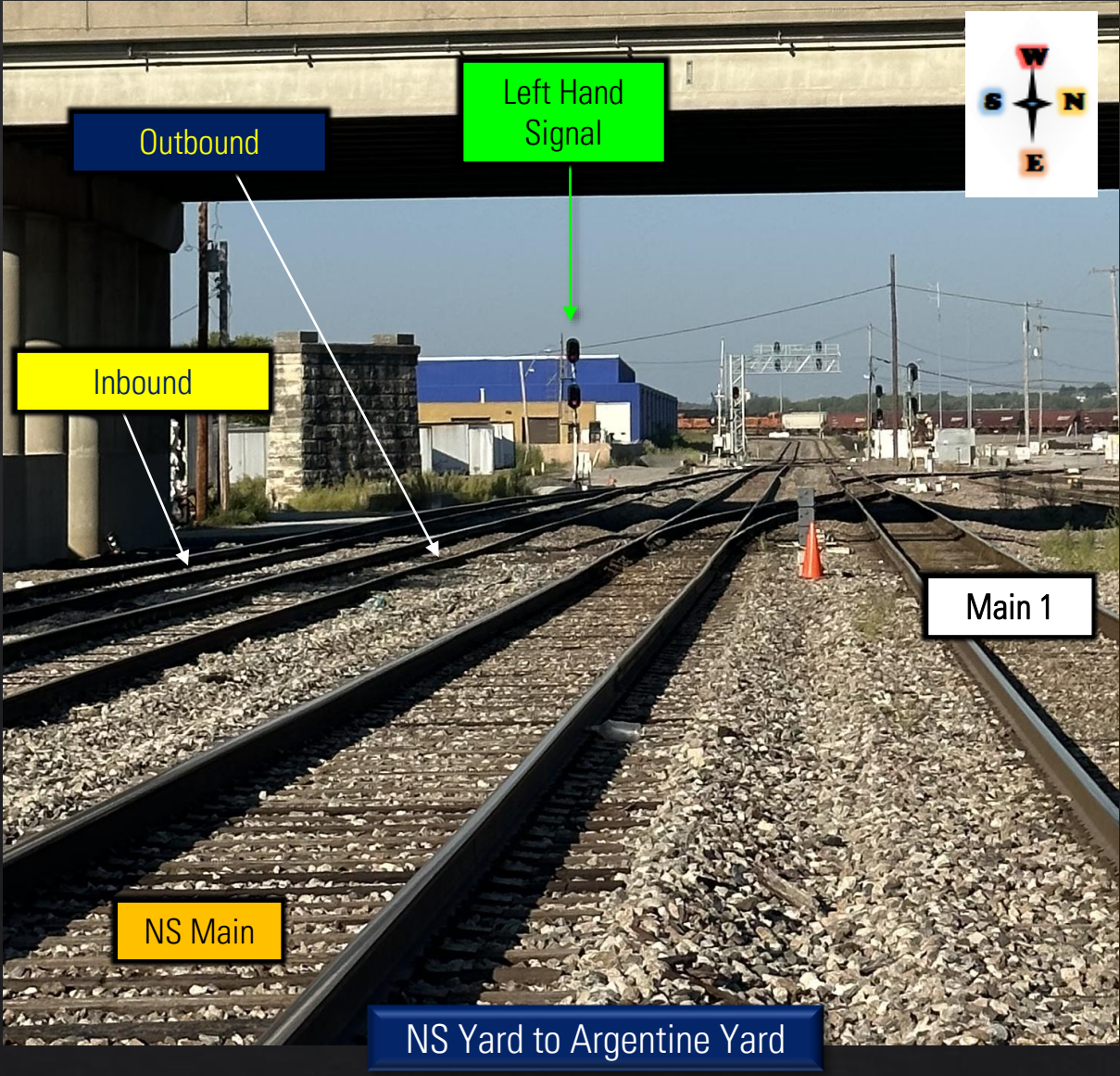
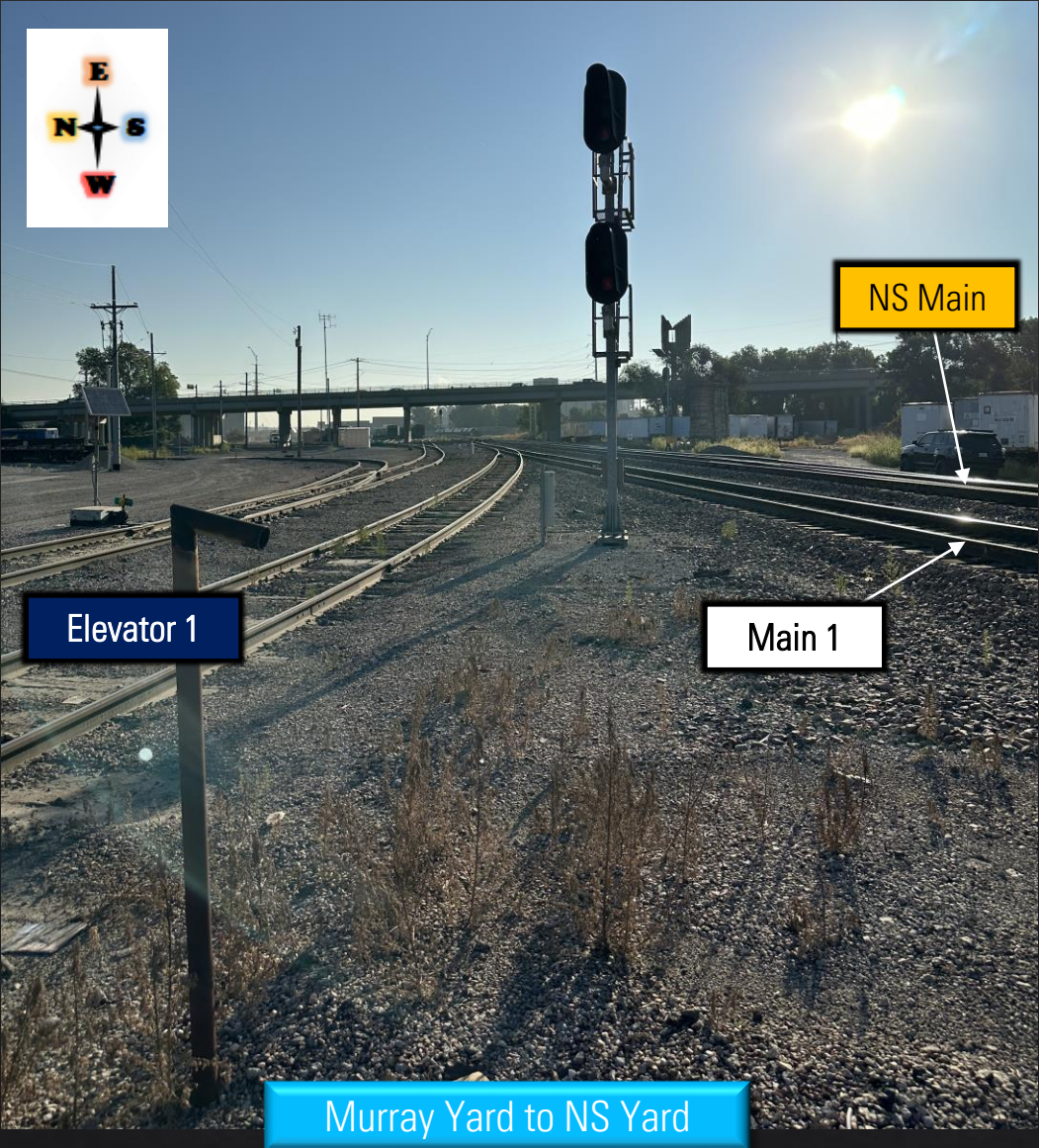
CP 224 (NS MP 274.3 - BNSF MP 224)



STOP regardless of signal, you are not qualified past this signal



CP 224 (NS MP 274.3 - BNSF MP 224)



CP 222 (NS MP 274.3 - BNSF MP 222)



Main 1

NS Main

Towards Brookfield

Main 1

NS Main

Outbound Lead

Old Inbound

New Inbound

Towards Brookfield

CP 222 (NS MP 274.3 - BNSF MP 222)



NS Main

Main 1

NS Radio Channel

Yard 072 072

Road 018 018

Dispatch and Yard Contact Information

BNSF DS Ustick: Ch 66 33(X)
Ch 18 34(X)

(817)-867-7065

BNSF Murray Bowl: Ch 66
(816)-472-2247

NS KC District DS: Ch 18 355
(404)-877-9541

NS Tower Yardmaster: Ch 18
(816)-346-2026

NS Trainmaster:
(816)-977-2635

KCT West DS: Ch 60 188
(913)-551-2188

When toning up KCT, the
radio will not tone back, but
DS receives the request

Track Map

Norfolk Southern Avondale Yard

& BNSF Hub Center

North Kansas City, Mo

CP05 @ Gooseneck to MP S270 / 219.7

June 2, 2019

Interlocking Information

Interlocking type with GCOR
reference & instruction

Manual
GCOR 9.12.2
Contact DS

Look for additional information that
might be helpful in these boxes.

Control Point Color Identifier Box:

The background color of the control point corresponds
to the same color located on the track diagram to
identify the opposing signals (OS) of the control point.

CP Name

00

00.0

Direction

Controlled by Dispatcher

"Nickname"

Timetable Control Point Name or Number

Timetable Turnout or Crossover speed limit (Freight Speed Limit.)

Timetable Milepost(s) Location(s). (See "Mile Post Information" Pg.3)

Direction label followed by information related to that direction

Information related to the Control Point

Nickname or familiar identity of the Control Point

Tracks

Different colors to differentiate between different
railroads and track type. See "Track Identification"
section Pg.3 for more detailed information.

Track Name

Selected Tracks with familiar names have
been highlighted for easier identification.

Distance Box

Number is a conservative total footage between
points not, train length. Designed only as a reference
for determining where stops can be made.

Left

Left Hand Signal. (Note: Not all left hand signals on map are labeled.)

Overhead Signal bridge

Dwarf Signal

Derail

Track Number

Track Length. (Approximate length of usable track taking clearance points into account.)

Whistle crossing @ grade

Street Name

Do not block

Street Overpass

Street Underpass

Street Name

Street Name

Street Name

Intermediate Signal location. (See "Mile Post Information" Pg3)

000.0

Signal Number

(0000-0)

Non Whistle crossing @ grade. (farmer, carman etc.)

Timetable Milepost

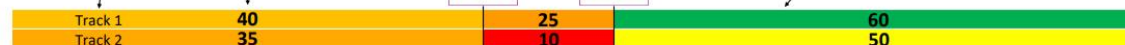
Color of number corresponds to information
in "Milepost Information" section.
See Pg.3 to determine applicable railroad
the milepost represents

Timetable speed Grid Line

Speeds listed are freight speeds unless otherwise noted. Colors are
designed to more quickly identify larger changes in speed limits
from green colors being the maximum speeds to red being the
minimum with several shades of orange and yellow in between.

Track(s) that grid line represent

Timetable Speed Limit



Timetable and Rule sources

BNSF**Heartland Division:**Heartland Timetable No. **2**Dated **08-08-2018**

With updates through:

01-15-2019

St Joseph Subdivision:

General Order No. **42**General Notice No. **321****Chicago Division:**Chicago Timetable No. **10**Dated **11-01-2017**

With updates through:

02-05-2019

Brookfield Subdivision:

General Order No. **82**General Notice No. **731****Norfolk Southern****Illinois Division**Western Region Timetable No. **1**Dated **02-01-2013****Kansas City terminal (KCT)**

Greater Kansas City Area

Operating Instructions

Dated **05-01-2016**General Order No. **55**General Notice No. **21****BNSF Hub Center**

Trains **arriving** at the Hub Center **do not** need to contact NS Dispatcher and get permission to open the switches on either end of BNSF Main 1 to enter the Old Main track and yard your train inside the Hub Center if you have authority (proceed signal) in the block (between Block 222 & Block 224) on BNSF Main 1. **If you are receiving help from a utility man, make sure they don't open any switches until you are inside the block with your train.** Apparently this is what got the permission to open the switches started. Someone opened one of the switches to the old Main before the arriving train got into the block, sending an indication to the KN Operator who used to control this area. The only thing needed is for a train departing the Hub Center will need authority to enter main track per GCOR 10.1 and will require contacting the NS Kansas City District Dispatcher on channel 18 tone up 3-5-5.

Mile post Information

Different colors to distinguish between various railroads and their different and overlapping milepost locations. They are located to an adjacent gridline. These will be positioned for timetable track locations.












MP S 000 Norfolk Southern (NS) Kansas City District**MP 000** BNSF Brookfield Subdivision**MP 000** BNSF St Joseph Subdivision**MP 000** Kansas City Terminal (KCT)

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 or NS approved.**KN Operator**

The KN Operator no longer exists. All references to what KN Operator controls in any NS timetable or GKCOI paperwork are now controlled by the Kansas City District dispatcher for Norfolk Southern.

Track Identification

-  BNSF Main Track Brookfield Subdivision *
-  BNSF St Joseph Subdivision Tracks 80, 81, & High Line*
-  BNSF St Joseph & Brookfield Subs other than main track
-  Kaw River Railroad
-  Kansas City Terminal (KCT)*
-  NS Main Track Kansas City District, Illinois Division*
-  NS other than main track. **
-  NS Track KC31 (Inbound Lead)
-  NS Track (Outbound Lead)
-  Mechanical Service and Repair Facilities BNSF & NS
-  UP Main Track


* These tracks have been spaced farther apart than other tracks and use heavier lines to distinguish the primary routes of travel for the intended purpose of this particular map. Other maps may vary accordingly.

** See Avondale Yard Map page for more detailed NS yard track ID colors

Dispatch and Yard Contact Information

Tone up

BNSF DS Ustick: Ch 66 

Ch 18 

(817)-867-7065

BNSF Murray Bowl: Ch 66

(816)-472-2247

NS KC District DS: Ch 18 


(404)-877-9541

NS Tower Yardmaster: Ch 18

(816)-346-2026

NS Trainmaster:

(816)-977-2635

KCT West DS: Ch 60 

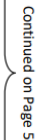
(913)-551-2188

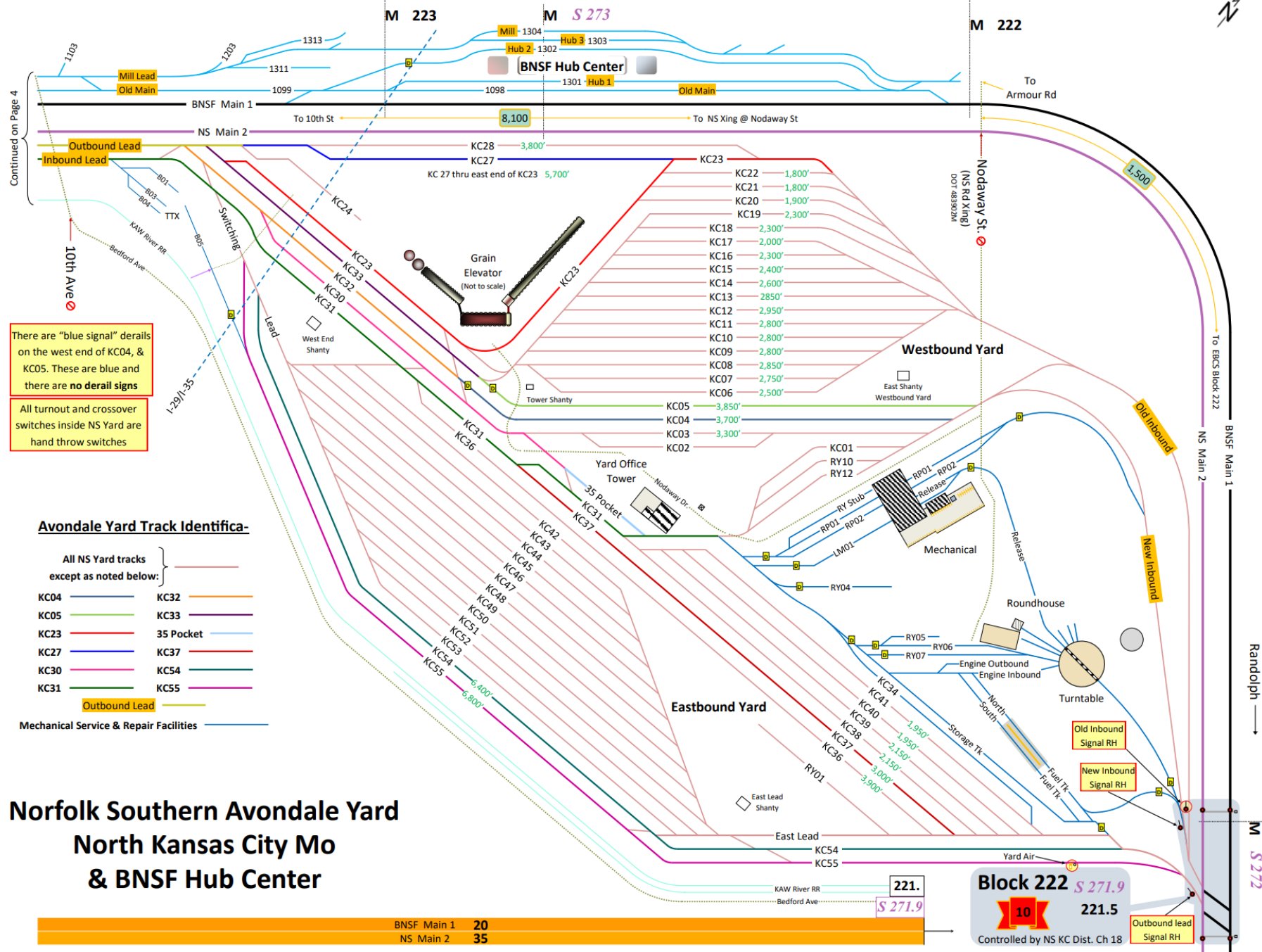
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Comments, questions, or corrections?

Email: bnsftrackmaps@gmail.com

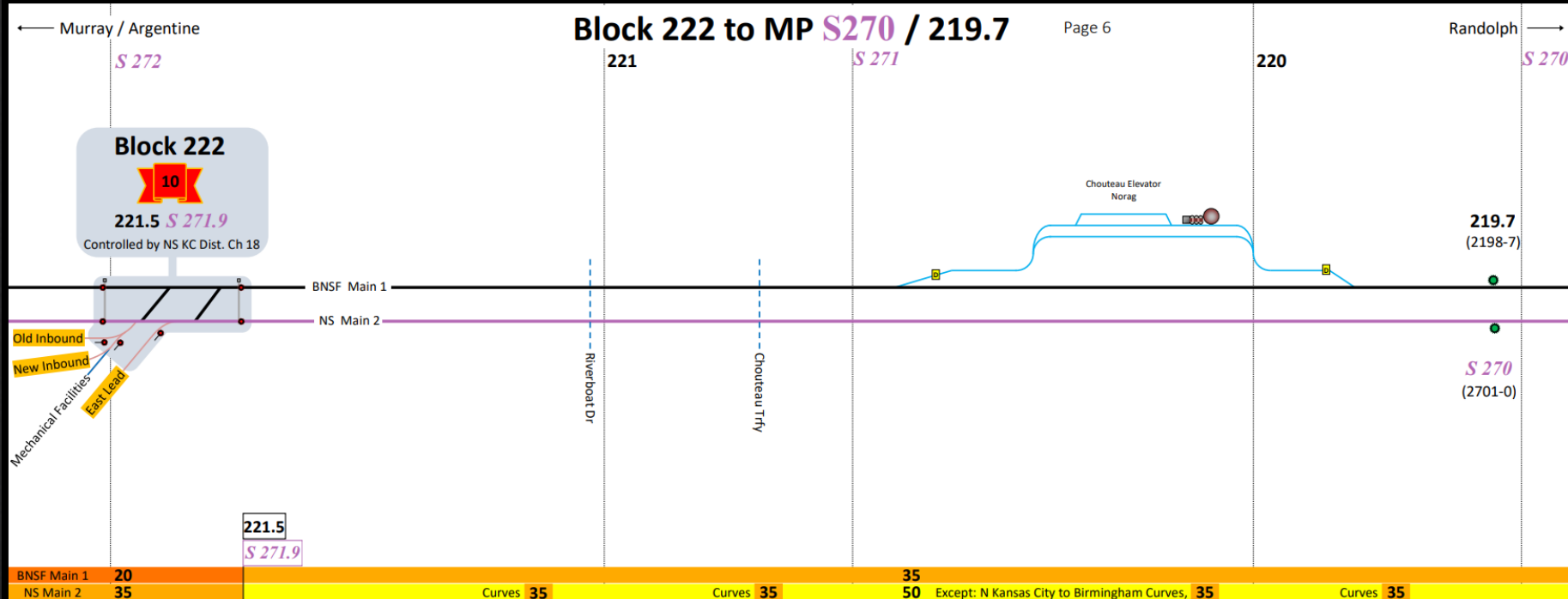






There are "blue signal" derrails on the west end of KC04, & KC05. These are blue and there are no derail signs

All turnout and crossover switches inside NS Yard are hand throw switches



Brookfield Sub Timetable Item 7, Special Conditions:

Between Maxwell and Ustick

*Between Maxwell MP 177.8 and Block 224 MP 224.0 is governed by NS Timetable and Special Instructions.

*Between Block 224 MP 224.0 and Ustick MP 224.6 is governed by BNSF Timetable and Special Instructions and dispatched by BNSF.

*Bulletins and Track Condition Messages will be exchanged by the NS and BNSF Dispatchers.

*Between Maxwell NS MP S250.6 and Block 224 NS MP S274.3 on Mains 1 and 2 and between Block 224NS MP S274.3 and Ustick NS MP S274.8 on Main 2, an "S" suffix will indicate NS mile posts (referenced on GTBs) but will not be displayed on mile post signs in the field.

*NS crew members will receive a General Track Bulletin from the NS Train Dispatcher. BNSF crew members will receive a General Track Bulletin from the BNSF Train Dispatcher.

Things to consider in discerning who governs what

Take the time needed to read carefully BNSF Brookfield Sub timetable and rules, and special instructions, and the NS timetable and special instructions information necessary for operating on the territory in this map is also located in the Norfolk Southern Operations and Regulations section of the Greater Kansas City Operating Instructions. At first they initially seem to contradict one another in reference to which timetable, rules, and special instructions govern.

Here are some things to consider:

1. BNSF Brookfield Sub timetable gives no specific information governing movement (Station Table, & items 1 thru 6) in the area between Block 224 @ MP 224 and Maxwell MP 177.8 other than what is in item 7 stating that NS timetable, and special instructions govern.
2. The NS timetable states that all movements in this area are governed by BNSF rules, timetable, and special instructions. It also says that BNSF signal aspects are displayed.
3. The NS timetable (and also from the NS section of the GKCOI) is giving 2 instructions here:

A: They give the speed limits for the track in this operating area

B: They instruct to use and apply BNSF operating and train handling rules on the track specified. These rules then would come from BNSF ABTH, SSI, TYE Safety Rules, and any subdivision general orders and notices, plus from the Brookfield Sub timetable: Radio call in, Dispatcher Information, and applicable sections of Items 2, 4, 6, 7, 8, 9, and 10.

4. The NS special instructions referred to from Item 7 of the Brookfield Sub that are applicable for this map are found in the Norfolk Southern Operations and Regulations section of the Greater Kansas City Operating Instructions. They give specific instructions on operating within the different NS facilities in Kansas City.

5. There may be some circumstances that may arise on certain types of train movements that the these things discussed will not confidently resolve an issue whether to operate a train in compliance or not. In those situations a good suggestion would be to consult with the appropriate supervisors, or rules hotlines.