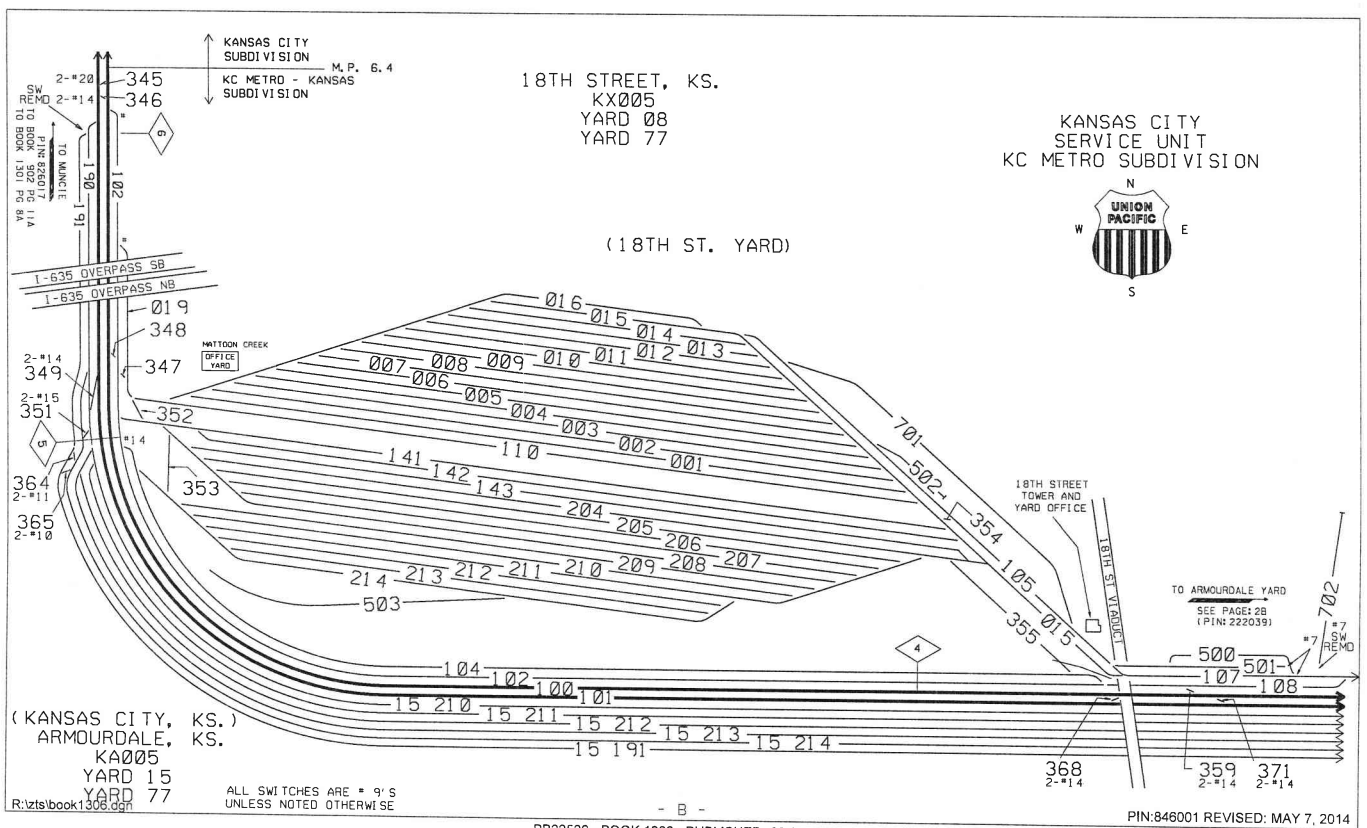


ZTS TRK. NO. NAME	CONTRACT NO.	ZTS TRK. NO. NAME	CONTRACT NO.	ZTS TRK. NO. NAME	CONTRACT NO.
18TH STREET, KS.	YARD 08	ARMOURDALE, KS.	YARD 15	18TH STREET, KS.	YARD 77
001 N. YARD CLASSIFICATION 1		503 RIP		345 X-OVER M.P. 6.3X	
002 N. YARD CLASSIFICATION 2		701 D F STGE & WASH TRK		346 X-OVER M.P. 6.3X	
003 N. YARD CLASSIFICATION 3		702 BPU TRK -O. U. S.		347 X-OVER M.P. 5.4X	
004 N. YARD CLASSIFICATION 4				348 X-OVER M.P. 5.4X	
005 N. YARD CLASSIFICATION 5				352 X-OVER M.P. 5.1X	
006 N. YARD CLASSIFICATION 6				353 X-OVER M.P. 4.8X	
007 N. YARD CLASSIFICATION 7				354 X-OVER M.P. 4.0X	
008 N. YARD CLASSIFICATION 8				355 CROSS-OVER 104-204	
009 N. YARD CLASSIFICATION 9				359 X-OVER M.P. 3.6X	
010 N. YARD CLASSIFICATION 10				368 X-OVER M.P. 3.7X	
011 N. YARD CLASSIFICATION 11				371 X-OVER M.P. 3.5X	
012 N. YARD CLASSIFICATION 12					
013 N. YARD CLASSIFICATION 13					
014 N. YARD CLASSIFICATION 14					
015 N. YARD CLASSIFICATION 15					
016 N. YARD CLASSIFICATION 16					
019 MATOON CREEK WORKING LEAD		ARMOURDALE, KS.	YARD 77		
100 WESTBOUND MAIN LINE		349 X-OVER M.P. 5.3X			
101 EASTBOUND MAIN LINE		351 CROSSOVER W. ARMOURDALE 214-190			
102 SOUTH BELT		364 CROSSOVER W. ARMOURDALE 214-191			
104 NORTH BELT		365 CROSSOVER W. ARMOURDALE 191-214			
105 INDEPENDENT LEAD					
107 NORTH RUNNING TRK					
108 CONTINUES FROM 102 EAST					
110 NORTH DOCK					
141 SOUTH 1					
142 SOUTH 2					
143 SOUTH 3					
204 RECEIVING SOUTH 4					
205 RECEIVING SOUTH 5					
206 RECEIVING SOUTH 6					
207 RECEIVING SOUTH 7					
208 RECEIVING SOUTH 8					
209 RECEIVING SOUTH 9					
210 RECEIVING SOUTH 10					
211 RECEIVING SOUTH 11					
212 RECEIVING SOUTH 12					
213 RECEIVING SOUTH 13					
214 RECEIVING SOUTH 14					
500 CAB TRACK & FREIGHT CLAIMS					
501 18TH ST FUEL TRACK					
502 PFE TRK (MOW CARS)					

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Kansas City Service Unit

18th ST Yard

This job aid is only to be used as a reference. All Union Pacific rules apply.

01/12/2017

Radio Controlled Switches

18th Street Yard, Channel 014-014:

	Normal	Reverse
#1 Crossover	#311	#313
#2 Switch	#321	#323
#3 Switch	#331	#333
#4 Switch	#341	#343

New Locomotive Servicing Facilities

The following areas are now "DESIGNATED LOCOMOTIVE SERVICING FACILITIES", and are protected by blue flags and derails.

Maximum Authorized Speed = 5 MPH:

- Track 500 (Cab Track)
- Track 501 (The Smalls)
- Track 503 (Derrick Track)

Track Minimum # of Handbrakes

ALL EAST END BOWL TRACKS	2
204 - 214	1
NORTH DOCK (110) - NORTH 4	2

All departure tracks require one hand brake on head end of train. If you are unsure of the outbound direction, please contact the yardmaster on 014-014.

Zone Information

18th Street Yard: Yard supervisor: 18th St. Yardmaster. (816) 399-1912

Zone 4: The west end 18th St. Yard (MATOON CREEK) north switching lead track 16 switch westward to track 110 westward to the derail at the west end of the lead.

Pull back tonnage: 7000 tons per 4 axle braking Locomotive and 9900 tons per 6 axle braking Locomotive.

Entry speed: 10 MPH.

Zone 3: Running track (track 107) from and including the No.4 (divide) switch eastward to the Track 29 (Pavlich Lead) switch.

Pull back tonnage: 7000 tons per 4 axle braking Locomotive or 9500 tons per 6 axle braking Locomotive.

Entry speed of 10 MPH.

Zone 31: From the trailing clearance point of the east end of North Yard #16 switch eastward down the lead to North running track (track 107) to the clearance point of the No.4 (divide) switch.

Pull back tonnage: 7000 tons per 4 axle braking Locomotive or 9500 tons per 6 axle braking Locomotive.

Entry speed of 10 MPH.

Zone 32: South running track (track 102) from the east end of CP K004 eastward to the clearance point of the No.4 (divide) switch.

There is no PSP in Zone 32, must be used in conjunction with Zone 3.

18th Street Shoving Instructions

Crews must know total tonnage of cars being handled before making shoving movements into the departure tracks. Ascertain this information from the Yardmaster.

18th Street Requirements for All Crews

ALL CREWS, INCLUDING INBOUND TRAINS

- All crews will work on channel 014-014, unless otherwise instructed, to ensure proper communication with team members working the yard. Yardmaster will give specific routing instruction to all road trains including doubling in and doubling out e.g. "south tail runner".
- 18th St. yardmaster PH. 816-399-1912. Yardmaster will instruct all jobs to contact east end switch crew, prior to occupying east lead.
- Manager on duty PH. 816-399-1930 Cell PH. 816-365-3701
- Call yardmaster 10 minutes after being on duty, run /tr g 2 and get lists.
- Do job briefing with yardmaster.
- All loaded auto racks will be shoved to a rest.
- Get blocks on tracks you need to couple.
- Leave bowl tracks with two handbrakes on East end.
- When building trains ensure lists are correct and if a discrepancy is found communicate it with the yardmaster.
- Ensure you shove the trains to air or power, when applicable.
- Please comply with all rules and work safe and efficient to serve our customers.

Rule 7.7 Locations Where Kicking Cars is Permitted on KCSU

18th Street Yard - West Lead by Matoon Creek Shanty, tracks 1 - 16, and 110. East Lead by the Tower, tracks 1 - 16, and 110.

Track 214 Switch Requirements

At 18th street yard, the east end of the derrick track (switch located within 214 track) must always be lined for 214 track, unless switch is in use.

Matoon Creek Process

- Call yardmaster 10 minutes after being on duty, run /tr g 2 and get lists.
- Do job briefing with yardmaster.
- All loaded auto racks will be shoved to a rest.
- Ensure you have room in tracks from list.
- Figure out cut to pull, approximately 2215 feet can be pulled out at a time.
- Get cars, release handbrakes, pitch to foreman, and make sure you leave a minimum of one handbrake on the cars left in the track. Protect your point, ensure what tracks you have blocks on, pull up and start switching.
- Open all knuckles on the east end of the cars and ensure that all drawbars are aligned.
- Only 1 car can be kicked into bowl track 16 at a time.
- Tracks 1-16 need to have two handbrakes on the East End of the track, spotted approximately 3 car lengths west of the clearance marks on the east end.
- No pin pulling between the Jersey barrier on the north side of the lead by the release point sign and the road crossing.
- No more than two loads kicked at a time, if you have a car/cuts of cars going into a track, pull the pin on the switch in advance of the destination track Example: Car going into 6, pull the pin between 3 and 4 switches. When switching a cut of more than 5 cars into tracks north 3 through and including north 16, this cut must be shoved east of the Matoon Creek road crossing, then released into the destination track.
- While operating switches at Matoon Creek inside the crows nest, do not line a switch if there is a occupancy on the board directly east of the switch you are intending to throw.
- If you have to shove a track, get a block from the yardmaster on that track, and protect your shove.
- Don't step on switch boxes

7th Street Process Instructions

West Leg of Fairfax Wye - 7th Street Crossover

Contact 18 St. Yardmaster for instructions and permission to use the Running Track.

Obtain authority to use crossover and to enter the main line from the KC West Dispatcher (038-038).

After obtaining authority, line both ends of crossover for your movement.

Once your movement has cleared the crossover, notify KC West Dispatcher that the switches have been "lined and locked" for the Main Line.

Same instructions apply beginning at 7th Street to the West leg of the Fairfax Wye.

*Note: Before entering 18 Street Yard, you must obtain instructions from 18 Street Yardmaster. Do not proceed past Zone 3 Remote Control Sign without proper authority to enter the Remote Control Zones (3) at 18 Street Yard.

Yarding/Departing/Switching Instructions

All yarding/departing instructions given by Yardmasters will include, at a minimum, the following information:

- Any active zone that will affect the movement of the crew.
- Job ID the crew must contact.
- Lead/Tracks being used to yard the train including the lead/tracks used for headroom if needed.
- Crew will repeat these instructions to the YDM issuing them for accuracy.