

KANSAS CITY TERMINAL RAILWAY COMPANY

GENERAL ORDER NO. 3

February 18, 2020

ALL CONCERNED:

Kansas City Terminal General Order #2 is cancelled.

Effective 06:00 hours on Tuesday, February 25th, 2020, Daily Operating Bulletins will go into effect on the Kansas City Terminal Railway. All trains operating on KCT Dispatched property will be required to have a copy of the current Daily Operating Bulletin (DOB) and will need to verify the DOB number with the KCT Dispatcher prior to arriving on KCT Dispatched property.

A Daily Operating Bulletin can be obtained at the following website. Tiny.cc/kctdob

The Daily Operating Bulletin will be posted between 17:00 and 18:00 hours on Monday, February 24, 2020 for trains to have in their possession upon arrival on KCT after 06:00 hours on Tuesday, February 25th, 2020.

A new Daily Operating bulletin will be published each between 17:00 and 18:00 hours daily. A crew going on duty prior to 18:00 hours can operate on the DOB they print from the website prior to the new DOB being published.

- **A crew member or EIC must contact the train dispatcher prior to arrival on KCT dispatched property to verify their DOB. If there are no exceptions to the DOB, the Train Dispatcher will advise that:**

“(Engine Number) may proceed on DOB #(Number)”

GCOR 2.21 Electronic Devices

This rule outlines the requirement for use of electronic devices. As used in this rule, the following definitions apply.

Electronic Device – mean an electronic or electrical device used to conduct oral, written, or visual communication; place or receive a telephone call; send or read an electronic mail message or text message; look at pictures; read a book or other written material; play a game; navigate the internet; navigate the physical world; play, view, or listen to a video; play, view or listen to a television broadcast; play or listen to music; execute a computational function; or, perform any

other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee or another employee from a safety-related task.

Railroad Operating Employee – mean an individual who is:

- Engaged in or connected with the movement of a train including a hostler,
- A train employee providing commuter or intercity rail passenger transportation,
- Or
- Subject to hours of service governing train service employees.

The use of any electronic device is prohibited if that use would interfere with an employee's performance of safety-related duties.

A. Personal or Railroad Supplied Electronic Device

Personal or Railroad supplied electronic devices may be used as necessary:

- To respond to an emergency situation involving the operation of the railroad
- To respond to an emergency encountered while on duty
- As a communication device in the event of radio malfunction
- To refer to a railroad rule, special instruction, timetable or other directive using the digital storage and display function while inside the controlling cab of a locomotive, train or on track equipment after there has been a job briefing and all crew members agree that it is safe to do so.

Other than railroad operating employees may use electronic devices in the body of a business car or passenger train when it will not interfere with an employee's performance of safety related duties.

B. Personal Electronic Devices

Except when deadheading in other than a controlling locomotive, railroad operating employees on duty (including supervisors) must have each electronic device turned off and stowed out of sight with any earpiece removed from the ear when:

- On moving rolling equipment or on track equipment unless device is being used to reference a railroad rule, special instruction, timetable or other directive,
- Any member of the crew is on the ground performing safety related duties,
- Or
- Any employee is assisting in preparation of the train, engine(s), or on track equipment.

A railroad operating employee may use an electronic device only voice communication, texting or emailing when:

- Rolling and on track equipment is stopped,
- A Job Safety Briefing is conducted with all crew members to confirm that it will not interfere with any safety related or required duty,
- No member of crew will foul any track.

When communication has been completed turn device off and stow out of sight.

A personal stand-alone camera may be used to take a photograph of a safety hazard or a violation of a rail safety law, regulation, order, or standard, provided that:

- A job safety briefing is conducted among all crewmembers and any other individuals in the controlling cab of moving equipment,
- It is turned off immediately after the photograph has been made.
- It is not used by an employee at the controls of moving equipment.

A personal stand-alone calculator, digital watch whose only purpose is as a timepiece and medical devices that are consistent with the railroad's standards may be used as necessary in the performance of duties.

C. Railroad Supplied Electronic Devices

After a job safety briefing including all members of the crew determines railroad supplied devices can be used safely, railroad employees may use such devices to send or receive work related information with:

- Railroad supervisors
- Railroad customers
- Railroad dispatchers
- Railroad customer service employees

Or

- Other railroad employees as necessary in the performance of their duties.

Railroad operating employees must not use a railroad supplied electronic device for

purposes other than which it was intended or while:

- Operating the controls of a moving locomotive unless device is being used to reference a railroad rule, special instruction, timetable, or other directive.
- On the ground within 4 feet of any track.
- On the ground and engaged in an active switching operation.
- Riding rolling equipment during a switching operation.
- At the controls of the locomotive and any other employee is assisting in the preparation of the train, engine(s), or on track equipment, including testing of railroad equipment or brakes.
- Inside the controlling cab of a locomotive, train or on track equipment, unless there has been a job safety briefing and all crew members agree that it is safe to do so.
- Verbally obtaining or releasing mandatory directives when railroad radio communication is available.

The following amendments are made to the KCT Insert of the Greater Kansas City Operating Instructions dated January 1, 2020.

Item #12: Electric Switch Locks

Permission to unlock must be obtained from KCT Dispatcher before lock is removed from the keeper. The following is a list of the locations of all electric lock switches:

Location	Switch No.	Track	Line Segment	MP
Cleveland Ave	109	Main 4	1001	3.61
19 th St Yard	#1	BN 2	4001	8.177
19 th St Yard	#3	BN 2	4001	8.234
19 th St Yard	#5 (23 rd St Hand Throw)	BN 1	4001	8.400
19 th St Yard	#7	BN 1	4001	8.589
19 th St Yard	#9	BN 1	4001	8.747

The following amendments to the General Code of Operating Rules, Seventh Edition, Dated April 1st, 2015 as described in the Greater Kansas City Operating Instructions dated January 1, 2020 are now active while on the Kansas City Terminal Railway.

The following terms are used in the application of Special Instructions to the General Code of Operating Rules.

When Special Instructions modify a rule, the following terms are used:

- **NEW:** Adds a new rule for the use on the KCT to the GCOR
- **ADDITION:** Adds an item(s) to an existing GCOR Rule
- **SUPERSEDE:** Replaces an existing GCOR Rule with a new rule or instructions
- **APPLICATION:** Provides information on the meaning or interpretation of a rule on the KCT.

GCOR 5.4 Flags for Temporary Track Conditions (Application)

The following rules for display of track flags do not apply on the KCT:

- GCOR 5.4.1 Temporary Restrictions
- GCOR 5.4.2 Display of Yellow Flag
- GCOR 5.4.5 Display of Green Flag
- GCOR 5.4.6 Display of Flags within Current of Traffic

GCOR 6.2 Initiating Movement (Application)

All Trains operating on KCT trackage must have a current copy of the Greater Kansas City Area Operating and Special Instructions in their possession and review all Kansas City Terminal General Notices and General Orders before beginning each day's work or trip.

On the Kansas City Terminal Railway, a Daily Operating Bulletin (DOB) will be issued in lieu of a Track Warrant to deliver track bulletins. Before initiating movement on a KCT Controlled track, a crew member must receive a Daily Operating Bulletin (DOB) or determine from the Train Dispatcher if any track bulletins are needed.

GCOR 6.2.2 Daily Operating Bulletin (Addition)

The Daily Operating Bulletin will be issued by the train dispatcher to protect temporary track conditions or work zone assignments. The Daily Operating Bulletin (DOB), when used to deliver track bulletins, is not addressed to a specific train. Address Changes are not necessary; however, the Train Dispatcher must be advised of the locomotive number being used to identify

the movement before movement occupies the main track.

- **A crew member or EIC must contact the train dispatcher prior to arrival on KCT dispatched property to verify the current DOB. If there are no exceptions to the DOB, the Train Dispatcher will advise that:**

“(Engine Number) may proceed on DOB #(Number)”

- **Daily Operating Bulletin properties:**

- The DOB is used to deliver track bulletins and other information
 - Speed Restrictions (Form A)
 - Protection of Men or on track Equipment (Form B – GCOR 15.2)
 - Other Specific Instructions (Form C)
 - Protection of Flagman (Form F – GCOR 6.33 as amended is SI)
 - Track Out of Service (Form O – GCOR 15.4 / GCOR 15.5)
 - Track Condition Messages (TCM)
- The DOB does not grant authority to occupy main track.
- The DOB will be issued a minimum of one time a day, or more as required.
- Employees must always review the entire DOB for completeness.
- Additions to the DOB are permitted in accordance with GCOR Rule 15.7
- Deletions from the DOB are permitted in accordance with GCOR Rule 15.13
- Employees whose duties are affected by a timetable, must have a current copy of the DOB. This DOB will be in effect for that entire tour of duty.

- **Receipt and Comparison of Daily Operating Bulletin**

- All crew members must possess a current DOB at their initial station unless otherwise instructed by the train dispatcher
- Each crew member must read and understand the DOB.
- All crew members are responsible for complying with the requirements of the DOB and reminding each other of those requirements.
- Employee in Charge (EIC of on-track equipment, Roadway Workers, or operators of other On-Track Equipment must possess a current DOB, unless otherwise instructed by the train dispatcher.
- A crew member or EIC must contact the train dispatcher prior to arrival on KCT dispatched property to verify the current DOB. If there are no exceptions to the DOB, the Train Dispatcher will advise that:

“(Engine Number) may proceed on DOB #(Number)”

- **Conditions or Restrictions**

Will be issued using the following format:

- Cover Page
- Restrictions separated into each Line Segment
- System Wide Bulletins/Messages
- Blank bulletins for copying of any mandatory directives or other instructions

- **Addition or Deletion**

When adding items to a DOB the Train Dispatcher will state what the addition/deletion will take place, after acknowledgement of ready to copy, the dispatcher will issue addition / deletion.

GCOR 6.33 Flagman (Addition)

To protect contractor workers and/or men and equipment, a Flagman must be in possession of the current Daily Operating Bulletin, and all necessary personal protective equipment, including a hard hat.

Before beginning work, a Flagman must conduct a job briefing with the field personnel and a job briefing and communication check with the Train Dispatcher.

When a flagman is specified on the Daily Operating Bulletin, it will be communicated in the Daily Operating Bulletin, under the appropriate Line Segment as a Form “F”.

A. Entering Work Zone Limits

A train must not enter the work zone limits specified during the time specified on the Form F unless instructed by the Flagman. If unable to contact the Flagman at the specified milepost, a train may proceed through the specified limits at RESTRICTED SPEED (Head End Restriction Only) after contacting the train dispatcher.

A train within the specified limits during the specified time must not make further movement unless instructed by the Flagman. If unable to contact the Flagman proceed at RESTRICTED SPEED (Head End Restriction Only) and contact the train dispatcher.

A crew member must attempt to contact the Flagman in advance to avoid delay, giving the trains location and track being used.

The Flagman will use the following format to establish communication with the Train:

“Flagman _____, using DOB #____, Item #____, between MP _____ and

MP _____ on Line Segment _____”

Trains within the limits, unless otherwise restricted, must move at the speed specified by the Flagman.

If no speed is specified by the Flagman, trains will move at Restricted Speed through the limits (Head End Restriction Only).

After communication with the train has been established, the Flagman will use the following format to grant a train permission to proceed through the Work Zone limits:

“(Engine Number) may enter the work zone limits between MP _____ and MP _____, Line Segment _____ and proceed at (Specify Speed), specifying route”.

To require a train to stop at a designated location within the Flagman’s limits, add the following:

- “Stop at MP _____ and call for further instructions”

B. Repeat of Instructions

A Crew Member must repeat the above instructions, and the employee giving the instructions must acknowledge them, before they can be followed.

Once instructions are received from the Flagman, if the track route changes from previous instructions received, contact the Flagman to determine that original instructions received are valid on new track route before proceeding on the new route.

The movement must not change direction in the limits or start movement after stopping without permission from the Flagman.

C. Flagman Absent from Location:

If unable to contact the Flagman at the specified milepost, a train may proceed through the specified limits at RESTRICTED SPEED (Head End Restriction Only) after contacting the train dispatcher.

Sound Whistle Signal 5.8.2 (8) frequently, and sound engine bell while passing through the limits under this circumstance, regardless of any quiet zone whistle prohibitions.

GCOR 15.1 Track Bulletins (Addition / Supersede)

On the Kansas City Terminal Railway, a Daily Operating Bulletin (DOB) will be issued in lieu of a Track Warrant to deliver track bulletins. Before initiating movement on a KCT Controlled track, a crew member must receive a Daily Operating Bulletin (DOB) or determine from the Train Dispatcher if any track bulletins are needed.

GCOR 15.1.1 Changing Address of Track Warrants or Track Bulletins (Supersede)

The Daily Operating Bulletin (DOB), when used to deliver track bulletins, is not addressed to a specific train.

Address changes are not necessary; however, the Train Dispatcher must be advised of the locomotive number being used to identify the movement before movement occupies the main track.

GCOR 15.1.2 Canceling a Track Bulletin: (Addition)

When necessary the Train Dispatcher can void a Track Bulletin verbally.

GCOR 15.2 Item A. Instructions received on Track Bulletin Form B (Addition)

If no speed is specified, a train authorized to proceed thru the working limits will proceed at Restricted Speed.

GCOR 15.2 Item C. Entering the Form B Limits (Addition)

Before entering the track(s) governed by the limits of a Form B track bulletin, from any location other than the beginning of the Form B limits, obtain permission from the Employee In Charge (EIC).

If a train stops within the limits of a Form B for any reason, other than instruction from the EIC, the train must obtain permission from the EIC to restart movement.

GCOR 15.2.1 Protection of On-Track Equipment (Supersede)

A Track Bulletin Form B does not grant authority for on-track equipment to occupy the main track.

GCOR 15.4 Protection When Tracks Removed from Service (Supersede)

A Form O Track Bulletin, Form C Track Bulletin, or General Order will be used to communicate tracks removed from service, in the application of Rule 15.4 and Rule 15.5 of the General Code of Operating Rules.

Before a track is removed from service, it must be protected.

In CTC territory, and at Manual Interlockings, the Train Dispatcher is responsible for applying effective blocking devices to protect the out of service portion of the railroad, when practicable, before a track bulletin is issued.

Track Bulletin Form O or Track Bulletin Form C may protect tracks removed from service designating the track(s) and naming the points at each end of the track and the employee who may authorize use of the track.

Trains must not use this track, unless the track bulletin states the name of the employee who may authorize use, and this person directs all movement.

Movement on any track identified in Track Bulletin Form O or Track Bulletin Form C, in application of this rule, must be made at restricted speed.

Proper authority from the control operator must also be received to pass an absolute signal displaying stop indication to enter the out of service track.

GCOR 15.6 Change of a General Order, Special Instructions, or Rule (Addition)

A Form C Track Bulletin may contain instructions to change a General Order, Special Instruction, or Rule.

GCOR 15.7 Copying Track Bulletins (Addition)

Add item 5) The Train Dispatcher will, if repeated correctly, state, "that is correct."

GCOR 15.10 Retaining Track Bulletins (Supersede)

Employees must retain and comply with the daily operating bulletin on all trips during their tour of duty.

Employees must be able to provide the number of the DOB in their possession to the dispatcher any time the movement enters or re-enters main track, or when requested by the train dispatcher.

GCOR 15.11 Track Condition Messages (New)

A Track Condition Message (TCM) may be used to communicate information that is not directly related to train movement, but still pertinent to train operation and employee safety. TCM's may be issued for conditions on main track or other than main track.

GCOR 15.15 Protection of Automatic Crossing Warning Device Malfunction (New)

When crossing warning devices are MALFUNCTIONING, are DISABLED, or have an ACTIVATION FAILURE, this information will be communicated using Track Bulletin Form X or Track Bulletin Form C.

- GCOR 6.32.2 applies as specified in the track bulletin.

GCOR 18.0 Section Reserved is changed to read GCOR 18.0 Rules Applicable Only in Positive Train Control (PTC) Territory

GCOR 18.1 Positive Train Control Territory (New)

PTC territory is specified in the Greater KC Operating Instructions, KCT Insert.

BNSF Trains only may operate in PTC territory with PTC cut in for the purpose of testing.

All other train movements will not cut in PTC, unless authorized by KCT Director of Transportation.

GCOR 18.2 Taking Charge of PTC Equipped Trains (New)

When taking charge of a train in PTC territory, or before entering PTC territory, the train must not depart until the engineer confirms:

1. The PTC circuit breaker and cut out switches are in the on position.
2. The PTC system on the controlling locomotive is initialized.
3. Departure test is performed at the train's initial terminal or when prompted by the PTC system.

GCOR 18.3 Broken or Missing Seals (new)

Unless authorized, do not break the protective seals on PTC devices. Train crews must report broken or missing PTC seals to the train dispatcher.

GCOR 18.4 PTC Cut Out

The PTC system may only be cut out or disabled when authorized by rule or when proper authorization, from both the Train Dispatcher and proper authority has been received.

KCT Transportation Managers can request the crew to cut out PTC to support troubleshooting activities. The cut-out activity does not authorize the moving of a controlling locomotive by train crews without authority of the Train Dispatcher.

GCOR 18.5 PTC Trip Completion (New)

At the completion of the trip, the engineer must log out of PTC.

GCOR 18.6 Consist Data (New)

The engineer must review consist data displayed by the PTC system and correct if necessary. The PTC consist data must be updated after any setouts or pickups.

The engineer must confirm all consist data displayed by the PTC system is accurate.

GCOR 18.6.1 Comparison of PTC Display Information (New)

After successful initialization and before departing, crew members on the controlling locomotive must compare information such as track bulletins, restrictions, and authorities displayed on the PTC display with the copies in their possession.

The train dispatcher may deliver mandatory directives and restrictions verbally. When a crew member receives a mandatory directive or restriction, it must then be compared to the PTC display.

When the PTC display does not conform with a wayside signal indication, maximum authorized speed, mandatory directive, timetable, or special instruction, be governed by the most restrictive.

GCOR 18.7 PTC System Inputs and Prompts (New)

Inputs and responses to prompts must be accurate and timely to prevent an unnecessary PTC enforcement or delay. The engineer must operate the train in response to a PTC prompt to prevent a penalty brake application, consistent with good train handling. If improper input or response is made, it must not be acted upon until corrected or resolved.

GCOR 18.8 PTC Enforcement (New)

If a train is stopped by PTC enforcement, the engineer must notify the train dispatcher and provide the following information:

- Identifying engine initials and number
- Time and milepost location where the PTC enforcement was initiated.
- Reason for the PTC enforcement, if known.

Milepost location of the head end of the train when stopped.

GCOR 18.9 Switching (New)

Reserved for future use.

GCOR 18.10 Working with Helper Units (New)

A. Helpers added to head end of the train

1. Perform soft cut out of the PTC system on lead engine of the train after helper unit(s) are added.
2. Train dispatcher must be notified that PTC has been cut out.
3. PTC must be cut in at the first practical location after helpers are removed.

B. No changes are required to the PTC system on the lead engine when helpers are added to the rear end of the train.

GCOR 18.11 Section Reserved

GCOR 18.12 Movements without PTC

A train may operate in PTC territory without the controlling locomotive being PTC equipped or initialized, provided the movement is engaged in freight switching, transfer train service (including yard, local, or industrial), hostling, work train service, or the assembling of trains, under the following conditions:

- A. The movement originates in a yard, or within 20 miles of a yard with the yard as the final destination point.
- B. The movement does not travel in excess of 20 miles from the point of entry onto PTC-

equipped main track.

- C. The movement must not exceed Restricted Speed unless all the following requirements are met:
- a. No other train or locomotive is operating in the same authorized limits without operational PTC.
 - b. No roadway worker has working limits on any part of the same authorized limits.
 - c. A Class 1, 2, or Transfer Train brake test has been performed in which case the movement must not exceed 30 MPH.

GCOR 18.13 Positive Train Control (New)

PTC is an overlay system designed to assist crews in the safe operation of their train. Information displayed by the PTC system is for display purposes only and is not to be used to relieve a crew of their responsibilities under existing rules for the train's current method of operation.

GCOR 18.14 Training / Qualification (New)

Only PTC qualified employees are authorized to operate PTC enabled equipment within PTC territory.

GCOR 18.15 Initializing PTC (New)

Prior to initializing PTC, a crew member must verify with the train dispatcher that the lead locomotive is the identifying unit. If the lead engine is not PTC equipped and another engine in the consist is PTC equipped, the PTC equipped engine must be moved to the lead position, unless authorized by the train dispatcher.

GCOR 18.16 Departure Test (New)

A PTC departure brake test must be performed:

- During initialization if:
 - A successful departure test has not been completed within the last 24 hours;
 - The Onboard PTC system has been rebooted since the last departure test;
 - The PTC circuit breakers have been placed in the "ON" position since the last departure test;
 - The CUT OUT switches have been moved to the "CUT IN" position since the last departure test; or

- The previous departure test was unsuccessful;
- When the “DEPART” flag is displayed on the CDU; or
- When instructed to do so by the Kansas City Terminal Transportation Manager.

The brake pipe pressure must be above 75 psi to perform a departure test.

GCOR 18.17 Restrictions and Authorities (New)

The train crew is still responsible for adhering to all restrictions, whether they are enforceable by PTC or not.

When the PTC onboard system receives an enforceable restriction and the train is within the limits of that restriction, the PTC system will warn the crew and provide a 30 second enforcement delay to allow the crew to comply. Authorities and restrictions received enroute will be received by the crew verbally from the train dispatcher prior to the PTC system electronically receiving the restriction or authority.

PTC establishes no authority or restrictions for train movement. Only existing GCOR methods of authorizing train movements will be used.

GCOR 18.18 Loss of Electronic Display Functionality (New)

Should the PTC electronic display (CDU) become inoperable:

- Immediately stop the train consistent with good train handling
- Contact the train dispatcher and be governed by their instructions

Train must not continue movement until:

- The electronic display returns to normal operation (i.e. the PTC Onboard shows “Active” or “Disengaged” on the display screen, etc.); or,
- The train dispatcher or the PTC Help Desk gives permission for the train to proceed with PTC in the “Cut Out” mode.

GCOR 18.19 Light Locomotive Movements (New)

Locomotives, equipped with functional dynamic brakes, should not be operated on PTC enabled track unless coupled to at least 5 cars with 100% of the air brakes functioning properly on each locomotive. This rule does not apply if dynamic braking is not used to control the movement of the train or the train is not operating using PTC.

When using dynamic braking and operating using PTC, if it is necessary to operate locomotives on PTC enabled track with less than 5 cars that have 100% of the air brakes functioning properly

per locomotive, the independent brake valve handle must not be actuated if the PTC system initiates an application of the brakes.

GCOR 18.20 Operative Brake Count (New)

The PTC System must remain in the CUT OUT operating state while on PTC enabled track if more than 5% of the trains air brakes are inoperative.

GCOR 18.21 Reporting to the Train Dispatcher (New)

The engineer must report the following conditions and occurrences to the train dispatcher:

- Any discrepancies between the PTC display and any mandatory directives, rules, wayside system or other onboard system;
- Any time PTC indicates train braking is in progress;
- The train is stopped due to a PTC warning; or
- PTC is suspected of not providing a warning when it should have.

When making a report to the train dispatcher, include the following information:

- Train ID / Job Number;
- Locomotive initials and number;
- Time and Location of occurrence; and
- Any unusual occurrence / conditions which may have contributed to the problem.

GCOR 18.23 Restricted Speed in PTC Territory (New)

PTC will enforce a 20 MPH maximum speed when entering authorized limits requiring restricted speed. The PTC System will provide an over speed warning at 20 MPH and over speed braking enforcement at 21 MPH. The actual speed which allows a train to stop within ½ the range of vision will not be enforced by PTC. The crew is still responsible for adhering to the requirements of GCOR 6.27.

PTC will not enforce restricted speed to prevent train to train collisions while operating at restricted speed inside a joint authority.

GCOR 18.24 Electronically Received Permission and Authority to Occupy Main Track from the Train Dispatcher or EIC (New)

When required to receive verbal permission, or authority, to occupy the main track from the train dispatcher or an EIC, DO NOT press “RECEIVED” or “ACKNOWLEDGE” soft key on the PTC CDU until permission, or authority, have been received and “OK’d” by the train dispatcher or EIC.

Train crews must not enter or operate within track limits requiring verbal permission, or authority, to occupy without first receiving the verbal permission, or authority. This also applies to work zones, enter main track, and passing a signal displaying a stop indication.

GCOR Abbreviations (Addition)

BOS – Back Office Server

CAD – Computer Aided Dispatching System

DOB – Daily Operating Bulletin

GKCOI – Greater Kansas City Operating Instructions

PTC – Positive Train Control

GCOR Glossary Terms (Addition)

Back Office Server System (BOS / PTC)

A computer storehouse for speed restrictions, track geometry, and wayside signaling databases.

Computer Aided Dispatching System (CAD)

A computer system that provides functionality that allows the train dispatcher to manipulate signals and switches, as well as create, delete, and disseminate mandatory directives related to the speed of the railway, protection of workers, protection of highway/rail grade crossings and protection of out of service track.

Hard Cut In (PTC)

A state of the PTC system when PTC cut out switches are placed in the cut in position.

Hard Cut Out (PTC)

A state of the PTC system when PTC cut out switches are placed in the cut-out position.

Non-Enforcement State (PTC)

A state when the PTC System is cut out, failed, degraded, disengaged, or experiencing other unenforceable conditions.

PTC Equipped (PTC)

A locomotive equipped with an operable PTC System.

Positive Train Control (PTC)

A safety overlay system designed to monitor train movement and designed to prevent train to train collisions, over speed violations, movement into established work zone limits without permission, and movement over an improperly lined main track switch.

Restricted Speed Enforcement (PTC)

PTC enforcement of restricted speed is limited to the 20 MPH speed requirement specified in

GCOR 6.27. PTC cannot protect against failure to comply with the requirement to be able to stop within half the range of vision.

Soft Cut Out (PTC)

A state of the PTC system resulting from selection of the cut-out key on the PTC display.

Status – PTC (PTC)

- Cut Out
- Disengaged
- Failed
- Initializing
- Switching

Work Zone (PTC)

PTC protected Form B or Form F Track Bulletin Restriction

Robert S. Tatum
Director of Transportation
Kansas City Terminal Railway Co.

KCT General Order(s) in effect: 3