

Kansas City Terminal Railway



Timetable and Special Instructions

**Transportation Department
KCT Command Center**

Position	Name	Email	Phone
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Manager on Duty		Chief@Kctrailway.com	913-551-2179

Train Dispatchers	Phone	Radio Touch Tone	Territory Controlled
KCT East Dispatcher	913-551-2187	187	Penn Ave East to Congo
KCT West Dispatcher	913-551-2188	188	Adams St to BN Xing and ATSF Jct to Old Union

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Item 1: KCT Emergency Meeting Points

Emergency Meeting Points

Missouri

1. Midwest Scrap Gate -- Southside Rock Creek 8116 Wilson Road	16. DST East Gate - Southside Penn Ave 2570 Southwest Blvd
2. Southwest Jct -- Northside Rock Creek 7300 Hawthorne Road	17. DST West Gate - Southside BN Xing 2570 Southwest Blvd
3. Sheffield Tower 8 -- Northside Sheffield 263 Bennington	18. 25th St Gate -- Northside BN Xing 1654 W. 25th St
4. CSL Plasma Gate -- Southside Sheffield to Indep. Ave 6000 Independence Ave	19. 27th St. Gate -- 30th St to BN Xing 27th & Southwest Blvd
5. Price Chopper Gate -- Northside Indep. To Cleveland 5900 Wilson Road	20. 30th St Gate -- 30th St to BN Xing 2628 W. 29th St
6. Elmwood Gate -- Northside Indep. To Cleveland 1130 Elmwood	21. ATSF Tower 3 - ATSF Jct Area 1883 W. 25th St
7. Cleveland Gate -- Southside Cleveland Ave 1480 Cleveland Ave	22. Southend Bluff Gate - Bluff Trk 2499 W. Allen Road
8. Bridge 16 -- Northside BR16 Area 1980 Brooklyn Ave	23. KCT Pavalion -- 23rd St to 12th 2059 Wyoming St
9. 19th & Vine -- Northside Vine to Grand 1904 Vine St	24. Old Union - Tower 2 - 12th St 1101 Santa Fe
10. Paseo Gate -- Southside Woodland to Forest 2100 Flora Ave	25. Incline 911 W. 8th St.
11. Forest Gate -- Southside Woodland to Forest 2003 Forest Ave	
12. Tension Envelope -- Northside Vine to Penn 898 E. 19th St	
13. McGee St Gate -- Northside Vine to Penn 2013 McGee St	
14. Westend 280 Gate -- Northside Vine to Penn 432 W. 23rd St.	
15. Signal Headquarters -- Southside Union Station to BN Xing 2401 Pennway	
	Kansas
	26. 76 Trk Staircase 55 Berger Ave
	27. Adams St - Tower 14 45 Osage Ave
	28. Terminal Jct - West end Highline Meet at 2nd and Berger 200 Berger
	29. Mill St Yard Office 1128 S. Mill St

Item 2: Rule Books and Instructions

The following Rule Books are in effect on the Kansas City Terminal Railway. Any amendments to these rule books will be made in the Greater KC Area Operating Instructions, KCT Insert and/or by KCT General Order.

Operating: Transportation employees operating on the Kansas City Terminal Railway Company will be governed by The General Code of Operating Rules (GCOR), Seventh Edition, Effective April 1, 2015.

Maintenance of Way: Maintenance of Way employees operating on the Kansas City Terminal Railway Company will be governed by the BNSF Maintenance of Way Operating Instructions (MWOR) in effect on January 1, 2018 (including any revisions up to January 1, 2019).

Dispatchers: Kansas City Terminal Train Dispatchers will be governed by the General Code of Operating Rules (GCOR), Seventh Edition, Effective April 1, 2015 and the Kansas City Terminal Train Dispatcher's and Control Operator's manual, as amended.

Crews operating across the Kansas City Terminal Railway trackage must have a current copy of the Greater Kansas City Area Operating and Special Instructions in their possession and a current Daily Operating Bulletin that will be issued in lieu of a Track Warrant to deliver track bulletins. Crews must review all Kansas City Terminal Railway General Notices and General Orders before beginning each day's work or trip.

GENERAL ORDERS

Permanent changes, such as track or signal changes, slow orders, and rule amendments will be issued by General Order and numbered in sequential order over the signature of the Director of Transportation. They are sent via facsimile or E-Mail to all KC Area Railroads, who in turn are responsible for issuing to their crews. Such changes or instructions within General Orders will remain in effect until superseded by subsequent General Orders.

GENERAL NOTICES

Temporary conditions will be issued by General Notice and numbered in sequential order over the signature of the Director of Transportation. They are sent via facsimile or E-Mail to all KC Area Railroads, who in turn are responsible for issuing to their crews. Such conditions or changes within General Notices will remain in effect until canceled by succeeding General Notice.

Item 3: Radio Channels

RADIO

All trains and engines operating on tracks dispatched by the Kansas City Terminal Railway's Traffic Control Center will maintain 1 (one) radio set to channel 060.

Trains and engines may contact Traffic Control on channel 060 by the use of a tone in button. To contact the East Dispatcher on the Rock Creek Tower tone in 187. To contact the West Dispatcher on the ATSF Jct Tower tone in 188. Any Train or engine that cannot get channel 060 on their radio must make arrangements with Traffic Control for an alternate channel that they can be reached on prior to arrival.

When train or engine crews are relieved on KCT property (or on trains that will depart via KCT property) it is the outbound crew's responsibility to notify the Dispatcher at Traffic Control on Radio channel 060 when the train is ready to depart.

All MW and Signal forces operating on Kansas City Terminal Railway will operate on Radio Channel 026 unless directed to another channel by Traffic Control. To contact the East Dispatcher on channel 026 tone in 187. To contact the West Dispatcher on channel 026 tone in 188.

Emergency calls to either dispatcher can be made on channels 060 or 026 by toning in 911.

Item 4: KCT Control Points

KCT Control Points

<u>Station</u>	<u>Location</u>	<u>Method of Operation</u>
7 th St.	Highline at 7 th Street	CTC
30 th Street	30 th Street and Southwest Blvd.	CTC
Adams St.	Adams and Shawnee	CTC
Airline Jct.	Gardner Ave.	CTC
BN Crossing	25 th and Wyoming	Positive Train Control
Cleveland Avenue	14 th Terr. & Cleveland Ave.	Positive Train Control
Grand Avenue	East End Union Station	Positive Train Control
Highline Jct.	Kansas Ave. & Booth	CTC
Independence Ave.	Wilson & Independence Ave.	Positive Train Control
KCS	Mid-West Scrap Plant	Positive Train Control
KCS South	Mid-West Scrap Southside diamond	Positive Train Control
KCS North	Mid-West Scrap Northside diamond	Positive Train Control
Mill Street	Highline at Mill Street	CTC
North Chicago Jct	25 th and State Line	CTC
Old Union Depot	11 th and Santa Fe	CTC
Penn Avenue	West End Union Station	Positive Train Control
Rock Creek KCT	East End Blue River Yard	Positive Train Control
Rock Creek Jct.	KCS Mexico Sub -UP Sedalia Sub	Positive Train Control
Santa Fe Jct.	25 th and State Line	Positive Train Control
Sheffield	Wilson & Bennington	Positive Train Control
State Line Jct.	Highline MP 8.77	CTC
Southwest Jct	7200 Gardner Ave	CTC
UPRR Interlocking	263 Bennington	Positive Train Control
West Wye	Gardner Ave & Chouteau Trafficway	CTC

Item 5: KCT Controlled Interlockings

KCT Controlled Interlockings

Rock Creek Jct	KCT MP 0.66	Interlocking with UP Sedalia Sub
KCS Crossing	KCT MP 1.55	Interlocking with KCS Pittsburg Sub
Sheffield	KCT MP 1.81	Interlocking with UP Coffeerville Sub
BN Crossing	KCT MP 7.62	Interlocking with BNSF Ft. Scott Sub
ATSF Jct	KCT MP 7.91	Interlocking with BNSF Emporia Sub
Southwest Jct	KCS MP 5.42	Interlocking with UP River Sub

Item 6: KCT Main Track Designations

Designation of main tracks is as follows:

<u>Track #</u>	<u>Location</u>
No. 1	941 Switch at Rock Creek Jct (KCT MP 0.730 LS 1001) to the I 5 Switch at Independence Avenue Interlocking (KCT MP 2.590 LS 1001) and from the 573 Switch at Penn Ave (MP 7.026 LS 1001) to M.P. 8.875 BNSF C.P. 27 LS 2001 (Argentine Skyway—South Track)
No. 2	East Bound Control Signal at Congo (MP 0.0 LS 1001) (Across KCT Flyover—North Trk) to M.P. 8.875 BNSF C.P. 27 (LS 2001) (Across Argentine Skyway—North Track)
No. 3	East Bound Control Signal at Congo (MP 0.0 LS 1001) (Across KCT Flyover—South Track) to 573 Switch (MP 7.026 LS 1001) located at Penn Ave and from the 59 Sw (MP 7.050 LS 1001) at Penn Ave to Kansas Ave. (MP 8.600 LS 1001) (Armourdale Inbound track)
No. 4	RC35 Switch at Rock Creek KCT (MP 1.019 LS 1001) to Osage Ave (M.P. 8.370X LS 1001).
AT2	Eastbound 14 Signal (MP 7.50 LS 4001) to 317 Switch (MP 7.597 LS 4001).
AT3	Eastbound 18 Signal (MP 7.50 LS 4001) to 321 Switch (MP 7.761 LS 4001).
AT4	Eastbound 30E Signal (MP 7.69 LS 4001) to 329 Switch (MP 7.774 LS 4001).
No. 70	519 Switch at Penn Ave. (MP 7.191 LS 1001) to 2171 Switch at Old Union Depot (MP 9.655 LS 4001) ---- (Bluff Track)
No. 74	573 Switch at Penn Ave (MP 7.026 LS 1001) to UP Terminal Jct (MP 9.640 LS 3001) (Highline North Track)
No. 75	535 Switch at Penn Ave (MP 7.286 LS 1001) to UP Terminal Jct (MP 9.790 LS 3001) (Highline South Track)

- No. 76 1453 Switch (MP 8.541 LS 3001) to 52LA Signal (MP 8.662 LS 3001)
- No. 79 387 Switch at Santa Fe Junction (MP 8.218 LS 1001) to
UP EBCS Broadway (Incline) (MP 10.110 LS 4001)
(West Track)
- No. 80 457 Switch (MP 7.901 LS 4001) to
the 224 Signal (MP 10.105 LS 4001)
(Connection from Union Station to North/South Corridor to Gooseneck)
- No. 81 From the 3125 Switch (MP 8.155 LS 4001) to
226 Signal (MP 10.105 LS 4001)
(East Track)
- No. 82 I-670 (MP 8.980 LS 4001) to 2169 Switch (MP 9.709 LS 4001)
(Track changes from BN1 to track 82 @ I-670)
BNSF MP are used between I-670 and 25th St)
25th St starts KCT LS 5001 Going South towards 30th St.
- No. 213 Between the 14LB Signal (MP 9.529 LS 3001) at Mill St to
the 161 Switch (MP 9.462 LS 3001)
- No. 214 Between the 4L Signal (MP 9.202 LS 3001) and
the 4R Signal (MP 9.146 LS 3001) at 7th St
- No. 222 Connection track from KCT to KCS Main—North towards Airline Jct
- No. 223 Connection track from KCT to KCS Main—South towards Blue Valley
- No. 225 Between the 88LB Signal at the KCS to the K93 Switch
- No. 233 Connection track from KCT to UP Coffeyville Subdivision
- No. 238 Between 18LB Signal at Sheffield to 839 Switch (KCS Coburg)
- No. 243 Between 20LB Signal at Sheffield to 837 Switch (Blue Valley Industrial)
- No. 293 Connection track between Main 4 Penn Ave to BN 2 BN Crossing
- No. 295 Connection track between Track 75 Highline to BN 2
- No. 309 West Connection track from ATSF Jct to BN1 South on Ft. Scott Sub
From 449 Switch (MP 7.944 LS 1001) to
415 Switch (MP 0.43 LS 5001)

- No. 311 East Connection track from ATSF Jct to BN1 South on Ft. Scott Sub
From 447 Switch (MP 7.844 LS 1001) to
420 Switch (MP 0.37 LS 5001)
- No. 330 Connection track from Kaw River Bridge Main 4 to track 80
From the 385 Switch ATSF Jct (MP 8.214 LS 1001) to
3139 Switch ATSF Jct (MP 8.217 LS 4001)
- No. 333 Connection track from BNSF Track 5 to Main 4 Kaw River Bridge
- No. 354 Connection track of W/E of Kaw River Bridge Main 3
towards UP 18th St Yard
From the 1431 Switch Adams St. (MP 8.362 LS 1001) to
Kansas Ave (MP 8.55 LS 7001)
- No. 362 1423 Switch at Adams Street Interlocking (MP 8.453) to Kansas Ave
(MP 8.600) (Armourdale Outbound)
- No. 366 Connection track from UP Armourdale yard to KCT Mill St yard
From 1411 Switch Adams St (MP 8.542) to
The 147 Switch at Adams St (MP 8.556X).
- No. 391 Between the 2RB Signal at 7th St and the 151 Switch
(Connection going to the Spring Switch in Armourdale yard)
- No. 408 Between 100LB Signal at the KCS to the K101 Switch
And between the 34L Signal and 34R Signal at Rock Creek Jct
(Blue River Yard)
- No. 450 Between the 102LD Signal at the KCS and the K103 Switch
- No. 2088 3123 Switch (MP 8.132 LS 4001) to 329 Switch (MP 7.774 LS 4001)
- No. 2089 3121 Switch (MP 8.166 LS 4001) to 76 Signal (MP 7.760 LS 4001)
- No. 924 Connection from AT2 to KCT Main 4
Track 924 starts at the 317 Switch (MP 7.597 LS 4001) to
449 Switch (MP 7.864 LS 1001)
- No. 926 Connection track from AT4 to KCT Main 4
Track 926 starts at 463 Switch (MP 7.958 LS 1001) to
329 Switch (MP 7.774 LS 4001)
- No. 1306 Between the 50B Signal and the 247 switch at Old Union Depot
(Track coming out of Material yard)

- No. 1401 Connection track to UP Mains at St. Louis Ave
From 2195 Switch (MP 9.893 LS 4001) to
WBCS Broadway
- No. 2071 From 2179 Switch (MP 9.787 LS 4001) to
168B Signal (MP 9.384 LS 4001)
(Coal Route / BN2)
- No. 2075 From 2167 switch (MP 9.487 LS 4001) to
168C Signal (MP 9.399 LS 4001)
(19th St Back Door)
- BN 1 I-670 South to 30th St. (West Track)
(Track becomes track 82 going North of I-670)
- BN 2 168B Signal to 30th St (East Track)

Item 7: KCT Other Than Main Tracks

OTHER THAN MAIN TRACKS

- No. 27 South Exhibition Track at Union Station (Inside Parking Lot)
(Under Jurisdiction of Union Station)
- No. 28 North Exhibition Track at Union Station (Inside Parking Lot)
(Under Jurisdiction of Union Station)
- No. 109 Industry track off KCT Main 4 at MP 3.611
- No. 243 Industry track off KCT Main 4 at MP 2.036
- No. 278 Northern Storage track by Jack Stack BBQ
- No. 280 Southern Storage track by Jack Stack BBQ
- No. 1306 Material yard track by Old Union Depot
- No. 5800 Industry track to service Holmes Drywall
- No. 6108 Industry track off track 354 from 1439 Switch to 38L Signal
- No. 6109 Industry track off track 354 from 1441 Switch to 40RB Signal

Item 8: KCT Speed Restrictions

SPEED RESTRICTIONS

The Kansas City Terminal Railway Company's posted speed limits are amended to read as follows:

<u>Track #</u>	<u>Location & MP</u>	<u>Speed</u>
2 & 3	EBCS Congo (MP 0.0) to Signals at Campbell St. (MP 6.002)	40
1 & 4	941 Switch at Rock Creek Jct (MP 0.730) To WBCS Indep. Ave. (MP 2.526)	25
4	WBCS Indep. Ave (MP 2.526) to Signals at Campbell Street (MP 6.002)	40
1	Southwest Blvd. 573 Switch (MP 7.026) To WBCS C.P. 27 (MP 8.875)	30
2	Signals at Campbell St. (MP 6.002) to WBCS C.P. 27 (MP 8.875)	30
3 & 4	Signals at Campbell (MP 6.002) to BN Crossing Interlocking (MP 7.545)	30
3 & 4	BN Crossing Interlocking (MP 7.545) to Santa Fe Jct Interlocking (MP 8.030)	15
3 & 4	Santa Fe Jct Interlocking (MP 8.030) to Osage Ave (MP 8.37X) and Kansas Ave. (MP 8.60) (to/from Mill St., UP-Armourdale, & 18 th St. Yards)	10
70	519 Switch (MP 7.191) to Old Union Depot Interlocking (MP 9.179)	10
74 & 75	Southwest Blvd. (MP 7.270) to Terminal Jct. (MP 9.790)	30
79, 80, & 81	ATSF Jct. Interlocking (MP 7.500 through Old Union Depot Interlocking (MP 10.105)	25
27, 28, 29, & 30	Union Station Tracks	15
BN1 & BN2	Between St. Louis Ave and 30 th St NBCS 30 th St	20

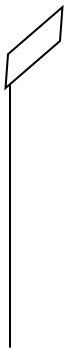
362	Between the 1423 Switch (MP 8.453) and Kansas Ave (MP 8.60)	10
	Connection tracks 79 & 330 between North Chicago Junction and East end of Kaw River Bridge.	10
	All connections between KCT tracks and tracks of other railroads. Except as noted below:	15
	• Union Pacific connection at Rock Creek Jct.	25
	• Connection between track 75 in the 7 th St Interlocking (M.P. 9.3) and UP East Armourdale C.P. K902	30
	• Connection between track 75 in the Mill Street Interlocking (M.P. 9.8) and UP East Armourdale C.P. K 903	30
	• Tracks 924 and 926 between Santa Fe Jct and BN Crossing	25
	• Connection track 333 between East End Kaw River Bridge and ATSF Track 5	10
	• Maximum authorized speed through connection from UP Coffeeville Sub to KCT Main 4 at Sheffield (Track 233)	10
	Diverging routes, all locations, entire length of train, Except as noted below:	15
	• Maximum authorized speed through turnout at East end of Main 4 (MP 1.020) (935 Switch) at Rock Creek Jct.	25
	• Maximum authorized speed through crossovers in Independence Avenue Interlocking Plant (MP 2.850) (between tracks 1, 2, & 3)	40
	• Maximum authorized speed through crossovers in Cleveland Avenue Interlocking Plant (MP 3.950) (between tracks 2, 3, & 4)	40
	• Maximum authorized speed through crossovers in Grand Ave Interlocking (MP 6.250) (between tracks 2, 3, &4)	30

- Maximum authorized speed through crossovers in Penn Ave Interlocking (MP 7.00) (All tracks, All routes, except Union Station tracks) 30
- Maximum authorized speed through crossovers in State Line Interlocking Tracks 74 & 75 (M.P. 7.900) 30
- Maximum authorized speed through turnout in Highline Jct. Interlocking Tracks 74 & 76 (M.P. 8.541) 25
- Maximum authorized speed through crossover in Mill Street Interlocking (M.P. 9.400) 30
- Maximum authorized speed through turnout at BN Crossing 457 switch (MP 7.901, Line Segment 1001) to 3123 Switch (MP 8.132, Line Segment 4001) Connection from Union Station to North/South Corridor 10

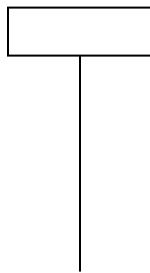
No Flags displayed for temporary speed restrictions on KCT Tracks.

Item 9: Posted Signs

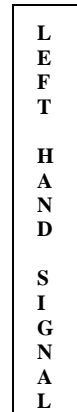
SIGNS LOCATED THROUGHOUT THE KANSAS CITY TERMINAL RAILWAY COMPANY INDICATE THE FOLLOWING:



Speed Limit



Mile Post



Left Hand Signal

Item 10: KCT Track Restrictions

TRACK RESTRICTIONS

The following track restrictions are in place on the KCT:

Southward train and engine movements from track 295 (Kenefick Connection) to Cooper's Lead (Glen Park Yard) over the 5 switch reverse are prohibited.

Track 1306 in Old Union Depot Control Point (MW Equipment Track) is restricted to four (4) axle locomotives.

All loaded or empty cars that are 80 feet or longer coupled to any car less than 50 feet (this includes any car less than 50 feet coupled to an engine) must not be coupled together when using the connection track (Track 333) between ATSF Track 5 (MP 7.76, Line Segment 4001) at ATSF Jct and KCT Main 4 (MP 8.00, Line Segment 1001).

Movements in / out of UP Armourdale Yard

Trains entering or departing UP Armourdale yard will be governed as follows:

Departing Armourdale yard via low lines, a train is required to contact BOTH the UP Armourdale Yardmaster (Channel 096) and the KCT Dispatcher (Channel 060) to ensure both parties are ready.

Trains entering Armourdale yard via low lines are required to contact the UP Armourdale Yardmaster (Channel 096) prior to crossing over Kansas Ave.

Track Designations are as follows:

The East/North track will be designated as the "Inbound"

The West/South track will be designated as the "Outbound".

Item 11: KCT Clearances

CLEARANCES

KCT Dispatcher will be notified of all High/Wide loads (Anything Greater than 11'0 is considered dimensional on the KCT) and their placement in train.

All dimensional shipments are cleared through the BNSF Railway Clearance Department. Please see Dimensional Shipment Authorization (Item 15, Page 46).

Maximum height permissible on KCT track 70 (Bluff Track) is 20 ft. 0 in.

Bluff track is restricted to bulk commodity trains (coal/grain) unless approved by KCT Manager.

Maximum height permissible on all other KCT tracks is 21 ft. 0 in.

NOTE: The Kansas River Bridge will not clear men on sides of cars. Loads in excess of 13 ft. 6 in. must be walked across Kansas River Bridge after notifying dispatcher of same.

Item 12: Electric Switch Locks

ELECTRIC SWITCH LOCKS

An electrically locked switch is a hand operated switch, the lock of which is remotely controlled. Permission to unlock must be obtained from Traffic Control before lock is removed from the keeper. The following is a list of the locations of all electric lock switches:

<u>Location</u>	<u>Switch No.</u>	<u>Track</u>	<u>MP</u>
230 ft. West of 12 th Street	109	4	3.61
23 rd St	570	BN1	8.22

Item 13: General Code of Operating Rule Amendments

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 1.3.3 Circulars, Instructions, and Notices (Addition)

Add the following:

Director Notices (Transportation – Train Dispatchers)

- Provides instructions/information for train dispatchers

GCOR 1.11.1 Napping (Application)

This rule does not apply on the KCT. Napping is not permitted.

GCOR 1.36 Dimensional Shipments (Addition/Application)

(Addition) Any train carrying a dimensional shipment (anything greater than 11'0" on the KCT), must report it to the train dispatcher prior to arrival on KCT trackage. KCT dispatcher will conduct a job briefing with the train crew regarding any restrictions prior to moving the train.

(Application) For further information regarding the movement and authorization of dimensional shipments, please refer to Section 15, Page 35) in KCT Special Instructions.

GCOR 1.44 Duties of Train Dispatchers (Addition)

Add the following:

- Train Dispatchers are responsible for complying with instructions in the Train Dispatchers Manual.
- Additions, deletion, or changes to the Train Dispatchers Manual will be communicated through the issuance of Directors Notices.

GCOR 1.48 Time (Addition)

Add the following:

All time will be issued in Central Time using a 24-hour format. Current time may be obtained from the Train Dispatcher.

The “Uniform Time Act of 1966” (Amended by “Energy Policy Act of 2005”) provides that the standard time of each time zone shall be advanced one hour or back one hour as follows:

- At 0200 on the second Sunday in March, each year, Standard Time is advanced one hour to 0300,
- At 0200 on the first Sunday in November, each year, Standard time is set back one hour to 0100.

Employees are responsible for assuring that watches are changed accordingly, and time comparison made with a standard clock or the Train Dispatcher as soon as practical after a time change occurs.

GCOR 2.2 Required Identification (Application)

Proper format for identification, (examples):

Fixed Location:

- “KCT East Dispatcher”
- “KCT West Dispatcher”

GCOR 2.3 Repetition (Addition)

Add the following bullet:

- When a transmission is repeated correctly, the response must be “THAT IS CORRECT.”

GCOR 2.14.1 Verbally Transmitting and Repeating Mandatory Directives (Addition)

Add the following paragraph:

Apply the following when verbally transmitting and repeating a mandatory directive identified by numbers separated with a hyphen.

- State the entire first number
- State number before the hyphen and state or spell each digit
- State number after the hyphen and state or spell each digit

Example: Authority Number 513-17, “ 513; 5, 1, 3 dash 17; 1, 7”

GCOR 2.21 Electronic Devices (Application)

Personal electronic devices must be powered off and stowed out of sight, with any earpiece removed when:

- In the Dispatching Offices

In the application of this rule, wristwatch like devices, worn by the employee, which can transmit or receive information beyond time and date, are considered personal electronic devices. This includes such devices as Apple Watches, and personal monitors such as Fitbit and equivalent fitness monitoring devices. All restrictions related to personal electronic devices apply to the use of these devices while on duty.

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 5.6 Unattended Fusee (Application)

This rule does not apply on the KCT. The use of Fusees are prohibited on the KCT.

GCOR Rule 5.10 Markers (Addition)

Add the following bullet:

- A marker of the prescribed type will be displayed at the rear of every train, except when switching operations involve movement of less than ½ mile.

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 6.3 Main Track Authorization (Addition)

On the KCT, Track and Time (GCOR 10.3) may be issued within Manual Interlockings by the control operator.

GCOR Rule 6.4.1 Reverse Movements (Supersede)

KCT Train Dispatcher or control operator must authorize all reverse movements even within the same signaled block unless main track authorization is Track and Time. If authority is Joint Track and Time, obtain permission from the employee authority is Joint with.

This does not apply if the rear of the train is in other territory. (e.g. Rear of train is in Armourdale yard, contact Armourdale yardmaster or if rear of train is on Marceline Subdivision, contact Marceline Dispatcher).

GCOR 6.29.1 Inspecting Passing Trains (Application)

When a train is stopped and is met or passed by another train, crew members must inspect the passing train. The trainman's inspection must be made from the ground if there is a safe location, however the trainman is required to stay on same side of track as their stopped train.

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 / 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 7.9 Switching Passenger or Occupied Outfit Car (Application)

Before moving passenger equipment or occupied outfit cars, ensure ground power has been disconnected and power cables on cars are secured.

GCOR Rule 10.3 Track and Time (Application)

Prior to granting track and time, the control operator must conduct a job briefing with the field employee of the limits that will be issued. The dispatcher must verify that the control machine is properly blocking and stating limits.

Limits designated by a switch extend to the Clearance Point of that switch. When issuing track and time to a Clearance Point of a Switch, use a trailing point side of switch. DO NOT issue track and time to the Clearance Point of a facing point switch. Limits designated by a Conflicting track, extend to the Clearance Point of the conflicting track.

Limits designated by “Switch No” extend only to the signal governing movement over the switch.

Limits designated by “Switch Yes” include the designated track between the outer opposing absolute signals of the control point. At a control point with one or more crossovers, when track and time is issued on adjacent tracks, the crossovers are included in the limits.

GCOR 10.3 C. Releasing Authority

When releasing Track and Time on the KCT, the field employee will notify the dispatcher which authority they are intending to release. Once the dispatcher advises the authority is displayed, the field employee will continue with the release by stating:

- Employee’s Name
- Reporting Clear of Authority Number (State Authority Number)
- Between (State Limits of Authority)

The Dispatcher will then repeat the release by stating:

- Employee’s Name releasing Authority
- Reporting Clear of Authority Number (State Authority Number)
- Between (State Limits)
- At (State Release Time)
- Dispatcher’s initials
- Is that Correct?

Field Employee will then repeat back the release time if all information was correct.

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

Item 14: Maintenance of Way Operating Rule Amendments

The following terms are used in the application of Special Instructions to the Maintenance of Way 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 MWOR
- **ADDITION:** Adds an item(s) to an existing MWOR Rule
- **SUPERSEDE:** Replaces an existing MWOR Rule with a new rule or instructions
- **APPLICATION:** Provides information on the meaning or interpretation of a rule on the KCT.

MWOR 1.11.1 Napping (Application)

This rule does not apply on the KCT. Napping is not permitted.

MWOR 1.44 Duties of Train Dispatchers (Addition)

Add the following:

- Train Dispatchers are responsible for complying with instructions in the Train Dispatchers Manual.
- Additions, deletion, or changes to the Train Dispatchers Manual will be communicated through the issuance of Directors Notices.

MWOR 1.48 Time (Addition)

Add the following:

All time will be issued in Central Time using a 24-hour format. Current time may be obtained from the Train Dispatcher.

The “Uniform Time Act of 1966” (Amended by “Energy Policy Act of 2005”) provides that the standard time of each time zone shall be advanced one hour or back one hour as follows:

- At 0200 on the second Sunday in March, each year, Standard Time is advanced one hour to 0300,
- At 0200 on the first Sunday in November, each year, Standard time is set back one hour to 0100.

Employees are responsible for assuring that watches are changed accordingly, and time comparison made with a standard clock or the Train Dispatcher as soon as practical after a time change occurs.

MWOR 2.3 Repetition (Addition)

Add the following bullet:

- When a transmission is repeated correctly, the response must be “THAT IS CORRECT.”

MWOR 2.14.1 Verbally Transmitting and Repeating Mandatory Directives (Addition)

Add the following paragraph:

Apply the following when verbally transmitting and repeating a mandatory directive identified by numbers separated with a hyphen.

- State the entire first number
- State number before the hyphen and state or spell each digit
- State number after the hyphen and state or spell each digit

Example: Authority Number 513-17, “ 513; 5, 1, 3 dash 17; 1, 7”

MWOR 5.4 Flags for Temporary Track Conditions (Application)

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

- MWOR 5.4.1 Temporary Restrictions
- MWOR 5.4.2 Display of Yellow Flag
- MWOR 5.4.3 Display of Yellow/Red Flag
- MWOR 5.4.5 Display of Green Flag

MWOR 5.6 Fusee (New)

The use of Fusee's are prohibited on the KCT.

MWOR Rule 5.10 Markers (Addition)

Add the following bullet:

- A marker of the prescribed type will be displayed at the rear of every train, except when switching operations involve movement of less than ½ mile.

MWOR 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.

MWOR 6.2.3 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:**

“(Employee) 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 MWOR Rule 15.7
 - Deletions from the DOB are permitted in accordance with MWOR 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 coping 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.

MWOR Rule 6.4.1 Reverse Movements (Supersede)

KCT Train Dispatcher or control operator must authorize all reverse movements even within the same signaled block unless main track authorization is Track and Time. If authority is Joint Track and Time, obtain permission from the employee authority is Joint with.

This does not apply if the rear of the train is in other territory. (e.g. Rear of train is in Armourdale yard, contact Armourdale yardmaster or if rear of train is on Marceline Subdivision, contact Marceline Dispatcher).

MWOR 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 / 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”.

D. 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”

E. 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.

F. 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.

MWOR Rule 10.3 Track and Time (Application)

Prior to granting track and time, the control operator must conduct a job briefing with the field employee of the limits that will be issued. The dispatcher must verify that the control machine is properly blocking and stating limits.

Limits designated by a switch extend to the Clearance Point of that switch. When issuing track and time to a Clearance Point of a Switch, use a trailing point side of switch. DO NOT issue track and time to the Clearance Point of a facing point switch. Limits designated by a Conflicting track, extend to the Clearance Point of the conflicting track.

Limits designated by “Switch No” extend only to the signal governing movement over the switch.

Limits designated by “Switch Yes” include the designated track between the outer opposing absolute signals of the control point. At a control point with one or more crossovers, when track and time is issued on adjacent tracks, the crossovers are included in the limits.

Reporting Clear of Authority

When reporting clear of Track and Time on the KCT, the field employee will notify the dispatcher which authority they are intending to release. Once the dispatcher advises the authority is displayed, the field employee will continue with the release by stating:

- Employee's Name
- Reporting Clear of Authority Number (State Authority Number)
- Between (State Limits of Authority)

The Dispatcher will then repeat the release by stating:

- Employee's Name releasing Authority
- Reporting Clear of Authority Number (State Authority Number)
- Between (State Limits)
- At (State Release Time)
- Dispatcher's initials
- Is that Correct?

Field Employee will then repeat back the release time if all information was correct.

MWOR 15.1 Track Bulletins (Application)

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.

MWOR 15.1.1 Track Bulletin Form B Request and Verification (Supersede)

Request for a tack bulletin Form B at least 12 hours in advance of the desire effective time. Request must be submitted to the KCT Transportation Manager when practical.

Track Bulletins that have been requested are not in effect until a copy of the track bulletin is received or the train dispatcher advises that all trains will be protected by track bulletin.

Job brief with the train dispatcher prior to the Form B effective time.

Protect the Form B until the track bulletin has expired and track flags have been removed.

MWOR 15.1.3 Canceling a Track Bulletin: (Addition)

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

MWOR 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.

MWOR 15.2 Item D. 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.

MWOR 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.

MWOR 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.

MWOR 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.

MWOR 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.

MWOR 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.

MWOR 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

MWOR 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

Item 15: Dimensional Shipment Authorization

Dimensional Shipment Authorization

For dimensional shipments to travel across the KCT trackage, KCT request a minimum of 12 hrs notice and the following needs to occur:

1. Railroad handling shipment when it arrives KCT Tracks is responsible in supplying the BNSF Railroad the shipment dimensions.
2. BNSF is responsible for supplying the handling railroad any restrictions that apply to the shipment.
3. The handling railroad is responsible for adding the restrictions to the clearance paperwork and delivering the clearance paperwork to the crew handling the shipment and the KCT Railroad. KCT can be delivered via electronic mail to: Chief@KCTRailway.com
4. KCT will be responsible in making sure the dispatchers have the necessary paperwork to move the shipment across the KCT tracks.

For dimensional shipments to travel across the KCS main line between Airline Jct and KCS Diamonds, the following needs to occur:

1. Railroad handling shipment when it travels on KCS Main line is responsible in supplying the KCS Railroad the shipment dimensions.
2. KCS Railroad is responsible for supplying the handling railroad any restrictions that apply to the shipment.
3. The handling railroad is responsible for adding the restrictions to the clearance paperwork and delivering the clearance paperwork to the crew handling the shipment and the KCT railroad. KCT can be delivered via electronic mail to: Chief@KCTRailway.com
4. KCT will be responsible in making sure the dispatchers have the necessary paperwork to move the shipment across the KCT tracks.

For a dimensional shipment to travel on UP Mains between Rock Creek Jct and Southwest Jct, the following needs to occur:

1. Railroad handling shipment when it travels on UP Main line is responsible in supplying the UP Railroad the shipment dimensions.
2. UP Railroad is responsible for supplying the handling railroad any restrictions that apply to the shipment.
3. The handling railroad is responsible for adding the restrictions to the clearance paperwork and delivering the clearance paperwork to the crew handling the shipment and the KCT railroad. KCT can be delivered via electronic mail to: Chief@KCTRailway.com

4. KCT will be responsible in making sure the dispatchers have the necessary paperwork to move the shipment across the KCT tracks.

KCT utilizes Route Numbers on Dimensional Clearance Work. If any portion of your train transverses over a particular route, then it must be cleared for that route number.

In the back of this KCT insert is a map that depicts all the different routes broken down in color.

Dimensional Shipment Routes on the KCT

East/West Routes:

- 112: Rock Creek Jct to Indep. Ave via low lines
- 113: Congo to Indep. Ave via Sheffield Flyover
- 117: Indep. Ave to ATSF Jct
- 1512: ATSF Jct to UP Armourdale yard or KCT Mill St. yard
- 1513: Penn Ave to CP 2.7 via Argentine Skyway
- 1514: Penn Ave to Terminal Jct via Highline (Tracks 74 & 75)
- 1522: Adams St to Kansas Ave track 354

North/South Routes:

- 120: ATSF Jct to I-670
- 1510: I-670 to Gooseneck
- 1511: Penn Ave to St. Louis Ave (Bluff Track Only)
- 1520: 25th St. to 30th St (Ft. Scott Sub)

KCS Dimensional Desk is responsible for clearing between Airline Jct and KCS/KCT Diamonds.

UP Dimensional Desk is responsible for clearing between Rock Creek Jct and Southwest Jct.

Movements off Hannibal Bridge will need the following Routes Cleared

If going to Argentine Yard:	1510 & 120
If going to Armourdale or Mill St. Yard:	1510, 120, & 1512
If going to UP 18 th St. via track 354:	1510, 120, 1512, & 1522
If going to UP 18 th St. via Hickory:	1510
If going to Marceline Sub, KCS, UP Sheffield:	1510, 120, 117 & 113

Movements off Marceline Sub will need the following Routes Cleared

If going to BNSF Argentine via low lines:	112, 113, & 117
If going to BNSF Argentine via Skyway:	112, 113, 117, & 1513
If going to BNSF Ft. Scott Sub:	112, 113, 117, & 1520
If going to Murray yard or UP Neff via incline:	112, 113, 117, 120, & 1510
If going to UP Armourdale or KCT Mill St. yard:	112, 113, 117, & 1512
If going to UP Kansas Sub or track 76 via Highline:	112, 113, 117, & 1514

Movements off Airline Jct will need clearance from the KCS Dimensional Shipment desk in addition to the above KCT Route Codes.

Movements off Rock Creek Jct (UP River Main, UP Sedalia Sub, or KCS GWWR Main) going to UP Neff via Southwest Jct, KCS Knoche Yard, KCS Blue Valley will need clearances from UP Dimensional Shipment desk in addition to above KCT Route Codes.

Item 16: KCT Block and Interlocking Signals

Rule	Name	Aspects	Indications	
9.1.1	Clear		Proceed	
9.1.2	Diverging Clear		Proceed on diverging route not exceeding prescribed speed through turnout.	
9.1.3	Approach Medium		Proceed prepared to pass next signal not exceeding 30 MPH	
9.1.4	Approach Diverging		Proceed prepared to advance on diverging route at the next signal not exceeding prescribed speed through turnout	
9.1.5	Approach		Proceed, immediately reducing to 30 MPH, prepared to stop at next signal.	
9.1.6	Diverging Approach Medium		Proceed on diverging route not exceeding prescribed speed through turnout, prepared to pass next signal not exceeding 30 MPH	
9.1.7	Diverging Approach		Proceed on diverging route not exceeding prescribed speed through turnout, prepared to stop at next signal. Trains exceeding 30 MPH must immediately reduce to that speed	
9.1.8	Approach Restricting		Proceed prepared to pass next signal at restricted speed	
9.1.9	Restricting		Proceed at restricted speed	
9.1.10	Stop		STOP, before any part of train or engine passes the signal.	
Legend:	Lunar Signal	Flashing Signal	Dark Signal	Number Plate
Aspects shown in Rules 9.1.1 and 9.1.3 through 9.1.8 may be displayed on signals with or without number plates on signal mast.				