

KANSAS CITY TERMINAL RAILWAY COMPANY

GENERAL ORDER NO. 3

January 20, 2021

ALL CONCERNED:

KCT General Order No. 1, dated January 1, 2021 and General Order No. 2, dated January 19, 2021 are cancelled.

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

Operating: Transportation employees on the Kansas City Terminal Railway Company will be governed by the General Code of Operating Rules (GCOR), Eighth Edition, Effective April 1, 2020.

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 revisions through December 1, 2019.

Dispatching: Kansas City Terminal Train Dispatchers will be governed by the General Code of Operating Rules (GCOR), Eighth Edition, Effective April 1, 2020 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 Instructions dated January 1, 2020 in their possession and review all Kansas City Terminal Railway General Notices and General Orders before beginning each day's work or trip. All modifications to the Greater Kansas City Area Operating Instructions are made in the aforementioned General Orders.

Revisions to the KCT Portion of the Greater KC Area Operating Instructions

Item 4: KCT Control Points

Station	Line Segment	Controlling Dispatcher	Method of Operation	PTC Enabled
7 th Street	3001	West	CTC	No
30 th Street	5001	West	CTC	No
Adams Street	1001	West	CTC	No
Airline Jct	KCS	East	CTC	No
BN Crossing	1001	West	CTC	Yes
Cleveland Ave	1001	East	CTC	Yes
Grand Ave	1001	East	CTC	Yes
Highline Jct	3001	West	CTC	No
Independence Ave	1001	East	CTC	Yes
KCS	1001	East	CTC	Yes
KCS South	KCS	East	CTC	Yes
KCS North	KCS	East	CTC	Yes
Mill Street	3001	West	CTC	No
North Chicago Jct	4001	West	CTC	No
Old Union Depot	4001	West	CTC	No
Penn Ave	1001	East	CTC	Yes
Rock Creek JCT	UP Sedalia	East	CTC	Yes
Rock Creek KCT	1001	East	CTC	Yes
Santa Fe Jct	1001	West	CTC	Yes
Sheffield	1001	East	CTC	Yes
State Line Jct	3001	West	CTC	No
Southwest Jct	UP Sedalia	East	CTC	No
UPRR Interlocking	1001	East	CTC	Yes
West Wye	KCS Pittsburg East		CTC	No

Item 5: KCT Controlled Manual Interlocking

KCT Controlled Manual 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 Coffeyville 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 8: 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	MP 2.526 (WBCS Indep. Ave) 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	BN Crossing Interlocking (MP 7.54) to 457 Switch (MP 7.90) (Switch that takes you North towards Gooseneck/Incline)	25
4	BN Crossing Interlocking (MP 7.54) to 463 Switch (MP 7.96)	25

	(Switch that takes you towards ATSF Diamond/Kaw Bridge)	
3	457 Switch (MP 7.90) to Santa Fe Diamond (MP 8.03)	15
4	463 Switch (MP 7.96) to Santa Fe Diamond (MP 8.03)	15
3 & 4	Santa Fe Diamond (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
80	BN Crossing and 25 th St	10
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	From St. Louis Ave to NBCS 30 th St.	20
362	Between the 1423 Switch (MP 8.453) to Kansas Ave (MP 8.600)	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. 9.150) and UP East Armourdale C.P. K902. (153 Crossover).	30
	• Connection between track 75 in the Mill Street Interlocking (M.P. 9.400) and UP East Armourdale C.P. K 903 (161 Turnout).	30
	• Tracks 924 and 926 between Santa Fe Jct and BN Crossing	25
	• Connection track 333 between Kaw River Bridge and ATSF Track 5	10

- Maximum authorized speed through connection track 233 from UP Coffeyville Sub to KCT Main 4 at UPRR Interlocking 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 7.000) (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 7.76, Line Segment 1001) to 3123 Switch (MP 7.97, Line Segment 4001) Connection from Union Station to North/South Corridor 10
- Maximum authorized speed through crossover 449 at BN Crossing Crossover from Main 4 (MP 7.86) to track 924 (MP 7.94) 25
- Maximum authorized speed through crossover 445 at BN Crossing Crossover from Main 3 (MP 7.83) to Main 4 (MP 7.94) 25

No Flags displayed for temporary speed restrictions on KCT Tracks.

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

Item 13 is deleted in its entirety (pages 17-35) and replaced with the amendments noted below.

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 1.5 Drugs and Alcohol (Addition)

The use or possession of alcoholic beverages while on duty or on company property is prohibited. Employees must not have any measurable alcohol in their breath or in their bodily fluids when reporting for duty, while on duty, or while on company property.

The use or possession of intoxicants, over the counter or prescription drugs, narcotics, controlled substances, or medication that may adversely affect safe performance is prohibited while on duty or on company property, except medication that is permitted by a medical practitioner and used as prescribed. Employees must not have any prohibited substances in their bodily fluids when reporting for duty, while on duty, or while on company property.

The possession of drug paraphernalia, drug test adulterants, or specimen substitutions are prohibited.

No regulated employee may use a controlled substance at any time, whether on duty or off duty, except as prescribed by a medical practitioner and used as prescribed.

The treating medical practitioner must make a good faith judgment, with notice of the employee's assigned duties that use of the substance by the employee at the prescribed or authorized dosage level is consistent with the safe performance of the employee's duties.

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 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 5.4.3 Display of Yellow/Red Flags
- 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 (DOB) may remain in effect for multiple days and will continue to

be active for 12 hours after being superseded by a subsequent DOB. The Daily Operating Bulletin will be posted by 18:00 hours daily at www.kctrailway.com/dob . Crews should check the website when they come on duty for the most current Daily Operating Bulletin in effect.

The Daily Operating Bulletin (DOB) 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 Employee In Charge (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)”

- **If a train is initialized with PTC on the KCT, they do not need to Verify with the KCT Dispatcher what Daily Operating Bulletin they used to initialize with.**
- **However, any RELIEF CREWS that relieve a train enroute to KCT must verify what DOB they are operating on regardless of PTC status.**

- 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 in 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 unless initialized with PTC as noted above. 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 18.1 Positive Train Control Territory (Amended)

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.

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

GCOR 18.8.1 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 18.10 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

The Train Dispatcher must authorize a train to 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 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 18.14 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 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 17: KCT Signal Awareness Forms

Updated KCT Signal Awareness Forms can be downloaded from our website.

www.kctrailway.com

Click on KCT Railway Tools

- KCT Operating Instructions
 - Section 2 – KCT Signal Awareness Form

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

KCT General Order(s) in effect:

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