

KANSAS CITY TERMINAL RAILWAY COMPANY

GENERAL ORDER NO. 1

January 1, 2023

ALL CONCERNED:

KCT General Order and Notices dated Calendar Year 2022 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

Page 2: Transportation Department

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Manager on Duty – Chief@KCTRailway.com, 816-627-0119

KCT East Dispatcher – 816-627-0112

KCT West Dispatcher – 816-627-0111

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 Interlocking	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 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) (Switch that takes you towards ATSF Diamond/Kaw Bridge)	25
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	10

	Osage Ave (MP 8.37X) and Kansas Ave. (MP 8.60) (to/from Mill St., UP-Armourdale, & 18 th St. Yards)	
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
KCS Main	Between West Wye (KCS MP 5.015) to 21 South Switch (KCS MP 5.427)	15
KCS Main	Between 21 South Switch (KCS MP 5.427) to Northbound 2N Signal (KCS MP 6.154)	25
KCS Main	Between Northbound 98L Signal (KCS MP 6.25) To Northbound 2N Signal (KCS MP 5.427)	40
Drawbridge One	Between Southbound 22LB Signal (KCS MP 5.339) To 25 Switch (KCS MP 5.376)	25
Drawbridge Two	Between Southbound 22LA Signal (KCS MP 5.342) To 21 South Switch (KCS MP 5.427)	25
	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 25

Crossover from Main 4 (MP 7.86) to track 924 (MP 7.94)

- Maximum authorized speed through crossover 445 at BN Crossing 25
Crossover from Main 3 (MP 7.83) to Main 4 (MP 7.94)

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: General Code of Operating Rule Amendments

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 2.21 Electronic Devices is amended as follows:

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

Electronic Device – An electronic or electrical device used to conduct oral, written, or visual communication; place or receive a telephone call; send or read an electronic mail message or text message; look at pictures; read a book or other written material; play a game; navigate the internet; navigate the physical world; play, view, or listen to a video; play, view or listen to a television broadcast; play or listen to music; execute a computational function; or, perform any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee or another employee from a safety-related task.

Railroad Operating Employee – An individual who is:

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

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

A. Personal or Railroad Supplied Electronic Device

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

- To respond to an emergency situation involving the operation of the railroad
- To respond to an emergency encountered while on duty
- As a communication device in the event of radio malfunction
- To refer to a railroad rule, special instruction, timetable or other directive using

the digital storage and display function while inside the controlling cab of a locomotive, train or on track equipment after there has been a job briefing and all crew members agree that it is safe to do so.

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

B. Personal Electronic Devices

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

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

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

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

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

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

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

A personal stand-alone calculator, digital watch whose only purpose is as a timepiece and

medical devices that are consistent with the railroad's standards may be used as necessary in the performance of duties.

C. Railroad Supplied Electronic Devices

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

- Railroad supervisors
- Railroad customers
- Railroad Dispatchers
- Railroad customer service employees

Or

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

Railroad operating employees must not use a railroad supplied electronic device for purposes other than which it was intended or while:

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

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

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:

1