



KANSAS CITY TERMINAL RAILWAY GENERAL ORDER NO. 1

Effective: January 1, 2026

All KCT General Orders and Notices dated Calendar Year 2025 are cancelled.

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 Kansas City Area Operating Instructions, KCT Insert and/or by KCT General Order.

Operating: Transportation employees on the Kansas City Terminal Railway are governed by the General Code of Operating Rules (GCOR), Ninth Edition, Effective September 23, 2025 (including all revisions or updates).

Maintenance of Way: Maintenance of Way employees operating on the Kansas City Terminal Railway are governed by the most current BNSF Maintenance of Way Operating Instructions (MWOR) in effect (including all revisions or updates).

Dispatching: Kansas City Terminal Train Dispatchers are governed by the General Code of Operating Rules (GCOR), Ninth Edition, Effective September 23, 2025, and the Kansas City Terminal Train Dispatcher's and Control Operator's manual, as amended.

NOTE: Crews operating across the Kansas City Terminal Railway trackage must have a current copy of the Greater Kansas City Area Operating Instructions (GKCOI), including all revisions or updates, 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 by General Order(s).

Revisions to the CPKC Portion of the Greater KC Area Operating Instructions:

- Station Page:
 - Currently Reads As:

Station Number	GCOR 4.3	Method of Operation	NORTHWARD	PITTSBURG SUBDIVISION STATION PAGE		SOUTHWARD	Yard Limits	Sliding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
				Distance From Kansas City	# Denotes Control Point Or Manual Interlocking					
0004	BCT	6.28	0.0	(Mexico Sub) KANSAS CITY (2MT) # West Wye	3.7 5.0	N MT MP 1.1 – MP 5.0	S MT MP 1.3 – MP 5.0			
				1.4						
				1.4	# AIRLINE JCT.					
				0.3						
				1.7	# UP RRX					
				0.1						
				1.8	# MALONE JCT.					
				0.4						

- Updated to Read As:

0004	BCT	6.28	0	(Mexico Sub) KANSAS CITY (2MT)	3.7	Knoche Yard 2 MP 1.1 - MP 4.9	Knoche Yard 1 MP 1.3 - MP 4.9
				1.2			
			CTC	1.2	# WEST WYE	4.9	
				0.4			
			CTC	1.6	# AIRLINE JCT	5.3	
				0.1			
	I	CTC	1.7	# UP RRX	5.4		
				0.1			
			CTC	1.8	# MALONE JCT.	5.5	
				0.4			

- Maximum Speed Table
 - Currently Reads As:

MAXIMUM SPEED	MPH
	59
Exceptions:	
MP 1.1 – MP 5.0 Zero Track	15
MP 1.1 – MP 5.0 Tracks 901 - 902	15
MP 1.3 – MP 5.0 South MT	15
MP 2.8 – MP 5.0 Track 903	15
MP 5.0 – MP 5.4	15
MP 5.4 – MP 6.3	25
MP 6.3 – MP 11.4	40

- Update to Read As:
 - MP 1.1 - MP 5.0 **Knoche Yard 2**.....15
 - MP 1.1 – MP 5.0 Tracks 901 – 902.....15
 - MP 1.3 - MP 5.0 **Knoche Yard 1**.....15
 - MP 2.8 – MP 5.0 Track 903.....15
- Yard Limits Table:
 - Currently Reads As:

Yard Limits	
North MP	South MP
1.1	North Main 5.0
1.3	South Main 5.0
126.8.....	NO 1 (E) MT.....128.8
126.8.....	NO 2 (W) MT.....128.8
- Update to Read As:
 - 1.1 **Knoche Yard 2** 4.9
 - 1.3 **Knoche Yard 1** 4.9
 - 126.8 NO 1 (E) MT 128.8
 - 126.8 NO 2 (W) MT 128.8
- General Information Section:
 - Kansas City Terminal:
 - Currently Reads As: only changing highlighted text.
- Road crews departing the service track will operate on radio channel 064-064 within the Kansas City yard limits (Knoche Yard) until train is released and departing yard limits.

Crews delivering trains to foreign line carriers will use radio channel 064-064 to contact the yardmaster to arrange transportation.

Bulk commodity trains do not use the crossover 901 to the **North Main Track** at Kansas Avenue.

Unit oil trains are restricted to Tracks 901, 902 and 903.
- Update to Read As:
 - Bulk commodity trains do not use the crossover 901 to the **Knoche Yard 2** at Kansas Avenue.
- Remote Operations:
 - Currently Reads As: only changing highlighted text

Remote Operations:

The Kansas City Joint Agency Yard has been established as a Remote-Control Operating Area.

A Remote-Control Zone is established in the Kansas City Joint Agency Yard on the work lead between the East G.I. Track switch extending Eastward to the Eastbound clearance point of the track 125 switch. This zone shall be identified as RCZ 1.

A Remote-Control Zone is established in the Kansas City Joint Agency Yard on the work lead between the Eastbound clearance point of the track 125-switch extending Eastward to the clearance point of the **Zero Track** switch. This zone shall be identified as RCZ 2.

A Remote-Control Zone is established in the Kansas City Joint Agency Yard on **Zero Track** between the work lead/ west crossover switch extending Eastward to the **clearance point of the Tail Track switch**. This zone shall be identified as RCZ 3.

- Update to Read As:
 - A Remote-Control Zone is established in the Kansas City Joint Agency Yard on the work lead between the Eastbound clearance point of the track 125-switch extending Eastward to the clearance point of the **Knoche Yard 2** switch. This zone shall be identified as RCZ 2.
 - A Remote-Control Zone is established in the Kansas City Joint Agency Yard on **Knoche Yard 2** between the work lead / west crossover switch extending Eastward to the **West Wye CP**. This zone shall be identified as RCZ 3.

The following can be accessed via kctrailway.com:

- KCT Track and Signal maps
- KCT Special Instructions
- Greater Kansas City Operating Instructions
- GCOR
- General Orders and Notices
- Urgent Assembly Locations
- KCT Daily Operating Bulletin “DOB”

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Kansas City Terminal Railway

General Order(s) in Effect: No. 1