

Kansas City Terminal Railway



Timetable and Special Instructions

Effective September 1, 2023

Transportation Department KCT Command Center

Position	Name	Email	Office Phone
Director of Transportation	James "Jamie" E. Tanner	jetanner@kctrailway.com	816.627.0118
Manager on Duty	24hr (Hotline)	chief@kctrailway.com	816.627.0119
Manager of Transportation	Emily P. Parks	epparks@kctrailway.com	816.627.0119
Manager of Transportation	Jaime "Jay" J. Smith	jjsmith@kctrailway.com	816.627.0119
Manager of Transportation	Timothy G. Anthonie	tganthonie@kctrailway.com	816.627.0119

Train Dispatchers	Phone	Radio Touch Tone	Territory Controlled
KCT East End Dispatcher	816.627.0112	187	Penn Ave East to Congo
KCT West End Dispatcher	816.627.0111	188	Adams St. to BN Interlocking and ATSF Jct. to Old Union Depot

Table of Contents

Item 1: KCT Emergency Meeting Points	4
Item 2: Rules Books and Instructions	5
Item 3: Radio Channels	6
Item 4: KCT Control Points	7
Item 5: KCT Controlled Interlockings	8
Item 6: KCT Main Track Designations	8
Item 7: KCT Other than Main tracks	12
Item 8: KCT Speed Restrictions	13
Item 9: KCT Posted Signs	18
Item 10: KCT Track Restrictions	19
Item 11: KCT Clearances	21
Item 12: KCT Electric Switch Locks & Detectors	22
Item 13: General Code of Operating Rule Amendments	23
Item 14: Maintenance of Way Operating Rule Amendments	42
Item 15: Dimensional Shipment Authorization	53
Item 16: Kansas City Terminal Block and Interlocking Signals	58
Item 17: Kansas City Terminal Signal Awareness Forms	59
Item 18: Kansas City Terminal Line Segments	75
Item 19: Kansas City Terminal Track Map	92



Kansas City Terminal

Urgent Assembly Locations - MO

Midwest Scrap Gate		Track 280 Gate	
1	8116 Wilson Road South side of Rock Creek	14	432 W. 23rd Street North side Vine to Penn
2	Southwest Junction - BV Water Plant 7300 Hawthorne Road North side of Rock Creek	15	Signal Headquarters Gate - "Tower 5" 2401 Pennway South side Union Station to BN Xing
3	Sheffield - "Tower 8" 263 Bennington North side of Sheffield	16	DST East Gate 2570 Southwest Blvd South side Penn Ave
4	CSL Plasma Gate - "Bridge 19" 6000 Independence Ave South side Sheffield to Independence Ave	17	DST West Gate 2570 Southwest Blvd South side Penn Ave
5	Price Chopper Gate 5900 Wilson Road North side Independence Ave to Cleveland	18	25th Street Gate 1654 W. 25th Street 30th Street to BN Xing
6	Elmwood Gate 1130 Elmwood North side Independence Ave to Cleveland	19	27th Street Gate 27th & Southwest Blvd 30th Street to BN Xing
7	Cleveland Gate - Behind "Central Bank" 1480 Cleveland Ave South side Cleveland Ave	20	30th Street Gate 2628 West 29th Street 30th Street to BN Xing
8	Bridge 16 Gate - Behind "Faultless Factory" 1980 Brooklyn Ave North side of Bridge 16	21	ATSF Tower 3 - "L & W Supply" 1883 West 25th Street ATSF Jct Area
9	19th & Vine Gate 1904 Vine Street North side Vine to Grand	22	Bluff Track Gate 2499 W. Allen Ave South end of Bluff Track
10	Paseo Gate 2100 Flora Ave South side Woodland to Forest	23	KCT Pavilion Gate - "Kemper Yard Tracks" 2059 Wyoming Street 23rd Street to 12th Street
11	Forest Gate 2003 Forest Ave South side Woodland to Forest	24	Old Union Depot Gate - "Tower 2" 1101 Santa Fe 12th Street Area
12	Tension Envelope 898 E. 19th Street North side Vine to Penn	25	Incline Gate 911 West 8th Street
13	McGee Street Gate - "20th & McGee" 2013 McGee Street North side Vine to Penn		*Red Font indicates a powered gate. *Black Font indicates a combo lock gate.

Kansas City Terminal

Urgent Assembly Locations - KS

26	<u>76 Track Staircase</u> 55 Berger Ave
27	<u>Adam's Street Gate</u> - "Tower 14" 45 Ossge Ave
28	<u>Terminal Junction</u> - Meet at 2nd & Berger 200 Berger West end of Highline
29	<u>Mill Street Yard Office</u> 1128 South Mill Street
	Note: Powered gates require access via the KCT MyQ App. All combo locks are keyed to "6 o 6 o" on KCT Property.



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 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 will be governed by the BNSF Maintenance of Way Operating Instructions (MWOR) in effect on January 1, 2018 (including any revisions up to March 1, 2022).

Dispatchers: 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 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 by 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 the 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 using a tone in button. To contact the KCT East Dispatcher on the Rock Creek Tower tone in 187. To contact the KCT West Dispatcher on the ATSF Jct Tower tone in 188. Any Train or engine that cannot get channel 060 on their radio must arrange with KCT Traffic Control for an alternate channel that they can be reached prior to arrival on KCT property.

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 KCT Dispatcher 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 KCT Traffic Control. To contact the KCT East Dispatcher on channel 026 tone in 187. To contact the KCT 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

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	CPKC Pittsburg	East	CTC	No

Item 5: KCT Controlled Interlockings

Rock Creek Jct.	KCT MP 0.66	Interlocking with UP Sedalia Sub
KCS Crossing	KCT MP 1.55	Interlocking with CPKC Pittsburg Sub
UPRR Interlocking	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.	CPKC 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 CP 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 CP 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 Switch (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 145 Switch (MP 8.613X).
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. 27 Between 238WB Signal (MP 6.890) and 583 Switch (MP 6.927).
- No. 29 Between 663 Switch (MP 6.455) and 563 Switch (MP 6.999).
- No. 30 Between 664 Switch (MP 6.494) and 5101 Switch (MP 6.905).
- 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. 90 Between 18LC Signal (MP 2.056) and 823 Switch (MP 2.140).
- 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 CPKC Main—North towards Airline
Jct.

- No. 223 Connection track from KCT to CPKC Main—South towards CPKC Blue Valley Subdivision.
- 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 (CPKC Coburg).
- No. 243 Between 20LB Signal at Sheffield to 837 Switch (Blue Valley Industrial).
- No. 280 Between 673 Switch (MP 6.447) and 86RB Signal (MP 6.519) and Between 198WB Signal (MP 6.863) and 571 Switch (MP 6.896).
- 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 BNSF 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 BNSF 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 track 2089 “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. 570 Between the Hand Throw Switch on BN1 (MP 8.4) and 3195 Switch (MP 8.382).
- 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.”
- No. 2087 Between the 192 Signal (MP 8.12) and the 3127 Switch (MP 8.322)
“Steel Plant.”
- No. 2088 Between 329 Switch (MP 7.774) and 3123 Switch (MP 8.132).
- No. 2089 Between 76 Signal (MP 7.760) and 3121 Switch (MP 8.166).
- BN 1 I-670 South to 30th St. “West Track”
The track becomes Track 82 going North of I-670.
- BN 2 168B Signal to 30th St “East Track.”
- Hawthorne
Lead Between 21N Switch (CPKC MP 5.36) and 18L Signal (CPKC MP 5.493X).

CPKC Main Between 36RA Signal (MP CPKC 5.01) and 98L Signal (CPKC MP 6.25).

Mill St. Main 1 Between 145 Switch (MP 8.613X) and 2R Signal (MP 8.675X).

Mill St. Main 2 Between 145 Switch (MP 8.613X) and 4R Signal (MP 8.675X).

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.

Item 8: KCT Speed Restrictions

SPEED RESTRICTIONS

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

Track #	Location & MP	Speed
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 Independence Ave. (MP 2.526)	25
4	WBCS Independence Ave (MP 2.526) to Signals at Campbell Street (MP 6.002)	40
1	Southwest Blvd. 573 Switch (MP 7.026) to WBCS CP 27 (MP 8.875)	30
2	Signals at Campbell St. (MP 6.002) to WBCS CP 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 7.545) to 457 Switch (MP 7.90). Switch that takes you North towards Gooseneck/Incline	25
4	BN Crossing Interlocking (MP 7.545) to 463 Switch (MP 7.96). Switch that takes you towards ATSF Diamond/Kaw Bridge	25
3	457 Switch (MP 7.90) to ATSF Diamond (MP 8.03)	15
4	463 Switch (MP 7.96) to ATSF Diamond (MP 8.03)	15

3 & 4	ATSF 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
Tracks 27 & 28	Exhibition Tracks	10
Tracks 29 & 30	Union Station Tracks	15
Track 70	519 Switch (MP 7.191) to Old Union Depot Interlocking (MP 9.179)	10
Tracks 74 & 75	Southwest Blvd. (MP 7.270) to Terminal Jct. (MP 9.790)	30
Track 79	Between Kaw Bridge (MP 8.00) and 3137 Switch (MP 8.254)	10
Track 79	Between 3137 Switch (MP 8.254) and EBCS Broadway "Incline"	25
Track 80	Between 457 Switch (MP 7.90) to 25 th St (MP 8.065)	10
Track 80	Between 25 th St (MP 8.065) to Gooseneck (MP 10.105)	25
Track 81	Between 3125 Switch (MP 8.155) and Gooseneck (MP 10.105)	25
Track 330	Between Kaw Bridge (MP 8.0) and 3139 Switch (MP 8.217)	10
Track 333	Connection track Main 4 Kaw Bridge to BNSF Track 5	15
Track 354	Between 1431 Switch (MP 8.36) and Kansas Ave	10
Track 362	Between the 1423 Switch (MP 8.453) and Kansas Ave (MP 8.60)	10
Track 2088	Between 329 Switch (MP 7.774) and 3123 Switch (MP 8.132)	15

Track #	Location & MP	Speed
Track 2089	Between 76 Signal (MP 7.76) and 3121 Switch (MP 8.166)	15
Track AT2	Between 14 Signal (MP 7.50) and 317 Switch (MP 7.597)	15
Track AT3	Between 18 Signal (MP 7.50) and 321 Switch (MP 7.761)	15
Track AT4	Between 30E Signal (MP 7.69) and 329 Switch (MP 7.774)	15
BN1 & BN2	Between St. Louis Ave and 30 th St NBCS 30 th St	20
CPKC Main	Between West Wye (CPKC MP 5.015) to 21 South Switch (CPKC MP 5.427)	15
CPKCS Main	Between 21 South Switch (CPKC MP 5.427) and Northbound 2N Signal (CPKC MP 6.154)	25
CPKC Main	Between 2N Signal (CPKC MP 6.154) and Northbound 98L Signal (CPKC MP 9.25)	40
Drawbridge One	Between Southbound 22LB Signal (MP CPKC 5.339) 25 and 25 Switch (CPKC MP 5.376)	25
Drawbridge Two	Between Southbound 22LA Signal (CPKC MP 5.342) and 21 South Switch (CPKC MP 5.427)	25
Connection Tracks 79 & 330	Between North Chicago Jct. and East end of Kaw Bridge	10

All connections between KCT tracks and tracks of other railroads. 15
Except as noted below:

- Union Pacific connection at Rock Creek Jct. 25
- Connection between track 75 in the 7th 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 Coffeerville Sub to KCT Main 4 at Sheffield (Track 233) 10

Diverging routes, all locations, entire length of train, 15
Except as noted below:

- 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
- 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 (7.94) 25
- Maximum authorized speed through turnout #25 at Airline Junction, turnout between Drawbridge One and Drawbridge Two 15

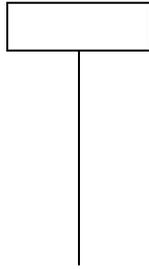
No Flags displayed for temporary speed restrictions on KCT Tracks.

Item 9: Posted Signs

**SIGNS LOCATED THROUGHOUT THE KANSAS CITY TERMINAL RAILWAY
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:

Dynamic Brake Limitations

High buff force generated by dynamic brake retarding force may cause a derailment or damage the track structure. Therefore, limit dynamic brake retarding force as follows:

- When approaching and operating through turnouts or disturbed track areas with a train's air brakes released, use dynamic brake handle position 4 to limit retarding force to 50% of maximum.
 - Continue to limit the braking effort until at least half the train has passed the restricted area.
 - At speeds of 10 MPH or less, this limitation applies only if 12 axles or more of the extended-range dynamic brakes are being utilized.

Southward train and engine movements from track 295 (Kenefick Connection) to Cooper's Lead (Glen Park Yard) over the No. 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 UP Armourdale yard via low lines, a train is required to contact BOTH the UP Armourdale Manager (Channel 096) and the KCT Dispatcher (Channel 060) to ensure both parties are ready.

Trains entering UP Armourdale yard via low lines are required to contact the UP Armourdale Manager (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

DIMENTIONAL 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 on duty.

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 KCT Traffic Control 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 Seg.	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 SW)	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

DETECTORS

A dragging equipment detector (DED) has been installed on track 233, connection track from UP Coffeyville Sub to KCT at MP 1.80.

The DED will broadcast information on both Radio Channels 58 and 60.

For no defects, you will hear BNSF Detector MP 1.80, No Defect

When the DED is activated, you will hear BNSF Detector MP 1.80 you have a defect...dragging equipment near axle count...

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** existing GCOR Rule(s) 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 1.5 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 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 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 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 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 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 the crew will foul any track.

When communication has been completed turn the 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 crew members and any other individuals in the controlling cab of moving equipment,
- It is turned off immediately after the photograph has been taken.
- 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 5.4 Flags for Temporary Track Conditions (Application)

The following rules for displaying 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 KCT property. 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)
 - Crossing Protection (Form X – GCOR 6.32)
 - Track Condition Messages (TCM)
- The DOB does not grant authority to occupy the 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)”

- **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.**

- **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 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 secure.

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 intend 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 through the working limits will proceed at Restricted Speed.

GCOR 15.2 Item C. Entering 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 the 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. The 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 the 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. The 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 overspeed 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 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** existing MWOR Rule with a new rule or instructions
- **APPLICATION: Provides** information on the meaning or interpretation of a rule on the KCT.

MWOR 1.44 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 displaying 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 KCT property.

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 the 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 track bulletin Form B at least 12 hours in advance of the desired effective time. Requests 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 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. The railroad handling shipment when it arrives KCT Tracks is responsible for 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 for making sure the dispatchers have the necessary paperwork to move the shipment across the KCT tracks.

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

1. Railroad handling shipment when it travels on CPKC Main line is responsible in supplying the CPKC Railroad the shipment dimensions.
2. CPKC Railroad is responsible for supplying the handling railroad with 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 for 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 with 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 for 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

This Route consists of the following trackage in KCT Line Segment 1001

- River Main between Congo (MP 0.0) and Rock Creek Jct (MP 0.7)
- Mains 1 & 4 between Rock Creek Jct (MP 0.7) to Indep. Ave (MP 2.5)
- And Connection tracks
 - Track 222 – Connection to KCS Main North towards Airline
 - Track 223 – Connection to KCS Main South towards Blue Valley
 - Track 233 – Connection to UP Coffeyville Sub

113: Congo to Indep. Ave via Sheffield Flyover

This Route consists of the following trackage in KCT Line Segment 1001

- Mains 2 & 3 between Congo (MP 0.0) and Indep. Ave (MP 2.5)

117: Indep. Ave to ATSF Jct

This Route consists of the following trackage in KCT Line Segment 1001

- Mains 2, 3, and 4 between Indep. Ave (MP 2.5) and Kaw Bridge (MP 8.1)

- Connection tracks:
 - 293, 309 & 311 – Connections to BNSF Ft. Scott Sub off Main 4
 - 924 & 926 – Connection to BNSF Argentine yard via Low Lines

1512: ATSF Jct to UP Armourdale yard or KCT Mill St. yard

This Route consists of the following trackage in KCT Line Segment 1001

- Mains 3 and 4 between ATSF Diamond (MP 8.0) and
 - Kansas Ave (MP 8.78) towards Armourdale Yard
 - Osage Ave (MP 8.56X) towards Mill St. Yard

1513: Penn Ave to CP 2.7 via Argentine Skyway

This Route consists of the following trackage in KCT Line Segment 2001

- Main 1 and Main 2 between Penn Ave and CP 27
(Argentine Skyway)

1514: Penn Ave to Terminal Jct via Highline

This Route consists of the following trackage in KCT Line Segment 3001

- Tracks 74, 75, and 76 between Penn Ave and Terminal Jct
- Connection tracks:
 - 213 – Connection to Armourdale 210-213 tracks
 - 214 – Connection to Armourdale 214-217 tracks
 - 295 – Connection to Ft. Scott Sub off Highline

1522: Adams St to Kansas Ave track 354

This Route consists of the following trackage in KCT Line Segment 7001.

- Track 354 – Connection from Kaw Bridge to UP 18th St

North/South Routes:

120: ATSF Jct to I-670

This Route consists of the following trackage in KCT Line Segment 4001

- Tracks 79, 80, 81, 330, 2088, 2089, AT2, AT3, AT4
- Connection tracks
 - 333 – Connection track from BNSF Track 5 to Kaw Bridge

1510: I-670 to Gooseneck

This Route consists of the following trackage in KCT Line Segment 4001

- Tracks 79, 80, 81, and 82
- Connection tracks
 - 1401 – Connection from Gooseneck to UP Mains

1511: Penn Ave to St. Louis Ave

This Route consists of the following trackage in KCT Line Segment 6001

- Track 70 (Bluff Track)

1520: 25th St. to 30th St

This Route consists of the following trackage in KCT Line Segment 5001

- BN1 and BN2 between 30th St and 25th St

1521: 25th St to St. Louis Ave

This Route consists of the following trackage in KCT Line Segment 4001

- BN1 and BN2 through 19th St Yard area

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

UP Dimensional Desk is responsible for clearing dimensional shipments 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
If going to Ft. Scott Sub	1510, 1520, & 1521

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 CPKC Dimensional Shipment desk in addition to the above KCT Route Codes.

Movements off Rock Creek Jct (UP River Main, UP Sedalia Sub, or CPKC Mexico Sub) going to UP Neff via Southwest Jct., CPKC Knoche Yard, CPKC 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.				