



## KANSAS CITY TERMINAL RAILWAY GENERAL ORDER NO. 4

**Cancelled by Form C 7244**

Effective: May 13, 2026, at 0900 CST

Subject: Positive Train Control (PTC) operations at CP 30<sup>th</sup> Street

### **PTC Territory Revision**

CP 30<sup>th</sup> Street on the Kansas City Terminal Railway is changed from a **PTC Entry Track** location to a **PTC Active Track** location.

All movements operating through CP 30<sup>th</sup> Street on the designated controlled tracks must have a functioning and initialized PTC system cut in and operative prior to occupying PTC Active Track territory.

### **Signal Locations Affected, Mile Post (MP) and Track Designations**

The following controlled signals are designated as PTC Active Track signals:

#### **Northbound Signals**

- 4 EC Signal on Hill Track at MP 0.63
- 4 EB Signal on Cooper's Lead (Glenn Park) at MP 0.64
- 4 EA Signal on BN 2 (Two) at MP 0.85
- 2 E Signal on BN 1 (One) at MP 0.85

#### **Southbound Signals**

- 4 WB Signal on Track 295 (Kennefick Connection) at MP 0.38
- 4 WA Signal on BN 2 (Two) at MP 0.44
- 2 W Signal on BN 1 (One) at MP 0.44

(continued next page)

## **Operating Requirements**

Movement beyond the controlled signals at CP 30<sup>th</sup> Street into PTC Active Track territory without an operative PTC system is prohibited except as authorized by applicable FRA regulations, railroad operating rules, and failure procedures.

Dispatchers, signal personnel, and train crews must ensure compliance with all applicable:

- FRA PTC regulations under 49 CFR Part 236 Subpart I
- Operating Rules
- Timetable Special Instructions
- PTC failure and cut-out procedures

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Kansas City Terminal Railway

General Order(s) in Effect: No. 1, 2, 3, 4