

KANSAS CITY TERMINAL RAILWAY

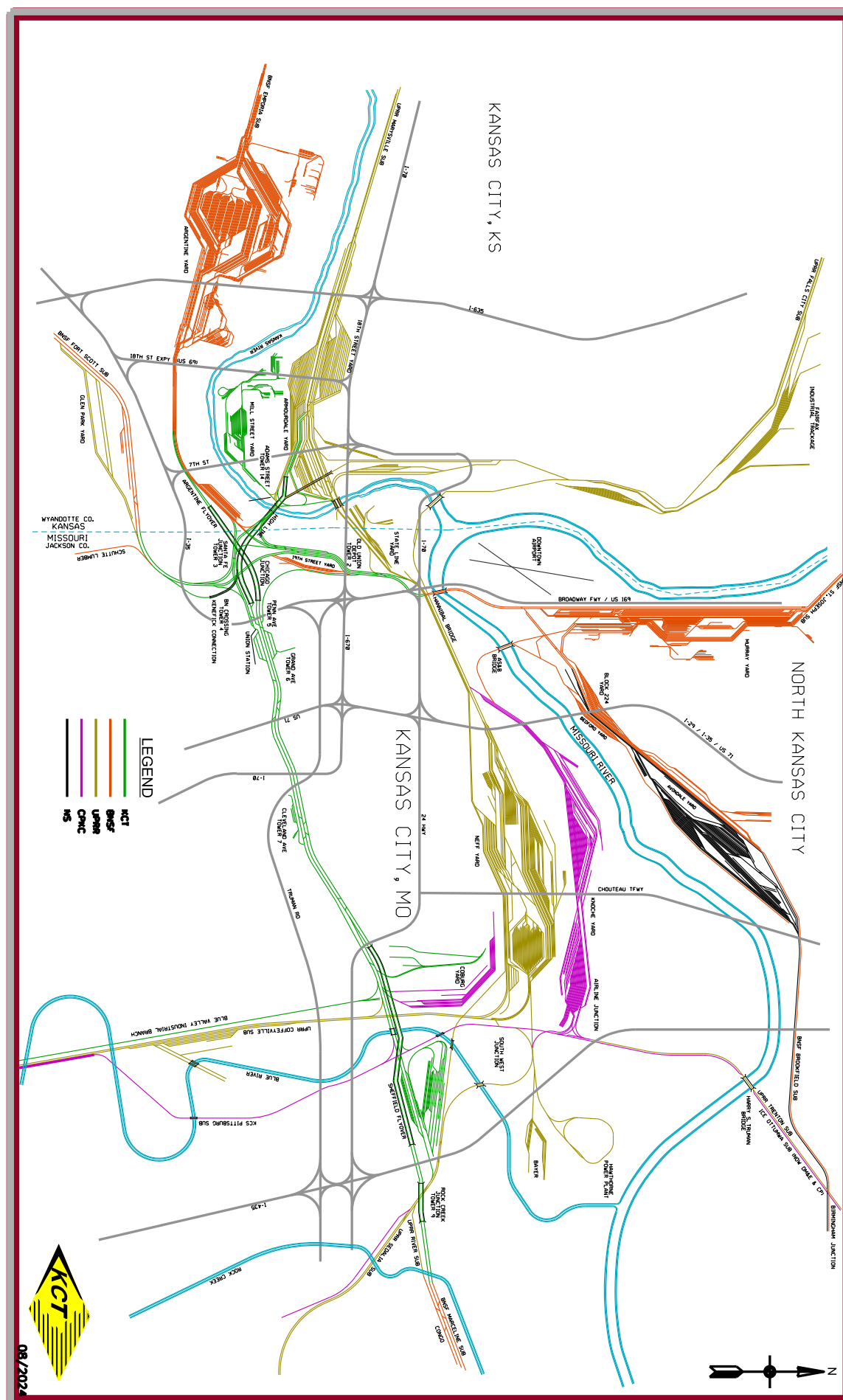
GREATER KANSAS CITY TIMETABLE AND SPECIAL INSTRUCTIONS

**In Effect at 0800
Central Continental Time
August 14, 2026**



Item 1:	Contact Information	Page 3
Item 2:	Kansas City Complex Map	Page 4
Item 3:	Quick Reference Page	Page 5
Item 4:	Urgent Assembly Locations	Page 6
Item 5:	Rule Books and Instructions	Page 7
Item 6:	Radio Channels	Page 8
Item 7:	Control Points	Page 9
Item 8:	Controlled Interlockings	Page 10
Item 9:	Main Track Designations	Page 11
Item 10:	Other than Main Track	Page 15
Item 11:	Speed Restrictions	Page 16
Item 12:	Posted Signs	Page 19
Item 13:	Track Restrictions	Page 20
Item 14:	Electric Switch Locks & Trackside Warning Devices	Page 21
Item 15:	GCOR Amendments	Page 22
Item 16:	Dimensional Shipment Authorization	Page 23
Item 17:	Dimensional Shipment Routes	Page 24
Item 18:	Block and Interlocking Systems	Page 27
Item 19:	PTC Information	Page 28
Item 20:	Abbreviations	Page 30
Item 21:	Reference Information	Page 31

B. Peek	General Manager	816-627-6742
S. Lauby	Director Safety/Admin	816-627-6737
J. Tanner	Director Transportation	816-627-0118
E. Parks	Manager Transportation	816-627-0119
J. Smith	Manager Transportation	816-627-0119
T. Anthone	Manager Transportation	816-627-0119
D. Comstock	Terminal Engineer	913-551-0610
T. Conroy	Roadmaster	913-551-0623
S. Thornbloom	Terminal Signal Engineer	913-396-3901
N. Molgren	Signal Supervisor	913-553-9198
	KCT Chief 24/7 Hotline	816-627-0119
	KCT East End Dispatcher	816-627-0112
	KCT West End Dispatcher	816-627-0111

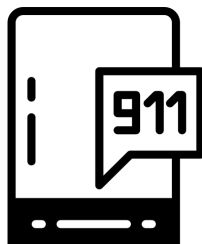


Central Continental Time is in Effect on Kansas City Terminal Railway**KCT WEBSITE:** WWW.KCTRAILWAY.COM**The KCT website contains:**

- Current Daily Operating Bulletin (DOB)
- Track and Signal Maps/Charts
- Urgent Assembly Locations
- General Orders in Effect
- General Notices in Effect
- Rule Books in Effect
- KCT Operating Instructions

Radio Call-in

- Radio Channel 60 in service on Kansas City Terminal Railway
 - 187 for KCT East Dispatcher
 - 188 for KCT West Dispatcher



- **Emergency Call to either dispatcher – Tone 911**

DISPATCHER	PHONE	TERRITORY CONTROLLED
KCT CHIEF	816-627-0119	KCT Trackage (24/7 Hotline)
KCT EAST	816-627-0112	Penn Ave (Eastbound) to BNSF CP Congo
KCT WEST	816-627-0111	Adams Street to BN Interlocking and Santa Fe Junction to Old Union Depot

Adjoining Territories

BNSF EMPORIA SUB	CPKC PITTSBURG SUB
BNSF FORT SCOTT SUB	UP KC METRO COFFEYVILLE SUB
BNSF MARCELINE SUB	UP KC METRO SUB
CPKC KANSAS CITY SUB	UP SEDALIA SUB
CPKC MEXICO SUB	WATCO (KCTL)

**Kansas City Terminal
Urgent Assembly Locations - MO**

1 Midwest Scrap Gate 8116 Wilson Road South side of Rock Creek	14 Track 280 Gate 432 W. 23rd Street North side Vine to Penn Ave
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 Interlocking
3 Sheffield - "Tower 8" 263 Bennington North side of Sheffield	16 DST East Gate – (Slide 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 – (Lift Gate) 2570 Southwest Blvd South side Penn Ave
5 Price Chopper Gate 5900 Wilson Road North side Independence Ave to Cleveland Ave	18 25th Street Gate 1654 W. 25th Street 30th Street to BN Interlocking
6 Elmwood Gate 1130 Elmwood North side Independence Ave to Cleveland Ave	19 27th Street Gate 27th & Southwest Blvd 30th Street to BN Interlocking
7 Cleveland Gate - Behind "Central Bank" 1480 Cleveland Ave South side Cleveland Ave	20 30th Street Gate 3628 West 29th Street 30th Street to BN Interlocking
8 Bridge 16 Gate - Behind "Faultless Factory" 1920 Brooklyn Ave North side of Bridge 16	21 ATSF Tower 3 - "L & W Supply" 1883 West 25th Street ATSF Junction Area
9 19th & Vine Gate 1904 Vine Street North side Vine to Grand Ave	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 Ave	25 Incline Gate 911 West 8th Street
13 McGee Street Gate - "20th & McGee" 2013 McGee Street North side Vine to Penn Ave	Maintenance Headquarters Gate – "The Barn" 111 Bennington Ave South end of St. John Ave

Urgent Assembly Locations - KS

26	76 Track Staircase	55 Berger Ave
27	Adams Street Gate - "Tower 14"	45 Osage Ave
28	Terminal Junction - Meet at 2nd & Berger	200 Berger (West end of Highline)
29	Mill Street Yard Office	1128 South Mill Street

**Red Font = powered gate. *Black Font = combo lock gate.*

Call KCT Chief (816-627-0119) to open Power Gates

The following Rule Books are in effect on the Kansas City Terminal Railway. Any amendments to these rules will be made in the Greater Kansas City Timetable and Special Instruction and 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), Ninth Edition, Effective September 23, 2025.

Maintenance of Way:

Maintenance of Way employees operating on the Kansas City Terminal Railway will be governed by the current BNSF Maintenance of Way Operating Rules (MWOR).

Dispatchers:

Kansas City Terminal Railway Train Dispatchers will be 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.

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 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 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.

*Crews operating across the Kansas City Terminal Railway trackage must have a current copy of the **Greater Kansas City Timetable and Special Instructions** in their possession and a current **Daily Operating Bulletin (DOB)** 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.*

All trains and engines operating on tracks dispatched by the Kansas City Terminal Railway's Traffic Control Center will maintain one (1) radio set to channel 60.

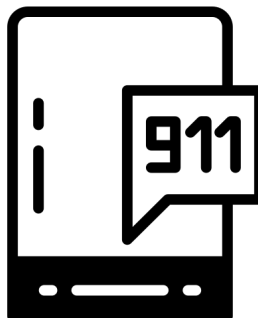
Trains and engines may contact Traffic Control on channel 60 using a tone in button.

- To contact the KCT East Dispatcher on the Rock Creek Tower tone in **187**
- To contact the KCT West Dispatcher on the ATSF Junction Tower tone in **188**
- Any Train or engine that cannot get channel 60 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 from duty 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 60 when the train is ready to depart.

All maintenance and construction forces operating on Kansas City Terminal Railway will operate on radio channel **26** unless directed to another channel by KCT Traffic Control.

- To contact the KCT East Dispatcher on channel 26 tone **187**
- To contact the KCT West Dispatcher on channel 26 tone **188**



Emergency calls to either dispatcher can be made on channel 60 or 26 by toning 911

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

Location	Milepost	Description
Rock Creek Junction	KCT MP 0.66	Interlocking with UP Sedalia Sub
KCS Interlocking	KCT MP 1.55	Interlocking with CPKC Pittsburg Sub
UPRR Interlocking	KCT MP 1.81	Interlocking with UP KC Metro Coffeyville Sub
BN Interlocking	KCT MP 7.62	Interlocking with BNSF Fort Scott Sub
ATSF (Santa Fe) Junction	KCT MP 7.91	Interlocking with BNSF Emporia Sub
Southwest Junction	CPKC MP 5.42	Interlocking with CPKC KCS Main

Designation of main tracks in CTC are as follows:

Track #	Location
KCT Main 1	941 Switch at Rock Creek Junction (MP 0.73) to the I-5 Switch at Independence Avenue (MP 2.59)
Main 1	573 Switch at Penn Avenue (MP 7.026) to BNSF CP 27 (MP 8.875)
Main 2	EBCS at BNSF CP Congo (MP 0.0) to BNSF CP 27 (MP 8.875)
Main 3	EBCS at BNSF CP Congo (MP 0.0) to 573 Switch at Penn Ave (MP 7.026) 59 Switch at Penn Ave (MP 7.050) to 10R Sig at Adams Street (MP 8.600)
Main 4	RC35 Switch at Rock Creek KCT (MP 1.019) to 145 Switch at Adams Street (MP 8.613X)
AT2	14 Signal at ATSF Junction (MP 7.50) to 317 Switch at ATSF Junction (MP 7.597)
AT3	18 Signal at ATSF Junction (MP 7.50) to 321 Switch at ATSF Junction (MP 7.761)
AT4	30E Signal at ATSF Junction (MP 7.69) to 329 Switch at ATSF Junction (MP 7.774)
Track 27	Between 238WB Signal at Grand Avenue (MP 6.890) and 583 Switch at Penn Avenue (MP 6.927)
Track 29	Between 663 Switch at Grand Avenue (MP 6.455) and 563 Switch at Penn Avenue (MP 6.999)
Track 30	Between 664 Switch at Grand Avenue (MP 6.494) and 5101 Switch at Penn Avenue (MP 6.905)
Track 70	519 Switch at Penn Avenue (MP 7.191) to 2171 Switch at Old Union Depot - KCT Bluff Track Route (MP 9.655)
Track 74	573 Switch at Penn Avenue (MP 7.026) to UP Terminal Junction (MP 9.640)
Track 75	535 Switch at Penn Avenue (MP 7.286) to UP Terminal Junction (MP 9.790)
Track 76	1453 Switch at Highline Junction (MP 8.541) to 52LA Signal at Highline Junction (MP 8.662)
Track 79	387 Switch at ATSF Junction (MP 8.218) to UP EBCS Broadway – Incline Route (MP 10.110)

Track #	Location
Track 80	457 Switch at BN Interlocking (MP 7.901) to 224 Signal at Old Union Depot (MP 10.105) - Connection from Union Station to North/South Corridor to Gooseneck
Track 81	3125 Switch at North Chicago Junction (MP 8.155) to 226 Signal at Old Union Depot (MP 10.105)
Track 82	I-670 (MP 8.980) to 2169 Switch at Old Union Depot (MP 9.709) - Track changes from BN1 to track 82 at the 32 Signal. BNSF MP are used between the 32 Signal and 25th St., 25th St. starts KCT (LS 5001) - Going South towards 30th Street
Track 90	18LC Signal at Sheffield (MP 2.056) and 823 Switch at Sheffield (MP 2.140)
Track 213	14LB Signal at Mill Street (MP 9.529) to 161 Switch at Mill Street (MP 9.462)
Track 214	4L Signal at 7 th Street (MP 9.202) to 4R Signal at 7 th Street (MP 9.146)
Track 222	Connection track from KCT to KCS Main—North towards Airline Junction
Track 223	Connection track from KCT to KCS Main—South towards CPKC Blue Valley Subdivision
Track 233	Connection track from KCT to UP KC Metro Coffeyville Subdivision
Track 238	18LB Signal at Sheffield to 839 Switch at Sheffield – CPKC Coburg (MP 2.04)
Track 243	20LB Signal at Sheffield to 837 Switch at Sheffield - Blue Valley Industrial Lead (MP 2.03)
Track 280	673 Switch at Grand Avenue (MP 6.447) and 86RB Signal at Grand Avenue (MP 6.519) to 198WB Signal at Penn Avenue (MP 6.863) and 571 Switch at Penn Avenue (MP 6.896)
Track 293	Connection track between Main 4 Penn Avenue to BN 2 at BN Interlocking
Track 295	Connection track between Track 75 Highline to BN 2
Track 309	West Connection track from ATSF Junction to BN1 South on BNSF Fort Scott Subdivision 449 Switch at BN Interlocking (MP 7.944) to 415 Switch at BN Interlocking (MP 0.43)
Track 311	East Connection track from ATSF Junction to BN1 South on BNSF Fort Scott Subdivision 447 Switch at BN Interlocking (MP 7.844) to 420 Switch at BN Interlocking (MP 0.37)
Track 330	Connection track from Kaw River Bridge Main 4 to Track 80 385 Switch at ATSF Junction (MP 8.214) to 3139 Switch ATSF Junction (MP 8.217)
Track 333	Connection track from track 2089 “BNSF Running Track 5” to Main 4 Kaw River Bridge

Track #	Location
Track 354	Connection track of west end of Kaw River Bridge Main 3 towards UP 18th Street Yard 1431 Switch at Adams Street (MP 8.362) to Kansas Ave Crossing (MP 8.55)
Track 362	1423 Switch at Adams Street Interlocking (MP 8.453) To Kansas Ave Crossing – UP Armourdale Yard Outbound (MP 8.600)
Track 366	Connection track from UP Armourdale Yard to KCT Mill Street Yard 1411 Switch at Adams Street (MP 8.542) to 147 Switch at Adams Street (MP 8.556X)
Track 391	2RB Signal at 7th Street (MP 9.04) to 151 Switch at 7th Street - Spring Switch route UP Armourdale Yard (MP 9.10)
Track 408	100LB Signal at KCS Interlocking (MP 1.51) to the K101 Switch at KCS Interlocking (MP 1.54) 34L Signal at Rock Creek KCT (MP 1.07) to the 34R Signal at Rock Creek KCT - Blue River Yard (MP 1.11)
Track 450	102LB Signal at KCS Interlocking (MP 1.51) to the K103 Switch at KCS Interlocking (MP 1.54)
Track 570	Between the Hand Throw Switch on BN1 (MP 8.4) to the 3195 Switch at North Chicago Junction (MP 8.382)
Track 924	Connection from AT2 to KCT Main 4 Track 924 starts at 317 Switch at ATSF Junction (MP 7.597) to 449 Switch at BN Interlocking (MP 7.864)
Track 926	Connection track from AT4 to KCT Main 4 Track 926 starts at 463 Switch at BN Interlocking (MP 7.958) to 329 Switch at ATSF Junction (MP 7.774)
Track 1301	Material yard track by Old Union Depot (east track) Between the 50B Signal at Old Union Depot (MP 9.44) and the 247 Switch at Old Union Depot (MP 9.40)
Track 1306	Material yard track by Old Union Depot (west track) Between the 50B Signal at Old Union Depot (MP 9.44) and the 247 switch at Old Union Depot (MP 9.40)
Track 1401	Connection track to UP Mains at St. Louis Avenue from 2195 Switch at Old Union Depot (MP 9.893) to WBCS Broadway – Hickory Route
Track 2071	From 2179 Switch at Old Union Depot (MP 9.787) to 168B Signal at Old Union Depot (MP 9.384)
Track 2075	From 2167 Switch at Old Union Depot (MP 9.487) to 168C Signal at Old Union Depot – 19 th Street Back Door Route (MP 9.399)
Track 2087	Between the 192 Signal at North Chicago Junction (MP 8.12) and the 3127 Switch at North Chicago Junction – Steel Plant Lead (MP 8.322)
Track 2088	Between 329 Switch at ATSF Junction (MP 7.774) and 3123 Switch at North Chicago Junction (MP 8.132)
Track 2089	Between 76 Signal at North Chicago Junction (MP 7.760) and 3121 Switch at North Chicago Junction (MP 8.166)
BN 1	I-670 South to 30th Street “West Track” this track becomes Track 82 going North of I-670

Track #	Location
BN 2	168B Signal at Old Union Depot (MP 9.38) to 30th St “East Track”
Hawthorne Lead	Between 1 Switch at Southwest Junction (KCS MP 5.44) and 18L Signal at Southwest Junction (KCS MP 5.493)
KCS Main	Between 4S Signal at Airline Junction (MP KCS 5.35) and 98L Signal at KCS South (KCS MP 6.25)
Mill St. Main 1	Between 145 Switch at Adams Street (MP 8.613X) and 2R Signal at Adams Street (MP 8.675X)
Mill St. Main 2	Between 145 Switch at Adams Street (MP 8.613X) and 4R Signal at Adams Street (MP 8.675X)

Designation of OTHER THAN main track is as follows:

Track #	Location
Track 27	South Exhibition Track at Union Station (Under Jurisdiction of Union Station)
Track 28	North Exhibition Track at Union Station (Under Jurisdiction of Union Station)
Track 109	Industry track off KCT Main 4 at MP 3.611
Track 243	Industry track off KCT Main 4 at MP 2.036
Track 278	North storage track by Jack Stack BBQ
Track 280	South storage track by Jack Stack BBQ
Track 360	UP Inbound Track - Kansas Ave westbound, Main 3 west of 10R Signal at Adams Street
Track 362	UP Outbound Track - 22R Signal (westbound) at Adams Street
Track 1301	Material yard track by Old Union Depot - east track, north of 50B Signal at Old Union Depot
Track 5800	Industry track to service Holmes Drywall

PERMANENT SPEED RESTRICTIONS

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

Track #	Location & MP	Speed
Main 2 & Main 3	EBCS Congo (MP 0.0) to Signals at Campbell Street (MP 6.002)	40
KCT Main 1, Main 1, & Main 4	941 Switch at Rock Creek Junction (MP 0.730) to WBCS Independence Avenue (MP 2.526) Union Pacific Connection at Rock Creek Junction	25
Main 4	WBCS Independence Avenue (MP 2.526) to Signals at Campbell Street (MP 6.002)	40
Main 1	Southwest Blvd. 573 Switch (MP 7.026) to WBCS CP 27 (MP 8.875)	30
Main 2	Signals at Campbell Street (MP 6.002) to WBCS CP 27 (MP 8.875)	30
Main 3 & Main 4	Signals at Campbell Street (MP 6.002) to BN Interlocking (MP 7.545)	30
Main 3	BN Interlocking (MP 7.545) to 457 Switch (MP 7.90)	25
Main 4	BN Interlocking (MP 7.545) to 463 Switch (MP 7.96)	25
Main 3	457 Switch (MP 7.90) to ATSF Diamond (MP 8.03)	15
Main 4	463 Switch (MP 7.96) to ATSF Diamond (MP 8.03)	15
Main 3 & Main 4	ATSF Diamond (MP 8.030) to Osage Avenue (MP 8.37X) Kansas Avenue (MP 8.60) to/from Mill Street, UP Armourdale Yard & UP 18th Street Yard	10
Tracks 27 & 28	Exhibition Tracks at Union Station	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 Junction (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 Track	25
Track 80	Between 457 Switch (MP 7.90) to 25th Street (MP 8.065)	10
Track 80	Between 25th Street (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 Running Track 5	15
Track 354	Between 1431 Switch (MP 8.36) and Kansas Avenue	10
Track 362	Between the 1423 Switch (MP 8.453) and Kansas Avenue (MP 8.60)	10
Track 2088	Between 329 Switch (MP 7.774) and 3123 Switch (MP 8.132)	15
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 #	Location & MP	Speed
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 Avenue and 30th Street NBCS 30th Street	20
KCS Main	2W South Switch (KCS MP 5.427) to Northbound 2N Signal (KCS MP 6.154)	25
KCS Main	2N Signal (KCS MP 6.154) to Northbound 98L Signal (KCS MP 9.25)	25
Drawbridge One	Between Southbound 6S Signal (MP KCS 5.32) and 3W Switch (KCS MP 5.379)	15
Drawbridge Two	Between Southbound 2S Signal (KCS MP 5.32) and 2W South Switch (KCS MP 5.427)	15
Connection Tracks 79 & 330	Between North Chicago Junction and East end of Kaw Bridge	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 Junction	25
Maximum authorized speed through crossovers in Independence Avenue Interlocking Plant (MP 2.850 - between mains 1, 2, & 3)	40
Maximum authorized speed through crossovers in Cleveland Avenue Interlocking Plant (MP 3.950 - between mains 2, 3, & 4)	40
Maximum authorized speed through crossovers in Grand Ave Interlocking (MP 6.250 - between mains 2, 3, & 4)	30
Maximum authorized speed through crossovers in Penn Avenue Interlocking (MP 7.00) All tracks, all routes, except Union Station tracks	30
Maximum authorized speed through crossovers at State Line Interlocking Tracks 74 & 75 (MP 7.900)	30
Maximum authorized speed through turnout in Highline Junction Interlocking Tracks 74 & 76 (MP 8.541)	30
Maximum authorized speed through crossover in Mill Street Interlocking (M.P. 9.400)	30
Maximum authorized speed through turnout at BN Interlocking 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 Interlocking Crossover from Main 4 (MP 7.86) to track 924 (MP 7.94)	25
Maximum authorized speed through crossover 445 at BN Interlocking. Crossover from Main 3 (MP 7.83) to Main 4 (7.94)	25
Maximum authorized speed through turnout at Airline Junction, turnout between Drawbridge One and Drawbridge Two	15

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 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 track Main 4 Kaw Bridge to BNSF Track 5	10
Connection track 233 between UP Main 1 on UP KC Metro Coffeyville Sub to KCT Main 4 at Sheffield	10

**No Flags displayed for temporary
speed restrictions on KCT tracks.**

SIGNS LOCATED THROUGHOUT THE KANSAS CITY TERMINAL RAILWAY
INDICATE THE FOLLOWING:



Speed Limit



Mile Post



Left Hand Signal

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 (UP 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 (Santa Fe) Junction Running Track 5 (MP 7.76, Line Segment 4001) at ATSF (Santa Fe) Junction 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 96) and the KCT Dispatcher (Channel 60) to ensure both parties are ready.
- Trains entering UP Armourdale yard via low lines are required to contact the UP Armourdale Manager (Channel 96) prior to crossing over Kansas Ave.

Track Designations are as follows:

- The East/North track will be designated as the "UP Armourdale Inbound" KCT Track M3/360.
- The West/South track will be designated as the "UP Armourdale Outbound" KCT Track 362.

High/Wide Loads

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 that traverse KCT trackage are cleared through the BNSF Railway Clearance Department. Each road is responsible for emailing high.wide@bnsf.com prior to arrival on KCT property (preferably twelve (12) hours in advance). Please see Dimensional Shipment Authorization (Page 21).

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.

Clearance Restrictions:

- The Kansas (KAW) River Bridge will not clear men riding on sides of cars.
- Loads more than 13 ft. 6 in. must be walked across Kansas River Bridge after notifying dispatcher.

Electric Switch Locks

An electrically controlled lock that restricts the use of a hand-operated switch or derail. Permission to unlock must be obtained from KCT Traffic Control before lock is removed from the keeper, cf. GCOR 9.18. 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
19th St Yard	#1	BN 2	4001	8.177
19th St Yard	#3	BN 2	4001	8.234
19th St Yard	#5 (23rd Street Hand SW)	BN 1	4001	8.400
19th St Yard	#7	BN 1	4001	8.589
19th St Yard	#9	BN 1	4001	8.747

Trackside Warning Devices

A dragging equipment detector (DED) is installed on track 233, connection track from UP KC Metro 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 Defects”

When the DED is activated, you will hear:

“BNSF Detector MP 1.80 you have a defect...dragging equipment near axle count...”

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 use on the KCT to the GCOR

ADDITION: Adds an item(s) to an existing GCOR Rule

SUPERSEDE: Replaces existing GCOR Rule with a new rule or instructions

APPLICATION: Provides information on the meaning or interpretation of a rule on the KCT

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 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 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 10.3 Track and Time (Addition)

Clearance points of switches (CLPT) are utilized on the Kansas City Terminal Railway.

MWOR 10.3 Track and Time (Application)

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 the switch. Limits designated by a conflicting track extend to the Clearance Point of the conflicting track. Clearance point is defined as the point in which a person, vehicle, and equipment will be foul of, or affect the movement of trains over the route available; designated by that Clearance Point and briefed with the dispatcher.

Dimensional Shipment Authorization

For dimensional shipments to travel across the KCT trackage, a minimum of 12 hours' notice and:

- Railroad handling shipment when it arrives KCT Tracks is responsible for supplying the BNSF Railroad with shipment dimensions by emailing high.wide@bnsf.com.
- BNSF is responsible for supplying the handling railroad any restrictions that apply to the shipment.
- 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 email at chief@kctrailway.com.
- KCT Chief is responsible for making sure the dispatchers have the necessary paperwork to move the shipment across the KCT tracks with appropriate routing.

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

- Railroad handling shipment when it travels on CPKC Main line is responsible in supplying the CPKC Railroad with shipment dimensions.
- CPKC Railroad is responsible for supplying the handling railroad with any restrictions that apply to the shipment.
- 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 email at chief@kctrailway.com.
- KCT Chief is responsible for making sure the dispatchers have the necessary paperwork to move the shipment across the KCT tracks with appropriate routing.

For a dimensional shipment to travel on UP Mains between Rock Creek Junction and Southwest Junction:

- Railroad handling shipment when it travels on UP Main line is responsible in supplying the UP Railroad with shipment dimensions.
- UP Railroad is responsible for supplying the handling railroad with any restrictions that apply to the shipment.
- 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 email at chief@kctrailway.com.
- KCT Chief is responsible for making sure the dispatchers have the necessary paperwork to move the shipment across the KCT tracks with appropriate routing.

KCT utilizes **route numbers** on dimensional clearance paperwork. If any portion of your train transverses over a particular route, it must be cleared for that route number.

Dimensional Shipment Routes**East/West Routes:****112: Rock Creek Junction to Independence Avenue via low lines**

Route 112 consists of the following trackage in KCT Line Segment 1001

- River Main between BNSF CP Congo (MP 0.0) and Rock Creek Junction (MP 0.7)
- KCT Main 1 & Main 4 between Rock Creek Junction (MP 0.7) to Independence 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 KC Metro Coffeyville Sub

113: BNSF CP Congo to Independence Avenue via Sheffield Flyover

Route 113 consists of the following trackage in KCT Line Segment 1001

- Main 2 & Main 3 between BNSF CP Congo (MP 0.0) and Independence Avenue (MP 2.5)

117: Independence Avenue to ATSF (Santa Fe) Junction

Route 117 consists of the following trackage in KCT Line Segment 1001

- Main(s) 2, 3, and 4 between Independence Avenue (MP 2.5) and Kaw Bridge (MP 8.1) and connection tracks:
 - Track(s) 293, 309 & 311 – Connections to BNSF Ft. Scott Subdivision
 - Track(s) 924 & 926 – Connection to BNSF Argentine yard via KCT low lines

1512: ATSF (Santa Fe) Junction to UP Armourdale Yard or KCT Mill Street Yard

Route 1512 consists of the following trackage in KCT Line Segment 1001

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

1513: Penn Ave to CP 27 via Argentine Skyway

Route 1513 consists of the following trackage in KCT Line Segment 2001

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

1514: Penn Ave to Terminal Junction via KCT Highline

Route 1514 consists of the following trackage in KCT Line Segment 3001

- Track(s) 74, 75, and 76 between Penn Ave and Terminal Junction and connection tracks:
 - Track 213 – Connection to UP Armourdale Yard tracks 210-213
 - Track 214 – Connection to UP Armourdale Yard tracks 214-217
 - Track 295 – Connection to BNSF Fort Scott Subdivision

1522: Adams St to Kansas Ave track 354

Route 1522 consists of the following trackage in KCT Line Segment 7001

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

Dimensional Shipment Routes

Noth/South Routes:

120: ATSF (Santa Fe) Junction to I-670

Route 120 consists of the following trackage in KCT Line Segment 4001

- Track(s) 79, 80, 81, 330, 2088, 2089, AT2, AT3 & AT4 and connection track:
- Track 333 – Connection track from BNSF Running Track 5 to Kaw Bridge

1510: I-670 to Gooseneck

Route 1510 consists of the following trackage in KCT Line Segment 4001

- Track(s) 79, 80, 81 & 82 and connection track:
- Track 1401 – Connection track from Gooseneck to UP Mains via Hickory

1511: Penn Avenue to St. Louis Avenue

Route 1511 consists of the following trackage in KCT Line Segment 6001

- Track 70 (KCT Bluff Track)

1520: 25th Street to 30th Street

Route 1520 consists of the following trackage in KCT Line Segment 5001

- Track(s) BN One (1) and BN Two (2)

1521: 25th St to UP St. Louis Ave

Route 1521 consists of the following trackage in KCT Line Segment 4001

- Track(s) BN One (1) and BN Two (2) through 19th St Yard area

CPKC Dimensional Desk is responsible for clearing trains between Airline Junction and CPKC/KCT Diamonds. Email CPKC_Clearances_Calgary@cpkcr.com with all pertinent information.

UP Dimensional Desk is responsible for clearing trains between Rock Creek Junction and Southwest Junction. Email clearances@up.com with all pertinent information.

Movements via Hannibal Bridge will need the following routes cleared

If going to BNSF Argentine Yard:	1510 & 120
If going to UP Armourdale or Mill Street Yard:	1510, 120, & 1512
If going to UP 18th Street Yard via track 354:	1510, 120, 1512, & 1522
If going to UP 18th Street Yard via Hickory:	1510
If going to BNSF Marceline Sub, CPKC, UP Coffeyville Sub:	1510, 120, 117 & 113
If going to BNSF Fort Scott Sub:	1510, 1520, & 1521

Movements via BNSF Marceline Subdivision will need the following routes cleared

If going to BNSF Argentine Yard via low lines:	112, 113, & 117
If going to BNSF Argentine Yard via Skyway:	112, 113, 117, & 1513
If going to BNSF Fort Scott Sub:	112, 113, 117, & 1520
If going to BNSF Murray Yard or UP Neff Yard via incline:	112, 113, 117, 120, & 1510
If going to UP Armourdale Yard or KCT Mill Street Yard:	112, 113, 117, & 1512
If going to UP Kansas Sub or Track 76 via KCT Highline:	112, 113, 117, & 1514

Movements traversing Airline Junction will need clearance from the CPKC dimensional shipment desk in addition to the above KCT route codes.

CPKC Dimensional Desk is responsible for clearing trains between Airline Junction and CPKC/KCT Diamonds. Email CPKC_Clearances_Calgary@cpkcr.com with all pertinent information.

Movements traversing Rock Creek Junction (UP-River Main, UP Sedalia Sub, or CPKC Mexico Sub) going to UP Neff Yard via Southwest Junction, CPKC Knoche Yard, CPKC Blue Valley will need clearances from UP dimensional shipment desk in addition to above KCT routes.

UP Dimensional Desk is responsible for clearing trains between Rock Creek Junction and Southwest Junction. Email clearances@up.com with all pertinent information.

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.

- **Lunar signals** are not utilized on the Kansas City Terminal Railway
- **Pot signals** are utilized on the Kansas City Terminal Railway
- **Left-hand signals** are utilized on the Kansas City Terminal Railway

PTC INFORMATION

Unusual Conditions

Any train experiencing a PTC Enforced Braking Event which results in an occupied locomotive stopping in a tunnel or other enclosed structure, in addition to current instructions, immediately place Enforcement Cut Out Switches located in the nose of the locomotive to the Cut Out position. If operating conditions allow, recover brake pipe and exit the location. Notify Train Dispatcher and contact respective railroads PTC Desk immediately and be governed by their instructions.

Electronic Delivery of Information

PTC initialized trains may receive the following electronically delivered directives:

- Form A track bulletins
- Form B track bulletins
- Crossing warning notifications
- Track warrants

Train crews are responsible for complying with electronically delivered directives when:

- Notified by the prompt on the PTC display,
- Contacted by the train dispatcher confirming receipt of the directive, or
- Directives(s) remain viewable on the PTC display.

When crew members responsible for complying with electronically delivered directives are not in the controlling locomotive (such as train service employees in passenger service), the engineer will communicate to those crew members the contents of new directives as soon as practical after the prompt is received and prior to reaching the directive location.

When any restriction is voided in the system by the train dispatcher, it will no longer be visible on the bulletins list and the train crew may consider the restriction no longer in effect. Electronically delivered Form Bs are not permitted in Yard Limits or Restricted Limits.

Procedure for Loss of Electronically Delivered Information:

If PTC status changes to a condition where directives are no longer viewable on the PTC display:

- Stop train consistent with good train handling procedures
- Contact the train dispatcher to confirm receipt of all directives:
 - Form B track bulletins
 - Form A track bulletins
 - Form F track bulletins
 - Form O track bulletins
 - Form X track bulletins

Restrictions

Train crews may not always receive "delivery prompts" for restrictions. It may be necessary to select "view bulletins" on the PTC display to locate the restriction being confirmed. Because PTC is in a disengaged state, these will not be enforced by PTC.

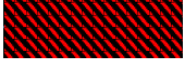
The train dispatcher will contact the train crew and state the restriction number or milepost(s) that restriction applies to. The train crew will confirm receipt of the restriction to the train dispatcher by stating the restriction number (where applicable), milepost(s), speed (where applicable) and track on which the directive applies. The train dispatcher will confirm information repeated is correct.

Example:

Train dispatcher states: *"WAMX 6032 East, did you receive Form A track bulletin 1355 on your PTC display?"*

Train crew responds: *"WAMX 6032 East, yes, we did receive form A track bulletin 1355 from MP 6.0 to MP 6.5, 10 MPH on main 3".*

PTC Display Information

Track Line			Track Line Overlays		
Color	Symbol	Description	Color	Symbol	Description
Red		Unauthorized track	Red-hash overlay		Stop required
Yellow		Authorized speed restricted track	Yellow-hash Overlay		Restricted Speed
Green		Authorized track	Blue-hash Overlay		Work Zone (Form B) Limits
Grey		Non-enforcing or unknown track			

Abbreviations

The following terms are commonly used in the application of this Timetable and Special Instructions.

Term	Definition
ATSF	Santa Fe Junction
BNSF	Burlington Northern Sante Fe
CLPT	Clearance Point
CP	Control Point
CPKC	Canadian Pacific Kansas City
CTC	Centralized Traffic Control
DED	Dragging Equipment Detector
DOB	Daily Operating Bulletin
EBCS	Eastbound Controlled Signal
Jct	Junction
KCT	Kansas City Terminal (Railway)
KCTL	Kansas City Terminal switching operations handled by Kaw River railroad (Watco)
LS	Line Segment
MP	Milepost
MW	Maintenance of Way
OOS	Out of Service
PTC	Positive Train Control
Sub	Subdivision
UP / UPRR	Union Pacific
WBCS	Westbound Controlled Signal

Reference Information

SPEED TABLE								
TIME PER MILE		MILES PER HOUR	TIME PER MILE		MILES PER HOUR	TIME PER MILE		MILES PER HOUR
Min	Sec		Min	Sec		Min	Sec	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1056	.2
1584	.3
2112	.4
2640	.5
3168	.6
3696	.7
4224	.8
4752	.9

GCOR/MWOR 4.3 Timetable Characters

A	Automatic Interlocking
B	General orders, notices, and circulars
C	Radio Communication
g	Gate, normal position against conflicting route
G	Gate, normal position against this subdivision
J	Junction
M	Manual Interlocking
P	Telephone
R	Restricted Limits
S	Railroad crossing protected by permanent stop sign
T	Turning facility
U	Railroad crossing not protected by signals or gates
X	Crossover
X(2)	Multiple crossovers
Y	Yard Limits

TERMSDXO

T – Trains
 E – Engines
 R – Railroad cars
 M – Men & equipment fouling track
 S – Stop signal
 D – Derail or switch lined improperly
 X – Crossings at grade
 O – Other crew movements

Remember “TERMSDXO” while performing shoving movements