

THE BELT RAILWAY COMPANY OF CHICAGO



TIMETABLE AND SYSTEM SPECIAL INSTRUCTIONS

7

Effective 0001, Central Time

APRIL 1, 2020

PROUDLY COMMITTED TO SAFETY

Proudly Serving America's Railroads, and Chicagoland, since 1882

Michael J. Grace
President

<u>DIRECTORY</u>		
BRC Command Center		
Terminal Manager	Command Center	(708) 728-2259
Joint Field Operating Team		
Field Team Leader(s)	On-Duty	(708) 259-5586
Train Dispatchers		
North Train Dispatcher	(708) 496-4104	AAR 039-039
South Train Dispatcher	(708) 496-4101	AAR 026-026
Humpmasters		
East Humpmaster	(708) 496-4128	AAR 089-089
West Humpmaster	(708) 496-4130	AAR 018-018
Operational Support		
BRC Police Department	(312) 543-8269	DAY (0600-1800)
BRC Police Department	(312) 543-3658	NIGHT (1800-0600)
BRC Safety Hotline	(708) 496-4099	
BRC Grade Crossing Hotline	(708) 496-4133	
Car Foreman	(708) 372-8963	
Diesel Shop Foreman	(708) 496-4067	
Chief Clerk (Car Operations)	(708) 496-4117	
Terminal Superintendent	T. Hartwig	(708) 496-4121
Manager of Operating Practices	M.G. Labbe	(708) 297-1694
Manager of Operational Safety and Compliance	M. Holowienka	(312) 581-7827
Director Car Operations and Project Management	P. Sturgeon	(708) 372-1719
Terminal Manager	K. Billingsley	(708) 704-6575
Terminal Manager	C. Medina	(708) 541-9144
Terminal Manager	J. Busson	(312) 783-7387
Terminal Manager	R. Ruiz	(708) 272-2312
Field Team Leader	J. Christensen	(773) 620-9199
Field Team Leader	J. Charbonneau	(773) 294-0487
Field Team Leader	W. Peck	(312) 607-0998
Field Team Leader	R. Perham	(708) 272-2810
General Manager	P. Fields Jr.	N/A
Secretary and Director of Compliance	H.T. Kirman	(708) 541-9311

Safety Hotline: (708) 496-4099

Grade Crossing Emergency Hotline: (708) 496-4133

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ITEM 1 - TIMETABLE STRUCTURE AND RULES IN EFFECT

As a step to implementing Positive Train Control (PTC), the BRC now consists of one subdivision.

On Track Bulletins and the Daily Operating Bulletin (DOB), this will be known as the Belt Railway Subdivision.

The Belt Railway Subdivision is divided into two main track lines, the Kenton Line, extending from Cragin to CP 509, and the 59th Street Line, extending from 55th Street Interlocking to West Sub Interlocking.

Three additional segments of other than main track territory, the South Chicago District Industrial Lead, the Elsdon Industrial Lead, and Clearing Yard are shown in their own sections.

Individual Lines:

- Kenton Line - **CRAGIN to CP 509** (NS Connection)
- 59th Street Line - **55TH STREET to WEST SUB**

Each station page also contains the special instructions specifically in effect on that line.

A linear profile of each line segment is presented at the end of the timetable.

The BRC System Special Instructions Section follows, presenting specific instructions, and including all rules from the General Code of Operating Rules that are modified for use on the BRC.

Hazardous Materials Instructions are located in the BRC's Version of the United States Hazardous Materials Instructions for Rail, BRC HM-1.

Whenever individual line special instructions are more restrictive than the System Special Instructions, line special instructions will govern.

The Timetable and System Special Instructions are modified, when needed, through the creation of General Orders, which are issued, as needed, by the Corporate Secretary and Director of Compliance.

DOCUMENTS IN EFFECT:

- General Code of Operating Rules, 8th Edition, effective April 1, 2020 (NEW)
- BRC Timetable #7 and System Special Instructions, effective April 1, 2020 (NEW)
- BRC Safety Rules, SAF-1 Effective January 1, 2017
- BRC Operating Practices Rules, OP-1, Effective January 1, 2017
- BRC Hazardous Materials Instruction Manual, HM-1, Effective January 1, 2017
- Chicago Operating Rules Association (CORA Guide), Effective May 1, 2016

ITEM 2 - INDIVIDUAL LINE SEGMENT STATION PAGES

<u>LINE</u>	<u>TERRITORY</u>	<u>MILEPOST RANGE</u>	<u>PAGES</u>
Kenton Line	CRAGIN to CP 509	0.3 – 21.98	6-11
59th Street Line	55TH STREET to WEST SUB	0.0F – 5.3F	12-14
Elsdon Industrial Lead	55TH STREET to END BRC	0.0E – 1.5E	15-17
South Chicago Dist. Ind. Lead	ROCK ISLAND JUNCTION to 112TH STREET	0.0S – 2.4S	18-19
Clearing Yard	CLEARING	N/A	21-31

Each line segment has individual mileposts.

To avoid duplication, mileposts are modified as follows with a suffix:

- South Chicago District Industrial Lead mileposts are marked with an “S”.
- 59th Street Line mileposts are marked with an “F”
- Elsdon Industrial Lead mileposts are marked with an “E”.

On the Kenton Line, mileposts do not have any suffix denoted after the number.

KENTON LINE

MILEPOST	TRACK	SOUTH ↓ STATIONS	NORTH ↑	RULE 4.3	AEI	SIDING
0.03	2MT	CRAGIN	I, J	0.3		
1.2		14TH STREET	I, J, X2			
3.5		22ND STREET YARD	Y			
5.6		HAWTHORNE	I, J, R, X			
6.6		LEMOYNE	I, J, R, X2			3,057
8.3		55TH STREET	I, J, R, X2	7.8		
10.0		67TH STREET	X2, I, T			
11.4	5MT	EAST END SWITCHES	I, J, X2			
11.6		HAYFORD	I, J, R, X2			
12.4	4MT	ROCKWELL STREET YARD	Y			
13.0		WESTERN AVENUE	I, J, X2	13.1		
13.4	2MT	FOREST HILL <i>R – CSXT RB DS</i>	I, R			
14.3	3MT	BELT JUNCTION	I, J, X2			
15.8		80TH STREET	I, J, X2	15.8		
16.8	2MT	87TH STREET	I, Y			12,000
19.5		PULLMAN JUNCTION	I, J, R, X2	19.4		
21.4		ROCK ISLAND JUNCTION	I, J, X2, Y	21.5		
21.98	MT	CP 509 <i>R – NS CHGO WEST DS</i>	I			

NOTES:

BRC mileposts on the Kenton Line include the single main track to the NS connection, ending at the west limit, NS CP 509.

Kenton Line Special Instructions:

1. Method of Operation:

METHOD OF OPERATION	TRACK	LOCATION
CTC	MT1, MT2	CRAGIN to HAYFORD
CTC	MT1, MT2, SOUTH RUNNING TRACK, WABASH LEAD	EAST END SWITCHES to WESTERN AVENUE
CTC	MT1, MT2	WESTERN AVENUE to BELT JUNCTION
CTC	MT1, MT2, MT3	BELT JUNCTION to 80 TH STREET
CTC	MT1, MT2	80 TH STREET to ROCK ISLAND JUNCTION
CTC	MT (NS CONNECTION)	ROCK ISLAND JUNCTION to CP 509
CTC	THIRD RAIL SIDING	87 TH STREET to PULLMAN JUNCTION

2. Manual Interlockings:

LOCATION	CONTROL STATION
CRAGIN	BRC North TD
14 th STREET	BRC North TD
HAWTHORNE	BRC North TD
LEMOYNE	BRC North TD
55 TH STREET	BRC North TD
67 TH STREET	BRC South TD
EAST END SWITCHES	BRC South TD
HAYFORD	BRC South TD
WESTERN AVENUE	BRC South TD
FOREST HILL	CSXT RB TD, JACKSONVILLE, FL
BELT JUNCTION	BRC South TD
80 TH STREET	BRC South TD
87 TH STREET	BRC South TD
PULLMAN JUNCTION	BRC South TD
ROCK ISLAND JUNCTION	BRC South TD
CP 509	NS Chicago West TD

3. Operating Characteristics - OTHER THAN MAIN TRACK:

MILEPOST RANGE	LOCATION	METHOD OF OPERATION
3.4 – 4.5	22 ND STREET YARD AND RUN AROUND TRACK	GCOR 6.28
5.6 - 4.8	(BNSF CONNECTION)	GCOR 6.28
6.6 – 7.2	C&A SIDING	GCOR 6.28
11.6 – 12.6	ROCKWELL STREET YARD	GCOR 6.28
16.9	87 TH STREET YARD	GCOR 6.28
19.5 – 21.4	COMMERCIAL AVENUE YARD	GCOR 6.28

FRA EXCEPTED TRACK:

GCOR 6.12 applies on the following tracks on the Kenton Line:

- 87TH STREET YARD

4. Speed Restrictions:

MILEPOST	DESCRIPTION	MPH
0.03 – 21.6	MAIN TRACKS (CRAGIN to ROCK ISLAND JUNCTION)	25
21.6 – 21.98	NS CONNECTION – (MT) (ROCK ISLAND JUNCTION to CP 509)	20
	TRACKS DESIGNATED AS OTHER THAN MAIN TRACK	10
11.6 – 12.9	WABASH LEAD – (CTC MT) EAST END SWITCHES to WESTERN AVENUE	25
11.6 – 12.9	SOUTH RUNNING TRACK – (CTC MT) EAST END SWITCHES to WESTERN AVENUE	25
11.6 – 12.9	ROCKWELL STREET YARD, 6 AXLE UNITS THROUGH TURNOUTS, EXCEPT TO AND FROM TRACK 1	5
16.8	87 TH STREET, YARD TRACKS (GCOR 6.28)	5
16.8 – 19.5	THIRD RAIL SIDING (CTC)	20
19.5 - 21.4	COMMERCIAL AVENUE YARD, 6 AXLE UNITS THROUGH TURNOUTS	5

Trains from the Elsdon Industrial Lead, moving southward onto the Kenton Line at 55TH STREET, MP 8.4, will comply with GCOR Rule 6.32.2 at the 55TH STREET highway/pathway crossing.

5. Speed Restrictions (Turnouts and Crossovers):

BRC Speed Signals apply on the Kenton Line

LIMITED SPEED = 25MPH
MEDIUM SPEED = 20 MPH
SLOW SPEED = 15 MPH

SWITCH AND CROSSOVER SPEED EXCEPTIONS:

MILEPOSTS	LOCATION	SPEED	DESCRIPTION	NOTES
3.6	14 TH STREET	15 MPH	NORTH CROSSOVER	
5.9	HAWTHORNE	15 MPH	SWITCH, MT2 TO CN CONNECTION	
11.6	HAYFORD	15 MPH	CONNECTION TO CSXT ELSDON SUBDIVISION	7 LEAD CONNECTION
14.1 – 14.5	BELT JUNCTION	25 MPH	CROSSOVERS	FREIGHT TRAINS
14.1 – 14.5	BELT JUNCTION	30 MPH	CROSSOVERS	PASSENGER TRAINS ONLY
16.8	87 TH STREET	15 MPH	SWITCH FROM MT1 TO THIRD RAIL SIDING	
21.35	ROCK ISLAND JUNCTION	20 MPH	CROSSOVER	MT2 to MT

6. Train Dispatchers and Radio Communication:

LOCATION	TERRITORY	AAR RADIO CHANNEL	PHONE NUMBER
BRC South Dispatcher	55 TH STREET – CP 509	026-026	(708) 496-4101
BRC North Dispatcher	CRAGIN – 55 TH STREET	039-039	(708) 496-4104
BRC Dispatcher*	CRAGIN – CP 509	026-026 / 039-039	(708) 496-4101* (708) 496-4101*

* When Train Dispatcher assignments are combined

7. Other Locations and Tracks:

MP	TRACK	LOCATION	SWITCH DIRECTION	NOTES
1.0	MT2*	FLEX O GLASS	NORTH	INDUSTRY 167
3.4	MT1*	22 ND STREET RUN - AROUND TRACK, NORTH	NORTH	N/A
4.5	MT1*	22 ND STREET RUN- AROUND TRACK, SOUTH	SOUTH	N/A
6.0	MT2*	MOBIL OIL	SOUTH	INDUSTRY 331
7.5	MT1*	C&A SIDING (SOUTH END)	SOUTH	N/A
7.6	MT1*	HOME PRODUCTS	NORTH	INDUSTRY 359
10.6	MT1*	OCCIDENTAL CHEMICAL	SOUTH	INDUSTRY 682
10.7	MT1*	GRACE – DAVISON (NORTH)	NORTH	INDUSTRY 684
10.7	MT1*	GRACE – DAVISON (SOUTH)	SOUTH	INDUSTRY 684

*Locations equipped with Electric Switch Locks, GCOR Rule 9.18 applies

8. Line Special Instructions:

MAXIMUM GROSS WEIGHT OF CAR

143 Tons

OUTLYING YARD INSTRUCTIONS

22ND Street Yard

Trains setting out must advise the Train Dispatcher of the head and rear car numbers for cars left in yard.

Rockwell Street Yard

Train Dispatcher must be contacted for yarding information.

Trains setting out must advise the Train Dispatcher of the head and rear car numbers for cars left on all tracks in the Rockwell Street Yard.

Commercial Avenue Yard

Trains setting out must advise the Train Dispatcher of the head and rear car numbers for cars left on all tracks in the Commercial Avenue Yard.

Trains yarding will ensure that they clear the 17/18 Switch at the south end of the yard by not less than 200 feet, when practicable.

DAILY OPERATING BULLETIN

Temporary Speed Restrictions, Work Zones, Crossing Restrictions, and other specific instructions will be delivered by Track Bulletin and communicated using the BRC Daily Operating Bulletin (DOB). BRC SSI Rule 6.2.2 applies

All trains operating on the BRC must have a DOB, unless instructed by the Train Dispatcher.

All trains must verify the DOB with the Train Dispatcher when entering BRC Trackage.

The BRC Train Dispatcher may issue additions or cancellations verbally.

RSSM CARS / HIGH WIDE LOADS, VERIFICATION WITH TRAIN DISPATCHER

Trains entering BRC Trackage must inform the Train Dispatcher of whether their train DOES or DOES NOT contain any TIH car, is an HHFT, or has dimensional or excessive dimensional loads.

9. HIGHWAY/RAIL GRADE CROSSINGS

The City of Chicago has designated specific crossings throughout the city as critical for the delivery of emergency services. These crossings are designated as 911 Crossings and notated in the table below with an 'X'.

Designated 911 crossings must not be obstructed for more than 10 minutes.

When trains are stopped, or anticipated to be stopped, on a 911 crossing, the Train Dispatcher must be notified immediately.

The Train Dispatcher will contact the City of Chicago Office of Emergency Communications and notify the Terminal Manager.

When a train, previously stopped on a 911 crossing, clears the crossing; the Train Dispatcher must be notified.

MILEPOST	CROSSING	PHYSICAL LOCATION	911	WHISTLE
6.58	CANAL BANK ROAD (PVT)	East of 4203 S. Cicero Avenue		N
7.9	ARCHER AVENUE	5264 S. Archer Avenue (Archer and Kolmar)	X	Y
8.4	55 TH STREET (KENTON LINE)	4579 W. 55 th Street	X	N
8.9	59 TH STREET	4598 W. 59 th Street	X	N
9.4	63 RD STREET (KENTON LINE)	4598 W. 63 rd Street	X	N
9.9	67 TH STREET	4600 W. Marquette Road	X	N
12.9	COLUMBUS AVENUE (SW HWY.)	2599 W. Columbus Avenue	X	Y

Additional Crossing Restrictions:

GCOR Rule 5.8.4, **Whistle Quiet Zone**, applies at all crossings on the Kenton Line, except sound whistle signal 5.8.2 (7) at **Archer Avenue, MP 7.9** and **Columbus Avenue, MP 12.9**.

59TH STREET LINE

MILEPOST	TRACK	SOUTH ↓ STATIONS	NORTH ↑	RULE 4.3
0.0F	2MT	55 TH STREET		I, J, X2
3.1F		NARRAGANSETT		I, J, X
4.3F		65 TH STREET		I, X
4.98F		WEST SUB		I, J
5.0Y	YARD	CLEARING YARD		G, T, Y
	YARD	CSXI BEDFORD PARK		G, Y

59th Street Line Special Instructions:

1. Method of Operation:

Operating Characteristics - MAIN TRACK(S):

METHOD	TRACK	LOCATION
CTC	MT1, MT2	55 TH STREET to WEST SUB
CTC	SOUTH BLUE ISLAND LEAD	WEST SUB to IHB CP 258
CTC	NORTH BLUE ISLAND LEAD	WEST SUB to IHB CP 258

2. Manual Interlockings:

LOCATION	CONTROL STATION
55 TH STREET	BRC North TD
NARRAGANSETT	BRC North TD
65 TH STREET	BRC North TD
WEST SUB INTERLOCKING	BRC North TD

3. Operating Characteristics (Other Than Main Track):

METHOD	TRACK	LOCATION
GCOR 6.28	NORTH PROVISO LEAD	WEST SUB to IHB CP ARGO
GCOR 6.28	SOUTH PROVISO LEAD	WEST SUB to IHB CP ARGO
GCOR 6.28	ARGO INDUSTRIAL LEAD	WEST SUB to ARGO

4. Speed Restrictions:

MILEPOST	DESCRIPTION	MPH
0.0F – 4.98F	MAIN TRACKS	25
	TRACKS DESIGNATED AS OTHER THAN MAIN TRACK	10
55 TH STREET	ELSDON INDUSTRIAL LEAD	10
	NORTH BLUE ISLAND LEAD	20
	SOUTH BLUE ISLAND LEAD	20
	NORTH PROVISO LEAD (GCOR 6.28)	10
	SOUTH PROVISO LEAD (GCOR 6.28)	10
3.1F	IHB CONNECTION SWITCH TO IHB ARGO INDUSTRIAL	15
3.1F	INTERNATIONAL PAPER (WABASH BOX)	5

5. Speed Restrictions (Turnouts and Crossovers):

BRC Speed Signals apply on the
59TH STREET Line

LIMITED SPEED = 25MPH
MEDIUM SPEED = 20 MPH
SLOW SPEED = 15 MPH

6. Train Dispatchers and Radio Communication:

LOCATION	TERRITORY	AAR RADIO	PHONE
BRC North Dispatcher	55 TH STREET to WEST SUB	039-039	(708) 496-4104
BRC Train Dispatcher*	55 TH STREET to WEST SUB	039-039	(708) 496-4104 (708) 496-4101

* When Train Dispatcher Assignments are combined

7. Other Locations and Tracks:

TRACK	MP	LOCATION	SWITCH DIRECTION
N/A	N/A	N/A	N/A

*Location equipped with electric switch lock, GCOR 9.18 applies.

8. Line Special Instructions:

MAXIMUM GROSS WEIGHT OF CAR

143 Tons

ARGO INDUSTRIAL LEAD INSTRUCTIONS

BRC North Train Dispatcher controls use of the Argo Industrial Lead.

When handling cars, air hoses must be coupled on all cars, and train line air cut in.

Close Clearance exists at all points within 500' of the Archer Avenue overpass, employees must not ride the sides of cars in this area.

Cars placed for delivery to Ingredion must be placed with the east car spotted west of the Weldbend private crossing at MP 5.1F when placing a full spot.

Cars placed for delivery to Ingredion must be spotted just east of the derail at the west end of the track, regardless of number of cars placed.

Use of a brake stick is mandatory when complying with GCOR 7.6 on the Argo Industrial Lead.

DAILY OPERATING BULLETIN

Temporary Speed Restrictions, Work Zones, Crossing Restrictions, and other specific instructions will be delivered by Track Bulletin and communicated using the BRC Daily Operating Bulletin (DOB). BRC SSI Rule 6.2.2 applies

All trains operating on the BRC must have a DOB, unless instructed by the Train Dispatcher.

All trains must verify the DOB with the Train Dispatcher when entering BRC Trackage.

The BRC Train Dispatcher may issue additions or cancellations verbally.

RSSM CARS / HIGH WIDE LOADS, VERIFICATION WITH TRAIN DISPATCHER

Trains entering BRC Trackage must inform the Train Dispatcher of whether their train DOES or DOES NOT contain any TIH car, is an HHFT, or has dimensional or excessive dimensional loads.

INBOUND TRAINS TO CLEARING

Trains inbound to the West Receiving Yard, with permission from the East Yardmaster to enter the yard, will not select inbound routes until the head end of the movement passes the sign located at **65TH STREET**, MP 4.40F

9. HIGHWAY/RAIL GRADE CROSSINGS

All highway/rail grade crossings on the line are shown below.

In addition, the City of Chicago has designated specific crossings throughout the city as critical for the delivery of emergency services. These crossings are designated as 911 Crossings and notated in the table below with an 'X'.

911 crossings must not be obstructed for more than 10 minutes.

When trains are stopped, or anticipated to be stopped, on a 911 crossing, the Train Dispatcher must be notified immediately.

The Train Dispatcher will contact the City of Chicago Office of Emergency Communications and notify the Terminal Manager.

When a train, previously stopped on a 911 crossing, clears the crossing; the Train Dispatcher must be notified.

LINE	MILEPOST	CROSSING NAME	PHYSICAL LOCATION	911 CROSSING	WHISTLE
59 TH ST	0.92F	LARAMIE AVENUE	5398 S. Laramie Avenue		N
59 TH ST	1.07F	LOCKWOOD AVENUE	5372 S. Lockwood Avenue		N
59 TH ST	1.21F	LONG AVENUE	5382 S. Long Avenue		N
59 TH ST	1.50F	CENTRAL AVENUE	5384 S. Central Avenue	X	N
59 TH ST	1.69F	55TH STREET (59 TH STREET LINE)	5632 W. 55 th Street (55 th Street and Parkside)	X	N
59 TH ST	2.48F	AUSTIN AVENUE	5966 S. Austin Avenue	X	N
59 TH ST	2.99F	NARRAGANSETT	5932 S. Narragansett Avenue	X	N
59 TH ST	4.20F	63RD STREET (59 TH STREET LINE)	7156 W. 63 rd Street	X	N
59 TH ST	4.40F	65TH STREET	7294 W. 65 th Street		N

GCOR Rule 5.8.4, **Whistle Quiet Zone**, applies at all crossings on the 59th Street Line

INGREDION - ARGO PLANT

1. Speed Restrictions (UPDATED)

Ingredion Corporation - Argo Plant:

SPEED	LOCATION	TRACKS	NOTES
10	ARGO LEAD	ALL	UNIT TRAINS
10	INGREDION PROPERTY	ALL	ALL MOVEMENTS

2. Train Dispatchers and Radio Communication:

LOCATION	TERRITORY	AAR RADIO	PHONE NUMBER
BRC North TD	Argo Lead	039-039	(708) 496-4104
BRC Plant Switching	Ingredion Plant	057-057	N/A

3. Industry Special Instructions:

MAXIMUM GROSS WEIGHT OF CAR

143 Tons

ARGO INDUSTRIAL LEAD INSTRUCTIONS (UNIT TRAINS)

BRC North Train Dispatcher controls use of the Argo Industrial Lead.

When handling cars, air hoses must be coupled on all cars, and train line air cut in and charged.

Close Clearance exists at all points within 500' of the Archer Avenue overpass, employees must not ride the sides of cars in this area and must be observant for close clearance.

When delivering a unit train to Ingredion for unloading, approach split point derail 500' west of Archer Avenue overpass prepared to stop, GCOR Rule 6.28 applies.

After lining split point derail for movement, proceed to gate at Archer Avenue.

A mandatory job briefing with the Ingredion Yardmaster must take place prior to proceeding past the gate.

INGREDION SPOTTING PROCEDURE

When spotting unit trains, and after receiving job briefing from the Ingredion Yardmaster, train will be routed to the grain loop. When practicable, the Ingredion Yardmaster will transport the Conductor to the point of the first cut to verify the lineup for the movement. If unavailable, the Conductor will stay with the train for the movement through the facility

Cut 50 cars at the clearance point notated on the map, then spot 50 cars on the outer loop at the compressor building. Return and pick up the next cut and spot 50 cars on the inner loop at the compressor building. If requested by the Ingredion YM, the head car may be left spotted over the pit for unloading.

A minimum of 3 hand brakes, and a securement test as outlined in GCOR 7.5 must be performed before leaving any cars unattended in the plant.

After spotting train, the light power movement back through the plant will be conducted with the locomotive engineer in the lead unit of the locomotive consist. Conduct a locomotive air test per OP-1 Rule 2.9.

INGREDION PULL PROCEDURE

Ingredion will place the empty unit train on the lead inside the plant for departure.

During the job briefing with the Ingredion Yardmaster, the conductor will verify that all cars have remained on air or have not been off a source of air for more than 4 hours.

If cars meet this criterion, crew will perform an Application and Release Test OP-1 Rule 2.6 prior to departure.

If cars do not meet this criterion, crew will perform a Transfer Train Air Test in accordance with OP-1 Rule 2.7. When necessary to conduct this test, notify the North Dispatcher so that Mechanical Forces at Clearing can be notified of the need for a Class I Air Test for these cars on arrival at Clearing.

When ready to pull the empties back to Clearing the crew must contact the North Train Dispatcher to ascertain when the train can be handled. This is to avoid having the entire Ingredion facility blocked if the train cannot be handled directly at the West Sub Interlocking.

INGREDION PLANT RESTRICTIONS

Fixed derails are located adjacent to both ends of the MP&L building, and at the entry to the plant west of Archer Avenue.

Kicking cars and gravity switching of cars at Ingredion is prohibited.

Smoking is prohibited at any location on the Ingredion property, including on or about locomotives or cars.

Use of locomotive sanders within the unloading shed is prohibited.

Do not stop with the locomotive inside the load out shed, except in emergency.

Watch for hazardous footing conditions adjacent to all loop tracks at the Ingredion Argo Plant.

Close Clearances exist at Archer Avenue bridge and adjacent to the MP&L Building.

In the event a warning siren sounds, crews are to remain on their power, unless otherwise instructed by Ingredion personnel. Notify the Train Dispatcher if a warning siren is heard on the property.

In the event of an emergency that requires first responders to respond, immediately notify the North Train Dispatcher to notify Ingredion personnel.

ELSDON INDUSTRIAL LEAD

TRACK	MILEPOST	NORTH ↓ STATIONS ↑	SOUTH ↑	RULE 4.3	NOTES
6.28	0.0E	55 TH STREET		I, J	
6.28	1.4E	ELSDON INTERLOCKING		I, J	Automatic Interlocking
6.28	1.5E	END BRC		J	<i>BNSF Corwith YD</i>

Elsdon Industrial Lead Special Instructions:

1. Method of Operation:

METHOD	TRACK	LOCATION
MANUAL INTERLOCKING	MAIN	WITHIN 55 TH STREET INTERLOCKING
GCOR 6.28	ALL	55 TH STREET to END BRC

2. Manual Interlockings:

LOCATION	CONTROL STATION
55 TH STREET	BRC North TD
ELSDON INTERLOCKING	CSXT RA TD (Automatic Interlocking)

3. Operating Characteristics - OTHER THAN MAIN TRACK:

METHOD	TRACK	LOCATION
GCOR 6.28	ALL	55 TH STREET to END BRC

4. Speed Restrictions:

MILEPOST	DESCRIPTION	MPH
0.0E – 0.4E	MAIN	15
0.4E – 1.5E	OTHER THAN MAIN TRACK	10

5. Speed Restrictions (Turnouts and Crossovers):

SPEED	LOCATION	MILEPOST	DESCRIPTION
10	ALL	ALL	ALL

6. Train Dispatchers and Radio Communication:

LOCATION	TERRITORY	AAR RADIO	PHONE NUMBER
BRC North Dispatcher	55 TH STREET to END BRC	039-039	(708) 496-4104

7. Other Locations and Tracks:

TRACK	MP	LOCATION	TRAIN	NOTE
NONE	N/A	NONE	N/A	N/A

8. Line Special Instructions:

MAXIMUM GROSS WEIGHT OF CAR

143 Tons

ELSDON INTERLOCKING

- **ELSDON INTERLOCKING** is an automatic interlocking, controlled by the CSXT RA Dispatcher, AAR 014-014. Movements beyond **END BRC** towards BNSF Corwith require permission of BNSF ATM #1, AAR 085-085.
- Movement beyond **ELSDON INTERLOCKING** towards NS Kenwood Line (49th Street Line) require permission of NS YM Ashland Avenue before passing NS MP KN3, AAR 064-064.

DAILY OPERATING BULLETIN

Temporary Speed Restrictions, Work Zones, Crossing Restrictions, and other specific instructions will be delivered by Track Bulletin and communicated using the BRC Daily Operating Bulletin (DOB). BRC SSI Rule 6.2.2 applies

All trains operating on the BRC must have a DOB, unless instructed by the Train Dispatcher.

All trains must verify the DOB with the Train Dispatcher when entering BRC Trackage.

The BRC Train Dispatcher may issue additions or cancellations verbally.

RSSM CARS / HIGH WIDE LOADS, VERIFICATION WITH TRAIN DISPATCHER

Trains entering BRC Trackage must inform the Train Dispatcher of whether their train DOES or DOES NOT contain any TIH car, is an HHFT, or has dimensional or excessive dimensional loads

PERMISSION TO OCCUPY THE ELSDON INDUSTRIAL LEAD

Trains entering the Elsdon Industrial Lead at **ELSDON INTERLOCKING** or **END BRC** must obtain permission from the BRC North Train Dispatcher to occupy the track.

9. HIGHWAY/RAIL GRADE CROSSINGS

All highway/rail grade crossings on the line segment are shown below.

In addition, the City of Chicago has designated specific crossings throughout the city as critical for the delivery of emergency services. These crossings are designated as 911 Crossings and notated in the table below with an 'X'.

911 crossings must not be obstructed for more than 10 minutes.

When trains are stopped, or anticipated to be stopped, on a 911 crossing, the Train Dispatcher must be notified immediately.

The Train Dispatcher will contact the City of Chicago Office of Emergency Communications and notify the Terminal Manager.

When a train, previously stopped on a 911 crossing, clears the crossing; the Train Dispatcher must be notified.

LINE	MILEPOST	CROSSING NAME	PHYSICAL LOCATION	911	WHISTLE
ELSDON	0.45E	KOSTNER AVENUE	5308 S. Kostner Avenue		Y
ELSDON	0.51E	KOLIN AVENUE	5292 S. Kolin Avenue		Y
ELSDON	0.57E	KILDARE AVENUE	5257 S. Kildare Avenue		Y
ELSDON	0.63E	TRIPP AVENUE	5227 S. Tripp Avenue		Y
ELSDON	0.68E	KEELER AVENUE	5209 S. Keeler Avenue		Y
ELSDON	0.93E	PULASKI ROAD	5100 S. Pulaski Road		Y
ELSDON	1.33E	LAWNDALE AVENUE	4947 S. Lawndale Avenue		Y

SOUTH CHICAGO DISTRICT INDUSTRIAL LEAD

TRACK	MILEPOST	NORTH ↓ STATIONS	SOUTH ↑	RULE 4.3
6.28	0.0S	ROCK ISLAND JUNCTION		I, J, X2
YARD	0.8S	SOUTH CHICAGO (100 TH STREET)		Y
6.28	2.15S	112TH STREET		Y

South Chicago District Industrial Lead Special Instructions:

1. Method of Operation:

METHOD OF OPERATION	TRACK	LOCATION
GCOR 6.28	ALL	ROCK ISLAND JUNCTION to 112TH STREET

2. Manual Interlockings:

LOCATION	MILEPOST	CONTROL STATION
ROCK ISLAND JUNCTION	0.0S	BRC South TD

- The South Chicago District Industrial Lead begins at the south limit Rock Island Junction, MP 0.0S

3. Operating Characteristics - OTHER THAN MAIN TRACK:

METHOD	TRACK	LOCATION
GCOR 6.28	ALL	ROCK ISLAND JUNCTION to 112th

4. Speed Restrictions:

MILEPOST	DESCRIPTION	MPH
0.0S – 2.35S	OTHER THAN MAIN TRACK	10
0.76S	NORTHBOUND MOVEMENTS UNTIL CROSSING OCCUPIED (100 TH STREET)	5

5. Speed Restrictions (Turnouts and Crossovers):

SPEED	LOCATION	MILEPOST	DESCRIPTION
10 MPH	ALL	ALL	ALL

6. Train Dispatchers and Radio Communication:

LOCATION	TERRITORY	AAR RADIO	PHONE NUMBER
BRC South Dispatcher	ROCK ISLAND JUNCTION to 112TH STREET	026-026	(708) 496-4101

7. Other Locations and Tracks:

TRACK	MP	LOCATION	TRAIN	NOTES
NONE	N/A	NONE	N/A	N/A

8. Line Special Instructions:

Northward Trains entering BRC Trackage must contact the BRC South Dispatcher prior to passing 106th Street, MP 1.57S, for permission to proceed.

Contact the BRC South Dispatcher for permission to use the Wall or Fence Tracks between **ROCK ISLAND JUNCTION** and **SOUTH CHICAGO**.

MAXIMUM GROSS WEIGHT OF CAR

143 Tons

OUTLYING YARD INSTRUCTIONS

South Train Dispatcher must be notified of the head car and rear car numbers of tracks where cars are set out on or picked up from in District Yard at **SOUTH CHICAGO**.

ERIE SIDING

Erie Siding located between MP 1.6S and MP 2.2S, GCOR 6.28 applies.

DAILY OPERATING BULLETIN

Temporary Speed Restrictions, Work Zones, Crossing Restrictions, and other specific instructions will be delivered by Track Bulletin and communicated using the BRC Daily Operating Bulletin (DOB). BRC SSI Rule 6.2.2 applies

All trains operating on the BRC must have a DOB, unless instructed by the Train Dispatcher.

All trains must verify the DOB with the Train Dispatcher when entering BRC Trackage.

The BRC Train Dispatcher may issue additions or cancellations verbally.

RSSM CARS / HIGH WIDE LOADS, VERIFICATION WITH TRAIN DISPATCHER

Trains entering BRC Trackage must inform the Train Dispatcher of whether their train DOES or DOES NOT contain any TIH car, is an HHFT, or has dimensional or excessive dimensional loads.

9. HIGHWAY/RAIL GRADE CROSSINGS

All highway/rail grade crossings on the line segment are shown below.

In addition, the City of Chicago has designated specific crossings throughout the city as critical for the delivery of emergency services. These crossings are designated as 911 Crossings and notated in the table below with an 'X'.

At 106th Street, MP 1.57S, the crossing is equipped with color light dwarf signals which indicate the status of crossing protection. These signals do not grant any type of movement authority.

If a red signal is displayed, and the gates do not operate, be governed by GCOR 6.32.2, and inform the Train Dispatcher.

<u>LINE</u>	<u>MILEPOST</u>	<u>CROSSING NAME</u>	<u>PHYSICAL LOCATION</u>	<u>911</u>	<u>WHISTLE</u>
SCHGO	0.51S	98 th STREET	3068 E. 98 th Street		Y
SCHGO	0.76S	100 th STREET	3035 E. 100 th Street		Y
SCHGO	1.34S	MUSKEGON AVENUE	10476 S. Muskegon		Y
SCHGO	1.57S	106 th STREET	2680 E. 106 th Street		Y

ITEM 3 - CHICAGO OPERATING RULES ASSOCIATION

Employees operating over foreign railroads in the Chicago Terminal must have the current CORA Guide in their possession.

The Belt Railway Company of Chicago is a member of the Chicago Operating Rules Association (CORA). The CORA Operating Guide is in effect on all railroads operating within the Chicago Terminal District.

CORA Guide modifications will be issued by the home railroad and communicated by the railroads affected to their employees. On the Belt Railway of Chicago, modifications to CORA Sections will be communicated through CORA Notices issued by the Secretary and Director Compliance.

Possession of a CORA book removes the requirement to carry the timetable and special instructions, and operating rule book of the railroad a BRC crew is operating over.

BRC crews operating over foreign railroads will still be governed by the BRC SAF-1 and OP-1.

It will be the responsibility of BRC crews to assure they have the current CORA Sections, and applicable updates, for any section of foreign railroad over which they operate.

ITEM 4 - CLEARING YARD SPECIAL INSTRUCTIONS

1. Method of Operation:

Operating Characteristics - MAIN TRACK(S):

LOCATION	MILEPOST	METHOD OF OPERATION
NONE	N/A	N/A

2. Operating Characteristics - OTHER THAN MAIN TRACK(S):

LOCATION	EMPLOYEE IN CHARGE	METHOD OF OPERATION
CLEARING YARD TRACKS	AS DESIGNATED	GCOR 6.28 applies, 10 MPH
DIESEL SHOP TRACKS	DIESEL SHOP FOREMAN	GCOR 6.28 applies, 5 MPH
STOREHOUSE LEAD	DIESEL SHOP FOREMAN	GCOR 6.28 applies, 5 MPH
CAR SHOP TRACKS	MECHANICAL FOREMAN	GCOR 6.28 applies, 5 MPH
SOUTH THOROUGHFARE	EAST HUMPMASER	GCOR 6.28 applies, 10 MPH
NORTH THOROUGHFARE	WEST HUMPMASER	GCOR 6.28 applies, 10 MPH
NORTH THOROUGHFARE (WITHIN SHOP LIMITS)	DIESEL SHOP FOREMAN	GCOR 6.28 applies, 10MPH
NORTH CLEARING INDUSTRIAL DISTRICT	WEST HUMPMASER	GCOR 6.28 applies, 10MPH
SOUTH CLEARING INDUSTRIAL DISTRICT	EAST HUMPMASER	GCOR 6.28 applies, 10MPH

3. Operating Characteristics - EAST RECEIVING YARD:

LOCATION	EMPLOYEE IN CHARGE	METHOD OF OPERATION
1-2 LEAD EAST RECEIVING	WEST HUMPMASER	GCOR 6.28
1-23 EAST RECEIVING	WEST HUMPMASER	GCOR 6.28
WATER PLUG LEAD	WEST HUMPMASER	GCOR 6.28
68 TH STREET WYE	WEST HUMPMASER	GCOR 6.28
67 TH STREET WYE	WEST HUMPMASER	GCOR 6.28
NORTH THOROUGHFARE (East Shop Limits to Cicero Ave)	WEST HUMPMASER	GCOR 6.28
CLEARING DISTRICT YARD	WEST HUMPMASER	GCOR 6.28

4. Operating Characteristics - WEST RECEIVING YARD:

LOCATION	EMPLOYEE IN CHARGE	METHOD OF OPERATION
1-15 WEST RECEIVING	EAST HUMPMASER	GCOR 6.28
16 WEST RECEIVING (West of XO)	WEST HUMPMASER	GCOR 6.28
BACK LEAD	EAST HUMPMASER	GCOR 6.28
LADDER LEAD	EAST HUMPMASER	GCOR 6.28
1-5 WEST APPROACH	EAST HUMPMASER	GCOR 6.28
SOUTH THOROUGHFARE (West Sub to Central Ave)	EAST HUMPMASER	GCOR 6.28
Hump Subway to Diesel Shop Switch	EAST HUMPMASER	GCOR 6.28 applies, Maximum Height 17'1"

5. Operating Characteristics - EAST DEPARTURE YARD:

LOCATION	EMPLOYEE IN CHARGE	METHOD OF OPERATION
3-8 LEADS	EAST HUMPMASER	GCOR 6.28
23-47 EAST DEPARTURE	EAST HUMPMASER	GCOR 6.28
SOUTH THOROUGHFARE (Central to	EAST HUMPMASER	GCOR 6.28
SOUTH CLEARING INDUSTRIAL DISTRICT	EAST HUMPMASER	GCOR 6.28
MARTIN YARD	CSXI YARDMASTER	CSXT Rule 502 applies

6. Operating Characteristics - WEST DEPARTURE YARD:

LOCATION	EMPLOYEE IN CHARGE	METHOD OF OPERATION
17-37 WEST DEPARTURE	WEST HUMPMASER	GCOR 6.28
NORTH THOROUGHFARE	WEST HUMPMASER	GCOR 6.28
HIGH SIDE LEAD (West Departure to 65 TH	WEST HUMPMASER	GCOR 6.28
CABBAGE PATCH LEAD	WEST HUMPMASER	GCOR 6.28
1 / 2 MAINS (West of Shop Limits)	WEST HUMPMASER	GCOR 6.28
NORTH CLEARING INDUSTRIAL	WEST HUMPMASER	GCOR 6.28
PRAIRIE YARD	WEST HUMPMASER	GCOR 6.28

7. Operating Characteristics - EAST CLASSIFICATION YARD:

LOCATION	EMPLOYEE IN CHARGE	HUMP CONDUCTOR
0-63 EAST	EAST HUMPMASER	WEST HUMP CONDUCTOR
64-65 EAST	MECHANICAL	WEST HUMP CONDUCTOR

8. Operating Characteristics - WEST CLASSIFICATION YARD:

LOCATION	EMPLOYEE IN	HUMP CONDUCTOR
0-48 WEST CLASS	WEST HUMPMASER	EAST HUMP CONDUCTOR
19-21 C-RIP	MECHANICAL FOREMAN	EAST HUMP CONDUCTOR

9. Speed Restrictions:

MILEPOST	DESCRIPTION	MPH
CLEARING YARD	OTHER THAN MAIN TRACK	10
CLEARING YARD	ALL MECHANICAL DEPARTMENT	5
CLEARING YARD	ALL DIESEL SHOP TRACKS	5

10. Speed Restrictions (Turnouts and Crossovers):

SPEED	LOCATION	MILEPOST	DESCRIPTION	NOTE
10 MPH	ALL	ALL	ALL	EXCEPT WHEN RESTRICTED TO 5MPH

11. Clearing Yard Radio Communication:

LOCATION	TERRITORY	RADIO	PHONE NUMBER
BRC WEST HUMPMASER	WEST DEPARTURE YARD WEST CLASSIFICATION YARD EAST RECEIVING YARD NORTH CLEARING ID	018-018	(708) 496-4130
BRC EAST HUMPMASER	EAST DEPARTURE YARD EAST CLASSIFICATION YARD WEST RECEIVING YARD SOUTH CLEARING ID	089-089	(708) 496-4128
DIESEL SHOP	SHOP LIMITS	079-079	(708) 496-4067

12. Other Locations and Tracks:

TRACK	MP	LOCATION	TRAIN DISPATCHER	NOTES
NONE	N/A	N	N/A	N

13. Line Special Instructions:

MAXIMUM GROSS WEIGHT OF CAR

143 Tons

OUTLYING YARD INSTRUCTIONS

NON

E TRACK

BULLETINS

Within Clearing Yard, Temporary Speed Restrictions, and other specific instructions will be delivered by Form C Track Bulletin and communicated using the BRC Daily Operating Bulletin (DOB). BRC SSI Rule 6.2.2 applies

The BRC Train Dispatcher may issue additions or cancellations verbally.

RSSM CARS / HIGH WIDE LOADS, VERIFICATION WITH TRAIN DISPATCHER

Trains entering BRC Main Track must inform the Train Dispatcher of whether their train DOES or DOES NOT contain any TIH car, is an HHFT, or has dimensional or excessive dimensional loads.

14. Special Conditions (CLEARING YARD)

HUMP APPROACH SIGNALS (Definition)

Informational signals that are associated with the hump operation. These signals are controlled by the Humpmaster in charge of the respective yard.

YARD TEST PLANT - CLEARING DEPARTURE YARDS

Cars worked by Mechanical Department forces will be left with air coupled and cut-in. Air will be coupled to the end which will be used as the head end of the train.

When cars are left with yard air cut in, and the track is disturbed for reasons such as a bad order set out or other reasons, the track must be re-spotted for air, and the air connection to the yard air restored. Re-spotting of the track is the responsibility of the crew handling the cars.

When written notice of the Class I Air Test (Air Slip) is documented it may be left in the knuckle of the lead car on each track by Carmen.

After verifying the track has hand brakes applied, remove the yard air before coupling to the track.

Do not allow the cut of cars to go into EMERGENCY.

When a track is disturbed, and the air slip removed, the Humpmaster must be updated on the location of the air slip.

Yard air hoses, after being disconnected, must not be left where they can cause a stumbling hazard.

CLASS 1 AIR BRAKE TEST

Crews completing a Class I Air Brake Test are to confirm the rear car number with the employee at the rear of the train. Immediately contact the Humpmaster if the number does not match the train list.

Written notification of a Class I Air Brake Test will be provided on the Conductor's Train List.

If not noted on the list, written notification of a Class 1 Air Brake Test will be left in the knuckle of the lead car on each track.

TRACKS DOUBLING VERIFICATION SHEET

All crews doubling trains out of Departure Yard tracks will be provided a Train Doubling Verification Sheet.

Crews must confirm the car number matches the car number of the head car on each track. In the event of a discrepancy, contact the Humpmaster immediately.

PLACEMENT OF TRACK SKATES

Track skates are used in Classification Yards in lieu of securement with hand brakes. When placing Track Skates ahead of inert retarders, place the skates as follows:

- Place Skate 39 feet ahead of inert retarders
- Place skates on both the north and south rail of each track

Cars must not be shoved from the hump end when the head car of the track is against a skate.

Place skates between the rails when not in use.

Report any missing skates immediately to the Hump Conductor, if a replacement is not immediately available, apply a hand brake to the first car in the affected track.

The Hump Conductor must be notified when the track is skated, and the number of skates on each track. Hump Conductor must acknowledge the track number and number of skates placed.

SWITCHES

Where switches are equipped with switch locks, locking pins or hasps, they must be used. Report missing locks, locking pins, or hasps to the Humpmaster. GCOR 8.8 applies.

Switch Locks, hasps, or locking pins are in use at the following

locations: EAST DEPARTURE YARD

- 3 LEAD to 4 LEAD CROSSOVER
- 35 CROSSOVER
- 40 CROSSOVER
- 35 EAST DEPARTURE to LOW SIDE LADDER LEAD
- 34 EAST DEPARTURE to 34 POCKET

WEST RECEIVING YARD

- 16 WEST RECEIVING to 15 WEST RECEIVING CROSSOVER
- ALL CROSSOVER SWITCHES ON THE HUMP APPROACHES MUST BE RESTORED TO NORMAL POSITION AFTER USE

SOUTH THOROUGHFARE

- SOUTH THOROUGHFARE to East End CSXI Bedford Park Intermodal Facility
- 7 AND 8 LEAD at East End CSXI Bedford Park Intermodal Facility

Crossover switches must be restored to normal position for South Thoroughfare after use.

CLEARING DISTRICT YARD

- 1 MAIN
- 1 MAIN, DISTRICT LADDER LEAD
- WEST END DISTRICT LADDER LEAD

ONE MAIN EAST END

EAST END SCRAP DOCK LEAD SWITCH

POWER SWITCHES

TO OPERATE A POWER SWITCH:

- Depress the handle on the mast. Inspect switch points prior to movement for proper route.

HAND OPERATION OF A POWER SWITCH:

- The pump handle used to operate the switch also acts as a locking bar for the hand throw cover. The locking tabs on the handle and cover overlap and may be locked.

Steps to Hand Operate a Power Switch:

1. Remove the pump handle, open the cover, insert handle in the pump cartridge head.
2. Select the direction of switch point movement by moving the travel lever in the direction the points will move.
3. Operate the switch by moving the handle back and forth until the points are properly lined.
4. Visually inspect the switch points
5. Close the cover, reinstall the handle into the holder. Align the locking tabs and the handle and lock.

RADIO CONTROL SWITCHES - WEST RECEIVING YARD (Rule 8.19.1)

Radio Controlled Switches are in operation in the West Receiving Yard. Switches are also equipped for DTMF, push button and hand operation.

Radio Controlled Switches are equipped with wheel detector loops. To operate the switch cars or engines must be outside the loop.

Wheel detector loops are located approximately 150' from the switch points.

When the switch operation fails, and transmits a **FAULT**, the switch will need to be inspected visually for obstruction, which must be removed to operate the switch.

Radio Controlled Switches are equipped with lighted switch position indicators with the following aspects and indications:

INDICATOR ASPECT	INDICATION
GREEN	Switch lined NORMAL
AMBER	Switch lined REVERSE
WHITE	Route activated across switch, Switch locked in position for route

SWITCH NUMBER	TRACK
001	6 CROSSOVER
002	2 WEST RECEIVING
003	3 WEST RECEIVING
004	4 WEST RECEIVING
005	5 WEST RECEIVING
006	6 WEST RECEIVING
007	7 WEST RECEIVING
008	8 WEST RECEIVING
009	9 WEST RECEIVING
010	10 WEST RECEIVING
011	11 WEST RECEIVING
012	12 WEST RECEIVING
013	13 WEST RECEIVING
014	14 WEST RECEIVING
015	15 WEST RECEIVING
016	16 WEST RECEIVING

PUSH BUTTON OPERATION

When necessary to operate a radio-controlled switch by hand using the push button:

1. Lift the cover on the hasp, depress the button
2. The switch will line opposite the current position
3. Replace the lock or hook and secure
4. Inspect the switch points prior to occupying the switch

HAND OPERATION

When necessary to hand operate a radio-controlled switch using the pump handle:

1. Remove the pump handle, open the cover and insert the handle in the pump actuating head.
2. Move the directional travel lever to select the direction the points are to move.
3. Operate the pump handle until the switch points are lined properly.
4. Visually inspect the switch points.
5. Close the cover and restore the handle.

RADIO OPERATION

To operate a radio-controlled switch using DTMF keys, do the following:

1. Switches are designed to use AAR 057-057 for operation.
2. A radio keypad is used to call the switch and command a position.
3. The first key used is the # Key, which electrically calls the switch for use.
4. Positions of switches may be obtained by radio by using the "Query" Command.
5. When DTMF Codes are entered that are not recognized the system will transmit "BAD COMMAND".
6. Actuation Codes are transmitted in a series

DTMF COMMANDS:

<u>CALL</u>	<u>SWITCH NUMBER</u>	<u>MARK</u>	<u>KEY</u>	<u>ACTION</u>
#	0XX	#	#	SWITCH QUERY
#	0XX	#	1	SWITCH REVERSE
#	0XX	#	2	SWITCH NORMAL

XX represents the number of the individual switch

Radio responses will be transmitted following a radio command. Supplemental radio responses may be transmitted when conditions allow, example a switch locked out or occupied.

SWITCH COMMAND EXAMPLES:

- Switch 16 Normal # 016 # 2
- Switch 16 Reverse # 016 # 1
- Query Switch 16 # 016 ##

- Switch 3 Normal # 003 # 2
- Switch 3 Normal # 003 # 1
- Query Switch 3 # 003 ##

ROUTE SWITCH OPERATION:

To operate multiple switches as a route, the entry pattern changes. To line multiple switches, a route may be activated, or switches may be lined individually.

ROUTING COMMANDS:

MARK	MARK	LEAD	TRACK #	DIRECTION	ACTION
#	#	T	XX	D	CONFIGURE

T = 1 for LADDER LEAD, 2 for BACK LEAD

XX = Track Number 02 through 16

D = 0 for OUTBOUND, 1 for INBOUND

ROUTING EXAMPLES:

Ladder Lead Inbound to Track 11	##1111
Ladder Lead Inbound to Track 02	##1021
Ladder Lead Outbound from Track 10	##1100
Ladder Lead Outbound from Track 02	##1020
Back lead Inbound to Track 02	##2021
Back Lead Inbound to Track 10	##2101
Back Lead Outbound from Track 02	##2020
Back Lead Outbound from Track 10	##2100

Radio responses will be transmitted following a routing command. Supplemental radio responses may be transmitted when conditions allow, example a switch locked out or occupied.

Routing commands will fail if any switch in the route is out of communication, occupied, locked out, or part of another active inbound route.

Route lights will be extinguished as a train clears the wheel detector occupancies.

When the train completely clears the route, the active route is cancelled.

ADDITIONAL ROUTING COMMANDS:

COMMAND	DTMF CODE	RESPONSE
ROUTE QUERY	# * 411 #	"LADDER/BACK LEAD IN/OUTBOUND TRACK XX ACTIVE"
CANCEL OUTBOUND ROUTES	##550#	"CANCELLING OUTBOUND ROUTES PLEASE WAIT" followed by "OUTBOUND ROUTE CANCEL COMPLETE"
CANCEL INBOUND ROUTES	##551#	"CANCELLING INBOUND ROUTES PLEASE WAIT" followed by "INBOUND ROUTE CANCEL COMPLETE"

HUMP SUBWAY SWITCH

PUSH BUTTON OPERATION

To operate the switch by hand using the push button:

1. Lift the cover on the hasp, depress the button
2. The switch will line opposite the current position
3. Replace the lock or hook and secure
4. Inspect the switch points prior to occupying the switch

HAND OPERATION

Hand Operation will require the assistance of the Hump Signal Maintainer

RADIO-CONTROLLED SWITCH - WEST DEPARTURE YARD

Radio Controlled (RC) switch located at Divide Switch controlling movement off the High Side Lead or Cabbage Patch Lead west end of the West Departure Yard will allow DTMF radio operation.

In addition to the RC operation, the switch is also equipped for push button and hand operation.

Switch is equipped with mast-mounted Indicator Light displaying the following information:

- Green Switch Position Normal
- Amber Switch Position Reverse
- Red Switch out of correspondence

DTMF OPERATION

<u>SWITCH</u>	<u>TRACK</u>	<u>RADIO</u>
038	Cabbage Patch/High Side	057-057

<u>SWITCH</u>	<u>POSITION</u>	<u>DTMF CODE</u>
038	Lined to Cabbage Patch Lead – NORMAL	#038 2
038	Lined to High Side Lead - REVERSE	#038 1
038	Query Switch	#038 0

RADIO CONTROLLED SWITCH - 67TH STREET WYE

Radio Controlled (RC) switch located at Divide Switch between wye tracks.

In addition to the RC operation, the switch is also equipped for push button and hand operation.

Switch is equipped with mast-mounted Indicator Light reflecting the following information:

- Green Switch Position Normal
- Amber Switch Position Reverse
- Red Switch out of correspondence

DTMF OPERATION

<u>SWITCH</u>	<u>TRACK</u>	<u>RADIO</u>
067	67TH / 68TH STREET WYE	057-057

<u>SWITCH</u>	<u>POSITION</u>	<u>DTMF CODE</u>
067	Lined to 67TH STREET WYE – REVERSE	#067 1
067	Lined to 68TH STREET WYE – NORMAL	#067 2
067	Query Switch	#067 0

REMOTE-CONTROLLED DUAL CONTROL SWITCHES - WEST END OF EAST RECEIVING YARD

Radio Controlled (RC) dual control switches are located at the west end of East Receiving Yard Tracks 1 - 23 as well as East Approach Crossover Switches.

Switches are controlled by the East Hump Conductor under the direction of the West Humpmaster.

Switches are not equipped for DTMF radio operation.

To operate these switches, contract the West Humpmaster.

Switches are equipped with mast mounted indicator lights that display the following indications:

- **Green** Switch position NORMAL
- **White** Route activated, switch activated as part of the route
- **Amber** Switch position REVERSE

In addition to the RC operation, the switches are also equipped for push button and hand operation. Switches are equipped with mast-mounted Indicator Light reflecting the following information:

- **Green** Switch Position NORMAL
- **Amber** Switch Position REVERSE
- **Red** Switch out of correspondence

Special Conditions:

Once a route is lined, the switches cannot be manually operated from the field.

Switches may be operated in hand throw when a route is not lined. Movements must be stopped 125 feet in advance of the switch to hand operate the turnout.

When locking out switches for protection, Mechanical and Engineering Department employees must obtain permission from the West Humpmaster prior to locking out the switch. West Humpmaster must be advised when the switch is restored to power.

Permission to occupy the west end of the East Receiving Ladder Lead and the East Approach Tracks must be obtained from the West Humpmaster.

CROSSING RESTRICTIONS - CLEARING YARD AND INDUSTRIAL LEADS

YARD ACCESS CROSSING, CROSSING PROTECTION - WEST END, EAST RECEIVING YARD

Yard access crossing at West End of East Receiving Yard across East Approach Tracks is equipped with automatically activated crossing protection.

- GCOR Rules 6.32.1 and 6.32.2 do not apply at this location.
- Crossing gates may be lowered in the field by using a push button.
- Crossing gates cannot be raised from the field.
- Crossing gates are controlled by the East Hump Conductor as directed by the West Humpmaster.
- To have the gates raised, contact the West Humpmaster.

CENTRAL AVENUE YARD ACCESS CROSSING (NORTH)

GCOR 6.32.1 applies at Central Avenue Yard Access Crossing.

CENTRAL AVENUE YARD ACCESS CROSSING (SOUTH)

When necessary to cut this crossing, cut not less than 300' on either side of the crossing.

SOUTH CLEARING INDUSTRIAL DISTRICT

GCOR 6.32.1 applies for all movements at 73rd Street Crossing.

BRC Police may be called to assist with protecting this crossing, contact the East Humpmaster not less than 15 minutes before assistance is required.

FRA EXCEPTED TRACK:

GCOR 6.12 applies on the following tracks in Clearing Yard:

- Prairie Yard, North Clearing Industrial District

ITEM 5 - SYSTEM SPECIAL INSTRUCTIONS

The following terms are used in the application of Special Instructions to the General Code of Operating Rules.

When System Special Instructions modify a rule, the following terms are used:

- **NEW:** Adds a new rule for use on the BRC to the rulebook
- **ADDITION:** Adds an item(s) to an existing GCOR Rule
- **SUPERSEDE:** Replaces an existing GCOR Rule with a new rule or instructions
- **APPLICATION:** Provides information on the meaning or interpretation of a rule.

The BRC is classified as one subdivision, The Belt Railway Subdivision, which is further divided into two individual lines and two industrial leads:

<u>LINE</u>	<u>TERRITORY</u>	<u>MILEPOST RANGE</u>
Kenton Line	CRAGIN to CP 509	0.03 – 21.98
59th Street Line	55TH STREET to WEST SUB	0.0F – 5.3F
Elsdon Industrial Lead	55TH STREET to END BRC	0.0E – 1.5E
South Chicago Dist. Ind. Lead	ROCK ISLAND JUNCTION to 112th Street	0.0S – 2.4S
Clearing Yard	CLEARING YARD	N/A

Where System Special Instructions conflict with individual Line Special Instructions, the individual Line Special Instructions will govern at that location.

Rule Changes and Additions - General Code of Operating Rules 8th Edition:

GCOR 1.3.1 Rules, Regulations, and Instructions (ADDITION)

Add the following to the section entitled Classes:

Employees who fail to pass required examinations are subject to the following handling, as applicable:

- **First Attempt:** The employee will not be permitted to work until the employee passes the examination. The re-examination date will be coordinated with the rules examiner and may be taken as soon as the following day.

Re-examination period must not exceed seven days.

- **Second Attempt:** The employee will not be permitted to work until the employee passes the examination. The re-examination date will be coordinated with the rules examiner and may be taken no earlier than 3 days after the examination to allow time for preparation.
- **Third Attempt:** The employee failing the third attempt will be removed from service, pending formal investigation.

GCOR 1.3.3 Circulars, Instructions, and Notices (ADDITION)

Add the following paragraph:

Notices

Notices are issued to provide instructions to employees of specific functional areas by the department heads of the area. They provide information and work instructions specific to the area.

Transportation Notice (Transportation Employees)

- Provide instructions for all Transportation Department employees

Engineering Notice (Engineering Employees)

- Provide instructions for all Engineering Department employees

Mechanical Notice (Mechanical Employees)

- Provide instructions for all Mechanical Department employees

Train Dispatcher Notices (Transportation - Train Dispatchers)

- Provide instructions for Train Dispatchers

Clerical Notices-Transportation (Transportation - Clerical)

- Provide instructions for Transportation-Clerical Employees

Yardmaster Notices (Transportation - Yardmasters)

- Provide supplemental instructions for Yardmasters

Hump Conductor Notices (Transportation - Yard)

- Provide supplemental instructions for Hump Conductors

GCOR 1.4 Good Faith Challenge (ADDITION)

Add the following to Part D:

Employees submitting written requests, as outlined in this Part, will utilize the BRC Web Site to submit all information.

Select Section: **Operating Department**

Select Application: **Good Faith Challenge**

Complete all required fields and submit the form.

The BRC Designated Review Officer for Good Faith Challenge rules interpretations is the Secretary and Director of Compliance.

GCOR 1.5 Drugs and Alcohol (SUPERSEDE)

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 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 prohibited substances in their bodily fluids when reporting for duty, while on duty, or while on company property.

Employees are prohibited from using any controlled substance, at any time, and whether on or off duty, unless used specifically as prescribed by a medical practitioner.

GCOR 1.10 Games, Reading, or Other Media (ADDITION)

Personal electronic device use is permissible only when an employee is on a designated break period, in a designated crew facility, and only if all provisions of the applicable rules are followed.

Electronic devices may not be used when any member of the crew is performing safety critical activities.

GCOR 1.11.1 Napping (APPLICATION)

This rule does not apply on the BRC. Napping is not permitted

GCOR 1.14 Employee Jurisdiction (ADDITION)

Add the following bullet:

- The current Chicago Operating Rules Association (CORA) Manual section, and any updates, will fulfill the requirements of a timetable, operating rules, and special instructions, for operation on other railroads.

BRC crews must, at a minimum, have and maintain the applicable sections when performing transfer service for the railroads they will traverse.

GCOR 1.15 Duty - Reporting or Absence (APPLICATION)

Current policies related to employee attendance requirements and expectations will be documented in individual department instructions.

Employees are required to comply with departmental attendance policies as a condition of continued employment.

GCOR 1.17 Hours of Service Law (ADDITION)

Add the following to Item A:

When it is not likely the crew will be tied up before time expires, the Conductor must contact the Train Dispatcher not less than 2 hours prior to expiring under the Hours of Service Law for further instructions.

Add the following to Item C:

FRA Regulations require documentation of hours of service be completed in writing, with a signature to denote certification of the record upon tie-up. Conductors are responsible for tie up of the train crew; Locomotive Engineers are also responsible for signing the timeslip for the assignment.

When employees tie up electronically, the signed copy must be left in the designated location.

If a BRC employee does not tie up electronically, the required form must be signed and returned to the Crew Caller's office as instructed by proper authority.

GCOR 1.34 Flat Spots (APPLICATION)

A Locomotive Engineer or RCO receiving an engine with flat spots will notify the Train Dispatcher and/or BRC Mechanical Department and make an entry on the locomotive defect report.

Outside of yards, do not set out a locomotive unless authorized by the Train Dispatcher

GCOR 1.36 Excessive Dimension Loads (APPLICATION)

Definitions:

Dimensional Load: Any load with a width of **10 feet 8 inches** to **11 feet 6 inches'** wide

Excessive Dimensional Load: Any load with a width of greater than **11 feet 6 inches** wide. Additionally, any load requiring idler cars is automatically classified as an Excessive Dimensional Load.

The following classes of equipment are covered by instructions from BRC Car Operations via a High Wide Clearance message:

- Excessive dimensional loads
- Shipments including idler cars
- Other unusual shipments that require close attention.

The Conductor must receive a High Wide Clearance Message prior to moving the train.

An Excessive Dimensional Load is any load with a width exceeding **11 feet, 6 inches** or any shipments including idler cars on the train consist. Conductors, prior to entering BRC Trackage, must contact the Train Dispatcher and advise of any excessive dimensional loads.

The Train Dispatcher must contact the appropriate Humpmaster upon receiving notification of trains containing excessive dimensional loads.

Inbound Conductor must advise the appropriate Humpmaster if train contains an excessive dimensional load or a car exceeding **21 feet 0 inches** ATR (Above Top of Rail) prior to yarding the train in East or West Receiving Yard.

Dimensional cars exceeding **17 feet 0 inches** ATR must not be handled via the subway under the Clearing Yard Hump.

A “Dimensional Load” is any load with a width of **10 feet 8 inches** to **11 feet 6 inches** as noted on the train consist.

If a train has a dimensional load, the Conductor must advise the Dispatcher prior to moving the train.

If a conductor has a dimensional load and has received **High Wide Clearance Authority** notification of an excessive dimension load on another train that their train may meet or pass, the conductor must notify the train dispatcher before moving the train.

The Conductor must notify other crew members of the presence of both excessive dimension loads and dimensional loads before movement.

GCOR 1.36.1 Maximum Gross Weight Limitations (ADDITION)

Maximum gross weight limitation on the BRC is 143 Tons.

Work equipment, cars, or platforms (other than 6 axle passenger cars and 6 axle locomotive cranes) with a gross weight greater than the route’s approved limit must not be moved over structures, unless authorized by the Engineering Department, or cleared by BRC Car Operations.

Restrictions applicable to the operation of 6 axle locomotives are noted on individual line station pages.

GCOR 1.36.2 Locomotives in Train, Passenger Cars, Rear End Only Cars, Distributed Power Locomotive Configuration (ADDITION)

Prior to entering BRC Trackage, the conductor must notify the Train Dispatcher and identify train placement of:

- locomotive entrained in the train consist not on the head end of the train
- passenger cars
- any car on rear end of train which cannot be coupled to

Distributed Power Configuration

- Conductor must also notify the Humpmaster prior to yarding the train when the train is DP

GCOR 1.36.3 Minimum Equipment Length (ADDITION)

Minimum equipment length must not be less than 41 feet, 10.5 inches, coupler to coupler without authorization from proper authority.

GCOR 1.36.4 High Value Loads (ADDITION)

When a car is designated as a High Value Load, the following additional special handling restrictions apply, in addition to any other Dimensional Load or Excessive Dimension Load instructions:

A Mechanical Department Representative must inspect High Value Loads at the time of interchange

- Loads must not remain in a consist during switching
- Loads must not be kicked or humped
- Other cars must not be kicked or humped into these loads
- Air brakes must be used when switching, pulling, or spotting these loads
- Excessive dimensional loads must be only placed on tracks designed to accommodate those loads.

GCOR 1.44 Duties of Train Dispatchers (ADDITION)

Add the following:

- Train Dispatchers are responsible for complying with instructions in the Train Dispatcher's Manual.
- Additions, deletions, or changes to the Train Dispatcher's Manual will be communicated through the issuance of Train Dispatcher Notices.

GCOR 1.46 Duties of Yardmasters (ADDITION)

Add the following:

The term Yardmaster and the term Humpmaster are used interchangeably on the BRC and will apply to all Yardmasters.

Humpmaster instructions for the operation of the BRC Hump and adjoining yard tracks are contained in the current Transportation Notice entitled "Clearing Yard Instructions - Hump."

Humpmasters are responsible for the information contained in these instructions.

Humpmaster instructions for the operation of BRC Industry Assignments are contained in the current Transportation Notice entitled "Industry Notice".

Humpmasters are responsible for the information contained in these instructions.

Additions, deletions, or changes to instructions applicable to Humpmasters will be communicated through the issuance of a Yardmaster Notice.

GCOR 1.47 Duties of Crew Members (ADDITION)

Add Items 6 and 7 in Part A, Conductor Responsibilities (New):

6. Conductors are responsible for documenting train performance through the submission of required written work report documentation upon tie-up. Work reporting requirements will be specified in Transportation Notices
7. Conductors, when occupying the lead locomotive consist, will occupy the controlling locomotive between stations.

Add Items 3 to 5 in Part B, Engineer Responsibilities (Addition):

3. Any employee who operates a locomotive must have a valid certificate in his possession.
4. Any employee who maintains a certificate must have that certificate in their possession, regardless of which position they have been called to perform service in.
5. An employee who does not have their current certificate in their possession must contact the Trainmaster - Operations to have a temporary certificate issued.

Add Part E. Hump Conductors (Addition):

Hump Conductors are responsible for the safe and efficient operation of the hump under the direction of the Humpmaster.

Hump Conductor instructions for the operation of the BRC Hump are contained in the current Transportation Notice entitled "Clearing Yard Transportation Work Instructions - Hump Notice." Hump Conductors are responsible for the information contained in these instructions.

Changes to instructions applicable to Hump Conductors will be communicated using a Hump Conductor Notice.

GCOR 1.48 Time (ADDITION)

Add the following:

24-hour time will be used on train sheets, on-track authority documents, and track bulletins.

All time will be issued in Central Time using a 24-hour format. Current time may be obtained from the Train Dispatcher.

To conform with Energy Policy Act of 2005, related to Daylight Saving Time, be governed by the following:

- At 0200 on the second Sunday in March, standard time is advanced one hour to 0300.
- At 0200 on the first Sunday in November, standard time is set back one hour to 0100.

Conductors, Engineers, and Yardmasters 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 formats for identification, (Examples):

Fixed locations:

- “BRC North Dispatcher”
- “BRC East Humpmaster”
- “BRC West Hump Conductor”
- “BRC Diesel Shop”

Mobile Units:

- “BRC 580”
- “BRC 150, Helper”
- “BRC High Rail 827”
- “BRC Machine Operator Smith”
- “BRC Trainmaster Perham”

The use of individual names or nick-names, in lieu of proper identification, is not permissible.

GCOR 2.3 Repetition (ADDITION)

Add the following bullet:

- If a transmission is repeated correctly, the response must be “THAT IS CORRECT.”

GCOR 2.4 Ending Transmissions (APPLICATION)

Yard switching operations, as used in this rule, is direct communication between crewmembers, directly related to movement of trains and engines, while actively engaged in the movement of equipment.

Examples would be car counts, or commands to start or stop a movement.

GCOR 2.12 Fixed Signal Information (ADDITION)

Prior to passing any interlocking signal, an employee on the controlling end of the movement must transmit fixed signal information by radio.

When all employees are on the head end of the train, the Conductor will make the broadcast.

Format for Radio Broadcast of Fixed Signal Indications:

“Engine Number, Signal Name, Location,”

Examples:

“BRC 580, Clear, Lemoyne, Out”

“CP 8887, Medium Approach Medium, Western Avenue, Out”

“BRC 312. Stop Signal, Rock Island Jct., Out”

Where trains will make multiple movements over the same track, for example doubling a train away at the south end of Commercial Avenue Yard, a single broadcast is considered sufficient, in the application of this rule.

GCOR 2.14.1 Verbally Transmitting and Repeating Mandatory Directives (ADDITION):

Where station names contain numerals, for example **67th Street**, the requirements of this rule do not apply to the transmitting and repeating of the location name only.

GCOR 2.21 Electronic Devices (SUPERSEDE)

Replace Part B, Personal Electronic Devices with the following:

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 when:

- On moving rolling equipment or on-track equipment
- Any member of the crew is on the ground performing safety related duties

Or

- Any employee is assisting in preparation of the train, engine(s), or on-track equipment.

A railroad operating employee may use a personal cell phone for voice, data, or text communication only when:

- Rolling and on-track equipment associated with their assignment is stopped
- A safety briefing is conducted with all crew members to confirm that it will not interfere with any safety related or required duty.
- No crew member will foul any tracks.

When crewmembers on an assignment are on an assigned break or meal period in a BRC crew facility, it is permissible to use an electronic device if ALL crew members are present in the facility. Devices must be stowed before resuming work and remain stowed.

Train Dispatchers, Yardmasters, Hump Conductors, and Transportation Clerical Employees may not use personal electronic devices at their workstations while on duty.

GCOR 2.21 Electronic Devices (APPLICATION)

In the application of this rule, wristwatch like devices, worn by the employee, which can transmit or receive information beyond time and date, are considered personal electronic devices.

This includes such devices as Apple Watches, and personal monitors such as the Fitbit and equivalent fitness monitoring devices.

All restrictions related to personal electronic devices apply to the use of these devices while on duty.

GCOR 4.3 Timetable Characters (APPLICATION)

The following characters are used on the BRC:

- G** - General Orders, Notices, Bulletins, Standard Clock
- I** - Manual Interlocking
- J** - Junction
- R** - Railroad Crossing at Grade
- T** - Turning Facility
- X** - Crossover
- X (2)** - Multiple crossovers
- Y** - Yard

When stations are indicated in italics, ***STATION***, the station is not on the line, but adjacent to the line, and shown as reference.

GCOR 5.4.2 Display of Yellow Flag (SUPERSEDE)

Change Item A. Restriction in Effect

Change all rule references from 2 Miles to 1 Mile

Change Item B. Restriction Is Not in Effect

Change all rule references from 2 Miles to 1 Mile

GCOR 5.4.3 Display of Red/Yellow Flag (SUPERSEDE)

Change Item A. Restriction Is in Effect

Change all rule references from 2 Miles to 1 Mile

Change Item B. Restriction Is Not in Effect

Change all rule references from 2 Miles to 1 Mile

GCOR 5.4.6 Display of Flags Within Current of Traffic

This rule does not apply on the BRC.

GCOR 5.4.8 Flag Location (APPLICATION)

When flags are displayed, they will be displayed as follows:

- In Two Main Track territory, flags will be placed to the outside of the track
- In Multiple Main Track Territory, flags will be placed to the outside of the track, to the right for inside tracks

GCOR 5.4.9 M/W Protection in Yard and Other Than Main Track (APPLICATION)

Removing Yard Tracks and Leads from Service for Maintenance and Repairs:

1. Notify Humpmaster, or Employee in Charge, of the track or tracks, to be removed from service and the purpose.
2. Protect the work area as follows:
 - a) The switches connected to the yard track, or to the location on the lead that men or equipment will occupy, must be lined away from the work area, secured with an RWP lock, or;
 - b) Rail turned to prevent movements from entering, or;
 - c) Derails placed and locked with an RWP lock in a manner to prevent other movements from entering, or;
 - d) A combination of the above.

Maintenance or Repair Work on Yard Tracks and Leads or Other Tracks Governed by Other Than Main Track Operation, While in Service:

Men or equipment may work on yard tracks and yard leads while they are in service under the following conditions:

- a) When the RWP Employee in Charge has been advised that there are no train or engine movements by the employee in charge of the track.
- b) When an employee is working with a yard engine crew during snowstorms or other emergencies, and an understanding is made that will assure protection of the employee.
- c) When an employee has been designated to watch over and govern the entire operation.
- d) When the work required will not restrict train and engine movements and can be performed safely.

GCOR 5.8.4 Whistle Quiet Zone (ADDITION)

Add the following bullet:

- Notified that automatic warning devices have an activation failure, are malfunctioning, or are disabled.

GCOR 5.8.1 Ringing Engine Bell (ADDITION)

Add the following bullets:

- When passing stopped trains on an adjacent main track.
- When moving in a mechanical facility, or on track controlled by Mechanical Department personnel.
- At all yard access crossings in Clearing Yard.
- When moving within the confines of an industry.

GCOR 5.8.4 Whistle Quiet Zone (APPLICATION)

The locations of highway-rail grade crossings, where whistle quiet zones apply, are notated in the individual line station pages in the timetable.

Where quiet zones are not notated for specific crossing locations, the sounding of signal 5.8.2 (7) is mandatory.

GCOR 5.8.5 Silenced Whistle (SUPERSEDE)

This rule does not apply on the BRC.

GCOR 5.11 Engine Identifying Number (APPLICATION)

Trains may be identified by train symbol on initial radio contact with the train dispatcher, who, after verifying the lead engine number, will utilize this engine number for all subsequent communication.

Trains may be identified within Clearing Yard by train symbol.

Regularly scheduled passenger trains may be referred to in communication by schedule number, except in situations where the communication is used to grant main track authority.

GCOR 5.13 B Blue Signal Protection of Workers (APPLICATION)

In the application of GCOR 5.13 B. 3, the employee controlling remote control switches at the Clearing Hump will be governed by the provisions of the current Clearing Yard Work Instructions - Hump Notice for specific application of systems and recordkeeping for the process.

GCOR 5.13.1 Utility Employees (APPLICATION)

Add the following to the first paragraph of the rule:

BRC Utility Employees report to and receive direction from the Employee in Charge (Yardmaster, Trainmaster, Field Team Leader, Terminal Manager) on the territory in which they are working.

GCOR 6.2 Initiating Movement (ADDITION)

Add the following bullet under initiating movement:

- Receive a Daily Operating Bulletin (DOB) prior to initiating movement, the DOB will be used to deliver track bulletins on main track, and selected other than main track segments, as noted in individual line special instructions.

GCOR 6.2.2 Daily Operating Bulletin (ADDITION)

The Daily Operating Bulletin will be issued by the train dispatcher to deliver track bulletin restrictions, GCOR Chapter 15, as modified by System Special Instructions, documents track bulletin usage on the BRC.

All trains, yard assignments, and Roadway Workers must have a copy of the DOB, unless specifically authorized by the Train Dispatcher.

Trains entering the BRC, and EIC's wishing to occupy main track, must contact the Train Dispatcher to verify the current DOB, and obtain any additional restrictions or cancellations from the active document.

Train Dispatchers may add or remove individual restrictions from the DOB verbally.

Once there are no exceptions to the DOB, the Train Dispatcher will advise that:

"Engine Number/Employee may proceed on DOB# (Number of DOB)."

GCOR 6.2.3 RSSM (TIH) Shipment Handling (ADDITION)

All trains, prior to entering BRC Trackage controlled by the Train Dispatcher must advise the Train Dispatcher if their train does or does not include an RSSM (TIH) shipment.

Main Line Interchange:

The receiving foreign carrier train crew, participating in the interchange on the BRC main track, or at a BRC location not under the jurisdiction of the BRC Yardmaster, must advise the BRC Train Dispatcher that the "Positive Chain of Custody" took place.

Originating Trains:

All originating trains must advise the BRC Yardmaster if their train does or does not include an RSSM (TIH) Shipment.

- Process for notification and documentation of the transfer about an originating train must take place PRIOR to departure.

Terminating Trains:

All terminating trains must advise the BRC Yardmaster if their train includes, or does not include, an RSSM (TIH) Shipment.

- Notification involving a terminating train must take place prior to entering a yard.
- Documentation of the transfer must take place prior to cutting off the locomotive consist at the point that train terminates within the yard.

GCOR 6.3 Main Track Authorization (SUPERSEDE)

Do not occupy main tracks unless authorized by one of the following:

- Rule 6.13 Yard Limits
- Rule 10.1 (Authority to Enter CTC Limits)
- At Manual Interlockings, verbal authority from the control operator or a controlled signal that indicates proceed.
- On the BRC, Track and Time, GCOR 10.3 may be issued within Manual Interlockings by the control operator.

GCOR 6.3.1 Train Coordination (SUPERSEDE)

- This rule does not apply on the BRC

GCOR 6.5 Shoving Movement (SUPERSEDE)

Remove the following paragraph:

Authority on main track and controlled siding allows for movement in direction of shove, provided route is properly lined, and road crossings will not be fouled and movement at restricted speed is not required.

GCOR 6.5.1 Remote Control Movements (SUPERSEDE)

Replace entire rule with the following:

Remote Control Movements, in both directions, are considered shoving movements.

Before initiating movement, the Remote-Control Operator, or a crew member, must be able to visually observe the direction the equipment moves.

When a Remote-Control Zone is equipped with pull back / stop protection (PSP), the operator must verify that the PSP is operational. Pull back and stop protection must again be verified is PSP is overridden.

Relief of Providing Protection:

The Remote-Control Operator is relieved from providing protection, and the requirement to stop within half the range of vision for movement when:

- The remote-control zone has been activated.
- Switches and derails are known to be properly lined.
- Track(s) within the zone are known to be clear of other trains, engines, railroad cars, and men or equipment fouling the track.

Note: these steps must be repeated each time a Remote-Control Zone is made active.

GCOR 6.5.2 Protection of Movements (NEW)

When protecting movement of trains and engines, apply the following guidelines:

Conventional Movements:

When conventional assignments are moving in other than main track territory, a trainman, when riding the locomotive consist, will take up a position on the leading end of the locomotive, outside the cab, whenever the engineer's visibility is restricted, or as directed by the engineer.

GCOR 6.6 Back Up Movements (SUPERSEDE)

This rule does not apply on the BRC

GCOR 6.7B Transfer of an Active Remote-Control Zone (SUPERSEDE)

This rule does not apply on the BRC

GCOR 6.7C Deactivating Remote Control Zone (SUPERSEDE)

When the RCO ends the tour of duty, the Remote-Control Zone must be deactivated.

GCOR 6.14 Restricted Limits (SUPERSEDE)

This rule does not apply on the BRC

GCOR 6.15 Block Register Territory (BRT) (SUPERSEDE)

This rule does not apply on the BRC

GCOR 6.19 Flag Protection (SUPERSEDE)

Flag protection against following trains is not required on the BRC

GCOR 6.21.1 Protection Against Defects (ADDITION)

Add the following additional paragraph:

When a defect, that would result in a dangerous condition for train movement is discovered, it must be protected.

On main track, the Train Dispatcher, or proper authority, must prevent movement on the track until the condition is corrected, or protection is no longer required.

On other than main track, to provide protection, notify proper authority and provide protection on the track(s) involved until relieved, or the track is blocked, tagged, locked, or a switch providing direct access is spiked against the condition.

GCOR 6.21.3 Track Obstruction / Unusual Conditions (SUPERSEDE)

When a train is advised between (location) and (location) be governed by Rule 6.21.3, within the specified limits by the Train Dispatcher, trains must:

- Not exceed 20 MPH, Head End Restriction
- Be prepared to stop for slides, washouts, debris or obstructions on the track

Train crews are instructed to regulate speed where visibility is limited due to factors such as curvature, lighting, weather or other factors and must report to the train dispatcher conditions encountered, or if none are encountered, within the limits.

GCOR 6.23 Emergency Stop or Severe Slack Action—the part titled “Inspection of Cars and Units” is changed to read (SUPERSEDE)

Visual inspection must ensure no derailment or damage has occurred to cars, units, equipment or track to the end of the train.

If physical characteristics, such as a bridge with no walkway, prevent complete inspection; the train may be moved the distance necessary, not exceeding 5 MPH, to complete the inspection.

Stop movement immediately if excessive power is required to start or keep the train moving and discontinue further inspection until a safe alternative to complete inspection is identified by either a job safety briefing or coordination through the train dispatcher.

Exception – The following trains are relieved of visual inspection required by emergency brake application, if no severe slack action occurred while stopping, and brake pipe pressure is restored as indicated by the caboose gauge, end-of train telemetry device (ETD) or distributed power telemetry:

- Solid loaded bulk commodity train,
- Train consisting entirely of double-stack and/or articulated spine car intermodal equipment,
- Any train where emergency application occurs above 20 MPH, or
- Any train that is 5000 tons or less.

Train types in the exception are relieved of further visual inspection after a defect is corrected, such as recoupling an air hose, and brake pipe pressure is restored as indicated by the caboose gauge, end-of- train telemetry device (ETD) or distributed power telemetry.

**THERE ARE NO INSPECTION EXCEPTIONS
FOR KEY TRAINS OR HHFT TRAINS**

GCOR 6.26 Use of Multiple Main Tracks (APPLICATION)

Main Tracks are numbered from east to west as MT1, MT2, or MT3.

Between **WESTERN AVENUE** and **EAST END SWITCHES**, tracks are numbered MT1, MT2, SOUTH RUNNING TRACK, and WABASH LEAD.

Between **BELT JUNCTION** and **80TH STREET**, track are numbered MT1, MT2, MT3.

GCOR 6.32.2 Automatic Warning Devices (SUPERSEDE)

Modify the Chart in Item B of this rule in its entirety

Train crews will be notified of failures of Automatic Warning Devices verbally, or by track bulletin.

When notified of a failure, comply with the following:

Movement When Notified that Automatic Warning Devices have an Activation Failure, are Malfunctioning, or are Disabled		
<u>IF</u>	<u>THEN</u>	<u>NOTES</u>
Crew Notified that the crossing has an ACTIVATION FAILURE Or is DISABLED	Stop before occupying the crossing. After a crew member is on the ground to warn highway traffic, proceed over the crossing as directed by the crew member, then proceed at normal speed	Stop and provide warning even if automatic warning devices are seen to be working.
Crew Notified that the crossing is MALFUNCTIONING	Stop before occupying the crossing. After a crew member is on the ground to warn highway traffic, proceed over the crossing as directed by the crew member, then proceed at normal speed Or If devices are seen to be working, proceed over crossing at 15MPH (HER) then proceed at normal speed	N/A
If crew communicates with a single equipped flagger before arrival at the crossing and the flagger can provide warning in one direction of approaching traffic.	Proceed at 15 MPH (HER), then proceed at normal speed	Single Flagger
If crew communicates with an equipped flagger before arrival and the flagger(s) can provide warning in all directions of approaching traffic.	Proceed over the crossing at normal speed without stopping	One or more Equipped Flaggers

GCOR 6.32.3 Providing Warning for Adjacent Tracks (APPLICATION)

Change references to 250' in this rule to reflect 500'.

GCOR 6.32.4 Clear of Crossing and Signal Circuits (APPLICATION)

Change references to 250' in this rule to reflect 500'.

GCOR 6.33 Flagmen (NEW)

To protect contractor workers and/or 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 contractor and a job briefing and communication check with the Train Dispatcher.

Other Than Main Track:

- On Non-Controlled tracks, or Other Than Main Track, protection must be afforded by the Flagman
- When necessary, coordinate protection with the Humpmaster, or other employee responsible for directing train movement

On Main Track:

- Workers must not be within twenty-five feet of controlled track(s) without a Flagman
- On Track Authority (Track and Time in CTC) must be obtained from the Train Dispatcher PRIOR to contractors or employees fouling any main track.

When a flagman is specified on the Daily Operating Bulletin, it will be communicated in a, Form F or Form C Track Bulletin.

Entering Main Line Work Zone Limits (Flagman):

A train must not enter the Flagman's limits specified on main track, unless instructed by the Flagman.

A train, within the Flagman's limits at the time the limits take effect, must not make further movement unless instructed by the Flagman.

A crew member must attempt to contact the Flagman to avoid delay, giving the train's location and track being used.

The Flagman will use the following format to establish communication with the train:

"Flagman using Form F Track Bulletin Number #__, between MP_____ and MP_____ on_____ Line. "

Trains within the limits, unless otherwise restricted, must move at the speed(s) specified by Flagman.

If no speed is specified by the Flagman, trains will move at Restricted Speed through the limits (Head End Restriction).

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 Flagman’s Limits between MP _____ and MP _____ and proceed at (one of the following speeds), specifying route”:

- Maximum Authorized Speed, unless otherwise restricted
- Restricted Speed

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 re-start movement after stopping, without permission from the Flagman.

C. Flagman Absent from Location:

If unable to contact a Flagman at the prescribed milepost, a train may proceed through the specified limits on main track at Restricted Speed (Head End Restriction) after contacting the Train Dispatcher.

NOTE: This exemption DOES NOT APPLY if the Work Zone limits are protected by a Track Bulletin Form B.

Sound Whistle Signal (8) frequently, and sound engine bell while passing through the limits under this circumstance, regardless of any whistle quiet zone prohibitions.

GCOR 7.1 Switching Safety and Efficiently (APPLICATION)

On tracks where a fouling point is not indicted, or is not visible, the fouling point may be determined using the following method:

- a) Stand on the tie butt with your outside foot (the one that is closest to the connecting track) at the edge of the tie, then put your inside (opposite side) foot against the rail, finally extend your arm toward the connecting track.
- b) Move to a location where your extended arm is approximately 4 feet from the edge of the nearest running rail on the connecting track.
- c) From this location, leave equipment an additional 50 feet into the track.

GCOR 7.4 Precautions for Coupling or Moving Cars or Engines (ADDITION)

Add the following sentence:

When operating light locomotives, stop not less than 50 feet prior to the coupling, verify coupler alignment, and then direct movement from the ground. RCL movement use COUPLE SPEED.

GCOR 7.6 Securing Cars or Engines (SUPERSEDE)

When applying hand brakes for securement, hand brakes must be applied sequentially from one end of the equipment. Do not skip individual hand brakes when applying hand brakes to secure equipment.

Hand Brakes are required at all locations, except Clearing Yard Classification Yard tracks equipped with inert retarders.

Brake sticks are to be utilized as the primary means of applying and releasing hand brakes.

In the application of the rule, the following Grade Securement Charts are to be used:

- **Chart A**, provides a summary of required hand brakes by weight of cars and track grade.
- **Chart B**, outlines the grade information at various locations on the BRC.

GRADE SECUREMENT CHART - CHART A						
TONS	GRADE					
	"0"	≥ 0.25	≥ 0.50	≥ 0.75	≥ 1.00	≥ 1.25
≤ 1000	3	3	3	3	3	3
1000+	3	3	3	3	5	6
2000+	3	3	5	5	6	8
3000+	3	5	5	7	8	10
4000+	4	5	5	8	10	13
5000+	5	6	7	9	12	15
6000+	5	7	8	11	14	18
7000+	5	7	9	13	16	21
8000+	5	8	10	14	18	23
9000+	5	9	12	15	20	25
10000+	6	10	13	17	22	28
11000	6	11	15	18	24	30
12000+	7	14	16	20	26	33
13000+	8	15	17	22	28	35
14000+	8	15	20	23	30	38

GRADE SECUREMENT CHART - CHART B		
LOCATION	RULING GRADE	HAND BRAKE REQUIREMENTS
CLEARING YARD - Receiving Tracks		Sufficient, not less than 2*
CLEARING YARD - Departure Tracks		Sufficient, not less than 2*
CLEARING YARD - Hump Approach Tracks		Sufficient, not less than 10*
CLEARING YARD - Classification Yards		Sufficient not less than 2*, unless protected by skates
CLEARING YARD- Other Locations		Sufficient*
CLEARING YARD (NCID, SCID)		Sufficient*
ARGO INDUSTRIAL LEAD	1.40%	Refer to Grade Securement Chart A
<u>KENTON LINE</u>		
Between CRAGIN and 14 TH STREET	1.20%	Refer to Grade Securement Chart A
Between 14 TH STREET and HAWTHORNE	0.50%	Refer to Grade Securement Chart A
Between HAWTHORNE and 55 TH STREET	0.25%	Refer to Grade Securement Chart A
Between 55 TH STREET and WESTERN AVENUE	0.25%	Refer to Grade Securement Chart A
Between WESTERN AVENUE and BELT JUNCTION	0.75%	Refer to Grade Securement Chart A
Between BELT JUNCTION and CP 509	0.50%	Refer to Grade Securement Chart A
SOUTH CHICAGO DISTRICT YARD		Sufficient, not less than 2*
<u>59TH STREET LINE</u>		
Between 55 TH STREET and WEST SUB	0.25%	Refer to Grade Securement Chart A
<u>OTHER LOCATIONS</u>		
ROCKWELL STREET YARD	0.25%	Refer to Grade Securement Chart A
THIRD RAIL SIDING	0.50%	Refer to Grade Securement Chart A
COMMERCIAL YARD	0.50%	Refer to Grade Securement Chart A
<p>*Where tracks require a sufficient number of hand brakes, with a minimum number of cars specified, if the minimum number of cars is not present, apply hand brakes to all cars.</p> <p>Test hand brakes to ensure they are sufficient, as required by GCOR Rule 7.5 Testing Hand Brakes</p>		

GCOR 7.6.1 Unattended Locomotives (ADDITION)

Unattended locomotives, not coupled to other equipment, must not be left unattended on a main track.

When necessary to switch a locomotive in a consist, a properly secured locomotive may be left on a main line unattended, if a crew member remains in proximity.

To properly secure locomotives, crew members must:

- Secure all locomotives in the consist with a hand brake, at all locations

GCOR 7.6.2 Key Train/HHFT and Key Train/HHFT Commodity Securement Requirements (ADDITION)

On the BRC, a Key Train or High Hazard Flammable Train (HHFT) must not be left unattended on a main track or siding, except when:

- The location is within a yard or terminal
- Or
- The locomotive cab is properly secured, or reverser is removed or secured.

NOTE: Foreign carrier crews operating on the BRC must receive permission prior to locking a locomotive cab.

All Locomotive Engineers must obtain a reverser from their home road to carry in the event they are called to operate a Key Train, or HHFT Train, left unattended on a main track, siding, or other outlying location on the BRC.

When Permission to Leave a Train or Car(s) is Received from the Train Dispatcher:

Secure equipment in compliance with BRC Grade Securement Charts A and B, see Rule 7.6 Securing Cars or Engines, BRC System Special Instructions.

Conduct a radio job briefing with the Train Dispatcher verifying the following information:

- Tonnage and length of train, or number of individual cars left unattended
- Grade of track at location left, see Grade Securement Chart B
- Is equipment is secured on straight or curved track
- Weather conditions
- Total number of hand brakes applied
- Confirmation between Conductor and Engineer which must include the following statement to the Train Dispatcher:

**"CONDUCTOR AND ENGINEER AGREE SECUREMENT REQUIREMENTS
HAVE BEEN MET."**

These requirements are applicable to Key Trains and HHFT left unattended at all Outlying Locations.

These requirements DO NOT APPLY to Key Trains and HHFT left unattended within Clearing Yard.

These requirements are not applicable to Key Trains and HHFT, when a portion of the train is left, properly secured, and the on-duty crew is:

- Picking up, setting out, or repositioning cars at an industry
- Switching cars to and from adjacent main tracks or sidings
- Adding, removing, or repositioning locomotives
- Moving part of a train when doubling a hill or cutting crossings.

GCOR 7.7.1 Gravity Switch Moves (SUPERSEDE)

- This rule does not apply on the BRC

GCOR 7.11 Charging Air Brakes (APPLICATION)

When humping rail cars at Clearing Yard, the following items related to the use of air brakes apply:

When humping cars into the East or West Classification Yards:

- Not less than 6 cars of air must be cut in, charged, and operable on the hump cut.
- If more than 6 cars of air are needed to maintain control, in accordance with this rule, the crew will notify proper authority and adjust as needed.

When pulling a cut up and over the hump, to be humped in the opposite direction (Northbound to Southbound as an example):

- Not less than 1 air brake, exclusive of the locomotive consist, for each 1000 trailing tons must be cut in, charged, and operable on the cut. (Example 3000 trailing tons requires a minimum of 3 air brakes cut in.)

GCOR 8.2 Position of Switches (ADDITION)

When necessary to operate a switch on the BRC, it must be operated by hand throw, push button, or radio control.

GCOR 8.3 Main Track Switches (SUPERSEDE)

The normal position of a main track switch is for main track movement, and it must be lined and locked in that position.

However, the main track may be left in REVERSE POSITION when:

- In CTC Territory, when within Track and Time Limits, or when protected by the Train Dispatcher or Control Operator.
- When attended by a crew member or switch tender.
- During switching operations, when it is certain that no other train or engine will pass over the switch.
- For another train or engine, when attended by a member of that crew.

On main track switches, if equipped, the target will be red, if the switch is in other than its normal position.

Before leaving a location where a hand-operated main track switch was operated:

- Crew members must confirm the position of the switch with each other, and with the Train Dispatcher or Control Operator.
- Engineering Department employees granted authority to enter working limits must confirm the position of the switch with the employee in charge.
- The Employee in Charge must confirm the position of the switch with the Train Dispatcher or Control Operator prior to releasing any main track authority over the switch.

GCOR 8.10 Switch Point Indicator (ADDITION)

When switches are equipped with switch point indicators, they are noted in the individual line special instructions.

GCOR 9.1 Signal Aspects and Indications (ADDITION)

Speed Signals are in use on BRC Main Tracks

Speeds specified by signal indications DO NOT supersede speed requirements specified in timetable, special instructions, or track bulletins.

When speeds specified by signal indications do not agree with speeds specified by timetable, special instructions or track bulletins, the lower speed will apply.

Speeds designated by BRC Speed Signals:

<u>Speed</u>	<u>Maximum Authorized Speed</u>
SLOW	15
MEDIUM	20
LIMITED	25

GCOR 10.3 Track and Time (Supersede)

The control operator may authorize a train to occupy a track or tracks within specified limits for a certain time. Authority must include track designation, limits of authority, and either a time limit or the words “until called.”

The train may use the track in either direction within the specified limits per signal indication until the limits are verbally released.

When the limits, on either end of the authority within an interlocking, specify a switch, the movement may NOT occupy the switch designated. Authority ends at the fouling point of the switch.

**TRACK AND TIME DOES NOT AUTHORIZE TRAINS TO OCCUPY THE TRACK(S) WITHIN
AUTOMATIC INTERLOCKING LIMITS.**

A. Passing Signal Displaying Stop or Stop and Proceed Indication

Except at Automatic Interlockings, Trains granted Track and Time must:

1. After stopping at a signal displaying a **STOP** indication, must be granted verbal authority from the control operator to enter the limits at each end. Verbal authority is not required after stopping within the limits, or when entering the limits at any other location. Trains must move at Restricted Speed.
2. Must observe the requirement for inspection of spring switches.
3. May pass a signal, within the limits, displaying a **STOP AND PROCEED** indication without stopping.

B. Time Limits

1. Trains must release track and time before the time granted expires.
2. When necessary to modify the expiration time, an employee and the control operator must communicate before time expires to adjust the time granted.
3. If the employee cannot contact the control operator and the time limits expires, authority is extended until the control operator is contacted.

C. Releasing Authority When Within the Limits of Track and Time Employees releasing

Track and Time must state:

1. Their name or other identification
2. The authority number they wish to release

The control operator will then display the track and time authority permit on the CAD Screen and advise the employee when ready to accept the release of authority.

This is to allow the control operator to verify the authority being released.

The employee releasing the Track and Time will then state:

- Their name or other identification
- The authority number they wish to release
- The limits of the authority granted

The control operator will provide a time of release and verify that the release is correct in accordance with the operation of the CAD System.

GCOR 14.0 Track Warrant Control (SUPERSEDE)

- Entire section does not apply on BRC

GCOR Chapter 15 - Track Bulletins

GCOR Rule 15.1 - Track Bulletins (ADDITION)

On the BRC, a Daily Operating Bulletin (DOB) will be used in lieu of a Track Warrant to deliver track bulletins.

DOB(s) are issued as needed and contain the following track bulletin forms:

- Speed Restrictions (Form A)
- Protection of Men or Equipment (Form B - Rule 15.2)
- Other Specific Instructions (Form C)
- Outside Contractor Flagman (Form F, SSI Rule 6.33)
- Track Out of Service (Form O - Rules 15.4-15.5)
- Automatic Crossing Warning Device Malfunction (Form X - Rule 6.32.2)

DOB Properties:

- The DOB is used to deliver track bulletins and other information
- The DOB does not grant authority to occupy main track.
- Each DOB supersedes the previous DOB.
- Employees must always review the entire DOB for completeness.
- Additions to the DOB are permitted in accordance with Rule 15.7
- Deletions from the DOB are permitted in accordance with Rule 15.13
- Employees whose duties are affected by a timetable or the CORA Guide must have a current copy of the DOB, this DOB will be in effect for that tour of duty.

DOB Crew Requirements:

- All crew members must obtain a current DOB prior to entering BRC property, unless instructed by the Train Dispatcher.
- All crew members are responsible for complying with the requirements of the DOB and reminding each other of those requirements.
- M/W Employee(s) in Charge (EIC), and any Roadway Workers, On Track Equipment Operators (OTE) or employees who wish to occupy any track, must
- Possess a current DOB, unless otherwise instructed by the Train Dispatcher.

GCOR 15.1.1 Changing Address of Track Bulletins (SUPERSEDE)

The DOB 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 Cancelling a Track Bulletin (ADDITION)

When necessary, the Train Dispatcher can void a Track Bulletin, or the entire DOB verbally.

GCOR 15.2 Protection by Track Bulletin Form B - Work Zones (SUPERSEDE)

Replace entire GCOR Rule.

When using a Track Bulletin to provide protection for roadway workers; employees, under the supervision of an Employee in Charge (EIC) must:

- Display track flags as specified in Rule 5.4.7 (Display of Red Flag)
- Verify the number of the Track Bulletin providing protection

A train must not enter the limits unless instructed by the EIC.

A train within the limits at the time a Track Bulletin Form B takes effect must not make further movement without permission of the EIC.

A crew member must attempt to contact the EIC giving the train's location, and track to be used, two miles from the start of the restriction.

The EIC will use the following format to establish communication with the train:

"Employee in Charge of Form B Track Bulletin # _____, Gang # _____, Between Milepost _____ and Milepost _____ on the (Line)."

A train within the limits at the time that the Track Bulletin Form B takes effect, unless otherwise restricted, must move at the speed(s) specified by the EIC.

A. Instructions to Occupy Track Within the Limits of a Track Bulletin Form B

After communication with the train has been established, the EIC will use the following verbal format to grant a train permission to proceed through the working limits:

“(Engine Number) (Direction) may pass the Red Flag at MP _____ on (Track _____ on the (Line) _____, without stopping.”

“(Engine Number) may enter the limits at MP _____ and proceed at (One of the following speeds, specifying route:

- “Maximum Authorized Speed, unless otherwise restricted.”
- “Restricted Speed”
- A specific speed specified by the EIC.

Note: When a speed is not specified by the EIC, a train authorized to proceed thru the working limits will proceed at restricted speed.

To require a train to stop at a designated location within the limits, the EIC will add the following:

“(Engine Number), Stop at MP _____ until additional instructions are received.”

B. Repeat Instructions

A crewmember must repeat the instructions, and the EIC must acknowledge them as being correct before they can be acted upon.

Once instructions are received from the EIC, if the track route changes, contact the EIC to determine that the instructions received also apply on the new route.

C. Entering Working Limits

Obtain permission from the EIC before entering the track(s) governed by the working limits of a Form B track bulletin, at any location other than the beginning of the Form B limits.

A movement must not change direction, or initiate movement after stopping with the working limits, without permission of the EIC.

Crews that enter the limits of a Form B track bulletin that plan to stop, must inform the EIC of all movement that will be made within the limits.

GCOR 15.2.1 Protection of for On-Track Equipment (SUPERSEDE)

A Track Bulletin Form B does not grant authority for on-track equipment to occupy the main track.

GCOR 15.3 Authorizing Movement Against the Current of Traffic (APPLICATION)

Rule does not apply on the BRC.

GCOR 15.4 Protection When Tracks Removed from Service (SUPERSEDE)

A Form O Track Bulletin, Form C Track Bulletin, or a General Order will be used to communicate tracks removed from service, in the application of GCOR Rules 15.4 and 15.5.

Before a track is removed from service it must be protected, in CTC Territory, and at Manual Interlockings, the Train Dispatcher is responsible for apply effective blocking devices to protect the out of service portion of the railroad, before a Track Bulletin is issued.

Track Bulletin Form O or Track Bulletin Form C may protect tracks removed from service by designating the track(s), naming the points at the end of each track, and specifying the employee who may authorize use of the track.

GCOR Rule 15.5 Protection When Tracks Blocked with Equipment (SUPERSEDE)

On BRC, Form O or Form C Track Bulletin may be used to deliver information about unattended equipment left on main track.

GCOR Rule 15.6 Change of General Order, Special Instructions, or Rule (ADDITION)

A Form C Track Bulletin may contain an instruction to change a General Order, Special Instruction or Rule.

GCOR 15.7 Copying Track Bulletins (SUPERSEDE)

The Conductor or Engineer, or Conductor and Helper on RCL assignments, must have a copy of the track bulletins issued to their train, and each crew member must read and understand them.

When necessary the Train Dispatcher will verbally transmit additions to the DOB.

The following applies when track bulletins are transmitted verbally as additions to the DOB:

1. Employee will enter all the applicable additions on the DOB.
2. The employee will repeat the information to the train dispatcher as transmitted.
3. The Train Dispatcher will verify and if repeated correct will say, "OK" and give the time and his/her initials.
4. The employee will enter the OK time and the Train Dispatcher's initials on the track bulletin and repeat the information to the dispatcher.
5. The Train Dispatcher will then authorize the train to proceed by stating that
"(Engine Number) may proceed on DOB (Number)."
6. When necessary employees may relay track bulletins.

GCOR 15.10 Retaining Track Bulletins (SUPERSEDE)

Employees must retain and comply with the DOB and all Track Bulletin restrictions on all trips during their tour of duty.

Employees must provide the number of the DOB in their possession to the Train Dispatcher any time the movement enters or re-enters main track, or when requested.

GCOR 16.0 Rules Applicable only in Direct Traffic Control (Supersede)

Entire section does not apply on BRC

GCOR 17.0 Rules Applicable only in Automatic Train Control (Supersede)

Entire section does not apply on BRC

GCOR 18.0 Rules Applicable Only in Positive Train Control (PTC) Territory

The rules within this chapter only apply to trains designated by Timetable, Special Instructions, or as directed by proper authority to operate with PTC.

Definitions: (ADDITION)

Add the following definitions to the GCOR Definitions Section:

HHFT (NEW)

High Hazard Flammable Train, a train containing 20 or more loaded tank cars of Class 3 Flammable Liquids in a continuous block or 35 or more loaded tank cars of a Class 3 Flammable Liquid across the entire train.

Stowed (NEW)

When required by Rule 2.21, electronic devices including cell phones, laptops, cameras, DVD's, etc., must be turned off and placed out of sight in the employee's grip, luggage, back pack, etc. Electronic devices placed in pockets or device holsters are not considered as being stowed.

Yard Access Crossing (NEW)

A grade crossing that is located within the physical confines of a railroad yard and is either:

Open to unrestricted public access or open to persons other than railroad employees going about their normal duties, e.g., business guests or contractors.

Abbreviations: (ADDITION)

Add the following abbreviations to the GCOR Abbreviations Section:

- DOB - Daily Operating Bulletin
- EIC - Employee in Charge (M/W)
- HHFT - High Hazard Flammable Train
- HM-1 - BRC Hazardous Materials Instructions
- OP-1 - BRC Operating Practices Manual
- RRX - Railroad Crossing at Grade
- SAF-1 - BRC Safety Rulebook
- SSI - System Special Instructions

ITEM 6 - REMOTE CONTROL ZONES

General Requirements:

Activating an RCZ:

Only remote-control crews may activate a remote-control zone (RCZ).

The RCZ will be activated by notifying the Humpmaster, who will record this information in the appropriate log.

The remote-control crew must advise the Humpmaster when the zone is deactivated.

The Humpmaster must record each time the zone is activated or deactivated.

Some RCZ's are equipped with signs that lie between the rails while the zone is deactivated.

After activating a zone equipped with a sign, the remote-control crew must put the sign up.

Deactivating an RCZ:

The crew will also be responsible for taking the sign down when the zone is deactivated.

If a crew neglects to take the sign down, the yardmaster may instruct another employee to visually inspect the zone.

If the zone is clear the yardmaster may instruct that employee to take the sign down.

Some remote-control zones are equipped with Pullback Stopping Protection (PSP). On the initial movement into PSP limits the remote-control operator must monitor the talker messages and verify PSP is functioning as intended.

**REMOTE CONTROL ZONES ARE CURRENTLY NOT ACTIVE ON THE BRC AND WILL BE
ACTIVATED FOR USE BY GENERAL ORDER.**

ITEM 7 - AEI SITE LOCATIONS

<u>AEI SITE NUMBER</u>	<u>LINE / YARD</u>	<u>LOCATION</u>	<u>NOTE</u>
1	59TH STREET LINE	WEST END WEST RECEIVING	WEST SUB
2	59TH STREET LINE	WEST END WEST DEPARTURE	65TH STREET
3	CLEARING YARD	EAST END WEST DEPARTURE	REHUMPS
4	CLEARING YARD	WEST END WEST CLASS YARD	HIGH SIDE
5	CLEARING YARD	WEST END WEST CLASS YARD	LOW SIDE
6	CLEARING YARD	EAST END EAST CLASS YARD	CENTER
7	CLEARING YARD	EAST END EAST CLASS YARD	LOW SIDE
8	CLEARING YARD	EAST END EAST CLASS YARD	HIGH SIDE
9	CLEARING YARD	EAST RECEIVING YARD	67TH STREET WYE
10	KENTON LINE	HAYFORD	
11	CLEARING YARD	NCID (CICERO)	NORTH THOROUGHFARE
12	KENTON LINE	SOUTH CHICAGO	MP 21.5
13	KENTON LINE	80TH STREET	MP 15.8
14	KENTON LINE	ARCHER AVENUE	MP 7.85
15	KENTON LINE	WESTERN AVENUE	MP 13.15
16	KENTON LINE	PULLMAN JUNCTION	MP 19.4
17	KENTON LINE	CRAGIN	MP 0.3

NOTE: When handling, re-hump cuts out of the West or East Classification Yards, insure that the last car in the cut completely clears the AEI Site. A delay of one minute is required before passing the site for a second time.

ITEM 8 - COLD WEATHER TRAIN LENGTH RESTRICTIONS

Employees in charge of directing the make-up of trains, when ambient temperature conditions are below Zero Degrees Fahrenheit, will take direction from the Terminal Manager, or proper authority, about any restrictions to train length.

Previous length-based train restrictions for cold weather operation are no longer in effect.

ITEM 9 -CLEARANCES

Employees are cautioned about close clearances as noted below:

Kenton Line:

- Bridge girders between **CRAGIN** and **LEMOYNE** on all tracks.
- Employees must not ride cars within Commercial Avenue Yard, unless the adjacent track is clear.

South Chicago District Industrial Lead:

- Fence adjacent to east side of Fence Track between **ROCK ISLAND JUNCTION** and **SOUTH CHICAGO**.

Clearing Yard

- Ladder Lead at west end of West Receiving Yard.
- M/W ballast loading on 1 Main West in West Classification Yard.
- Close clearances, when riding equipment, on east end of East Receiving Yard.

Vertical Clearances

<u>Subdivision</u>	<u>Location</u>	<u>Maximum Height</u>	<u>Notes</u>
KENTON LINE	ALL LOCATIONS	20' 02"	N/A
59TH STREET	ALL LOCATIONS	20' 02"	N/A
ARGO LEAD	UNDER CSXT (IHB)	15'10"	N/A
ARGO LEAD	ARCHER AVENUE	15'10"	N/A
KENTON LINE	46TH AVENUE	18' 00"	CONNECTION TO CSXT ALTENHEIM SUBDIVISION
CLEARING YARD	HUMP	17'01"	N/A

ITEM 10 - LOCOMOTIVE ENGINEER AND CONDUCTOR CERTIFICATION

A. REQUIREMENTS

- 1) All locomotive engineers, conductors, hostlers and remote-control operators must be certified in accordance with federal regulations. Certificates expire 36 months from the date of issue, and the re-certification process must be completed prior to expiration, to avoid an interruption in service eligibility.

Re-Certification requires:

- a) Attending re-certification class
 - b) Passing a written examination
 - c) Passing a skills examination (train ride or simulator) (49 CFR Part 240 only)
 - d) A hearing and visual acuity check
 - e) A motor vehicle driving record check
- 2) All certified employees must keep their certificate current. Failure to do so may result in an interruption in service. It is the individual employee's responsibility to ensure that certification is kept current.
 - 3) Employees must have the required certificate in their possession while on duty and must display that certificate when requested by a company officer or FRA representative.

B. QUALIFICATIONS OF CERTIFIED EMPLOYEES

1) LOCOMOTIVE ENGINEERS

Qualification is determined by a Designated Supervisor of Locomotive Engineers (DSLE) before the locomotive engineer can operate without direct on-board supervision. Depending on individual case by-case circumstances, a DSLE may provide notice of qualification after a ride, face-to face discussion, telephone conversation, or electronic notification with the locomotive engineer.

If the locomotive engineer disagrees with the decision that he or she is qualified, a DSLE must ride with the locomotive engineer before qualification. The ride must be of sufficient duration over the most demanding portion of the territory to ensure proficiency.

- a) Initial Familiarization
Prior to being qualified on a territory upon which the employee has never operated in the capacity of a locomotive engineer, the employee must make familiarization trips over the entire territory. The average number of familiarization trips necessary for qualification will be determined by the Manager of Operating Practices.

The average number of trips necessary is based on qualifying the typical locomotive engineer. Prior experience may adjust the number of required trips. It may be determined that certain non-mainline territories, i.e. industrial leads, have such generic and undemanding characteristics that familiarization with similar or more challenging territories may be used in-lieu of trip(s).

- b) Maintaining Locomotive Engineer Proficiency
Engineers who have not worked any road trips in the past 12 months on territories in which the locomotive engineer was previously qualified must notify the Manager of Operating Practices or DSLE of this fact.

When the Crew Dispatcher calls an engineer to work a road trip for proficiency, a DSLE or a qualified engineer familiar with the territory, will accompany the engineer. To the extent practical, the DSLE will conduct the FRA engineer certification requirements for an annual monitored ride during these trips for engineers who do not normally work road trips.

- c) Route Familiarization

Route familiarization is required to perform service as a certified locomotive engineer without the assistance of a pilot. Once initially qualified on a specific route by making the required number of familiarization trips as specified by the DSLE, route familiarization is maintained by observing the route when performing service in any capacity (engineer or trainman) every 12 months.

Other methods of maintaining route familiarization may also be specified by the Manager of Operating Practices or Director Rules and Compliance.

It is the locomotive engineer's responsibility to maintain their familiarization on the routes they are qualified on to maintain that qualification.

d) Promoted Engineers Not Working as Locomotive Engineers

Many promoted engineers retain seniority rights as switchmen and/or conductors. Due to changes in work force requirements, some of these engineers may return to switchman or conductor assignments. When this occurs, these individuals may be permitted to operate the locomotive if:

- The activity does not interfere with their assigned duties.
- They have the consent of the working engineer of the crew.

Permitted locations are not limited to territories where the employee was previously qualified.

Only an engineer holding a valid Belt Railway Company of Chicago 49 CFR Part 240 Locomotive Engineer Certificate, can operate a locomotive or train.

If an employee had their seniority restricted while an engineer, that restriction remains in effect. A disqualified engineer must not operate a locomotive.

e) Set back switchmen or Conductors, who have not worked as a Locomotive Engineer within the past 6 months, must notify the Manager of Operating Practices and the Crew Dispatcher.

The Manager of Operating Practices may require the employee to make trips over a line to maintain proficiency as an engineer.

f) Recertification

All certified engineers must keep their certificate current. Failure to do so may result in an interruption in service.

It is the individual employee's responsibility to ensure that certification is kept current.

Employees may obtain their recertification material 90 days prior to the certification expiration.

Employees are required to follow the instructions contained in the packet and complete all required forms, along with instructions for obtaining hearing and/or vision exams.

All required items must be completed promptly, but no less than 30 days in advance of the certificate expiration date.

All certified employees must be re-certified every three years.

Certification will expire on the date reflected on the employee's BRC Certificate.

Employees may contact the Chief Clerk Transportation, to obtain the necessary materials for re-certification.

2. REMOTE CONTROL OPERATORS (RCO)

a) Qualification

Qualification is determined by the Director Rules and Compliance, Manager of Operating Practices or Designated Supervisor of Remote-Control Operations (DSRCO) before the RCO can operate without direct supervision.

Depending on individual case-by-case circumstances, a DSRCO may provide notice of qualification after a ride, face-to-face discussion, telephone conversation, or electronic notification with the RCO. However, if RCO disagrees with the decision that he or she is qualified, a DSRCO must ride with the RCO before qualification.

b) Re-Certification

All certified RCOs must keep their certificate current. Failure to do so may result in an interruption in service.

It is the individual employee's responsibility to ensure that certification is kept current. Employees may obtain their recertification material 90 days prior to the certification expiration.

Employees are required to follow the instructions contained in the packet and complete all required forms, along with instructions for obtaining hearing and/or vision exams.

All required items must be completed promptly, but not less than 30 days in advance of the certificate expiration date.

All certified employees must be re-certified every three years. Certificates will expire on the on the date reflected on the employee's BRC 49 CFR Part 240 Certificate.

Employees may contact the Chief Clerk Transportation, to obtain the necessary re-certification materials.

c) RCO position not worked in the previous 6 months

A remote-control operator who has not worked as an RCO in the previous 6 months must notify a manager:

1. Before marking up on a position required to work as an RCO
2. If called to work an RCO position.

Employees must also inform the manager if their skill as an RCO has been evaluated in the past 12 months. The manager, after discussion with the Manager of Operating Practices or DSRCO, will determine if the employee needs familiarization after a discussion with the employee.

d) RCO Performance on selected terminal assignments

Certain assignments require additional training and familiarization. These include service to Ingredion (Argo) or Hump Service.

Additional airbrake and train/track dynamics training may be required for these jobs. The RCO is responsible for notifying a manager when placing himself or herself on a position or when force assigned to a position listed.

The DSRCO will determine what, if any, training and familiarization is required.

Remote control operators must not exceed the limits of their qualification and must inform the manager of limits, if requested to exceed their qualifications.

3) CONDUCTORS

A. Initial certification

Train service employees must pass all proficiency, knowledge, and territory familiarization training and testing required by law and the company's conductor certification program to work as a certified, fully qualified conductor.

B. Re-certification

It is the individual employee's responsibility to ensure availability to perform service by maintaining his/her certification and carrying an unexpired FRA certificate for freight service while on duty.

Employees who are certified for multiple TE&Y classes of service will be issued one certificate listing each class of service they are qualified to perform.

To maintain multiple classes of service, employees will be required to satisfy all proficiency testing and regulatory re-certification requirements on a periodic basis (hearing, vision, motor vehicle records, certification ride, etc.).

Employees who are issued multiple certificates will need to satisfy all requirements for re-certification when any certification comes due for renewal. Multiple certificates will all have the same expiration date requiring the completion of all regulatory requirements.

Re-certification will be required within three years based on of the expiration date listed on his/her FRA certificate.

All certified conductors must keep their certificate current. Failure to do so may result in an interruption in service.

It is the individual employee's responsibility to ensure that certification is kept current.

Employees may obtain their re-certification material 90 days prior to the certification expiration. Employees are required to follow the instructions contained in the packet and complete all required forms along with instructions for obtaining hearing and/or vision exams.

All required items must be completed promptly, but not less than 30 days in advance of the certificate expiration date. Employees may contact the Chief Clerk Transportation, to obtain the necessary materials for re-certification.

C. Territorial familiarization on MAIN TRACK

Each person who is called to perform service as a certified conductor must meet the territory familiarization requirements on the segment of main track upon which they will work.

Route familiarization is maintained by observing the route, when performing service in any capacity (engineer or trainman). A required number of training trips may be required if the territory familiarization is expired and can include the use of technology and/or job aids.

They must also pass a territorial examination covering the operating conditions of territory over which they have never operated, and for territory not traversed for a period of two years or longer.

Conductors must notify the Crew Dispatcher, Terminal Manager, and their assigned manager if they do not meet these territorial familiarization requirements, prior to protecting service.

A Conductor who was previously qualified on main track physical characteristics, but whose territorial qualification has been expired for one year or less, and who has regularly traversed the territory prior to the expiration of the qualification, may be assisted by any person, including an assigned crew member, who meets the territorial qualification requirements for main track physical characteristics.

A Conductor whose territorial qualification has been expired for one year or less, but who has not regularly traversed the territory prior to the expiration of the qualification, or a conductor whose territorial qualification on MAIN TRACK has been expired for more than one year, may be assisted by any person, including an assigned crew member other than the locomotive engineer, who meets the territorial qualification requirements for main track physical characteristics.

A Conductor that has never been qualified on main track physical characteristics of the territory over which he or she is to serve as a Conductor will be assisted by a person who is certified as a Conductor, meets the territorial qualification requirements for main track physical characteristics, and is not an assigned crew member.

EXCEPTION:

A pilot is not required if a conductor is working on a section of track with an average grade of less than 1% over 3 continuous miles, and any one of the following applies:

- 1) the maximum distance the locomotive or train will be operated does not exceed one mile.
- 2) the maximum authorized speed for any operation on the track does not exceed 20 miles per hour.
- 3) operations are conducted under operating rules that require every locomotive or train to proceed at a speed that permits stopping within one-half the range of vision of the locomotive engineer.

D. Territory familiarization on OTHER THAN MAIN TRACK

If a conductor has never worked on a segment of track or has not been over that track for a period of two years or longer, the conductor will be:

1. accompanied by a qualified employee who meets the territorial requirements where practicable.
2. provided an appropriate job aid. Or
3. receive a detailed job briefing from an employee familiar with the territory.

EXCEPTION:

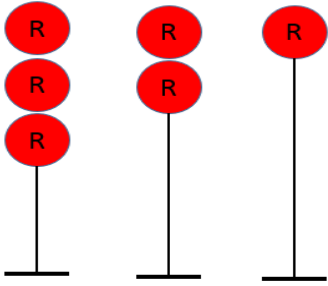
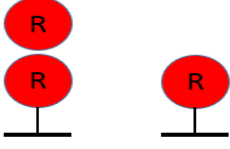
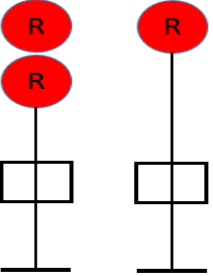
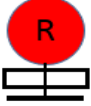
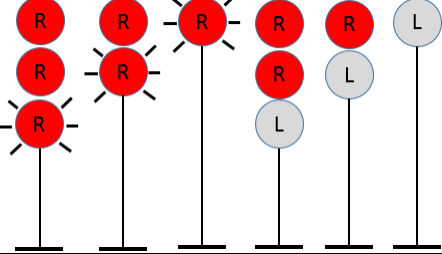
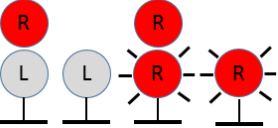
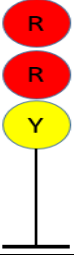
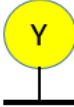


A pilot is not required if a conductor is working on a section of track with an average grade of less than 1% over 3 continuous miles, and any one of the following applies:

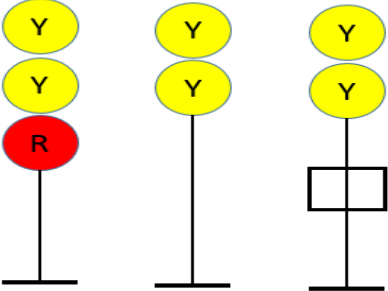
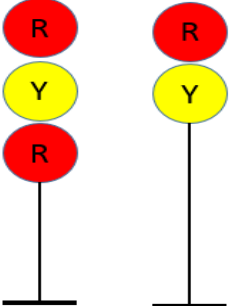
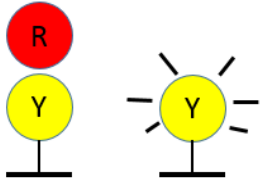
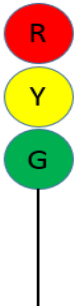
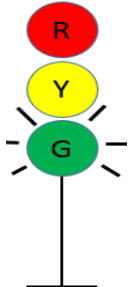
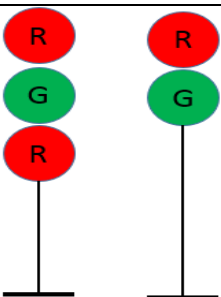

1. the maximum distance the locomotive or train will be operated does not exceed one mile.
2. the maximum authorized speed for any operation on the track does not exceed 20 miles per hour.
3. operations are conducted under operating rules that require every locomotive or train to proceed at a speed that permits stopping within one-half the range of vision of the locomotive engineer.

C. Revocation Events (49 CFR Part 240 / 49 CFR Part 242):













Revocable Events		Application of Revocable Events						
		Periods of Revocation					Employees with Multiple Certifications	
		Main Track				Other than Main Track where restricted speed or the operating equivalent is in effect	Main Track and Other than Main Track	
		1 st Offense	2 nd Offense Within 24 Months	3 rd Offense Within 36 Months	4 th Offense within 36 Months	No Offense within the previous 12 months	Offense as a Conductor	Offense as an Engineer
1	Signal requiring complete stop before passing	30 Days	6 Months	1 Year	3 Years	Not Applicable	Employee may <u>NOT</u> work as an engineer during period of revocation	Employee may <u>NOT</u> work as a conductor during period of revocation
2	Restricted Speed & Speed 10 MPH Over							
3	Required Brake Test							
4	Occupying Main Track Without Authority/ Permission							
5	Disabling Safety Device/ Tampering							
6	Shoving Movements							
7	Equipment fouling adjacent track					Half Revocation Period	Employee may work as an engineer during period of revocation	Not Applicable
8	Hand Operated Switches Crossovers					Not Applicable		
9	Hand Operated Switches Main Track					Half Revocation Period		
10	Hand Operated Crossover Switches Before and After							
11	Hand Operated Derail							
12	Drug & Alcohol	Different periods of revocation may be applied (See 242.403 & 242.115)				Not Applicable	Employee may <u>NOT</u> work as an engineer or conductor during period of revocation	

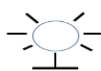
ITEM 11 - BRC SPEED SIGNALS

BRC SPEED SIGNALS				
SLOW = 15 MPH MEDIUM = 20 MPH LIMITED = 25 MPH				
RULE	NAME	ASPECT		INDICATION
9.1.1	STOP			 Stop
9.1.2	STOP AND PROCEED			 Stop, and proceed at Restricted Speed
9.1.3	RESTRICTING			 Proceed at Restricted Speed
9.1.4	SLOW APPROACH			 Slow Speed through turnouts, proceed prepared to stop at next signal
9.1.5	SLOW CLEAR			 Slow Speed through turnouts, Proceed

SLOW = 15 MPH MEDIUM = 20 MPH LIMITED = 25 MPH				
<u>RULE</u>	<u>NAME</u>	<u>ASPECT</u>	<u>DWARF ASPECT</u>	<u>INDICATION</u>
9.1.6	APPROACH SLOW			Proceed, approaching next signal not exceeding Slow Speed
9.1.7	MEDIUM APPROACH			Medium Speed through turnouts, proceed prepared to stop at next signal
9.1.8	MEDIUM APPROACH SLOW			Medium speed through turnouts; proceed approaching the next signal not exceeding Slow Speed
9.1.9	MEDIUM APPROACH MEDIUM			Medium speed through turnouts; proceed approaching signal not exceeding Medium Speed
9.1.10	MEDIUM CLEAR			Medium speed through turnouts, Proceed

<div> <div>SLOW = 15 MPH</div> <div>MEDIUM = 20 MPH</div> <div>LIMITED = 25 MPH</div> </div>				
<u>RULE</u>	<u>NAME</u>	<u>ASPECT</u>	<u>DWARF ASPECT</u>	<u>INDICATION</u>
9.1.11	APPROACH MEDIUM			Proceed, approaching next signal not exceeding Medium Speed
9.1.12	LIMITED APPROACH			Limited Speed through turnouts; proceed prepared to stop at next signal
9.1.13	LIMITED APPROACH MEDIUM			Limited Speed through turnouts; proceed approaching next signal not exceeding Medium Speed
9.1.14	LIMITED CLEAR			Limited Speed through turnouts; proceed
9.1.15	APPROACH			Proceed, prepared to stop at next signal

SLOW = 15 MPH MEDIUM = 20 MPH LIMITED = 25 MPH						
<u>RULE</u>	<u>NAME</u>	<u>ASPECT</u>		<u>DWARF ASPECT</u>	<u>INDICATION</u>	
9.1.16	CLEAR	  	 	  	   	Proceed



= FLASHING SIGNAL










= Denotes LUNAR WHITE Aspect



= Number Plate

ROADWAY SIGNS:

<u>SIGN</u>	<u>NAME</u>	<u>NOTES</u>
 	STATION SIGN	
	RED FLAG	Used in accordance with GCOR 5.4.7 Display of Red Flag
 	STOP BANNER	Used for testing purposes to simulate on-track equipment where GCOR 6.27, Restricted Speed, or GCOR 6.28, Other Than Main Track applies
	CROSSING RESTRICTION SIGN	Used to notate highway/pathway crossings with timetable or special instruction restrictions
	WHISTLE SIGN	Sound Whistle Signal 5.8.2 (7) for highway/pathway crossing

ITEM 12 - SECURITY INSTRUCTIONS

The following security instructions are in effect to protect the railroad from terrorist acts.

Security Alert Levels 1-4 have been established. Action levels increase as the security alert level increases. Actions for each level include all actions for the current level, as well as all those for lower levels. For example, in a Security Alert Level 4 scenario, all actions from Security Alert Levels 1-3 would apply, in addition to any actions required in Security Alert Level 4.

Alert Level 1 - Normal Activities

Employee responsibilities:

- Remain vigilant for suspicious activities, trespassers, or vehicles on or near railroad property. Report suspicious activities to the BRC Police Department or the Train Dispatcher.

BRC Police Department Contact Information:

- Days: (312) 543-8269
- Nights: (312) 543-3658
- Keep required employee identification immediately available and visible.

Alert Level 2 - Heightened Security Awareness

Employee Responsibilities:

- When inspecting trains, increase vigilance and scrutiny of rail cars,

Alert Level 3 - Credible Threat of Attack on US or the Railroad Industry

Employee Responsibilities:

- Increased vigilance in checking employee and contactor identification.
- Increased inspections

Alert Level 4 - Confirmed Threat of Attack Against the US Railroad Industry or Actual Attack in the US

Employee Responsibilities:

- Crewmembers must identify themselves by employee identification badge when picking up outbound locomotives at service facilities.
- Do not leave unattended and unsecured locomotive on line without authority of the Train Dispatcher.

NOTE:

When Security Alert Level is above Level 1, when crews complete switching operations at all plants and facilities equipped with gates, the gates must be immediately shut and locked to maintain security for those facilities

When Security Alert Level is above Level 2, crews must not provide any shipping information. Instruct customers to contact Car Operations for inquiries.

ITEM 13 - LINEAR OPERATIONS PROFILE / MAPS








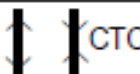




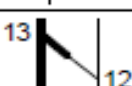

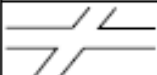



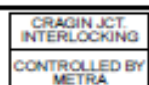
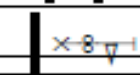
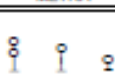
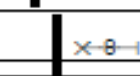
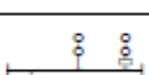
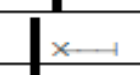
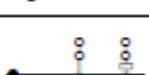



The Linear Operations Profile (LOP) provides a visual reference for employees using the BRC Main Lines and selected Other than Main Track Line Segments.

The LOP is designed to be used in conjunction with the timetable to identify specific locations.

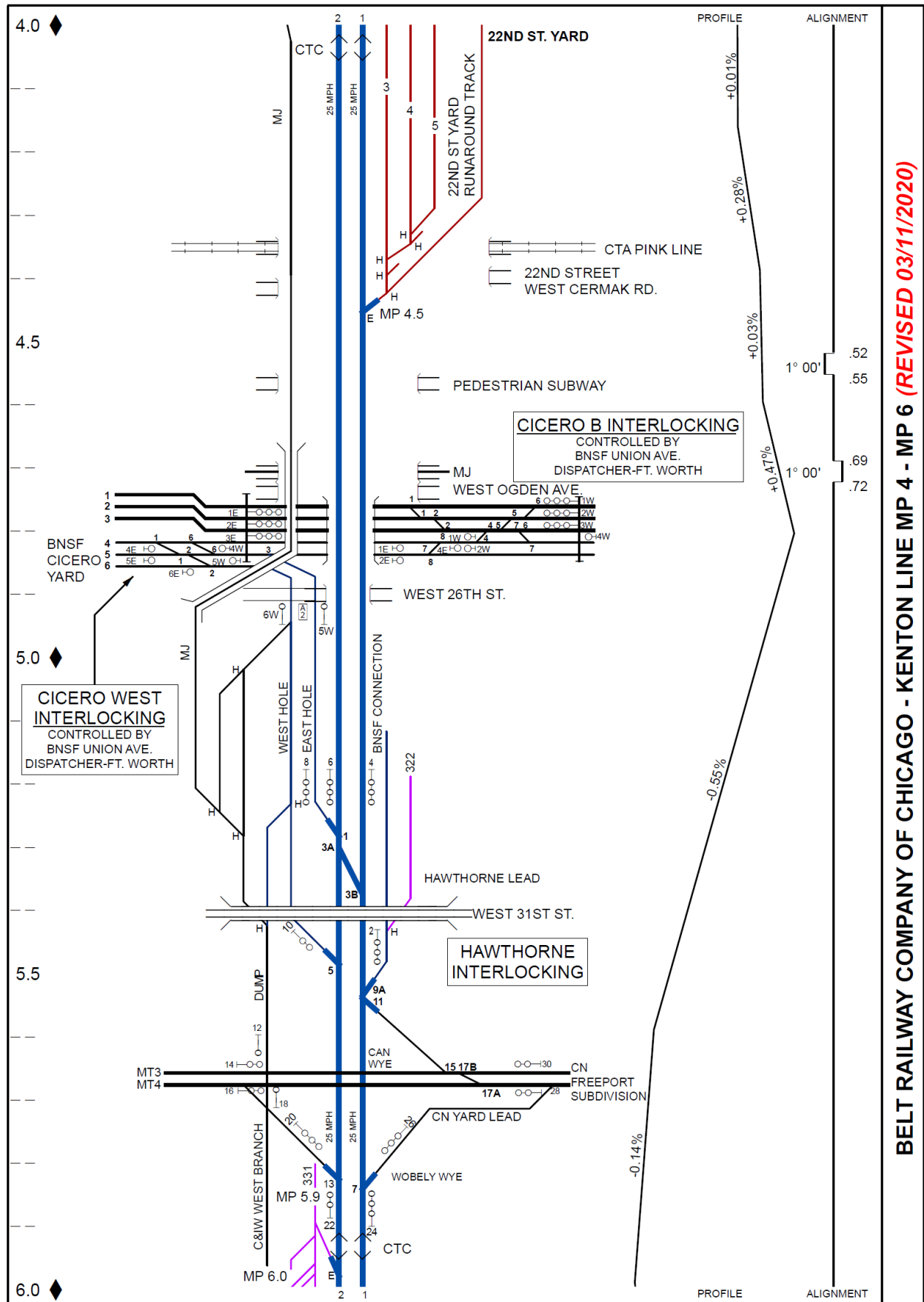
The Linear Operations Profile does not supersede the timetable, special instructions, or general orders, and is provided as reference only.

The applicable Line Station Pages are the governing documents for operation on BRC Trackage.

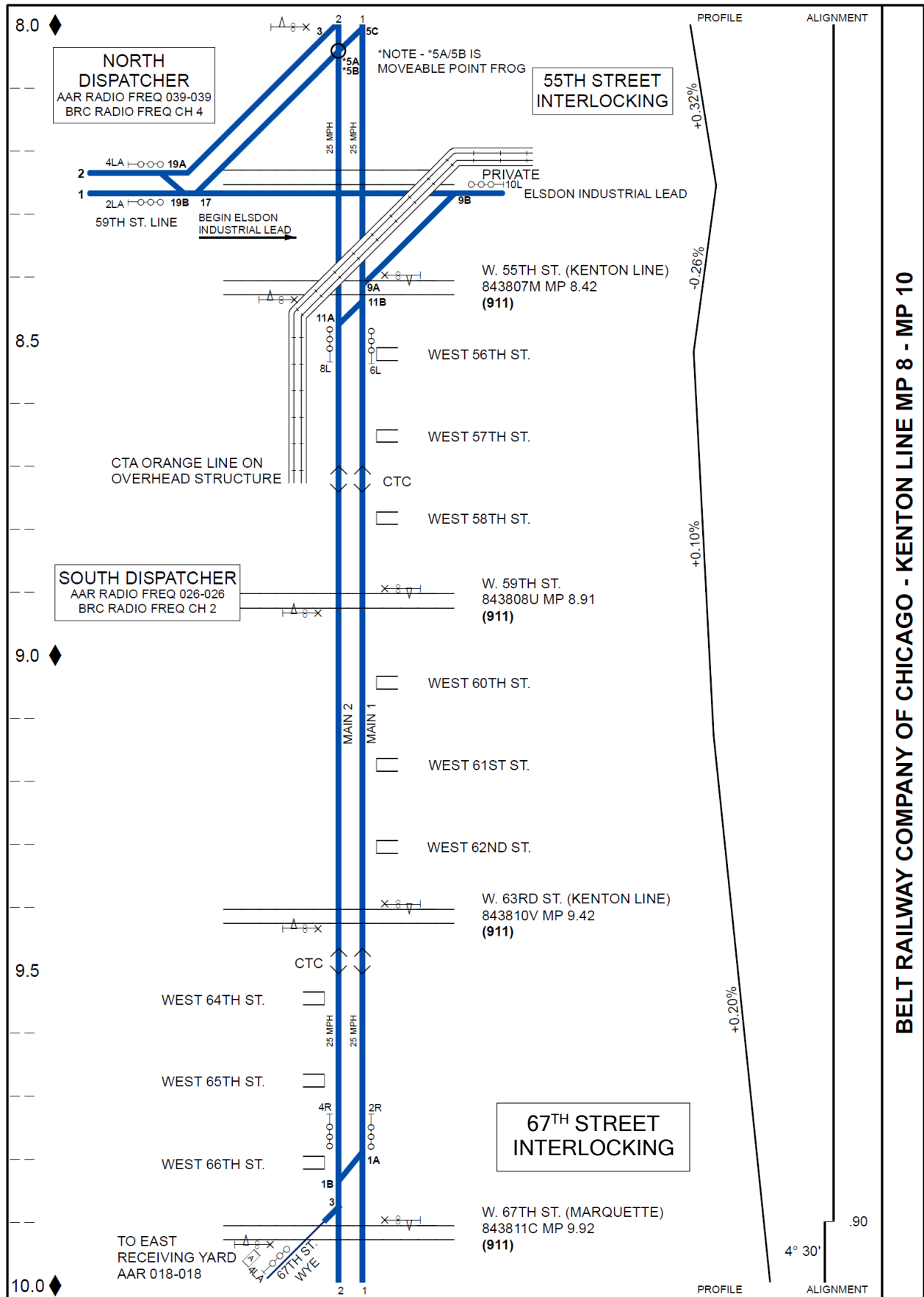
SYMBOLS USED IN LINEAR OPERATIONS PROFILE

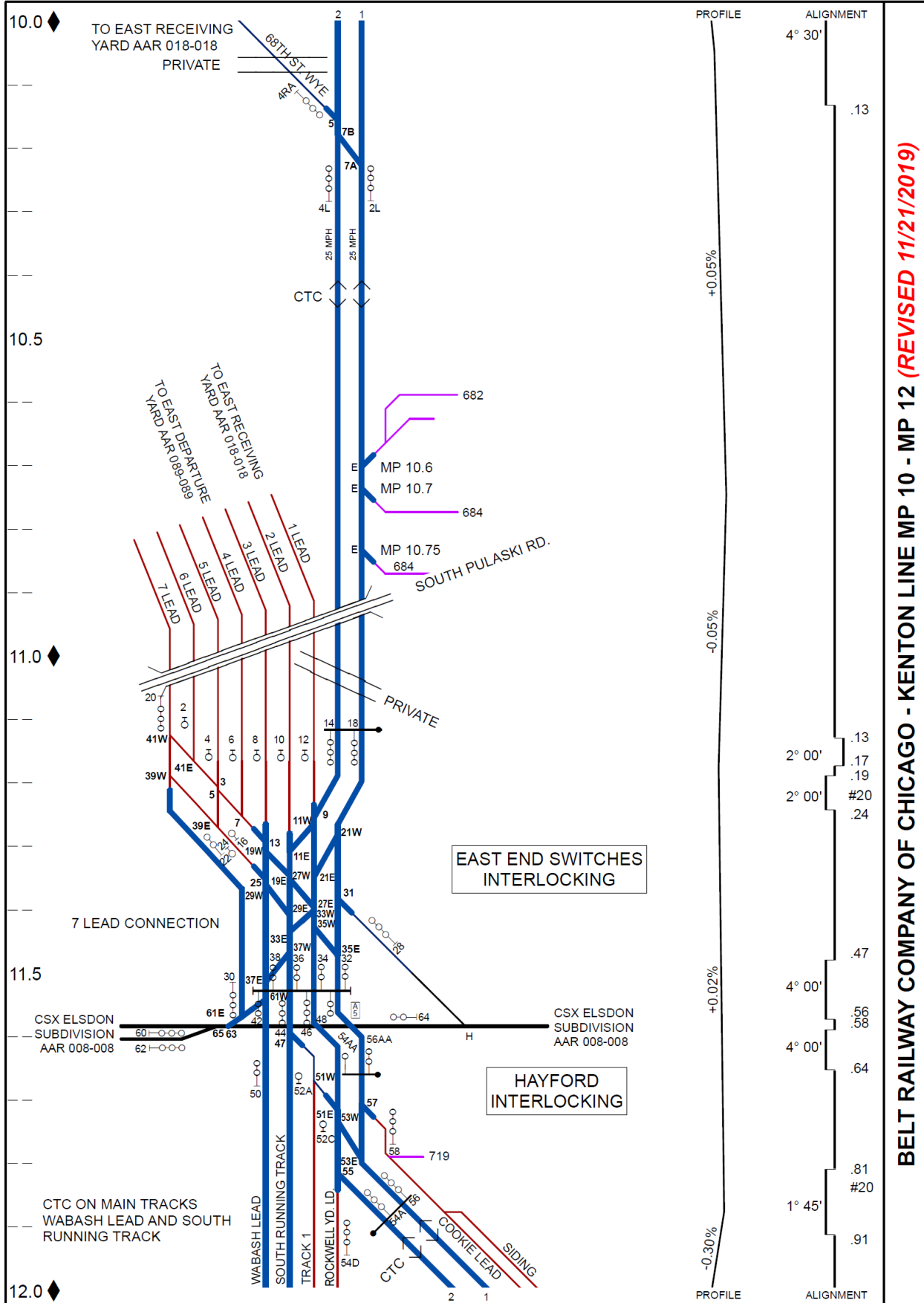
1.0 	MILE POSTS		SIGN RELATED TO TRAIN MOVEMENT
	MAIN TRACKS		MOVEABLE POINT FROG CROSSING
	OTHER TRACKS (INCLUDES MAINS NOT CONNECTING WITH BRC)		DIRECTION OF TRAFFIC
	RAPID TRANSIT TRACKS		CENTRALIZED TRAFFIC CONTROL
	MANUALLY OPERATED (HAND THROW) TURNOUTS		UNDER GRADE BRIDGE FOR HIGHWAY
	MANUALLY OPERATED ELECTRIC LOCKED TURNOUTS		UNDER GRADE BRIDGE FOR RAILROAD
	POWERED OR DUAL CONTROL TURNOUTS		OVER GRADE BRIDGE FOR HIGHWAY
	STREET OR HIGHWAY		OVER GRADE BRIDGE FOR RAILROAD
	AEI SITE NUMBER OF SCANNERS		WATERWAY
	INTERLOCKING NAME (Above) CONTROLLED BY IF NOT BELT DISPATCHER (Below)		GRADE CROSSING PROTECTION (Gate and Flashers)
	SIGNALS (Mast Mounted or Dwarf)		GRADE CROSSING PROTECTION (Flashers)
	SIGNALS (Bridge Mounted)		GRADE CROSSING PROTECTION (Crossbuck Only)
	SIGNALS (Cantilever Mounted)		STOP BOARD
	AUTOMATIC SIGNAL (With Number Plate)		911 CROSSING

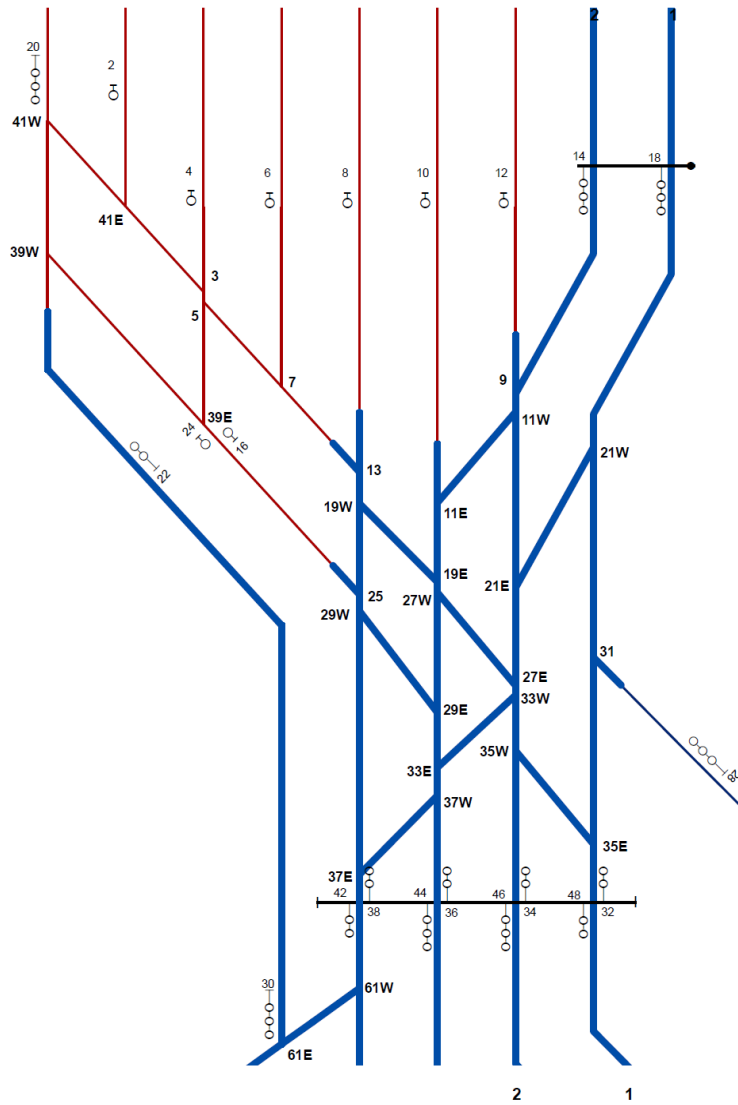


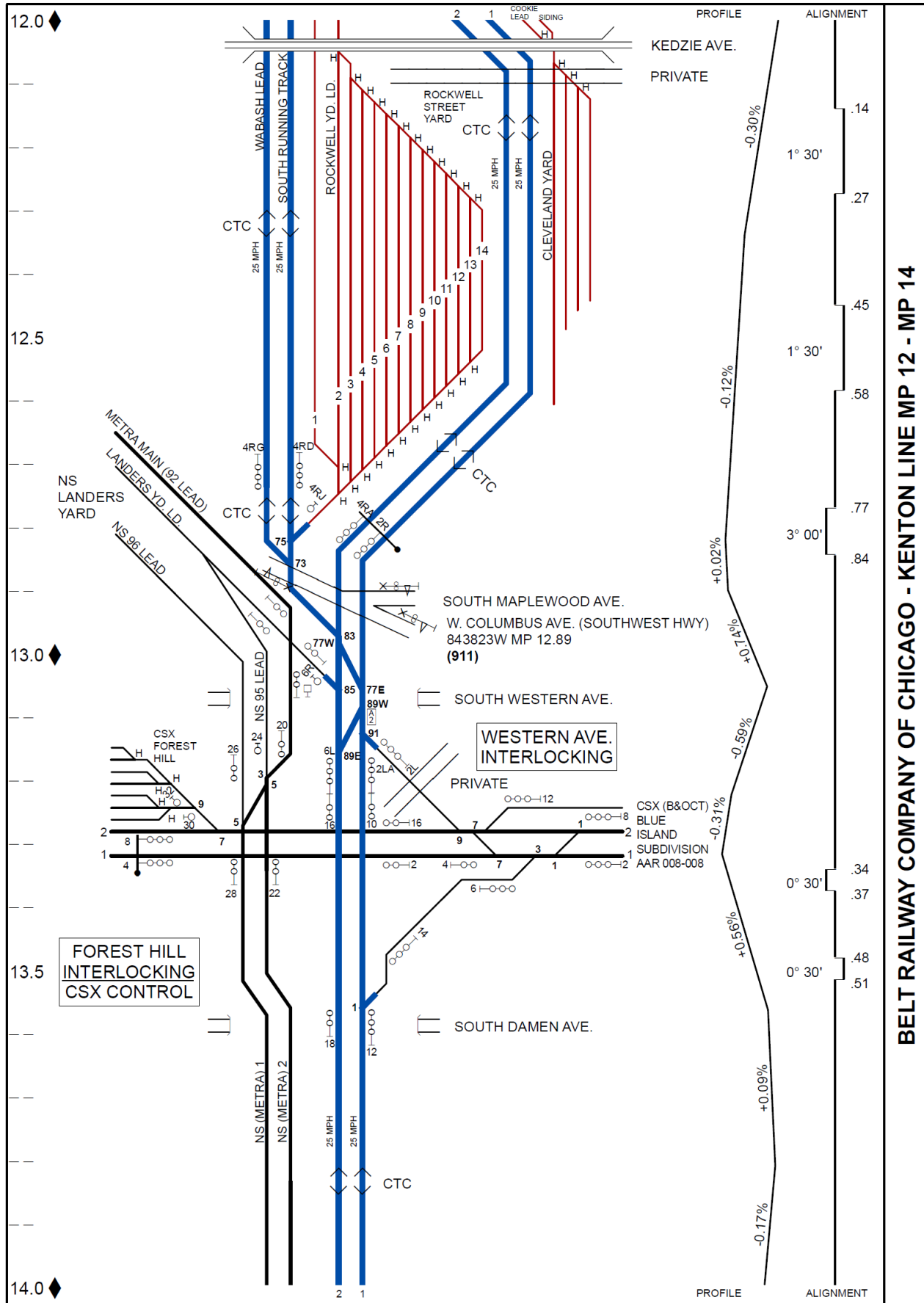


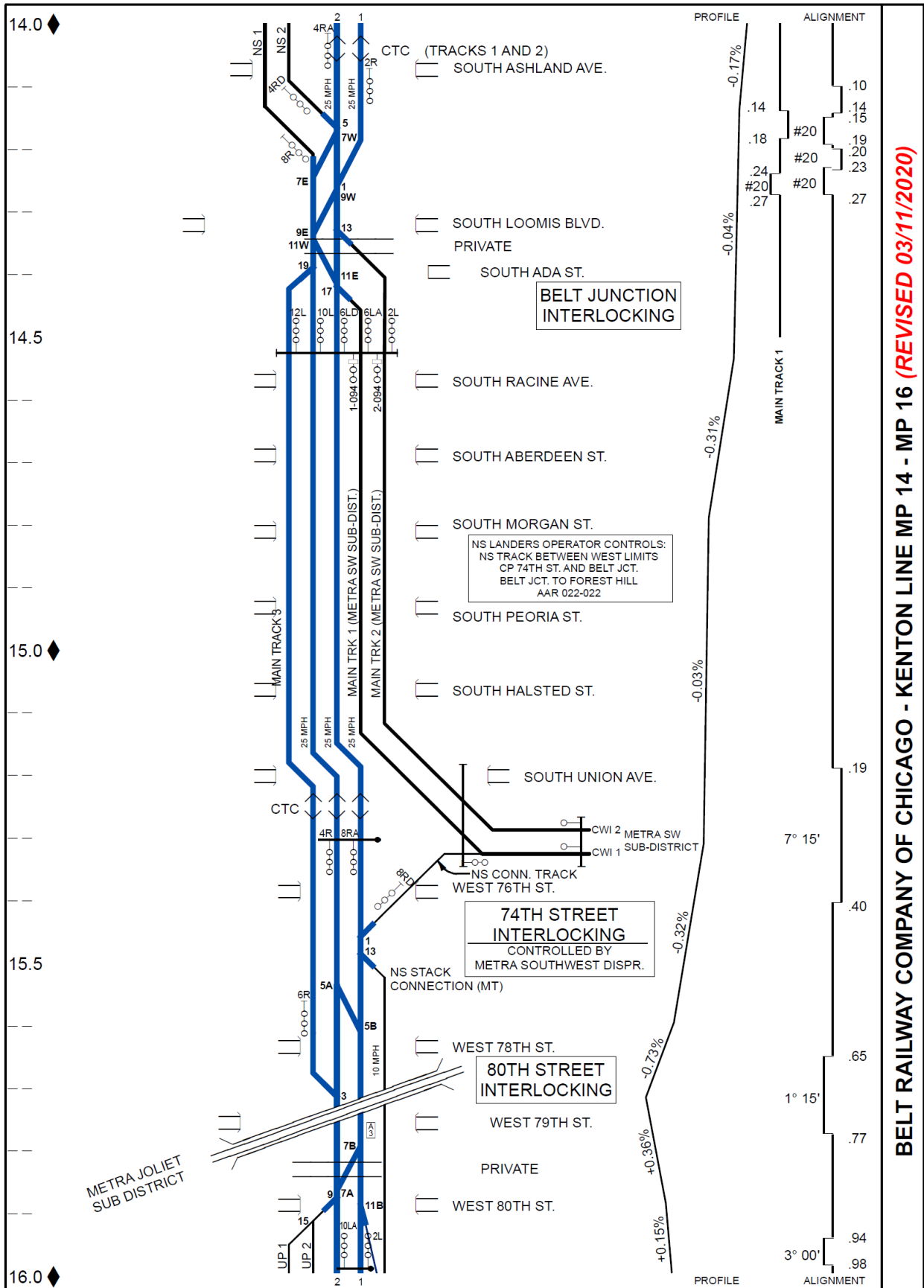
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 4 - MP 6 (REVISED 03/11/2020)







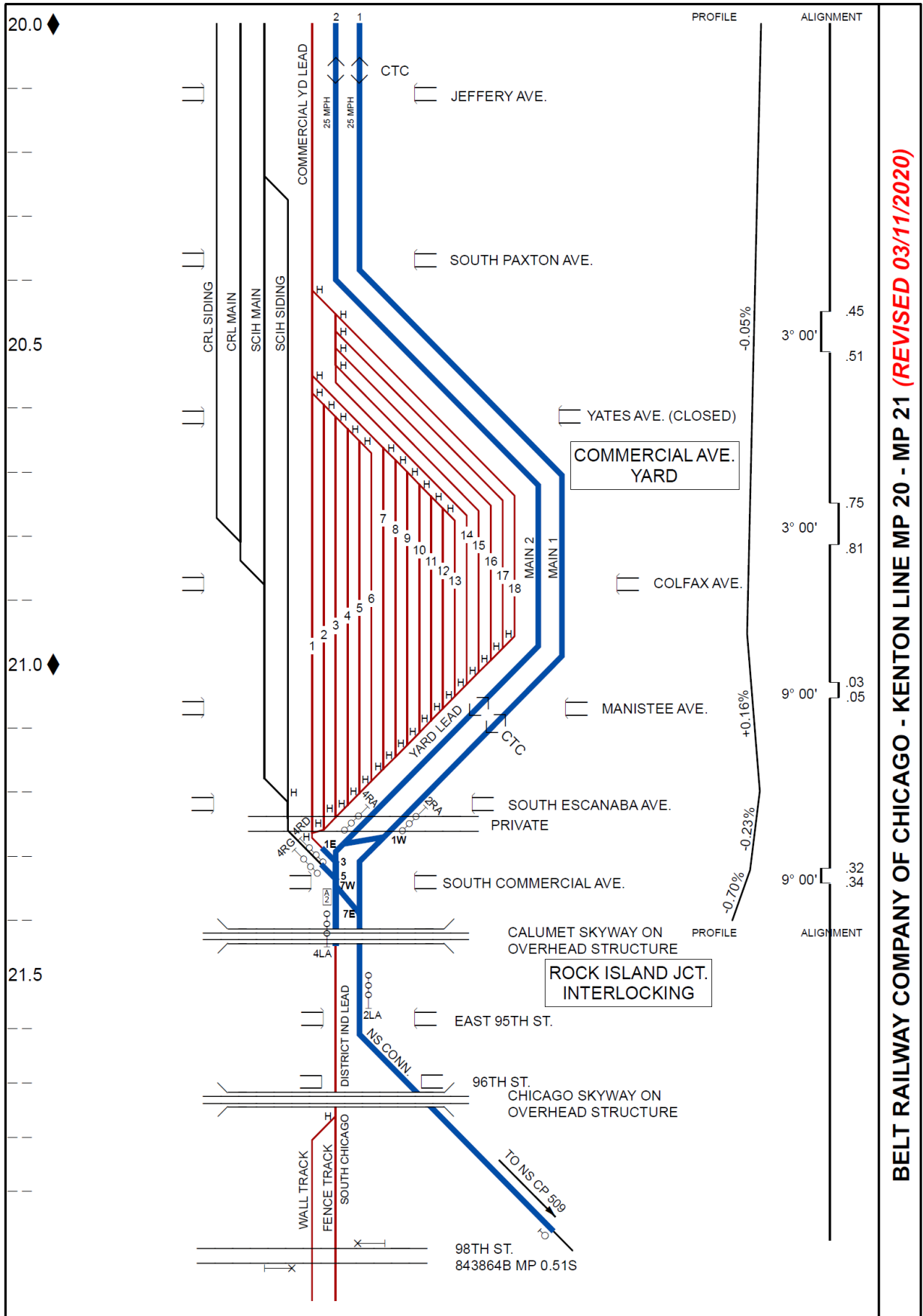




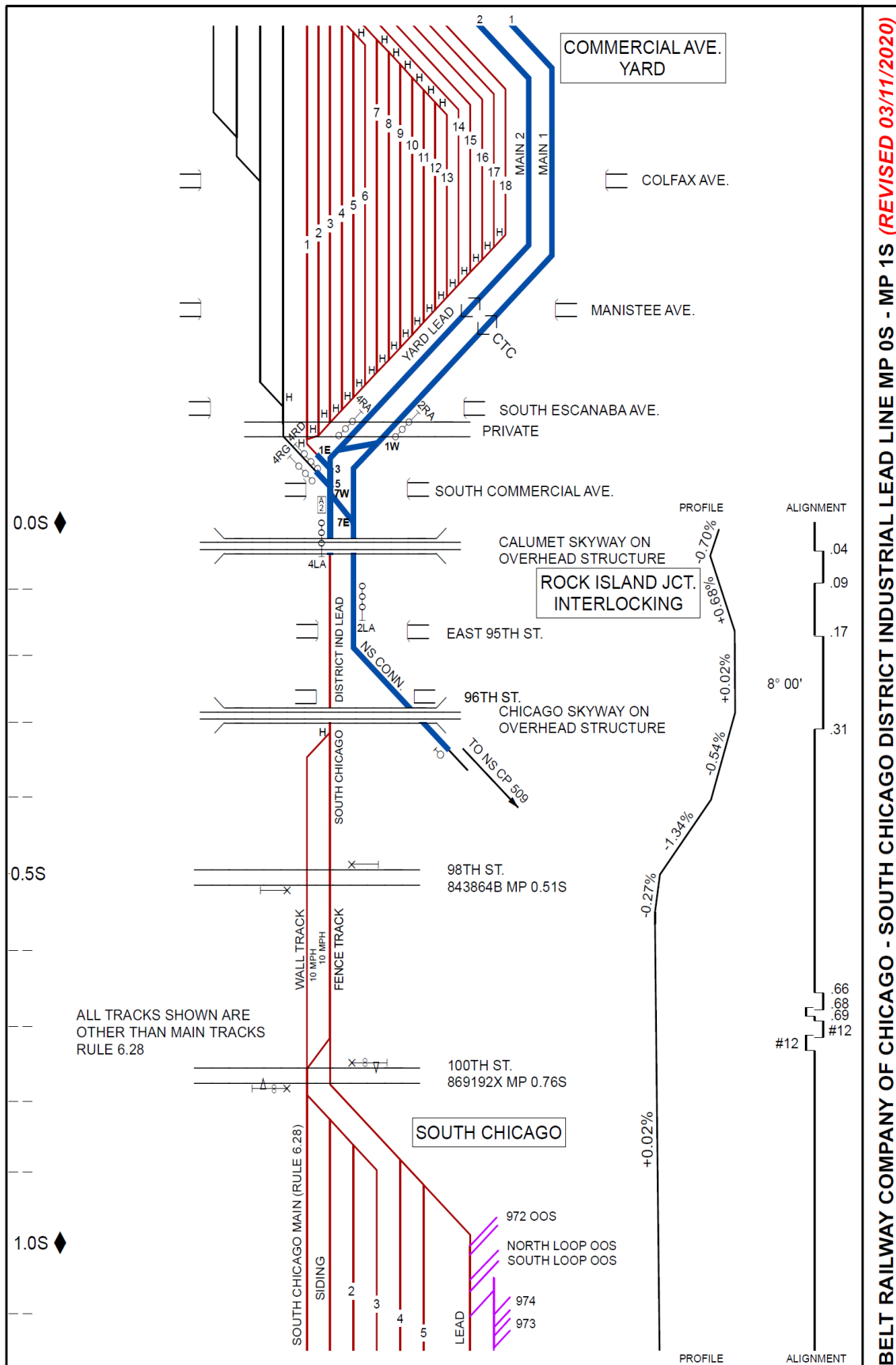
Belt Railway Company of Chicago - Kenton Line MP 14 - MP 16 (REVISED 03/11/2020)



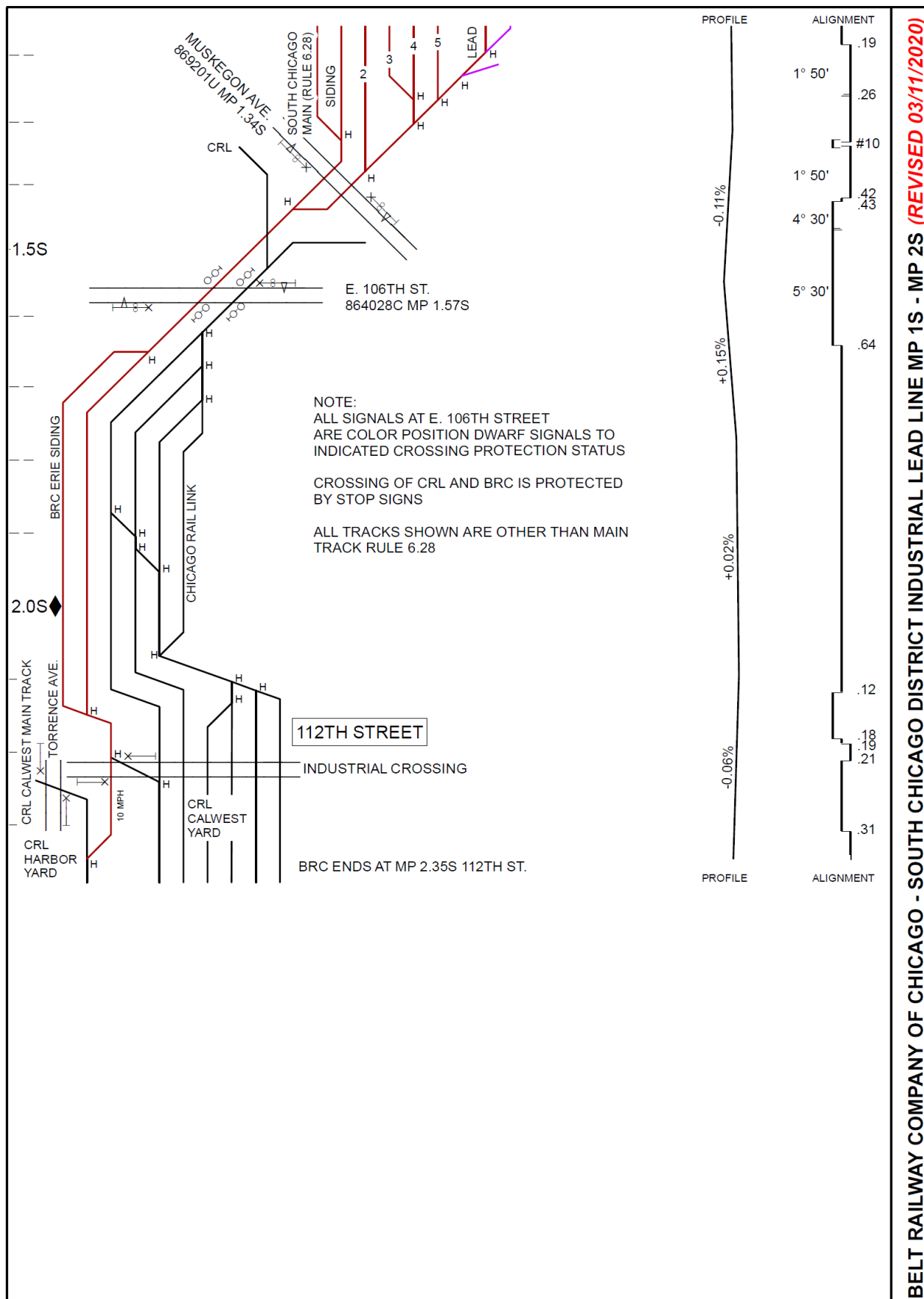




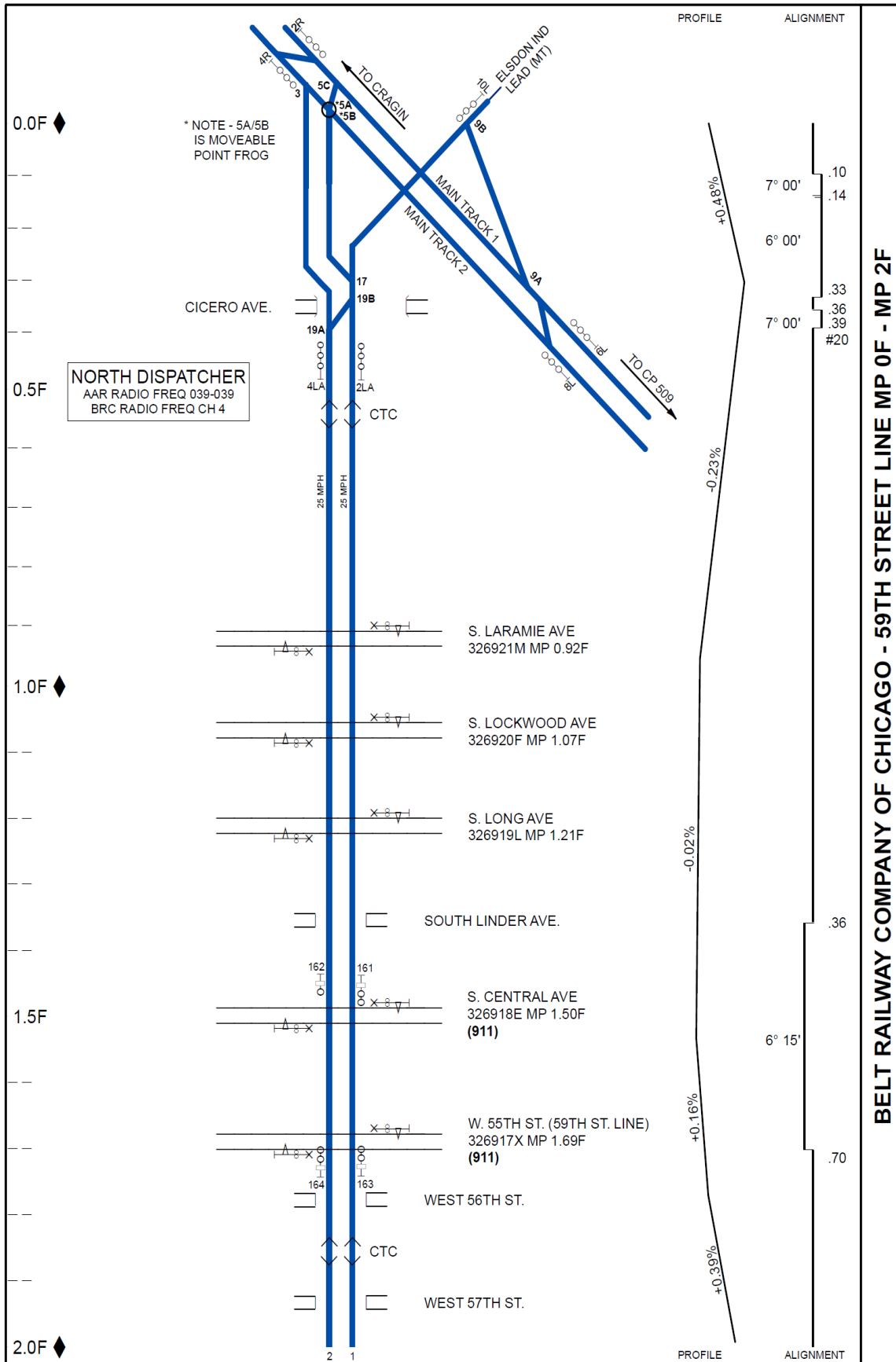
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 20 - MP 21 (REVISED 03/11/2020)

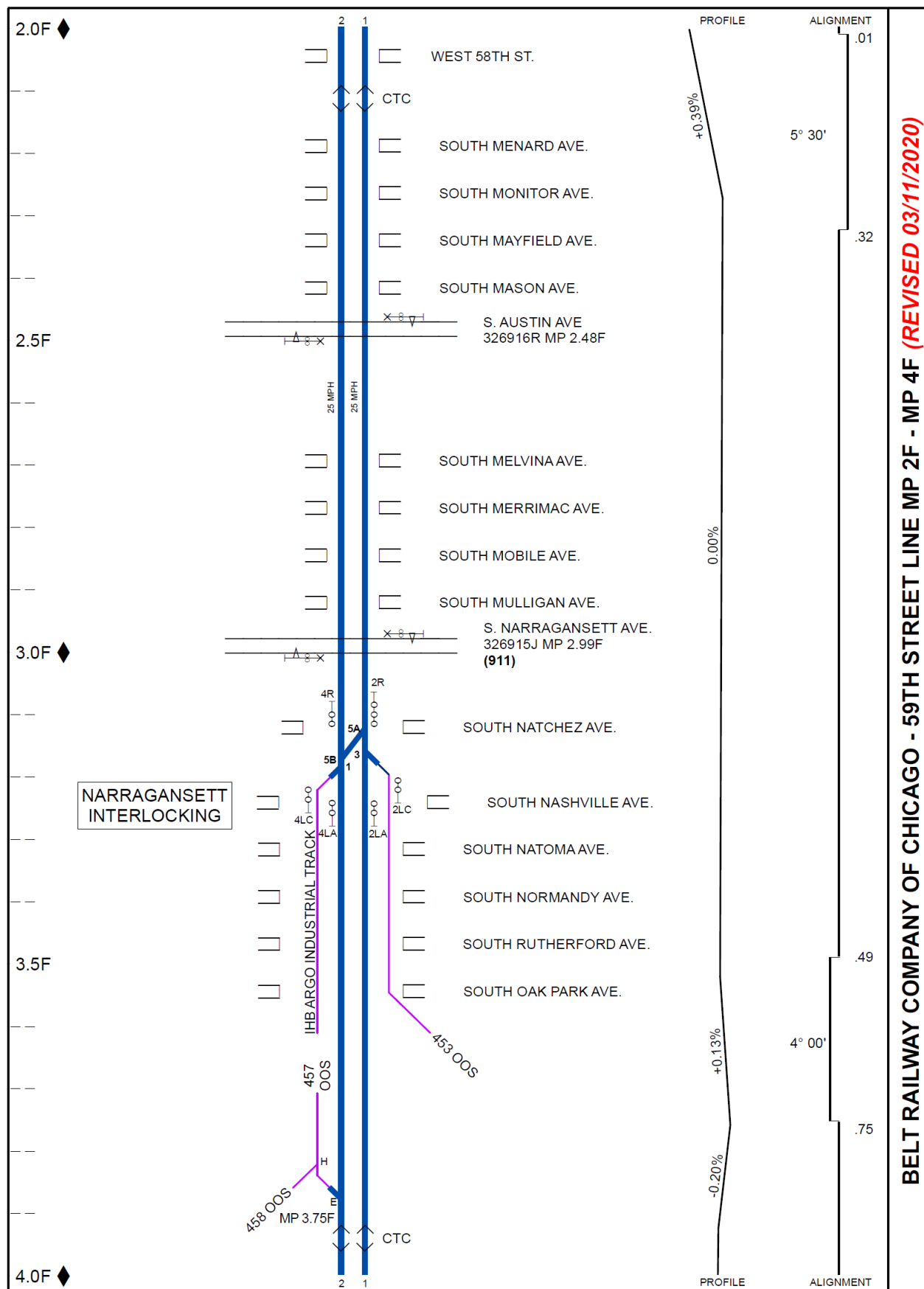


BELT RAILWAY COMPANY OF CHICAGO - SOUTH CHICAGO DISTRICT INDUSTRIAL LEAD LINE MP 0S - MP 1S (REVISED 03/11/2020)

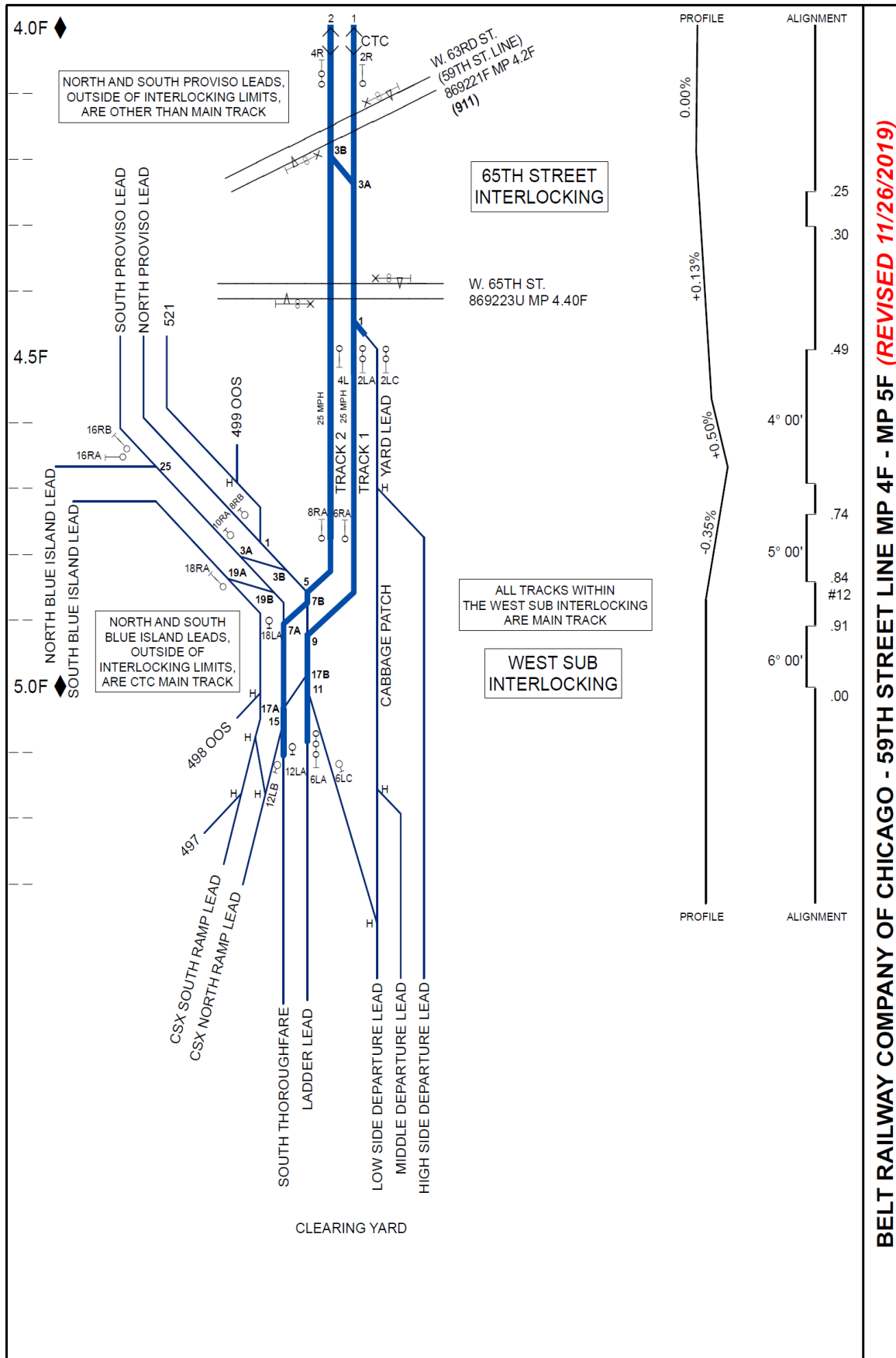


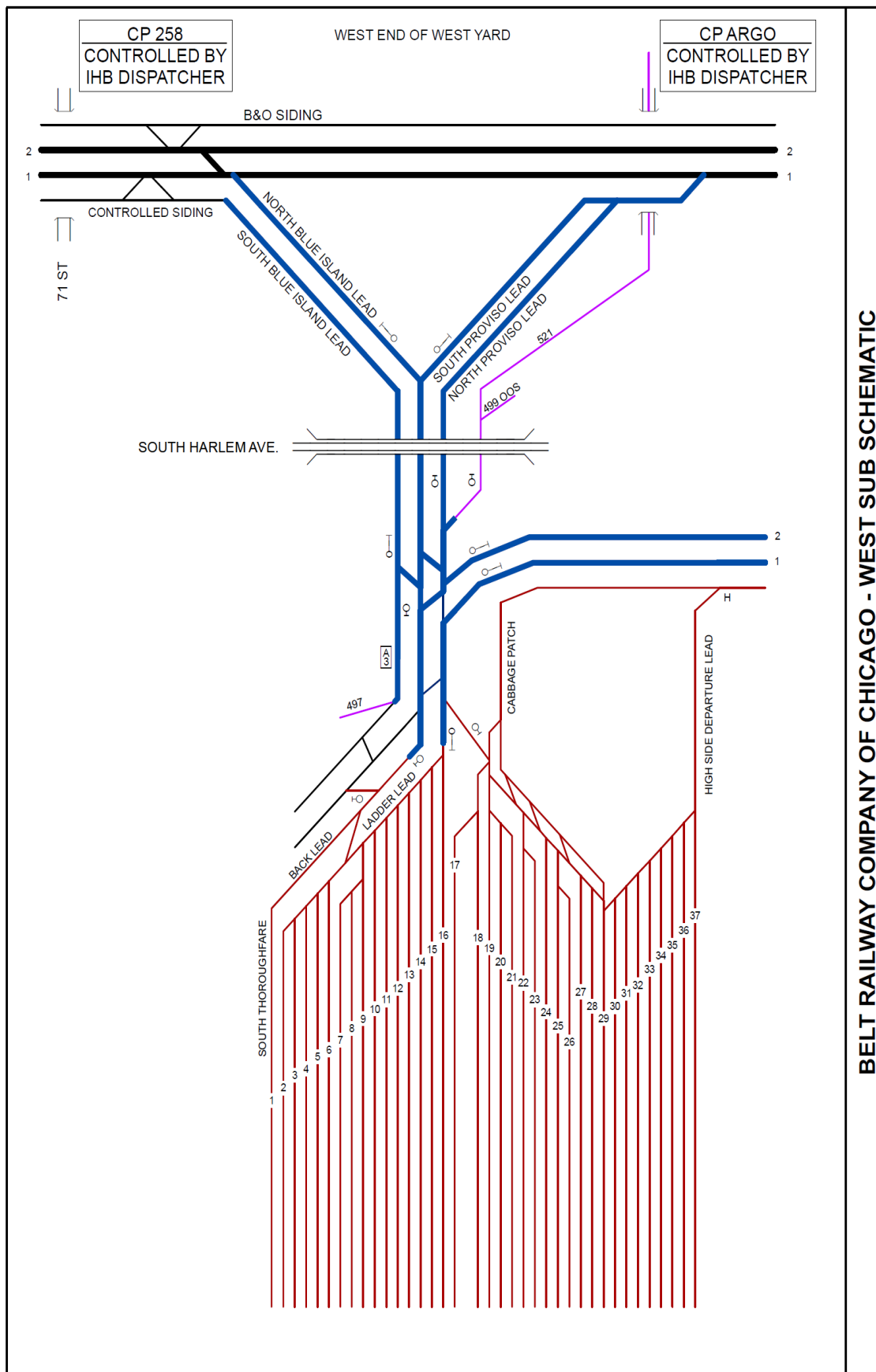
BELT RAILWAY COMPANY OF CHICAGO - SOUTH CHICAGO DISTRICT INDUSTRIAL LEAD LINE MP 1S - MP 2S (REVISED 03/11/2020)





BELT RAILWAY COMPANY OF CHICAGO - 59TH STREET LINE MP 2F - MP 4F (REVISED 03/11/2020)





BELT RAILWAY COMPANY OF CHICAGO - WEST SUB SCHEMATIC

