



THE BELT RAILWAY COMPANY OF CHICAGO

CORA Update 2022-001

Effective 0001 CDT, July 1st, 2022

Current BRC CORA Updates in Effect

YEAR OF ISSUE	NUMBERS
2022	001
2017	003

Summary of Changes:

Line / Areas	Change	Page
Kenton	New Profile maps for Hawthorne interlocking	16
	New Profile Map for 55 th St. Interlocking	17
	Removal of Industry 684 North Switch (MP 10.7)	15
	Change in Length to BRC 3 rd Rail Siding	13
59th St	Changes to the Narragansett Interlocking	15
	Signal Changes, 65 th St. Interlocking	20
	Signal Changes, to IHB Connection at CP Argo	15 & 21
	Physical Characteristic changes, to IHB Connection at CP Argo	15 & 21
	Narragansett Interlocking changes	15
South Chicago Industrial Lead	Ind 972 Tracks placed back in service	15
BRC SSI	Change in SSI / GCOR 7.6.1	5

Changes to BRC CORA Update 2017-003:

Item 5 System Special Instructions (SSI – Updates)

The DOB is 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 instructed by the Train Dispatcher.

Trains entering the DOB, and EIC's wishing to occupy main track, must contact the Train Dispatcher to verify the current DOB, and obtain any additional restrictions or deletions 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#_."

GCOR 6.4.2 Movements within Control Points and Interlockings (NEW)

Except within track and time limits, whenever a movement stops within an interlocking, the movement must not change directions without permission of the control operator. If the movement stops with the trailing end outside of interlocking limits, change of direction does not require permission from the Control Operator, except permission is ALWAYS required to make a forward movement after a reverse movement.

When making movements within a control point or interlocking, GCOR 9.5.7 (System Special Instruction) applies when the movement is stopped within one locomotive length of a signal.

To reverse direction, or to make a forward movement after a reverse movement within interlocking limits requires either:

- A. A proceed Indication from an Interlocking Signal, and there is no switch between the leading end of the movement and the signal.
- B. Verbal permission of the Control Operator.

Where multiple changes in direction are needed for a movement, the control operator may grant permission for multiple movements, ensuring that blocking protection is provided within the limits of the movement's authority.

Trains granted permission to make multiple reverse movements must notify the control operator when the permission for multiple reverse movements is no longer required. Further movement after the reverse movement(s) will be verbally authorized by the control operator.

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 <u>Automatic Warning Devices</u> have an <u>Activation Failure</u> , 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 15 MPH (HER) then proceed at normal speed	N/A
If crew communicates with a single equipped flagger before arrival at the crossing <u>and</u> the flagger can provide warning in one direction of approaching traffic.	Proceed at 15 MPH (HER), then proceed at normal speed	Single Equipped Flagger
If crew communicates with an equipped flagger before arrival <u>and</u> 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 7.3 Additional Switching Precautions (Addition)

When traversing turnouts or crossovers, employees must not ride cars more than 60 feet in length on the side next to equipment on an adjacent track.

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, SCIO)		Sufficient*
ARGO INDUSTRIAL LEAD	1.40%	Refer to Grade Securement Chart A
KENTON LINE		
Between CRAGIN and 14TH STREET	0.25%	Refer to Grade Securement Chart A
Between 14TH STREET and HAWTHORNE	0.50%	Refer to Grade Securement Chart A
Between HAWTHORNE and 55TH STREET	0.25%	Refer to Grade Securement Chart A
Between 55TH 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*
59TH STREET LINE		
Between 55TH STREET and WEST SUB	0.25%	Refer to Grade Securement Chart A
OTHER LOCATIONS		
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 enough 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)

If necessary to leave a locomotive(s) on main track, or other than a track designated for tying up, or setting off locomotive(s), permission must be obtained first from the Terminal Manager.

Before a locomotive(s) is left unattended (with or without cars) all locomotive(s) in the consist must be secured with a handbrake.

Note: When authorized by Diesel Shop Foreman apply the handbrake on only the controlling locomotive when the consist is left on engine serving track. (GCOR 7.5 must be observed)

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 GCOR Rule 7.6 Securing Cars or Engines and 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 8.20 Derails (SUPERSEDE)

Change entire rule to read:

Employees in train, engine, and yard service must know the location of all fixed derails.

A train or engine moving on or entering tracks where fixed derails are located, must stop at least 100 feet from derail in derailing position.

Movement must not continue until the derail is placed in the non-derailing position. However, the distance restriction will not apply in engine servicing areas.

Do not make a movement over a derail in derailing position.

Sidings having hand-thrown derails will have derail locked in non-derailing position, except when engine or cars are left unattended on siding.

On auxiliary tracks, other than siding, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.

Derails that are used in conjunction with Rule 5.12 (Protection of Occupied Outfit Cars), Rule 5.13 (Blue Signal Protection of Workmen), or for **Roadway Worker Protection (RWP)** must be in the derailing position only when their use is required for such protection.

When their use is not required for protection:

- Remove portable derails.
- Lock fixed derails in non-derailing position with an effective locking device.

Where derails are used to provide protection in conjunction with Rule 5.13 (Blue Signal Protection), or Roadway Worker Protection, a flag must be displayed, in conjunction with the derail, whenever the derail is in the applied position.

When a derail is not equipped with a permanently mounted flag, do the following:

- Display red flags in accordance with Rule 5.4.7, Display of Red Flag, when providing roadway worker protection.
- Display blue flags in accordance with Rule 5.13 Blue Signal Protection of Workmen.
- Display a properly colored light on the derail flag, when equipped.

Flag requirements apply to both fixed and portable derails, in the application of this rule.

GCOR 9.5.7 Stop Signals at Interlockings and Control Points (NEW)

When a movement stops within one locomotive length of an interlocking signal, it must not proceed without verbal permission of the control operator.

GCOR Chapter 15 -Track Bulletins

GCOR Chapter 15 - Track Bulletins, applies on the BRC, except as modified by System Special Instructions.

GCOR RULE 15.1- Track Bulletins - (ADDITION)

On the BRC, a Daily Operating Bulletin (DOB) will be issued 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 On-Track Equipment **(Form B- Rule 15.2)**
- Other Specific Instructions **(Form C)**
- Outside Contractor Flagman **(Form F – System Special Instructions Rule 6.33)**
- Track Out of Service **(Form O - Rules 15.4 and 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. The DOB will be issued a minimum of one time per day, or more as required.
- 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 entire tour of duty.
- Other relevant operating information as determined by the Train Dispatcher or proper authority.

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.

Maintenance of Way Employee(s) in Charge (EIC), 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 Rule 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 locomotive number being used to identify the movement before movement occupies the main track.

GCOR Rule 15.1.2 Cancelling a Track Bulletin: (ADDITION)

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

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

When using a Track Bulletin to provide protection for roadway workers, employees, under the supervision of the 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 that provides protection with the Train Dispatcher.

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 employee in charge will use the following format to establish communication with the train:

"Employee in charge of Form B Track Bulletin #, Gang #, Between Milepost__ Milepost on (Line)."

A train within the limits at the time the track bulletin 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 **Form B** limits:

"(Engine Number) 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"
- "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:

"Stop at MP_____until additional instructions are received."

B. Repeat Instructions

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

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 within the working limits, without permission from 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 Rule 15.2.1 Protection for On-Track Equipment (SUPERSEDE):

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

GCOR Rule 15.3 Authorizing Movement Against the Current of Traffic (SUPERSEDE)

Rule does not apply on BRC.

GCOR Rule 15.4 Protection When Tracks Removed from Service (SUPERSEDE)

A **Form O** Track Bulletin, **Form C** Track Bulletin, or General Order **G.O.** will be used to communicate tracks removed from service, in the application of Rule 15.4 and Rule 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 applying 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 each end of the track, and specifying the employee who may authorize use of the track.

Trains must not use the out of service track, unless the track bulletin states the name of the employee who may authorize use, and this person directs all movement.

Movements on any track identified in Track Bulletin **Form O** or Track Bulletin **Form C**, in application of this rule, must be made at restricted speed.

Proper authority from the control operator must also be received to pass an absolute signal displaying a **STOP** indication to enter the out of service track.

GCOR 15.5 Protection When Tracks Blocked with Equipment (SUPERSEDE)

Notify the train dispatcher when main tracks, sidings, or other tracks, which are normally clear, are blocked with unattended equipment.

When a main track is blocked, provide protection as specified by Rule 6.20 (Equipment Left on Main Track).

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 a 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 Rule 15.7 Copying Track Bulletins (SUPERSEDE)

The Conductor and 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 transmit verbally 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 correctly 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, if repeated correctly, state, "**that is correct.**"
- 6) The Train Dispatcher will then authorize the train to proceed stating that "**(Engine Number) may proceed on DOB (Number).**"

When necessary, employees may relay track bulletins.

GCOR Rule 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 18.1 Positive Train Control Territory (ADDITION)

Instructions for the operation of PTC Trains on BRC are outlined on Page 12.

Glossary: (Add the following)

Equipped Flagger -a person other than a crew member who is equipped with an orange vest, orange shirt, or orange jacket. At night the vest, shirt or vest must be fluorescent. The Equipped Flagger must have a red flag by day and a light at night.

Abbreviations: (Add the following)

EIC - Employee in Charge

Speed Signals: Change all references in CORA Update 2017-003 to reflect the following:

SLOW SPEED = 15 MPH

MEDIUM SPEED = 25 MPH

LIMITED SPEED = 25 MPH

Clearing Yard Special Instructions- (Change below item on page 50 of BRC CORA Update 2021-003)

YARD TEST PLANT – AIR IN DEPARTURE YARDS (SUPERSEDE)

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.

This is to maintain the integrity of the air test by leaving the cars on a source of compressed air. This may require the track to be re-spotted, which 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 that the track has hand brakes applied, remove the yard air before coupling onto the train. Do not allow the train to go into EMERGENCY.

When a track is disturbed, and the air slip removed, the Yardmaster 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.

POSITIVE TRAIN CONTROL (All Trains Must Operate with PTC while on BRC)

The BRC has Positive Train Control (PTC) enforced at the following location:

- Kenton Line: MP 14.0 - MP 16.0 (BELT JUNCTION to 80TH STREET)

Note: *The balance of the BRC main line track is mapped as PTC I-ETMS Entry Track.*

All trains operating on the BRC are expected to have PTC initialized and must inform the Train Dispatcher of their PTC Status prior to entering the BRC.

- Trains must be PTC **ACTIVE** before entering BELT JUNCTION or 80TH STREET INTERLOCKINGS.
- Trains not equipped with PTC must have BRC Train Dispatcher approval prior to entering the BRC Main Line(S).
- Trains must contact their Home Road's PTC helpdesk if they cannot initialize.
- Trains that have inoperable PTC, must contact the BRC Dispatcher with their home roads "Ticket Number" prior to operating on the BRC.

The Train Dispatcher will deliver all changes, updates, or new mandatory directives verbally on the BRC.

PHYSICAL CHARACTERISTIC CHANGES, KENTON LINE

Station at 87TH STREET YARD removed from service.

New station added at 87TH STREET added at MP 16.8 on MT1. Rule 4.3, Symbol I (Manual Interlocking).

Third Rail Siding is modified from Other than Main Track to a Controlled Siding in CTC, GCOR 10.1 applies, Maximum Speed 20MPH.

- Authority to occupy the Third Rail Siding must be granted by the Train Dispatcher, or by a proceed indication of a controlled signal.
- **Changes all references to the 3rd Rail Siding length, to 11,500 feet**

PHYSICAL CHARACTERISTIC CHANGES, 59th STREET LINE

65 Street Interlocking Changes:

Speed Restrictions (Turnouts and Crossovers):

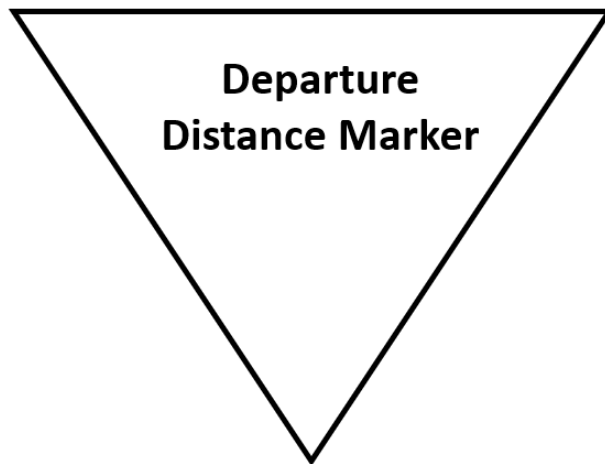
Speed	Location	Milepost	Description	Notes
20	65 th Street	4.2F	#3 XO	MT 1 – MT 2

Departure Distance Markers (West Departure Yard): (NEW)

Outbound trains departing the West Departure Yard at 65TH STREET and WEST SUB may proceed at 20MPH once the rear of the train has passed the **DEPARTURE DISTANCE MARKER** displayed in the West Departure Yard.

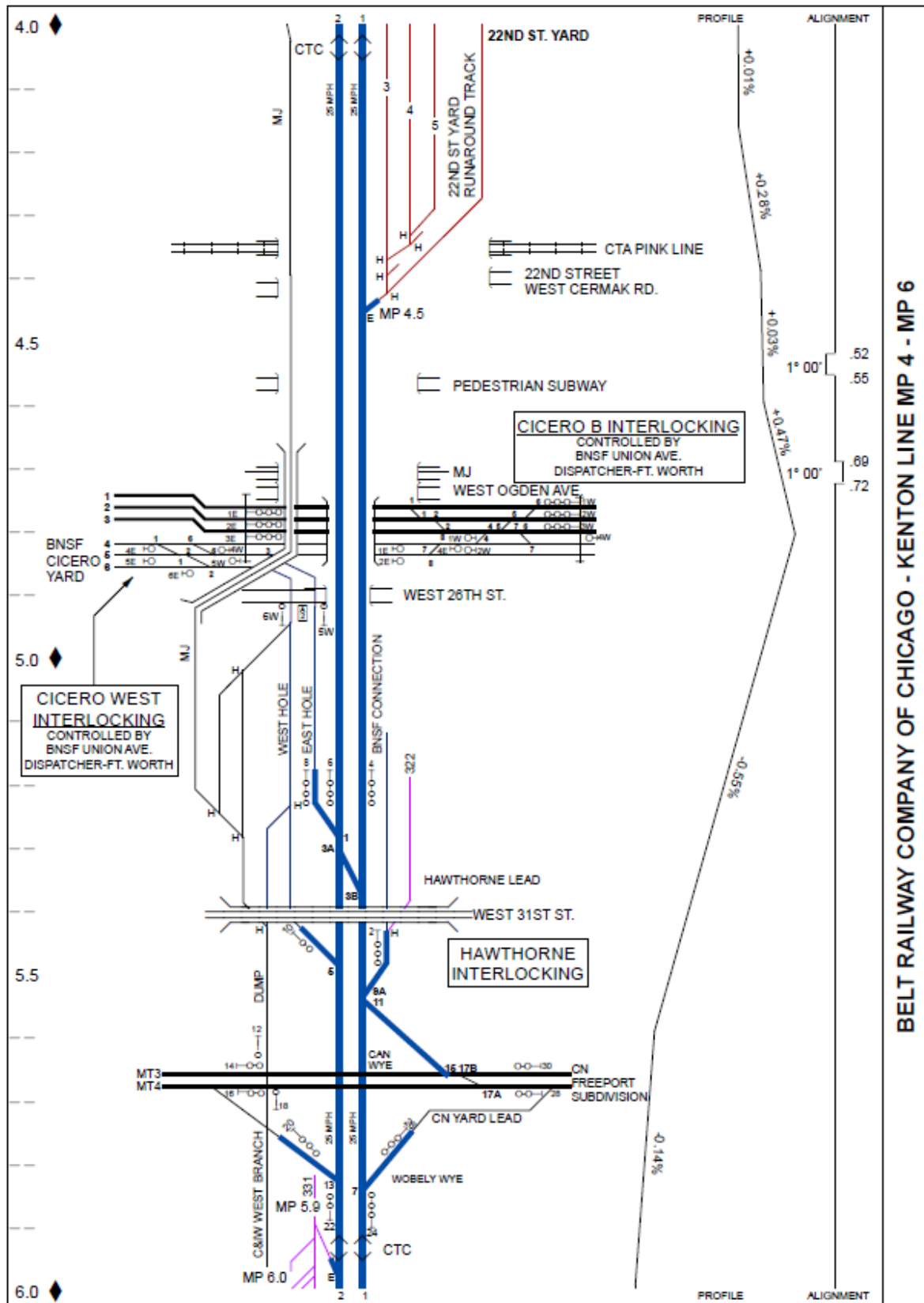
DEPARTURE DISTANCE MARKERS are located on the HIGH SIDE WEST DEPARTURE LEAD, CABBAGE PATCH, and LOW SIDE WEST DEPARTURE LEAD.

Sign Description:

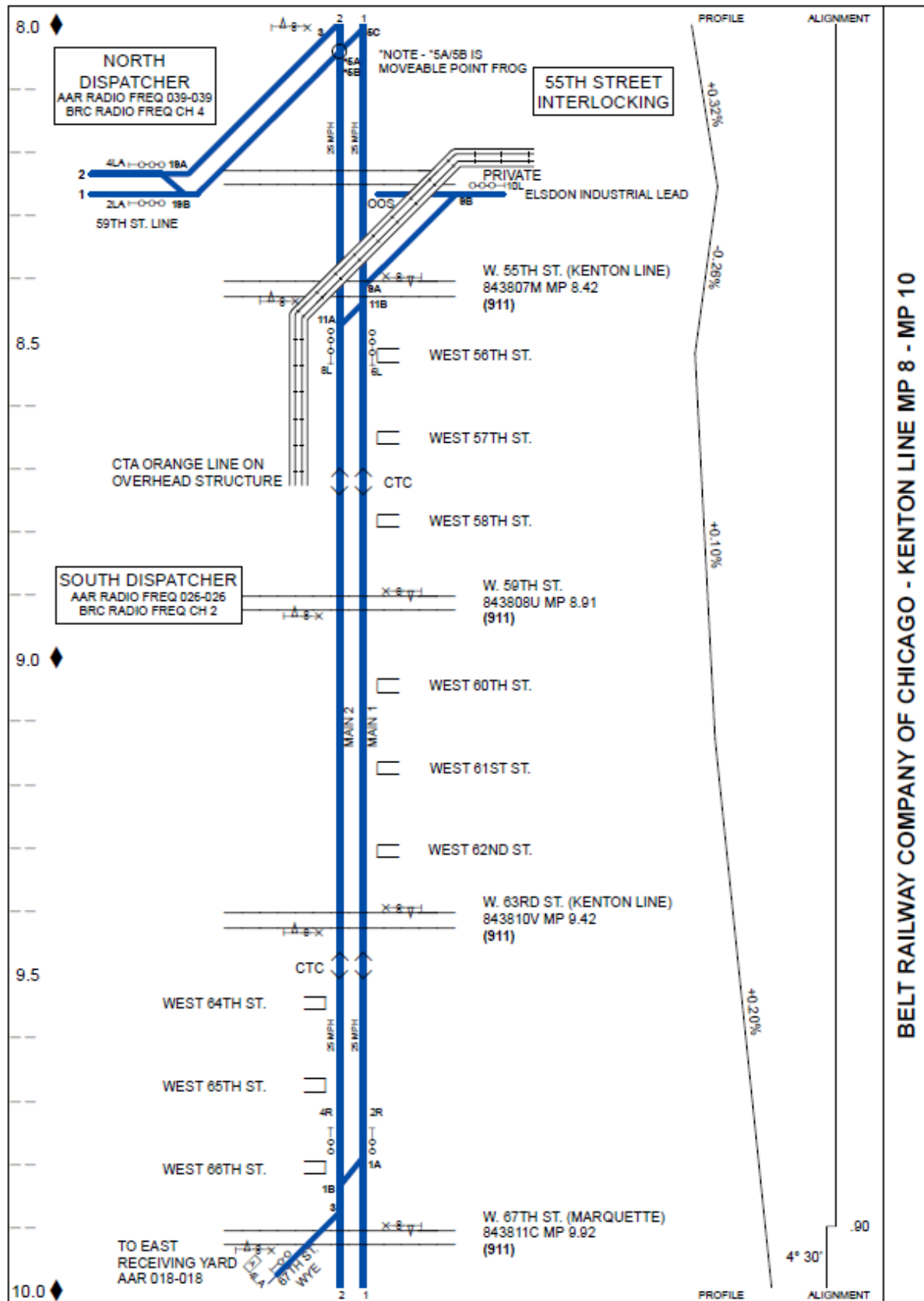


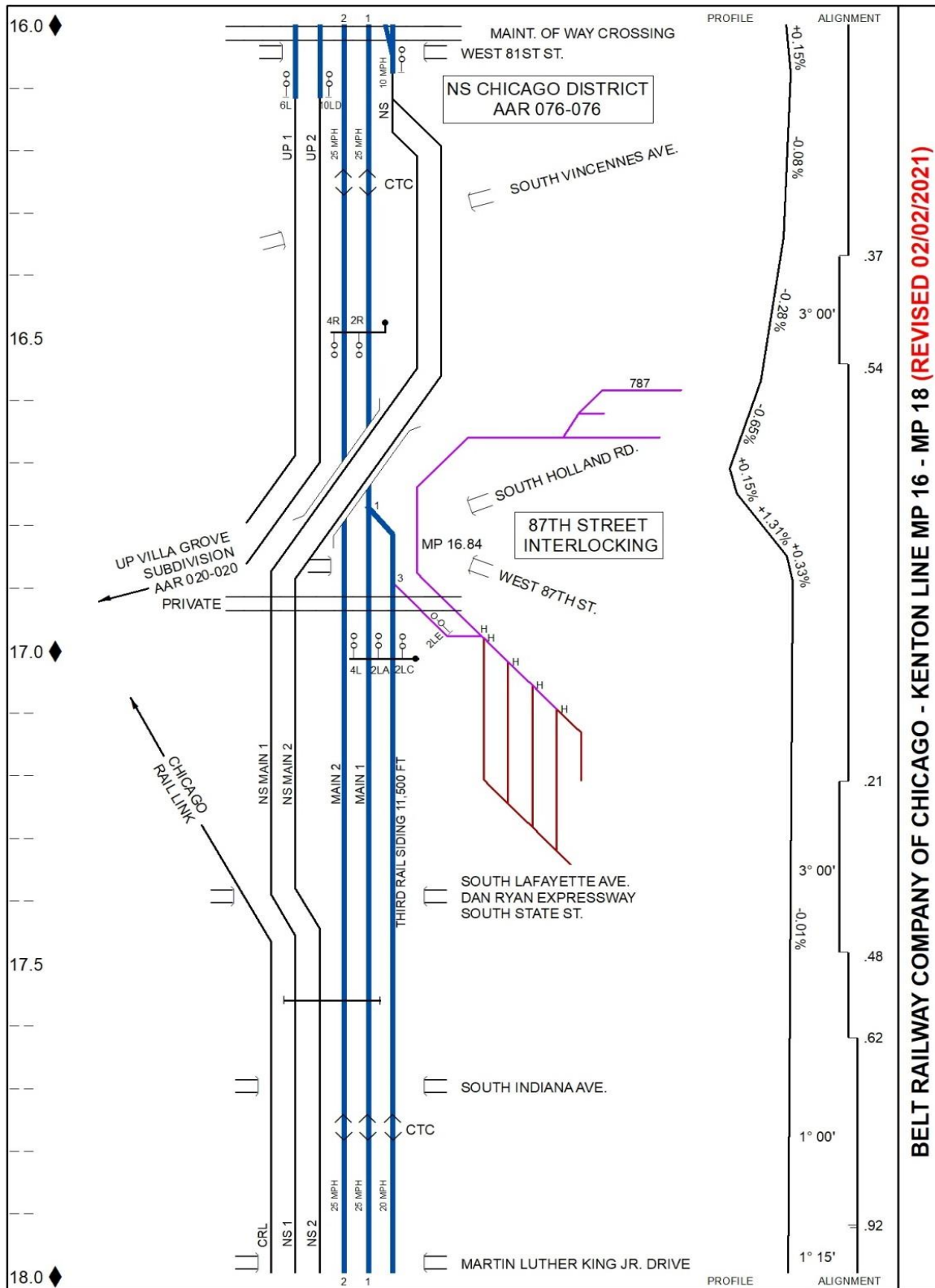
LINEAR OPERATIONS PROFILE / MAP:

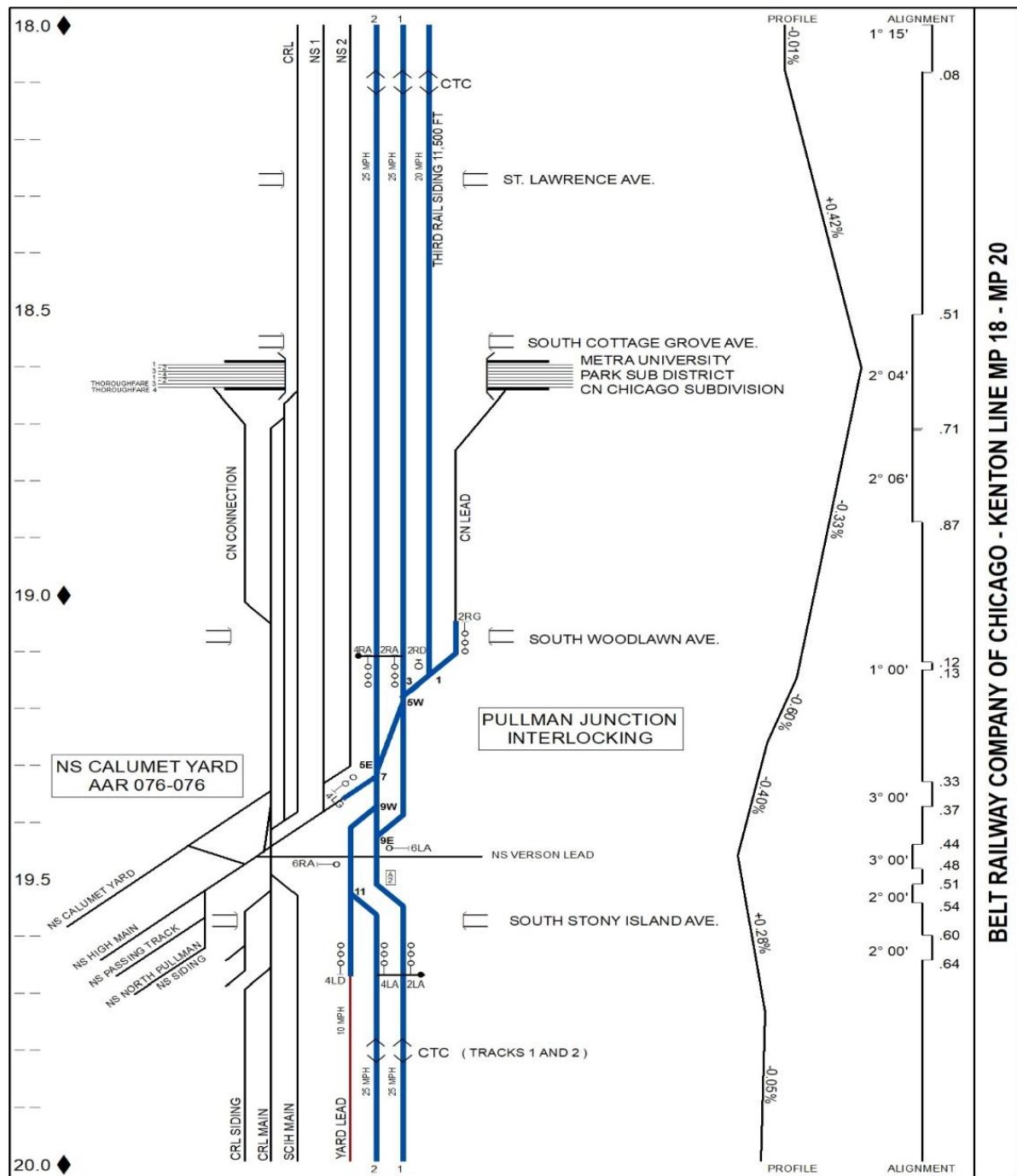
LINE	LOCATION	BRC CORA UPDATE (replacement Section) 2017 – 003 pg. #	Changes / Updates:
Kenton	Hawthorne Interlocking	12	New Profile Map (copy at end of this notice)
	55 th Street Interlocking	16	New Profile Map (copy at end of this notice)
	67 th Street Interlocking	16 & 18	Change all signals within the 67 th street interlocking to two Aspect Signals
	MP 10.7 (MT 1)	18	Show Ind 684 Switch at MP 10.7 Removed
	80 th Street Interlocking	22	Change all signals within the 80 th street interlocking to two Aspect Signals
	87 th Street Interlocking / 3 rd Rail Siding	24 & 26	New Profile Maps (copies at end of this notice)
59 th Street Line	55 th Street Interlocking	34	Show the 17 Switch within the limits of the 55 th Street Interlocking MP 0.3F removed
	Narragansett Interlocking	36	Show Crossover within the Narragansett Interlocking Removed Show Switch Leading to Industry 453 removed Change IHB Connection Switch to show as an Electric Lock Switch Show Switch for Industry 458 & 457 located at MP 3.75F removed
	65 th Street Interlocking	38	New Profile Map (copy at end of this notice)
	West End West Yard	40	New Profile Map (copy at end of this notice)
	West End West Yard	40	The BRC North & South Proviso Leads now connect to the IHB Main Track 1 within the IHB CP Argo Interlocking. New signals governing movement from the BRC North & South Proviso Leads to the IHB Main Line has been placed in service. The Location of the signals governing movement from the BRC North & South Proviso to IHB are located appx 850 feet south from previous cantilever signal that controlled movement from the BRC North & South Proviso Leads to IHB. North and South Proviso Lead Signals are <u>displayed on the left-hand side</u> as viewed by approaching trains.
	SOCHGO District Yard	45	Show industry 972 tracks in service



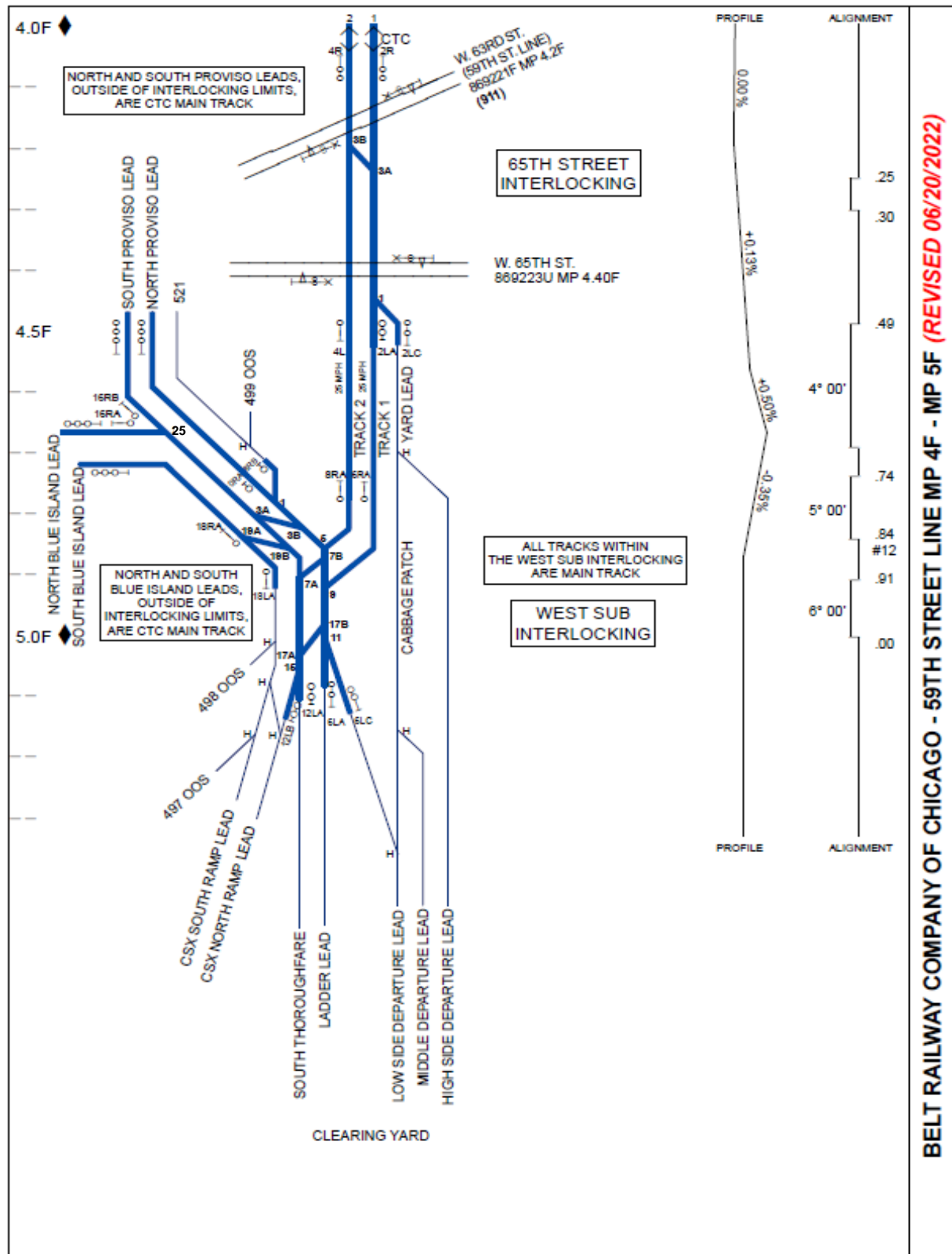
Replaces Page 12 of BRC CORA 2017- 003



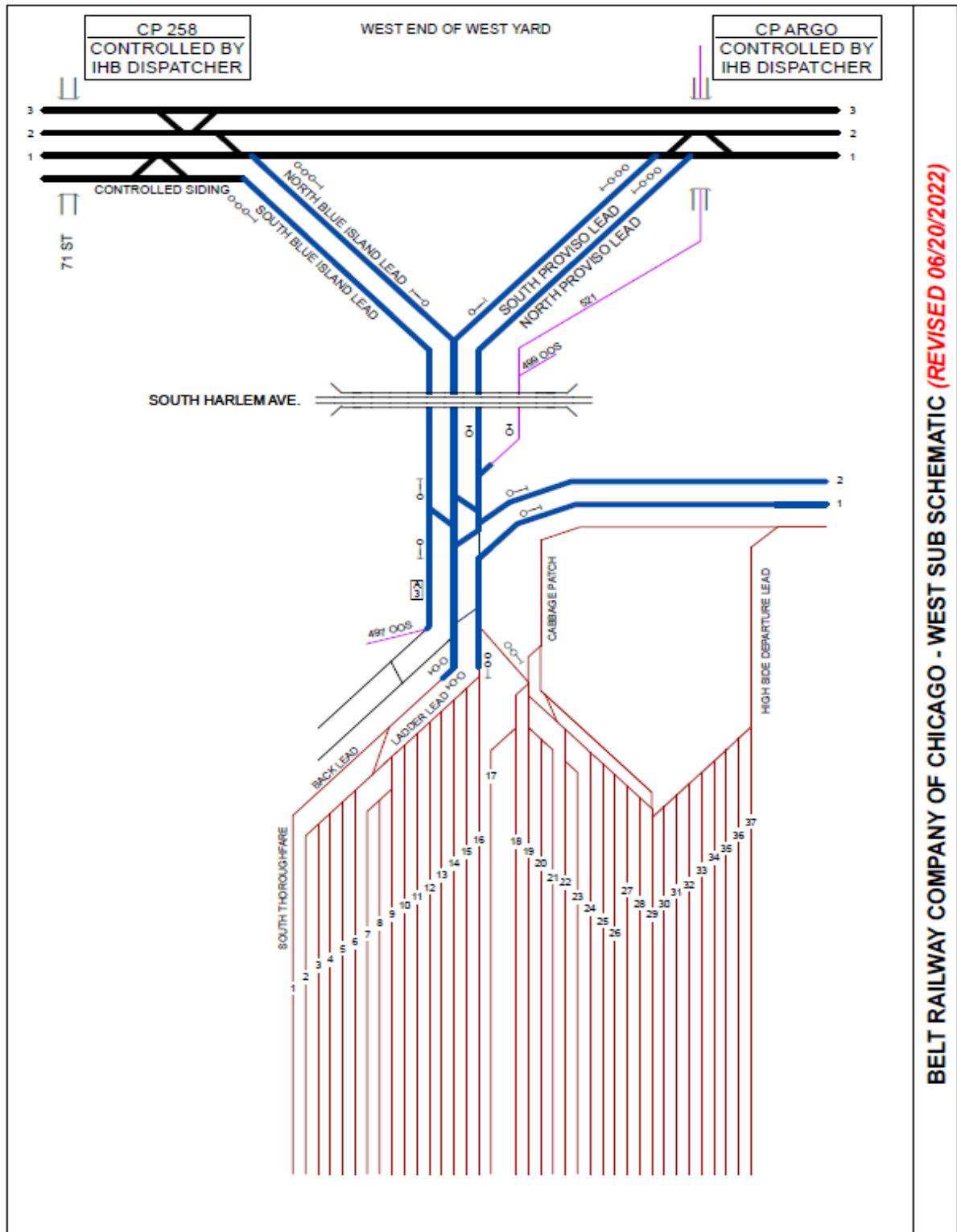




Replaces Page 34 BRC CORA Update 2017 – 003



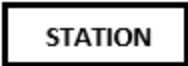






Replaces page 40 of BRC CORA Update 2017 – 003



Slow Speed = 15 MPH				Medium Speed = 25 MPH				Limited Speed = 25 MPH			
RULE	NAME	ASPECT	INDICATION	RULE	NAME	ASPECT	INDICATION				
9.1.1	STOP		Stop	9.1.9	Medium Approach Medium		Medium speed through turnouts; proceed Approaching next signal not Exceeding Medium Speed				
9.1.2	Stop and proceed		Stop, and Proceed at Restricted Speed	9.1.10	Medium Clear		Medium speed through turnouts, Proceed				
9.1.3	Restricting		Proceed at Restricted Speed	9.1.11	Approach Medium		Proceed, approaching next signal not exceeding Medium Speed				
9.1.4	Slow Approach		Slow Speed through turnouts, proceed prepared to stop at next signal	9.1.12	Limited Approach		Limited Speed through turnouts; Proceed prepared to stop at next Signal				
9.1.5	Slow Clear		Slow Speed through turnouts, proceed	9.1.13	Limited Approach Medium		Limited Speed through turnouts; proceed approaching next signal not exceeding Medium Speed				
9.1.6	Approach Slow		Proceed, approaching next signal not exceeding Slow Speed	9.1.14	Limited Clear		Limited Speed through turnouts; proceed				
9.1.7	Medium Approach		Medium Speed through turnouts, proceed prepared to stop at next signal	9.1.15	Approach		Proceed, prepared to stop at next signal				
9.1.8	Medium Approach Slow		Medium Speed through turnouts, proceed approaching next signal at Slow Speed	9.1.16	Clear		Proceed				

Replace pages 83, 84, 85 of BRC CORA 2017 – 003 with above

Replaces page 87 of BRC CORA 2017 - 003

SIGN	NAME	NOTES
 	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 (Movement Other than Main Track) applies
	CROSSING SIGN RESTRICTION	Used to notate highway/pathway crossing with timetable or special instructions restrictions
	WHISTLE SIGN	Sound Whistle Signal 5.8.2 (7) for highway/pathway crossing

End of BRC CORA Update 2022 - 001