



# THE BELT RAILWAY COMPANY OF CHICAGO

## CORA Update 2023-003

Effective 1600 CDT, November 2<sup>nd</sup>, 2023

### Current BRC CORA 9<sup>th</sup> Edition Updates in Effect

YEAR OF ISSUE	NUMBERS
2023	002
2023	003

**(BRC CORA Update 2023 – 001 is VOID)**

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## **Changes to BRC CORA**

### **Kenton Line**

#### **Signal Changes at Belt Junction Interlocking (Page BRC-27)**

Effective June 16<sup>th</sup>, 2023, all signals governing movement into the Belt Junction Interlocking MP 14.3 have been changed to display only two aspects.

### **59<sup>th</sup> Street Line**

#### **Removal and Addition of Intermediate Signals**

Intermediate Signals located on Main Track 1 & 2 at the following locations have been discontinued from service and removed.

MP 1.45F Signal Numbers 162 & 161

MP 1.75F Signal Numbers 164 & 163

A new Cantilever Signal Mast has been installed at MP 2.75F and will support Intermediate signals for both main tracks in each direction. The signals are as follows.

Signal No. 273 for southbound movement on MT 1,  
Single aspect, display rule, - 9.1.2, 9.1.15, 9.1.16

Signal No. 274 for southbound movement on MT 2,  
Two aspect, display rule – 9.1.2, 9.1.11, 9.1.15, 9.1.16

Signal No. 275 for northbound movement on MT 1,  
Two aspect, display rule - 9.1.2, 9.1.15, 9.1.16

Signal No.276 for northbound movement on MT 2,  
Two aspect, display rule – 9.1.2, 9.1.11, 9.1.15, 9.1.16

#### **Removal of Narragansett Interlocking MP 3.1F**

The Narragansett Interlocking located at MP 3.13F has been retired and removed from service, all signals controlling movement into the Narragansett Interlocking have been removed.

The IHB Connection Switch Located at MP 3.18F on MT 2 is now an Electric Lock hand operated switch. Prior to operating the Electric Lock Switch permission must be obtained by the BRC North Dispatcher.

### **IHB Argo Industrial Track**

- Permission must be obtained from the IHB West Dispatcher prior to occupying the IHB Argo Industrial Track.
- Authority must be obtained from the BRC North Dispatcher prior to entering MT 2 from the IHB Argo Industrial Track.

After movement is complete, the BRC North Dispatcher will make arrangements to have the switch restored for movement on BRC MT 2.

### **Elsdon Industrial Lead**

The Elsdon Industrial Lead is Out of Service between 0.0E and MP 1.5E

In the event movement is authorized by an EIC (S. Schiemann) on the Elsdon Industrial Lead, all Highway / Rail Grade Crossings must be protected by BRC System Special Instructions Rule 6.32.2 **ACTIVATION FAILURE.**

### **Clearing Yard Special Instructions**

The Four-Twelve / North Thoroughfare switch located in the BRC Diesel Shop Limits which is located just to the west of the General Yard Office Building must be lined for the North Thoroughfare when not in use.

Remove the following on Page BRC - 43 of CORA 9th edition.

#### ***Remote-Control Switches – West End of East Receiving***

(And remove all following paragraphs on page BRC – 43.)

Replace with the following:

#### **The following locations in Clearing Yard have Remote Controlled-Dual Controlled Switches-**

The **West End of the East Receiving Yard**, Tracks O1 EREC through 22 EREC (including Crossovers.)

The **East End of the West Receiving Yard**, (In Service November 10<sup>th</sup>, 2023, at 1400) Tracks 01 WREC through 15 WREC (Including Crossovers.)

These switches are not equipped for DTMF radio operation, they are controlled by the Hump Conductor of the receiving yard to which they are assigned, Hump Conductors work under the Direction of the Yardmaster.

To operate these switches, contact the Yardmaster for which the territory you are operating in.

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

- Green                      Switch Position NORMAL
- Amber                     Switch Position REVERSE
- White                      Route activated.
- Red                         Switch out of correspondence

In addition to the Remote Operation, the switches are also equipped for push button and hand operation. Switches are equipped with mast-mounted indicator lights reflecting the following.

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

**Special Conditions:**

Once the route is lined by the Hump Conductor, the switches cannot be manually operated in 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 be hand operated.

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

**BRC System Special Instructions (SSI)**

Add the following to BRC SSI 2023 CORA page BRC – 5.

**GCOR 6.2.2 Daily Operating Bulletin (Addition)**

When re-crewing a train on the BRC, regardless of location, crew members must call the BRC train dispatcher and verify the DOB in their possession.

Add the following to BRC SSI 2023 CORA page BRC – 12.

**GCOR 8.3 Main Track Switches**

Crew members operating on the BRC must have a High Security #102 switch key in their possession.

**LINEAR OPERATIONS PROFILE / MAP:**

Change the following speeds on page BRC - 27

NS Stack Track            15 MPH

NS Conn. To CWI#1    15 MPH

The Linear maps on CORA Pages *BRC- 32 & BRC – 33* for the BRC 59<sup>th</sup> Street Line.

**\*These are identical Linear Profile maps that were published in CORA 9<sup>th</sup> Edition May 1<sup>st</sup>, 2023.**

LINE	LOCATION	BRC CORA Section	Changes / Updates:
59 <sup>th</sup> St	*MP 0.0F – 2.0F	Pg. BRC - 32	Linear Map
	*MP 2.0F – 4.0F	Pg. BRC - 33	Linear Map

# 59<sup>th</sup> Street Line

Rules in Effect: CTC  
 Dispatcher: BRC North  
 Radio Channel: 039-039

Milepost:  
 MP 0.00F – 2.00F

## Speed Restrictions:

Main Line (1 & 2): 25 MPH  
 59<sup>th</sup> St. Line to Kenton 25 MPH  
 Cross-over MP 0.35F 15 MPH  
 Other Than Main Line: 10 MPH  
 (Rule 6.28 applies)

## Notes:

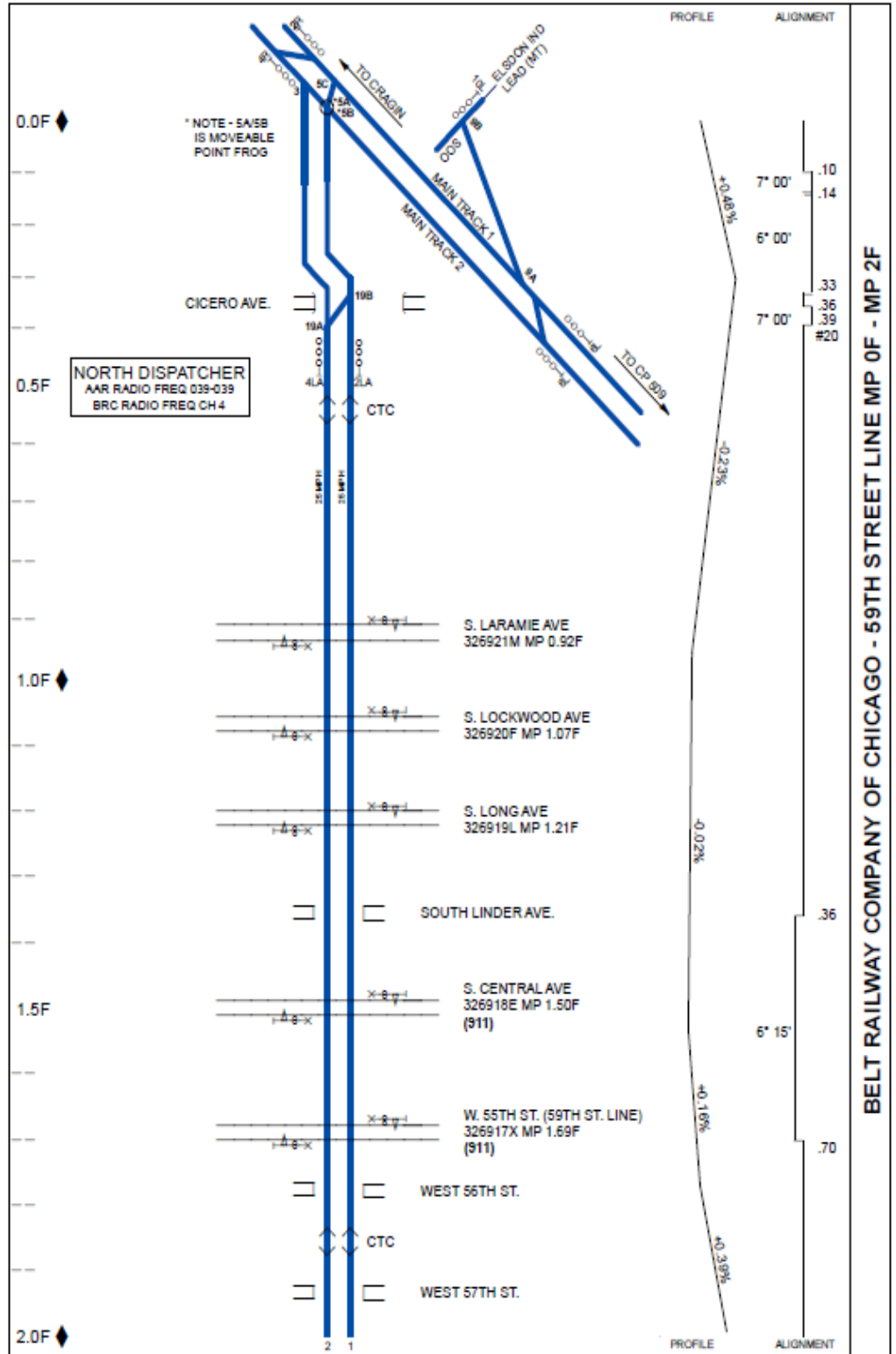
BRC South Dispatcher begins south of 55<sup>th</sup> Street Interlocking on the Kenton Line, Radio Channel 026-026.

## 911 Crossing-Emergency Comm.

Trains stopped or anticipated to be obstructing these crossing for more than 10 minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

## 911 Crossing:

Central Ave. (MP1.50F)  
 55<sup>th</sup> Street/Parkside (MP 1.69F)



# 59<sup>th</sup> Street Line

Rules in Effect: CTC  
 Dispatcher: BRC North  
 Radio Channel: 039-039

Milepost:  
 MP 2.00F – 4.00F

Speed Restrictions:  
 Main Line (1 & 2): 25 MPH  
 IHB Connection Track 10 MPH (MP 3.18F)  
 Other Than Main Line: 10 MPH (Rule 6.28 applies)

### Notes:

#### IHB Argo Industrial Track

Permission must be obtained from the IHB West Dispatcher prior to occupying the IHB Argo Industrial Track.

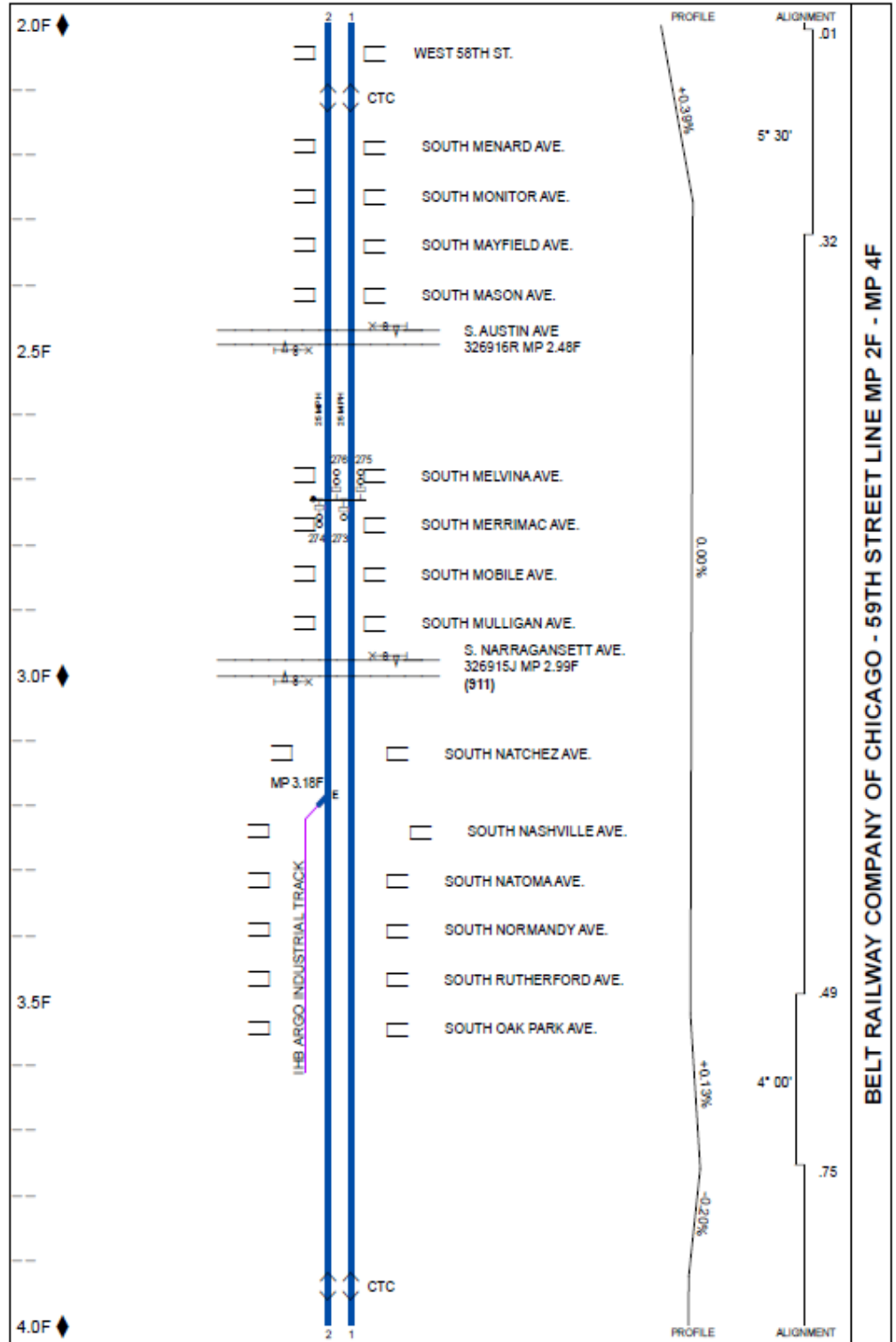
IHB West Dispatcher:  
 Channel 058-058

#### 911 Crossing-Emergency Comm.

Trains stopped or anticipated to be obstructing these crossing for more than 10 minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

#### 911 Crossing:

Austin Ave. (MP 2.48F)  
 Narragansett Ave. (MP 2.99F)



End of BRC CORA Update 2023 – 003 (7 Pages)