



System General Order #2026-002

Effective 0001 CST, April 8th, 2026

To: ALL CONCERNED

Subject: System General Order #2026 - 002

System General Orders are issued by proper authority modifying Rule Books and Special Instructions as required.

System General Orders apply to employees in all departments.

Individual Department General Orders, for department specific rule items, will be issued when necessary.

System General Order **2026-001 is void.**

Jason Charbonneau
Superintendent
The Belt Railway Company of Chicago

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SAF-1 (Safety Rules 2017)	None	
OP-1 (Operating Rules 2017)	None	
HM-1 (Hazardous Material 2022)	None	
Appendix A- LOP	Updated in its entirety- Located at the end of this document	

Timetable and Rule Book Modifications: (Changes shown Highlighted.)

BRC Timetable and System Special Instructions #7, Effective April 1, 2020

Add the following items to page 5 of BRC Timetable 7.

- 1) Areas that require a High Security Lock will now be equipped with a Sargent & Greenleaf Lock that will require the use of a # **102 key** to operate.

- 2) FRA Safety Bulletin 2024-02.

Crews, once PTC location and direction of travel is established, to avoid manually changing the trains direction of travel through the select direction soft key when over, or immediately adjacent to a switch. If necessary to change a trains direction through the select direction soft key, cut out the PTC system and re-initialize it with the correct timetable direction. This would allow the onboard system to re-acquire the status of the switch under the train and remove the Exclusion Zone. In addition, as a reminder, crews should be aware of this software defect and understand that when the train transitions to an Exclusion Zone, all tracks within the Exclusion Zone will be colored gray on I-ETMS onboard display. This applies to any railroad operating with the following I-ETMS onboard software versions: 6.3.20.0 - 6.3.24.6, 6.5.2.1-6.5.3.0, 6.5.4.0, and I-ETMS protect onboard software versions 7.0.2.1 and earlier.

Kenton Line:

Speed Restrictions (Turnouts and Crossovers)

Change to read:

Limited Speed = 25 MPH
Medium Speed = 20 MPH
Slow Speed = 15 MPH

22nd Street Yard

Industry 263 (Tie-Energy) has installed Derails on Track 5 at 22nd Street Yard, derails are located at the North end and South end of the track.

Hawthorne Interlocking

In the application of GCOR Rule 15.4, and to mitigate against rusty rail conditions, the following tracks will not be utilized without a signal maintainer in place at the location, unless authorized by a signal department manager. Once authorized BRC Train Dispatcher will apply blocking device in TMDS and will remain until movement reports clear.

- **CAN WYE TRACK**
- **WOBBLEY WYE TRACK**

67TH STREET Interlocking, Signal Changes:

At 67TH STREET, Signals 2R, 4R, 4RA, 2L, 4L, and 4LA are changed from three head mast signals to two head mast signals displaying indications allowing for movement at MEDIUM SPEED in the interlocking.

Where RESTRICTING signals are displayed, these will utilize flashing red aspects in accordance with BRC SSI Rule 9.1.3, RESTRICTING.

A new 2L & 4L signal governing northbound movement on the Main Track will be relocated and placed in service, the new location of the 2L & 4L signals will be 360 feet South of their current location, the 2L & 4L signals will now be displayed over MT 1 & MT 2 on a Cantilever Signal Mast at milepost 10.4, the 2L & 4L signals will continue to display the same signal aspects.

A new 4RA signal governing southbound movement from the 68th ST WYE will be relocated and placed in service, the new location of the 4RA signal will be 300 feet west of its current location, the 4RA signal will now be displayed on the left-hand side of the 68th ST WYE as viewed by approaching trains.

MP 10.7

Show Ind 684 Switch MP 10.7 MT 1 removed.

Rockwell Yard:

Derails [2] have been installed at the south end of Rockwell Yard MP 12.75, these are hand operated hinged derails that are equipped with a 102 High Security lock. GCOR 8.20 applies.

One derail has been installed between the lead and the inside switch for tracks 1 and 2 at the south end of Rockwell Yard.

The other derail has been installed on the lead just south of the Rockwell 3 Switch.

Western Ave Interlocking

At the Western Avenue Interlocking, the location of the following signal has been changed.

- 2LA signal located at MP 13.2 on MT 1 which governs Northbound movement is now located 250 feet south of its previous location, it remains a High-Mast Signal.
- Previous instructions issued pertaining to southbound trains holding at Western ave Interlocking until a favorable signal is displayed at Forest Hill Interlocking, are no longer in effect.

In the application of GCOR Rule 15.4, and to mitigate against rusty rail conditions, the following tracks will not be utilized without a signal maintainer in place at the location, unless authorized by a signal department manager. Once authorized BRC Train Dispatcher will apply blocking device in TMDS and will remain until movement reports clear.

- **Movements To and from Landers Yard (Over 85 Switch)**

Forest Hill Interlocking

The Forest Hill Interlocking located at MP13.4 has been retired from service

The Railroad Crossing at Grade on MT 1&2 located at MP 13.3 has been removed and is now straight rail.

At the Forest Hill Interlocking, the following signals are no longer in service.

- Northbound movement – 12 Signal & 18 Signal
- Southbound movement – 10 Signal & 16 Signal
- CSX Connection (New Wye) – 14 Signal

New Control Point Placed in Service named “CP-Peck”

CP-Peck has been placed in service, the Control Operator for **CP-Peck** is the BRC South Dispatcher. **CP-Peck** now governs all train movements on BRC MT 1 at MP 13.50, including movements to/from CSX at the former “New WYE” connection.

Details:

- 2RG Signal located at MP 13.42 will govern Southbound movement on MT 1 and will display the following, Rule 9.1.1, 9.1.3, 9.1.11, 9.1.15
- 2L Signal located at MP 13.55 will govern Northbound movement on MT 1 and will display the following, Rule 9.1.1, 9.1.7, 9.1.9, 9.1.15, 9.1.16

- 2RD Signal located on the left side (as viewed by approaching train) of the “**BRC East Connection**” track governing movement from the CSX to BRC MT 1 will display the following, Rule 9.1.1, 9.1.3, 9.1.7, 9.1.10
- 2RA Signal Located on the left side (field side) of the “**Damen Lead**” track governing movement from the CSX to BRC MT 1 will display the following, rule 9.1.1, 9.1.3, 9.1.7, 9.1.10

Please refer to the updated Linear Profile at the end of the System General Order, which reflects all changes between MP 12.0 & MP 14.0 on the BRC Kenton Line.

80TH STREET Interlocking, Signal Changes:

AT 80TH STREET, Signals 2L, 4R, 6R, 6L, 8L, 8RA, 8RD, 10LA, and 10LD are changed from three head mast signals to two head mast signals displaying indications allowing for movement at MEDIUM SPEED in the interlocking.

Where RESTRICTING signals are displayed, these will utilize flashing red aspects in accordance with BRC SSI Rule 9.1.3, RESTRICTING.

Add the following Kenton Line item 4. Under Speed Restrictions

Maximum Authorized Speed of the NS Stack Track is now 15 MPH

Maximum Authorized Speed of the 11 Crossover is now 10 MPH.

Belt Junction Interlocking, Signal Changes:

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

87TH STREET Interlocking, Signal Changes:

At 87TH STREET, Signal 2LA on MT 1 is changed from single aspect color light signal to a double head color light signal mounted on a new cantilever signal bridge at MP 16.95.

At 87TH STREET, Signal 2R on MT 1 is changed from a three aspect color light signal to a two aspect color light signal mounted on a new cantilever signal bridge at MP 16.69.

At 87TH STREET, Signal 2LB on Third Rail Siding is changed from a single aspect color light signal to a double aspect color light signal mounted on a new cantilever signal bridge at MP 16.95.

On MT 2 northbound signal 2930 at MP 16.9 is changed from a signal aspect dwarf signal to a double aspect color light absolute signal mounted on a new cantilever signal bridge at MP 16.95.

On MT 2 southbound intermediate signal 2929 at MP 16.9 is changed from a signal aspect dwarf signal to a double aspect color light absolute signal mounted on a new cantilever signal bridge at MP 16.69.

New signals at MP 16.69 and MP 16.95 display signal aspects in accordance with BRC SSI Rules; 9.1.1, 9.1.3, 9.1.15 and 9.1.16.

3rd Rail Siding Between 87th st Interlocking and Pullman Junction)

Changes all references to the 3rd Rail Siding length, to 11,500 feet

Pullman Junction Interlocking

In the application of GCOR Rule 15.4, and to mitigate against rusty rail conditions, the following tracks will not be utilized without a signal maintainer in place at the location, unless authorized by a signal department manager. Once authorized BRC Train Dispatcher will apply blocking device in TMDS and will remain until movement reports clear.

“NS Version Lead”

Rock Island Jct Interlocking:

Effective Wednesday March 6th at 1600 the signals for governing Northbound movement at the Rock Island Jct. Interlocking will be relocated and be displayed on a cantilever mast.

The 2 LA Signal which governs movement northward from the NS Connection track at Rock Island Jct will be relocated approximately 82 feet north from its current position and will now be a two-aspect display mounted on the cantilever mast.

The 4LA signal which governs movement northward from the South Chicago District Industrial Lead at the Rock Island Jct Interlocking has been moved approximately 282 feet to the south, it is now a two-aspect display mounted on the cantilever mast.

The previous three aspect stand-alone signal mast for the NS Connection track and the South Chicago Industrial Lead Track will be removed from service.

All signals governing movement at Rock Island Interlocking now display only 2 Aspects.

59th Street Line

Speed Restrictions (Turnouts and Crossovers)

Change to read:

Limited Speed = 25 MPH
Medium Speed = 20 MPH
Slow Speed = 15 MPH

55TH STREET Interlocking, Physical Characteristics Change:

MP 0.33F Switch Removed

Switch 17, connection to Elsdon Industrial Lead is removed.

MP 0.35F Crossover

The crossover located at MP .35F has a maximum authorized speed of **20 MPH**.

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

NARRAGANSETT Interlocking Changes:

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 crossover Switch between MT 1 & 2 has been removed, the Switch for Industry 453 has also been removed.

On Page 12 Timetable #7, remove the “I” under Rule 4.3 for Narragansett Station.

IHB Argo Industrial Track

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.

- Permission must be obtained from the IHB West Dispatcher prior to occupying the IHB Argo Industrial Track (Channel 058-058.)
- Authority must be obtained from the BRC North Dispatcher prior to entering MT 2 from the IHB Argo Industrial Track.

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

MP 3.75F Removal of Electric Lock & Switch

Show Switch for Industry 458 & 457 located at MP 3.75F removed.

65th st Interlocking, Signal Changes:

The following signal changes have taken place within the 65th St. Interlocking.

4L Signal (Northbound MT 2) at MP 4.5F has been changed to a High Mast Signal and is now on the left-hand side of MT 2 at MP 4.5F.

2R Signal (Southbound MT1) at MP 4.05F has been changed from a Single Aspect Display to a Two Aspect Display. 2R Signal can display Rule 9.1.1, 9.1.3 and 9.1.15

West End West Yard (page 98 Timetable #7)

The BRC North & South Proviso Leads now individually connect to the IHB Main Track 1 within the IHB CP Argo Interlocking.

New signals governing movement from the BRC North & Proviso Lead 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 displayed on the left-hand side as viewed by approaching trains.

West Sub Interlocking to IHB (CP Argo)

Show the North & South Proviso Lead tracks as CTC Main Tracks

WEST SUB Interlocking, Signal Changes:

Signals 6LC and 6LA at WEST SUB Interlocking are changed to two head high mast signals.

Departure Distance Markers, West Departure Yard: {see page 18 of G.O. for example of sign}

On the High Side West Departure Lead, the Cabbage Patch Lead, and the High Side West Departure Lead, departing trains may increase speed to **20MPH**, when permitted by signal indication at **WEST SUB** or **65TH STREET**, once the rear of the train has passed the **DEPARTURE DISTANCE MARKER** displayed at these locations.

Elsdon Industrial Lead

BRC Timetable #7 Page 17,

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

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

Red flags are displayed at either end of limits.

Connection between Elsdon Industrial Lead and Kenton Line within 55TH STREET Interlocking Limits remains in service.

South Chicago District Industrial Lead

Show former Industry 972 tracks are back in service, speed restriction not to exceed **5 MPH on all tracks.**

CLEARING YARD

Add the following under Special Conditions (Clearing Yard.) page 24 Timetable #7

Riding Side of Equipment - Prohibited Locations

East Classification yard – Tracks 50 through 56 ECLS

West Classification Yard - Tracks 6 through 8 WCLS

West Receiving Yard – Track 1 & 2 adjacent to the crossover located at the east end of the track

Through Hump Subway

Yard Test Plant – Clearing Yards (Addition)

Preventing Overcharged Train

An overcharge condition occurs when the brake pipe pressure exceeds the standard operating pressure, BRC operates with brake pipe charged to 90 psi.

A train line that is charged to greater than 90 psi with the lead locomotive set to 90 psi. can lead to improper brake function, brakes that don't release, or the inability to apply brakes correctly.

When coupling to a track where the ground air source for the track is connected on the opposite end, and the track is currently charged with air, the following procedure must be followed to prevent Overcharge on the train.

Procedure

- Couple to the track, establish **3- Point Protection**
- Have the locomotive Engineer reduce the BP pressure using the Automatic to 75 psi.
- Remove the ground air from the track (**remember to properly bleed off hose prior to disconnecting it from the cars**)
- Once the air is exhausted, the Locomotive Engineer can now inform that the air can be cut into the train.
- Once the air is completely cut in and all crew members are clear of the train with **3-Point Protection** released, the locomotive engineer can now release the Automatic Brake and charge the train to 90 psi.

Once movement has started, if it appears that excessive power is required to move the train, stop and inspect the train.

Add the following on page 26 of BRC Timetable # 7,

Under SWITCHES:

The District Lead, 4-12 Pocket / North Thoroughfare switch located within the limits of the BRC diesel Shop area must be lined for the North Thoroughfare when not in use.

A new Left-Handed Crossover has been installed in the BRC West Receiving Yard, this Crossover allows movement to go from the South Thoroughfare to the east end of 02 West Receiving.

The following Power Crossover switches located in the Clearing Yard are now set up to operate in correspondence. When operated by power from either switch, the adjacent Crossover switch will operate in correspondence, for safety, each crossover switch has been equipped with a "Wheel Detector," GCOR Rule 8.12 HAND OPERATED CROSSEVERS applies.

- 7 Crossover in West Receiving Yard (east end)
- 02 WREC / South Thoroughfare crossover in West Receiving Yard
- 29 Crossover from the Thoroughfare to West Departure Yard

Present Detection 04 East Approach:

Present Detection Ends / Begins Signs have been installed on 4 East Approach in the area of the Cicero Ave Overhead Bridge. They have been installed at the area where the detection of equipment on 04 East Approach does not exist. Avoid staging locomotives or equipment within the area between the Present Detection Signs, equipment within the area of the signs cannot be detected. (Example of sign shown on Pg. 18 of the General Order.)

Remove the following section from BRC Timetable # 7 Page 31

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

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 23 EREC (including Crossovers.)
- The East End of the West Receiving Yard, 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 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 is 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

Prior to shoving out of a receiving yard or shoving from the top of an Approach Track.

To ensure safe and accurate movements, the following steps must be completed prior to shoving:

1. Route Identification

The Hump Conductor must advise the Operator controlling the movement of:

- The position of all switches to be traversed
- The designated approach track to be used

2. Route Verification

The Operator controlling the shove must verify:

- The proper route as displayed on the monitor in the *Hump Shanty*
- The physical switch positions in the field (camera)

3. Job Briefing

The Operator controlling the shove must then conduct a job briefing with the other crew member on the assignment. The briefing must include:

- The specific track to be shoved, and Approach Track to be used
- Confirmation that the route has been visually observed and properly lined

Both crew members must clearly agree on the route and switch alignment, once completed the operator may initiate movement.

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.

DTMF Switch Installed (Hump Subway)

Clearing Hump Subway Switch is now equipped to be operated by DTMF Radio Command, using radio channel 057 – 057 use radio keypad to operate the switch for intended route.

DTMF	Action
**691#	Query
**692#	West WYE
**693#	East WYE

Radio Controlled Switches (DTMF) Installed East Receiving Yard (East End)

The installation of remote-control switches at the East End of the East Receiving Yard, tracks 01(EREC) through track 11(EREC), are now equipped with DTMF (Dual Tone Multiple-Frequency) functions. Each of the remote-control switches can also be operated either by hand or push-button for its operation. Employees must ensure permission is established from West Yardmaster prior to lining switches.

Each switch is equipped with wheel detectors located approximately 150 feet from the switch points; in order to operate the switch, equipment must not occupy the wheel detectors.

The DTMF Function can be used to operate individual switches or to provide an inbound route. When a route has been requested, a white light will appear at each switch of the route.

Only when operating eastward out of a track the white light will extinguish when movement starts on the selected route.

GCOR 6.28 remains in effect regardless of whether the route is established.

Route lights will be extinguished as a train clears the wheel detector, when the train clears the route, the active route is then cancelled.

Radio Controlled Switches are equipped with lighted switch position indicators:

Indicator Aspect	Indication
Green	Switch Lined Normal
Amber	Switch Lined Reverse
White	Route activated across switch, switch locked in position for route
Flashing (Green / Amber)	Switch out of correspondence (DO NOT OPERATE EQUIPMENT OVER UNLESS AUTHORIZED BY BRC SIGNAL DEPARTMENT)

DTMF Commands - BRC East Receiving Yard (east end Tracks 1- 11)

Radio Channel 057 - 057

Individual Switch Operation (Example)

Mark	Switch	Mark	Key	Action
*	001	#	#	Query
*	001	#	1	Normal
*	001	#	2	Reverse

Example shown above for Switch 01 East Receiving

2 Lead / 1 Lead Pocket Switch

(Located just east of 6 XO switch on 2 Lead)

Mark	Switch	Mark	Key	Action
*	022	#	#	Query
*	022	#	1	Normal
*	022	#	2	2 Lead

Route Commands (Example)

Mark	Mark	Lead	Track	Cut <small>(Direction)</small>	Action
*	*	1	03	1	Route

Example above shown for routing on 01 Lead into Track 03 East Receiving

Routing for inbound

1 Lead (Tk 1-11)	
DTMF Code	Action
**1011	1 Lead for track 01 EREC
**1021	1 Lead for track 02 EREC
**1031	1 Lead for track 03 EREC
**1041	1 Lead for track 04 EREC
**1051	1 Lead for track 05 EREC
**1061	1 Lead for track 06 EREC
**1071	1 Lead for track 07 EREC
**1081	1 Lead for track 08 EREC
**1091	1 Lead for track 09 EREC
**1101	1 Lead for track 10 EREC
**1111	1 Lead for track 11 EREC

6 Crossover Operation

Mark	Switch	Mark	Key	Action
*	030	#	#	Query
*	030	#	1	Normal
*	030	#	2	Reverse

2 Lead (Tk 6-11)	
DTMF Code	Action
**2061	2 Lead for track 06 EREC
**2071	2 Lead for track 07 EREC
**2081	2 Lead for track 08 EREC
**2091	2 Lead for track 09 EREC
**2101	2 Lead for track 10 EREC
**2111	2 Lead for track 11 EREC

Status / Cancel

**411#	Route Query
**555#	Cancel Route

Crossing Restrictions - Clearing Yard and Industrial Leads, (Timetable Page 32)

Remove:

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

And remove the following five bullet points.

Add:

The use of cameras to protect shoving movements at West End of East Receiving Yard across East Approach Tracks, in accordance with GCOR Rule 6.5, fulfills the requirements of GCOR 6.32.1, Providing Warning Over Road Crossings at this location, and physical protection of the crossing by an employee on the ground is not required **only when barricades** are placed at the crossing which indicate crossing is closed to vehicle traffic.

South Clearing Industrial District

On the South Clearing Industrial District (SCID) 73rd Street Road Crossing is now equipped with Automatic Warning Devices and Gates, GCOR Rule 6.32 and GCOR 5.8.2 (7) applies. (DOT Crossing number for 73rd st. is 869262K)

North Clearing Industrial District

New road crossing has been installed on the NCID, **Sayre ave** will now cross the NCID for vehicle traffic, the crossing is located approximately 400 feet west of the west Prairie Yard Switch on the NCID, this crossing is equipped with Gates and Automatic Warning Devices to warn vehicle traffic. GCOR Rule 6.32 and GCOR 5.8.2 (7) applies. (DOT Crossing number for Sayre ave is 869230E.)

Old Harlem Ave crossing is now equipped with Gates and Automatic Warning Devices to warn vehicle traffic. GCOR Rule 6.32 and GCOR 5.8.2 (7) applies. (DOT Crossing number for Old Harlem Ave is 869227W.)

SYSTEM SPECIAL INSTRUCTIONS (SSI)

GCOR 1.33 Inspection of Freight Cars

Add the following Bullet Point:

- A pink ribbon will be applied to the pin lifter when the knuckle Pin is found missing during an inbound inspection by mechanical inspector, Pin lifter should not be operated until Knuckle Pin has been installed.

Add the following Rules to the BRC System Special Instructions:

GCOR 2.21 Personal Electronic Devices

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
- Any employee is assisting in the 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.

Personal Electronic Device use is not permitted in the following locations on the BRC:

- East & West Yard Offices
- East & West Hump Offices
- General Office Command Center
- Locker Room Break Area

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 (SSI) 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.

Remove the following from BRC Timetable #7 pg. 46.

GCOR 6.5.1 Remote Control Movements (Supersede)

Rule 6.5.1 found in GCOR eight edition effective April 1st, 2020, applies.

GCOR 7.1 Switching Safely and Efficiently (Addition)

Clearance Markers:

The BRC is installing markers to indicate the Clearance Points on tracks, the cross ties at the location of the marker may also be painted orange in color to assist with identifying the location of the Clearance Point Marker.

Clearance Point Markers are identified as being an orange cylinder cone 8 inches in height with a reflective tape around it and bolted to the center gauge of track. In addition to the orange cylinder cone with reflective tape, railroad cross ties may also be painted orange to help indicate and make clearance points more visible.

All equipment must remain clear (towards the inside of the track- see picture) of the orange cylinder cone when left on a track, moving equipment must stop short of the orange cylinder cone and not proceed until the switch to the track is properly lined for movement off the track.

In the event there is no orange cylinder cone (Clearance Point Marker) on a track, employees must comply with GCOR 7.1 (Switching Safely and Efficiently) to determine that equipment is properly left the required distance beyond the clearance point.



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

When operating in Remote-Control Locomotive (RCL) operations, prior to coupling to equipment, light locomotive(s) consist must come to a complete stop one (1) car length or fifty (50) feet of equipment to be coupled, and a visual verification must be made of the coupler alignment. After complete stop and verification of coupler alignment is made, select “Couple Speed” on Operator Control Unit (OCU) box, and proceed at couple speed for coupling of equipment.

Couplings made 6 MPH or Greater will be considered a Critical Rule Violation.

GCOR 7.6 Securing Cars or Engines (Addition)

Make the following changes / addition to GRADE SECUREMENT CHART – CHART, BRC Timetable and SSI, Page 53 as noted below:

- Clearing Yard – “Stone Pit Track” Requires all handbrakes to be applied when leaving equipment within the Caution Signs (see page 15 of this GO) located at each end of the unloading portion of the track.
- On Kenton Line, change RULING GRADE between CRAGIN and 14TH STREET to read 0.25%.

GCOR 7.6.1 Unattended Locomotives (New)

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

If necessary to leave a locomotive(s) on the 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.

Note:

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

GCOR 7.7 Kicking or Dropping Cars (SUPERSEDE)

Kicking rail cars is only permitted at the following locations on the BRC:

- Hump end of a Classification yard when assignments are trimming classification yard tracks.
- East Departure Yard, tracks 35 through 47.
- Clearing District Yard.

When kicking cars, crew members must ensure that cars to be kicked are clear of and will remain clear of next track to be entered before track is fouled. Prior to kicking cars crews must verify that there are a minimum of two cars secured with Handbrakes in the track that cars will be kicked into.

Dropping cars on the BRC is prohibited.

GCOR 7.10 Movement Through Gates or Doorways (SUPERSEDE)

Change the last sentence in GCOR 7.10 to read as follows:

Do not ride on side of a car, engine, or other equipment when moving through gates, doorways, or similar openings.

GCOR 7.11 Charging Air Brakes (Supersedes)

Replace the following in the BRC TTSI as shown below:

Use of Air Brakes:

- The use of train air brakes when humping is only required when locomotive consist is a single or double unit and humping cars from the West Receiving Yard into the East Classification Yard, apply no less than six cars of air to the train.
- When pulling a cut up and over the hump, to be humped in the opposite direction (***Northbound*** or ***Southbound*** as an example) a minimum of one car of air must be applied for every 1000 tons of the trains weight.

When handling RIP Releases or pulling hold tracks out of the Classification Yards to hump:

- No minimum air brake requirements apply.

When pulling cars from a Classification Yard to a Departure Yard:

- 10% air is required.

Where minimum air brake requirements are specified, cut in additional air brakes, when necessary, whenever the ability to control the movement is not sufficient.

When operating within the limits of **Rockwell Yard** the following items apply with the use of air brakes.

- Crews working in the BRC Rockwell Yard must have the train line air applied to the entire consist of equipment they are handling, the train line air must be cut in, charged, and operable on the entire cut of cars they are handling. This will also apply to crews that are performing switching operations within the limits of Rockwell Yard.

GCOR 7.14 Track Structure Fouled with Snow or Debris (NEW)

On other than main track, and in yards and industries, employees switching must examine tracks for excessive amounts of snow, ice, and debris in flangeways, or over the top of rail that may result in a derailment.

When snow and ice are observed building up on portion of track to be used, particularly at road crossings, locomotive(s) must precede movement on that portion of track.

Employees are prohibited from riding the leading car of shove movements over crossings, or at locations where the ground surface is even with the top of the rail, anytime significant amounts of snow, ice, mud, or any other debris is observed in the flangeway. When these conditions are observed, employees must dismount and stand clear of the movement until the leading end has passed over the location.

GCOR 8.20 Derail Location and Position (SUPERSEDE)

Change the 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 engines 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 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 10.3 Track and Time (Supersede)

Replace the 3rd paragraph for GCOR 10.3 Track in TTSI Pg. 56 with the following.

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

Replace Item A. with the following:

Except at Automatic Interlockings, Trains granted Track and Time:

1. After stopping at a signal displaying a STOP indication (SSI 9.1.1, page 74 BRC Timetable #7,) must be granted verbal authority from the control operator to enter the limits, trains must move at Restricted Speed.
2. May pass a signal within the limits displaying a STOP AND PROCEED indication (Intermediate signal, SSI 9.1.2, page 74 BRC Timetable #7) without stopping.

GCOR 18.1 Positive Train Control Territory (ADDITION)

Trains will operate with PTC unless directed by proper authority, PTC is in effect on the BRC Kenton and 59th Street Line, the following area PTC is enforceable,

- MP 14.5 (Belt Junction) and MP 16.0 (80th Street.)

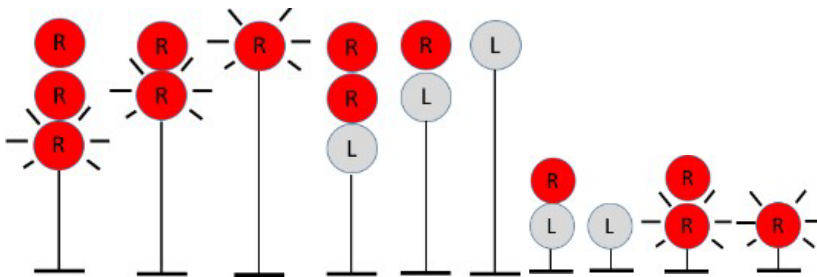
The balance of the BRC Kenton and 59th Street Line are PTC "Entry Track."

Foreign line trains operating with PTC, on or over BRC trackage, are governed by the provisions of BRC CORA Updates, BRC Transportation General Orders, and Track Bulletins, as issued by proper authority.

ITEM 11 – BRC SPEED SIGNALS (TTSI Page 74)

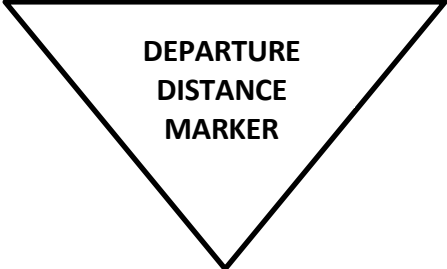



9.1.3 RESTRICTING:

Aspects shown apply when displayed on a signal with, or without, a number plate.



Roadway Signs: (TTSI Page 78)

Add the following Roadway Sign to the Chart on Page 78:

SIGN	NAME	NOTES
	<p>DEPARTURE DISTANCE MARKER</p>	<p>Used to denote a point where the rear end of the train is clear of the yard speed restriction and may accept the speed of the signal displayed, not exceeding 20 MPH, at a designated location</p>
	<p>Present Detection Ends Sign</p>	<p>Beyond the Present Detection Ends sign, the detection of equipment ends</p>
	<p>Present Detection Begins Sign</p>	<p>Beyond the Present Detection Begins signs, the detection of equipment begins</p>
<p>Present Detection Signs: Denotes where equipment within the signs cannot be detected</p>		
	<p>Apply All Handbrakes sign</p>	<p>Used to denote that all handbrakes are required when leaving equipment between these signs which are located on BRC "Stone Pit Track"</p>

See Appendix A of this document for new map pages to add to Timetable #7, Item 13.

BRC HM-1 (Hazardous Material Instructions) , Effective January 1, 2022:

Effective January 1st, 2022, a New BRC Hazardous Material Instruction HM-1 is in effect for BRC Employees.

SECTION VI. TRAIN PLACEMENT

Add the following under item 3 (Page 31 HM-1.)

3. General Information: (Rule HM 6.3)

- f. All BRC Industry and Transfer assignments must have an accurate train list identifying the placement of any placarded hazardous material cars they are handling in their train, accurate train list must be generated (hand written or computer generated) prior to leaving where the train was assembled, train list must be updated whenever position of the hazardous material cars in the train has changed (i.e. after setouts or pickups.)

BRC Safety Rulebook SAF-1 (Effective January 1, 2017)

Make the following modifications to the BRC Safety Rules as noted below:

S 11.2.5 Hump Retarders (SUPERSEDE)

Change rule reference from 50 Feet to 150 Feet

S 11.5.4 Abrasives / Cutting / Welding PPE Requirements (New)

Abrasives / Cutting / Welding PPE Requirements

PPE Requirement Table		Operation			
		Electric Arc Welding	Oxy-fuel Cutting/Heating	Thermite Welding	Abrasive Cutting and Grinding
PPE Item	Goggles (1)		X (2)	X (3) (4)	X (5)
	Face Shield (1)		X (2)	X (3) (4)	X (5)
	Safety Glasses	X	X	X (3) (4)	X (5)
	Welding Hood (1)	X			X **
	Hearing Protection	X	X	X	X
	Leather Welding Gloves	X	X	X (6)	
	Work Gloves			X (6)	X
	Welding Jacket	X	X	X	X
	Leggings / Spats *		X		X

Minimum Requirements

- (1) Refer to Rule SAF.18.2.1 - Eye Precautions for proper shading.
- (2) Wrap-around face shield with goggles or safety glasses (one must be shade #5).
- (3) Wrap-around face shield with goggles or safety glasses (one must be shade #5) when monitoring thermite weld preheat and pouring process.
- (4) Wrap-around face shield with goggles or safety glasses are required for removing molds and cleaning weld.
- (5) Wrap-around face shield with goggles or safety glasses (shade #5 lens must NOT be worn).
- (6) Leather welding gloves are required while removing the clamp, jackets, and slag pan. (Standard gloves are required while packing the molds)

* Both (L & R) leggings / spats are required to be worn.

** Approved welding hood with grind mode can be used as an alternative to required eye protection when abrasive grinding.

S 11.7.3 Footwear PPE Requirements (SUPERSEDE)

When working in areas where there is a danger of foot injuries due to falling or rolling objects, or objects piercing the sole of the foot or an electrical hazard; protective footwear as defined in OSHA Standard: 29 C.F.R. § 1910.136 is required.

All footwears worn as safety footwear for the purpose of complying with Rule 11.7 must meet the requirements of ASTM 2413.11 which specifies requirements for a built-in safety device and safety toes.

Individual departments may specify additional requirements.

Compliant footwear is required for employees in the following departments:

- Transportation
- Mechanical
- Engineering (Track and Signal)

S11.7.5 Winter Footwear (SUPERSEDE)

BRC employees are required to wear approved winter footwear whenever snow or ice is present on the ground or forecast to occur during the assigned work shift.

Employees subject to this rule are required to have approved studded overshoes, or studs that overlay their work footwear, readily available for use when weather conditions require.

Information regarding procurement or replacement of winter boots can be obtained from a supervisor.

S13.3 Drivers Responsibility (Addition)

Add the following: Unattended vehicles must have the engine turned off. The ignition key must be removed, windows closed, and doors locked.

S13.13.1 High Rail Vehicles (New)

To prepare a high rail for on-track operation a walk around inspection must be completed, ensure the operator has placed the vehicle in park and engaged the parking brake. Employees must visually inspect the guide wheel arrangement to ensure:

- There is no uneven or undue wear of the guide wheels.
- Safety pins and other wearing parts are in good condition.
- Guide wheels turn freely.

Employees must not use guide wheel assemblies that have been damaged or that have uneven flange wear until they have been inspected and repaired.

After placing a high rail in the on-track position, ensure the operator has placed the vehicle in park and engaged the parking brake, employees must:

- Walk around and inspect the vehicle to ensure all guide wheels are down on the rail with flanges inside the rail.
- Ensure all safety pins are locked in place.

Secure the front tires in the straight-ahead position using the steering wheel lock located on the steering column when equipped.

Do not operate a high rail at a speed faster than the maximum authorized posted speed.

S17.8 Power Supply Turned Off (SUPERSEDE)

When performing work near a 2,400 volt or greater power line that will not permit the clearance outlined, notify the electrician to switch power off to that portion of line. Do not start work until electrician says that the power has been switched off. Make sure the electrician understands not to switch power on again until advised by the supervisor in charge of the work.

S17.9 Handling Electrical Power Supply Wires (SUPERSEDE)

Immediately report electrical wires found broken crossed or on the ground to the train dispatcher or proper authority. Do not consider any electrical wire dead until positive information has been received that is safe to handle.

S17.10.1 Lock Out Tag Out; LOTO Definitions (ADDITION)

Add the following:

In the application of Lock Out/Tag Out rules, the following definitions apply:

Authorized Employee – An employee who utilizes LOTO equipment for protection to service or maintain equipment.

Affected Employee – An employee who is required to utilize machines or equipment on which servicing is performed using LOTO, also applies to an employee who is in the vicinity of the equipment while servicing is being performed.

Other Employee – An employee who is within the area where LOTO is being used and within 25' of any equipment being protected by LOTO.

Lock Out Tag Out (LOTO) – A system to isolate electrical current. When an electrical panel is equipped with a disconnect device, it must be locked out. When an electrical panel is not equipped with a disconnect device, a tag may be utilized.

Lock Out Tag Out (LOTO) Device – a required multiple lock hasp, and associated tags, providing a space for each individual employee to apply a lock and tag.

S17.10.2 General Control of Electrical Energy (ADDITION)

Prior to utilizing LOTO Procedures, understand the following:

1. Type and size of energy sources to protect against.
2. Whether proper multiple hasp LOTO devices are present to allow for effective isolation.

S17.10.3 Lock Out/Tag Out Procedures (ADDITION)

When an employee is working on any 120, 240, or 480-volt equipment connected to a potentially energized circuit, and there is any possibility of a portion of the power feeds becoming energized, LOTO must be used.

To utilize LOTO, do the following:

1. Identify all sources of electrical energy.
2. Notify other employees within the work group of the status of power and the need for LOTO.
3. Shut down affected equipment. Assure circuit breakers and Main Disconnect are off.
4. Isolate affected equipment using available disconnect devices.
5. Apply LOTO protection, utilizing a BRC authorized LOTO Kit (refer to SAF-1 17.10.3)
6. Release any stored energy remaining in the machine.
7. Verify isolation, APPLY METER TO VERIFY THE ABSENCE OF ELECTRICAL CURRENT.
8. Service Equipment. Do not bypass any LOTO protection during the process.
9. Release LOTO upon completion.

When utilizing LOTO with more than one employee, use an LOTO device equipped with multiple

locks. Each member of the work group utilizing LOTO must apply their own lock to the multiple lock device.

The pulling of fuse, the powering off a circuit breaker, or other means of isolation not employing LOTO are not alternatives to following LOTO procedures.

Employee names must be affixed to LOTO tags.

Employees are responsible to maintain the LOTO keys personally, these must not be shared or given to other employees.

Employees may not utilize LOTO tags or keys belonging to another employee.

S17.10.4 Temporary Release of LOTO for Testing (ADDITION)

When necessary to test equipment being protected by LOTO, do the following:

1. Ensure tools and materials are clear of equipment to be tested.
2. Ensure other employees are clear of the equipment.
3. The Authorized Employee only can now remove the LOTO protection.
4. The Authorized Employee may now energize the equipment.
5. If any adjustments are required, after the removal of LOTO protection, LOTO protection must be reapplied by the Authorized Employee prior to conducting any additional repair or adjustment.

S17.10.5 Group Lock Out/Tag Out Procedures (ADDITION)

When utilized, group LOTO protection must afford protection for each employee in the group. Protection must be equivalent to the protection that would be afforded if individual protection were used for each employee.

Each Authorized Employee must affix a personal LOTO device before work begins and remove it when work is completed. Application and release of LOTO devices must be done individually. When a group elects to utilize Group LOTO Procedures, one Authorized Employee must be designated for the purposes of LOTO protection.

If necessary, due to emergency or other circumstance, and after notifying a supervisor of the facts, the Authorized Employee in charge of LOTO for the group, may remove the LOTO of a missing employee.

1. When this occurs, all remaining members of the workgroup must be present.
2. When necessary to utilize this procedure a written statement of facts must be provided to the supervisor at the earliest opportunity.

S17.10.6 Transfer of LOTO Protection (NEW)

When necessary to leave the area where LOTO is provided, and transfer LOTO to another employee, LOTO protection for the new employee must be applied prior to removing the original protection.

S17.11 Power Supply System Knife Switch/Disconnect Securement (NEW)

All Power Supply System Knife/Disconnect Switches used on signal equipment must be left in the ON position, except in emergency situations.

When equipped, Power Supply System Knife/Disconnect Switches must be locked.

When electrical cases are equipped with a master circuit breaker, that breaker will be left in NORMAL (ON) position, except when maintenance is required, or in an emergency.

Signal Department employees will ensure that snow blower and Cal-Rod equipment is powered ON or OFF using the individual circuit breakers in the signal cases or bungalows.

S19.21.1 SIGNAL MAST INSPECTIONS (NEW)

Prior to climbing a signal mast, inspect the junction box at the base of the signal for cracks, and the ladder for damage.

Focus inspection to identify any stress cracks around the junction box, any damage to bolts connecting the mast to the foundation, and the area connecting the mast pole to the junction box/base.

Inspect the ladder for damage and ensure that brackets securing the ladder to the signal pole are not broken.

If damage is found on either the signal junction/mounting box or the ladder, it must be marked with a red tag/tape on the ladder's terminal lock.

The Signal Supervisor will be notified immediately of the location, signal name and location of the damage.

Shift turnover must include information about any location identified as having damage.

When red tag/tape are observed on a signal ladder, the ladder must not be used.

S20.1.2 Precautions near Passing Trains and Equipment (ADDITION)

Add the following bullet:

- Engineering Department employees may stand on one track, when a train is passing on another track, only when the track they are standing on has been identified as a Designated Place of Safety in the On-Track Safety Briefing.

S20.2.1 Step Over Rail (ADDITION)

Add the following additional instructions:

Before walking across any track, ensure that there is the appropriate amount of time required to do so to allow the employee to be safely across and clear of the track before a train or on-track equipment would arrive at the crossing point.

When walking across any track, move directly and promptly across the track.

20.2.2 Sufficient Distance (SUPERSEDE)

Unless otherwise authorized, when crossing/stepping foul of tracks, employees must not:

- Cross or step foul of tracks closely in front of or behind moving equipment,
- Go between standing equipment if the opening is less than **100 feet**.
- Cross tracks unless there is at least **50 feet** between the employee and the equipment, when 3- Point Protection is applied per SAF-1 20.5.4 on the attached equipment only, minimum distance would not apply.

Unless otherwise authorized, employees must separate equipment at least **100 feet** when it is necessary to make adjustments, including opening a knuckle by hand.

Mechanical Employees may go between or around the equipment in less than the specified distance provided the equipment is protected by GCOR Rule 5.13 (Blue Flag Protection), and the employee knows that no movement will be made. (MECH) 20.2.3 Sufficient Distance (Classification Yards) In Classification Yards, additional safeguards are necessary when required to work between or on the end of equipment.

S20.2.3 Sufficient Distance (Classification Yards - SUPERSEDE)

In Classification Yards, and other locations where cars are likely to roll together, additional safeguards are necessary when required to work between or on the end of equipment.

In Classification Tracks (Bowl Tracks,) or other locations where cars are likely to roll together, separate cars by at least **100 feet** before opening a knuckle.

When necessary to open a knuckle do the following:

- When necessary to physically manipulate any component, except the uncoupling lever, ensure not less than 100 feet of separation is provided.
- Utilize the uncoupling lever and minimize the time that any portion of the body is in the foul of the equipment.

In Classification Tracks, or other locations where cars are likely to roll together, separate cars by at least **100 feet**, and apply sufficient hand brakes, **but not less than 1 on the unattached portion**, to prevent equipment from rolling, before performing any work between cars.

S20.4.2 Moving Equipment (TRANS) (Addition)

Transportation Department employees, in switching and transfer service, may board and detrain from moving equipment when the following conditions are met:

- Equipment is moving at not more than 4 MPH.
- The ground, at the point of boarding or detraining, is clear of snow, ice, or other debris.
- The employee is wearing safety footwear as prescribed by SAF-1 11.7 Footwear.
- Employee has a minimum of one year working in the Transportation Department and has been qualified by a company manager to board and detrain from moving equipment.

Transportation Department employees must only entrain or detrain from moving equipment when it is safe to do so.

When weather conditions require the use of winter footwear, employees are not permitted to board or detrain from moving equipment.

All conditions and precautions for boarding and detraining moving equipment safely, as shown in SAF-1 Rule 20.4.2, Moving Equipment, apply to Transportation Department employees who board and detrain from moving equipment.

S20.5.4 Understanding Between Crew Members Before Fouling Equipment (Three-Point Protection)

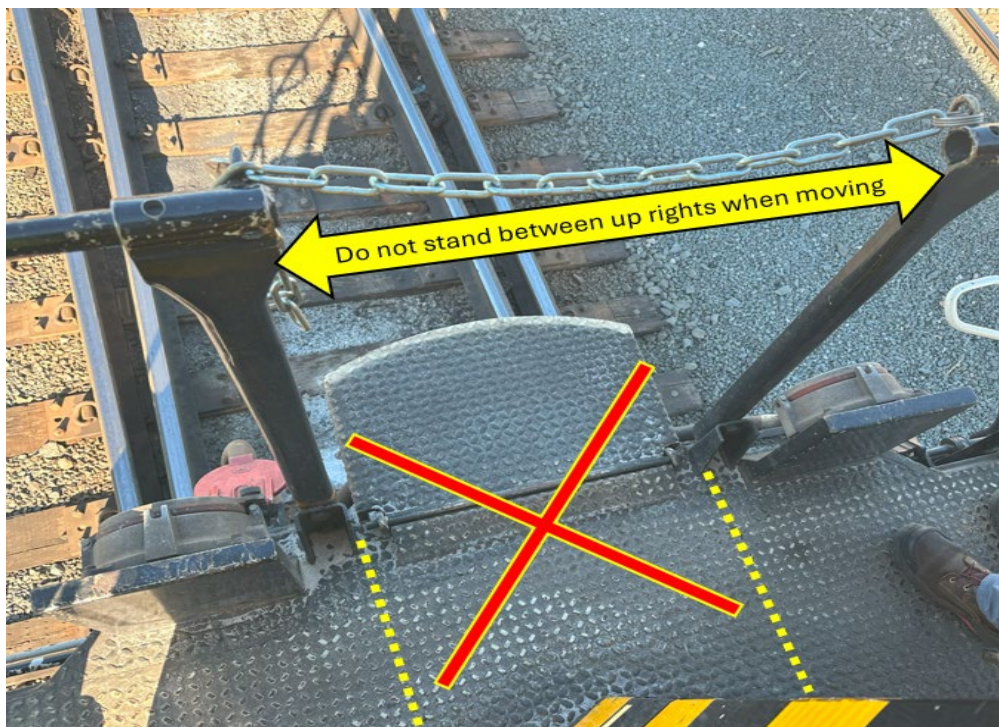
Remove the following Bullet Point:

- The employee must notify all crew members. However, notification is not required when the primary RCO opens knuckles during switching operations.

S20.7 Riding on Moving Equipment

Add the following bullet points to “Item 2. Employees Must Not Ride:”

- While on a moving locomotive, do not stand in the area where the Safety Walkway Chains are located (see picture below), when on equipment, moving or not employees must maintain a minimum of Three-Points of Contact.
- Do not sit on the steps or walkway platform of locomotives or cabooses.



S20.7.7 Riding Locomotive Cranes and Work Equipment (ENG) (SUPERSEDE)

Replace the entire rule with the following:

Operate equipment only if you are authorized and trained. Operators are responsible for machine safety and machine maintenance.

When working on or about equipment and machines:

- Read and understand the machine's operating manual before using the equipment.
- Use lockout/tag-out procedures.
- Lower all suspended loads and attachments before leaving the machine.
- Do not sit or lie underneath a machine, except when inspecting or repairing the machine.
- Do not overload equipment.
- Be aware of power lines overhead and underground.
- Secure unattended equipment from movement and potential theft.
- Prior to entering Travel Mode ensure all moveable parts and equipment (Booms, Attachments, Etc.) are locked in place and locks are tested for proper securement.

Never place yourself under a raised machine, supported only by a jack.

S20.7.8 Separation During Travel (ENG) (ADDITION)

Add new rule:

Follow these minimum guidelines when working with multiple machines to travel and perform work related to Engineering Department projects and tasks:

- When necessary to slow or stop any machine during travel, the operator must signal adjacent machine operators either by radio, if equipped, or hand signal.
- If using radio to give advice to adjacent machines, the operator must assure that the transmission has been received and is understood.
- Hand signals, when used, must be continuous, until it has been verified that the adjacent machines have observed, and understood that the movement will be stopped or slowed.
- When multiple machines are being used in the performance of normal tasks, which is identified as "Work Mode", the spacing between machines will be maintained to prevent contact between machines or personnel, but not less than 50 feet apart.
- When work conditions or travel conditions dictate that spacing be less than 300 feet while traveling, or 50 feet while working, the machine operators and the supervisor responsible for the work group must have a thorough understanding of the specific task and conditions under which the task will be performed.
- When machines are bunched, fueling or tie up as examples, or when making movements across railroad crossings at grade or interlockings, all employees must stay clear of the track. When bunching of machines is required, the lead machine operator of the movement will dismount his

machine and position himself so that he is visible to the following machine operators and anyone else who has the potential to stop in the path of the approaching machine. The lead machine operator will spot the following machine using hand signals. Each successive operator in the consist will be responsible for spotting the following machine in the same manner.

- When employee's tasks required them to occupy the center of the track during work mode operations, they must not position themselves less than 15 feet from the nearest on track machine. Certain machines, including adzers, mowers, brush cutters, and other may require an increased distance.
- Before making a reverse movement, the machine operator must ensure that the backup alarm, when equipped, is activated and/or the appropriate whistle signal is sounded. Additionally, the operator must ensure the track is clear of men and equipment before the reverse movement is made.

S20.8.2 Maintain Lookout: (ADDITION)

Add the following additional instructions:

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.

S20.10.3 Brake Sticks (Addition)

- Brake stick holders on locomotives will be used during the shift. **{Change Last Bullet Point to Read}**
- Brake stick holders have been installed outside of the East & West Yard Offices, they are color coordinated and have a location for each brake stick. The holders are colored Red, Yellow, Green, or black, the Brake Sticks for these holders have been colored to match their respective holder. Upon completion of the shift, assignments must place the Brake Stick back in the color corresponding holder. Red, Yellow, Green are for use in yard assignments and Black is for Industry assignments. Failure not to place the Brake Stick back in its proper holder's location may result in discipline. **{Add Bullet Point to Rule}**

S20.12.3 Coupler Adjustment (Supersede)

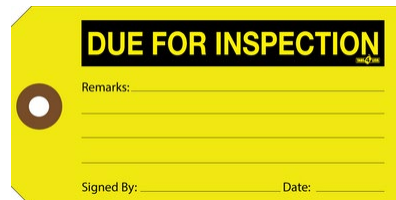
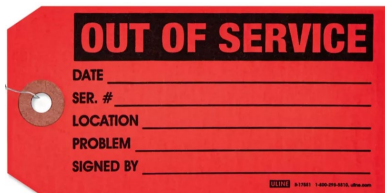
Change first bullet point to read the following

- Separate the equipment the required distance.

S21.4 Defective Switches

Add the following bullet point:

- Tag the defective switch with a warning tag describing the defect & Location, tags can be found on all BRC locomotives in designated holder (example of tags below) Information of defect must be completed on the attached tag.



BRC Operating Practices Rulebook, (OP-1, Effective January 1, 2017)

Make the following modifications to the rules below:

OP Rule 1.2 Locomotive Inspection Procedure (SUPERSEDE)

Replace OP-1 Rule 1.2, Locomotive Inspection Procedure, Section B with the following:

B. Locomotive Not Inspected on Previous Calendar Day:

If the locomotive inspection card, form #2322, indicates that the locomotive was not inspected on the previous calendar day, ascertain from the Yardmaster when the locomotive was last used.

On date(s) locomotive was not used fill in the date(s) with "Not Used" and inspect the locomotive before placing it into service.

OP Rule 1.2.1 Conducting a Locomotive Inspection (ADDITION)

Replace OP-1, Rule Op 1.2.1, Conducting a Locomotive Inspection, Section D, Page 10 with the following:

D. Documentation of Inspection: Reporting

Requirements:

LOCOMOTIVE DAILY INSPECTION REPORT (BRC Form 2322):

Locomotive Inspections will be documented using locomotive inspection reports, which will be retained on the locomotive for each calendar month.

A new form must be used for each month. These forms will be placed in the locomotive, in the same holder as the 92-day inspection report forms (Blue Card) in the locomotive cab.

Transportation employees performing locomotive inspections will, after inspecting the locomotive, complete the **LOCOMOTIVE DAILY INSPECTION REPORT** form located on the locomotive. This requires the employee to document all information listed for the calendar day that the inspection was performed. A separate form must be completed for each locomotive in a consist including hump mother and slug consists.

A signature and employee ID number must be provided to comply with the provisions of 49 C.F.R. § 229.21.

If a defect is found, indicate **Y** in the **DEFECT** column and then complete an **RCO / LOCOMOTIVE ENGINEER'S DEFECT REPORT**.

LOCOMOTIVE DAILY INSPECTION REPORTS are not to be removed from the locomotive, except by Mechanical Department representatives.

RCO / LOCOMOTIVE ENGINEER'S DEFECT REPORT (BRC Form 2323):

If a defect is found during a locomotive daily inspection, after completion of the **LOCOMOTIVE DAILY INSPECTION REPORT**, the employee conducting the inspection is responsible for notifying the Diesel Shop Foreman by radio and notifying the Yardmaster or Train Dispatcher of the condition.

The employee **MUST** then complete an **RCO / LOCOMOTIVE ENGINEER'S DEFECT REPORT**, BRC Form 2323 and scan the form to the diesel shop before tie-up.

Scan Process at any On Duty Location:

1. Select SCAN/FAX
2. From the Address Book (Favorites), select **LOCOMOTIVE DAILY INSPECTION**
3. Select START Scanning Verification:
Once scanning is complete, it will be displayed on the computer terminal.

On the computer terminal screen, a folder marked **LOCOMOTIVE DAILY INSPECTION** is displayed.

- Select this folder to identify that a scan was received with a matching timestamp.

- Open this form and verify that your scan is correct and legible.
- If the scan is not visible, or complete in the folder, contact the Locomotive Shop Foreman, (708) 496-4067 for disposition of the form.
- If the scan is unreadable, scan the form again.
- If the scan process is successful, and a legible form is displayed on the computer terminal, it is not necessary to retain a printed copy.

Assistance with Scanning:

- Call (630) 286 - 8180 for **BRC IT Support** in the event of issues with the scanning process.

OP Rule 1.18.2 Locomotive Winter Idle (NEW)

When ambient temperatures are forecast to be below 10F, verify with supervisor or Mechanical Department Foreman if the locomotive should be left high idle to avoid instances of freezing.

When informed to be left in winter operations, do the following:

On locomotives equipped with a **WINTER/SUMMER** Selection Switch in the electrical panel:

- Ensure locomotive is left with **WINTER** selected.

On locomotives not equipped with a **WINTER/SUMMER** selection switch:

- Leave the locomotive isolation switch in **RUN**.
- Generator Field Switch to **OFF**
- Reverser centered
- Leave throttle in **RUN 3** (3rd Throttle Notch)

In all cases, ensure the locomotive consist is properly secured in accordance with **GCOR 7.6 Securement**, and **GCOR 7.6.1 Unattended Locomotives**, as applicable. Note:

When instructed to leave locomotives in Winter Idle, **Rule OP 4.15.2, Unattended Equipment**, is modified, removing the requirement to isolate the locomotive.

OP Rule 2.5.1 Class II Air Brake Test – Application (SUPERSEDE)

Change reference in second bullet from four hours to twenty-four hours.

OP Rule 2.6.1 Class III Air Brake Test (Application) (SUPERSEDE)

Change references in third and fourth bullets from four to twenty-four hours.

OP Rule 2.8 Train Line Kept Charged (SUPERSEDE)

Change references in third and fourth bullets from four to twenty-four hours.

OP Rule 4.4 Handheld Radio (SUPERSEDE)

Each RCO must have in their possession an operative radio, equipped with a speaker microphone, the radio must also be holstered or clipped firmly to the operator.

OP 4.5 Control of Movement: (Add the following paragraph)

When initiating movement, start movement in **COUPLE SPEED**, remain in Couple Speed position until all the slack has adjusted in the train.

OP 4.6 Set Up and Testing: (Addition)

Before operating the locomotive in the Remote Control Mode, setup the equipment and perform required tests to be certain that the safety feature operation will respond properly to the OCU commands.

EACH RCO MUST OBSERVE THE TESTING OF BOTH OCU's.

A. Setting Up a locomotive for remote operation requires the following five steps:

1. Ensure Hand Brake is applied
2. Setup the control stand for remote operation
3. Setup the electrical control panel and cabinet
4. Setup the train line air (if necessary)
5. Setup the remote equipment

OP 4.8.1 RCO Radio Frequencies (SUPERSEDE)

Replace the Radio Frequency Chart with the following:

LOCATION	FREQUENCY
West Hump Assignments	F1
East Hump Assignments	F2
East Yard Assignments	F2
West Yard Assignments	F3
Industry Assignments	F3

OP 4.12 "A" Operator Assignment

During Remote Control Operations, the Conductor, must link up as the "A" operator.

OP 4.14.1 RCO Belt Pack Train Brake Speed Restrictions (NEW):

A. **Functionality of the OCU Train Brake Speed Restrictions is outlined below:**

Requested Speed	Brake Pipe Fully Charged	Minimum Application 7 lb.	Light Application 10 lb.	Medium Application 15lb.	Unlimited Applications Allowed	Notes:
1-4 MPH	Not Required	YES	YES	YES	YES	INITIAL REDUCTION ONLY
7-15 MPH	Required	YES	NOT ALLOWED	NOT ALLOWED	NOT ALLOWED	

B. **Cycle Braking Minimum Train Brake Application (BRAKE PIPE FULLY CHARGED)**

Requested Speed	Application	Notes
7 – 15 MPH	MINIMUM + RELEASE + MINIMUM	12 LB REDUCTION NO SPEED RESTRICTIONS

C. **Cycle Braking Minimum Train Brake Application (BRAKE PIPE NOT FULLY CHARGED)**

Requested Speed	Application	Speed Selector	Application	Notes
1 - 4 MPH	MINIMUM + RELEASE	FASTER THAN 4 MPH	MINIMUM	12LB REDUCTION

D. **Brake Pipe Recharge Times**

MINIMUM (7lb)	LIGHT (10)	MEDIUM (15lb)	FULL (32lb)	Minimum (Cycle Brake 12lb)
2 MINUTES	4 MINUTES	6 MINUTES	2 MINUTES After "Brake Recovery Complete"	4 Minutes Same as "Light"

OP 4.15.3 RCO Crew Going off Duty: (Supersedes)

When going off duty, and the locomotive(s) will be left unattended, the RCO must secure the RCL by turning off all OCUs linked to the locomotive consist, apply hand brake on the locomotive(s) and place the locomotive(s) Isolation Switch in the *Start/ Stop/ Isolate* position. In addition, complete all steps to return the locomotive to the Lead Manual Mode setup and comply with current locomotive securement rules.

- Apply GCOR 7.6. GCOR 7.6.1, and OP1 4.6.3

OP 4.16.1 Assignment of OCU (SUPERSEDE):

Change second paragraph to read:

The OCU's will be issued and returned in the Yard Office in clear view of the security camera.

OP 4.16.2 OCU Batteries (ADDITION): Add the word "charger" to the end of the last sentence.

OP 4.17.1 Pitch Control (Hump Assignments):

OP 4.17.1 Pitch Control (Hump Assignments): Pitching control instructions for the Hump

- While working on the hump, crew members must inform each other which direction the locomotive is facing when pitching control to each other

OP 4.17.2 Handling Movements with Air (West Hump)

This rule only applies to Hump Assignments using a two locomotive consist in the West Receiving Yard, Hump Assignments with a three locomotive consist in the West Receiving Yard is not required to have air applied to cars.

A. SHOVING A MOVEMENT THAT IS STOPPED ON A WEST HUMP APPROACH TRACK TO THE TOP OF THE HUMP:

- PRIOR to initiating movement on a stopped train (when train line air is cut in), the Automatic Train Brake switch must be positioned to a **MEDIUM** train brake setting.
- While the **MEDIUM** train brake setting is applied, initiate train movement by placing the OCU speed selector in **HUMP FAST**.
- Once the OCU movement command is initiated, wait a minimum of 5 seconds before releasing the **MEDIUM** train brake setting.
- Communication (Via radio on channel 089-089) between the Primary Operator and the other crew member must take place indicating when the Medium Train Brake has been released, the other crew member must acknowledge the primary Operator when the Medium Train Brake is released.
- Upon initiating movement, a crew member will apply sand until the requested speed is obtained. When available, a crew member on the locomotive may be

utilized to apply sand.

- The Primary Operator will apply sand using the OCU.
- Select the desired hump speed on the OCU when the movement is approaching the top of the hump to avoid stopping when humping is to immediately begin.

To Apply Sand:

Depress and hold either of the **RSC** buttons until the OCU Led screen reads **Operator Sand** and continue to hold to apply sand on the rail.

B. WHEN STOPPING MOVEMENTS ON THE GRADE OR AT THE TOP OF THE WEST HUMPH

When necessary to stop the movement on the grade, or at the top of the West Hump, do the following:

- Use **MEDIUM** train brake setting prior to selecting **STOP** on the OCU.
- **Apply sand prior to stopping on a grade.**

C. WHEN RESTARTING A MOVEMENT ON THE GRADE, OR AT THE TOP OF THE WEST HUMPH

When restarting a movement on the grade, or at the top of West Hump, do the following:

- The RCO must ensure all buff and/or draft forces have settled before any attempt to start movement is made.
- While the **MEDIUM** train brake setting is still applied, initiate movement by selecting the desired hump speed.
- Once the OCU movement command is initiated wait, 5 seconds prior to **RELEASING** the **MEDIUM** train brake setting.
- Communication (Via radio on channel 089-089) between the Primary Operator and the other crew member must take place indicating when the Medium Train Brake has been released, the other crew member must acknowledge the primary Operator when the Medium Train Brake is applied.
- The primary Operator will apply sand using the OCU until the requested speed is obtained.

To Apply Sand:

Depress and hold either of the **RSC** buttons until the OCU Led screen reads **Operator Sand** and continue to hold to apply sand on the rail.

OP 4.17.3 Handling Movements on Approach Tracks

- When staged on an approach track during humping operations, equipment is required to be brought up to the clearance location at the top of the hump.
- To minimize delay when shoving from the approach track to the crest of the hump during humping operations 4 mph will be utilized along with coast prior to selecting "Hump" speed on the OCU. (does not apply when using a two locomotive consist on a West Hump Assignment, rule OP 4.17.2 Applies)

OP 4.17.4 Remote Control Speeds (Supersedes)

Replace the chart in OP-1 (page 47) with the table below.

Yard OCU speed selector	Miles Per Hour	Hump OCU Speed Selector	Miles Per Hour
Stop	0 MPH	Stop	0 MPH
Coast	(Permitted)	Coast	(Permitted)
Coast B	15 lbs Brake Cylinder	Couple	1.5 MPH
Couple	1 MPH	Hump	1.9 MPH
4	4 MPH	Hump Fast	2.2 MPH
7	7 MPH	4	4 MPH
10	10 MPH	8	8 MPH
Max	15 MPH	Max	10 MPH

OP 4.17.5 Variable Speed Humping:

In effect as of 9-18-25, see page 47 of the BRC Operating Manual for complete rules.

OP 4.17.6 Remote Handbrakes

Only applies to the following locomotives.

- BRC – 300-302-304-306-308-312

OP 4.18.0 Special Operating Procedures (RCL) – BRC Yards: (Addition)

OP 4.18.1 Red OCU's and Batteries (NEW)

New OCU's for have been implemented. These OCU's and batteries can be identified by their red color. The new OCU's are lighter in weight, contain larger displays, and include additional functions.

Additionally, the new OCU's and batteries incorporate GPS tracking technology.

Use of Red OCU's:

- Assignments will use batteries marked for the specific shift and assignment only. Assignments are denoted on the battery charger cradles. Battery use on the hump for extra hump assignments, or if batteries are not ready for use, will be coordinated through the Operations Manager.
- OCU batteries must returned to the assigned cradle charger for the specific shift and assignment at the end of duty.
- In the event of a crew change at other than the starting location, the assigned OCU and battery are to be returned by the original assigned crew, prior to tie-up.
- All defective batteries will be reported to the Operations Manager immediately, this may be relayed through the Yardmaster.
- Defective batteries must be placed in bins provided at the on-duty locations.

- Any defects noted on an OCU will be brought to the attention of the Operations Manager immediately, this may be relayed through the Yardmaster.
- Yardmasters are responsible for noting any issues or damage reported by crew members into the Operational Issues Applications in Belt Apps.
- Information reported must include the OCU and battery number(s), nature of defect, and location where the defect occurred.
- In addition, the disposition of the asset must be noted.
- When a crew is required to get power from the diesel shop, they will take boxes and batteries from the starting location.
- When assignments are assigned to take power to the shop, they must return OCU's and batteries to the on-duty location, unless instructed by proper authority.
- Batteries returned to the on-duty location must be placed on the charger for recharging in the designated slots.
- When removing or replacing the battery, turn the OCU off. The battery is in the recessed area on the underside of the OCU. The battery is held in position by tabs at one end and secured using a spring-loaded catch.
- Ensure the battery is fully secured and locked in the OCU battery compartment.

NOTE: Batteries and OCU's are considered safety devices, and misappropriation of these resources, or failure to properly return batteries in accordance with these instructions, is not acceptable. This may be considered as theft of company material.

Programming of Red OCU's:

New Red OCU Programming Procedure:

1. OCU must be turned **OFF**.
2. Select (Operating Frequency) **F1, F2, or F3**.
3. Select **PROG A** or **PROG B** (Starts program to assign as either an A or a B unit)
4. The OCU Infrared Transceiver is activated when:
 - A. Depressing the OCU **ON/OFF** button and IMMEDIATELY depressing either the left or right **Reset/Sand RSC** (a.k.a. Vigilance) button.
 - B. The Alpha-Numeric Display indicates "IR Link Release Vigilance".
 - C. The RCO now has five (5) seconds to respond to this instruction to Release the **RSC** (Vigilance) button.
 - D. When the RCO responds by releasing the **Reset/Sand** (Vigilance) button within 5 seconds, the OCU now activates the Infrared Transceiver for at least a 20 second period and displays the message "IR LINK".
5. Align OCU with the OPP Infrared eye (transceiver of the OPP Station).
 - A. Alignment, and successful data transfer, are confirmed by an audible beep from the OCU, plus the Alpha-Numeric display indicates "OCU LINK COMPLETE."
 - B. Check that the intended **OCU COM LED** is now **ON**.

Note: Step 4 (A):

Depressing the **OCU ON/OFF** button and IMMEDIATELY depressing either the left or right **Reset/Sand RSC** (a.k.a. Vigilance) button will cause the OCU to become **UNLINKED/UNPROGRAMMED** from a locomotive at any time.

This process should not be done for any other purposes, except for programming OCU's while on the locomotive, or when instructed by proper authority.

OP 4.18.2 Yard / Industry / Work Train Assignments, OCU Chargers and Batteries (NEW)

Yard Assignments, Industry Assignments, and Work Trains are now equipped with OCU Batteries labeled for a specific shift and job assignment.

These batteries are to be used by the specific shift and assignment only unless instructed by proper authority.

- All OCU batteries must be returned to the assigned cradle charger for the specific shift and assignment at the end of duty to allow for re-charging.
- In the event of a crew change, at other than the location where assignment reported for duty, the OCU batteries must be returned to the original location and placed in the assigned charger by the original assigned crew.
- All defective OCU batteries and Cradle Chargers will be reported to the Operations Manager immediately, this may be relayed through the Yardmaster.
- Defective batteries must be placed in bins provided at the on-duty locations.
- OCU Battery use for Extra Assignments, or if OCU Batteries are not ready for use, will be coordinated through the Operations Manager.
- Yardmasters are responsible for noting any issues or damage reported by crew members into the Operational Issues Applications in Belt Apps. Information reported must include the OCU and battery number(s), nature of defect, and location where the defect occurred. In addition, the disposition of the asset must be noted.

NOTE:

Batteries and OCU's are considered safety devices, and misappropriation of these resources, or failure to properly return batteries in accordance with these instructions, is not acceptable. This may be considered as theft of company material.

Complete BRC Linear Operations Profile #15 is attached to the end of this document.

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2026	2026 - 002

The Belt Railway Company of Chicago

LINEAR OPERATIONS PROFILE # 15
Published April 3, 2026 at 00:01



Jerry Peck
President

**BELT RAILWAY COMPANY OF CHICAGO
LINEAR OPERATIONS PROFILE**

Issued April 3, 2026

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











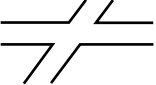



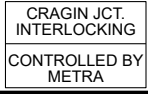
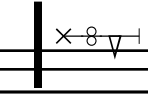

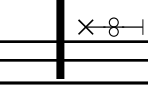
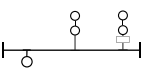
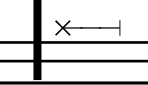
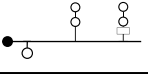



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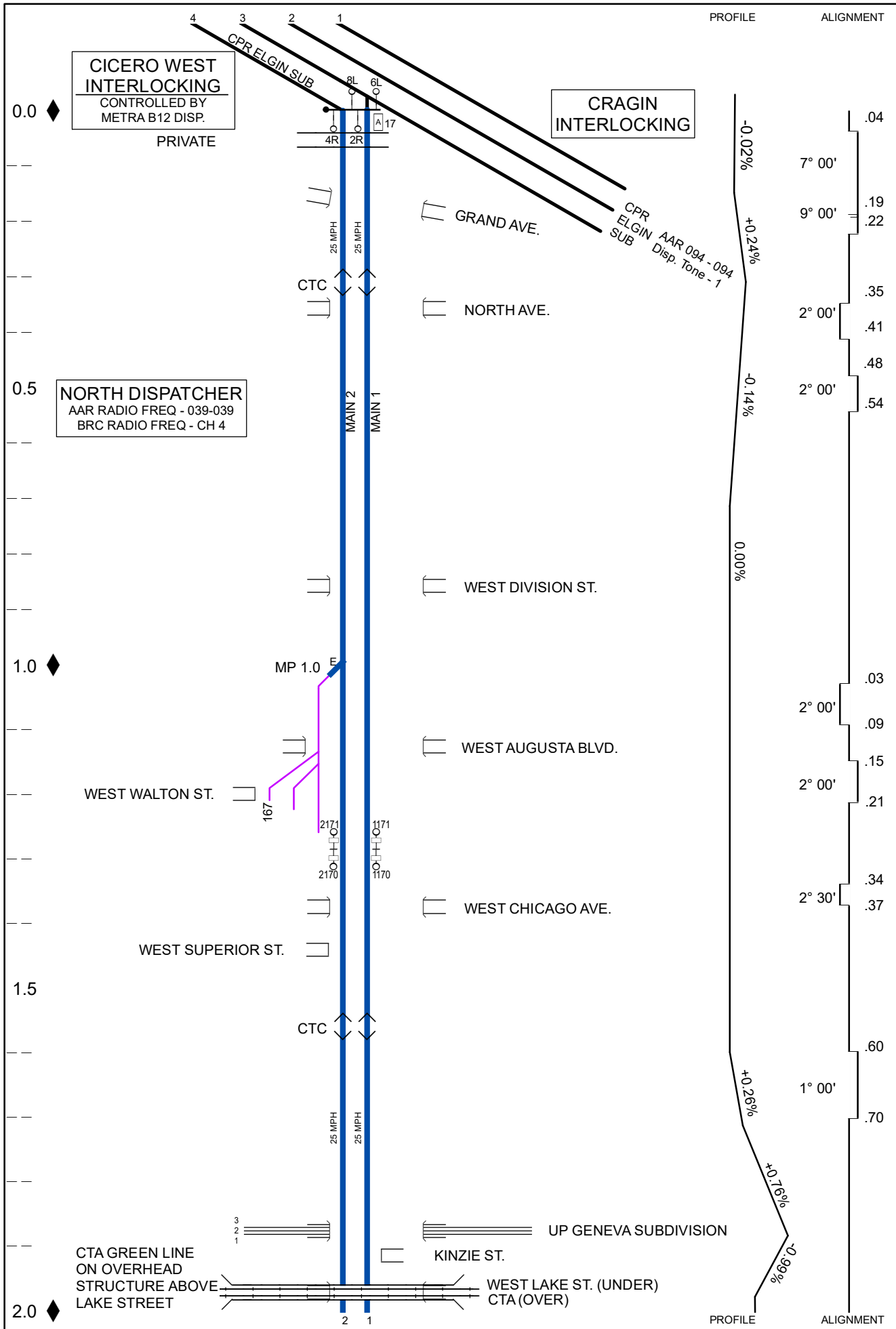
Publication Date: 04/03/2026

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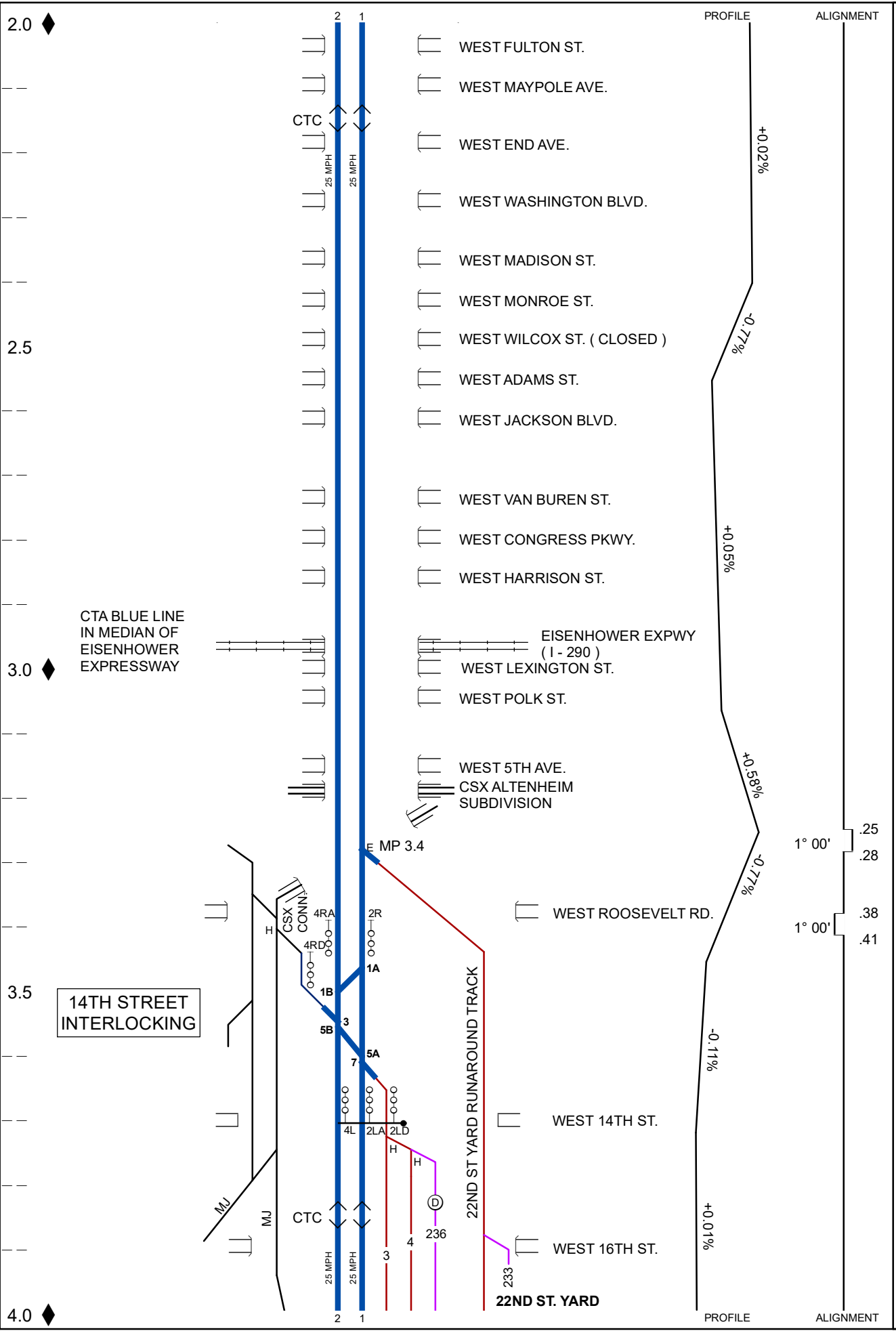
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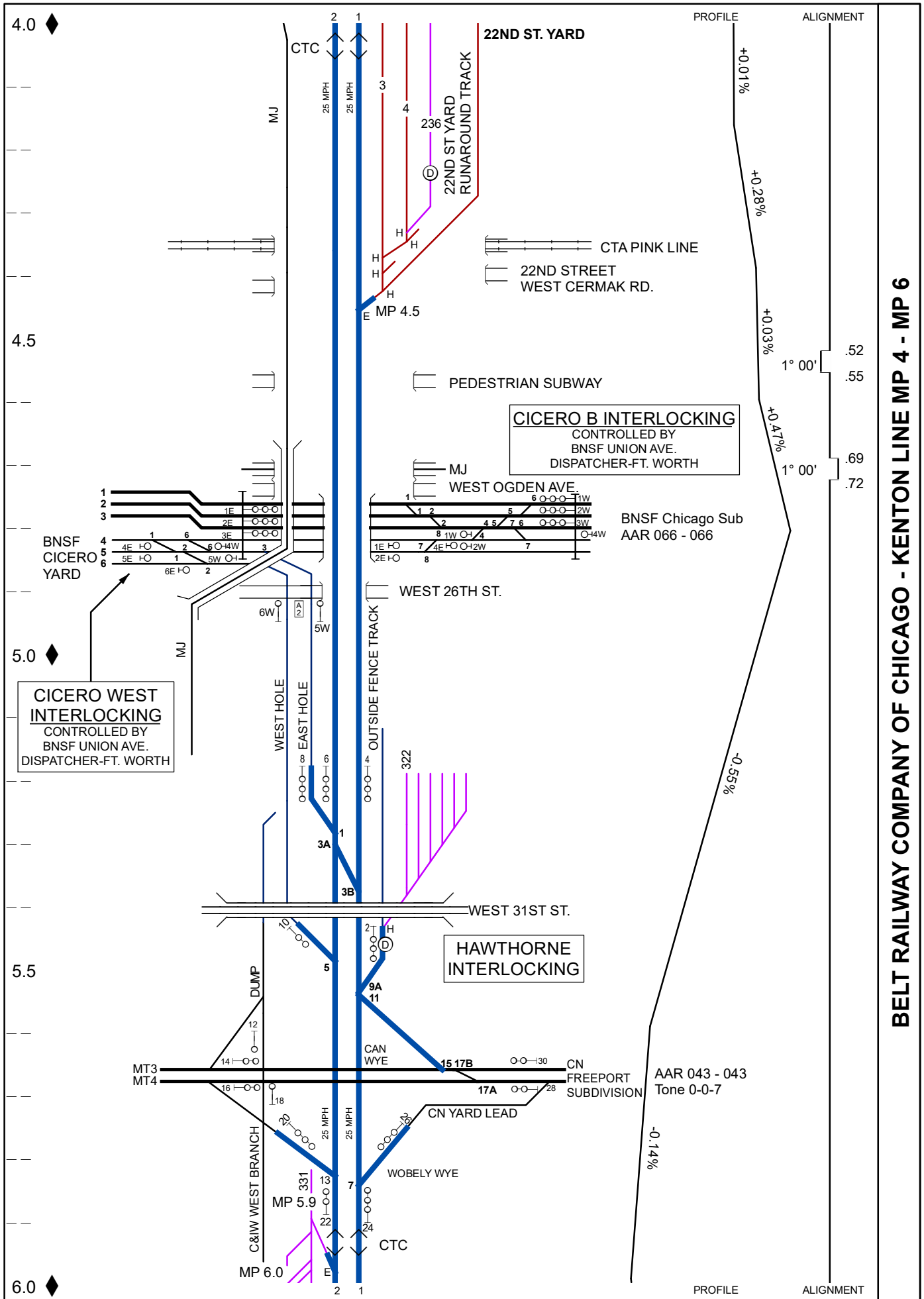
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	OTHER TRACKS (INCLUDES MAINS NOT CONNECTING WITH BRC)		DIRECTION OF TRAFFIC
	RAPID TRANSIT TRACKS		CENTRALIZED TRAFFIC CONTROL
	MANUALLY OPERATED (HAND THROW) TURNOUTS		UNDER GRADE BRIDGE FOR HIGHWAY
	MANUALLY OPERATED ELECTRIC LOCKED TURNOUTS		UNDER 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
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	DERAIL		



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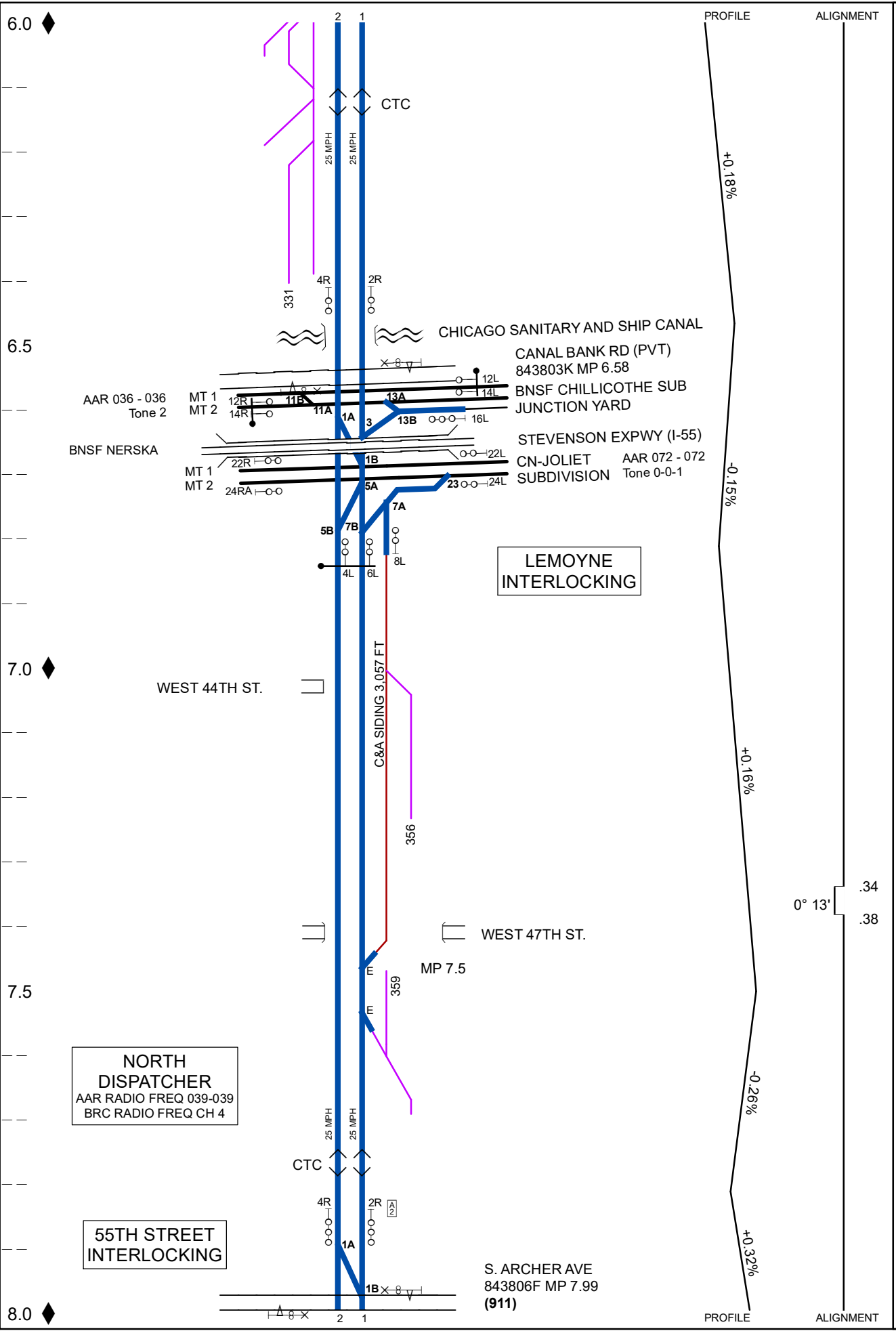
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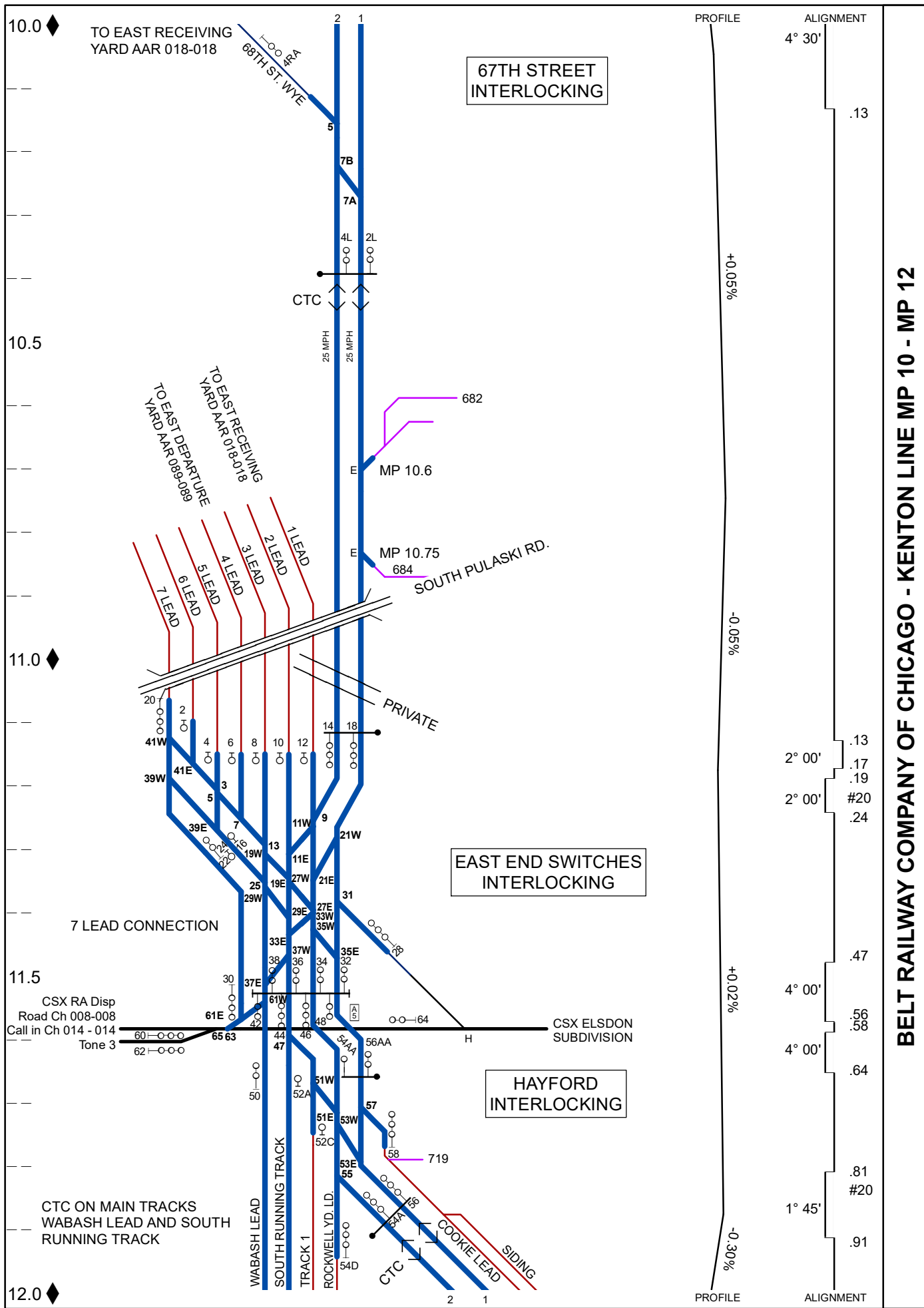




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BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 6 - MP 8





10.0 ◆

10.5

11.0 ◆

11.5

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67TH STREET
INTERLOCKING

TO EAST DEPARTURE
YARD AAR 089-089

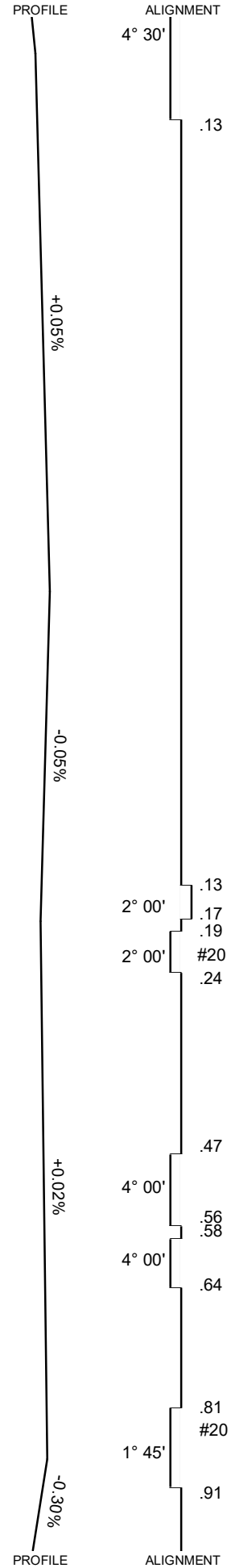
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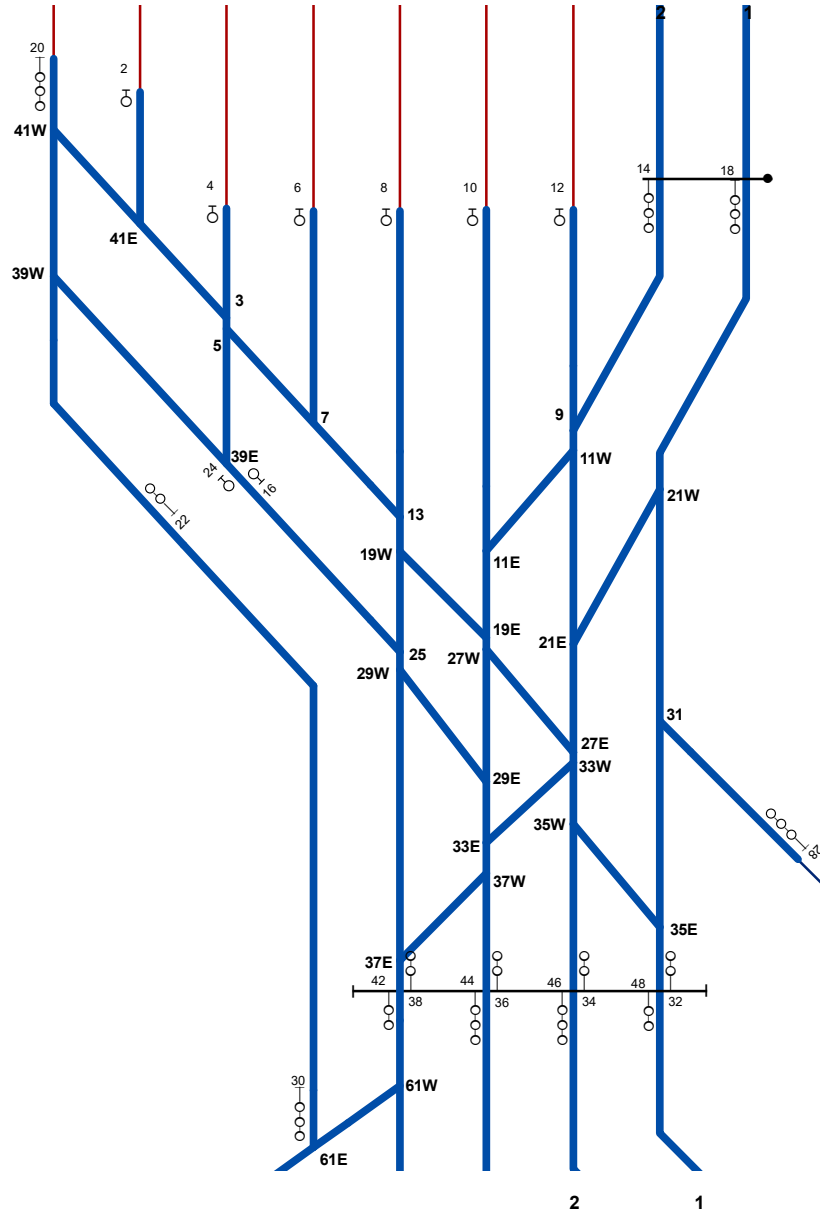
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INTERLOCKING

HAYFORD
INTERLOCKING

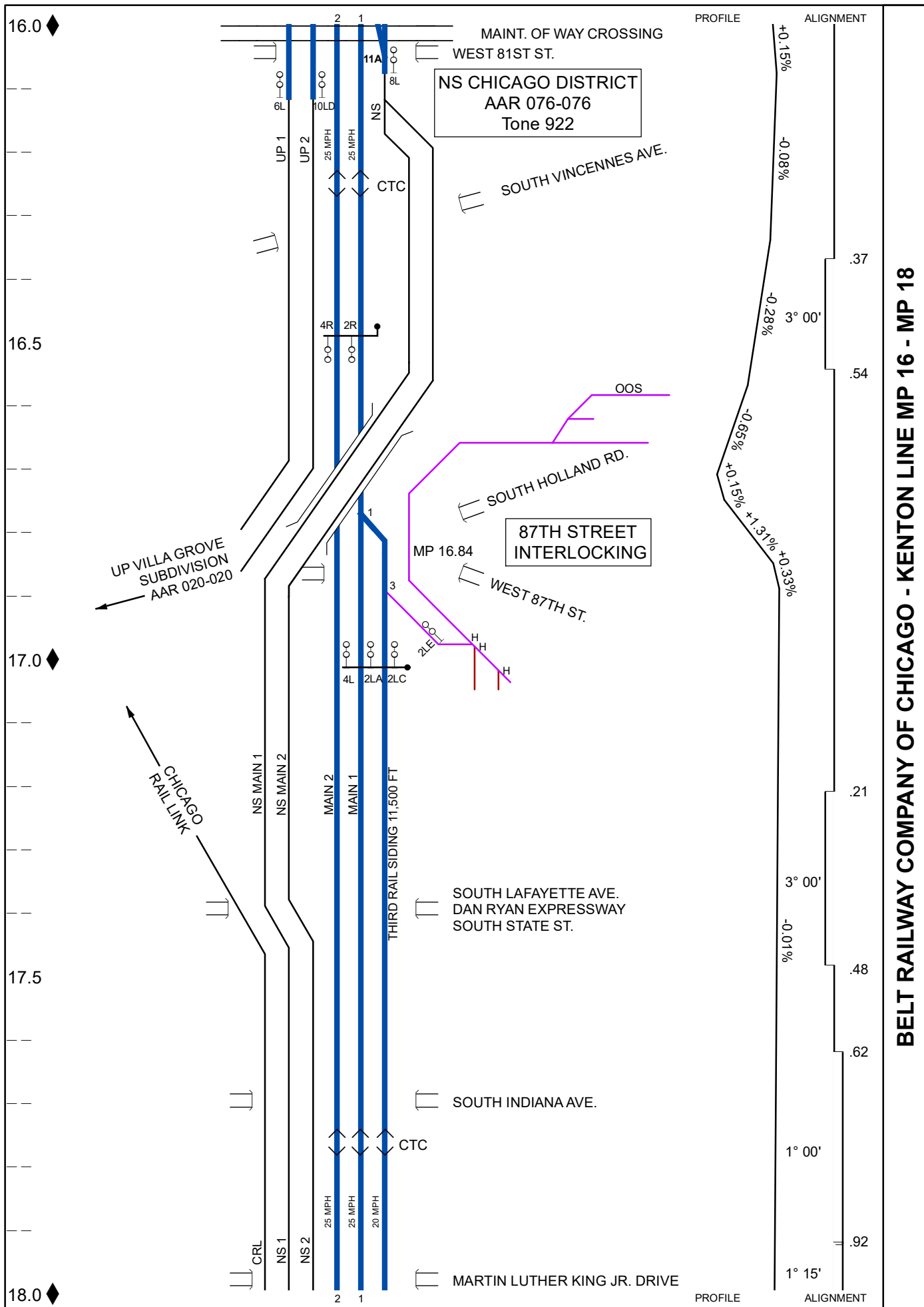
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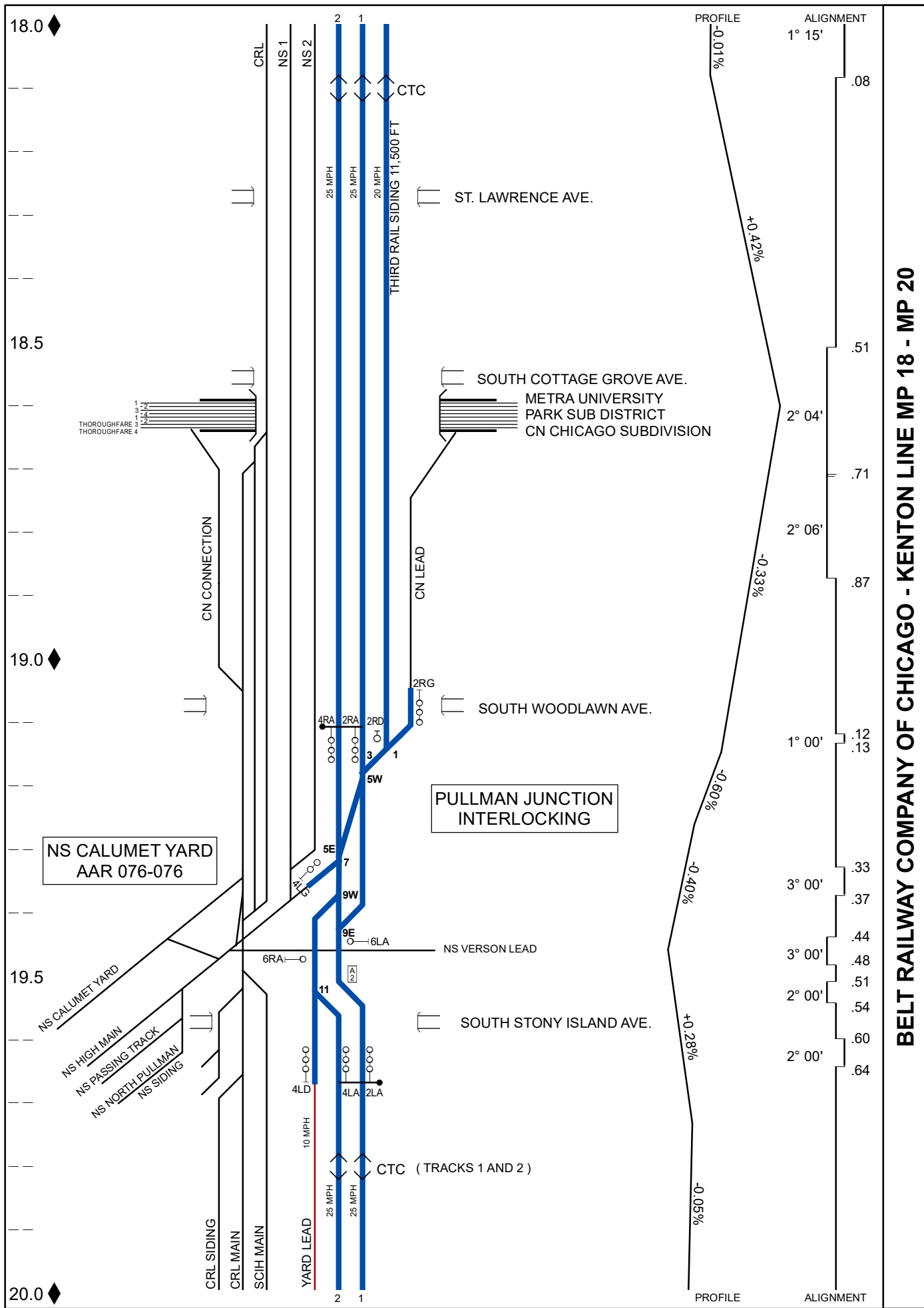




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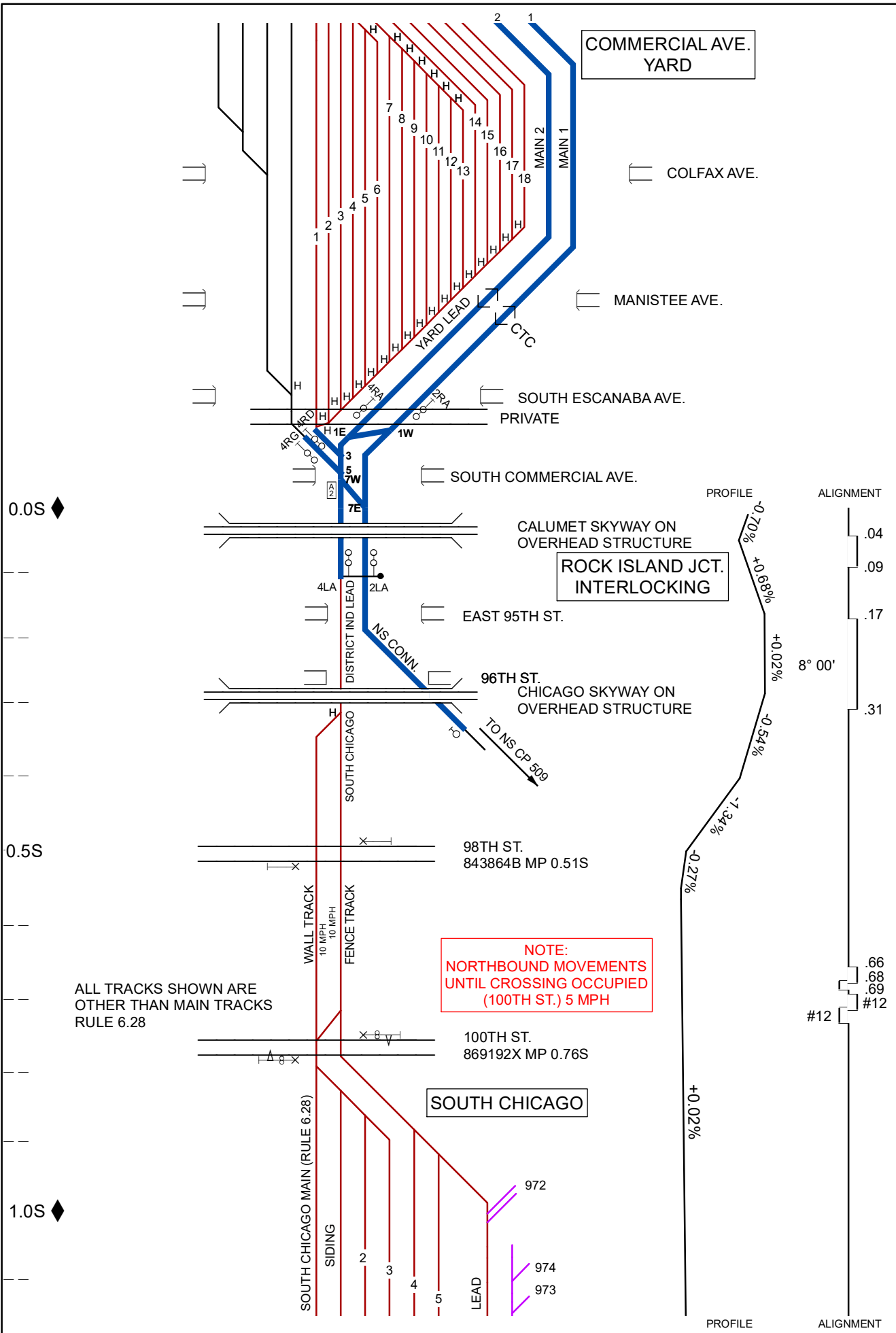


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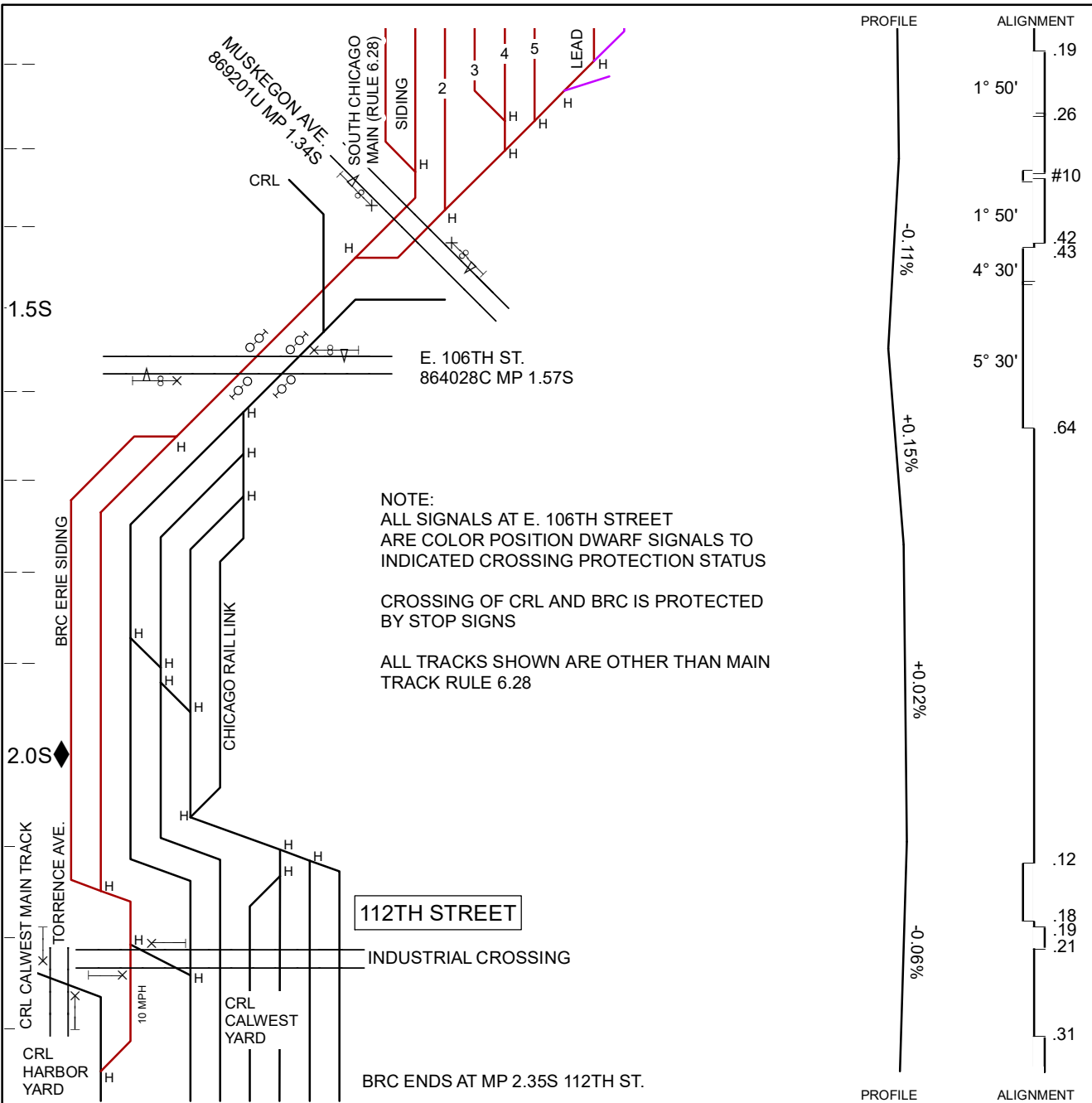


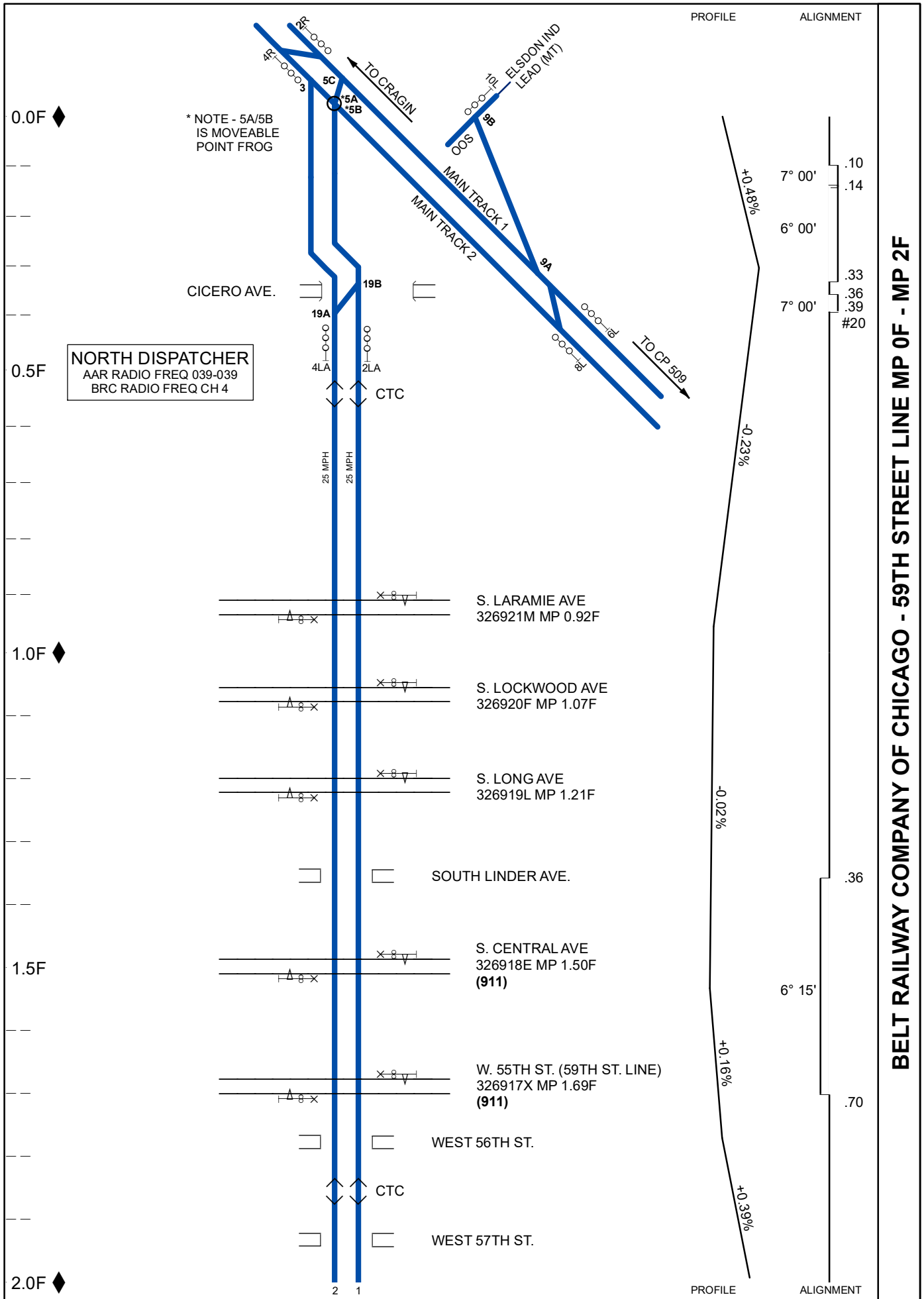
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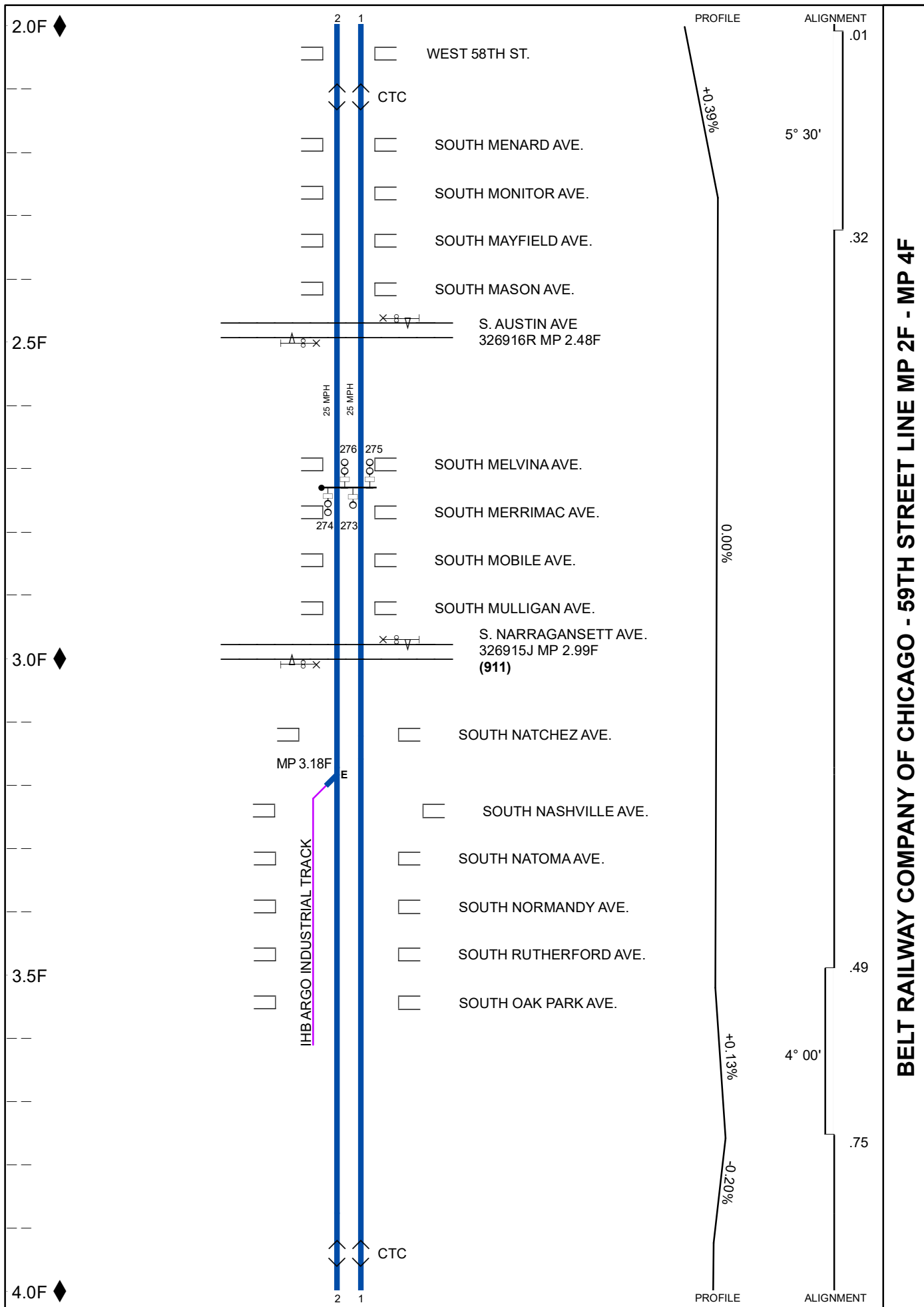
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BELT RAILWAY COMPANY OF CHICAGO - SOUTH CHICAGO DISTRICT INDUSTRIAL LEAD LINE MP 1S - MP 2S







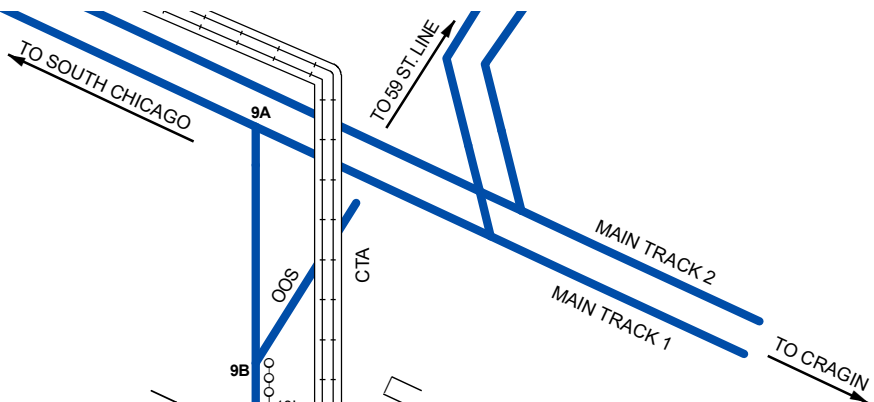
0.0E ◆

0.5E

1.0E ◆

1.5E

ELSDON INDUSTRIAL LEAD, OUTSIDE OF INTERLOCKING LIMITS, IS OTHER THAN MAIN TRACK



SOUTH KILBOURN AVE.

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- S. KOLIN AVE 869217R MP 0.51E
- S. KILDARE AVE 869216J MP 0.57E
- S. TRIPP AVE 869215C MP 0.63E
- S. KEELER AVE 869214V MP 0.68E

S. PULASKI ROAD 869213N MP 0.93E

PRIVATE

S. LAWDALE AVE 869212G MP 1.33E

ELSDON INTERLOCKING (AUTOMATIC)

EL8E

EL6E

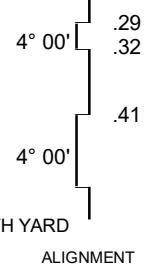
EL8W

CSX ELSDON CONTROLLED BY CSX TRAIN DISPATCHER

PRIVATE

END BRC

BNSF CORWITH YARD AAR 059-059



WHISTLE POST
END AUTOMATIC BLOCK SIGN

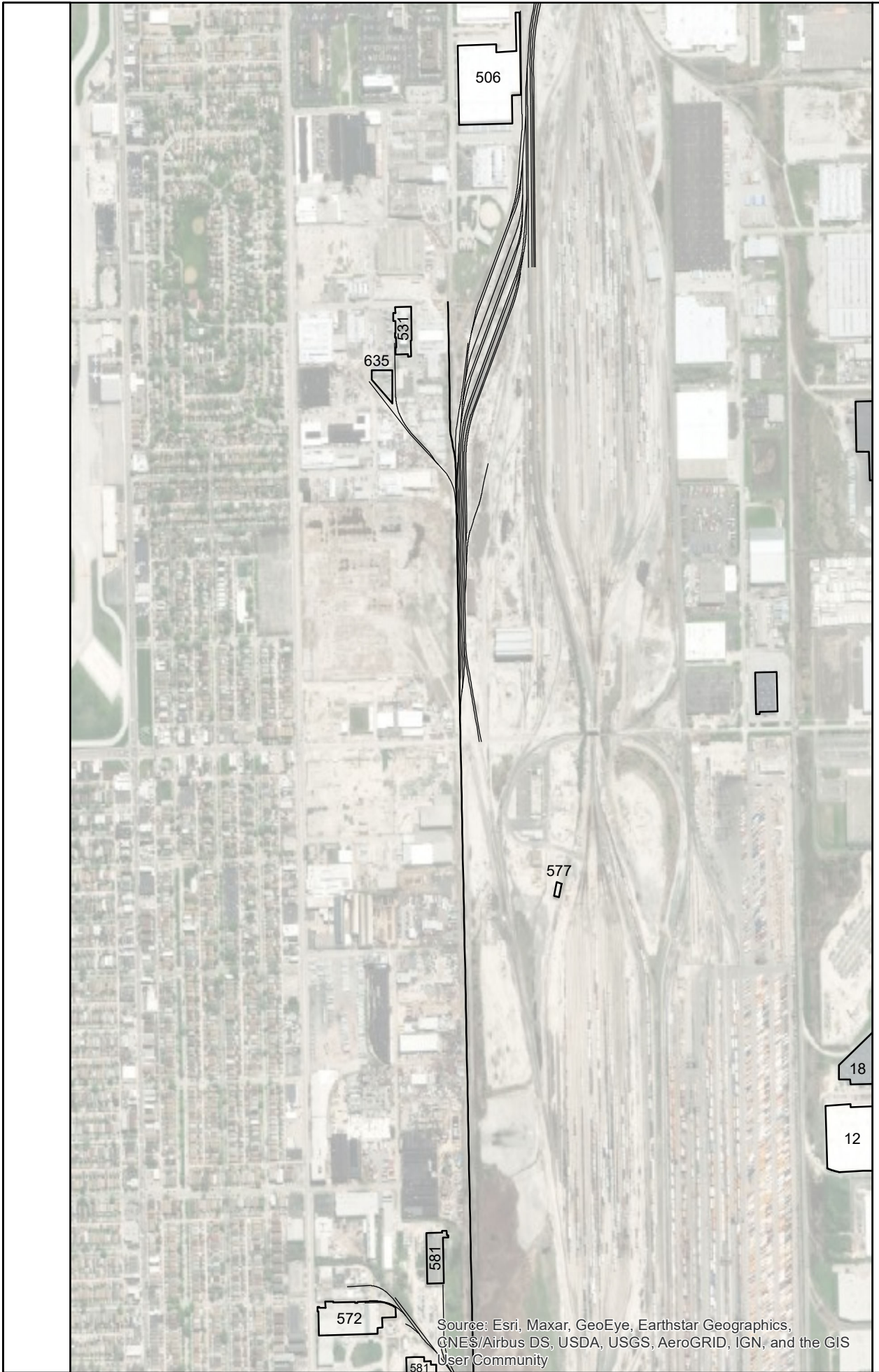
MAIN TRACK
CSX ELSDON SUBDIVISION AAR 008-008

WEST 51ST STREET

BNSF CORWITH YARD TAIL TRACKS

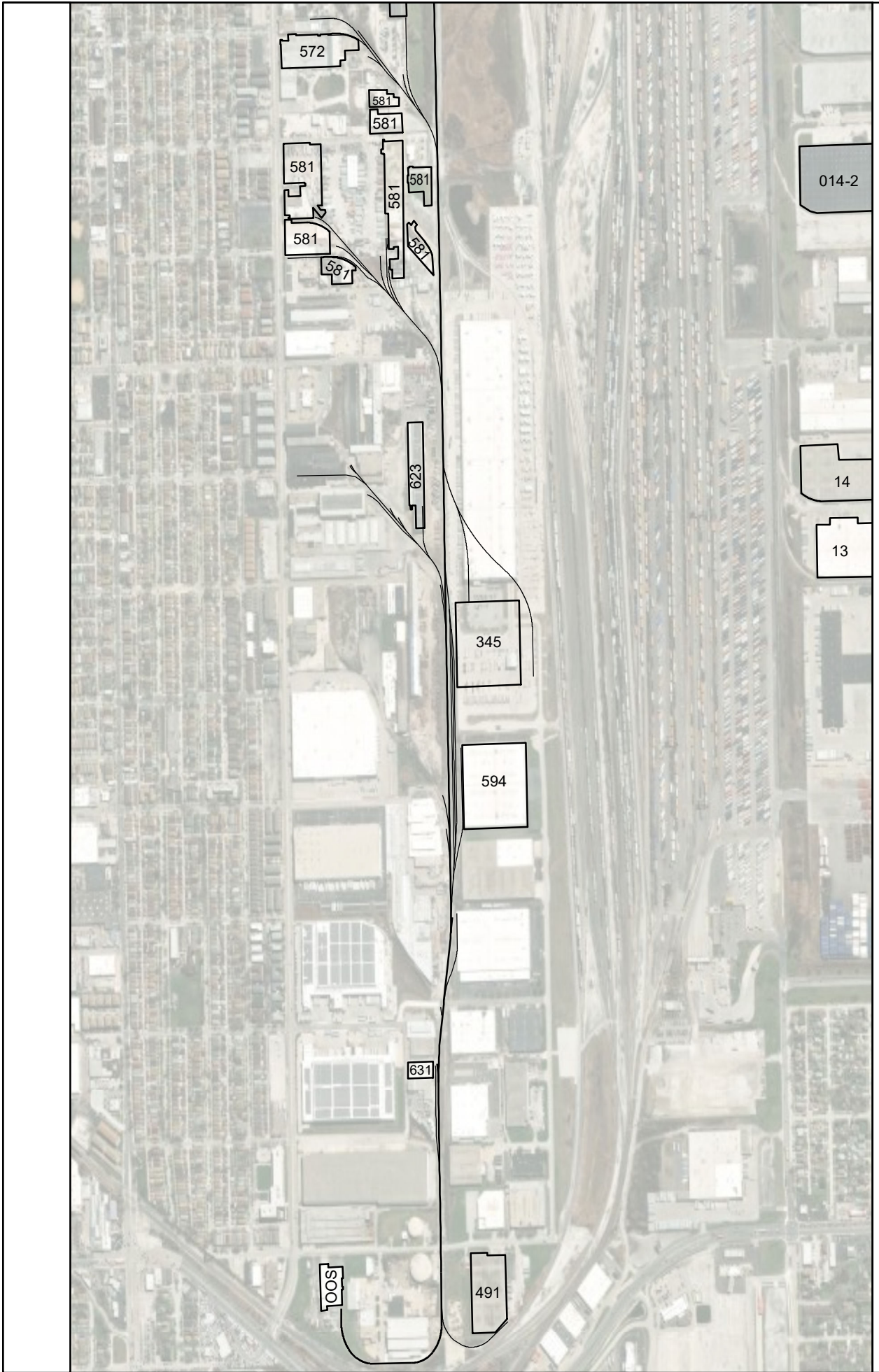
CTA ORANGE LINE
CN NS KENWOOD LINE

BELT RAILWAY COMPANY OF CHICAGO - ELSDON INDUSTRIAL LEAD LINE MP 0E - MP 1.5E



BELT RAILWAY COMPANY OF CHICAGO - NORTH CLEARING INDUSTRIAL DISTRICT (EAST)

572 581 587 Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



BELT RAILWAY COMPANY OF CHICAGO - NORTH CLEARING INDUSTRIAL DISTRICT (WEST)



BELT RAILWAY COMPANY OF CHICAGO - SOUTH CLEARING INDUSTRIAL DISTRICT