



THE BELT RAILWAY COMPANY OF CHICAGO

CORA Update 2026-003

Effective 0001 CDT June 12th, 2026.

Current BRC CORA Updates in Effect

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Changes to BRC CORA 9th Edition.

Kenton Line:

Western Ave Interlocking (Southbound Trains)

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trains holding at Western Ave Interlocking until a favorable signal is displayed at Forest Hill Interlocking are no longer in effect.

Clearing Yard

Cut Off Track (Connection between East Approach Tracks & West Approach Tracks)

While operating through the Cut Off Track, locomotive bell must be operated continuously.

Communication Between Personnel

The following procedures apply when equipment is traversing tracks within Clearing Yard. These requirements are intended to enhance communication between departments to promote safe movement throughout the terminal.

Yardmasters and Hump Conductors:

When directing an assignment to use a track as a “runner,” select a route that is not adjacent to standing equipment whenever practicable. If that is not practicable, an adjacent track may be used. When a runner track is adjacent to standing equipment the yardmaster or hump conductor must advise the train crew that Mechanical personnel may be in the area when track(s) are assigned to the Mechanical Department for pre- or post-inspections.

Train Crews:

Prior to traversing a track, a crew member must transmit the following information by radio on the assigned radio channel for the area in which they are working. The transmission must include the locomotive number, direction of travel, and the name of the track to be traversed.

Examples:

- ***“BNSF 7584, traveling east through track 12 West Receiving. Out.”***
- ***“NS 1011, traveling west through track 33 East Departure. Out.”***

When traversing tracks where equipment is observed on an adjacent track, the **locomotive bell must be sounded** continuously, and the headlight must be displayed on bright. The headlight may be dimmed when approaching or passing the head end of an oncoming train at night.

When Blue Flag Protection is observed on an adjacent track, a crew member must communicate with the Mechanical personnel in charge of the Blue Flag. Communication must include direction of movement and track that will be traversed, this communication must be conducted prior to traversing the track.

In the event communication cannot be conducted, crews may traverse the track under GCOR 6.28 using caution and looking out personnel in the area, A broadcast indicating locomotive number, direction of travel, and the name of the track, via the radio would still be required.

Mechanical Personnel:

When Blue Flag Protection is applied on track, communication must be conducted by radio among the employees providing the Protection. The transmission must identify the employee's name, the switch that is locked out, and the location of the switch.

Examples:

- ***“Carman Smith, track 11 West Receiving locked out at the west end for Mechanical - Out.”***

All employees and Crews are responsible for their safety and maintaining situational awareness, the above applicable rules and procedures are there to enhance communication between all employees out in the field.

The broadcast of information by employees will assist in maintaining all employees' situational awareness while in the field.

Clear, timely, and accurate communication between departments is essential to safety of all employees, and operations within Clearing Yard.

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