NOVEMBER 12TH, 2026.

BRC CORA UPDATE 2026 -004

THIS DOCUMENT REPLACES THE 2023 BRC – CORA INSERT AND ALL PREVIOUSLY ISSUED BRC CORA UPDATES

BELT RAILWAY COMPANY OF CHICAGO

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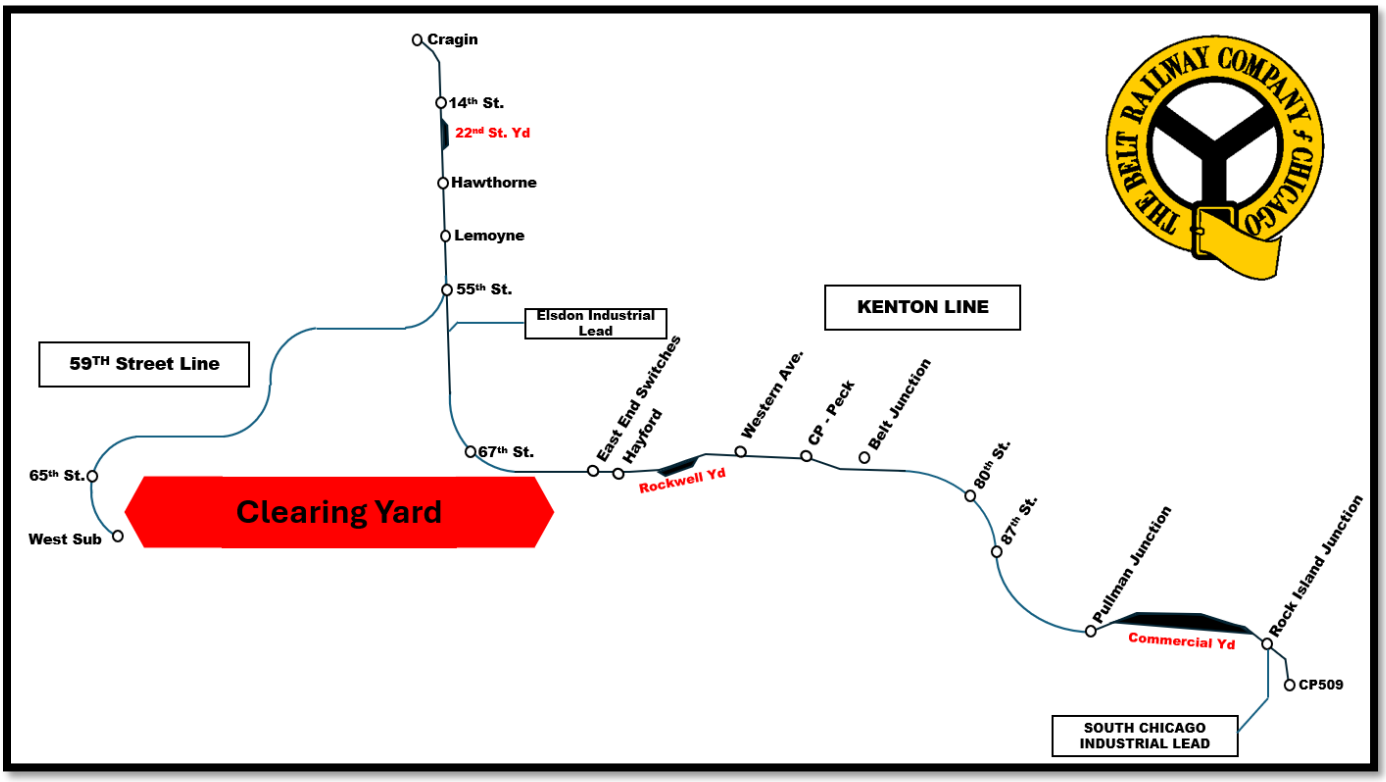
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SECTION C 1 (CORA Structure and Requirements)

Chicago Operating Rules Association (C.O.R.A.) Operating Guide

Employees operating in the Chicago Terminal District are required to have a current copy of the Chicago Operating Rules Association (C.O.R.A.) guide available for reference while on duty.

The Belt Railway Company of Chicago (BRC) is governed by the General Code of Operating Rules (G.C.O.R.), unless modified within this section. GCOR in effect on the BRC:

- **GCOR 9th Edition Effective September 23, 2025.**

Rules and Instructions in this section are additions or modifications of rules within the General Code of Operating Rules (G.C.O.R.) any changes that are in effect will be issued by "**BRC CORA Updates**" and can be found on the BRC website at www.beltrailway.com.

Crew Qualifications

Employees of foreign railroads must be qualified on the physical characteristics of The Belt Railway Company of Chicago (BRC) territory, and will be governed by the General Code of Operating Rules (G.C.O.R.) except as modified herein.

Maximum Speed -

Maximum speed permitted on the BRC is 25 MPH unless otherwise restricted.

Vertical Clearance Above the Rail

- Kenton Line Subdivision 20' 02"
- 59th Street Subdivision 20' 02"
- Clearing Yard Hump Subway 17' 02"
- Argo Ind Lead 15' 10"

Clearance - Employees are cautioned as follows: **Close Clearance**

- **Kenton Line** Subdivision: All bridges between Cragin and LeMoyne.
- **West Receiving Yard**: Ladder Lead- west end of yard / Track 1 & 2 adjacent to the crossover located at the east end of track.
- **East Receiving Yard**: Ladder Lead- east end of Yard.
- **West Classification Yard** – Tracks 6 through 8 WCLS.
- **East Classification Yard** – Tracks 50 through 56 ECLS.
- M/W ballast loading adjacent to 1 Main West
- Fence adjacent to east side of Fence Track between ROCK ISLAND JCT. and SOUTH CHICAGO.
- Employees must not ride on the side of cars within Commercial Avenue Yard unless the adjacent track is clear.

SECTION C 2 (BRC System Special Instructions)

The following terms are used in the application of Special Instructions to the General Code of Operating Rules (G.C.O.R.).

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

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

Abbreviations:

DOB – Daily Operating Bulletin EIC – Employee in Charge (M/W).

EIC – Employee in Charge.

HHFT – High Hazardous Flammable Train.

RRX – Railroad Crossing at Grade.

Glossary:

Equipped Flagger (NEW) - A person other than a crew member who is equipped with an orange vest, orange shirt, or orange jacket. At night the vest, shirt, or jacket must be fluorescent. The equipped Flagger must have a "RED Flag" by day and a "Light" at night.

Stowed (NEW) – When required by rule 2.21, electronic devices including cell phones, laptops, cameras, DVD Players ect., must be turned off and placed out of sight in the employee's grip, luggage, backpack, ect... Electronic devices placed in pockets or device holsters are not considered as being stowed.

Yard Access Crossing (NEW) - A grade crossing that is located within the physical confines of a railroad yard and is ether: Open to unrestricted public access, or open to persons other to person other than railroad employees going about their normal duties, e.g., business guests or contractors.

GCOR 1.11.1 Napping (SUPERSEDE)

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

GCOR 1.14 Employee Jurisdiction (ADDITION)

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

GCOR 1.36 Excessive Dimension Loads (APPLICATION)

Dimensional Load: (Definition)
Any load with a width of

10 feet 8 inches to **11 feet 6 inches** wide

Excessive Dimensional Load: (Definition)
Any load with a width of greater than

11 feet 6 inches wide.

Additionally, any load requiring idler cars is automatically classified as an Excessive Dimensional Load.

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

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

The Conductor must receive a High Wide Clearance Message prior to moving the train. Conductors, prior to entering BRC Trackage, crew must contact the Train Dispatcher and advise of any excessive dimensional loads.

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

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

Dimensional cars exceeding **17 feet 2 inches** ATR (Above Top of Rail) **must not be** handled via the subway under the Clearing Yard Hump.

If a train has a Dimensional Load, the Conductor must advise the Train Dispatcher prior to moving the train.

If a train has a dimensional load and crew has received notification of an excessive dimension load on another train that their train may meet or pass, the conductor must notify the Train Dispatcher before moving the train.

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

GCOR 1.36.1 Maximum Gross Weight Limitations (ADDITION)

Maximum gross weight limitation on the BRC is 143 Tons.

Work equipment, cars, or platforms (other than 6 axle passenger cars and 6 axle locomotive, Cranes) with a gross weight greater than the route's approved limit must not be moved over structures, unless authorized by the Engineering Department, or cleared by BRC Car Operations.
Restrictions applicable to the operation of 6 axle locomotives are noted on individual line station pages.

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

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

- Distributed Power Status.
- Any locomotive within the train consist not located on the head end of the train.
- passenger cars.
- Any car on rear end of train which cannot be coupled to

GCOR 1.36.3 Minimum Equipment Length (ADDITION)

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

GCOR 1.36.4 High Value Loads (ADDITION)

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

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

- Loads must not remain in a consist during switching.
- Loads must not be kicked or humped.
  Other cars must not be kicked or humped into these loads.

- Excessive dimensional loads must be only placed on tracks designed to accommodate those loads.

GCOR 2.3 Repetition (ADDITION)

If a transmission is repeated correctly, the response must be "***THAT IS CORRECT*.**"

GCOR 2.4 Ending Transmissions (APPLICATION)

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

GCOR 2.12 Fixed Signal Information (ADDITION)

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

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

Format for Radio Broadcast of Fixed Signal Indications:

"***Engine Number, Signal Name, Location***,"

Examples:

"BRC 580, Clear, Lemoyne, Out"
"CP 8887, Medium Approach Medium, Western Avenue, Out"
"BRC 312. Stop Signal, Rock Island Jct., Out"

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

GCOR 4.3 Timetable Characters (APPLICATION)

The following characters are used on the BRC:

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

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

GCOR 5.3.6 Radio and Voice Communication (ADDITION)

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 Foreman:

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 Foreman 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:

- ***"BRC 302, traveling west through track 12 West Receiving. Out."***
- ***"BRC 235, traveling east 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."***

If only one employee will be working under Blue Flag Protection, the employee must broadcast the required information by radio after the track has been properly locked out and Blue Flag Protection has been applied.

Examples:

"Carman Jones has track 3 West Receiving locked out and Blue Flagged for Mechanical- Out."

All employees 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.

GCOR 5.4.2 Display of Yellow Flag (SUPERSEDE) - Does not apply on the BRC.
GCOR 5.4.3 Display of Yellow-Red Flag (SUPERSEDE) - Does not apply on the BRC.
GCOR 5.4.6 Display of Flags Within Current of Traffic (SUPERSEDES) - This rule does not apply on the BRC.

GCOR 5.4.8 Flag Location (APPLICATION)

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

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

GCOR 5.8.1 Ringing Engine Bell (ADDITION) Add the following bullets:

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

GCOR 5.8.4 Whistle Quiet Zone (ADDITION)

- Add the following bullet: Notified that automatic warning devices have an **Activation Failure**, are **Malfunctioning**, or are **Disabled**.

GCOR 5.8.4 Whistle Quiet Zone (APPLICATION)

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

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

GCOR 5.8.5 Silenced Whistle (SUPERSEDE) - This rule does not apply on the BRC.

5.11 Engine Identifying Number (APPLICATION)

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

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

GCOR 6.2 Initiating Movement (ADDITION)

Add the following bullet under initiating movement:

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

GCOR 6.2.2 Daily Operating Bulletin (ADDITION)

The Daily Operating Bulletin will be issued by the train dispatcher to deliver track bulletin restrictions (see GCOR 15.1 for various DOB Forms). Only one DOB will be in effect at a time, and will remain in effect until another DOB has been issued.

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

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

Train Dispatchers may add or remove individual restrictions from the DOB verbally. Once there are no exceptions to the DOB, the Train Dispatcher will advise that:

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

GCOR 6.2.3 RSSM (TIH) Shipment Handling (ADDITION)

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

Main Line Interchange:

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

Originating Trains:

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

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

Terminating Trains:

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

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

GCOR 6.3 Main Track Authorization (SUPERSEDE)

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

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

GCOR 6.3.1 Train Coordination (SUPERSEDE) - This rule does not apply on the BRC.
GCOR 6.6 Back Up Movements (SUPERSEDE) - This rule does not apply on the BRC.
GCOR 6.14 Restricted Limits (Supersede) - This rule does not apply on the BRC.
GCOR 6.15 Block Register Territory [BRT] (Supersede) - This rule does not apply on the BRC.

GCOR 6.21.1 Protection Against Defects (Addition)

Add the following:

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

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

GCOR 6.21.3 Track Obstruction / Unusual Condition (Supersede)

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

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

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

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

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

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

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

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

- Solid loaded bulk commodity train.
- Train consisting entirely of double-stack and/or articulated spine car intermodal equipment,
- Any train where emergency application occurs above 20 MPH, or
- Any train that is 5,000 tons or less.

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

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

GCOR 6.26 Use of Multiple Main Tracks (APPLICATION)

Main Track names and numbers are outlined in the BRC Linear Profile.

GCOR 6.32.2 Automatic Warning Devices (SUPERSEDE)

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

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

When notified of a crossing **Disabled**, **Activation Failure**, or is **Malfunctioning** comply with the following:

<table>
<tr><td colspan="3">When notified that Automatic Warning Devices have an Activation Failure, are Disabled, or have been Malfunctioning.</td></tr>
<tr><td>When notified the crossing is / has:</td><td>Action required:</td><td>Notes:</td></tr>
<tr><td>Activation Failure</td><td rowspan="2">STOP, before occupying the crossing. After a crew member is on the ground to warn highway traffic, proceed over the crossing as directed by the crew member, then proceed at normal speed.</td><td rowspan="2">Stop and provide warning even if gates are seen to be working.</td></tr>
<tr><td>Disabled</td></tr>
<tr><td>Malfunctioning</td><td>Stop before occupying the crossing.

After a crew member is on the ground to warn highway traffic, proceed over the crossing as directed by the crew member, then proceed at normal speed

Or

If devices are seen to be working, proceed over crossing at 15MPH (HER) then proceed at normal speed.</td><td></td></tr>
<tr><td>If crew communicates with a single equipped flagger before arrival at the crossing and the flagger can provide warning in one direction of approaching traffic.</td><td>Proceed 15 MPH (HER)

Then proceed at normal speed.</td><td>Single Flagger</td></tr>
<tr><td>If crew communicates with an equipped flagger before arrival at the crossing and the flagger(s) can provide warning in all directions of approaching traffic.</td><td>Proceed over the crossing at normal speed.</td><td>One or more Equipped Flaggers</td></tr>
<tr><td colspan="3">Equipped “Flagger” – See Item C Page 6-19 (GCOR 9th Edition).</td></tr>
<tr><td colspan="3">Trains will sound whistle per GCOR 5.8.2(7) regardless of a “Quiet Zone” when automatic warning devices are not working properly.</td></tr>
</table>

GCOR 6.32.3 Provide Warning for Adjacent Tracks (APPLICATION)

Change all references in rule from 250 feet to **500 feet.**

GCOR 6.32.4 Clear Crossing and Signal Circuits (APPLICATION)

Change all references in rule from 250 feet to **500 feet.**

GCOR 6.33 Flag-Person (NEW)

To protect contractor workers and/or equipment, a Flagman must be in possession of the current Daily Operating Bulletin, and all necessary personal protective equipment, including a hard hat. Before beginning work, a Flagman must conduct a job briefing with the contractor and a job briefing and communication check with the Train Dispatcher.

Other Than Main Track:

- On Other Than Main Track, protection must be afforded by the Flagman.
- When necessary, coordinate protection with the Yardmaster, or other employees responsible for directing train movement.

On Main Track:

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

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

A. **Entering Main Line Work Zone Limits (Flagman):**

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

A train, within the Flagman's limits at the time the limits take effect, must not make further movement unless instructed by the Flagman. A crew member must attempt to contact the Flagman to avoid delay, giving the train's location and track being used.

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

"Flagman using Form F Track Bulletin Number # _____, between MP ____ and MP____ on _____ Line."

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

If no speed is specified by the Flagman, trains will move at Restricted Speed through the limits (Head End Restriction.)
After communication with the train has been established, the Flagman will use the following format to grant a train permission to proceed through the Work Zone limits:

"**Engine Number** may enter the Flagman's Limits between MP _____ and MP_____ and proceed at (one of the following speeds), specifying route":

- Maximum Authorized Speed, unless otherwise restricted
- Restricted Speed

To require a train to stop at a designated location within the Flagman's limits, add the following:

- "Stop at MP and call for further instructions"

B. **Repeat of Instructions:**

A crew member must repeat the above instructions, and the employee giving the instructions must acknowledge them, before they can be followed.

Once instructions are received from the Flagman, if the track route changes from previous instructions received, contact the Flagman to determine that original instructions received are valid on new track route before proceeding on the new route.

The movement must not change direction in the limits, or re-start movement after stopping, without permission from the Flagman.

C. **Flagman Absent from Location:**

If unable to contact a Flagman at the prescribed milepost, a train may proceed through the specified limits on main track at Restricted Speed (Head End Restriction) after contacting the Train Dispatcher.
NOTE: This exemption DOES NOT APPLY if the Work Zone limits are protected by a Track Bulletin Form B.

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

GCOR 7.1 Switching Safely and Efficiently (ADDITION)

Clearance Point Markers are identified as being a reflective marker attached to the crosstie within the track gauge. In addition to reflective markers, 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 reflective marker when left on a track, moving equipment must stop short of the reflective marker and not proceed until the switch to the track is properly lined for movement off the track.



In the event there is no reflective marker (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.

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

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

GCOR 7.6 Securing Cars or Engines (ADDITION)

Hand brakes are required at all locations except on classification yard tracks at Clearing Yard that are equipped with inert/skate retarders. When practical, hand brakes must be applied sequentially, beginning at one end of the equipment. Brake sticks must be used as the primary method for applying and releasing hand brakes.

Equipment left unattended must be secured with handbrakes as follows:

- 1 Car – 1 handbrake.
- 2 cars – 2 handbrakes. (Exception: when setting out a car with a defective handbrake only one addition car with an effective handbrake is required.)
- 3 or more cars – 2 handbrakes, plus a sufficient number of additional handbrakes to secure the equipment that is to be left unattended.
- For equipment left unattended on a Hump Approach Track or on the Argo Industry Lead, the securement requirements listed below will apply.

East and West Hump Approach Tracks minimum handbrakes:

- **10 Handbrakes**

Argo Industrial Lead:

TONS	Minimum Number of Handbrakes	
≤ 1000	3	**ARGO INDUSTRIAL LEAD MINIMUM REQUIRED HANDBRAKE**
1000 – 1999	6	
2000 – 2999	8	
3000 – 3999	10	
4000 – 4999	13	
5000 – 5999	15	**Between West Sub Interlocking and Spilt-Rail Derail located at IHB overhead bridge**
6000 – 6999	18	
7000 – 7999	21	
8000 – 8999	23	

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 7.6.2 Key Train Securement Requirements (ADDITION)

Key trains or rail cars meeting the Key Train definition must not be left unattended on a main track or siding except when:

- Locomotive cab is properly secured & reverser is removed and secured.

In addition, before a Key Train or rail cars meeting the Key Train definition are left unattended on a main track or siding, the crew must provide (using radio) securement information to the train dispatcher.

- Number of handbrakes applied.
- Tonnage and length.
- Type of equipment.

GCOR 7.7 Kicking or Dropping Cars (SUPERSEDES)

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 is a minimum of two cars secured with Handbrakes in the track that cars will be kicked into.

GCOR 7.7.1 Gravity Switch Moves (SUPERSEDES) - Does not apply on the BRC.

GCOR 7.9 Switching Passenger or Occupied Outfit Cars (ADDITION)

When handling passenger cars on the BRC, cars are required to be handled independently, or as the rear car of the train.

EXCEPTIONS: Passenger cars can be handled with an assigned idler car.

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 8.3 Main Track Switches (ADDITION)

Add the following Bullet at the end of the rule.

- A crew member must confirm the position of each hand-operated main line switch with the train dispatcher.

GCOR 8.18 Variable Switches - Does not apply on the BRC.

GCOR 8.19 Automatic Switches - Does not apply on the BRC.

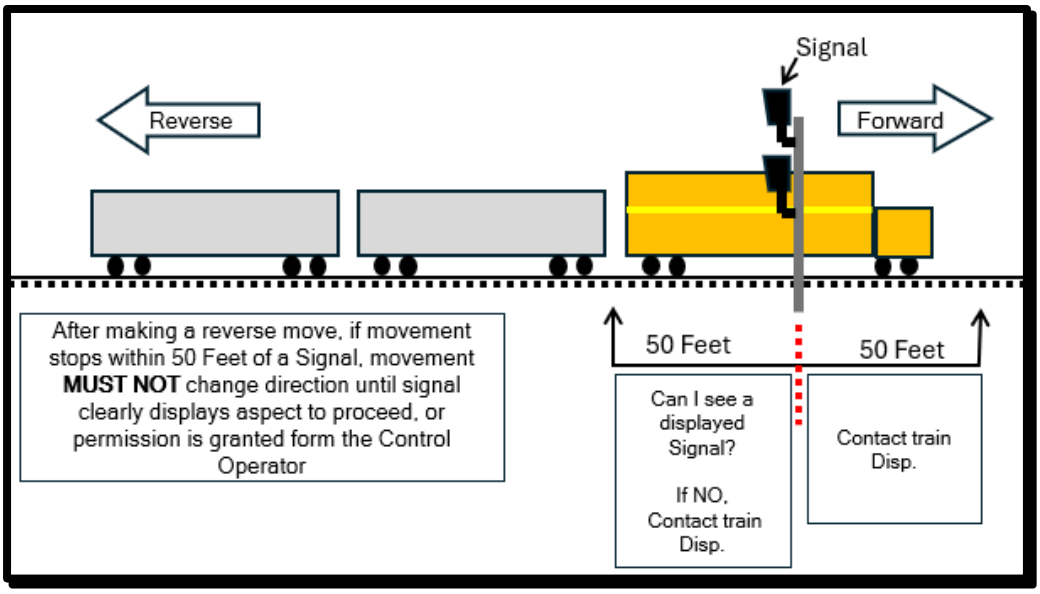
GCOR 9.1 Signal Aspects and Indications (ADDITION)

Speed signals are in effect on BRC Main Lines. Signal speed indications must not be interpreted as authorizing speeds greater than those specified in the Line Station Pages of the timetable, General Orders, or Track Bulletins.

When a conflict exists between a signal indication and any published speed restriction, the most restrictive (lowest) speed will govern.

GCOR 9.5.7 Movements Stopped Near Controlled Signals (NEW)

A train or engine stopped with the leading end of movement within one car length, or 50 feet, of a controlled signal must not change direction unless the signal clearly displays an aspect to proceed or permission is received from the Train Dispatcher. This requirement applies regardless of whether permission for multiple reverse movements was granted during the initial communication with the Control Operator.



GCOR 10.3 Track and Time (SUPERSEDES)

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

The train may use the track in either direction within the specified limits per signal indication until the limits are verbally released. When the limits, on either end of the authority within an interlocking, specify a switch, the movement may NOT occupy the switch designated.
Authority ends at the FOULING POINT of the switch.

A. Passing Signal Displaying STOP or STOP AND PROCEED Indication.

Trains granted Track and Time:

- After stopping at a signal displaying a STOP indication (SSI 9.1.1) Trains or Equipment must be granted verbal authority from the control operator to enter, trains must move at Restricted Speed.
- May pass a signal within the limits displaying a STOP AND PROCEED indication without stopping

B. Time Limits

When "Until Time" is specified:

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

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

Employees releasing Track and Time must state:

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

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

The employee releasing the Track and Time will then state:

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

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

In the event of an emergency in which the employee who was issued Track & Time cannot be contacted, the BRC Chief Engineer may authorize the release of Track & Time after verifying that it is safe to do so.

GCOR 11.0 Rules in ACS, ATC, and ATC Territories - Does not apply on the BRC.

GCOR 12.0 Rules Applicable in ATS Territory - Does not apply on the BRC.

GCOR 13.0 Rules Applicable in ACS Territory- Does not apply on the BRC.

GCOR 14.0 Rules Applicable in Track Warrant Control Territory- Does not apply on the BRC.

GCOR 15.1 Track Bulletins (ADDITION)

The BRC Uses a Daily Operating Bulletin (DOB) to deliver track bulletins. All Trains, Yard Assignments, and Roadway Workers must read and understand the current DOB.

The DOB will contain the following track bulletin forms:

- Form A – Speed Restrictions
- Form B – Protection of Men or Equipment
- Form C – Other Specific Instructions
- Form O – Track Out of Service
- Form X – Automatic Crossing Warning Device Malfunction

DOB Properties:

- Additions to the current DOB are permitted (GCOR 15.7)
- Deletions are permitted to the DOB (GCOR 15.13)
- Current DOB is in effect until the next one is issued.
- DOB does not grant authority to occupy the main track.

DOB Crew Requirements:

- Employees whose duties require must review and understand the entire DOB.
- Employees must verify they have a complete DOB.
- Employees must comply with all instructions or Requirements of the DOB and remind others of those requirements.
- Employees must possess a DOB, unless otherwise instructed by the Train Dispatcher

GCOR 16.0 Rules Applicable in Direct Traffic Control (DTC) - Does not apply on the BRC.

GCOR 17.0 Rules Applicable in Automatic Train Control (ATC) - Does not apply on the BRC.

GCOR 18.1 Positive Train Control Territory (ADDITION)

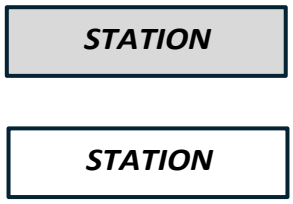
Trains will operate with PTC unless directed by proper authority.

PTC is in effect on the BRC Kenton and 59th Street Line, the following area is **PTC enforceable.**

- **MP 14.5 (Belt Junction Interlocking) and MP 16.0 (80th Street Interlocking).**
  The balance of the BRC Kenton and 59th Street Line are PTC **"Entry Track."**

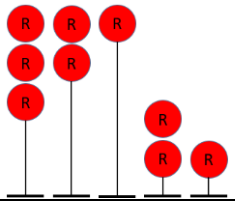
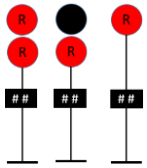
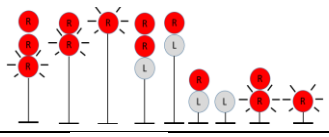
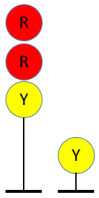
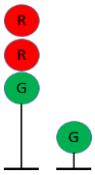
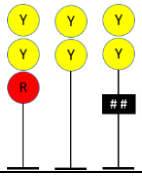
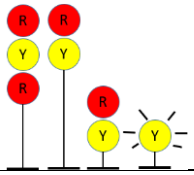
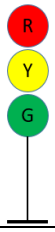
Foreign line trains operating with PTC, on or over BRC trackage, are governed by the provisions of BRC CORA Updates, and Track Bulletins, as issued by proper authority.

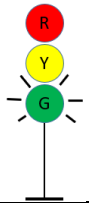
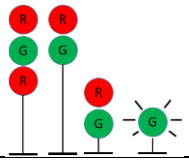
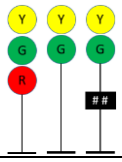
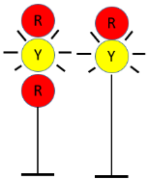
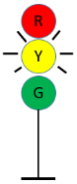
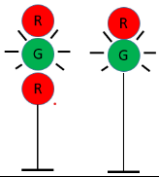
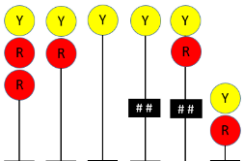
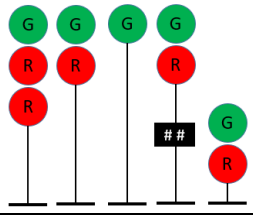
SECTION C 3 (BRC Signs and Signals)

SIGN	NAME	NOTES
	**Station Sign**	
	**Red Flag**	GCOR 5.4.7 Display of Red Flag
	**Stop Banner**	Used for Efficiency Testing to simulate on-track equipment where GCOR 6.27 & GCIOR 6.28 would apply
	**Whistle Sign**	Sound Whistle Signal 5.8.2 (7) for highway / pathway crossing
	**Departure Distance Marker**	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
	**Present Detection Begins**	Beyond the Present Detection Begins signs, the detection of equipment begins
	**Present Detection Ends**	Beyond the Present Detection Ends sign, the detection of equipment ends
Present Detection Signs: **Denotes that equipment solely within the signs cannot be detected**		

Limited Speed – 25 MPH **Medium Speed – 20 MPH** **Slow Speed – 15 MPH**

☼ - Indicates Flashing signal ## - Indicates Number Plate

Rule	Name	Aspect	Indication
9.1.1	Stop		Stop.
9.1.2	Stop and Proceed		Stop, and Proceed at Restricted Speed.
9.1.3	Restricting		Proceed at Restricted Speed.
9.1.4	Slow Approach		Slow Speed through turnouts, proceed prepared to stop at next signal.
9.1.5	Slow Clear		Slow Speed through turnouts, proceed.
9.1.6	Approach Slow		Proceed approaching next signal not exceeding Slow Speed.
9.1.7	Medium Approach		Medium Speed through turnouts, proceed to stop at next signal
9.1.8	Medium Approach Slow		Medium Speed through turnouts, proceed approaching next signal not exceeding Slow Speed

Rule	Name	Aspect	Indication
9.1.9	Medium Approach Medium		Medium Speed through turnouts, proceed approaching next signal not exceeding Medium Speed.
9.1.10	Medium Clear		Medium Speed through turnouts, proceed.
9.1.11	Approach Medium		Proceed approaching next signal not exceeding Medium Speed.
9.1.12	Limited Approach		Limited Speed through turnouts, proceed prepared to stop at next signal.
9.1.13	Limited Approach Medium		Limited Speed through turnouts, proceed approaching next signal not exceeding Medium Speed.
9.1.14	Limited Clear		Limited Speed through turnouts, Proceed.
9.1.15	Approach		Proceed prepared to stop at next signal.
9.1.16	Clear		Proceed.

SECTION C 4 (BRC Security Instructions)

Security Instructions

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

Security Alert Levels 1-4 have been established.

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

ALERT LEVEL	EMPLOYEE RESPONSIBILITIES
ALERT LEVEL 1 – NORMAL ACTIVITIES	**Remain vigilant for suspicious activities, trespassers, or vehicles on or near railroad property. Report suspicious activities to the BRC Police Department or the Train Dispatcher.**
ALERT LEVEL 2 – HEIGHTEN SECURITY AWARENESS	**When inspecting trains, increase vigilance and scrutiny of rail cars.**
ALERT LEVEL 3 – CREDIBLE THREAT OF ATTACK ON UNITED STATES OR THE RAILROAD IONDUSTRY	**Increased vigilance in checking employee and contactor identification.** **Increased inspections.**
ALERT LEVEL 4 – CONFIRMED THREAT OF ATTACK AGAINST THE US RAILROAD INDUSTRY OR ACTUAL ATTACK IN THE UNITED STATES	**crewmembers must identify themselves by employee identification badge when picking up outbound locomotives at service facilities.** **Do not leave unattended and unsecured locomotives on line without authority of the Train Dispatcher.**

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

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

BRC POLICE DEPARTMENT CONTACT INFORMATION

312-543-8269 (DAYS 0600 – 1800)

312- 543-3658 (NIGHTS 1800 – 0600)

SECTION C 5 (BRC Individual Line Station Pages & Linear Profile)

Milepost	Main Line Track Segments	Page
0.03 – 21.98	Kenton Line	26
0.00F – 5.29F	59th Street Line	39
Other Than Main Line Track Segments		
0.00S – 2.35S	South Chicago Industrial Lead	45
0.00E – 1.5E	Elsdon Industrial Lead	48

KENTON LINE

Milepost Location	Main Tracks	Method of Operation	STATIONS South ↓ North ↑	Rule 4.3	Siding Length (Feet)
0.01	2	C	CRAGIN	I, J	
3.1			14th STREET	I, J, X2,	
3.5			*22nd Street Yard*	Y	
5.6			HAWTHORNE	I, J, R, X	
6.6			LEMOYNE	I, J, R, X2	3057
8.3			55th STREET	I, X2	
10.0			67th STREET	I, X2, T	
11.4	5	T	EAST END SWITCHES	I, J, X2	
11.6			HAYFORD	I, J, R, X2	
12.4	4		*Rockwell Yard*	Y	
13.0			WESTERN AVE	I, J, X2	
13.5	2		CP – PECK	I, J	
14.3	3		BELT JUNCTION	I, J, X2	
15.8	2	C	80th STREET	I, J, X2	
16.8			87th STREET	I, Y	
19.5			PULLMAN JUNCTION	I, J, R, X2	11,500
21.4			ROCK ISLAND JUNCTION	I, J, X2, Y	
21.87	1		***CP – 509*** ***NS Chicago Disp***	I	

Special Instructions

Method of Operation is CTC on the Following Tracks

- Wabash Lead & South Running Track
- MT 3 (Belt Jct – 80th St.)
- 3rd Rail Siding

Method of Operation GCOR 6.28

- 22nd Street Yard
- C&A Siding
- Rockwell Yard
- 87th St Yard
- Commercial Ave. Yard

FRA Excepted Track (GCOR 6.12 Applies)

- 87th Street Yard

Maximum Authorized Speed: 25 MPH
LIMITED SPEED.....25 MPH
MEDIUM SPEED.....20 MPH
SLOW SPEED.....15 MPH

Speed Restrictions:

Cragin to Rock Island
.....25 MPH
14th Street North Crossover
..... 15 MPH
MT 2 to CN Connection - Hawthorne
..... 15 MPH
7 Lead Connection to CSX at Hayford
..... 15 MPH
Wabash Lead & South Running Track
..... 25 MPH
Passenger Trains through Belt Junction
.....30 MPH
NS Stack track
.....15 MPH
NS Connection 80th St. (11 XO)
.....10 MPH
3rd Rail Siding (Controlled Track)
.....20 MPH
Crossover RI Jct
..... 20 MPH
NS CNX between RI Jct & NS CP 509
.....20 MPH
For speed at NS CP509 see NS CORA Section.

KENTON LINE INSTRUCTIONS:

MAXIMUM GROSS WEIGHT OF CAR – 143 TONS

Employers are cautioned about close clearance noted below:

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

PTC (Positive Train Control)

The Kenton Line is mapped out for PTC.

The following locations are **PTC Enforceable.**

- **Belt Junction Interlocking.**
- **80th Street Interlocking**

The balance of the Kenton Line PTC is considered "**Entry Track**" only.

LOCATION OF DERAILS:

Tie Energy Ind- 263 (2) North and South End of track equipped

Rockwell Yard (2) located at the South End at the 1-2 Switch and on the Lead

Location Where GCOR 15.4 Applies (mitigate against "Rusty Rail" conditions).

The following tracks will not be utilized without a signal maintainer in place or authorized for use by a Signal Department Manager. Once authorized, BRC Train Dispatcher will apply blocking device in TMDS and will remain until movement reports clear.

Hawthorne Interlocking	**Western Ave Interlocking**	**Pullman Junction Interlocking**
• CAN WYE • WOBBLEY WYE	• Movements to and from Landers Yard over the 85 Switch	• NS Version Lead

Highway/ Rail Grade Crossings – Kenton Line

Milepost	Crossing Name	Physical Location	911	Whistle
6.58	**Canal Bank rd.** (PVT)	**4203 S. Cicero Ave**		N
7.9	**Archer Avenue**	**5264 S. Archer Ave**	**X**	**Y**
8.4	**55th Street** (55th & Kenton)	**4579 W. 55th Street**	**X**	N
8.9	**59th Street**	**4598 W. 59th Street**	**X**	N
9.4	**63rd Street** (Kenton Line)	**4598 W. 63rd Street**	**X**	N
9.9	**67th Street**	**4600 W. Marquette Road**	**X**	N
12.9	**Columbus Avenue** (SW Hwy)	**2599 W. Columbus Avenue**	**X**	**Y**
GCOR Rule 5.8.4, **Whistle Quiet Zone**, applies at all crossings on the Kenton Line, except sound whistle signal 5.8.2 (7) at **Archer Avenue, MP 7.9 & Columbus Ave, MP 12.9.**				

Kenton Line

Rules in Effect: **CTC**

Dispatcher: **BRC North**

Radio Channel: **039-039**

Milepost:

MP 0.00 – MP 2.00

Speed Restrictions:

Main Line (1 & 2): 25 MPH

Other Than Main Line: 10 MPH (Rule 6.28 applies)

Notes:

Crews are prohibited from riding side of equipment between MP 0.13 and MP 6.70 account of close clearance of bridge girders on both mains

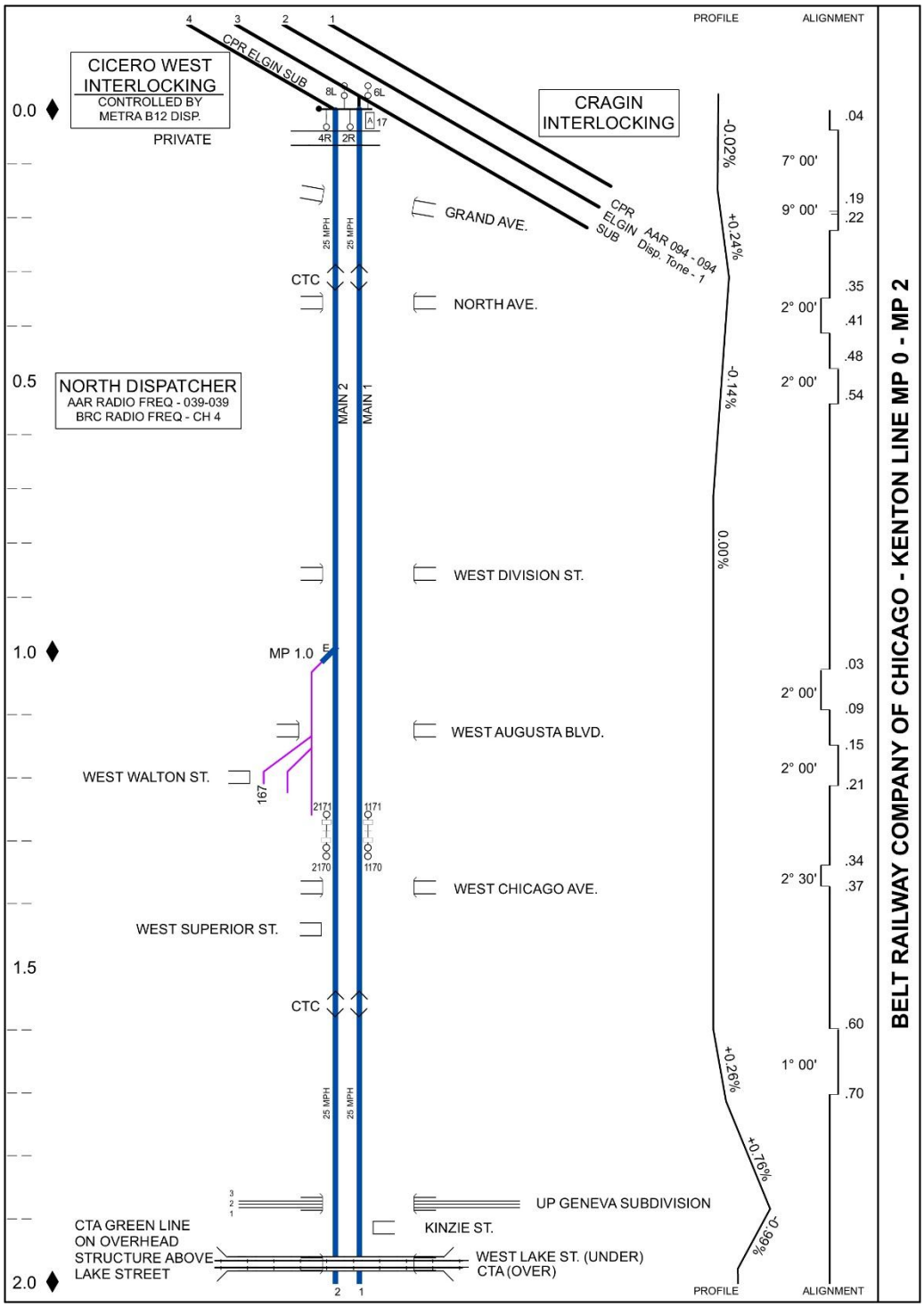
CP Elgin Dispatcher:

Channel: 094-094

Phone: (612) 904-5834

Crew Change Location:

1750 North Kilbourn Ave Chicago, IL



Kenton Line

Rules in Effect: **CTC**

Dispatcher: **BRC North**

Radio Channel: **039-039**

Milepost:

MP 2.00 – MP 4.00

Speed Restrictions:

Main Line (1 & 2): 25 MPH

14th Street Crossovers: 15 MPH

Other Than Main Line: 10 MPH
(Rule 6.28 applies)

Notes:

Crews are prohibited from riding side of equipment between MP 0.13 and MP 6.70 account of close clearance of bridge girders on both mains.

22nd Street Yard:

BRC North Dispatcher must be contacted for yarding Instructions

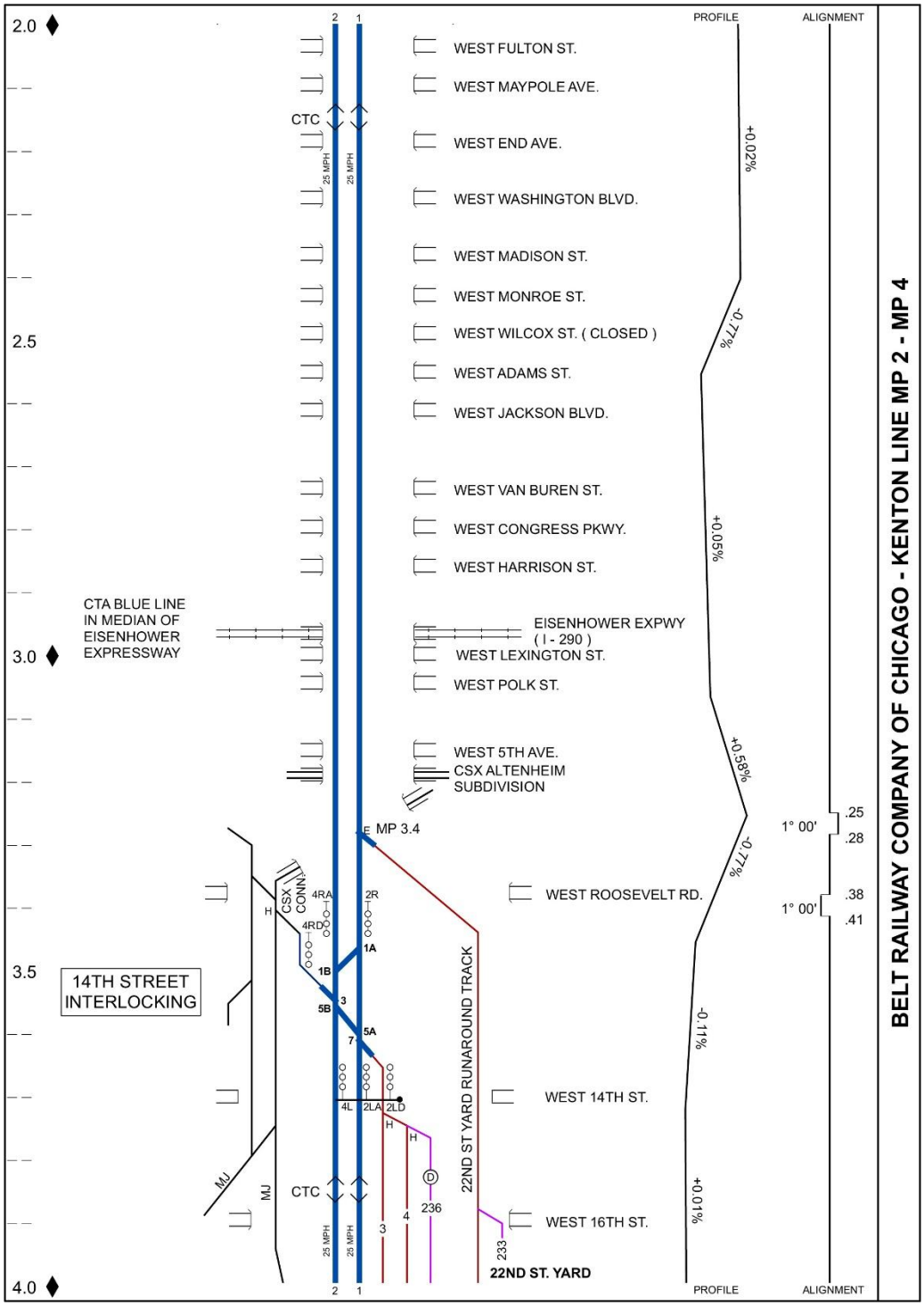
Derails are located on North & South end of 5 Track (Ind 236).

Derails are also located on the Lead at the South end of the 22nd Street Yard.

Crews setting out equipment are to advise the Dispatcher of head and rear car numbers left in each track.

Crew Change Location:

4535 West Roosevelt Road, Chicago, IL



Kenton Line

Rules in Effect: **CTC**

Dispatcher: **BRC North**

Radio Channel: **039-039**

Milepost:

MP 4.00 – MP 6.00

Speed Restrictions:

Main Line (1 & 2): 25 MPH

Hawthorne Cross-Over: 25 MPH

Hawthorne Wyes: 10 MPH

MT 2 to CN Connection: 15 MPH

Notes: Crews are prohibited from riding side of equipment between MP 0.13 and MP 6.70 account of close clearance of bridge girders on both mains.

22nd Street Yard

Derails are located on North & South end of 5 Track (Ind 236). Also located on the yard lead & Run-Around tk at the south end.

BNSF East-End Tower:

Channel: 070 – 070

Phone: (708) 924-5528

Hawthorne Yard:

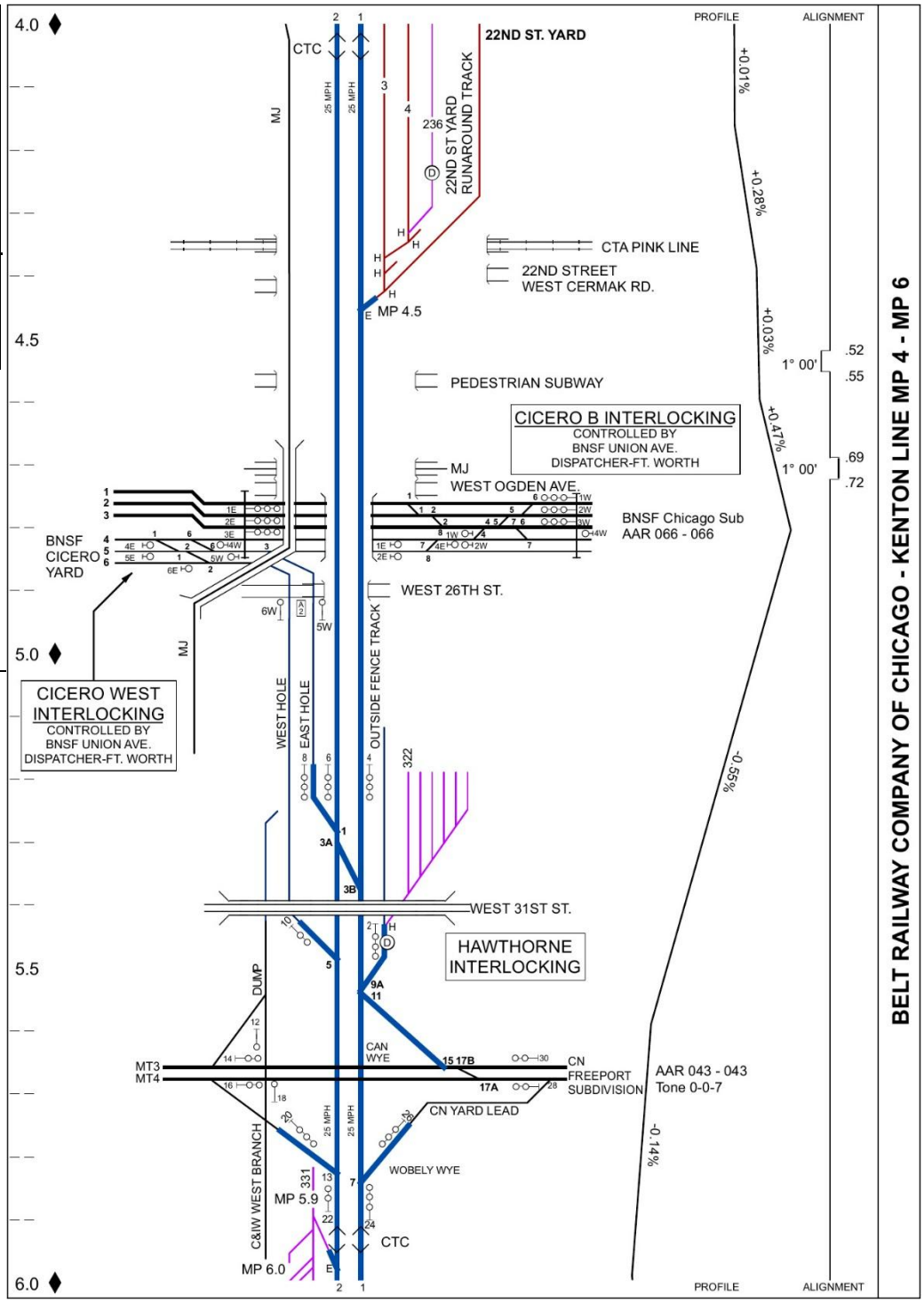
Channel: 043 – 043

Phone (708) 332-3171

Crew Change Locations:

4539 W 31st St. Chicago, IL
(Best Foods Ind - 322)

3298 S. Kostner Ave Chicago, IL
(Hawthorne Diamond)



Kenton Line

Rules in Effect: **CTC**

Dispatcher: **BRC North**

Radio Channel: **039-039**

Milepost:

MP 6.00 – MP 8.00

Speed Restrictions:

Main Line (1 & 2): 25 MPH

Le Moyne Cross-Overs: 25 MPH

55th Street Cross-Over: 25 MPH
(MP 7.9)

Other Than Main Line: 10 MPH
(Rule 6.28 applies)

Notes:

Crews are prohibited from riding side of equipment between MP 0.13 and MP 6.70 account of close clearance of bridge girders on both mains.

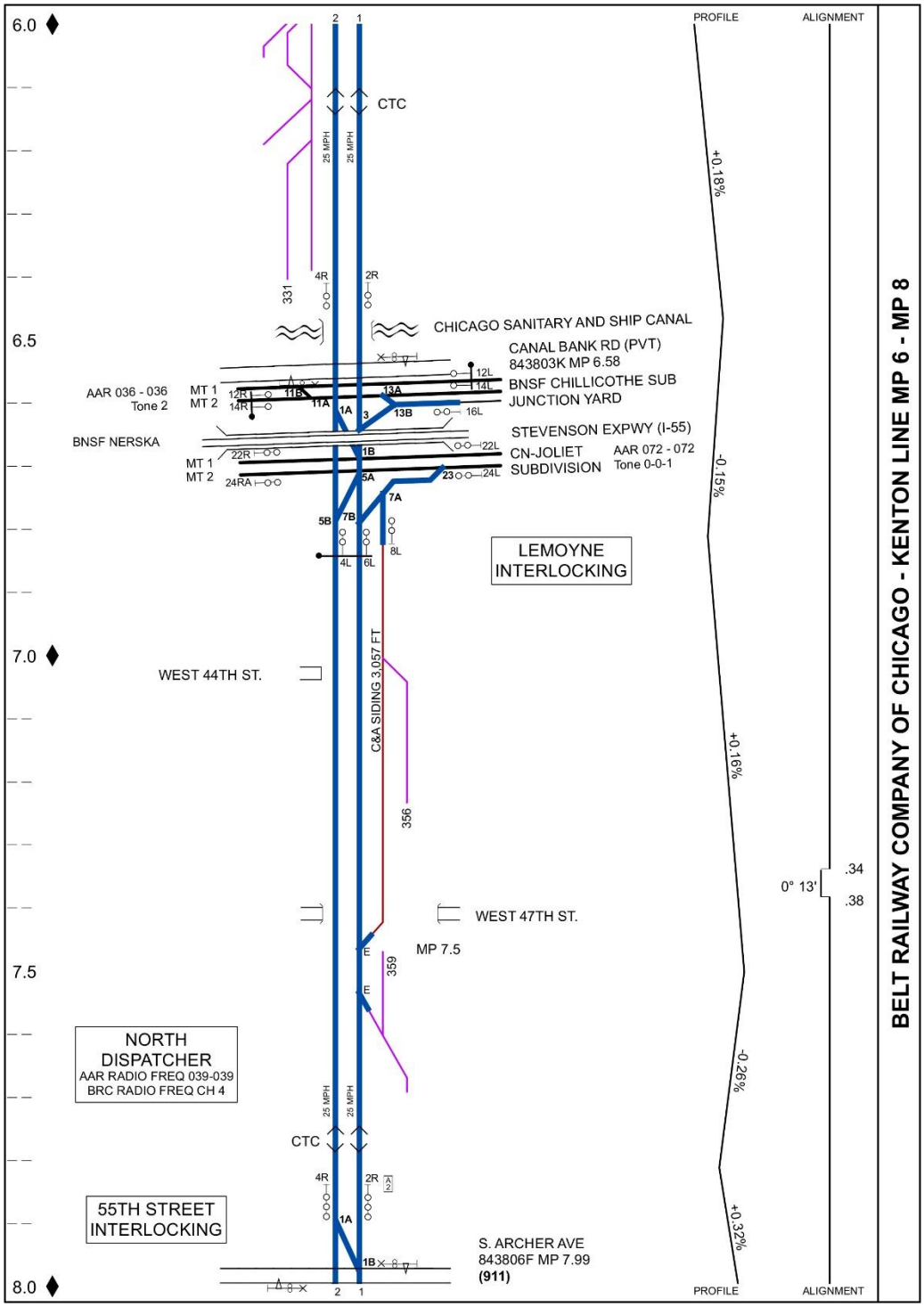
C & A Siding: 3,057 Ft.
(Rule 6.28)

Whistle must be sounded at:
Archer Ave. GCOR Rule 5.8.2 (7)

911 Crossing-Emergency Comm.

Trains stopped or anticipated to be obstructing these crossings for more than 10 minutes, must notify the train dispatcher immediately. Once train is clear of the crossing(s), Train Dispatcher needs to be informed.

911 Crossing:
Archer Ave (MP 7.99)



Kenton Line

Rules in Effect: **CTC**

Dispatcher: **BRC North**
(South of 55th Street Int.) **BRC South**

Radio Channel: **039-039**
(South of 55th Street Int.) **026-026**

Milepost:

MP 8.00 – MP 10.00

Speed Restrictions:

Main Line (1 & 2):	25 MPH
55th Street Cross-Over: (MP 8.45)	25 MPH
Kenton to 59th St Line:	25 MPH
67th Street Cross-Over:	25 MPH
Other Than Main Line: (Rule 6.28 applies)	10 MPH

Notes:

Prior to entering 67th Street Wye, permission must be obtained from the BRC West-Yardmaster on channel 018-018

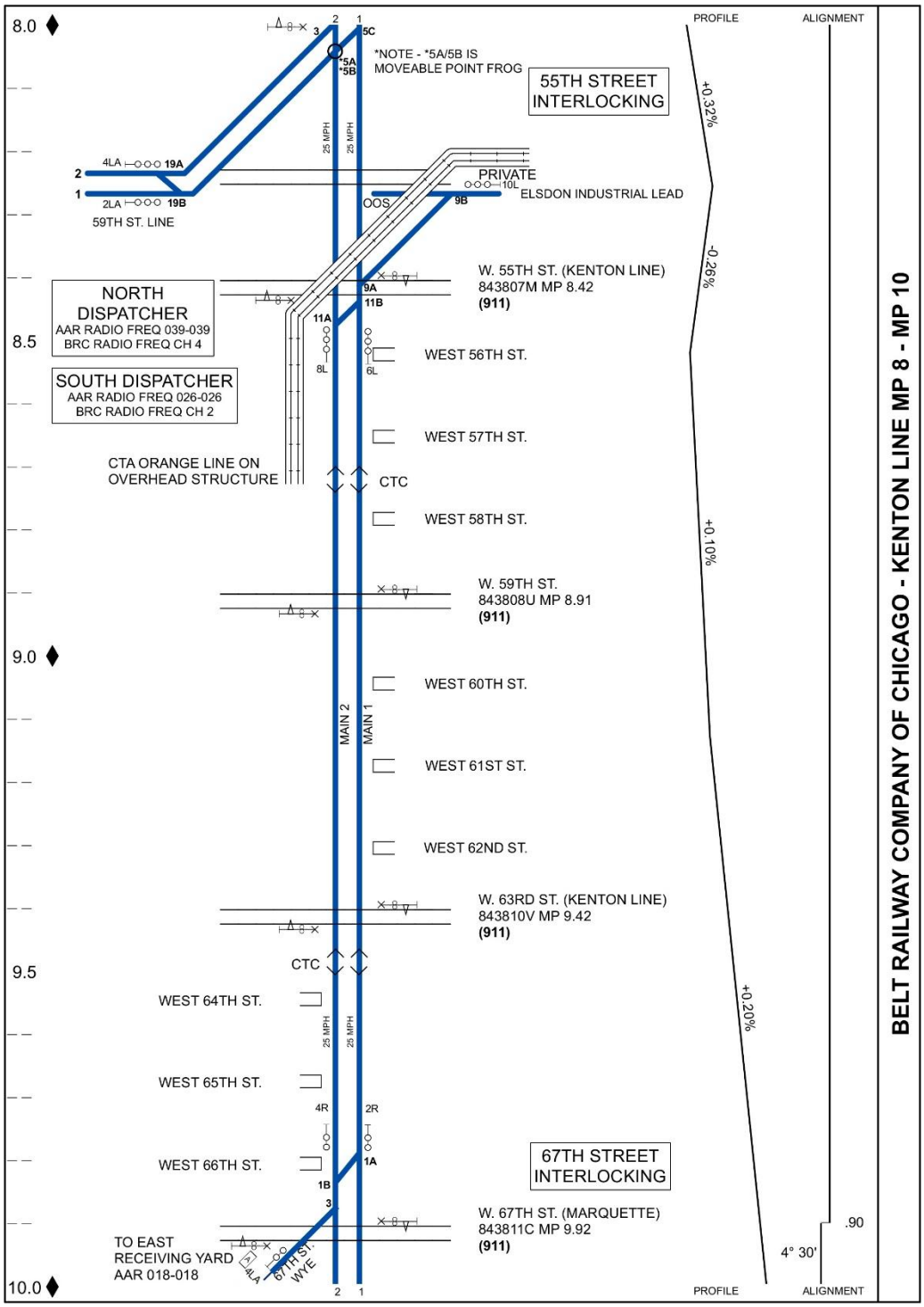
Whistle must be sounded at:
Archer Ave. GCOR Rule 5.8.2 (7)

911 Crossing-Emergency Comm.

Trains stopped or anticipated to be obstructing these crossings for more than 10 minutes, must notify the train dispatcher immediately. Once train is clear of the crossing(s), Train Dispatcher needs to be informed.

911 Crossings:

55th Street	(MP 8.4)
59th Street	(MP 8.9)
63rd Street	(MP 9.4)
67th Street	(MP 9.9)



Kenton Line

Rules in Effect: **CTC**

Dispatcher: **BRC South**

Radio Channel: **026-026**

Milepost:

MP 10.00 – MP 12.00

Speed Restrictions:

Main Line (1 & 2):	25 MPH
South Running Track:	25 MPH
Wabash Lead:	25 MPH
East-End Crossovers:	25 MPH
CSX Connection: (Hayford-Elsdon Wye)	15 MPH
Other Than Main Line: (Rule 6.28 applies)	10 MPH

Notes:

Prior to entering 67th Street or 68th Street Wye, permission must be obtained from the BRC West- Yardmaster on channel 018-018

East-End Switches:
Contact West Yardmaster on channel 018-018 for Leads 1 thru 2

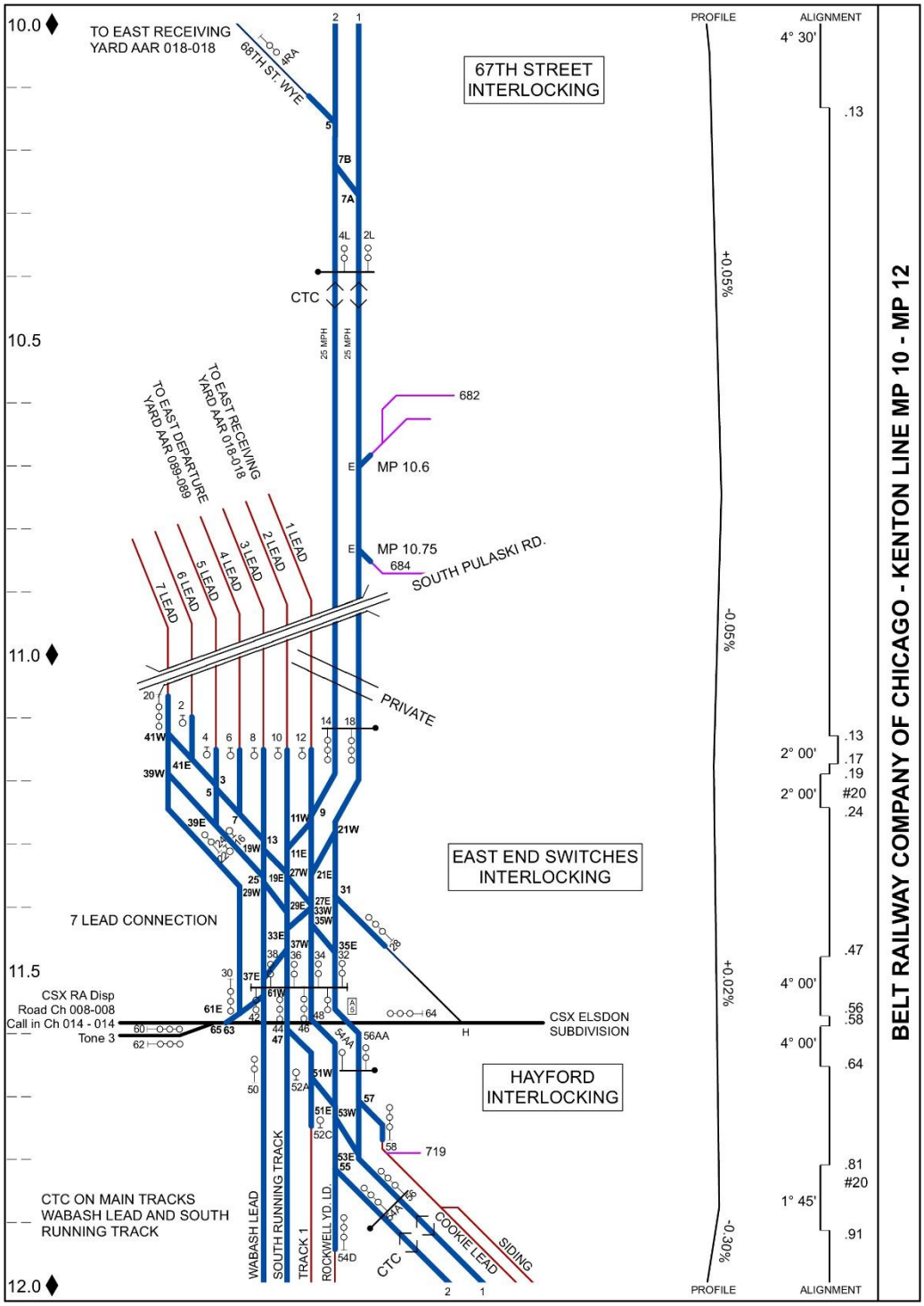
Contact East Yardmaster on channel 089-089 for Leads 3 through 7

Rockwell Yard:
All tracks within Rockwell Yard (1- 14) Rule 6.28 Applies.

6 Axle units, 5 MPH through turnouts on tracks 2-14.

Crew Change Locations:

6900 S., Kostner Ave Chicago, IL (67th St. Interlocking south end)



Kenton Line

Rules in Effect: **CTC**

Dispatcher: **BRC South**

Radio Channel: **026-026**

Milepost:

MP 12.00 – MP 14.00

Speed Restrictions:

Main Line (1 & 2):	25 MPH
South Running Track	25 MPH
Wabash Lead	25 MPH
Western Ave. Cross-Over	25 MPH
Other Than Main Line: (Rule 6.28 applies)	10 MPH

Notes:

Rockwell Yard:

Derails (2) are located at the south end of Rockwell Yard on Track 1 & 2 Lead and the on the yard lead at the 3 switch.

All tracks within Rockwell Yard (1- 14) Rule 6.28 Applies.

6 Axle units, 5 MPH through turnouts on tracks 2-14.

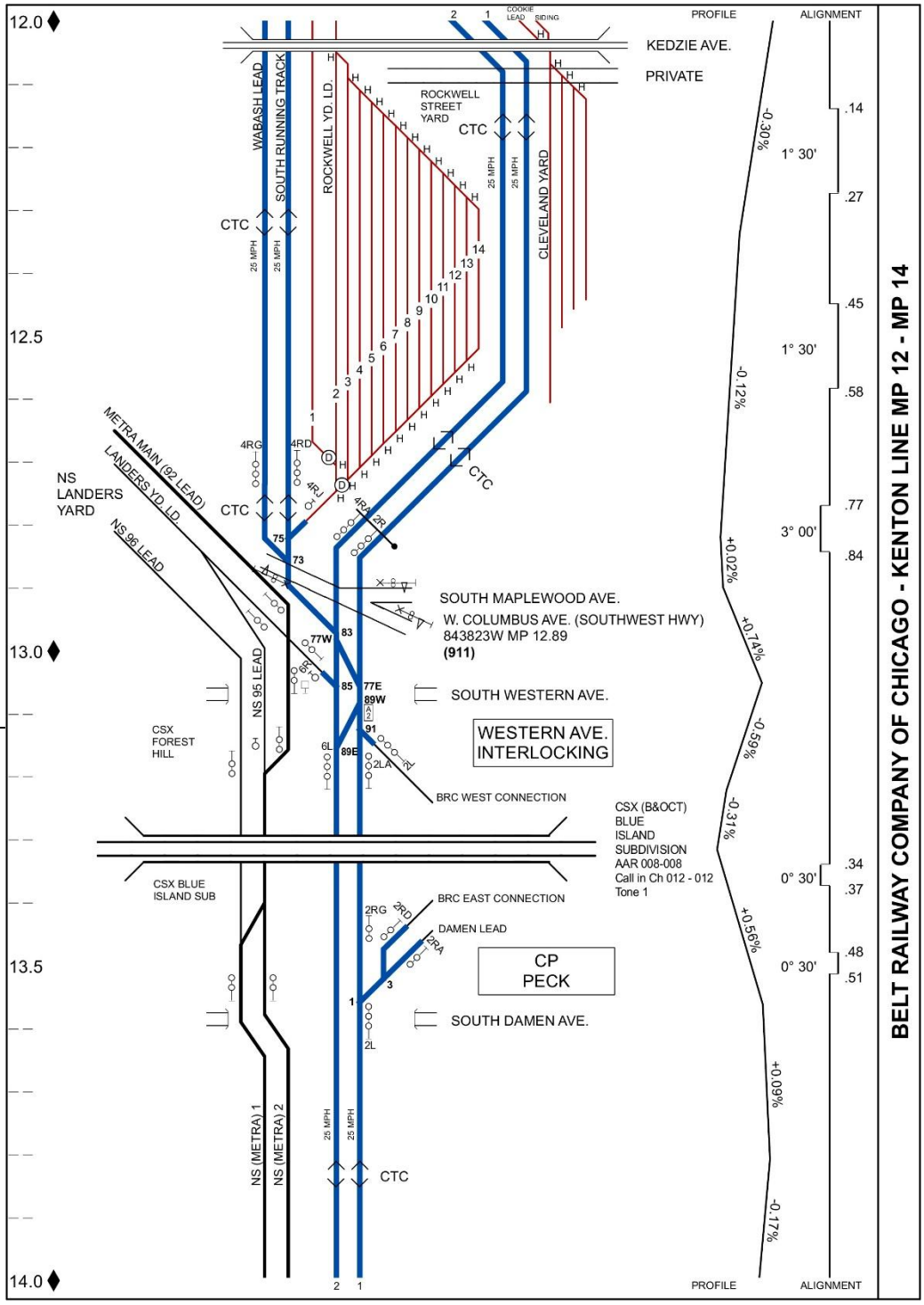
Norfolk Southern - Landers Yard:
channel: 022-022
Phone: (773) 470-4131

CSX RB Disp:
Phone: (904) 381-5271

Whistle must be sounded at:
Columbus Hwy GCOR Rule 5.8.2 (7)

911 Crossings:
Columbus Ave. (SW HWY) MP 12.9

Crew Change Location:
RKWL North Entrance
7355 S. Kedzie Ave Chicago, IL
RKWL South Entrance
2550 W. Columbus Ave Chicago, IL



Kenton Line

Rules in Effect: **CTC**

Dispatcher: **BRC South**

Radio Channel: **026-026**

Milepost:

MP 14.00 – MP 16.00

Speed Restrictions:

Main Line (1, 2 & 3):	25 MPH
Belt Jct Cross-Over (Freight)	25 MPH
Belt Jct Cross-Over (Psgr)	30 MPH
80th St. Crossovers:	25 MPH
NS Conn. To CWI #1	10 MPH
NS Stack Track	15 MPH
NS CNX - 11XO (MP15.9)	10 MPH
Turnouts to UPRR	25 MPH

Other Than Main Line: 10 MPH
(Rule 6.28 applies)

Notes:

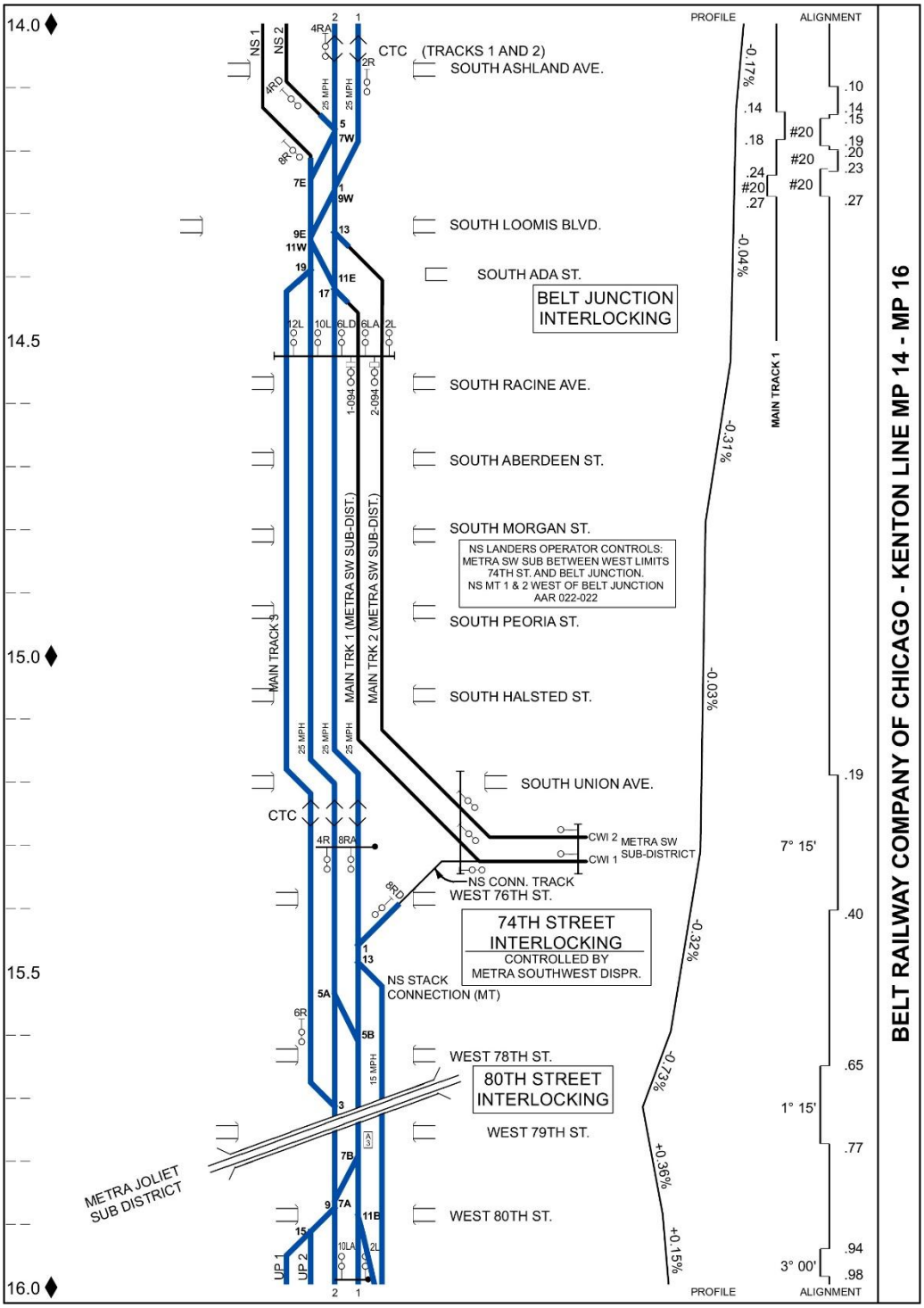
Norfolk Southern - Landers Yard:
channel: 022-022
Phone: (773) 470-4131

NS Chicago Dist. Disp:
Channel: 076 – 076 (Tone 922)

Crew Change Location:
Belt Jct (North end)
7439 S. Ashland Chicago, IL

Belt Jct (South end)
7444 S ADA St. Chicago, IL

80th St. Interlocking
7424 South Lowe Ave, Chicago, IL
(Note: Road dead ends – drive under overpass and continue southwards over CWI)



Kenton Line

Rules in Effect: **CTC**

Dispatcher: **BRC South**

Radio Channel: **026-026**

Milepost:

MP 16.00 – MP 18.00

Speed Restrictions:

Main Line (1 & 2): 25 MPH

3rd Rail Siding 20 MPH

Other Than Main Line: 10 MPH
(Rule 6.28 applies)

Notes:

3rd Rail Siding Length: 11,500 Ft.

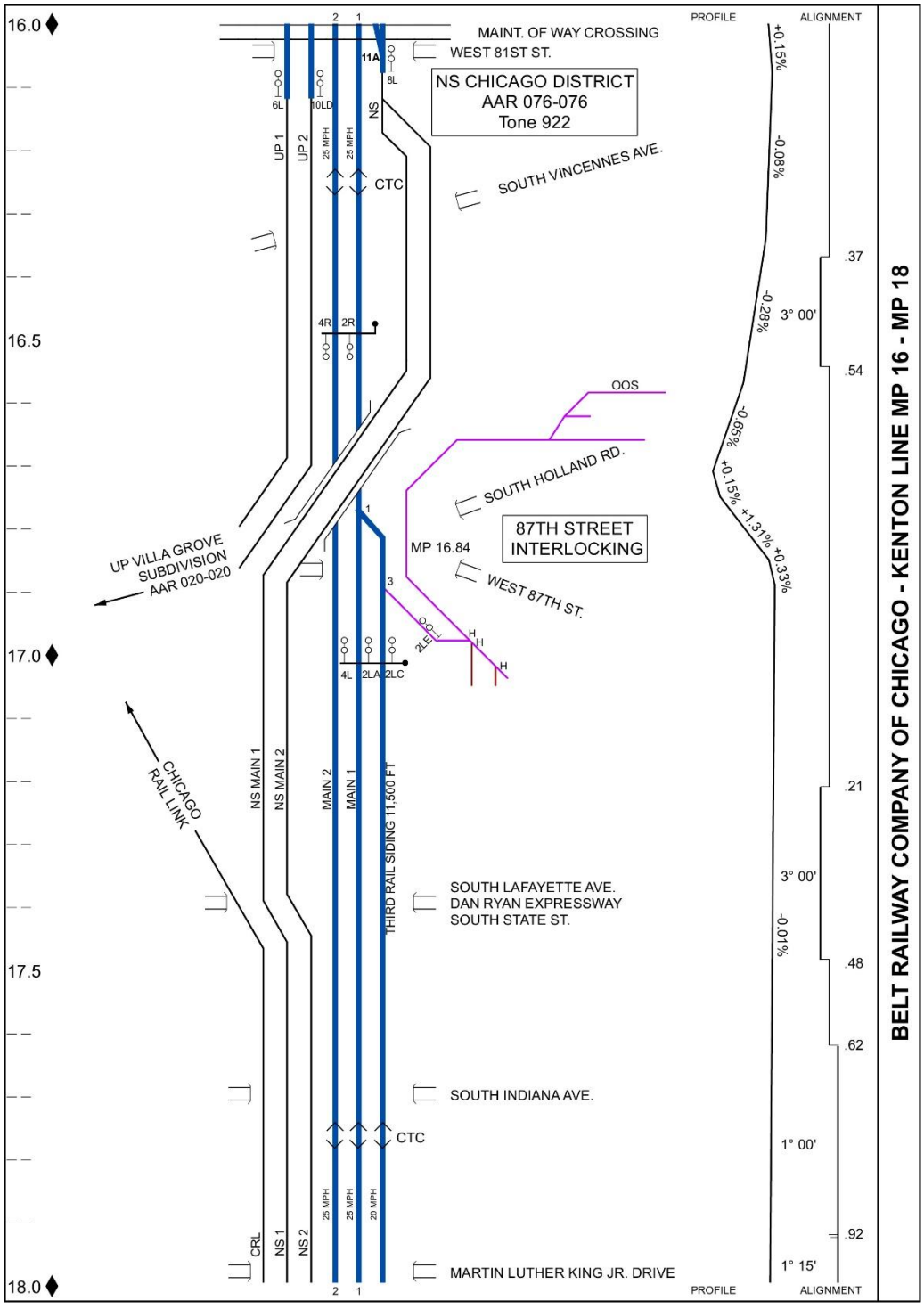
87th Street Yard:
(FRA Expected Track – Rule 6.12)

87th Street Yard (Rule 6.12 applies)

Crew Change Location:

(Vehicle Access)

87th St (North end 3rd Rail) 235
W. 87th St. Chicago, IL



Kenton Line

Rules in Effect: **CTC**

Dispatcher: **BRC South**

Radio Channel: **026-026**

Milepost:

MP 18.00 – MP 20.00

Speed Restrictions:

Main Line (1 & 2):	25 MPH
3rd Rail Siding	20 MPH
Pullman Jct. Cross-over	25 MPH
NS Connection (Pullman)	10 MPH

Other Than Main Line: 10 MPH
(Rule 6.28 applies)

Notes:

3rd Rail Siding Length: 11,500 Ft.

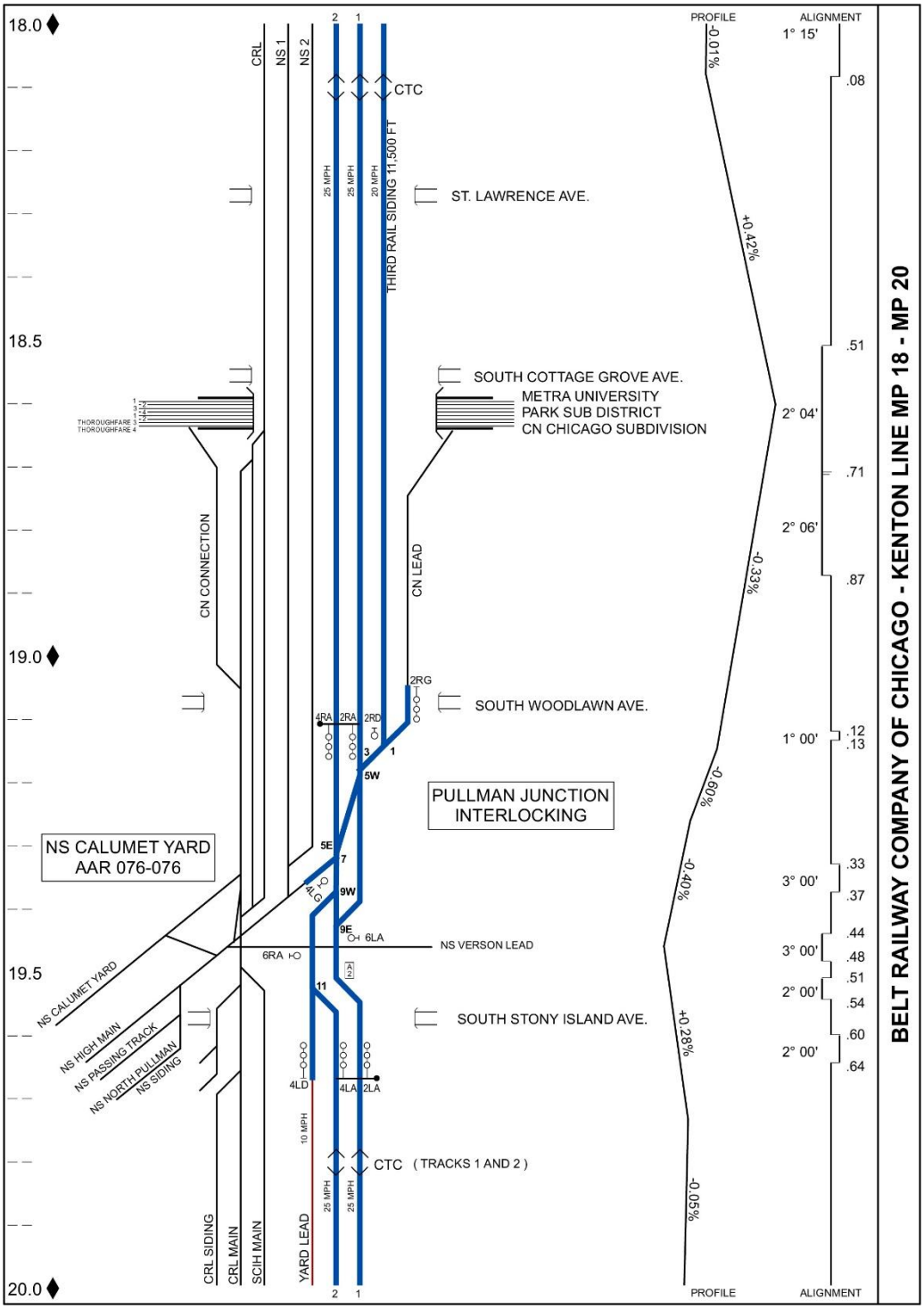
Norfolk Southern – Calumet Yard
Phone: (773) 449-6399
Channel: 076 - 076

NS Chicago District Disp.
Channel: 076-076 (Tone 922)

Crew Change Location:

Pullman Jct.
1400 East 95th St., Chicago, IL

Commercial Yd (North End)
9355 S. East End Ave Chicago, IL
(Locked gate)



Kenton Line

Rules in Effect: **CTC**

Dispatcher: **BRC South**

Radio Channel: **026-026**

Milepost:

MP 20.00 – MP 21.9

Speed Restrictions:

Main Line (1 & 2): 25 MPH

NS Connection: 20 MPH
(Rock Island Jct. to CP 509)

Rock Island Crossovers: 20 MPH

Other Than Main Line: 10 MPH
(Rule 6.28 applies)

Notes:

Commercial Avenue Yard

BRC South Dispatcher must be contacted for yarding instruction.

Main Track 2:

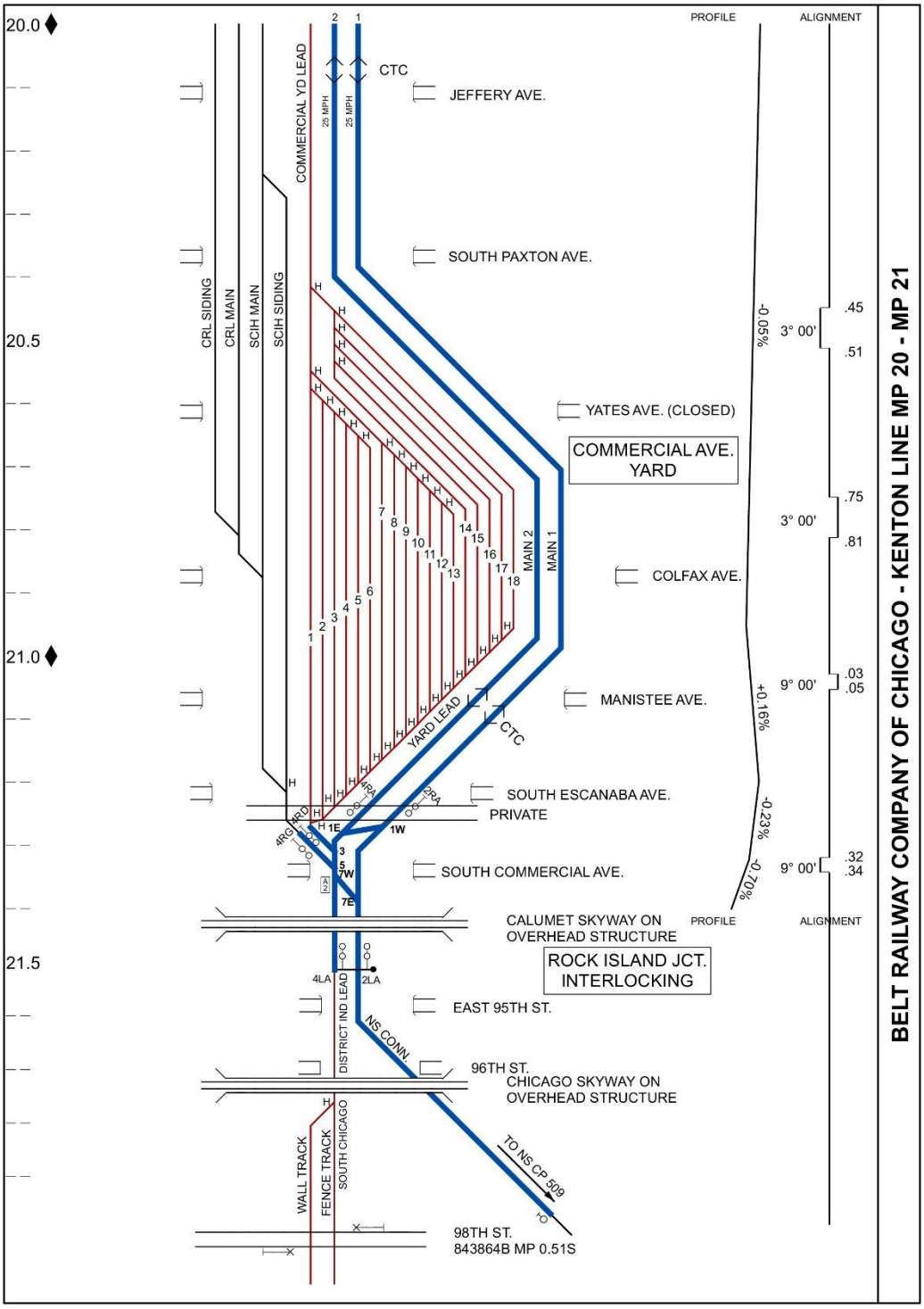
- Southbound trains holding at RI Jct. need to stay clear of 17/18 COMM Yd switch by at least 200 feet when train length permits.

NS Chicago Dispatcher:
Channel: 046 – 046 (Tone 643)
Phone: (470) 463 – 1109

CRL Radio Chanel 055 - 055

South Chicago Industry Lead:
BRC South Dispatcher must be contacted for permission to occupy.

Crew Change Location:
Rock Island Jct (Commercial Yd)
9414 S. Commercial Ave., Chicago, IL



59th STREET LINE

Milepost Location	Main Tracks	Method of Operation	STATIONS (South ⬇ / North ⬆)	Rule 4.3	Siding
0.0 F	2	C	55th Street	I, X2	
4.3 F		T	65th Street	I, X	
4.98 F		C	West Sub	I, J, X2	
5.29F	0	GCOR 6.28	Clearing Yard	G, T, Y	

Special Instructions:

Method of Operation is CTC on the Following Tracks

- **North & South Blue Island Lead**
- **North & South Proviso Leads**

Method of Operation GCOR 6.28

- **Argo Industry Lead**

FRA Excepted Track (GCOR 6.12) – None

Maximum Authorized Speed:…….25 Mph

LIMITED SPEED……25 Mph

MEDIUM SPEED……20 Mph

SLOW SPEED……15 Mph

Speed Restrictions:

Crossover at MP 0.35F……..20 Mph
North Blue Island Lead …… 20 Mph
South Blue Island Lead……20 Mph
North Proviso Lead ……10 Mph
South Proviso Lead ……10 Mph

59th LINE SPECIAL INSTRUCTIONS:

MAXIMUM GROSS WEIGHT OF CAR – 143 TONS

CLEARANCE RESTRICTIONS: - None

PTC (Positive Train Control)

The 59th Street Line is mapped out for PTC.

The following locations are **PTC Enforceable.**

- None

The 59th Street Line PTC is considered **"Entry Track"** only.

IHB INDUSTRIAL TRACK (MP 3.1 F)

The IHB Connection Switch Located at MP 3.18F on MT 2 is 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 movement is complete, the BRC North Dispatcher will make arrangements to have the switch restored for movement on BRC MT 2.

INBOUND TRAINS TO CLEARING YARD

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

Outbound Trains from West Departure Yard

Trains departing the BRC West Departure yard via the **Cabbage Patch Lead** or the **High Side Lead** may increase speed to 20 MPH once the hind end of their train has passed the **DEPARTURE DISTANCE MARKER** sign (see page 22 for example of sign)

Highway/ Rail Grade Crossings – 59th Street Line

Milepost	Crossing Name	Physical Location	911	Whistle (GCOR 5.8.2)
0.92F	**LARAMIE AVENUE**	5398 S. Laramie Avenue		N
1.07F	**LOCKWOOD AVENUE**	5372 S. Lockwood Avenue		N
1.21F	**LONG AVENUE**	5382 S. Long Avenue		N
1.50F	**CENTRAL AVENUE**	5384 S. Central Avenue	**X**	N
1.69F	**55th STREET** (59th STREET LINE)	5632 W. 55th Street (55th Street and Parkside)	**X**	N
2.48F	**AUSTIN AVENUE**	5966 S. Austin Avenue	**X**	N
2.99F	**NARRAGANSETT**	5932 S. Narragansett Avenue	**X**	N
4.20F	**63rd STREET** (59th STREET LINE)	7156 W. 63rd Street (63rd Street and Harlem Ave)	**X**	N
4.40F	**65th STREET**	7294 W. 65th Street		N
GCOR Rule 5.8.4, **Whistle Quiet Zone**, applies at all crossings on the 59th Street Line.				

59th Street Line

Rules in Effect: **CTC**

Dispatcher: **BRC North**

Radio Channel: **039-039**

Milepost:

MP 0.00F – 2.00F

Speed Restrictions:

Main Line (1 & 2):	25 MPH
59th St. Line to Kenton	25 MPH
Cross-over at MP 0.35F	20 MPH
Other Than Main Line: (Rule 6.28 applies)	10 MPH

Notes:

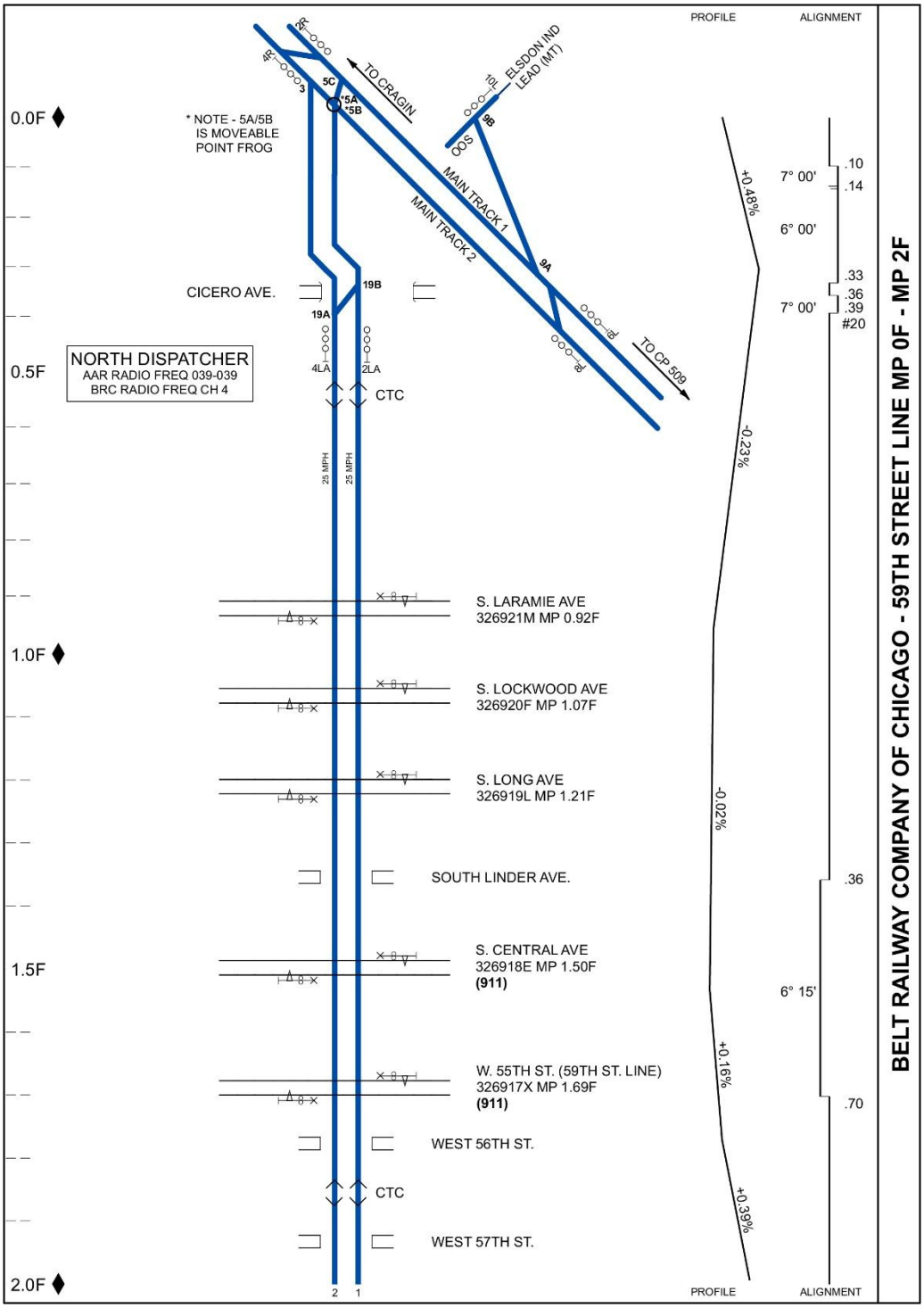
BRC South Dispatcher begins south of 55th Street Interlocking on the Kenton Line is on channel 026-026.

911 Crossing-Emergency Comm.

Trains stopped or anticipated to be obstructing these crossings for more than 10 minutes, must notify the train dispatcher immediately. Once train is clear of the crossing(s), Train Dispatcher needs to be informed.

911 Crossing:

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



59th Street Line

Rules in Effect: **CTC**

Dispatcher: **BRC North**

Radio Channel: **039-039**

Milepost:

MP 2.00F – 4.00F

Speed Restrictions:

Main Line (1 & 2): 25 MPH

IHB Connection Track (MP 3.18F) 10 MPH

Other Than Main Line: 10 MPH
(Rule 6.28 applies)

Notes:

IHB Argo Industry Track

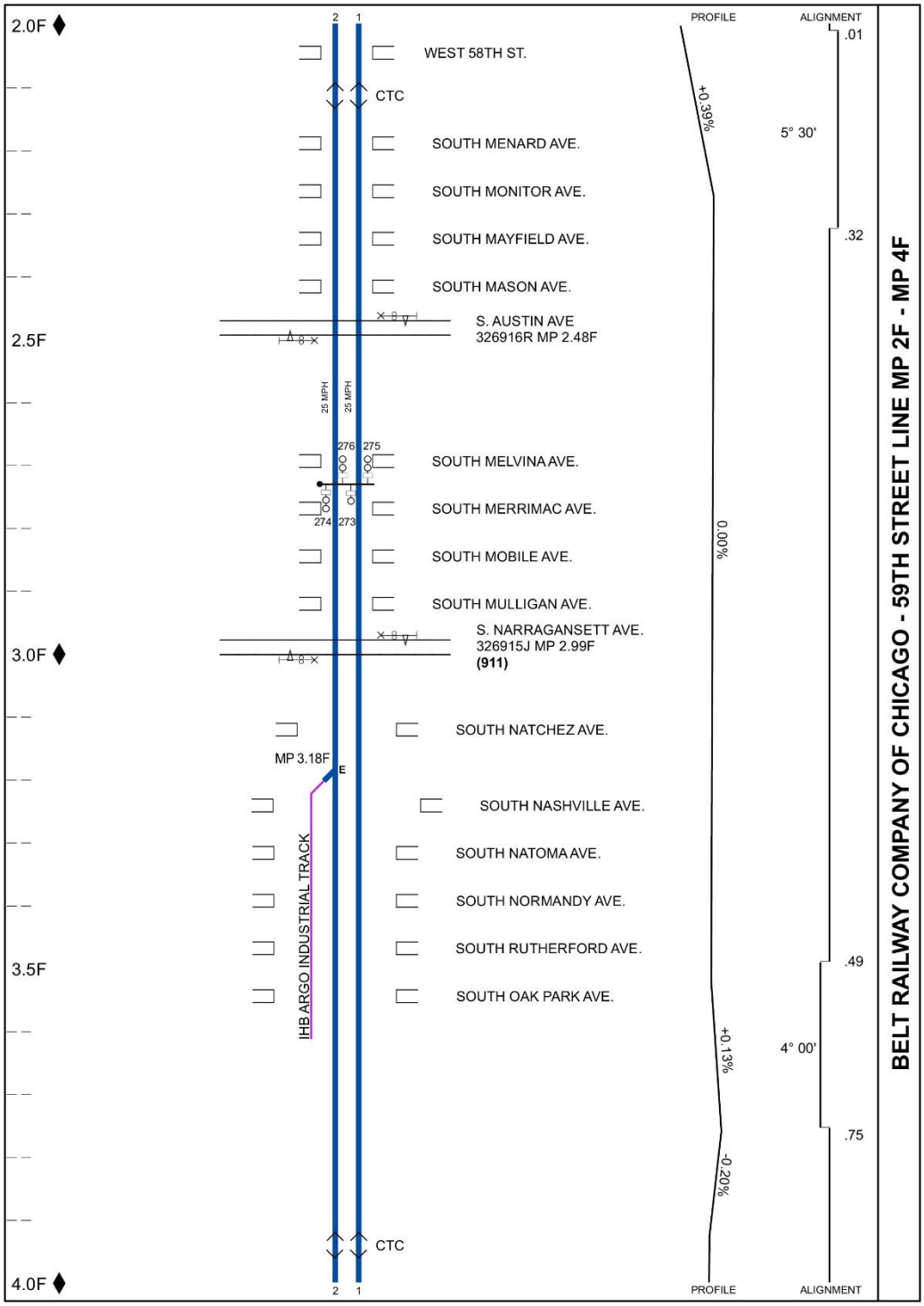
Permission must be obtained from the IHB West Dispatcher prior to occupying the IHB Argo Industrial Track.

IHB West Dispatcher:
Channel 058-058

911 Crossing-Emergency Comm.

Trains stopped or anticipated to be obstructing these crossings for more than 10 minutes, must notify the train dispatcher immediately. Once train is clear of the crossing(s), Train Dispatcher needs to be informed.
.

911 Crossing:
Austin Ave. (MP 2.48F)
Narragansett Ave. (MP 2.99F)



59th Street Line

Rules in Effect: **CTC**

Dispatcher: **BRC North**

Radio Channel: **039-039**

Milepost:

MP 4.00F – 5.30F

Speed Restrictions:

Main Line (1 & 2):	25 MPH
65th Street Cross-Over	20 MPH
N. & S. Blue Island Leads	20 MPH
N. & S. Proviso Leads	10 MPH
Other Than Main Line: (Rule 6.28 applies)	10 MPH

Notes:

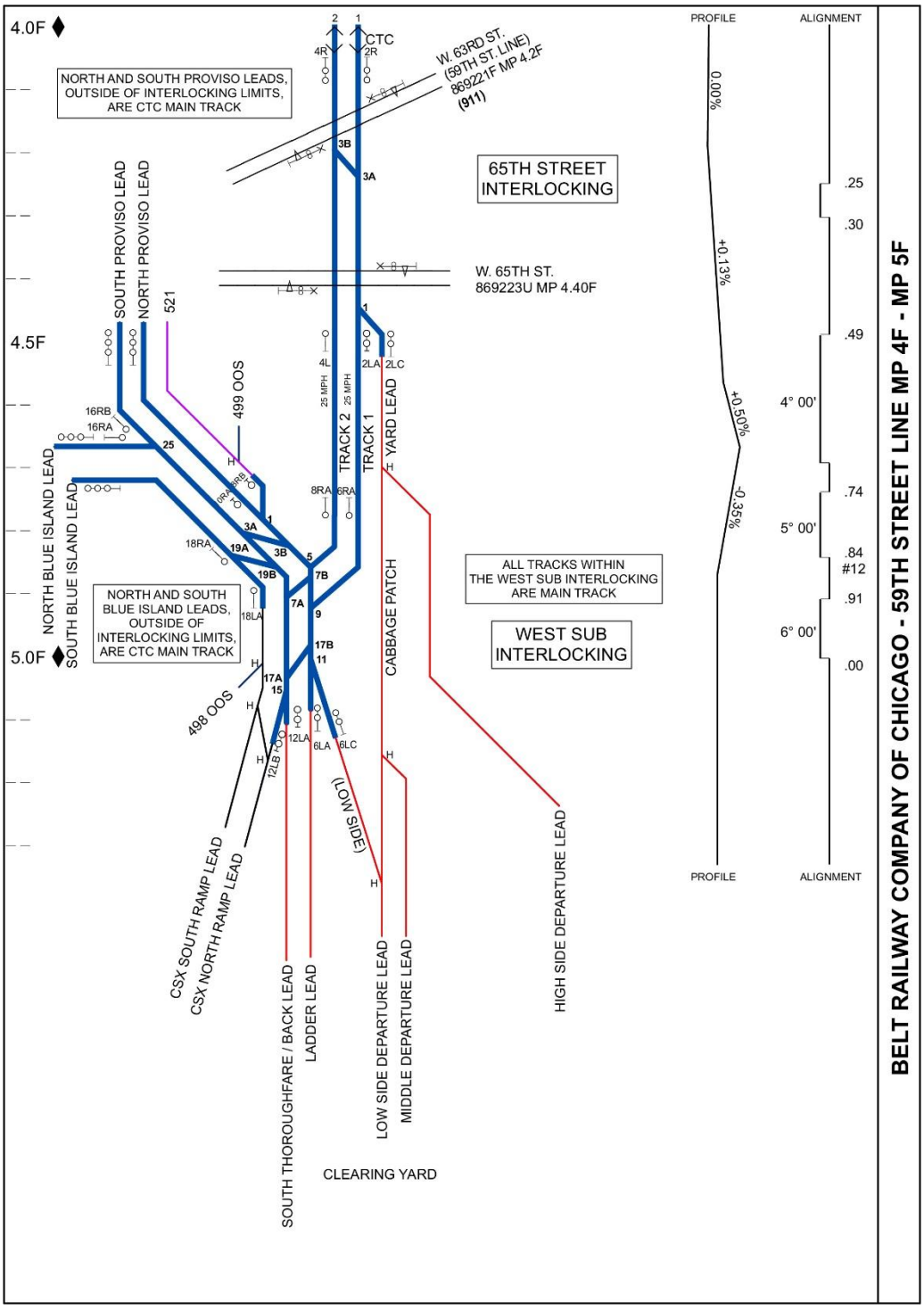
West Yardmaster 018-018
Controls Tracks 17-37 W. Dep Yard

East Yardmaster 089-089
Controls Tracks 01-16 W. Rec Yard

911 Crossing-Emergency Comm.

Trains stopped or anticipated to be obstructing these crossings for more than 10 minutes, must notify the train dispatcher immediately. Once train is clear of the crossing(s), Train Dispatcher needs to be informed.

911 Crossing:
63rd Street (MP 4.20F)



West-Sub Interlocking

Rules in Effect: **CTC**

Dispatcher: **BRC North**

Radio Channel: **039-039**

Milepost:

MP 4.45F – 5.30F (And IHB CNX)

Speed Restrictions:

Main Line (1 & 2):	25 MPH
65th Street Cross-Over	20 MPH
N. & S. Blue Island Leads	20 MPH
N. & S. Proviso Leads	10 MPH
Other Than Main Line: (Rule 6.28 applies)	10 MPH

Notes:

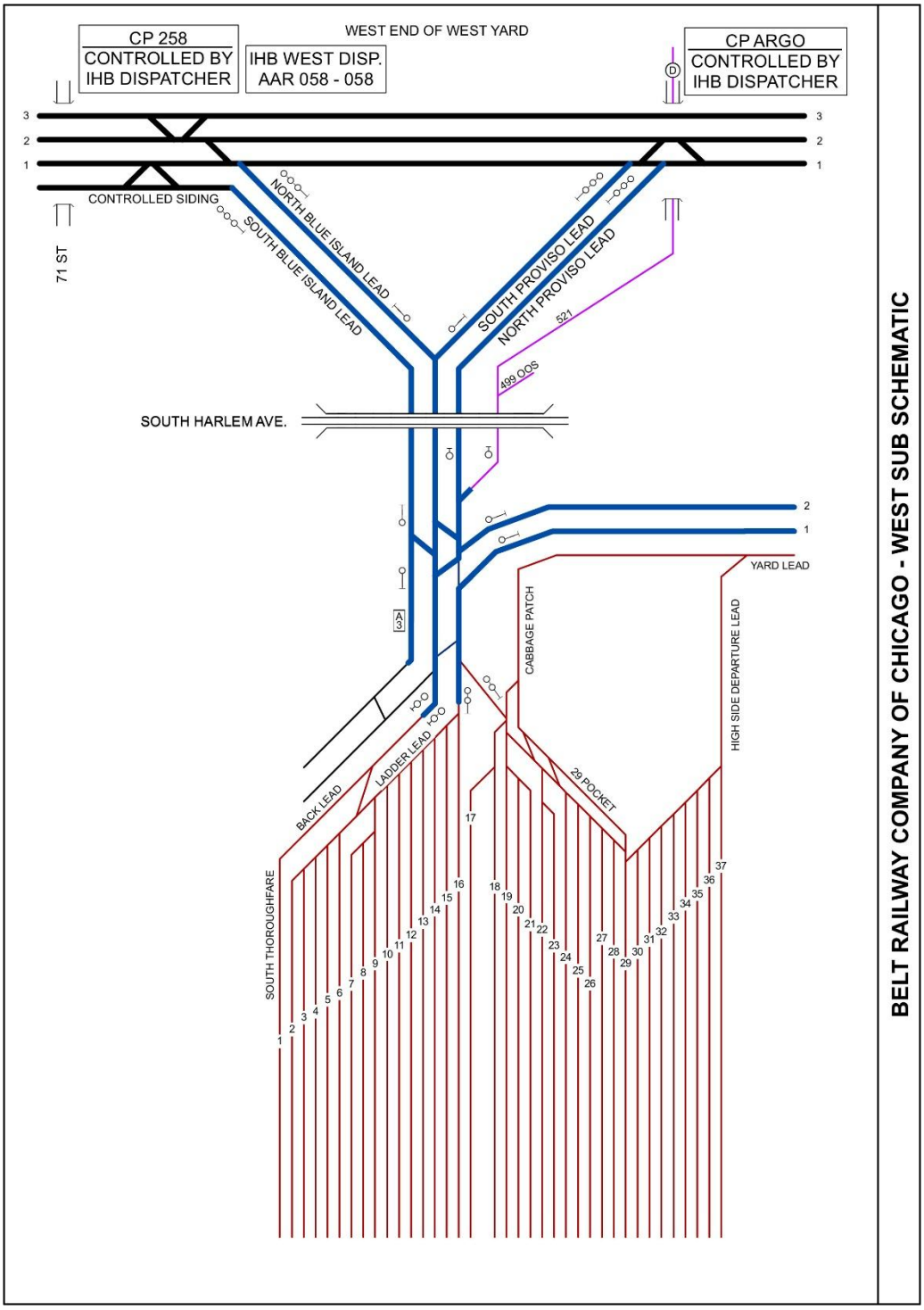
West Yardmaster 018-018
Controls Tracks 17-37 W. Dep Yard (Also controls West of 15 XO on 16 West Receiving)

East Yardmaster 089-089
Controls Tracks 01-16 W. Rec Yard

Argo Industry Lead:
Cars will be handled with train line air, hoses coupled and train line air cut-in. movement without air cut-in is prohibited on the Argo Industrial Lead.

BRC North Dispatcher must be contacted to obtain authority to occupy the Argo Industry Lead.

IHB West Dispatcher 058-058
Controls both Blue Island Leads



SOUTH CHICAGO INDUSTRIAL LEAD

Milepost Location	Main Tracks	Method of Operation	STATIONS (South ⬇ / North ⬆)	Rule 4.3	Siding
0.0 S		GCOR 6.28	ROCK ISLAND JUNCTION	I, J, X2	
0.8 S			SOUTH CHICAGO (100TH Street)	Y	
2.35 S			112th STREET	Y, J	

Special Instructions:

BRC South Dispatcher controls the South Chicago District Industrial Lead.

Method of Operation is GCOR 6.28 on the Following Tracks

- **ALL TRACKS**

FRA Excepted Track (GCOR 6.12 Applies) - None

Maximum Authorized Speed: 10 MPH

Speed Restrictions:

At 100th Street, Northward movement until 100th street crossing is occupied

.....**5 Mph**

South Chicago District Industrial Lead Special Instructions:

MAXIMUM GROSS WEIGHT OF CAR – 143 TONS

CLEARANCE RESTRICTIONS*:*

- East side of the Fence Track between 98th Street and 100th Street.

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

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

Highway/ Rail Grade Crossings – South Chicago Industrial Lead

Milepost	Crossing Name	Physical Location	911	Whistle (GCOR 5.8.2)
0.51 S	**98th STREET**	3068 E. 98th Street		Y
0.76 S	**100th STREET**	3035 E. 100th Street		Y
1.34 S	**MUSKEGON AVENUE**	10476 S. Muskegon		Y
1.57 S	**106th STREET**	2680 E. 106th Street		Y

South Chicago Industrial Lead

Rules in Effect: GCOR 6.28

Dispatcher: BRC South

Radio Channel: 026-026

Milepost:

MP 0.00S – MP 1.1S

Speed Restrictions:

Other Than Main Line: 10 MPH
(Rule 6.28 applies)

Notes:

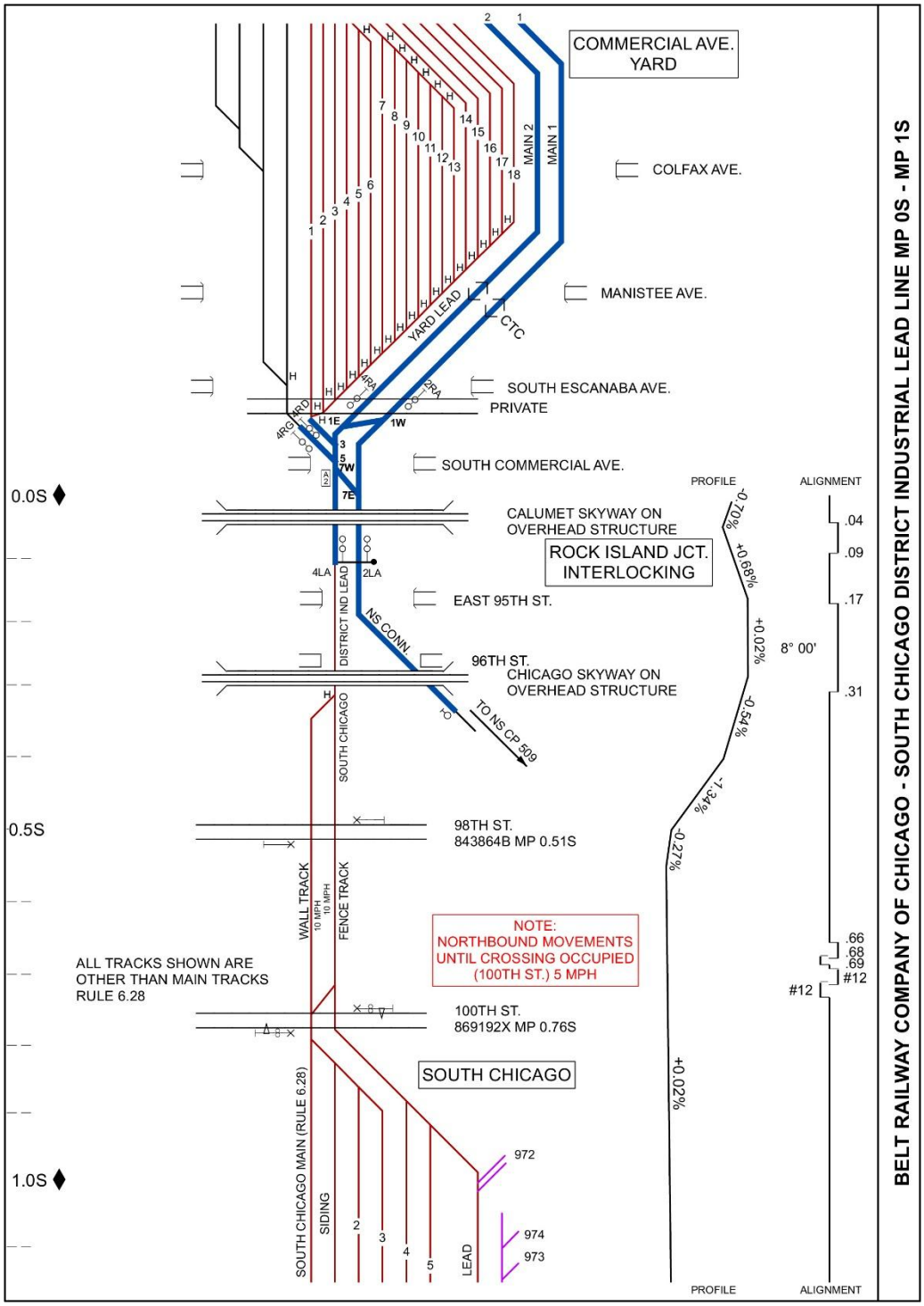
Close Clearance exist between 98th Street and 100th Street along east side of Fence Track.

Chicago Rail Link:

Radio Channel: 055 - 055

No Whistle Restrictions:

Whistle required for all Railroad crossings at grade.



South Chicago Industrial Lead

Rules in Effect: GCOR 6.28

Dispatcher: BRC South

Radio Channel: 026-026

Milepost:

MP 1.1S – MP 2.3S

Speed Restrictions:

Other Than Main Line: 10 MPH
(Rule 6.28 applies)

Notes:

All signals at East 106th Street are color position dwarf signals to indicate crossing protection status.

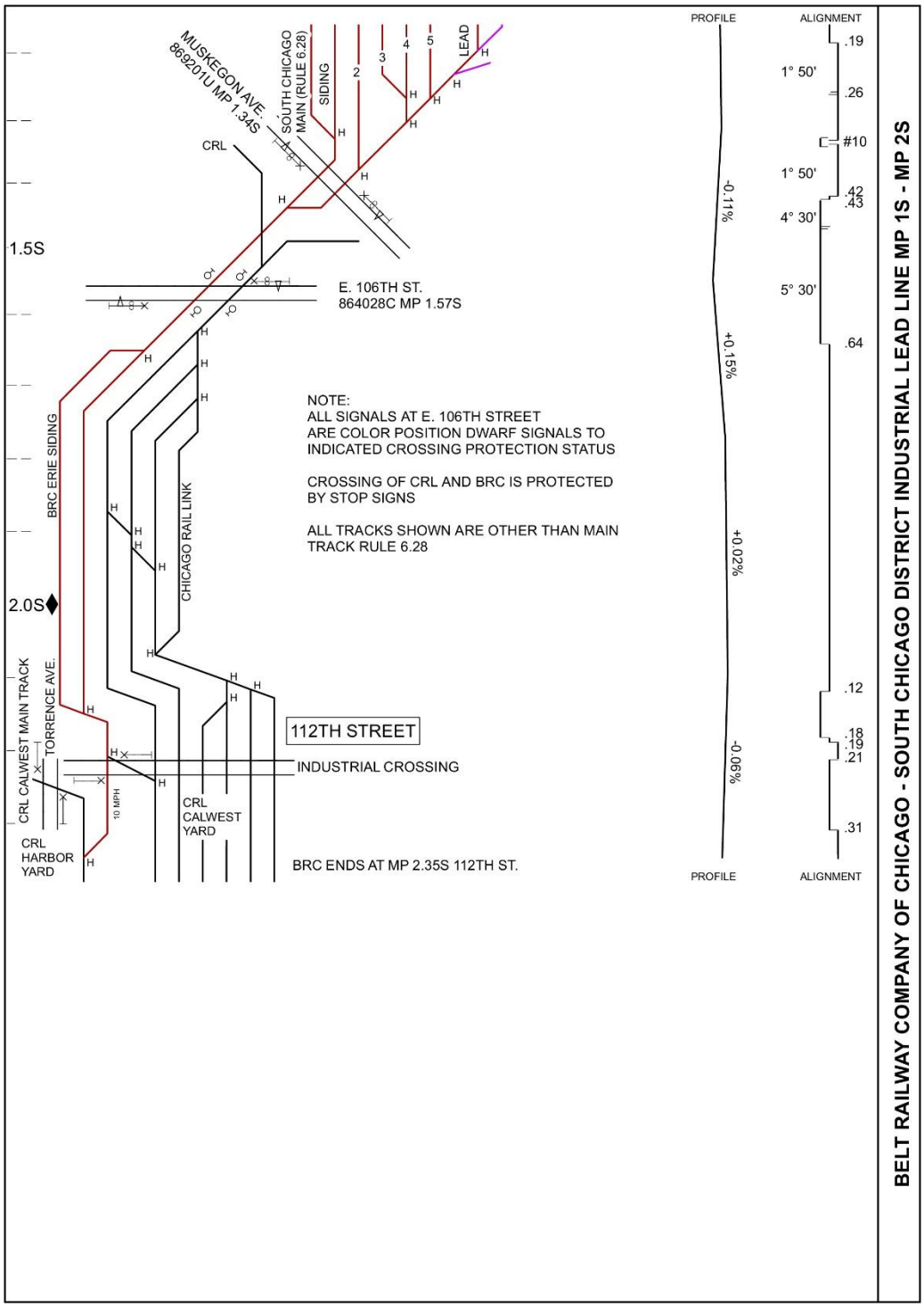
Railroad diamond crossing of CRL and BRC is protected by **STOP SIGNS.**

Chicago Rail Link:

Radio Channel: 055 - 055

No Whistle Restrictions:

Whistle required for all Railroad crossings at grade.



ELSDON INDUSTRIAL LEAD						
Milepost Location	Main Tracks	Method of Operation	STATIONS	Rule 4.3	Siding	**Special Instructions:** **BRC North Dispatcher controls the Elsdon Industrial Lead.** **Method of Operation is GCOR 6.28 on the Following Tracks** • **ALL TRACKS** **FRA Excepted Track (GCOR 6.12 Applies) - None** **Maximum Authorized Speed: 10 MPH** **Speed Restrictions:** None.
0.0 E		GCOR 6.28	55t STREET	I, J		
1.4 E			ELSDON INTERLOCKING	I, J		
1.5 E			END of BRC			

Elsdon Industrial Lead Special Instructions:

MAXIMUM GROSS WEIGHT OF CAR – 143 TONS

ELSDON INTERLOCKING

- **ELSDON INTERLOCKING,** located at MP 1.4 E is **OOS**.

Highway/ Rail Grade Crossings – Elsdon Industrial Lead

Milepost	Crossing Name	Physical Location	911	Whistle (GCOR 5.8.2)
0.45E	**KOSTNER AVENUE**	5308 S. Kostner Avenue		**Y**
0.51E	**KOLIN AVENUE**	5292 S. Kolin Avenue		**Y**
0.57E	**KILDARE AVENUE**	5257 S. Kildare Avenue		**Y**
0.63E	**TRIPP AVENUE**	5227 S. Tripp Avenue		**Y**
0.68E	**KEELER AVENUE**	5209 S. Keeler Avenue		**Y**
0.93E	**PULASKI ROAD**	5100 S. Pulaski Road	**X**	**Y**
1.33E	**LAWNDALE AVENUE**	4947 S. Lawndale Avenue		**Y**

Elsdon Industrial Lead

Rules in Effect: GCOR 6.28

Dispatcher: BRC North

Radio Channel: 039-039

Milepost:

MP 0.00E – MP 1.5E

Speed Restrictions:

Other Than Main Line: 10 MPH
(Rule 6.28 applies)

Notes:

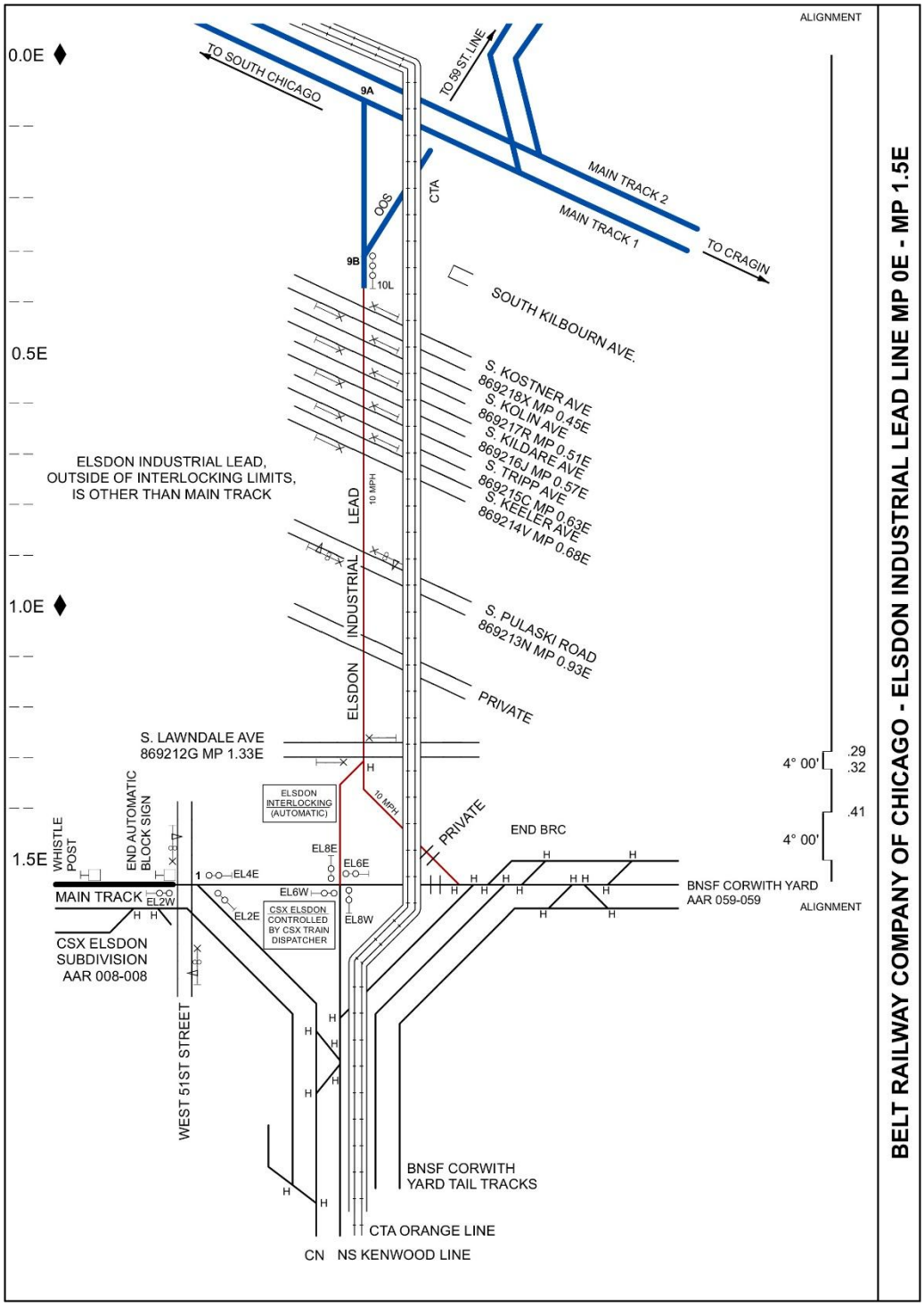
BRC North Dispatcher must be contacted to obtain authority to occupy the Elsdon Industrial Lead and contacted when clear of the Elsdon Industrial Lead.

Movement towards BNSF Corwith Yards must contact Corwith Yardmaster on channel 036-036 for authority to enter trackage.

Movement towards NS 49th Street Line must contact Ashland Ave. Yardmaster on channel 064-064 for authority to enter trackage.

No Whistle Restrictions:

Whistle required for all Railroad crossings at grade.

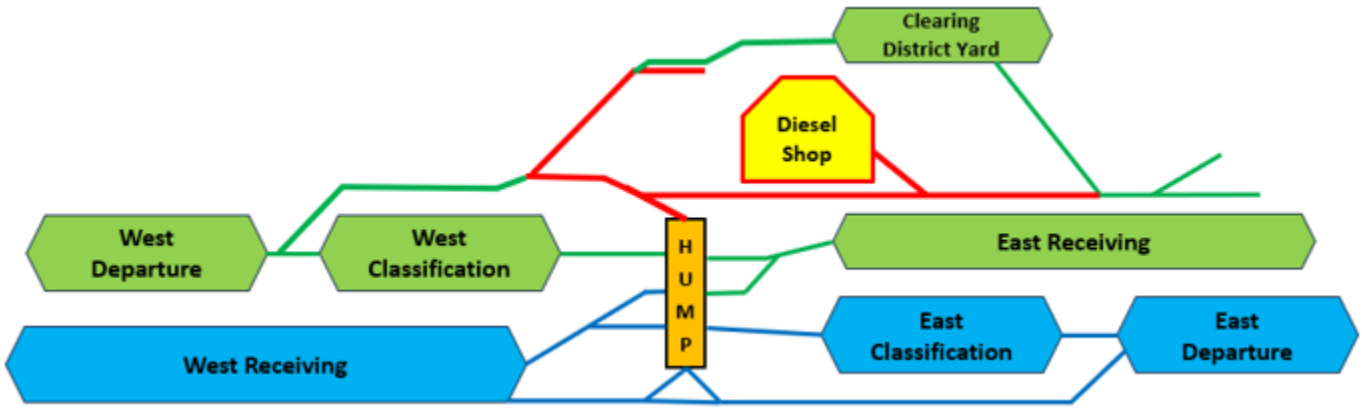


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SECTION C 6 (Clearing Yard Instructions)

All tracks within Clearing Yard are governed by GCOR 6.28 (Movement other than Main Track)

Maximum Authorized Speed: 10 MPH



Above Section	Controller	Radio Channel	Phone Number
Green Section	West Yardmaster	018 – 018	708-496-4130
Blue Section	East Yardmaster	089 – 089	708-496-4128
Red/ Yellow	Diesel Shop Foreman	079 – 079	708-496-4067

Special Conditions:

MAXIMUM GROSS WEIGHT OF CAR – 143 TONS

Within Clearing Yard, Restrictions, and other specific instructions will be delivered by Track Bulletin and communicated using the BRC Daily Operating Bulletin (DOB)

CLEARANCE RESTRICTIONS:

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
- Cut Off Track (Crest of Hump) at AEI Readers
- Through Hump Subway

YARD AIR PLANT – CLEARING DEPARTURE YARDS

Cars worked by Mechanical Department forces will be left with Yard Air removed. Angle cock will be left open to the end of equipment the train will be departing.

When cars are left with yard air cut in, and the track is disturbed for reasons such as a bad order set out or other reasons, the track must be re-spotted for air, and the air connection to the yard air restored. Re-spotting of the track is the responsibility of the crew handling the cars. When written notice of the Class I Air Test (Air Slip) is documented it may be left in the knuckle of the lead car on each track by Carmen, if removed the Yardmaster must be informed.

Removing Yard Air from Equipment (When required:)

- After verifying the track has hand brakes applied, close the angle cock from the ground air source and close the angle cock on the car.
- Allow air to bleed from the hose, once air is fully exhausted, uncouple the hose from the car and place it off the rail and out of the pathway to avoid any hazards.

***Important: Completely allow air to bleed off before disconnecting the hose.**

- If the hose remains firm and no air was heard escaping, DO NOT uncouple the hose and immediately inform the Yardmaster.
- Do not allow the cut of cars to go into EMERGENCY.

Removing air sources that are connected to the opposite end of equipment:

- Couple to the track and establish 3-Step Protection (DO NOT CUT AIR INTO TRAIN).
- Have the locomotive engineer reduce brake pipe pressure to 75 psi using the Automatic Brake.
- Close the angle cock from the ground air source and close the angle cock on the car.
    - Allow air to bleed from the hose, once air is fully exhausted, uncouple the hose from the car and place it off the rail and out of the pathway.

***Important: Completely allow air to bleed off before disconnecting the hose.**

- If the hose remains firm and no air was heard escaping, **DO NOT** uncouple and immediately inform the Yardmaster.
- After air is fully exhausted, the locomotive engineer has confirmed the Automatic Brake / BP is reduced to 75 Psi or lower the train line air can be cut in.
- Once the train line air is completely cut in and all crew members are clear of the train, 3-Step Protection may be released.
- The locomotive engineer may then 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.

TRACKS DOUBLING VERIFICATION SHEET

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

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

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.

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 CROSSOVERS applies.

- 6 Crossover & 7 Crossover in West Receiving Yard
- 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 in 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

POWER SWITCHES:

Below is a table showing the location of all power switches that are located within Clearing Yard, the Table also indicates how the power switches are controlled/ operated.

Location of Power Switches	Control			NOTES:
	DTMF	Hump CNDR	Hand Operation	
East Receiving Yard				
East End	X		X	**Instructions Pg 25**
West End		X	X	**Instructions Pg 27**
West Receiving Yard				
East End		X	X	**Instructions Pg 27**
West End	X		X	**Instructions Pg 23**
Top of Hump Approach Tracks including Cut Off Track		X		**Pneumatic Switches -No Hand Operation**
West Class Yard "Throat Area"			X	
Cabbage Patch / High – Side Divide SW (West Departure Yard)	X		X	**Instructions Pg 21**
North Thoroughfare Switch (Diesel Shop Limits)			X	
Hump Subway Switch (Located under Hump Tower)	X		X	**Instructions Pg 21**
67th / 68th Street WYE Switch (N-Thoroughfare east of Cicero Ave overhead)	X		X	**Instructions Pg 21**

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

INDICATOR LIGHT 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 IS OUT OF CORRESPONDANCE DO NOT OPERATE OVER, CALL MAINTAINER**

TO OPERATE A POWER SWITCH WITHIN CLEARING YARD:

Inspect switch, depress the button on the mast, after operation Inspect switch points prior to movement for proper route.

All power switches within Clearing can also be manually operated by hand - **GCOR 8.1 Applies.**

Power Switches are equipped with wheel detector loops. To operate the switch cars or engines must be outside the loop. Wheel detector loops are located approximately 150' from the switch points.

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

Steps to Hand Operate a Power Switch:

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

When a switch is used to lock out a track or make the track inaccessible, Yardmaster must be notified, the power must be **turned off** and **locked** at the control box, and the Pump Handle that is used for hand operation must be **locked** to the direction lever cover. Both items must be completed to properly lock out the switch from unauthorized use, also flags must be displayed indicating the status of the track.

RADIO CONTROL SWITCHES (DTMF):

Radio Controlled Switches are in operation in the Clearing Yard. Switches that are DTMF equipped can also be operated by push button or hand/ manual operation.

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

RADIO OPERATION (DTMF)

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

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

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

Below is the DTMF code for the following switches.

Cabbage / High-Side	
DTMF	**Action**
#0380	Query
#0381	High-Side
#0382	Cabbage Patch

Hump Subway Switch	
DTMF	**Action**
**691#	Query
**692#	West WYE
**693#	East WYE

67th Street WYE Switch	
DTMF	**Action**
#0670	Query
#0671	67th WYE
#0672	68th WYE

The lead tracks that connect the main line to the receiving yards are equipped with DTMF controls. Each switch can be operated individually, or a complete route can be selected by using the routing chart provided for each receiving yard listed below.

WEST RECEIVING (West End)

Lining Individual Switches:

WEST RECEIVING				
MARK	**SWITCH NUMBER**	**MARK**	**KEY**	**ACTION**
#	XXX	#	#	SWITCH QUERY
#	XXX	#	1	SWITCH REVERSE
#	XXX	#	2	SWITCH NORMAL

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

When lining individual switches, a 3-digit SWITCH NUMBER is required.

When lining a ROUTE use only a 2-digit TRACK NUMBER.

DTMF Routing Instructions:

WEST RECEIVING ROUTING					
MARK	**MARK**	**LEAD**	**TRACK**	**DIRECTION**	**ACTION**
#	#	T	XX	D	Configure

T = 1 for **LADDER LEAD**, 2 for **BACK LEAD**
XX = Track Number 02 through 16
D = 0 for OUTBOUND, 1 for INBOUND

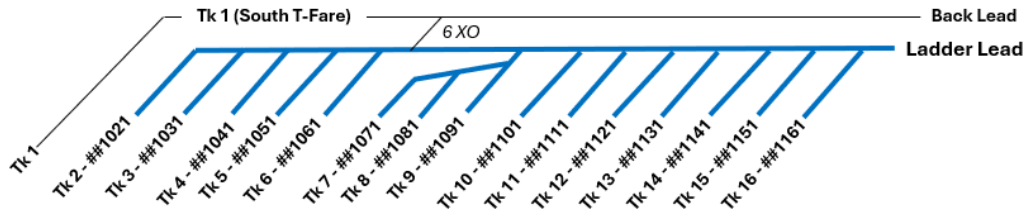
ROUTE (Examples)	DTMF COMMAND
Ladder Lead Inbound to Track 11	##1111
Ladder Lead Inbound to Track 02	##1021
Ladder Lead Outbound from Track 10	##1100
Ladder Lead Outbound from Track 02	##1020
Back lead Inbound to Track 02	##2021
Back Lead Inbound to Track 10	##2101
Back Lead Outbound from Track 02	##2020
Back Lead Outbound from Track 10	##2100

Command	DTMF	Response
Query	#*411#	Route Status
Cancel O/B Route	#*550#	"Cancel O/B Route"
Cancel I/B Route	#*551#	"Cancel I/B Route"

When the train completely clears the route, a message indicating ***"Route Complete"*** is broadcasted on 057-057 and the active route is cancelled out.

West Receiving Routes

Ladder Lead - Tracks 02 through 16 (inbound)

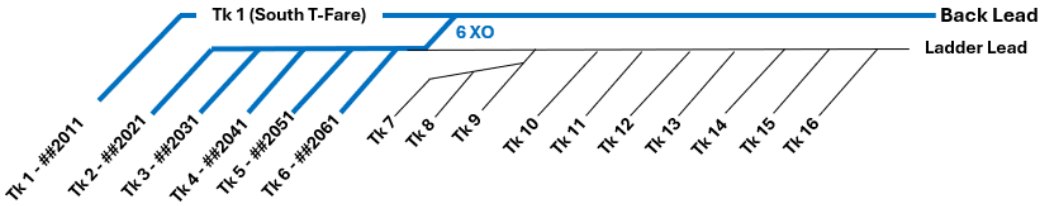


Where an outbound route is required, replace the last digit of the displayed DTMF Code to 0 (zero)

Example – Inbound track 06 = ##2061
Outbound Route track 06 = ##2062

Mark	Mark	Lead	Track	Dir.
#	#	1 = Ladder 2 = Back Ld	XX	0 = Outbound 1 - Inbound

Back Lead - Tracks 01 through 06 (inbound)



Route Status = #*411#

Cancel O/B Route = #*550#

Cancel I/B Route = #*551#

Individual Switch Operation

Must use three-digit switch number

Example –
Track 16 = #016#1 (16 Switch Reverse)
Track 5 = #005#2 (5 Switch Normal)
6 Crossover = #001#1
(Crossover lined for crossover movement)

WEST RECEIVING				
MARK	SWITCH NUMBER	MARK	KEY	ACTION
#	XXX	#	#	SWITCH QUERY
#	XXX	#	1	SWITCH REVERSE
#	XXX	#	2	SWITCH NORMAL

EAST RECEIVING (East End)

Lining Individual Switches:

EAST RECEIVING				
MARK	SWITCH NUMBER	MARK	KEY	ACTION
*	XXX	#	#	SWITCH QUERY
*	XXX	#	1	SWITCH REVERSE
*	XXX	#	2	SWITCH NORMAL

SWITCH NUMBER	TRACK
001	1 EAST RECEIVING
002	2 EAST RECEIVING
003	3 EAST RECEIVING
004	4 EAST RECEIVING
005	5 EAST RECEIVING
006	6 EAST RECEIVING
007	7 EAST RECEIVING
008	8 EAST RECEIVING
009	9 EAST RECEIVING
010	10 EAST RECEIVING
011	11 EAST RECEIVING
012	12 EAST RECEIVING
013	13 EAST RECEIVING
014	14 EAST RECEIVING
015	15 EAST RECEIVING
016	16 EAST RECEIVING
017	17 EAST RECEIVING
018	18 EAST RECEIVING
019	19 EAST RECEIVING
020	20 EAST RECEIVING
021	21 EAST RECEIVING
Use 22XO Code	22 EAST RECEIVING
030	6 XO
031	12 XO
032	17 XO
033	22 XO
022	2 Lead / 1 Pocket Switch East End (Located east of 6 XO)
024	1 Lead Pkt Switch West End
023	EDEP CNX Switch

When lining individual switches use a 3- Digit track number.

DTMF Routing Instructions:

EAST RECEIVING ROUTING					
MARK	MARK	LEAD	TRACK	DIRECTION	ACTION
*	*	T	XX	D	Configure

T = 1 for **ONE LEAD**, 2 for **TWO LEAD**
XX = Track Number 01 through 18
D = 1 for **INBOUND** 2 lead towards **6 XO**

ROUTE (Examples)	DTMF COMMAND
1 Lead for track 01 EREC	**1011
1 Lead for track 10 EREC	**1101
2 Lead Through 6 Crossover	
2 Lead for track 06 EREC	**2062
2 Lead for track 17 EREC	**2172
2 Lead not using 6 Crossover	
2 Lead for track 12 EREC	**2121
2 Lead for track 17 EREC	**2171

Command	DTMF	Response
Query	**411#	Route Status
Cancel Route	**555#	"Cancel Route"

When the train completely clears the route, a message indicating ***"Route Complete"*** is broadcasted on 057-057 and the active route is cancelled out.

When lining a ROUTE use only a 2-digit track number.

NOTICE: ONLY INBOUND ROUTES CAN BE LINED IN THE EAST RECEIVING YD,

IF GOING OUTBOUND THE INBOUND ROUTING NUMBER CAN BE USED HOWEVER THE WHITE LIGHT AT ALL SWITCHES WILL EXTINGUSH WHEN EQUIPMENT OCCUPIES FIRST SWICTH.
GCOR 6.28 APPLIES OVER ALL ROUTES.

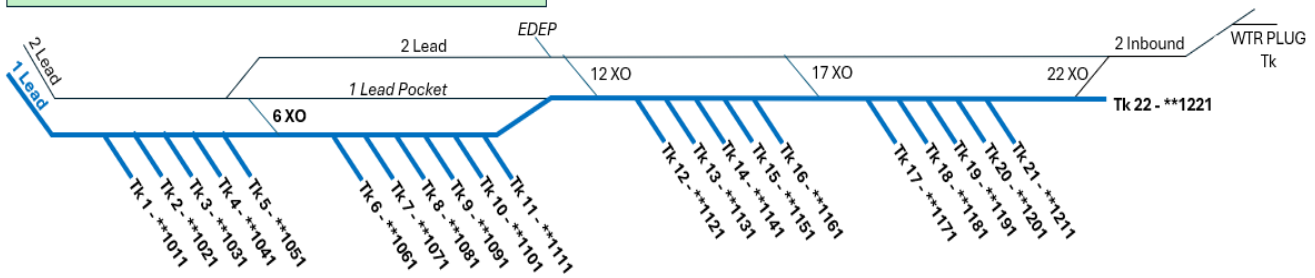
Inbound Routes East Receiving

Route Status = **411# | **Cancel Route = **555#**

Are you routed on 1 Lead

Yes

1 Lead Inbound - Tracks 01 through 22 East Receiving

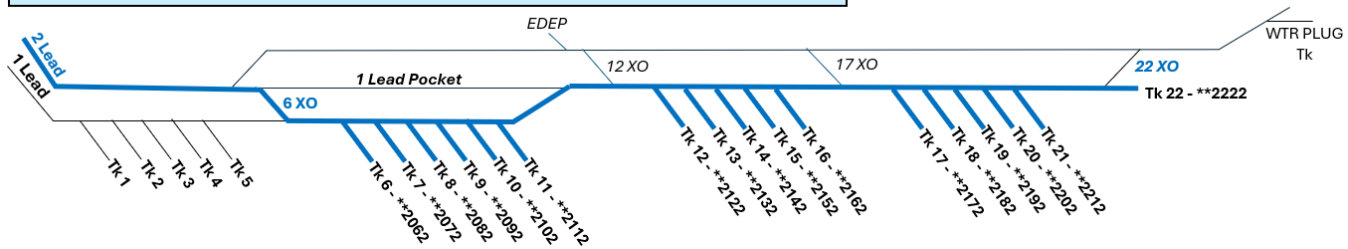


No

Instructed to use 6 Crossover

Yes

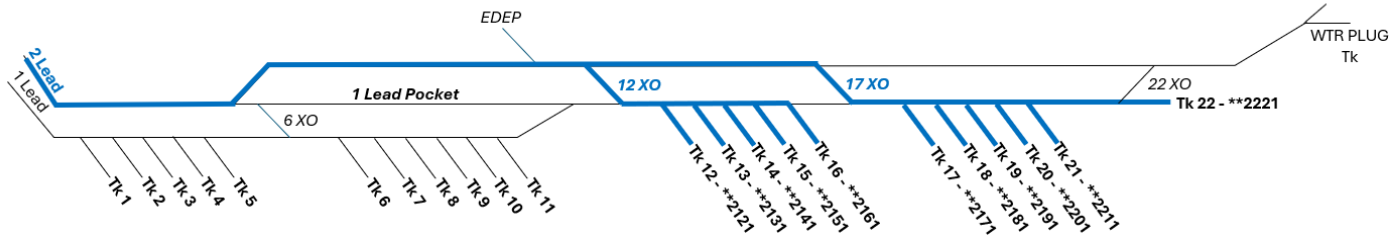
2 Lead Inbound - Tracks 06 through 22 East Receiving (2 Lead Through 6 Crossover)



No

Use these routing codes

2 Lead Inbound - Tracks 12 through 22 East Receiving



Other Conditions:

The following locations in Clearing Yard have Remote / Dual Controlled Switches.

WEST RECEIVING (EAST END)	**EAST RECEIVING (WEST END)**
Tracks 01 – 15 West Receiving **(Including Crossovers)**	**Tracks 01 – 22 East Receiving** **(Including Crossovers.)**
These switches are not equipped for DTMF radio operation, they are controlled by the "***Hump Foreman"*** of the receiving yard to which they are assigned, Hump Conductors work under the Direction of the Yardmaster.	
To have these switches operated, contact the Yardmaster for which territory you are operating in. The Yardmaster will then inform the Hump Foreman to provide a "*Route"* lining the required switches, the Hump Foreman may provide the intended route however crews operating are responsible to **comply with GCOR 6.28.** If a route has been lined, the white light will be illuminated at each switch that is required for the intended route. **DO NOT HAND OPERATE A SWITCH THAT HAS THE WHITE LIGHT ILLUMITED FOR MOVEMENT IN EITHER DIRECTION.**	

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Crossing Restrictions/ Protection - Clearing Yard and Industrial Leads,

Clearing Yard:

East Receiving Yard / East Approach Tracks

The use of cameras to protect movements over the road crossing of the East Approach Tracks (Behind East Yard Office) allows the operator to comply with the requirements of GCOR 6.32.1.

Central Ave. Yard Access Crossing (North)

GCOR 6.32.1 applies at Central Avenue Yard Access Crossing.

Central Ave. Yard Access Crossing (South)

When it is necessary to leave equipment around the crossing, cut not less than **300'** on either side of the crossing.

NCID (North Clearing Industries)

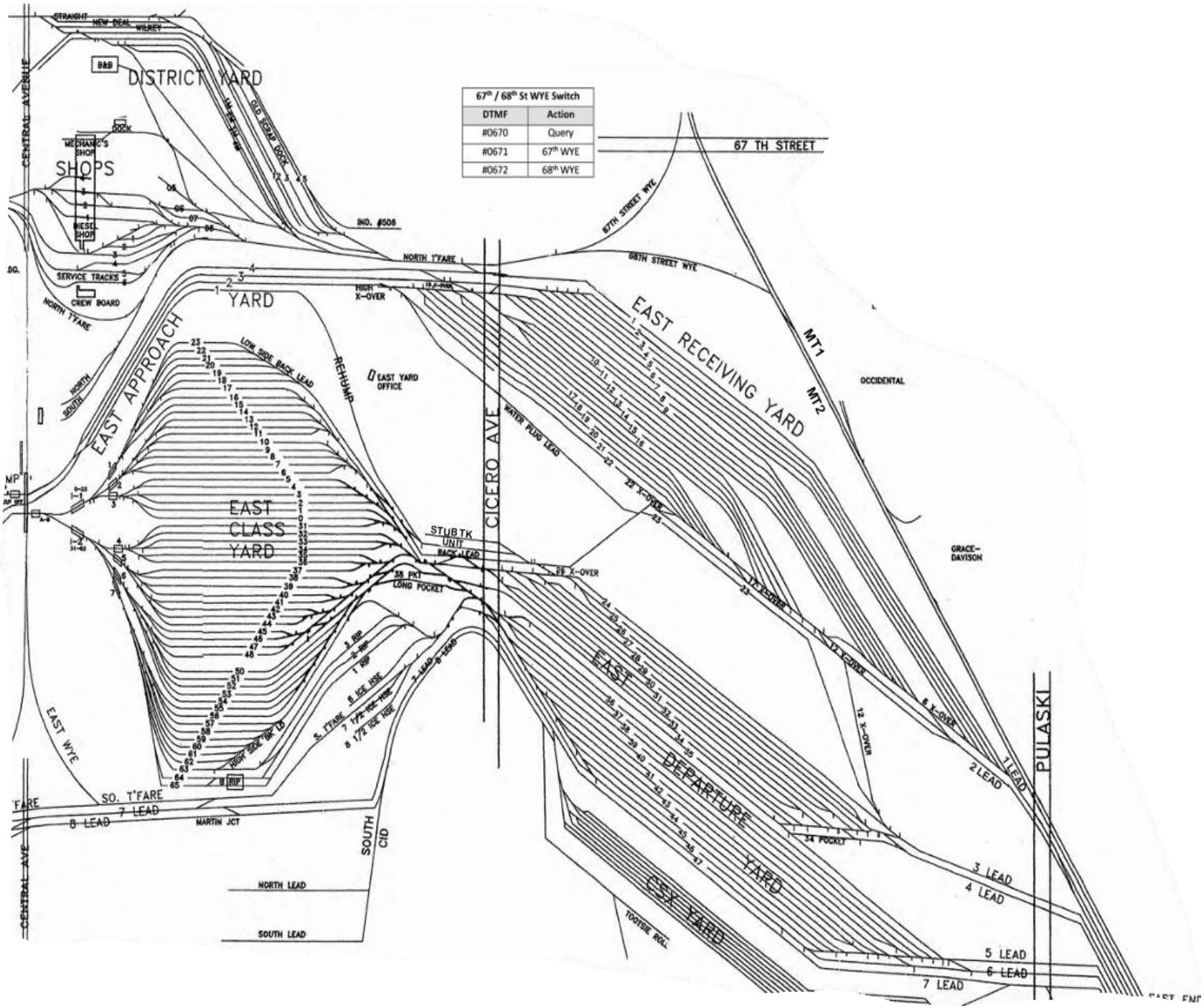
Location	Crossing Name	DOT - Crossing ID	911 Y/N	Whistle (GCOR 5.8.2)
NCID	**CENTRAL AVE**	869274H	**N**	Y
NCID	**SAYRE AVE.**	869230E	**N**	Y
NCID	**OLD HARLEM AVE.**	869227W	**N**	Y

FRA Excepted Track:

GCOR 6.12 applies on the following tracks in Clearing Yard:

- Prairie Yard, North Clearing Industrial District.

End of BRC CORA Insert.


67th / 68th St WYE Switch
DTMF | Action
#0670 | Query
#0671 | 67th WYE
#0672 | 68th WYE
67 TH STREET
67TH STREET WYE
68TH STREET WYE
DISTRICT YARD
SHOPS
EAST APPROACH YARD
EAST CLASS YARD
EAST RECEIVING YARD
EAST DEPARTURE YARD
CSX YARD
CICERO AVE
CENTRAL AVENUE
PULASKI
EAST WYE
NORTH LEAD
SOUTH LEAD
SOUTH CID
MARTIN JCT
OCCIDENTAL
GRACE-DAVISON
TOOTSIE ROLL
EAST YARD OFFICE
REHUMP
MT1
MT2

End of BRC
Cora

