System General Order #2026-003

Effective 001 CST, November 16th, 2026

To: ALL CONCERNED

Subject: System General Order #2026 - 003

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

System General Orders apply to employees in all departments.

System General Order **2026-002 is void.**

Jason Charbonneau
Superintendent
The Belt Railway Company of Chicago

Table of Changes:

Line / Area	Update / Change	Page
Kenton Line	**55th Street Interlocking**	**1**
59th st Line	None	
Elsdon Ind Lead	None	
So. Chicago District Ld.	None	
Clearing Yard	**East Receiving DTMF Switch Number**	**3**
System Special Instructions (SSI)	**BRC Timetable #8 Issued**	**3**
	GCOR 7.6.2 (Key Train Securement Requirements)	**3**
	Signal 9.1.8 Medium Approach Slow (indication)	**3**
Safety Rules	**New Safety Rule Book Issued**	**3**
OP-1 (Operating Rules 2017)	None	
HM-1 (Hazardous Material 2022)	None	
Appendix A- LOP	None	

Timetable and Rule Book Modifications: (**Changes Shown are Highlighted**.)

Kenton Line

55th Street Interlocking

The 11 Crossover located at MP 8.45 has been removed. Update the BRC Linear Profile accordingly.

59th Street Line

None

Elsdon Industrial Lead

None

South Chicago District Industrial Lead

None

Clearing Yard

East Receiving DTMF switch number for track 22 East Receiving.

On page 25 of Timetable # 8, remove Switch Number 022 for track 22 East Receiving, if 22 East Receiving switch needs to be operated independently, the code for the 22 Crossover is required (033).

System Special Instructions (SSI)

BRC Timetable #8 (10/7/2026) is now in effect.

GCOR 7.6.2 Key Train/HHFT and Key Train/HHFT Commodity Securement Requirements (ADDITION)

On the BRC, a Key Train or High Hazard Flammable Train (HHFT) must not be left unattended on a main track or siding, except when:

- The location is within a yard or terminal Or
- The locomotive cab is properly secured, or reverser is removed or secured.

NOTE: Foreign carrier crews operating on the BRC must receive permission prior to locking a locomotive cab.

All Locomotive Engineers must obtain a reverser from their home road to carry in the event they are called to operate a Key Train, or HHFT Train, left unattended on a main track, siding, or other outlying location on the BRC.

When Permission to Leave a Train or Car(s) is Received from the Train Dispatcher:
Secure equipment in compliance with GCOR Rule 7.6 Securing Cars or Engines, BRC System Special Instructions.

Conduct a radio job briefing with the Train Dispatcher verifying the following information:

- Tonnage and length of train, or number of individual cars left unattended
- Grade of track at location left, see Grade Securement Chart B
- Weather conditions
- Total number of hand brakes applied

Confirmation between Conductor and Engineer which must include the following statement to the Train Dispatcher:
"CONDUCTOR AND ENGINEER AGREE SECUREMENT REQUIREMENTS HAVE BEEN MET."

These requirements are applicable to Key Trains and HHFT left unattended at all Outlying Locations. These requirements DO NOT APPLY to Key Trains and HHFT left unattended within Clearing Yard.

Signal Rule 9.1.8 Medium Approach Slow (Pg 65 Timetable # 8)

Change indication to read the following. ***"Medium Speed through turnouts, proceed approaching next signal at Slow Speed."***

Safety Rule Book

BRC Safety Rule Book dated October 1st, 2026 is now in effect.

OP-1 Manual

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

Make the following modifications to the rules below:

OP Rule 1.2 Locomotive Inspection Procedure (SUPERSEDE)

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

B. Locomotive Not Inspected on Previous Calendar Day**:**

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

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

OP Rule 1.2.1 Conducting a Locomotive Inspection (ADDITION)

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

D. Documentation of Inspection: Reporting requirements:

LOCOMOTIVE DAILY INSPECTION REPORT (BRC Form 2322):

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

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

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

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

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

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

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

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

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

Scan Process at any On Duty Location:

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

OP Rule 1.18.2 Locomotive Winter Idle (NEW)

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

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

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

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

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

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

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

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

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

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

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

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

OP Rule 2.8 Train Line Kept Charged (SUPERSEDE)

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

OP Rule 4.4 Handheld Radio (SUPERSEDE)

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

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

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

OP 4.6 Set Up and Testing: (Addition)

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

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

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

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

OP 4.8.1 RCO Radio Frequencies (SUPERSEDE)

Replace the Radio Frequency Chart with the following:

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

OP 4.12 "A" Operator Assignment

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

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

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

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

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

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

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

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

D. **Brake Pipe Recharge Times**

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

OP 4.15.3 RCO Crew Going off Duty: (Supersedes)

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

- Apply GCOR 7.6. GCOR 7.6.1, and OP1 4.6.3

OP 4.16.1 Assignment of OCU (SUPERSEDE):

Change second paragraph to read:

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

OP 4.16.2 OCU Batteries (ADDITION):

Add the word "charger" to the end of the last sentence.

OP 4.17.1 Pitch Control (Hump Assignments):

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

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

OP 4.17.2 Handling Movements with Air (West Hump)

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

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

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

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

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

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

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

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

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

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

OP 4.17.3 Handling Movements on Approach Tracks

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

OP 4.17.4 Remote Control Speeds (Supersedes)

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

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

OP 4.17.5 Variable Speed Humping:

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

OP 4.17.6 Remote Handbrakes

Only applies to the following locomotives.

- BRC – 300-302-304-306-308-312

OP 4.18.1 Red OCU's and Batteries (NEW)

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

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

Use of Red OCU's:

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

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

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

Programming of Red OCU's:

New Red OCU Programming Procedure:

1. OCU must be turned **OFF**.
2. Select (Operating Frequency) **F1**, **F2**, or **F3**.
3. Select **PROG A** or **PROG B** (Starts program to assign as either an A or a B unit)
4. The OCU Infrared Transceiver is activated when:

    A. Depressing the OCU **ON/OFF** button and IMMEDIATELY depressing either the left or right **Reset/Sand RSC** (a.k.a. Vigilance) button.
    B. The Alpha–Numeric Display indicates "IR Link Release Vigilance".
    C. The RCO now has five (5) seconds to respond to this instruction to Release the **RSC** (Vigilance) button.
    D. When the RCO responds by releasing the **Reset/Sand** (Vigilance) button within 5 seconds, the OCU now activates the Infrared Transceiver for at least a 20 second period and displays the message "IR LINK".

5. Align OCU with the OPP Infrared eye (transceiver of the OPP Station).

    A. Alignment, and successful data transfer, are confirmed by an audible beep from the OCU, plus the Alpha-Numeric display indicates "OCU LINK COMPLETE."
    B. Check that the intended **OCU COM LED** is now **ON**.

Note: Step 4 (A):

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

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

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

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

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

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

number(s), nature of defect, and location where the defect occurred. In addition, the disposition of the asset must be noted.

NOTE:

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

BRC HM-1

BRC Hazardous Material Instruction Manual, (HM-1 Effective January 1, 2022)

SECTION VI. TRAIN PLACEMENT
Add the following under item 3 (Page 31 HM-1.)

3. General Information: (Rule HM 6.3)

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

YEAR OF ISSUE	NUMBER
2026	2026 - 003

End of BRC System General Order 2026 - 003 (12pages)