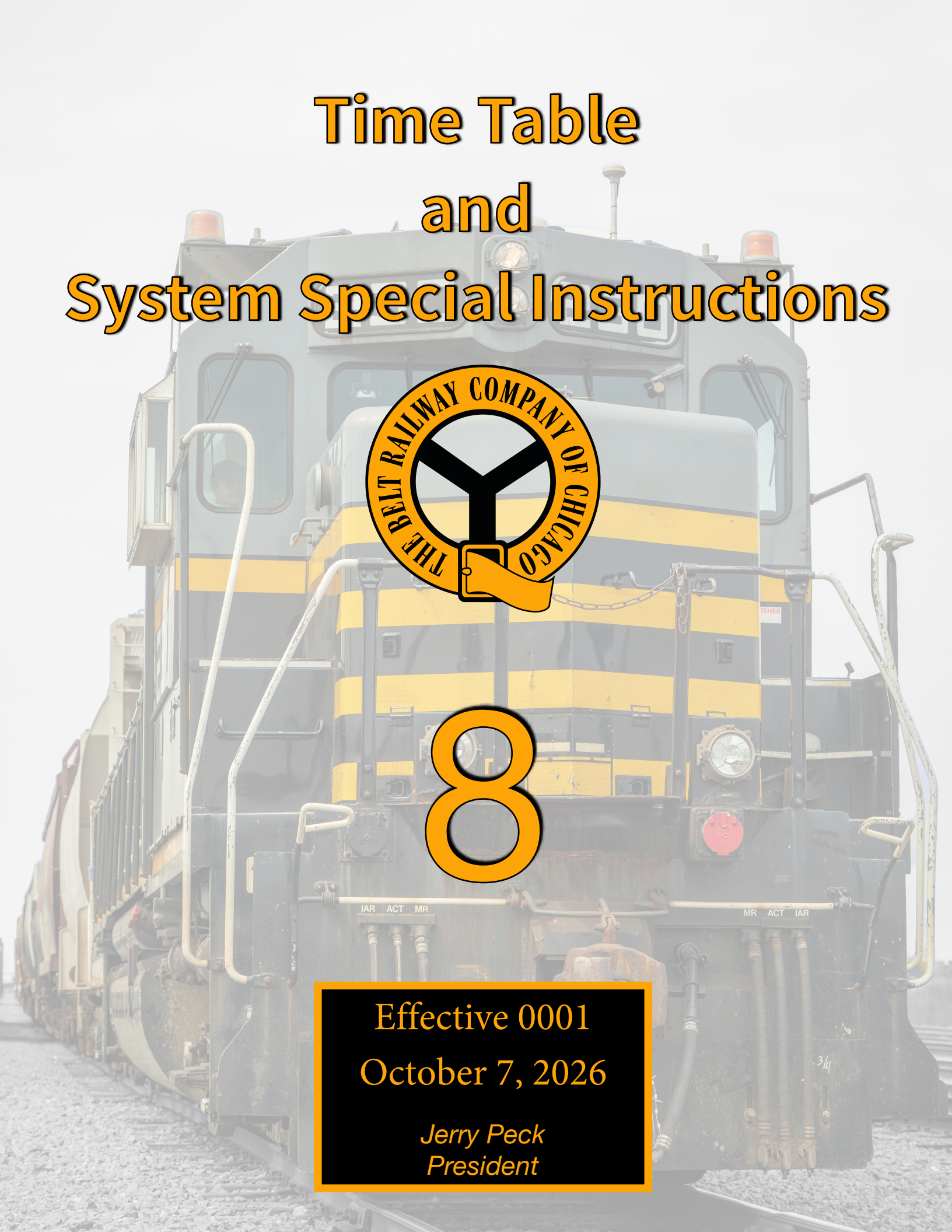
Time Table
and
System Special Instructions



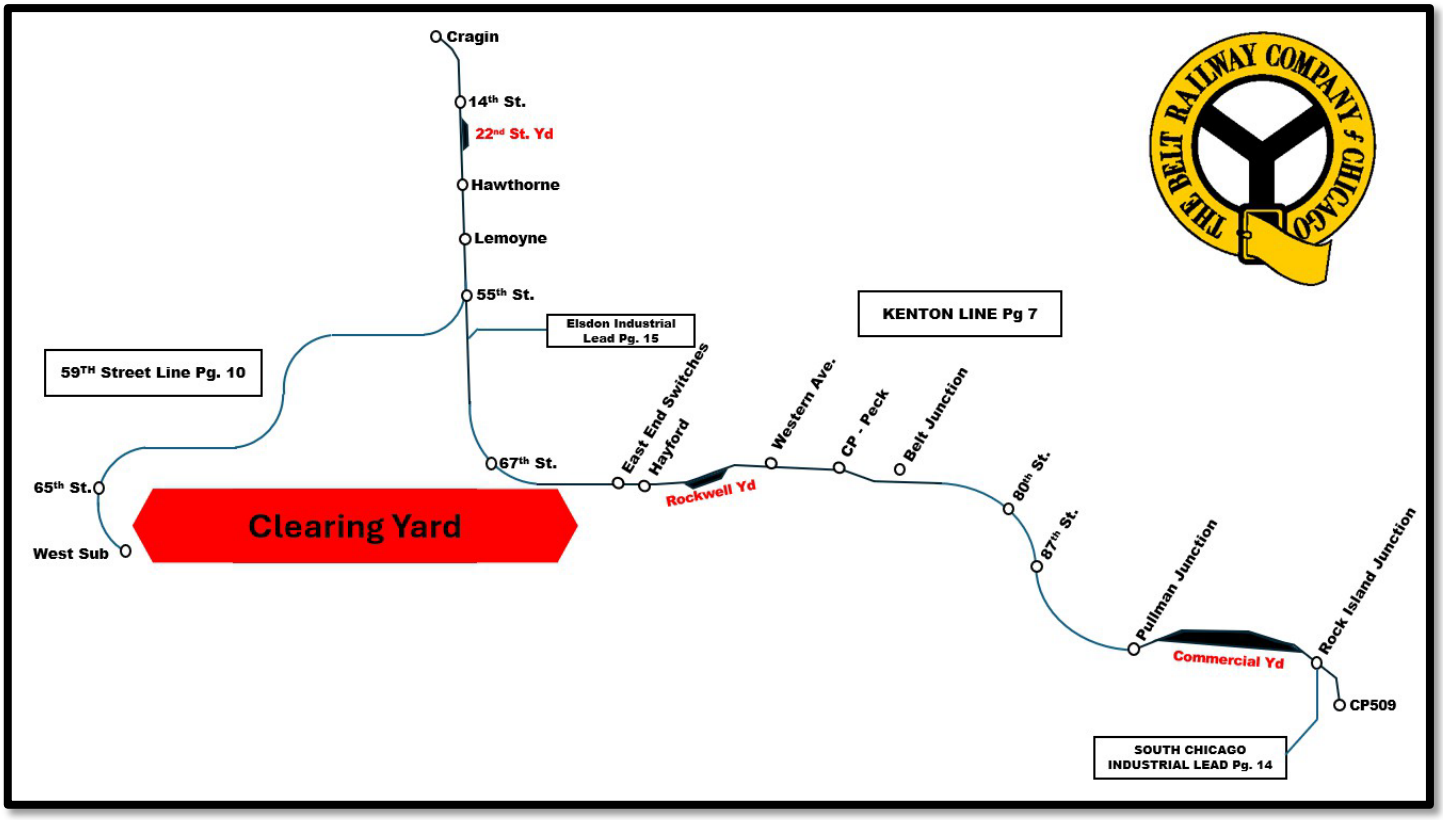
Effective 0001

October 7, 2026

Jerry Peck
President

Name:	Phone Number:	Note
EMERGENCY	"911"	Report All Calls to Management
POLICE DEPARTMENT	312-543-8269	Days 0600 – 1800 hrs.
	312-543-3658	Nights 1800 – 0600 hrs.
GRADE CROSSING HOTLINE	708-496-4133	
COMMAND CENTER	708-728-2259	After Hrs. Transportation Dept.
CHIEF CLERK	708-496-4117	
TRANSPORTATION CLERK	708-496-4112	Days 0700 – 1500 hrs.
NORTH DISPATCHER	708-496-4104	AAR Channel 039-039
SOUTH DISPATHER	708-496-4101	AAR Channel 026-026
EAST YARDMASTER	708-496-4128	AAR Channel 089-089
WEST YARDMASTER	708-496-4130	AAR Channel 018-018
TRAINMASTER	773-862-0449	
DIESEL SHOP FOREMAN	708-496-4067	AAR Channel 079-079
CAR FOREMAN	708-372-8963	
RIP FOREMAN	708-878-9159	
EXECUTIVE DEPT.	708-496-4002	Days 0700 – 1500 hrs.

Grade Crossing Emergency Hotline: (708) 496-4133



AEI (Automated Equipment Identification) Locations.

AEI Site Number	Location
1	WEST SUB – West end of West Receiving Yard
2	65th Street – Wets End of West Departure Yard
3	RE-Humps – West Classification Pull Down Traffic
4	West Class Yard – High Side West Classification Yard
5	West Class Yard – Low Side West Classification Yard
6	East Class Yard – Center East Classification Yard
7	East Class Yard – Low Side East Classification Yard
8	East Class Yard – High Side East Classification Yard
9	East Receiving – 67th Street WYE
10	Hayford Interlocking MP 11.6
11	NCID (Cicero Ave) – North Thoroughfare
12	Rock Island Jct. – South Chicago MP 21.5
13	80th Street Interlocking – (BRC- UP- NS Junction) MP 15.8
14	55th Street Interlocking – Archer Ave MP 7.85
15	Western Ave Interlocking MP 13.15
16	Pullman Junction Interlocking MP 19.4
17	Cragin Interlocking MP 0.03

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SECTION 1 – BRC Timetable Structure and Rules in Effect

The BRC consists of one subdivision.

On Track Bulletins and the Daily Operating Bulletin (DOB), this will be known as the Belt Railway Subdivision.

Three additional segments of other than main track territory, the South Chicago District Industrial Lead, the Elsdon Industrial Lead, and Clearing Yard are shown in their own sections.

Individual Lines:

- Kenton Line – **CRAGIN** to **CP 509** (NS Connection)
- 59th Street Line – **55TH STREET** to **WEST SUB**

Each station page also contains special instructions specifically in effect on that line.

A linear profile of each line segment is presented at the end of the timetable.

The BRC System Special Instructions Section follows, presenting specific instructions, and including all rules from the General Code of Operating Rules that are modified for use on the BRC.

Hazardous Materials Instructions are located in the BRC's Version of the United States Hazardous Materials Instructions for Rail, BRC HM-1.

Whenever individual line special instructions are more restrictive than the System Special Instructions, line special instructions will govern.

The Timetable and System Special Instructions are modified, when needed, through the creation of General Orders, which are issued, as required.

BRC DOCUMENTS IN EFFECT:

- GCOR 9th Edition effective September 23rd, 2025 (NEW).
- BRC Timetable Number 8. effective October 5th, 2026 (NEW).
- BRC Safety Rules, SAF-1 Effective October 1st, 2026 (NEW).
- BRC Operating Practices Rules, OP-1, Effective January 1, 2017.
- BRC Hazardous Materials Instruction Manual, HM-1, Effective January 1, 2022.
- Chicago Operating Rules Association (CORA Guide), Effective May 1st, 2023.

Employees operating over foreign railroads in the Chicago Terminal

Crew members must have the current **CORA** Guide in their possession.

The Belt Railway Company of Chicago is a member of the Chicago Operating Rules Association (CORA). The CORA Operating Guide is in effect on all railroads operating within the Chicago Terminal District.

CORA Guide modifications will be issued by the home railroad and communicated by the railroads to affected employees. On the Belt Railway of Chicago, modifications to CORA Sections will be communicated through CORA Notices issued by the Director of Safety and Compliance.

Possession of a CORA book removes the requirement to carry the timetable and special instructions, and operating rule book of the railroad a BRC crew is operating over.

BRC crews operating over foreign railroads will still be governed by the BRC SAF-1 and OP-1.

It will be the responsibility of BRC crews to assure they have the current CORA Sections, and applicable updates, for any section of foreign railroad over which they operate.

DAILY OPERATING BULLETIN

Temporary Speed Restrictions, Work Zones, Crossing Restrictions. and other specific instructions will be delivered by Track Bulletin and communicated using the BRC Daily Operating Bulletin (DOB). The DOB will also provide the current BRC Timetable, BRC General Order, and BRC CORA Update that is in effect.

- All trains operating on the BRC must have a DOB, unless instructed by the Train Dispatcher.
- All trains must verify the DOB with the Train Dispatcher when entering BRC Trackage.
- The BRC Train Dispatcher may issue additions or cancellations verbally.
- Trains entering BRC trackage must notify the Train Dispatcher whether the train **does or does or not** contain any TIH cars, is an HHFT, or includes dimensional or excessive-dimensional loads.

BRC High Security Locks require a # 102 Key.

SECTION 2 – BRC Individual Lines

Milepost	Main Line Track Segments	Page
0.03 – 21.98	Kenton Line	7
0.00F – 5.29F	59th Street Line	10
	Other Then Main Line Track Segments	
0.00S – 2.35S	South Chicago Industrial Lead	14
0.00E – 1.5E	Elsdon Industrial Lead	15

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

Location of Electric Locks:

KENTON LINE			
Milepost	**Track**	**Description**	**Switch Direction**
1.0	MT 2	Flexo Glass Ind - 167	North
3.4	MT 1	22nd Street Run-Around track	North
4.5	MT 1	22nd Street Run-Around track	South
6.0	MT 2	Mobil Oil Ind- 331	South
7.5	MT 1	C&A Siding	South
7.6	MT 1	Ram 4 Ind- 358	North
10.6	MT 1	Occidental Chemical Ind- 682	South
10.7	MT 1	Grace Davison Ind- 684	South

Kenton Line Instructions:

MAXIMUM GROSS WEIGHT OF CAR – 143 TONS

CLEARANCE RESTRICTIONS:

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

OUTLTING YARD INSTRUCTIONS:

Trains setting out cars must advise the train dispatcher of the head and rear car for the following locations:

- 22nd Street Yard (Does not apply to BRC Industry Assignments)
- Rockwell Yard (Does not apply to BRC Industry Assignments)
- Commercial Ave Yard

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

- CAN WYE
- WOBBLEY WYE

Western Ave Interlocking -

- Movements to and from Landers Yard over the 85 Switch

Pullman Junction Interlocking

- NS Version Lead

Highway/ Rail Grade Crossings – Kenton Line

Milepost	Crossing Name	Physical Location	911 Y/N	Whistle Y/N (GCOR 5.8.2)
6.58	**Canal Bank rd. (PVT)**	**4203 S. Cicero Ave**	N	N
7.9	**Archer Avenue**	**5264 S. Archer Ave**	**Y**	**Y**
8.4	**55th Street (55th & Kenton)**	**4579 W. 55th Street**	**Y**	N
8.9	**59th Street**	**4598 W. 59th Street**	**Y**	N
9.4	**63rd Street (Kenton Line)**	**4598 W. 63rd Street**	**Y**	N
9.9	**67th Street**	**4600 W. Marquette Road**	**Y**	N
12.9	**Columbus Ave.** (Southwest Hwy)	**2599 W. Columbus Ave.**	**Y**	**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** and **Columbus Avenue, MP 12.9**.				

59th STREET LINE

Milepost Location	Main Tracks	Method of Operation	STATIONS	Rule 4.3	Siding
0.0 F	2	C T C	55th Street	I, X2	
4.3 F			65th Street	I, X	
4.98 F			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

Location of Electric Locks:

59th Street Line			
Milepost	**Track**	**Description**	**Switch Direction**
3.18 F	MT 2	IHB Argo Industrial Lead	North

59th Street 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 63 for example of sign)

INGREDION - ARGO INDUSTRIAL LEAD INSTRUCTIONS - GCOR 6.28 applies

BRC North Train Dispatcher controls use of the Argo Industrial Lead.

All equipment handled to or from the Ingredion Facility must be handled with air and have at least a Transfer Air Test performed.

Ingredion uses "Ground Air" in the event you are required to remove the ground air supply, all BRC Rules for apply for removing ground air apply.

Restrictions:

- Fixed derails are located adjacent to both ends of the MP&L building, and at the entry to the plant **west of Archer Avenue**.
- Kicking cars and gravity switching cars at Ingredion is prohibited.
- **Smoking is prohibited** at any location on the Ingredion property, including on or about locomotives or cars.
- Use of locomotive sanders within the unloading shed is prohibited.
- Do not stop with the locomotive inside the load out shed, except in emergencies.
- Watch for hazardous footing conditions adjacent to all loop tracks at the Ingredion Argo Plant.
- **Close Clearances exist at Archer Avenue bridge** and adjacent to the MP&L Building.
- In the event a warning siren sounds, crews are to remain on their locomotives, unless otherwise instructed by Ingredion personnel. Notify the Train Dispatcher if a warning siren is heard on the property.
- In the event of an emergency that requires first responders to respond, immediately notify the North Train Dispatcher to notify Ingredion personnel.

Spotting cars within the Argo Facility (Unit Trains)

- When handling cars, air hoses must be coupled with all cars, and train line air cut in.
- Close Clearance exists at all points within **500' of the Archer Avenue overpass**, employees must not ride the sides of cars in this area.
- Split-Point Derail is located 200 feet west of the IHB Overhead Bridge.
- job briefing is required from the Ingredion Yardmaster must take place at entrance gate to Ingredion Facility.
- Each "*Loop Track*" has a capacity of 55 cars, however if Argo Yardmaster request cars to spotted over the "*Dumper*" then only 50 cars should be handled on that "*Loop Track*".
- A minimum of 2 hand brakes, and a securement test as outlined in GCOR 7.5 must be performed before uncoupling from any cars unattended in the plant.

Spotting Cars on the Argo Industrial Lead

- Cars placed for delivery to Ingredion must be placed with the east car spotted west of the Weldbend private crossing.
- Cars placed for delivery to Ingredion must be spotted just east of the derail (Split-Rail Derail) at the west end of the track, regardless of number of cars placed.
- Use the BRC Grade Securement chart to determine the proper number of handbrakes to apply, also comply with GCOR 7.5 (Testing Handbrakes.)
- Use of a brake stick is mandatory when complying with GCOR 7.6 on the Argo Industrial Lead.

Highway/ Rail Grade Crossings – 59th Street Line

Milepost	Crossing Name	Physical Location	911 Y/N	Whistle Y/N (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	**Y**	N
1.69F	**55th STREET** (59th STREET LINE)	5632 W. 55th Street (55th Street and Parkside)	**Y**	N
2.48F	**AUSTIN AVENUE**	5966 S. Austin Avenue	**Y**	N
2.99F	**NARRAGANSETT**	5932 S. Narragansett Avenue	**Y**	N
4.20F	**63rd STREET** (59th STREET LINE)	7156 W. 63rd Street (63rd Street and Harlem Ave)	**Y**	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

SOUTH CHICAGO INDUSTRIAL LEAD						
Milepost Location	Main Tracks	Method of Operation	STATIONS	Rule 4.3	Siding	**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**
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		

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 Y/N	Whistle Y/N (GCOR 5.8.2)
0.51 S	**98th STREET**	3068 E. 98th Street	N	**Y**
0.76 S	**100th STREET**	3035 E. 100th Street	N	**Y**
1.34 S	**MUSKEGON AVENUE**	10476 S. Muskegon	N	**Y**
1.57 S	**106th STREET**	2680 E. 106th Street	N	**Y**

ELSDON INDUSTRIAL LEAD						
Milepost Location	Main Tracks	Method of Operation	STATIONS	Rule 4.3	Siding	Special Instructions:
0.0 E		GCOR 6.28	55t STREET	I		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.
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.

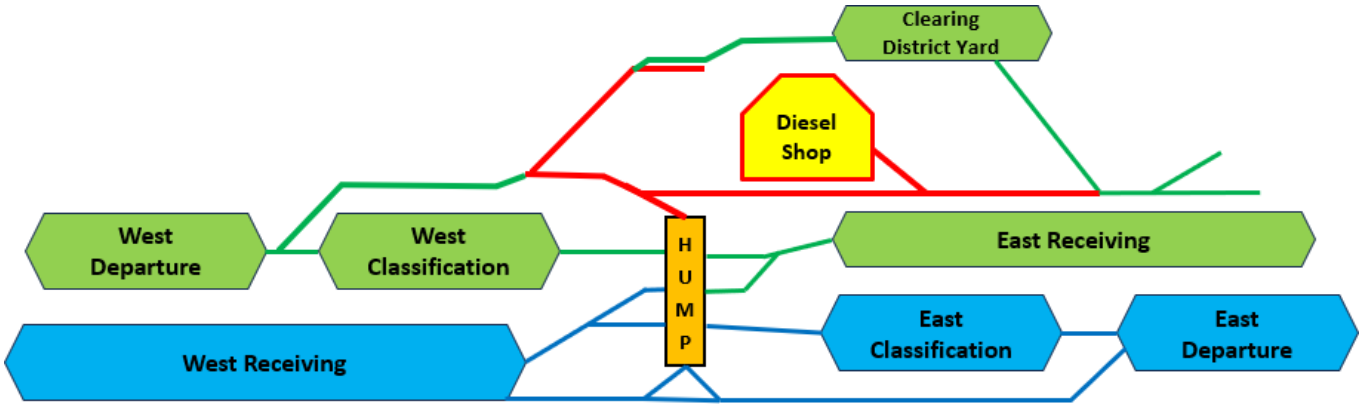
Highway/ Rail Grade Crossings – Elsdon Industrial Lead

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

SECTION 3 – 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.

PLACEMENT OF TRACK SKATES

Track skates are used in Classification Yards in lieu of securement with hand brakes. When placing Track Skates ahead of inert retarders, place the skates as follows:

- Place skate 39 feet ahead of inert retarders
- Place skates adjacent to each other on both the north and south rail of each track

Cars must not be shoved from the hump end when the head car of the track is against a skate.

When not in use, place skates in a location outside of gauge of track where they will not interfere with walking conditions.

Report any missing skates immediately to the Hump Foreman, if a replacement is not immediately available, apply a hand brake to the first car on the affected track.

The Hump Foreman must be notified when the track is skated, and the number of skates on each track. Hump Foreman or must acknowledge the track number and number of skates placed.

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.

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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

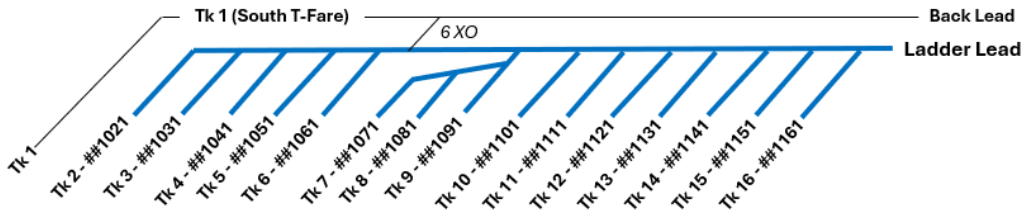
ROUTE (Examples)	DTMF COMMAND
Ladder Lead Inbound to Track 11	##1111
Ladder Lead Inbound to Track 02	##1021
Ladder Lead Outbound from Track 10	##1100
Ladder Lead Outbound from Track 02	##1020
Back lead Inbound to Track 02	##2021
Back Lead Inbound to Track 10	##2101
Back Lead Outbound from Track 02	##2020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

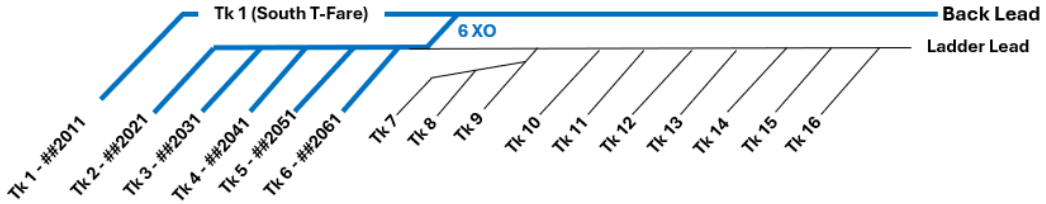


Where an outbound route is required, replace the last digit of the displayed DTMF Code to 0 (zero)

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
022	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,

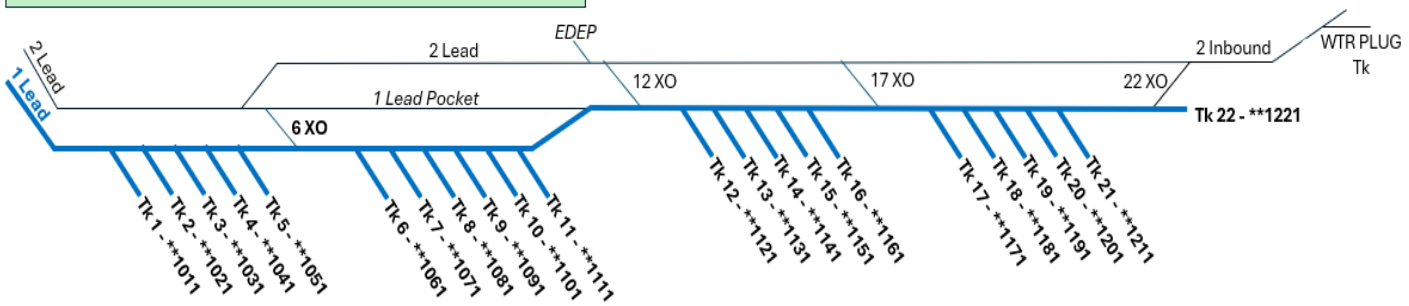
IF GOING OUTBOUND THE INBOUND ROUTING NUMBER CAN BE USED HOWEVER THE WHITE LIGHT AT ALL SWITCHES WILL EXTINGUSH WHEN EQUIPMENT OCCUPIES FIRST SWICTH. GCOR 6.28 APPLIES OVER ALL ROUTES.

Inbound Routes East Receiving

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

Are you routed on 1 Lead

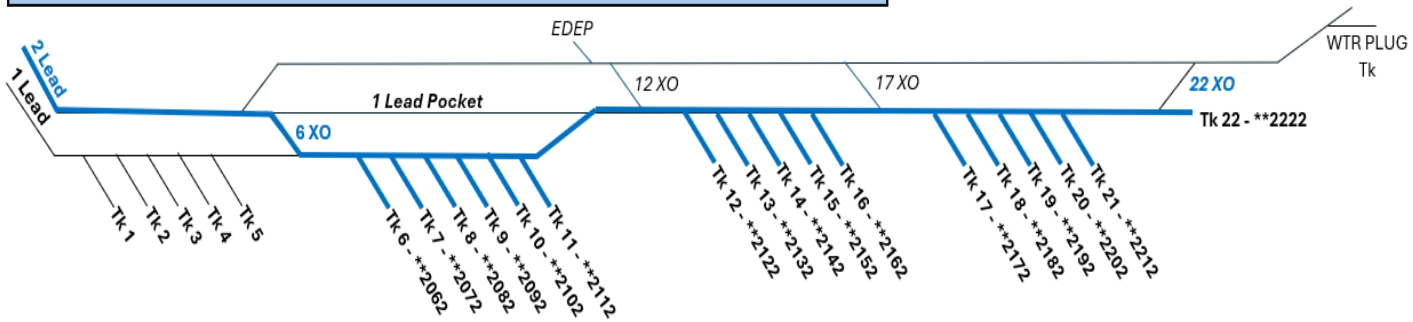
Yes → **1 Lead Inbound - Tracks 01 through 22 East Receiving**



No

Instructed to use 6 Crossover

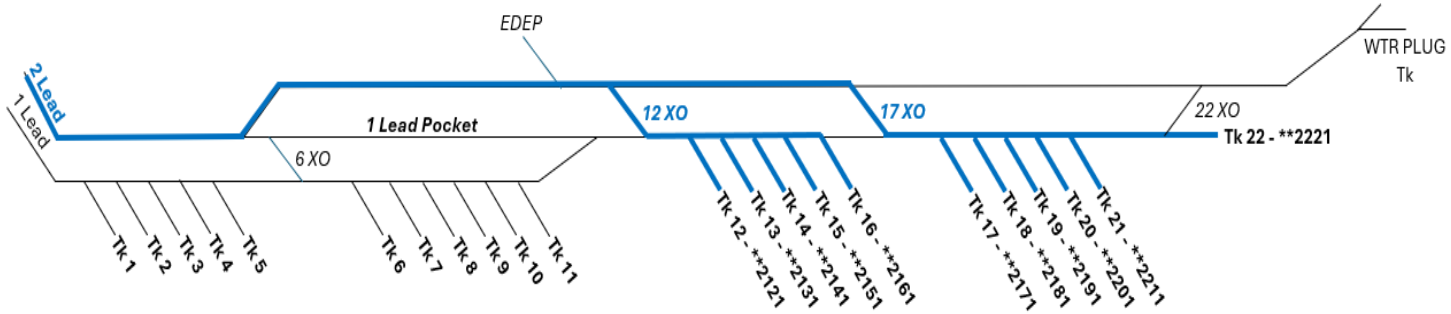
Yes → **2 Lead Inbound - Tracks 06 through 22 East Receiving (2 Lead Through 6 Crossover)**



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.**	

Prior to shoving from the Receiving Yard to a Hump Approach Track, or from a Hump Approach Track toward the Hump Tower, the following procedures must be completed:

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

1. **Route Identification**
   The Hump Foreman must advise the operator/ crew controlling the movement of the following:

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

2. **Route Verification**
   The Operator controlling the shove must verify:

   - The proper route is displayed on the monitor in the *Hump Shanty (Hump Assignments).*
   - The physical switch positions in the field (camera is acceptable).

3. **Job Briefing**
   The Operator / Crew controlling the movement must then conduct a job briefing with the other crew member on the assignment. The briefing must include:

   - The specific track to be shoved, and Approach Track to be used.

4. **Confirmation**
   Confirmation that the route has been visually observed and properly lined, traversing out of the Receiving Yard and at the top of all Hump Approaches

   - Confirmation between crew members must take place verbally using the radio.

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

Once a route is lined up, the switches cannot be operated from the field using the push button located at the switch.

However, switches may be operated in hand throw when a route is not lined. Movements must be stopped 125 feet in advance of the switch to hand operate the turnout.

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

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 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.

SCID (South Clearing Industries)

Location	Crossing Name	DOT - Crossing ID	911 Y/N	Whistle (GCOR 5.8.2)
South Lead	**73rd STREET**	869262K	**N**	Y
South Lead	**CENTRAL AVE**	869263S	**N**	Y
South Lead	**74TH STREET**	869265F	**N**	Y
South Lead	**NARRAGANSETT AVE.**	869264Y	**N**	Y
North Lead	**S. LEAMINGTON AVE.**	869266M	**N**	Y
North Lead	**CENTRAL AVE**	869267U	**N**	Y
North Lead	**CSXI CROSSING** (Narragansett Ave.)		**N**	Y
Tootsie Roll (Ind 674)	**4605 W. 72nd St. Chicago, IL**		**N**	Y

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

SECTION 4 – BRC System Special Instructions (SSI)

The following terms are used in the application of Special Instructions to the **General Code of Operating Rules.**

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.

Rule Changes and Additions – General Code of Operating Rules 9th Edition:

GCOR 1.3.1 Rules, Regulations, and Instructions (ADDITION)

Add the following to the section entitled Classes:

Employees who fail to pass required examinations are subject to the following handling, as applicable:

First Attempt: The employee will not be permitted to work until the employee passes the examination. The re-examination date will be coordinated with the rules examiner and must be taken within 3 days.

Second Attempt: The employee will not be permitted to work until the employee passes the examination. The re-examination date will be coordinated with the rules examiner and may be taken no earlier than 3`days after the examination to allow time for preparation.

Third Attempt: The employee failing the third attempt will be removed from service, pending formal investigation.

GCOR 1.3.3 Circulars, Instructions, and Notices (ADDITION)

Notices

Notices are issued to provide instructions to employees of specific functional areas by the department heads of the area. They provide information and work instructions specific to the area.

- **General Notice -** Provides information pertaining to all employees.
- **Transportation Notice -** Provides instructions for all Transportation Department employees.
- **Engineering Notice-** Provides instructions for all Engineering Department employees.
- **Mechanical Notice-** Provides instructions for all Mechanical Department employees.
- **Train Dispatcher Notices-** Provides instructions for Train Dispatchers.
- **Clerical Notices-Transportation-** Provide instructions for Transportation-Clerical Employees.
- **Yardmaster Notices-** Provides supplemental instructions for Yardmasters.
- **Hump Conductor Notices-** Provide supplemental instructions for Hump Foreman.

GCOR 1.4 Good Faith Challenge (ADDITION) Add the following to Part D:

Employees submitting written requests, as outlined in this Part, will utilize the BRC Web Site to submit all information.

Select Section: ***Operating Department > Good Faith Challenge***

Complete all required fields and submit the form.

The BRC Designated Review Officer for Good Faith Challenge rules interpretations is the Director of Safety & Compliance.

GCOR 1.5 Drugs and Alcohol (ADDITION)

Add the following: Employees are prohibited from using any controlled substance, at any time, and whether on or off duty, unless used specifically as prescribed by a medical practitioner.

GCOR 1.11.1 Napping (Supersedes)

This rule does not Apply on the BRC, Napping is not permitted.

GCOR 1.14 Employee Jurisdiction (ADDITION)

Add the following bullet:

- 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.
- BRC crews must, at a minimum, have and maintain the applicable sections when performing service on other railroads.

GCOR 1.34 Flat Spots (APPLICATION)

A Locomotive Engineer or RCO receiving an engine with flat spots will notify the Train Dispatcher and/or BRC Mechanical Department and make an entry on the locomotive defect report.
Outside of yards, do not set out a locomotive unless authorized by the Train Dispatcher

GCOR 1.36 Excessive Dimension Loads (APPLICATION)

Definitions:

Dimensional Load: Any load with a width of **10 feet 8 inches to 11 feet 6 inches** wide

Excessive Dimensional Load: 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.

An **Excessive Dimensional Load** is any load with a width exceeding **11 feet, 6 inches** or any shipments including idler cars on the train consist. Conductors, prior to entering BRC Trackage, must contact the Train Dispatcher and advise of any excessive dimensional loads.

The Train Dispatcher must contact 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 car exceeding **21 feet 0 inches** ATR (Above Top of Rail) prior to yarding the train in East or West Receiving Yard.

Dimensional cars exceeding **17 feet 2 inches** ATR must not be handled via the subway under the Clearing Yard Hump.

A "**Dimensional Load**" is any load with a width of **10 feet 8 inches** to **11 feet 6 inches** as noted on the train consist.

If a train has a dimensional load, the Conductor must advise the Dispatcher prior to moving the train.

If a conductor has a dimensional load and has received High Wide Clearance Authority 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 dimensional 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:

- locomotive entrained in the train consist not on the head end of the train
- passenger cars
- any car on rear end of train which cannot be coupled to Distributed Power Configuration
- Conductor must also notify the Yardmaster prior to yarding the train when the train is DP

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
- Air brakes must be used when switching, pulling, or spotting these loads
- Excessive dimensional loads must be only placed on tracks designed to accommodate those loads.

GCOR 1.44 Duties of Train Dispatchers (ADDITION)

Add the following:

• Train Dispatchers are responsible for complying with instructions in the Train Dispatcher's Manual.

GCOR 1.46 Duties of Yardmasters (ADDITION)

Add the following:

- The term Yardmaster and the term Humpmaster are used interchangeably on the BRC and will apply to all Yardmasters.
- Humpmaster instructions for the operation of the BRC Hump and adjoining yard tracks are contained in the current Transportation Notice entitled "Clearing Yard Instructions – Hump."
- Humpmasters are responsible for the information contained in these instructions. Humpmaster instructions for the operation of BRC Industry Assignments are contained in the current Transportation Notice entitled "Industry Notice".
- Humpmasters are responsible for the information contained in these instructions.
- Additions, deletions, or changes to instructions applicable to Humpmasters will be communicated through the issuance of a Yardmaster Notice.

GCOR 1.47 Duties of Crew Members (ADDITION)

Add Items 6 and 7 in **Part A, Conductor Responsibilities (NEW):**

1. Conductors are responsible for documenting train performance through the submission of required written work report documentation upon tie-up. Work reporting requirements will be specified in Transportation Notices
2. Conductors, when occupying the lead locomotive consist, will occupy the controlling locomotive between stations.

Add Items 3 to 4 in **Part B, Engineer Responsibilities (ADDITION):**

3. Any employee who operates a locomotive must have a valid certificate in his possession, and must have the certificate in their possession, regardless of which position they have been called to perform service in.
4. An employee who does not have their current certificate in their possession must contact a manager to have a temporary certificate issued.

Add the following Part.

E. Hump Foreman (Addition):

1. Hump Foreman are responsible for the safe and efficient operation of the hump under the direction of the Yardmaster.
2. Hump Foreman instructions for the operation of the BRC Hump are contained in the current Transportation Notice entitled "Clearing Yard Transportation Work Instructions – Hump Notice." Hump Foreman are responsible for the information contained in these instructions.

Changes to instructions applicable to Hump Foreman will be communicated using General Notice & Transportation Notice.

GCOR 1.48 Time (ADDITION)

Add the following:

24-hour time will be used on train sheets, on-track authority documents, and track bulletins.

All time will be issued in Central Time using the 24-hour format. Current time may be obtained from the train dispatcher.

Day Light Savings Time will be governed by the following:

- At 0200 on the second Sunday in March, standard time is advanced by one hour to 0300.
- At 0200 on the first Sunday in November, standard time is set back one hour to 0100.

Employees of the railroad are responsible for assuring their watches are changed accordingly, and time comparison made with the Train Dispatcher after the time change occurs.

GCOR 2.2 Required Identification (APPLICATION)

Proper format for identification

(The use of individual names or nicknames in lieu of proper identification is prohibited.)

Fixed Locations:	**Mobile Units:**
"BRC North Dispatcher" "BRC East Yardmaster" "BRC West Hump Foreman" "BRC Diesel Shop"	"BRC 580" "BRC 150, Helper" "BRC High Rail 827" "BRC Operator Smith" "BRC Trainmaster Spano"

GCOR 2.12 Fixed Signal Information (ADDITION)

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

Format for Radio Broadcast of Fixed Signal Indications:

"Engine Number, Signal Name, Location"

Example - ***"BRC 237, Medium Clear, East End Switches, 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 2.14.1 Verbally Transmitting and Repeating Mandatory Directives (ADDITION)

Where station names contain numerals, for example ***67th Street***, the requirements of this rule do not apply to the transmitting and repeating of the location name only.

GCOR 2.21 Electronic Devices (ADDITION)

Add the following to **Section A.** (May not be used)

Electronic devices are prohibited in the following locations:

- East & West Yard Offices
- East & West Hump Offices
- General Office – Command Center

Add the following to the last paragraph in **Section B**.
Employees who require the use of an electronic medical device must obtain authorization from the railroad before using the device while on duty. Employees are also responsible for notifying the railroad when the use of the authorized medical device is no longer necessary.

GCOR 4.3 Timetable Characters (ADDITION)

The following characters are used on the BRC:

G- General Orders, Bulletins, Standard Clock

I – Manual Interlocking

J – Junction

R – Railroad Crossing at Grade

T – Turning Facility

X – Crossover

X (2) – Multiple Crossovers

Y – Yard

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 (SUPERSEDES) - Does not apply on the BRC

GCOR 5.4.3 Display of Yellow – Red Flag (SUPERSEDES) - Does not apply on the BRC

GCOR 5.4.5 Display of Green Flag (SUPERSEDES) - Does not apply on the BRC

GCOR 5.4.6 Display of Green Flag (SUPERSEDES) - Does not apply on the BRC

GCOR 5.8.1 Ringing Engine Bell (ADDITION)

Add the following bullets:

- When passing trains stopped on an adjacent main track.
- When moving on a track controlled by mechanical personnel.
- At all yard access crossings in Clearing Yard.
- When moving within the confines of an industry.
- When operating through the "Cut-Off Track" (Crest of Hump).

GCOR 5.8.4 Whistle in Quiet Zone (ADDITION)

Add the following bullet:

- Notified that automatic warning devices have an **Activation Failure**, are **Malfunctioning**, or are **Disabled**.
- Where quiet zones are **not notated** from specific crossing locations, the sounding of whistle per rule 5.8.2 (7) is mandatory.

GCOR 5.8.5 Silenced Whistle (SUPERSEDES) - Does not apply on the BRC

GCOR 5.11 Engine Identifying Number (SUPERSEDES)

Trains may be identified by train symbols on initial radio contact with the train dispatcher, who, after verifying the lead engine number, will utilize the engine identifying 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 communication is used to grant main track authority.

GCOR 5.13 B Blue Signal Protection of Workers (APPLICATION)

In the application of GCOR 5.13 B. 3, the employee controlling remote control switches at the Clearing Hump will be governed by the provisions of the current Clearing Yard Work Instructions - Hump Notice for specific application of systems and recordkeeping for the process.

GCOR 5.13.1 Utility Employees (ADDITION)

Add the following:

BRC Utility Employees report and receive instructions from the Terminal Manager at the BRC Command Center, in the event the Terminal Manager is not present Utility Employee will check in with the Yardmasters.

GCOR 6.2.2 Daily Operating Bulletin (NEW)

The Daily Operating Bulletin will be issued by the train dispatcher to deliver track bulletin restrictions, GCOR Chapter 15, as modified by System Special Instructions, documents track bulletin usage on the BRC.

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/PIH) Shipment Handling (NEW)

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 (TIH) 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 (TIH) 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.

GCOR 6.3 Main Track Authorization (SUPERSEDES)

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.

Written authorities that are no longer in effect must be retained until the end of the tour of duty.

GCOR 6.4.2 Movements Within Control Points or Interlockings

Add the following bullet points to Item A.

- permission is ALWAYS required to make a forward movement after a reverse movement.
- When making movements within a control point or interlocking, **GCOR 9.5.7 (SSI)** applies when the movement is stopped within one locomotive length of a signal.

Item B. Automatic Interlockings – Does not apply on the BRC.

GCOR 6.6 Back Up Movements (SUPERSEDES) - Does not apply on the BRC.
GCOR 6.7 Remote Control Zone (SUPERSEDES) - Does not apply on the BRC.
GCOR 6.14 Restricted Limits (SUPERSEDES) - Does not apply on the BRC.
GCOR 6.15 Block Registered Territory – BRT (SUPERSEDES) - Does not apply on the BRC.
GCOR 6.19 Flag Protection (SUPERSEDES) - Does not apply on the BRC.

GCOR 6.21.1 Protection against Defects (ADDITION)

When a defect that would result in a dangerous condition for train movement is discovered, it must be protected.

- 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 relieved, or the track is blocked, tagged, locked, or a switch providing direct access is spiked against the condition.

GCOR 6.23 Emergency Stop or Severe Slack Action, or Actuation of Shifted Load or Dragging Equipment Detector (ADDITION)

Add the following under ***"Inspection of Cars and Units"***

Train may proceed without a visual inspection only after ALL the following conditions are met:

1. No severe or unusual slack action was experienced when stopping.
2. Train brakes release and brake pipe pressure is restored at the rear of the train.
3. A visual inspection from the head end does not indicate any unsafe condition.
4. Starting and moving the train does not require excessive power.
5. The train is not operating under **"Key Train"** status.

GCOR 6.32.2 Crossing Warning Devices (Highway/Pathway – Rail Grade Crossings) (SUPERSEDES)

Item B. Crossing Warning Devices Disabled, Malfunctioning, Damaged or Missing

(Replace section B. with the following)

When notified of crossing warning devices disabled, malfunctioning, damaged or missing, use the following procedures to properly complete movement over crossing:

<table>
<tr><td colspan="3">When notified that Automatic Warning Devices have an Activation Failure, are Malfunctioning, or have been Disabled</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

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

GCOR 6.32.4 Clear Crossing and Signal Circuits

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 Non-Controlled tracks, or Other Than Main Track, protection must be afforded by the Flagman
- When necessary, coordinate protection with the Yardmaster, or other employee 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. (See Example Below)



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

1. 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.
2. Move to a location where your extended arm is approximately 4 feet from the edge of the nearest running rail on the connecting track.
3. From this location, leave equipment an additional 50 feet into the track.

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

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

COUPLINGS MADE AT 6 MPH OR GREATER ARE CONSIDERED A CRITICAL RULE VIOLATION.

GCOR 7.5 Testing Handbrakes (APPLICATION)

Conventional Operation (Locomotive Engineer in Control Cab):

When cars will be left unattended, the following steps must be followed:

1. Make a brake pipe reduction sufficient to hold the equipment, if the equipment has air applied to the train line.
2. Apply the required handbrakes to the equipment that will be left unattended. All locomotive handbrakes / parking brakes must remain in the off or unapplied position until the test is complete.
3. Release the automatic air brake, (if equipment has air applied to the train line) and allow the train line to recharge and the slack between the equipment to adjust.
4. Gradually release the independent brake, allowing the slack between the locomotives and cars to adjust according to grade conditions.
5. After the train line has recharged and the slack has fully adjusted, observe the equipment for one minute to determine that there is no movement. If no movement of the equipment is observed the hand brakes are effective and the equipment will remain secure.
6. After determining that the hand brakes are effective, the independent and automatic brakes must be fully applied, and the locomotives must be properly secured, if required.

If the equipment does not remain stationary and is observed to move, additional handbrakes must be applied, and a securement test must be performed again.

Remote Control Operations:

To test the effectiveness of hand brakes during Remote Control Operations, the following steps must be followed:

1. Apply a MEDIUM train brake (if equipment has air applied to the train line).
2. Apply the required number of handbrakes to the equipment that will be left unattended. All locomotive handbrakes / parking brakes must remain in the off or unapplied position until the test is complete.
3. Once the hand brakes are applied, release the Train Brake on the OCU and allow the brake pipe to become fully charged (slack may naturally adjust).
4. Once Brake Recovery is Complete, initiate movement of the locomotive.
5. Once the locomotive has moved, place the speed selector in the STOP position.
6. Continually observe the equipment after placing the speed selector to STOP. No slack or movement of the equipment should be observed.
7. If the equipment is observed moving toward or away from the locomotive after the locomotive has been stopped, **additional hand brakes must be applied, and the test must be conducted again**.
8. If the equipment does not move after the speed selector is placed in the stop position, this indicates that the hand brakes are effective and securement has been obtained. Apply a MEDIUM train brake and allow the brakes on the equipment to apply before uncoupling from the equipment.

If the equipment does not remain stationary and is observed to move, additional handbrakes must be applied, and a securement test must be performed again.

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.)
- **Three 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 securement requirements listed below will apply.

East and West Hump Approach Tracks minimum handbrakes:

- **10 Handbrakes**

Stone Pit Track

- **All Handbrakes need to be applied on equipment.**

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 overhead bridge**
6000 – 6999	18	
7000 – 7999	21	
8000 – 8999	23	

Transferring Handbrakes:

When handbrakes must be transferred to the opposite end of equipment, apply the required handbrakes to the desired end before releasing any handbrakes currently applied. After the handbrakes on the opposite end have been applied, carefully release the previously applied handbrakes watching for slack action or equipment movement. If movement is observed, immediately reapply the handbrakes.

DO NOT MOVE CARS WITH HANDBRAKES APPLIED UNESS BEING USED FOR PROPER TRAIN HANDLING.

HANDLINGGCOR 7.6.1 Unattended Locomotives (NEW)

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

If necessary to leave a locomotive(s) on the main track, or other than a track designated for tying up, or setting off locomotive(s), permission must be obtained first from the Terminal Manager.

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

GCOR 7.7 Kicking or Dropping Cars (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.

Dropping cars on the BRC is prohibited.

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 7.10 Movement Through Gates or Doorways (SUPERSEDES)

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

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

GCOR 7.11 Charging Air Brakes (ADDITION)

USE OF AIR BRAKES		
Hump Assignments	Air Applied to Cars	Notes:
West Receiving Yard	None.	Apply Air only if using a single or Double locomotive consist.
East Receiving Yard	None.	
Pulling cars up & over hump crest	1 car of air for every 1000 tons handled.	
Pulling/ Doubling Classification Tracks	None.	**Example:** RIP Tracks Hold Tracks
Yard Assignments	**10% Air applied** to the number of cars being handled When transferring cars from one yard to another yard within Clearing.	**Example:** Pulldown assignment with 34 cars to departure yad, number of cars to have air applied would be four cars.
Outline Yards: ○ **22nd Street Yard** ○ **Rockwell Yard** ○ **Commercial Yard**	100 % of cars require air applied.	This applies to switching movements also.

GCOR 7.13 Protection of Employees in Bowl Tracks (SUPERSEDES)

Prior to any employee entering, working on, fouling, or coupling onto a bowl track, the Hump Foreman or employee controlling the switch(es) providing access to the track must be notified to ensure the required protection is established.

The following protection procedure must be completed:

1. **Request Protection**
   The employee requesting protection must notify the Hump Foreman or the employee controlling the switch(es) that provide access from the hump to the affected bowl track.
2. **Establish Protection**
   The Hump Foreman or controlling employee will establish the required protection. When performing locomotive servicing, car repairs, or any work beyond the skates, each applicable remote-controlled switch providing access to the affected bowl track must be lined against movement into the track and secured with a locking or blocking device.
3. **Confirm Protection**
   Before any employee enters, fouls, or begins work on the track, the Hump Foreman or controlling employee must confirm that protection has been established.
4. **Release Protection**
   Protection must remain in effect until:
   - All work has been completed;
   - All employees and equipment are clear of the bowl track; and
   - The Hump Foreman or controlling employee has been notified that protection is no
   - longer required.

   Exception:
   If the track is properly skated and the employee's work will not extend to or beyond the skates, locking or

blocking of switches is not required.

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 (SUPERSEDES) - Does not apply on the BRC.
GCOR 8.19 Automatic Switches (SUPERSEDES) - 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 1 car length (50 Feet) of a Controlled Signal must not change direction unless the signal can be clearly seen to display an aspect to proceed, or on permission from the Train Dispatcher is received.

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 the Track & Time after verifying that it is safe to do so.

GCOR 11.0 Rules Applicable in ACS, ATC, and ATS Territories (SUPERSEDES) – Does not apply on the BRC.

GCOR 12.0 Rules Applicable Only in Automatic Train Stop System (ATS) Territory (SUPERSEDES) - Does not apply on the BRC.

GCOR 13.0 Rules Only in Automatic Cab Signal System (ACS) Territory (SUPERSEDES) - Does not apply on the BRC.

GCOR 14.0 Rules Only Applicable within Track Warrant Control (TWC) Limits (SUPERSEDES) - 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 Only Applicable in Direct Traffic Control (DTC) Limits (SUPERSEDES) -

Does not apply on the BRC.

GCOR 17.0 Rules Only Applicable in Automatic Train Control (ATC) Territory (SUPERSEDES) -

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 **PTC is 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.

Definitions: (ADDITION)

Add the following definitions to the GCOR:

High Hazard Flammable Train – HHFT (NEW)

High Hazard Flammable Train, a train containing 20 or more loaded tank cars of Class 3 Flammable Liquids in a continuous block or 35 or more loaded tank cars of a Class 3 Flammable Liquid across the entire train

Stowed (New)

When required by Rule 2.21, electronic devices including cell phones, laptops, cameras, DVD's, etc., must be turned off and placed out of sight in the employee's
grip, luggage, backpack, etc. 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 either:

- Open to unrestricted public access or open to people other than railroad employees going about their normal duties, e.g., business guests or contractors

Abbreviations: (ADDITION)

Add the following abbreviations to the GCOR:

- DOB – Daily Operating Bulletin
- EIC Employee in Charge (M/W)
- HHFT – High Hazard Flammable Train
- HM-1 – BRC Hazardous Materials Instructions
- OP-1 – BRC Operating Practices Manual
- RRX – Railroad Crossing at Grade
- SAF-1 - BRC Safety Rulebook
- SSI – System Special Instruction

SECTION 5- Clearances

Crew members are cautioned about close clearances noted below:

Kenton Line:

- Bridge Girders between CRAGIN MP 0.03 and LEMOYNE MP 6.6, on all tracks.
- Employees must not ride cars within Commercial Yard, unless the adjacent track is clear.

South Chicago District Industrial Lead:

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

Clearing Yard:

- Ladder Lead west end of West Receiving Yard
- West Receiving Yard – Track 1 & 2 adjacent to the crossover located at the east end of the track
- East Classification yard – Tracks 50 through 56 ECLS
- West Classification Yard - Tracks 6 through 8 WCLS
- Cut-Off Track (crest of Hump) by AEI Readers
- Through Hump Subway

VERTICAL CLEARANCES			
Line	**Location**	**Maximum Height**	**Notes**
Kenton Line	**Entire Line**	**20' 02"**	
Kenton Line	**14th St**	**18' 00"**	**On CSX Connection (Altheim Sub)**
59th Street Line	**Entire Line**	**20' 02"**	
Argo Industrial Lead	**Overpass**	**15' 10"**	**Archer Ave / Under IHB RR**
Clearing Yard	**Hump Subway**	**17'02"**	

SECTION 6 - Locomotive Engineer and Conductor Certification

A. Requirements

1) All locomotive engineers, conductors, hostlers and remote-control operators must be certified in accordance with federal regulations. Certificates expire 36 months from the date of issue, and the re-certification process must be completed prior to expiration, to avoid an interruption in service eligibility.

Re-Certification requires:

a) Attending re-certification class
b) Passing a written examination
c) Passing a skills examination (train ride or simulator) (49 CFR Part 240 only)
d) A hearing and visual acuity check
e) A motor vehicle driving record check

2) All certified employees must keep their certificate current. Failure to do so may result in an interruption in service. It is the individual employee's responsibility to ensure that certification is kept current.
3) Employees must have the required certificate in their possession while on duty and must display that certificate when requested by a company officer or FRA representative.

B. Qualification of Certified Employees

1) Locomotive Engineers

Qualification is determined by a Designated Supervisor of Locomotive Engineers (DSLE) before the locomotive engineer can operate without direct on-board supervision. Depending on individual case by case circumstances, a DSLE may provide notice of qualification after a ride, face-to face discussion, telephone conversation, or electronic notification with the locomotive engineer.

If the locomotive engineer disagrees with the decision that he or she is qualified, a DSLE must ride with the locomotive engineer before qualification. The ride must be of sufficient duration over the most demanding portion of the territory to ensure proficiency.

a) **Initial Familiarization**

Prior to being qualified on a territory upon which the employee has never operated in the capacity of a locomotive engineer, the employee must make familiarization trips over the entire territory. The average number of familiarization trips necessary for qualification will be determined by the Manager of Operating Practices.

The average number of trips necessary is based on qualifying the typical locomotive engineer. Prior experience may adjust the number of required trips. It may be determined that certain non-mainline territories, i.e. industrial leads, have such generic and undemanding characteristics that familiarization with similar or more challenging territories may be used in-lieu of trip(s).

b) **Maintaining Locomotive Engineer Proficiency**

Engineers who have not worked any road trips in the past 12 months on territories in which the locomotive engineer was previously qualified must notify the Manager of Operating Practices or DSLE of this fact.

When the Crew Dispatcher calls an engineer to work a road trip for proficiency, a DSLE or a qualified engineer familiar with the territory, will accompany the engineer. To the extent practical, the DSLE will conduct the FRA engineer certification requirements for an annual monitored ride during these trips for engineers who do not normally work road trips.

c) **Route Familiarization**

Route familiarization is required to perform service as a certified locomotive engineer without the assistance of a pilot. Once initially qualified on a specific route by making the required number of familiarization trips as specified by the DSLE, route familiarization is maintained by observing the route when performing service in any capacity (engineer or trainman) every 12 months.

Other methods of maintaining route familiarization may also be specified by the Manager of Operating Practices or Director Rules and Compliance.

It is the locomotive engineer's responsibility to maintain their familiarization on the routes they are qualified on to maintain that qualification.

d) **Promoted Engineers Not Working as Locomotive Engineers**

Many promoted engineers retain seniority rights as switchmen and/or conductors. Due to changes in work force requirements, some of these engineers may return to switchman or conductor assignments. When this occurs, these individuals may be permitted to operate the locomotive If:

1. The activity does not interfere with their assigned duties.
2. They have the consent of the working engineer of the crew.

Permitted locations are not limited to territories where the employee was previously qualified.

Only an engineer holding a valid Belt Railway Company of Chicago 49 CFR Part 240 Locomotive Engineer Certificate, can operate a locomotive or train.

If an employee had their seniority restricted while an engineer, that restriction remains in effect. A disqualified engineer must not operate a locomotive.

e) **Set back switchmen or Conductors**

Employees who have not worked as a Locomotive Engineer within the past 6 months, must notify the Manager of Operating Practices / assigned manager and the Crew Dispatcher.
The Manager of Operating Practices may require the employee to make trips over a line to maintain proficiency as an engineer.

f) **Recertification**

All certified engineers must keep their certificate current. Failure to do so may result in an interruption in service.
It is the individual employee's responsibility to ensure that certification is kept current.
Employees may obtain their recertification material 90 days prior to the certification expiration.
Employees are required to follow the instructions contained in the packet and complete all required forms, along with instructions for obtaining hearing and/or vision exams.
All required items must be completed promptly, but no less than 30 days in advance of the certificate expiration date.

All certified employees must be re-certified every three years.
Certification will expire on the date reflected on the employee's BRC Certificate. Employees may contact the Chief Clerk Transportation, to obtain the necessary materials for re certification.

2. Remote Control Operators (RCO)

a) Qualification

Qualification is determined by the Director Rules and Compliance, Manager of Operating Practices or Designated Supervisor of Remote-Control Operations (DSRCO) before the RCO can operate without direct supervision.
Depending on individual case-by-case circumstances, a DSRCO may provide notice of qualification after a ride, face-to-face discussion, telephone conversation, or electronic notification with the RCO. However, if RCO disagrees with the decision that he or she is qualified, a DSRCO must ride with the RCO before qualification.

b) Re-Certification

All certified RCOs must keep their certificate current. Failure to do so may result in an interruption in service.

It is the individual employee's responsibility to ensure that certification is kept current.
Employees may obtain their recertification material 90 days prior to the expiration of the certification.

Employees are required to follow the instructions contained in the packet and complete all required forms, along with instructions for obtaining hearing and/or vision exams.

All required items must be completed promptly, but not less than 30 days in advance of the certificate expiration date.

All certified employees must be re-certified every three years. Certificates will expire on the on the date reflected on the employee's BRC 49 CFR Part 240 Certificate.

Employees may contact the Chief Clerk Transportation, to obtain the necessary re-certification materials.

c) RCO position not worked in the previous 6 months

A remote-control operator who has not worked as an RCO in the previous 6 months must notify a manager:

1. Before marking up on a position required to work as an RCO
2. If called to work an RCO position.
   Employees must also inform the manager if their skill as an RCO has been evaluated in the past 12 months. The manager, after discussion with the Manager of Operating Practices or DSRCO, will determine if the employee needs familiarization after a discussion with the employee.

d) RCO Performance on selected terminal assignments

Certain assignments require additional training and familiarization. These include service to Ingredion (Argo) or Hump Service.

Additional airbrake and train/track dynamics training may be required for these jobs. The RCO is responsible for notifying a manager when placing himself or herself on a position or when force assigned to a position listed.

The DSRCO will determine what, if any, training and familiarization is required. Remote control operators must not exceed the limits of their qualifications and must inform the manager of limits, if requested to exceed their qualifications.

3. Conductors

a) **Initial certification**

Train service employees must pass all proficiency, knowledge, and territory familiarization training and testing required by law and the company's conductor certification program to work as a certified, fully qualified conductor.

b) Re-certification

It is the individual employee's responsibility to ensure availability to perform service by maintaining his/her certification and carrying an unexpired FRA certificate for freight service while on duty.

Employees who are certified for multiple TE&Y classes of service will be issued one certificate listing each class of service they are qualified to perform.

To maintain multiple classes of service, employees will be required to satisfy all proficiency testing and regulatory re-certification requirements on a periodic basis (hearing, vision, motor vehicle records, certification ride, etc.).

Employees who are issued multiple certificates will need to satisfy all requirements for re certification when any certification comes due for renewal. Multiple certificates will all have the same expiration date requiring the completion of all regulatory requirements.

Re-certification will be required within three years based on of the expiration date listed on his/her FRA certificate.

All certified conductors must keep their certificate current. Failure to do so may result in an interruption in service.

It is the individual employee's responsibility to ensure that certification is kept current.

Employees may obtain their re-certification material 90 days prior to the certification expiration. Employees are required to follow the instructions contained in the packet and complete all required forms along with instructions for obtaining hearing and/or vision exams.

All required items must be completed promptly, but not less than 30 days in advance of the certificate expiration date. Employees may contact the Chief Clerk Transportation, to obtain the necessary materials for re-certification.

c) Territorial familiarization on <u>MAIN TRACK</u>

Each person who is called to perform service as a certified conductor must meet the territory familiarization requirements on the segment of main track upon which they will work.

Route familiarization is maintained by observing the route, when performing service in any capacity (engineer or trainman). A required number of training trips may be required if the territory familiarization is expired and can include the use of technology and/or job aids.

They must also pass a territorial examination covering the operating conditions of territory over which they have never operated, and for territory not traversed for a period of two years or longer.

Conductors must notify the Crew Dispatcher, Terminal Manager, and their assigned manager if they do not meet these territorial familiarization requirements prior to protecting service.

A Conductor who was previously qualified on main track physical characteristics, but whose territorial qualification has been expired for one year or less, and who has regularly traversed the territory prior to the expiration of the qualification, may be assisted by any person, including an assigned crew member, who meets the territorial qualification requirements for main track physical characteristics.

A Conductor whose territorial qualification has been expired for one year or less, but who has not regularly traversed the territory prior to the expiration of the qualification, or a conductor whose territorial qualification on MAIN TRACK has been expired for more than one year, may be assisted by any person, including an assigned crew member other than the locomotive engineer, who meets the territorial qualification requirements for main track physical characteristics.

A Conductor that has never been qualified on main track physical characteristics of the territory over which he or she is to serve as a Conductor will be assisted by a person who is certified as a Conductor, meets the territorial qualification requirements for main track physical characteristics, and is not an assigned crew member.

d) Territory familiarization on OTHER THAN MAIN TRACK

If a conductor has never worked on a segment of track or has not been over that track for a period of two years or longer, the conductor will be:

1) Accompanied by a qualified employee who meets the territorial requirements where practicable.
2) Provided an appropriate job aid. Or
3) Receive a detailed job briefing from an employee familiar with the territory.

EXCEPTION to C & D:

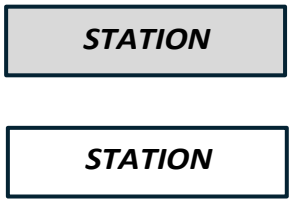
A pilot is not required if a conductor is working on a section of track with an average grade of less than 1% over 3 continuous miles, and any one of the following applies:

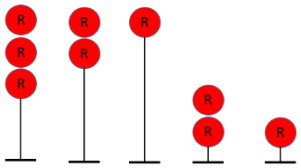
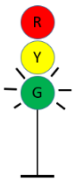
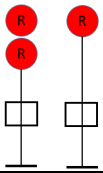
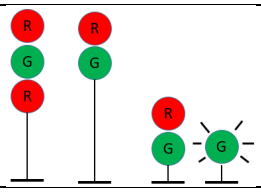
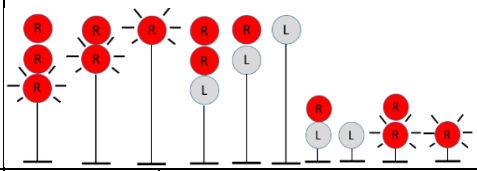
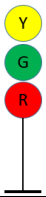
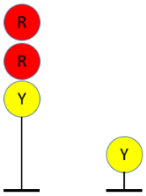
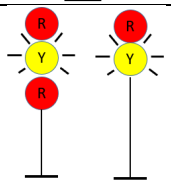
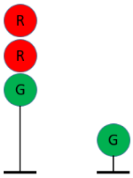
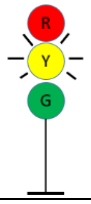
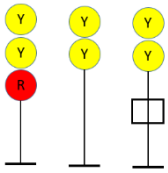
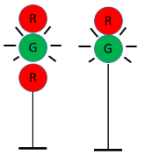
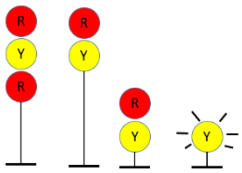
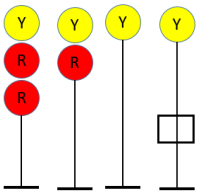
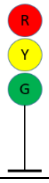
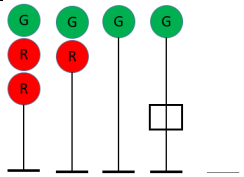
1) The maximum distance the locomotive or train will be operated does not exceed one mile.
2) The maximum authorized speed for any operation on the track does not exceed 20 miles per hour.
3) Operations are conducted under operating rules that require every locomotive or train to proceed at a speed that permits stopping within one-half the range of vision of the locomotive engineer.

Revocation Events (49 CFR Part 240 / 49 CFR Part 242):

<table>
<tr><th colspan="2" rowspan="3">Revocable Events</th><th colspan="5">Application of Revocable Events</th></tr>
<tr><th colspan="5">Periods of Revocation</th><th colspan="2">Employees with Multiple Certifications</th></tr>
<tr><th colspan="4">Main Track</th><th>Other than Main Track where restricted speed or the operating equivalent is in effect</th><th colspan="2">Main Track and Other than Main Track</th></tr>
<tr><th colspan="2"></th><th>1st Offense</th><th>2nd Offense Within 24 Months</th><th>3rd Offense Within 36 Months</th><th>4th Offense within 36 Months</th><th>No Offense within the previous 12 months</th><th>Offense as a Conductor</th><th>Offense as an Engineer</th></tr>
<tr><td>1</td><td>Signal requiring complete stop before passing</td><td rowspan="12">30 Days</td><td rowspan="12">6 Months</td><td rowspan="12">1 Year</td><td rowspan="12">3 Years</td><td rowspan="5">Not Applicable</td><td rowspan="5">Employee may NOT work as an engineer during period of revocation</td><td rowspan="5">Employee may NOT work as a conductor during period of revocation</td></tr>
<tr><td>2</td><td>Restricted Speed & Speed 10 MPH Over</td></tr>
<tr><td>3</td><td>Required Brake Test</td></tr>
<tr><td>4</td><td>Occupying Main Track Without Authority/ Permission</td></tr>
<tr><td>5</td><td>Disabling Safety Device/ Tampering</td></tr>
<tr><td>6</td><td>Shoving Movements</td><td rowspan="2">Half Revocation Period</td><td rowspan="6">Employee may work as an engineer during period of revocation</td><td rowspan="6">Not Applicable</td></tr>
<tr><td>7</td><td>Equipment fouling adjacent track</td></tr>
<tr><td>8</td><td>Hand Operated Switches_Crossovers</td></tr>
<tr><td>9</td><td>Hand Operated Switches_Main Track</td><td>Not Applicable</td></tr>
<tr><td>10</td><td>Hand Operated Crossover Switches_Before and After</td><td>Half Revocation Period</td></tr>
<tr><td>11</td><td>Hand Operated Derail</td></tr>
<tr><td>12</td><td>Drug & Alcohol</td><td colspan="4">Different periods of revocation may be applied (See 242.403 & 242.115)</td><td>Not Applicable</td><td colspan="2">Employee may NOT work as an engineer or conductor during period of revocation</td></tr>
</table>

SECTION 7 – Roadway Signs / BRC 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**		

Slow Speed = 15 MPH				Medium Speed = 20 MPH			
RULE	**NAME**	**ASPECT**	**INDICATION**	**RULE**	**NAME**	**ASPECT**	**INDICATION**
9.1.1	STOP		Stop	9.1.9	Medium Approach Medium		Medium speed through turnouts; proceed approaching signal not exceeding Medium Speed
9.1.2	Stop and proceed		Stop and Proceed at Restricted Speed	9.1.10	Medium Clear		Medium speed through turnouts, Proceed
9.1.3	Restricting		Proceed at Restricted Speed	9.1.11	Approach Medium		Proceed, approaching next signal not exceeding Medium Speed
9.1.4	Slow Approach		Slow Speed through turnouts, proceed prepared to stop at next signal	9.1.12	Limited Approach		Limited Speed through turnouts; proceed prepared to stop at next signal
9.1.5	Slow Clear		Slow Speed through turnouts, proceed	9.1.13	Limited Approach Medium		Limited Speed through turnouts; proceed approaching next signal not exceeding Medium Speed
9.1.6	Approach Slow		Proceed, approaching next signal not exceeding Slow Speed	9.1.14	Limited Clear		Limited Speed through turnouts; proceed
9.7.7	Medium Approach		Medium Speed through turnouts, proceed prepared to stop at next signal	9.1.15	Approach		Proceed, prepared to stop at next signal
9.1.8	Medium Approach Slow		Medium Speed through turnouts, proceed prepared to stop at next signal	9.1.16	Clear		Proceed

SECTION 8 – 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 9 – BRC Linear Profile

The Linear Operations Profile (LOP) provides a visual reference for employees using the BRC Main Lines and selected Other than Main Track Line Segments.

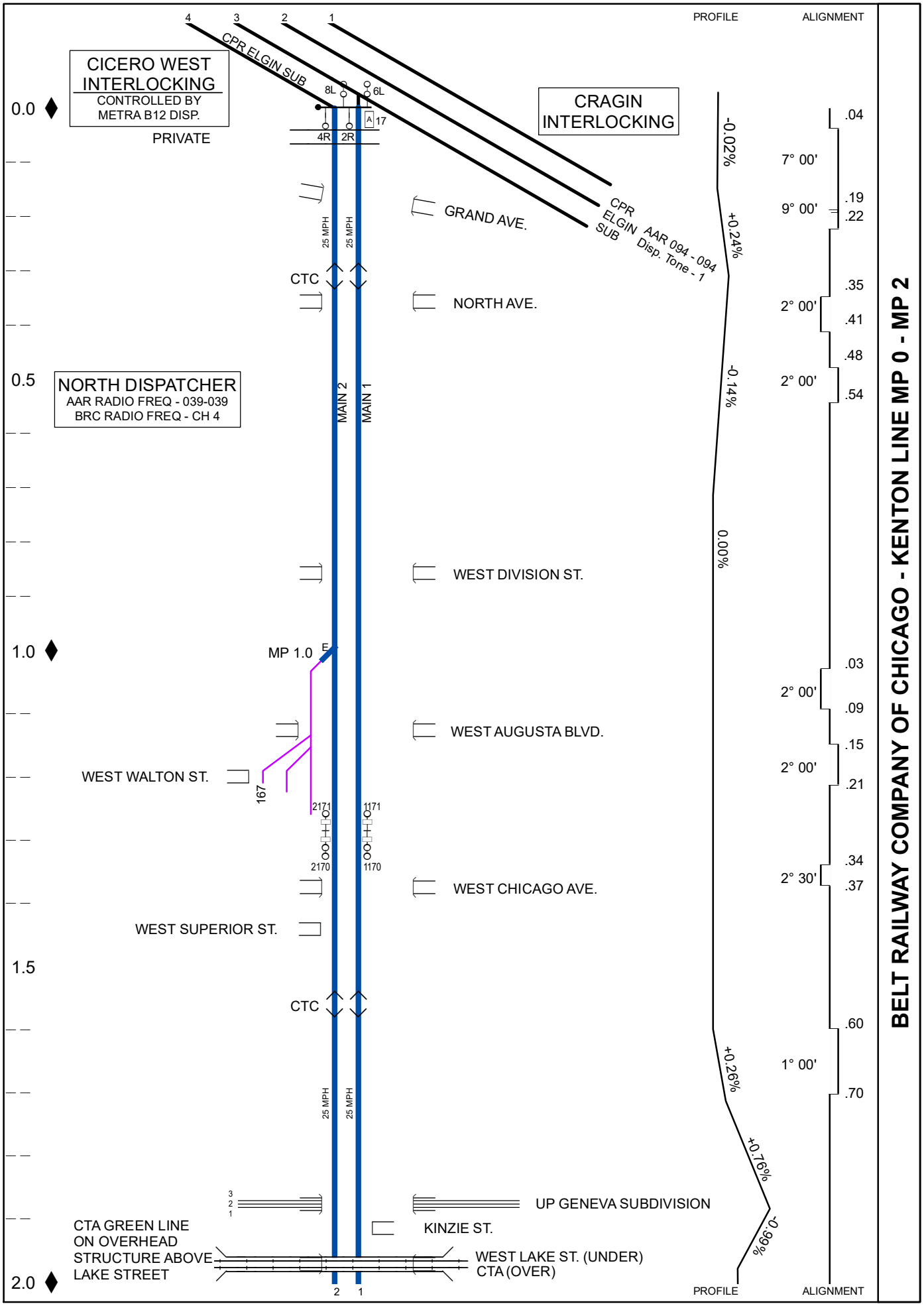
The LOP is designed to be used in conjunction with the timetable to identify specific locations.

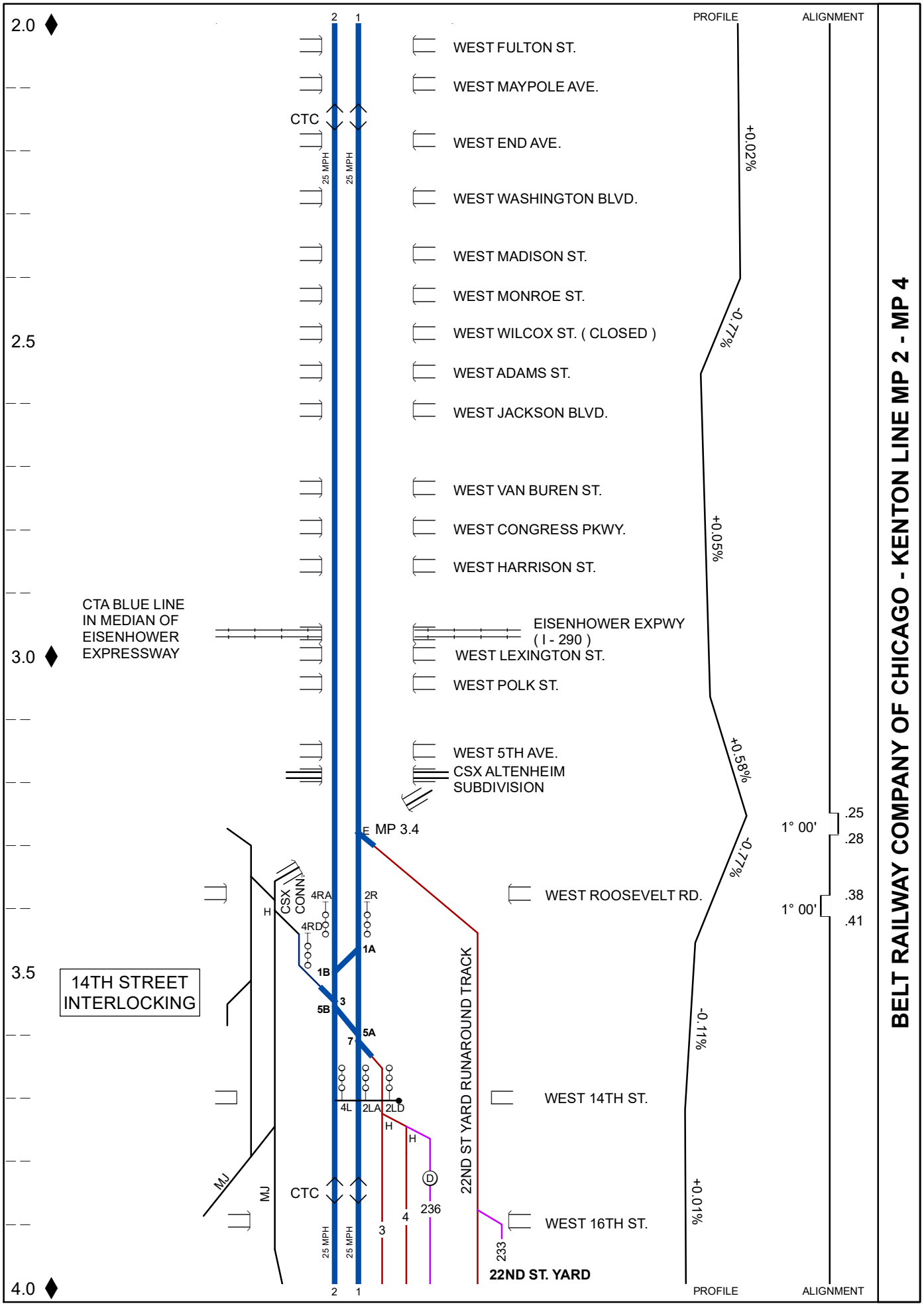
The Linear Operations Profile **does not supersede** the timetable, special instructions, or general orders, and is provided as reference only.

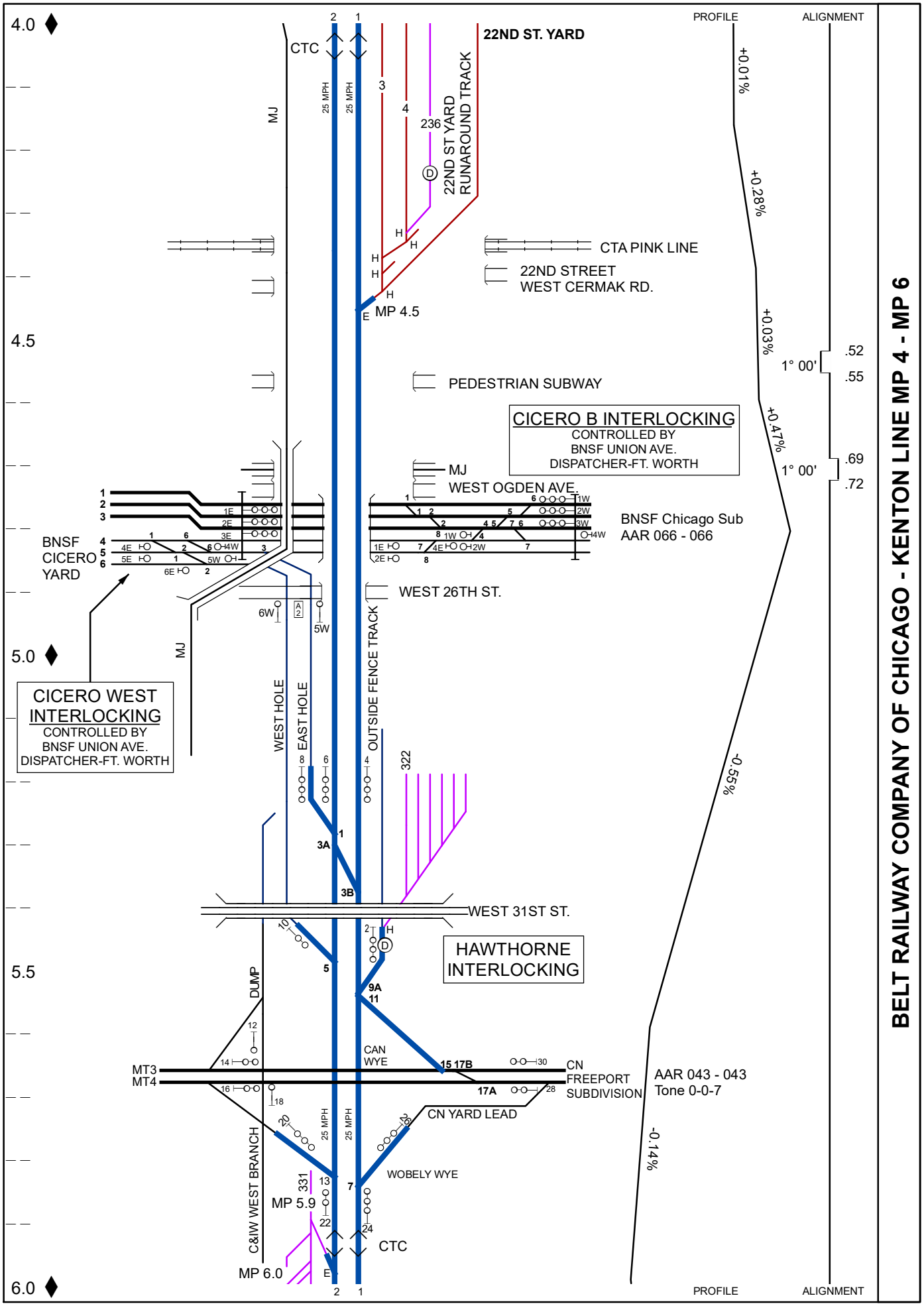
The applicable Line Station Pages are the governing documents for operation on BRC Trackage.

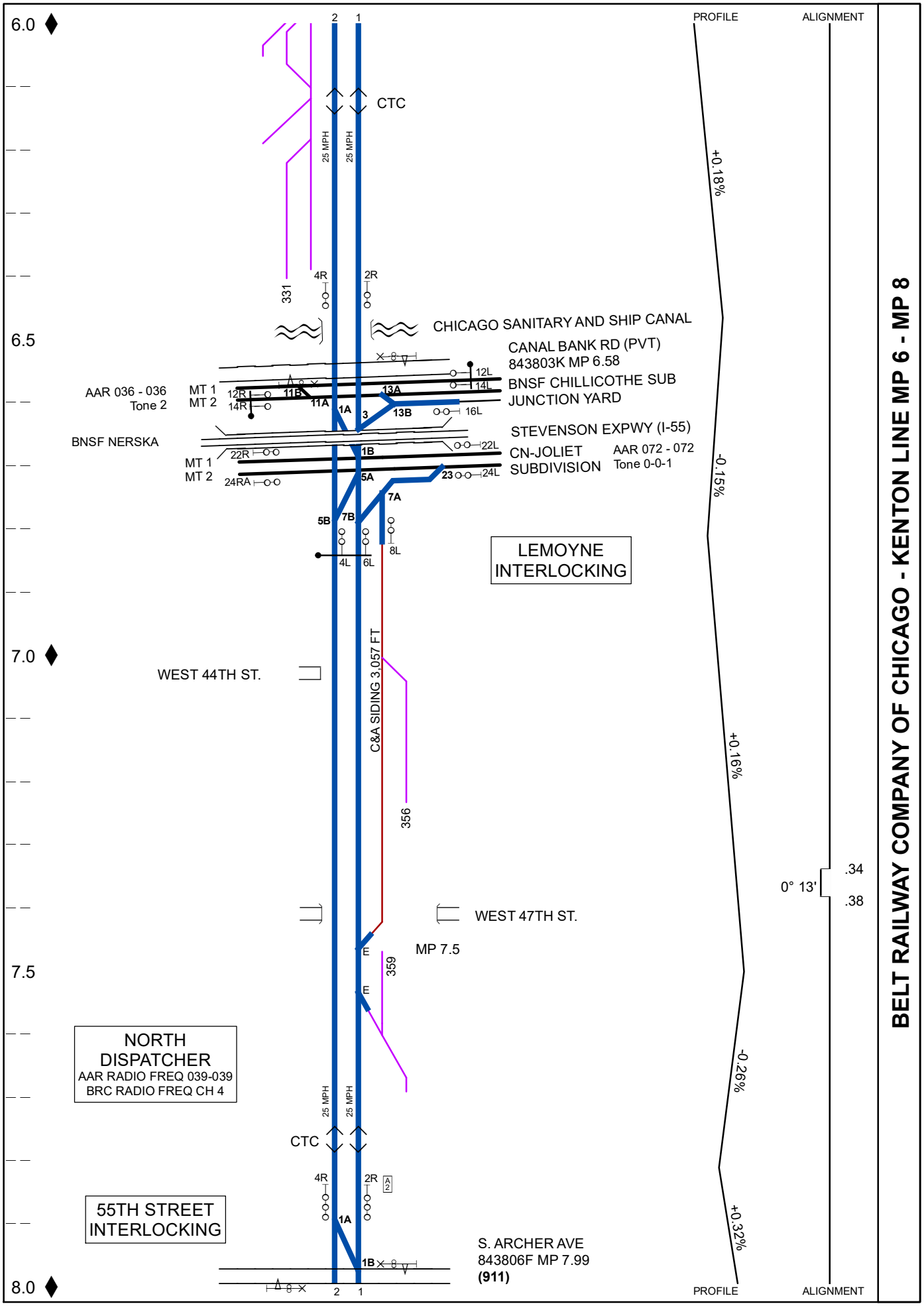
SYMBOLS USED IN LINEAR OPERATIONS PROFILE

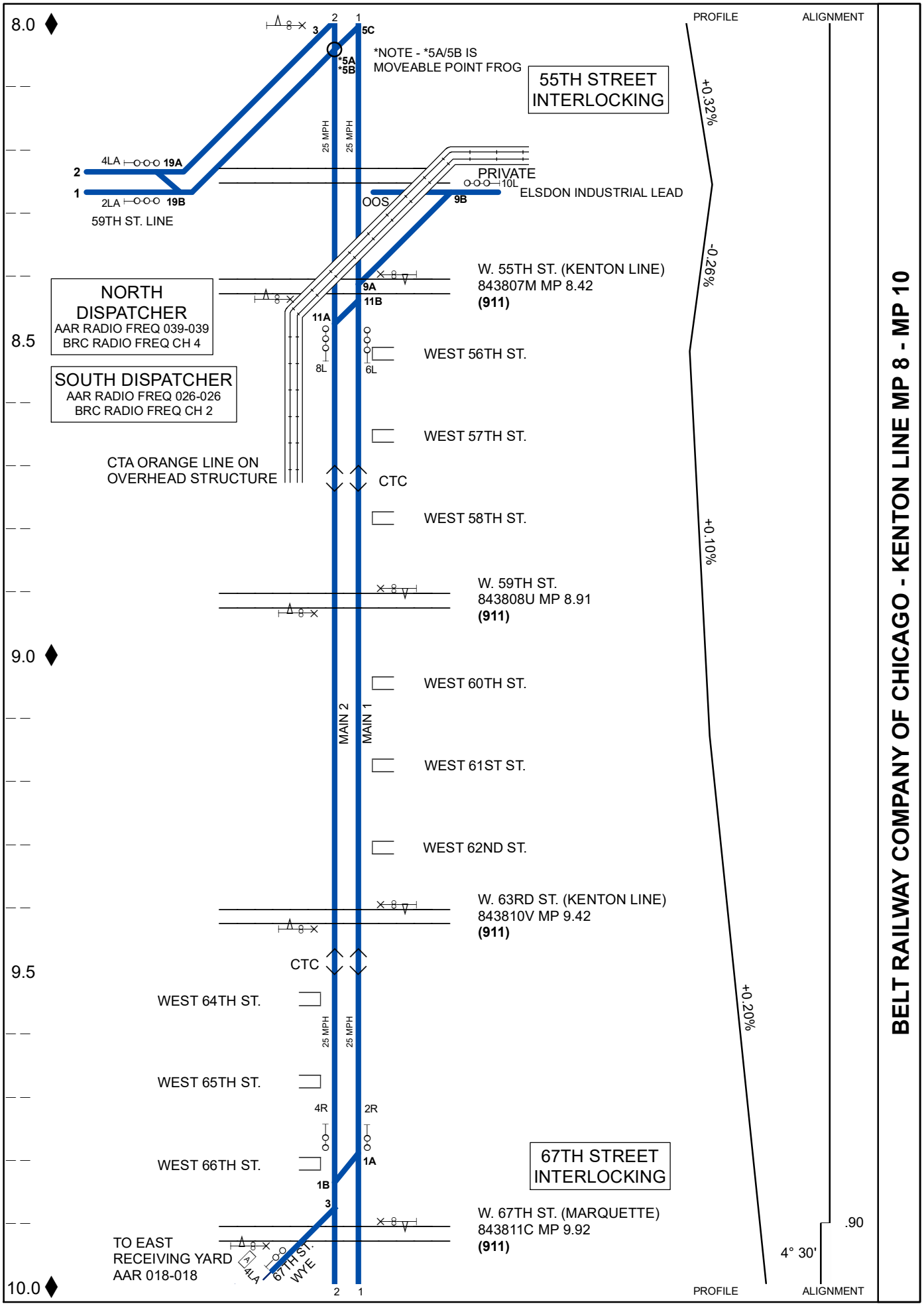
1.0 ♦	MILE POSTS		SIGN RELATED TO TRAIN MOVEMENT
	MAIN TRACKS		MOVEABLE POINT FROG CROSSING
	OTHER TRACKS (INCLUDES MAINS NOT CONNECTING WITH BRC)		DIRECTION OF TRAFFIC
	RAPID TRANSIT TRACKS	CTC	CENTRALIZED TRAFFIC CONTROL
H	MANUALLY OPERATED (HAND THROW) TURNOUTS		UNDER GRADE BRIDGE FOR HIGHWAY
E	MANUALLY OPERATED ELECTRIC LOCKED TURNOUTS		UNDER GRADE BRIDGE FOR RAILROAD
13 12	POWERED OR DUAL CONTROL TURNOUTS		OVER GRADE BRIDGE FOR HIGHWAY
	STREET OR HIGHWAY		OVER GRADE BRIDGE FOR RAILROAD
A 3	AEI SITE NUMBER OF SCANNERS		WATERWAY
CRAGIN JCT. INTERLOCKING / CONTROLLED BY METRA	INTERLOCKING NAME (Above) CONTROLLED BY IF NOT BELT DISPATCHER (Below)		GRADE CROSSING PROTECTION (Gate and Flashers)
	SIGNALS (Mast Mounted or Dwarf)		GRADE CROSSING PROTECTION (Flashers)
	SIGNALS (Bridge Mounted)		GRADE CROSSING PROTECTION (Crossbuck Only)
	SIGNALS (Cantilever Mounted)		STOP BOARD
	INTERMEDIATE SIGNAL (Signal with Number Plate)	(911)	911 CROSSING
Ⓓ	DERAIL		

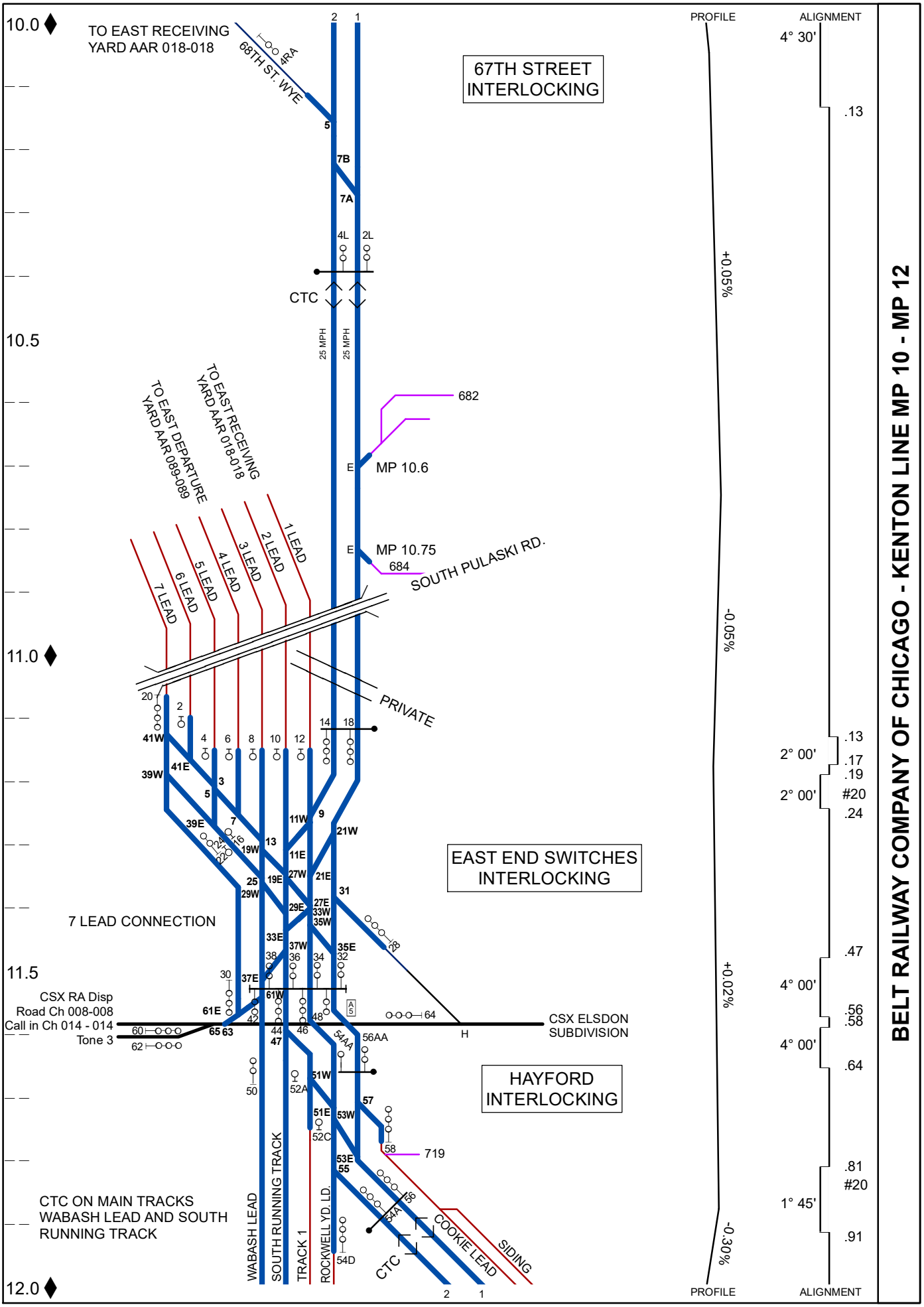

PROFILE
ALIGNMENT
CICERO WEST INTERLOCKING
CONTROLLED BY METRA B12 DISP.
PRIVATE
CRAGIN INTERLOCKING
CPR ELGIN SUB
CPR ELGIN SUB AAR 094 - 094 Disp. Tone - 1
4
3
2
1
8L
6L
17
4R
2R
0.0
GRAND AVE.
25 MPH
CTC
NORTH AVE.
NORTH DISPATCHER
AAR RADIO FREQ - 039-039
BRC RADIO FREQ - CH 4
0.5
MAIN 2
MAIN 1
WEST DIVISION ST.
1.0
MP 1.0
E
WEST AUGUSTA BLVD.
WEST WALTON ST.
167
2171
1171
2170
1170
WEST CHICAGO AVE.
WEST SUPERIOR ST.
1.5
CTC
UP GENEVA SUBDIVISION
KINZIE ST.
CTA GREEN LINE ON OVERHEAD STRUCTURE ABOVE LAKE STREET
WEST LAKE ST. (UNDER) CTA (OVER)
2.0
-0.02%
+0.24%
-0.14%
0.00%
+0.26%
+0.76%
-0.99%
7° 00'
9° 00'
2° 00'
2° 00'
2° 00'
2° 00'
2° 30'
1° 00'
.04
.19
.22
.35
.41
.48
.54
.03
.09
.15
.21
.34
.37
.60
.70
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 0 - MP 2


BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 2 - MP 4
PROFILE
ALIGNMENT
2.0
2.5
3.0
3.5
4.0
2
1
CTC
25 MPH
WEST FULTON ST.
WEST MAYPOLE AVE.
WEST END AVE.
WEST WASHINGTON BLVD.
WEST MADISON ST.
WEST MONROE ST.
WEST WILCOX ST. (CLOSED)
WEST ADAMS ST.
WEST JACKSON BLVD.
WEST VAN BUREN ST.
WEST CONGRESS PKWY.
WEST HARRISON ST.
CTA BLUE LINE
IN MEDIAN OF
EISENHOWER
EXPRESSWAY
EISENHOWER EXPWY
(I - 290)
WEST LEXINGTON ST.
WEST POLK ST.
WEST 5TH AVE.
CSX ALTENHEIM
SUBDIVISION
E MP 3.4
CSX CONN
4RA
2R
4RD
1A
1B
5B
3
5A
7
4L
2LA
2LD
H
14TH STREET
INTERLOCKING
WEST ROOSEVELT RD.
WEST 14TH ST.
WEST 16TH ST.
22ND ST YARD RUNAROUND TRACK
22ND ST. YARD
MJ
D
236
4
3
233
+0.02%
-0.77%
+0.05%
+0.58%
-0.77%
-0.11%
+0.01%
1° 00'
.25
.28
1° 00'
.38
.41

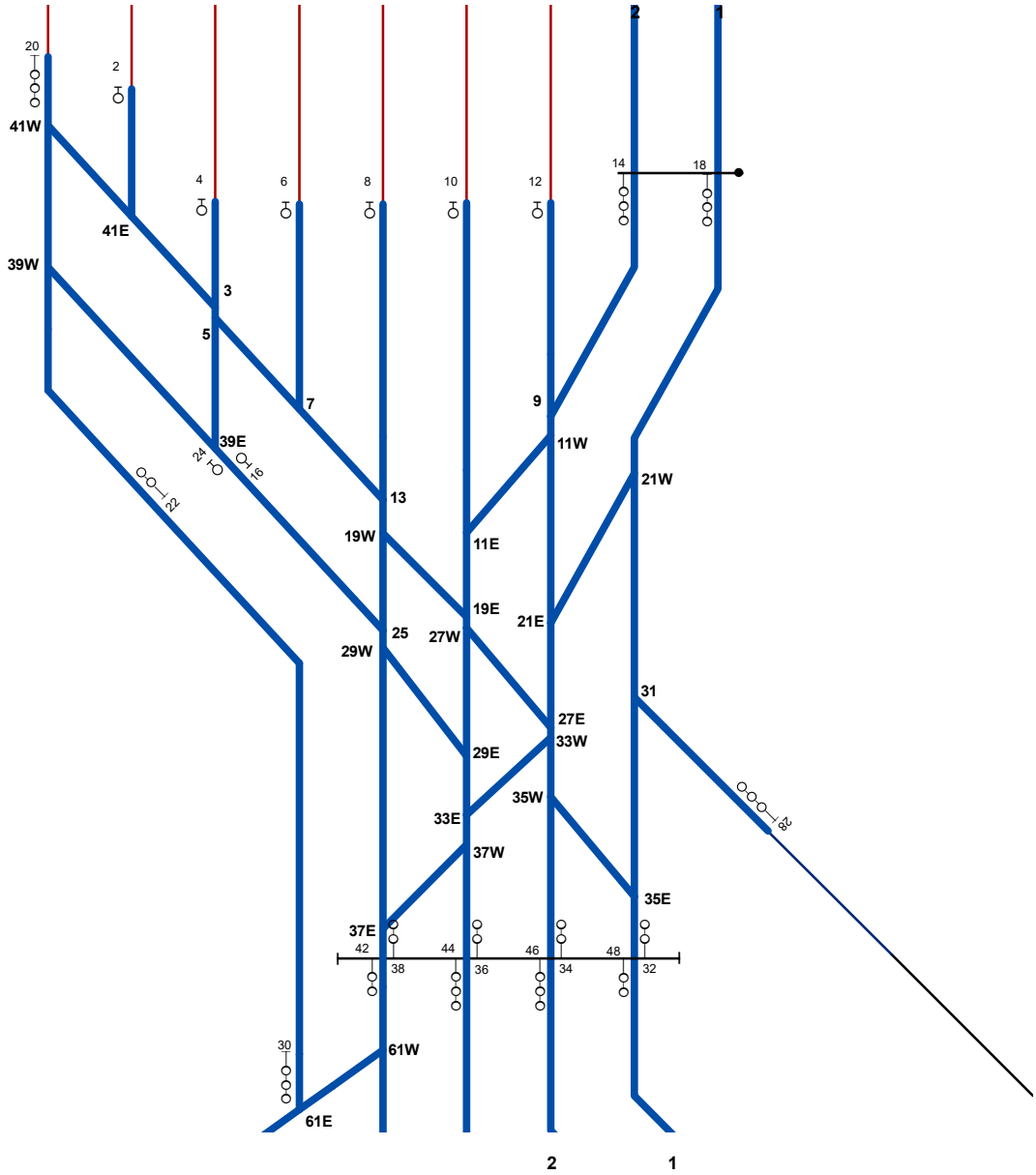

BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 4 - MP 6
PROFILE
ALIGNMENT
4.0
4.5
5.0
5.5
6.0
CTC
22ND ST. YARD
22ND ST YARD RUNAROUND TRACK
MJ
25 MPH
CTA PINK LINE
22ND STREET
WEST CERMAK RD.
MP 4.5
PEDESTRIAN SUBWAY
CICERO B INTERLOCKING
CONTROLLED BY
BNSF UNION AVE.
DISPATCHER-FT. WORTH
MJ
WEST OGDEN AVE.
BNSF Chicago Sub
AAR 066 - 066
BNSF
CICERO
YARD
WEST 26TH ST.
OUTSIDE FENCE TRACK
WEST HOLE
EAST HOLE
CICERO WEST
INTERLOCKING
CONTROLLED BY
BNSF UNION AVE.
DISPATCHER-FT. WORTH
WEST 31ST ST.
HAWTHORNE
INTERLOCKING
DUMP
CAN
WYE
MT3
MT4
CN
FREEPORT
SUBDIVISION
AAR 043 - 043
Tone 0-0-7
CN YARD LEAD
C&IW WEST BRANCH
WOBELY WYE
MP 5.9
MP 6.0
+0.01%
+0.28%
+0.03%
+0.47%
-0.55%
-0.14%
1° 00'
1° 00'
.52
.55
.69
.72

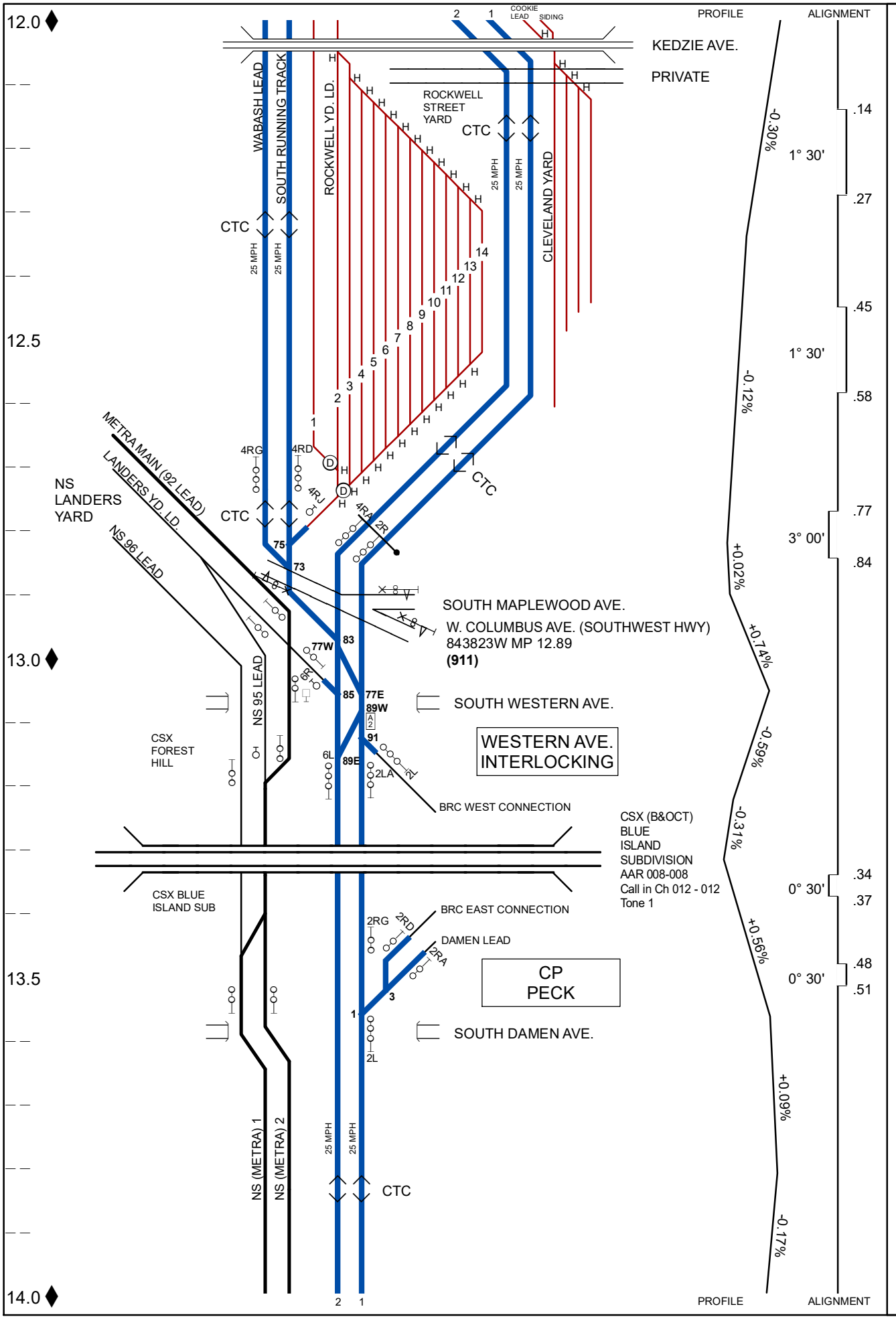

6.0
6.5
7.0
7.5
8.0
CTC
25 MPH
25 MPH
331
4R
2R
CHICAGO SANITARY AND SHIP CANAL
CANAL BANK RD (PVT)
843803K MP 6.58
BNSF CHILLICOTHE SUB
JUNCTION YARD
AAR 036 - 036
Tone 2
MT 1
MT 2
12R
14R
11B
11A
1A
3
13A
13B
12L
14L
16L
STEVENSON EXPWY (I-55)
BNSF NERSKA
CN-JOLIET
SUBDIVISION
AAR 072 - 072
Tone 0-0-1
22R
24RA
1B
5A
23
22L
24L
7A
5B
7B
8L
4L
6L
LEMOYNE
INTERLOCKING
WEST 44TH ST.
C&A SIDING 3,057 FT
356
WEST 47TH ST.
MP 7.5
E
359
NORTH
DISPATCHER
AAR RADIO FREQ 039-039
BRC RADIO FREQ CH 4
CTC
55TH STREET
INTERLOCKING
A2
S. ARCHER AVE
843806F MP 7.99
(911)
2
1
PROFILE
ALIGNMENT
+0.18%
-0.15%
+0.16%
-0.26%
+0.32%
0° 13'
.34
.38
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 6 - MP 8


8.0
8.5
9.0
9.5
10.0
PROFILE
ALIGNMENT
+0.32%
-0.26%
+0.10%
+0.20%
.90
4° 30'
*NOTE - *5A/5B IS MOVEABLE POINT FROG
55TH STREET INTERLOCKING
25 MPH
PRIVATE
ELSDON INDUSTRIAL LEAD
OOS
59TH ST. LINE
W. 55TH ST. (KENTON LINE)
843807M MP 8.42
(911)
NORTH DISPATCHER
AAR RADIO FREQ 039-039
BRC RADIO FREQ CH 4
SOUTH DISPATCHER
AAR RADIO FREQ 026-026
BRC RADIO FREQ CH 2
WEST 56TH ST.
WEST 57TH ST.
CTA ORANGE LINE ON OVERHEAD STRUCTURE
CTC
WEST 58TH ST.
W. 59TH ST.
843808U MP 8.91
(911)
WEST 60TH ST.
MAIN 2
MAIN 1
WEST 61ST ST.
WEST 62ND ST.
W. 63RD ST. (KENTON LINE)
843810V MP 9.42
(911)
WEST 64TH ST.
WEST 65TH ST.
WEST 66TH ST.
67TH STREET INTERLOCKING
W. 67TH ST. (MARQUETTE)
843811C MP 9.92
(911)
TO EAST RECEIVING YARD
AAR 018-018
67TH ST. WYE
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 8 - MP 10

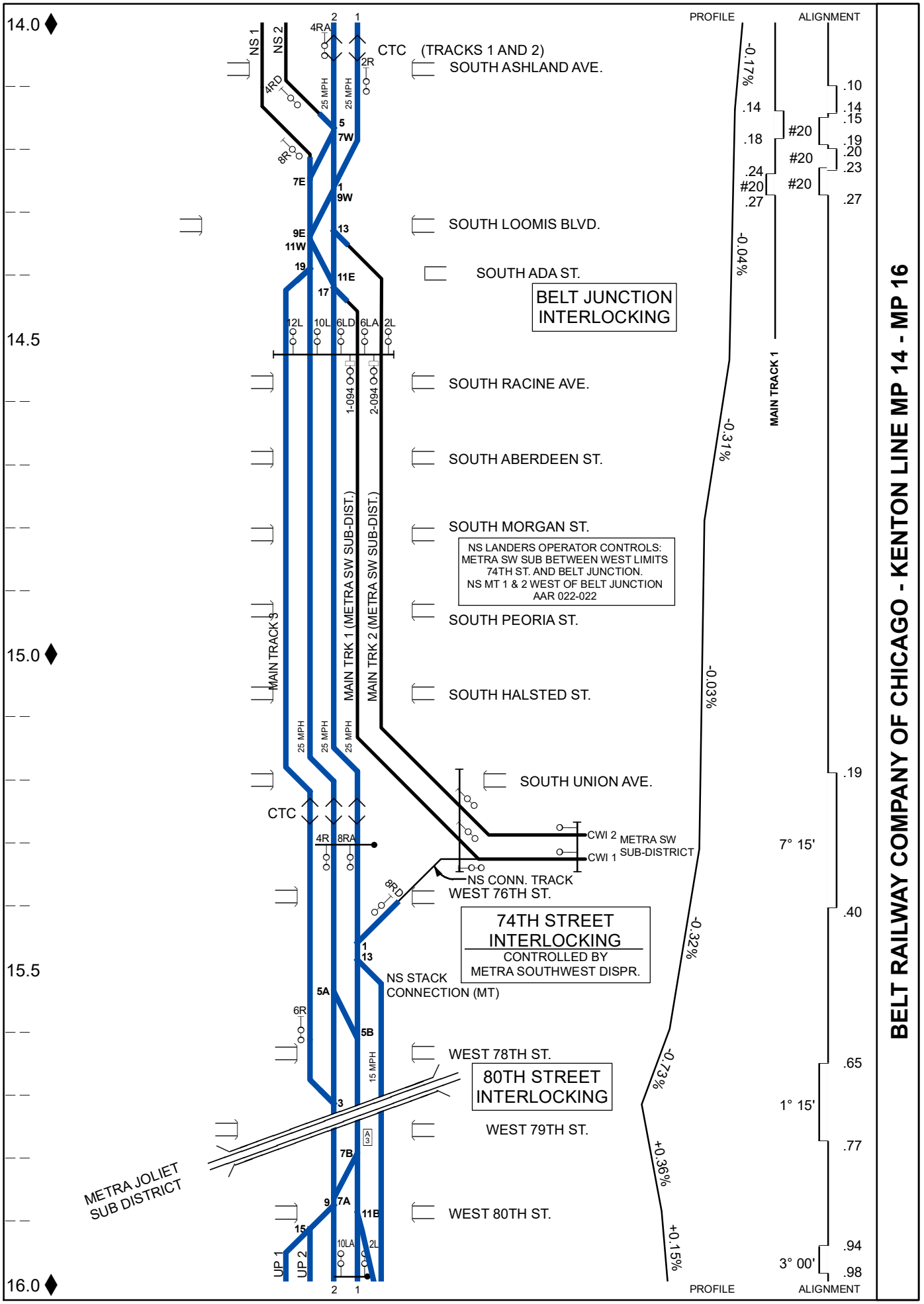

10.0
10.5
11.0
11.5
12.0
TO EAST RECEIVING YARD AAR 018-018
68TH ST. WYE
4RA
67TH STREET INTERLOCKING
CTC
25 MPH
682
MP 10.6
MP 10.75
684
SOUTH PULASKI RD.
TO EAST DEPARTURE YARD AAR 089-089
TO EAST RECEIVING YARD AAR 018-018
7 LEAD
6 LEAD
5 LEAD
4 LEAD
3 LEAD
2 LEAD
1 LEAD
PRIVATE
EAST END SWITCHES INTERLOCKING
7 LEAD CONNECTION
CSX RA Disp
Road Ch 008-008
Call in Ch 014 - 014
Tone 3
CSX ELSDON SUBDIVISION
HAYFORD INTERLOCKING
CTC ON MAIN TRACKS
WABASH LEAD AND SOUTH RUNNING TRACK
WABASH LEAD
SOUTH RUNNING TRACK
TRACK 1
ROCKWELL YD. LD.
COOKIE LEAD
SIDING
719
PROFILE
ALIGNMENT
+0.05%
-0.05%
+0.02%
-0.30%
4° 30'
.13
2° 00'
.17
.19
2° 00'
#20
.24
.47
4° 00'
.56
.58
4° 00'
.64
.81
#20
1° 45'
.91
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 10 - MP 12

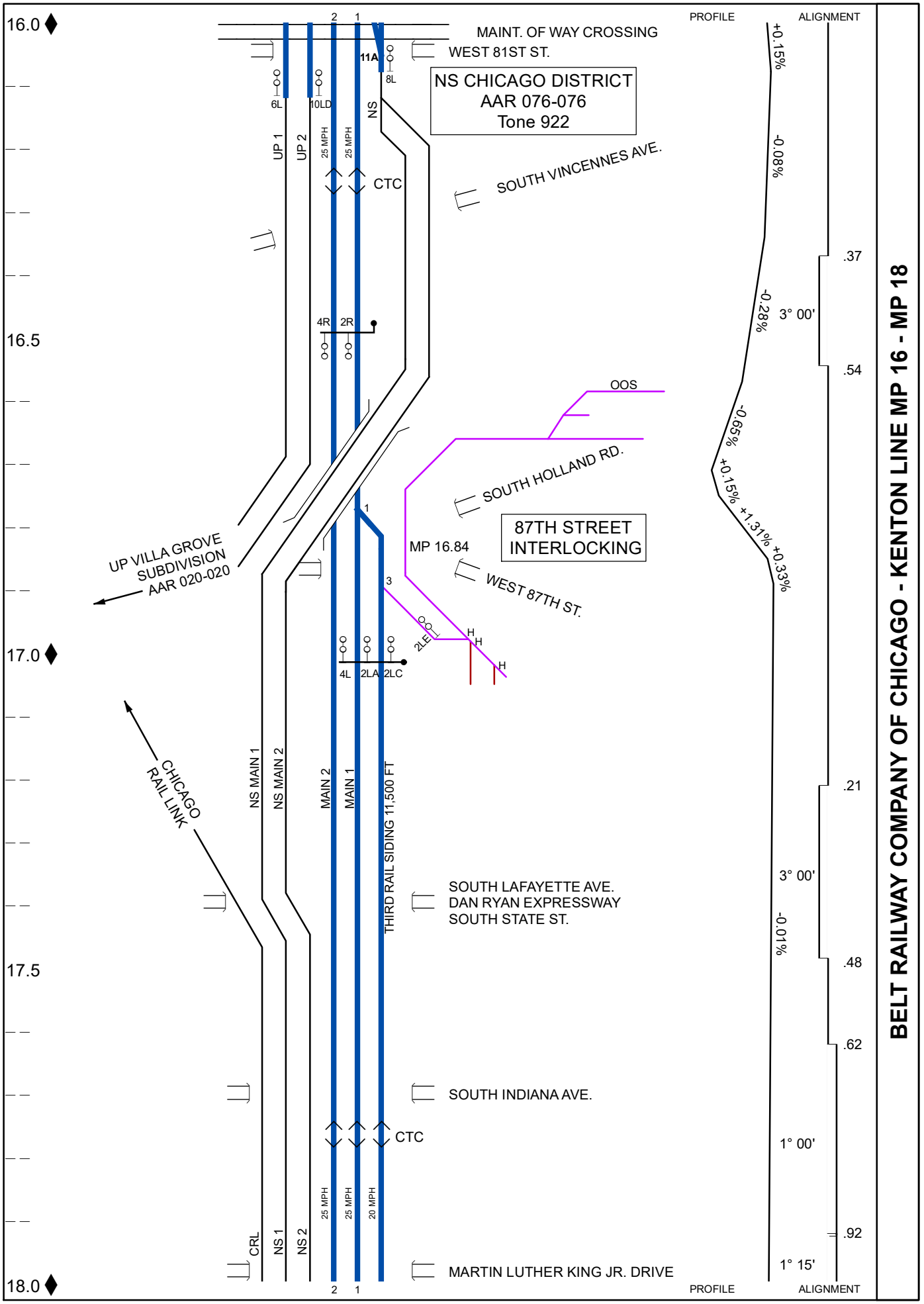
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION - EAST END SWITCHES

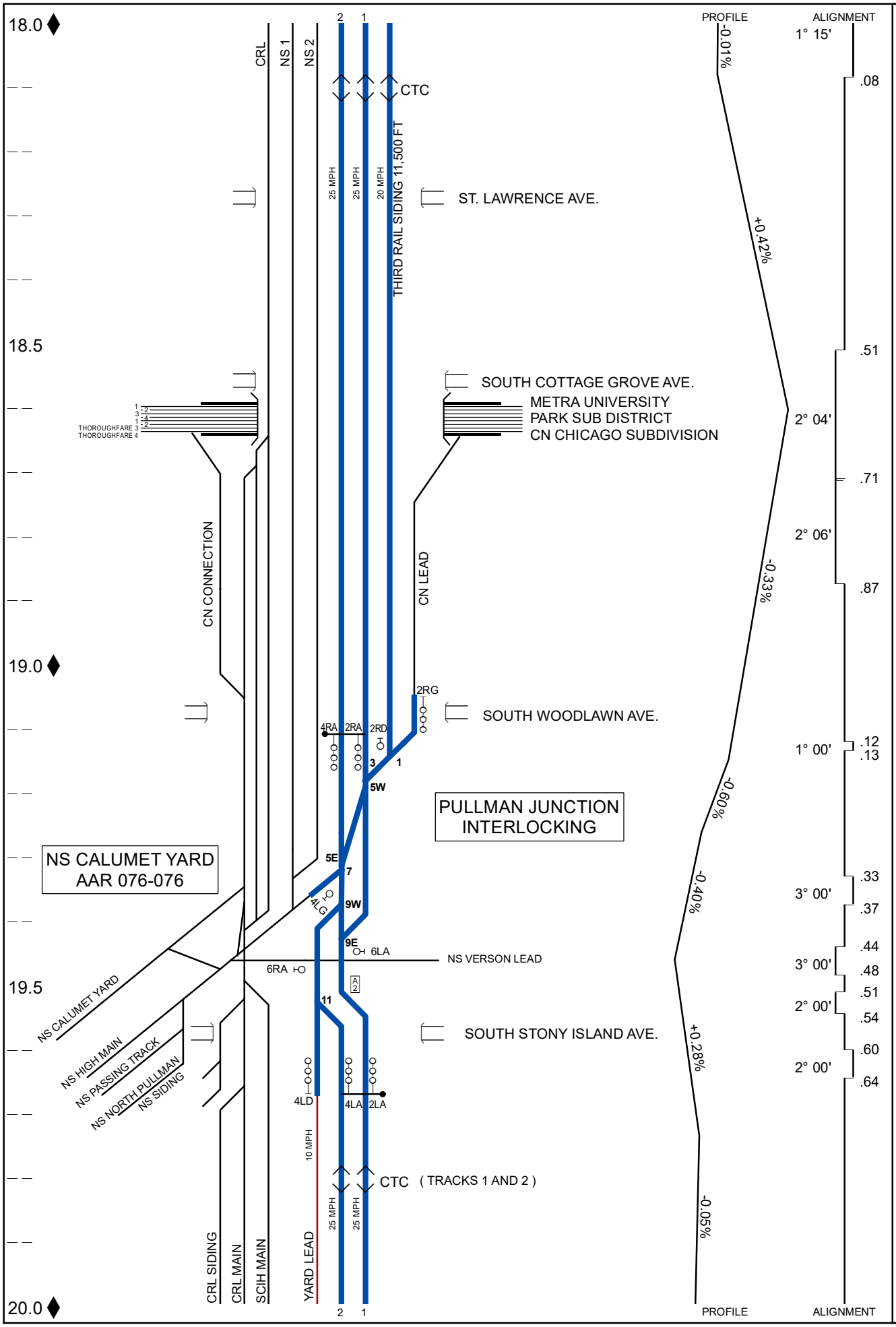


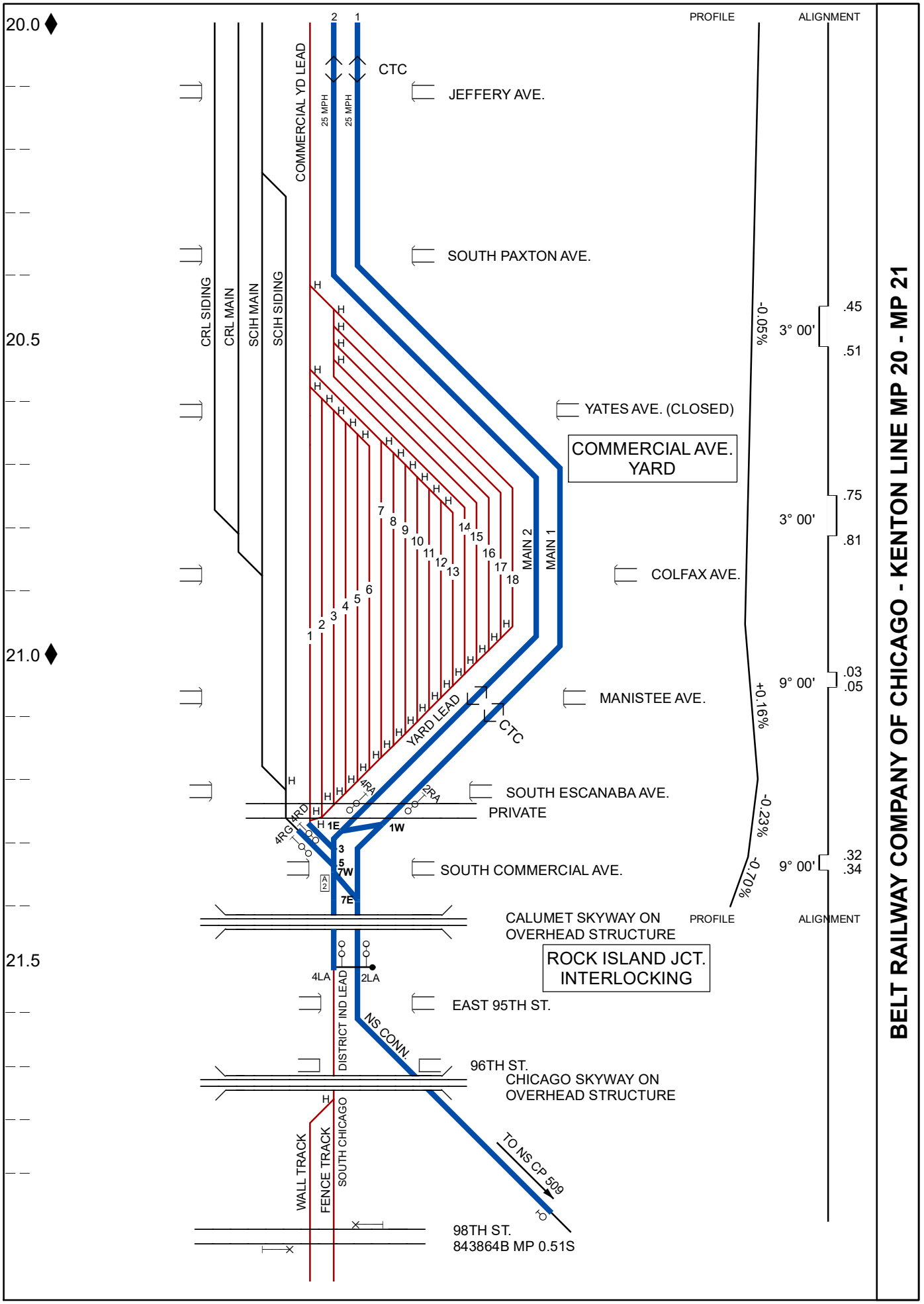


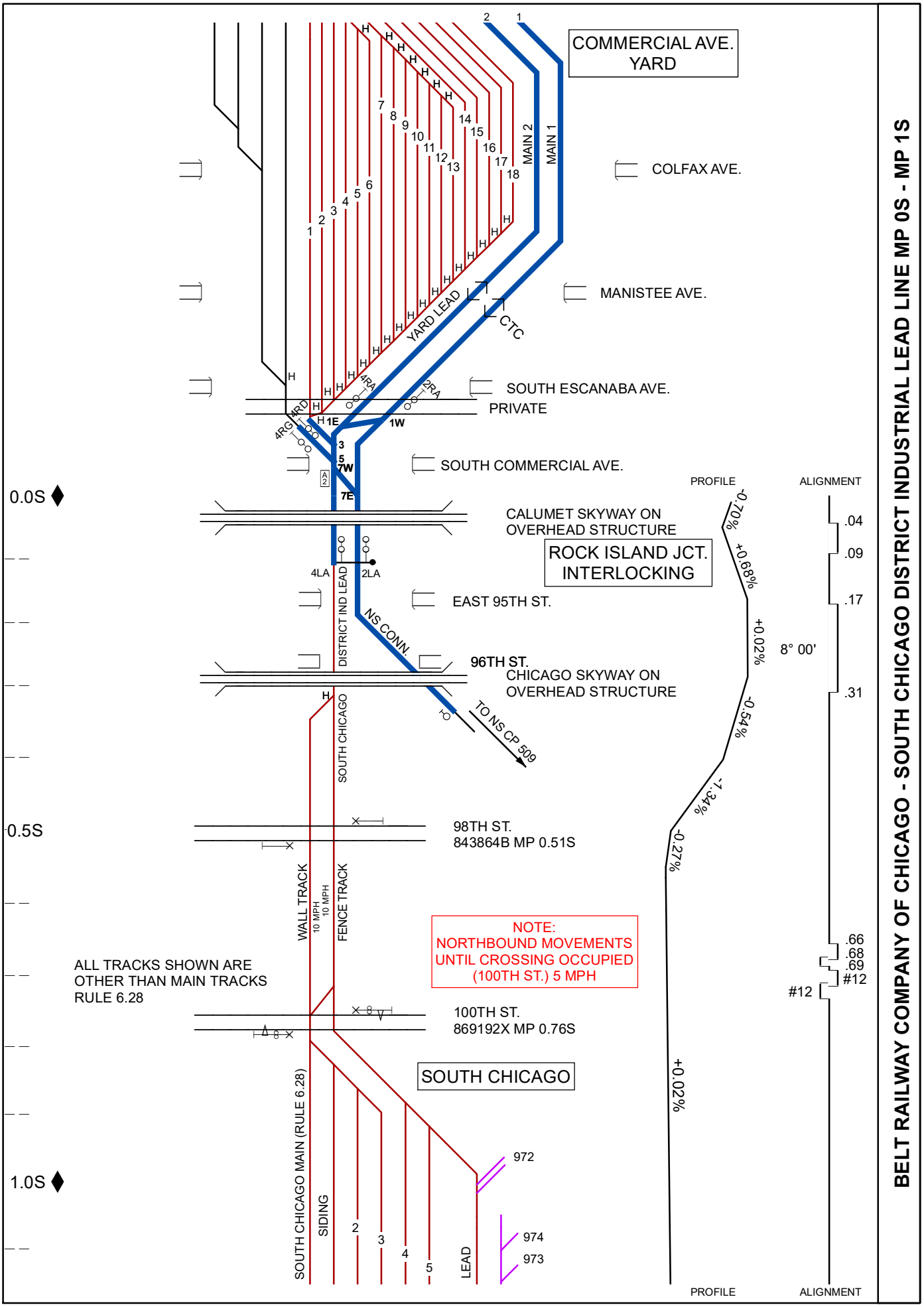
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 12 - MP 14

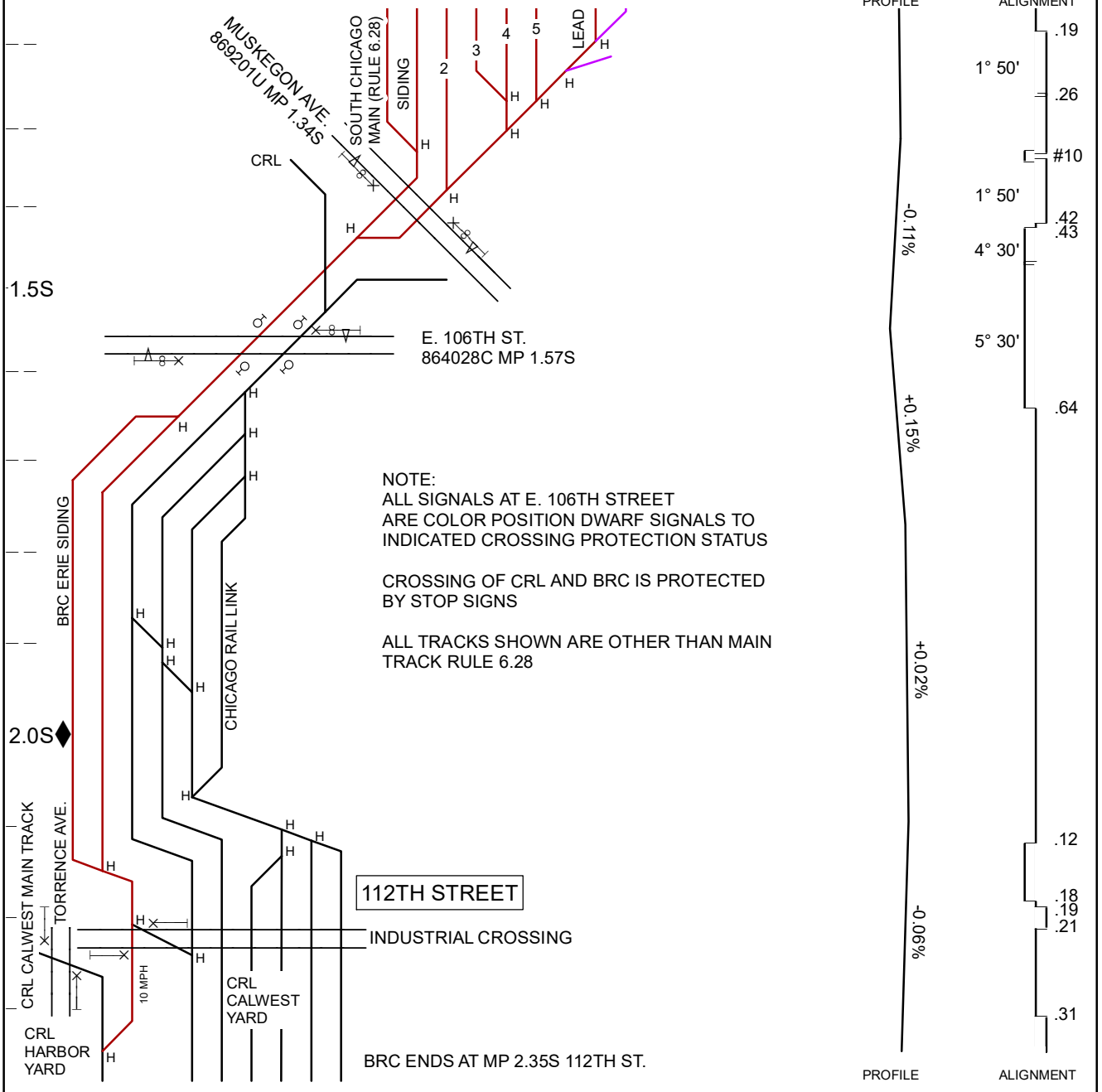

BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 14 - MP 16
14.0
14.5
15.0
15.5
16.0
NS 1
NS 2
CTC (TRACKS 1 AND 2)
SOUTH ASHLAND AVE.
SOUTH LOOMIS BLVD.
SOUTH ADA ST.
BELT JUNCTION INTERLOCKING
SOUTH RACINE AVE.
SOUTH ABERDEEN ST.
SOUTH MORGAN ST.
NS LANDERS OPERATOR CONTROLS:
METRA SW SUB BETWEEN WEST LIMITS
74TH ST. AND BELT JUNCTION.
NS MT 1 & 2 WEST OF BELT JUNCTION
AAR 022-022
SOUTH PEORIA ST.
SOUTH HALSTED ST.
SOUTH UNION AVE.
MAIN TRACK 3
MAIN TRK 1 (METRA SW SUB-DIST.)
MAIN TRK 2 (METRA SW SUB-DIST.)
CWI 2
CWI 1
METRA SW SUB-DISTRICT
NS CONN. TRACK
WEST 76TH ST.
74TH STREET INTERLOCKING
CONTROLLED BY
METRA SOUTHWEST DISPR.
NS STACK CONNECTION (MT)
WEST 78TH ST.
80TH STREET INTERLOCKING
WEST 79TH ST.
WEST 80TH ST.
METRA JOLIET SUB DISTRICT
UP 1
UP 2
25 MPH
15 MPH
PROFILE
ALIGNMENT
MAIN TRACK 1
-0.17%
-0.04%
-0.31%
-0.03%
-0.32%
-0.73%
+0.36%
+0.15%
.10
.14
.15
.18
.19
.20
.23
.24
.27
#20
7° 15'
1° 15'
3° 00'
.40
.65
.77
.94
.98


16.0
16.5
17.0
17.5
18.0
MAINT. OF WAY CROSSING
WEST 81ST ST.
NS CHICAGO DISTRICT
AAR 076-076
Tone 922
SOUTH VINCENNES AVE.
CTC
UP 1
UP 2
NS
25 MPH
6L
10LD
11A
8L
4R
2R
OOS
SOUTH HOLLAND RD.
87TH STREET
INTERLOCKING
MP 16.84
WEST 87TH ST.
4L
2LA
2LC
2LE
UP VILLA GROVE
SUBDIVISION
AAR 020-020
CHICAGO
RAIL LINK
NS MAIN 1
NS MAIN 2
MAIN 2
MAIN 1
THIRD RAIL SIDING 11,500 FT
SOUTH LAFAYETTE AVE.
DAN RYAN EXPRESSWAY
SOUTH STATE ST.
SOUTH INDIANA AVE.
CTC
20 MPH
CRL
NS 1
NS 2
MARTIN LUTHER KING JR. DRIVE
PROFILE
ALIGNMENT
+0.15%
-0.08%
-0.28%
-0.65%
+0.15%
+1.31%
+0.33%
-0.01%
.37
3° 00'
.54
.21
3° 00'
.48
.62
1° 00'
.92
1° 15'
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 16 - MP 18

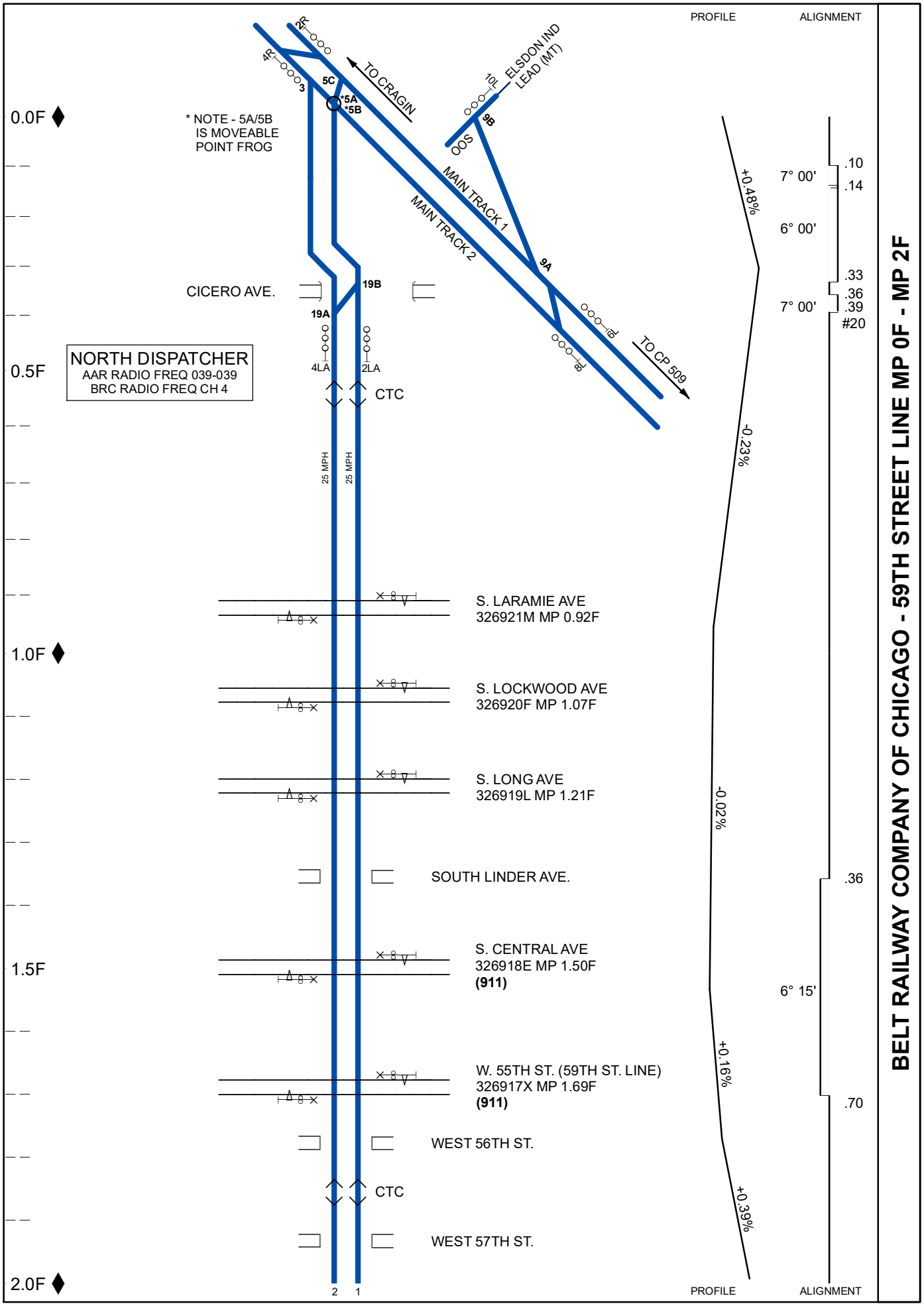

BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 18 - MP 20
18.0
18.5
19.0
19.5
20.0
CRL
NS 1
NS 2
CTC
THIRD RAIL SIDING 11,500 FT
25 MPH
25 MPH
20 MPH
ST. LAWRENCE AVE.
SOUTH COTTAGE GROVE AVE.
METRA UNIVERSITY
PARK SUB DISTRICT
CN CHICAGO SUBDIVISION
THOROUGHFARE 3
THOROUGHFARE 4
CN CONNECTION
CN LEAD
2RG
SOUTH WOODLAWN AVE.
4RA
2RA
2RD
3
1
5W
PULLMAN JUNCTION
INTERLOCKING
NS CALUMET YARD
AAR 076-076
5E
7
4LG
9W
9E
6LA
6RA
NS VERSON LEAD
11
NS CALUMET YARD
NS HIGH MAIN
NS PASSING TRACK
NS NORTH PULLMAN
NS SIDING
SOUTH STONY ISLAND AVE.
4LD
4LA
2LA
10 MPH
CTC (TRACKS 1 AND 2)
25 MPH
25 MPH
CRL SIDING
CRL MAIN
SCIH MAIN
YARD LEAD
PROFILE
ALIGNMENT
-0.01%
+0.42%
-0.33%
-0.60%
-0.40%
+0.28%
-0.05%
1° 15'
2° 04'
2° 06'
1° 00'
3° 00'
3° 00'
2° 00'
2° 00'
.08
.51
.71
.87
.12
.13
.33
.37
.44
.48
.51
.54
.60
.64
PROFILE
ALIGNMENT

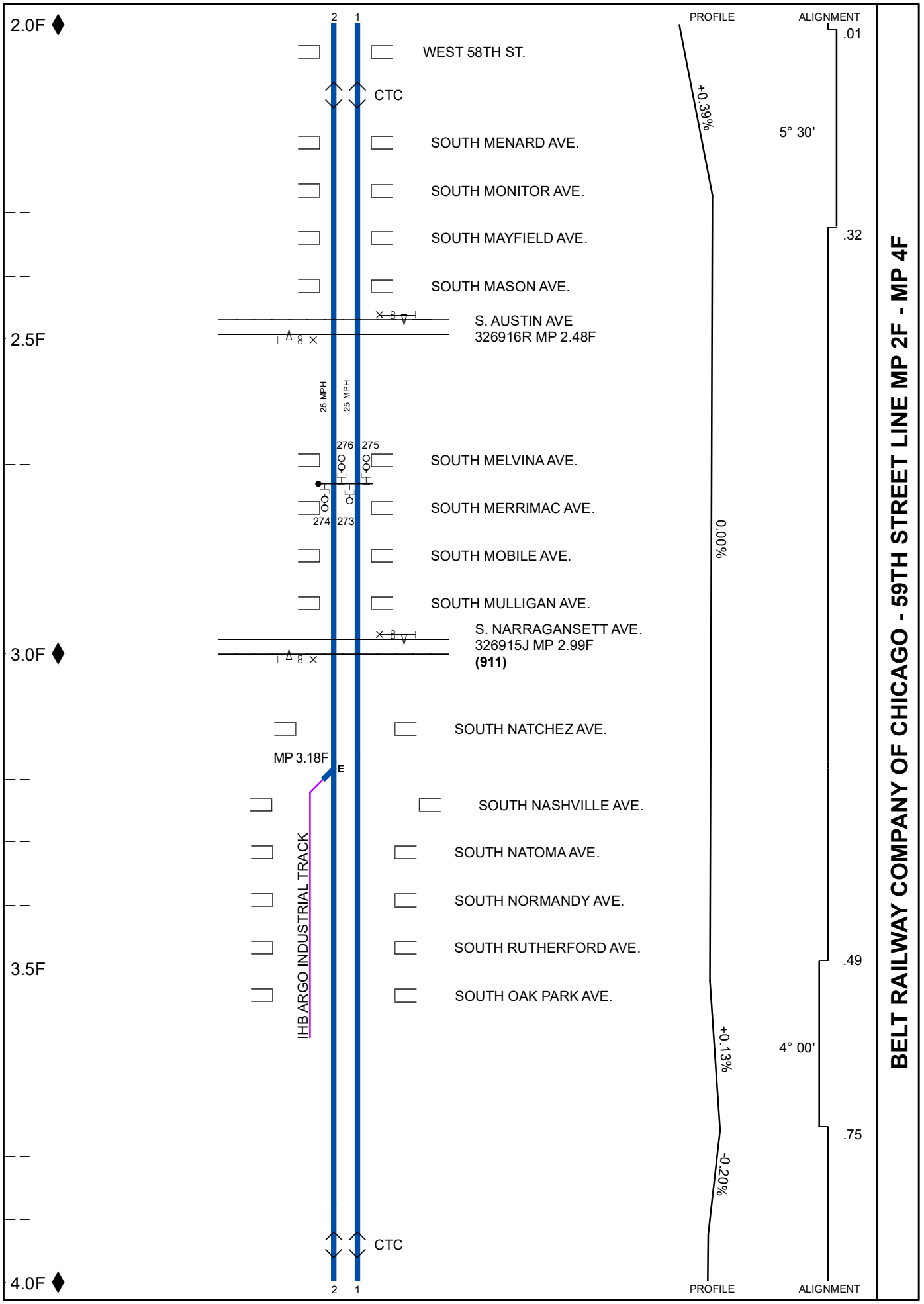

BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 20 - MP 21
20.0
20.5
21.0
21.5
PROFILE
ALIGNMENT
2
1
CTC
JEFFERY AVE.
COMMERCIAL YD LEAD
25 MPH
25 MPH
SOUTH PAXTON AVE.
CRL SIDING
CRL MAIN
SCIH MAIN
SCIH SIDING
YATES AVE. (CLOSED)
COMMERCIAL AVE.
YARD
MAIN 2
MAIN 1
COLFAX AVE.
MANISTEE AVE.
YARD LEAD
CTC
SOUTH ESCANABA AVE.
PRIVATE
4RA
2RA
4RD
4RG
1E
1W
3
5
7W
7E
SOUTH COMMERCIAL AVE.
CALUMET SKYWAY ON
OVERHEAD STRUCTURE
ROCK ISLAND JCT.
INTERLOCKING
4LA
2LA
DISTRICT IND LEAD
NS CONN.
EAST 95TH ST.
96TH ST.
CHICAGO SKYWAY ON
OVERHEAD STRUCTURE
WALL TRACK
FENCE TRACK
SOUTH CHICAGO
TO NS CP 509
98TH ST.
843864B MP 0.51S
-0.05%
+0.16%
-0.23%
-0.70%
3° 00'
3° 00'
9° 00'
9° 00'
.45
.51
.75
.81
.03
.05
.32
.34

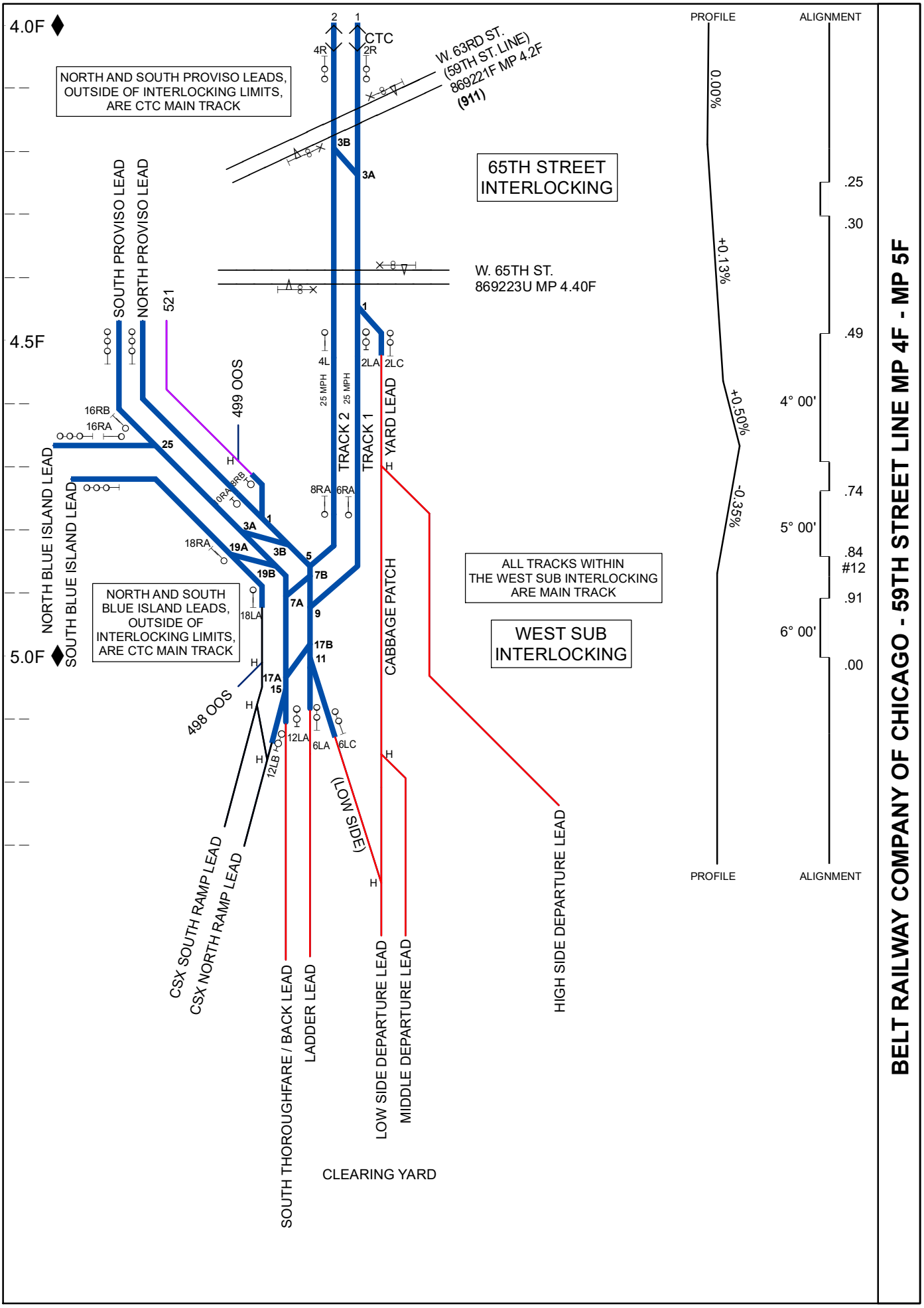

COMMERCIAL AVE. YARD
COLFAX AVE.
MANISTEE AVE.
SOUTH ESCANABA AVE.
PRIVATE
SOUTH COMMERCIAL AVE.
CALUMET SKYWAY ON OVERHEAD STRUCTURE
ROCK ISLAND JCT. INTERLOCKING
EAST 95TH ST.
96TH ST.
CHICAGO SKYWAY ON OVERHEAD STRUCTURE
TO NS CP 509
98TH ST.
843864B MP 0.51S
100TH ST.
869192X MP 0.76S
SOUTH CHICAGO
MAIN 1
MAIN 2
YARD LEAD
CTC
DISTRICT IND LEAD
NS CONN.
SOUTH CHICAGO
WALL TRACK
FENCE TRACK
10 MPH
SOUTH CHICAGO MAIN (RULE 6.28)
SIDING
LEAD
0.0S
0.5S
1.0S
NOTE:
NORTHBOUND MOVEMENTS
UNTIL CROSSING OCCUPIED
(100TH ST.) 5 MPH
ALL TRACKS SHOWN ARE
OTHER THAN MAIN TRACKS
RULE 6.28
PROFILE
ALIGNMENT
-0.70%
+0.89%
+0.02%
-0.54%
-1.34%
-0.27%
+0.02%
8° 00'
.04
.09
.17
.31
.66
.68
.69
#12
#12
BELT RAILWAY COMPANY OF CHICAGO - SOUTH CHICAGO DISTRICT INDUSTRIAL LEAD LINE MP 0S - MP 1S

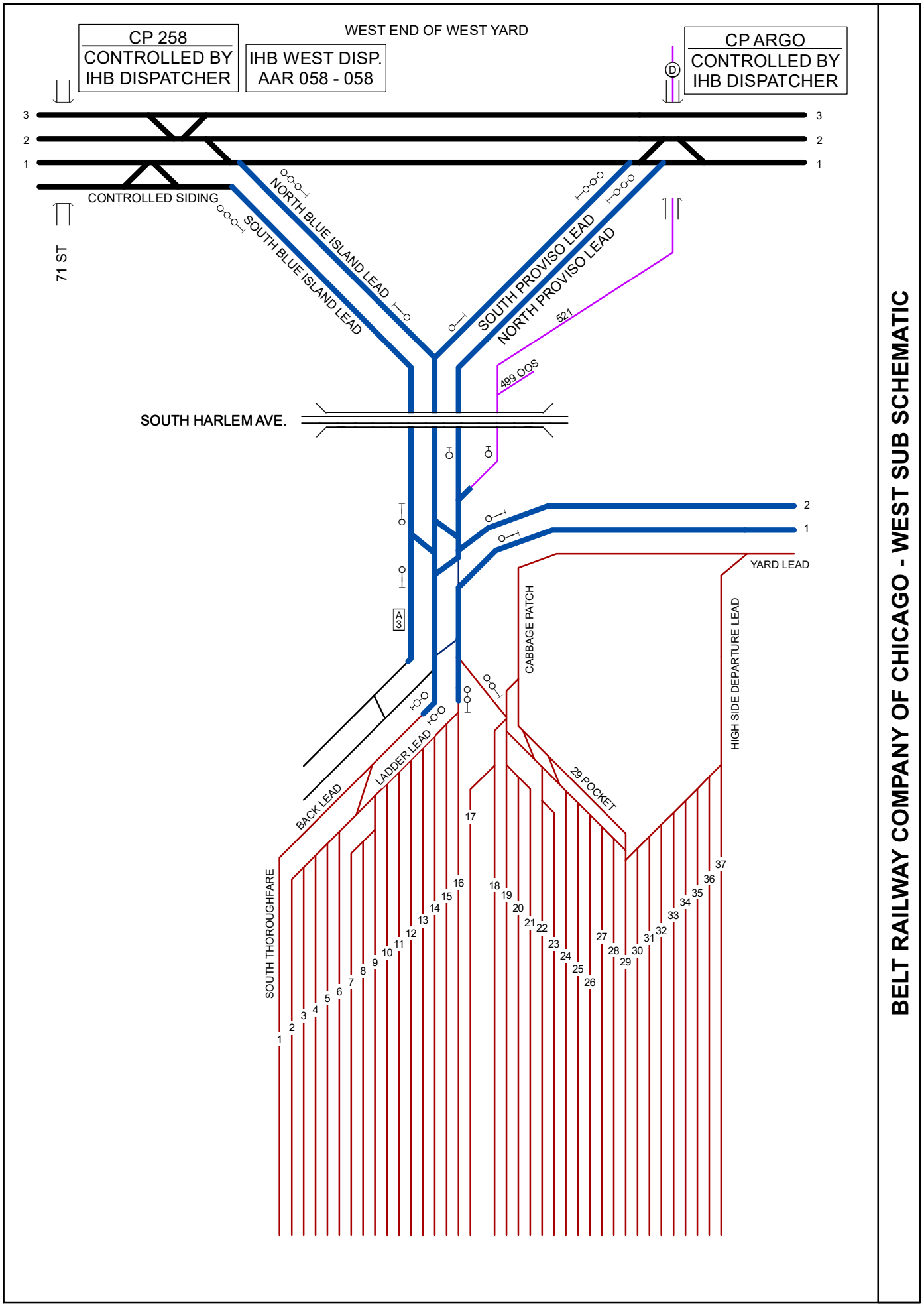


BELT RAILWAY COMPANY OF CHICAGO - SOUTH CHICAGO DISTRICT INDUSTRIAL LEAD LINE MP 1S - MP 2S

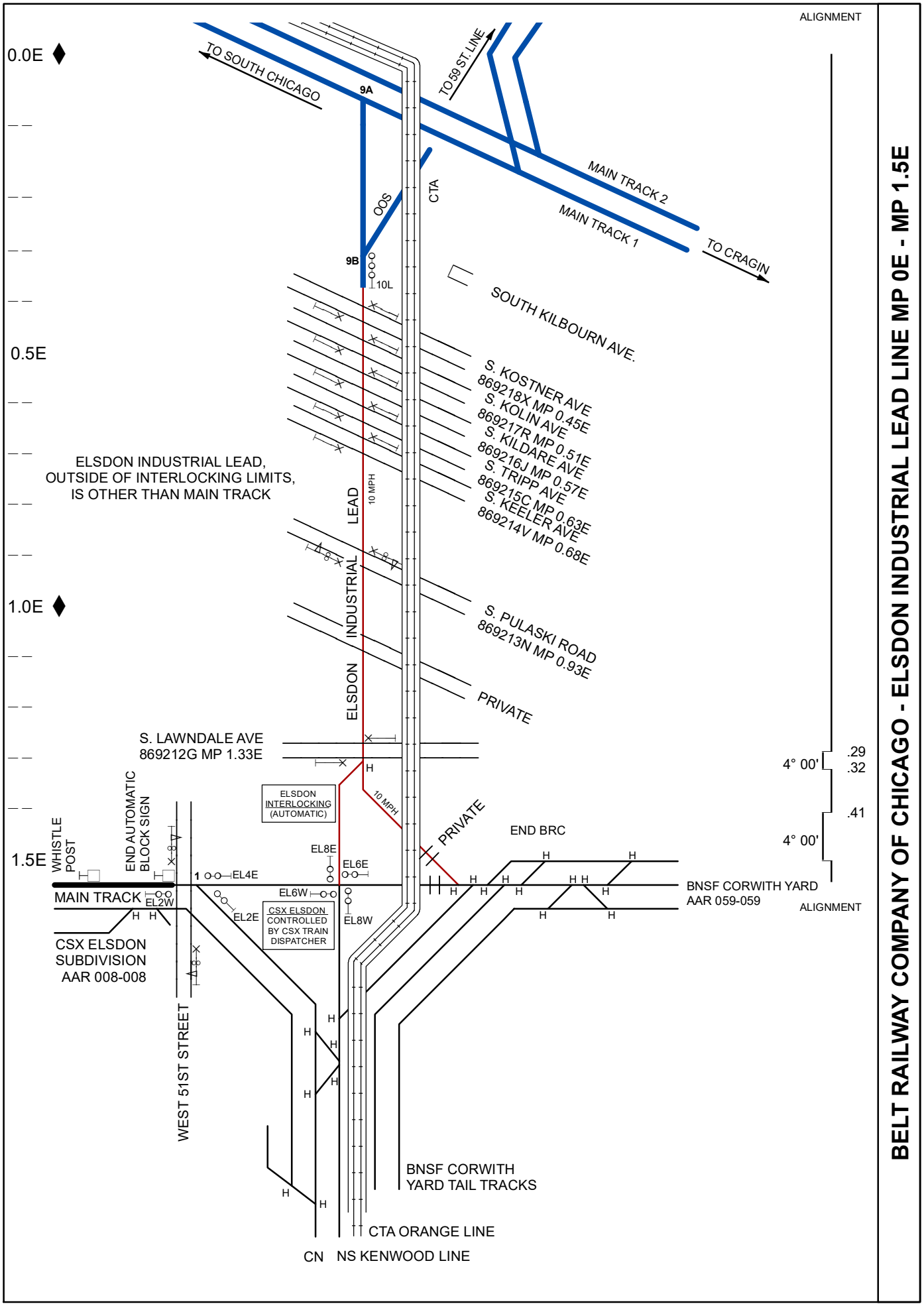

PROFILE
ALIGNMENT
0.0F
0.5F
1.0F
1.5F
2.0F
* NOTE - 5A/5B IS MOVEABLE POINT FROG
2R
4R
3
5C
*5A
*5B
TO CRAGIN
10F
ELSDON IND LEAD (MT)
9B
SOO
MAIN TRACK 1
MAIN TRACK 2
9A
CICERO AVE.
19B
19A
4LA
2LA
NORTH DISPATCHER
AAR RADIO FREQ 039-039
BRC RADIO FREQ CH 4
CTC
25 MPH
25 MPH
1R
1F
TO CP 509
S. LARAMIE AVE
326921M MP 0.92F
S. LOCKWOOD AVE
326920F MP 1.07F
S. LONG AVE
326919L MP 1.21F
SOUTH LINDER AVE.
S. CENTRAL AVE
326918E MP 1.50F
(911)
W. 55TH ST. (59TH ST. LINE)
326917X MP 1.69F
(911)
WEST 56TH ST.
CTC
WEST 57TH ST.
2
1
+0.48%
-0.23%
-0.02%
+0.16%
+0.39%
7° 00'
6° 00'
7° 00'
6° 15'
.10
.14
.33
.36
.39
#20
.36
.70
BELT RAILWAY COMPANY OF CHICAGO - 59TH STREET LINE MP 0F - MP 2F


2.0F
2.5F
3.0F
3.5F
4.0F
2
1
WEST 58TH ST.
CTC
SOUTH MENARD AVE.
SOUTH MONITOR AVE.
SOUTH MAYFIELD AVE.
SOUTH MASON AVE.
S. AUSTIN AVE
326916R MP 2.48F
25 MPH
25 MPH
276
275
SOUTH MELVINA AVE.
SOUTH MERRIMAC AVE.
274
273
SOUTH MOBILE AVE.
SOUTH MULLIGAN AVE.
S. NARRAGANSETT AVE.
326915J MP 2.99F
(911)
SOUTH NATCHEZ AVE.
MP 3.18F
E
SOUTH NASHVILLE AVE.
SOUTH NATOMA AVE.
SOUTH NORMANDY AVE.
SOUTH RUTHERFORD AVE.
SOUTH OAK PARK AVE.
IHB ARGO INDUSTRIAL TRACK
CTC
PROFILE
ALIGNMENT
+0.39%
0.00%
+0.13%
-0.20%
5° 30'
4° 00'
.01
.32
.49
.75
PROFILE
ALIGNMENT
BELT RAILWAY COMPANY OF CHICAGO - 59TH STREET LINE MP 2F - MP 4F


4.0F
4.5F
5.0F
NORTH AND SOUTH PROVISO LEADS, OUTSIDE OF INTERLOCKING LIMITS, ARE CTC MAIN TRACK
CTC
W. 63RD ST. (59TH ST. LINE) 869221F MP 4.2F (911)
65TH STREET INTERLOCKING
W. 65TH ST. 869223U MP 4.40F
SOUTH PROVISO LEAD
NORTH PROVISO LEAD
521
499 OOS
TRACK 2
TRACK 1
YARD LEAD
NORTH BLUE ISLAND LEAD
SOUTH BLUE ISLAND LEAD
NORTH AND SOUTH BLUE ISLAND LEADS, OUTSIDE OF INTERLOCKING LIMITS, ARE CTC MAIN TRACK
ALL TRACKS WITHIN THE WEST SUB INTERLOCKING ARE MAIN TRACK
WEST SUB INTERLOCKING
CABBAGE PATCH
498 OOS
CSX SOUTH RAMP LEAD
CSX NORTH RAMP LEAD
SOUTH THOROUGHFARE / BACK LEAD
LADDER LEAD
LOW SIDE DEPARTURE LEAD
MIDDLE DEPARTURE LEAD
(LOW SIDE)
HIGH SIDE DEPARTURE LEAD
CLEARING YARD
PROFILE
ALIGNMENT
0.00%
+0.13%
+0.50%
-0.35%
.25
.30
.49
4° 00'
.74
5° 00'
.84
#12
.91
6° 00'
.00
BELT RAILWAY COMPANY OF CHICAGO - 59TH STREET LINE MP 4F - MP 5F



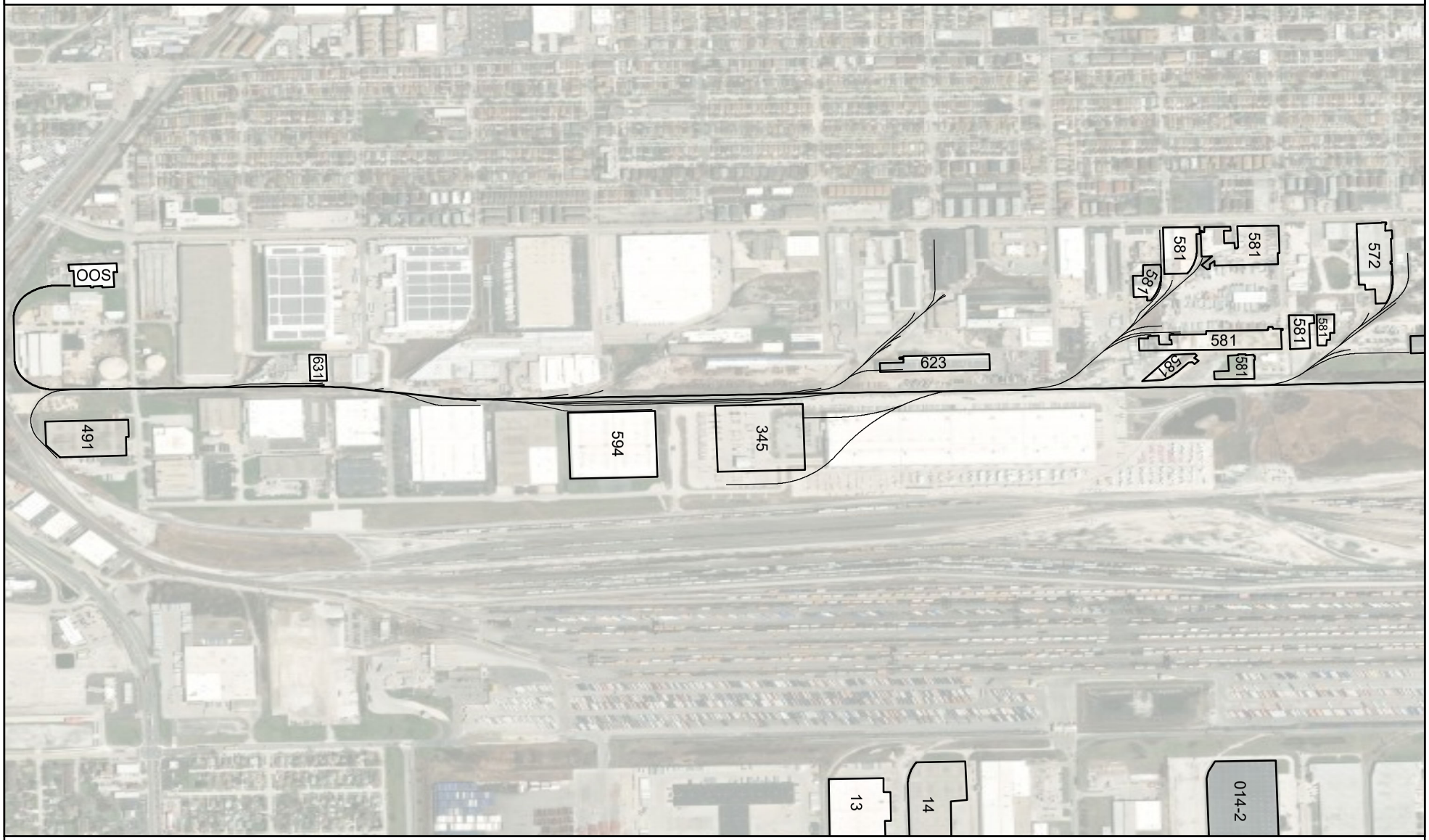
BELT RAILWAY COMPANY OF CHICAGO - WEST SUB SCHEMATIC



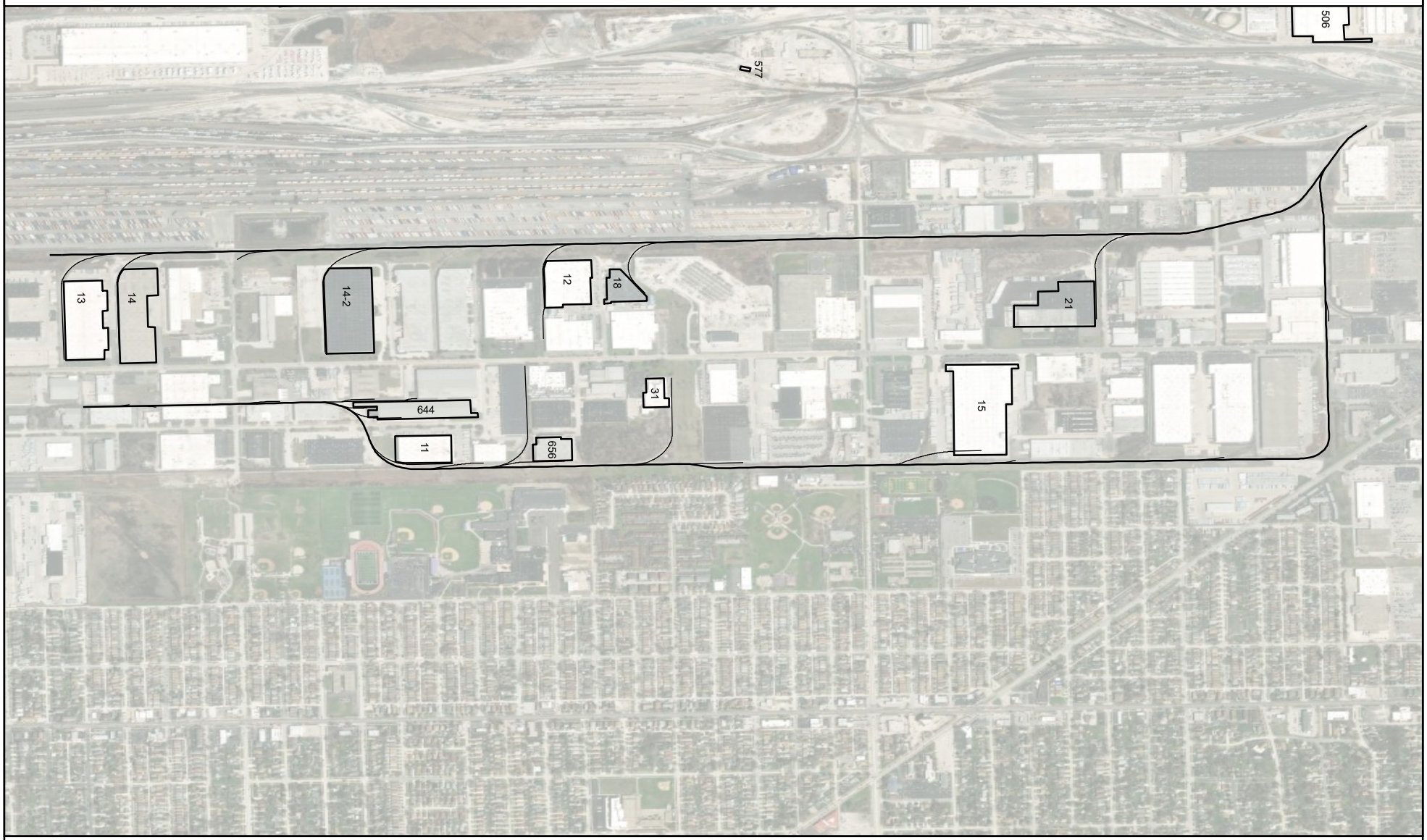
BELT RAILWAY COMPANY OF CHICAGO - ELSDON INDUSTRIAL LEAD LINE MP 0E - MP 1.5E



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



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



BELT RAILWAY COMPANY OF CHICAGO - SOUTH CLEARING INDUSTRIAL DISTRICT


THE BELT RAILWAY COMPANY of CHICAGO