

# The Belt Railway Company of Chicago

## KENTON LINE SUBDIVISION

LENGTH OF SIDING IN FEET	MILE POST	TRACK	SOUTH ↓	STATIONS	NORTH ↑	RULE 4.3	METHOD OF OPERATION	AEI SCANNER
	0.0	2 MT		<b>CRAGIN</b> (CP, METRA) 1.2		I J	CBS	7.8
	1.2			<b>14<sup>th</sup> STREET</b> (CSX) 2.3		J X2		
YARD	3.5			<b>22<sup>nd</sup> St. YARD</b> (MJ) 2.1		J Y		
	5.6			<b>HAWTHORNE</b> (BNSF, CN) 1.0		⊗ I J X		
3,057	6.6			<b>LEMOYNE</b> (BNSF, CN) 1.7		⊗ I J X2		
	8.3			<b>55<sup>th</sup> STREET</b> (BRC 59 <sup>th</sup> ST. SUB.) 1.7		⊗ I J X2		
	10.0			<b>67<sup>th</sup> STREET</b> 1.4		X2 I T		
	11.4			<b>EAST END SWITCHES</b> (CN) 0.2		I J X2		
	11.6			<b>HAYFORD</b> (CN) 0.8		⊗ I J X		
YARD	12.4			<b>ROCKWELL STREET YARD</b> 0.6		Y		
	13.0	3 MT		<b>WESTERN AVENUE</b> (NS, CSX) 0.4		I J X2	13.1	
	13.4			<b>FOREST HILL</b> (CSX) 0.9		⊗ I		
	14.3	3 MT		<b>BELT JCT</b> (NS, METRA) 1.5		I J X3	15.8	
	15.8			<b>80<sup>th</sup> STREET</b> (NS, METRA, UP) 1.0		I J X2		
12,000	16.8	2 MT		<b>87<sup>th</sup> STREET</b> 2.7		Y	19.4	
	19.5			<b>PULLMAN JCT</b> (NS, CN) 1.9		⊗ I J X2		
YARD	21.4	2 MT		<b>ROCK ISLAND JCT</b> (CRL, SCIH, NS, EJ&E) 0.9		I J X2 Y	21.5	
YARD	22.3			<b>SOUTH CHICAGO YARD</b> 1.7		G Y		
	24.0			<b>END OF TRACK</b>			6.28	

## KENTON LINE SUBDIVISION

### Speed Restrictions:

MP	Description	MPH
-	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

### Speed Restrictions – Turnouts and Crossovers:

MP	Description	MPH
-	Main Track Turnouts except those noted below	15
5.3	Hawthorne Interlocking Main 1 to Main 2	25
6.6	LeMoyné Interlocking Main 1 to Main 2	25
6.7	LeMoyné Interlocking Main 1 to Main 2	25
7.9	55 <sup>th</sup> Street Interlocking Main 1 to Main 2	25
8.1	55 <sup>th</sup> Street Interlocking Main 2 to 59 <sup>th</sup> Street Subdivision	25
8.1	55 <sup>th</sup> Street Interlocking Main 1 to 59 <sup>th</sup> Street Subdivision	25
12.9	Western Avenue Interlocking South Running Track to Main 2	25
12.9	Western Avenue Interlocking Main 1 to Main 2	25
13.0	Western Avenue Interlocking Main 1 to Main 2	25
13.6	Western Avenue Interlocking Main 1 to CSX Blue Island Subdiv.	25
14.0	Belt Junction Interlocking All Turnouts	25
15.7	80 <sup>th</sup> Street Interlocking Belt 3 to Main 2	25
15.9	80 <sup>th</sup> Street Interlocking Main 1 to Main 2	25
19.2	Pullman Junction Interlocking Main 1 to Main 2	25
19.4	Pullman Junction Interlocking Main 1 to Main 2	25

### Speed Restrictions – Sidings:

Description	MPH
22 <sup>nd</sup> Street Runaround Track	10
C&A Siding	10
Wabash Lead Siding	25
South Running Track Siding	25
Third Rail Siding	10

### Speed Restrictions – Misc.:

Description	MPH
South Chicago District Industrial Lead	10
South Chicago District Yard: - Northward train movements approaching 100 <sup>th</sup> Street until crossing is occupied	5
EJE Industrial Lead	10
Commercial Avenue Yard - 6 axle locomotives through turnouts	5
Cardwell – Westinghouse Industrial Lead	5
Rockwell Street Yard: 6 axle locomotives	5

## Operating Characteristics:

Tracks	Signal System	Rules
Main Track 1 & 2 between Cragin and Hayford	CBS	9.14.2
Main Track 1, 2, Wabash Lead & South Running Track between Hayford Interlocking and Western Avenue	CBS	9.14.2
Main Track 1 & 2 between Western Avenue and Belt Junction	CBS	9.14.2
Main Track 1,2 & 3 between Belt Junction & 80th Street	CBS	9.14.2
Main Track 1 & 2 between 80th Street and Rock Island Junction	CBS	9.14.2
All Tracks between Rock Island Junction & End of track	None	6.28
South Chicago District Industrial Lead	None	6.28
EJE Industrial Lead	None	6.28
South Chicago Commerical Avenue Yard	None	6.28

## Interlockings:

All Interlockings, with the exception of Forest Hill Interlocking, are controlled by the BRC Dispatcher. Forest Hill Interlocking is controlled by the CSX Dispatcher.

## 911 Crossings - Emergency Communication:

The following street crossings have been identified as critical routes for delivery of emergency services to the City of Chicago.

When trains are stopped or anticipated to be obstructing any of these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately.

Upon receiving such notification, the train dispatcher will contact the City of Chicago Office of Emergency Communications and notify the Manager of Train Operations.

A crew member must notify the train dispatcher when the train is clear of the crossing.

Subdivision	Crossing Location
Kenton Line	Archer and Kolmar
Kenton Line	4700 W. 55 <sup>th</sup> Street
Kenton Line	4700 W. 59 <sup>th</sup> Street
Kenton Line	4700 W. 63 <sup>rd</sup> Street
Kenton Line	4700 W. Marquette
Kenton Line	2600 W. Columbus Avenue

### Radio Frequencies:

Location	AAR Frequency	BRC Frequency	Contact Number
<b>North Dispatcher</b> - Kenton Line Subdivision, Cragin to and including 55 <sup>th</sup> Street Interlocking. Includes 22 <sup>nd</sup> Street Yard, 59 <sup>th</sup> Street Subdivision, Elsdon Industrial Lead, Argo Industrial and West Sub to IHB connections at Argo and 71 <sup>st</sup> Street.	39 – 39	Channel 4	Phone: (708) 496-4104 (708) 496-4105 Fax: (708) 496-4108
<b>South Dispatcher</b> - Kenton Line Subdivision, from but not including, 55 <sup>th</sup> Street interlocking to end of track at South Chicago	26 - 26	Channel 2	Phone: (708) 496-4101 (708) 496-4103 Fax: (708) 496-4045

### Electric Switch Locks:

Track	MP	Location	Dispatcher	
MT 2	1.0	Flex O Glass	North	Operating instructions posted inside Electric Switch Lock Box
MT 1	3.4	22 <sup>nd</sup> Street Runaround Track North Switch	North	Operating instructions posted inside Electric Switch Lock Box
MT 2	4.3	MJ	North	Operating instructions posted inside Electric Switch Lock Box
MT 1	4.5	22 <sup>nd</sup> Street Runaround Track South Switch	North	Operating instructions posted inside Electric Switch Lock Box
MT 2	5.9	Hawthorne CN Connection	North	Operating instructions posted inside Electric Switch Lock Box
MT 2	6.0	Mobil Oil	North	Operating instructions posted inside Electric Switch Lock Box
MT 1	7.5	C&A Siding	North	Operating instructions posted inside Electric Switch Lock Box
MT 1	7.6	Industrial Lead	North	Operating instructions posted inside Electric Switch Lock Box
MT 1	10.6	Occidental	South	Operating instructions posted inside Electric Switch Lock Box
MT 1	10.7	Grace – Davidson	South	Operating instructions posted inside Electric Switch Lock Box
MT 1	10.75	Grace – Davidson	South	Operating instructions posted inside Electric Switch Lock Box
MT 1	16.9	Third Rail Siding	South	Operating instructions posted inside Electric Switch Lock Box Do not close door until train clears the switch.

## **Special Conditions:**

### **South Chicago Industrial Lead**

Wall Track and Fence Track: BRC South Dispatcher must be contacted for authority to occupy.

### **Commercial Avenue Yard**

- BRC South Dispatcher must be contacted for yarding instructions.
- Main Track 2, South End:
  - a. South end of train must clear 17/18 switch by 200 feet, if practicable.
  - b. North end of train must clear Pullman Junction.
- Crews setting out cars are to advise the Dispatcher of head and rear car numbers left in each track.

### **South Chicago District Yard and Commercial Avenue Yard**

- BRC Locomotives must be locked; contact the MTO if a key is needed.

### **87<sup>th</sup> Street Yard**

- BRC South Dispatcher must be contacted for yarding instructions.
- Crews setting out cars are to advise the Dispatcher of head and rear car numbers left in each track.

### **Rockwell Yard**

- BRC South Dispatcher must be contacted for yarding instructions.
- Crews setting out cars are to advise the Dispatcher of head and rear car numbers left in each track.

### **22<sup>nd</sup> Street Yard**

- BRC North Dispatcher must be contacted for yarding instructions.
- Crews setting out cars are to advise the Dispatcher of head and rear car numbers left in each track.

## 59<sup>th</sup> STREET SUBDIVISION

LENGTH OF SIDING IN FEET	MILE POST	TRACK	SOUTH ↓ STATIONS ↑ NORTH	RULE 4.3	METHOD OF OPERATION	AEI SCANNER
	0.0	2 MT	<b>55th STREET</b> (BRC KENTON LINE SUBDIVISION) — 3.1 —	⊗ I J X	CBS	4.9
	3.1		<b>NARRAGANSETT</b> (IHB) — 1.2 —	I J X		
	4.3		<b>65th STREET</b> — 0.4 —	I X		
	4.7		<b>WEST SUB OFFICE</b> (CSX) — 1.7 —	I J		
YARD			<b>CLEARING YARD</b>	G T Y	6.28	

### 59<sup>TH</sup> STREET SUBDIVISION SPECIAL INSTRUCTIONS

#### Speed Restrictions:

Track	MPH
Main Track	25
Main Track Turnouts and Crossovers	15
Tracks other than Main Tracks and Sidings unless otherwise designated	10
North Blue Island Lead	20
South Blue Island Lead	20
North Proviso Lead	10
South Proviso Lead	10
Elsdon Industrial Lead	10
Argo Industrial Lead	10

#### Operating Characteristics:

Track	Signal System	Rules
Main Tracks, 1 & 2 between 55 <sup>th</sup> Street and West Sub Interlockings	CBS	9.14.2
Elsdon Industrial Lead - 55 <sup>th</sup> Street to MP 1.5	None	6.28
GE Industrial Lead	None	6.28
North Blue Island Industrial Lead	CBS	9.14.2
South Blue Island Industrial Lead	CBS	9.14.2
North Proviso Industrial Lead	None	6.28
South Proviso Industrial Lead	None	6.28
Argo Industrial Lead	None	6.28

## 911 Crossings - Emergency Communication:

The following street crossings have been identified as critical routes for delivery of emergency services to the City of Chicago.

When trains are stopped or anticipated to be obstructing any of these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately.

Upon receiving such notification, the train dispatcher will contact the City of Chicago Office of Emergency Communications and notify the Manager of Train Operations.

A crew member must notify the train dispatcher when the train is clear of the crossing.

Subdivision	Crossing Location
59 <sup>th</sup> Street	5400 W. Central Avenue
59 <sup>th</sup> Street	5600 W. 55 <sup>th</sup> Street
59 <sup>th</sup> Street	5932 S. Narragansett
59 <sup>th</sup> Street	7200 W. 63 <sup>rd</sup> Street

## Radio Frequencies:

Location	AAR Frequency	BRC Frequency	Contact Number
<b>North Dispatcher</b> - Kenton Line Subdivision Cragin to and including 55 <sup>th</sup> Street Interlocking. Includes 22 <sup>nd</sup> Street Yard, 59 <sup>th</sup> Street Subdivision, Elsdon Industrial Lead, Argo Industrial Lead, and West Sub to IHB connections at Argo and 71 <sup>st</sup> Street.	39 - 39	Channel 4	Phone: (708) 496-4104 (708) 496-4105 Fax: (708) 496-4108

## Electric Switch Locks:

Track	MP	Location	Dispatcher	
Main Track No. 2	3.75	GE Industrial Lead	North	Operating instructions posted inside Electric Switch Lock Box

## Special Conditions:

### 63<sup>rd</sup> Street

- Locomotive must be stopped a minimum of 200 feet north of crossing, if train length permits clearing of Narragansett street crossing.

### Elsdon Industrial Lead

- BRC trackage extends between 55<sup>th</sup> St. Interlocking and MP 1.5.
- BRC Dispatcher must be contacted to obtain authority to occupy the Elsdon Industrial Lead.
- BRC Dispatcher must be contacted when clear of the Elsdon Industrial Lead.
- Movements towards BNSF Corwith Yard governed by GCOR 6.28. BNSF Corwith Yardmaster must be contacted via radio (AAR 36-36) for authority to enter trackage.
- Movement towards the CN Elsdon Industrial Track is governed by CN USOR 520 "Movement on other than Main Track" (same as GCOR 6.28). CN Train Dispatcher #4 must be contacted via radio (AAR 28-28) for authority to enter trackage.

- Movement towards the NS 49<sup>th</sup> Street Line on No. 2 and No. 3 Industrial Tracks is governed by the Ashland Avenue Yardmaster via radio (AAR 64-64) for authority to enter trackage.

### Argo Industrial Lead

- BRC Dispatcher must be contacted to obtain authority to occupy the Argo Industrial Lead.
- Cars will be handled with train line air hoses coupled and train line air cut in. Movement without air is prohibited on the Argo Industrial Lead.

## CLEARING YARD SPECIAL INSTRUCTIONS

### Speed Restrictions:

Tracks	MPH
All Tracks other than Main Tracks unless otherwise designated	10
South Thoroughfare	10
North Thoroughfare - EXCEPTION: Central Avenue to East End Diesel Shop Track No. 8 switch	10 5 - Head End only
Locomotive Service Tracks	5
Rip Tracks	5

### Operating Characteristics:

Tracks	Rule	Authority
1 – 2 Leads, East Receiving Yard	6.28	Humpmaster
3 – 7 Leads, East Receiving Yard	6.28	East Yardmaster
East Receiving Yard	6.28	Humpmaster
East Approach Tracks, Tracks 1 – 4	6.28	Humpmaster
East Class Yard, Tracks 1 – 63	6.28	East Yardmaster
East Class Yard, Tracks 64 – 65	6.28	Car Department
East Departure Yard	6.28	East Yardmaster
Martin Yard	6.28	CSXI Bedford Park
West Receiving Yard	6.28	Humpmaster
West Approach Tracks, Tracks 1 - 5	6.28	Humpmaster
West Class Yard	6.28	West Yardmaster
West Departure Yard	6.28	West Yardmaster
Cabbage Patch Lead, West Departure Yard	6.28	West Yardmaster
High Side Lead, West Departure Yard	6.28	West Yardmaster
South Thoroughfare, Cicero Avenue to Central Avenue	6.28	East Yardmaster
South Thoroughfare, Central Avenue to 6 XO. (Back Lead)	6.28	Humpmaster
Back Lead	6.28	Humpmaster
North Thoroughfare, West Yard Office to Central Avenue	6.28	West Yardmaster
North Thoroughfare, Central Avenue to Cicero Avenue	6.28	Humpmaster
Diesel Shop Service Tracks	6.28	Diesel Shop
67 <sup>th</sup> Street / 68 <sup>th</sup> Street, including Wye tracks	6.28	Humpmaster
Clearing District Yard	6.28	West Yardmaster
North Clearing Industrial District (NCID)	6.28	West Yardmaster
South Clearing Industrial District (SCID)	6.28	East Yardmaster



## Radio Frequencies:

Location	AAR Frequency	BRC Frequency	Contact Number
North Dispatcher Kenton Line Subdivision, Cragin to and including 55th Street Interlocking. Includes 22nd Street Yard, Elsdon Industrial Lead, Argo Industrial Lead, and West Sub to IHB connections at Argo and 71st Street.	39 - 39	Channel 4	Phone: (708) 496-4104 (708) 496-4105 Fax: (708) 496-4108
South Dispatcher Kenton Line Subdivision, not including 55th Street interlocking to end of track at South Chicago	26 - 26	Channel 2	Phone: (708) 496-4101 (708) 496-4103 Fax: (708) 496-4045
Humpmaster 1 – 2 Leads, East Receiving Yard East Receiving Yard East Approach Tracks, Tracks 1 – 4 West Receiving Yard West Approach Tracks, Tracks 1 - 5 South Thoroughfare, Central Ave. to 6-xover Back Lead West Leg & East Leg of South Thoroughfare Wye to Hump Subway North Thoroughfare, Central Ave. to Cicero Ave. 67 <sup>th</sup> Street / 68 <sup>th</sup> Street, including Wye tracks	57 – 57	Channel 1	Phone: (708) 496-4053
East Yardmaster 3 – 7 Leads, East Receiving Yard East Class Yard, Tracks 1 – 63 East Departure Yard South Thoroughfare, Cicero Ave to Central Ave. South Clearing Industrial District (SCID)	89 – 89	Channel 6	Phone: (708) 496-4128
West Yardmaster West Class Yard West Departure Yard Cabbage Patch Lead, West Departure Yard High Side Lead, West Departure Yard North Thoroughfare, West Yard Office to Central Ave Clearing District Yard North Clearing Industrial District (NCID)	18 – 18	Channel 3	Phone: (708) 496-4130
Diesel Shop Diesel Shop Service Tracks Hump Subway to West of 412 Pocket	79 – 79	Channel 5	Phone: (708) 496-4067
Car Department East Class Tracks 64 and 65	79 – 79	Channel 5	Phone: (708) 496-4091

## **Special Conditions:**

**Hump Approach Signals:** Informational signals associated with the hump operation. Signals do not govern movement in connection with yarding trains, light engine movement, etc.

**Yard Air – Departure Yards:** Cars worked by the Carmen will be left with the air coupled and cut-in. Crews pulling trains are required to close both angle cocks prior to uncoupling hoses. Do not allow cars to go into Emergency. Yard air hoses, once disconnected, are to be left to prevent a stumbling hazard.

**Class 1 Air Brake Test:** Crews completing a Class 1 air brake test are to confirm the rear car number with the employee at the rear of the train. Immediately contact the yardmaster if a discrepancy exists. Verification of the Class 1 Air Brake test will be noted on the BRC Conductor's train list. If not noted on the Conductor's list, the "air slip" will be left in the knuckle of the head car in each track.

**Track Doubling Verification Sheet:** All foreign crews and BRC transfer crews doubling trains out of Departure Yard tracks will be provided a Track Doubling Verification sheet. Crews must confirm the head car of the track matches the car number on the "Track Doubling Verification" sheet. Immediately contact the yardmaster if a discrepancy exists.

**Central Avenue:** When cars are shoved over Central Avenue road crossing, a crew member must be on the ground at the crossing to warn traffic until the road crossing is occupied. Any movement over the crossing must only be made on the crew member's signal.

**Track Skates:** Track skates are to be placed 39 feet ahead of the car stops (inert retarders) on classification tracks. The proper skate location is identified with yellow paint. In the East Classification Yard the skates are to be placed on the south rail and north rail. In the West Classification Yard the skates are to be placed on the north rail. Cars must not be shoved from the hump end of the track when the point car is on skates. To prevent tripping hazards when skates are removed, place them between the rails.

Immediately report to the Yardmaster any track that is missing a skate. If available replace missing skates. If a skate is not available apply a hand brake on the first car in the track until a skate is placed on the track.

**Hydraulic Retarder – East Class Yard:** Hydraulic powered inert retarder is located at the east end, track # 50 in the east classification yard. To enter this track from the east end, a crew member must open the retarder by pushing the "Down" button located in the control box on the north side of the track. After the movement is clear of the retarder, push the "Up" button to reactivate. A skate must also be reapplied before the track is released.

Note: Placing the retarder in the "Up" or "Down" position takes approximately 45 seconds. An indicator light will signify when the machine is in the "Up" position. Report any malfunction to the yardmaster.

**WR Hydraulic Retarders -** WR Retarders will have the initials "WR" followed by the switch number stenciled on the top of the control box (WR-#). In addition, WR hydraulic retarders are equipped with an illuminated display located on the top of the control box and a toggle switch which turns the retarder on or off. The toggle switch can be found on the side of the control box.

If the retarder is in the up or on position, the display will be green. To turn the retarder off, push the toggle switch to the off position. The track cannot be occupied until the retarder is turned to

the off position. Once the track is cleared off, the retarder must be returned to the on or up position. This is done by pushing the toggle switch to the on position. Turning the retarder back on so that the green light is displayed will take approximately one minute. A skate must also be reapplied before the track is released.

If the retarder is not working properly the display will change to a flashing red. This condition must be immediately reported to your supervisor and the track is to be taken out of service.

**Clearing Industrial District:** The South Loading Dock track off of the Storehouse Lead in the Clearing Industrial District is to be kept clear. This track is reserved for the exclusive use of the Engineering Department for the storage of Maintenance of Way equipment.

**Switches:** "National" switches require the use of a locking pin or hasp. National switches missing a pin or hasp must be reported.

The east departure yard crossover switches are equipped with BRC switch locks. These crossovers must not be used without the permission of the east yardmaster. The switches that are locked are the 3 to 4 lead crossovers; the 35 crossover; and the 40 crossover. The east yardmaster will regulate the use of these crossovers in order to avoid any conflict with remote control zones that may be activated on the adjacent leads.

Crossover switches on the hump approaches and the north and south thoroughfares must be restored to normal position after use.

**ALL BRC switches must be treated as rigid switches and must be operated by hand, push-button, or radio control. Do not make a trailing point movement through a switch until it has been lined for the movement.**

### **Solar Powered Switches**

Five solar powered switches have been installed at the following locations:

- The high crossover switches between track 2 and 3, East Approach.
- The west end of the Ladder Lead and the Water Plug Lead switch.
- The west end of 22 East Receiving switch.
- The east end of 10 West Receiving switch.

**Solar Powered - Push Button Operation:** Pushing the button located on the mast of the solar panel will line the switch. Inspect switch points prior to movement to insure they are not gapped and that the switch is lined for the intended route.

**Solar Powered - Hand Operation:** The pump handle used to operate the switch by hand also acts as the locking bar for the hand throw cover. The locking tabs on the pump handle and the cover overlap and may be secured with a lock.

1. Remove the pump handle, open the cover and insert the handle in the pump cartridge actuating head.
2. Select the direction of switch point travel by moving the directional travel lever (protruding through the end of the switch machine) in the direction the points are to move.
3. Operate by moving the pump handle back and forth until the points are fully lined for the desired route. (The pump will require about 15 strokes to fully line the switch.)
4. Visually inspect the switch points to ensure they fit properly.

5. Close the cover and reinstall the handle in the holder. Align the locking tabs of the cover and the handle and reinstall the lock. The valve lever may be left in either position, as it will have no affect on the electrical operation of the switch.

### **Radio Controlled Switches – West Receiving Yard**

Radio Controlled (RC) switches located at the west end of the West Receiving Yard will allow Dual Toned Multi Frequency (DTMF), radio operation. In addition to the RC operation, the switches are also equipped for push button and hand operation.

Radio controlled switches are equipped with wheel counter loops that require cars and locomotives be outside of the loop when a switch is being operated in either the RC or push button mode. Equipment must be kept approximately 150 feet clear of the switch point prior to RC, push button, or hand operation of the switch.

Crossover switches are inter-connected, both with switch operation and wheel counting loops. RC or Push button Operation of one crossover switch will cause both switches to operate. If operating crossover switches by hand, each switch must be operated manually. The trailing point switch of the crossover must be operated first.

Switch operations that "Fault" will have to be inspected for obstruction or in winter operations, cleaned free of snow and/or ice. When a RC switch broadcasts "switch # out of correspondence", check the points of all switches associated with that switch number.

The Yardmaster must be contacted prior to occupying or fouling the Ladder Lead or Back Lead unless authority has been previously authorized

Switches are equipped with mast-mounted Indicator Lights. Aspects indicate the following switch position:

- Green - Normal
- White - Route Activated, switch included as part of route
- Amber - Reverse

<u>Switch No.</u>	<u>Track</u>	<u>Switch No.</u>	<u>Track</u>
001	6 Crossover	009	9 West Receiving
002	2 West Receiving	010	10 West Receiving
003	3 West Receiving	011	11 West Receiving
004	4 West Receiving	012	12 West Receiving
005	5 West Receiving	013	13 West Receiving
006	6 West Receiving	014	14 West Receiving
007	7 West Receiving	015	15 West Receiving
008	8 West Receiving	016	16 West Receiving

**Radio Controlled Switches - Push Button Operation:** The push button is located inside a small protective cover and secured with a locking hasp and cover. The hasp must be secured with a lock or hook when push button is not in use.

1. Lift the cover from the hasp, and push the button located under the cover plate.
2. The switch will line opposite of the current route.
3. Replace the lock or hook, if available, and secure.
4. Visually inspect the switch points to ensure they fit properly.

**Radio Controlled Switches - Hand Operation:** The pump handle used to operate the switch by hand also acts as the locking bar for the hand throw cover. The locking tabs on the pump handle and the cover overlap and may be secured with a lock.

1. Remove the pump handle, open the cover and insert the handle in the pump cartridge actuating head.
2. Select the direction of switch point travel by moving the directional travel lever (protruding through the end of the switch machine) in the direction the points are to move.
3. Operate by moving the pump handle back and forth until the points are fully lined for the desired route. (The pump will require about 15 strokes to fully line the switch.)
4. Visually inspect the switch points to ensure they fit properly.
5. Close the cover and reinstall the handle in the holder. Align the locking tabs of the cover and the handle and reinstall the lock. The valve lever may be left in either position, as it will have no affect on the electrical operation of the switch.

**Radio Controlled Switches - Radio Control Operation:** Switches equipped with radio control have been designated to use the BRC Hump Channel 1/AAR Frequency 57-57. Each switch, or interconnected crossover, is designated by a switch number. The radio keypad is used to "call" the switch and command a position. The first keystroke required for (RC) operation of these switches will be the # key. This key "wakes" the switch machine and prepares it for an actuation code transmission.

**Radio Controlled Switches - Individual Switch Operation:** A series of six entries via the radio key pad will line the switch for movement. Enter the # key followed by a switch number ranging from 001 to 016, followed again by the # key and the "1" for reverse or the "2" for normal position.

The position of a switch may be determined by using the "query" command. A voice message will announce the switch position. If a DTMF code is entered that is not recognized by the system, the system will respond with "Bad Command".

The actuation codes resemble the following examples for operating a "single" switch:

<u>Mark</u>	<u>Switch #</u>	<u>Mark</u>	<u>Key</u>	<u>Action</u>
#	0xx	#	#	Query a switch
#	0xx	#	1	Command a switch to reverse
#	0xx	#	2	Command a switch to normal

Examples:

Switch #16:	Throwing switch normal	# 016 # 2
	Throwing switch reverse	# 016 # 1
	Query code	# 016 # #
Switch # 3:	Throwing switch normal	# 003 # 2
	Throwing switch reverse	# 003 # 1
	Query code	# 003 # #
Switch # 1:	Throwing cross-over switches normal	# 001 # 2
	Throwing cross-over switches reverse	# 001 # 1
	Query code	# 001 # #

A radio response confirming the lining of the switch will be transmitted following the DTMF Radio Command. Response examples include: “Switch xx Normal, Reverse or Out of Correspondence. If applicable a secondary response may also be transmitted. ie: Locked out, Occupied.

**Radio Controlled Switches - Multiple or Route Switch Operation:** A single radio, six digit “daisy chain”, command will also allow the lining of multiple switches or a complete route to be lined. Routes may be lined inbound or outbound. Switches associated with a route may be lined individually. A radio transmission will confirm the route. Submit a Query command if the route is not confirmed. Switch commands must be entered in the proper sequence or the transmission will not be received. If necessary, re-enter the commands to restart the sequence.

Signs indicating route activating point have been placed on the 59<sup>th</sup> Street Subdivision, Proviso Lead, and Blue Island Leads. Inbound trains are to key in routing sequence at the identified location.

The Yardmaster must be contacted prior to lining a route.

The Yardmaster must be contacted prior to occupying or fouling the Ladder Lead or Back Lead unless authority for a route has been previously authorized.

**Routing Commands:**

<u>Mark</u>	<u>Mark</u>	<u>Lead</u>	<u>Track #</u>	<u>Direction</u>	<u>Action</u>
#	#	t	xx	d	Configure route

- t: Enter 1 for Ladder lead, 2 for Back Lead
- xx: Enter track # 02 through 16
- d: Enter 0 for Outbound, 1 for Inbound

**Routing Examples – Ladder Lead, Tracks 16 through Track 02**

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 05                               ##1050

**Routing Examples - Back Lead, Tracks 02 through Track 06**

Back Lead Inbound to Track 02                                   ##2021  
 Back Lead Inbound to Track 06                                   ##2061  
 Back Lead Inbound to Track 01 (So. T-Fare)                       ##2011  
  
 Back Lead Outbound from Track 02                               ##2020  
 Back Lead Outbound from Track 06                               ##2060  
 Back Lead Outbound from Track 01 (So. T-Fare)               ##2010

A radio response confirming the lining of the route will be transmitted following the DTMF Radio Command. Response examples include: Ladder (Back) Lead inbound route ready; Ladder (Back) Lead route configure failed; Ladder (Back) Lead inbound route already active, command discarded; Invalid route; Routes conflict.

Route will fail if any switch in planned route is out of communication, occupied, locked-out, or part of another active inbound route.

Route lights will be extinguished as the train clears the occupancies.

When train completely traverses the route, the 'active' route is automatically cancelled.

**General Routing Commands:**

<u>Command</u>	<u>Code</u>	<u>Response</u>
Route Query	##*411#	"(Ladder/Back) Lead (in/out) bound track xx Active" or "No Active Routes"
Cancel outbound routes and turn OFF route lights	##*550#	"Canceling outbound routes please wait" followed by, "Outbound route cancel complete".
Cancel inbound routes and turn OFF route lights	##*551#	"Canceling inbound routes please wait" followed by, "Inbound route cancel complete".

**Hump Subway Switch - Push Button Operation:** The push button is located inside a small protective cover and secured with a locking hasp and cover. The hasp must be secured with a lock or hook when push button is not in use.

1. Lift the cover from the hasp, and push the button located under the cover plate.
2. The switch will line opposite of the current route.
3. Replace the lock or hook, if available, and secure.
4. Visually inspect the switch points to ensure they fit properly.

**Hump Subway Switch - Hand Operation:** The handle used for hand operation of the switch also acts as a locking device for the switch when used in conjunction with blue flag protection. The locking tab on the switch handle and the cover overlap to secure the handle and the cover together when a lock is installed.

1. Remove the switch lock and move the handle from left to right until the arm comes in contact with the safety stop.
2. Return the handle to the hasp and re-secure the lock.
3. Visually inspect the switch points to ensure they fit properly.

# BRC SYSTEM SPECIAL INSTRUCTIONS

## Item 1 - Maximum Speed

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

## Item 2 – Chicago Operating Rules Association (CORA) Operating Guide

Employees operating in the Chicago Terminal District are required to have a current copy of the CORA guide available for reference while on duty. BRC Rules govern except as modified in the CORA.

## Item 3 – Train Dispatcher Territories

North Dispatcher Territory: Kenton Line Subdivision from Cragin Jct. to and including 55th St. Interlocking. This also includes 22nd Street Yard. North dispatcher also controls the Elsdon Industrial Lead, 59th Street Subdivision including the West Sub to IHB connections at Argo and 71st Street.

South Dispatcher Territory: Kenton Line Subdivision from (but not including) 55th Street Interlocking to the end of track at South Chicago. This includes Rockwell and Commercial Yards.

## Item 4 - General Code of Operating Rules Changes

The following are changes to the General Code of Operating Rules (GCOR), fifth edition. The changes are identified as:

- New – Add to the rule book.
- Addition – Add to the existing rule.
- Supersede – Supersedes all or part of an existing rule.
- Application – Requirements for the application of the rule on BRC property.

Do not cross out or otherwise make illegible any General Code of Operating Rule. Instead find the rule in the GCOR book and make a notation in the margin referring to the corresponding Special Instruction.

## GLOSSARY TERMS:

### Controlled Block System (CBS) (New)

A block signal system where movements are authorized by a controlled signal or verbal authority.

### Speed Signals (New)

Use the following in conjunction with BRC Speed Signals:

- Slow Speed                                    20 MPH
- Medium Speed                                25 MPH
- Limited Speed                                25 MPH



## 1.0 GENERAL RESPONSIBILITIES

### 1.11.1 Napping (Supersede)

This rule does not apply on BRC.

### 1.36 Shipments of Excessive Height / Width (Application)

The following classes of equipment will be covered by instructions from the BRC Clearance Bureau via a "Pink Message" authority:

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

An "Excessive Dimensional" load is any load with a width exceeding 11 feet 6 inches or shipments including idler cars as noted on the train consist.

The Conductor must receive "Pink Message" authority prior to moving the train. 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 a 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 16 feet 8 inches ATR must not be handled via the subway under the Clearing Yard Hump.

A "Dimensional Load" is any load with a width of 11 feet 0 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 "pink message" notification of an excessive dimension load on another train that their train may meet or pass, the conductor must notify the train dispatcher before moving the train.

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

### Special Handling Guidelines for High Wide / High Value Loads

When train consist includes High Wide / High Value loads the following will govern:

- Loads must be inspected by a Mechanical representative at the time of interchange or release from an industry to ensure loads are properly braced and secured for safe damage-free transportation.
- Loads must not remain in a consist during switching operations.
- Loads must not be kicked or humped.

- Other cars must not be kicked or humped against these loads.
- Air brake system must be charged and used when spotting/pulling these loads.
- Excessive Dimensional Loads must be set to a track designed to accommodate such loads.

#### **1.48 Locomotive Shut Down (New)**

When it is known that locomotives will not be used for one hour or more, and the ambient temperature is not expected to fall below 40 degrees Fahrenheit, locomotives must be shut down except when authorized by local supervisors or train dispatcher.

- Leave one unit of multiple unit locomotives running to maintain air pressure when coupled to cars.
- It is not necessary to shut down DP (Distributed Power) units in a train unless instructed by the train dispatcher or local supervisors.
- Locomotives with a tag indicating “weak batteries” should not be shutdown until the condition is corrected.
- Locomotives equipped with an automatic start/stop system may be left running, however the switch must be properly positioned with the indicator light/message showing the system is enabled. If the auto start/stop system is not operable the unit is considered to be non-equipped. Remote control locomotives must be in the manual mode to have the system operable.
- Contact the train dispatcher, yardmaster, or local supervisor concerning the expected length of the delay or the expected temperature during the shutdown.
- Secure unattended equipment to prevent movement.
- Shut down diesel engine in compliance with current rules and/or instructions.

## **2.0 RAILROAD RADIO RULES**

### **2.3 Repetition (Application)**

When a transmission has been repeated correctly, the acknowledgement must be "That is Correct".

## **4.0 TIMETABLES**

### **4.3 Timetable Characters (Application)**

- G - General Orders, Notices, Bulletins, Standard Clock
- I - Manual Interlocking
- J - Junction
- T - Turntable or Wye
- X - Crossover
- X(2) - Multiple Crossovers
- ⊗ - Railroad Crossing at Grade
- Y - Yard
- YL - Yard Limits

## **5.0 SIGNALS AND THEIR USE**

### **5.4 Flags for Temporary Track Conditions (Supersede)**

This rule does not apply on BRC.

## **5.5 Permanent Speed Signs (Supersede)**

This rule does not apply on BRC.

## **5.7 Torpedoes (Supersede)**

This rule does not apply on BRC.

### **5.8.1 Ringing Engine Bell (Addition)**

Add these bullet points to the rule:

- While moving within the locomotive servicing facility
- At all private road crossings within Clearing Yards

### **5.8.2 Sounding Whistles (Application)**

Ordinances prohibit the sounding of engine whistles within the limits of the City of Chicago except when necessary to prevent injury or warn employees on or about the track or the public. EXCEPTION: whistle must be sounded for Columbus Avenue (Southwest Hwy) and Archer Avenue.

## **6.0 MOVEMENT OF TRAINS AND ENGINES**

### **6.2 Initiating Movement (Supersede)**

Before initiating movement on a main track or siding, a train crew member must have verbal authority from the train dispatcher or a controlled signal indicating proceed.

Before initiating movement on a main track or siding, employee in charge of hi-rail vehicle or on-track equipment must have a properly completed Form-H Authority (see 6.2.3).

### **6.2.2 Daily Operating Bulletin (DOB) (New)**

Daily Operating Bulletin will be issued by the dispatcher to protect temporary track conditions or flagman assignments for the next 24 hour period. DOB will be in effect at time of issue.

#### **A. Receipt and Comparison of Daily Operating Bulletin**

- All crew members must possess a current a DOB at their initial station unless otherwise instructed by the train dispatcher. Each crew member must read and understand the DOB. All crew members are responsible for complying with the requirements of the DOB and reminding each other of those requirements.
- Roadway Worker In Charge (RWIC) of hi-rail vehicle, on-track workers, or on-track equipment must possess a current a DOB unless otherwise instructed by the train dispatcher.
- A crew member or RWIC must contact the train dispatcher to verify the current DOB and obtain any additional information or restrictions affecting the movement of the train or equipment prior to occupying BRC main track or siding.

#### **B. Conditions or restrictions**

Will be categorized using the following format:

- Section A: Temporary Speed Restrictions and Other Conditions, with each line of information numbered 1, 2, 3, etc.
- Section B: Roadway Worker (RW) working at, with each line of information numbered 1, 2, 3, etc.
- Section C: Tracks Out of Service, with each line of information numbered, 1, 2, 3, etc.
- Section D: Safety Alerts, with each line of information numbered 1, 2, 3, etc.
- Section E: Notices, with each line of information numbered 1, 2, 3, etc.

### **C. Addition or Deletion**

- Train dispatchers may instruct employees to add or delete items on a DOB.
- Addition or deletions, when transmitted, must be documented on Form H Authority form.

### **D. In Effect**

- Only one (1) DOB is in effect at a time.

### **E. Superseding a Daily Operating Bulletin or DOB not received**

- Issuance of a New DOB
- Receipt of DOB over the Radio
- Form H Authority

#### **6.2.3 Form H Authority (New)**

Form H authority is a method of authorizing a hi-rail vehicle, on-track workers, or on-track equipment to occupy a segment of main or controlled track. Form H may also be used to document additions or deletions to DOB and other restricted track and/or flagman information.

All crew members must have a copy of the Form H authority issued to their train, hi-rail vehicle, or on-track equipment. Each crew member or vehicle occupant must read and understand it. The copy must show the date, location, and name of the employee who copied.

#### **A. Transmitting** - the following must occur when transmitted verbally:

- An employee will enter all of the information and instruction on the Form H authority.
- The employee will repeat the information to the train dispatcher.
- The train dispatcher will check it, and if correct, will say "That is Correct" and give the time and his initials.
- The employee will enter the "Correct" time and the train dispatcher's initials on the Form H authority and repeat them to the train dispatcher.
- Employee operating the controls of a moving locomotive, hi-rail vehicle, or on-track equipment may not copy the Form H authority.

#### **B. In Effect:**

- The Form H authority is not in effect until the "Correct" time is shown on it.
- If the Form H authority restricts movement or previously granted authority, it cannot be considered in effect by the train dispatcher until acknowledgment of the "OK" has been received.
- Form H authority is in effect until a crew member or RWIC reports the train, hi-rail vehicle, or on-track equipment has cleared the limits.
- Crew member or RWIC must inform the train dispatcher when the limits have been cleared.
- Employees reporting clear of Form H authority limits must state their name or other identification, the Form H authority number and the limits being cleared.

#### **C. Retention of Forms:**

Form-H Authority forms must be retained until the completion of the next tour of duty.

## **6.2.4 Movement of On-Track Equipment (OTE) (New)**

For the purpose of this rule on-track equipment is defined as equipment other than trains or locomotives.

### **A. Within Interlocking Limits:**

Verbal authority from the train dispatcher is required for on-track equipment to occupy interlocking limits. Before granting authority, the train dispatcher must ensure that:

- No conflicting movements have been authorized.
- No routes have been stored for conflicting movements.
- The route to be used is properly lined.
- Blocking devices have been applied to secure the route and protect against conflicting movements.

### **B. On Controlled Track - Outside Interlocking Limits:**

Form H authority is required for on-track equipment to occupy controlled track outside of interlocking limits. Before authorizing movement of on-track equipment by Form - H, the train dispatcher or control operator must ensure that:

- No opposing or following movements have been authorized.
- Blocking devices have been applied to protect against opposing and following movements.
- If the on-track equipment is to follow a train in the authorized limits, that train must have passed the point where the on-track equipment will enter the limits.

This protection must not be removed until the on-track equipment operator has reported clear of the limits. The train dispatcher must record on the Form H log the time the on-track equipment reports clear of the limits.

- Exception - When the on-track equipment operator reports clear of an interlocking, authority for that interlocking and track to the rear of that interlocking shall be released by the on-track equipment operator and time of release shall be recorded by the dispatcher.

Multiple pieces of on-track equipment may operate as a group under one Form H authority. The employee copying the Form H will be responsible for all of the on-track equipment in the group.

On-track equipment operators shall operate at a speed that will permit stopping within one half the range of vision short of any obstruction.

### **C. On Non-Controlled Tracks:**

On-track equipment must not be operated on non controlled track without permission of the employee in charge of that track, unless no person is in charge of the track.

### **6.3 Main Track Authorization (Addition)**

Add: Rule 9.14.2 (Controlled Block System)

Add the following paragraph:

#### **Joint Authority**

When a train or on-track equipment receives Form H authority joint with an employee, the train or on-track equipment must not occupy the joint limits until:

- Permission is received to enter the joint limits from the employee named on the Form H authority.  
Or
- Advice is received from the train dispatcher that the employee(s) have reported clear of the limits

Movement of trains, engines, and other railroad equipment will be made at Restricted Speed unless a higher speed is permitted by rule and is specifically authorized by the employee named on the Form H Authority.

#### **6.3.1 Train Coordination (Supersede)**

This rule does not apply on BRC

#### **6.4.1 Permission for Reverse Movements (Supersede)**

Obtain permission from the train dispatcher or control operator before making the reverse movement. If reverse movements will be beyond the limits of the occupied block, the train dispatcher must be notified when the request for reverse movement is made. Reverse movements must be made at restricted speed.

#### **6.6 Picking Up Crew Member (Supersede)**

This rule does not apply on BRC

#### **6.7B Transfer of an Active Remote Control Zone (Supersede)**

This rule does not apply on BRC.

#### **6.7C Deactivating Remote Control Zone (Supersede)**

When the remote control operator ends the tour of duty, the remote control zone must be deactivated.

#### **6.14 Restricted Limits (Supersede)**

This rule does not apply on BRC.

#### **6.15 Block Register Territory (BRT) (Supersede)**

This rule does not apply on BRC.

#### **6.19 Flag Protection (Supersede)**

Flag protection for following trains is not required on BRC.

#### **6.23 Emergency Stop or Severe Slack Action (Supersede)**

When a train or engine is stopped by an emergency application of the brakes or severe slack action occurs while stopping, if an adjacent main track may be obstructed, immediately warn other trains by radio and notify the train dispatcher, yardmaster or control operator.

All train and engine movements on adjacent tracks must pass the stopped train at restricted speed. If information is received from the train dispatcher or crew members of the train in

emergency that adjacent tracks are not blocked or fouled, restricted speed will no longer apply to passing trains.

If the brake pipe pressure on the rear car has been restored as indicated by rear car gauge or end of train device and there is no visible damage, the train may proceed without providing inspection. If brake pipe pressure cannot be restored or if train requires excessive power to start, the train must be inspected before proceeding.

#### **6.26 Use of Multiple Main Tracks (Application)**

BRC Main tracks are numbered from east to west as MT 1, MT 2, or MT 3.

#### **6.31.1 Train Coordination (Supersede)**

This rule does not apply on BRC.

#### **6.32.4 Clear of Crossing and Signal Circuits (Application)**

Illinois state law requires 500 ft of clearance.

#### **6.33 Flagmen (NEW)**

To protect workers and/or equipment: a Flagman must be in possession of the current Daily Operating Bulletin, Form-H Authority forms and all necessary personal protective equipment, including a hard hat.

Flagman must conduct a job briefing with the contractor. Workers must not be within twenty five feet of controlled track(s) without a flagman. Form-H Authority must be obtained prior to fouling tracks

On non-controlled tracks protection must be afforded by the flagman. When necessary, coordinate protection with the Yardmaster or other employee responsible for directing train movement.

## **7.0 SWITCHING**

#### **7.4.1 Safety Stop (New)**

Stop the movement at least 50 feet but not more than 250 feet before coupling to equipment. Make certain that:

- Coupler is aligned
- At least one of the knuckles is open
- Light engines must stop 50 feet before coupling to equipment
- Remote control light engines must stop 50 feet before coupling to equipment and then couple at "Couple Speed"
- Employees must not ride cars to coupling

## 7.6 Securing Cars or Engines (Addition)

Add the following sentence to the end of the first paragraph:

Anything other than approved steel wheel chocks is prohibited.

The following tonnage chart will be used in connection with the application of this rule.

Tons	GRADE					
	0	0.25	0.50	0.75	1.00	1.25+
<1000	2	2	2	2	3	3
1000+	2	3	3	3	5	6
2000+	2	3	5	5	6	8
3000+	3	5	5	7	8	10
4000+	4	5	5	8	10	13
5000+	5	6	7	9	12	15
6000+	5	7	8	11	14	18
7000+	5	7	9	13	16	21
8000+	5	8	10	14	18	23
9000+	5	9	12	15	20	25
10000+	6	10	13	17	22	28
11000+	6	11	15	18	24	30
12000+	7	14	16	20	26	33
13000+	8	15	17	22	28	35
14000+	8	15	20	23	30	38

Location	Grade	Handbrake Requirement
Clearing Receiving Tracks		None
Clearing Departure Tracks		None
Clearing Approach Tracks		10 handbrakes + 10% air
Argo Industrial Lead	1.40 %	Refer to chart
22 <sup>nd</sup> Street, North end	1.20 %	Refer to chart
22 <sup>nd</sup> Street, South end	0.50 %	Refer to chart
C & A Siding	0.25 %	Refer to chart
Cookie Yard	0.25 %	Refer to chart
Rockwell Yard	0.25 %	Refer to chart
Third Rail	0.40 %	Refer to chart
Commercial Avenue	0.30 %	Refer to chart
So Chicago District Yard	0 %	Refer to chart
KCBX		2 handbrakes

## 7.7 Kicking or Dropping Cars (Application)

In the application of this rule:

- Dropping cars on the BRC is prohibited.
- Kicking cars is prohibited in the following locations
  - Classification Yards
  - West end of track 35 to 47 East Departure Yard
  - West end of Scrap Dock tracks
  - West end of 1 Main to 4 Main in the Clearing District Yard



### **7.10 Gates and Doorways** (Addition)

Add the following sentence to the end of the rule:

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

### **7.11 Charging Necessary Air Brakes** (Application)

A minimum of 10 per cent of the cars being handled must have air brakes charged when:

- Pulling cars from the classification yards (this does not apply when trimming or reclassifying from the hump end of the classification yards).
- Shoving cars up the hump approaches.

## **8.0 SWITCHES**

### **8.2 Position of Switches** (Addition)

Add the Following:

ALL BRC switches must be treated as rigid switches and must be operated by hand, push-button, or radio control. Do not make a trailing point movement through a switch until it has been lined for the movement.

## **9.0 BLOCK SIGNAL RULES**

### **9.9 Train Delayed Within a Block (Supersede)**

If a train has entered a block on a proceed indication that does not require restricted speed, and the train stops or its speed is reduced below 10 MPH, the train must:

- A. ABS** - Does not apply on BRC
- B. CTC or Manual Interlocking Limits** – Change to read:  
**CBS or Manual Interlocking Limits** – Proceed prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.
- C. ACS** – Does not apply on BRC

### **9.14.2 Controlled Block System (CBS)** (New)

On designated tracks specified in the timetable train movements will be authorized by a controlled signal indication or verbal authority from the control operator. The control operator must verify that conflicting movements are protected before giving authority. The authority will establish the current of traffic on tracks designated for movement in both directions.

A train must not enter or occupy any track within CBS limits unless:

- A governing signal displays a proceed indication, or
- Verbal authority is granted.

A movement that clears any track within CBS limits must not reenter that track without a new authority unless the switch is left open and the movement will reenter at that switch.

### **9.15 Track Permits** (Supersede)

This rule does not apply on BRC.

## **10.0 Rules Applicable Only in Centralized Traffic Control (CTC)** (Supersede)

This rule does not apply on BRC.

**11.0 Rules Applicable in ACS, ATC and ATS Territories (Supersede)**

This rule does not apply on BRC.

**12.0 Rule Applicable Only in Automatic Train Stop System (ATS) Territory (Supersede)**

This rule does not apply on BRC.

**13.0 Rules Applicable Only in Automatic Cab Signal System (ACS) Territory (Supersede)**

This rule does not apply on BRC.

**14.0 Rule Applicable Only Within Track Warrant Control (TWC) Limits (Supersede)**

This rule does not apply on BRC.

**15.0 Track Bulletin Rules (Supersede)**

This rule does not apply on BRC.

**16.0 Applicable Only in Direct Traffic Control (DTC) Limits (Supersede)**

This rule does not apply on BRC.

**17.0 Rules Applicable Only in Automatic Train Control (ATC) Territory (Supersede)**

This rule does not apply on BRC.

**Item 5 - Remote Control Zones**

Only remote control crews may activate a remote control zone. The zone will be activated by notifying the yardmaster who will record this information in the appropriate log. The remote control crew must advise the yardmaster when the zone is deactivated. The yardmaster must record each time the zone is activated or deactivated.

Some remote control zones are equipped with signs that lie between the rails while the zone is deactivated. After activating a zone equipped with a sign the remote control crew must put the sign up. The crew will also be responsible for taking the sign down when the zone is deactivated. If a crew neglects to take the sign down the yardmaster may instruct another employee to visually inspect the zone. If the zone is clear the yardmaster may instruct that employee to take the sign down.

Some remote control zones are equipped with Pullback Stopping Protection (PSP). On the initial movement into PSP limits the remote control operator must monitor the talker messages and verify PSP is functioning as intended. BRC hump engines are not equipped with PSP.

BRC Air Brake and Train Handling rules govern set-up, testing and operation of remote control locomotives.

General Code of Operating Rules govern Remote Control Movements (6.5.1) and Remote Control Zones (6.7). Remote control zones are designated as follows:

#### 6 Lead Remote Control Zone

- Located at the east end of the East Departure Yard.
- Begins at the 40 crossover switch and ends approximately 240 feet west of the 6 lead signal at the East End Switches Interlocking.
- Contact: East Yardmaster.
- A sign designates the end of the zone.
- Before activating this zone both ends of the 35 crossover must be lined and locked for straight movement. The switch locks must be removed when the zone is deactivated.
- Equipped with PSP.

#### 5 Lead Remote Control Zone

- Located at east end of East Departure Yard.
- Begins approximately 120 feet east of the 35 crossover switch on 5 lead and ends approximately 240 feet west of the 5 lead signal at the East End Switches Interlocking.
- Contact: East Yardmaster.
- Signs designate the beginning and end of the zone.
- Before activating this zone both ends of the 35 crossover must be lined and locked for straight movement. The switch locks must be removed when the zone is deactivated.
- Equipped with PSP.

#### 4 Lead Remote Control Zone

- Located at the east end of the East Departure Yard.
- Begins approximately 60 feet east of the 4 lead switch and ends approximately 240 feet west of the 4 lead signal at the East End Switches Interlocking.
- Contact: East Yardmaster.
- Signs designate the beginning and end of the zone.
- Before activating this zone both ends of 3 lead/4 lead crossover must be lined and locked for straight movement. The switch locks must be removed when the zone is deactivated.
- Equipped with PSP.

#### 3 Lead Remote Control Zone

- Located at the east end of the East Departure Yard.
- Begins approximately 60 feet east of the 3 lead switch and ends approximately 240 feet west of the 3 lead signal at the East End Switches Interlocking.
- Contact: East Yardmaster.
- Signs designate the beginning and end of the zone.
- Before activating this zone both ends of 3 lead/4 lead crossover must be lined and locked for straight movement. The switch locks must be removed when the zone is deactivated.
- Equipped with PSP.

## 2 Lead Remote Control Zone

- Located at the east end of the East Receiving Yard.
- Begins at the east end of the 17 crossover switch and ends approximately 240 feet west of the 2 lead signal at the East End Switches Interlocking.
- Contact: Hump Yardmaster.
- Signs designate the beginning and end of the zone. There are also signs at 23 crossover (which is the switch from 2 lead to the East Departure Yard) and at 12 crossover which designates entrances to the zone. Due to close track clearance, a sign designating the entrance to this zone is not posted at the 6 crossover.
- Before activating this zone the east end of 17 crossover must be lined and locked for the movement and both ends of 12, 23, and 6 crossovers must be lined and locked for straight movement. The switch locks must be removed when the zone is deactivated.
- Equipped with PSP.

## South C.I.D. - North Lead Remote Control Zone

- Located on the north lead of the South C.I.D.
- Begins just beyond the divide switch to the north and south leads of the South C.I.D.
- Contact: East Yardmaster.
- A sign designates the beginning of the zone.
- Not equipped with PSP.

## South C.I.D. - South Lead Remote Control Zone

- Located on the south lead of the South C.I.D.
- Begins just beyond the divide switch to the north and south leads of the South C.I.D.
- Contact: East Yardmaster.
- A sign designates the beginning of the zone.
- Not equipped with PSP.

## Cabbage Patch Lead Remote Control Zone

- Located at the west end of the West Departure Yard.
- Begins immediately west of the cabbage patch lead switch coming out of the low side of the west departure yard and ends approximately 280 feet east of the high side/cabbage patch divide switch.
- Contact: West Yardmaster.
- Signs designate the beginning and end of the zone.
- Equipped with PSP.

## High Side Lead Remote Control Zone

- Located at west end of the West Departure Yard.
- Begins approximately 75 feet west of the fire road on the high side lead and ends approximately 285 feet east of the high side/cabbage patch divide switch.
- Contact: West Yardmaster.
- Signs designate the beginning and end of the zone.
- Equipped with PSP.

North C.I.D. - East Remote Control Zone

- Located on the North C.I.D. between Central Avenue and the Nalco switch.
- Begins just west of Central Avenue on the North CID and extends to approximately 900 feet east of the Nalco switch.
- Contact: West Yardmaster.
- Signs are not posted.
- There is a derail between the two zones on the North C.I.D. This derail need not be applied when one crew activates both zones or only the east zone is activated.
- Not equipped with PSP

North C.I.D - West Remote Control Zone

- Located on the North C.I.D. between the Nalco switch and the old Harlem crossing.
- Begins approximately 600 feet east of the Nalco switch and extends westward to approximately 60 feet east of the old Harlem crossing.
- Contact: West Yardmaster.
- Signs are not posted.
- There is a derail between the two zones on the North C.I.D. that must be applied when the west zone is activated.
- Not equipped with PSP.

**Item 6 - AEI Site Locations:**

Site Number	Subdivision / Yard	Location	
1	59 <sup>th</sup> Street Subdivision	West end West Rec Yard	West Sub
2	59 <sup>th</sup> Street Subdivision	West end West Dept Yard	65 <sup>th</sup> Street
3	Clearing Yard	East end West Dept Yard	Rehumps
4	Clearing Yard	West end West Class Yard	High Side
5	Clearing Yard	West end West Class Yard	Low Side
6	Clearing Yard	East end East Class Yard	Center
7	Clearing Yard	East end East Class Yard	Low Side
8	Clearing Yard	East end East Class Yard	High Side
9	Clearing Yard	East Yard	67 <sup>th</sup> Street Wye
10	Clearing Yard	Kenton Line Subdivision	Hayford Interlocking
11	Clearing Yard	NCID Cicero Avenue	North Thoroughfare
12	Kenton Line Subdivision	South Chicago	MP 21.5
13	Kenton Line Subdivision	80 <sup>th</sup> Street	MP 15.8
14	Kenton Line Subdivision	Archer Avenue	MP 7.85
15	Kenton Line Subdivision	Western Avenue	MP 13.15
16	Kenton Line Subdivision	Pullman Junction	MP 19.4

When pulling re-humps out of the East or West Classification Yards, insure that the last car in the cut completely clears the AEI site. A delay of one minute must occur before passing the site again.

**Item 7 - Cold Weather Train Length Restrictions:** The following train length restrictions govern outbound train movements originating at BRC Clearing Yard:

<u>Temperature (F)</u>	<u>Length</u>
30 or greater	9000 feet
20 to 30	8000 feet
10 to 20	7000 feet
0 to 10	6000 feet
0 to -20	5000 feet
- 20 and below	4500 feet

- Maximum Train Length on trains originating BRC Clearing Yard must not exceed 9000 feet unless authorized by the Assistant Superintendent.
- Length is defined without power.

**Item 8 - Clearances**

Employees are cautioned as follows:

Close Clearances

- Kenton Line Subdivision: All bridges between Cragin and LeMoyne
- West Receiving Yard: Ladder Lead, west end of yard

Employees are prohibited from riding the sides of cars at the aforementioned locations.



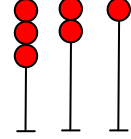

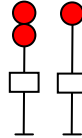

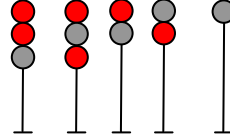
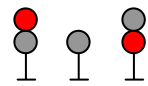


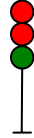

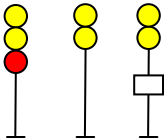

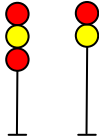
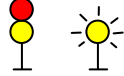

Vertical Clearance above the Rail




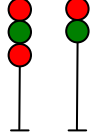
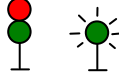
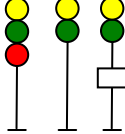


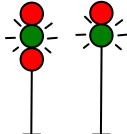
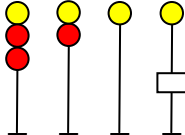

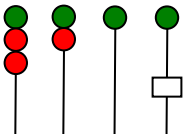

- Kenton Line Subdivision: 20' 02"
- 59<sup>th</sup> Street Subdivision: 20' 02"
- Industries / Industrial Leads
  - CPC Lead under CSXT at Argo 15' 10"
  - CPC Lead under Archer Ave at Argo 15' 10"
  - Viaduct under BRC at 46<sup>th</sup> Ave to/from CSXT 18' 00"
  - CR Bridge on EJE Industrial Lead 17' 04"

**Item 9 – (BRC only)**

**Item 10 - (BRC only)**

## Item 11: Speed Signals





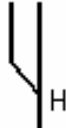

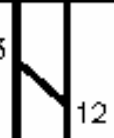
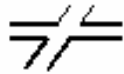


<b>BRC SPEED SIGNALS</b>				
<i>Slow=20 MPH, Medium=25 MPH, Limited=25 MPH</i>		<i>Flashing</i> 		<i>Number Plate</i> 
<b>RULE</b>	<b>HIGH ASPECT</b>	<b>DWARF ASPECT</b>	<b>NAME</b>	<b>INDICATION</b>
9.1.1			Stop	Stop
9.1.2			Stop and Proceed	Stop, and proceed at restricted speed.
9.1.3			Restricting	Proceed at restricted speed.
9.1.4			Slow Approach	Slow speed through turnouts; proceed prepared to stop at the next signal.
9.1.5			Slow Clear	Slow speed through turnouts; proceed.
9.1.6			Approach Slow	Proceed, approaching next signal not exceeding Slow speed, prepared to stop at the next signal.
9.1.7			Medium Approach	Medium speed through turnouts; proceed prepared to stop at the next signal.
9.1.8			Medium Approach Slow	Medium speed through turnouts; proceed approaching the next signal not exceeding slow speed.



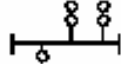
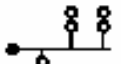









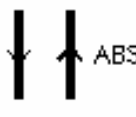
<b>BRC SPEED SIGNALS</b>				
<i>Slow=20 MPH, Medium=25 MPH, Limited=25 MPH</i>		<i>Flashing</i> 		<i>Number Plate</i> 
<b>RULE</b>	<b>HIGH ASPECT</b>	<b>DWARF ASPECT</b>	<b>NAME</b>	<b>INDICATION</b>
9.1.9			Medium Approach Medium	Medium speed through turnouts; proceed approaching next signal not exceeding medium speed.
9.1.10			Medium Clear	Medium speed through turnouts; proceed.
9.1.11			Approach Medium	Proceed, approaching next signal not exceeding medium speed.
9.1.12			Limited Approach	Limited speed through turnouts; proceed prepared to stop at next signal.
9.1.13			Limited Approach Medium	Limited speed through turnouts; proceed not exceeding medium speed.
9.1.14			Limited Clear	Limited speed through turnouts; proceed.
9.1.15			Approach	Proceed prepared to stop at the next signal.
9.1.16			Clear	Proceed



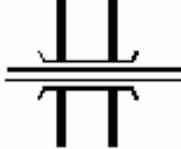

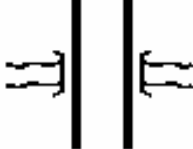
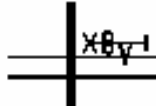
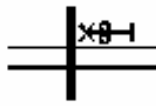
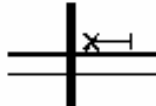
**Item 12: (BRC Only)**

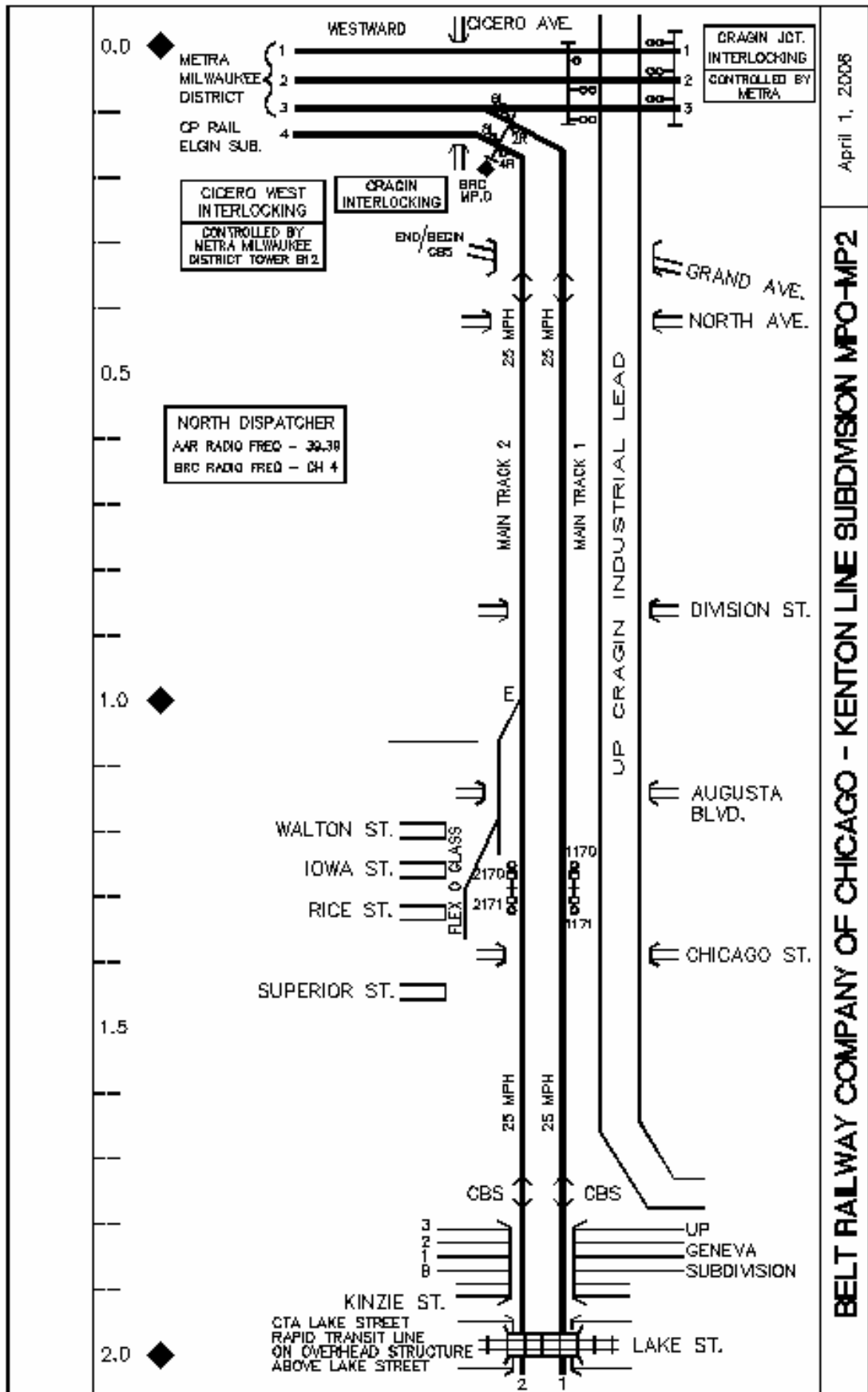


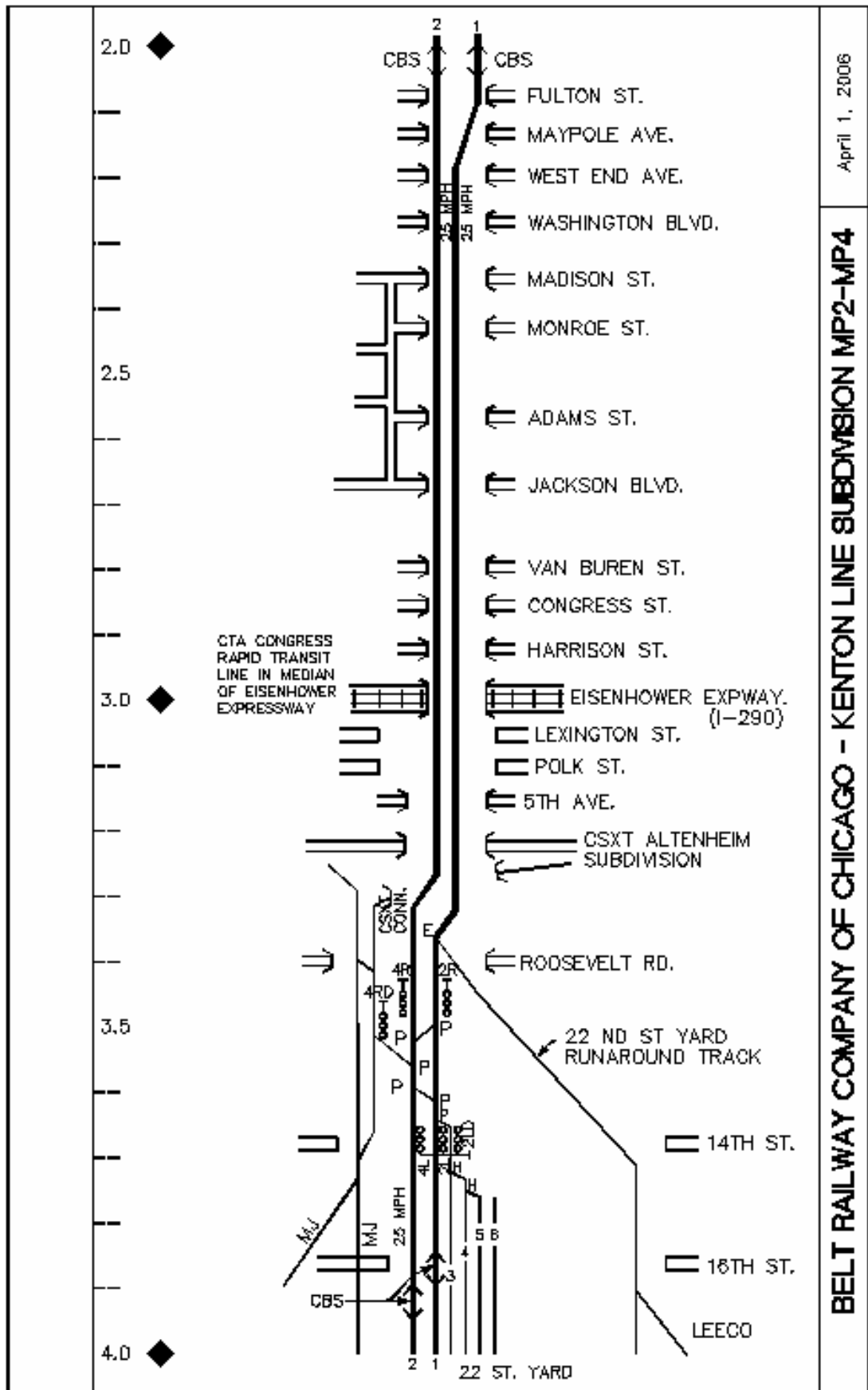
SYMBOLS USED IN  
LINEAR OPERATIONS PROFILE

1.0 	MILE POSTS
	MAIN TRACKS
	OTHER TRACKS (INCLUDES MAIN TRACKS NOT CONNECTING WITH BELT RAILWAY CO.)
	RAPID TRANSIT TRACKS
	MANUALLY OPERATED (HAND-THROW) TURNOUTS
	MANUALLY OPERATED ELECTRIC LOCKED TURNOUTS
13  12	POWERED OR DUAL-CONTROL TURNOUTS
	STREET OR HIGHWAY
	AEI SITE NUMBER OF SCANNERS
	RADIO CONTROL SIGNS

	INTERLOCKING NAME (Above) CONTROLLED BY IF OTHER THAN BELT DISPATCHER (Below)
	SIGNALS (Mast Mounted or Dwarf)
	SIGNALS (Bridge Mounted)
	SIGNALS (Cantilever Mounted)
	AUTOMATIC SIGNAL (With Number Plate)
	SIGNAL WITH DUMMY MAST (Doll Arm)
	STOP BOARD
	SIGN RELATED TO TRAIN MOVEMENT
	MOVEABLE POINT FROG CROSSING
	DERAIL
	AUTOMATIC CAR IDENTIFICATION SCANNER
	DIRECTION OF TRAFFIC
	CONTROLLED BLOCK SYSTEM TERRITORY
	AUTOMATIC BLOCK SIGNAL SYSTEM

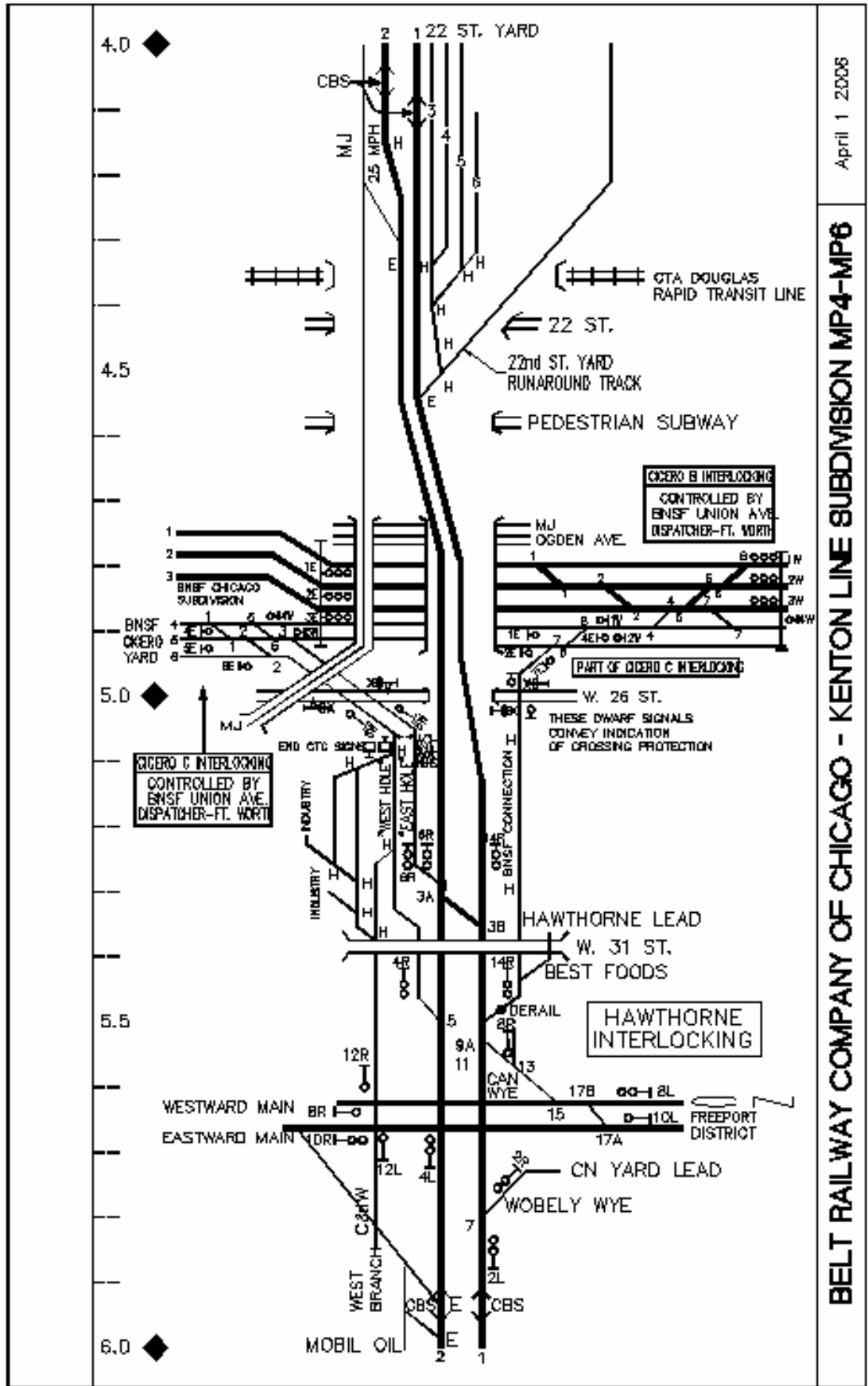
	<p>UNDER GRADE BRIDGE FOR HIGHWAY</p>
	<p>UNDER GRADE BRIDGE FOR RAILROAD</p>
	<p>OVER GRADE BRIDGE FOR HIGHWAY</p>
	<p>OVER GRADE BRIDGE FOR RAILROAD</p>
	<p>WATERWAY</p>
	<p>GRADE CROSSING PROTECTION (Gate and Flashers)</p>
	<p>GRADE CROSSING PROTECTION (Flashers)</p>
	<p>GRADE CROSSING PROTECTION (Crossbuck Only)</p>

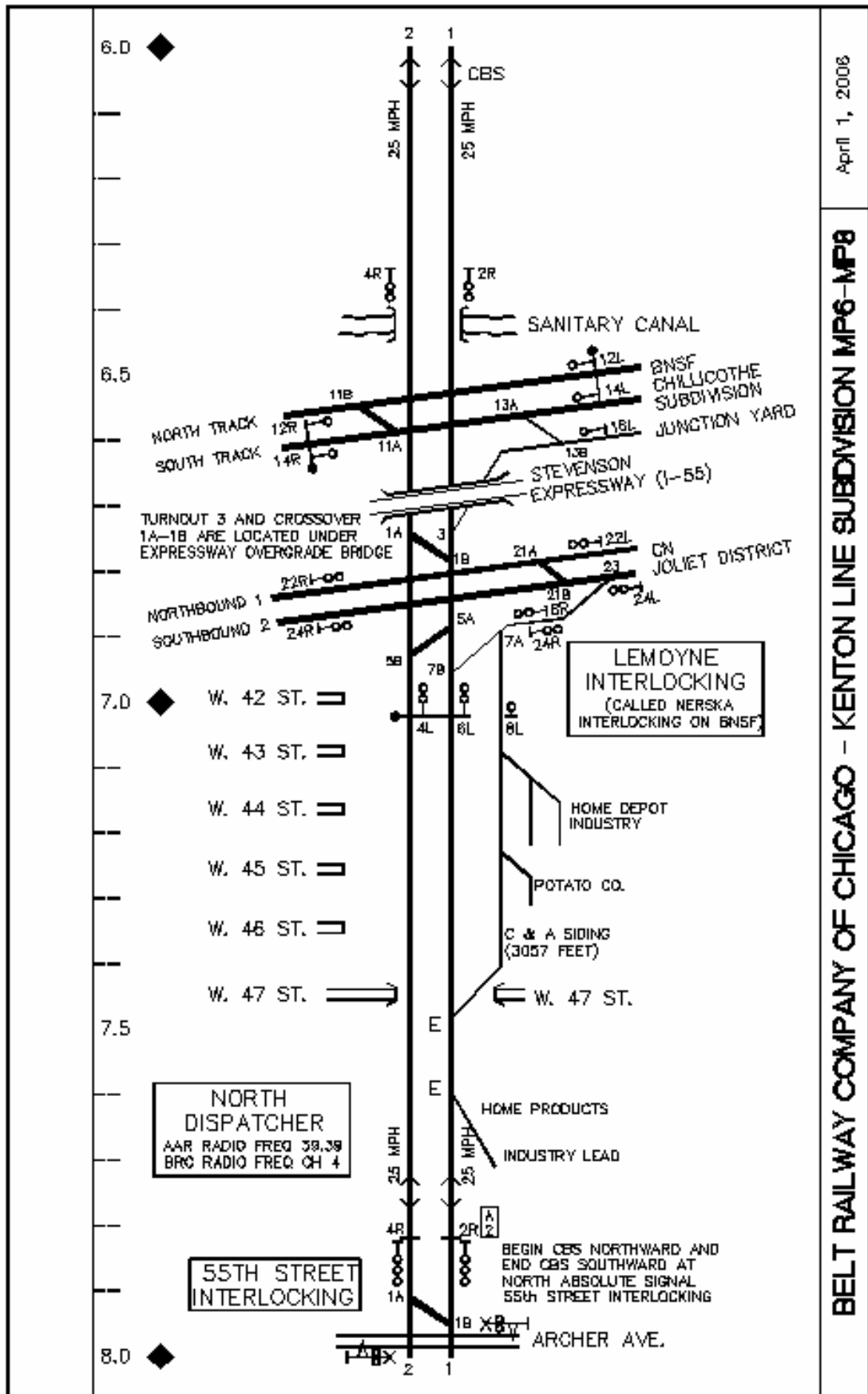




April 1, 2006

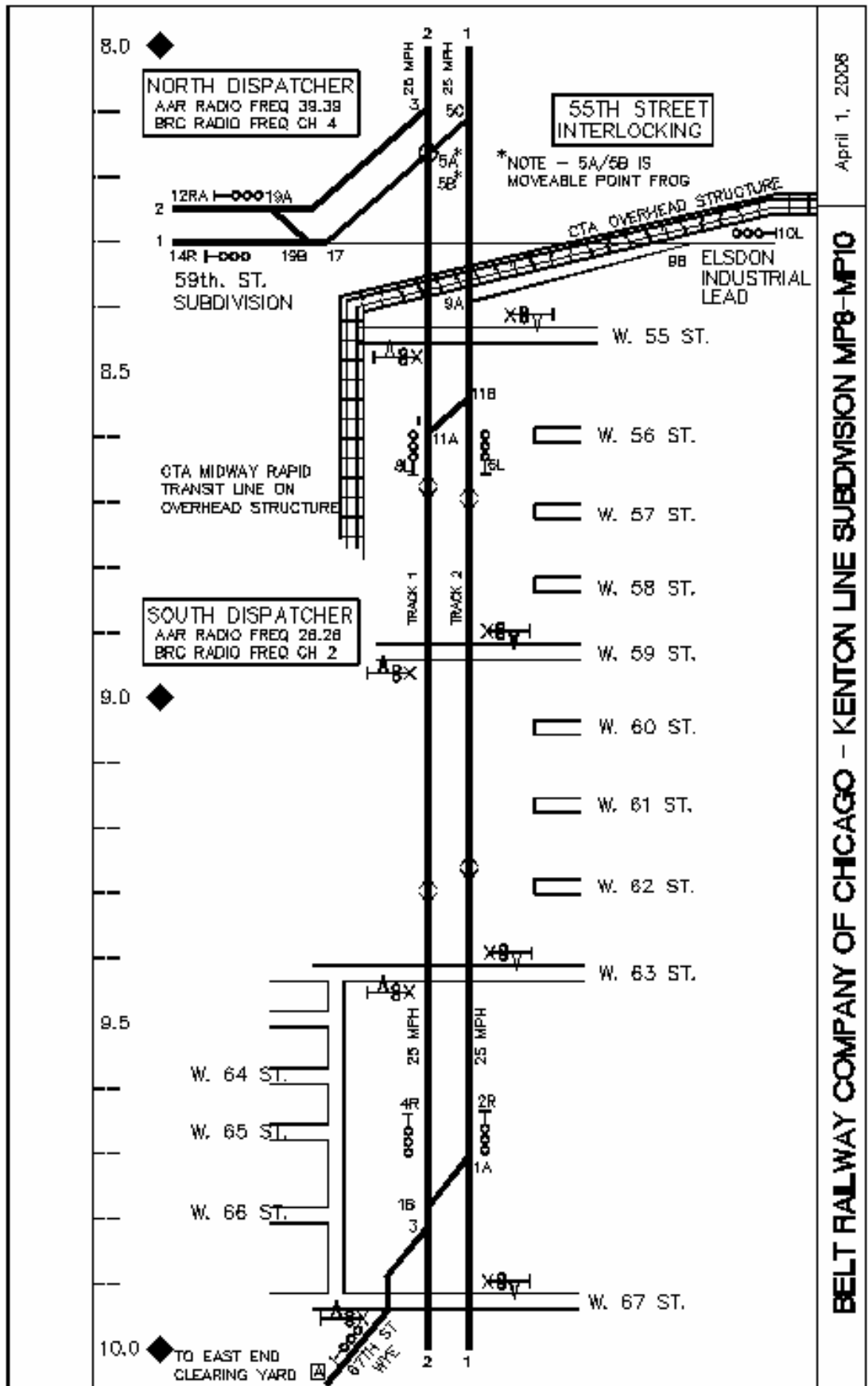
**BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP2-MP4**



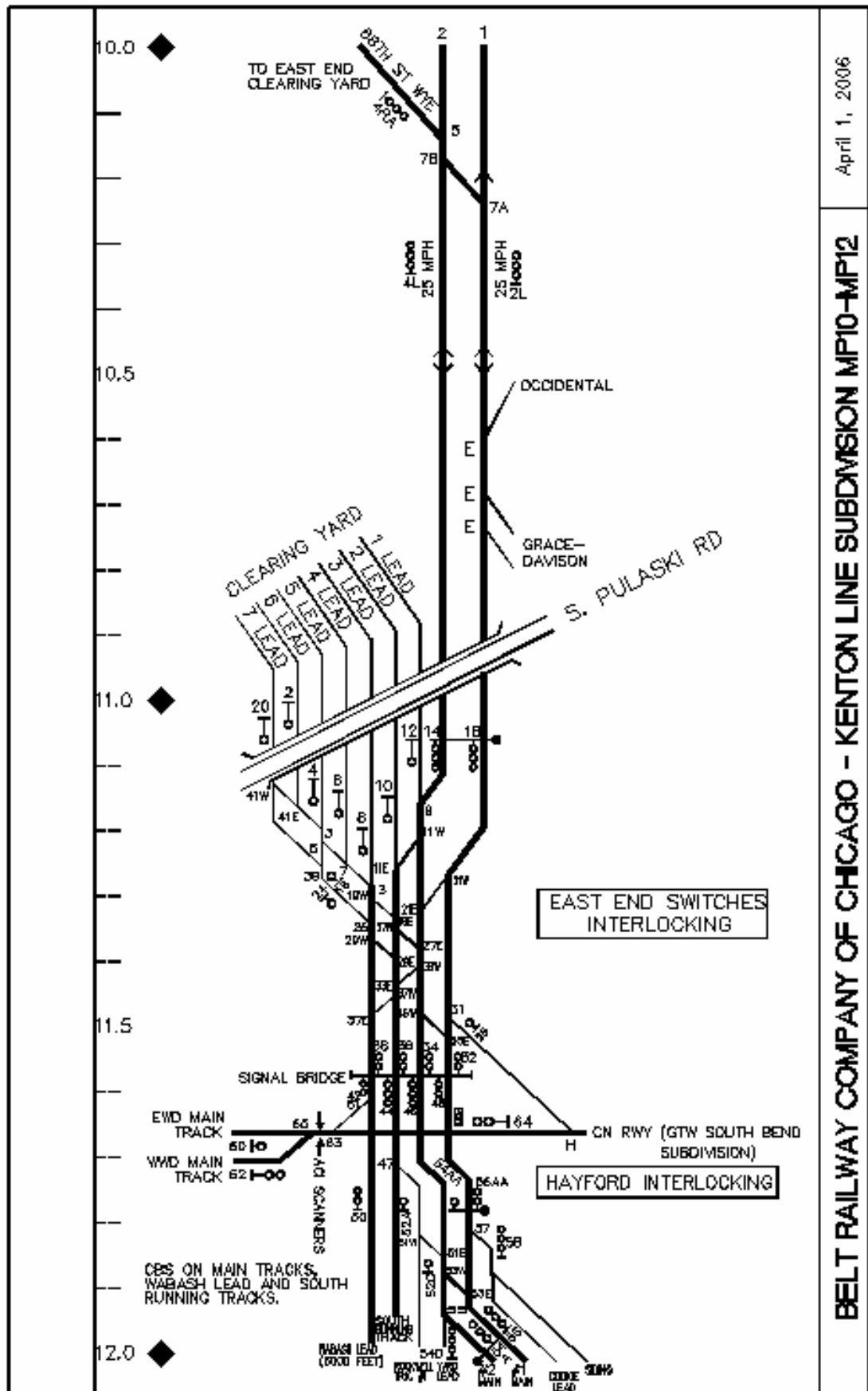


April 1, 2006

BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP6-MP8

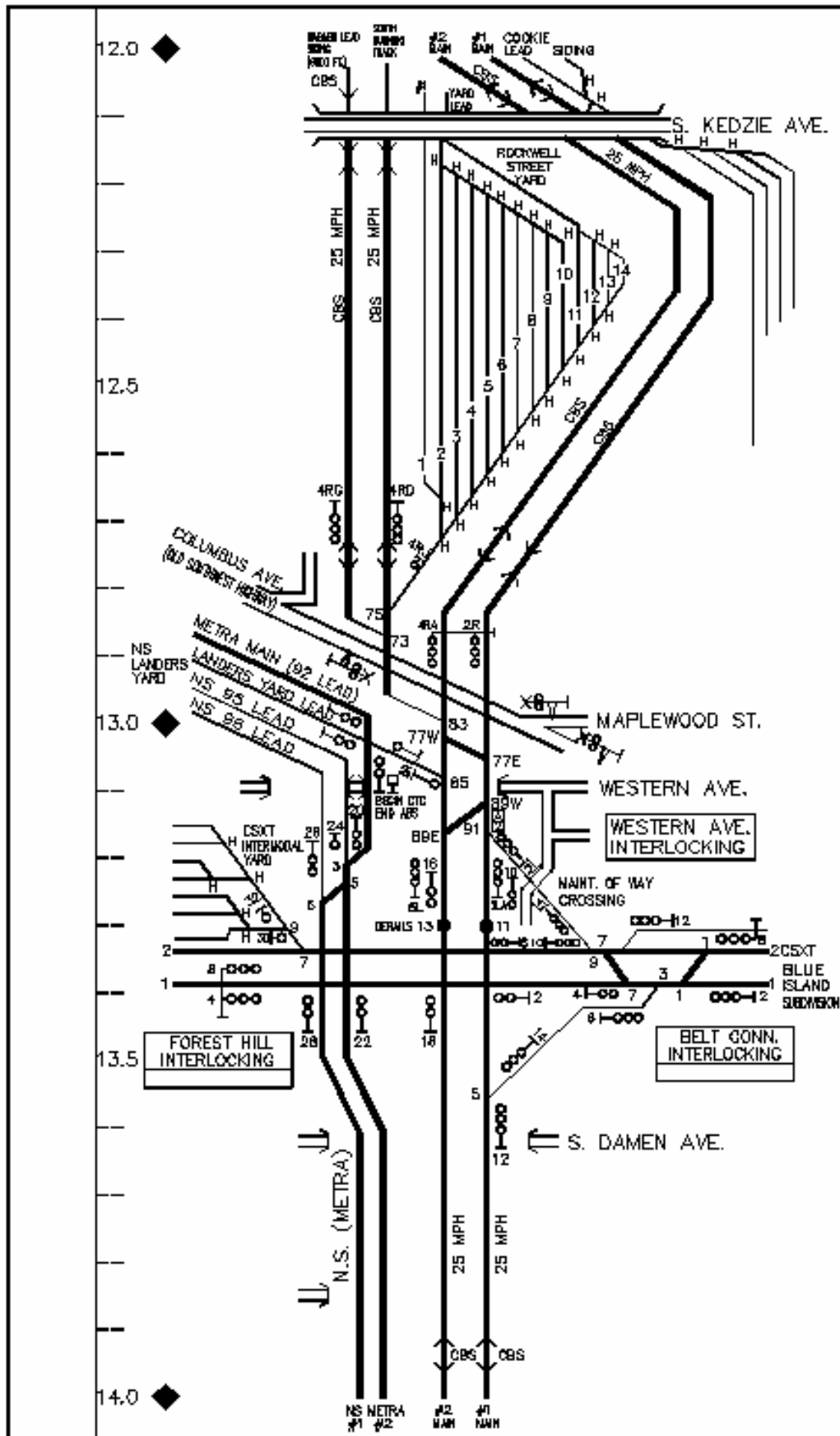






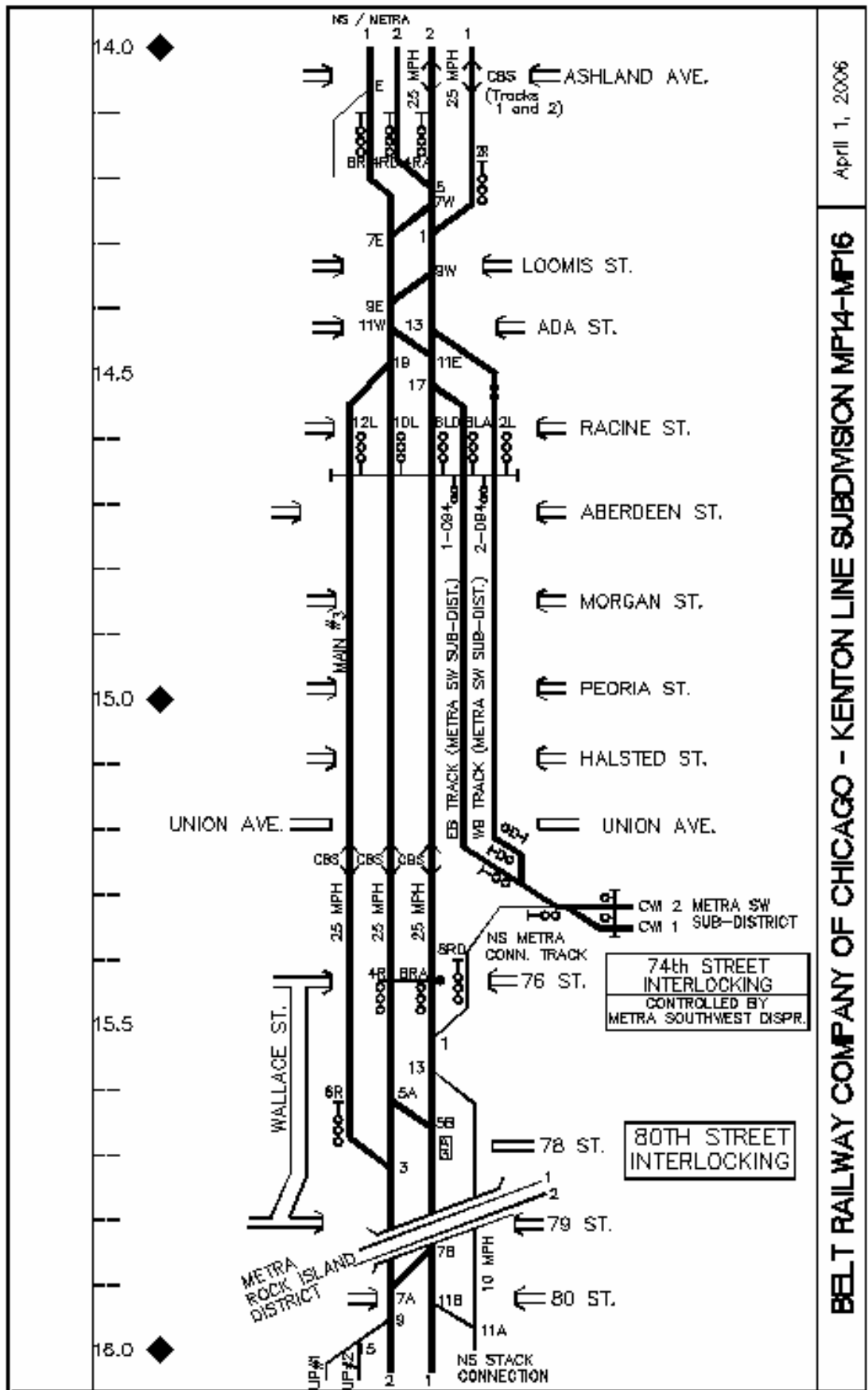
April 1, 2006

**BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP10-MP12**



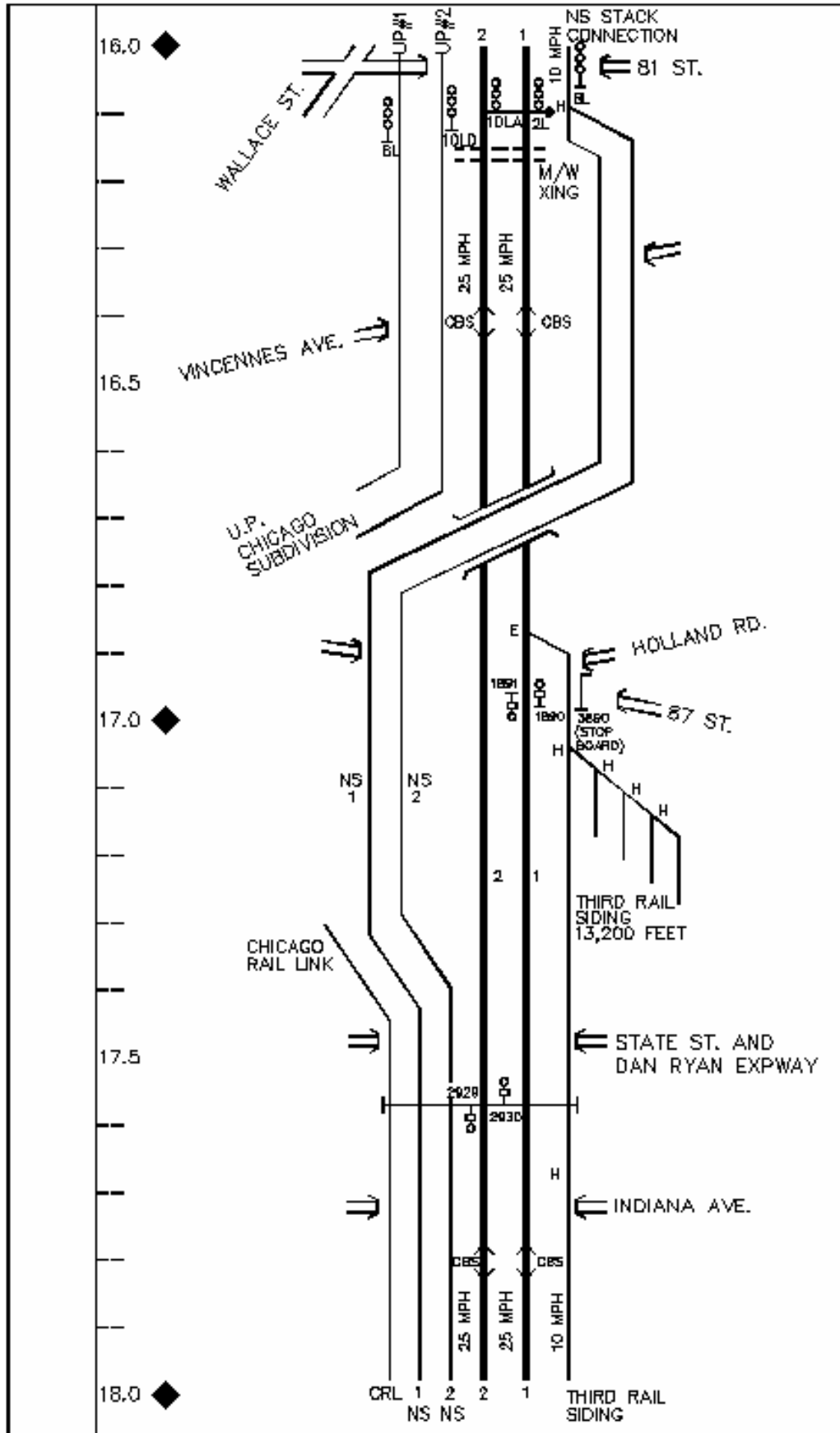
April 1, 2006

**BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP12-MP14**



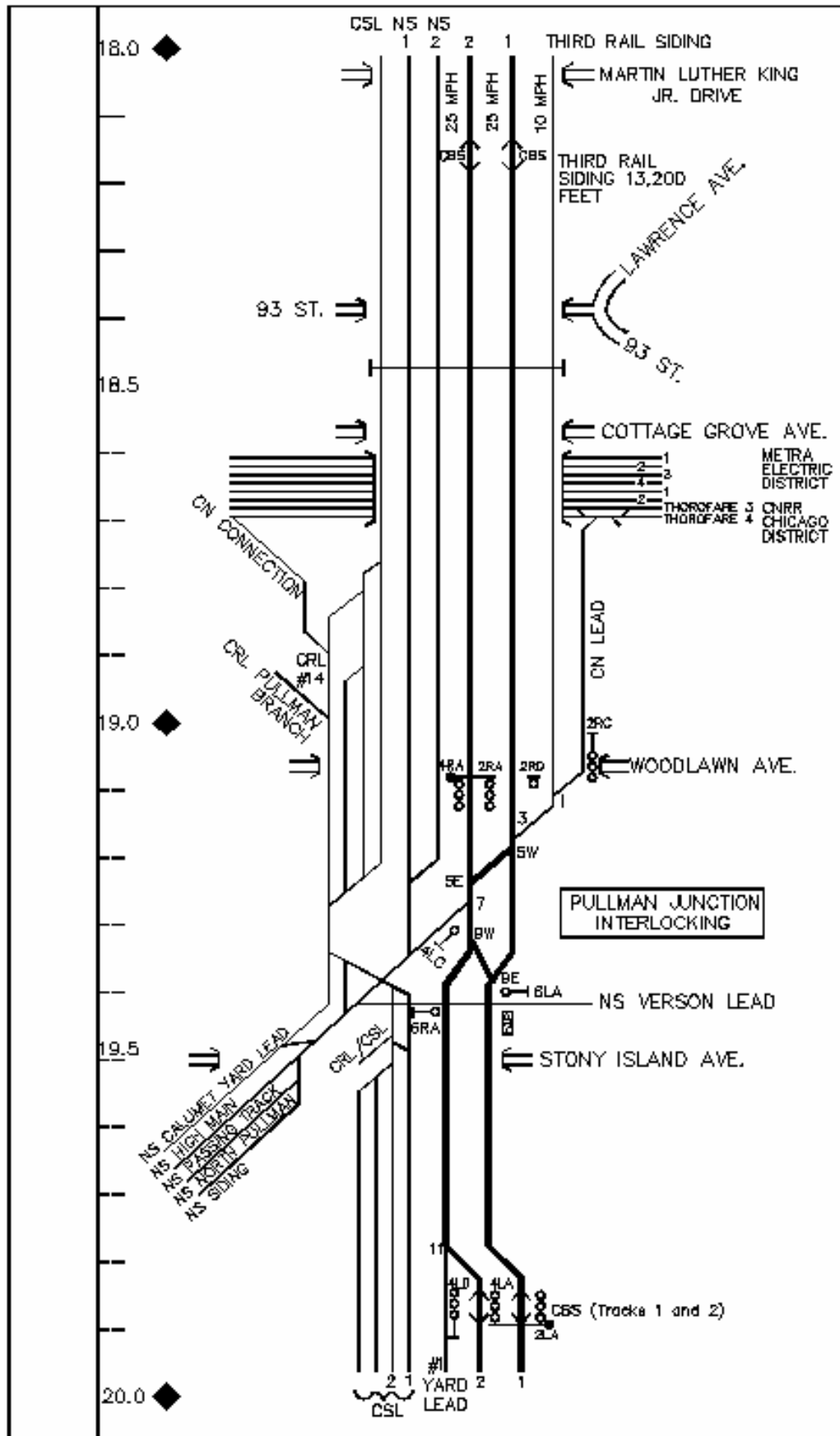
April 1, 2006

**BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP14-MP16**



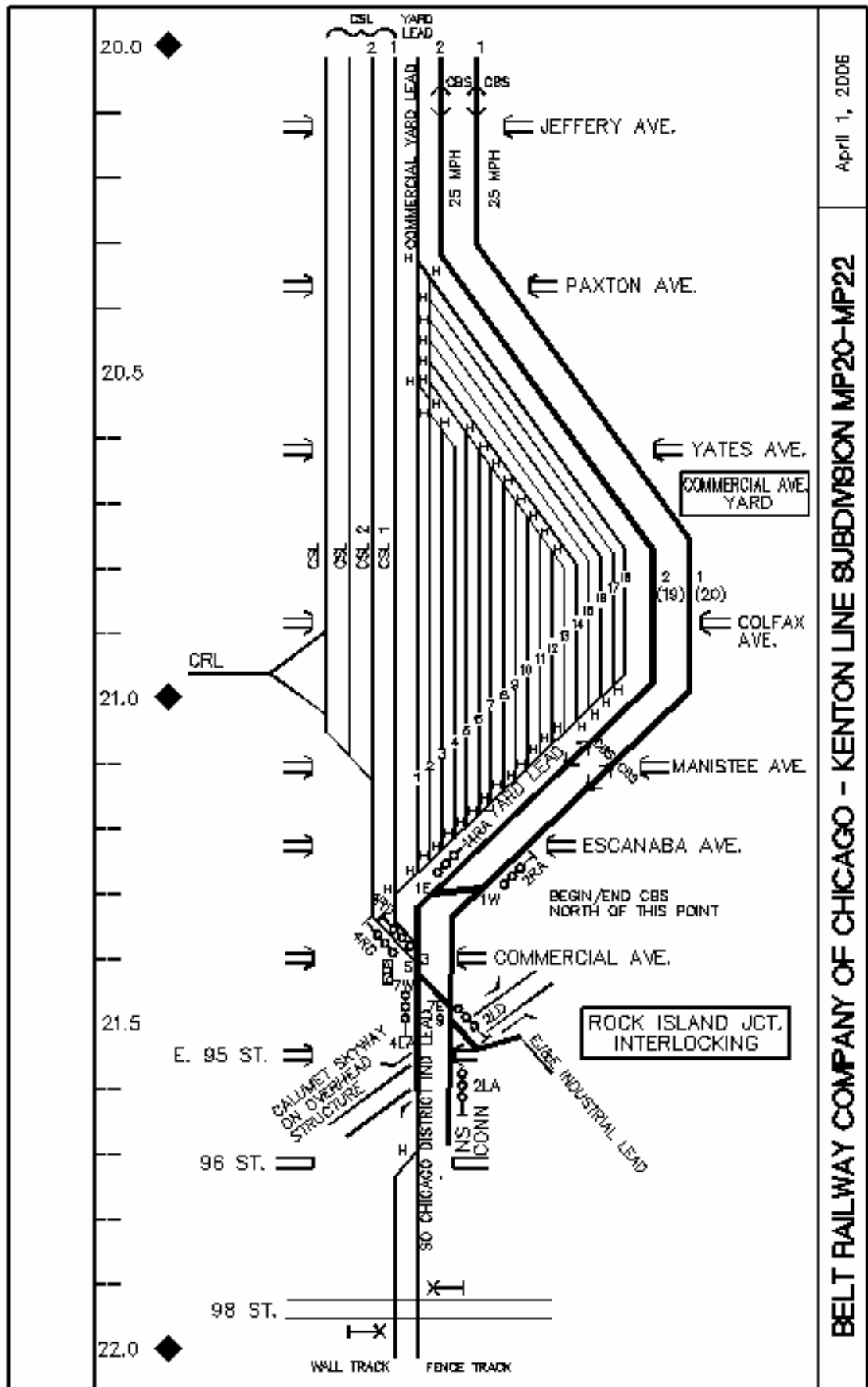
April 1, 2006

**BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP16-MP18**



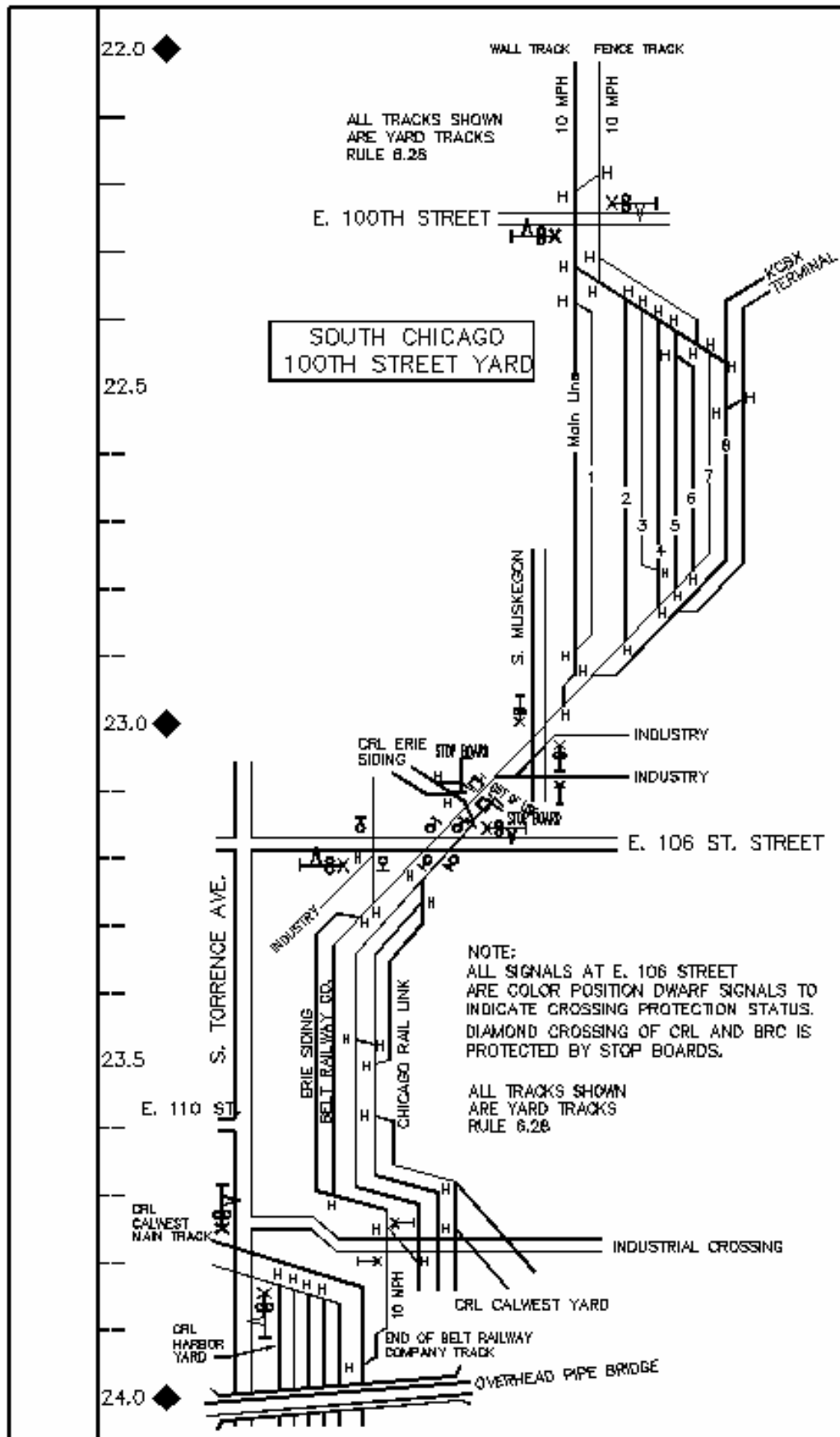
April 1, 2006

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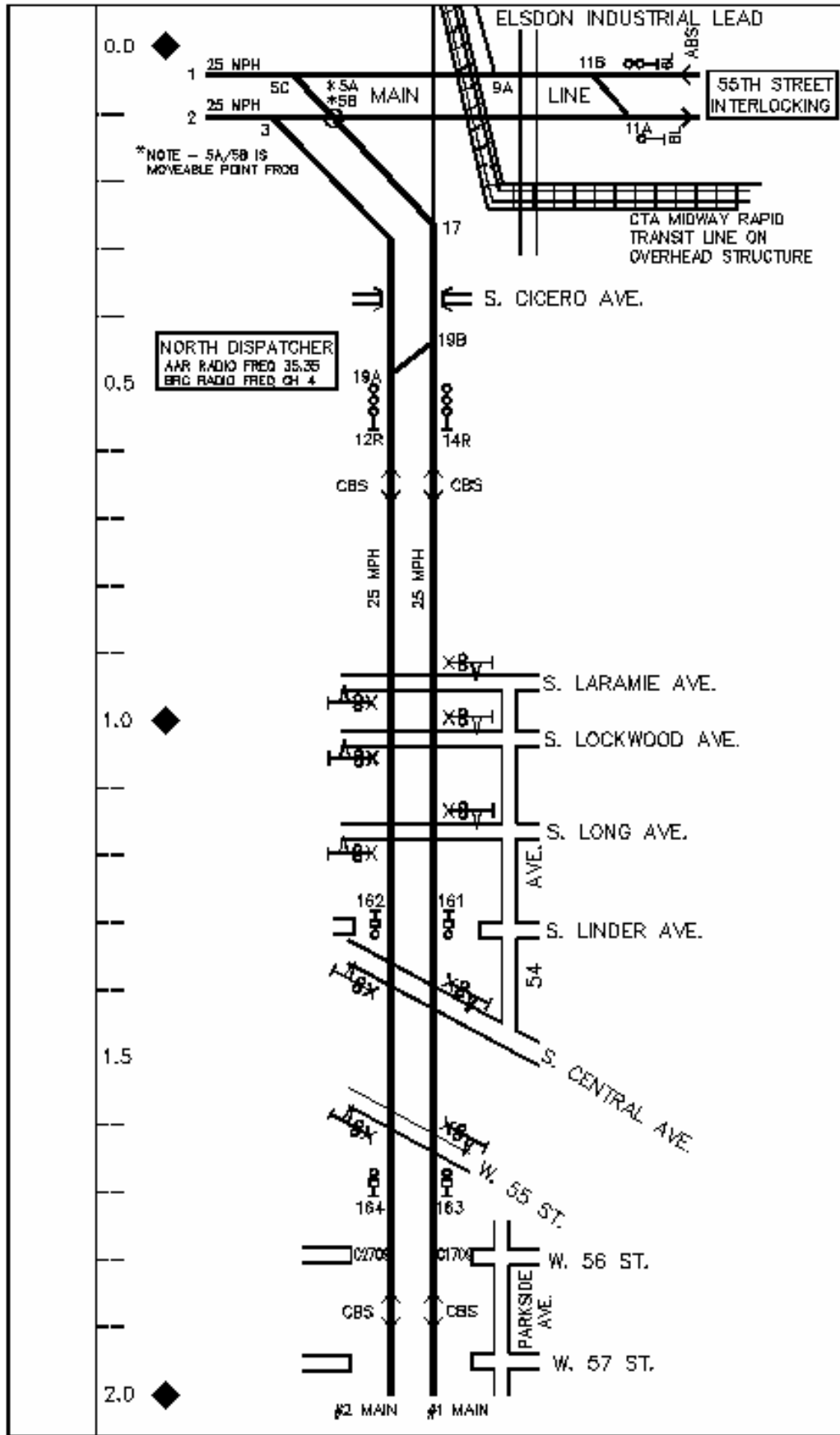
April 1, 2006

**BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP20-MP22**



April 1, 2006

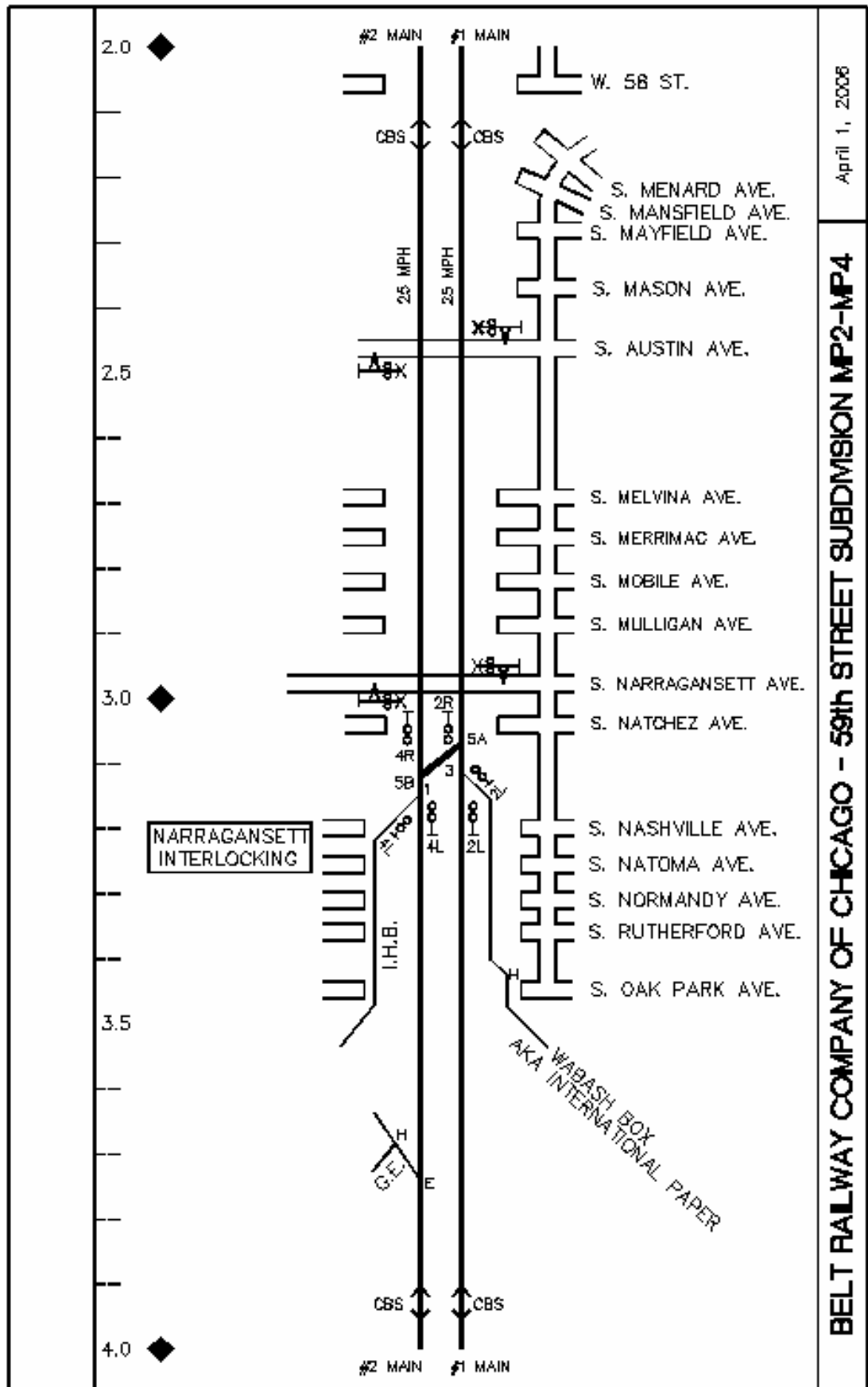
**BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP22-END OF TRACK**



April 1, 2008

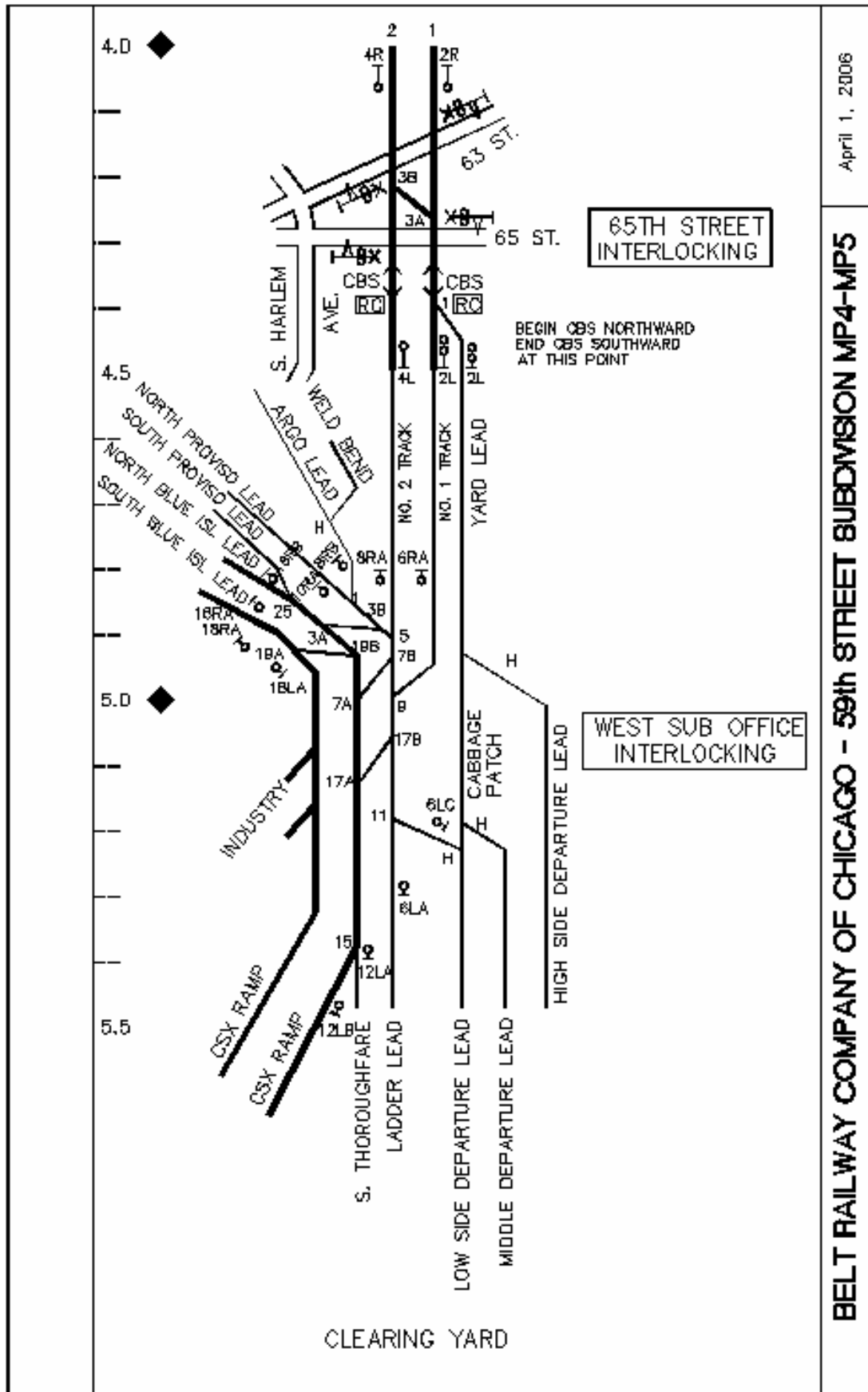
**BELT RAILWAY COMPANY OF CHICAGO - 59th STREET SUBMISSION MPO-MP2**





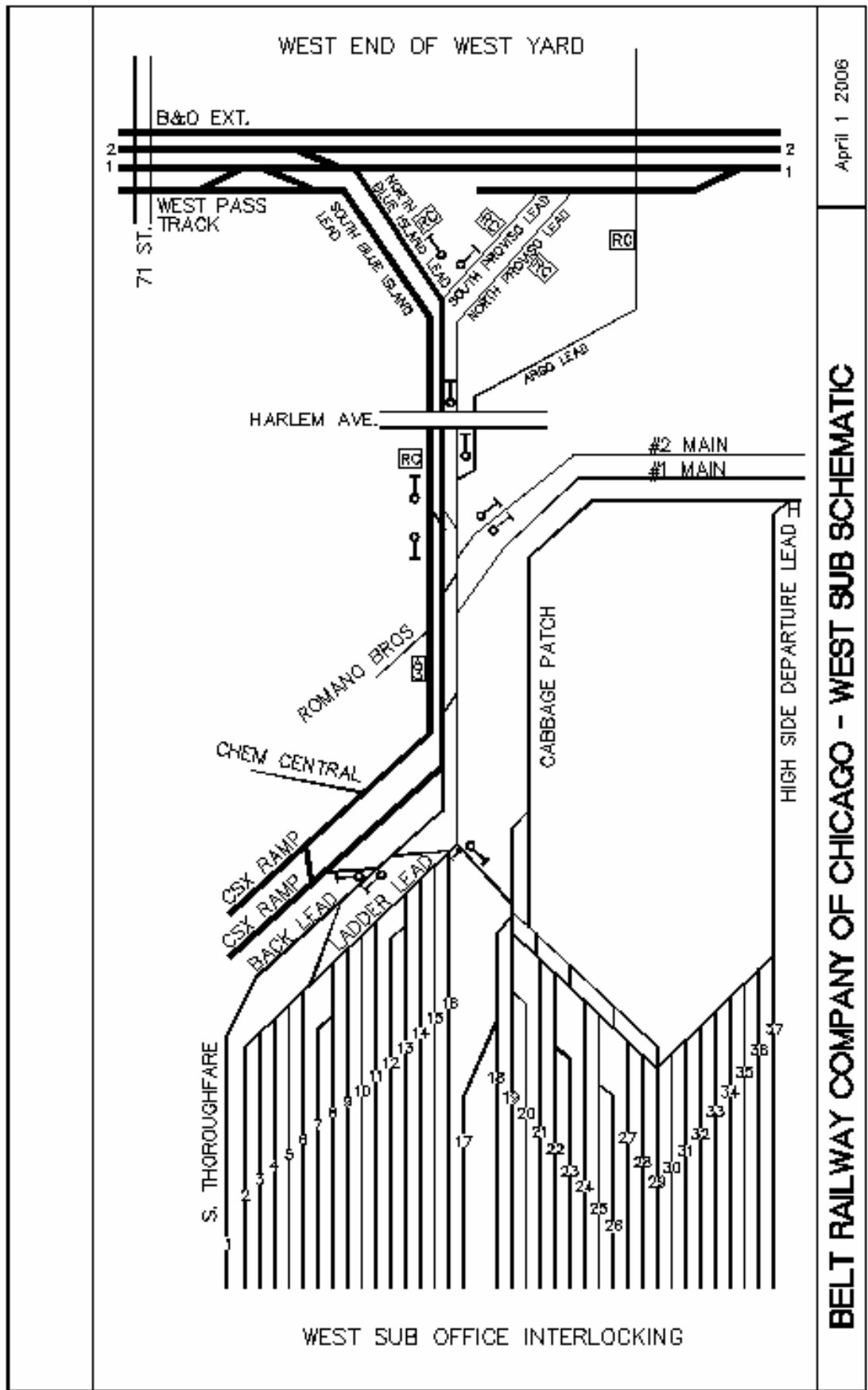
April 1, 2006

**BELT RAILWAY COMPANY OF CHICAGO - 59th STREET SUBDIVISION MP2-MP4**



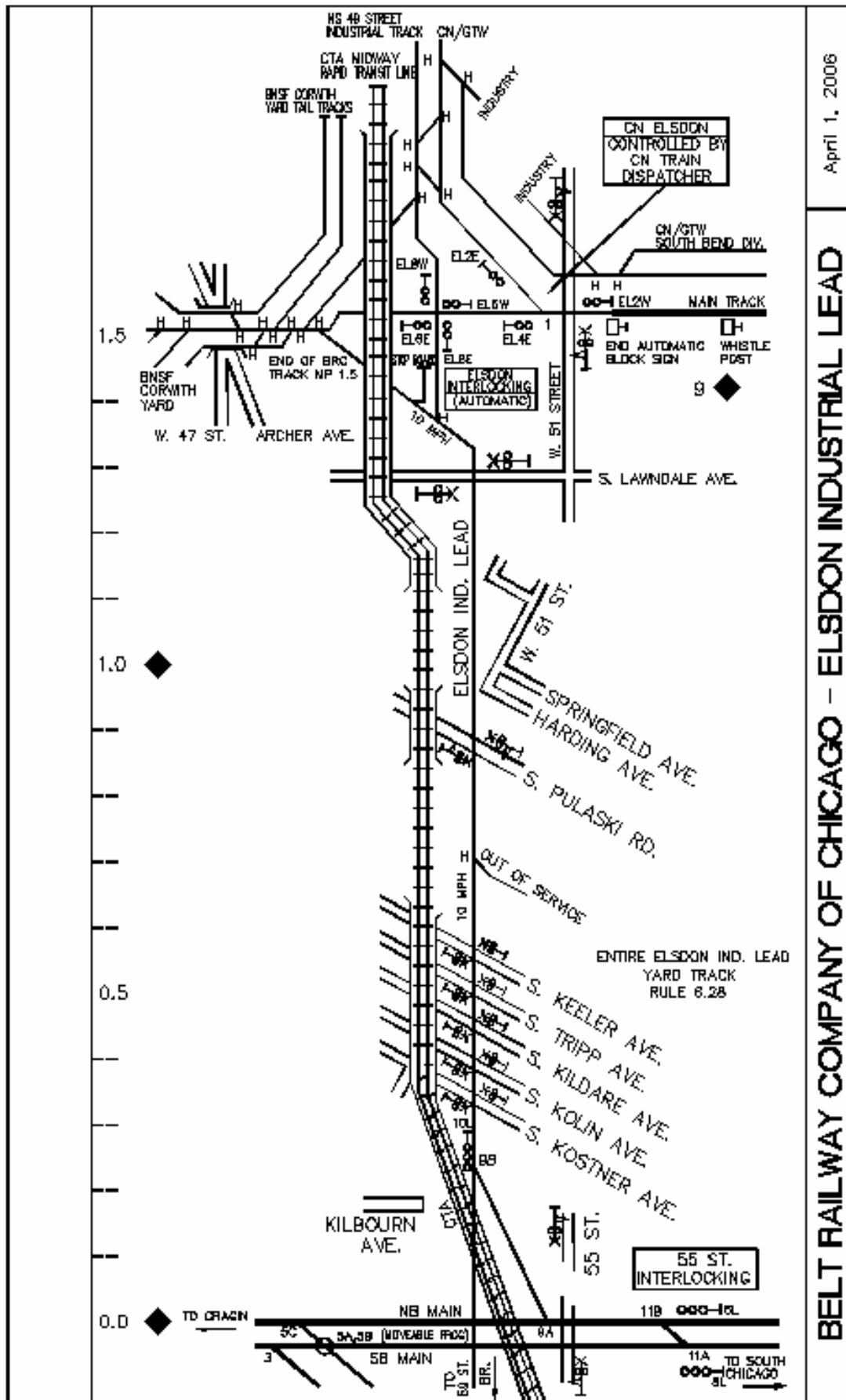
April 1, 2006

**BELT RAILWAY COMPANY OF CHICAGO - 59th STREET SUBDIVISION MP4-MP5**



April 1 2006

**BELT RAILWAY COMPANY OF CHICAGO - WEST SUB SCHEMATIC**



April 1, 2006

**BELT RAILWAY COMPANY OF CHICAGO - ELSDON INDUSTRIAL LEAD**

Notes	Notes