

THE BELT RAILWAY COMPANY OF CHICAGO

Special Instructions

General Code Operating Rules 6th Edition Applies

Maximum Speed

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

Maximum speed must be maintained to the extent possible, consistent with safety and efficiency. Crew members are responsible for knowing, maintaining, and not exceeding maximum speed for their train. Unnecessary delays must be avoided.

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.

1.36 Shipments of Excessive Height / Width

The following classes of equipment are 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 that yard at Clearing.

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.

1.36.1 Maximum Gross Weight Limit

Maximum gross weight limitation 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 clearance Bureau.

1.36.2 Locomotives In-Train, Passenger Cars, Rear End Only Cars

Conductor must notify the Train Dispatcher upon entering main track of the presence and position of locomotive(s) or passenger car(s) in-train, or the presence of car on rear end of train which cannot be coupled to.

Conductor must notify the Yardmaster prior to yarding train of the presence and position of a locomotive(s) or passenger car(s) in-train, or presence of a car on rear end of train which cannot be coupled to.

5.0 SIGNALS AND THEIR USE

5.4 Flags for Temporary Track Conditions

5.4.1 Temporary Restrictions

Rule does not apply on BRC

5.4.2 Display of Yellow Flag

Rule does not apply on BRC

5.4.3 Display of Yellow / Red Flag

Rule does not apply on BRC

5.4.4 Authorized Protection by Yellow or Yellow-Red Flag

Rule does not apply on BRC

5.4.5 Display of Green Flag

Rule does not apply on BRC

5.4.6 Display of Flags within Current of Traffic

Rule does not apply on BRC

5.5 Permanent Speed Signs (Supersede)

Rule does not apply on BRC.

5.8.1 Ringing Engine Bell

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

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.

6.2.2 Daily Operating Bulletin (DOB)

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 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
- Section B: Roadway Worker (RW)
- Section C: Tracks Out of Service
- Section D: Safety Alerts
- Section E: Notices

C. Addition or Deletion

- Train dispatchers may instruct employees to add or delete items on a DOB

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

6.2.3 RSSM Shipment Notification

- **All Trains**, prior to entering the BRC trackage must advise the Train Dispatcher if their train *includes or does not include* a RSSM 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 the "Positive Chain of Custody" took place.
- **Originating Trains**: All originating trains must advise the BRC Yardmaster if their train *includes or does not include* a RSSM Shipment.
 - Notification and "Document the transfer" in connection with an originating train must take place prior to coupling the outbound power to the outbound train.
- **Terminating Trains**: All terminating trains must advise the BRC Yardmaster if their train *includes or does not include* a RSSM Shipment.
 - Notification involving a terminating train must take place prior to entering the yard. "Document the Transfer" must take place prior to cutting off the locomotive consist.

6.4.1 Permission for Reverse Movements

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

This rule does not apply on BRC

6.7 Remote Control Zones

6 Lead

- 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.

5 Lead

- 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.

4 Lead

- 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.

3 Lead

- 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.

2 Lead

- 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: West 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.

Cabbage Patch Lead

- 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.

High Side Lead

- 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.

6.23 Emergency Stop or Severe Slack Action (Addition)

The following trains are relieved of visual inspection required by an emergency application when it is known that the brake pipe pressure has been restored by observing the caboose gauge, end-of-train telemetry device (ETD) or distributed power telemetry before proceeding:

- Solid loaded bulk commodity trains
- Train is made up entirely of well cars and/or five-platform articulated single-level spine cars
- Train is 5000 tons or less.

If physical characteristics prevent a complete visual inspection, inspect as much of the train as possible. The train may then be moved, but may not exceed 5 MPH for the distance necessary to complete the inspection, and must be stopped immediately if excessive power is required to start or keep the train moving.

6.26 Use of Multiple Main Tracks

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

7.4.1 Safety Stop

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

Make certain that:

- Coupler is aligned
- Atleast 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

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

Anything other than approved steel wheel chocks is prohibited.

Handbrakes are required at all locations except Clearing Yard tracks equipped with inert retarders. A "Zero" percent grade, in concurrence with FRA interpretation, does not exist.

Brake Sticks, when available, are to be utilized as the primary means of applying and releasing handbrakes. 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+
<1,000	2	2	2	2	3	3
1,000+	2	3	3	3	5	6
2,000+	2	3	5	5	6	8
3,000+	3	5	5	7	8	10
4,000+	4	5	5	8	10	13
5,000+	5	6	7	9	12	15
6,000+	5	7	8	11	14	18
7,000+	5	7	9	13	16	21
8,000+	5	8	10	14	18	23
9,000+	5	9	12	15	20	25
10,000+	6	10	13	17	22	28
11,000+	6	11	15	18	24	30
12,000+	7	14	16	20	26	33
13,000+	8	15	17	22	28	35
14,000+	8	15	20	23	30	38

Location	Grade	Handbrake Requirement
Clearing Receiving Tracks		3 Handbrakes
Clearing Departure Tracks		3 Handbrakes
Clearing Approach Tracks		10 handbrakes + 10% air
Argo Industrial Lead	1.40%	Refer to chart
22 nd Street North end	1.20%	Refer to chart
22 nd 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	0.00%	Refer to chart
KCBX		3 handbrakes

7.6.1 Unattended Locomotives

- CLEARING YARD: Minimum of one hand brake applied.
- OTHER LOCATIONS: All locomotives must have the handbrake applied.

Locomotives, not coupled to other equipment, must not be left unattended on a main track. However, when necessary to switch a locomotive in a consist (reposition, wye, etc.), a properly secured locomotive may be left unattended if a crew member remains in the area.

8.2 Position of Switches

All BRC switches must be treated as rigid switches and must be operated by hand, push-button, or radio control.

Clearances

Employees are cautioned as follows:

Close Clearances



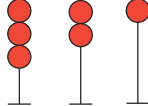
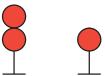
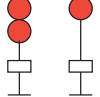

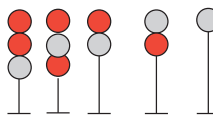
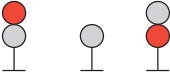




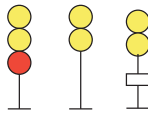

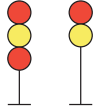
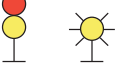

- Kenton Line Subdivision: All bridges between Cragin and LeMoyne.
- West Receiving Yard: Ladder Lead, west end of yard.

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

Vertical Clearance above the Rail

- Kenton Line Subdivision: 20' 02"
- 59th Street Subdivision: 20' 02"
- Industrial Leads
 - Viaduct under BRC 46th Ave to/from CSXT 18'00"
 - NS Bridge EJE Ind. Lead 18'00"
- Hump Subway 16'08"

Speed Signals

BRC SPEED SIGNALS				
<i>Slow = 20 MPH, Medium = 25 MPH, Limited = 25 MPH</i> <i>Flashing</i>  <i>Number Plate</i> 				
RULE	HIGH ASPECT	DWARF ASPECT	NAME	INDICATION
9.1.1			Stop	Stop
9.1.2			Stop and Proceed	Stop, and proceed at Restricted speed.
9.1.3			Restricting	Proceed at restricted Speed.
9.1.4			Slow Approach	Slow speed through turnouts; proceed prepared to stop at 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.

BRC SPEED SIGNALS

Slow = 20 MPH, Medium = 25 MPH, Limited = 25 MPH

Flashing

















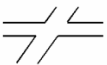
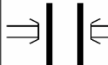




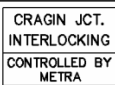








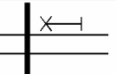


Number Plate



RULE	HIGH ASPECT	DWARF ASPECT	NAME	INDICATION
9.1.9			Medium Approach Medium	Medium speed through turnouts; proceed approaching next signal not exceeding medium speed.
9.1.10			Medium Clear	Medium speed through turnouts; proceed.
9.1.11			Approach Medium	Proceed, approaching next signal not exceeding medium speed.
9.1.12			Limited Approach	Limited speed through turnouts; proceed prepared to stop at next signal.
9.1.13			Limited Approach Medium	Limited speed through turnouts; proceed 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

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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)		DERAIL
	RAPID TRANSIT TRACKS		AUTOMATIC CAR IDENTIFICATION SCANNER
	MANUALLY OPERATED (HAND THROW) TURNOUTS		DIRECTION OF TRAFFIC
	MANUALLY OPERATED ELECTRIC LOCKED TURNOUTS		CONTROLLED BLOCK SYSTEM TERRITORY
	POWERED OR DUAL CONTROL TURNOUTS		AUTOMATIC BLOCK SIGNAL SYSTEM
	STREET OR HIGHWAY		UNDER GRADE BRIDGE FOR HIGHWAY
	AEI SITE NUMBER OF SCANNERS		UNDER GRADE BRIDGE FOR RAILROAD
	RADIO CONTROL SIGNS		OVER GRADE BRIDGE FOR HIGHWAY
	INTERLOCKING NAME (Above) CONTROLLED BY IF NOT BELT DISPATCHER (Below)		OVER GRADE BRIDGE FOR RAILROAD
	SIGNALS (Mast Mounted or Dwarf)		WATERWAY
	SIGNALS (Bridge Mounted)		GRADE CROSSING PROTECTION (Gate and Flashers)
	SIGNALS (Cantilever Mounted)		GRADE CROSSING PROTECTION (Flashers)
	AUTOMATIC SIGNAL (With Number Plate)		GRADE CROSSING PROTECTION (Crossbuck Only)
	SIGNAL WITH DUMMY MAST (Doll Arm)		
	STOP BOARD		

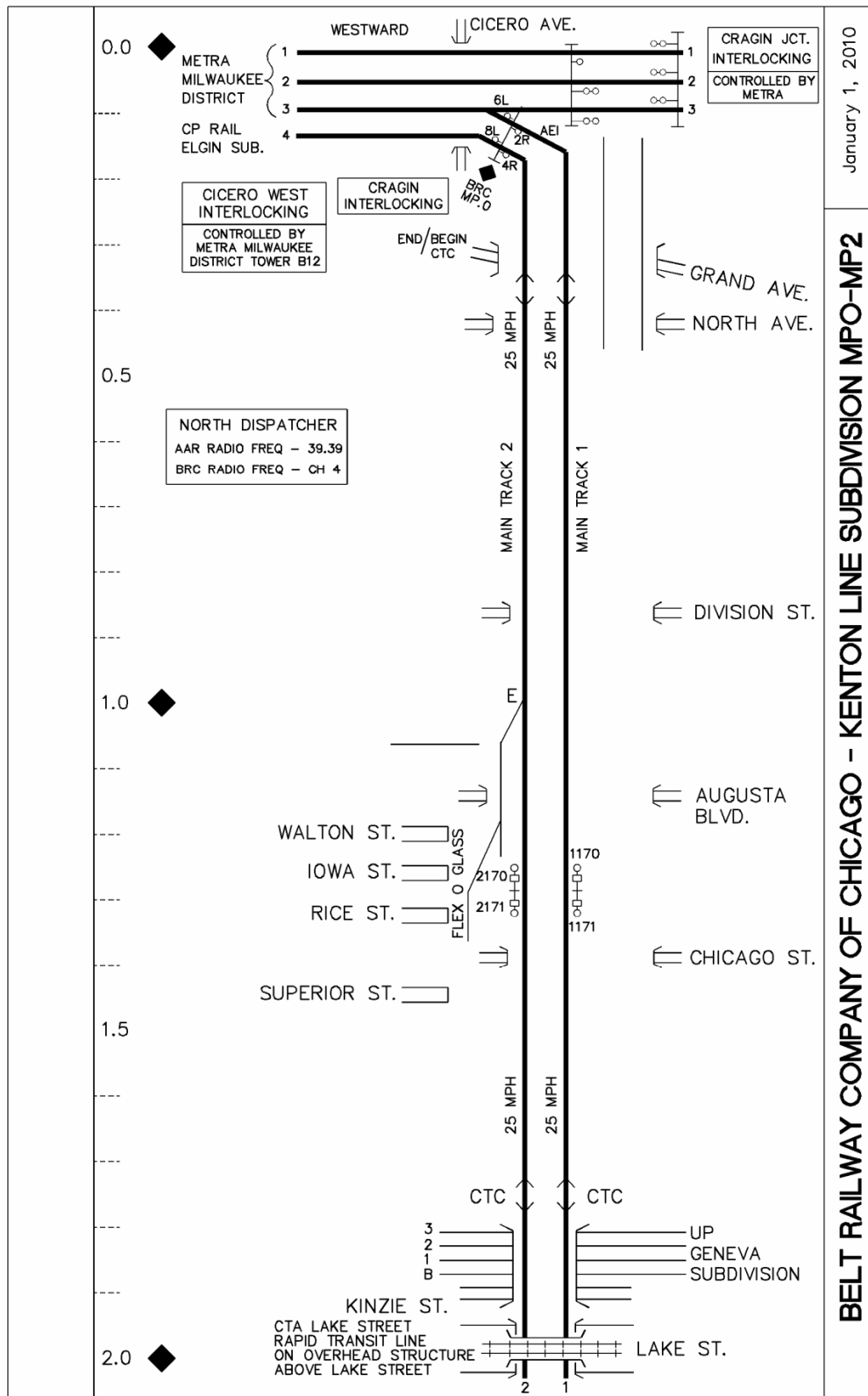
KENTON SUBDIVISION
MUTIPLE MAIN TRACKS – CTC
MP 0.0 – MP 2.0
DISPATCHER: NORTH
Radio – 3939

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



KENTON SUBDIVISION
MUTLIPLE MAIN TRACKS – CTC
MP 2.0 – MP 4.0
DISPATCHER: NORTH
Radio – 3939

Speed Restrictions

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

Speed Restrictions – Turnouts and Crossovers:

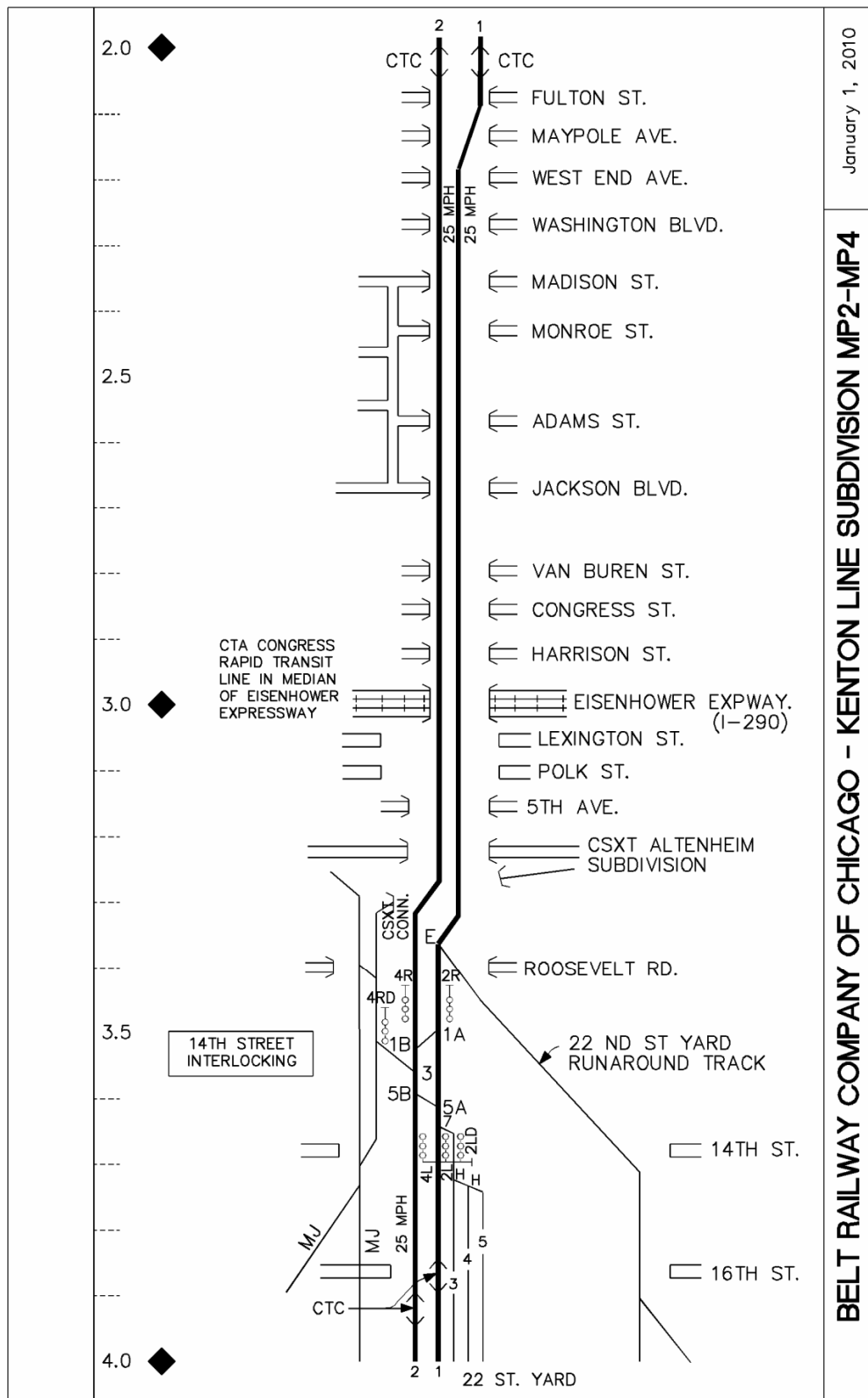
MP	Description	MPH
	Main Track Turnouts except those noted below	15

Speed Restrictions – Sidings:

Description	MPH
22 nd Street Runaround Track	10

22nd 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.



January 1, 2010

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

KENTON SUBDIVISION
MUTIPLE MAIN TRACKS – CTC
MP 4.0 – MP 6.0
DISPATCHER: NORTH
Radio – 3939

Speed Restrictions:

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

Speed Restrictions – Turnouts and Crossovers:

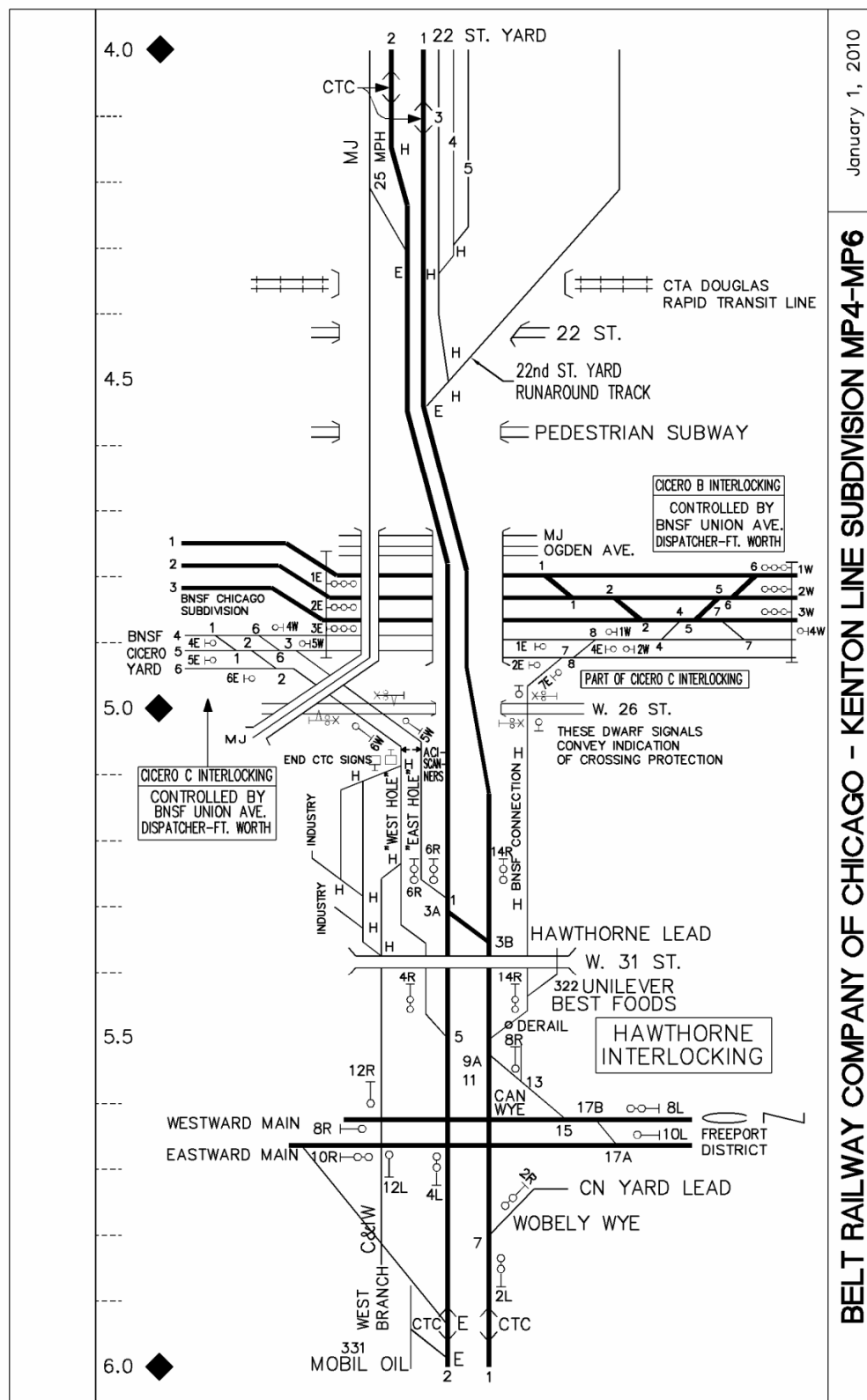
MP	Description		MPH
	Main Track Turnouts except those noted below		15
5.3	Hawthorne Interlocking	Main 1 to Main 2	25

Speed Restrictions – Sidings:

Description	MPH
22 nd Street Runaround Track	10

22nd 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.



**KENTON SUBDIVISION
MUTIPLE MAIN TRACKS – CTC
MP 6.0 – MP 8.0
DISPATCHER: NORTH
Radio – 3939**

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
6.6	LeMoyne Interlocking Main 1 to Main 2	25
6.7	LeMoyne Interlocking Main 1 to Main 2	25
7.9	55 th Street Interlocking Main 1 to Main 2	25
8.1	55 th Street Interlocking Main 2 to 59 th StreetSubdivision	25
8.1	55 th Street Interlocking Main 1 to 59 th StreetSubdivision	25

Speed Restrictions – Sidings:

Description	MPH
C&A Siding	10

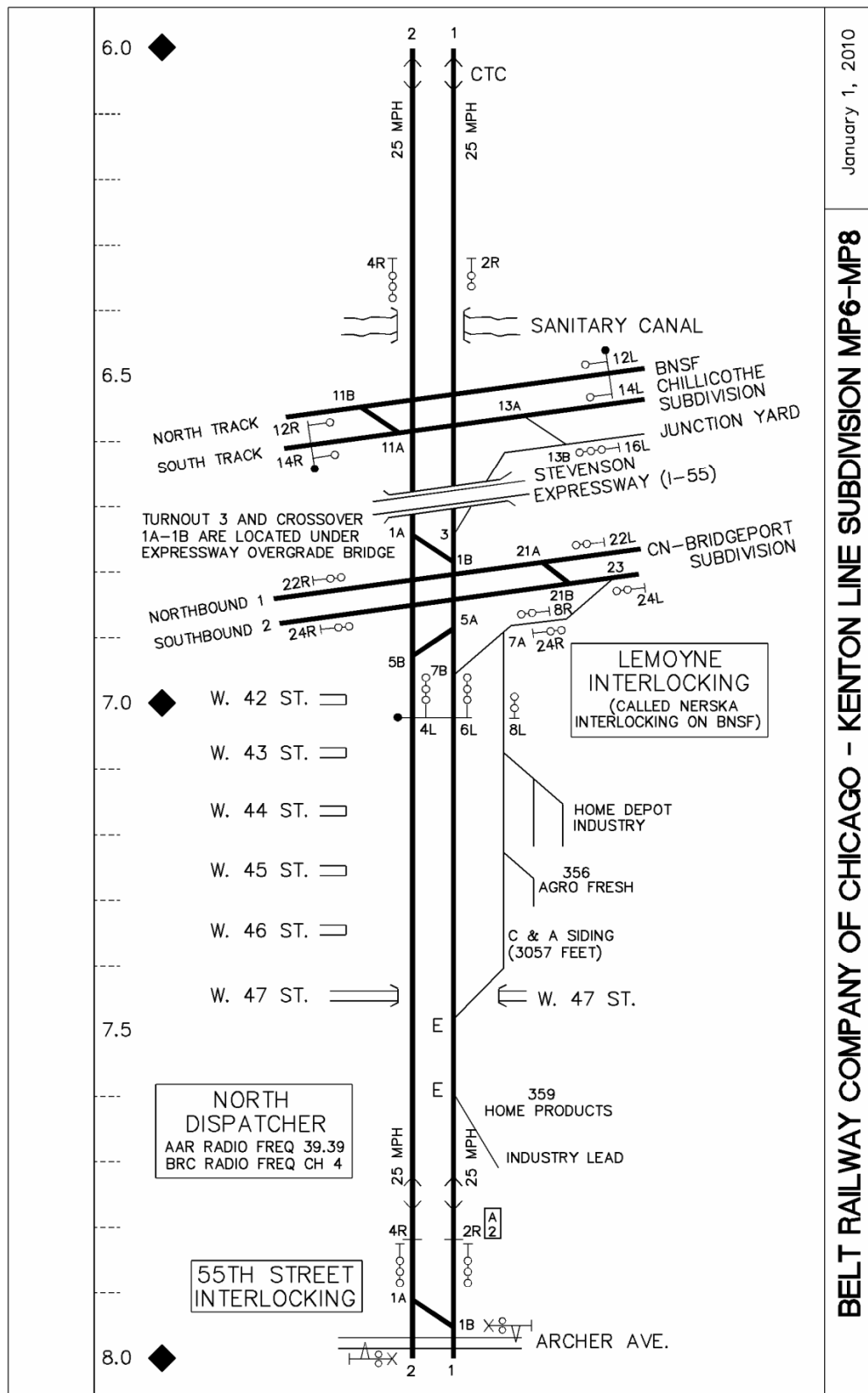
5.8.2 (7) Sounding Whistles

Whistle must be sounded at Archer Avenue.

911 Crossings-Emergency Communication:

Trains stopped or anticipated to be obstructing these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

Subdivision	Crossing Location
Kenton Line	Archer and Kolmar



January 1, 2010

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

KENTON SUBDIVISION
MUTIPLE MAIN TRACKS – CTC
MP 8.0 – MP 10.0
ELSDON IND LEAD – 6.28
DISPATCHER: NORTH
Radio – 3939
DISPATCHER: SOUTH
Radio - 2626

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
7.9	55 th Street Interlocking	Main 1 to Main 2	25
8.1	55 th Street Interlocking	Main 2 to 59 th Street Subdivision	25
8.1	55 th Street Interlocking	Main 1 to 59 th Street Subdivision	25

5.8.2 (7) Sounding Whistles

Whistle must be sounded at Archer Avenue.

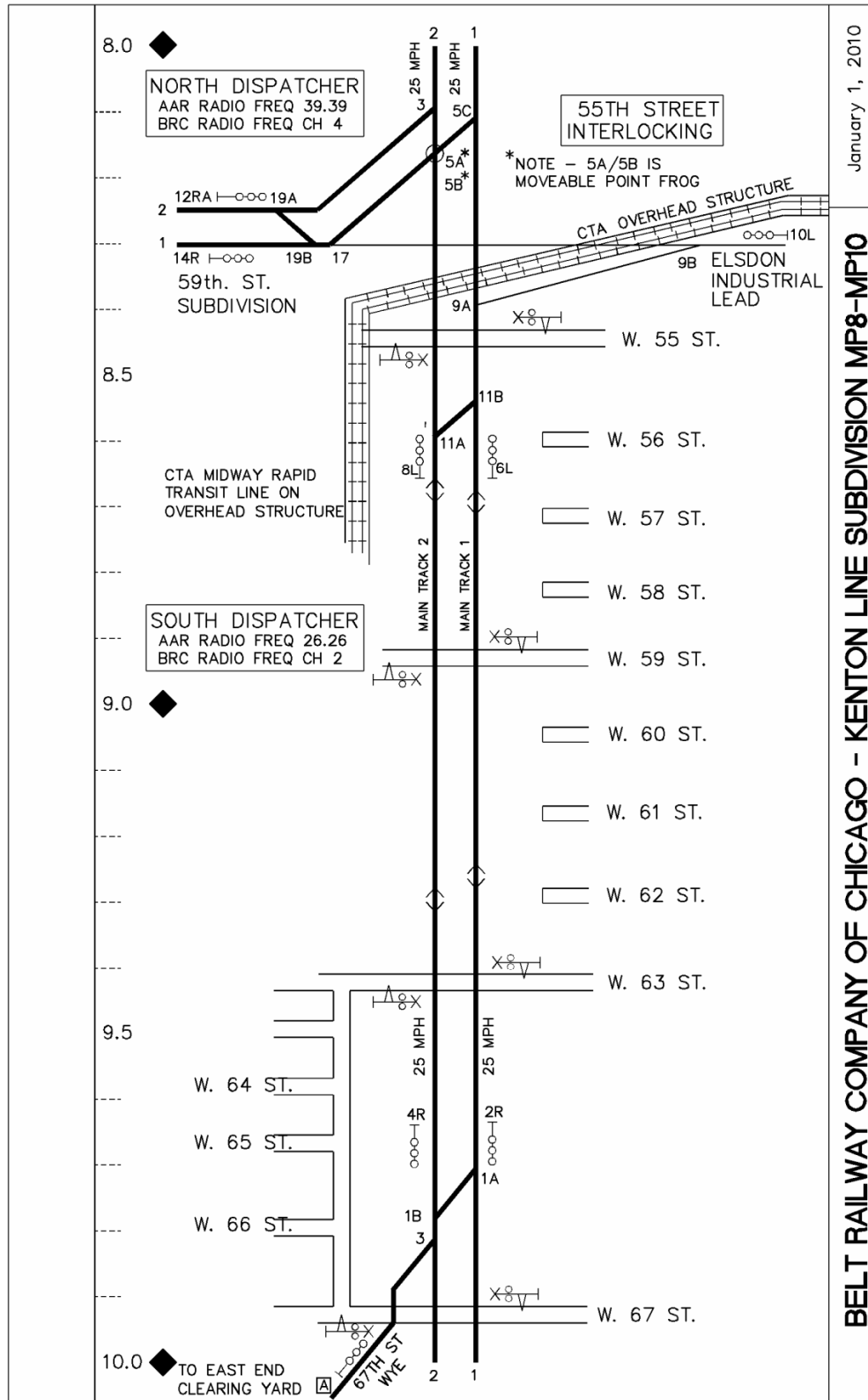
911 Crossings-Emergency Communication:

Trains stopped or anticipated to be obstructing these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately. 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 th Street
Kenton Line	4700 W. 59 th Street
Kenton Line	4700 W. 63 rd Street
Kenton Line	4700 W. Marquette

Elsdon Industrial Lead

- BRC trackage extends between 55th 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 49th 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.



January 1, 2010

BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP8-MP10

**KENTON SUBDIVISION
MUTIPLE MAIN TRACKS – CTC
MP 10.0 – MP 12.0
DISPATCHER: SOUTH
Radio – 2626**

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
12.9	Western Ave Interlocking South Running Track to Main 2	25
12.9	Western Ave Interlocking Main 1 to Main 2	25
13.0	Western Ave Interlocking Main 1 to Main 2	25

Speed Restrictions – Sidings:

Wabash Lead Siding	25
South Running Track Siding	25

Speed Restrictions – Misc.:

Description	MPH
Rockwell Street Yard - 6 axle locomotives through turnouts	5

911 Crossings-Emergency Communication:

Trains stopped or anticipated to be obstructing these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

Subdivision	Crossing Location
Kenton Line	2600 W. Columbus Avenue

5.8.2 (7) Sounding Whistles

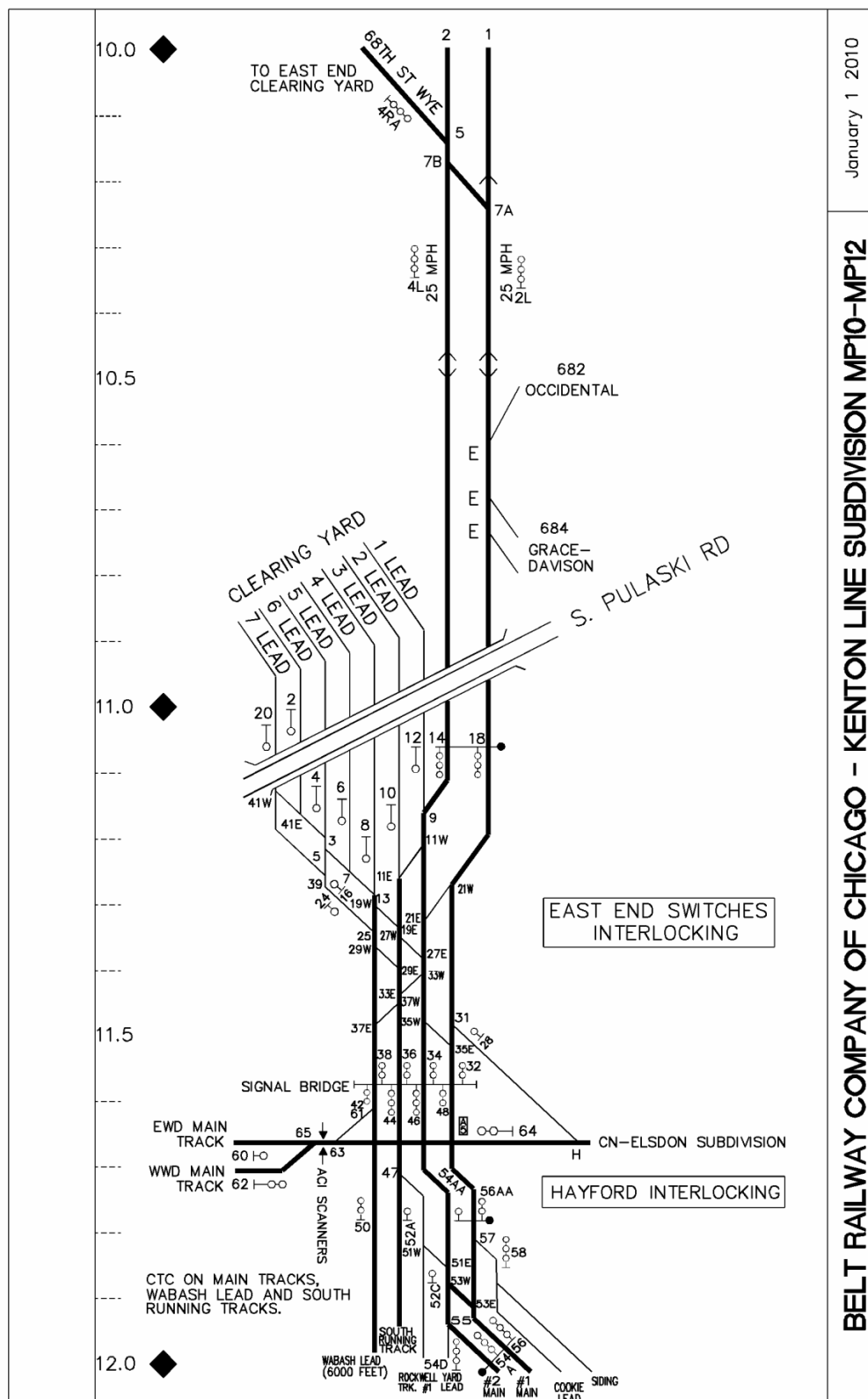
Whistle must be sounded at Columbus Avenue (Southwest Hwy).

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.

Interlockings:

Forest Hill Interlocking is controlled by the CSX Dispatcher.



**KENTON SUBDIVISION
MUTIPLE MAIN TRACKS – CTC
MP 12.0 – MP 14.0
DISPATCHER: SOUTH
Radio – 2626**

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
12.9	Western Avenue Interlocking	South Running Track to Main 2	25
12.9	Western Ave Interlocking	Main 1 to Main 2	25
13.0	Western Ave Interlocking	Main 1 to Main 2	25
13.6	Western Ave Interlocking	Main 1 to CSX Blue Island Subdivision	25
14.0	Belt Junction Interlocking	All Turnouts	25

Interlockings:

Forest Hill Interlocking is controlled by the CSX Dispatcher.

5.8.2 (7) Sounding Whistles

Whistle must be sounded at Columbus Avenue (Southwest Hwy).



KENTON SUBDIVISION
MUTIPLE MAIN TRACKS – CTC
MP 14.0 – MP 16.0
DISPATCHER: SOUTH
Radio – 2626

Speed Restrictions

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

Speed Restrictions – Turnouts and Crossovers:

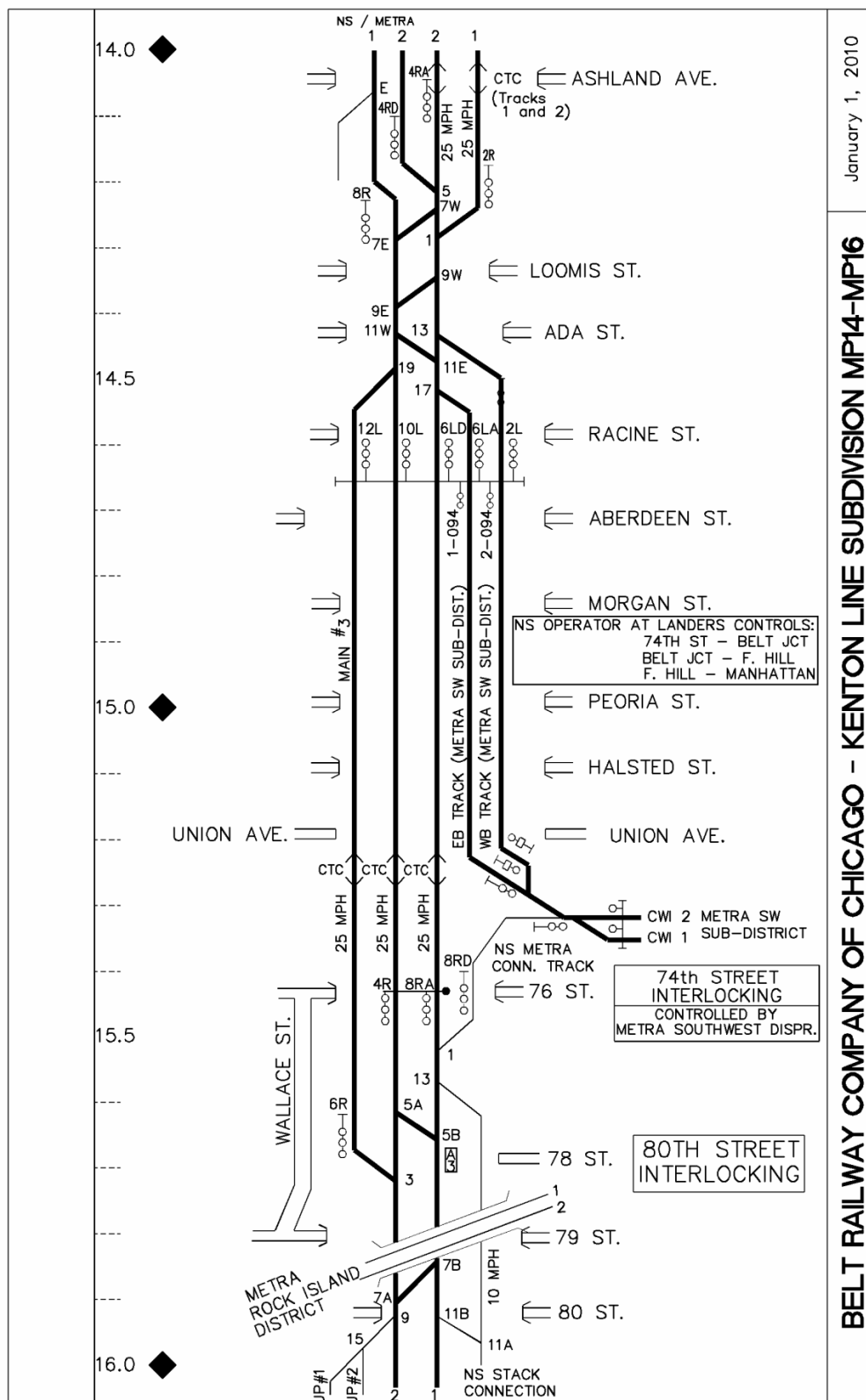
MP	Description		MPH
	Main Track Turnouts except those noted below		15
14.0	Belt Jct Interlocking	All Turnouts	25
15.6	80 th Street Interlocking	Main 1 to Main 2	25
15.7	80 th Street Interlocking	Belt 3 to Main 2	25
15.9	80 th Street Interlocking	Main 1 to Main 2	25

Speed Restrictions – Sidings:

Description	MPH
Third Rail Siding	10

87th 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.



**KENTON SUBDIVISION
MUTIPLE MAIN TRACKS – CTC
MP 16.0 – MP 18.0
DISPATCHER: SOUTH
Radio – 2626**

Speed Restrictions

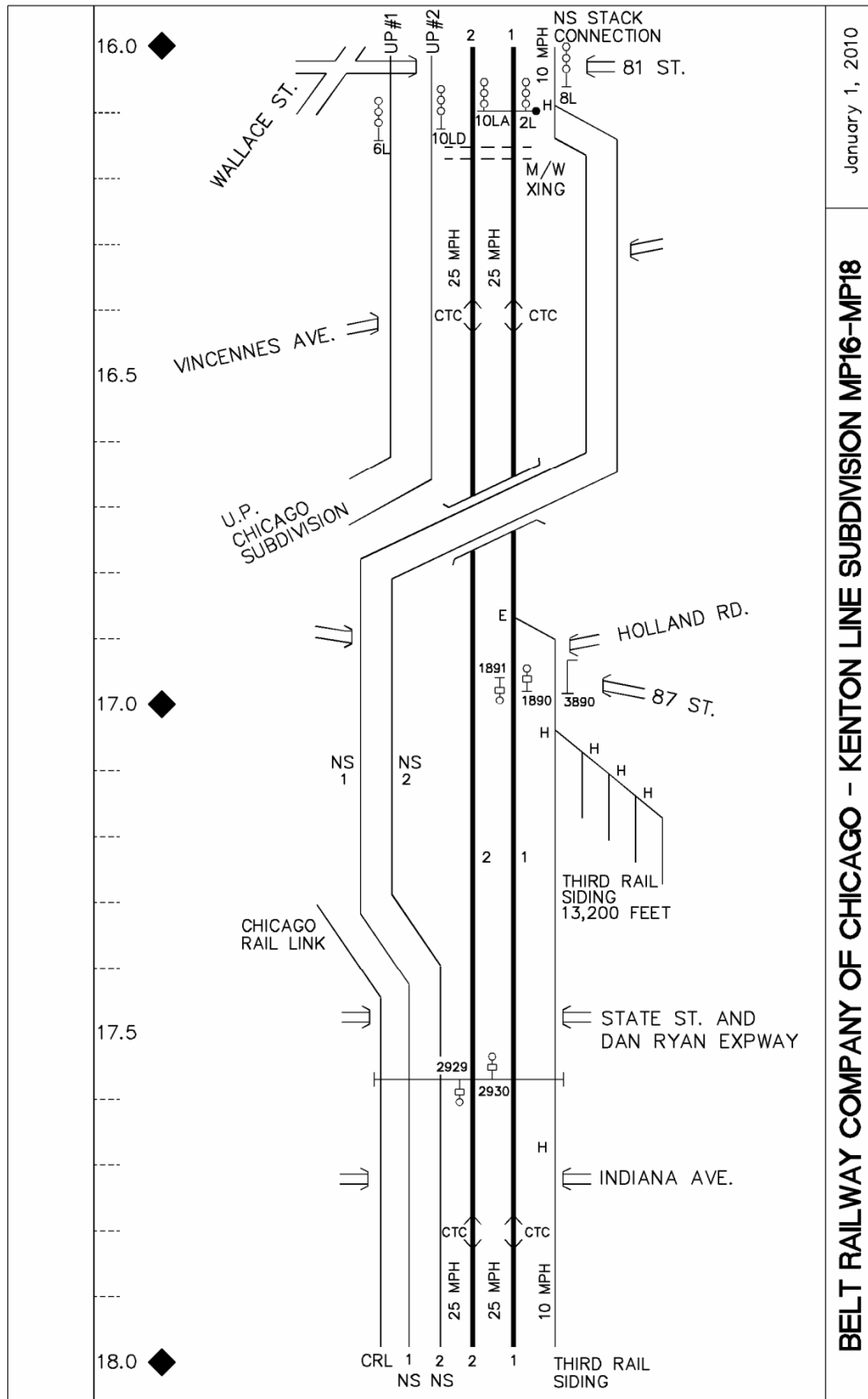
MP	Description	MPH
	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

Speed Restrictions – Turnouts and Crossovers:

MP	Description		MPH
	Main Track Turnouts except those noted below		15
15.6	80 th Street Interlocking	Main 1 to Main 2	25
15.7	80 th Street Interlocking	Belt 3 to Main 2	25
15.9	80 th Street Interlocking	Main 1 to Main 2	25

Speed Restrictions – Sidings:

Description	MPH
Third Rail Siding	10



January 1, 2010

BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP16-MPI8

KENTON SUBDIVISION
MUTIPLE MAIN TRACKS – CTC
MP 18.0 – MP 20.0
DISPATCHER: SOUTH
Radio – 2626

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
19.2	Pullman Jct Interlocking Main 1 to Main 2	25
19.4	Pullman Jct Interlocking Main 1 to Main 2	25

Speed Restrictions – Misc.:

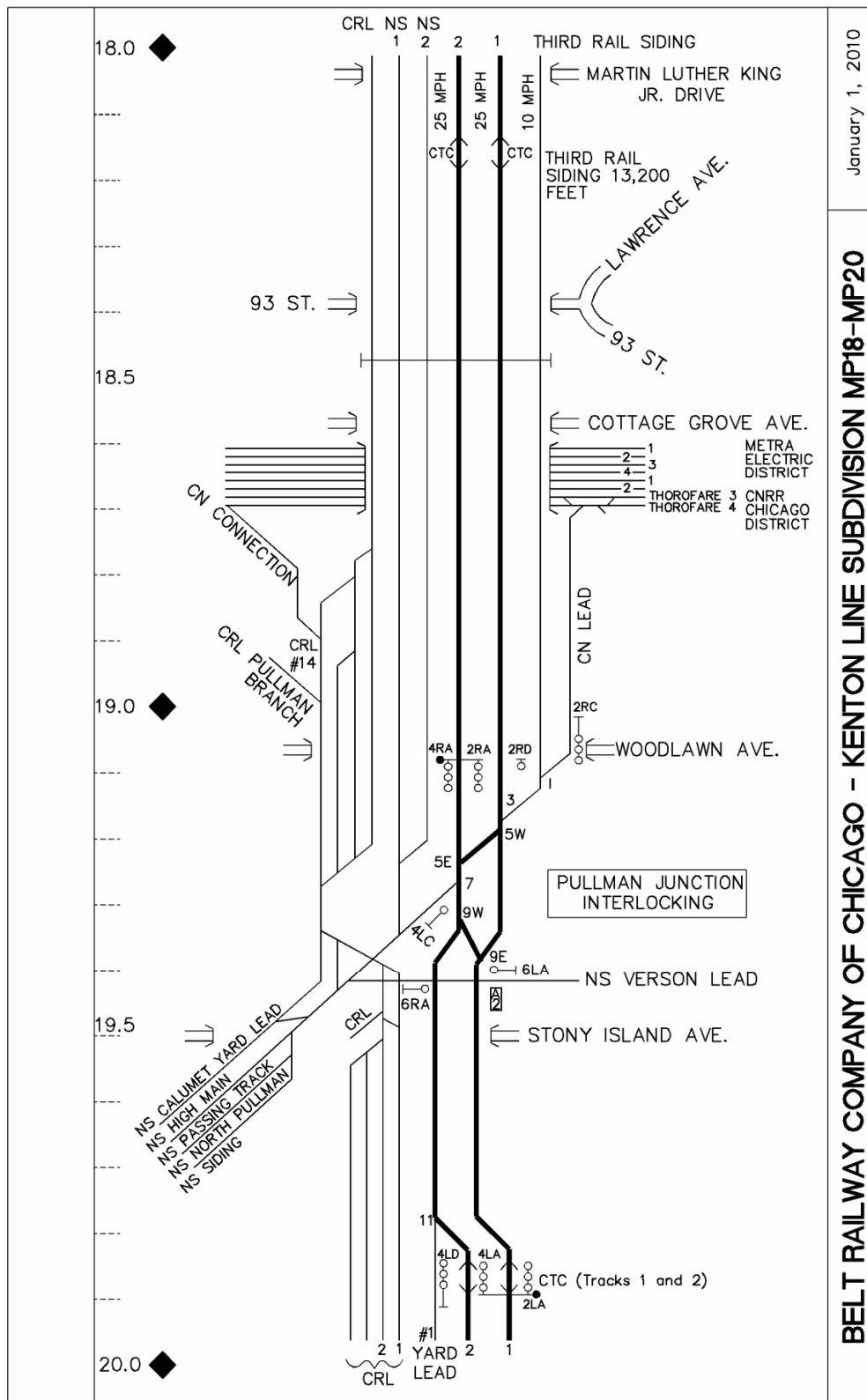
Description	MPH
South Chicago District Industrial Lead	10
South Chicago District Yard: - Northward train movements approaching 100 th Street until crossing is occupied	5
EJE Industrial Lead	10
Commercial Avenue Yard - 6 axle locomotives through turnouts	5

Speed Restrictions – Sidings:

Description	MPH
Third Rail Siding	10

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.



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BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP18-MP20

KENTON SUBDIVISION

MUTIPLE MAIN TRACKS – CTC

MP 20.0 – MP 22.0

DISPATCHER: SOUTH

Radio – 2626

Speed Restrictions

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

Speed Restrictions – Misc.:

Description	MPH
South Chicago District Industrial Lead	10
South Chicago District Yard: - Northward train movements approaching 100 th Street until crossing is occupied	5
EJE Industrial Lead	10
Commercial Avenue Yard - 6 axle locomotives through turnouts	5

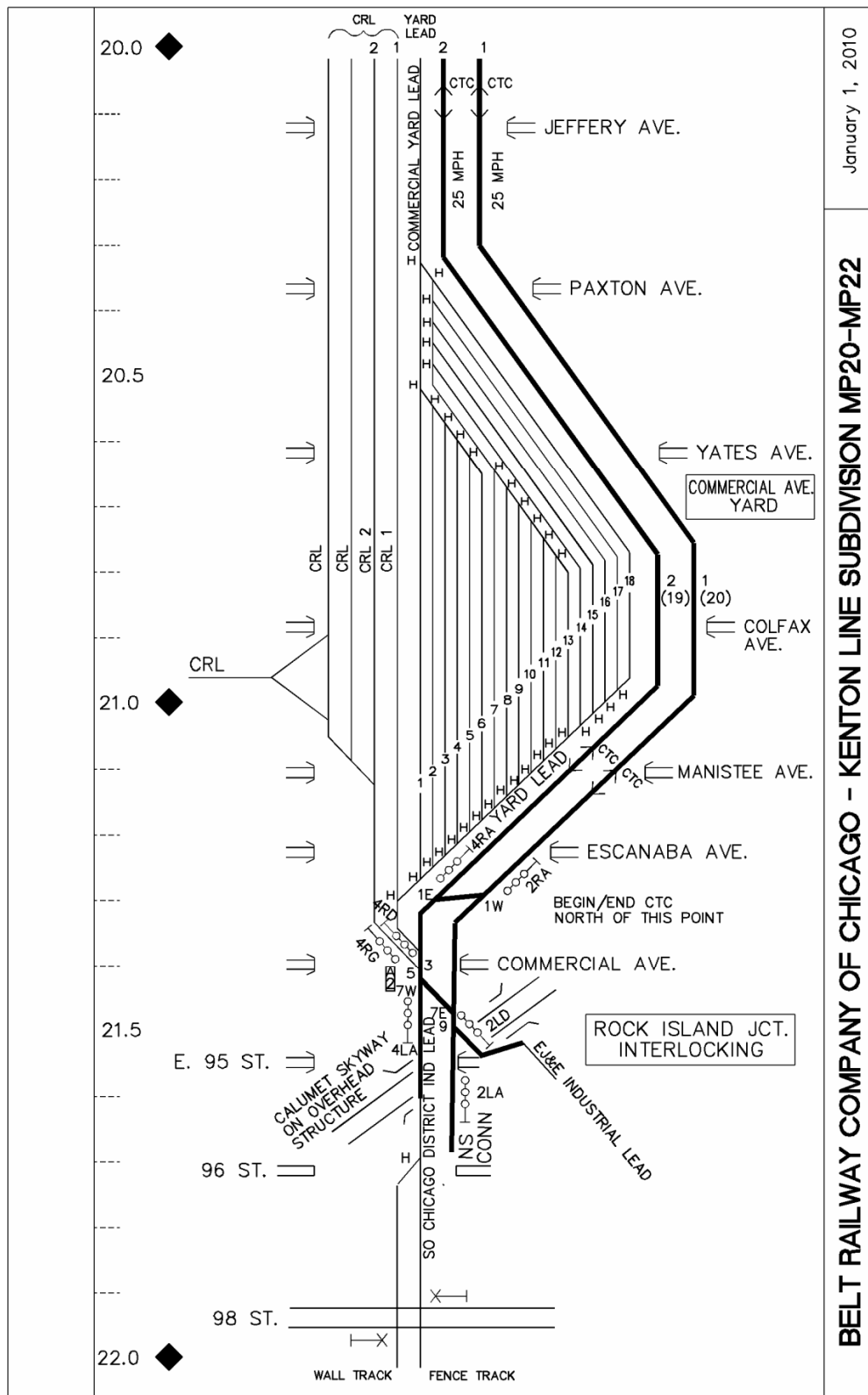
Commercial Avenue Yard

- 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 Industrial Lead

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



January 1, 2010

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

**KENTON SUBDIVISION
MULTIPLE MAIN TRACKS – CTC
MP 22.0 – MP 24.0**

**DISPATCHER: SOUTH
Radio – 2626**

Speed Restrictions

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

Speed Restrictions – Misc.:

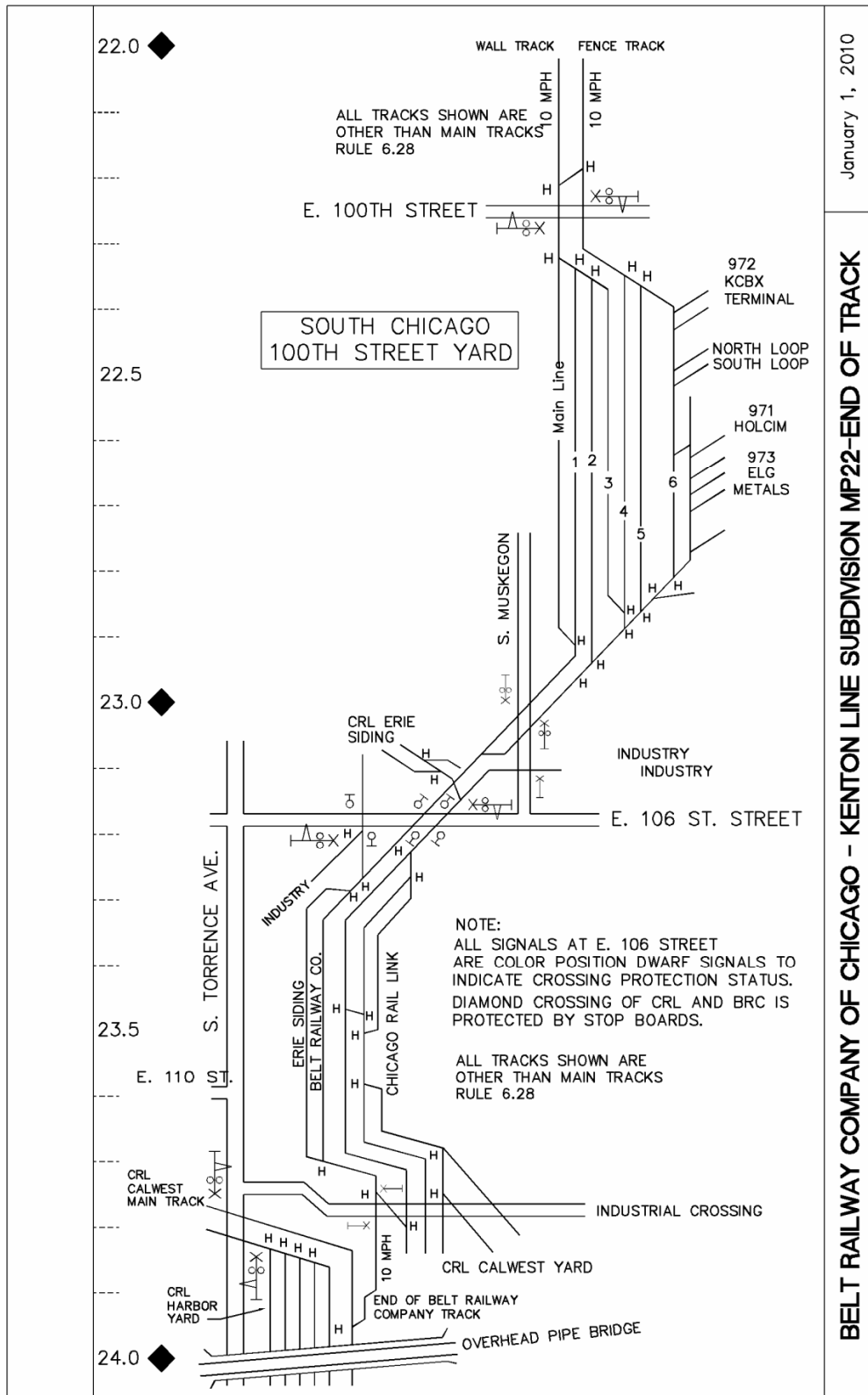
Description	MPH
South Chicago District Industrial Lead	10
South Chicago District Yard: - Northward train movements approaching 100 th Street until crossing is occupied	5
EJE Industrial Lead	10
Commercial Avenue Yard - 6 axle locomotives through turnouts	5

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 Industrial Lead

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



**59th STREET SUBDIVISION
MUTIPLE MAIN TRACKS – CTC**

ELSDON INDUSTRIAL LEAD – MP 0.0 – MP 1.5
DISPATCHER: NORTH
Radio – 3939

Speed Restrictions:

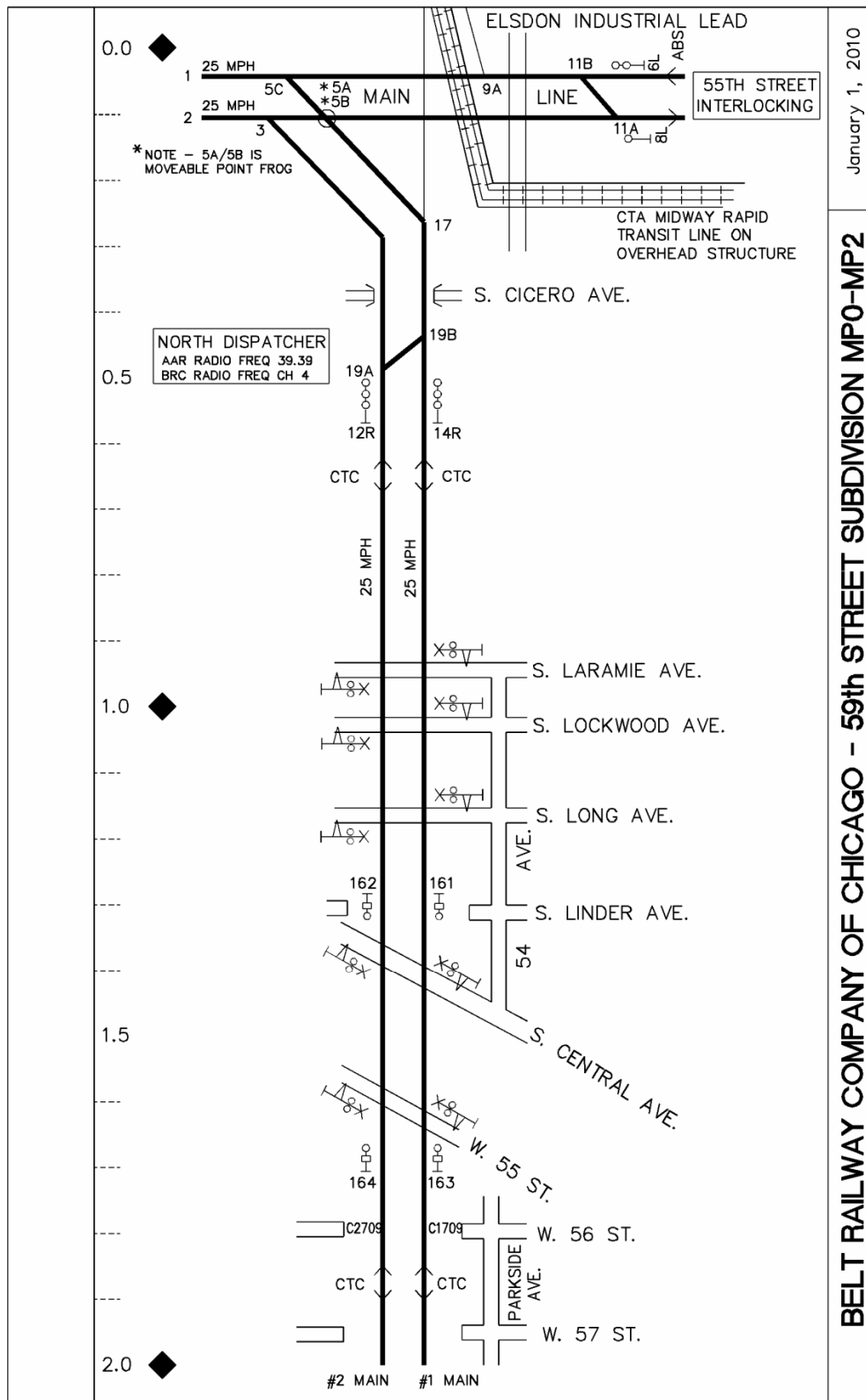
Track	MPH
Main Track	25
Main Track Turnouts and Crossovers	15
Tracks other than Main Tracks and Sidings unless otherwise designated	10

5.8.2 (7) Sounding Whistles

Whistle must be sounded at Archer Avenue

Elsdon Industrial Lead

- BRC trackage extends between 55th 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 49th 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.



59th STREET SUBDIVISION
MUTIPLE MAIN TRACKS – CTC
MP 0.0 – MP 2.0
DISPATCHER: NORTH
Radio – 3939

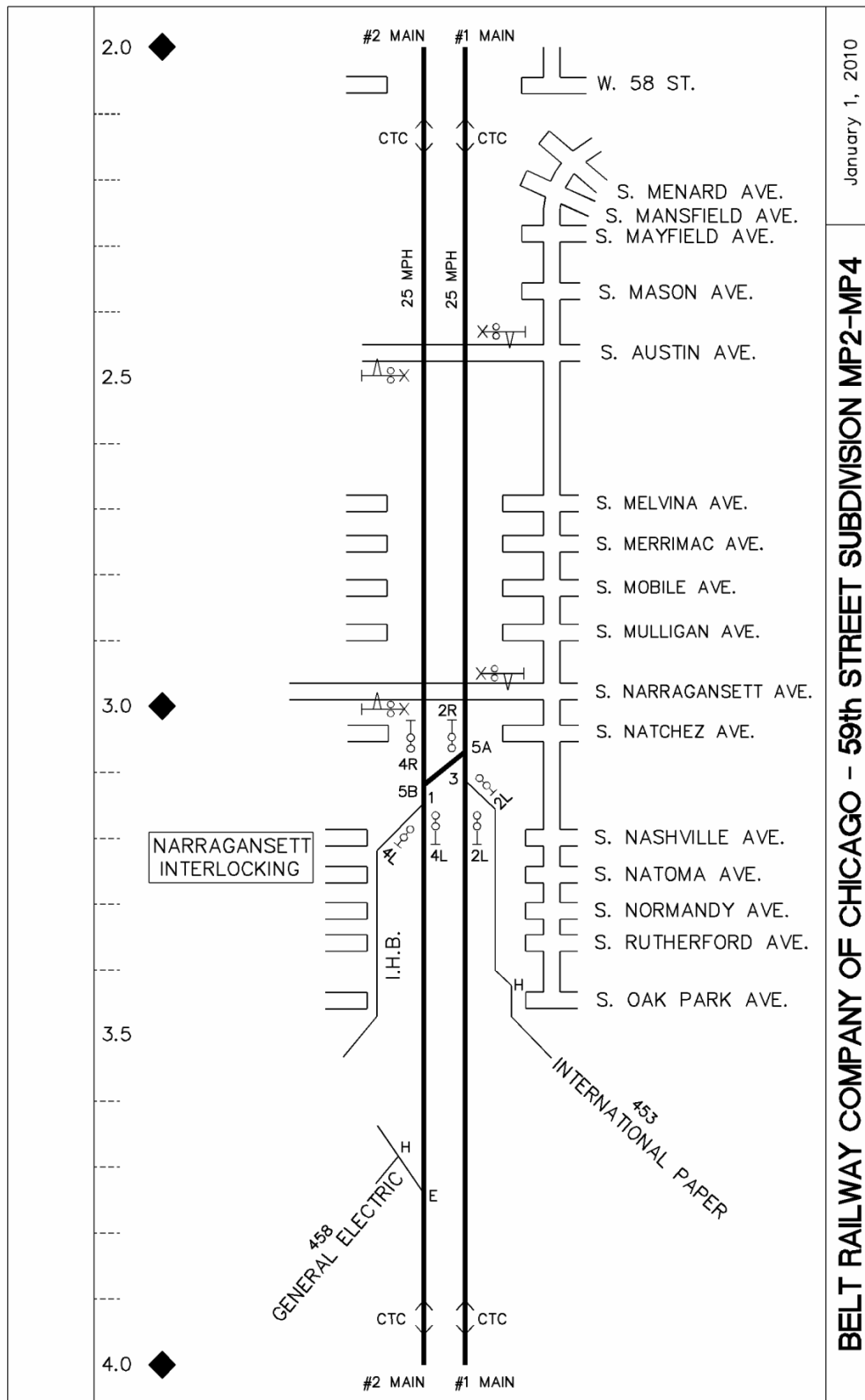
Speed Restrictions:

Track	MPH
Main Track	25
Main Track Turnouts and Crossovers	15
Tracks other than Main Tracks and Sidings unless otherwise designated	10

911 Crossings-Emergency Communication:

Trains stopped or anticipated to be obstructing these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

Subdivision	Crossing Location
59 th Street	5400 W. Central Avenue
59 th Street	5600 W. 55 th Street



59th STREET SUBDIVISION
MUTIPLE MAIN TRACKS – CTC
MP 2.0 – MP 4.0
DISPATCHER: NORTH
Radio – 3939

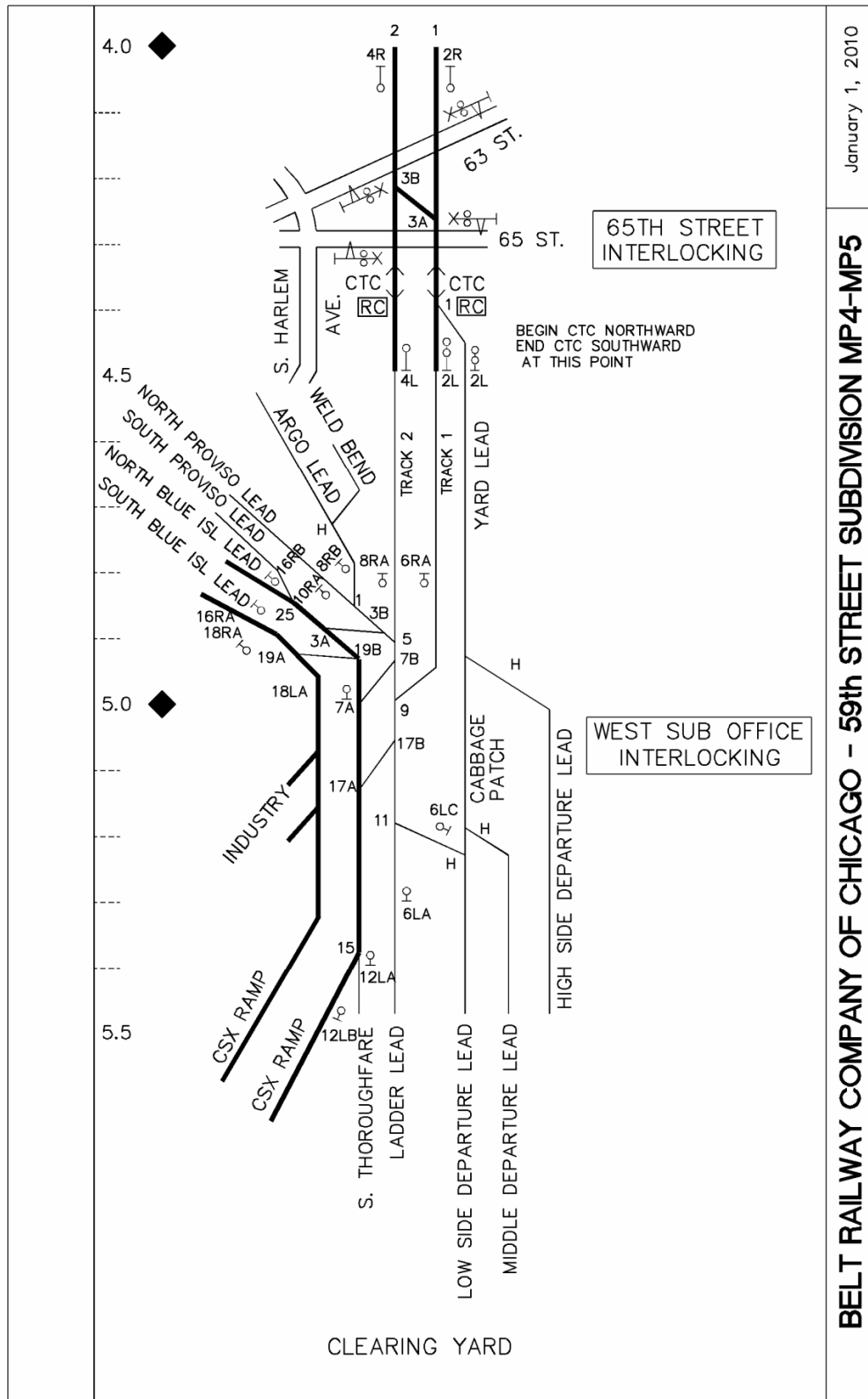
Speed Restrictions:

Track	MPH
Main Track	25
Main Track Turnouts and Crossovers	15
Tracks other than Main Tracks and Sidings unless otherwise designated	10

911 Crossings-Emergency Communication:

Trains stopped or anticipated to be obstructing these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

Subdivision	Crossing Location
59 th Street	5932 S. Narragansett



January 1, 2010

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

59th STREET SUBDIVISION
MUTIPLE MAIN TRACKS – CTC
MP 4.0 – MP 5.5
DISPATCHER: NORTH
Radio – 3939

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
Argo Industrial Lead	10

911 Crossings-Emergency Communication:

Trains stopped or anticipated to be obstructing these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

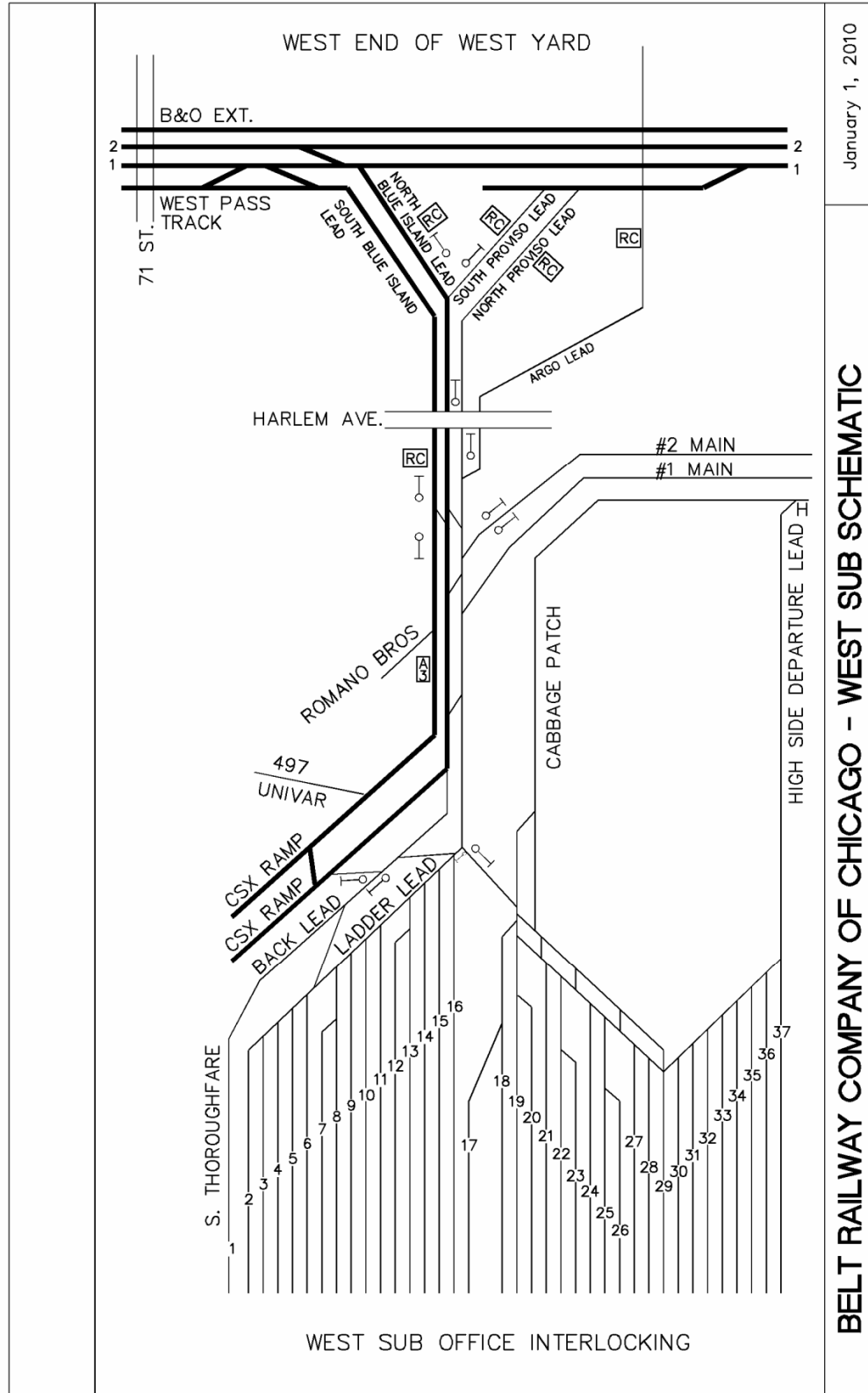
Subdivision	Crossing Location
59 th Street	7200 W. 63 rd Street

63rd Street

- Trains holding at 63rd Street must be stopped a minimum of 200 feet north of crossing, if train length permits clearing of Narragansett street crossing.

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.



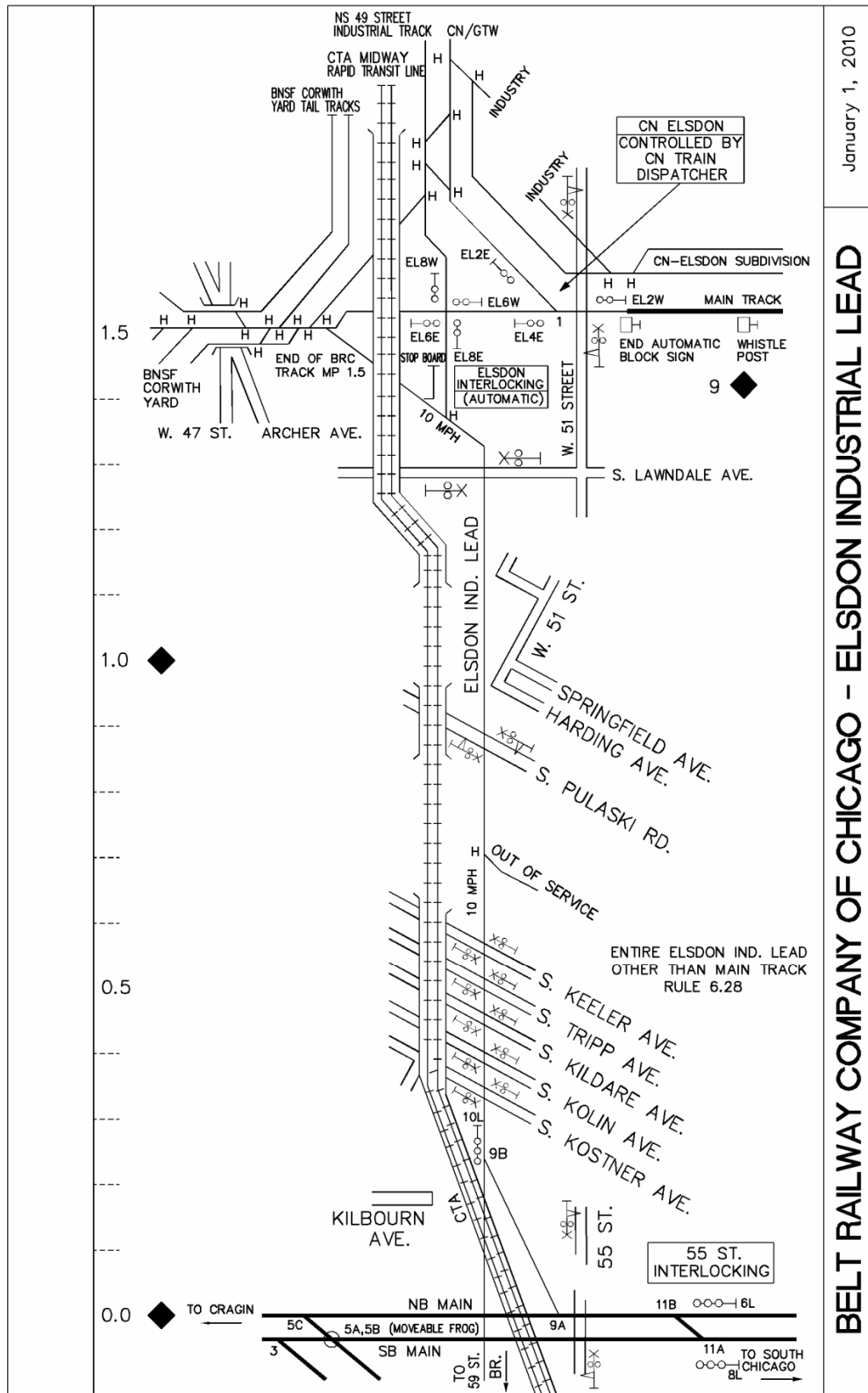
59th STREET SUBDIVISION
MUTIPLE MAIN TRACKS – CTC
WEST SUB
DISPATCHER: NORTH
Radio – 3939

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

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.



January 1, 2010

BELT RAILWAY COMPANY OF CHICAGO - ELSDON INDUSTRIAL LEAD

CLEARING YARD – 6.28

Radio

	Channel
West Yardmaster	18-18
East Yardmaster	89-89
Diesel Shop	79-79
West Receiving Yard DTMF Switches	57-57
Industries	

Speed Restrictions:

Tracks	MPH
All Tracks other than Main Tracks unless otherwise designated	10
South Thoroughfare	10
North Thoroughfare	10
Locomotive Service Tracks	5 10
EXCEPTION: North Thoroughfare Mechanical controlled limits	
Rip Tracks	5

Operating Characteristics:

Tracks	Authority
1 – 2 Leads, East Receiving Yard	West Yardmaster
3 – 8 Leads, East Departure Yard	East Yardmaster
East Receiving Yard	West Yardmaster
East Approach Tracks, Tracks 1 – 4	West Yardmaster
East Class Yard, Tracks 1 – 63	East Yardmaster
East Class Yard, Tracks 64 – 65	Car Department
East Departure Yard	East Yardmaster
Martin Yard	CSXIBedfordPark
West Receiving Yard	East Yardmaster
West Approach Tracks, Tracks 1 - 5	East Yardmaster
West Class Yard	West Yardmaster
West Departure Yard	West Yardmaster
Cabbage Patch Lead, West Departure Yard	West Yardmaster
High Side Lead, West Departure Yard	West Yardmaster
South Thoroughfare, Cicero Avenue to Central Avenue	East Yardmaster
South Thoroughfare, Central Avenue to 6 XO. (Back Lead)	East Yardmaster
Back Lead	East Yardmaster
North Thoroughfare, West Yard Office to Central Avenue <ul style="list-style-type: none"> Except designated Mechanical Department controlled limits as identified by posted signage 	West Yardmaster
North Thoroughfare, Central Avenue to Cicero Avenue <ul style="list-style-type: none"> Except designated Mechanical Department controlled limits as identified by posted signage 	West Yardmaster
Locomotive Service Tracks <ul style="list-style-type: none"> Including North Thoroughfare Mechanical Department controlled limits as identified by posted signage 	Diesel Shop
67 th Street / 68 th Street, including Wye tracks	West Yardmaster

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 or attached to the end 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.

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 effect 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 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 effect 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 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:

Mark	Switch #	Mark	Key	Action
#	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. i.e.: 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 59th 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

Mark	Mark	Lead	Track#	Direction	Action
#	#	t	xx	d	Configure route

t: Enter t 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
 (South T-Fare) ##2011

Back Lead Outbound from Track 02 ##2020
 Back Lead Outbound from Track 06 ##2060
 Back Lead Outbound from Track 01
 (South 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.

Continued on next page

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

Command	Code	Response
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".

No. 7 Cross-over, West Receiving Yard Push Button Operation

Crossover switches are not inter-connected for push button switch operation. Each switch of crossover must be activated separately. The trailing point switch of the crossover must be operated first when operated by hand.

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.



If You Suspect it, Report it...

Trespassers

Suspicious Activity

Suspicious Packages

Call the Belt Police Department

6:00 a.m. To 6:00 p.m. (312) 543 – 8269

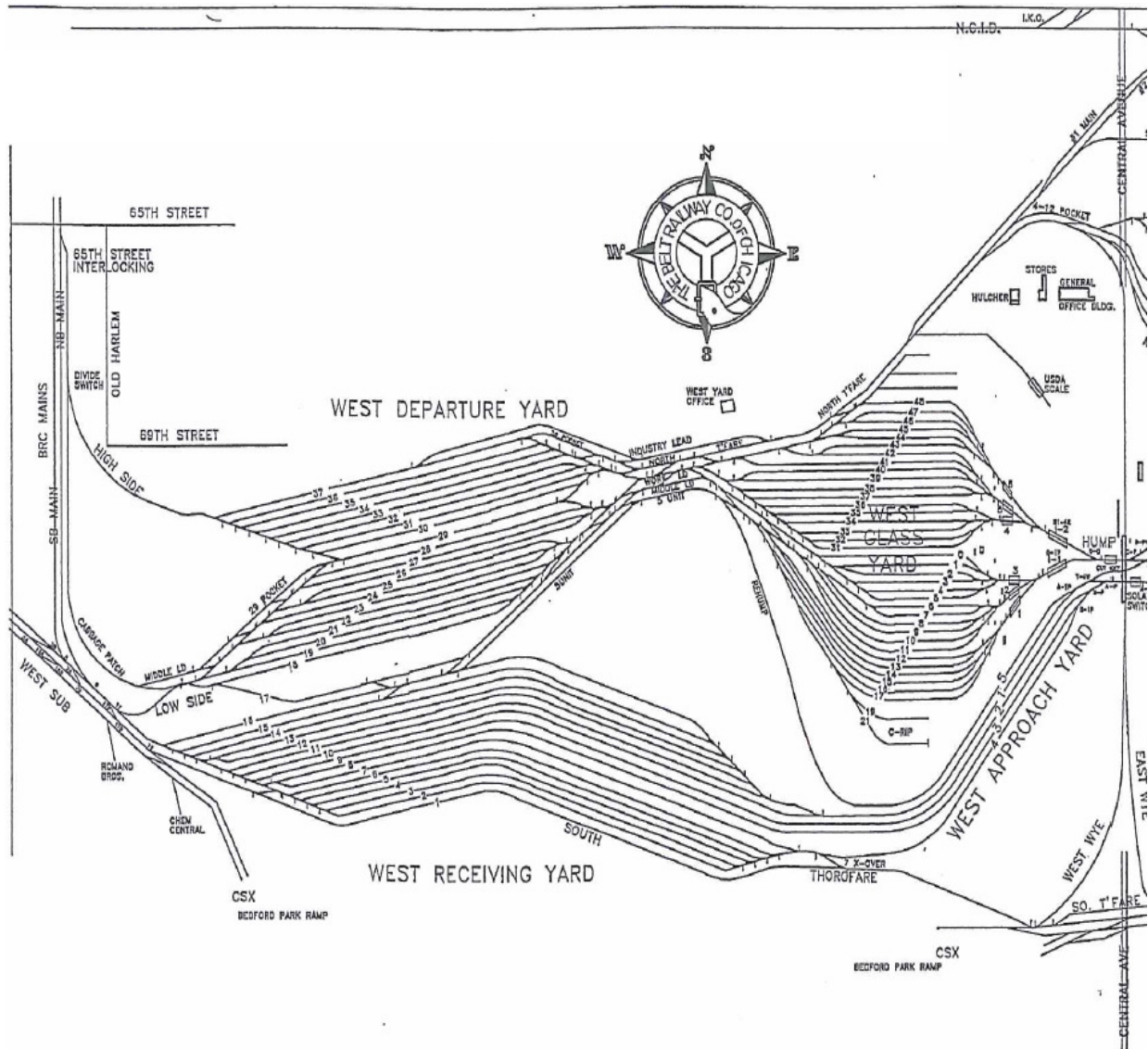
6:00 p.m. To 6:00 a.m. (312) 543 – 3658

24 Hour Pager (708) 396 – 4045

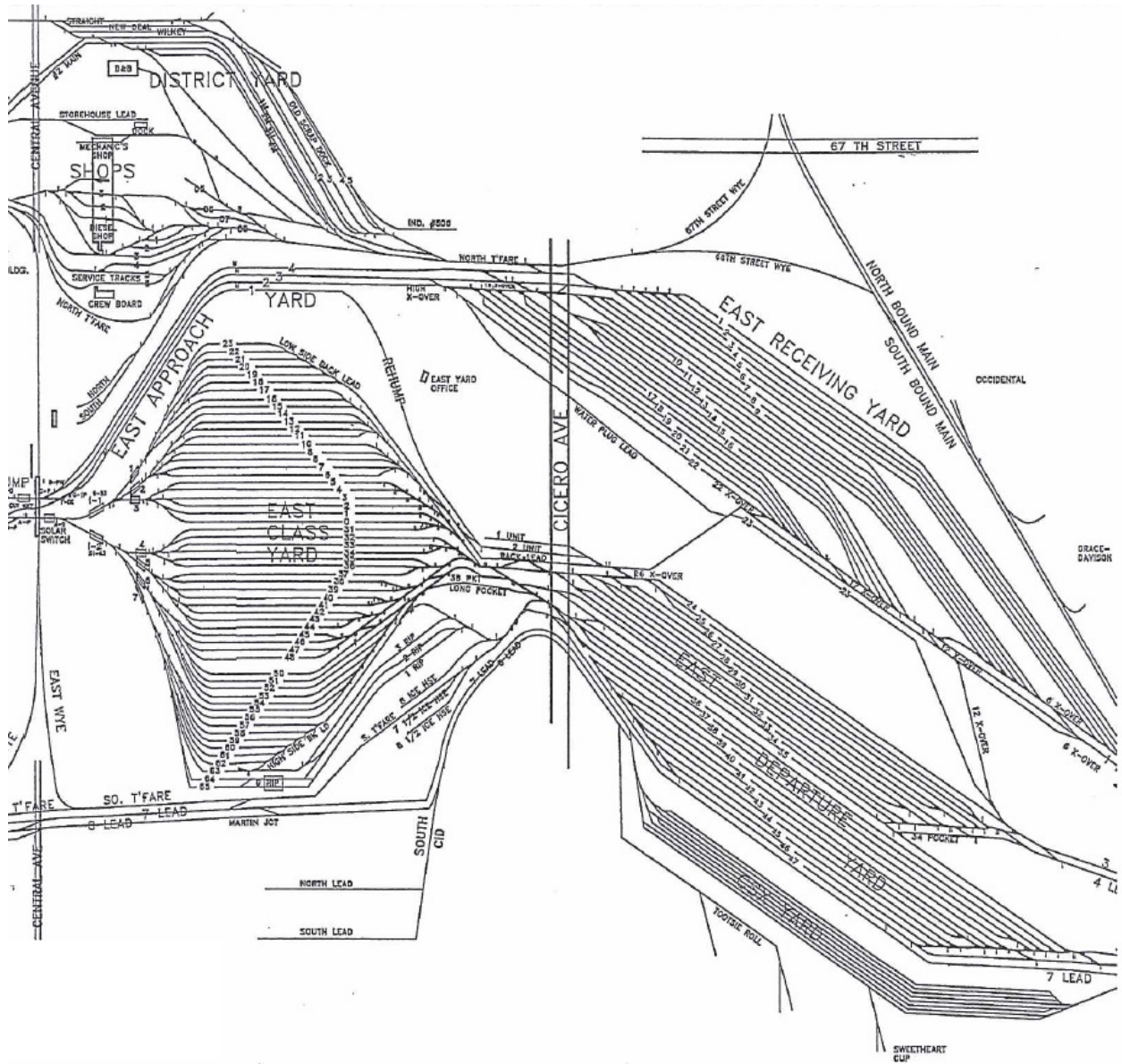
Radio Frequencies:

Location	AAR	BRC	Contact Number
North Dispatcher Kenton Line Subdivision, Cragin to and including 55th Street Interlocking. <ul style="list-style-type: none"> 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 St. interlocking to end of track at South Chicago	26 - 26	Channel 2	Phone: (708) 496-4101 (708) 496-4103 Fax: (708) 496-4045
West Yardmaster 1 – 2 Leads, East Receiving Yard East Receiving Yard East Approach Tracks, Tracks 1 – 4 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 Excluding Mechanical Department controlled limits Clearing District Yard North Clearing Industrial District (NCID) North Thoroughfare, Central Ave. to Cicero Ave <ul style="list-style-type: none"> Excluding Mechanical Department controlled limits 67 th Street / 68 th Street, including Wye tracks	18-18	Channel 3	Phone: (708) 496-4130
East Yardmaster 3 – 8 Leads, East Departure Yard East Class Yard, Tracks 1 – 63 East Departure Yard South Thoroughfare, Cicero Ave to Central Ave. South Clearing Industrial District (SCID) West Receiving Yard West Approach Tracks	89 – 89	Channel 6	Phone: (708) 496-4128
Diesel Shop Locomotive Service Tracks <ul style="list-style-type: none"> Including North Thoroughfare Mechanical Department controlled limits as identified by posted signage. Hump Subway to West of 412 Pocket	79-79	Channel 5	Phone: (708) 496-4067
Car Department East Class Tracks 64 and 65	89 - 89	Channel 6	Phone: (708) 496-4091

BRC Clearing Yard - WEST



BRC Clearing Yard - EAST



Chicago Railroads

