

# **BNSF**

**Burlington Northern Santa Fe**

---

---

**Chicago  
Division**

---

---

**Timetable  
No. 1**

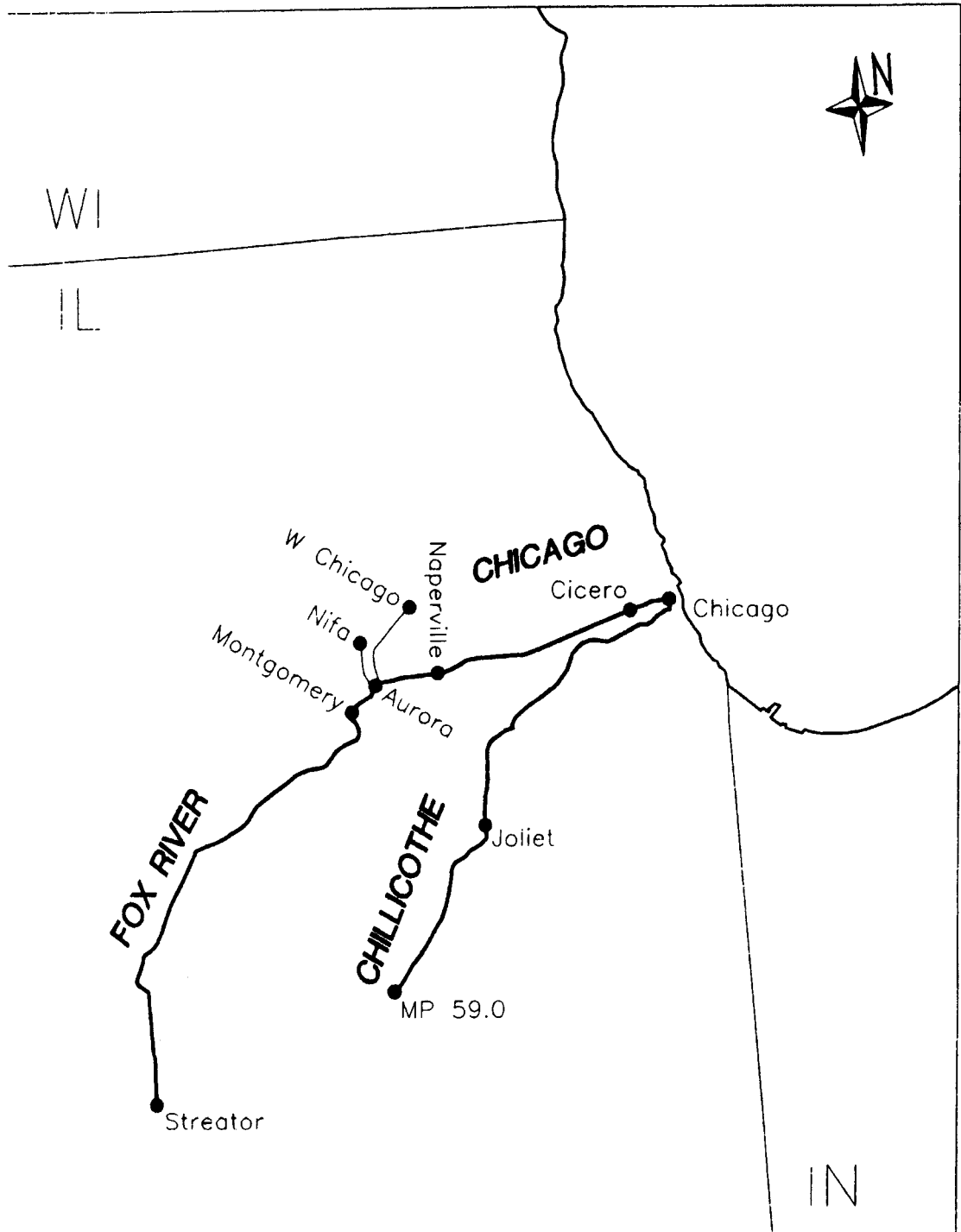
**IN EFFECT AT 0001  
Central Continental Time**

**Thursday August 1, 1996**

**Division Superintendent  
J.D. Dressler  
Cicero, IL  
(708) 780-5200**

**See Back Cover for Division Operating Supervisor's Names, Locations  
and Phone numbers**

# Burlington Northern Santa Fe Chicago Division



WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Chicago Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		00001	0.0	CHICAGO UNION STA	BM		
			0.8	ROOSEVELT ROAD	M	2MT CTC	
		00002	1.7	UNION AVE	X(2)		
			1.8	HALSTED STREET		4MT CTC	
		00004	3.7	WESTERN AVE	X		
		00007	7.0	CICERO	BTX(2)		
		00008	8.5	CLYDE			
		00009	9.0	LA VERGNE	X(2)		
		00010	9.6	BERWYN			
			10.0	HARLEM AVENUE			
		00011	11.0	RIVERSIDE			
			11.7	HOLLYWOOD			
		00012	12.3	BROOKFIELD			
		00013	13.0	CONGRESS PARK	X(2)		
		00014	13.7	LA GRANGE			
			14.1	STONE AVENUE		3MT CTC	
		00015	15.4	WESTERN SPRINGS			
		00016	16.3	HIGHLANDS	X(2)		
		00017	16.8	HINSDALE			
			17.8	WEST HINSDALE	X(2)		
		00018	18.2	CLARENDON HILLS			
		00019	19.4	WESTMONT			
		00020	20.3	FAIRVIEW AVE	X(2)		
		00021	21.1	DOWNERS GROVE	X(2)		
		00023	22.8	BELMONT			
		00024	24.4	LISLE	X(2)		
		00028	28.4	NAPERVILLE	X(2)		
			31.6	ROUTE 59	T		
		00033	33.4	EOLA	BTX(2)		
		00035	35.3	WEST EOLA	BX(2)		
		00037	38.4	AURORA	JX(2)		
		20001	41.0	MONTGOMERY	JX	2MT CTC	

Schedules for regular Suburban passenger trains are shown in BNSF's Suburban service passenger timetable and times shown therein will indicate a regular stop. Continental time will not be authorized in Suburban timetable. Employees whose duties are in any way affected by Suburban trains must have a copy of the current Suburban timetable in their possession while on duty.

BNSF Radio Channel No. 1 in service on this Subdivision.

AAR No. 66 - Road

AAR No. 70 - Yard

AAR No. 15 - Mechanical & Hump

AAR No. 51 - Eola Yard

**Dispatchers Phone Numbers—**

**Union Ave Disp. Cicero to Union Station—Phone: (817)234-6023, FAX: (817) 234-6059**  
**East End Disp. Aurora to Cicero—Phone: (817) 234-6024, FAX: (817) 234-6061**

**1. Speed Regulations****1(A). Speed – Maximum**

	<b>Passenger</b>	<b>Freight</b>
Chicago to Aurora .....	70 MPH.	50 MPH.
Aurora to Montgomery .....	79 MPH.	60 MPH.
Loaded ore trains .....		35 MPH.

**1(B). Speed – Permanent Restrictions****Main Track 4—**

MP 1.4 to MP 2.2 .....	10 MPH.	10 MPH.
MP 2.2 to MP 3.2 .....	40 MPH.	30 MPH.
MP 3.2 to MP 6.3 .....	40 MPH.	35 MPH.
MP 6.3 to MP 6.8 .....	25 MPH.	15 MPH.

**Main Tracks 1, 2 and 3—**

MP 0.8 to MP 1.4 .....	25 MPH.	10 MPH.
MP 1.4 to MP 1.8 .....	35 MPH.	10 MPH.
MP 1.8 to MP 2.3 .....	40 MPH.	20 MPH.
MP 2.3 to MP 2.8 .....	60 MPH.	20 MPH.
MP 2.8 to MP 4.0 .....	60 MPH.	25 MPH.
MP 4.0 to MP 5.7 .....	70 MPH.	25 MPH.
MP 5.7 to MP 7.3 .....	70 MPH.	40 MPH.
MP 7.3 to MP 7.4 .....	70 MPH.	40 MPH.
MP 7.4 to MP 9.6 .....	70 MPH.	40 MPH.
MP 9.6 to MP 20.4 .....	70 MPH.	45 MPH.
Westward only MP 11.3 TO MP 11.9 .....	65 MPH.	45 MPH.
MP 20.4 to MP 21.7 .....	65 MPH.	45 MPH.
MP 21.7 to MP 35.0 .....	70 MPH.	50 MPH.
MP 35.0 to MP 38.1 .....	55 MPH.	40 MPH.
Trains over 100 tons/OB MP 35.1 to MP 38.1 .....		30 MPH.
MP 38.1 to MP 38.8 including turnouts .....	35 MPH.	35 MPH.
MP 38.8 to MP 40.4 .....	75 MPH.	50 MPH.
MP 40.4 to MP 41.0 .....	79 MPH.	60 MPH.
Empty Coal Trains MP 40.4 to MP 41.0 Main 1 and 2 .....		60 MPH.
Begin CTC Hillyard North and South Leads to West Eola Plant .....	35 MPH.	20 MPH.
Over North Lead Hill West Switch .....	10 MPH.	10 MPH.

**1(C). Speed – Switches and Turnouts****CROSSOVER SPEED RESTRICTIONS—**

Union Avenue "B" MP 1.4 to MP 1.8 .....	10 MPH.	10 MPH.
Except Passenger Westward Main 2 to Main 1 .....	35 MPH.	
Union Avenue "A" MP 1.8 to MP 2.5 .....	35 MPH.	20 MPH.
Kedzie Ave MP 4.8 .....	25 MPH.	25 MPH.
Cicero "B" MP 6.3 to MP 7.0—		
Between Mains 1, 2 and 3 .....	35 MPH.	35 MPH.
Between Mains 3 and 4 .....	25 MPH.	25 MPH.
LaVergne MP 7.0 to MP 9.2 .....	30 MPH.	30 MPH.
Congress Park, Highlands, West Hinsdale, Fairview Ave.		
Downers Grove, East Lisle, West Lisle, East Naperville,		
and West Naperville .....	35 MPH.	35 MPH.
Eola and West Eola .....	30 MPH.	30 MPH.
East Hill and West Hill .....	10 MPH.	10 MPH.

**1(D). Speed – Other**

<b>Aurora to West Chicago</b> .....	20 MPH.
Broadway Ave, Illinois Ave, and Route 38. Head end of train	
until crossing occupied .....	10 MPH.
Bridge 0.26, West Chicago Line, cars heavier than 134 tons	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.
--

**2. Bridge and Equipment Weight Restrictions—  
Maximum Gross Weight of Car:**

Chicago Union Station to Montgomery .	143 tons
Aurora to West Chicago .....	143 tons
Aurora to Nifa .....	136 tons
Chicago Lumber District .....	143 tons

35 ft ore cars (BN99000–99949) not permitted.

Maximum height of any on–rail equipment or shipments to be handled between Cicero yard and 16th and Canal Bridge, Chicago, must not exceed the following measurements from top of rail at the locations and on the tracks designated:

**16th and Canal Bridge MP 1.38**

Main 1 .....	16 feet 11 inches high
Main 2 .....	16 feet 6 inches high
South leg of south wye (B–1) .....	20 feet 1 inch high
North leg of south wye (B–2) .....	17 feet 11 inches high
North leg of wye (B–3) .....	17 feet 11 inches high

**CTA overcrossing MP 2.95**

Main 1 .....	20 feet 9 inches high
Main 2 .....	20 feet 6 inches high
Main 3 .....	21 feet 1 inch high
Main 4 .....	21 feet 1 inch high
*Western Ave Yard Tracks .....	17 feet 8 inches high

**CTA overcrossing MP 4.6**

Main 1 .....	21 feet 1 inch high
Main 2 .....	20 feet 11 inches high
Main 3 .....	20 feet 9 inches high
Main 4 .....	20 feet 8 inches high

**BRC overcrossing MP 6.7**

*Main 1 including crossover .....	17 feet 3 inches high
*Main 2 .....	17 feet 3 inches high
*Main 3 including crossover .....	17 feet 8 inches high
Main 4 .....	20 feet 9 inches high
Track 5 .....	21 feet 9 inches high

**MJ overcrossing MP 6.73**

*Main 1 .....	19 feet 11 inches high
*Main 2 .....	19 feet 8 inches high
*Main 3 .....	20 feet 0 inches high
Main 4 .....	22 feet 10 inches high
Track 5 .....	22 feet 10 inches high
26th Curve to Belt .....	21 feet 1 inch high

**Laramie Street Bridge MP 7.49**

Main 1 .....	21 feet 8 inches high
TCF 1,2 .....	21 feet 4 inches high
TCF 3,4,5,6 .....	20 feet 7 inches high

**CCP overcrossing MP 8.99**

Main 1 .....	20 feet 9 inches high
Main 2 .....	20 feet 6 inches high
Main 3 .....	20 feet 5 inches high
Yard Lead .....	20 feet 5 inches high

**Highlands MP 16.44**

Main 1 .....	20 feet 10 inches high
Main 2 .....	20 feet 9 inches high
Main 3 .....	20 feet 10 inches high

**EJE overcrossing MP 32.96**

Main 1 .....	20 feet 4 inches high
Main 2 .....	20 feet 6 inches high
Main 3 .....	20 feet 4 inches high

\*NOTE: Autoracks, loaded doublestack equipment, and other height restricted cars will not clear bridge at these locations.

Six axle locomotives not permitted on industry tracks between Aurora and West Chicago.

### 3. Method of Operations—

#### CTC —In Effect:

MP 0.8 Roosevelt Road to MP 41.0 Montgomery

Track 5 Cicero MP 6.6 to MP 6.9.

Track 6 Cicero between MP 6.8 to MP 6.9.

Hill Yard North and South Leads between Hill West and West Eola.

#### Track Warrant—Instructions

**Chicago Union Station and Eola**—Rule 14.13 applies.

Track Warrant received at Aurora by conductor and engineer for trains 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, and 1222 continues in effect for trains 1201, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299 and 1203, then trains 1230, 1232, 1238, 1242, 1244, 1248, 1250, 1252, 1254, and 1256.

Track Warrant received at Aurora by conductor and engineer for trains 1266, 1268, 1270, continue in effect for trains 1249, 1265, 1269, then Trains 1272, 1274, 1276, then trains 1271, 1273 and 1275, then train 1278, then train 1277.

Track Warrant received at Aurora by conductor and engineer for trains 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, and 1324 continue in effect for trains 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323 and 1325.

Track Warrant received at Chicago by conductor and engineer for trains 1205, 1207, 1209, 1211, 1215, 1219, 1223, 1225, 1229, 1237, 1239 and 1241 continue in effect for trains 1258, 1260, 1262, 1264, 1286, 1288, 1290, 1292, 1294, 1296, and 1298 then trains 1231, 1251, 1255, 1257, 1259, 1261, 1263 and 1267.

Track Warrants for Suburban Trains may be addressed to no more than four trains each, and will be addressed by schedule number.

Between 0530 and 0930 and between 1530 and 1900, Monday through Friday, advice of track conditions and speed restrictions may be issued to commuter trains verbally when Track Warrant or Track Bulletin cannot be delivered prior to departing initial station.

#### Multiple Main Tracks—

MP 0.85 to MP 1.3

2 Main Tracks Roosevelt Road to Canal Street

MP 1.3 to MP 6.3

4 Main Tracks Canal Street to Cicero

MP 6.3 to MP 35.3

3 Main Tracks Cicero to West Eola

MP 35.3 to MP 41.0

2 Main Tracks West Eola to Montgomery

### 4. General Code of Operating Rules—

**Rule 5.4**—When condition in multiple main track territory is covered by track bulletin or general order, track flags will not be displayed except red flag will be displayed when used in conjunction with Form B Track Bulletin.

**Track Restriction Marker—A Marker** is a metal sign approximately 21 inches wide by 5 inches high that is placed between the rails of a track to indicate a temporary speed restriction location. It has a white reflective background and the letters **MARKER** on each side.

When possible, this sign will be placed at the beginning and end of each temporary speed restriction to show location where the restriction begins and ends. Temporary speed restrictions will still be issued as required by the General Code of Operating Rules. The markers are placed only as an aid to train operation and do not carry any speed restriction nor modify the GCOR in any way. If a marker is missing or incorrectly placed, the crew is not relieved of the obligation to comply with the speed restriction.

**Rule 6.19**— When flagging is required, distance will be 1.5 miles.

**Rule 6.28**— Industrial Track between Aurora and Nifa

Industrial Track between Aurora and West Chicago

**Automatic Cab Signals**— Automatic Cab Signal Territory in effect for Suburban trains between Union Ave. and Aurora.

**Communicating Signals**—Suburban passenger trains operating between Chicago Union Station and Aurora equipped with communicating signals. Each car must be connected with the engine by a communicating signal appliance unless radio communication between the conductor and engineer is provided. The radio may be used in place of communicating signals to convey information.

The signals prescribed are illustrated by "o" for short sounds and "—" for longer sounds.

**SOUND**

- (a) 00
- (b) 00
- (c) 000
- (d) —

**INDICATION**

When standing, start  
 When running, stop  
 When standing, back  
 Running test completed, elsewhere, when running look back for hand signals. When standing, apply or release air brakes.

**Signal Rule Speed Modifications Aurora to Union Ave.**—Following signal indications apply to freight trains operating between Aurora and Union Avenue:

Rule 9.1.6 Approach Medium .....	30 MPH.
Rule 9.1.8 Approach .....	30 MPH.
Rule 9.1.11 Diverging Approach Medium .....	30 MPH.
Rule 9.1.12 Diverging Approach .....	30 MPH.

**Whistle Signals**—Chicago Union Station to MP 33.0

Do not sound crossing whistle signal as prescribed by Rule 5.8.2 (II).

Exceptions:

- When emergency requires.
- When passing or meeting a train at or near grade crossing
- When conditions require.

**Engine Bell**—The engine bell must be rung when approaching and passing through station platforms, pedestrian and street crossings.

**Markers**—All Suburban locomotives must have red marker displayed when locomotive is in trailing position.

**Rule 10.2**—following switches are not equipped with electric locks:

Main 3 – MP 24.25

5. **Trackside Failed Equipment Detectors (FED)**—

A. Protecting bridges, tunnels or other structures:

Brookfield (WWD) ..... MP 12.4 (DED Only) Tracks 1 and 2

B. Other FED locations:

**Plug Door Detectors**—

Pan Handle Bridge—Western Ave. MP 3.99 Main 3 and 4.

California Ave. MP 4.35 Main 3 and 4.

Albany Ave. MP 4.74 Main 3 and 4,

These detectors detect open plug doors on Westward movements on Main 3 and 4, Western Ave. to MP 4.8.

6. **FRA Excepted Track**— None

7. **Special Conditions**—

In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

**Speed Test Boards**— Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

Westward trains	MP 15.0 to MP 16.0.
Westward trains	MP 31.0 to MP 32.0.
Eastward trains	MP 32.0 to MP 31.0.

**CNTrains**—Train and engine crews handling CN trains, receiving train consist with Special Handling Code CTC R-32791, restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for those cars and normal track speed is authorized.

**Grade Crossing Protection**—Following instructions will govern the automatic grade crossing warning devices:

Under Rule 6.32.2 warning devices must have been operational for at least 20 seconds before occupying crossings.

When eastward freight trains on Main 1, 2, or 3 are required to stop by signal indication at Congress Park, stop will be made west of Signal Br. 14.4 at Brainard Ave.

Eastward trains stopping between highway circuit sign and Signal Br. 14.4 must not exceed 15 MPH between Signal Br. 14.4 and Brainard Ave. crossing.

Westward movements on Main 1, after performing switching at MP 22.3 west end of Downers Grove Yard, or after being delayed between MP 22.3 and highway circuit sign located 400 feet east of Belmont Road, do not exceed 10 MPH to Belmont Road MP 22.6.

When delayed in block, westward movement on Main 1 at MP 22.3 and Belmont Road, do not exceed 10 MPH until lead unit occupies crossing.

When eastward freight trains on Main 1, 2, or 3 are required to stop by signal indication at Downers Grove, stop will be made short of signal restart sign located at MP 23.2.

**Aurora**—Member of crew must protect movement over Prairie Street, Pierce Street, and Aurora Avenues.

**Power Operated Switches**—Not Equipped For Hand Operation –

Before granting authority to proceed over a power operated switch, the control operator must know the switch is lined and locked for the route to be taken. The control operator will instruct a member of the crew to proceed at restricted speed.

If the control operator cannot determine that power operated switches are lined and locked for the route to be used, the control operator will instruct a member of the crew to proceed at restricted speed, stop short of switches in the route to be used so a crew member can get on the ground to examine the switches. If properly lined, one crew member will observe switches until leading wheels of movement are on the switch points, then proceed at restricted speed to the next signal. If switches are not properly lined, report to the control operator as it will be necessary for signal maintainer to line these switches.

**Amtrak Trackage**—All movements on wye tracks at Canal Street will be governed by Amtrak signal indication.

Amtrak rules govern operation of trains and engines at Union Station and between Union Station and Roosevelt Road, MP 0.8.

Through Lumber Street Interlocking, between Roosevelt Road and the south end of South Branch Bridge, be governed by Amtrak's Operating Rules and Instructions and Amtrak Chicago Terminal Timetable Special Instructions. Lumber Street Interlocking is controlled by Amtrak Train Director, Lumber Street.

**Standby Service for Suburban Passenger Equipment**— 480-volt electrical standby service for suburban passenger equipment is located in "A" and "B" yard at 14th Street Coach Yard Chicago. and Hillyard, Aurora.

Light indications over each track on electrical bridge indicate the following:

Green—Charging lines not plugged in.

Flashing Amber—Charging line plugged in but circuit breaker tripped.

Red—Charging line plugged in.

When either the red or flashing amber light is on, the equipment on that track must not be moved.

Engines or cars may be coupled onto equipment which has a red or flashing amber light and it is the responsibility of the switchman or pilot to provide protection against movement of such standing equipment. It is the electrician's responsibility to ultimately remove standby if further movement is to be made.

**Excessive Exhaust Emissions**—MP 9 to MP 11.7, locomotives on westward trains will be operated in proper throttle positions to prevent excessive exhaust emissions.

Unless necessary, do not exceed throttle position 4 (four) and pause at least 30 seconds between throttle increases within the designated limits.



**CORA**—The Chicago Operating Rules Association Operating Guide is in effect on all 21 railroads operating within the Chicago Terminal District. This district is defined as the trackage inside the circumference of the Elgin, Joliet and Eastern Railroad (EJE).

Operating crews traversing the property of another railroad within this territory will be governed by their home road rules and special instructions, except for those rules specified in the particular section of the C.O.R.A. Operating Guide of the railroad over which the train is being operated. Each railroad section of the C.O.R.A. guide will include information relative to operating over the particular line segment.

All BNSF trainmen and enginemen operating over railroads in Chicago area, who are party to C.O.R.A. Operating Guide, must have a copy while on duty. These guides may be obtained from the Superintendents office.

**Clyde Diesel Shop**—Stop signs have been installed at the Clyde Diesel Shop indicating the limits of the power derail at the entrance to the diesel shop. All movements must stop before calling the diesel shop foreman who has direct control of the derail. TY&E personnel must identify themselves and their train I.D., or unit number, to the diesel shop foreman. They will be given permission to pass the derail, and they will be told on what specific track to leave their engines. These instructions must be repeated to the foreman immediately. Persons receiving permission to enter the diesel shop area must report when they are clear of the derail so protection can be restored. This is an insulated track derail which will not operate if engines are beyond the stop signs. All movements within the diesel shop area are not to exceed 5 MPH. Do not couple into other equipment within the diesel shop area for any reason.

**Cicero Yard**—Member of crew must protect shoving movement over following crossings from the ground position:

1. Ogden Avenue ramp entrance at Eastbound yard office.
2. No. 1 Lead at Clyde Yard Office and TOFC Crossings.

Bell should be sounded for all head end movements at these locations until movement over crossing has been completed.

**Between Cicero Depot and Clyde Depot**—Trains stopping or stored on Main Track 3 between Clyde and Cicero must not block access to Clyde or Cicero Passenger Platforms.

#### 8. Line Segments—

##### Chicago Terminal Line Segments—

Line Segment	Limits
463	Cicero Hump
800	Cicero
801	14th Street Coach
802	Western Ave
803	Congress Park
804	Clyde Diesel Shop
805	Union Avenue Washer
825	Lumber District

##### Yard Line Segments—


Line Segment	Limits
806	Eola
807	Aurora—Includes Montgomery Industrial Park
808	Hill Yard

##### Road Line Segments—

Line Segment	Limits	Mileposts
64	Aurora to Nifa	0.0 to 3.5
65	Aurora to W. Chicago	0.0 to 12.2

#### 9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
71012 West Chicago	13.3 from Aurora	Yard	Both

WEST WARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Fox River Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram	EAST WARD
		20001	40.2	MONTGOMERY	JR			
		71703	43.3	OSWEGO				
		71709	49.4	YORKVILLE				
		71716	56.0	MILLBROOK				
		71720	59.8	MILLINGTON				
		71724	64.4	SHERIDAN		TWC		
		71729	68.9	SERENA				
		71733	72.8	WEDRON				
		71741	80.9	OTTAWA	ABR			
		71750	89.6	GRAND RIDGE	R			
		71758	96.2	STREATOR	R			

AAR Channel No. 85 in service on this Subdivision.

Dispatcher Radio Call-in:		
Sheridan-23	Millbrook-24	Ottawa-72

**Dispatchers Phone Numbers:**

Main Line Disp.-Phone: (817) 234-6025, FAX: (817) 234-6062

**1. Speed Regulations**

**1(A). Speed - Maximum**

**Freight**

Montgomery to Ottawa	30 MPH.
Ottawa and Streator	20 MPH.
MP 40.8 to MP 41.7	25 MPH.
MP 75.7 and 76.0	25 MPH.
MP 79.2 and 96.2	10 MPH.

**1(B). Speed - Permanent Restrictions-None**

**1(C). Speed - Switches and Turnouts-None**

**1(D). Speed - Other**

Except between MP 77.6 and 96.2, All Subdivisions Item 1A Control of Harmonic Rocking applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions-**

**Maximum Gross Weight of Car:**

Montgomery to Ottawa	134 tons
Ottawa to Streator	131.5 tons

35 ft ore cars (BN99000-99949) not permitted.

Wedron-Locomotives not permitted on coal trestle Wedron Silica Co.

**3. Method of Operation-**

**Restricted Limits-in effect:**

Montgomery MP 40.2 to MP 41.7
Ottawa MP 77.6 to Streator MP 96.2.

**TWC-in effect:**

MP 41.4 to MP 77.6.

4. **General Code of Operating Rules–**

**Rule 6.19–** When flagging is required, distance will be 1.5 miles.

5. **Trackside Failed Equipment Detectors (FED)–None**

6. **FRA Excepted Track– None**

7. **Special Conditions–**

**Ottawa–** Before proceeding over drawbridge 81.45 over Illinois River, all trains and engines must stop, and then be governed by signals from the bridge tender.

**Streator–** Before crossing Mildred Street and First Street on north lead to Owens–Illinois Glass Co., stop and then proceed under protection of crew member on the ground.

In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:

Under Rule 6.32.2 warning devices must have been operational for at least 20 seconds before occupying crossing

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

8. **Line Segments–**

Yard Line Segments–

Line Segment	Limits
812	Ottawa
813	Streator
60	Montgomery to Streator

Road Line Segments–

Line Segment	Limits
60	Montgomery to Streator

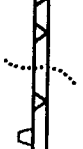
9. **Locations not Shown as Stations–**

Name	Miles–Location	Capacity Cars	Switch Opens
71731 Zemi	2.6 west of Serena	20	West
71744 Hitt	2.7 west of Ottawa	15	Both

WEST WARD	Chillicothe Subdiv MAIN LINE STATIONS				Method of Oper.	Track Diagram
	Length of Siding in Feet	Station Nos.	Mile Post Location			
		66000	CHICAGO U.S.	BP	SEE SPL INST.	
			1.6 21st ST.	M		
			1.8 BRIDGEPORT	M		
		3.1			2MT CTC	
		4.4	ASH STREET CRI-BOCT-CT-RRX	M		
		5.9	SF RRX CORWITH	M		
		65970	7.3 NERSKA (BRC RRX)	M		
		12.9	5.6 BOCT RRX	M		
S6395		14.4	1.6 HARBOR			
		14.6	0.2 CP 146			
		15.1	0.5 CP 151			
		15.5	0.4 CP 155			
		65570	17.0 WILLOW SPRINGS	BCP		
		17.3	0.3 CP 173		DT ABS	
		17.6	0.3 CP 176			
		18.7	1.1 CP 187			
		65530	29.3 ROMEO			
		65500	36.2 JOLIET YARD	BPT		
		37.5	1.3 JOLIET US (METRA RRX)	CM	2MT CTC	
		41.5	4.0 PLAINES			
		65450	57.2 PEQUOT			
		65430	70.8 VERONA			
		65415	84.4 KERNAN			
		89.8	5.4 CR RRX	M		
		65400	90.1 STREATOR	P		
		91.5	1.4 CR Connection			
		65280	95.8 ANCONA			
		65250	109.9 TOLUCA			
		129.1	19.2 EAST CHILLICOTHE		2MT CTC	
		65200	130.0 CHILLICOTHE	P		
		131.9	1.9 WEST CHILLICOTHE			
		65190	138.1 EDELSTEIN			
N5340	65150	158.4	20.3 WILLIAMSFIELD			
	65130	173.7	15.3 YOST			
	65100	177.5	3.7 GALESBURG	T		
N6793		180.0	2.5 GI			
		184.4	4.4 CP 1844	J		
		185.0	0.6 CP 1850	J		
		65080	191.9 ORMONDE			
		65060	17.0 STRONGHURST			
		63550	218.9 LOMAX			
			12.0			

# CHILLICOTHE SUBDIVISION

13

WEST WARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Chillicothe Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
		63525	230.7	NIOTA, IL 0.9		2MT CTC		
			231.8	MISSISSIPPI RB 2.2	CM			
			234.0	EAST FT. MADISON, IA 0.3				
		N10490 63500	234.3	FT. MADISON	BPT			

		Tone Call-In				
RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER
Chicago to Plaines	36	2	3	4	5&7	9
Plaines to West Ft. Madison	36	1	3	4	5&7	9

From Chicago U.S. to MP 59.0 is under the jurisdiction of the Chicago Division.

## 1. Speed Regulations

### 1(A). Speed - Maximum

	Passenger	Freight
21st St. and Bridgeport (IC)	30 MPH.	10 MPH.
Bridgeport & Ash Street (IC)	30 MPH.	30 MPH.
Bridgeport & BNSF RRX (BNSF No. 3/North Track)	79 MPH.	55 MPH.*
Ash Street & BNSF RRX (BNSF South Track)	10 MPH.	10 MPH.
MP 5.9 & MP 10.3	79 MPH.	30 MPH.
MP 10.3 & MP 38.9	79 MPH.	55 MPH.
MP 38.9 & Ft. Madison	79 MPH.	55 MPH.*
Joliet US & South Joliet (SP)	10 MPH.	10 MPH.
South Joliet & Plaines (IC)	30 MPH.	30 MPH.
Joliet US Pequot (against current of traffic)	59 MPH.	49 MPH.

\* See System Special Instruction 1(B)

### 1(B). Speed - Permanent Restrictions

MP 2.1 to MP 2.6 (IC)	25 MPH.	10 MPH.
MP 3.1	10 MPH.	10 MPH.
MP 3.2 to MP 4.0 (No. 3 Track)	40 MPH.	35 MPH.
MP 4.2 to MP 4.4 (No. 3 Track)	15 MPH.	15 MPH.
MP 5.9 (NT)	50 MPH.	30 MPH.
MP 5.9 (ST)	10 MPH.	10 MPH.
MP 7.3	40 MPH.	30 MPH.
MP 9.0 to MP 9.4	60 MPH.	30 MPH.
MP 9.7 to MP 10.3	30 MPH.	30 MPH.
MP 10.7 to MP 12.2	65 MPH.	55 MPH.
MP 12.9	50 MPH.	50 MPH.
MP 15.2 to MP 15.8	55 MPH.	55 MPH.
MP 16.9 to MP 17.4	55 MPH.	55 MPH.
MP 23.9 to MP 25.4	40 MPH.	40 MPH.
MP 25.6 to MP 25.9	50 MPH.	45 MPH.
MP 27.4 to MP 28.7	60 MPH.	55 MPH.
MP 29.1 to MP 29.2	65 MPH.	55 MPH.
MP 32.6 to MP 32.9	65 MPH.	55 MPH.
MP 33.1 to MP 34.6	75 MPH.	55 MPH.
MP 35.1 to MP 35.6 (NT)	70 MPH.	55 MPH.
MP 35.3 to MP 35.8 (ST)	65 MPH.	55 MPH.
MP 36.1 to MP 36.6 (ST)	40 MPH.	40 MPH.
MP 36.3 to MP 36.6 (NT)	45 MPH.	40 MPH.
MP 36.8 to MP 37.4	30 MPH.	25 MPH.
MP 37.5	25 MPH.	25 MPH.
MP 37.8 to MP 37.9	50 MPH.	45 MPH.
MP 38.3 to MP 38.9	55 MPH.	50 MPH.
MP 40.6 to MP 41.1 (ST)	50 MPH.	50 MPH.
MP 41.9 to MP 44.7 (ST)	70 MPH.	55 MPH.

MP 57.0 to MP 57.3 (ST)	40 MPH.	40 MPH.
MP 57.0 to MP 58.2 (NT)	75 MPH.	65 MPH.
MP 58.0 to MP 58.7 (ST)	55 MPH.	50 MPH.
MP 58.4 to MP 58.7 (NT)	55 MPH.	50 MPH.
MP 88.2 to MP 89.3	55 MPH.	50 MPH.
MP 89.5 to MP 90.3	35 MPH.	35 MPH.
MP 131.6 to MP 132.1	65 MPH.	60 MPH.
MP 132.6 to MP 136.8	55 MPH.	50 MPH.
MP 161.6 to MP 166.9	65 MPH.	65 MPH.
MP 167.9 to MP 170.3	70 MPH.	65 MPH.
MP 175.5 to MP 175.7	70 MPH.	65 MPH.
MP 176.7 to MP 178.1	35 MPH.	30 MPH.
MP 230.7 to MP 231.2	45 MPH.	40 MPH.
MP 231.2 to MP 231.8	30 MPH.	30 MPH.
MP 231.8 to MP 233.7	35 MPH.	30 MPH.
MP 234.0 to MP 234.3	35 MPH.	25 MPH.

**1(C). Speed – Switches and Turnouts**

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless otherwise indicated.

Corwith, east & west of BNSF RRX, crossovers, east leg of

wye & turnouts	10 MPH.	10 MPH.
Nerska, crossover	15 MPH.	15 MPH.
Harbor, crossover	40 MPH.	40 MPH.
Harbor, turnout to GM yard	30 MPH.	30 MPH.
CP 146, turnout	40 MPH.	40 MPH.
CP 151, crossovers & turnout	40 MPH.	40 MPH.
CP 155, turnout	40 MPH.	40 MPH.
CP 173, crossover	40 MPH.	40 MPH.
turnout west lead	30 MPH.	30 MPH.
CP 176, crossover & turnout	40 MPH.	40 MPH.
CP 187, turnout	40 MPH.	40 MPH.
Romeo, crossovers	40 MPH.	40 MPH.
Joliet Yard, eastward head-in switch	30 MPH.	30 MPH.
MP 37.2 to MP 37.9, Joliet US, crossovers	15 MPH.	15 MPH.
Plaines, turnout (ST)	40 MPH.	40 MPH.
connection to IC	30 MPH.	30 MPH.
EE crossover	30 MPH.	30 MPH.
WE crossover, spring switch	30 MPH.	30 MPH.
Pequot, SP Connection (NT)	20 MPH.	20 MPH.
SP Connection (ST)	20 MPH.	20 MPH.
crossovers	40 MPH.	40 MPH.
Verona, crossovers	40 MPH.	40 MPH.
Kernan, crossovers	40 MPH.	40 MPH.
Streator, crossover	30 MPH.	30 MPH.
CR Connection, crossover	40 MPH.	40 MPH.
Ancona, crossover	40 MPH.	40 MPH.
Toluca, crossover	40 MPH.	40 MPH.
East Chillicothe, crossover	40 MPH.	40 MPH.
turnout yard lead	30 MPH.	30 MPH.
West Chillicothe, turnout yard lead	30 MPH.	30 MPH.
crossover	40 MPH.	40 MPH.
Edelstein, crossovers	40 MPH.	40 MPH.
Williamsfield, crossovers	40 MPH.	40 MPH.
EE siding	20 MPH.	20 MPH.
WE siding, spring switch	20 MPH.	20 MPH.
Yost, crossovers	40 MPH.	40 MPH.
G.I., both ends siding	20 MPH.	20 MPH.
WE auxiliary track	20 MPH.	20 MPH.
crossovers	40 MPH.	40 MPH.
tail track	15 MPH.	15 MPH.
CP 1844 through turnout	40 MPH.	40 MPH.
CP 1850 through turnout	40 MPH.	40 MPH.
Ormonde, crossovers	40 MPH.	40 MPH.
Stronghurst, crossovers	40 MPH.	40 MPH.
Lomax, crossovers	40 MPH.	40 MPH.
turnout TP&W	20 MPH.	20 MPH.

Niota, crossovers .....	40 MPH.	40 MPH.
East Ft. Madison, crossovers .....	25 MPH.	25 MPH.
EE siding .....	30 MPH.	30 MPH.
turnout yard lead .....	25 MPH.	25 MPH.
West Ft. Madison, crossovers .....	40 MPH.	40 MPH.
WE siding .....	30 MPH.	30 MPH.
turnout yard lead .....	30 MPH.	30 MPH.

**1(D). Speed – Other**

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders ..... 45 MPH. 45 MPH.  
 Corwith–Speed limit 5 MPH on Strip Tracks 111, 112, 113, 114, 115, 116, 117 and TOFC  
 Lead and Trail Track for southward movement of inbound road trains only  
 McCook–Track 1301 must remain clear to be used as a running track.  
 GM Yard–Speed limit 10 MPH on the East Lead.  
 Lockport–Speed limit 5 MPH on all tracks inside Texaco plant.  
 Locomotive cranes/pile drivers must be handled in trains next to engine.  
 Pile drivers AT-199454 through 199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT-199454 through 199468 must not be humped or switched with.

**Temperature 100 degrees or above**–When air temperature meets the “threshold temperature”, all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

<b>Limits</b>	<b>Threshold Temperature</b>	<b>Speed</b>
MP 132.3 to MP 137.5	100	40 MPH.

**2. Bridge and Equipment Weight Restrictions–None**

**3. Method of Operation–**

**CTC**–in effect:

Amtrak two main track–Chicago US to 21st St.  
 IC main tracks Nos. 1 and 2–21st St. to Bridgeport  
 BNSF main track No. 3–Bridgeport to Ash Street  
 Ash Street, MP 4.4 to Joliet US, MP 37.5  
 East running track–CP 146 to CP 151  
 West running track–CP 173 to CP 187  
 Pequot, MP 57.2 to Ft. Madison, MP 234.3  
 On sidings Harbor and Ft. Madison

**Signals Not Conforming to Aspects and Indications Shown in Timetable–**

<b>Aspect</b>	<b>Name</b>	<b>Indication</b>
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

**ABS, Rule 9.14**–in effect:

Double Track–Joliet US to Pequot  
 Permanent speed signs are not displayed for movements against current of traffic.

**Rule 9.15, Track Permits**–in effect:

Joliet US, MP 38.0 to Pequot, MP 57.0

**4. General Code of Operating Rules Items–**

**Rule 6.26**–Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.

2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2**, **No. 3**, **No.4**, etc., respectively.

**9.12.4—At Plaines**, authority must be obtained from train dispatcher before passing signal displaying stop indication. Provisions of Rule 9.12.4 do not apply at this location.

The Chicago Operating Rules Association Operating Guide is in effect on all 21 railroads operating within the Chicago Terminal District. This district is defined as the trackage inside the circumference of the Elgin, Joliet and Eastern Railroad (EJE).

Operating crews traversing the property of another railroad within this territory will be governed by their home road rules and special instructions, except for those rules specified in the particular section of the CORA Operating Guide of the railroad over which the train is being operated. Each railroad section of the CORA guide will include information relative to operating over the particular line segment.

All BNSF trainmen and enginemen operating over railroads in Chicago area, who are party to the CORA Operating Guide, must have a copy while on duty. These guides may be obtained from the Superintendent's Office, Corwith.

#### **FOLLOWING INSTRUCTIONS GOVERN TRANSFERS AND INTERCHANGES TO AND FROM CORWITH.**

##### **BRC Radio Channels**

Dispatcher	26
Yard	18
Hump	57

**BRC Clearing Yard**—CORA regulations apply as well as the following BRC Rules:

All tracks are designated "within yard limits". Trains and engines must keep to the right except that the Train Dispatcher only may verbally authorize movement of trains or engines against the current of traffic.

Engine Foreman or Conductor will contact the Belt Dispatcher prior to departure from Corwith Yard unless otherwise instructed by Asst. Trainmaster No. 1. All trains arriving at the BRC Clearing Yard on No. 2 Southward Main Track will yard their train on the track specified by Dispatcher. All BNSF crews proceeding by video cameras will operate at restricted speed. Pull the transfer delivery to the east end of the Belt Yard. Contact the Belt Yardmaster prior to fouling the lead at the east end of the yard, and be governed by his instructions.

Before departing BRC Clearing Yard, secure verbal clearance from the BRC Dispatcher for movement with or against current of traffic.

Maximum authorized speeds from BNSF Corwith Yard to the BRC Clearing Yard via Elsdon Branch:

BNSF Corwith Yard to Kostner Ave	10 MPH.
Kostner Ave. to 55th St. Interlocking	10 MPH.
55th Street interlocking to end of ABS Signal 500 feet South of 65th St.	25 MPH.
Within the limits of the 55th Street interlocking	25 MPH.
Diverging movement through interlocked switches	15 MPH.
Non-interlocked	10 MPH.
West end Clearing Yard NON ABS	Restricted Speed

**CR&I**—CR&I tracks are within yard limits and all movements must be made at restricted speed. Contact the CR&I Yardmaster, and be governed by his instructions.

#### **SPECIAL INSTRUCTIONS GOVERNING MOVEMENT BETWEEN CHICAGO U.S. AND ASH STREET**

CORA regulations apply on following joint track facilities. Trains and engines may use:

Chicago U.S. to 21st St.: AMTRAK two main tracks, CTC in effect both main tracks

21st St. to Bridgeport: Illinois Central four main tracks, designated from the north:

- No. 1 Track—Southward—CTC in effect
- No. 2 Track—Northward—CTC in effect
- No. 3 Track—Westward—IC Rules 93 and M-151 in effect
- No. 4 Track—Eastward—IC Rules 93 and M-151 in effect



Bridgeport to Ash Street: Three main tracks, designated from the north:

No. 1 Track (IC)—Westward—IC Rules 93 and M-151 in effect

No. 2 Track (IC)—Eastward—IC Rules 93 and M-151 in effect

No. 3 Track (BNSF)—CTC in effect

## ILLINOIS CENTRAL RULES 93, M-151 AND DEFINITION OF RESTRICTED SPEED

**Rule 93**—Trains may use the main track within yard limits and flag protection is not required against other trains.

Trains must not move against the current of traffic unless authorized by the person in charge of the yard limits. The person granting such authority must provide for protection of the movement, and the movement will be made at restricted speed.

All trains must move at restricted speed unless the main track is known to be clear by block signal indication—when a block signal contains a green light as its aspect or as part of its aspect. Trains will keep informed of the expected arrival of passenger trains to avoid delaying them.

Conditional yard limits may be established for specified hours and days and will be identified by conditional yard limit signs.

**Rule M-151**—Where more than one main track is in service, they will be designated by number and trains must keep to the right unless otherwise provided.

Where more than two main tracks are in service, their use will be indicated by special instructions.

**Restricted Speed**—Proceed prepared to stop within one-half the range of vision—short of train obstruction or switch not properly lined—looking out for broken rail, not exceeding 20 MPH.

All Amtrak and BNSF trains operating on Illinois Central tracks between 21st Street and Ash Street must ascertain from IC Train Dispatches (through Bridgeport Control Operator) whether any restrictions are in effect on IC tracks.

SP Amtrak trains that may operate over BNSF between Joliet US and Pequot must secure BNSF track warrant at Chicago and St. Louis.

Amtrak engineers on Trains Nos. 3 and 4 will notify BNSF System Operations Center at Schaumburg when approaching MP 3.5 on the Chillicothe Subdivision between Bridgeport and Ash Street. A sign has been placed along the right-of-way as a reminder.

## JOINT LINE OPERATION

**Joliet US to South Joliet**—BNSF will use SP two main tracks, signalled in both directions. GCOR Rule 6.13 in effect on both main tracks.

**South Joliet to Plaines**—BNSF will use IC main track, ABS and IC Rule 93 in effect.

**Plaines to MP 46**—IC will use BNSF south track between Plaines and MP 46 and be governed by Special Instructions.

**Joliet US to Pequot**—SP Amtrak passenger trains will use BNSF tracks and be governed by BNSF Timetable and Special Instructions.

**Lomax—Ft. Madison**—TP&W will use BNSF tracks and be governed by BNSF Timetable and Special Instructions.

## CHILLICOTHE SUBDIVISION SIGNALS NOT CONFORMING TO ASPECTS AND INDICATIONS SHOWN IN TIMETABLE

### IC BLOCK AND INTERLOCKING SIGNALS

21st St. – Ash St. and Joliet US – Plaines

Aspect	Name	Indication	
Green, or Green over Red, or White over Green	Clear	Proceed per	(IC Rule 281) (BNSF Rule 9.1.3)
Yellow over Green	Approach Diverging	Proceed per	(IC Rule 283) (BNSF Rule 9.1.6)
Red over Green, or Red over Green over Red, or Green over White	Diverging Clear	Proceed per	(IC Rule 286) (BNSF Rule 9.1.9)

Yellow, or Yellow over Red, or White over diagonal Yellow	* Approach	Proceed per	(IC Rule 285) (BNSF Rule 9.1.8)
Red over Yellow over Red, or Diagonal Yellow over White	Diverging Approach	Proceed per	(IC Rule 287) (BNSF Rule 9.1.12)
Diagonal Lunar or Red over White, or Red (with number plate), or White over Red (Dwarf)	Restricting	Proceed per	(IC Rules 290–291) (BNSF Rule 9.1.13)
Red (without number plate), or Red over Red, or Horizontal Red	Stop	Stop per	(IC Rule 292) (BNSF Rule 9.1.15)

\* At interlockings Bridgeport and Joliet US a fixed signal displaying single yellow aspect indicates "proceed prepared to enter turnout or stop short of train or obstruction."

### BRIDGEPORT INTERLOCKING

The home signals on the bridge at Bridgeport interlocking are separate and single color light signals for movements in both directions. Each signal governs a specific route for movement through the interlocking as follows:

#### EASTWARD OR NORTHWARD

1st or top signal – governs movement to Track 2 on the Joliet District and displays aspects in accordance with IC Rules 281, 285 and 292.

2nd signal – governs movement with the current of traffic on the Bridgeport District and displays aspects in accordance with IC Rules 281, 285 and 292.

3rd or bottom signal – governs movement against the current of traffic on the Bridgeport District and to Track 1 on the Joliet District and displays aspects in accordance with IC Rules 289 and 292.

#### WESTWARD OR SOUTHWARD

1st or top signal – governs movements to Track 1 on the Joliet District and displays aspects in accordance with IC Rules 281, 285 and 292.

2nd signal – governs BNSF tracks.

3rd signal – governs movement with the current of traffic on the Bridgeport District and displays aspects in accordance with IC Rules 281, 285 and 292.

4th or bottom signal – governs movement against current of traffic on the Bridgeport District and displays aspects in accordance with IC Rules 290 and 292.

#### PLAINES – EASTWARD CONTROLLED SIGNAL

Green, white light below

Proceed per BNSF Rule 9.1.9

Yellow, white light below

Proceed per BNSF Rule 9.6.12

Red

Stop per BNSF Rule 9.1.15

**CONRAIL CONNECTION STREATOR**—Form D Control System (DCS) in effect on ConRail main track, flag protection not required. Use of ConRail running track (track extending from BNSF connection track to Miss/Begin Block Limit Station located 310 ft. west of the clearance point of the east siding switch Streator) may be authorized verbally by ConRail dispatcher. Use of main track must be authorized by block authority, and such authority must be written on ConRail Movement Permit Form D, then repeated correctly. When radio communication is not available, use block telephone located in trailer. Crews must notify SOC when clear of ConRail main or running track. Maximum speed 10 MPH.

**FORM D CONTROL SYSTEM (DCS)**—A block system, signaled or nonsignaled, in which the movement of trains outside of yard limits is authorized by Form D.

A train must not enter or foul a block without movement permit Form D, line two (2) authority and a clear block indication. Clear block must be indicated verbally or by hand signal to proceed with a green flag or green light or by a fixed manual block signal or on movement Permit Form D, line thirteen (13). When clear block indication is given by radio, it must be written on movement permit Form D, line thirteen (13). Unless otherwise specified on movement permit Form D, line thirteen (13), a clear block indication conveys the condition of the block only to the next block station. A movement in reverse direction must not be made without dispatcher authority. When a train clears a block, crew members must report clear to the dispatcher at which time authority previously obtained is annulled. Flag protection to the rear is not required.

Copies of all Form D's issued to BNSF crews at Streator must be mailed to the Assistant Superintendent's Office, Ft. Madison, Iowa upon completion of tour of duty.

**5. Trackside Failed Equipment Detectors (FED)–**

Location	Type	Locator & Signals Affected
MP 22.9, 47.1, 68.3 85.9, 100.2, 146.7, 188.3, 211.8, 226.9	Hot Box & Dragging Equipment	Radio Communication
MP 125.3, 132.4, 168.1	Hot Box, Dragging Equipment & Shifted Load	Radio Communication
MP 159.7	Shifted Load	Radio Communication

**6. FRA Excepted Track–**

Location	Track No.	Track Name
Chicago	8-01	I.N. Siding
	8-13	Kolcraft
	8-14	Airco Inc.
	8-15	Open Track
	8-16	Crown Steel
	8-18	Pure Asphalt
	8-21	Leeco Steel
	8-25	Rinn Scott
	8-26	Stuart Oil
	8-27	Stuart Oil
	8-29	Intl. Cellulose
	8-30	Intl. Cellulose
	8-43	Jailhouse Runaround
	8-55	Jacobson Steel
	8-56	Fresh Bunch Co.
	8-57	Fresh Bunch Co.
	8-58	Romano Bros.
	8-59	Lead Industry Track
	8-64	Runaround Track
	8-65	Amstar Corp.
	8-66	Amstar Corp.
	8-67	Amstar Corp.
	8-98	Cohen Siding
	8-99	IN Main

McCook	15-71	Carlson Lead
	15-72	J. F. Martin
	15-73	Carson Plywood
	15-74	Anaconda Wire and Cable
	15-75	Anaconda Wire and Cable
	15-76	Time
	15-77	Stub Track
	15-78	Certified Grocers
	15-79	Certified Grocers
	15-80	Certified Grocers
	15-83	Certified Grocers
	15-84	E.M.D.
	15-85	E.M.D.
	15-86	Silbrico
Hodgkins Yard	15-15	
	15-16	
	15-17	
	15-18	
	15-19	
	15-66	Continental Bakery
	15-67	Continental Bakery
Argonne Spur	15-68	Scale Track
	2301	Track No. 1
	2302	Track No. 2
	2303	Track No. 3
	2305	Argonne Lead
	2306	Runaround Lead
	2319	Frigidaire
	2320	Perlman Roque
	2321	Folger Adams
	2322	Russell Stanley
	2323	Graham Packaging Co.
	2330	Marmon-Keystone
	2331	Marmon-Keystone
	2340	Dywidag
	2345	M. A. Hanna Distribution
	2346	M. A. Hanna Distribution
	2350	J&J Pass
	2351	J&J Runaround
	2352	J&J Warehouse East
	2353	J&J Warehouse West
Lemont	25-03	Tri Central
	25-30	CECO Steel North
	25-31	CECO Steel South
	25-32	CECO Steel Stub Track
Lockport	33-04	
	33-05	Plastic Drum

#### 7. Special Conditions—

The use of 6-axle locomotives is restricted on the following tracks unless otherwise provided:

Ash Street MP 4.4 .....	Wye track
McCook .....	All Industry tracks
Hodgkins .....	All Industry tracks
Argonne .....	All tracks
Lemont .....	All industry tracks
Austel .....	Auxiliary track, north side track No. 2591
Univen Spur .....	MP 27, track no. 2537
Lockport .....	All industry and siding tracks

**Locations where movement over crossing must be protected by member of crew:**

1. Lockport—Trains or engines using House Track no. 3303 must stop before crossing Ninth Street and be protected by member of crew on the ground over Ninth Street crossing.
2. Argonne Lead—Movements over Orchard Road and Mormon Drive must be protected by member of crew on ground ahead.

**Close clearances:**

**Corwith**—Close clearance on Tracks 501 and 503, just north of the middle crossing, Corwith Yard, and will not clear person on side of car. Take every precaution for safety.

**Tank Farm Lead**—Close clearance at Amoco Chemical on Track 1559. Use caution while shoving in cars.

Following vertical and horizontal close clearances where maintenance of non-clearing warning signs is impractical:

<u>Vertical Location</u>	<u>Track</u>	<u>Structure</u>
MP 10.0	South & North	Canal Bridge 10.0
MP 24.7	South & North	Canal Bridge 24.7
MP 33.29	South & North	16th Street, Lockport
<u>Horizontal Location</u>	<u>Track</u>	<u>Structure</u>
MP 10.0	South & North	Canal Bridge 10.0
MP 10.8	South	Bridge 10.8
MP 21.2	North	Bridge 21.18
MP 24.7	South & North	Canal Bridge 24.7
MP 24.9	South & North	Stevens St. Bridge 24.9

8. **Line Segments—**

## Yard Line Segments—

<u>Line Segment</u>	<u>Limits</u>
7050	Nerska
7051	Corwith
7052	Willow Springs
7053	Joliet
7054	Ft. Madison

## Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
7000	Chicago to Ft. Madison

## 9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Feet	Switch Opens
Waterways Terminal (ST)	MP 9.7	3600	East
McCook (NT-ST)	MP 12.8	Yard	Both
Industry Spur (ST)	MP 14.6	2750	West
Argonne (NT)	MP 23.0	1000	East
Lemont (NT-ST)	MP 25.1	Yard	West
Thomas Steel (NT)	MP 26.0	Yard	East
Union Oil Co. (ST)	MP 27.8	Yard	Both
Lockport (ST)	MP 32.7	Yard	Both
Mobile Oil (NT)	MP 47.6	Lead	West
Drummond (NT)	MP 48.2	2000	Both
Blodgett Ordnance	MP 50.3	Lead	East
Industry Spur	MP 51.1	Lead	West
Lorenzo-Crossover (ST)	MP 52.8	4000	East
Coal City (ST)	MP 58.2	1000	East
Mazon (NT-ST)	MP 66.1	3300	East
Kinsman (ST)	MP 74.8	1000	East
Ransom (NT-ST)	MP 79.8	4500	Both
Leeds (NT)	MP 102.1	700	West
Wilber (ST)	MP 120.9	700	East
Princeville (NT-ST)	MP 144.7	2800	Both
Monica (NT-ST)	MP 148.0	1100	West
Laura (ST)	MP 153.5	850	West
Spur (ST)	MP 165.7	790	East
Cameron (ST)	MP 186.0	1100	East
Smithshire (NT)	MP 201.5	2400	West
Media (NT)	MP 204.6	800	West
Dallas City	MP 224.8	1600	West
Niota (NT) (ST)	MP 230.5	1000 ST 600 NT	West

This page is left blank intentionally.

### Division Operating Officers

J.D. YEAGER	Division Superintendent	Cicero	(708) 780-5200
J.D. DRESSLER	Terminal Superintendent	Corwith	(312) 579-5001
W.P. MACKENZIE	Terminal Manager	Cicero	(708) 780-5209
P.B. SADAUSKAS	Terminal Manager	Cicero	(708) 780-5209
C.L. YORK	Terminal Manager	Cicero	(708) 780-5209
J.D. GRAVES	Terminal Manager	Cicero	(708) 780-5209
A.D. HUSBANDS	Trainmaster	Cicero	(708) 780-5144
M.R. SHORE	Trainmaster	Cicero	(708) 780-5144
G.Y. BRISBEN	Trainmaster	Cicero	(708) 780-5144
K.D. CLINE	Trainmaster	Eola	(708) 820-4256
E.J. BEIL	Trainmaster	Eola	(708) 820-4258
J.H. LINDQUIST	Trainmaster	Eola	(708) 820-4258
R.R. PERKINS	Trainmaster	Eola	(708) 820-4258
P.C. EVERETT	Terminal Manager	Corwith	(312) 579-5080
W.H. SIM	Terminal Manager	Corwith	(312) 579-5083
K.J. COUGHLIN	Trainmaster	Corwith	(312) 579-5083
R.D. RAINS	Trainmaster	Corwith	(312) 579-5083
F.L. GORSKI	Trainmaster	Corwith	(312) 579-5083
D.P. FOLTZ	Terminal Manager	Willow Springs	(708) 482-5181
R.L. TOOKE	Trainmaster	Willow Springs	(708) 482-5177
W.G. GREER	Trainmaster	Willow Springs	(708) 482-5178
F.J. SITAR	Trainmaster	Willow Springs	(708) 482-5180
J. FRIEDMANSKY	Trainmaster	Joliet	(815) 726-5255
G.H. STENHJEM	Supt. Suburban Operations	Aurora	(708) 820-4290
D.G. HOFFMAN	Trainmaster	Chicago	(312) 294-6502
T.B. LEPPERT	Trainmaster	Chicago	(312) 294-6503
R.C. JACOBSEN	Trainmaster	Chicago	(312) 294-6504
S.J. HAWKS	Road Foreman	Cicero	(708) 780-5149
D.L. DAVENPORT	Road Foreman	Corwith	(312) 579-5079
M.S. DUPHORN	Director Administration	Cicero	(708) 780-5212
K.A. KAUP	Director Safety & Rules	Cicero	(708) 780-5339