

Division Operating Officers

Chicago

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T.B. LEPPERT Trainmaster (312) 294-6501
L. ONAK Trainmaster (312) 294-6503

Cicero

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D.L. DAVENPORT Trainmaster (708) 780-5144
K.W. DURYEA Terminal Superintendent (708) 222-4800
D.P. FOLTZ Terminal Manager (708) 780-5209
J. GREGORY Trainmaster (708) 780-5144
A.D. HUSBANDS Road Foreman (708) 780-5149
A.G. IPPOLITO Asst. Term. Superintendent . (708) 780-5271
K.A. KAUP Manager, Safety & Rules (708) 780-5339
R. McCULLUM Director Administration (708) 780-5212
S.L. MEYER Trainmaster (708) 780-5144
S.D. RUSSELL Trainmaster (708) 780-5144
P.B. SADAUSKAS Terminal Manager (708) 780-5209
M. TAYLOR Trainmaster (708) 780-5144
C.L. YORK Asst. Term. Superintendent . (708) 496-0783

Corwith

T.E. AUGE Road Foreman (773) 579-5079
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J.D. GRAVES Terminal Manager (773) 579-5080
F.L. GORSKI Trainmaster (773) 579-5083
S.J. HAWKS Trainmaster (773) 579-5083
S. JOHNSON Terminal Manager (773) 579-5797
R. LANFORD Asst. Trainmaster (773) 579-5084
D. McCULLY Trainmaster (773) 579-5083
H. NATERAS Asst. Term. Superintendent . (773) 579-5001
J. PETERSON Asst. Trainmaster (773) 579-5084
V. PETERSON Asst. Trainmaster (773) 579-5084
W.H. SIM Terminal Manager (773) 579-5717
C.R. THOMPSON Asst. Trainmaster (773) 579-5084
T. TURNBULL Trainmaster (773) 579-5084
D.L. WILLIAMS Asst. Trainmaster (773) 579-5084

Eola

J.H. LINDQUIST Trainmaster (708) 820-4258
W. O'BRIEN Trainmaster (708) 820-4256
R.R. PERKINS Trainmaster (708) 820-4256

Joliet

E. BEIL Trainmaster (773) 579-5441
D. STEVENSON Trainmaster (773) 579-5441

Willow Springs

W.G. GREER Trainmaster (708) 482-5176
P. FORD Trainmaster (708) 482-5177
R.D. RAINS Trainmaster (708) 482-5180
F.J. SITAR Trainmaster (708) 482-5178
R.L. TOOKE Terminal Manager (708) 482-5181

BNSF



Chicago Division

Timetable No. 3

IN EFFECT AT 0001

Central Continental Time

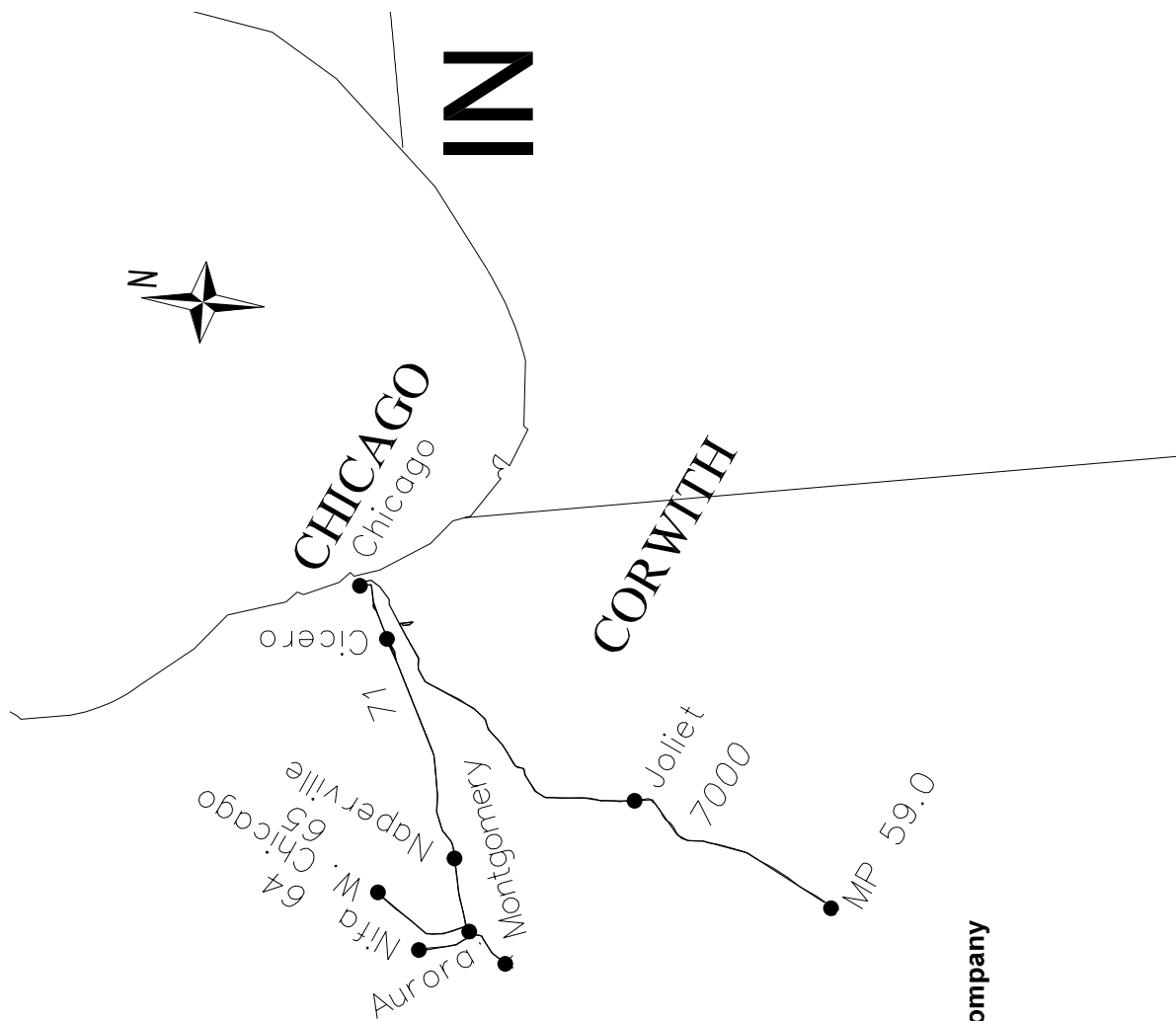
Wednesday, April 1, 1998

Division Superintendent

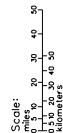
S.B. Curtright

Cicero, Illinois

(708) 780-5200



The Burlington Northern and Santa Fe Railway Company
Chicago Division



Length of Siding (Feet)	Station Nos.	Mile Post	Chicago Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.
			Rule 4.3				
	00001	0.0	CHICAGO UNION STA	BM			0.8
		0.8	ROOSEVELT ROAD	M	2MT CTC		0.9
	00002	1.7	UNION AVE	X(2)			0.1
		1.8	HALSTED STREET		4MT CTC		1.9
	00004	3.7	WESTERN AVE	X			3.3
	00007	7.0	CICERO	BTX(2)			1.5
	00008	8.5	CLYDE				0.5
	00009	9.0	LA VERGNE	X(2)			0.6
	00010	9.6	BERWYN				0.4
		10.0	HARLEM AVENUE				1.0
	00011	11.0	RIVERSIDE				0.7
		11.7	HOLLYWOOD				0.6
	00012	12.3	BROOKFIELD				0.7
	00013	13.0	CONGRESS PARK	X(2)	3MT CTC		0.7
	00014	13.7	LA GRANGE				0.4
		14.1	STONE AVE				1.3
	00015	15.4	WESTERN SPRINGS				0.9
	00016	16.3	HIGHLANDS	X(2)			0.5
	00017	16.8	HINSDALE				1.0
		17.8	WEST HINSDALE)	X(2)			0.4
	00018	18.2	CLARENDON HILLS				1.2
	00019	19.4	WESTMONT				0.9
	00020	20.3	FAIRVIEW AVE	X(2)			0.8
	00021	21.1	DOWNERS GROVE	X(2)			1.7
	00023	22.8	BELMONT				1.6
	00024	24.4	LISLE	X(2)			4.0
	00028	28.4	NAPERVILLE	X(20)			3.2
		31.6	ROUTE 59	T			1.8
	00033	33.4	EOLA	BTX(2)			1.9
	00035	35.3	WEST EOLA	BX(2)			3.1
	00037	38.4	AURORA	JX(2)			2.6
	20001	41.0	MONTGOMERY	JX	2MT CTC		41.0

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.

Radio Channel No. 1 in service on this Subdivision.

Radio Channel No. 66—Road.

Radio Channel No. 70—Yard.

Radio Channel No. 15—Mechanical & Hump.

Radio Channel No. 51—Eola Yard.

Train 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

	Passenger	Freight
Chicago to Aurora	70 MPH.	50 MPH.

Harrison St. to Polk St. at CUS—Mains 2, 3 and 4	10 MPH.	10 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 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 38.9 including turnouts	35 MPH.	35 MPH.
MP 38.9 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.
Cicero "A" MP 7.2 to MP 7.5	12 MPH.	12 MPH.
Lavergne MP 8.5 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		
Eola and West Eola	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

Aurora to West Chicago MP 0.1 to MP 1.5 (HE Only)	10 MPH.
Aurora to West Chicago MP 1.5 to MP 12	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 (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) 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.

BRC Overcrossing Cicero—Trains handling any intermodal equipment loaded with vans or containers at BRC Overcrossing Cicero, MP 6.7, are not permitted on Main 1 and Main 2 at this location.

3. Type of Operation

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 continue in effect for Trains 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219 and 1221, then Trains 1232, 1234, 1240, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258.

Track warrant received at Aurora by conductor and engineer for Trains 1264, 1268, 1274 and 1282 remain in effect for entire tour of duty.

Track warrants received at Aurora by conductor and engineer for Saturday Trains 1300, 1302, 1304, 1308, 1312, 1318 and 1320 remain in effect for entire tour of duty.

Track warrants received at Aurora by conductor and engineer for Sunday/Holiday Trains 1302, 1306, 1316, 1318 and 1320 remain in effect for entire tour of duty.

Track Warrants received at Chicago by conductor and engineer for Trains 1223, 1225, and 1229 continues in effect for Trains 1260, 1262 and 1266.

Track warrants received at Chicago by conductor and engineer for Trains 1233, 1239, 1243, 1249 and 1259 continue in effect for trains 1270, 1272, 1276, 1278 and 1284, then Trains 1267, 1273, 1277, 1279 and 1281.

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 Rd. to Canal St.
 MP 1.3 to MP 6.3 4 Main Tracks Canal St. 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 a condition in multiple main track territory is covered by track bulletin or general order, track flags will not be displayed except red flags will be displayed when used in conjunction with Form B Track Bulletins.

Track Restriction Marker—A Track Restriction 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.

Rule 6.32.4—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.

Rule 7.6—To secure a train or portion of a train in compliance with Rule 7.6 and System Special Instructions, except in western Avenue, Cicero, and Eola Yards, the following will be considered a sufficient number of hand brakes:

- Between Chicago and MP 12—23% of loads and 12% of empties.
- Between MP 12 and Montgomery—50% of loads and 25% of empties.

In Western Avenue, Cicero, and Eola Yards, unless otherwise advised, the following will be considered an adequate number of hand brakes:

- On cuts of less than 60 cars—3 hand brakes.
- On cuts of more than 60 cars—5 hand brakes.

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 INDICATION

- (a) 00 When standing, start
- (b) 00 When running, stop
- (c) 000 When standing, back
- (d) _ 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.

Sound whistle signal (11) and ring bell when approaching roadway workers on or near the track, regardless of any whistle prohibition.

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.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures MP 12.4 (DED Only)—WWD 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

Close Clearances MP 0.86 to MP 33.0				
Location	Begin MP	End MP	Tracks	Reason
Roosevelt Rd.	0.86		1	Bridge Pier
Union Avenue	1.28		2	Bridge Pier St Charles
Union Ave. B Plant	1.75		1,2	Hot Air Blower
Chicago, Western Ave	3		1	Mile Post
Chicago, Western Ave.	3.72	3.9	1,2	Inner Track Fence
Chicago, Western Ave.	3.99		1,2,3,4, Lead	Bridge
Chicago	4.1		3,4	AEI Readers
Chicago	4.35		1,2,3,4	Bridge
Chicago	4.53		1,2,3,4	Bridge
Chicago	4.74		1,2,3,4	Bridge
Chicago	4.87		1,2,3,4	Bridge
Chicago	5		1,2,3,4	Bridge
Chicago	5.18		1,2,3,4	Bridge
Chicago	5.35		1,2,3,4	Bridge
Chicago	5.39		1,2,3,4	Bridge
Chicago	5.46		1,2,3,4	Bridge
Chicago	5.52		1,2,3,4	Bridge
Chicago	5.59		1,2,3,4	Bridge
Chicago	5.65		1,2,3,4	Bridge
Chicago	5.92		1,2,3,4	Bridge
Chicago	5.95		3,4	AEI Reader
Chicago	6.18		1,2,3,4	Bridge
Chicago	6.43		1	Bridge Railing
Chicago	6.7	6.73	4	MJ & IHB Bridges
Chicago	6.75		1	
Cicero	6.95	7.15	1,2	Inner Track Fence
Cicero	7	7.05	3	Cicero Depot
Cicero A Plant	7.36		1	Hot Air Blower
Cicero	7.5	7.55	3	Signal House & Guide Wires
Cicero	8.5	8.55	1,2	Inner track Fence
Lavergne	8.65		3	Hot Air Blower
Lavergne	9		1,3	Bridge ICG
Lavergne	9.07	9.1	1,2	Inner Track Fence
Berwyn	9.32	10.13	1,2	Inner Track Fence
Riverside	10.85	11.2	1,2	Inner Track Fence
Riverside	11.52		1,3	Bridge Railing 1st Ave.

Brookfield	11.98		1,2,3	AEI Readers
Brookfield	12.19		1,3	Bridge Railing Salt Creek
Brookfield	12.2	12.4	1,2	Inner Track Fence
Congress Park	13.44		1,2,3	Bridge IHB
Congress Park	13.55		1,3	Bridge Ogden Ave.
LaGrange	13.73	14.26	1,2	Inner Track Fence
Western Springs	15.29	15.47	1,2	Inner Track Fence
Highlands	16.3	16.4	1,2	Inner Track Fence
Highlands	16.45		1,3	Bridge Oak St.
Hinsdale	16.83	17	1,2	Inner Track Fence
Claredon Hills	17.75	18.32	1,2	Inner Track Fence
Westmont	19.38	19.57	1,2	Inner Track Fence
Fairview Ave.	20.2	20.4	1,2	Inner Track Fence
Downers Grove	21.05	21.3	1,2	Inner Track Fence
Belmont	22.6	22.8	1,2,3	Inner Track Fence & Center Platform
Lisle	24.3	24.5	2,3	Inner Track Fence & Center Platform
Naperville	28.3	28.6	1,2	Inner Track Fence
Ogden Ave.	30.5	30.6	1	Bridge Railing
Route 59	31.5	31.85	1,2	Inner Track Fence
Eola	32.9	33.0	3	Bridge Head Wall

Close Clearances Other Than Main Track

Location	MP	Tracks Affected	Reason
Union Ave Airline	0.36	Eastward & Westward Airline	Bridge Railing
Union Ave.	1.69	#3 Sw. to Eastward and Westward Airline	Hot Air Blower
Union Ave.	1.38-1.66	Coach Yard Lead	Concrete Poles
Cicero	7.36	Lbr. Lead East End Ceco	Hot Air Blower
Cicero	Fence Trk.	Along Truck Entrance	Guard Railing

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.

Cicero AEI Scanner—AEI scanner antenna installed between the two BRC lead tracks 140 ft. South of 26th Street at Cicero.

CN Trains—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 Brainerd Ave.

Eastward trains stopping between highway circuit sign and Signal Br. 14.4 must not exceed 15 MPH between Signal Br. 14.4 and Brainerd 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, Sullivan Road and Aurora Avenues.

Naperville Weyerhaeuser Track—Dock will not clear person on side of car.

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 Rd., 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 St.

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 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 CORA Operating Guide, must have a copy while on duty. These guides may be obtained from the Superintendent's 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.

Cicero Terminal—When trains are to be held out of Cicero Terminal near Lisle, train must be stopped at MP 25.8. Dispatcher will advise crews in advance that train is to be held. Trains will not proceed east of the marker at MP 25.8 without authority of the train dispatcher.

Plug Doors—Freight trains handling cars with plug doors will not operate on Main 3 or Main 4 Monday through Friday between MP 4 and MP 6 between Western Ave and Cicero between 0600 and 0830 and between 1600 and 1830 during suburban rush. If a train is within these limits during the times stated, the train will be held until the suburban rush is over. During non-rush hours, suburban trains will operate on Main 1 and Main 2 only between MP 4 and MP 6 except in case of emergency.

8. Line Segments

Chicago Terminal Line Segments

Line Segment	Limits
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
71	CSU to Montgomery	0.0 to 38.4

9. Locations Not Shown as Stations

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Corwith Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		66000	5.9	CORWITH	XBCPTM	2MT CTC		1.4	
		65970	7.3	NERSKA (BRC RRX)	XM			5.6	
			12.9	BOCT RRX	M			1.6	
S6,395			14.4	HARBOR				0.7	
			15.1	CP 151	X(2)			0.4	
			15.5	CP 155				1.5	
		65570	17.0	WILLOW SPRINGS	BCP			0.3	
			17.3	CP 173				0.3	
			17.6	CP 176	X(2)			1.1	
			18.7	CP 187				10.6	
		65530	29.3	ROMEO	X(2)			6.9	
		65500	36.2	JOLIET YARD	BPT			1.3	
			37.5	JOLIET US (METRA RRX)	CM			4.0	
		65485	41.5	PLAINES	X			15.6	
		65450	57.2	PEQUOT	X(2)			1.8	
			59.0	MP 59.0		64.9			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EM-ER
Ash St to Plaines	36	1	3	4	5&7	9
Plaines to MP 59.0	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 5.9 to MP 6.2	10 MPH.	10 MPH.
MP 6.2 to MP 10.3	30 MPH.	30 MPH.
MP 10.3 to MP 37.3	79 MPH.	55 MPH.%
MP 37.3 to MP 59.0 (NT)	70 MPH.	55 MPH.*%
MP 37.3 to MP 59.0 (ST)	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 12.9	50 MPH.
MP 23.9 to MP 25.9	40 MPH.
MP 36.1 to MP 36.6 (ST)	40 MPH.
MP 36.3 to MP 36.6 (NT)	40 MPH.
MP 36.6 to 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.
MP 57.0 to MP 58.2 (NT)	65 MPH.
MP 58.0 to MP 58.7 (ST)	50 MPH.
MP 58.4 to MP 58.7 (NT)	50 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.

Nerska, crossover 15 MPH.

Harbor, crossover 40 MPH.

Harbor, turnout to GM yard 30 MPH.

Harbor, crossover NT to East Running Track 10 MPH.

Harbor, turnout to Harbor Lead Track and Harbor Running Track 10 MPH.

CP 151, crossovers & turnout 40 MPH.

CP 155, turnout	40 MPH.
CP 173, crossover	40 MPH.
turnout west lead	30 MPH.
CP 176, crossover & turnout	40 MPH.
CP 187, turnout	40 MPH.
Romeo, crossovers	40 MPH.
Joliet Yard, eastward head-in switch	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.

1(D). Speed—Other

Between Conrail Connection (MP 4.6) and
Corwith (MP 5.9) 10 MPH. 10 MPH.

Corwith—Speed limit 5 MPH on Strip Tracks 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911 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.

Willow Springs

- Speed limit 30 MPH on West Running Track between CP 173 and CP 187.
- Speed limit 10 MPH on East running Track between Harbor MP 14.3 and CP 151.
- Speed limit 10 MPH on all yard tracks and auxiliary tracks at Willow Springs IMF.

EXCEPTIONS: Westward trains consisting of entirely intermodal equipment and having lead locomotive unit departing from 1700, 1701, 1702, 1703, 1704 and that track known as the Middle Running Track (located between CP 155 and CP 173 may operate at speed authorized by signal indication not to exceed 30 MPH from these tracks.

NOTE: Eastward trains entering these same tracks from CP 173 must operate at a maximum of 10 MPH.

Lemont—Speed limit 5 MPH on Track 2591.

Lockport—Speed limit 5 MPH on all tracks inside Texaco plant.

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.

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

CTC—in effect:
Corwith, MP 5.9 to Joliet US, MP 37.5
East running track—CP 143 to CP 151
West running track—CP 173 to CP 187
Pequot, MP 57.2 to MP 59.0

Signals Not Conforming to Aspects and Indications Shown in Timetable:

Aspect	Name	Indication
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.

Rule 6.28—Yard tracks between Conrail Connection (MP 4.6) and Corwith (MP 5.9).

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.

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.

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

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.

Chillicothe Subdivision Signals Not Conforming to Aspects and Indications Shown in Timetable

IC Block and Interlocking Signals (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 interlocking Joliet US, a fixed signal displaying single yellow aspect indicates “proceed prepared to enter turnout or stop short of train or obstruction.”

Plaines—Eastward Controlled Signal

- Green, white light below Proceed per BNSF Rule 9.1.9
- Yellow, white light below Proceed per BNSF Rule 9.1.12
- 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 NOC 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 Ds 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 Warning Detectors (TWD)

- A. Protecting Bridge, tunnel or other structures: None
- B. Other FED Locations
 - MP 22.9—Recall Code 8
 - MP 47.3—Recall Code 8

6. FRA Excepted Track

Location	Track No.	Track Name	
Chicago	801	I.N. Siding	
	813	Kolcraft	
	814	Airco Inc.	
	815	Open Track	
	816	Crown Steel	
	818	Pure Asphalt	
	821	Leeco Steel	
	826	GM Wrecking	
	827	Stuart Oil	
	829	Intl. Cellulose	
	830	Intl. Cellulose	
	843	Jailhouse Runaround	
	855	Jacobson Steel	
	856	Fresh Bunch Co.	
	857	Fresh Bunch Co.	
	858	Romano Bros.	
	859	Lead Industry Track	
	864	Runaround Track	
	865	Domino Sugar	
	866	Domino Sugar	
	867	Domino Sugar	
	898	Cohen Siding	
	899	IN Main	
	McCook	1319	Lead
		1320	UOP
		1321	UOP
		1322	UOP
		1324	Heritage Ink
		1325	Midwest Scrap
		1326	Midwest Scrap
		1327	Akzo Noble Chemical
		1328	Akzo Noble Chemical
		1329	Akzo Noble Chemical
Hodgkins Yard	1330	Akzo Noble Chemical	
	1331	Akzo Noble Chemical	
	1332	Akzo Noble Chemical	
	1333	Akzo Noble Chemical	
	1334	Akzo Noble Chemical	
	1335	Akzo Noble Chemical	
	1336	Akzo Noble Chemical	
	1571	Carlson Lead	
	1572	J. F. Martin	
	1573	Carson Plywood	
	1574	Partners Warehouse	
	1575	Partners Warehouse	
	1576	Time	
	1578	Certified Grocers	
	1579	Certified Grocers	
	1580	Certified Grocers	
1583	Industry Lead		
1584	GATX Logistics		
1585	GATX Logistics		

	1586	Silbrico
	1515	General American Whse.
	1516	General American Whse.
	1517	General American Whse.
	1518	ARRO
	1519	Seal Air
	1566	Bakery Lead
	1567	Interstate Brands
Argonne Spur	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	2503	Tri Central
Lockport	3304	Track No. 3
	3305	Sunoco Plastic Drum

7. Special Conditions

Close Clearances MP12.5 to MP12.6				
Location	Begin MP	End MP	Tracks	Reason
McCook	12.5	12.6	Between N. Main Clc 1301	Whistle

Westbound trains and light engine consists operating between Corwith and Willow Springs are exempt from requirements to shut down excess horsepower. Requirements to isolate excess horsepower remain in effect.

Eastbound trains and light engine consists operating between Willow Springs and Corwith must not shut down excess locomotives when instructed by the train dispatcher. When so instructed, excess locomotives must only be isolated.

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

- 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.

3. Locations where movement over road crossings must be protected by member of crew:
Industrial Lead MP 51.1-Blodgett Road crossing must be protected by member of crew on the ground.
4. At MP 52.76 Lorenzo Road, movement on siding over road crossing must be protected by crew member account crossing gates cannot be relied upon to stay down.
5. When Joliet yard engine is switching on the east end of the Joliet Yard, the two inside crossover switches on the switching lead will be locked with a normal switch lock. All trains performing work on the east end of the yard must without fail contact the yard engine on duty to gain permission to use the crossover switches. When there is no yard engine on duty, inside crossover switches may be used.

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.

Employees riding cars into the strip tracks at Corwith must use extreme caution and good judgement. If chassis or trailers are present, employees are prohibited from riding the sides of cars. In this situation, employees may ride the decks of baretable TOFC/COFC cars or ride in a vehicle ahead of movement. The following tracks are affected:

101/111	107/117
102/112	108/118
103/113	109/119
104/114	120
105/115	121
106/116	122

McCook, Akzo Noble Chemical—A emergency fire control system has been constructed on track 1328. This fire control system has created a close clearance situation. When spotting cars in this track in the vicinity of spot 132821, cars should not be ridden and all caution should be taken to handle cars safely.

Hodgkins—Close clearance on Tracks 1574 and 1575 (Partners Warehouse) due to concrete ledge protruding from doors and will not clear person on side of car. Cars shall not be ridden to spot.

Tank Farm Lead—Close clearance at Huntsman 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
MP 35.4	South & North	EJ&E Viaduct Bridge
MP 36.4	South & North	Basin Bridge Joliet
MP 50.51	South	US 66/155

Horizontal Location	Track	Structure
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
MP 35.4	South & North	EJ&E Viaduct Bridge
MP 36.4	South & North	Basin Bridge Joliet
MP 36.8	South & North	Joliet Elevation Bridges: 36.8, 36.9, 37.0
MP 37.3	North	Joliet Elevation Bridge 37.27
MP 37.5	North	Joliet Elevation Bridge 37.54
MP 38.0	South & North	Bridge 38.0
MP 38.2	South & North	Bridge 38.2
MP 38.6	South & North	Bridge 38.6

8. Line Segments

Yard Line Segments

Line Segment	Limits
7050 Nerska
7051 Corwith
7052 Willow Springs
7053 Joliet

Road Line Segments

Line Segment	Limits
7000 Chicago to MP 59.0

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
McCook (NT-ST)	MP 12.8	Yard	Both
Industry Spur (ST)	MP 14.6	2750	West
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

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GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ___ line no. ___ between MP ___ and MP ___ on ___ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ___ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ___ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ___ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ___ (without stopping) at ___ MPH until the entire train has passed MP _____. You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9