



Rail Operations

Attachment - Chicago

Timetable

Clarendon Hills, Illinois

HWY22MH009

(10 pages)

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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Chicago Subdivision		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	EASTWARD ↑
					MAIN LINE STATIONS						
End Chicago Sub MT, MP 0.8 Adjoining RR: AMTK, MP 0.8											
			0.8		ROOSEVELT ROAD	M		CTC 2 MT		0.7	
			1.5		JEFFERSON ST (Main 3, 4)	X(2)		CTC 4MT		0.1	
			1.6		UNION AVE B	X(2)			0.1		
	00002		1.7		UNION AVE	X(2)			0.1		
			1.8		HALSTED STREET UPRR via GCOR 6.28, MP 1.9				0.3		
			2.1		UNION AVE A	X(2)			2.0		
	00004		4.1		WESTERN AVE (Main 3, 4) Adj. Sub: Chillicothe, MP 4.1	JX			0.8		
			4.9		KEDZIE (Main 3, 4) CN via GCOR 6.28, MP 6.7	X(2)			1.6		
			6.5		CICERO B	X(2)			0.3		
			6.8		CICERO WEST (Main 4, 5, 6)	X(2)	CTC 5MT		0.1		
	00007		6.9		CICERO	BTX(2)	CTC 6MT		0.4		
			7.3		CICERO A	X(2)		1.7			
	00009		9.0		LAVERGNE	X(2)		0.5			
	00010		9.5		BERWYN	X(2)		0.6			
			10.1		HARLEM AVENUE			0.9			
	00011		11.0		RIVERSIDE			0.8			
			11.8		HOLLYWOOD			0.6			
	00012		12.4		BROOKFIELD		71	0.2			
	00013		12.6		CONGRESS PARK IHB via GCOR 6.28, MP 12.8	X(2)		1.1			
	00014		13.7		LA GRANGE			0.3			
			14.0		STONE AVE			1.3			
	00015		15.4		WESTERN SPRINGS			2.2			
	00016		16.6		HIGHLANDS	X(2)	CTC 3 MT	1.1			
			17.7		MITCHELL	X(2)		0.4			
	00018		18.2		CLARENDON HILLS			1.3			
	00019		19.5		WESTMONT			1.1			
	00020		20.6		FAIRVIEW AVE	X(2)		0.9			
	00021		21.5		DOWNERS GROVE			1.3			
	00023		22.8		BELMONT			2.6			
	00024		25.4		LISLE	X(2)		2.7			
			28.1		EAST NAPERVILLE	X(2)		0.4			
	00028		28.5		NAPERVILLE			0.3			
			28.8		WEST NAPERVILLE	X(2)		2.2			
			31.0		ROUTE 59	T		2.5			
	00033		33.5		EOLA	BTX(2)		1.9			
	00035		35.4		WEST EOLA	BX(2)		1.9			
			37.3		CP 374 (Main 2, 3)			1.1			
	00037		38.4		AURORA Adj Sub: Aurora, MP 38.5	JX(2)	CTC 2 MT	1	1.8		
	20001		40.2		MONTGOMERY Adj RR: BJRY, MP 40.3	JX			39.5		
End Chicago Sub MT, MP 41.0 / Begin Mendota Sub MT, MP 41.0											

Central Continental Time in effect on Chicago Subdivision

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 is not authorized in the 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 Call-in		
Radio Channel 070 in service at Cicero Yard		
Radio Channel 066 in service Chicago Union Stn to Aurora Bridge		
<i>Call-in not available to contact DS on Channel 066 Radios</i>		
Chicago - 81(X)	Cicero - 82(X)	Downer's Grove - 84(X)
Eola - 85(X)		
Radio Channel 015 - Mechanical & Roundhouse		
Radio Channel 077 in service at Eola E. Yard		
Radio Channel 051 in service at Eola W. Yard		
Radio Channel 085 in service Aurora Bridge to Montgomery		
Montgomery - 71(X)		
Emergency - Call 911		
<i>(Locations identified in italics do not have 911 functionality)</i>		
Dispatcher X=0, RFE Desk X=1, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information

Chicago Union Stn to LaVergne
2130 Sun - 2130 Fri—817-867-7037, Fax 817-352-7033
LaVergne to Aurora Bridge
2130 Sun - 2130 Fri—817-867-7036, Fax 817-352-7020
Chicago Union Stn to Aurora Bridge
2130 Fri - 2130 Sun—817-867-7036, Fax 817-352-7020
Aurora Bridge to Montgomery
0630-1430—817-867-7042, Fax 817-352-7021
0630-2230—Sun-Mon - 817-867-7042, Fax 817-352-7021
1430-2230—Tue-Sat - 817 817-867-7048, Fax 817-352-7034
2230-0630— 817-867-7048, Fax 817-352-7034

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Psg		Frt	
	Under 100 TOB	100 TOB & Over	Under 100 TOB	100 TOB & Over
MP 0.8 to MP 38.4	70	50	45	
MP 38.4 to MP 41.0	79	60	50	

Other Tracks where CTC is In Effect (GCOR/MWOR 10.0)

Track	Psg	Frt	100 TOB & Over
MP 1.7 to MP 1.9, Airline Track	10	10	10
MP 3.7 to MP 3.8, Lumber District Lead track	10	10	10
MP 7.1 to MP 7.2, House Lead	10	10	10
MP 7.3 to MP 7.4, Lumber Lead	10	10	10
MP 8.7 to MP 8.8, Departure Yard Lead	10	10	10
MP 8.9 to MP 9.0, Receiving Yard Lead	10	10	10
MP 33.4 to MP 33.7, Running Track	10	10	10
MP 33.6 to MP 33.7, EJ&E Lead	10	10	10
MP 35.5 to MP 37.1, North Lead	40	20	20
MP 35.6 to MP 37.1, South Lead	40	20	20

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1(B). Speed—Permanent Restrictions

Advanced speed signs are not posted for permanent speed restrictions east of Cicero. Permanent speed signs may only apply to the track to which they are adjacent due to speed differences of adjacent tracks.

	Psg	Fr
MP 0.8 to MP 1.4, MT1, MT2	25	10
MP 1.3 to MP 1.4, MT3 (includes B3, B2)	10	10
MP 1.3 to MP 2.1, MT4 (includes B1)	10	10
MP 1.4 to MP 2.1, MT1, MT2, MT3	45	10
MP 2.1 to MP 4.0, MT1, MT2, MT3	60	30
MP 2.1 to MP 6.9, MT4	40	30
MP 4.0 to MP 6.9, MT1, MT2, MT3	70	30
MP 6.4 to MP 6.9, MT5	30	30
MP 6.7 to MP 6.9, MT6	10	10
MP 6.9 to MP 21.8, MT1, MT2, MT3	70	45
MP 36.5 to MP 39.0	55	40

Key Trains

Maximum speed within the following municipal area limits unless otherwise restricted:

	Fr
MP 0.8 to MP 39.0	35

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Psg	Fr	
		Under 100 TOB	100 TOB & Over
MP 1.4 to MP 1.8, Union Avenue B, crossover turnout, WWD, MT2 to MT1	35	10	10
MP 1.8 to MP 2.5, Union Avenue A, crossovers	35	20	20
MP 4.9, Kedzie Ave, crossovers	25	25	25
MP 6.3 to MP 7.0, Cicero B, crossovers, MT1 - MT2 - MT3	40	40	40
MP 6.3 to MP 7.0, Cicero B, crossovers, MT3 - MT4	30	30	30
MP 6.3, Cicero B, turnout, MT4 - MT5	30	30	30
MP 7.2 to MP 7.5, Cicero A, crossovers, MT1 - MT2 - MT3	15	15	15
MP 9.2, LaVergne, crossovers, MT3-MT2- MT1	40	40	40
MP 9.5, Berwyn, crossovers MT1 to MT2	50	50	50
MP 9.5, Berwyn, crossovers MT2 to MT3	40	40	40
MP 12.6, Congress Park, crossovers	50	50	50
MP 16.6, Highlands, crossovers	50	50	50
MP 17.7, Mitchell, crossovers	50	50	50
MP 20.6, Fairview Ave, crossovers	40	40	40
MP 25.2 to MP 25.6, Lisle, crossovers	50	50	50
MP 28.1, East Naperville, crossovers	40	40	40
MP 28.8, West Naperville, crossovers	40	40	40
MP 33.5, Eola, crossovers, MT1 - MT2, MT2 - MT3	30	30	30
MP 35.4, West Eola, #3A turnout, MT1 to N Lead	40	20	20
MP 35.4, West Eola, #1 turnout MT1 to S Lead	40	20	20
MP 35.4, West Eola, #2 XO MT1 to MT2	40	40	40
MP 35.4, West Eola, #7 XO MT2 to MT3	40	40	40
MP 35.4, West Eola, #4 and #5 XO MT1 to MT2	30	30	30
MP 35.4, West Eola, #8 XO MT2 to MT3	30	30	30
MP 36.4, Hill East, crossovers	30	30	25
MP 37.0, Hill West, North Lead to North Lead via 2 switch	30	20	20
MP 37.0, Hill West, North Lead to Yard	5	5	5

	Psg	Fr	
		Under 100 TOB	100 TOB & Over

MP 37.3, CP 374, turnout MT2 - MT3	40	40	40
MP 38.4, Aurora, crossovers	40	40	40
MP 38.4, Aurora, Aurora siding turnout	40	40	40
MP 38.4, Aurora, Aurora main turnout	40	40	40
MP 38.4, Aurora, Sheep Yard lead turnout	10	10	10
MP 40.2, Montgomery, crossover turnout	40	40	40

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR/MWOR 6.28) unless otherwise indicated.

14th Street Yard tracks	5	5	5
Hill Yard tracks	5	5	5
West Chicago Industrial Line	20	20	20
West Chicago Industrial Line, Aurora to Sullivan Road, HER	10	10	10
West Chicago Industrial Line, crossings at Broadway Ave., Illinois Ave., and Route 38, HER	10	10	10

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Chicago Union Station to Cicero 143 tons, Restriction D
 Cicero to MP 41.0..... 143 tons, Restriction A
 Aurora to West Chicago 143 tons, Restriction D
 Aurora to Nifa 143 tons, Restriction D
 Chicago Lumber District 143 tons, Restriction D

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Industry tracks between Aurora and West Chicago		
Lumber District		
Congress Park Yard		
West Chicago Industrial Line		
Nifa Branch		

3. Type of Operation

Main Track

MP 0.8 to MP 1.3	CTC, 2 MT
MP 1.3 to MP 6.3	CTC, 4 MT
MP 6.3 to MP 6.7	CTC, 5 MT
MP 6.7 to MP 6.9	CTC, 6 MT
MP 6.9 to MP 37.3	CTC, 3 MT
MP 37.3 to MP 41.0	CTC, 2 MT

Other Tracks where CTC is In Effect (GCOR/MWOR 10.0)

MP 1.7 (Union Ave B) to MP 1.9 (Union Ave A) on Airline
MP 3.7 to MP 3.8 on Lumber District Lead track
MP 7.1 (WBCS Cicero A) to MP 7.2 (EBCS Cicero A) on House Lead
MP 7.3 (WBCS Cicero A) to MP 7.4 (EBCS Cicero A) on Lumber Lead
MP 8.7 (WBCS La Vergne) to MP 8.8 (EBCS La Vergne) on Departure Yard Lead
MP 8.9 (WBCS La Vergne) to MP 9.0 (EBCS La Vergne) on Receiving Yard Lead
MP 33.4 (WBCS Eola) to MP 33.7 (EBCS Eola) on Running track
MP 33.6 (WBCS Eola) to MP 33.7 (EBCS Eola) on EJ&E Lead
MP 35.5 (West Eola) to MP 37.1 (Hill West) on North Lead
MP 35.6 (West Eola) to MP 37.1 (Hill West) on South Lead

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Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed (GCOR/MWOR 1.14).

Mile Post	Type	Notes
0.0	Manual	Chicago Union Sta—Controlling RR: AMTK
0.9	Manual	Roosevelt Road—Controlling RR: AMTK

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)

Energy Management Systems in Effect

- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

GCOR/MWOR 1.3.1—Rules, Regulations, and Instructions, the following is added: Chicago Suburban Operations—Employees whose duties are affected by the Manual of Instructions for Suburban Operations Employees, must have a copy of these instructions while on-duty. They must be familiar with and obey these rules, instructions, and policies.

GCOR/MWOR 5.4.2(A)—is changed to read: When the restricted area is close to a terminal, junction, control point, crossover or another area, employees will display the yellow flag less than 2 miles before the restricted area only on the track affected. This information will also be included in the track bulletin, track warrant, or general order.

GCOR/MWOR 5.4.3(A)—is changed to read: When the restricted area is close to a terminal, junction, control point, crossover or another area, employees will display the yellow-red less than 2 miles before the restricted area only on the track affected. This information will also be included in the track bulletin, track warrant, or general order.

GCOR/MWOR 5.4.8—is changed to read: When a condition in multiple Main Track territory is covered by track bulletin or general order, track flags will be displayed only on the track affected.

GCOR 5.8.1—The engine bell must be rung when approaching and passing through all station platforms, pedestrian, and street crossings on all tracks.

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Mile Post	Crossing Name
Berwyn to Montgomery	9.06 to 30.18	All
Village of Montgomery, IL	40.18*	Webster St
	40.52	Watkins Ave.

* Does not apply to movement on Track 3901

Exception: When trains are approaching or passing suburban or Amtrak passenger trains stopped at station platforms, trains will sound whistle signal GCOR 5.8.2 (7) regardless of any whistle prohibition. All other whistle requirements remain in effect.

At 26th street crossing, all trains going to or coming from the Belt Railway must sound the proper Whistle signal per rule 5.8.2 over the 26th street highway grade crossing.

GCOR/MWOR 6.17—The normal position for the EJE switch at the east end of West Yard Eola and the east end of the East Yard at Eola will be lined for the EJE.

GCOR/MWOR 6.19—When flagging is required distance is 1.5 miles.

GCOR/MWOR 6.32.2—Warning devices must have been operational for at least 20 seconds before occupying crossings. The following instructions apply:

At Downers Grove, eastward freight trains required to stop by signal indication on Main 1, 2, or 3 must stop short of the signal restart sign located at MP 23.2.

GCOR/MWOR 6.32.4—In the state of Illinois, the last paragraph of GCOR 6.32.4 is changed to read: When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

GCOR/MWOR 7.1—The following is added to Rule 7.1, Switching Safely and Effectively: Except cars will be left in the foul at the South End of A Yard in the 14th St Yard due to capacity. Employees switching at the south end of A yard must be aware of this.

GCOR/MWOR 7.6—To secure a train or portion of a train in compliance with GCOR 7.6 and ABTH Rules 102.1 and 104.14 the following grades apply to determine the minimum number of hand brakes to apply. All locations between MP 0.0 and MP 41.0 between Chicago and Montgomery are considered 0.1 - 0.5% grade except for the following locations:

Location	Grade
MP 0.0 to MP 1.6	1.1 - 1.5%
MP 3.6 to MP 4.4	0.6 - 1.0%
MP 8.3 to MP 8.5	0.6 - 1.0%
MP 11.3 to MP 11.8	0.6 - 1.0%
MP 16.2 to MP 19.2	0.6 - 1.0%
MP 25.7 to MP 28.1	0.6 - 1.0%
MP 31.8 to MP 32	0.6 - 1.0%

GCOR/MWOR 8.20—A derail is located on the lead at the west end of the west yard at West Eola.

GCOR 9.1—The speed portions of the following signal indications as shown in the System Special Instructions are amended for trains not operating in PTC Full Enforcement Mode.

For freight trains operating between Aurora and Union Avenue:

Rule 9.1.6 Approach Medium	30 MPH
Rule 9.1.11 Diverging Approach Medium	30 MPH

For Chicago Subdivision passenger trains::

Rule 9.1.11 Diverging Approach Medium	40 MPH
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5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type B. Locations			
10.4	DED		MT1, MT2, exception reporting
27.2		278	
Other Devices			
4.0			Panhandle bridge, detects open plug doors on WWD movements MT3 and MT4
4.4			MT2, MT3, MT4, California Ave, detects open plug doors on WWD movements MT3 and MT4
4.7			MT3, MT4, Albany Ave, detects open plug doors on WWD movements MT3 and MT4

6. FRA Excepted Track—None

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7. Special Conditions

General Track Bulletin (GTB) Instructions—All crews going on-duty between Chicago Union Station and Montgomery must receive a new GTB unless otherwise instructed by the Train Dispatcher.

GTBs received at Aurora by conductor and engineer for Trains 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, and 1226 continue in effect for Trains 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1371, 1219, 1221, 1223, 1225, then for Trains 1228, 1234, 1240, 1242, 1244, 1250, 1252, 1254, 1256, 1258, 1370, 1260, and 1262.

GTBs received at Aurora by conductor and engineer for Trains 1268, 1272, 1280, and 1288 remain in effect for entire tour of duty.

GTBs received at Aurora by conductor and engineer for Saturday Trains 1300, 1302, 1304, 1308, 1312, 1318, 1320, and 1326 remain in effect for entire tour of duty.

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

GTBs received at Chicago by conductor and engineer for Trains 1227 and 1233 continue in effect for Trains 1264 and 1270.

GTBs received at Chicago by conductor and engineer for Trains 1237, 1239, 1245, 1249, 1253, and 1265 continue in effect for Trains 1274, 1276, 1278, 1282, 1284, 1290, and 1372, then Trains 1273, 1275, 1279, 1283, 1373, 1287, and 1291.

BNSF Chicago Division Suburban Service Timetable 32—is in effect 9/4/2019.

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 (CN).

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 the Chicago area which are party to the CORA Operating Guide, must have a copy while on-duty. These guides may be obtained from the Superintendent's office.

14th St Coach Yard on No. 1 Lead—Trains, Engines and Engines with cars must stop prior to passing signs located on each side of the Canal St bridge indicating Stop. Movement may resume after stopping.

Cicero Yard—A member of the crew must protect shoving movements from the ground over the following crossings:

- No. 1 Lead at the Clyde Yard Office to the No. 1 Lead at the West End of the Clyde Diesel Shop and the TOFC crossings.

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

Shoving movements made over the Truck Crossing on the Fence Track and South Track (first crossing East of Laramie Bridge) must be protected by an employee on the ground at the crossing to alert truck traffic of train movement. Proceed over the crossing as directed by that crew member.

Non-shoving movements made over the Truck Crossing on the Fence Track and South Track (first crossing East of Laramie Bridge) require the movement stop within 50 feet of the Truck Crossing, and the locomotive engineer must visually confirm the crossing is clear before proceeding.

Trains to be held out of Cicero Terminal—When trains are to be held out of Cicero Terminal near Lisle, the train must be stopped at MP 23.4. The dispatcher will advise crews in advance that their train is to be held. Trains will not proceed past MP 23.4 without permission from the train dispatcher.

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. Do not couple into other equipment within the diesel shop area for any reason unless instructed by the diesel shop foreman.

Eola East Yard—Do not kick or allow equipment to roll freely on either end of the East Yard. All equipment movement in the Eola East Yard will be handled to a stop and secured against further uncontrolled movement.

Aurora (Nifa Branch)—A member of the crew must protect movements from the ground over Prairie Street and Sullivan Road.

Aurora (West Chicago Industrial Line)—A member of the crew must protect movements from the ground over Pierce Street and Aurora Avenue.

Crossing Protection—Regardless if automatic crossing warning devices are activated, an employee must be on the ground at the crossing to provide warning until the crossing is occupied by train, engine or railroad car. Make any movements over the crossing only on the employee's signal.

Location	Crossing	Track
Chicago Lumber District	All signaled crossings	
Inn Industrial	All signaled crossings	

Suburban Train Operations

Main Track Two Operations—Standard routings for suburban trains will allow a suburban train to make scheduled station stops with an adjacent platform. Track work, emergencies, and other special circumstances, may require that trains operate off of MT2, across other live tracks.

When making station stops on MT 2, additional safeguards are required to ensure everyone is protected while boarding and exiting the train. In the application of GCOR 6.30, at stations, other than Western Avenue, Cicero, Congress Park, Belmont, Lisle, and Route 59, trains will work towards the normal unloading side, unless otherwise directed by the train dispatcher.

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Main Track Two Operations (cont'd.)— Eastward and westward trains working MT2 will communicate with the dispatcher before unloading and loading across a live Main Track to assure that proper protection is in place. The dispatcher may grant permission to unload across the Main Track at multiple stations in the same conversation, when necessary.

Chicago Union Station (CUS) Instructions— PTC initialization check must be performed on head-end and rear-end PTC equipped lead-qualified locomotives prior to departing 14th St Yard for CUS.

All movements on the wye tracks at Canal Street will be governed by Amtrak signal indications. Amtrak Rules and the Amtrak Chicago Terminal Timetable govern the movement of trains and engines between Chicago Union Station and Roosevelt Road, MP 0.8.

Amtrak Rules and the Amtrak Chicago Terminal Timetable govern movement of trains and engines between Roosevelt Road and the South End of the South Branch Bridge on Amtrak trackage. The Amtrak CUS South Train Director is the control operator on this territory.

Tracks in Chicago Union Station are designated as Main Tracks and are under the control of the Amtrak CUS South Train Director. Trains experiencing problems within the limits of Amtrak territory must contact Amtrak on channel 013-013. If unable to contact Amtrak immediately, try contacting them on BNSF Channel 066-066. If unable to contact Amtrak immediately contact the Trainmaster on-duty. In the event that a train is routed into the wrong track, the engineer will immediately notify the conductor, who will have a designated crew member go to the rear of the train immediately in the event that a shoving movement becomes necessary to clear up the situation.

Employees in suburban service must carry the current Amtrak Chicago Terminal Timetable.

Delivery of Track Bulletins and General Track Bulletins— Monday thru Friday, from 0530 to 0930 and from 1530 to 1900, track condition messages and speed restrictions may be issued to suburban trains verbally when GTBs or Track Bulletins cannot be delivered prior to departing the initial station.

GCOR Modifications for Suburban Trains

GCOR 1.10—Add the following: Conductors on suburban trains are expected to have the assigned Metra phone on their person while on-duty. This phone must be on in the event of an emergency. These phones must be secured in the designated location in the Hill Yard prior to leaving the property unless authorized by a Suburban Transportation Officer.

GCOR 1.47—Add the following under Section A, **Conductor Responsibilities: Suburban Train Delay Reporting**: Conductors on suburban trains must complete a Suburban Train Performance Report for their assignment. Assignment specific reports are available at the Hill Yard Crew Room. Any extra trains must be shown in addition to regular trains operated on an assignment. ADA lifts must be shown, with stations handled to and from listed in the remarks section.

Reports are to be faxed upon completion of the tour of duty without exception. A programmed delay button, entitled DELAYS, is in place on the fax machine at the Hill Yard Crew Room. The original should then be turned into the delay report box at the Hill Yard.

Add the following under Section C (2)—For commuter trains the ACS system fulfills the communication requirement of this rule. Crews must communicate the indication of all signals that require either:

1. The train to be prepared to stop before the next signal, or
2. The train be prepared to pass the next signal at restricted speed, where the maximum track speed is greater than 30 MPH and ACS is not in operation. The Engineer and Conductor of Commuter trains must communicate orally all signals at the following locations:
 - Eastward—Hill West, Hill East, Union Ave. A Plant, and Union Ave. B Plant.
 - Westward—Union Ave. B Plant, Union Ave. A Plant, MP 36.1, Hill East, and Hill West.

In the event of Cab Signal failure (cut out cab signals) a crew member must occupy the control cab with the Engineer for the purpose of calling signals and completing the signal awareness form. A crew member must also occupy the control cab with the engineer if the alerter fails.

Add the following under Section C (3)—On eastward Suburban Service trains, at mile post 1.2 the engineer will initiate the following radio transmission:

Engineer: "BNSF Suburban (Train No.), approaching CUS, over."

The conductor will reply:

Conductor: "BNSF Suburban (Train No.), approaching CUS, out."

From mile post 1.2 until the train stops at Chicago Union Station, the conductor must be positioned by an emergency brake valve. If communication is not established with the engineer upon arriving CP Harrison, the conductor must take action to immediately stop the train. **GCOR 5.8.1**—Add the following: The engine bell must be sounded at all times when moving within the 14th Street Coach Yard, the Hill Yard, and the Chicago Union Station.

GCOR 5.10—Add the following: All suburban locomotives and control cars are equipped with red markers, which must be displayed whenever the locomotive or car is in the trailing position. Intermediate cars or locomotives must not have marker lights displayed. If both marker lights fail, a dim headlight must be used as a marker.

GCOR 5.11—Add the following: On General Track Bulletins (GTB) suburban trains may be identified by train symbol.

GCOR 6.5—Add the following: Suburban trains turning at intermediate points will make movements in accordance with this rule. The expectation is that a qualified employee will occupy the control cab to protect the movement to be made. This employee will turn on the headlights and bell prior to the movement taking place and will operate the whistle when necessary.

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GCOR/MWOR 6.32.2—Add the following:

- Westmont—Eastward suburban trains must place a car on the Cass Avenue crossing, MP 19.39, when stopping
- Downers Grove—Eastward suburban trains must place a car on the Washington Street crossing, MP 21.03, in accordance with Illinois Commerce Commission Instructions
- LaGrange Road—Eastward suburban trains must place a car on the LaGrange Road crossing, MP 13.73, when stopping.

GCOR/MWOR 7.6—Add the following: At the 14th Street Coach Yard, any hand brakes used to secure equipment must be applied at the south end of the equipment.

Equipment left unattended on layovers at the Aurora Transportation Center and at the Chicago Union Station must be secured and the doors kept closed until ready to begin the loading of passengers. Loading of passengers must begin no later than 20 minutes prior to the scheduled departure.

GCOR 9.9, B—Suburban trains not operating in PTC Full Enforcement Mode must not exceed 30 MPH when governed by this rule.

GCOR 13.0—Automatic Cab Signal territory is in effect between Union Avenue and MP 36.1 for suburban trains only.

GCOR 13.3.3—Add the following: A crew member must occupy the control cab of a suburban train with the engineer for the purpose of calling signals whenever the cab signals or the alerter fail.

GCOR 15.1—Add the following: GTBs received at Aurora for extra suburban trains must be verified with the train dispatcher prior to making a subsequent trip unless otherwise directed by the train dispatcher.

Air Brake and Train Handling (ABTH) Rule Modifications for Suburban Trains

ABTH 101.3—Report these defects on the suburban equipment defect report and report defect to the 14th Street Yardmaster or the Hill Yard mechanical foreman. A report to the Fort Worth Mechanical Desk is not necessary.

ABTH 101.7—For Metra trains only, the 3rd bullet, Brake pipe pressure, b. is changed to read: Trains consisting entirely of business cars or passenger equipment: 90 psi.

ABTH 101.19—Engineers on suburban trains arriving at intermediate points, including Chicago Union Station, must immediately change ends and make a Class II Air Test and a power check.

ABTH Rule 102.8—Engineers on suburban trains must report flat spots on locomotives and equipment to the train dispatcher. The 14th Street yardmaster, the trainmaster and the Mechanical Department must also be notified.

TY&E Safety Supplement Modifications for Suburban Trains

Safety Rule S-13.1.1—Setting the Control Car Parking Brake to the fully applied position can be used to comply with the independent brake provisions of this rule when required to secure the equipment to protect an employee going between or working on the end of a suburban train.

Excessive Exhaust Emissions—From MP 9 to MP 11.7, locomotives on westward trains will be operated in the proper throttle positions to prevent excessive exhaust emissions. Unless necessary, do not exceed throttle position 4 and pause at least 30 seconds between throttle increases within these limits.

CN Trains with Special Handling Code CTC R-32791—The Special Handling Code of CTC R-32791 restricting special dangerous cars to 35 MPH does not apply to traffic handled in the United States. CN train consists with this Special Handling Code are not speed restricted. Normal track speed is authorized.

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 the switches in the route to be used, and examine the switches from the ground. If properly lined, a crew member will observe the switches until the leading wheels of the movement are on the switch points, then proceed at restricted speed to the next signal. If the switches are not properly lined, this must be reported to the control operator. It will be necessary for the signal maintainer to line these switches.

Plug Doors—Freight trains handling cars with plug doors will not operate on Main 3 or Main 4 from MP 4 to MP 6 (Western Ave. to Cicero) Monday through Friday, 0600 to 0830 and from 1600 to 1830 during the 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.

Mechanical Setout Locations—When setting out bad order equipment on sidings and back tracks, spot the equipment on the jacking pads when possible.

Riding Equipment on Paved Surfaces—Riding the side of equipment on any paved surface is prohibited on the tracks listed below due to potential clearance issues. Crews may contact the Trainmaster or Yardmaster to obtain a vehicle so they can protect their movement in the intermodal facility.

Ramp	Track
CECO	601-606, 634, 635
OGDEN	801-805

DTMF Actuated Crossing Warning Devices—At the crossings listed, the crossing warning devices can be activated using DTMF radio transmission by entering the specified key sequence. The movement must not foul the crossing until the device is seen to be working to provide crossing warning. There will be a pre-determined delay that will keep the crossings activated to pre-empt roadway traffic. The warning system may be re-activated by re-entering the key sequence.

MP	Name	Channel	Key Sequence	Active Time
10.13	Harlem Ave., Berwyn, IL	66	1013	60 Seconds
12.73	Maple Ave (Brookfield, IL)	66	1273	30 Seconds
13.74	LaGrange	66	1373	60 Seconds
20.59	Maple Ave (Downers Grove, IL)	66	2059	30 Seconds

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SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines - Movable Point Frogs/Swing Nose Frogs (MPF), Derail (D)

Location	Mile Post	Device	Notes
Highlands	16.3	MPF	
Mitchell	17.7	MPF	
West Eola	35.17	D	Dual control derail on turnout to West Yard

- ICS—in effect:
 - Union Avenue 'A' MP 1.6
 - Union Avenue 'B' MP 1.8
 - LaVergne MP 9.1
 - Berwyn MP 9.6
 - Congress Park MP 12.5
 - Highlands MP 16.3 *
 - Mitchell MP 17.7 *
 - Fairview Ave MP 20.3 *
 - Lisle MP 25.3
 - East Naperville MP 28.1 *
 - West Naperville MP 28.7 *
 - Eola MP 33.4
 - West Eola MP 35.3
 - Hill East MP 36.2
 - Hill West MP 37.1
 - Aurora MP 38.4

* Denotes all crossover switches within Control Point are ICS.

Remote Control Zones

Eola

- RCZ A includes portions of tracks 3320, 3333, & 3334. The starting point on each of these tracks is just west of the yard crossing near the east end of these tracks. The 3 start points will be designated by "Remote Control Zone A" signs. RCZ A extends West from these 3 starting points to the power derail on track 3334 and is approximately 1875 feet.
- Activation/Deactivation Procedure—The Remote Control Operator will contact the Eola Yardmaster and request that the RCZ be activated after establishing the proper lineup for switching moves within the zone. The Eola Yardmaster will verify with the Remote Control Operator that the RCZ is activated. The RCZ will remain activated until the Remote Control Operator has notified the Eola Yardmaster that the RCZ may be deactivated.
When the remote control zone is activated, track(s) within the zone must not be fouled with equipment, occupied, or switches operated until the remote control zone has been deactivated. The Eola Yardmaster must be contacted to determine if the RCZ has been activated.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

No Clearance Locations

Location	Track Name	Track No.	Obstruction
14th Street	Service Track NE		Building
	5 A Yard NE & SE		Building
	4 A Yard SE		Building
	3 A Yard SE		Building
	2 A Yard SE		Building
	1 A Yard		Shore Power
	1 B Yard		Shore Power
	12 A Yard		Shore Power
	B Yard	10B, 11B	Switch Heater Box
Union Ave.	EWD, WWD Airline, MP 0.36		Bridge Railing
Roosevelt Rd	MT1, MP 0.86		Bridge Pier
Union Ave.	MT2, MP 1.28		Bridge Pier
	Coach Yd. Lead, MP 1.38 - MP 1.66		Concrete Poles
	#3 SW to EWD, WWD Airline, MP 1.69		Hot Air Blower
Union Ave. B Plant	MT1, MT2, MP 1.75		Hot Air Blower
Western Ave.	MT1, MP 3.0		Mile Post
	MT1, MT2, MP 3.72		Inner Track Fence
	MT1, MT2, MT3, MT4, Lead, MP 3.99		Bridge
	Lumber Dist Frozen Assets	Spur Track	Building/Fence Both Sides
Chicago	MT3, MT4, MP 4.1		AEI Readers
	MT1, MT2, MT3, MT4, MP 4.35		Bridge
	MT1, MT2, MT3, MT4, MP 4.53		Bridge
	MT1, MT2, MT3, MT4, MP 4.74		Bridge
	MT1, MT2, MT3, MT4, MP 4.87		Bridge
	MT1, MT2, MT3, MT4, MP 5.0		Bridge
	MT1, MT2, MT3, MT4, MP 5.18		Bridge
	MT1, MT2, MT3, MT4, MP 5.35		Bridge
	MT1, MT2, MT3, MT4, MP 5.39		Bridge
	MT1, MT2, MT3, MT4, MP 5.46		Bridge
	MT1, MT2, MT3, MT4, MP 5.52		Bridge
	MT1, MT2, MT3, MT4, MP 5.59		Bridge
	MT1, MT2, MT3, MT4, MP 5.65		Bridge
	MT1, MT2, MT3, MT4, MP 5.92		Bridge
	MT3, MT4, MP 5.95		AEI Reader
	MT1, MT2, MT3, MT4, MP 6.18		Bridge
	MT1, MP 6.43		Bridge Railing
	MT4, MP 6.73		MJ & BRC Bridges
	West Chicago	Poly USA	3822
Cicero	MT1, MT2, MP 6.95 - MP 7.15		Inner track fence
	MT3, MP 7.0 - MP 7.05		Cicero Depot
	South Track	Truck Exit Crossing	K-Rail Barrier
Cicero A Plant	MT1, MP 7.36		Hot Air Blower
	Lbr. Lead, EE Ceco, MP 7.36		Hot Air Blower
Cicero	Fence Trk	Along Truck Entrance	Guard Railing
	Van Guard Dist.	685, 687, 688	Docks & buildings
	CoMat'l Track	681 - 682	Docks & buildings
	MT3, MP 7.5 - MP 7.55		Signal house & guide wires
	MT1, MT2, MP 8.5 - MP 8.55		Inner track fence
	Back Lead MP 8.6 near WBCS		Stairs/Railing

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Location	Track Name	Track No.	Obstruction
LaVergne	MT3, MP 8.65		Hot air blower
	MT1, MT3, MP 9.0		CN/IC bridge
	MT1, MT2, MP 9.07 - MP 9.1		Inner track fence
Berwyn	MT1, MT2, MP 9.32 - MP 10.13		Inner track fence
Riverside	MT1, MT2, MP 10.85 - MP 11.2		Inner track fence
	MT1, MT3, MP 11.52		1st Ave. bridge railing
Brookfield	MT1, MT2, MP 11.65 - MP 11.85		Inner track fence
	MT1, MT2, MT3, MP 11.98		AEI readers
	MT1, MT2, MP 12.1 - MP 12.4		Inner track fence
	MT1, MT3, MP 12.19		Salt Creek bridge railing
Congress Park	MT1, MT2, MT3, MP 13.44		IHB bridge
	MT1, MT3, MP 13.55		Ogden Ave. bridge
	Transload Spec.	1401 - 1403	Docks & buildings
LaGrange	MT1, MT2, MP 14.26 - MP 14.77		Inner track fence
Western Springs	MT1, MT2, MP 15.29 - MP 15.47		Inner track fence
Highlands	MT1, MT2, MP 16.3 - MP 16.4		Inner track fence
	MT1, MT3, MP 16.45		Oak St bridge
Hinsdale	MT1, MT2, MP 16.83 - MP 17.0		Inner track fence
Clarendon Hills	MT1, MT2, MP 17.75 - MP 18.32		Inner track fence
Westmont	MT1, MT2, MP 19.38 - MP 19.57		Inner track fence
Fairview Ave.	MT1, MT2, MP 20.2 - MP 20.4		Inner track fence
Downers Grove	MT1, MT2, MP 21.05 - MP 21.3		Inner track fence
	Pepperidge Farm	2001	Unloading equipment & building SS
	Hines Lbr.	2203	Fence gate
Belmont	MT2, MT3, MP 21.6 - MP 22.0		Inner track fence
	MT1, MT2, MP 22.6 - MP 22.8		Inner track fence
Lisle	MT1, MT2, MP 24.3 - MP 24.5		Inner track fence
Naperville	MT1, MT2, MP 28.3 - MP 28.6		Inner track fence
	Midwest Warehouse	3007	Building SS
	Weyerhaeuser	3101	Gate, dock, building
	Kraft Foods	3083 - 3084	Fence, unloading equipment, building
	Phoenix Closure	3006	Unloading equipment, silos
	84 Lumber	3008	Gate, dock, building
Ogden Ave.	MT1, MP 30.5 - MP 30.6		Bridge railing
Route 59	MT1, MT2, MP 31.5 - MP 32.15		Inner track fence
Eola	MT3, MP 32.9 - MP 33.0		Bridge head wall
	MT3, MP 34.2		Sign
	Partners Dim Srv	3430 3431	Buildings Buildings & dock

Location	Track Name	Track No.	Obstruction
Aurora Trans. Center			South platform, pedestrian fence
Aurora	Weyerhaeuser	3201	Dock & building
Aurora Hill Yard	Hill 9 & 10	9, 10	Building
North Aurora	Castrol	8202	Building, unloading equipment, dock
Batavia	Proex	8707	Fence W of Proex sw unload equipment, building
	Ball Corp.	8501, 8502	Silos, dock
	Portola Pkg	8701	Unloading eqp, silos
	Millard Refrig	8702	Building
	Candle Corp.	8705, 8706	Building, unloading equipment
	PPG	8703	Building, pit, fence
	Suncast	8704	Unload equipment, silos, building
MP 40.0	Sheep Yard	3904	Docks, fence
West Chicago	General Mills	9033, 9034	Building

Close Track Centers

Location	Track Name	Track Nos.
Aurora	Hill Yard	1 - 17

Height Restricted Cars/Equipment—Height restricted cars and other equipment that require specific routing to clear MJ bridge at MP 6.73 and BRC bridge at MP 6.7 must use MT4 or MT5 and receive confirmation from the dispatcher that the train route is correct. In addition, to protect restricted cars from contacting the MJ bridge at MP 6.73 or the BRC bridge at MP 6.7, all trains and yard engines using MT1, MT2 or MT3 for head room will not be provided a signal or verbally authorized to pass the EBCS Cicero B.

Overhead Clearances—The maximum height of any on-rail equipment or shipments to be handled from 16th and Canal Street Overpass, Chicago to Montgomery must not exceed the following measurements from the top of rail at the locations and on the tracks designated:

16th and Canal Street Bridge MP 1.38	
* Main 1	19 feet 11 inches
* Main 2	19 feet 7 inches
South leg of south wye (B-1)	22 feet 7 inches
North leg of south wye (B-2)	20 feet 9 inches
North leg of wye (B-3)	20 feet 9 inches
CTA Overpass MP 2.95	
Main 1	20 feet 4 inches
* Main 2	20 feet 1 inch
Main 3	20 feet 8 inches
Main 4	21 feet 0 inches
* Western Ave. Yard Tracks	17 feet 8 inches
CTA Overpass MP 4.6	
Main 1	20 feet 7 inches
Main 2	20 feet 8 inches
Main 3	20 feet 6 inches
Main 4	20 feet 4 inches

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BRC Overpass MP 6.7	
*++ Main 1 including crossover	18 feet 10 inches
*++ Main 2	18 feet 9 inches
*++ Main 3 including crossover	19 feet 3 inches
Main 4	21 feet 6 inches
Main 5	21 feet 6 inches
MJ Overpass MP 6.73	
** Main 1	19 feet 1 inch
** Main 2	18 feet 10 inches
** Main 3	19 feet 2 inches
Main 4	22 feet 0 inches
Main 5	22 feet 0 inches
26th Curve to Belt	21 feet 1 inch
Laramie Avenue Overpass MP 7.49	
Main 1	21 feet 3 inches
Main 2	21 feet 6 inches
Main 3	22 feet 2 inches
601, 602	21 feet 4 inches
603, 604, 605, 606	20 feet 7 inches
CN Overpass MP 8.99	
Main 1	20 feet 4 inches
Main 2	20 feet 3 inches
Main 3	20 feet 3 inches
Yard Lead	20 feet 3 inches
Highlands Overpass MP 16.44	
Main 1	20 feet 4 inches
Main 2	20 feet 4 inches
Main 3	20 feet 6 inches
CN Overpass MP 32.96	
Main 1	20 feet 9 inches
Main 2	21 feet 0 inches
Main 3	20 feet 8 inches
Ohio Street Overpass MP 36.09	
Main 1	20 feet 11 inches
Main 2	20 feet 7 inches
Industrial Lead	20 feet 6 inches

- * Autoracks, loaded doublestack equipment, and other height-restricted cars will not clear bridges at these locations.
- ++ Intermodal equipment loaded with vans or containers will not clear bridges at these locations.

Test Miles

WWD—MP 15.0 to MP 16.0.
 WWD—MP 31.0 to MP 32.0.
 EWD—MP 32.0 to MP 31.0.

Flash Flood Critical Areas

MP 6.5 to MP 7.0 Tracks 4 & 5
 MP 11.0 to MP 11.3 All Tracks
 MP 12.1 All Tracks
 MP 26.4 to MP 26.8 Main 1
 MP 27.8 to MP 28.1 Main 1
 MP 35.4 to MP 35.7 North Lead & Main 1

8. Line Segments

Chicago Terminal Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
800	Cicero	
801	14th Street Coach	
802	Western Ave	
803	Congress Park	
804	Clyde Diesel Shop	
825	Lumber District	
Yard Line Segments		
806	Eola	
807	Aurora (includes Montgomery industrial park)	
808	Hill Yard	

Road Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
64	Aurora to Nifa	0.0 to 3.5
65	Aurora to W. Chicago	0.0 to 12.2
71	CUS to Montgomery	0.0 to 38.1
1	Aurora to MP 41.0	38.1 to 41.0

9. Other Location Information

Station No.	Name	Mile Post	Capacity Feet	Switch Opens
Chicago West Industrial Line				
00001	Chicago Union Station	0.8 miles E of Roosevelt Rd		
71012	West Chicago (Hill Yard)	11.2	Yard	Both
00017	Hinsdale	16.8		

10. Grade Chart

