NATIONAL RAILROAD PASSENGER CORPORATION

CHICAGO SUBDIVISION EMPLOYEE TIMETABLE NO. 6

Effective 12:01 AM, Central Standard Time Monday, June 17, 2024

REVISION BULLETIN

Track Diagrams is created to assist employees with their Physical Characteristics knowledge. The track diagrams are also available on Comply365.

New abbreviations & glossary page.
Definition added for Tracks on \"Hold\".

Station page format is new.

1.8 is removed. Amtrak Employees are goverend by the applicable Amtrak Central-Northwest Division General Order. 1.10 is deleted. GCOR applies. 1.30 is removed. GCOR applies. 4.1.1 is removed. GCOR applies. 7.11 is removed. Amtrak Employees are goverend by AMT-3.

6.3 MAIN TRACK AUTHORIZATION

Main Track Authorization is new & designates the method of operation.

6.31 MAXIMUM AUTHORIZED SPEEDS

Speeds are modified for CUS south limits between CP Harrison and CP Lumber & 21st Street. Speeds are modified for 6.28 territory.
Speeds & locations have been updated.
Added \"all tracks unless otherwise restricted\".

1.36 EQUIPMENT RESTRICTIONS

SD70MACH Locomotives is added. Prohibited Freight Equipmentis modified.

1.3.1 RULES, REGULATIONS AND INSTRUCTIONS

Rule is revised. Amtrak System General Order houses other various manuals/rulebooks in effect for Amtrak employees. Amtrak employees working in yard service restriction is removed. Amtrak employees working in yard service must carry their Mobile Document Compliance System (MDCS) iPad device while performing service.

1.3.2 GENERAL ORDERS

Rule is revised.

1.3.3 CIRCULARS, INSTRUCTIONS AND NOTICES

Rule is revised.

1.14 EMPLOYEE JURISDICTION

Amtrak Chicago Subdivision to MP 3 on BNSF is added.

1.20 ALERT TO TRAIN MOVEMENT

14th Street Car Shop Building is removed.

1.44. TRAIN DIRECTORS: ASSIGNED TERRITORIES

Revised to show Train Director territory limits.

1.46. DUTIES OF YARDMASTERS

New rule to designate yardmaster duties.
Relocated from \"Train servicing and clearing procedures\"

1.47 DUTIES OF CREW MEMBERS

Rule is revised.
Road Crews Taking Charge of Equipment in Chicago Union Station is modified.

1.48 TIME

Rule is revised.

2.10 EMERGENCY CALLS

Detonation of device is relocated to the applicable Amtrak System General Order. Broadcast of emergency procedures are modified.

2.18 MALFUNCTIONING RADIO

Rule is revised.

2.21 ELECTRONIC DEVICES

To allow for the device to be used to reference a railroad rule, special instruction, timetable, or other directive for locomotives and on-track equipment.

5.8.2 SOUNDING WHISTLE

Added portable whistle signs.

5.9.1 DIMMING HEADLIGHT

CP Washington changed to CP Lake.

5.13. BLUE SIGNAL PROTECTION OF WORKERS

Rule is revised. Local procedures applicable to CUS, 16th street locomotive maintenance facility, car shop building, storage track 1 & All other Yard Tracks other than 16th Street Locomotive Maintenance Facility.

5.13.2 RWP FLAGS and TAGS

New rule.

6.2 INITIATING MOVEMENT

Rule is modifed to reflect updated procedures for all westward trains. Crews operating on BNSF territory must obtain GTB prior to occupying BNSF main track.

6.4.2 MOVEMENTS WITHIN CONTROL POINTS OR INTERLOCKINGS

Rule is revised.

6.5 SHOVING MOVEMENTS

Rule is revised.
This rule revision incorporates all shoving movements into station or mail tracks.

6.28. MOVEMENT ON OTHER THAN MAIN TRACK

Chicago 14th street yard requirements added. BNSF Coach yard requirements added.
Brighton Park Facility added.

6.32.5 ACTUATING AUTOMATIC WARNING DEVICES UNNECESSARILY

Signal Number's are now designated in a table.

7.1. SWITCHING SAFELY AND EFFICIENTLY

New rule. TiLights instruction relocated from Amtrak Central-Northwest Division General Order.

7.6 SECURING CARS OR ENGINES

Rule is revised.

7.8 COUPLING OR MOVING CARS ON TRACKS WHERE CARS ARE BEING LOADED OR UNLOADED

Rule is revised.

7.9 SWITCHING PASSENGER CARS

Protecting End Doors and Vestibules is removed. Amtrak Employee Safety Rules apply. Transition Cars is removed. AMT-3 procedures apply to Amtrak Employees.
Air Hoses is revised.

7.10 MOVEMENT THROUGH GATES OR DOORWAYS

Modified to include employee titles & Brighton Park. Chicago 14th Street Service & Inspection (S&I) Building entering and exiting the building procedures relocated.
Brighton Park Facility Building Tracks 2 & 3 is new.

8.2 POSITION OF SWITCHES

North of 18th Street (#46 Switch), South of St. Charles Air Line (#41 Switch) are removed.

8.19.2. REMOTELY CONTROLLED SWITCHES

RailComm Failure section is removed and relocated to Other Subdivision Special Instructions. Remote controlled switch locations is now reflected in a table.

9.1 SIGNAL ASPECTS AND INDICATIONS

Flashing Aspect & Number Plate relocated to \"Amtrak Chicago Subdivision Signal Aspects and Indications\". Distance Indicators is removed.

9.4 IMPROPERLY DISPLAYED SIGNALS

Revised to identify the dwarf color position light signals imperfectly displayed.

9.10.1 INITIATING MOVEMENT BETWEEN SIGNALS IN CUS - TRAINS DEPARTING CUS STATION TRACKS

Example added: Permission from the Train Director is not required when: the track between the leading end of the train and the next governing absolute signal does not contain any part of a switch or other interlocking appliance (example: Track 0 between CP Madison and CP Washington, Track 48 at CP Harrison)

9.12 STOP INDICATIONS

GCOR 9.12 Stop Indications is relocated from the Amtrak System General Order.

9.12.2. MANUAL INTERLOCKING LIMITS PROCEDURES

Manual Interlockings is relocated to 6.3 \"Main Track Authorization\".
Light Engine Movements to/from Canalport Yard Lead is modified from \"permission\" to \"authority\".

10.3 TRACK AND TIME

Rule is revised. Acceptable Supplemental Locations (ASLs) is relocated to \"Other Subdivision Special Instructions\".
Enhanced clarification for Track and Time Authority to be issued within Manual Interlocking Limits.

10.3.2 PROTECTION OF MACHINES, ON-TRACK EQUIPMENT OR EMPLOYEES

Rule is revised.

10.3.3 JOINT TRACK AND TIME

Rule is revised.
\"On-track equipment\" added.

15.4 PROTECTION WHEN TRACKS REMOVED FROM SERVICE

New rule.
Switch (a barricade must be erected when a switch is used) is added. \"Whole MP\" is removed.

18.1. POSITIVE TRAIN CONTROL TERRITORY

New rule. GCOR Chapter 18 and all related Amtrak I-ETMS Special Instructions are in effect on all main tracks between CP Roosevelt Overhead Bridge (MP 0.74) and South Limits of CP 21st (except CN Main Tracks).

18.2.1. TRAINS AUTHORIZED TO OPERATE WITH I-ETMS

New rule. All trains with PTC Clearance numbers are shown here.

18.6 CONSIST DATA

New rule.

18.9 USE OF RESTRICTED MODE

New rule.

18.10 WORKING WITH MANNED HELPERS

18.10 WORKING WITH MANNED HELPERS
New rule.

18.11 CRITERIA FOR DETERMINING INOPERATIVE I-ETMS

New rule.

18.12 MOVEMENTS WITH INOPERATIVE PTC SYSTEM

New rule.

18.13 MOVEMENTS WITHOUT PTC

New rule.

TELEPHONE NUMBERS

Rule is revised.

WHERE STOP WILL BE MADE – CUS STATION TRACKS

Distance Indicators relocated from 9.1.

CHICAGO UNION STATION TRAIN STARTING SYSTEM PROCEDURES

Rule is revised.

"TRACKS ON HOLD"

New rule.

TRAIN SERVICING AND CLEARING PROCEDURES

New rule.

RAILCOMM SYSTEM FAILURE PROCEDURES

New rule.

HANDLING OF HAZMAT, EXCESSIVE WEIGHT, OR EXCESSIVE DIMENSION CARS

HAZMAT rule is new and relocated from Amtrak System General Order.

ACCEPTABLE SUPPLEMENTAL LOCATIONS (ASLs)

Acceptable Supplemental Locations (ASLs) instruction is relocated from the 10.3 \"track and time\" section. ASLs may be utilized for 10.3 (Track and Time) and 15.4 (Protection when Tracks removed from Service).

7 I-ETMS POSITIVE TRAIN CONTROL (PTC) SYSTEM RULES 7

PTC SYSTEM SOFTWARE DOWNLOADS AND INSTALLS is removed & contained in the Amtrak System General Order.

ENTERING PTC TRACK

New rule.
CP lumber is now Roosevelt Road Overhead Bridge (MP 0.74)

PTC ENFORCEMENTS

New rule.

OPERATIVE BRAKE LIMITATIONS ON PTC EQUIPPED TRAINS

New rule.

INITIALIZING PTC WITH MULTIPLE LOCOMOTIVES IN TRAIN CONSIST

New rule.

I-ETMS SYSTEM SOFTWARE DOWNLOADS AND INSTALLS

New rule.

PTC TROUBLESHOOTING

New rule.

PTC ISSUE AND ANOMALY REPORTING

New rule.

AUTHORITY TO PASS STOP INDICATION

New rule.

PTC CLEARANCE NUMBERS

FOREIGN TRAINS AND AMTRAK YARD ASSIGNMENTS WITHOUT CLEARANCE NUMBERS OR EXPERIENCE ISSUES WITH CLEARANCE NUMBERS is retitled to \"PTC CLEARANCE NUMBERS\".

BNSF GTB DELIVERY AND HANDLING BY CHICAGO YARD ASSIGNMENTS

New rule.

8 INFRASTRUCTURE MAINTENANCE & CONSTRUCTION SERVICES (IMCS) SPECIAL INSTRUCTIONS 8

1.3.2-IMCS is deleted. Chicago Subdivision Special Instruction 1.3.2 applies. 1.49-IMCS is deleted and incorporated into 1.47-IMCS. 5.4.1-IMCS is deleted. GCOR rule 5.4.1 applies. 6.3.4-IMCS is deleted. RWP manual applies. 6.40-IMCS is deleted. Brandt truck information relocated to Chicago Subdivision Special Instruction 1.36. All other information relocated to 6.22-IMCS. 9.13-IMCS is deleted. This rule is found in 9.13 under Chicago Subdivision Special Instructions. 10.3-IMCS is deleted. This rule is found in 10.3 under Chicago Subdivision Special Instructions.

1.47-IMCS. DUTIES OF CREW MEMBERS

Rule is revised & combined with 1.49-IMCS.

2.5-IMCS. COMMUNICATION REQUIREMENTS FOR ON-TRACK EQUIPMENT AND ROADWAY WORKERS

New rule.

5.4.7-IMCS. DISPLAY OF RED FLAG

New rule.

6.3.3-IMCS. ESTABLISHING WORKING LIMITS

The use of Foul Time is added. Foul time can be used to provide adjacent track protection to IMCS.

6.22-IMCS. MAINTAINING CONTROL OF ON-TRACK EQUIPMENT

Rule is revised.

6.31-IMCS. MAXIMUM AUTHORIZED SPEED

1 MPH \"Operating through self-guarded frogs and switch pointguards, or diverting through spring frogs\"
Self guarded frogs and point protectors 1 MPH added
1 MPH \"Operating through self-guarded frogs and switch pointguards, or diverting through spring frogs\"

6.41-IMCS. HIGH-RAIL OPERATIONS

New rule.

8.3-IMCS. WORKING LIMITS – POSITION OF MAIN TRACK HAND OPERATED SWITCHES

New rule.

9.5.3-IMCS. PROTECTION DURING REPAIRS

Rule is revised.

15.1-IMCS. TRACK BULLETINS

Rule is revised.

9 AMTRAK CHICAGO SUBDIVISION SIGNAL ASPECTS AND INDICATIONS 9

Flashing Aspect & Number Plate relocated to Signal Aspects and Indications.

11 PC CHANGES 11

Permanent Physical Characteristics changes is new.

END OF SECTION

1 DEPARTMENT INFORMATION

GERHARD WILLIAMS

EVP Service Delivery & Operations

JARRETT E. ALSTON

VP Transportation

PATRICK SULLIVAN

AVP Transportation, Central-Northwest Division

AMTRAK'S VALUES

Put Customers First
Do the Right Thing
Excel Together

OUR VISION

Moving America where it wants to go

OUR MISSION

Delivering intercity transportation with superior
safety, customer service and financial excellence

Amtrak operating employees are bound to comply with the rules and instructions contained within this Employee Timetable. Any exceptions to operating rules and instructions not listed herein or by General Order, must be authorized by an accountable Amtrak Officer and must be approved by the Director of Operating Practices.

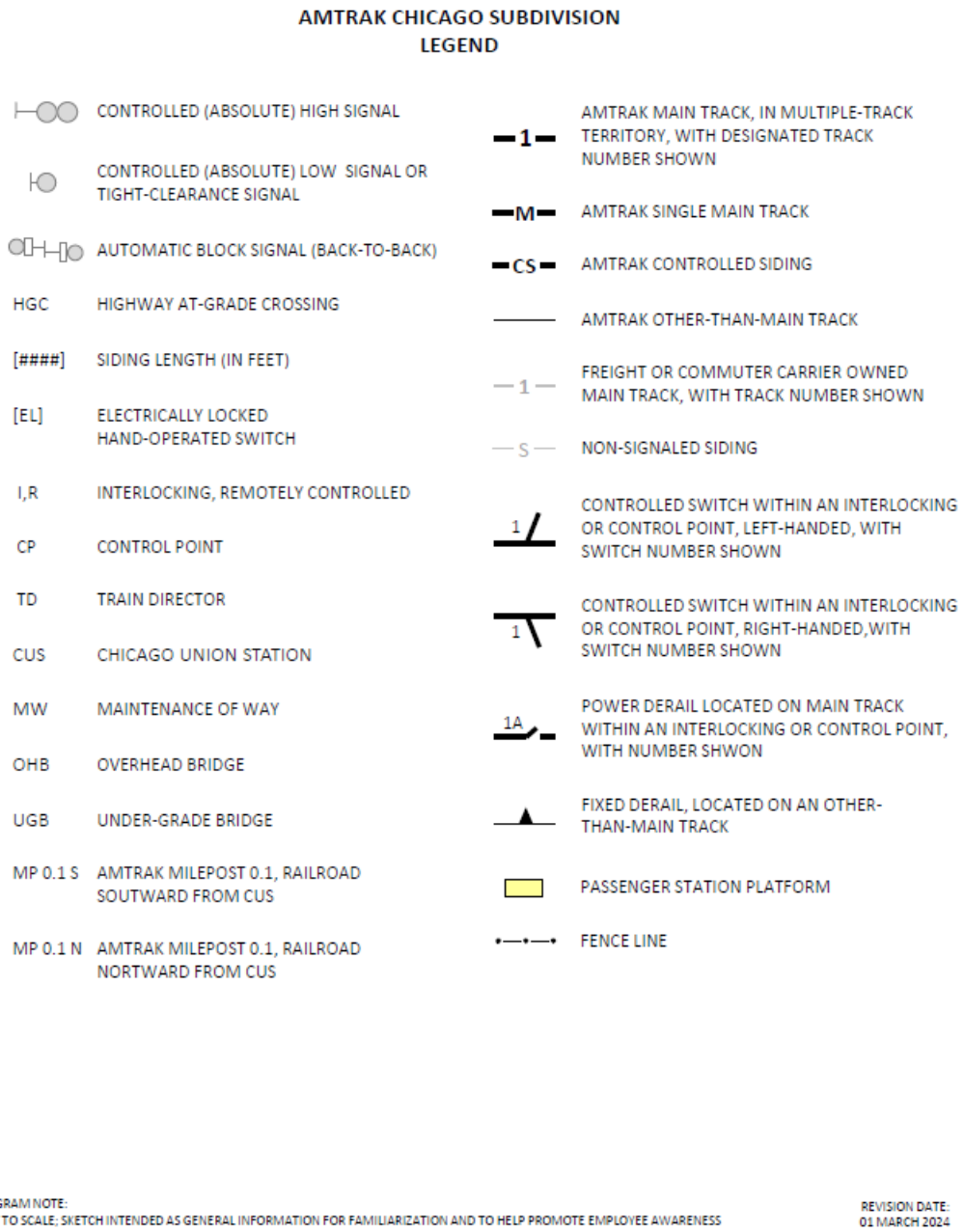
END OF SECTION

2 TRACK DIAGRAMS

Track Diagrams for the Amtrak Chicago Subdivision are also contained in a separate document in Comply365.

Physical Characteristics:
The railroad mileposts contained within the timetable are to be utilized as general information purposes. The footage of a railroad milepost can vary, along with distances measured by different technology.
For tasks that involve the use of on-track protection or the safety of train movements, such as establishing temporary speed restrictions (TSR's), employees must verify the specific milepost(s) and PC location(s) with the appropriate PTC system.

Legend



North End of Chicago Subdivision

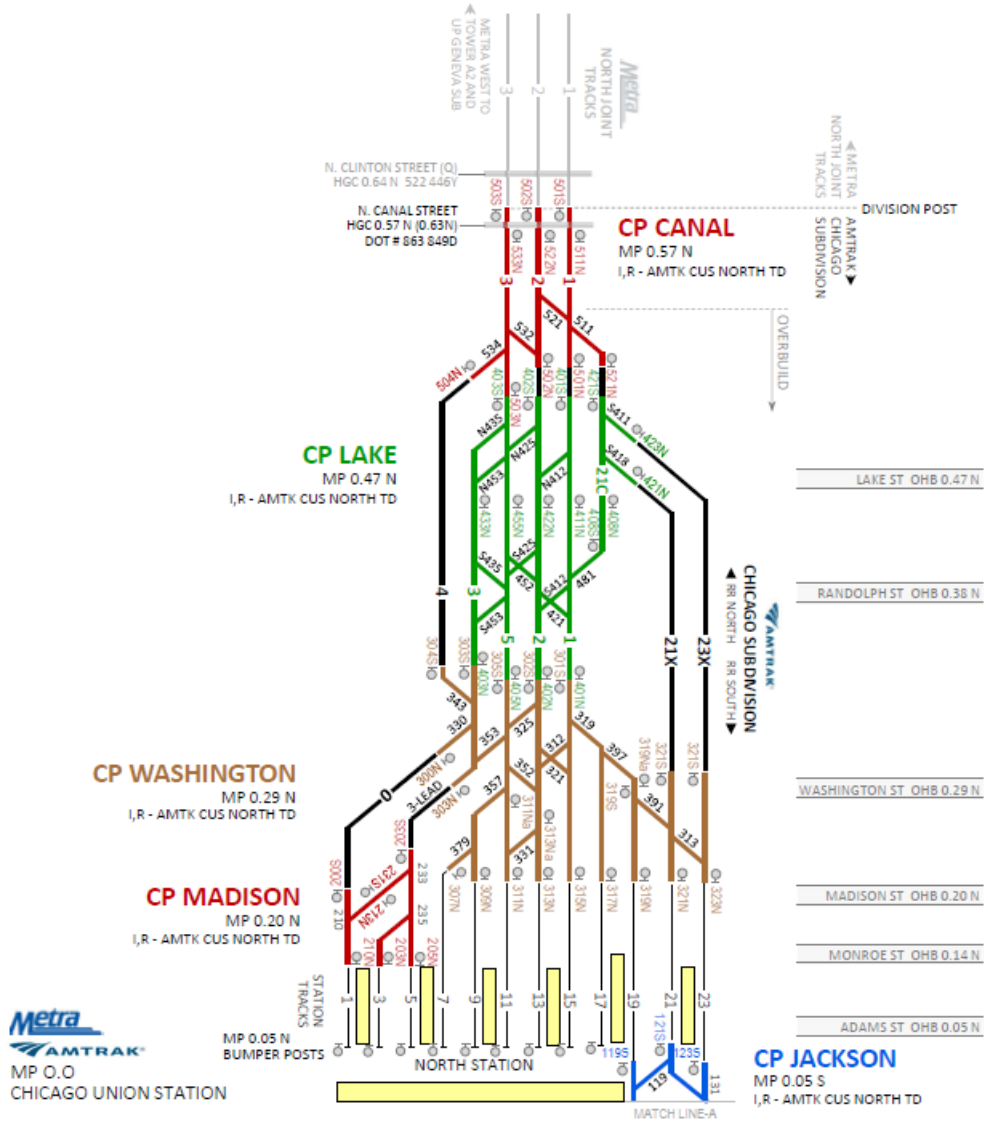
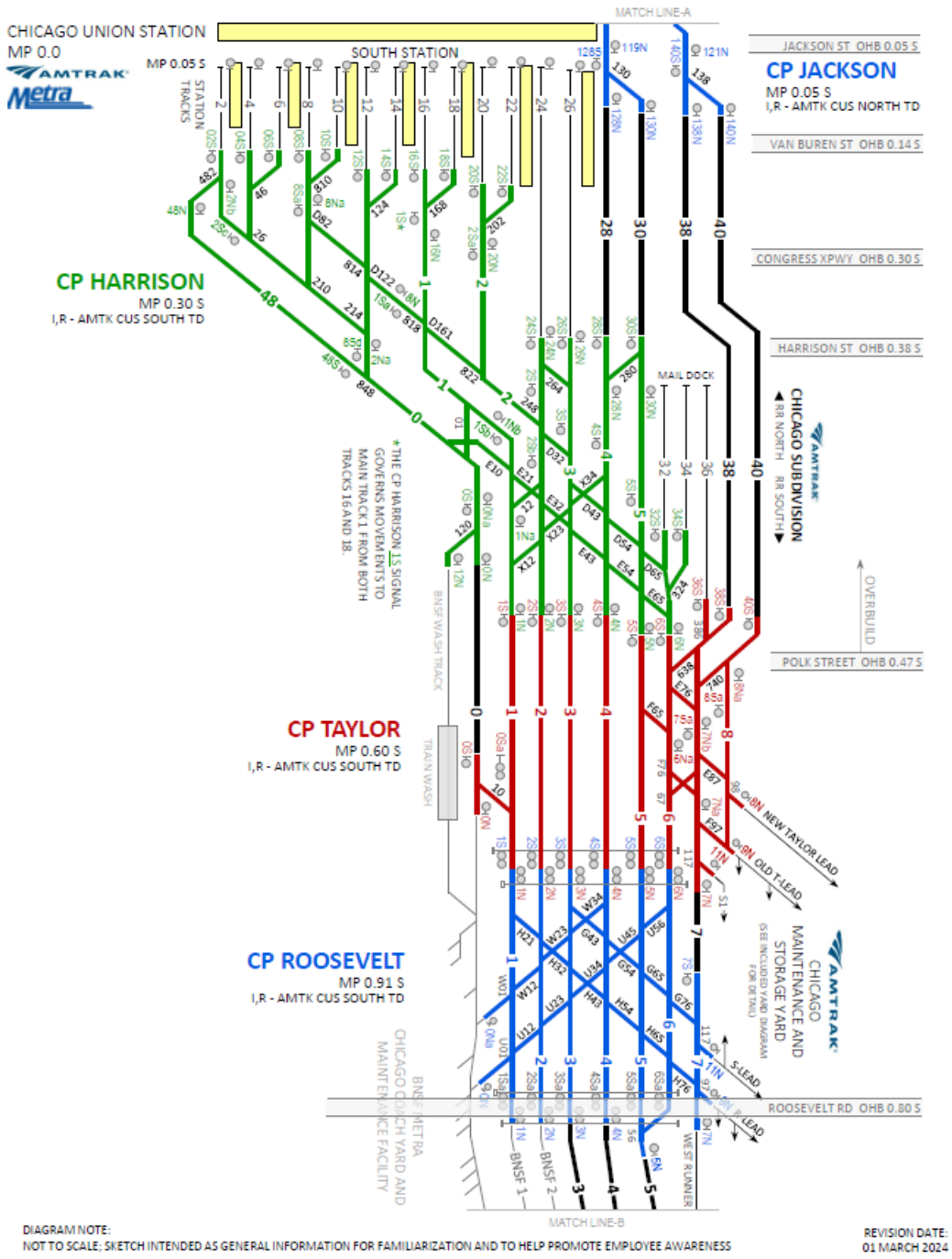


DIAGRAM NOTE:
NOT TO SCALE; SKETCH INTENDED AS GENERAL INFORMATION FOR FAMILIARIZATION AND TO HELP PROMOTE EMPLOYEE AWARENESS

REVISION DATE:
01 MARCH 2024

South End of Chicago Subdivision



South End of Chicago Subdivision (Continued)

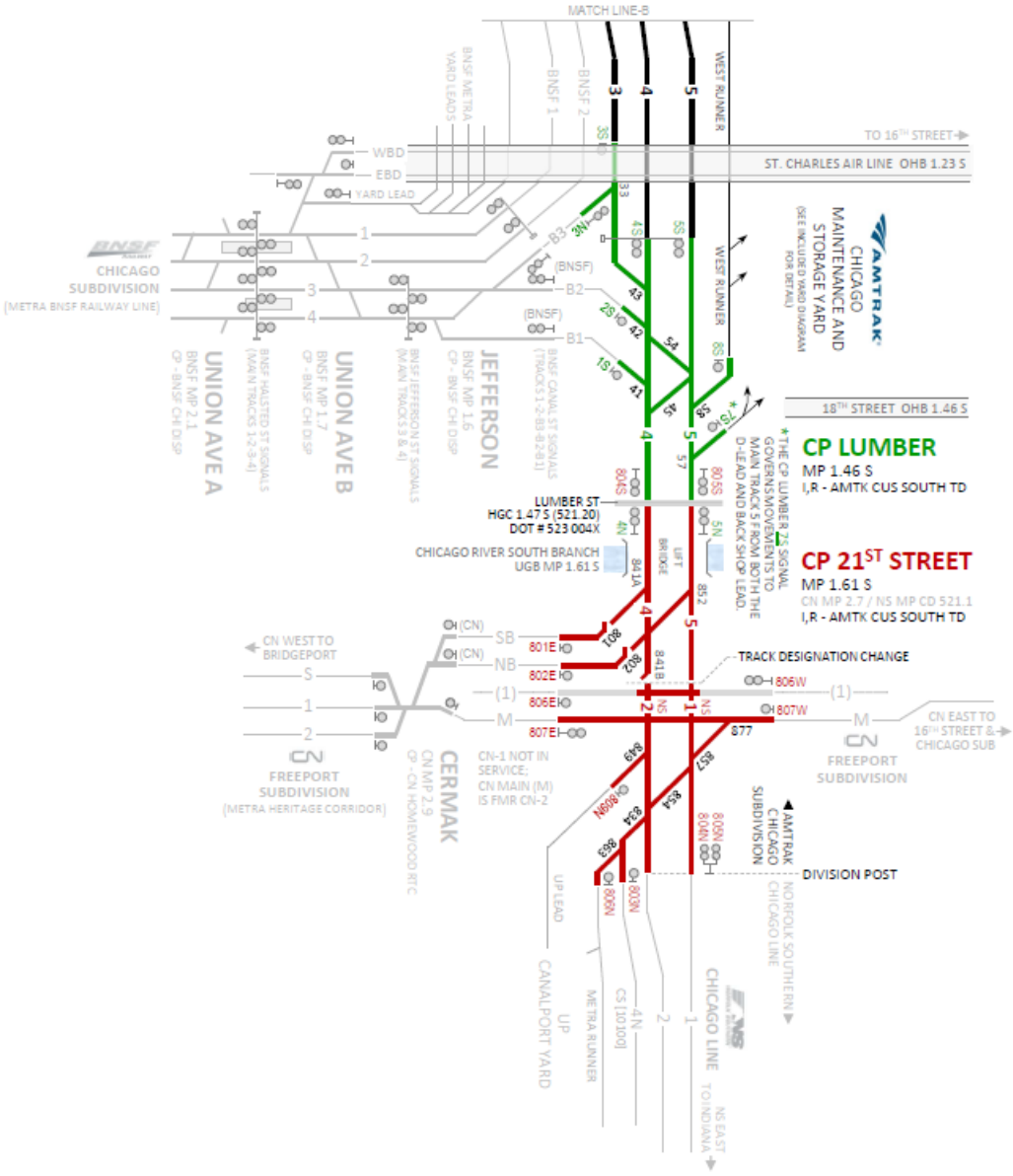


DIAGRAM NOTE:
NOT TO SCALE; SKETCH INTENDED AS GENERAL INFORMATION FOR FAMILIARIZATION AND TO HELP PROMOTE EMPLOYEE AWARENESS

REVISION DATE:
01 MARCH 2024

Chicago Maintenance Facility and Yard

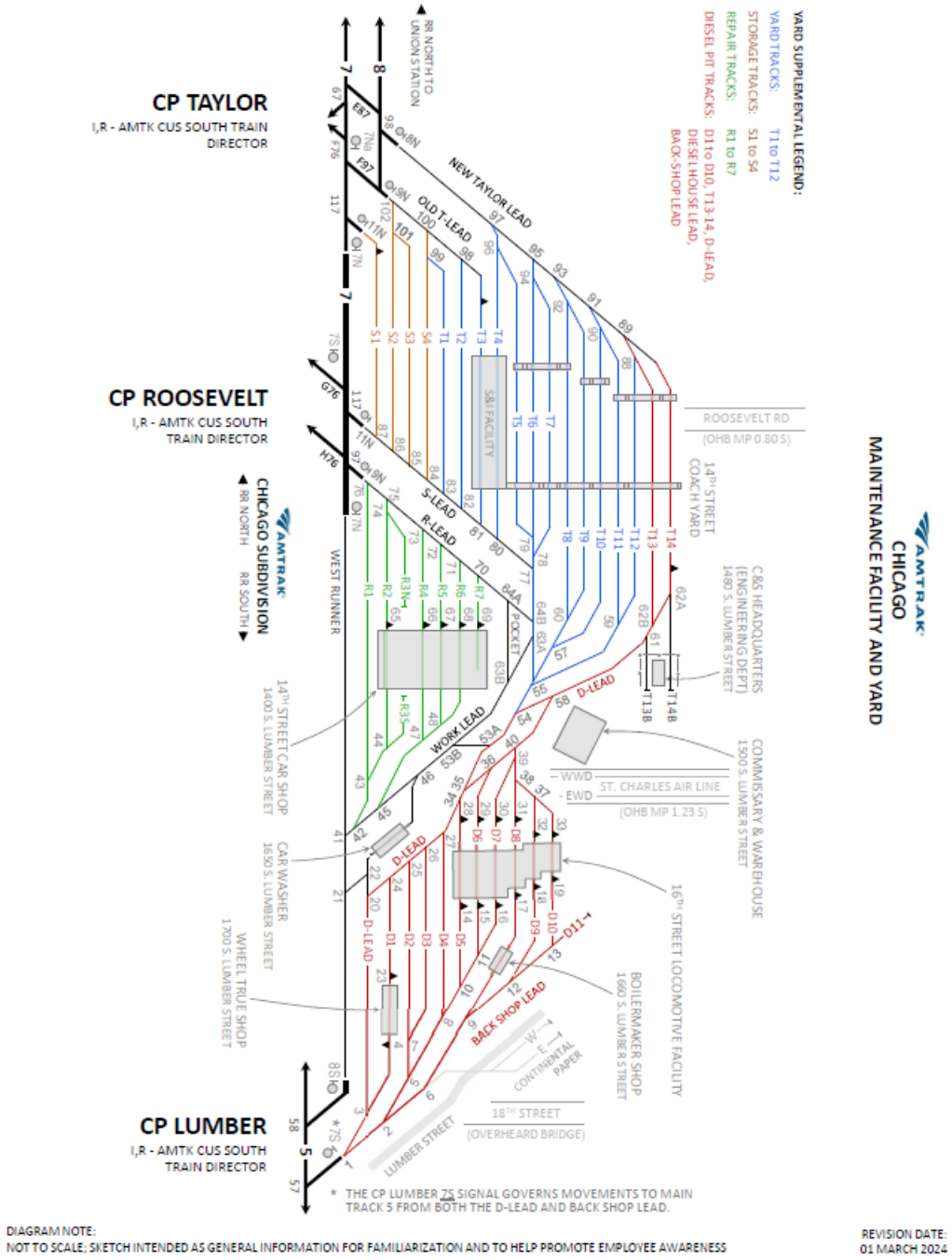


DIAGRAM NOTE:
NOT TO SCALE; SKETCH INTENDED AS GENERAL INFORMATION FOR FAMILIARIZATION AND TO HELP PROMOTE EMPLOYEE AWARENESS

REVISION DATE:
01 MARCH 2024

Brighton Park Maintenance Facility

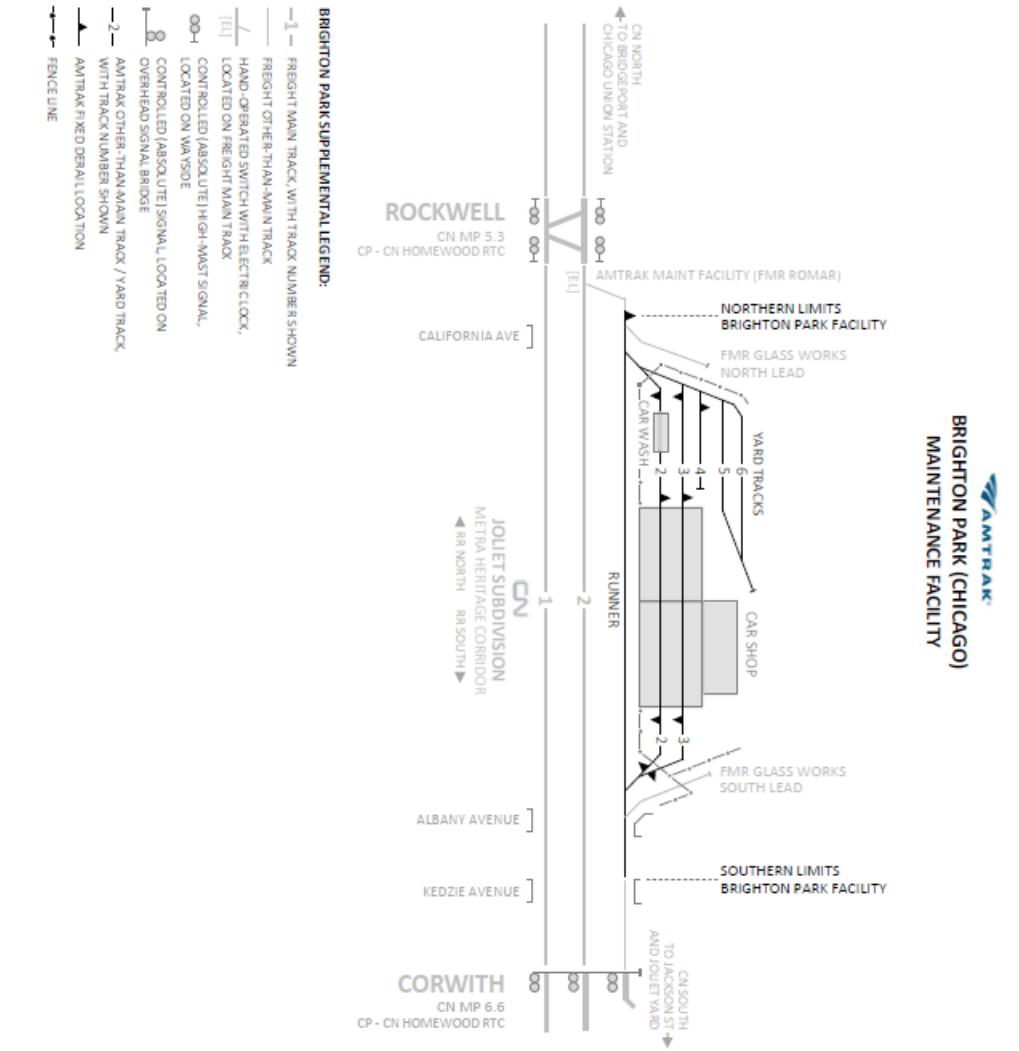


DIAGRAM NOTE:
NOT TO SCALE; SKETCH INTENDED AS GENERAL INFORMATION FOR FAMILIARIZATION AND TO HELP PROMOTE EMPLOYEE AWARENESS

REVISION DATE:
01 MARCH 2024

END OF SECTION

3 ABBREVIATIONS & GLOSSARY

A Abbreviations

Abbreviations	
ASL	Acceptable Supplemental Location
AVE	Avenue
BLVD	Boulevard
CAD	Computer Aided Dispatch
CS	Chicago Subdivision
DTB	Daily Track Bulletin
NOUPT	New Orleans Union Passenger Terminal
EL	East Limits
EXT	Extension
FLGM	Flagman
FRMN	Foreman
IMCS	Infrastructure Maintenance and Construction Services
M	Manual Interlocking
MTIE	ITCS - Manual Track Location Determination
MTO	Manager Train Operations
PS	Passenger Station
NL	North Limits
RD	Road
RRX	Railroad Crossing
RWIC	Roadway Worker in Charge
RWP	Roadway Worker Protection
SBB	South Branch Bridge
SL	South Limits
ST	Street
TD	Train Director
TSR	Temporary Speed Restriction
WL	West Limits
WIC	Worker-in-Charge
X	In service continuously

B Glossary

1) **Control Point Limits**

The tracks between the outer opposing absolute signals of a control point.

2) **Roadway Worker**

Any employee of a railroad, or of a contractor to a railroad, whose duties include inspection, construction, maintenance or repair of railroad track, bridges, roadway, signal and communications systems, electric traction systems, roadway facilities or roadway maintenance machinery on or near track or with the potential of fouling a track, and flagmen and watchmen/ lookouts.

3) **RWP Authority**

A form of authority granted to a RWIC by name which establishes Exclusive Track Occupancy, as required by the Amtrak IMCS Department RWP Manual. Forms of RWP Authority include GCOR 10.3 Track and Time Authority, GCOR 15.4 Protection When Tracks Removed from Service, and Foul Time Authority.

4) **MTO on Duty**

The individual MTO responsible for overseeing Train Movement operations at any given time.

5) **Track Barricade**

A designated sign or obstruction fastened to a track that prevents access to the track.

6) **Clearance Point**

The location near a turnout beyond which it is unsafe for passage on an adjacent track(s). Where a person is permitted by a railroad's operating rules to ride the side of a car, a clearance point shall accommodate a person riding the side of a car.

7) **Track(s) on "Hold"**

Are in-service, dispatcher-controlled track(s), that are not available or suitable for train movement due to suspected or known defect, or are ordered by a qualified Amtrak IMCS/Capital Delivery employee. Such tracks must remain protected by blocking devices, under the charge of the dispatcher, holding all train movements clear until the unsafe condition has been resolved or returned to normal service by a qualified Amtrak IMCS/Capital Delivery employee.

END OF SECTION

4 STATION PAGE

STATIONS	MP	METHOD OF OPERATION	PS	NOTES
CP Canal (Jct. Metra)	0.57 N	CTC/M		
CP Lake	0.47 N			
CP Washington	0.29 N			
CP Madison	0.20 N			1
Chicago Union Station	0.0		X	
CP Jackson	0.05 S			2
CP Harrison	0.30 S			
CP Taylor	0.60 S			3
CP Roosevelt	0.91 S			
CP Lumber	1.46 S			
CP 21st Street (Jct. CN/NS/Metra)	1.61 S			
The direction from CP 21st Street to CP Canal is Northward.				
Note 1: CP Madison is only on tracks 0, 1, 3, 3 lead, & 5				
Note 2: CP Jackson is only on tracks 19, 21, 23, 28 EXT, 40 EXT				
Note 3: The North limits of CP Taylor include the Southbound signals on tracks 36, 38, & 40				

END OF SECTION

5 CHICAGO SUBDIVISION SPECIAL INSTRUCTIONS

Unless otherwise specified, this section contains Subdivision Specific Instructions related to GCOR rule additions, modifications, and/or deletions. All other portions of the rule remain in effect.

6.3 MAIN TRACK AUTHORIZATION

Method of Operation

Manual Interlocking Limits are in effect between CP 21st Street, inclusive and CP Canal, inclusive. Manual interlocking rules apply at all absolute signals. All tracks within interlocking limits are considered Main Track.

Chicago Subdivision extends from CP Canal (inclusive) to CP 21st Street (inclusive)

6.31 MAXIMUM AUTHORIZED SPEEDS

Maximum Speeds – Passenger

BETWEEN / AT	PSG SPEED (MPH)
North limits of CP Canal and South limits of CP Harrison - All tracks	15
South limits of CP Harrison and CP Roosevelt Overhead Bridge – All Tracks	20
CP Roosevelt Overhead Bridge and South limits of CP 21st Street - All Tracks, unless otherwise restricted	30
CP Roosevelt Overhead Bridge and connection with the BNSF Chicago Subdivision - Main Tracks 1, 2	25
Diverging Movements through Power operated turnouts, unless otherwise restricted	15
Diverging Movements through CP 21st Street: turnouts to CN Connection tracks	10

Maximum Speeds – Freight

BETWEEN / AT	FRT SPEED (MPH)
Entire limits of Chicago Subdivision	10

Maximum Speeds - Other than Main Track

Movements must be made as prescribed byGCOR 6.28 Movement on Other than Main Track, not exceeding:	
TRACKS	**ALL TRAINS (MPH)**
All other tracks not listed below:	10
West Runner	15
Car Shop Tracks R-1 through R-7 Engine Servicing Tracks D-1 through D-10, South Diesel House Lead, D-Lead and Back-Shop Lead:	
• Inside Buildings	2
• Outside Buildings	5
Inspection Building Tracks T-3 and T-4, (Inside Building)	5
Storage Track 1, Tracks 3, 13, 14	5
Brighton Park Mechanical Facility	
• Inside Buildings	2
• Outside Buildings	5

OTHER LOCATIONS NOT SHOWN IN STATION LIST: None

6.31.1 PERMANENT SPEED RESTRICTIONS

Speed Restrictions - Main Tracks

BETWEEN / AT	PSG SPEED (MPH)	FRT SPEED (MPH)
CP Taylor:		
Tracks 0, 7, 8	15	10
CP Roosevelt:		
Tracks 6, 7	15	10
From BNSF to Amtrak on Crane or North Leads	10	10
CP Lumber St:		
Movements on all wye tracks (B1, B2, and B3)	10	10
CP 21st Street:		
South Branch Bridge	15	10
CN RRX	15	10
CN-NS "New" Connection	10	10
CN Northbound & Southbound Main Tracks	10	10

1.36 EQUIPMENT RESTRICTIONS

A **Foreign Railroad Freight Engines**

Account possible close clearances, crews operating foreign railroad freight locomotives on CUS station tracks must not exceed 5 MPH and must immediately stop movement if any part of the locomotive comes in contact with platforms or any track appliances.

B **SD70MACH Locomotives**

To account for possible close clearances, crews operating SD70MACH locomotives between the South Limit of CP Harrison and the North Limit of CP Canal must have the awnings in the down position.

C **125 Ton Double Stack Cars:**

Operation of double stack cars loaded with any container on the second level within the Amtrak Chicago Subdivision is prohibited. There is no restriction on empty cars, or cars loaded on the first level only.

D **Prohibited Freight Equipment**

1) Freight equipment exceeding 15 feet 6 inches in height (Plate C), except for movements operating solely between the connection with the BNSF at Union Ave. and the CP 21st Street where equipment must not exceed 17 feet in height (Plate F).

2) Freight equipment exceeding 10 feet 4 ½ inches wide at 8 inches above the top of rail (Plate L) are prohibited from operating north of CP Roosevelt without prior authorization.

3) Freight equipment with reporting mark “CW” in the 4000 series

4) Due to track geometry, freight trains are not permitted to operate on Track B2 at CP Lumber. *This restriction does not apply to lite locomotive movement.*

Exception : *In case of emergency, the CUS South Train Director must obtain authorization from the Deputy Division Engineer before permitting these movements.*

E **Freight Train Maximum Weights**

The following cars cannot be moved without permission of the Deputy Division Engineer:

Freight Type	Gross Weight Exceeding	Coupled Cars Length Less Than
All Freight Trains	263,000 lbs	44 Feet

1.3.1 RULES, REGULATIONS AND INSTRUCTIONS

The following rules and instructions govern all movements over the Amtrak Chicago Subdivision. The date of the current book or instruction in effect will be shown in the Chicago Subdivision General Order.

- General Code of Operating Rules (GCOR)
- Amtrak Chicago Subdivision Timetable

In addition, the following rules and instructions govern Amtrak employees:

- Chicago Train Movement Manual (Train Directors and employees whose duties require)
- North American Emergency Response Guidebook (Train Directors and employees whose duties require)
- Hazardous Materials Rules (Applies only to employees involved in movement of Hazardous Materials)

Qualification in Amtrak Chicago Subdivision
Unless otherwise specified, all Train and Engine service employees must be qualified on the rules and special instructions of the Amtrak Chicago Subdivision before accepting an assignment to work on the property.

1.3.2 GENERAL ORDERS

General Orders will be issued and canceled by System Operating Practices. General Orders will be numbered consecutively, with the number prefixed by the number of the current timetable.

System General Orders, Central-Northwest Division General Orders, Chicago Subdivision General Orders, Chicago Control Center General Orders will be issued as required.
Summary General Orders, when issued, will be followed with the letter “SUM” and will supersede any previous General Orders.

General Orders, Circulars and Notices are posted at the following locations:

- GB Office
- Metra Yardmaster Office – Track 19

Amtrak employees going on duty at 14th St. yard (Room 108) or GB Office must sign the appropriate Amtrak Employee Register.

1.3.3 CIRCULARS, INSTRUCTIONS AND NOTICES

Chicago Subdivision General Notices will be issued as needed, summarized periodically, and contain information affecting the Chicago Subdivision. Each new Summary General Notice will have its number followed by the letters “SUM” and will contain all current information. Summary General Notices will supersede the previous Summary General Notice and all previous Supplemental General Notices.

Physical characteristics changes over 60 days old but less than 180 days old that do not involve a change to a timetable special instruction will be listed in the current Amtrak Chicago Subdivision General Notice.

1.14 EMPLOYEE JURISDICTION

Train and Engine service employees of foreign railroads who operate exclusively between CP 21st Street and CP Roosevelt will be governed by the Amtrak section of the Chicago Operating Rules Association (CORA) Guide.

Trains and On-Track Equipment operating on the CN through CP 21st Street will be governed by the CN Timetable and Operating Rules.

Amtrak yard crews operating over the following territory outside the Amtrak Chicago Subdivision will be governed by the section of the CORA guide as indicated:

Territory	CORA Section
CP 21st Street Interlocking to the Brighton Park Maintenance Facility	CN
Amtrak Chicago Subdivision to MP 3 on BNSF	BNSF
CP 21st Street and CP 501 on NS	NS

1.20 ALERT TO TRAIN MOVEMENT

Close Clearances

All employees are prohibited from riding the side of locomotives or cars into or out of any building within the Amtrak Chicago Subdivision and are prohibited from riding on the roof of moving equipment at any time.

Bridge piers, mail platforms and other structures within the Amtrak Chicago Subdivision will not clear any person on the side of locomotives or cars.

In addition, employees are advised that scaffolding may be erected from time to time at various locations within the CUS train shed. Employees riding on the side of equipment will not clear at locations where scaffolding is present.

Employees are prohibited from riding the sides of equipment at the following locations:

LOCATION	NOTES
South end of Yard Track 13	Fence erected on east side of track adjacent to C&S facility, located north of the pedestrian overhead walkway to the 14th Street Car shop.
Chicago 14th Street Car Shop – Track R-5	Hand railing on the west side of the North and South Drop Table Maintenance Pit Covers.
14th Street Coach Yard	Due to power switches installed within the 14th Street Coach Yard, employees are cautioned that there are switch stands that may not clear an employee riding the side of equipment. Employees must be aware of the location of these switch communication equipment / switch stands when getting on or off equipment.
14th Street Coach Yard, Storage Lead	A gas pipe is located west of and adjacent to the Storage Lead Track near the 83 Switch (Switch off of Storage Lead for Track 1).
CP Harrison/CP Jackson, Tracks 30, 32, 34, 36 and 38	High level platforms are adjacent to the east side of Track 30, both sides of Tracks 32, 34 and 36, and the west and north side of Track 38.
CP Jackson	Crash walls and bridge support columns are adjacent to both sides of 40 Extension Track and the east side of 28 Extension Track. A concrete barrier protecting a signal device and switch appliance is also along the east side of 40 Extension track.
Tracks 19, 21, 21 Extension	A crash wall is located between the east side of Track 19 and the west side of Tracks 21 and 21 Extension between Adams St. and Washington St.
Tracks 23 and 23 Extension	A crash wall and a metal fence are located along the east side of the entire length of Tracks 23 and 23 Extension.
CP Madison/CP Washington	Main Track 0 between Washington and Madison Streets, close clearances are located on both sides of the track via a crash wall on the east side of the track, and a platform on the west side of the track.

LOCATION	NOTES
CP Lake	Main Track 4 between the north limit CP Washington and the south limit CP Canal, close clearances are located on both sides of the track via a crash wall on the east side of the track, and a narrow platform and building wall on the west side of the track.
CUS Station Tracks 6, 8, 10, and 12	Overhead signage is erected approximately 30 feet from the bumping posts on tracks 6, 8, 10, and 12 in CUS. Employees must use additional caution when entering or exiting locomotives in this area.

Not all close clearances are bulletined or posted. Be alert for close clearance signs or close clearance locations or situations created by outside interference.

1.44. TRAIN DIRECTORS: ASSIGNED TERRITORIES

Where the Operating Rules make reference to the Train Dispatcher or Control Operator, such reference will also apply to Train Director.

TRAIN DIRECTOR	TERRITORY
CUS South	CP Jackson, exclusive to CP 21st Street, inclusive.
CUS North	CP Canal, inclusive to CP Jackson, inclusive.

1.46. DUTIES OF YARDMASTERS

Amtrak Chicago Subdivision Yardmaster locations:

Yardmaster	Location
Glasshouse	Track 20 in CUS
CD-7	14th Street Tower

- Yardmaster training must consist of governing operating rules (GCOR) for the rules area they serve, as well as AMT-3 (as applicable), radio and safety rules.
- Yardmasters must be qualified on the physical characteristics of the territory they oversee.
- Yardmasters must be effective communicators and knowledgeably coordinate operations with crews, work gangs, train directors and operators, mechanical facility employees, customer service employees, CNOC, fuel operations, food service vendors and other contractors and employees, when applicable.
- Yardmasters must understand the associated rules and uses of office equipment, radios, telephones, computers and any other electronics or communication devices.
- Yardmasters must read, enforce and execute information associated with or contained within Yard Bulletins, Operating Rules and Special Instructions under their jurisdiction.

Glasshouse Yardmaster Hours
The Chicago Union Station Glasshouse Yardmaster position will only be staffed between 6:00 AM and 10:00 PM daily. Train crews and other applicable departments will need to contact Yardmaster-CD-7 at the 14th Street Tower outside of those hours for train clearance or any other pertinent instructions or information. If Yardmaster-CD7 cannot be reached, employees may contact the On-Duty Terminal Trainmaster.

Yardmaster Train Servicing and Clearing Procedures
14th Street Yard and Service & Inspection (S&I) Building
Yardmasters must receive radio acknowledgment from the following departments that the respective department is clear of the train prior to releasing it to the transportation department for movement:

- Mechanical Department
- Commissary Department

Chicago Union Station
Yardmasters must receive verbal acknowledgment from the following departments that the respective department is clear of a train prior to releasing it to the transportation department for movement.

- Mechanical Department (when applicable)
- Commissary Department (when applicable)
- Baggage Department (when applicable)
- Passenger Services

1.47 DUTIES OF CREW MEMBERS

A **Conductor's Responsibilities**

Unless otherwise instructed, conductors and assistant conductors of arriving passenger trains must remain with their trains to assist passengers in detraining until their train is vacated, or until they are relieved by proper authority.

Departing trains must not be stopped to further receive or discharge passengers, except in an emergency. Passengers must be received and discharged on passenger platforms only. When train extends beyond a passenger platform, passengers must be directed to an open door or vestibule on the platform.

B **Conductor and Engineer Responsibilities**

Crews are to report at the specified on duty time ready to perform service & properly equipped. The conductor of each Amtrak yard crew must telephone Yardmaster-CD7 for instructions within five minutes of going on duty. In the absence of the conductor, the engineer will contact Yardmaster-CD7.

When yard crews complete their assigned movements, they are to contact Yardmaster- CD7 for their next instruction. They are not to return to crew room unless directed to do so by Yardmaster-CD7.

C **Road Crews Taking Charge of Equipment in Chicago Union Station**

When conducting a Passenger Train Class II Brake Test at Chicago Union Station, road crews taking charge of outbound passenger trains must complete the required air brake test not less than 5 minutes prior to scheduled departure time.

Engineer must attempt to initialize I-ETMS no less than 20 minutes prior to departure time, or, in the case of a late set or late turn of equipment, immediately upon boarding equipment and prior to any equipment inspections.

conductor will arrange to notify Yardmaster-Glasshouse, or Yardmaster-CD7 in their absence, of any defects found that would prohibit an on-time departure.

D **Yard Crews Spotting Trains in Chicago Union Station**

Yard crews spotting equipment for outbound trains in Chicago Union Station will comply with the following in regards to handling push-pull train consist:

1) To prepare the train to depart in its normal direction immediately change ends, do a power check, and conduct a Passenger Class II Air Brake test, unless otherwise instructed by Yardmaster-Glasshouse or proper authority.

2) Notify Yardmaster-Glasshouse of any defects.

1.48 TIME

Employees will calibrate their watch daily and may use the correct-time recording from the U.S. Naval Observatory **(202-762-1069)**

All railroad watches must be set for Central Standard Time, based on the time provided by the official time recording. Employees will use 24 hour military time when issuing, releasing, and voiding all mandatory directives.

Effective 0200 Hours on the second Sunday of March, Standard Time must be advanced one hour.
Effective 0200 Hours on the first Sunday of November, Standard Time must be set back one hour.

2.2 REQUIRED IDENTIFICATION

In the Chicago Subdivision, to reduce the potential for miscommunication, radio communication used for controlling the movement of yard assignments may use the associated job number for short identification for switching work within the confines of the yard, but must precede the job number with the abbreviation “YC”. For short identification purposes of the Brighton Park job, it will be referred to as YC818.

2.10 EMERGENCY CALLS

All Train Movements

All train movements, including BNSF and Metra Suburban trains, operating into and out of CUS must monitor and broadcast emergency calls on radio channel 013-013. As soon as practical, nature of emergency must be reported to the appropriate CUS Train Director. All emergency broadcasts must be made as follows:

LOCATION	INFORMATION
CUS NORTH SIDE	Broadcast emergency message on Channel (044-044) as prescribed by rule 2.10. Then immediately make the same broadcast on Channel (013-013).
CUS SOUTH SIDE	Broadcast emergency message on Channel (013-013) as prescribed by rule 2.10. Then immediately make the same broadcast on Channel (066-066).

2.16 ASSIGNED FREQUENCIES

The following radio channels are in service at the locations indicated:

RADIO CHANNELS		
DEPARTMENT	**TX/RX**	**In Service Between / At:**
Road	013-013	All Main Tracks
Yard	042-042	All Yard Tracks under supervision of the Yardmaster-CD7
Mechanical	077-077	The D Lead, tracks D-1 through D-11, under the supervision of the Mechanical Facility Foreman on duty
Maintenance of Way	MW1	Entire Subdivision Territory for MW Employees

2.18 MALFUNCTIONING RADIO

When a locomotive radio failure occurs en-route, a portable radio must be provided on the leading end of the movement at the next location where portable radios are available.

2.21 ELECTRONIC DEVICES

The following is added to GCOR 2.21 C. Railroad Supplied Electronic Devices.

C. Railroad Supplied Electronic Devices

Railroad operating employees must not use a railroad supplied electronic device for purposes other than which it was intended or while:

- Operating the controls of a moving locomotive or On-Track Equipment unless device is being used to reference a railroad rule, special instruction, timetable, or other directive.

5.1 SIGNAL EQUIPMENT

Amtrak Train Service Employees are required to carry an illuminated lantern when performing switching operations from sunset to sunrise, and at other times when lighting conditions limit visibility.

Amtrak crews in road service may use a flashlight instead of a lantern.

5.2.3 WATCHMAN'S DISK

Watchman's Disk may be Orange, with a White "W". Trains approaching a watchman holding a Watchman's Disk in a raised position must acknowledge by sounding whistle Rule 5.8.2 (8).

5.4.1 TEMPORARY RESTRICTIONS

Yellow and Yellow-Red flags will not be used within the Amtrak Chicago Subdivision. The limits of temporary speed restrictions will be designated by physical characteristic locations.

5.5 PERMANENT SPEED SIGNS

Permanent Speed Signs will not be used within the Amtrak Chicago Subdivision.

5.8.1 RINGING ENGINE BELL

Engine bell must be rung constantly or back-up whistle sounded frequently, when moving on any track between:
The north limits of CP Canal and the south limits of CP Taylor.
The south limits of CP Taylor and the south limits of CP 21st Street.

5.8.2 SOUNDING WHISTLE

A **Portable Whistle Signs**

Portable Whistle Signs are used by the IMCS Department employees to provide Locomotive Engineers with advance warning that MW employees are working ahead. These signs have a reflective orange background, are oval in shape (1 foot wide by 2 feet high), and display a black letter “W” in the middle. They are placed to the right of affected tracks, and sufficiently in advance of the work area to provide adequate warning. Engineers observing a Portable Whistle Sign on any track must sound the engine whistle or horn in accordance with Rule 5.8.2 (8), and must be prepared to sound the whistle or horn again upon sighting Roadway Workers on or near the tracks.

B **Whistle Signals**

Radio must not be used in place of whistle signals (3) and (5) when Roadway Workers are present.

Whistle signal (7) must be sounded approaching and passing standing equipment on adjacent main tracks, except between the north limits of CP Canal and the south limits of CP Roosevelt.

5.8.3 WHISTLE FAILURE

In the event of a whistle failure, in addition to compliance with Rule 5.8.3 Whistle Failure, notify the Train Director immediately.

5.8.4 WHISTLE QUIET ZONE

Whistle Quiet Zone is in effect at Canal St. Crossing at MP 0.57.

5.9.1 DIMMING HEADLIGHT

The headlight must be dimmed between the north limits of CP Lake and the south limits of CP Harrison.

5.10.1 HIGHLY VISIBLE MARKERS

Highly visible markers will be illuminated at all times on the rear of all passenger trains so equipped.

Light Sensitive Portable Marking Devices: Passenger trains with a non-passenger carrying car on the rear may operate with a light sensitive portable marking device that illuminates only at night or when otherwise activated by low light conditions.

5.13. BLUE SIGNAL PROTECTION OF WORKERS

In addition to the GCOR and Amtrak Mechanical Blue Signal Rulebook requirements, the following procedures apply.

A **Chicago Union Station**

- Station tracks are main tracks and Blue Signal Protection under main track rules apply.
- Rolling equipment must not be placed on the same track in a manner that would block or reduce the crew's view of the warning signal. Crews of trains or equipment entering a track and finding blue signals displayed on other equipment on the same track must contact Yardmaster-Glasshouse who will then inform the Worker-in-Charge (WIC) who will either remove the blue signal or reposition it to include the additional equipment before it is left on the same track.

B **16th St. Locomotive Maintenance Facility**

- When establishing Blue Signal Protection on the D-Lead and tracks D-1 through D-11, Mechanical Department locks will be applied to the two hasps on the switch stands and derail stands.

C **14th Street Car Shop Building**

1) **Within the Car Shop Building**

- When establishing Blue Signal Protection, the Worker-in-Charge (WIC) must utilize the derails at the perimeter of the building as the primary means of protection exclusively within the car shop building.
- When Blue Signal Protection is established, the position of the derails must be visually confirmed as applied on both the north and south ends of the building. Mechanical Department locks must be applied to the two hasps on the derail stands.

2) **Outside of the Car Shop Building**

- When establishing Blue Signal Protection, the Worker-in-Charge (WIC) must request protection from the Yard Control Operator for the requested track. Once protection has been established, the Yard Control Operator will inform the WIC that the protection has been established on the requested track & will include the portion of the track *within* the car shop building.

D **Storage Track 1**

Blue Signal Protection will be provided as a combination of manual and remote procedures.

- On the north end of Storage Track 1, the Worker-in-Charge must apply the hand operated derail and erect a blue track flag.
- At the south end of Storage Track 1, the protection will be requested from the Yard Control Operator. Once protection has been established, the Yard Control Operator will inform the Worker-in-Charge that the protection has been provided on the south end of Storage Track 1.

E **All other Yard Tracks other than 16th Street Locomotive Maintenance Facility**

- Prior to providing protection on a track requested by the Worker-in-Charge, the Yard Control Operator will confirm permission to apply protection with the Yardmaster-CD7.
- The Yardmaster-CD7 will be required to have a job briefing with the Yard Control Operator at the beginning of the shift and as conditions change.
- When blue flag protection is removed, permission of the Yardmaster-CD7 is not required, however Yard Control Operator will keep the Yardmaster-CD7 updated of tracks that are cleared.

- When work is to be performed, the Worker-in-Charge is responsible for communicating with the Yardmaster-CD7 and the Yard Control Operator.
- The Worker-in-Charge must contact the Yard Control Operator when requesting or releasing Blue Signal Protection.
- The Worker-in-Charge must notify the Yard Control Operator of the specific track(s) to be worked by Mechanical Personnel. The required Blue Signal Protection information will be presented to the Yard Control Operator via phone.
- The Worker-in-Charge must advise the Train Director- Yard Control the track(s) to be blue flagged using the following format:

  "Foreman (Last Name) requesting blue signal protection on yard track(s)."

- When the Yard Control Operator receives the request for protection, they must repeat back the request to ensure correct understanding of which track is to be protected, then the switches must be lined and locked to prevent entry into the protected track. An entry must be made on the electronic form provided indicating the Worker-in-Charge's name and the time that Blue Signal protection will be issued by the Yard Control Operator .
- The Yard Control Operator will inform the Worker-in-Charge that the switches have been lined against movement into the track and devices controlling the switches have been secured.

F **Failure of Blue Signal indicator:**

1) If Blue Signal indicator fails to illuminate, a warning label will be activated at the operator's station.
2) Yard Control Operator must immediately notify the appropriate IMCS Department employee to make the necessary repairs.
3) The Worker-in-Charge requesting Blue Signal Protection must notify Yard Control Operator if blue light indicator fails to illuminate. The WIC must verify that switch is still lined against movement onto the track to be protected, and manually place Blue Flag(s) at entrance(s) to the track where indicator has failed.

G **Removal of Blue Signal Protection**

- Blue Signal Protection must not be removed nor may switches protecting Mechanical Personnel be re-lined until notified by the Worker-in-Charge that work has been completed and the track released.
- When Mechanical Personnel have finished working on the track, the Worker-in-Charge must inform the Yard Control Operator via phone that the work has been completed and that Blue Signal Protection can be removed as follows:

  "Foreman (Last Name) releasing the blue signal protection on (Track)."

  The Yard Control Operator must make an entry on the form provided and release the blocking for blue signal protection as follows:

  "Blue signal protection on (Track) is released by Foreman (Last Name) at (Time)."

- If the employee releasing Blue Signal Protection is not the employee who made the original request, the Yard Control Operator must ensure that the releasing employee is the relieving Worker-in-Charge associated with the protected track. The verbal format to be used when a relieving employee is

releasing blue flag protection requested by the employees who original requested the protection must be done in the following format:

"*Foreman (relieving foreman's Last Name) is releasing the blue signal protection on (Track) for Foreman (relieved foreman's Last Name).*"

The Yard Control Operator must make an entry on the form provided and release the blocking for blue signal protection as requested by the relieving foreman as follows:

"Foreman (Last Name) blue signal protection on (Track) is released by Foreman (Last Name) at (Time)."

The Worker-in-Charge will repeat the release by stating track designation and time of release to Yard Control Operator at the end of the transmission. *"Foreman (Last Name) blue signal protection on (Track) is released by Foreman (Last Name) at (Time)."*

The Yard Control Operator will end the transmission after verification that instructions are understood by the Worker-in-Charge by responding:

"that is correct".

When a blue signal is falsely illuminated at one end of a track, but not at the other end, trains and engines may move into or out of the track at the end in which no blue signal is illuminated.

5.13.2 RWP FLAGS and TAGS

RWP flags and tags are used in conjunction with certain Roadway Worker Protection (RWP) safety procedures. An RWP flag is a reflectorized orange flag with black letters “RWP.” An RWP tag is a fluorescent orange tag with the words “RWP PROTECTION. DO NOT REMOVE” on one side, and “DO NOT REMOVE. EMPLOYEE AT WORK” on the reverse side.

RWP flags are erected at derails applied to prevent entrance to track segments fouled by Roadway Workers, to make the derail more visible to approaching trains. RWP tags are fastened to locks or other securing devices applied to switches or derails positioned to prevent entrance to track segments fouled by Roadway Workers, to prevent unauthorized employees from removing the securing device.

RWP tags are also attached to the controls of unattended engines that are located within a track segment fouled by Roadway Workers, to prevent unauthorized movement.

Engines with an RWP tag attached to the controls must not be moved. RWP flags and tags may be removed only by the Roadway Worker in charge of the working limits, or by another Roadway Worker who has been authorized by the Roadway Worker in charge of the working limits.

6.2 INITIATING MOVEMENT

Before initiating movement on a main track, a crew member must:

- Receive a signal indication from a controlled signal, or
- Receive verbal authority from the Train Director.

Westward trains destined to a point west of CP Canal that have not received a Metra Daily Operating Bulletin (DOB) will contact the Metra Glasshouse-Track 19 Yardmaster to receive a Metra DOB or ascertain if any track bulletins are in effect between CP Canal and Metra Tower A-3.

6.4.2 MOVEMENTS WITHIN CONTROL POINTS OR INTERLOCKINGS

Changing Direction within Control Points and Interlocking Limits

A When the trailing end of a movement is located within control point or interlocking limits, it must not change direction before clearing an absolute signal governing movement in the opposite direction, unless otherwise instructed by the Train Director. If the trailing end of the movement has stopped to clear an absolute signal for movement in the opposite direction, and no part of a switch or other interlocking appliance lies between the trailing end of the movement and the next signal in the intended direction of movement, movement may proceed on signal indication.

B When the trailing end of a movement is located within control point or interlocking limits and a switch or other interlocking appliance lies between the trailing end of the movement and the next signal in the intended direction of movement, movement must not begin until verbal permission has been received from the Train Director as follows:

“(Initials or RR and Engine No.) at (Location) has permission to proceed in (Direction) (Route)”

This permission must be repeated by the crew member controlling the reverse movement and acknowledged by the train director with the phrase “that is correct” before movement may begin.

Movement must operate at restricted speed until the leading wheels have passed the next governing signal or cleared control point or interlocking limits.

6.5 SHOVING MOVEMENTS

In addition to the requirements contained in the Amtrak System General Order, the following instructions apply.

Any employee protecting a shoving movement must be qualified on Physical Characteristics of the Amtrak Chicago Subdivision. When cars or engines are being shoved, a crew member must be on the leading end of the movement, provided the leading car or engine is equipped with an operator's compartment, vestibule, doorway, platform, or a side ladder. If not equipped, or when close clearances do not permit riding the side ladder, the crew member directing the move must precede the move and ensure that switches and derails between the movement and their location can be plainly seen and are known to be in proper position.

A **Location of Engineer**

The engineer must operate from the leading end of the movement when equipped with an operating compartment, cab car or properly pointed locomotive.

Exceptions: Engineers may operate from other than the leading end of the movement:

- Crews operating push-pull equipment within the limits of the Chicago Subdivision, after thorough job briefing, will not be required to change ends after establishing each crew members position before initiating movement.

Except for switch engines and road-switcher type locomotives, single unit movements that are backing up must comply with the preceding requirements.

B **Back-Up-Hose-Required**

The use of a back-up hose will be required when

- Shoving into station tracks, or
- Shoving more than four (4) cars into the mail terminal (tracks 32, 34, and 36), when the car on the leading end of the movement is not equipped with a readily-accessible emergency valve.

Exception: When it is not possible for the conductor to attach a back-up hose to and safely ride the leading end of movement, the conductor must walk a safe distance ahead of the train to direct the movement. On push-pull equipment, an operating brake valve on the leading end will satisfy the back-up hose requirement.

C **Shoving into CUS Station Tracks.**

- When shoving into station tracks 12, 14, 16, 18, 20, 22, 24 and 26, a preliminary stop must be made at car marker 0, located approximately 250 feet from the bumping posts.
    - To assist employees in directing shoving movements on these tracks, car marker signs indicating car lengths to the preliminary stop location are located south of car marker 0 and are numbered from south to north 5, 3, 2, 1. Beyond the preliminary stop location there are two additional marker signs numbered from south to north 150 and 50, indicating the distance in feet to the point where final stop is required.
- When shoving onto all other station tracks, a preliminary stop must be made 250 feet from the final stop, and final stop must be made not less than 10 feet from the Stop Signal.

D **Speeds when Shoving**

- Unless otherwise restricted, shoving movements will not exceed 20 MPH.
    - Trains shoving into Chicago Union Station tracks adjacent to station platforms must not exceed 5 MPH before preliminary stop and 2 MPH after preliminary stop.
    - Trains departing out of Chicago Union Station tracks may make shoving movements adjacent to the station platform not exceeding 15 MPH.

6.12. FRA EXCEPTED TRACK

None

6.26 USE OF MULTIPLE MAIN TRACKS

The following table designates track numbering for main line tracks between or at the locations indicated:

BETWEEN / AT	TRACK NUMBERS (West to East)
CP Canal	3, 2, 1
CP Lake	4, 3, 5, 2, 1
CP Taylor	0, 1, 2, 3, 4, 5, 6, 7, 8
CP Roosevelt	1, 2, 3, 4, 5, 6, 7
CP Roosevelt & CP Lumber	3, 4, 5
CP 21st Street	4, 5
North of CN RRX	4, 5
South of CN RRX NS RR	Metra Runner, NS 4, NS 2, NS 1

6.27 MOVEMENT AT RESTRICTED SPEED

In an effort to ensure that trains required to operate at Restricted Speed or on Other than Main Track are able to stop short of a Stop Signal or equipment fouling the track, Amtrak supervisors conducting operational tests will be placing a Temporary Operational Test Barricade in the gauge of the track ahead of trains which are required by rule or special instruction to operate at Restricted Speed or when operating on Other Than Main Track.

- A Temporary Operational Test Barricade Sign is an octagonal reflectorized red metal sign which has the word "BARRICADE" or "STOP" stenciled on it in white letters.
- A Temporary Operational Test barricade Sign is a rectangular reflectorized white sign which has the words "STOP OBSTRUCTION" stenciled on it in red letters.

For the purpose of monitoring compliance with Restricted Speed, the Temporary Operational Test Barricade will be considered a fixed signal representing a “Stop Signal” and an “Obstruction.” Movements required to be observing Restricted Speed must stop short of the Temporary Operational Test Barricade to be in compliance with the operational test.

The Operational Test Barricade Signs may be erected at any time and at any location where Restricted Speed or Other than Main Track is required.

6.28. MOVEMENT ON OTHER THAN MAIN TRACK

Movements must not be made on the following tracks without permission from the Yardmaster-CD7:

- New Yard tracks
- Old Yard tracks
- Storage Yard tracks
- Work Lead*
- R Lead*
- Storage Lead*
- New Lead/Old Lead*
- North Pocket/South Pocket
- West Runner*

Equipment must not be left standing on the above tracks indicated with an asterisk (*) without permission from the Yardmaster-CD7. *This exception to equipment left standing does not modify the requirements of GCOR 7.1 "Leaving Equipment in the Foul".*

A **Chicago 14th Street Yard**
All tracks within Chicago 14th Street Yard are designated as Mechanical Repair Tracks.

B **Locomotive Facility Tracks**

The D Lead extends from track 13 to tracks D-1 through D-11. The portion of tracks 13 and 14 north of the security gate, including the connecting crossover, are designated as Engine Servicing tracks that are under the exclusive control of the Locomotive Facility Foreman on duty. Trains and engines must not enter these tracks without permission of the Locomotive Facility Foreman on duty.

C **IMCS Department Tracks**

Tracks 13 and 14 south of the security gate are under the exclusive control of the IMCS Department.

D **Repair Tracks**

Repair tracks R-1 through R-7 are designated as Car Shop Repair tracks that are under under the exclusive control of the Car Shop Foreman on duty.

E **BNSF Coach Yard- CP Roosevelt**

Once lined and movement is authorized by signal indication from the CUS South Train Director, a proceed indication will only display on the No. 0NA or the No. 0N signal at CP Roosevelt when the hand switches in BNSF Coach Yard (from the Crane Lead and/or North Lead) are lined toward these signals.

F **Tracks Out of Service**

Yard and Mechanical Facility Tracks out of service are under the exclusive control of the IMCS Department. When workers are present, the out-of-service limits shall be protected in accordance with Amtrak Roadway Worker Protection (RWP) rules.

When track(s) must remain out of service during hours when no workers are present, the limits of the out-of-service area must be clearly identified by one or more of the following methods at each point of entry:

A A red flag between the rails.

B A STOP sign between the rails.

C A track barricade.

D Track switches leading to the out-of-service area lined away and secured with an effective locking device. **(Note**: This method must not be used if doing so could prevent mechanical employees from establishing proper blue signal protection on an adjacent in-service track)

G **Brighton Park**

All tracks within the Brighton Park Facility are designated as Locomotive Servicing & Car Shop Repair Tracks and are under the exclusive control of the Mechanical Facility Foreman on duty.

Portable derails will not be used, except to protect workers when present, or when required to protect on-track equipment that is left within the limits of the out of service track.

Additionally, when out-of-service tracks will be left unattended the IMCS supervisor in charge will communicate with the transportation supervisor on duty to ensure a clear understanding of the limits of the out-of-service area. The transportation supervisor on duty will then communicate the information to the appropriate yardmaster(s). If the track(s) will remain out of service beyond the transportation supervisor's tour of duty, the information will be included in the written transfer to the relieving supervisor.

Note: Operational tests referenced in 6.27 also apply to 6.28 territory.

6.30 RECEIVING OR DISCHARGING PASSENGERS

Station Track 28
Trains moving on or into Station Track 28 must not occupy the pedestrian crosswalks at the North end of the Station Track unless one of the following conditions has been met:

- Yardmaster-Glasshouse advises no trains are loading or unloading passengers on Station Track 30.
- It is clearly seen that Station Track 30 is not in use, or
- On-Ground Protection is provided.

Station Tracks 21 and 23
Whenever passengers are required to board or detrain from Station Tracks 21 or 23 onto the access road, protection as required by GCOR 6.30 must be provided on adjacent tracks and on the crosswalk over Station Track 19.

6.32.5 ACTUATING AUTOMATIC WARNING DEVICES UNNECESSARILY

When authority permits, to prevent unnecessary activation of automatic highway warning devices at Lumber St. and Canal St. grade crossings, On-Track Equipment setting on main tracks at these locations must operate clear of the Island Circuit:

Location	Signal No.
Lumber Street Island Circuit Signal No's	4N, 5N,804S, 805S
Canal Street Island Circuit Signal No's	503S, 502S, 501S, 533N, 522N, 511N

7.1. SWITCHING SAFELY AND EFFICIENTLY

Chicago Yard – Clearance Point Indicators The clearance point of a track located within Chicago Yard is indicated by a yellow stripe painted on the inside and outside of head, web and base of both rails. Cars, locomotives, and other on-track equipment must not be left standing beyond the yellow stripe in the direction towards the switch and circuit cone.

Where available, clearance points are indicated by railroad ties that are painted yellow and/or have yellow “TiLights” installed.

Yellow TiLight – Job aid device that is attached to the top of a railroad tie, is reflective, illuminates in the dark and indicates the location of the clearance point of a switch. TiLights do not indicate the position of a switch

If the clearance point is not indicated or is not visible, be governed by GCOR 7.1.

7.6 SECURING CARS OR ENGINES

These instructions do not relieve crews from inspecting their entire consist for chocks or other obstructions.

A **Securing Equipment: Mail Tracks, CUS**

Sufficient handbrakes must be applied to the south car(s) left standing.

B **Securing Equipment: Station Tracks, CUS**

Sufficient hand brakes must be applied to the south car(s) or locomotive(s) left standing. Single cars or locomotives must also be chocked.

C **Securing Unattended Amtrak Trains in Chicago Union Station:**

All Amtrak trains arriving at Chicago Union Station must be properly secured by all crews. This includes ensuring that both end doors and all outer doors with exception of the rear platform side door are closed and secured by applying latches and locking equipped doors where practical and safe access permits unless otherwise instructed by yardmaster or supervisor. The leading locomotive door on the passenger platform side should be left unlocked. NPCU side roll-up doors must also be properly secured.

D **Tenant Railroad Trains in Chicago Union Station**

All trains other than Amtrak trains arriving at Chicago Union Station must be properly secured by inbound crews upon arrival at the station. This includes ensuring the end and car doors are closed and secured unless actively unloading and loading.

1) A minimum of 2 hand brakes must be applied on equipment left in CUS to ensure that equipment is secure. Crews are responsible for testing the effectiveness of hand brakes

   (**Note**: Locomotives + cars = total hand/parking brakes). If two hand/parking brakes are not sufficient, apply the necessary number of hand/parking brakes to prevent movement.

E **Securing Equipment: Chicago Storage Yard**

Chocks are to be used to secure equipment left standing and must be placed on the north truck of the furthest north piece of equipment, east rail in the storage yard (S1-S4).

7.8 COUPLING OR MOVING CARS ON TRACKS WHERE CARS ARE BEING LOADED OR UNLOADED

Before moving passenger equipment from the 14th Street Mechanical Facility to Chicago Union Station, both sides of passenger equipment must be inspected to determine that the loading of commissary supply has been completed and transfer plates and dock plates have been pulled.

The Yardmaster-CD7 may advise operating crews when personnel have reported clear of their train. This does not relieve the crew from inspecting both sides of passenger equipment.

7.9 SWITCHING PASSENGER CARS

A **Air Hoses**

All brake pipe connections must be made on cars left standing after adding additional equipment, unless otherwise directed by Yardmaster-CD7.

B **Spotting Instructions in Chicago Yard**

Crews spotting equipment in Chicago Yard will spot all cars for power at the direction of the Yardmaster-CD7.

7.10 MOVEMENT THROUGH GATES OR DOORWAYS

Transportation Crews & HEO/LEO's within the Chicago Mechanical & Brighton Park Facilities will be responsible for opening and ensuring that doors are completely open prior to movement.

During periods of below-freezing temperatures, yard crews must close doors immediately after movement through them is completed.

Chicago 14th Street Service & Inspection (S&I) Building

- Yard crews switching on the south end of the Chicago 14th Street Service & Inspection (S&I) Building must open doors at the north end of the building when train or length of cars extends north of Roosevelt Road.
- Prior to entering and exiting the Service & Inspection Building Tracks 3 & 4, train crews must activate the warning alarm.
- The warning alarm must be activated sufficient times to correspond with the track number that movement is to be made upon.
- The activation controls are located between the two track entry doors at each end of the Chicago 14th Street Service & Inspection (S&I) Building. The activation controls must then be left in the "off" position before the movement proceeds.
  Note: In the event of failure or malfunction of the warning alarm, train crews must notify the foreman in charge on radio channel 077-077 that movement will be occurring on the applicable track. Employees must use either a Watchman Air Horn or Locomotive Horn to provide the required warning.

Brighton Park Facility Building Tracks 2 & 3

- Yard crews switching on the west end of the building must open doors at the east end of the building.
- Prior to entering and exiting the Building Tracks 2 & 3, the warning alarm must be activated.
- The warning alarm must be activated sufficient times to correspond with the track number that movement is to be made upon.
- The activation controls are located between the two track entry doors at each end of the Building. The activation controls must then be left in the "off" position before the movement proceeds.

8.2 POSITION OF SWITCHES

A **Normal Position of Switches, Chicago Mechanical Facility:**

Employees must ensure that the following switches are lined in the Normal position once their movement over the switch is complete, unless otherwise directed by proper authority.

Location	Connects	With	Normal Position
North of Wheel True Shop (#20 Switch)	Car Wash Lead	D Lead	Car Wash Lead
South of Wheel True Shop (#3 Switch)	Track D-1	D Lead	D Lead

B **Back Shop Lead, South End**

T & E crews or Diesel Pit employees that are making movements that will require them to clear the No. 2 switch at the South end of the Back Shop lead must request the No. 1 switch to be in reverse position from the Yard Control Operator to protect against fouling the D-lead. The movement should not foul the lead until the No. 1 switch is reversed.

This does not authorize any movement beyond the D-Lead signal.

8.19.2. REMOTELY CONTROLLED SWITCHES

All employees must stay clear of the moving parts of power switches and derails at all times, unless the appliance is disabled by the IMCS department.

A **14th Street Coach Yard** The switches and derails within the 14th Street Coach Yard are in service as power switches, with three possible modes of operation: Remote Control, Local Push-Button Operation, or Hand-Pump Operation.

Remotely Controlled Switches
The switches on the following tracks are controlled remotely by the Amtrak Chicago Yard Control Operator, and indicated in the field with a yellow dot, two inches in diameter, on the upper left hand corner of the switch position indicator.

REMOTE CONTROLLED SWITCH LOCATIONS
Switch No's. 1, 21, 22, 41-48, 53-64, 70-102
Storage Track S-1 (South end)
Storage Tracks S-2 through S-4
Old and New Yard Tracks T-1 through T-14
Rip Tracks, R-1 through R-7
Work Lead
Car Washer Lead
West Runner

B **Local Push-Button Operated Switches and Derails at 16th Street Locomotive Maintenance Facility & Car Shop.**
These switches & derails must be operated locally using the push-button on the switch stand under the direction of the Diesel Shop Foreman.

PUSH-BUTTON SWITCH/DERAIL LOCATIONS
Switch No's. 2-20, 23-40
D-Lead
Engine Servicing D-1 through D-10
South Diesel House Lead
Back Shop Lead
Derail No's. 49-52, 65-69 (on tracks R-1 through R-7)

C **To Operate Switch by Push-Button:**

- Outside of the 16th Street Locomotive Maintenance Facility Limits, permission from the Amtrak Chicago Yard Control Operator must be received in order to operate a switch using the push-button on the switch stand.
- Within the limits of the 16th Street facility, if permission has been received from the Worker-in-Charge, switches will be lined using the push-button on the switch stand.

If the push-button system is non-responsive, the Yard Control Train Director must notify and instruct Maintenance of Way employees to operate switches manually.

D **Switch Indicator Aspects:** A three-color switch indicator is located adjacent to each switch. The indication for each aspect is as follows:

- **Green –** switch is lined in normal position
- **Yellow –** switch is lined in reverse position

Employees must observe switch indicator as movement approaches switch and verify that indicator light continues to display the appropriate aspect for the intended route until lunar aspect is also displayed.

- **Lunar** – switch is electronically locked, preventing unintended switch operation.

  Movement may proceed on route indicated by green or yellow indicator, if displayed.

  Lunar light will be displayed after movement enters switch detection circuit. Light will extinguish when circuit is cleared.

  If the lunar light does not illuminate while occupying the switch detection circuit, crews must immediately stop the movement.

  When Green or Yellow Indicator light is illuminated, crews must verify proper switch position and confirm with the yard control operator that the remote-controlled switch indicates “occupied” before movement can continue to advance.

SWITCHES AND DERAILS WITHOUT DETECTION LOCKING ***The following locations will not display the lunar indication***	
Switches	2, 34, 37
Derails	4, 18, 23, 49-52, 65-69
Because these switches are not equipped with detection locking, employees must be aware that improper use may result in these devices operating under equipment.	

E **Switch Failure**

When Green or Yellow Indicator is Not Displayed

Check switch points for damage or gaps. If no damage or gap is found:

1) **Within the 16th St. Locomotive Facility:** Attempt to operate the switch using push-button commands.

2) **Outside of the 16th St. Locomotive Facility:** Contact the Yard Control Operator to attempt to operate the switch.

After complying with step 1 or 2 above, if neither green nor yellow aspect display:

- Do not make any movement over switch until inspected by an IMCS Department employee.
- Train and Engine Crews must immediately notify the Yardmaster-CD7 and Yard Control Operator
- When the Yard Control Operator is notified that the remote control switches are not operating as intended they must immediately contact the C&S department and also share this information with the Yardmaster-CD7.
- Do not attempt to operate equipment over the switch until it has been inspected by the C&S department and instructed by the Yard Control Operator.

F **Hand Pump Operation for Maintenance of Way Only**

Train and Engine Crews and Mechanical Department employees are prohibited from operating switches by hand using the pump handle within the 14th Street Coach Yard or 16th Street Locomotive Maintenance

Facility. In the event of the failure of a power operated switch or derail to operate remotely or by local push-button on the switch stand, the IMCS Department will be required to operate the switches by hand as follows:

- Unlock locking bar from hand throw cover (Locking bar to be used as pump handle).
- Remove pump handle from holder located down the side of switch machine.
- Open the Hand Throw cover and insert pump handle in pump cartridge actuating head.
- Directional Valve Lever: move lever in the direction the switch points are to move.
- Operate the Hand Throw by moving the pump handle back and forth (each stroke of the handle will result in the movement of the switch points).
- Visually check switch points after completing the Hand Throw of the remote control switch.
- Remove pump handle, close cover, reinstall the pump handle in holder, align the locking tabs of the cover and pump handle and reinstall the lock.
- Visually check switch points prior to starting movement over switch.

In service for remote operation:

If the desired route is already established, the crew may accept the route and proceed as needed. In the event that the desired route is not established, the guidelines below will govern:

The crew will receive its switching instructions from the Yardmaster-CD7. All switches within the active automation area are handled by the Yard Control Operator.

Train and engine movements within the active automation area will be governed as outlined below:

1) The designated crewmember will contact Yard Control Operator to request that the intended route be lined for movement. This request must include specific information such as the track they are leaving from, and the location they need to go to, as well as the preferred route, where applicable.

2) The Yard Control Operator will acknowledge the request for the intended route and will line all applicable switches accordingly.

3) If there is any confusion as to whether a particular route has been lined for the crew who is requesting it, the Yard Control Operator must be contacted to confirm the crew for which the route is intended.

8.20 DERAIL LOCATION AND POSITION

Location of Derails All derails must be left in the derailing position unless otherwise required for movement. Derails are required to be locked if equipped with a lock.
*All interlocked derails listed are marked with signs that state “DERAIL.”

Power Derails (*interlocked) within Control Points
801 at CP 21st St.
802 at CP 21st St.
841B at CP 21st St.
138B at CP Jackson
Hand Operated Derails (non-interlocked) within Control Points
None
Hand Operated Derails (*interlocked) outside Control Point Limits
North end of Storage 1 Track
North end of Chicago 14th Street Service & Inspection (S&I) Building Track 3 (outside of building)

9.1 SIGNAL ASPECTS AND INDICATIONS

Movement of On-Track Equipment

Within Interlocking Limits, the movement of On-Track Equipment will be made on signal indication. If unable to display a proceed aspect, movement will be governed by Rule 9.12.2

The Train Director will specify to the Operator of the On-Track Equipment when a displayed signal pertains to their movement. The Operator of the On-Track Equipment must report passing each signal displayed so that the Train Director may establish protection against following movements by setting the signal to STOP and applying blocking devices.

9.3 WHAT SIGNALS GOVERN

Controlled signal governing southward movement to Main Track 5 at CP Lumber from the D Lead also governs southward movements from the Back Shop Lead.

Train Director must have a thorough understanding with crew regarding the movement prior to displaying signal.

9.4 IMPROPERLY DISPLAYED SIGNALS

If a light is absent (dark) or a white light displayed where a color or lunar light should be, regard the signal as displaying STOP, unless:

- The absent (dark) aspect is one of the pair of color or lunar position lights on a dwarf color position light (CPL) signal, and the remaining light of the pair is clearly visible, be governed by that indication; or
- One or more lights are absent (dark) but it can be determined from the remaining lights that the signal is not displaying STOP – proceed as though a Restricting indication were displayed.

Signal indications that include flashing aspects must be regarded as being improperly displayed when the flashing rate appears to be significantly faster or slower than approximately once per second (45-60 flashes per minute).

9.10.1 INITIATING MOVEMENT BETWEEN SIGNALS IN CUS - TRAINS DEPARTING CUS STATION TRACKS

When a train within control point limits in the Chicago Subdivision is stopped with the leading end located beyond the absolute signal that governs movement over the intended route, movement must not be initiated until verbal permission from the Train Director has been received as follows:

"(*Initials or RR and Engine No.) at (Location) has permission to proceed in (Direction) (Route*)".

This permission must be repeated by the crew member controlling the movement and acknowledged by the Train Director with "that is correct" before movement may begin.

A **Trains Departing CUS Station Tracks:**

Train Starting System

The display of a yellow aspect of the CUS Train Starting System does not relieve a train from the requirement to receive permission from the Train Director when the leading end is located beyond the controlled signal that governs movement over the intended route.

Movement must operate at restricted speed until the leading wheels have passed the next governing signal or the end of the block system.

Exception: Permission from the Train Director is not required when:

A The track between the leading end of the train and the next governing absolute signal does not contain any part of a switch or other interlocking appliance *(example: Track 0 between CP Madison and CP Washington, Track 48 at CP Harrison)*

and

B A proceed indication is displayed on the next governing absolute signal.

9.12 STOP INDICATIONS

Authority to pass a Stop Signal must not be given or accepted until the train has stopped at the signal.

The procedure below must be complied with prior to accepting authority for movement past a Stop Signal. The train director must issue the authority to pass a Stop Signal as prescribed in GCOR 9.12.

(EX. "After stopping, (IDTX 4612) at (CP Canal) has authority to pass signal displaying Stop indication, on Main No. 2 track proceeding east to Main No. 2 track).

Adding additional information to the requirements of GCOR 9.12 as prescribed must be avoided, and such information must be conveyed during a job briefing, prior to movement. The receiving employee must precisely repeat the authority as dictated by the train director.

The train director will confirm the instruction was properly repeated, and movement may begin after the train director transmits, "you may proceed."

Note: In the application of GCOR 9.12, Restricted Speed applies.

9.12.2. MANUAL INTERLOCKING LIMITS PROCEDURES

A **Stop Signals, CP Canal**

If northward signal on main tracks at CP Canal cannot be displayed, the CUS North Train Director must authorize movement beyond that signal. The CUS North Train Director will not authorize movement past the Stop Signal until given permission by the Metra Train Director at Tower A-2.

B **Stop Signals, CP Roosevelt**

If southward signal on main tracks No. 1 or No. 2 at CP Roosevelt cannot be displayed, the CUS South Train Director must authorize movement beyond that signal. The CUS South Train Director will not authorize movement past the Stop Signal until given permission by the BNSF train dispatcher.

C **Stop Signals, CP 21st Street**

If southward signal on main tracks No. 4 or No. 5 at CP 21st Street cannot be displayed for a route to the Norfolk Southern, Metra Runner Track or Canadian National, the CUS South Train Director must authorize movement beyond that signal. The CUS South Train Director will not authorize movement past the Stop Signal until given permission by the appropriate train dispatcher.

D **Light Engine Movements to/from Canalport Yard Lead**

Crews handling light engine consists to or from the Canalport Yard Lead must advise CUS South Train Director of the number of locomotives in their consist before accepting signal indication or verbal authority onto Amtrak property. Movements consisting of a single locomotive must verbally report to the Train Director when clear of Amtrak property and also report passing other intermediate switch and signal locations as instructed by the Train Director.

9.13 WHEN INSTRUCTED TO OPERATE DUAL CONTROL SWITCHES BY HAND

After the entire movement has cleared the switch, the employee must return the switch to power unless otherwise instructed by the Train Director.

All power switches and derails at the following control points are dual control:

LOCATIONS
CP Canal
CP Lake
CP Washington
CP Madison
CP Jackson
CP Lumber
CP 21st Street

In addition, the following switches are dual control at the locations listed:

LOCATION	SWITCH No's.
CP Taylor	117
CP Roosevelt	97, 117, G65A, G65B, G76A, G76B, H43A, H43B, H65A, H65B, H76A, H76B, V12A, V12B, V23A, V23B, V34A, V34B, W12A, W12B

10.3 TRACK AND TIME

The Train Director may authorize a train, on-track equipment or employees to occupy a track or tracks within specified limits for a certain time period. Authority must include track designation, track limits, and a time limit. When Track and Time will be issued for an indefinite time period, the words "Until Released" may be used instead of an actual time. The track or tracks may be used in either direction within the specified limits.

Track and Time authority may be issued within manual interlocking limits for the entire Chicago Subdivision.

1) **Requesting Track and Time and Designating Limits**
The employee requesting Track and Time and the Train Director must have a job briefing to properly identify the work location(s) as well as the limits being requested to ensure that the limits will protect the work location(s).

Limits will be designated as between fixed signals whenever possible. Switches or Acceptable Supplemental Locations (ASLs) may be used, provided the employee obtaining the authority can confirm that they understand the limits. The ASLs will correspond to the end of track circuits at the locations noted below to facilitate the use of Track and Time blocking on the Train Dispatching (CAD) System.

Limits of Track and Time must include the name of the corresponding Control Point / Location in which the signal, switch, or ASL is located.

(a) **Switches**
The use of switches to define limits of authority should only be used when it is not possible or practicable to use signals or ASL's. Only one end of the limits may be designated by a switch. When a switch governs one end of the Track and Time limits, a supplemental job briefing with the Train Director must take place. The job briefing must include a discussion of proposed Track and Time limits and all relevant information related to the work to be performed (including limits of protection being verified as understood between both the RWIC and Train Director).

2) **Protection of Limits**

(a) The limits of Track and Time must be protected by Stop Signals, track barricade, or flagman stationed at a designated location.
When a switch is used to delineate one of the limits, a shunting barricade must be erected a sufficient distance prior to the fouling point of the switch named. The authority of the RWIC will end at the barricade and track occupancy between the barricade and that switch is prohibited.

(b) The Train Director will apply blocking device protection to the requested limits and then grant permission for the RWIC to erect the shunting barricade. Once the Train Director confirms a positive shunt (at the proper location), Track and Time authority may be issued to the RWIC. When Track and Time includes a moveable bridge, the bridge must not be operated without permission of the employee in charge of the Track and Time.

3) **Example of Verbiage for granting Track and Time**
Track and Time will be granted by the Train Director using the following format:

(a) "Track and Time Authority (number), dated (month/day/year), granted to (RR) RWIC (employee last name) (engine identifying number) at (location/CP) on (track(s)) between (ASL, switch or signal no./CP) and (ASL, switch or signal no./CP) until (time), over."

(b) Receiving employee repeats authority as dictated.

(c) If repeated correctly, the Train Director replies "Track and Time Authority (number) is OK at (time) (TD initials), over."

(d) Receiving employee repeats "OK (time) (TD initials), over," to the Train Director.

(e) To acknowledge, the Train Director replies: "(RR) RWIC (employee last name or engine identifying number), that is correct."

4) **Passing Signal Displaying Stop Indication**

(a) After stopping at a manual interlocking signal displaying a Stop indication, trains and on-track equipment must be granted verbal authority (GCOR 9.12) to enter Track and Time limits.

(b) Trains or on-track equipment must be granted verbal authority (GCOR 9.12) to pass any manual interlocking signal displaying a Stop indication within Track and Time limits.

(c) All movements must be made at Restricted Speed.

5) **Time Limits**

Trains, on-track equipment or employees must release Track and Time before the time granted expires. When necessary to extend the expiration time, the employee granted Track and Time and the Train Director must communicate before time expires to adjust the time granted. If the employee cannot contact the Train Director and the time limit expires, authority is extended until the Train Director is contacted.

6) **Releasing When Within the Limits**

Partial release of Track and Time limits will not be permitted in territory governed by the Chicago Control Center.

Track and Time will be released by the RWIC or train in the following manner:

(a) "(RR) RWIC (employee last name) (engine identifying number) looking to release Track and Time Authority (number) on (track(s)) between (ASL, switch or signal no./CP) and (ASL, switch or signal no./CP) and reporting all men and equipment confirmed clear, over."

(b) The Train Director will reply "Amtrak (desk) Train Director copies that all men and equipment are now clear by (RR) RWIC (employee last name) (engine identifying number) and Track and Time Authority (number) on (track(s)) between (ASL, switch or signal no./CP) and (ASL, switch or signal no./CP) is released by (RR) RWIC (employee last name) at (time) of (date), over."

(c) If correct, the RWIC or employee releasing Track and Time must acknowledge with "that is correct"

(d) RIWIC will enter time received from the Train Director on the Track and Time form.

A train within the limits may release its Track and Time to move in a specified direction if no other train, on-track equipment or employee has received Track and Time within the same limits. Signal indications will then govern the train. The Train Director must verbally authorize the release, specifying direction of movement.

10.3.2 PROTECTION OF MACHINES, ON-TRACK EQUIPMENT OR EMPLOYEES

- Employees or on-track equipment will receive Track and Time in the same manner as trains.
- Employees or on-track equipment must be clear of the limits before the employee granted Track and Time releases the authority. If Track and Time is granted to protect maintenance work, the employee must notify the Train Director when the work is complete and the track is safe for train passage.
- The employee granted Track and Time may authorize the Train Director to change the position of a switch that is within the limits after all employees working within the limits are advised that the switch will be operated. Inform the Train Director when the operation of the switch is no longer required.
- The roadway worker in charge of Track and Time authority must list names and record time approved for all other roadway workers that have requested to work within the established limits on the Track and Time form. Before releasing Track and Time authority, the Roadway Worker in charge must ensure clearance and record time clear of all roadway workers and equipment listed on Track and Time form.
- Train Directors must brief with the RWIC of hi-rail equipment to ensure that limits of Track and Time include sufficient additional territory to facilitate immediate movement off of the island circuits where equipment will set on.

10.3.3 JOINT TRACK AND TIME

- Trains and on-track equipment must move at restricted speed within Joint Track and Timelimits.
- If Joint Track and Time is granted to a train and a RWIC at any time within the same limits, all affected trains and RWICs must be notified.
- Trains or on-track equipment must not enter or make any movements within the limits of Track and Time which is jointly occupied with a RWIC until the RWIC is contacted.
- RWICs granted Joint Track and Time with a train already within the limits must not enter the limits or foul the track until contacting the train and reaching a clear understanding of conditions and movements to be made.
- If the limits of Track and Time will be jointly occupied, and the track is not safe for movement at 20 MPH, protect the track by placing red flags as per Rule 5.4.7 (Display of Red Flag).

15.1 TRACK BULLETINS

When it is necessary to issue a Track Bulletin, the employee receiving a Track Bulletin must either use the prescribed form or copy on a sheet of paper all of the information transmitted by the Train Director, including Track Bulletin number, date, address, time effective and Train Director's initials.
Track Bulletin Form C may be used for all purposes.

15.4 PROTECTION WHEN TRACKS REMOVED FROM SERVICE

A **Issuance and Protection When Tracks Are Removed From Service**

A General Order or Track Bulletin Form C will be used to remove a track(s) from service.

No movements or work may be performed within an Out of Service track unless a Form C is issued to an employee in charge. Prior to issuance of either General Order or Track Bulletin Form C, train directors must ensure:

1) Track(s) are clear of all equipment not part of the work group.

2) Display Stop Signals and apply blocking devices to all appliances (e.g. switches, signals, derails, moveable bridges) leading to and within the limits. (Use applicable electronic track blocks, switch blocks and bridge blocks when available.)

3) All appliances (e.g. switches, derails, moveable bridges) within the limits must be lined for track Out of Service limits, to allow equipment movement within the limits).

B **Establishing Track Out of Service Limits**

Each end of a track removed from service must be defined by one of the following physical features:

1) A station or other physical characteristic location, (e.g. fixed signal, Acceptable Supplemental Locations – ASL's)

2) Track barricade may be used at one end or both ends of the limits

3) Switch (a barricade must be erected when a switch is used)

Note: When a barricade is used to define one or both ends of tracks removed from service, the Train Director must know that the barricade(s) is in position before making the Track Bulletin effective.

C **Operation Within Out of Service Limits**

1) All movements must operate at Restricted Speed.

2) Switches, derails and moveable bridges within track Out of Service limits must not be repositioned without the permission of the employee in charge.

D **Admitting Additional Equipment into an Out of Service Track**

1) Before permitting any additional equipment to enter an Out of Service Track from a point controlled by the Train Director, the Train Director must personally confirm with the employee in charge, that they have permission to do so. This authorization must be confirmed before authority to pass a Stop Signal (9.12) is given to the additional equipment to enter the out-of-service track.

2) The employee in charge of an Out of Service track must advise the employee in charge of all equipment entering the Out of Service limits, as well as all conditions that may affect movement in the Out of Service track. This includes the location of barricades, roadway workers, equipment and the condition of the track and structures.

3) The employee in charge of an Out of Service track must ensure that any barricades removed to admit additional equipment are re-applied and their shunt is verified with the Train Director, as soon as the equipment enters the work area.

4) Part a) of this instruction must be followed when equipment clears an Out of Service track and a request is made to re-enter the Out of Service track.

E **Movement within In-Service Portion of Track**

Movements operating in the Out of Service portion of the track, must not enter the in-service portion of track, without permission of the Train Director.

F **Movements in the Direction of an Out of Service Track**

Movements made in the direction of an Out of Service track, must be notified by General Order or Track Bulletin Form C, of the limits of the Out of Service track. Train Directors must not display signals, nor give authority for movement in the direction of the Out of Service track, until the Track Bulletin Form C has been delivered, or they have verified that the Engineer is aware of the General Order item.

G **Returning the Track to Service**

When the track is to be returned to service, the employee in charge of the Out of Service track must take the following actions:

1) Notify the Train Director of any restrictions necessary for the safe passage of trains.

2) Make certain that all trains and on-track equipment are clear of the track and notify the Train Director that they are clear.

3) Make certain that track barricades and track circuits are clear.

H **Foreman Going Off Duty**

1) **Track Remains Out of Service**

If track work is to be suspended, the track must remain protected from all movements due to equipment occupying the track or due to track conditions:

(a) The train director must ensure that blocking device protection remains applied.

(b) The RWIC must ensure that barricades erected to protect non-shunting equipment or track conditions are re-positioned, adjacent to the non-shunting equipment and/or track requiring protection and must verify with the train director that the barricades properly shunt.

(c) The RWIC must contact the train director and track supervisor in charge of the territory and advise them of all conditions affecting the track or track structure on the Out of Service track(s), including the location of barricades and any equipment. This information must be recorded by the train director and repeated back to the RWIC for verification.

Once steps a through c are complete, the Track Bulletin must be voided and no further movements shall be permitted or maintenance performed on the affected track until a Track Bulletin Form C or Track and Time Authority is issued to a qualified RWIC.

2) **Transfer of Authority**

When a track is out of service by Form C and the RWIC is to go off duty, a new Form C must be issued to another qualified RWIC if work is to continue. The relieving Foreman must complete a “Roadway Worker in Charge Transfer of Authority Form” (NRPC 3471) in the presence of the foreman going off duty in accordance with RWP 318(b). A job briefing must be conducted between the train director, the RWIC going off duty and the RWIC copying the new Form C.

Form C transfer can be completed as follows: The new Form C may include an instruction that states, *“Form C number [#####] is Void.”* The Form C previously issued to the RWIC now going off duty will be made void at the OK Time of the new Form C.

Roadway Worker in Charge Transfer of Authority Form (NRPC 3471) The Form must be retained and held available for inspection by both Foreman for a period of 7 days.

18.1. POSITIVE TRAIN CONTROL TERRITORY

PTC territory is specified in special instructions. A train must not be operated in PTC territory if the controlling locomotive is not equipped with an operable PTC system unless otherwise authorized by rule, special instructions, or the Train Director. PTC does not authorize train movement.

GCOR Chapter 18 and all related Amtrak I-ETMS Special Instructions are in effect on all main tracks between CP Roosevelt Overhead Bridge (MP 0.74) and South Limits of CP 21st (except CN Main Tracks).

18.2.1. TRAINS AUTHORIZED TO OPERATE WITH I-ETMS

The controlling engine of all trains must be equipped with an onboard I-ETMS system that is cut in and initialized, except when system becomes inoperative. Trains are governed by all GCOR Chapter 18, and Amtrak related Special Instructions. Train crews are required to conduct a safety briefing at the beginning of each tour of duty regarding PTC equipment on their train and the PTC territory traversed on the train's route.

Amtrak Trains

Amtrak trains will utilize the current PTC clearance logic and format. Trains not listed must contact the appropriate Amtrak Train Director to receive an Amtrak clearance number.

Amtrak Train No(s).
3-8
21-22
29-30
48-49
50-51
58-59
300-302
305-307
318-319
329-342
351-352
364-365
370-371
380-383
390-393
1333
1340

All Other Trains

1) The PTC clearance number for foreign trains will be 8 digits in length, using a predetermined number format.

2) When selecting the Amtrak Train ID during initialization, the train ID selected should correspond to the predetermined train/clearance number association.

3) In the event a train authorized to operate with PTC experiences issues with an Amtrak clearance number, contact the appropriate Amtrak Train Director to receive a new PTC clearance number.

4) Trains and associated clearance numbers are listed below. Trains not listed must contact the appropriate Amtrak Train Director to receive an Amtrak clearance number.

Amtrak Non-Revenue	
Train No.	**Clearance No.**
YC1	00012500
YC2	00022500
YC3	00032500
YC4	00042500
YC5	00052500
YC6	00062500
YC7	00072500
YC8	00082500
YC9	00092500
YC10	00102500
YC11	00112500
YC12	00122500
YC13	00132500
YC14	00142500
YC15	00152500
YC818	00002500
Note: The Yard Switching and Non-Revenue Train Movements instructions in the Central-Northwest Division General Order do not apply.	

METRA	
Train No.	**Clearance No.**
800	00002200
801	00012200
802	00022200
803	00032200
804	00042200
805	00052200
806	00062200
807	00072200
808	00082200
809	00092200
810	00102200

METRA	
Train No.	**Clearance No.**
811	00112200
812	00122200
813	00132200
814	00142200
815	00152200
816	00162200
817	00172200
818	00182200
819	00192200
820	00202200
821	00212200
822	00222200
823	00232200
824	00242200
825	00252200
826	00262200
827	00272200
836	00282200
841	00292200
914	00302200
915	00312200
916	00322200
917	00332200
918	00342200
919	00352200
HX01	01622200
HX02	01632200
HX03	01642200
HX04	01652200
HX05	01662200
HX06	01672200

METRA	
Train No.	**Clearance No.**
METX8	01702200
METX9	01712200
METX10	01682200
METX11	01692200

METRA-BNSF	
Train No.	**Clearance No.**
1200	00362200
1201	00372200
1202	00382200
1203	00392200
1204	00402200
1205	00412200
1206	00422200
1207	00432200
1208	00442200
1210	00452200
1211	00462200
1212	00472200
1213	00482200
1214	00492200
1215	00502200
1216	00512200
1217	00522200
1218	00532200
1219	00542200
1220	00552200
1221	00562200
1222	00572200
1223	00582200
1224	00592200
1225	00602200

METRA-BNSF	
Train No.	**Clearance No.**
1226	00612200
1227	00622200
1228	00632200
1229	00642200
1230	00652200
1231	00662200
1232	00672200
1233	00682200
1234	00692200
1235	00702200
1236	00712200
1239	00722200
1241	00732200
1242	00742200
1243	00752200
1244	00762200
1245	00772200
1246	00782200
1247	00792200
1249	00802200
1250	00812200
1251	00822200
1252	00832200
1253	00842200
1254	00852200
1255	00862200
1256	00872200
1257	00882200
1258	00892200
1259	00902200
1260	00912200

METRA-BNSF	
Train No.	**Clearance No.**
1261	00922200
1262	00932200
1263	00942200
1264	00952200
1265	00962200
1266	00972200
1267	00982200
1268	00992200
1269	01002200
1270	01012200
1279	01092200
1271	01022200
1272	01032200
1273	01042200
1274	01052200
1275	01062200
1276	01072200
1277	01082200
1280	01102200
1281	01112200
1282	01122200
1283	01132200
1284	01142200
1285	01152200
1287	01162200
1289	01172200
1290	01182200
1291	01192200
1292	01202200
1293	01212200
1294	01222200

METRA-BNSF	
Train No.	**Clearance No.**
1295	01232200
1296	01242200
1298	01252200
1300	01262200
1301	01272200
1302	01282200
1303	01722200
1304	01292200
1305	01302200
1306	01312200
2000	01322200
2001	01332200
2002	01342200
2003	01352200
2004	01362200
2005	01372200
2006	01382200
2007	01392200
2008	01402200
2009	01412200
2010	01422200
2011	01432200
2012	01442200
2013	01452200
2014	01462200
2015	01472200
2016	01482200
2017	01492200
2018	01502200
2019	01512200
2020	01522200

METRA-BNSF	
Train No.	**Clearance No.**
2021	01532200
2022	01542200
2023	01552200
2024	01562200
2025	01572200
2026	01582200
2027	01592200
2028	01602200
2029	01612200
2030	01772200
2031	01782200
2032	90002229
2033	01762200
2035	01732200
2036	01742200
2037	01752200
2039	01802200
2040	01792200

NORFOLK SOUTHERN	
Train No.	**Clearance No.**
878	00002300
879	00012300
880	00022300
881	00032300
882	00042300
883	00052300
10R	00062300
33G	00072300
60A	00082300
60E	00092300
60F	00102300

NORFOLK SOUTHERN	
Train No.	**Clearance No.**
60G	00112300
60Q	00122300
60U	00132300
60X	00142300
61F	00152300
61G	00162300
61L	00172300
61N	00182300
61R	00192300
61T	00202300
61U	00212300
61X	00222300
64T	00232300
65D	00242300
65E	00252300
65K	00262300
65T	00272300
65Z	00282300
66E	00292300
66T	00302300
67E	00312300
67T	00322300
67X	00332300
67Z	00342300
68N	00352300
B17	00362300
B18	00372300
B19	00382300
B25	00392300
B33	00402300
B34	00412300

NORFOLK SOUTHERN	
Train No.	**Clearance No.**
B57	00422300
B90	00432300
BC02	00442300
BC06	00452300
BC27	00462300
60R	00472300
60V	00482300
61A	00492300
61M	00502300
BC05	00512300
S82	00522300
60M	00532300
60T	00542300
66K	00552300
67R	00562300
68M	00572300
B2T	00582300
S80	00592300
S81	00602300

UNION PACIFIC	
Train No.	**Clearance No.**
YCSG1	00002400
YG101	00012400
YG1CS	00022400
YG1G4	00032400

18.6 CONSIST DATA

I-ETMS consist data must reflect accurate train make-up. Consist discrepancies or consist anomalies that prevent system initialization must be reported to the Amtrak Train Director and respective foreign railroad for correction. When initializing, or when taking charge of a train, and after any pickups or setouts, the engineer must:

1) Review the consist data displayed by the PTC system.

2) Correct the consist data displayed, if inaccurate.

18.9 USE OF RESTRICTED MODE

Prior to performing work events requiring return movements, set outs, and pick-ups, the engineer must place the I-ETMS System in Restricted Mode. While operating in Restricted Mode, all movements must be made at Restricted Speed. After the work events are completed and prior to departing the location, Restricted Mode must be turned off and exited. Upon exiting Restricted Mode, the engineer must update the onboard consist information, track selection, and timetable direction in order for the PTC System to resume an ACTIVE state.

18.10 WORKING WITH MANNED HELPERS

GCOR 18.10 does not apply on Amtrak Controlled Territory.

18.11 CRITERIA FOR DETERMINING INOPERATIVE I-ETMS

Conditions for Determining Inoperative I-ETMS

I-ETMS will be considered inoperative if any of the following conditions occur:

1) I-ETMS system is cut out using “cut out key” on the onboard display.
2) I-ETMS system fails to initialize.
3) A Subdivision on the train’s route fails to synchronize immediately after initialization.
4) The (SYNC) flag illuminates while active on a subdivision and does not extinguish within two minutes.
5) Fails to transition to the ACTIVE state after having been initialized within I-ETMS territory and the locomotive has moved more than 100 feet.
6) Transitions from the ACTIVE state to another state for 30 seconds or more while in I-ETMS territory, other than due to engineer logoff or entering Restricted Mode for work events.
7) One or more ONBOARD DISPLAY device(s) is not intelligible or dark.
8) System fails to sound an audible indication in conjunction with a visual warning.
9) ONBOARD DISPLAY displays track conditions that do not conform at two (2) consecutive block or interlocking signal locations.
10) The penalty brake switch is cut out.
11) Any part of the I-ETMS system is damaged.

If the On-board I-ETMS system fails en route, the Engineer will operate according to GCOR and Amtrak Special Instruction 18.12 (below)

Conditions Requiring I-ETMS System Cut Out

I-ETMS will be considered inoperative and must be cut out if any of the following conditions occur:

1) One or more ONBOARD DISPLAY device(s) is not intelligible or dark.
2) System fails to sound an audible indication in conjunction with a visual warning.
3) The penalty brake switch is cut out.
4) Any part of the I-ETMS system is damaged.

18.12 MOVEMENTS WITH INOPERATIVE PTC SYSTEM

In the Application of GCOR Rule 18.12, the following instruction is revised.

Immediately notify the train director and conductor when the controlling locomotive's PTC system becomes inoperative, except when operating where PTC is suspended by Mandatory Directive.

Note: If the PTC system display indicates FAILED and cannot be corrected, or cannot transition to ACTIVE state prior to entering PTC territory, the reason for failure, if known, must be communicated to the Train Director.

When the PTC System on the controlling locomotive becomes inoperative while en route, the following speeds will govern:

In non-signaled territory, or when operating against the current of traffic in Rule 9.14 (Movement with the Current of Traffic) territory:	
Trains transporting one or more loaded cars containing TIH/PIH	30 MPH
All other trains	40 MPH
In signaled territory:	
Freight trains transporting one or more loaded cars containing TIH/PIH	40 MPH
Freight trains not transporting loaded cars containing TIH/PIH	49 MPH
Passenger trains	59 MPH
Where cab signal system is in effect with Automatic Train Control (ATC) in use:	
All trains	79 MPH

18.13 MOVEMENTS WITHOUT PTC

GCOR 18.13 does not apply on Amtrak Controlled Territory.

END OF SECTION

6 OTHER SUBDIVISION SPECIAL INSTRUCTIONS

This section contains Other Subdivision Special Instructions

TELEPHONE NUMBERS

Location	Number
Chicago Control Center - CUS North Train Director	(312) 655-2241
Chicago Control Center - CUS South Train Director	(312) 655-2242
Chicago Control Center - Yard Control Operator	(312) 655-2235
Chicago Control Center Fax	(312) 655-1312
Backup Control Center – CUS North Train Director	(312) 544-5560
Backup Control Center – CUS South Train Director	(312) 655-3754
Backup Control Center – Yard Control Operator	(312) 655-3755
Backup Control Center Fax Number	(312) 655-3753
GB Office	(312) 655-2460
Amtrak Trainmaster or Road Foreman On Duty	(312) 656-9103
Amtrak Yardmaster: Track 20 Glasshouse	(312) 655-2127 (312) 655-2128
Metra Yardmaster: Track 19 Glasshouse	(312) 655-2459
BNSF Glasshouse	(312) 850-5624
Amtrak Yardmaster-CD7: 14th Street	(312) 655-3349 (312) 655-3350 (312) 655-3364
Passenger Services	(312) 655-2103
Room 204, 14th Street	(312) 655-3357 (312) 655-3359
Amtrak Police	1-800-331-0008
Amtrak National Operations Center (CNOC)	1-800-424-0217 Ext. 2310

*Between the hours of 2200 and 0600, all phone calls should be directed to the CUS North Train Director.

Backup Control Center Phone Numbers

Company telephones are for business use only. All Amtrak telephone lines in the Chicago Subdivision are recorded and monitored for compliance with company policies.

In the event that the Emergency Chicago Backup Control Center is activated, trains will be notified via road radio channel or other instruction. The following extensions will be in effect during Emergency Chicago Backup Control Center activation:

Backup Center Fax	(312) 655-3753 (312) 655-3751
CUS North Train Director	(312) 655-3754

CUS South Train Director	(312) 655-3754

WHERE STOP WILL BE MADE – CUS STATION TRACKS

Distance Indicators

CUS Station tracks Yellow and black diamond shaped signs with the figure 250 or 150 and an arrow pointing upward are in service on all stub-end station tracks. These signs indicate the distance in feet remaining to the bumping post.

CUS Station Tracks

- On South station tracks 6 through 28, trains with one unit on north end of consist will stop at the south limit of the Jackson Blvd. overhead bridge, located approximately 130 feet south of bumping posts.
- On tracks 26, 28, 30, and north station tracks 3 and 17, trains will stop clear of vehicle access road crossings.
- As otherwise directed by Amtrak Yardmaster-Glasshouse.

UNATTENDED EQUIPMENT

On Track 23 in Chicago Union Station, unattended equipment must be left standing no closer than 20 feet from fouling or blocking any vehicle access road crossing.

HEAD END POWER – CUS STATION TRACKS

Placing HEP in Standby Mode (if equipped)
Engineers will change Head End Power from NORMAL to STANDBY upon arrival. Engineers of trains operating with more than one unit will place all other units in consist to ISOLATE. If practical, operate with Head End Power in STANDBY until 5 minutes prior to departure.

METRA Standby (Ground) Power
Except as directed by the Metra Superintendent, Metra trains will be connected to Standby (Ground) Power if they will remain in the station for longer than 10 minutes.

CHICAGO UNION STATION TRAIN STARTING SYSTEM PROCEDURES

The Train Starting System is composed of color light indicators, displaying lights in both directions, mounted on columns on the passenger platform for each station track. Operating devices are located on columns approximately every 180 feet, at train gates, and in the Chicago Control Center. The operating devices are indicated by a pair of solid horizontal black stripes on platform columns

In the operation of the Train Starting System, all scheduled BNSF and METRA trains are designated "Suburban Trains".

A **Train Starting Procedures on Station Tracks**

All Scheduled Trains

If it becomes apparent that train will not be ready to depart at scheduled time, conductor will not operate Train Starting System, but will instead contact Train Director or Amtrak Yardmaster-Glasshouse for instructions.

In addition to a proceed aspect displayed on the interlocking signal, trains must not depart without a YELLOW starter light indicator as follows:

The employee will operate push button for the track from which the train is to depart. This will cause a RED light to appear on the indicator and in the Chicago Control Center, indicating that the train is ready to leave. Train Director will then operate acknowledger switch. This will change indicator to YELLOW, display a yellow light at train gate, and change light in the Chicago Control Center to yellow.

B **Train Starting Indicator fails to activate**

After pushing the button, if the red light does not appear, red light does not change to yellow, or indicator extinguishes at any time between the activation of the system and departure of train from station,

A proceed aspect displayed on the interlocking signal will be sufficient authority for the train to depart.

If movement is not ready to proceed promptly after proper train starting aspect and/or interlocking signal has been displayed, a member of the crew must immediately contact the Train Director.

C **When to Activate the Starting System**

Departing Amtrak Trains

Once cleared by the Yardmaster-Glasshouse, the starting system must be activated three minutes before departure time.

Departing Suburban Trains

The starting system must be activated one minute before departure time.

Departing Deadheading, Switching, or Light Engine Movements

The starting system must be activated when movement is ready to depart.

Two or More Movements

If two or more movements are to be made from the same track, each movement must receive separate train starting indication.

PROCEDURES FOR ENTERING TRACKS ON PLANT AIR

- Transportation supervisor or their designee will notify Mechanical supervisor of tracks to be entered.
- Prior to removal of derails and blue flags, Mechanical supervisor will ensure that air hoses are removed and brake pipe pressure is depleted on all cars on the affected track.
- If it cannot be determined that brake pipe has been depleted, crew member must pull emergency handle before opening any angle cocks.
- Transportation supervisor or his designee will notify Mechanical supervisor when movement is competed.
- At locations where no Transportation or Mechanical supervisors are on duty, employees of each respective department will work with each other to ensure that these procedures are followed.

"TRACKS ON HOLD"

In cases where authorized personnel need to use main tracks, the employee in charge may contact the Train Director to request a "hold" on Main Tracks for operations involving:

- Amtrak Police
- Fueling by the Mechanical Department
- IMCS Forces Traveling between Locations
- Emergency Situations
- Other operational needs

TRAIN SERVICING AND CLEARING PROCEDURES

On Trains Requiring Service By Commissary

Train crews initially taking charge of a train that is being serviced must not release the air brakes or remove chocks prior to receiving verbal instructions from the yardmaster that the Commissary Department is clear of the train. Exception: Train crews may brief with the Commissary Department to temporary halt commissary work. This briefing must include work that is going to be performed, duration of work, and communication methods and points of contact to recommence commissary work.

RAILCOMM SYSTEM FAILURE PROCEDURES

If C&S or Transportation management determines a RailComm system failure has occurred, employees will be instructed by the Yard Control Operator on how to proceed.

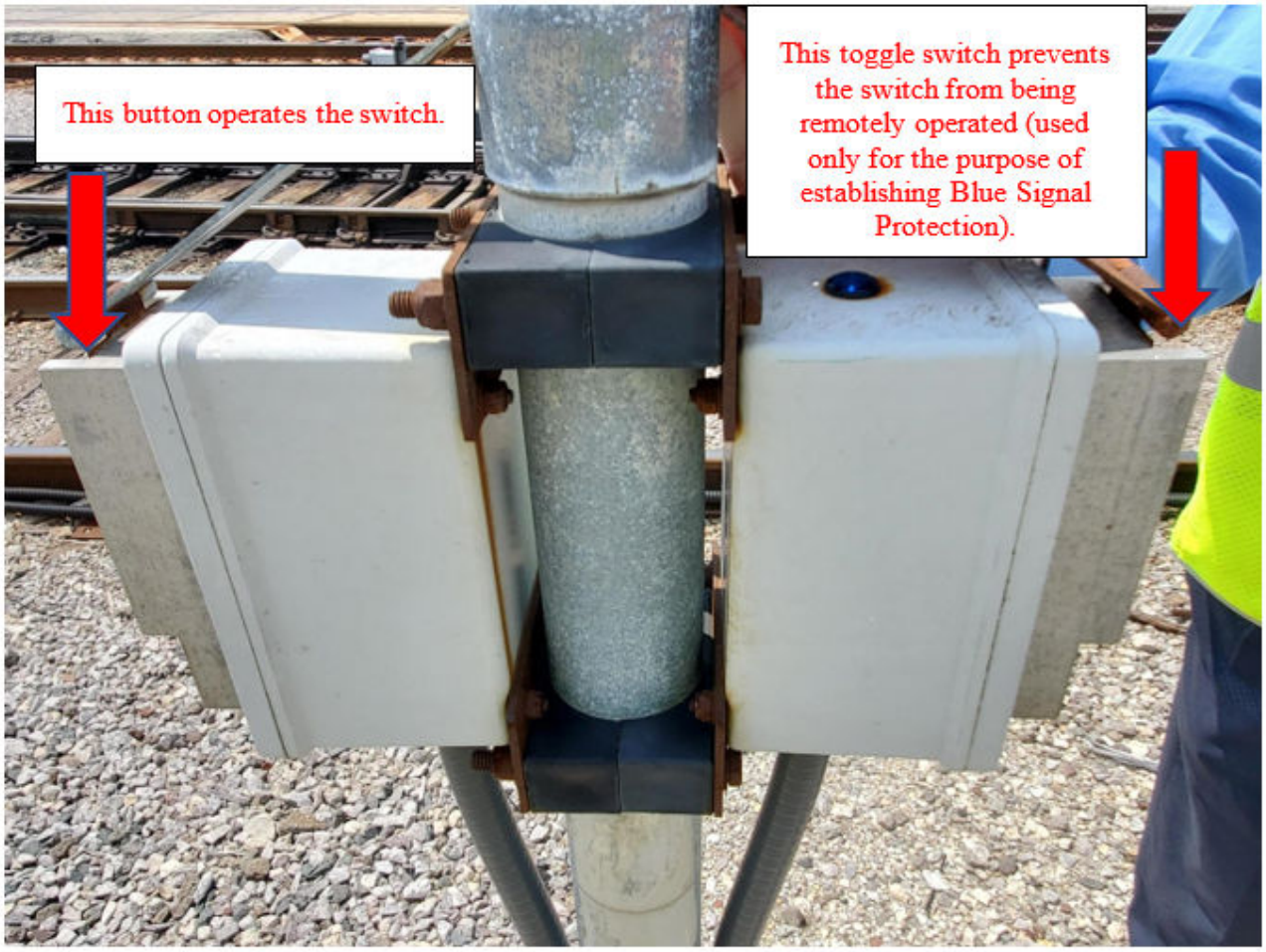
A **Local Push-Button & Toggle Switch Failure**

If the local push-buttons fail to operate, the C&S Department will be required to operate the switches.

B **Transportation Employees**

In the event of a RailComm failure, the Yard Control Operator will instruct Train and Engine employees to operate switches locally via push-button control. *(Figure 1)*

Figure 1



C **Mechanical Employees**

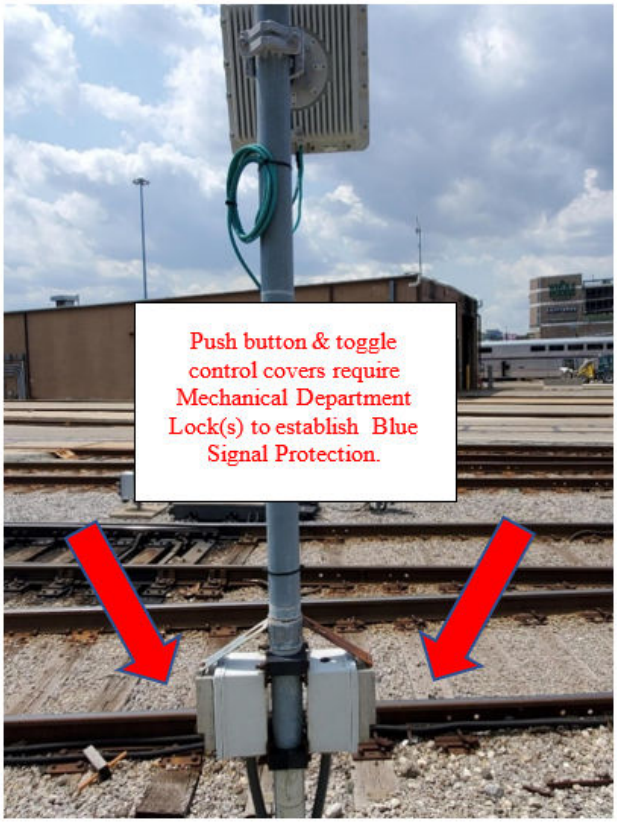
The Mechanical Department Worker-In-Charge (WIC) will ensure compliance with the Amtrak Mechanical Department Blue Signal Rulebook. The alternate instructions provided herein, are the only instructions that will govern the application of Blue Signal Protection. Any other alternative guidance must be authorized by the Mechanical Department superintendent.

If the Yard Control Operator cannot operate switches remotely, the Worker-in-Charge must:

- Line switches away from the track(s) requiring protection via push-button control, if necessary.
- Operate the toggle switch on the control stand in order to disable the switch from being operated remotely or via push-button. *(Figure 2)*

- Lock both the push-button & toggle control covers with an effective locking device. *(Mechanical Department lock on Figure 2)*

Figure 2



HANDLING OF HAZMAT, EXCESSIVE WEIGHT, OR EXCESSIVE DIMENSION CARS

Trains containing hazardous material, excessive weight or excessive dimension cars must not occupy an Amtrak main track or running track until the conductor or engineer has communicated with the train director and ensured that the train director has received the required restricted car information.

Prior to permitting trains containing hazardous materials to occupy Amtrak main tracks or running tracks, the train director must confirm receipt of the trains complete consist.

ACCEPTABLE SUPPLEMENTAL LOCATIONS (ASLs)

ASLs :
Acceptable Supplemental Locations (ASLs) are fixed physical characteristic locations which may be used to define the start or end location of Temporary Speed Restrictions for track conditions, “Slow By” Speed Restrictions, Rule 10.3 “Track and Time Authority”, and Rule 15.4 “Protection When Tracks Removed from Service”.

Designating Acceptable Supplemental Locations (ASLs):
Limits designated by ASLs will be treated the same as those designated by signals. The locations of the ASL’s located at CN RRX will be denoted by signs erected at the North Limits, South Limits, West Limits, and East Limits as noted above. For example, the North Limits sign reads "NL CN RRX".

List of Acceptable Supplemental Locations (ASLs):

- End of Track (Station Track Number) North Station
- End of Track (Station Track Number) South Station
- Westbound Controlled Signal (WBCS) (B1, B2, B3) Union Ave B Plant
- South Limits South Branch Bridge (MT4, MT5) CP 21st Street
- North Limits CN RRX (MT4, MT5) CP 21st Street
- South Limits CN RRX (MT4, MT5) CP 21st Street
- West Limits CN RRX (CN MT) CP 21st Street
- East Limits CN RRX (CN MT) CP 21st Street

END OF SECTION

7 I-ETMS POSITIVE TRAIN CONTROL (PTC) SYSTEM RULES

This section contains Subdivision Specific Instructions related to I-ETMS PTC System Rules.

ENTERING PTC TRACK

The following tasks must be performed when entering PTC Track:

From Non-PTC Track:

- Train should be located within 1,500 feet of main track authority limit or signal governing movement onto PTC track.
- Operating at 15 MPH or less.
- Select current track location (Unless otherwise restricted, train speed may be increased immediately after track selection).
- Track Selection must be made prior to entering PTC Track, unless modified by railroad operating rules:
    - **Chicago Union Station:** Southbound trains departing Chicago Union Station must select track location after the leading end of train movement exits CUS overbuild and before passing Roosevelt Road Overhead Bridge (MP 0.74) on all main tracks.
    - **Amtrak Chicago Yard:** Southbound trains entering the main track at CP Lumber must select appropriate track location, e.g., West Runner, D-Lead and Back Shop Lead. Trains entering PTC Track from the D-Lead or Back Shop Lead must select track when prompted by the PTC system. The engineer will encounter a “Signal Status Unknown” enforcement warning until the switch position allowing movement to the main track beyond the 7S signal at CP Lumber is verified by acknowledging the switch position prompt on the PTC CDU display.

PTC ENFORCEMENTS

If a train experiences a PTC enforcement, the engineer must immediately notify the Train Director before resuming movement and provide:

- The controlling locomotive initials and number,
- Time and MP location where enforcement was initiated,
- The reason for enforcement, if known.

Freight Trains with 15 operative brakes or less, or Amtrak yard assignment trains, must not actuate the locomotive brakes once an enforcement braking action has been initiated by the PTC system. If the independent brake is initially bailed off, it must immediately be reapplied, bringing the movement to a safe and immediate stop.

OPERATIVE BRAKE LIMITATIONS ON PTC EQUIPPED TRAINS

PTC must not be initialized on any train with more than 5% of the train air brakes inoperative. When changes occur en-route that increase the number of inoperative train air brakes to 5% or more, the engineer must use the “cut out key” on the onboard display of the PTC system and notify the Train Director.

INITIALIZING PTC WITH MULTIPLE LOCOMOTIVES IN TRAIN CONSIST

Trains with multiple locomotives in their train consist that may be used in the controlling position must only have one locomotive initialized at any given time. The engineer must perform a CREW LOGOFF on the first locomotive before attempting to initialize any other locomotive in the train consist. The CDU softkey cutout function must not be used when changing controlling locomotives.

I-ETMS SYSTEM SOFTWARE DOWNLOADS AND INSTALLS

During initialization, if the ONBOARD DISPLAY prompts “Please Wait for Software Download” or “New Software Available” the locomotive engineer must not cancel the software download or install. Unless otherwise restricted, if a software download or install exceeds 10 minutes, the locomotive engineer must not cancel the download. If the software download exceeds 10 minutes, notify the Train Director, and contact foreign railroad PTC support personnel for instructions.

PTC TROUBLESHOOTING

Foreign railroads operating on Amtrak territory will contact the appropriate foreign railroad PTC help desk. Amtrak trains experiencing issues or anomalies prior to entering PTC territory will comply with current Amtrak PTC Troubleshooting procedures.

PTC ISSUE AND ANOMALY REPORTING

When any of the following issues or anomalies occur, they must be reported to the train director. The report must include time, date and location, train ID, locomotive number and count, engineer name, car count, and a description of any unusual events.

- The PTC system does not transition to an enforceable state after entering PTC track (i.e. ACTIVE state).
- PTC is suspected of not providing a warning for a target or restriction when it should have.
- A mandatory directive is received in writing which is not enforced by the PTC system.
- PTC enforcement for a mandatory directive which has not been received in writing.
- PTC system prompt or enforcement due to Non-Synchronized territory.
- PTC display information is incorrect or unintelligible.
- Switch or wayside signal discrepancies (i.e. Permissive wayside signal enforced as Stop by PTC, wayside signal does not match the PTC onboard display).
- PTC troubleshooting guidance does not correct the PTC system and permit system usage.
- PTC system failures as defined in the operating rules.

AUTHORITY TO PASS STOP INDICATION

When the Train Director is required to authorize a train with operative PTC to pass a signal enforcing a positive stop, the train must stop within 1500 feet of the signal before the train can be authorized to proceed. The train director will issue verbal authority to pass the Stop Indication. In most cases, the PTC system will also be sent an electronic authority to pass the Stop Indication.

1) **Train at Stop Signal – Electronic Authority Is Not Received:**

   If an electronic authority to pass the signal is not received by the PTC system, a “Pass Signal at Stop” prompt will appear once the train has been stopped within 1500 feet of the signal and 120 seconds have elapsed from the time that the train came to a stop.

2) **PTC Enforcing Positive Stop at a Signal Displaying a Proceed Indication**

   If the PTC system enforces a positive stop at a signal that is displaying a proceed indication, the crew must stop within 1500 feet of the signal and notify the Train Director immediately. If this anomaly occurs the “Pass Signal at Stop” prompt will appear after the train has been stopped for 120 seconds. The prompt must not be acknowledged until the crew has received the Train Director’s permission to acknowledge the prompt as prescribed below:

   - The crew must advise the Train Director of the train’s location, track, direction, and the name of the next governing signal.
   - Before granting permission to acknowledge the “Pass Signal at Stop” prompt to pass a fixed signal other than Stop Signal, the Train Director must verify the train’s location, track, direction and route status, and ensure that no opposing or conflicting movements have been authorized.
   - Once it has been determined that it is safe to do so, permission to acknowledge the prompt to pass a fixed signal other than Stop Signal may be granted by the Train Director.
   - The Train Director must record and report the occurrence.

3) **“Pass Signal at Stop” Prompt Does Not Display**

   In the event the “Pass Signal at Stop” prompt does not display after the train has been stopped for 120 seconds, and the red hash on the PTC display does not clear, the Train Director may grant verbal authority to cutout PTC using the CDU soft key cutout function. PTC must be cut in before passing the next fixed signal.

PTC CLEARANCE NUMBERS

In the event a train experiences issues with a clearance number or does not have an existing clearance number, the train director must create and must dictate a clearance number to the train crew.

BNSF GTB DELIVERY AND HANDLING BY CHICAGO YARD ASSIGNMENTS

Yard Assignment Train Crew Responsibilities

Train crews working Chicago yard assignments are required to initialize PTC if entering Amtrak or BNSF Chicago Subdivision Main Tracks. Prior to initializing PTC on a controlling locomotive of a train or switching move that may occupy BNSF Chicago Subdivision main tracks, the train crew must have a BNSF GTB in their possession.

The BNSF GTB assigned to the yard assignment must have the controlling locomotive ID addressed to the GTB for successful PTC initialization with BNSF. If the controlling locomotive ID is not addressed to the BNSF GTB, the train crew must contact the Yardmaster-Glasshouse prior to attempting PTC initialization. The Yardmaster-Glasshouse will contact the BNSF Union Ave train dispatcher to make the GTB modification. In the absence of the Yardmaster-Glasshouse, the Yardmaster-CD-7 will contact the BNSF.

Modification of the controlling locomotive ID by the BNSF Train Dispatcher may be relayed verbally between the train crew and the Yardmaster-CD-7 or the Yardmaster-Glasshouse.

Amtrak Yardmaster Responsibilities

The Yardmaster must contact the BNSF Union Ave Dispatcher to receive GTB's for yard assignments that may operate toward BNSF Chicago Subdivision main tracks. Once the BNSF GTB is received, the Yardmaster is responsible to deliver GTB documentation to the yard assignment.

If a GTB does not have the correct yard assignment controlling locomotive ID addressed to the GTB, the yardmaster must contact the BNSF Union Ave. train dispatcher to modify the controlling locomotive ID.

Modification of the controlling locomotive ID by the BNSF Train Dispatcher may be relayed verbally between the train crew and the yardmaster.

END OF SECTION

8 INFRASTRUCTURE MAINTENANCE & CONSTRUCTION SERVICES (IMCS) SPECIAL INSTRUCTIONS

Unless otherwise specified, the following are instructions that contain additions or revisions to the General Code of Operating Rules or Amtrak Roadway Worker Protection Manual and govern Amtrak Infrastructure Maintenance & Construction Services (IMCS) Department employees.

1.47-IMCS. DUTIES OF CREW MEMBERS

1) **All Crew Members Responsibilities**

To ensure On-Track Equipment is operated safely and rules are observed, all crew members must act responsibly to prevent accidents or rule violations. Crew members in the control compartment of On-Track Equipment must communicate to each other any restrictions or other known conditions that affect the safe operation of their equipment sufficiently in advance of such condition to allow the operator to take proper action. If proper action is not being taken, crew members must remind the operator of such condition and required action.

Crew members in the control compartment of On-Track Equipment must remind the operator when approaching an area restricted by:

1) Limits of authority.
2) Track warrant.
3) Track bulletin.
4) General Order

   or

5) Radio speed restriction

Employees in charge of the movement of On-Track Equipment must be qualified on the operating rules and physical characteristics of the territory over which they will travel. Employees that are granted authority or protection for use in performing work must be qualified on the physical characteristics of the territory where the work is to be performed.

Track inspectors, foremen, signal maintainers and other designated employees shall:

1) See that their work assignments are performed in a safe and efficient manner.
2) Maintain required records.
3) Submit required reports.

2) **When IMCS employees are operating on-track equipment under signal indication**, crew members in the control compartment of on-track equipment must be alert for signals. As soon as signals become visible or audible, crew members must communicate clearly to each other the name of signals affecting their movement. They must continue to observe signals and announce any change of aspect until the equipment passes the signal. If the signal is not complied with promptly, crew members must remind the operator/ or employee controlling, piloting or leading the movement of the rule requirement. If crew members do not agree on the signal indication, regard the signal as the most restrictive indication observed.

If the operator of On-Track Equipment fails to comply with a signal indication or take proper action to comply with a restriction or rule, crew members must immediately take action to ensure safety and stop the movement, if necessary.

1.49-IMCS. QUALIFICATION, WORK PERFORMANCE AND REPORTING

Employees in charge of the movement of On-Track Equipment must be qualified on the physical characteristics of the territory over which they will travel. Employees that are granted authority or protection for use in performing work must be qualified on the physical characteristics of the territory where the work is to be performed.

Track inspectors, foremen, signal maintainers and other designated employees shall:

See that their work assignments are performed in a safe and efficient manner.

Maintain required records.

Submit required reports.

2.14-IMCS. TRANSMISSION OF MANDATORY DIRECTIVES

An employee operating the controls of moving On-Track Equipment may not copy mandatory directives. Before a mandatory directive is acted upon, employees in the control compartment of On-Track Equipment must read and understand it.

2.5-IMCS. COMMUNICATION REQUIREMENTS FOR ON-TRACK EQUIPMENT AND ROADWAY WORKERS

All On-Track Equipment moving between work locations or moving under the same authority must be equipped with a working radio.

5.2.2-IMCS. SIGNALS USED BY EMPLOYEES

The following flagging equipment must be carried on-board track equipment:

- 2 red flags.
- 2 red fusees.
- 2 white lights.

5.4.7-IMCS. DISPLAY OF RED FLAG

When red flags are displayed, they must be placed at least 1000 feet from the area of work or point where track is to be made impassable.

5.4.9-IMCS. EMERGENCY PROTECTION WITH YELLOW-RED AND RED FLAGS

When a defect in track or structures has been discovered, and it is not possible to communicate with the train dispatcher, the following may be used to provide protection:

Place yellow-red and red flags in both directions on the affected track(s) and to protect all possible other access to the restricted area. Yellow-red flags must be placed two miles in advance of the red flags, because train dispatcher will not be able to advise trains that the flags are not at the standard distance.

When possible, position a flagman to provide warning to approaching movements one mile in advance of each red flag

Employee in charge and trains will be governed by Rule 5.4.7 (Display of Red Flag).

This protection must be continued until train dispatcher can be reached and advises that all affected trains have been, or will be notified.

5.9-IMCS. HEADLIGHT DISPLAY

When On-Track Equipment is equipped with lights, it must display a white light to the front and a red light to rear when it is being moved or while working. Hi-rail vehicles must turn on headlights and amber roof light, if equipped, at all times while on the rail. When hi-rail vehicles are operating on the highway, turn off the amber roof light.

Exception: When a hi-rail vehicle is stopped and properly protected, lights may be turned off to conserve battery.

6.3.3-IMCS. ESTABLISHING WORKING LIMITS

Working limits established on Chicago Subdivision main tracks or other than main tracks (GCOR 6.28) must be established as outlined in Amtrak RWP Rule 319.

1) **Foul Time**

When working limits on a main track are established through the use of Foul Time, follow these procedures:

(a) Foul Time may be issued within CTC or Manual Interlocking limits for work that will not disturb the track structure or the proper operation of the signal system. Acceptable uses for Foul Time include incidental maintenance or inspection of a switch, crossover, moveable bridge or power operated derail, or to provide Adjacent Track Protection for IMCS personnel on an adjacent track.

(b) For incidental maintenance or inspection of a switch, crossover, moveable bridge or power operated derail, Foul Time may only be issued:

- On one switch, or on both switches of a crossover, at a time.
- On one power operated derail at a time.
- On moveable bridges.
    - Moveable bridges must not be operated without permission of the employee granted Foul Time.

(c) If the track will be disturbed or the signal system will be affected, GCOR 10.3 Track and Time Authority or GCOR 15.4 Protection When Tracks Removed from Service must be used instead.

(d) Contact the Train Director to request Foul Time. Identify the switch or crossover to be fouled and the time desired.

(e) Obtain Foul Time authority before occupying or fouling track. Foul Time will be granted in the following manner:

"Foul Time is granted to Amtrak (employee name) at (Interlocking or CP Name) on (switch number/numbers if a crossover) until (time)."

Release Foul Time when clear of track. Foul Time will be released in the following manner: "Amtrak (employee name) at (Interlocking or CP Name) releases Foul Time on (switch number/numbers if a crossover)."

Train Director will repeat the release information and, if correct, the employee will respond with: “that is correct”.

(f) Release Foul Time before the time granted expires, but if Train Director or control operator cannot be contacted and time limits expire, authority is extended until the Train Director or control operator is contacted.

2) **Working Limits on Other Than Main Track**

Working limits on other than main track (GCOR 6.28), must be established by making the track physically inaccessible to trains by one of the following methods:

- A flagman with instructions to hold all trains and equipment clear of the working limits.
- A switch lined against movement to that track and secured with an M/W lock and RWP tag by the roadway worker in charge of the working limits.
- A derail capable of restricting access to the portion of track where working limits are established must be placed at least 150 feet from nearest location where track may be fouled. The derail must be locked in derailing position and secured M/W lock and RWP tag by the roadway worker in charge of the working limits. A Stop barricade must be displayed at each derail.

- Where remote control switches provide direct access, the employee in charge of on-track safety must tell the switch operator what work will be done. The switch operator must then:

  (a) Inform the employee in charge of on-track safety that the switches have been lined against movement onto the track and devices controlling the switches have been secured.

  (b) Not remove the locking or blocking devices unless the employee in charge of on-track safety gives permission to do so.

  Note: This procedure will not be utilized in the Chicago 14th St. Yard Facility. One of the other bulleted items must be utilized.

- A discontinuity in the rail capable of restricting access to the portion of track where working limits are established must be placed at least 150 feet from nearest location where track may be fouled. A red flag must be displayed at each derail.

3) **Other Conditions Requiring Protection**

Provide protection on Other Than Main Track (GCOR 6.28) by making the track physically inaccessible when the track is:

- Found unsafe for train or engine movements due to track condition or other reasons.
- Removed from service or
- Obstructed or made impassable with Maintenance of Way equipment.

6.3.5-IMCS. AUTHORITY FOR MOVEMENT OF ON-TRACK EQUIPMENT

Outside of Yard Limits (GCOR 6.13) or Restricted Limits (GCOR 6.14), On-Track Equipment must not foul or occupy main tracks for movement unless authorized or protected by a form of Exclusive Track Occupancy, which includes any one of the following:

- Rule 10.3 (Track and Time)
- Rule 14.5 (Protecting Men and Equipment)
- Rule 15.2 (Protection by Track Bulletin Form B)
- Rule 15.4 (Protection When Tracks Removed From Service)
- Special instructions or General Order

EXCEPTION: In an emergency, when unable to obtain authority and it is necessary to foul or occupy a main track, protection must be provided in both directions as outlined under Rule 6.19 (Flag Protection).

Written authorities that are no longer in effect must be retained until the end of tour of duty, unless otherwise instructed by the train dispatcher.

Written authorities that are no longer in effect must be retained until the end of tour of duty, unless otherwise instructed by the train dispatcher.

6.11-IMCS. MANDATORY DIRECTIVES

New bullet item added:

- Foul Time

The last sentence is revised to read:
Employees must retain mandatory directives for 7 days.

6.19.1-IMCS. PROVIDING FLAG PROTECTION

When flag protection must be provided, a flagman must immediately go at least the distance prescribed in the table below in each direction from the location to be protected.

Specified Flagging Distance:

Maximum Speed For Any Train	Flagging Distance
25 MPH or less	1 mile
Over 25 MPH	2 miles

Flagman must stop all trains approaching the location being protected and must remain until instructed by their supervisor to return.

Before Reaching Prescribed Distance

If the flagman hears or sees a train approaching before reaching the prescribed distance, the flagman must continue toward the approaching train and give Stop Signals.

6.19.2-IMCS. PROTECTION OF ON TRACK EQUIPMENT

Do not depend on rail detectors and On-Track Equipment to actuate block signals, interlocking signals, or highway crossing signals or to be under the protection of such signals. Provide flag protection when required.

6.19.3-IMCS. ACKNOWLEDGMENT OF FLAGGING

When flagged, the locomotive engineer or operator of On-Track Equipment must acknowledge Stop Signals promptly. The flagman must continue giving Stop Signals until the locomotive engineer or operator acknowledges them and reacts to them. After stopping, the locomotive engineer or operator must be told why the train or On-Track Equipment was flagged and act accordingly.

6.19.4-IMCS. SHUNTING TRACK CIRCUITS

Within block system limits, the track may be shunted to provide immediate protection in case of emergency. However, this method may not be depended on as the only safeguard, and employees must provide additional protection as soon as possible.

6.22-IMCS. MAINTAINING CONTROL OF ON-TRACK EQUIPMENT

When multiple pieces of On-Track Equipment are traveling under the same movement authority:

1) Prior to movement, the RWIC must:
   (a) Discuss with all operators and any others involved in the movement:
      1) Equipment spacing requirements.
      2) Locations of all planned stops
      3) Any conditions that may reduce stopping effectiveness (e.g. speed, weather, equipment type, weight grades, etc.)
   (b) Record discussed information, (in item a) above), on their job briefing form
   (c) Precede or occupy the leading unit for the direction of travel throughout the entire movement

2) The RWIC or a qualified pilot must occupy the lead piece of On-Track Equipment or precede the move for the direction of travel.

3) Equipment operators must always regulate their speed to permit stopping within one-half the range of vision, short of equipment ahead, and at a minimum, maintain the following spacing between equipment (including any attachments, extensions, trailers etc.):
   (a) When traveling: At least 200 feet.
   (b) If necessary to pull close: 40 feet, not exceeding restricted speed.
   (c) If speed is 5 MPH or less, maintain sufficient distance to prevent an accident.
   (d) When working: At least 40 feet unless otherwise specified by the RWIC.

4) When traveling, all stops must be announced over the radio by the equipment initiating the stop and be confirmed by each following piece, including:
   (a) Equipment type
   (b) On-Track Equipment position in group
   (c) Stopping location

   Example: "Amtrak Regulator, piece number three, coming to a stop at MP13.2, over." "Roger, Regulator, piece three coming to a stop at…"

5) A multiple On-Track Equipment movement will operate as one unit. When a signal is displayed, or the train dispatcher authorizes verbal permission for movement, the authorization is for all pieces within the workgroup. The train dispatcher must not remove blocking device protection for any portion of the affected route until the employee in charge of the equipment has reported all pieces clear.

6) The RWIC of a multiple On-Track Equipment move, must report clear of interlockings and controlled points either by visual confirmation or by confirmation of another employee qualified on the physical characteristics occupying the last piece of On-Track Equipment in the move.

6.31-IMCS. MAXIMUM AUTHORIZED SPEED

The following information is added:

Movement of On-Track Equipment must be made at a safe speed that allows stopping within half the range of vision short of:

- Train
- Engine
- Railroad car
- Men or equipment fouling the track
- Stop Signal

  or

- Derail or switch lined improperly

Operators must consider track condition, visibility, grade, weather and all other conditions that may affect safe operation of the equipment.

Do not operate On-Track Equipment in excess of the speeds permitted for trains at any location. Temporary speed restrictions for trains shown in track bulletins, track warrants or general orders must be complied with.

Within working limits make all movements under the direction of the employee in charge of the working limits. Do not exceed restricted speed unless the employee in charge of the working limits authorizes a different speed.

On-Track Equipment must operate in a forward direction whenever possible. The following speeds must not be exceeded:

In Forward Direction

On-Track equipment type	Speed
Hi-rail vehicles with passenger-type car bodies	45 MPH
All other On-Track Equipment	25 MPH
Over power operated switches, railroad crossings at grade, highway crossings	5 MPH
Operating through self-guarded frogs or switch pointguards, or diverting through spring frogs	1 MPH

In Reverse Direction

On-Track equipment type	Speed
All On-Track Equipment	10 MPH
Over power operated switches, railroad crossings at grade, highway crossings	5 MPH
Self-Guarded Frogs, Point Protectors	1 MPH

In addition, take extreme care when entering or leaving a turnout equipped with spring rail or self-guarding frogs to prevent the equipment from derailing.

When operating a hi-rail vehicle on the highway, comply with all state and local laws.

6.32.7-IMCS. OPERATING ON TRACK EQUIPMENT OVER ROAD CROSSINGS

Operators of On-Track Equipment must use caution when passing over highway crossings at grade. Flag over crossings when the amount of highway traffic makes this necessary in order to cross safely.

6.41-IMCS. HIGH-RAIL OPERATIONS

One authority to operate On-Track Equipment with high-rail gear is received prior to setting on a Main Track or Controlled Siding, an SSD must be applied on the authorized track and confirm a positive shunt with the Train Dispatcher. Upon confirmation, the SSD may be disconnected but must not be removed until equipment is set on the authorized track.

8.3-IMCS. WORKING LIMITS – POSITION OF MAIN TRACK HAND OPERATED SWITCHES

When working limits are established on a main track and a track authority is issued (*i.e. GCOR Rules: 10.3-Track and Time, 15.2-Protection by Track Bulletin Form B, 15.4-Tracks Removed from Service*), and the engineering department requires switch movement the RWIC named is responsible for the position of all hand operated switches inclusive of:

1) When not in use, switches must be lined and locked in normal position for main track movement and must not be repositioned without permission of the RWIC.

2) When switches are in use, or in the reverse position, they must not be left unattended. The RWIC must assign qualified employee(s) to attend switches.

3) The assigned employee(s) must announce to the RWIC when switches are returned to the normal position (lined for main track) and the RWIC must confirm this information.

4) Before tracks are returned to service, the RWIC and assigned employee(s) must visually confirm that all switches operated within working limits are in the normal position, locked and verification must be made with the train dispatcher or control operator. If the RWIC is unavailable for visual confirmation or unable to verify switch position with the train dispatcher, a second qualified employee must be appointed to ensure a 2-person verification is accomplished.

Note: Qualified Employee is defined as an employee qualified on the operating rules relating to switch and fixed derail operation.

9.3-IMCS. WHAT SIGNALS GOVERN

Block signals, interlocking signals, or cab signals govern trains or engines.

9.5.3-IMCS. PROTECTION DURING REPAIRS

Local Control of Interlockings and Control Points by C&S Employees

A **General Requirements**

Before a change of control point or interlocking control is permitted, the Train Director and the C&S employee in the field must have a thorough job briefing regarding the length of time the control change is needed, the purpose of the control change and how it will affect the Train Director's display. The C&S employee and the Train Director must have a job briefing to discuss:

1) The identification and reason for any blocking devices applied.

2) The description of any routes that are displayed.

3) The nature of any C&S or joint C&S and MW tests or inspections to be performed and the effect that the work will have in the field and on the Train Director's model board indications.

4) Whether testing or inspection, activities will require RWP via the use of opposing Stop Signals to establish exclusive track occupancy protection.

The C&S employee granted local control must conduct an additional job briefing with the Train Director each time the conditions of the work change.

A C&S employee may only request permission to take local control of an interlocking or control point to:

1) Assist the Train Director when remote control is lost,

or

2) Expedite C&S or joint MW switch, signal or track circuit inspection, testing, troubleshooting, general maintenance, or repair.

C&S employees must obtain permission from the Train Director before taking local control and must follow the Train Director's instructions during that time, including the application and removal of blocking devices and display of requested routes. When local control is authorized and transferred to the C&S employee in the field, verbal confirmation that the transaction has taken place by inspection of the Train Director and C&S employee's console and control board must be made by both employees. Unless otherwise discussed, when local control is transferred to the C&S employee in the field, the Train Director will ensure all signals within the interlocking display STOP, and all switches are lined normal – this must be confirmed by both employees.

B **Qualification Requirements for C&S Employees:**

C&S employees who take local control must be qualified on the operating rules, all operating functions of the local control panel, and the physical characteristics of the interlocking.

C **Permission to Take Local Control**

1) The Train Director's permission to take local control must include the title and name of the employee authorized to take local control, the interlocking name, and the time permission is being given.

2) The receiving C&S employee must document the permission on form NRPC 3436 and correctly repeat it to the Train Director before taking local control.

3) Permission to take local control is for the initial request only, and once returned to the Train Director, any subsequent transfer of control must be authorized by the Train Director unless previously discussed during a job briefing.

4) After the above procedures have been followed, the Train Director must place a restrictive label on one of the track segments within the control point or interlocking in order to record the name of the C&S employee given local control and time local control was issued.

D **Blocking Devices Applied or Ordered Applied by the Train Director**

1) Train Director instructions regarding the application or removal of blocking devices must be correctly repeated by the C&S employee receiving them before being acted upon.

2) C&S employees must obtain permission from the Train Director before removing any blocking devices applied by, or ordered applied by, the Train Director.

3) C&S employees must keep a written record of these blocking devices on form NRPC 3436 to ensure compliance. The record must include the identification of each blocking device, the time it was applied, and the time the Train Director authorized its removal.

E **Displaying Signals for Train Movements**

The C&S employee must not display a signal for a train movement unless:

1) Authorized by the Train Director.

and

2) The C&S employee and the Train Director have discussed and verified the position of all switches involved in the route to be displayed.

and

3) All affected roadway workers are clear of the tracks to be used or have established alternate RWP protection.

F **Authority by Stop Signals**

While an interlocking or control point is in local control, Train Directors must not issue authorization passed a Stop Signal until they have contacted the C&S employee in control of the interlocking or control point to advise them of the move to be made and confirm that all employees and equipment are in the clear and that the position of all switches involved in the route are properly lined and blocked.

G **On-Track Equipment Operations**

Except in cases of emergency, or when remote control of an interlocking or control point is not functioning, Train Directors must not allow On-Track Equipment to operate through interlockings or control points that are in local control.

H **Working Limits Within Control Point/Interlocking Limits**

The Train Director must not authorize local control when a track within interlocking limits or control points is out of service by Form C or under Track and Time except:

(a) In an emergency,

(b) When necessary to route a train to, from, or around an out of service track on which a track circuit has been de-energized,

or

(c) When necessary to perform C&S testing.

The C&S employee authorized to take local control must receive permission from the person in charge of the out-of-service track or Track and Time and be shown or read a copy of the directive before operating any interlocking or control point appliance. The Train Director must communicate all appliances blocked, and the C&S employee must confirm them.

Appliances used for the protection of track(s) out service must not be tested by the C&S department while a Form C or Track and Time is in effect on that track(s).

If the signals and switches providing protection must be tested, the Form C or Track and Time must be canceled with the RWIC, and when necessary, alternate blocking protection must be provided before testing can occur. The Train Director and C&S employee must have a job briefing to discuss the conditions of the track and all blocking devices applied.

I **Roadway Worker Protection**

1) **Restrictions**

The C&S employee must not authorize:

(a) Any work unrelated to C&S testing or inspection or joint C&S and MW switch inspections.

(b) Any work that involves on-track equipment or will disturb the track so that it would be unsafe for Normal Speed.

J **Exclusive Track Occupancy Using Opposing Stop Signals**

In the application of Amtrak and federal Roadway Worker Protection rules, a qualified C&S employee who has local control of an interlocking or control point must use opposing Stop Signals to establish exclusive track occupancy protection. Unless alternate protection is provided, the C&S employee must:

(a) Apply blocking devices to prevent the display of any signal leading to the limits to be protected prior to establishing working limits.

(b) Appropriately note the use of Stop Signals for such protection, as indicated on form NRPC 3436.

(c) Keep a written record of these blocking devices on form NRPC 3436 to ensure compliance. (The record must include the identification of each blocking device, the time it was applied, and the time removed; it is not necessary to report these blocking devices to the Train Director).

(d) Ensure blocking devices remain applied until all employees authorized to foul the track(s) have cleared, or the employees have established alternate protection.

If the display of signals is required for the purposes of testing, such signals may only be displayed as authorized by the Train Director when assurance has been made that no train or equipment would be available to accept such signals. Tracks and routes for which signals are displayed must not be fouled by men or equipment unless alternate protection is provided.

NOTE: "Local Control" IS NOT an establishment of RWP. Proper RWP protection for roadway workers is only established through the C&S employee's use of Stop Signals and blocking devices under their control. When protection outside of interlocking limits and Control Points is required, permission to foul tracks must be obtained from the Train Director in the usual manner. Before granting permission to foul tracks, the Train Director must order the C&S employee who has local control of any affected interlockings to apply blocking devices to the affected controls.

K **Returning Remote Control to the Train Director**

Before operating the control toggle and returning "Remote Control" to the Train Director, the C&S employee in charge must:

1) Ensure that all affected Roadway Workers are clear of the tracks or have established alternate protection

2) Notify all affected roadway workers that remote control is being returned to the Train Director for the operation of trains

3) Notify the Train Director that all roadway workers are clear or that alternate protection is established, and that control of the interlocking is being returned.

The Train Director must not perform any functions on their console until it has been confirmed that:

1) Remote Control is restored to the Train Director both verbally and electronically, as indicated on each employee's control display

and

2) Once control of the interlocking is returned to the Train Director, the C&S employee must document the time on form NRPC 3436, draw an "X" through the blocking device record and retain the record for 7 days.

Table 1 Location(s)	Individual Switch and Signal Blocks	Interlocking/CP Track Blocking	Other (Explain)
CUS North	Verify position of switches, then apply appropriate track panel Pushbutton block	Verify Track in Question, then apply appropriate Pushbutton exit block	Pushbutton
CUS South	Verify position of switches, then apply appropriate track panel Pushbutton block	Verify Track in Question, then apply appropriate Pushbutton exit block	Pushbutton

14.5-IMCS. PROTECTING MEN OR EQUIPMENT

Trains or On-Track Equipment must not enter or make any movements within the limits of a track warrant which is jointly occupied with an employee until the employee in charge is contacted. Make all movements at restricted speed.

If the limits of a track permit will be jointly occupied, and track is not safe for movement at 20 MPH, protect the track by placing red flags as per Rule 5.4.7 (Display of Red Flag).

15.1-IMCS. TRACK BULLETINS

“Slow by” Speed Restriction

During the planning phase of large-scale railroad projects, the engineering department may determine need for a “Slow-By” speed restriction, issued by Track Bulletin Form C for a specified speed, not exceeding 60 MPH for all trains operating on tracks immediately adjacent to (next to) tracks out of service. The time period of the restriction must begin and end on the hour or half-hour and applies to the head end only.

The Roadway Worker in Charge (RWIC) or appointed engineering department representative, must request instructions to be issued by the Amtrak Michigan Line Train Director at least 48 hours in advance when a “Slow-By” restriction for a specified speed will be required. The train director must ensure the speed restriction is properly entered into the appropriate system for PTC enforcement during the prescribed times.

Yellow Flags and Green Flags must be erected between the specified hours and removed upon void of the restriction. Yellow Flags encountered outside the specified time limits should be complied with as governed by GCOR Rule 5.4.2, Part B “Restriction Is Not In Effect” and reported to the train director.

15.2 PROTECTION BY TRACK BULLETIN FORM B

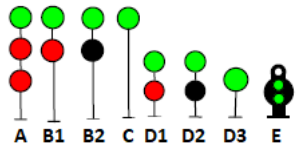
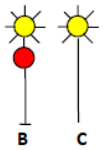
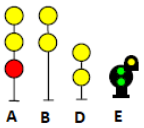
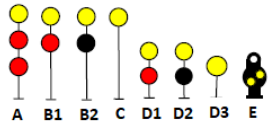
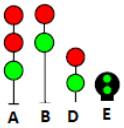
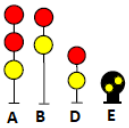
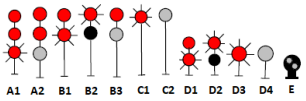
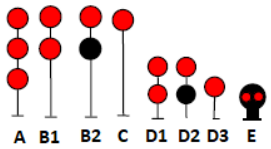
When determining limits for track bulletin Form B, 1000 feet must be added at both ends of the work area to provide an additional margin of protection. Display yellow-red flags as specified in Rule 5.4.3 (Display of Yellow-Red Flag).

While trains and On-Track Equipment are within the limits during the time stated in track bulletin Form B, they must move at restricted speed until leading wheels have cleared the limits unless instructed otherwise by employee in charge as stated in Item A (Verbal Permission).

If work will not be completed by the time limits of a Form B track bulletin, contact the train dispatcher before time limits expire. If unable to contact the train dispatcher make sure that yellow-red and red flags are properly displayed and provide additional protection.

END OF SECTION

9 AMTRAK CHICAGO SUBDIVISION SIGNAL ASPECTS AND INDICATIONS

RULE	ASPECTS	NAME	INDICATION
9.1.1		Clear	Proceed not exceeding maximum authorized speed
9.1.2		Advance Approach	Proceed prepared to stop at the second signal.
9.1.3		Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout(s).
9.1.4		Approach	Proceed prepared to stop at the next signal. Trains exceeding 30 MPH must immediately reduce to 30 MPH.
9.1.5		Diverging Clear	Proceed on diverging route at prescribed speed through turnout(s).
9.1.6		Diverging Approach	Proceed on diverging route at prescribed speed through turnout(s), prepared to stop at next signal.Trains exceeding 30 MPH must immediately reduce to 30 MPH.
9.1.7		Restricting	Proceed at Restricted Speed.
9.1.9		Stop Signal	Stop

The signal aspects, names and indications in Rules 9.1.1 through 9.1.9 govern the movements of trains and engines. The following symbols are used:

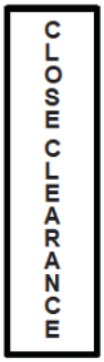

Flashing Aspect

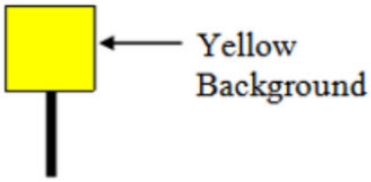
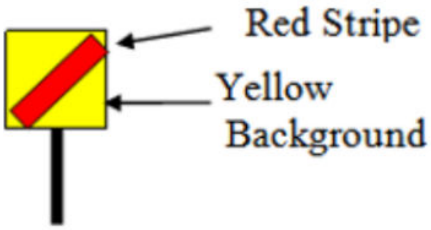
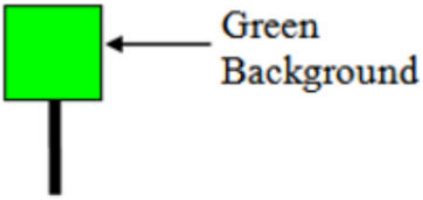
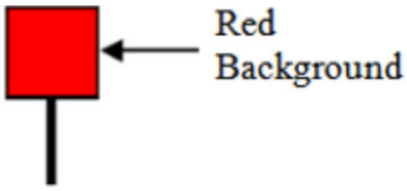
Number Plate

END OF SECTION

10 ROADWAY SIGNS

Roadway Signs (Employees may see these signs in their workplace)		
 **WATCHMAN'S DISK** **RULE 5.8.2 (8)** (Orange background with White lettering)	 **ROADWAY WORKER PROTECTION** (Orange background with White lettering)	 **WHISTLE SIGN** **RULE 5.8.2 (7)** (White background with Black lettering)
 **OPERATIONAL TEST BARRICADE** **RULE 6.27 AND 6.28** (Red background with White lettering)	 **OPERATIONAL TEST BARRICADE** **RULE 6.27 AND 6.28** (Red background with White lettering)	 **OPERATIONAL TEST BARRICADE** **RULE 6.27 AND 6.28** (White background with red lettering)

Roadway Signs (Employees may see these signs in their workplace)		
 **BLUE SIGNAL PROTECTION OF WORKMEN RULE 5.13** (Sign may display STOP, MEN AT WORK, ETC.) (Blue background with White lettering)	 **STOP SIGN** (Red background with White lettering)	 **ENGINEERING DEPT. TRACK BARRICADE** (Orange background with Black lettering)
 **DERAIL Rule 8.20** (White background with Black lettering)	 **CLOSE CLEARANCE** (White background with Black lettering)	 **SPOT ENGINE CAB** (White background with Black lettering)
 **RWP WHISTLE BOARD** (Orange background with Black lettering)	 **ASL Sign** (White background with Black lettering)	 **BLUE FLAG TRACK INDICATOR** (Black background, Yellow lettering.

Roadway Signs (Employees may see these signs in their workplace)		
 **BEGIN ENGINE HOUSE SIGN** (White background with Black lettering)	 **END ENGINE HOUSE SIGN** (White background with Black lettering)	 **YARD TRACK DESIGNATION SIGN** (Blue background with White lettering)
 Yellow Track Flag Rule 5.4.2 "Yellow"	 Yellow-Red Track Flag Rule 5.4.3 "Yellow-Red"	 Green Track Flag Rule 5.4.5 "Green"
 Red Track Flag Rule 5.4.7 "Red"	**BLANK**	**BLANK**

END OF SECTION

11 PC CHANGES

None

END OF SECTION