Personnel operating on Metra trackage using the CORA Guide will be governed by the rules listed in the GCOR section of the CORA Guide EXCEPT as modified by this section of the Guide. Where the Metra Special Instructions section adds to or changes the GCOR rules, the words “Addition:” or “Change:” preface the additional rules or new wording. All portions of the rule that are not referenced remain unchanged from the GCOR section of the CORA Guide.

Rules and instructions in the Metra section may have been modified to suit the purposes of this publication. This section must not be used by Metra train, engine and yard service personnel.

GLOSSARY

Addition:
Abbreviations
BDA........................…… Blocking Devices Applied
BDR......................…….. Blocking Devices Removed
BV............................….. Beverly
JA............................…... Joliet
PS………………………. Passenger Station
Sub Dist......................... Sub District
SW................................. Southwest

Controlled Block System (CBS)
A block system where movements are authorized by a controlled signal or verbal authority.

Current of Traffic
The movement of trains in one direction on a main track as specified by the rules.

Employee Train Schedule
A publication containing the schedules of passenger trains which will designate direction, number and movement. The Employee Train Schedule does not convey authority.

Enhanced Focus Crossover Location
A power-operated crossover location, designated in Sub District Special Instructions, requiring heightened awareness of crew members on trains consisting entirely of passenger equipment due to the difference between the maximum authorized speed and the speed restriction through the diverging route of the crossover(s).

Men or Equipment
A term referring to Roadway Workers and their related equipment. Roadway Workers will be identified by fluorescent orange work wear with reflective striping.

Passenger Train
A train shown in the Employee Train Schedule.

Schedule Time
The time shown in the Employee Train Schedule.

1.47 DUTIES OF CREW MEMBERS Addition:
Observe and Call Signals
If the engineer is solely occupying the control compartment of a train, they must verbally communicate to a promoted crew member on the train the name or aspect of:

• All absolute signals displaying a signal aspect less favorable than Rule 9.1.5 – Clear.
• All signals governing the approach to absolute signals displaying a signal aspect less favorable than Rule 9.1.5 – Clear.
• All signals displaying Rule 9.1.4 – Approach or a less favorable signal indication where the Maximum Authorized Speed is greater than 30 MPH.
• The prescribed speed through the turnout of an Enhanced Focus Crossover Location when:
  - The signal in advance of that location displays Rule 9.1.7 – Approach Diverging or Rule 9.1.11 – Diverging Approach Diverging.
  or
  - It is determined that the train will make a diverging movement at that location.

Each communication must be acknowledged by the crew member on the train. If the crew member fails to acknowledge the communication, the engineer must determine the reason for failure to acknowledge prior to leaving the next scheduled passenger stop. Communication must include:

• Train identification.
• Name or Aspect of the signal.
• Location of the signal.
• Track designation if in multiple track territory.

If the engineer fails to properly control the speed of the train, the crew member must immediately communicate with the engineer. If necessary the crew member must stop the train.

If the next signal in advance changes to a more favorable indication, the engineer must communicate the change to a crew member on the train.

If the radio is inoperative, the communication must be made by intercom, public address system or in person.

Verbal communication is required. Use of the buzzer or communicating signal is prohibited.
These requirements do not apply in territories where specified in Sub District Special Instructions.

2.21 ELECTRONIC DEVICES Addition:
Employees operating on Metra trackage will be governed by the Rule in effect on the railroad they are employed by.

4.3 TIMETABLE CHARACTERS Addition:

A ......................... Ticket Clerk
B ......................... General Order Board
D ......................... Passenger Stop
F ......................... Facsimile Machine
H ......................... Control Point
J ......................... Junction
M ......................... Manual Interlocking
P ......................... Telephone
R ......................... Radio
S ......................... Siding
T ......................... Turntable or Wye
X ......................... Crossover
X(2) ..................... Multiple Crossovers
Y ......................... Yard

4.4 EMPLOYEE TRAIN SCHEDULE Addition:
Schedules of passenger trains are shown in the Employee Train Schedule. Employees concerned or whose duties are affected by the movement of these trains must have a copy in their possession while on duty. The Employee Train Schedule does not convey authority.


4.4.1 SCHEDULE TIME Addition:
Where one time is shown, it is the leaving time; except at terminating stations, it is the arriving time. Where two times are shown, they are the arriving and leaving times.

Times shown in shading are approximate times which do not restrict train movement. Times not shaded indicate a regular stop and trains must not leave ahead of these times. At Flag Stops, trains will stop to discharge passengers on notice to Conductor and to pick up passengers on station platform visible to the Engineer.

Except as otherwise provided, trains scheduled to receive or discharge passengers must not leave the point where passengers are received or discharged before the leaving times shown.

Schedule times shown for Empty Equipment Trains are for information only. Empty Equipment Trains may operate in advance of these times.

4.4.2 SCHEDULE SYMBOLS Addition:
The following symbols when placed in the schedule column of the Employee Train Schedule indicate:

A ......................... Arrive
L ......................... Leave
Y ......................... Arrive or Leave Yard
s ......................... Regular Stop
f ......................... Flag Stop
DH ...................... Empty Equipment Train

5.4.1 TEMPORARY RESTRICTIONS Addition:
The second paragraph of GCOR Rule 5.4.1 (Temporary Restrictions) [See page GCOR-1] does not apply on Metra Sub Districts.

5.4.2 DISPLAY OF YELLOW FLAG Change:
A. Restriction Specified in Writing
One Mile Ahead of Restricted Area. Yellow flags warn trains to restrict movement because of track conditions or structures. To make sure train movement is restricted at the right location, employees must display a yellow flag 1 mile before the restricted area.

Less than One Mile Ahead of Restricted Area. When the restricted area is close to a terminal, junction or another area, employees will display the yellow flag less than 1 mile before the restricted area. This information will also be included in the track bulletin, track warrant, track permit or general order.

When the maximum authorized speed is 35 MPH or less over the entire Sub District, low profile yellow flags will be displayed between the rails at the limits of the restriction.

Once the Train Reaches the Restricted Area. The speed specified by track warrant, track bulletin, track permit, general order or radio speed restriction must not be exceeded until the rear if the train clears the restricted area.

B. Restriction is Not Specified in Writing
When a yellow flag is displayed and the restriction is not specified by a track bulletin, track warrant, track permit or general order, once the train is 1 mile beyond the yellow flag, crew members must:
1. Continue moving the train but at a speed not exceeding 10 MPH.
2. Resume speed only after the rear of the train has:
   a. Passed a green flag.
   or
   b. Traveled 3 miles beyond the yellow flag and the train dispatcher has verified that no track bulletin or track warrant is in effect specifying a temporary speed restriction at that location.

5.4.3 DISPLAY OF YELLOW-RED FLAG
Addition:
The first and second paragraphs of GCOR Rule 5.4.3 (Display of Yellow-Red Flag) [See page GCOR-2] do not apply on Metra Sub Districts.

Change:
A. Restriction Specified in Writing:
One Mile Ahead of Restricted Area. Yellow-red flags warn a train to be prepared to stop because of men or equipment. To make sure the train is prepared to stop at the right location, employees must display a yellow-red flag 1 mile before the restricted area.

Less Than One Mile Ahead of Restricted Area. When the restricted area is close to a terminal, junction or another area, employees will display the yellow-red flag less than 1 mile before the restricted area. This information will also be included in the track bulletin, track permit, track warrant or general order.

B. Restriction Is Not Specified in Writing
When a yellow-red flag is displayed and the restriction is not specified by a track bulletin, track permit, track warrant or general order, crew members must be prepared to stop short of a red flag 1 mile beyond the yellow-red flag. If a red flag is displayed, proceed as outlined in Rule 5.4.7 (Display of Red Flag or Red Light). If no red flag is displayed:
1. Move at restricted speed.
2. Increase speed only after:
   a. A crew member has received permission from the employee in charge.
   or
   b. The leading wheels of movement are 3 miles beyond the yellow-red flag, and the train dispatcher has verified that no track bulletin protecting men or equipment is in effect at that location.

Addition:
Yellow-red flags will not be displayed:
• When roadway workers and/or equipment are working under track and time, track permit or foul time.
  or
• In advance of orange working limits banners displayed by Flagmen.

5.4.5 DISPLAY OF GREEN FLAG Addition:
When the maximum authorized speed is 35 MPH or less over the entire Sub District, low profile green flags will be displayed between the rails at the end of the temporary restriction.

5.4.7 DISPLAY OF RED FLAG OR RED LIGHT Addition:
When the maximum authorized speed is 35 MPH or less over the entire Sub District, low profile red flags will be displayed between the rails at the limits of track bulletins Form B and Form D when the employee in charge is a Foreman.

Displayed Between Rails. Add new last sentence reading:
Low profile red flags are not required to be removed before the train may proceed.

5.5 PERMANENT SPEED SIGNS Change first paragraph to read:
Permanent speed signs, where installed, will be placed 1,320 feet in advance of permanent speed restrictions. Signs may be placed to the left or right of main track as viewed by an approaching train. Numbers on the face of these signs indicate the highest speed permitted over the limits of the restriction.
Addition:

Passenger Train Crossover Speed Signs
Passenger train crossover speed signs will be placed 1,320 feet in advance of power-operated crossover switches between main tracks in territory where the Maximum Authorized Speed or Permanent Speed Restrictions for passenger trains are greater than 30 MPH. Signs will be placed on the field side of outside main tracks as viewed by an approaching train. The number on the face of these signs indicates the highest speed permitted for trains consisting entirely of passenger equipment through the diverging route of the crossover.

Crew members of trains consisting entirely of passenger equipment making diverging movement through the crossover must not exceed the speed shown on the crossover speed sign until the rear of the train has cleared the crossover.

5.8.1 RINGING ENGINE BELL Addition:
Engine bell must be rung when approaching and passing:

- Station platforms at passenger stations.
- Men or Equipment.

5.8.2 Sounding Whistle Addition:
Whistle signal 5.8.2(7) must be sounded, regardless of any whistle prohibitions, when meeting or passing the head end or rear end of a train that is:

- Stopping, standing or starting from a station platform, except at downtown Chicago terminals or stations with high level platforms.
- Or
- At or near a grade crossing.

5.8.4 WHISTLE QUIET ZONES Addition:
“No Whistle” roadway signs will be placed 1,320 feet in advance of these crossings.

5.9.1 DIMMING HEADLIGHT Addition:
Except when the engine is approaching and passing over a public crossing at grade, including authorized pedestrian crosswalks, the headlight may be dimmed when approaching and passing the head end of a train only at night.

5.9.5 Displaying Ditch Lights Addition:
Display ditch lights, if equipped to the front of the train when the headlight is on bright.

Locomotives must not be operated as the lead unit out of the train’s initial terminal unless both ditch lights are operating. However, if no units are equipped with ditch lights, do not exceed 15 MPH over public crossings until occupied.

If one ditch light fails enroute, the train may proceed, but repairs must be made by the next daily inspection. If two ditch lights fail enroute, the train may proceed, but not exceeding 15 MPH over public crossings until occupied, but must not travel beyond the first point where repairs may be made or until the next daily inspection, whichever occurs first.

5.17 ORANGE WORKING LIMITS BANNERS Add New Rules:
5.17.1 Display of Orange Working Limits Banner
Orange working limits banners are displayed to establish working limits, protecting roadway workers and/or equipment, at locations where trains or on-track equipment must stop. The orange working limits banner is made of orange material with the words “WORKING LIMITS” stenciled on it.

A. Main Tracks and Controlled Sidings
Orange working limits banners can be displayed on main tracks or controlled sidings at or within the limits of the following authorities:

- Form B Track Bulletin
- Form D Track Bulletin
- Joint Track and Time
- Joint Track Permit

At or within the limits of the above authorities, trains or on-track equipment approaching an orange working limits banner must stop short of the orange working limits banner and not proceed unless the employee in charge gives verbal permission, including the milepost location of the orange working limits banner. If multiple orange working limits banners are displayed, trains must be advised of the milepost location of each orange working limits banner before entering the limits. If verbal permission is received before the train or on-track equipment stops, the train or on-track equipment may pass the orange working limits banners without stopping.

Within current of traffic, banners must be placed in both directions on each track affected.

B. Other than Main Tracks and Controlled Sidings
Orange working limits banners can be displayed on other than main tracks or controlled sidings. On other than main tracks or controlled sidings, trains or on-track equipment approaching an orange working limits banner must stop short of the orange working limits banner and not proceed unless the employee in charge gives verbal permission. If verbal permission is received before the train or on-track equipment stops, the train or on-track equipment may pass the orange working limits banner without stopping.
5.17.2 BANNER LOCATION
Banners will be displayed only on the track affected. They must be displayed to the right of the track as viewed from approaching train, except in multiple track territory or where sidings are adjacent to main track(s), they will be placed on the field side of outside tracks. Banners will be displayed in this manner unless otherwise specified by track bulletin, track warrant, special instructions, or general order. When banners are displayed beyond the first rail of an adjacent track, the banners will not apply to the track on which the train is moving.

When banners are displayed for a main track or controlled siding where no Form B or Form D Track Bulletin, no Track and Time or no Track Permit is in effect, trains must stop short of the banner, if consistent with good train handling. After stopping, the train must proceed at restricted speed until the head end is 1 mile beyond the banner. The location of the banner must be reported to the train dispatcher.

6.3 MAIN TRACK AUTHORIZATION Change:
Do not occupy main tracks unless authorized by one of the following:
• Rule 6.13.1 (Conditional Yard Limits)
• Rule 9.14 (Movement with the Current of Traffic)
• Rule 9.14.2 (Controlled Block System)
• Rule 9.15 (Track Permits)
• Rule 10.1 (Authority to Enter CTC Limits)
• At manual interlockings, verbal authority from the control operator or a controlled signal that indicates proceed.
• Special instructions or general order.

6.4.1 PERMISSION FOR REVERSE MOVEMENTS Change first paragraph to read:
Obtain permission from the train dispatcher or control operator before making a reverse movement.

6.13.1 CONDITIONAL YARD LIMITS Add New Rule:
Conditional Yard Limits, designated by Conditional Yard Limit signs, may be established on specified main track(s) between designated points:

• By track bulletin or general order for hours and/or days indicated using the following format:

  “Conditional Yard Limits are in effect on the (Name) Sub District between MP ____ (or Location) and MP ____ (or Location) on (Track or Tracks) from (Time and Date) until (Time and Date).”

• Verbally by the train dispatcher in an emergency, when authorized by the Superintendent, using the following words to notify each movement before it enters the Conditional Yard Limits:

“The notification must be repeated to and confirmed by the train dispatcher with “That is correct.”

All movements within Conditional Yard Limits must be made in accordance with the provisions of Rule 6.13 (Yard Limits) and movements must not be made against the current of traffic unless authorized by the train dispatcher, who must first insure that no opposing movements have been authorized.

6.19 FLAG PROTECTION Addition:
Flag protection is not required against following trains on the same track if:

• Train is within ABS limits and the rear of the train is protected by at least two block signals or one block signal and following trains are required by rule or special instruction to approach that signal at restricted speed.
• Rear of the train is within CTC, CBS or interlocking limits.
• Train is moving against current of traffic.

Minimum flagging distance is 1 mile where maximum authorized passenger speed is over 35 MPH and ½ mile where maximum authorized passenger speed is 35 MPH or less. When flag protection is required, Flagman after having gone out the prescribed distance will remain at that location until recalled or a following train is stopped. When recalled, leave a lighted fusee.

6.25 MOVEMENT AGAINST THE CURRENT OF TRAFFIC Addition:
Movements against the current of traffic must be authorized by Rule 9.15 (Track Permits), unless otherwise specified.

Trains moving against the current of traffic must approach block signals, interlocking signals and facing point hand-operated switches prepared to stop unless:

• The track is clear.
• Switches are properly lined.
• Signals indicate proceed.

6.28 MOVEMENT ON OTHER THAN MAIN TRACK Addition:
Not exceeding 10 MPH.

6.30 RECEIVING OR DISCHARGING PASSENGERS Addition:
When a passenger train is receiving or discharging passengers, a freight train must not pass on an adjacent track.
6.32.2C AUTOMATIC WARNING DEVICE MALFUNCTION MESSAGE Add New Rule:
The Conductor and Engineer must have copies of Automatic Warning Device Malfunction Message forms for each Sub District on which they will operate.

When notified that automatic warning devices are malfunctioning, mark Box(es) and Item(s) for the Line(s) on the form as instructed and be governed by the preprinted instructions for the Item(s) marked. Instructions must be repeated to and confirmed by the transmitting employee with "That is Correct", their initials and the time. When confirmed by the transmitting employee record the transmitting employee's initials and time in the "That is correct" Box(es).

Restrictions received remain in effect on subsequent trips unless voided.

9.1 SIGNAL ASPECTS AND INDICATIONS
Addition:
Block or interlocking signals which govern the approach to interlockings or control points are identified by two orange retro-reflective stripes.

9.5 WHERE STOP MUST BE MADE Change third bullet to read:
• Report it to and be governed by instructions of the train dispatcher.

9.12.5 CBS TERRITORY Add New Rule:
At a signal displaying a Stop indication, if no conflicting movement is evident, the train will be governed as follows:

• A crew member must immediately contact the control operator.
• Before authorizing the train to proceed, the control operator must know that the route is properly lined and no conflicting movement is occupying or authorized to enter the track between that signal and the next absolute signal governing movement or the end of CBS where applicable.
• When the train receives these instructions, "After stopping, (train) at (location) has authority to pass signal displaying Stop indication, "specifying route where applicable, the train must move at restricted speed.

9.14 MOVEMENT WITH THE CURRENT OF TRAFFIC
Addition:
On tracks designed in the timetable, trains will run with the current of traffic, if the train dispatcher gives verbal authorization or a controlled signal indicates proceed.

9.14.1 REPORTING CLEAR OF A TRACK HAVING A CURRENT OF TRAFFIC
Addition:
A train without a crew member on the rear and operating on a track having a current of traffic may report clear of the limits or report having passed a specific location only when it is known the train is complete. This may be determined by one of the following ways:

• The rear of the train has a rear-end telemetry device, and air pressure on the head-end device indicates brake pipe continuity.
• An employee verifies the marker is on the rear of the train.
• A crew member can observe the rear car of the train on which the marker is placed.
• The train is stopped and an inspection verifies that the marker is on the rear car of the train.

9.14.2 CONTROLLED BLOCK SYSTEM (CBS)
Add New Rule:
On designated tracks specified in the timetable, train movements will be authorized by a controlled signal indication or verbal authority from the control operator. The control operator must verify that conflicting movements are protected before giving authority. The authority will establish the current of traffic on tracks designated for movement in both directions.

A train must not enter or occupy any track within CBS limits unless:

• A governing signal displays a proceed indication.
  or
• Verbal authority is granted.

Movement must proceed only in the direction authorized unless authority is granted to move in both directions in accordance with Rule 9.15 (Track Permits).

A movement that clears any track within CBS limits must not re-enter that track without new authority unless the switch is left open.

9.15 TRACK PERMITS
Addition:
On tracks designated in the timetable, a track permit will authorize:

• A train to occupy the main track or tracks between specific points.
  or
• A train to operate against the current of traffic outside yard limits.

The track permit must be issued by a designated control operator under the direction of the train dispatcher. Within the limits, movements may be made only in the direction(s) specified in Box 1.
A train must obtain authority to pass a controlled signal displaying Stop indication to enter track permit limits. Within track permit limits a train, after stopping, may pass a signal displaying Stop indication at restricted speed without further authority, except when signal governs movement at an interlocking.

Track permit Box 3 can be issued in any main track territory to convey information concerning:

- Track bulletins in effect when trains are not required or are unable to secure a track warrant.
- Unforeseen speed or track restrictions.

The provisions of Rule 9.15.2 (Clearing Track Permits) do not apply to a track permit issued only to convey information concerning track bulletins or speed or track restrictions which does not grant authority.

**9.15.1 ISSUING TRACK PERMITS Addition:**

**Track Permit Acknowledgment**

Track permit authority must be recorded and repeated to the control operator. Acknowledgment must be received before being acted upon.

**More than One Track Permit**

If more than one track permit is in effect at any time within the same limits, all affected trains or employees must be notified and trains must move at restricted speed within these limits.

Before track permit Box 2 is issued to trains with machines, track cars or employees, the employee in charge of the machines, track cars or employees must grant permission. When track permit Box 2 is issued to trains with machines, track cars or employees, trains must not enter the limits unless instructed by the employee in charge of the machines, track cars or employees and that employee directs all movements.

When track permit Box 2 is issued to trains with other trains, contact between trains is not required.

**9.15.2 CLEARING TRACK PERMITS Addition:**

Track permit limits must be cleared and reported clear to the control operator before time expires. If the track permit is released before time expires, all equipment must be clear of the limits and reported clear to the designated control operator.

The employee must request any additional time before the authorized time has expired. If the employee is not clear when the time expires or if the control operator cannot be contacted, authority is extended until the control operator is contacted.

Employees reporting clear of track permit authority must state:

- Their name or other identification.
- Track permit number being released.
- Limits being released.

**10.3 TRACK AND TIME Addition to Item C:**

Upon request, the holder of track and time may release a portion of the original track and time limits to the control operator. The holder must be clear of the portion of the limits being released before releasing that portion of the authority. The control operator will convey the change to the holder using the following words:

“Track and time (number) now reads between (location) and (location).”

The holder must not re-enter the released portion unless new track and time authority is granted.

**10.3.3 JOINT TRACK AND TIME Addition:**

Joint track and time must not be issued to trains with machines, track cars or employees unless the employee in charge of the machines, track cars or employees grants permission. When joint track and time is granted to trains with machines, track cars or employees, trains must not enter the limits unless instructed by the employee in charge of the machines, track cars or employees and that employee directs all movements.

When joint track and time is granted to trains with other trains, contact between trains is not required.

**10.3.4 TRACK AND TIME ACKNOWLEDGMENT Change first paragraph to read:**

Track and time authority must be recorded and repeated to the control operator. The control operator will check the repeated information and, if correct, will say “OK” and give the time and his name. The employee will record the “OK” time and the control operator’s name on the track and time form and repeat them to the control operator. Track and time authority is not in effect until the “OK” time has been recorded, repeated and acknowledged.

**14.0 TRACK WARRANTS Addition:**

Track warrants will not be used to grant main track authorization. Track warrants will only be used to:

- Void a track warrant (Line 1).
- Provide information covering “Track Bulletins In Effect” (Line 16).
- Provide “Other Specific Instructions” (Line 17).

Line 17 may be used to issue an unforeseen track restriction.

Unless otherwise provided, all trains on or entering Metra track must secure a track warrant. Where the track warrant is issued to multiple trains at one location, it may be addressed to “C&E Trains Starting”.

METRA-7 © 2011 CORA
Track warrants remain in effect for the entire tour of duty, unless voided.

14.10 TRACK WARRANT IN EFFECT Addition: Track warrants will be numbered consecutively beginning at 3:01 AM each day and remain in effect until 3:01 AM the following day unless made void. A track warrant that will become effective at 3:01 AM may be issued and have an “OK” time before 3:01 AM.

14.13.1 FACSIMILE (FAX) MACHINES Add New Rule: Fax machines are in service at stations indicated in Timetable Station Column 4.3 for the purpose of receiving track warrants, track bulletins and messages.

The conductor or engineer, upon reporting for work at the designated point, will request a track warrant and track bulletins from the appropriate station unless otherwise provided. Upon request, the appropriate station will transmit track warrant and track bulletins to the designated point. After receiving track warrants and track bulletins transmitted by fax, crew members must check them to determine that they are legible and complete.

In the event that the fax machine fails to function as intended, the conductor or engineer must communicate with the appropriate station and be governed by instructions received.

15.0 TRACK BULLETIN RULES Addition: TRACK BULLETIN FORMS
Form A - Temporary speed restriction specified in writing.
Form B - Protection of men and equipment fouling a main track or other tracks designated in Special Instructions.
Form C - Sound whistle signal 5.8.2(8) and ring engine bell through the limits during the time specified.
Form D - May be used to remove a main track from service or to provide other information affecting train movements or safety.

15.2 PROTECTION BY TRACK BULLETIN FORM B Change Format to Establish Communication With The Train in Third Paragraph: Foreman (or Flagman) using track bulletin NO.__ line NO.__ between MP _____ and MP _____ on _____ (specifying Sub District where necessary).

Change First Bullet of Item A: • (Train) may pass red flag (or orange working limits banner), at MP_____ (without stopping) and proceed at (one of the following) (specifying track when necessary).

Add New Paragraph to Item A Following Last Bullet: If additional red flags (or orange working banners) are displayed within the limits, the train must be advised of the mile post location of all the red flags (or orange working banners) before entering the limits.

15.13 VOIDING TRACK BULLETINS Addition: Unless made void, each day’s track bulletins are void at 3:01 AM the following day.

20.0 ADDITIONAL RULES AND INSTRUCTIONS Addition: 20.1 CLEARANCE AND WEIGHT RESTRICTIONS All cars or equipment, with or without loads, including loaded double stack cars that exceed clearance and weight restrictions shown in Sub District Special Instructions or any load contained on a car longer than 54 ft. 6 in. so that the lading exceeds the width of the car or extends over the end sill(s) of the car; must not be moved on Metra tracks unless excessive load/weight clearance has been obtained from Metra Engineering Department. [708 293-6164]

20.2 HAZARDOUS MATERIALS Employees who in any way handle hazardous materials must have a copy of the instructions for handling these materials. Employees must be familiar with and comply with these instructions or regulations.

Before movement of trains containing such materials are authorized to occupy Metra tracks, the conductor, or other qualified employee, must notify the train dispatcher or control operator.

Any incident involving a potential release of hazardous material must be immediately reported to the train dispatcher or control operator. Extreme caution must be exercised to insure passengers and employees are not exposed to hazardous materials.
### Rule 9.1.1
- **Aspect:** STOP
- **Name:** STOP
- **Indication:** STOP.

### Rule 9.1.2
- **Aspect:** RESTRICTING
- **Name:** PROCEED AT RESTRICTED SPEED.

### Rule 9.1.4
- **Aspect:** APPROACH
- **Name:** PROCEED PREPARED TO STOP AT NEXT SIGNAL, TRAINS EXCEEDING 40 MPH IMMEDIATELY REDUCE TO THAT SPEED.

### Rule 9.1.5
- **Aspect:** CLEAR
- **Name:** PROCEED.

### Rule 9.1.6
- **Aspect:** ADVANCE APPROACH
- **Name:** PROCEED PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 40 MPH AND PREPARED TO STOP AT THE SECOND SIGNAL. PASSENGER TRAINS EXCEEDING 40 MPH IMMEDIATELY REDUCE SPEED BY 5 MPH.

### Rule 9.1.7
- **Aspect:** APPROACH DIVERGING
- **Name:** PROCEED PREPARED TO ADVANCE ON DIVERGING ROUTE AT THE NEXT SIGNAL AT PRESCRIBED SPEED THROUGH TURNOUT. PASSENGER TRAINS EXCEEDING 40 MPH IMMEDIATELY REDUCE SPEED BY 5 MPH.

### Rule 9.1.8
- **Aspect:** DIVERGING ADVANCE APPROACH
- **Name:** PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 40 MPH AND PREPARED TO STOP AT THE SECOND SIGNAL.

### Rule 9.1.9
- **Aspect:** DIVERGING APPROACH
- **Name:** PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT PREPARED TO STOP AT NEXT SIGNAL, TRAINS EXCEEDING 40 MPH IMMEDIATELY REDUCE TO THAT SPEED.

### Rule 9.1.10
- **Aspect:** DIVERGING CLEAR
- **Name:** PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT.
METRA BLOCK AND INTERLOCKING SIGNALS Continued

<table>
<thead>
<tr>
<th>RULE</th>
<th>ASPECT</th>
<th>NAME</th>
<th>INDICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.1.11</td>
<td>☢️</td>
<td>DIVERGING</td>
<td>PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT</td>
</tr>
<tr>
<td></td>
<td>☢️</td>
<td>APPROACH</td>
<td>PREPARED TO ADVANCE ON DIVERGING ROUTE AT THE NEXT SIGNAL AT PRESCRIBED</td>
</tr>
<tr>
<td></td>
<td>☢️</td>
<td>DIVERGING</td>
<td>SPEED THROUGH TURNOUT.</td>
</tr>
</tbody>
</table>

The following symbols are used in the diagrams of signal aspects:

- To indicate a number plate.
- To indicate a flashing light.
- To indicate a lunar aspect.
- To indicate a dark aspect.

Aspects shown in Rules 9.1.2 through 9.1.7 may be displayed on signals with or without a number plate on the signal mast.

When signals display Rules 9.1.7 (Approach Diverging), Rule 9.1.8 (Diverging Advance Approach), 9.1.9 (Diverging Approach), 9.1.10 (Diverging Clear) or 9.1.11 (Diverging Approach Diverging), the diverging route may include more than one turnout. Movement must be prepared to advance on diverging route at prescribed speed(s) through all turnouts.

Power On Lights - On the track side of signal bungalows and relay cases, there is a white light indicator that is continuously illuminated. When these lights are extinguished, it is an indication that the power is off. Employees observing these lights extinguished must report them to the train dispatcher.

METRA TRACK FLAGS, BANNERS AND ROADWAY SIGNS

LOW PROFILE TRACK FLAGS

- SLOW

FULL SIZE TRACK FLAGS

- YELLOW FLAGS
  - Displayed in accordance with Rule 5.4.2
- YELLOW-RED FLAGS
  - Displayed in accordance with Rule 5.4.3
- RED FLAGS
  - Displayed in accordance with Rule 5.4.7
- GREEN FLAGS
  - Displayed in accordance with Rule 5.4.5

WORKING LIMITS

- ORANGE WORKING LIMITS BANNER
  - Displayed in accordance with Rule 5.17
- Advance Warning Sign
- Resume Speed Sign
- Passenger Train Crossover Speed Sign
- Sound Whistle
- No Whistle
- Station One Mile

PERMANENT SPEED SIGNS

- Displayed in accordance with Rule 5.5
- Numeral indicates number of crossings not more than 1/4 mile apart.
EQUIPMENT AND TEMPERATURE SPEED RESTRICTIONS

Light Engine…………………………………………. 35…….. 30
Temperature 0 to –10 degrees Fahrenheit  65
Temperature – 10 to – 25 degrees Fahrenheit…. 60
Temperature below – 25 degrees Fahrenheit…… 50

When ambient temperature exceeds 95 degrees Fahrenheit, speed must be reduced by 10 MPH below the maximum authorized timetable speed where maximum authorized speed is greater than 35 MPH. This restriction does not apply where speed is 35 MPH or less on permanent or temporary speed restrictions.

TRAIN DISPATCHER WILL ADVISE WHEN TEMPERATURE SPEED RESTRICTIONS ARE IN EFFECT.

13.0 RULES APPLICABLE ONLY IN AUTOMATIC CAB SIGNAL SYSTEM (ACS) TERRITORY

Operation of Non-Cab Signal Equipped Trains in Cab Signal Territory

Non-cab signal equipped trains operating in cab signal territory will be governed by the following restrictions:

- Must advise train dispatcher or control operator that train is non-cab signal equipped before entering main track.
- May not operate during the hours of peak commuter train service.
- Maximum authorized speed 30 MPH.
- An absolute block must be established in advance of the movement.

- Absolute block will be established verbally by the train dispatcher or control operator by stating, “Absolute block is established in advance of your train on (track) between (point) and (point).” Absolute block limits must be designated by specifying track, where required, and exact points such as mile posts or station names.
- If the absolute block includes the main track beyond a signal displaying Rule 9.1.2 (Restricting), non-cab signal equipped trains may pass a signal displaying Rule 9.1.2 (Restricting) at restricted speed without stopping.

20.1 CLEARANCE AND WEIGHT RESTRICTIONS

Clearance Restrictions

16th Street Tower to MP 40.6:

- 11 ft. 0 in. wide above 1 ft. 4 in. ATR
- 9 ft. 10 in. wide below 1 ft. 4 in. ATR
- 20 ft. 3 in. ATR west of 16th Street Tower

6 axle locomotives must not be coupled to cars exceeding 89 ft. on UP Connection Track at U.D. Tower. When cars exceeding 89 ft. in length are handled in trains they must be separated from 6 axle locomotive by a buffer car.

Weight Restrictions

16th Street Tower to MP 40.6:

- 263,000 lbs. maximum gross weight of car plus load; and/or any car with the load on any single axle exceeding 65,750 lbs.
- 4 axle locomotives exceeding 300,000 lbs. are prohibited.

20.4.1 HOURS OF OPERATION – MANUAL INTERLOCKINGS AND CONTROL POINTS

<table>
<thead>
<tr>
<th>Location</th>
<th>Hours of Operation</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Locations</td>
<td>Continuous</td>
</tr>
</tbody>
</table>
JOLIET SUB DISTRICT
RADIO FREQUENCY 161.340 – AAR No. 82-82
Terminal Dispatcher - Chicago [312 322-2854] has jurisdiction.

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>STATIONS</th>
<th>Rule</th>
<th>Type of Operation</th>
<th>Control of Manual Interlockings and Control Points</th>
<th>WWD Miles to Next Station</th>
</tr>
</thead>
</table>
| 1.1       | 16th Street Tower
           | CN Crossing,
           | BFMJ PR X(2)
           | Operator-16th Street Tower | 2.0 |
| 3.1       | 35th Street
           | D 2MT-CTC
           | Manual Interlocking |                      | 0.7 |
| 3.8       | CP Pershing
           | HJT
           | Jct. CRL X(2)
           | Terminal Dispatcher | 0.4 |
| 4.2       | CP Wash
           | H 3MT-CTC
           | Track No. 3 Only |                      | 0.3 |
| 4.5       | CP 46th Street
           | EHY
           | X(2) |                      | 1.0 |

9.1 SIGNAL ASPECTS AND INDICATIONS
At CP Pershing – Rule 9.1.9 Diverging Approach, Aspect Red over Red over Yellow, and Rule 9.1.10 Diverging Clear, Aspect Red over Red over Green, will be displayed for WWD movements routed from Track No. 1 or Track No. 2 through the 25 MPH turnout to Track No. 3. The signals in advance will display Rule 9.1.7 Approach Diverging, Aspect Yellow over Green, for this routing.

At CP 46th Street – Rule 9.1.9 Diverging Approach, Aspect Red over Red over Yellow, and Rule 9.1.10 Diverging Clear, Aspect Red over Red over Green, will be displayed for EWD movements routed from Track No. 1 or Track No. 2 through the 10 MPH crossover to Track No. 3. The signals in advance will display Rule 9.1.7 Approach Diverging, Aspect Yellow over Green, for this routing.

9.13.2 LOCATION OF DUAL CONTROL SWITCHES:
16th St. Tower…..All Switches East of CN Crossing
CP Pershing......................... All Switches
CP Wash.............................Switch to Track No. 6
CP 46th Street..................... All Switches

9.18 ELECTRICALLY LOCKED SWITCHES AND DERAILES
Use of electrically locked switches and derails will be authorized by the Terminal Dispatcher.

9.18.1 LOCATION OF ELECTRICALLY LOCKED SWITCHES AND DERAILES:
MP 2.3 Track No. 2 – MOW Storage Track

8.12 CROSSOVER SWITCHES
Enhanced Focus Crossover Locations:
MP 4.5 CP 46th Street
JOLIET SUB DISTRICT
RADIO FREQUENCY 161.340 – AAR No. 82-82
Terminal Dispatcher - Chicago [312 322-2854] has jurisdiction to the east interlocking limits at Gresham Junction.

Road Dispatcher - Chicago [312 322-2856] has jurisdiction west of the east interlocking limits at Gresham Junction.

### Table

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>W</th>
<th>E STATIONS</th>
<th>Rule 4.3</th>
<th>Type of Operation</th>
<th>Control of Manual Interlockings and Control Points</th>
<th>WWD Miles to Next Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.5</td>
<td></td>
<td>CP 54th Street</td>
<td>HYX</td>
<td>2MT - CTC</td>
<td>Terminal Dispatcher</td>
<td>1.2</td>
</tr>
<tr>
<td>6.7</td>
<td></td>
<td>Englewood NS Crossing</td>
<td>M</td>
<td>Manual Interlocking</td>
<td>Terminal Dispatcher</td>
<td>2.3</td>
</tr>
<tr>
<td>9.0</td>
<td></td>
<td>CP 81st Street</td>
<td>HX(2)</td>
<td>2MT - CTC</td>
<td>Terminal Dispatcher</td>
<td>0.8</td>
</tr>
<tr>
<td>9.8</td>
<td></td>
<td>Gresham</td>
<td>D</td>
<td>Manual Interlocking</td>
<td>Road Dispatcher</td>
<td>0.1</td>
</tr>
<tr>
<td>9.9</td>
<td></td>
<td>Gresham Jct.</td>
<td>BFJM</td>
<td></td>
<td></td>
<td>1.0</td>
</tr>
</tbody>
</table>

### Maximum Authorized Speed

**MPH**

**PSGR**  **FRT**

**79**  **30**

### Permanent Speed Restrictions

- MP 6.2 to MP 7.2 .................................................. 60
- Except: MP 6.6 to MP 6.9 ........................................... 40 ........... 20
- Other than Main Track ................................................. 10 ........... 10

### Speed Through Turnout of Switches

Through No. 15 Switches at Following Locations ........................................... 25 ........... 25
- MP 5.5 CP 54th Street – Crossover Between Main Tracks
- MP 9.9 and MP 10.0 Gresham Jct. – Switches to Beverly Sub District Track No. 1 and Track No. 2
- MP 9.9 and MP 10.4 Gresham Jct. – Crossovers Between Main Tracks
- MP 10.4 Gresham Jct. – Switch to South Wye

Through No. 20 Switches at Following Locations ........................................... 40 ........... 30
- MP 8.97 and MP 9.07 CP 81st Street – Crossovers Between Main Tracks

Through Turnout of All Switches Not Otherwise Specified ..................................... 10 ........... 10

### 8.12 Crossover Switches

Enhanced Focus Crossover Locations:
- MP 5.5 CP 54th Street
- MP 9.9 Gresham Jct.
- MP 10.4 Gresham Jct.

### 9.13.2 Location of Dual Control Switches:

- CP 54th Street .......................................................... All Switches
- CP 81st Street .......................................................... All Switches
- Gresham Jct. ........................................................... All Switches

### 9.18 Electrically Locked Switches and Derails

Use of electrically locked switches and derails will be authorized by:

- The Terminal Dispatcher to the east interlocking limits at Gresham Junction.
- The Road Dispatcher west of the east interlocking limits at Gresham Junction.

### 9.18.1 Location of Electrically Locked Switches and Derails:

- MP 6.1 Track No. 1 – NS Connection
- MP 6.4 Track No. 2 – Chicago Candle Co. Lead
JOLIET SUB DISTRICT
Radio - AAR No. 82-82

METRA

CP 54th STREET
MP 5.5

NS - Chicago Line

ENGLEWOOD
MP 6.7

Main Track
No. 1

CP 81ST STREET
MP 9.0

Main Track
No. 2

CRL

GRESHAM JUNCTION
MP 9.9

Main Track
No. 1

GRESHAM STATION
MP 9.8

Road Dispatcher

Terminal Dispatcher

WESTWARD
NO SCALE

Absolute Signals

Employee Stop

METRA 47th Street Yard

Beverly Sub District
To CP 15.6

Gresham Tower
Closed

CRL

CTC

5

6

7

8

9

10

Gresham Tower
Closed

Chicago Candle Co.
### Rules and Restrictions

**9.18.1 LOCATION OF ELECTRICALLY LOCKED SWITCHES AND DERAILS:**
- MP 14.4  Track No. 2 – CRL Connection
- MP 15.6  Track No. 1 – Metra Electric Connection

**13.0 RULES APPLICABLE ONLY IN AUTOMATIC CAB SIGNAL SYSTEM (ACS) TERRITORY**

**Cab Signal Territory**
- Track No. 1  Westward - MP 14.5 to MP 39.9
- Eastward - MP 39.9 to MP 14.5
- Track No. 2  Westward - MP 14.5 to MP 39.9
- Eastward - MP 39.9 to MP 14.5
- Main Track - MP 39.9 to MP 40.2

**15.2 PROTECTION BY TRACK BULLETIN FORM B**
Track bulletin Form B may be used on Track No. 5 within Blue Island Interlocking.

**20.3 ROAD CROSSINGS AT GRADE:**
All crossings are equipped with gates and flasher warning devices.

Crossings followed by 
(W) require trains to sound whistle signal 5.8.2(7). Crossings followed by 
(Q) indicate a Whistle Quiet Zone.

### Permanent Speed Restrictions
- MP 15.0 to MP 16.4: ...60
- Other than Main Track: ...10... 10

### Speed Through Turnout of Switches
- Through No. 15 Switches at Following Locations: ...25... 25
- MP 15.8  Blue Island Interlocking – First Crossover Between Main Tracks West of Grove Street
- MP 16.0  Western Ave. Jct. – West Crossover Between Main Tracks
- Through Turnout of All Switches Not Otherwise Specified: ...10... 10

### 9.13.2 LOCATION OF DUAL CONTROL SWITCHES:
- Blue Island-Western Ave. Jct., Robbins: ...All Switches

### 9.18 ELECTRICALLY LOCKED SWITCHES AND DERAILS
Use of electrically locked switches and derails will be authorized by the Road Dispatcher.

At MED Connection, MP 15.6 – In addition to receiving authority from the Road Dispatcher to open the electrically locked switch, a crew member must contact Metra Electric South Dispatcher [AAR Channel #61 or 312 322-2860] and receive verbal permission before removing the connection track derail and occupying Metra Electric District trackage.
JOLIET SUB DISTRICT
RADIO FREQUENCY 161.340 – AAR No. 82-82
Road Dispatcher - Chicago [312 322-2856] has jurisdiction.

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>W STATIONS</th>
<th>E STATIONS</th>
<th>Rule Type of Operation</th>
<th>Control of Manual Interlockings and Control Points</th>
<th>WWD Miles to Next Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.9</td>
<td>Robbins PS</td>
<td>D</td>
<td>Manual Interlocking</td>
<td>Operator - Blue Island</td>
<td>0.4</td>
</tr>
<tr>
<td>17.3</td>
<td>Robbins</td>
<td>JM X(2)</td>
<td>Track No. 1 MP 15.7 - 17.4</td>
<td>Road Dispatcher</td>
<td>1.1</td>
</tr>
<tr>
<td>18.4</td>
<td>Midlothian</td>
<td>ADP</td>
<td>Track No. 2 MP 15.5 – MP 17.4</td>
<td></td>
<td>2.0</td>
</tr>
<tr>
<td>20.4</td>
<td>Oak Forest</td>
<td>ADP</td>
<td>2MT - CTC</td>
<td></td>
<td>2.8</td>
</tr>
<tr>
<td>23.2</td>
<td>CP 66th Court</td>
<td>HX(2)</td>
<td></td>
<td></td>
<td>0.3</td>
</tr>
<tr>
<td>23.5</td>
<td>Tinley Park</td>
<td>ADP</td>
<td></td>
<td></td>
<td>2.6</td>
</tr>
</tbody>
</table>

MPH
PSGR FRT

MAXIMUM AUTHORIZED SPEED ..........79...... 30

PERMANENT SPEED RESTRICTIONS
Other than Main Track..........................10........ 10

SPEED THROUGH TURNOUT OF SWITCHES
Through No. 15 Switches at Following
Locations:............................................ 25........ 25
MP 17.2 and MP 17.3 Robbins – Crossovers
Between Main Tracks
Through No. 20 Switches at Following
Locations:............................................40......... 30
MP 23.2 and MP 23.3 CP 66th Court –
Crossovers Between Main Tracks
Through Turnout of All Switches Not
Otherwise Specified............................10........ 10

6.21 PRECAUTIONS AGAINST UNUSUAL CONDITIONS
Flash Flood Warnings:
When trains are advised by the train dispatcher or control operator that a flash flood warning is in effect, trains must approach the following locations at restricted speed unless a different speed is specified by bridge watchman:

• MP 17.8 – Midlothian Creek
• MP 19.6 – Midlothian Creek

9.13.2 LOCATION OF DUAL CONTROL SWITCHES:
Blue Island-Western Ave. Jct.,
Robbins............................................All Switches
CP 66th Court....................................All Switches

9.18 ELECTRICALLY LOCKED SWITCHES AND DERAILS
Use of electrically locked switches and derails will be authorized by the Road Dispatcher.

9.18.1 LOCATION OF ELECTRICALLY LOCKED SWITCHES AND DERAILS:
MP 23.5 Track No. 2 – MOW Storage Track

13.0 RULES APPLICABLE ONLY IN AUTOMATIC CAB SIGNAL SYSTEM (ACS) TERRITORY
Cab Signal Territory
Track No. 1 Westward - MP 14.5 to MP 39.9
Eastward - MP 39.9 to MP 14.5
Track No. 2 Westward - MP 14.5 to MP 39.9
Eastward - MP 39.9 to MP 14.5
Main Track - MP 39.9 to MP 40.2

20.3 ROAD CROSSINGS AT GRADE:
All crossings are equipped with gates and flasher warning devices.

Crossings followed by (W) require trains to sound whistle signal 5.8.2(7). Crossings followed by (Q) indicate a Whistle Quiet Zone.

STREET CROSSING CITY DOT No. MP
139th Street (W) Robbins 608-939D 17.02
147th Street (W) Midlothian 608-941E 18.35
Crawford Ave.(W)Midlothian 608-942L 18.74
Central Ave. (W) Oak Forest 608-945G 21.69
167th Street (W) Oak Forest 608-946N 21.88
66th Court (W) Tinley Park 608-950D 23.30
Oak Park Ave.(W)Tinley Park 608-951K 23.52
JOLIET SUB DISTRICT
RADIO FREQUENCY 161.340 – AAR No. 82-82
Road Dispatcher - Chicago [312 322-2856] has jurisdiction.

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>Stations</th>
<th>Type of Operation</th>
<th>Control of Manual Interlockings and Control Points</th>
<th>WWD Miles to Next Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>25.1</td>
<td>80th Avenue</td>
<td>ADP</td>
<td></td>
<td>2.1</td>
</tr>
<tr>
<td>27.2</td>
<td>Hickory Creek</td>
<td>D</td>
<td></td>
<td>2.4</td>
</tr>
<tr>
<td>29.6</td>
<td>CP Mokena</td>
<td>ADH PR X(2)</td>
<td></td>
<td>4.4</td>
</tr>
<tr>
<td>34.0</td>
<td>New Lenox</td>
<td>ADP</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>35.5</td>
<td>CP 35.5</td>
<td>HX(2)</td>
<td></td>
<td>3.4</td>
</tr>
</tbody>
</table>

MPH
PSGR  FRT

MAXIMUM AUTHORIZED SPEED .......... 79 .......... 30

PERMANENT SPEED RESTRICTIONS
- MP 31.2 to MP 31.5………………………………… 65
- MP 33.8 to MP 34.4………………………………… 60
- Other than Main Track………………………………… 10……… 10

SPEED THROUGH TURNOUT OF SWITCHES
Through No. 15 Switches at Following Locations:.......................... 25……… 25
- MP 29.6 and MP 29.7 CP Mokena – Crossovers Between Main Tracks
Through No. 20 Switches at Following Locations:.......................... 40……… 30
- MP 35.3 and MP 35.5 CP 35.5 – Crossovers Between Main Tracks
Through Turnout of All Switches Not Otherwise Specified.…………….. 10……… 10

6.21 PRECAUTIONS AGAINST UNUSUAL CONDITIONS
Flash Flood Warnings:
When trains are advised by the train dispatcher or control operator that a flash flood warning is in effect, trains must approach the following locations at restricted speed unless a different speed is specified by bridge watchman:

- MP 33.5 – Under NS Overhead Bridge

6.32.2 AUTOMATIC WARNING DEVICES
At CP Mokena – The automatic warning devices at Mokena Street, MP 29.6, and Wolf Road, MP 29.8, will not activate when a proceed indication is displayed for trains stopped at the absolute signals of CP Mokena. Trains stopped at the absolute signals of CP Mokena will be governed by the following instructions:

- Westward Trains on Both Main Tracks – After the absolute signal at MP 29.5 displays a proceed indication for a westward train which has stopped at the signal, the leading trucks of the movement must pass the signal before the automatic warning devices will activate.

- Eastward Trains on Both Main Tracks – After the absolute signal at MP 29.8 displays a proceed indication for an eastward train which has stopped at the signal, the leading truck of the movement must pass the signal before the automatic warning devices will activate. The distance from the eastward absolute signals to the center of Wolf Road is 60 feet.

Trains must not foul the crossings until the devices have been operating long enough to provide warning and the crossing gates are fully lowered.

9.13.2 LOCATION OF DUAL CONTROL SWITCHES:
CP Mokena………………………………….All Switches
CP 35.5………………………………….All Switches

9.18 ELECTRICALLY LOCKED SWITCHES AND DERAILS
Use of electrically locked switches and derails will be authorized by the Road Dispatcher.

9.18.1 LOCATION OF ELECTRICALLY LOCKED SWITCHES AND DERAILS:
MP 27.0 Track No. 2 – Ozinga Lead
MP 29.6 Track No. 1 – MOW Storage Track

13.0 RULES APPLICABLE ONLY IN AUTOMATIC CAB SIGNAL SYSTEM (ACS) TERRITORY
Cab Signal Territory
Track No. 1 Westward - MP 14.5 to MP 39.9
Eastward - MP 39.9 to MP 14.5
Track No. 2 Westward - MP 14.5 to MP 39.9
Eastward - MP 39.9 to MP 14.5
Main Track - MP 39.9 to MP 40.2

20.3 ROAD CROSSINGS AT GRADE:
All crossings are equipped with gates and flasher warning devices.

Crossings followed by (W) require trains to sound whistle signal 5.8.2(7). Crossings followed by (Q) indicate a Whistle Quiet Zone.

STREET CROSSING CITY DOT No. MP
80th Avenue (W) Tinley Park 608-953Y 25.19
183rd Street (W) Tinley Park 925-099U 25.99
191st Street (W) Mokena 608-958H 28.01
School House Road (W) Mokena 608-960J 29.22
Mokena St. (W) Mokena 608-961R 29.60
Wolf Road (W) Mokena 608-962X 29.80
Hamilton Rd. (W) Mokena 608-963E 30.18
Cedar Road (W) New Lenox 608-201A 34.02
Vine Street (W) New Lenox 608-202G 34.45
Old Hickory Road (W) New Lenox 608-203N 35.33
### JOLIET SUB DISTRICT

**RADIO FREQUENCY 161.340 – AAR No. 82-82**

Road Dispatcher - Chicago [312 322-2856] has jurisdiction.

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>W STATIONS</th>
<th>E STATIONS</th>
<th>Rule</th>
<th>Type of Operation</th>
<th>Control of Manual Interlockings and Control Points</th>
<th>WWD Miles to Next Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>38.9</td>
<td>EJ&amp;E Crossing, Jct. CN</td>
<td>JM</td>
<td>Manual Interlocking</td>
<td>Road Dispatcher</td>
<td>0.6</td>
<td></td>
</tr>
<tr>
<td>39.5</td>
<td>CP Miller Street</td>
<td>HYX</td>
<td>2MT - CTC</td>
<td>Road Dispatcher</td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td>39.9</td>
<td>CP Richards St. End 2 Main Tracks</td>
<td>BFH</td>
<td>CTC</td>
<td>Operator - U.D. Tower</td>
<td>0.2</td>
<td></td>
</tr>
<tr>
<td>40.1</td>
<td>U.D. Tower</td>
<td>BFJ</td>
<td>Manual Interlocking</td>
<td>Operator - U.D. Tower</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td>40.2</td>
<td>Joliet</td>
<td>ADP</td>
<td>CBS</td>
<td>CBS</td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td>40.6</td>
<td>END NIRC Jct. CSXT</td>
<td>J</td>
<td>CBS</td>
<td>CBS</td>
<td>0.3</td>
<td></td>
</tr>
</tbody>
</table>

### SPEED THROUGH TURNOUT OF SWITCHES

**MAXIMUM AUTHORIZED SPEED**

- **MPH**: 79
- **PSGR**: 30

**PERMANENT SPEED RESTRICTIONS**

- **MP 36.6 to MP 37.9**: 70
- **MP 38.9 to MP 40.1**: 40
  - **Except**: On UP Connection Track at U.D. Tower: 10
  - **MP 40.1 to MP 40.6**: 25
  - **Other than Main Track**: 10

**SPEED THROUGH TURNOUT OF SWITCHES**

- Through No. 15 Switches at Following Locations:
  - **MP 39.9**: CP Richards St. – Switch at End of 2 Main Tracks
  - Through Turnout of All Switches Not Otherwise Specified: 10

**6.21 PRECAUTIONS AGAINST UNUSUAL CONDITIONS**

**Flash Flood Warnings:**

When trains are advised by the train dispatcher or control operator that a flash flood warning is in effect, trains must approach the following locations at restricted speed unless a different speed is specified by bridge watchman:

- MP 36.7 to MP 37.1 – Hickory Creek
- MP 37.7 – Hickory Creek

**9.12.5 CBS TERRITORY**

**At MP 40.6**

- When a Stop indication is displayed on the eastward absolute signal, a crew member must contact the control operator at U.D. Tower and obtain permission to pass the Stop indication.
Road Dispatcher - Chicago [312 322-2856] has jurisdiction.

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>W STATIONS</th>
<th>E</th>
<th>Rule 4.3</th>
<th>Type of Operation</th>
<th>Control of Manual Interlockings and Control Points</th>
<th>WWD</th>
<th>Miles to Next Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.6</td>
<td>CP 15.6</td>
<td>HX</td>
<td></td>
<td>Operator - Blue Island</td>
<td>0.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15.9</td>
<td>Prairie Street</td>
<td>D</td>
<td></td>
<td>2MT - CTC</td>
<td>Operator - Blue Island</td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td>16.3</td>
<td>CP Vermont Street</td>
<td>HXY</td>
<td></td>
<td>Operator - Blue Island</td>
<td>0.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16.4</td>
<td>Blue Island</td>
<td>ABDM</td>
<td>PRT</td>
<td>Manual Interlocking</td>
<td>Operator - Blue Island</td>
<td>0.2</td>
<td></td>
</tr>
<tr>
<td>16.6</td>
<td>Western Ave. Jct. Jct. Joliet Sub District</td>
<td>JM</td>
<td>X(2)</td>
<td></td>
<td></td>
<td>0.8</td>
<td></td>
</tr>
</tbody>
</table>

MPH

PSGR  FRT

MAXIMUM AUTHORIZED SPEED ..........30......20

PERMANENT SPEED RESTRICTIONS
MP 15.6 - Through Crossover at CP 15.6.......... 25
MP 15.7- Over Industry Switch on Track No. 2... 20
MP 16.2 to MP 16.6........................................ 20.......10
Other than Main Track........................................ 10.......10

5.4 FLAGS FOR TEMPORARY TRACK CONDITIONS
Low profile track flags are in use on the Beverly Sub District.

8.5 CLEARING MAIN TRACK BEFORE RESTORING SWITCH
Trains moving into the west end of Blue Island Coach Yard at CP Vermont Street must not restore main track switch to normal position until the trailing wheels of the movement pass the yellow insulated joint located on the lead approximately 80 feet east of Yard Track 1 switch.

8.8 SWITCHES EQUIPPED WITH LOCKS, HOOKS OR LATCHES
All switches in Blue Island Coach Yard are equipped with switch locks. When not in use switches must be lined and locked for the lead towards Yard Track 6.

9.13.2 LOCATION OF DUAL CONTROL SWITCHES:
CP 15.6................................. All Switches
Blue Island-Western Ave. Jct............ All Switches

9.18 ELECTRICALLY LOCKED SWITCHES AND DERAILS
Use of electrically locked switches and derails will be authorized by the Road Dispatcher.

9.18.1 LOCATION OF ELECTRICALLY LOCKED SWITCHES AND DERAILS:
MP 15.9  Track No. 1 – Coach Yard Lead

20.1 CLEARANCE AND WEIGHT RESTRICTIONS
Clearance Restrictions
- 11 ft. 0 in. wide above 1 ft. 4 in. ATR
- 9 ft. 10 in. wide below 1 ft. 4 in. ATR
- 23 ft. 3 in. ATR

Weight Restrictions
- 263,000 lbs. maximum gross weight of car plus load; and/or any car with the load on any single axle exceeding 65,750 lbs.
- 4 axle locomotives exceeding 300,000 lbs. are prohibited.

20.3 ROAD CROSSINGS AT GRADE:
Unless noted otherwise, all crossings are equipped with gates and flasher warning devices. Crossings followed by (X) are equipped with crossbucks only.

Crossings followed by (W) require trains to sound whistle signal 5.8.2(7). Crossings followed by (Q) indicate a Whistle Quiet Zone.

STREET CROSSING CITY DOT No. MP
Prairie St. (X)(W) Blue Island 608-849E 15.89
Vermont St. (W) Blue Island 608-846J 16.34
Grove Street (W) Blue Island 608-847R 16.43

20.4.1 HOURS OF OPERATION – MANUAL INTERLOCKINGS AND CONTROL POINTS
Location Hours of Operation
All Locations Continuous
SOUTHWEST SUB DISTRICT
SPECIAL INSTRUCTIONS

EQUIPMENT AND TEMPERATURE SPEED RESTRICTIONS
Light Engine .........................................................35
Temperature 0 to – 10 degrees Fahrenheit .........65
Temperature – 10 to – 25 degrees Fahrenheit ....60
Temperature below – 25 degrees Fahrenheit.......50
When ambient temperature exceeds 95 degrees Fahrenheit, speed must be reduced by 10 MPH below the maximum authorized timetable speed where maximum authorized speed is greater than 35 MPH. This restriction does not apply where speed is 35 MPH or less on permanent or temporary speed restrictions.

TRAIN DISPATCHER WILL ADVISE WHEN TEMPERATURE SPEED RESTRICTIONS ARE IN EFFECT.

14.0 TRACK WARRANTS
Track warrants will be issued by the Metra Southwest Dispatcher.

20.1 CLEARANCE AND WEIGHT RESTRICTIONS
Clearance Restrictions
23rd Street to MP 40.7:
• 11 ft. 0 in. wide above 1 ft. 4 in. ATR
• 9 ft. 10 in. wide below 1 ft. 4 in. ATR
• 20 ft. 7 in. ATR east of CP 179th Street
• 19 ft. 2 in. ATR west of CP 179th Street

Weight Restrictions:
23rd Street to MP 40.7:
• 263,000 lbs. Maximum gross weight of car plus load; and/or any car with the load on any single axle exceeding 65,750 lbs.
• 6 axle locomotives are prohibited on the following tracks:
  -- MP 14.8 Beatty Lumber Track, Oak Lawn
  -- MP 16.7 Foreman’s Spur, Chicago Ridge
  -- MP 30.0 to 40.7 All Tracks

20.4.1 HOURS OF OPERATION – MANUAL INTERLOCKINGS AND CONTROL POINTS

<table>
<thead>
<tr>
<th>Location</th>
<th>Hours of Operation</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Locations</td>
<td>Continuous</td>
</tr>
</tbody>
</table>
SOUTHWEST SUB DISTRICT
RADIO FREQUENCY 160.440 – AAR No. 22-22
Metra Southwest Dispatcher - Chicago [312 322-2858 Monday-Friday or 312 322-2846 Saturday-Sunday] has jurisdiction.

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>W STATIONS</th>
<th>E STATIONS</th>
<th>Rule</th>
<th>Type of Operation</th>
<th>Control of Manual Interlockings and Control Points</th>
<th>WWDD Miles to Next Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.7</td>
<td>23rd Street</td>
<td></td>
<td>4.3</td>
<td>Manual Interlocking CTC</td>
<td>Amtrak CUS South Train Director</td>
<td>2.3</td>
</tr>
<tr>
<td></td>
<td>Begin NIRC, Jct. NS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.0</td>
<td>CP 518</td>
<td></td>
<td>JMT</td>
<td>Manual Interlocking</td>
<td>NS Chicago West Train Dispatcher</td>
<td>2.2</td>
</tr>
<tr>
<td></td>
<td>Jct. NS</td>
<td></td>
<td>X(2)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.2</td>
<td>CP 59th Street</td>
<td></td>
<td>HY</td>
<td>2MT - CTC</td>
<td>Metra Southwest Dispatcher</td>
<td>1.5</td>
</tr>
</tbody>
</table>

MPH
MAXIMUM AUTHORIZED SPEEDS
PSGR FRT
23rd St. (MP 1.7) TO CP 74th St. (MP 7.7) .......... 60 ........ 25
CP 74th St. (MP 7.7) to MP 12.1 ...................... 50 ........ 40
MP 12.1 to CP Brown (MP 40.2) ......................... 79 ........ 40

PERMANENT SPEED RESTRICTIONS
23rd Street to MP 7.0 –
Through Turnout of All Switches ...................... 10 ........ 10
MP 3.3 to MP 3.5 ........................................... 40...

40th Street to 74th Street –
Locomotive consists of 5 or more
coupled 6-axle unit ...................................... 20

40th Street to 74th Street –
Freight trains containing loaded
cars with a gross weight of 100
tons or more in blocks of 5 cars
or more and freight trains containing
a loaded double stack car ............................ 20

MP 4.1 to MP 5.0 ........................................... 45
MP 6.0 to MP 6.2 ........................................... 55
Other than Main Track ................................ 10 ........ 10

NOTE: AMTRAK PASSENGER TRAINS OPERATE AT PASSENGER TRAIN SPEED BETWEEN 23rd STREET AND CP 74th STREET

9.13.2 LOCATION OF DUAL CONTROL SWITCHES
At CP 518 – Absolute signals governing movements will display aspects in accordance with Norfolk Southern-Conrail Signals shown in the Norfolk Southern Section of the CORA Operating Guide.

9.18 ELECTRICALLY LOCKED SWITCHES AND DERAILS
Use of electrically locked switches and derails will be authorized by the Southwest Dispatcher.

9.18.1 LOCATIONS OF ELECTRICALLY LOCKED SWITCHES AND DERAILS:
MP 3.4 Main Track – UP Yard Track No. 2
MP 4.5 Track No. 2 – NS Yard Lead
MP 5.0 Track No. 2 – MOW Storage Track

9.1 SIGNAL ASPECTS AND INDICATIONS
At 23rd Street – The eastward absolute signal governing movements from the Metra Main Track to the Norfolk Southern will display aspects in accordance with Amtrak Signal Aspects and Indications shown in the CORA Operating Guide.
SOUTHWEST SUB DISTRICT
RADIO FREQUENCY 160.440 – AAR No. 22-22
Metra Southwest Dispatcher - Chicago [312 322-2858
Monday-Friday or 312 322-2846 Saturday-Sunday] has
jurisdiction to the west limits of CP 74th Street.

Norfolk Southern Control Operator - Landers [773 470-4131]
have jurisdiction and Train Dispatcher Authority west of the
west limits of CP 74th Street.

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>W STATIONS</th>
<th>E STATIONS</th>
<th>Rule</th>
<th>Type of Operation</th>
<th>Control of Manual Interlockings and Control Points</th>
<th>WWD Miles to Next Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.7</td>
<td>CP 74th Street Jct. NS</td>
<td>HJX(2)</td>
<td>2MT - CTC</td>
<td>Metra Southwest Dispatcher BRC</td>
<td>1.3</td>
<td></td>
</tr>
<tr>
<td>9.0</td>
<td>Belt Junction Jct. BRC</td>
<td>JMX(2)</td>
<td>Manual Interlocking</td>
<td>BRC South Train Dispatcher</td>
<td>1.0</td>
<td></td>
</tr>
<tr>
<td>10.0</td>
<td>Forest Hill CSXT Crossing</td>
<td>MX</td>
<td>2MT - CTC</td>
<td>CSXT RB Train Dispatcher</td>
<td>0.3</td>
<td></td>
</tr>
<tr>
<td>10.3</td>
<td>Landers NS Crossing</td>
<td>BFMP RY</td>
<td>Manual Interlocking</td>
<td>NS Operator - Landers</td>
<td>1.2</td>
<td></td>
</tr>
</tbody>
</table>

MPH
MAXIMUM AUTHORIZED SPEEDS
PSGR FRT
23rd ST. (MP 1.7) TO CP 74th ST. (MP 7.7)........60 .........25
CP 74th ST. (MP 7.7) to MP 12.1 ....................50 .........40
MP 12.1 to CP Brown (MP 40.2) .....................79 .........40

PERMANENT SPEED RESTRICTIONS
MP 7.0 to MP 7.2 – Track No. 2 .................50
CP 74th Street –
   Through Turnouts of All Switches ..............25 ........25
MP 7.8 to 76th Street (End NIRC) –
   On NS connecting track to BRC .................25 ........25
MP 7.9 to MP 8.2 ......................................25 ........20
Belt Junction – Within Interlocking Limits ..........25 ........25
Forest Hill – Within Interlocking Limits ...........30 ........30
Forest Hill – Through Turnout of Switch ..........25 ........25
Other than Main Track ................................10 .........10

NOTE: AMTRAK PASSENGER TRAINS OPERATE AT
PASSENGER TRAIN SPEED BETWEEN 23rd STREET AND
CP 74th STREET

8.12 CROSSOVER SWITCHES
Enhanced Focus Crossover Locations:
MP 7.7 CP 74th Street – WWD Movements Only

9.1 SIGNAL ASPECTS AND INDICATIONS
At Belt Junction – Absolute signals governing
movements on Metra tracks will display aspects in
accordance with Metra Block and Interlocking Signals for movements routed to Metra tracks.
These signals will also display aspects in accordance with BRC Speed Signals, shown in the
Belt Railway of Chicago section of the CORA
Guide, for movements routed to BRC tracks.

9.13.2 LOCATION OF DUAL CONTROL SWITCHES
CP 74th Street………………………….. All Switches
Belt Junction………………………… All Switches
Forest Hill…………………………….. All Switches

9.18 ELECTRICALLY LOCKED SWITCHES AND DERAILS
Use of electrically locked switches and derails will be authorized by:

• The Southwest Dispatcher to the west limits of
CP 74th Street.
• The Norfolk Southern Control Operator – Landers
west of the west limits of CP 74th Street.

9.18.1 LOCATIONS OF ELECTRICALLY LOCKED SWITCHES AND DERAILS:
MP 9.3 Track No. 1 – Low Line Lead

15.2 PROTECTION BY TRACK BULLETIN FORM B
On NS Connecting Track to BRC – Track bulletin
Form B may be used between CP 74th Street and
76th Street (End NIRC) on the NS Connecting
Track to BRC.
## SOUTHWEST SUB DISTRICT

**RADIO FREQUENCY** 160.440 – **AAR No.** 22-22  
**Norfolk Southern Control Operator - Landers** [773 470-4131] has jurisdiction.

### Rule 4.3

#### Type of Operation

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>STATIONS</th>
<th>Rule</th>
<th>W</th>
<th>E</th>
<th>Control of Manual Interlockings and Control Points</th>
<th>WWD Miles to Next Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.5</td>
<td>Wrightwood Ashburn &lt;br&gt;CN Crossing&lt;sup&gt;1&lt;/sup&gt;</td>
<td>D</td>
<td></td>
<td></td>
<td>CTC Manual Interlocking NS Operator - Landers</td>
<td>0.7</td>
</tr>
<tr>
<td>12.2</td>
<td>Oak Lawn &lt;br&gt;CP Ridge &lt;br&gt;IHB Crossing, Jct. IHB&lt;sup&gt;2&lt;/sup&gt;</td>
<td>D</td>
<td></td>
<td></td>
<td>2MT-CTC Manual Interlocking IHB West Train Dispatcher</td>
<td>1.7</td>
</tr>
<tr>
<td>16.4</td>
<td>Chicago Ridge</td>
<td>D</td>
<td></td>
<td></td>
<td>2MT-CTC NS Operator - Landers</td>
<td>1.2</td>
</tr>
<tr>
<td>16.6</td>
<td>Worth</td>
<td>D</td>
<td></td>
<td></td>
<td></td>
<td>0.8</td>
</tr>
<tr>
<td>18.8</td>
<td>Palos Heights</td>
<td>D</td>
<td></td>
<td></td>
<td></td>
<td>0.5</td>
</tr>
<tr>
<td>19.1</td>
<td>CP Palos &lt;br&gt;H(X)2</td>
<td>D</td>
<td></td>
<td></td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td>19.8</td>
<td>Palos Park</td>
<td>D</td>
<td></td>
<td></td>
<td></td>
<td>3.2</td>
</tr>
<tr>
<td>21.0</td>
<td>Palms Park</td>
<td>D</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Maximum Authorized Speeds

<table>
<thead>
<tr>
<th>STATION</th>
<th>CITY</th>
<th>DOT No.</th>
<th>MP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wrightwood</td>
<td>Ashburn</td>
<td>11.5</td>
<td>60</td>
</tr>
<tr>
<td>Ashburn</td>
<td>Chicago</td>
<td>478-750H</td>
<td>12.25</td>
</tr>
<tr>
<td>Palos Heights</td>
<td>Palos Park</td>
<td>16.4</td>
<td>50</td>
</tr>
<tr>
<td>Palos Park</td>
<td>Palms Park</td>
<td>19.1</td>
<td>79</td>
</tr>
<tr>
<td>CP Palos</td>
<td>Palos Heights</td>
<td>19.8</td>
<td>40</td>
</tr>
<tr>
<td>Palos Heights</td>
<td>CP Palos</td>
<td>21.0</td>
<td>40</td>
</tr>
<tr>
<td>Chicago Ridge</td>
<td>Worth</td>
<td>16.6</td>
<td>79</td>
</tr>
<tr>
<td>Worth</td>
<td>Chicago</td>
<td>17.8</td>
<td>50</td>
</tr>
<tr>
<td>Palos Heights</td>
<td>Palos Park</td>
<td>18.8</td>
<td>50</td>
</tr>
<tr>
<td>CP Palos</td>
<td>Palos Heights</td>
<td>19.1</td>
<td>79</td>
</tr>
<tr>
<td>Palos Park</td>
<td>Palos Heights</td>
<td>19.8</td>
<td>40</td>
</tr>
<tr>
<td>Chicago Ridge</td>
<td>Worth</td>
<td>16.6</td>
<td>79</td>
</tr>
<tr>
<td>Worth</td>
<td>Chicago</td>
<td>17.8</td>
<td>50</td>
</tr>
<tr>
<td>Palos Heights</td>
<td>Palos Park</td>
<td>18.8</td>
<td>50</td>
</tr>
<tr>
<td>CP Palos</td>
<td>Palos Heights</td>
<td>19.1</td>
<td>79</td>
</tr>
<tr>
<td>Palos Park</td>
<td>Palos Heights</td>
<td>19.8</td>
<td>40</td>
</tr>
<tr>
<td>Chicago Ridge</td>
<td>Worth</td>
<td>16.6</td>
<td>79</td>
</tr>
</tbody>
</table>

### PERMANENT SPEED RESTRICTIONS

- Ashburn – Within Interlocking Limits 40 30
- Ashburn – Through Turnouts of East Crossover 25 25
- Ashburn – Through Turnouts of West Crossover 40 30
- CP Ridge – Within Interlocking Limits 60
- CP Ridge – Through Turnouts of Crossovers 40 30
- CP Ridge – Through Turnout of IHB Connection Switch 10 10
- CP Palos – Through Turnouts of All Switches 40 30
- Other than Main Track 10 10

### 8.12 CROSSOVER SWITCHES

Enhanced Focus Crossover Locations:
- MP 19.1 CP Palos

### 9.13.2 LOCATION OF DUAL CONTROL SWITCHES

- Ashburn All Switches
- CP Ridge All Switches
- CP Palos All Switches

### 9.18 ELECTRICALLY LOCKED SWITCHES AND DERAIRLS

Use of electrically locked switches and derails will be authorized by the Norfolk Southern Control Operator – Landers.
SOUTHWEST SUB DISTRICT
RADIO FREQUENCY 160.440 – AAR No. 22-22
Norfolk Southern Control Operator - Landers [773 470-4131] has jurisdiction.

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>W STATIONS</th>
<th>E</th>
<th>Rule 4.3</th>
<th>Type of Operation</th>
<th>Control of Manual Interlockings and Control Points</th>
<th>WWD Miles to Next Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>23.0</td>
<td>143rd Street</td>
<td>D</td>
<td>2MT-CTC</td>
<td>NS Operator - Landers</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td>23.1</td>
<td>CP 143rd Street</td>
<td>H</td>
<td>ABDF PR</td>
<td>NS Operator - Landers</td>
<td>2.1</td>
<td></td>
</tr>
<tr>
<td>25.2</td>
<td>153rd Street</td>
<td></td>
<td></td>
<td></td>
<td>3.5</td>
<td></td>
</tr>
<tr>
<td>28.7</td>
<td>CP 179th Street</td>
<td>BDFH PY</td>
<td>CTC</td>
<td></td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td>29.1</td>
<td>CP Will Cook</td>
<td>HY</td>
<td></td>
<td></td>
<td>5.9</td>
<td></td>
</tr>
</tbody>
</table>

MAXIMUM AUTHORIZED SPEEDS

<table>
<thead>
<tr>
<th>STREET</th>
<th>MP</th>
<th>CITY</th>
<th>DOT No.</th>
<th>PSGR</th>
<th>FRT</th>
</tr>
</thead>
<tbody>
<tr>
<td>23rd ST. (MP 1.7) TO CP 74th ST. (MP 7.7)</td>
<td>60</td>
<td>25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CP 74th ST. (MP 7.7) to MP 12.1</td>
<td>50</td>
<td>40</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP 12.1 to CP Brown (MP 40.2)</td>
<td>79</td>
<td>40</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PERMANENT SPEED RESTRICTIONS

CP 143rd Street – Through Turnout of Switch .......40 ......30
MP 23.3 to MP 24.9 ..............................................60
MP 27.6 to MP 28.0 ..............................................60
CP 179th Street – Through Turnout of Switch ......10 ......10
CP Will Cook – Through Turnout of Switch ............10 ......10
Other than Main Track ...........................................10 ......10

9.13.2 LOCATION OF DUAL CONTROL SWITCHES

CP 143rd Street ………..Switch at end of 2 MT
CP 179th Street ………..Switch at East End of Yard
CP Will Cook ………..Switch at West End of Yard

9.18 ELECTRICALLY LOCKED SWITCHES AND DERAILS
Use of electrically locked switches and deraills will be authorized by the Norfolk Southern Control Operator – Landers.

9.18.1 LOCATIONS OF ELECTRICALLY LOCKED SWITCHES AND DERAILS:

MP 22.7 Track No. 2 – MOW Storage Track

10.1 AUTHORITY TO ENTER CTC LIMITS
Reversing Traffic – A push button is mounted on a post at the east end of the station platform at 153rd Street. Westward movements passing westward signal 1-249 may secure a proceed indication on eastward signal 1-250 by unlocking push button box and depressing button for two seconds and then releasing. Box must be locked after operating the push button.

Contact Norfolk Southern Control Operator – Landers prior to depressing push button.

20.3 ROAD CROSSINGS AT GRADE:
All crossings are equipped with gates and flasher warning devices:

Crossings followed by (W) require trains to sound whistle signal 5.8.2(7). Crossings followed by (Q) indicate a Whistle Quiet Zone.

STREET CROSSING DOT No. CITY MP
86th Avenue (Q) Palos Park 478-770U 20.66
135th Street (Q) Orland Park 478-772H 21.86
143rd Street (Q) Orland Park 478-774W 23.19
West (100th) Avenue (Q) Orland Park 478-776K 23.48
153rd Street (Q) Orland Park 478-778Y 24.97
159th Street (Q) Orland Park 478-779F 25.76
108th Avenue (Q) Orland Park 478-780A 26.36
167th Street (Q) Orland Park 478-781G 26.83
Wolf Road (Q) Orland Park 478-782N 27.87
179th Street (Q) Orland Park 478-783V 28.67
SOUTHWEST SUB DISTRICT
NS Control Operator – Landers
Radio - AAR No. 22-22

WESTWARD
NO SCALE

CP WILL COOK
MP 29.1

MP 28.7

179th STREET STATION

1-279
1-278

CP 179th STREET
MP 28.7

1-265
1-264
1-249
1-250

153rd STREET STATION
MP 25.2

143rd STREET STATION
MP 23.0

CP 143rd STREET
MP 23.1

Quiet Zone

MP 28.7

CTC

Short Mile
0.75 mile

MP 20.6

MOW Storage Tracks

Main Track
No. 1
1-207
1-206

Main Track
No. 2
2-207
2-206

2-218
2-219

20

21

22

23

24

25

26

27

28

29

30

Absolute Signals
SOUTHWEST SUB DISTRICT
RADIO FREQUENCY 160.440 – AAR No. 22-22
Norfolk Southern Control Operator - Landers [773 470-4131] has jurisdiction.

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>STATIONS</th>
<th>Rule 4.3</th>
<th>Type of Operation</th>
<th>Control of Manual Interlockings and Control Points</th>
<th>WWD Miles to Next Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>35.0</td>
<td>CP Brisbane</td>
<td></td>
<td></td>
<td>NS Operator - Landers</td>
<td>35.4</td>
</tr>
<tr>
<td>35.4</td>
<td>Laraway Road</td>
<td></td>
<td></td>
<td>NS Operator - Landers</td>
<td>35.7</td>
</tr>
<tr>
<td>36.1</td>
<td>CP Lenox</td>
<td></td>
<td></td>
<td>NS Operator - Landers</td>
<td>36.5</td>
</tr>
<tr>
<td>40.2</td>
<td>CP Brown</td>
<td></td>
<td></td>
<td>NS Operator - Landers</td>
<td>40.3</td>
</tr>
<tr>
<td>40.3</td>
<td>Manhattan</td>
<td></td>
<td></td>
<td>Other Than MT</td>
<td>40.7</td>
</tr>
</tbody>
</table>

Siding Length: CP Brisbane-CP Lenox Controlled Siding - 5,395 ft

9.18.1 LOCATIONS OF ELECTRICALLY LOCKED SWITCHES AND DERAILS:
MP 35.5 Main Track – East end of MOW Storage Track
MP 35.84 Main Track – West end of MOW Storage Track
MP 39.9 Main Track – East end of Manhattan Storage Track
MP 40.09 Main Track – West end of Manhattan Storage Track
MP 40.12 Main Track – Aeropress Lead

20.3 ROAD CROSSINGS AT GRADE:
All crossings are equipped with gates and flasher warning devices.

Crossings followed by (W) require trains to sound whistle signal 5.8.2(7). Crossings followed by (Q) indicate a Whistle Quiet Zone.

STREET CROSSING     CITY     DOT No.     MP
Maple St. (Marley Road) (W) Will County 478-785J 30.41
Regan Road (W) Will County 478-786R 31.12
Francis Road (W) Will County 478-787X 31.68
Wood Street (W) New Lenox 478-789L 32.39
Joliet Hwy. (W) New Lenox 478-791M 33.99
Illinois Hwy. (W) New Lenox 478-792U 34.50
Laraway Rd. (W) New Lenox 478-794H 35.51
Delaney Rd. (W) Will County 478-898P 36.53
Cedar Road (Route 4) (W) Will County 478-899W 36.83
Baker Road (W) Will County 478-901V 37.59
Smith Road (W) Will County 478-903J 38.77
Eastern Ave. (W) Will County 478-904R 39.19
North Street (Route 6) (W) Manhattan 478-905X 39.80
State Street (US 52) (W) Manhattan 478-906E 39.90