Maximum Speeds
Dual Control Switch turnouts .................. 30 MPH
Through other turnouts ........................ 15 MPH
Other than Main Tracks ....................... 10 MPH
Car repair and engine service areas ......... 05 MPH
Against current of traffic ..................... 49 MPH

1.10 Games, Reading, or electronic Devices
Unless permitted by the railroad, employees on duty must not:
• Play games.
• Read magazines, newspapers, or other literature not related to their duties.
Or
• Use electronic devices not related to their duties except as provided below.
Cell phone use:
• Is prohibited and must be turned off on a moving train unless being used when other forms of communication have failed.
• Is prohibited and must be turned off when duties require employees to be on the ground.
• Is allowed to report work activities or for other related duties while the train or engine is stopped.
• Is allowed while train is stopped provided its use does not delay or interfere with required duties.
Crew members are prohibited from using laptop computers and/or PDAs or other electronic device while their train is moving unless the use is directly related to their train movement, e.g., rules related. When train is stopped these devices may only be used for work related duties.

Note:
This does not prevent the use of cell phones during emergencies.

5.5 Permanent Speed Signs
The location of permanent speed restriction signs is 2500 feet ahead of the restriction.

6.7 Remote Control Zone
A Entering Remote Control Zone
Before entering a remote control zone, all employees that are not part of the remote control crew must determine whether the zone is activated.
Employees may receive this information from the remote control operator, other authorized employee, or special instruction.

When the remote control zone is activated, track(s) within the zone must not be fouled with equipment, occupied, or switches operated until the remote control zone has been deactivated or permission is granted by the remote control operator to enter the remote control zone.

B. Remote Control Area
CORA Guide Instructions will designate areas of Remote Control Operations. Signs advising that Remote Control Operations may be in effect will be posted at access location to Remote Control Areas.

C. Remote Control Zone
CORA Guide Instructions will designate areas of Remote Control Zones. Signs will be posted at access locations to Remote Control Zones. Only the Remote Control Operator may activate a Remote Control Zone. Remote Control Zone limits do not include tracks within CTC or interlocking limits (CTC or interlocking rules apply).

6.26 Use of Multiple Main Tracks
Multiple main tracks are numbered as follows:
• On east-west subdivisions, track numbers increase from north to south, and the northern most track is No. 1, and
• On north-south subdivisions, track numbers increase from west to east, and the western most track is No. 1.

6.30 Freight Trains Passing Passenger Stations
• Freight trains must make every effort consistent with safety to avoid passing a station at which a passenger train is stopped to receive passengers. Freight trains should hold back until the passenger train has departed the station and the platform can be plainly seen.
If this cannot be accomplished the whistle must be sounded and bell rung until the head end of the freight train has passed through the platform area.
• If a freight train becomes disabled at a station at a near the scheduled time of a passenger train, the engineer will notify commuter control, if possible, BEFORE the freight train is moved. Required whistle signals must be sounded before any movement is made.
• The above instructions are not applicable at Kedzie, Oak Park or River Forest.
Rule 6.32.2 A. Automatic Warning Devices
Malfunctioning
Use the following procedures to properly complete movement over the crossing as instructed by the train dispatcher or track bulletin:

Procedure 1:
Train must stop before occupying the crossing. A crew member must be on ground at the crossing to warn highway traffic, and then the train may proceed over the crossing on hand signals from that crew member. Then proceed at normal speed.

Procedure 2:
Train must approach road crossing prepared to stop. If automatic warning devices are not working comply with Procedure 1.

The train may proceed over the crossing at 15 MPH without stopping if:
• The devices are seen working.
• Instructed by the train dispatcher or track bulletin.

When train completely occupies the crossing, proceed at normal speed.

Movement When Notified that Warning Devices have an Activation Failure, are Disabled or Malfunctioning
Comply With:
“XG” procedure at (location)

Procedure to follow:
Unless otherwise instructed by signal employee: Comply with Procedure 1.

Comply With:
“XS” procedure at (location)

7.6 SECURING ENGINES
On locomotive consist left unattended; apply all hand brakes, on all units equipped.
The following is the minimum number of hand brakes to be applied on cars left unattended.

Proviso Terminal:
Yard 2
Air brakes will be applied to a minimum of 20% of the cars and:
A minimum of five hand brakes applied. On tracks 318, 319, 320, 321 and 322.
A minimum of three hand brakes applied. On tracks 302, 303, 304, 305, 315, 316, and 317.

Yard 4:
Air brakes will be applied to 20% of the cars and a minimum of two hand brakes applied.

Yard Center:
North end of nine yard, a minimum of two hand brakes.
South end of eight yard, a minimum of two hand brakes.
The following instructions apply at the ramp locations where cars are left unattended:

Dolton:
2 hand brakes must be applied on south end of the ramp and storage Tracks 801, 802, 803

Canal Street:
2 hand brakes must be applied on south end of the ramp, and all storage tracks

**Global One:**
2 hand brakes must be applied on west end.

**Global Two:**
2 hand brakes must be applied on west end of the ramp, County Lines, 5, 6, 7 and Yard 2 Tracks 6 through 14

At other locations i.e. main track, industrial leads, 10% of the cars must have hand brakes applied with a minimum of no less than five hand brakes (or 100% of the total cars if five cars of less).

**9.2.4 APPROACH DIVERGING**
When an approach signal displays an Approach Diverging indication of Yellow over Red over Yellow, proceed prepared to diverge at next signal on the most restrictive route at prescribed speed.

**15.1 Track Bulletins**
When applying the second paragraph of this rule to track warrants that list track bulletins only, be governed as follows: Employees who receive a track warrant listing track bulletins (or “None” on Line 16) must contact the train dispatcher if:

- Incorrect/incomplete limits are listed on the “From” or “To” locations of the address
  or
- The “OK” time is more than 4 hours old.

**15.2.2 Protection for Non-Railroad Employees**
Track Bulletin Form B may be used for protection of non-railroad employees, such as contractors, without the use of flags as specified in Rule 5.4.3 (Display of Yellow-Red Flags) under the following conditions:

- A qualified railroad employee will be assigned to communicate with trains and perform other Form B requirements.
- Work performed by the non-railroad employees may be foul of the track, but must not be performed on-track.

**15.9 Mechanical Transmission of Track Bulletins**

**Track Condition Summary**
Track Bulletin Numbers will be shown below the Subdivision Name in the order listed for that Subdivision. If a Bulletin has been split, it will only be listed once and will be the first occurrence of that bulletin number. OK Date/Time, and Dispatcher Initials are not shown.

**Foreign Railroads Operating on UPRR Tracks**

**Level 2 Heat Restriction:**
Freight trains averaging 90 tons or more per car or platform ..................................................40 MPH

**33.12 Disturbed Track**
When notified of a heat restriction or advise by the train dispatcher that Air brake Rule 33.12 applies on a track restriction using either of the following methods:

- Issue a Form C track bulletin, using the words “Air Brake Rule 33.12 applies to Track Bulletin No. _____”
  or
- Issue a Form A track bulletin, including in the TRACK(S) column the identification of the tracks affected, followed by “33.12”.

When a heat restriction is in effect or when going through the limits identified in the track bulletin to minimize in-train forces, the engineer must use the following train handling techniques when possible:

- Use throttle modulation or low dynamic brake amperage.
- Avoid making slack adjustments.
- Avoid applying or releasing automatic brakes.
- Make power and brake adjustments before or after the restriction.

**High / Wide Clearances**

**Villa Grove Subdivision**
81st Street MP 9.0 to Villa Grove MP 144.60 20'-3" ATR
12'-0" Wide - OK for both Double Stacks (20'-3" ATR) and Tri-Levels (20'-2" ATR)

**Milwaukee Subdivision**
Proviso MP 2.6 to Shermer MP 17.5 20'-3" ATR 12'-0" Wide - OK for both Double Stacks (20'-3" ATR) and Tri-Levels (20'-2" ATR)

**Rockwell Subdivision**
Kedzie MP 0 to Global 1 MP 2.3 20'-3" ATR 10'-0" Wide - OK for both Double Stacks (20'-3" ATR) and Tri-Levels (20'-2" ATR)

**Geneva Subdivision**
Kedzie MP 3.6 to Park MP 15.2 20'-6" ATR 10'-0" Wide - OK for both Double Stacks (20'-3" ATR) and Tri-Levels (20'-2" ATR)
**UNION PACIFIC**

**BLOCK AND INTERLOCKING SIGNALS**

**EXPLANATION OF SYMBOLS:**
- ○ WHITE LIGHT
- ● DARK
- ☹ FLASHING COLOR
- "G" PLATE
- ○ LUNER LIGHT
- XX NUMBER PLATE

UNLESS OTHERWISE SPECIFIED OR SIGNAL MAST IS SHOWN WITH A NUMBER PLATE, SIGNAL ASPECTS APPLY TO SIGNALS WITH OR WITHOUT NUMBER PLATES.

<table>
<thead>
<tr>
<th>RULE</th>
<th>NAME</th>
<th>ASPECTS</th>
<th>INDICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.2.1</td>
<td>CLEAR</td>
<td><img src="image" alt="Signal Aspects" /></td>
<td>Proceed</td>
</tr>
<tr>
<td>9.2.4</td>
<td>ADVANCE APPROACH</td>
<td><img src="image" alt="Signal Aspects" /></td>
<td>Proceed prepared to stop at second signal. Freights trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed but must not exceed 40 MPH passing next signal.</td>
</tr>
<tr>
<td>9.2.5</td>
<td>APPROACH DIVERGING</td>
<td><img src="image" alt="Signal Aspects" /></td>
<td>Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.</td>
</tr>
<tr>
<td>9.2.6</td>
<td>APPROACH</td>
<td><img src="image" alt="Signal Aspects" /></td>
<td>Proceed prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 45 MPH must immediately reduce to 45 MPH.</td>
</tr>
<tr>
<td>9.2.7</td>
<td>APPROACH RESTRICTING</td>
<td><img src="image" alt="Signal Aspects" /></td>
<td>Proceed prepared to pass next signal at restricted speed, but not exceeding 15 MPH.</td>
</tr>
<tr>
<td>RULE</td>
<td>NAME</td>
<td>ASPECTS</td>
<td>INDICATION</td>
</tr>
<tr>
<td>-------</td>
<td>--------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>9.2.9</td>
<td>DIVERGING CLEAR</td>
<td>Proceed on diverging route not exceeding prescribed speed through turnout.</td>
<td>Without number plate</td>
</tr>
<tr>
<td>9.2.10</td>
<td>DIVERGING ADVANCE</td>
<td>Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal. Trains exceeding 40 MPH must immediately reduce to 40 MPH.</td>
<td>Without number plate</td>
</tr>
<tr>
<td>9.2.11</td>
<td>DIVERGING APPROACH</td>
<td>Proceed on diverging route at prescribed speed through turnout prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH.</td>
<td>Without number plate</td>
</tr>
<tr>
<td>9.2.12</td>
<td>DIVERGING APPROACH</td>
<td>Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through turnout.</td>
<td>Without number plate</td>
</tr>
<tr>
<td>9.2.13</td>
<td>RESTRICTING</td>
<td>Proceed at restricted speed, not exceeding prescribed speed through turnouts.</td>
<td></td>
</tr>
</tbody>
</table>
### RULE INDICATION ASPECTS

<table>
<thead>
<tr>
<th>RULE</th>
<th>NAME</th>
<th>ASPECTS</th>
<th>INDICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.2.14</td>
<td>STOP AND PROCEED</td>
<td><img src="image1" alt="Aspects" /></td>
<td>Stop before any part of train or engine passes the signal, then proceed at restricted speed to next signal.</td>
</tr>
<tr>
<td>9.2.15</td>
<td>STOP</td>
<td><img src="image2" alt="Aspects" /></td>
<td>Stop before any part of train or engine passes the signal. Without number plate</td>
</tr>
</tbody>
</table>

### DISTANCE SIGNALS

<table>
<thead>
<tr>
<th>RULE</th>
<th>NAME</th>
<th>ASPECTS</th>
<th>INDICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.1.1</td>
<td>DISTANCE SIGNAL CLEAR</td>
<td><img src="image3" alt="Aspects" /></td>
<td>If a train or engine is delayed between Distance Signal Clear and block signal, interlocking signal or switch point indicator, it must then proceed prepared to stop short of next signal or switch point indicator.</td>
</tr>
<tr>
<td>9.1.2</td>
<td>DISTANCE SIGNAL APPROACH</td>
<td><img src="image4" alt="Aspects" /></td>
<td>Proceed prepared to stop before any part of train or engine passes the next signal or switch point indicator. The maximum speed is 20 MPH (head end) within interlocking limits or within the limits of the control point for which Distance Signal Approach is displayed at the distance signal.</td>
</tr>
</tbody>
</table>

### AUTOMATIC CAB SIGNALS

<table>
<thead>
<tr>
<th>RULE</th>
<th>NAME</th>
<th>ASPECTS</th>
<th>INDICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.3.1</td>
<td>RESTRICTING</td>
<td><img src="image5" alt="Aspects" /></td>
<td>Proceed at restricted speed.</td>
</tr>
<tr>
<td>9.3.4</td>
<td>CLEAR</td>
<td><img src="image6" alt="Aspects" /></td>
<td>Proceed</td>
</tr>
</tbody>
</table>
### UNION PACIFIC

**ROADWAY SIGNS**

<table>
<thead>
<tr>
<th>W</th>
<th>X</th>
<th>W</th>
<th>D</th>
</tr>
</thead>
</table>

**TRACK WORKER**  
**FOR CROSSINGS**  
**FOR TUNNELS, ETC.**  

**REQUIRED WHISTLE SIGNAL RULE 5.8.2 91 (1)**

If a number sign is attached to the crossing sign, it shows the number of crossings for which the whistle signal is required.

<table>
<thead>
<tr>
<th>STOP</th>
<th>STOP</th>
</tr>
</thead>
</table>

**DERAIL SIGN**

| YELLOW-RED FLAG |
| PROTECTING MEN AND EQUIPMENT |

| YELLOW FLAG |

| GREEN FLAG |

| RED FLAG |

STOP SIGNS

<table>
<thead>
<tr>
<th>60-40</th>
</tr>
</thead>
<tbody>
<tr>
<td>DIVERGING</td>
</tr>
<tr>
<td>25-15 ROUTE</td>
</tr>
</tbody>
</table>

YARD LIMIT SIGN

PERMANENT SPEED RESTRICTIONS SIGN

PERMANENT RESUME SPEED SIGN
<table>
<thead>
<tr>
<th>Circle Authority Type</th>
<th>Authority Number</th>
<th>BehindEng No. Direction</th>
<th>On Track</th>
<th>Between/At Location</th>
<th>Switch Y/N</th>
<th>On Track and Location</th>
<th>Switch Y/N</th>
<th>Joint</th>
<th>Until Time</th>
<th>OK at</th>
<th>Disp Init</th>
<th>ExtendedUnit</th>
<th>Time Released</th>
</tr>
</thead>
<tbody>
<tr>
<td>TT FP</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

INDICATE YES WHEN AUTHORITY FROM DISPATCHER INCLUDES SWITCHES, WHICH INCLUDES SEGMENT OF TRACK BETWEEN OPPOSING ABSOLUTE SIGNALS AT THAT LOCATION ONLY AND NOT BEYOND. SWITCH Y/N DOES NOT APPLY IN RULE 9.15 TERRITORY.
ROCKWELL SUBDIVISION
Global One to Kedzie
Two Main Tracks – Track 1 and Track 2
Yard Limits: Entire Subdivision
Radio - 5252 Radio Console - *51

Speed Restrictions MPH
Global One to Ogden Jct. ................................................................. 10
Ogden Jct. to Kedzie ................................................................. 20
All connections with CJ ................................................................. 15
Kedzie thru turnouts ................................................................. 10*

*When a westward movement on the Rockwell Subdivision receives a Clear aspect on the Distance Signal (MP 0.7). Thru Turnouts ................................................................. 30

Rule 15.1: All movements must have a copy of the track bulletins in effect before passing Ogden Jct. unless otherwise instructed by the train dispatcher.

Terminal Train Dispatcher (TTD) – Proviso:

Controls Kedzie, the dual control switches at Ogden Jct. and movements between Kedzie and Ogden Jct.

(Radio - 5252) Radio Console - *51

Phone Company – 649-5595
Bell – 708-649-5595 Fax – 708-649-5426

Track warrants and track bulletins issued by the Train Dispatcher in Omaha.

Radio 5252, Radio Console *41;
Phone (402) 636-1867.

SRO Global One:
Controls movement between Ogden Jct. and Global One. (Radio - 3131)

Ogden Jct.:
The dual control switches at Ogden Jct. are equipped with switch point indicators (including 14th Street on NS). The switch point indicators lights only convey the switch position and do not convey any information concerning track being used, i.e.; track may be occupied or fouled.

The following applies:

1. Permission must be received from the control operator (TTD) before any movements are made over these switches. Permission will be granted by stating, “Train ______ has permission switches track ______ to track at Ogden Junction” Permission does NOT imply the route is clear or not fouled by trains or men and equipment.

2. When instructed to operate by hand:

A. Take the switch off of power by removing the switch lock.

B. Operate the switch lever until the switch points are seen to move and line for the desired route.

C. Do not replace switch lock or depress latch until the movement has been completed over the switch.

D. When movement over the switch is completed return the switch to power by replacing switch lock unless otherwise instructed by the control operator. Notify control operator position switch will be left.
Trains and Engines Entering Global One:
1. Westward trains at Morgan Street (East end Global One) must call the SRO for a track and must not proceed beyond this point until given permission.
2. Northward trains on CJ Tracks will stop clear of the crossovers at 14th street and call the SRO for permission to enter Global One, or UP tracks at Ogden Junction.
3. Eastward trains on the Rockwell Subdivision must contact the SRO at Global One when head end passes Rockwell Junction.

Trains en route to or from the B&OCT or NS will contact the control operator at Proviso (Terminal Train Dispatcher) for authority before entering B&OCT, NS or UP trackage.
Kedzie Control Points CP Y903 and Y904

Speed
Straight..........40 MPH
Diverging........10 MPH (*exception)

*1. When a train has a clear cab signal

*2. When an eastward movement with a non-equipped ATC engine receives an Advance Approach indication at the Approach Signal (MP 4.7)

or

*3. When a westward movement on the Rockwell Subdivision receives a Clear aspect on the Distance Signal (MP 0.7):

Diverging........30 MPH
GENEVA SUBDIVISION
MULTIPLE MAIN TRACKS – CTC/ATC
CP Y903 (Kedzie) to MP 8.0
Radio - 5252 Radio Console - *51

### Speed Restrictions

<table>
<thead>
<tr>
<th>Between Mile Post</th>
<th>MPH</th>
</tr>
</thead>
<tbody>
<tr>
<td>(except as below)</td>
<td>70</td>
</tr>
<tr>
<td>3.6 (Kedzie) straight</td>
<td>40</td>
</tr>
<tr>
<td>thru turnouts</td>
<td>10*</td>
</tr>
</tbody>
</table>

1. When a train has a clear cab signal;

2. When an eastward movement with a non-equipped ATC engine receives an Advance Approach indication at the approach signal (MP 4.7);

3. When a westward movement on the Rockwell Subdivision receives a Clear aspect on the Distance Signal (MP 0.7): thru turnouts; 30*

<table>
<thead>
<tr>
<th>MPH</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
</tr>
<tr>
<td>35</td>
</tr>
<tr>
<td>45</td>
</tr>
<tr>
<td>45</td>
</tr>
</tbody>
</table>

5.4.2 A and 5.4.5: Yellow flags and green flags may not be displayed with temporary speed restriction.

### 5.5 Permanent Speed Signs

Permanent speed restriction signs will not be displayed for the above speed restrictions.

### 5.8.2 WhISTLING:

Ordinances prohibit whistling within the city limits of Chicago, exceptions:
- Kilbourn Ave. (MP 5.3)
- When employees are seen working on or near the track.

### 5.9 Headlight Display:

The headlight must be on bright when approaching and passing commuter stations.

### 6.23 Emergency Stop or Severe Slack Action:

In addition to protecting adjacent tracks as required when stopped by an emergency application or having severe slack action while stopping along the tracks of the CTA between Kenton Ave. and MP 8.9, a member of the crew must notify the train dispatcher immediately.

#### Rule 15.1:
All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher.

#### ATC Instructions Kedzie – Park:
Engines not equipped with ATC may be operated at a speed of not exceeding 40 MPH between CP Y903 and CP Y015 on signal indication. The train must not pass a signal indicating Stop, Stop and Proceed, or Restricting unless verbally authorized by the train dispatcher. However, the train may pass a signal indicating Restricting to leave the main track immediately beyond the signal. Rule 11.2 applies.

#### Terminal Train Dispatcher (TTD) at Proviso:
Controls control points (except CP Y015) and controls movement between CP Y903 and CP Y015. Radio - 5252, Radio Console - *51; Phone: Company – 649-5595; Bell – 708-649-5595, Fax – 708-649-5426.

Train Dispatcher in Omaha: Controls CP Y015 and issues Track Warrants and Track Bulletins. (Radio 5252) (Console *41)
GENEVA SUBDIVISION
MP 8.0 to CP Y011 (25th Ave.) (East End Proviso Yard Entrance)
MULTIPLE MAIN TRACKS – CTC/ATC
Radio - 5252 Radio Console - *51

Speed Restrictions

<table>
<thead>
<tr>
<th>Milepost</th>
<th>Speed (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.4 and 8.7</td>
<td>45</td>
</tr>
<tr>
<td>8.7 and 9.8 EWD</td>
<td>45</td>
</tr>
<tr>
<td>8.7 and 9.8 WWD</td>
<td>35</td>
</tr>
<tr>
<td>9.8 and 10.0</td>
<td>45</td>
</tr>
<tr>
<td>10.0 (CP Y010)</td>
<td>45</td>
</tr>
<tr>
<td>11.8 (CP Y011)</td>
<td>40</td>
</tr>
<tr>
<td>Diverging</td>
<td>30</td>
</tr>
<tr>
<td>Movement to and from Proviso</td>
<td>10*</td>
</tr>
</tbody>
</table>

*When the approach signal at MP 10.7 displays a Yellow over Red over Yellow aspect, Approach Diverging, prepare to diverge into Proviso Yard. Absolute Signal will display a Diverging Approach.

5.4.2 A and 5.4.5: Yellow flags and green flags may not be displayed with temporary speed restriction.

5.5 Permanent Speed Signs
Permanent speed restriction signs will not be displayed for the above speed restrictions.

5.8.2 Whistling:
Ordinances prohibit whistling within the city limits of Chicago, exceptions:
• 25th Ave. (MP 11.7)
• When employees are seen working on or near the track.

5.9 Headlight Display:
The headlight must be on bright when approaching and passing commuter stations.

6.23 Emergency Stop or Severe Slack Action:
In addition to protecting adjacent tracks as required when stopped by an emergency application or having severe slack action while stopping along the tracks of the CTA between Kenton Ave. and MP 8.9, a member of the crew must notify the train dispatcher immediately.

Rule 15.1: All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher.

ATC Instructions Kedzie – Park: Engines not equipped with ATC may be operated at a speed of not exceeding 40 MPH between CP Y903 and CP Y015 on signal indication. The train must not pass a signal indicating Stop, Stop and Proceed, or Restricting unless verbally authorized by the train dispatcher. Rule 11.2 applies.

Terminal Train Dispatcher (TTD) at Proviso: Controls control points (except CP Y015) and controls movement between CP Y903 and CP Y015. Radio - 5252, Radio Console - *51; Phone: Company – 649-5595; Bell – 708-649-5595, Fax – 708-649-5426.

Train Dispatcher in Omaha: Controls CP Y015 and issues Track Warrants and Track Bulletins. (Radio - 5252, Radio Console - *41; Phone – 402-636-1867).
**Yarding Instructions at Proviso Yard:**

1. **To enter Proviso Yard contact**
   Terminal Control, Radio - 7171, Phone - 649-5801. Be prepared to give Terminal control all necessary information concerning your train. Terminal Control must authorize all movements into Proviso Yard, movements between the yards in the Proviso Complex and movements on the “mains” within Proviso.

2. **Operations in the Proviso Terminal will be handled in the following manner:**
   1) All train movements in the following areas will be under the authority of the Terminal Coordinator.
      (Radio 71-71)
      a. 19 Main from Harbor Hill to North Avenue.
      b. 20 Main from Harbor Hill to Old Springer (west end of diesel shop).
      c. 44, 4 and 6 Mains to CP Y011 (25th Avenue)
      d. City Lead
      e. Industry Lead and 44 Main at County Line
      f. Proviso connection
      g. Outbound No.1 and Outbound No.2, Old 7 lead, 29 Main to 25 switch and New 29 Main (Park) to 25 switch.
   2) All train movements in the following areas will be under the authority of the Tower yardmaster/SYO.
      (Channel 3131)
      a. Yard 2 and Yard 4
      b. East End of Hump (3 Main) - (Yard 5)
      c. Main East End of Yard 2
   3) All train movements in the following areas will be under the authority of the Tower Hump yardmaster (Radio 41-41).
      a. 19 Main from North Avenue to Grand Avenue
      b. 20 Main from Old Springer (west end of diesel shop) to Grand Avenue.
      c. 30 Main from Park to Grand Avenue
      d. 29 Main from 25 switch to Yard 9
      e. Yard 9
      f. West End of Hump (Yard 5)
   4) Movements entering the Milwaukee Subdivision (Grand Avenue) must have a track warrant and bulletins that effect their movement.
   5. Proviso Yard is designated Remote Control Operations area

   **Proviso: Zone 1:** Hump Lead 1 from the top of the hump to the power switches at North Ave.

   **Proviso Zone 2:** Hump Lead 2 from the top of the hump to the power switches at North Ave

   **Proviso Zone 4:** Begins west of the independent lead on track 518 (18 connection) and runs westward into track 318 and continues to the west clearance point of track 318.

   Rule 35.6.4 Entering a Remote Control Zone: Contact the Yard 9 yardmaster or the remote control operator to determine if the zones are active.
6. **RADIO CONTROLLED SWITCHES AT PROVISO**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>SWITCH NUMBER</th>
<th>RADIO CHANNEL</th>
<th>CODE FOR STATUS</th>
<th>CODE FOR THROW</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Lead</td>
<td>#134</td>
<td>71-71</td>
<td>#5134</td>
<td>#2134</td>
</tr>
<tr>
<td>Kapland Yard</td>
<td>#305</td>
<td>31-31</td>
<td>#5305</td>
<td>#2305</td>
</tr>
<tr>
<td>To 515 Track</td>
<td>#515</td>
<td>31-31</td>
<td>#5515</td>
<td>#2515</td>
</tr>
<tr>
<td>Diesel Shop Track</td>
<td>#119</td>
<td>71-71</td>
<td>#5119</td>
<td>#2119</td>
</tr>
<tr>
<td>Hump Track Crossover</td>
<td>#138</td>
<td>41-41</td>
<td>#5138</td>
<td>#2138</td>
</tr>
<tr>
<td>Lazy Man Crossover</td>
<td>#129</td>
<td>41-41</td>
<td>#5129</td>
<td>#2129</td>
</tr>
</tbody>
</table>

7. **To depart Proviso Yard** contact the train dispatcher (Radio 5252) and advise him which control point you will be departing from. Be prepared to give the train dispatcher all the necessary information concerning your train.
GENEVA SUBDIVISION
CP Y011, 25th Ave. (MP 11.8) to Y015, Park (MP 15.2)
(West End Proviso Yard Entrance)
MULTIPLE MAIN TRACKS – CTC/ATC
Radio - 5252 Radio Console - *51

Speed Restrictions

<table>
<thead>
<tr>
<th>Milepost</th>
<th>MPH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between Milepost</td>
<td>70</td>
</tr>
<tr>
<td>11.8 (CP Y011)</td>
<td>40</td>
</tr>
<tr>
<td>Diverging</td>
<td>30</td>
</tr>
<tr>
<td>Movement to and from Proviso</td>
<td>10*</td>
</tr>
<tr>
<td>11.8 and 15.1</td>
<td>40</td>
</tr>
<tr>
<td>MP 12.1 (Provo Jct.) Diverging</td>
<td>30</td>
</tr>
<tr>
<td>Movement to and from IHB or Proviso</td>
<td>10</td>
</tr>
<tr>
<td>MP 15.1 (Park) Diverging</td>
<td>30</td>
</tr>
</tbody>
</table>

*When the approach signal at MP 10.7 displays a Yellow over Red over Yellow aspect, Approach Diverging, prepare to diverge into Proviso Yard. Absolute Signal will display a Diverging Approach.

5.4.2 A and 5.4.5:
Yellow flags and green flags may not be displayed with temporary speed restriction.

5.5 Permanent Speeds Signs:
Permanent speed restriction signs will not be displayed for the above speed restrictions.

5.8 Headlight Display:
The headlight must be on bright when approaching and passing commuter stations.

6.13 Yard limits: Kedzie - Park
(Not authority to enter the main track)

Rule 15.1: All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher. This includes trains from the IHB at CP Y012 (Provo Jct.)

ATC Instructions Kedzie – Park: Engines not equipped with ATC may be operated at a speed of not exceeding 40 MPH between CP Y903 and CP Y015 on signal indication. The train must not pass a signal indicating Stop, Stop and Proceed, or Restricting unless verbally authorized by the train dispatcher. Rule 11.2 applies.

Terminal Train Dispatcher (TTD) at Proviso: Controls control points (except CP Y015) and controls movement between CP Y903 and CP Y015. Radio - 5252, Radio Console - *51; Phone: Company – 649-5595; Bell – 708-649-5595, Fax – 708-649-5426.

Train Dispatcher in Omaha: Controls CP Y015 and issues Track Warrants and Track Bulletins. (Radio - 5252, Radio Console - *41; Phone – 402-636-1867).
MILWAUKEE SUBDIVISION
BRYN MAWR TO SHERMER
TWO MAIN TRACKS – RULE 9.14
(Rule 9.15 in effect for Maintenance of Way and Movements Against the Current of Traffic)
Radio - 2525 Radio Console - *47

<table>
<thead>
<tr>
<th>Speed Restrictions</th>
<th>MPH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between Milepost</td>
<td></td>
</tr>
<tr>
<td>(Except as below)</td>
<td></td>
</tr>
<tr>
<td>12.3 and 11.9 Deval</td>
<td>.50</td>
</tr>
<tr>
<td>10.8 NWD Track 1 **</td>
<td>.25</td>
</tr>
<tr>
<td>CP NO12 AND CP NO11 Thru turnouts **</td>
<td>.40+</td>
</tr>
<tr>
<td>+ Head-end only restriction</td>
<td></td>
</tr>
<tr>
<td>** Speed restriction will not apply when signal at speed restriction location displays Clear.</td>
<td></td>
</tr>
</tbody>
</table>

Movement Against the Current of Traffic:
Movements against the current of traffic will be authorized by Rule 9.15 (Track Permits) issued by the Deval control operator, or by track bulletin.

Bryn Mawr INTERLOCKING (MP 7.4):
Before passing Bryn Mawr, northward trains will call the Deval control operator to ascertain when the route will be lined. The Bryn Mawr control operator (CP train dispatcher) will not permit northward trains to pass the absolute signal without first ascertaining when the route at Deval will be lined.

Deval Control Operator: Controls Normal Interlocking (MP 10.9) and Deval Interlocking (MP 12.0) (Phone - 708-649-5250).

Shermer Interlocking (MP 17.5) is controlled by the CP train dispatcher.

Whistling:
Ordinances prohibit whistling within the city limits of Des Plaines, exceptions:
• Elmhurst Road (Elk Grove lead to and from main track (MP 7.8).
• Touhy Avenue (MP 8.8).
• Mt. Prospect Road (MP 9.1).
• When employees are seen working on or near the track.

Symbol (M) represents Manual Interlocking.
VILLA GROVE SUBDIVISION
CP I009 (81st Street) to DOLTON JUNCTION (MP 16.7)
TWO MAIN TRACKS - CTC
Radio - 2020 Radio Console - *53

Speed Restrictions                       MPH
Between Mile Post
9.0 (CP I009) and 16.0 ................................................................. 40
16.0 to 16.7 ................................................................. 20

Dual Control Switch Turnout
CP I009 (MP 9.0) ................................................................. 15
CP I916 (MP 16.5) and Dolton Jct. (MP 16.7) CSX connection .......... 20

Oakdale Interlocking (MP 10.1)
Controlled by the UP train dispatcher. Phone (708) 649-5580; 800-726-1075.

Dolton Jct. Interlocking (MP 16.7)
The IHB control operator at Dolton Tower controls the interlocking.

Rule 15.1: All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher.

Symbol (M) represents Manual Interlocking.
VILLA GROVE SUBDIVISION DOLTON JUNCTION (MP 16.7) to CP I018 (SIBLEY BOULEVARD)
TWO MAIN TRACKS - CTC
Radio - 2020 Radio Console - *53

**Speed Restrictions**

<table>
<thead>
<tr>
<th>MPH</th>
<th>Between Mile Post 16.7 and 18.0</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>

**Dual Control Switch Turnouts:**
CP I016 (MP 17.2), CP I017 (MP 17.6) and CP I018 (MP 18.1)
CP I916 (MP 16.5) and Dolton Jct. (MP 16.7) CSX connection

**Dolton Jct. Interlocking (MP 16.7)**

The IHB control operator at Dolton Tower controls the interlocking.

**Rule 15.1:** All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher.

**Symbol (M) represents Manual Interlocking.**

**Yard Center:**

**Rule 6.7 Remote Control Zones:**

**Yard Center Zone 2 (Back Lead)**

Beginning on track 300 (Back Lead) starting approximately 175 feet north of the 300 switch to approximately 200 feet south of the 800 switch.

**Yard Center Zone 8 (8 Yard Lead)**

Beginning on track 143 at the No. 1 switch to approximately 180 feet north of the absolute signal at 159th street.

**Yard Center Zone 9 (East Lead):**

Beginning on Tracks 140 at the No. 19 switch to approximately 150 feet north of the 141 switch.

**Zone 10:**

Beginning on Tracks 140, East Lead, approximately 150 feet north of the 141 switch to the southward absolute signal on the Inbound Runner at CP I020, 162nd Street and includes track 141, Middle Lead beginning at the north crossover switch to the East lead beginning at the north crossover switch to the East Lead southward to 141 switch.

**Entering a Remote Control Zone:**

Contact the yardmaster or the remote control operator on channel 6969 to determine if the zones are active. Mechanical and M/W must not enter an active remote control zone until the zone is deactivated.
VILLA GROVE SUBDIVISION
CP I018 (SIBLEY BOULEVARD) to MP 23.0
TWO MAIN TRACKS - CTC
Radio - 2020  Radio Console - *53

Speed Restrictions  MPH
Between Mile Post  
18.0 and 20.1........................................................................................................................................... 20
20.1 and 28.0........................................................................................................................................... 40

Dual Control Switch Turnouts:
CP I018 (MP 18.1 and  
CP I019 (MP 19.4)........................................................................................................................................... 15

Thornton Jct. (CP I020):
1. Stop Indication: When the absolute signal at CP I020 displays a Stop indication and no conflicting movement is evident, a crew member must immediately contact the UP train dispatcher and be governed by the train dispatcher’s instructions. (Ph: (708) 649-5580; (800) 726-1075) When instructed to operate the emergency release, the crew will then be governed by the instructions posted in the emergency release box.

2. Passing signal governing approach to CP I020: A train must proceed prepared to stop at the absolute signal when:
– Moving below 10 MPH and passing a signal displaying an indication move favorable than approach that governs the approach to CP I020
  or
– Speed is reduced to below 10 MPH after passing a signal displaying an indication move favorable than approach that governs the approach to CP I020.

Rule 15.1: All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher.

Symbol (M) represents Manual Interlocking.
Speed Restrictions

<table>
<thead>
<tr>
<th>Speed Restrictions</th>
<th>MPH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between Mile Post 20.1 and 28.0</td>
<td>40</td>
</tr>
</tbody>
</table>

Dual Control Switch Turnouts:

Jay (MP 27.0) ................................................................. 15

Twelfth Street Interlocking (MP 25.9) is controlled by the UP train dispatcher. Phone (708) 649-5580; (800) 726-1075.

Jay Interlocking (MP 27.0) is controlled by the EJ&E train dispatcher, radio – 16-16.

Chicago Heights Industrial Lead:
Extends from MP 25.9 to Chicago Heights Industrial Park. Six axle units prohibited except between the EJ&E main track connection and Wentworth Yard.

Rule 15.1: All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher.

Symbol (M) represents Manual Interlocking.
TWO MAIN TRACKS - ABS Tracks 1 and 2
Yard Limits between MP 36.7 and 36.8
Interlocking Limits between MP 36.8 and 37.9
Radio – 78-78

<table>
<thead>
<tr>
<th>MILE POST</th>
<th>RULE 6.3</th>
<th>W STATIONS</th>
<th>E STATIONS</th>
<th>MILES TO NEXT STATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>36.7</td>
<td>YL</td>
<td>ABS</td>
<td>JOLIET (CN JACKSON ST.)</td>
<td>0.6</td>
</tr>
<tr>
<td>37.3</td>
<td></td>
<td></td>
<td>UD TOWER METRA (X) (M)</td>
<td>1.2</td>
</tr>
</tbody>
</table>

Explanation of Symbols

- **YL** ................................................................. Yard Limits
- **ABS** ............................................................. Automatic Block Signal System
- **(M)** ............................................................. Manual Interlocking
- **(X)** ............................................................. Railroad Crossing at Grade

**Speed Restrictions**

**MPH**

- Between Mile Post
  - 36.7 and 37.1 ................................................. 30
  - 37.1 and 37.4 ................................................. 10
  - 37.3 and 37.9 ................................................. 35

Other Speed Restrictions

- Dual Control Switch Turnout
  - 37.8 (UD Tower – crossovers)
  - 130 and 131 ............................................... 10

**Rule 6.2 Initiating Movement:**

Trains are not required to receive a track warrant, however before initiating movement a crew member must determine from the control operator at UD Tower if any tracks bulletins are in effect.

Plains Industrial Lead:

Extends from UD Tower Interlocking Limits (MP 37.9) 1.5 miles, ABS, to MP 39.4 (CN or Midwest Generation Power Plant trackage). UD Tower operator controls movement into and out of Plains Industrial Lead.

Before initiating movement crewmember must contact the EJ&E train dispatcher to determine if route is clear for movement.

Trains may pass the ABS wayside signals (not UD interlockings signals) displaying a Red aspect without stopping. Rule 6.28 (Movement on Other than Main Track) applies regardless of signal indication.

**Maximum speed:** ................................................. 10 MPH
UNION PACIFIC YARDS
GLOBAL ONE - EAST
Speed Restrictions
30 Main 10 MPH except
20 MPH* between Lake Street
Bridge and Park.
(Geneva Subdivision)

*Loaded Bulk Commodity
Trains 40 or more cars
10 MPH
Speed Restrictions
19 and 20 Mains 10 MPH except 15 MPH* between Harbor Hill and Mannheim Bridge.

*Loaded Bulk Commodity Trains 40 or more cars 10 MPH