AMTRAK OPERATING PROCEDURES FOR TRAIN AND ENGINE SERVICE EMPLOYEES WHO OPERATE FREIGHT TRAINS OR LIGHT ENGINES EXCLUSIVELY BETWEEN 21ST STREET INTERLOCKING AND ROOSEVELT ROAD.

Employees of foreign railroads operating freight trains or light engines between 21st Street Interlocking and Roosevelt Road, will be governed by the General Code of Operating Rules except as modified herein. Officers of other companies must know that their crews are in possession of, and understand, these instructions and that the Conductor and Engineer are qualified on the physical characteristics of the territory they will operate over, or request pilots.

Before operating in other portions of the Amtrak Chicago Terminal, employees must attend a class of instruction on the General Code Rules and Special Instructions for the Chicago Terminal.

OPERATING RULES

General Code of Operating Rules (5th Edition) is in effect as modified herein.

1.3.2 GENERAL ORDERS

General Orders will be issued and cancelled by the Central Division General Superintendent. General Orders will be numbered consecutively, with the number prefixed by the number of the current timetable.

A Summary General Order will be issued effective at 12:01 AM the first Monday of each month. The number of the Summary General Order will be prefixed with the letter "S". Subsequent General Orders will be issued at other times as required.

1.44 DUTIES OF TRAIN DISPATCHERS: Where the Operating Rules make reference to the Train Dispatcher or Control Operator, such reference will apply to CUS North and CUS South Train Directors.

5.4.1 TEMPORARY RESTRICTIONS

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

6.2 INITIATING MOVEMENT

Before initiating movement on a main track, a crew member must have signal indication or verbal permission from the Train Director.

6.27 MOVEMENT AT RESTRICTED SPEED

Second paragraph is revised as follows: The crew must keep a lookout for broken rail and not exceed 15 MPH within interlocking or control point limits and 20 MPH outside interlocking or control point limits.

8.2 POSITION OF SWITCHES: Approaching Facing Point Switches in Non-Signaled Territory: Trains operating under non-signaled TWC rules must not pass over facing point switches not protected by a block signal or switch point indicator until its is ascertained that the switch is properly lined.

9.11 MOVEMENT FROM SIGNAL REQUIRING RESTRICTED SPEED

Rule is revised as follows: When a train passes a signal requiring movement at Restricted Speed, the train must move at Restricted Speed until:

- The entire train passes a more favorable signal or
- The entire movement has cleared interlocking or control point limits, and its leading wheels have passed the next governing signal or the end of the block system.

9.12 STOP INDICATIONS

Rule is revised as follows: In the application of the third bullets of Rule 9.12.1 (CTC Territory) and 9.12.2 (Manual Interlockings), authority to pass a Stop Signal must not be given nor accepted until the train has stopped at the signal.

The authority will be given as follows:

- “Train ID, Engine No.” has authority to pass Stop Signal on NO. “_______” track at “Location” and proceed “Direction” to NO. “______” track.

9.12.2 MANUAL INTERLOCKINGS

All locations controlled by CUS North and CUS South Train Directors are Manual Interlockings.

9.13 WHEN INSTRUCTED TO OPERATE DUAL CONTROL SWITCHES BY HAND

All power-operated switches south of 13th Street are Dual Control Switches. When operating these switches by hand, do not return the switch to power until the entire movement has cleared the switch.

15.2 PROTECTION BY TRACK BULLETIN FORM B

Track Bulletin Form B will not be issued within the Amtrak Chicago Terminal. Protection of Roadway Workers will be provided by the Train Director or through use of Watchmen/Lookouts. Watchmen/Lookouts may display a circular paddle with the letter "W" to remind approaching trains to provide proper warning to the Roadway Workers.
GENERAL TIMETABLE INSTRUCTIONS

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

CLOSE CLEARANCES
Bridge piers, signal appliances and other structures on the property will not clear a man on the side of locomotives or cars. Riding the side of equipment into or out of any building is prohibited. Riding on the roof of equipment is prohibited.

125 TON DOUBLE STACK CARS
Operation of loaded or partially loaded 125 ton double stack cars within Amtrak Chicago Terminal is prohibited. There is no restriction on empty cars.

RADIOS
The following radio channels are monitored:
42-42: CUS South Train Director and Yardmaster
13-13: CUS South Train Director
46-46: CUS South Train Director

TELEPHONE NUMBERS
CUS North Train Director:  655-3751, 3752
CUS South Train Director*:  655-3754, 3755
*To contact the CUS South Train Director from 10:01PM to 6:00 AM, use phone numbers for CUS North Train Director

MAXIMUM AUTHORIZED SPEED
Maximum authorized speed for freight trains and light engines is 10 MPH, except:
5 MPH within the 14 street Coach Yard and the 16th Street Engine House territory.

MAIN TRACK
The direction from South Branch Bridge to Roosevelt Road is northward
Within CP Lumber Street Interlocking, the main tracks are numbered west to east as follows:
Between the south end South Branch Bridge and 17th Street: Track 4, Track 5.
Between 17th Street and 13th Street: Track 3, Track 4, Track 5.
Between 13th Street and Roosevelt Road:
Track 3, Track 4, Track 5, Track 6.

SIGNALS ON D-LEAD SOUTH OF 18TH STREET
Interlocking signal located south of 18th Street governing southward movements on the D-Lead also governs movements on the Back Shop Lead. Southward movements from either D-Lead or the Back Shop Lead must not foul the other lead or operate the hand throw switch located 30 feet south of the signal until authority is received from the CUS South Train Director.

CP LUMBER STREET INTERLOCKING
CP Lumber Street extends from the south end of South Branch Bridge to Roosevelt Road. It is controlled by the CUS South Train Director.
**SIGNAL ASPECTS AND INDICATIONS:** The symbols shown below are used in the following table illustrating signal aspects:

- ![Flashing Aspect](symbol)
- R – red
- G – green
- Y – yellow
- W – white
- L – lunar

**Diagram Description:**
- BNSF Union Avenue "B" Plant
- Signals controlled by BNSF Union Avenue Dispatcher
- Freight route through Amtrak 21st Street and Lumber Street interlockings
- CTC signals controlled by CN RTC
- Storage Track to Bridgeport
- CN Freeport Subdivision
- Canal Street
- UP Canal Street Yard
- Stop Sign
- $\text{D-LEAD}$
- 18th Street
- Back Shop Lead
- To Union Station
- West Runner
- South Branch movable bridge
- 21st Street Tower
- To 16th Street
- Archer Avenue
- NS 1
- NS 2
- NS 4
- Metra

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<table>
<thead>
<tr>
<th>Aspects</th>
<th>Rule</th>
<th>Name</th>
<th>Indication</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Green lights" /></td>
<td>9.1.1</td>
<td>Clear</td>
<td>Proceed not exceeding maximum authorized speed.</td>
</tr>
<tr>
<td><img src="image2" alt="Yellow lights" /></td>
<td>9.1.2</td>
<td>Advance Approach</td>
<td>Proceed prepared to stop at the second signal.</td>
</tr>
<tr>
<td><img src="image3" alt="Yellow lights" /></td>
<td>9.1.3</td>
<td>Approach Slow</td>
<td>Proceed approaching the next signal not exceeding 15 MPH. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the engine passes the Approach Slow signal.</td>
</tr>
<tr>
<td><img src="image4" alt="Yellow lights" /></td>
<td>9.1.4</td>
<td>Approach</td>
<td>Proceed prepared to stop at the next signal. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the engine passes the Approach signal.</td>
</tr>
<tr>
<td><img src="image5" alt="Yellow lights" /></td>
<td>9.1.5</td>
<td>Slow Clear</td>
<td>Proceed not exceeding 15 MPH until • entire train passes the next governing signal, or • entire train clears the interlocking or control point limits, then proceed not exceeding maximum authorized speed.</td>
</tr>
<tr>
<td><img src="image6" alt="Yellow lights" /></td>
<td>9.1.6</td>
<td>Slow Approach</td>
<td>Proceed prepared to stop at next signal, not exceeding 15 MPH until • entire train passes the next governing signal, or • entire train clears the interlocking or control point limits, then proceed not exceeding 30 MPH prepared to stop at next signal.</td>
</tr>
<tr>
<td><img src="image7" alt="Yellow lights" /></td>
<td>9.1.7</td>
<td>Restricting</td>
<td>Proceed at Restricted Speed until • entire train passes the next governing signal, or • after entire train clears the interlocking or control point limits and leading wheels have passed a more favorable signal or the end of block system.</td>
</tr>
<tr>
<td><img src="image8" alt="Red lights" /></td>
<td>9.1.9</td>
<td>Stop Signal</td>
<td>Stop</td>
</tr>
</tbody>
</table>
EMERGENCY PROCEDURES

Initial Response To A Confirmed Detonation Of An Explosive Device:

Code BLACK:

A “Code BLACK” transmitted via railroad radio, public address system, or other authorized means of communication, indicates that a confirmed detonation of an explosive device has occurred on a transportation mode in the United States that could indicate a potential threat to Amtrak.

Passenger train Engineers and Conductors who hear the radio transmission “Code BLACK” must immediately bring their trains to a safe stop at an area of “safe haven” clear of tunnels, bridges and rail stations when practicable, and await further instructions. (It is permissible to stop trains in areas adjacent to open/unsheltered commuter platform areas.) Trains should be stopped at a location where it is safe to evacuate if necessary, and where authorities may readily have access to the train, crew and passengers.

Freight crews operating on Amtrak property, upon hearing the radio transmission “Code BLACK” must also take immediate action to stop their trains at an area of “safe haven” as described above, unless otherwise instructed by the Amtrak Train Dispatcher, or the train is in such a location that it is more expedient to continue movement off Amtrak property.

Public address announcements to passengers must be made immediately after a train has been brought to a safe stop. Amtrak train crews should make the announcements contained in Chapter 19, Section A(3) of the “Service Standards Manual for Train Service Employees”. The initial communication to passengers should be the announcement under the heading “Emergency On-Board Police Activity Announcements.” (Passenger crews of other railroads operating on Amtrak property should make announcements in accordance with their company’s policy.)

A “Code BLACK” essentially amounts to a system shutdown, which must begin within minutes of initial notification that an explosion has been confirmed.

Station employees must prepare for the orderly evacuation of stations and other facilities, if directed, pending security sweeps.

All standing equipment in stations and facilities during the system shutdown must be inspected and secured. Once standing en route trains and the infrastructure ahead have been inspected and cleared, trains may receive instruction to proceed, or to evacuate passengers to alternate transportation, depending on the circumstances. This instruction will be authorized by the CEO of the Amtrak Command Center or by CNOC, and communicated through the Train Dispatcher.

During a “Code BLACK,” no train may depart an initial terminal until all equipment and infrastructure inspections have been completed, and authorization to proceed has been received from the Train Dispatcher.

In the event of the detonation of an explosive device on board an Amtrak train, at an Amtrak station, or other facility, any employee who is able must notify the Train Dispatcher or the Amtrak Police (800-331-0008) immediately.

When initiating a radio call from a train on which an explosion has been confirmed, the transmission must begin with the words “Emergency, Emergency, Emergency, Train No. _____ is in Code BLACK.” Train Dispatchers hearing this radio message must promptly respond in order to obtain further information regarding the situation.

During job briefings, Conductors must ensure that their crews are thoroughly briefed on the requirements of this instruction, and Service Standards Manual for Train Service Employees, Chapter 19, Section A(3)(d), “Emergency On-Board Police Activity Announcements”.

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