



THE BELT RAILWAY COMPANY OF CHICAGO  
CORA Update 2020-002 - Effective 0001, May 6, 2020

**BRC CORA Update 2020-001 is void**

Summary of Changes:

- Modifications to System Special Instructions
  - Addition of Rules 6.4.2 and 9.5.7.
- Addition of Roadway Signs.
- Addition of additional signal aspects for RESTRICTING, Rule 9.1.3.
- PTC Information.
- Map Page Updates.

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**BRC CORA UPDATE 2017-003 REMAINS IN EFFECT**

Changes to BRC CORA Update 2017-003:

Item 5 System Special Instructions (Changes)

**GCOR 6.2.2 Daily Operating Bulletin (DOB) (SUPERSEDE)**

The DOB is issued by the Train Dispatcher to deliver track bulletin restrictions. GCOR Chapter 15, as modified by System Special Instructions documents track bulletin usage on the BRC.

All trains, yard assignments, and Roadway Workers must have a copy of the DOB, unless specifically instructed by the Train Dispatcher.

Trains entering the DOB, and EIC's wishing to occupy main track, must contact the Train Dispatcher to verify the current DOB, and obtain any additional restrictions or deletions from the active document. Train Dispatchers may add or remove individual restrictions from the DOB verbally.

Once there are no exceptions to the DOB, the Train Dispatcher will advise that:

**"Engine Number/Employee may proceed on DOB#\_\_\_\_."**

**GCOR 6.4.2 Movements within Control Points and Interlockings (NEW)**

Except within track and time limits, whenever a movement stops within an interlocking, the movement must not change directions without permission of the control operator. If the movement stops with the trailing end outside of interlocking limits, change of direction does not require permission from the Control Operator, except permission is ALWAYS required to make a forward movement after a reverse movement.

When making movements within a control point or interlocking, GCOR 9.5.7 (SSI) applies when the movement is stopped within one locomotive length of a signal.

To reverse direction, or to make a forward movement after a reverse movement within interlocking limits requires either:

- A. A proceed Indication from an Interlocking Signal, and there is no switch between the leading end of the movement and the signal.
- B. Verbal permission of the Control Operator.

Where multiple changes in direction are needed for a movement, the control operator may grant permission for multiple movements, ensuring that blocking protection is provided within the limits of the movement's authority.

Trains granted permission to make multiple reverse movements must notify the control operator when the permission for multiple reverse movements is no longer required. Further movement after the reverse movement(s) will be verbally authorized by the control operator.

## GCOR 6.32.2 Automatic Warning Devices (Supersede)

Modify the Chart in Item B of this rule in its entirety

Train crews will be notified of failures of Automatic Warning Devices verbally, or by track bulletin.

When notified of a failure, comply with the following:

Movement When Notified that Automatic Warning Devices have an Activation Failure, are Malfunctioning, or are Disabled		
<u>IF</u>	<u>THEN</u>	<u>NOTES</u>
<p>Crew Notified that the crossing has an</p> <p><b>ACTIVATION FAILURE</b></p> <p>Or is</p> <p><b>DISABLED</b></p>	<p>Stop before occupying the crossing. After a crew member is on the ground to warn highway traffic, proceed over the crossing as directed by the crew member, then proceed at normal speed</p>	<p>Stop, and provide warning even if automatic warning devices are seen to be working.</p>
<p>Crew Notified that the crossing is</p> <p><b>MALFUNCTIONING</b></p>	<p>Stop before occupying the crossing. After a crew member is on the ground to warn highway traffic, proceed over the crossing as directed by the crew member, then proceed at normal speed</p> <p>Or</p> <p>If devices are seen to be working, proceed over crossing at 15MPH (HER) then proceed at normal speed</p>	<p>N/A</p>
<p>If crew communicates with a single equipped flagger before arrival at the crossing <u>and</u> the flagger can provide warning in one direction of approaching traffic.</p>	<p>Proceed at 15 MPH (HER), then proceed at normal speed</p>	<p>Single Flagger</p>
<p>If crew communicates with an equipped flagger before arrival <u>and</u> the flagger(s) can provide warning in all directions of approaching traffic.</p>	<p>Proceed over the crossing at normal speed without stopping</p>	<p>One or more Equipped Flaggers</p>

## GCOR 7.6 Securing Cars or Engines (SUPERSEDE)

When applying hand brakes for securement, hand brakes must be applied sequentially from one end of the equipment. Do not skip individual hand brakes when applying hand brakes to secure equipment.

Hand Brakes are required at all locations, except Clearing Yard Classification Yard tracks equipped with inert retarders.

Brake sticks are to be utilized as the primary means of applying and releasing hand brakes.

In the application of the rule, the following Grade Securement Charts are to be used:

- **Chart A** provides a summary of required hand brakes by weight of cars and track grade.
- **Chart B** outlines the grade information at various locations on the BRC.

GRADE SECUREMENT CHART - CHART A						
TONS	GRADE					
	"0"	≥ 0.25	≥ 0.50	≥ 0.75	≥ 1.00	≥ 1.25
≤ 1000	3	3	3	3	3	3
1000+	3	3	3	3	5	6
2000+	3	3	5	5	6	8
3000+	3	5	5	7	8	10
4000+	4	5	5	8	10	13
5000+	5	6	7	9	12	15
6000+	5	7	8	11	14	18
7000+	5	7	9	13	16	21
8000+	5	8	10	14	18	23
9000+	5	9	12	15	20	25
10000+	6	10	13	17	22	28
11000	6	11	15	18	24	30
12000+	7	14	16	20	26	33
13000+	8	15	17	22	28	35
14000+	8	15	20	23	30	38

<b>GRADE SECUREMENT CHART - CHART B</b>		
<b>LOCATION</b>	<b>RULING GRADE</b>	<b>HAND BRAKE REQUIREMENTS</b>
<b>CLEARING YARD</b> - Receiving Tracks		Sufficient, not less than 2*
<b>CLEARING YARD</b> - Departure Tracks		Sufficient, not less than 2*
<b>CLEARING YARD</b> - Hump Approach Tracks		Sufficient, not less than 10*
<b>CLEARING YARD</b> - Classification Yards		Sufficient not less than 2*, unless protected by skates
<b>CLEARING YARD</b> - Other Locations		Sufficient*
<b>CLEARING YARD</b> (NCID, SCID)		Sufficient*
<b>ARGO INDUSTRIAL LEAD</b>	1.40%	Refer to Grade Securement Chart A
<b><u>KENTON LINE</u></b>		
Between <b>CRAGIN</b> and <b>14<sup>TH</sup> STREET</b>	1.20%	Refer to Grade Securement Chart A
Between <b>14<sup>TH</sup> STREET</b> and <b>HAWTHORNE</b>	0.50%	Refer to Grade Securement Chart A
Between <b>HAWTHORNE</b> and <b>55<sup>TH</sup> STREET</b>	0.25%	Refer to Grade Securement Chart A
Between <b>55<sup>TH</sup> STREET</b> and <b>WESTERN AVENUE</b>	0.25%	Refer to Grade Securement Chart A
Between <b>WESTERN AVENUE</b> and <b>BELT JUNCTION</b>	0.75%	Refer to Grade Securement Chart A
Between <b>BELT JUNCTION</b> and <b>CP 509</b>	0.50%	Refer to Grade Securement Chart A
<b>SOUTH CHICAGO DISTRICT YARD</b>		Sufficient, not less than 2*
<b><u>59<sup>TH</sup> STREET LINE</u></b>		
Between <b>55<sup>TH</sup> STREET</b> and <b>WEST SUB</b>	0.25%	Refer to Grade Securement Chart A
<b><u>OTHER LOCATIONS</u></b>		
<b>ROCKWELL STREET YARD</b>	0.25%	Refer to Grade Securement Chart A
<b>THIRD RAIL SIDING</b>	0.50%	Refer to Grade Securement Chart A
<b>COMMERCIAL YARD</b>	0.50%	Refer to Grade Securement Chart A
<p><b>*Where tracks require a sufficient number of hand brakes, with a minimum number of cars specified, if the minimum number of cars is not present, apply hand brakes to all cars.</b></p> <p><b>Test hand brakes to ensure they are sufficient, as required by GCOR Rule 7.5 Testing Hand Brakes</b></p>		

### GCOR 7.6.1 Unattended Locomotives (ADDITION)

Unattended locomotives, not coupled to other equipment, must not be left unattended on a main track.

When necessary to switch a locomotive in a consist, a properly secured locomotive may be left on a main line unattended, if a crew member remains in proximity.

To properly secure locomotives, crew members must:

- Secure all locomotives in the consist with a hand brake, at all locations

### GCOR 7.6.2 Key Train/HHFT and Key Train/HHFT Commodity Securement Requirements (ADDITION)

On the BRC, a Key Train or High Hazard Flammable Train (HHFT) must not be left unattended on a main track or siding, except when:

- The location is within a yard or terminal  
Or
- The locomotive cab is properly secured, or reverser is removed or secured.

NOTE: Foreign carrier crews operating on the BRC must receive permission prior to locking a locomotive cab.

All Locomotive Engineers must obtain a reverser from their home road to carry in the event they are called to operate a Key Train, or HHFT Train, left unattended on a main track, siding, or other outlying location on the BRC.

When Permission to Leave a Train or Car(s) is Received from the Train Dispatcher:

Secure equipment in compliance with BRC Grade Securement Charts A and B, see Rule 7.6 Securing Cars or Engines, BRC System Special Instructions.

Conduct a radio job briefing with the Train Dispatcher verifying the following information:

- Tonnage and length of train, or number of individual cars left unattended
- Grade of track at location left, see Grade Securement Chart B
- Is equipment is secured on straight or curved track
- Weather conditions
- Total number of hand brakes applied
- Confirmation between Conductor and Engineer which must include the following statement to the Train Dispatcher:

**“CONDUCTOR AND ENGINEER AGREE SECUREMENT REQUIREMENTS  
HAVE BEEN MET.”**

These requirements are applicable to Key Trains and HHFT left unattended at all Outlying Locations.

These requirements DO NOT APPLY to Key Trains and HHFT left unattended within Clearing Yard.

These requirements are not applicable to Key Trains and HHFT, when a portion of the train is left, properly secured, and the on-duty crew is:

- Picking up, setting out, or repositioning cars at an industry
- Switching cars to and from adjacent main tracks or sidings
- Adding, removing, or repositioning locomotives
- Moving part of a train when doubling a hill or cutting crossings

### **GCOR 9.5.7 Stop Signals at Interlockings and Control Points (NEW)**

When a movement stops within one locomotive length of an interlocking signal, it must not proceed without verbal permission of the control operator.

### **GCOR Chapter 15 – Track Bulletins**

GCOR Chapter 15 - Track Bulletins, applies on the BRC, except as modified by System Special Instructions.

### **GCOR RULE 15.1 - Track Bulletins - (ADDITION)**

On the BRC, a Daily Operating Bulletin (DOB) will be issued in lieu of a Track Warrant to deliver track bulletins.

DOB(s) are issued as needed and contain the following track bulletin forms:

- Speed Restrictions (**Form A**)
- Protection of Men or On-Track Equipment (**Form B - Rule 15.2**)
- Other Specific Instructions (**Form C**)
- Outside Contractor Flagman (**Form F - SSI Rule 6.33**)
- Track Out of Service (**Form O - Rules 15.4, 15.5**)
- Automatic Crossing Warning Device Malfunction (**Form X - Rule 6.32.2**)

#### DOB Properties:

- The DOB is used to deliver track bulletins and other information
- The DOB does not grant authority to occupy main track.
- Each DOB supersedes the previous DOB. The DOB will be issued a minimum of one time per day, or more as required.
- Employees must always review the entire DOB for completeness.
- Additions to the DOB are permitted in accordance with Rule 15.7.
- Deletions from the DOB are permitted in accordance with Rule 15.13.
- Employees whose duties are affected by a timetable or the CORA Guide, must have a current copy of the DOB, this DOB will be in effect for that entire tour of duty.
- Other relevant operating information as determined by the Train Dispatcher or proper authority.

#### DOB Crew Requirements:

All crew members must obtain a current DOB prior to entering BRC property, unless instructed by the Train Dispatcher.

All crew members are responsible for complying with the requirements of the DOB and reminding each other of those requirements.

MW Employee(s) in Charge (EIC), and any Roadway Workers, On Track Equipment Operators (OTE), or employees who wish to occupy any track, must possess a current DOB, unless otherwise instructed by the Train Dispatcher.

#### **GCOR Rule 15.1.1 Changing Address of Track Bulletins (SUPERSEDE)**

The DOB is not addressed to a specific train.

Address changes are not necessary; however, the Train Dispatcher must be advised of locomotive number being used to identify the movement before movement occupies the main track.

#### **GCOR Rule 15.1.2 Cancelling a Track Bulletin: (ADDITION)**

When necessary the Train Dispatcher can void a Track Bulletin, or the entire DOB, verbally.

#### **GCOR Rule 15.2 Protection by Track Bulletin Form B - Work Zones (SUPERSEDE)**

When using a Track Bulletin to provide protection for roadway workers, employees, under the supervision of the Employee in Charge (EIC) must:

- Display track flags as specified in Rule 5.4.7 (Display of Red Flag)
- Verify the number of the Track Bulletin that provides protection with the Train Dispatcher

A train must not enter the limits, unless instructed by the EIC.

A train within the limits at the time a Track Bulletin Form B takes effect must not make further movement without permission of the EIC.

A crew member must attempt to contact the EIC giving the train's location, and track to be used, two miles from the start of the restriction

The employee in charge will use the following format to establish communication with the train:

**“Employee in charge of Form B Track Bulletin #, Gang #, Between Milepost \_\_\_ and Milepost \_\_\_ on (Line).”**

A train within the limits at the time the track bulletin takes effect, unless otherwise restricted, must move at the speed(s) specified by the EIC.

##### **A. Instructions to Occupy Track Within the Limits of a Track Bulletin Form B**

After communication with the train has been established, the EIC will use the following verbal format to grant a train permission to proceed through the Form B limits:



“(Engine Number) may pass the Red Flag at MP \_\_\_\_\_ on (Track) \_\_\_\_\_ on the (Line) \_\_\_\_\_, without stopping).”

“(Engine Number) may enter the limits at MP \_\_\_\_\_ and proceed at (one of the following speeds)”, specifying route:

- “Maximum Authorized Speed, unless otherwise restricted”
- “Restricted Speed”
- A specific speed specified by the EIC.

**Note:** When a speed is not specified by the EIC, a train authorized to proceed thru the working limits will proceed at restricted speed.)

To require a train to stop at a designated location within the limits, the EIC will add the following:

- “Stop at MP \_\_\_\_\_ until additional instructions are received”

#### B. Repeat Instructions

A crewmember must repeat the above instructions, and the EIC must acknowledge them as being correct before they can be followed.

Once instructions are received from the EIC, if the track route changes, contact the EIC to determine that the instructions received also apply on the new route.

#### C. Entering Working Limits

Obtain permission from the EIC before entering the track(s) governed by the working limits of a Form B track bulletin, at any location other than the beginning of the Form B limits.

A movement must not change direction, or initiate movement after stopping within the working limits, without permission from the EIC.

Crews that enter the limits of a Form B track bulletin that plan to stop, must inform the EIC of all movement that will be made within the limits.

#### **GCOR Rule 15.2.1 Protection for On-Track Equipment (SUPERSEDE):**

A Track Bulletin Form B does not grant authority for on-track equipment to occupy the main track.

#### **GCOR Rule 15.3 Authorizing Movement Against the Current of Traffic (SUPERSEDE)**

Rule does not apply on BRC.

#### **GCOR Rule 15.4 Protection When Tracks Removed from Service (SUPERSEDE)**

A Form O Track Bulletin, Form C Track Bulletin, or General Order will be used to communicate tracks removed from service, in the application of Rule 15.4 and Rule 15.5.

Before a track is removed from service, it must be protected.

In CTC territory, and at Manual Interlockings, the Train Dispatcher is responsible for applying effective blocking devices to protect the out of service portion of the railroad before a Track Bulletin is issued.

Track Bulletin Form O or Track Bulletin Form C may protect tracks removed from service by designating the track(s), naming the points at each end of the track, and specifying the employee who may authorize use of the track.

Trains must not use the out of service track, unless the track bulletin states the name of the employee who may authorize use, and this person directs all movement.

Movements on any track identified in Track Bulletin Form O or Track Bulletin Form C, in application of this rule, must be made at restricted speed.

Proper authority from the control operator must also be received to pass an absolute signal displaying a Stop indication to enter the out of service track.

#### **GCOR 15.5 Protection When Tracks Blocked with Equipment (SUPERSEDE)**

Notify the train dispatcher when main tracks, sidings, or other tracks; which are normally clear, are blocked with unattended equipment.

When a main track is blocked, provide protection as specified by Rule 6.20 (Equipment Left on Main Track).

On BRC, Form O or Form C Track Bulletin may be used to deliver information about unattended equipment left on main track.

#### **GCOR Rule 15.6 Change of a General Order, Special Instructions, Or Rule (ADDITION)**

A Form C Track Bulletin may contain an instruction to change a General Order, Special Instruction, or Rule.

### **GCOR Rule 15.7 Copying Track Bulletins (SUPERSEDE)**

The Conductor and Engineer, or Conductor and Helper on RCL assignments, must have a copy of the track bulletins issued to their train, and each crew member must read and understand them.

When necessary the Train Dispatcher will transmit verbally additions to the DOB.

The following applies when track bulletins are transmitted verbally as additions to the DOB:

- 1) Employee will enter all the applicable additions on the DOB.
- 2) The employee will repeat the information to the train dispatcher as transmitted.
- 3) The Train Dispatcher will verify, and if repeated correctly will say, **“OK”** and give the time and his/her initials.
- 4) The employee will enter the OK time and the train dispatcher’s initials on the track bulletin and repeat the information to the dispatcher.
- 5) The Train Dispatcher will, if repeated correctly, state, **“that is correct.”**
- 6) The Train Dispatcher will then authorize the train to proceed stating that **“(Engine Number) may proceed on DOB (Number).”**

When necessary employees may relay track bulletins.

### **GCOR Rule 15.10 Retaining Track Bulletins (SUPERSEDE)**

Employees must retain and comply with the DOB and all Track Bulletin restrictions on all trips during their tour of duty.

Employees must provide the number of the DOB in their possession to the train dispatcher any time the movement enters or re-enters main track, or when requested.

#### **Glossary: (Add the following)**

Equipped Flagger -a person other than a crew member who is equipped with an orange vest, orange shirt, or orange jacket. At night the vest, shirt or vest must be fluorescent. The Equipped Flagger must have a red flag by day and a light at night.

#### **Abbreviations: (Add the following)**

- EIC - Employee in Charge

## Item 6 Clearing Yard Special Instructions

Change item in CORA Update 2017-003, Page 50

### **YARD TEST PLANT - AIR IN DEPARTURE YARDS (SUPERSEDE)**

Cars worked by Mechanical Department forces will be left with air coupled and cut-in.

Air will be coupled to the end which will be used as the head end of the train.

When cars are left with yard air cut in, and the track is disturbed for reasons such as a bad order set out or other reasons, the track must be re-spotted for air and the air connection to the yard air restored.

This is to maintain the integrity of the air test by leaving the cars on a source of compressed air.

This may require the track to be re-spotted, which is the responsibility of the crew handling the cars.

When written notice of the Class I Air Test (Air Slip) is documented it may be left in the knuckle of the lead car on each track by Carmen.

After verifying that the track has hand brakes applied, remove the yard air before coupling onto the train. Do not allow the train to go into EMERGENCY.

When a track is disturbed, and the air slip removed, the Yardmaster must be updated on the location of the air slip.

Yard air hoses, after being disconnected, must not be left where they can cause a stumbling hazard.

## POSITIVE TRAIN CONTROL OPERATION

The BRC has Positive Train Control (PTC) in operation at two specific locations:

- **Kenton Line: MP 14.0 - MP 16.0** (BELT JUNCTION to 80<sup>TH</sup> STREET)
- **59<sup>th</sup> Street Line: MP 0.0F - MP 4.65F** (55<sup>TH</sup> STREET to 65<sup>TH</sup> STREET)
- The balance of the BRC main tracks are mapped as PTC Entry Track

Trains authorized to operate with PTC will cut in PTC, initialized to the BRC, prior to passing thru these locations when authorized by General Order, Track Bulletin or Proper Authority.

General Orders, outlining PTC operation, will be identified by Form C Track Bulletin.

Trains experiencing problems initializing PTC, or enroute issues with PTC will notify the BRC Train Dispatcher and be governed by instructions in the applicable General Orders or as directed by the Train Dispatcher.

Specific Instructions for trains of individual carriers will be outlined by General Order.

General Code of Operating Rules, 8<sup>th</sup> Edition, Chapter 18, is in effect.

The Train Dispatcher will deliver all changes, updates or new mandatory directives verbally on the BRC.

PHYSICAL CHARACTERISTIC CHANGES, KENTON LINE:

ITEM 13 – LINEAR OPERATIONS PROFILE/MAPS:

Station at **87<sup>TH</sup> STREET YARD** removed from service.

New station added at **87<sup>TH</sup> STREET** added at MP 16.8 on MT1. Rule 4.3, Symbol I (Manual Interlocking).

Third Rail Siding is modified from Other than Main Track to a Controlled Siding in CTC, GCOR 10.1 applies, maximum speed 15MPH.

Authority to occupy the Third Rail Siding must be granted by the Train Dispatcher, or by a proceed indication of a controlled signal.

Intermediate signals on MT2 at MP 17.55, are retired and replaced with single head, high mast block signal located at MP 17.10.

The signal at MP 17.10 will be a left-hand signal for northward trains on MT2.

Signals display aspects in accordance with BRC Speed Signals, BRC CORA Update 2017-003, Pages 83-86.

Signals can display aspects in accordance with Rule 9.1.2, STOP AND PROCEED, Rule 9.1.15 APPROACH, and Rule 9.1.16 CLEAR.

Replacement pages for CORA Update 2017-003, Pages 24 and 26, are provided as an attachment to this update.

PHYSICAL CHARACTERISTIC CHANGES, 59<sup>TH</sup> STREET LINE:

59<sup>TH</sup> Street Line - Speed Restrictions (Turnouts and Crossovers) -

CORA UPDATE 2017-003, Page 31:

- Change Crossover Restriction at MP 4.2 F to read as shown below:

SPEED	LOCATION	MILEPOST	DESCRIPTION	NOTES
20	65 <sup>TH</sup> STREET	4.2F	#3XO	WHEN RECEIVING MEDIUM SPEED SIGNALS IN BOTH DIRECTIONS

ITEM 13 - LINEAR OPERATIONS PROFILE/MAPS:

Kenton Line - BRC CORA UPDATE, 2017-003, Page 12

- Relocate Signal 4LA **HAWTHORNE** to a point 93' south of existing signal, south of the CN Connection Switch
- Change CN Connection Switch, MP 5.8, MT2 from an electrically locked hand throw turnout to a dual control turnout, within the limits of **HAWTHORNE** interlocking.

59<sup>th</sup> Street Line - BRC CORA UPDATE, 2017-003, Page 34

- Change signal 151 at MP 1.4F from a single head signal to a two-head signal

59<sup>th</sup> Street Line - BRC CORA UPDATE, 2017-003, Page 36

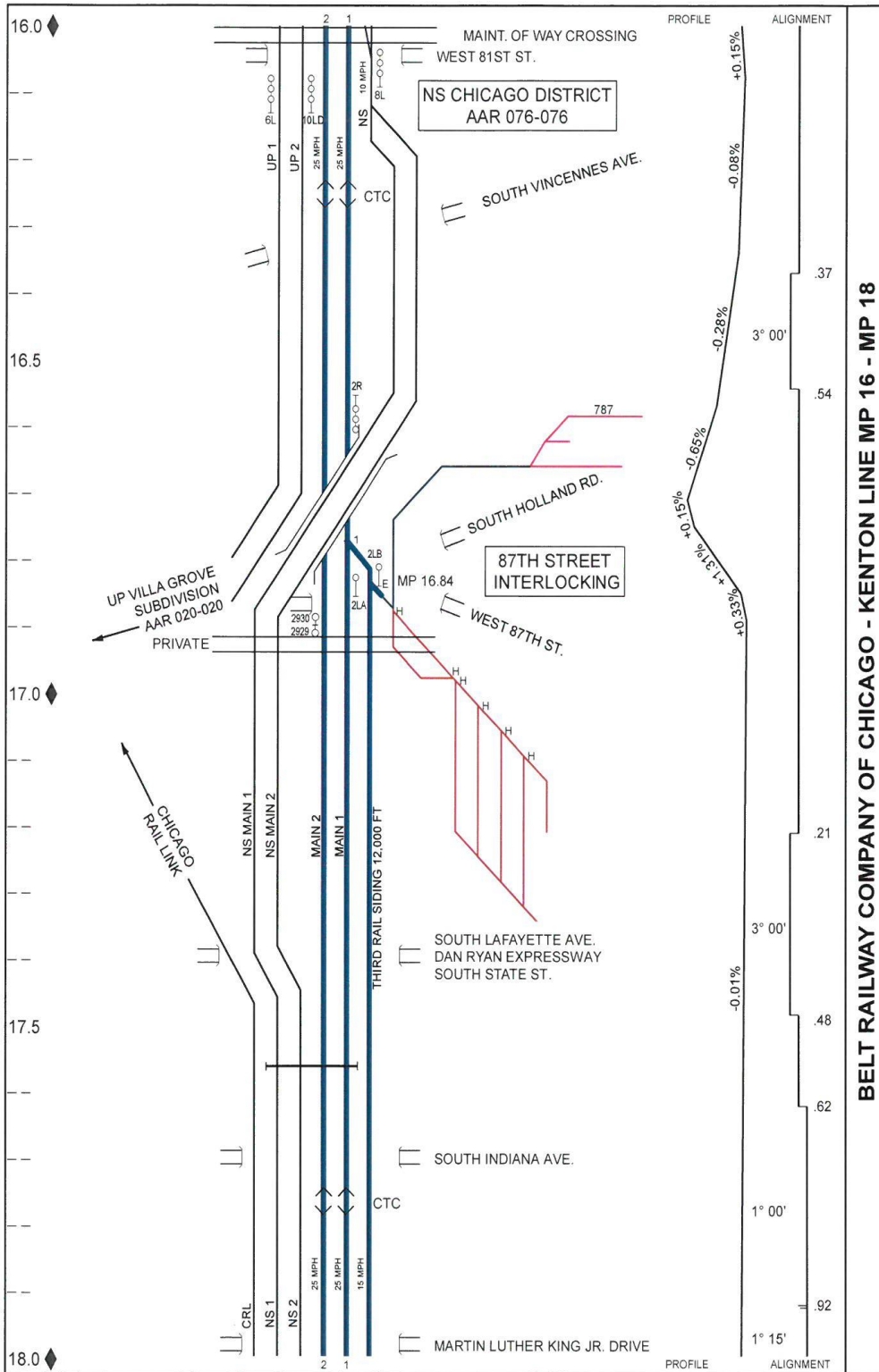
- Change Signal 2R at **NARRAGANSETT** from a two-head signal to a three-head signal.
- Change Signal 2LA at **NARRAGANSETT** from a two-head signal to a single head signal.

59<sup>th</sup> Street Line - BRC CORA UPDATE, 2017-003, Page 38

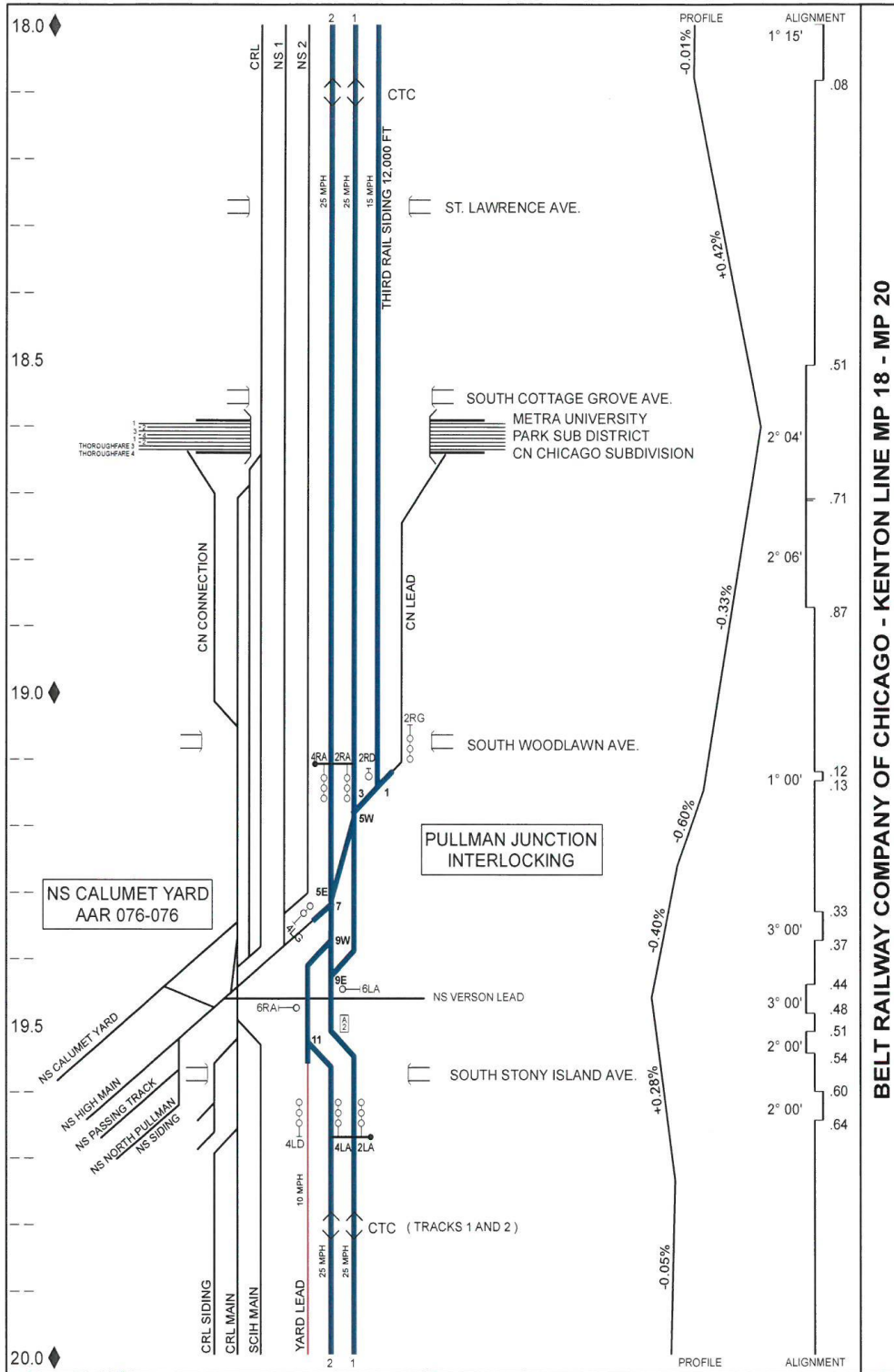
- Change Signal 4R at **65<sup>TH</sup> STREET** from a single head signal to a two-head signal.

BRC Speed Signals:

Replace BRC CORA Update 2017-003, Pages 83 and 87 with the attached replacement pages.



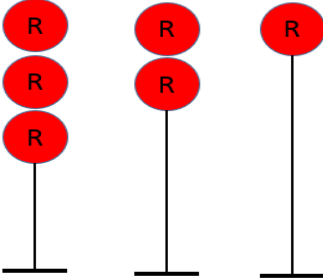
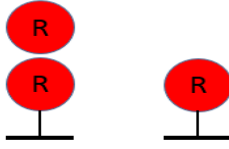
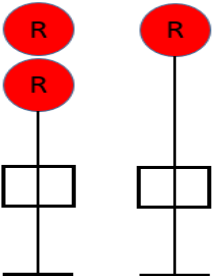
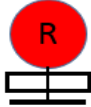
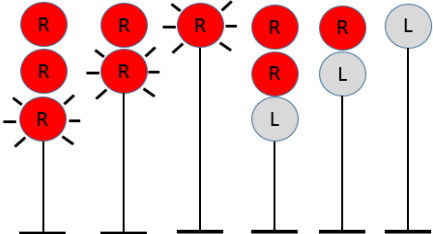
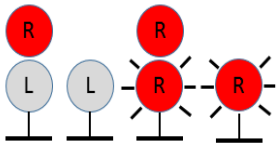
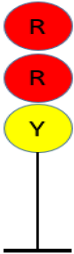
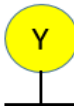
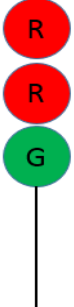





BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 18 - MP 20







**BRC SPEED SIGNALS**

*SLOW = 15 MPH    MEDIUM = 20 MPH    LIMITED = 25 MPH*

<u>RULE</u>	<u>NAME</u>	<u>ASPECT</u>	<u>INDICATION</u>	
9.1.1	STOP			Stop
9.1.2	STOP AND PROCEED			Stop, and proceed at Restricted Speed
9.1.3	RESTRICTING			Proceed at Restricted Speed
9.1.4	SLOW APPROACH			Slow Speed through turnouts, proceed prepared to stop at next signal
9.1.5	SLOW CLEAR			Slow Speed through turnouts, Proceed

*SLOW = 15 MPH    MEDIUM = 20 MPH    LIMITED = 25 MPH*

**ROADWAY SIGNS**

<u>SIGN</u>	<u>NAME</u>	<u>NOTES</u>
	STATION SIGN	
	RED FLAG	Used in accordance with <b>GCOR 5.4.7 Display of Red Flag</b>
	STOP BANNER (1)	Used for testing purposes to simulate on-track equipment where <b>GCOR 6.27, Restricted Speed</b> , or <b>GCOR 6.28, Other than Main Track</b> applies
	STOP BANNER (2)	<p>Used for testing purposes to simulate on-track equipment in territory where <b>GCOR 6.27, Restricted Speed</b>, or <b>GCOR 6.28, Other than Main Track</b> applies.</p> <p align="center">---</p> <p>Used for testing purposes to simulate a red flag, displayed in accordance with <b>GCOR 5.4.7 Display of Red Flag</b>, in locations where <b>GCOR 6.27 Restricted Speed</b>, or <b>GCOR 6.28, Other than Main Track</b> applies. A red flashing light <u>MAY</u> be displayed.</p>
	CROSSING RESTRICTION SIGN	Used to notate highway/pathway crossings with timetable or special instruction restrictions.
	WHISTLE SIGN	Sound Whistle Signal 5.8.2 (7) for highway/pathway crossing