

Illinois Railroad Radio Guide

With Chicago and Illinois being the railroad center of North America the rail frequencies are buzzing constantly. All 6 major railroads of the US and Canada come to Chicago and there are numerous regional and shortlines throughout the region.

The majority of railroad radio traffic that scannists are interested in is concentrated onto a few dozen VHF frequencies between 160.215 and 161.565 MHz. These are assigned to railroads nationwide and the assignments are coordinated by the Association of American Railroads (AAR), a trade organization. The AAR approves the frequency assignments and forwards applications to the Federal Communications Commission (FCC) for final approval. The AAR has arranged for a standard channel plan to be used on railroad radios so that all the assigned railroad frequencies have channel numbers. These are indicated on standardized railroad radios as xx yy, where xx is the train's Transmit channel and yy is the Base transmit channel (train's receive channel). Since most channels are "simplex" (both base and mobile on the same frequency) the radio would display something like 7979 (161.295 TX and RX). If the railroad uses duplex, a repeater or PBX system the display might show something like 79 36 (161.295 train TX, 160.650 train RX).

Most railroads have "Channel Plans", separate from the AAR channel numbers. Usually Channel 1 is the main Road Channel and subsequent channels may be alternate Road channels, yard channels or other uses. With the many mergers over the last 2 decades large railroads have multiple channel plans for different divisions. For example, the Union Pacific has channel plans for former CNW, DRGW, SP and MKT sections of the railroad in addition to the channel plan for the historic UP and former MP/WP sections.

The listings by railroad will show the Channel Plans as known. Uses for the various channels as known are also listed. Some railroads use PL tones on some channels. These are often used for repeater access and police. On former Conrail lines PL tones are used on Defect Detectors as well.

Rail channels, like most of the rest of the VHF and UHF ranges, are going narrowband. While most operations will remain on the existing freqs, as they are narrowbanded during 2011 and 2012 the audio may sound slightly lower. Future operations may eventually include digital, rumored to be NexEdge, a narrowband digital format that can not be decoded on current scanners.

For more information on Illinois Railroads see the following sites:

<http://www.illinirail.com>
<http://finance.groups.yahoo.com/group/illinirail/>



Other sources of information:

Gary Sturm literally wrote the book on railroad scanner listening. See his web page at <http://www2.fwi.com/~rrradioman/> for a great listing of rail frequencies.

If you need to contact a railroad to report a broken gate or other safety issue see <http://plaws.net/rail/emergency.shtml> for links to the various railroad hotlines. (Accurate as of January 2004)

Channel Uses:

- Road Used as the main communications channel between trains and other trains, line crews, dispatchers and within the train itself.
- Yard Used within yards for switching.
- Disp ("Dispatcher") Used as a separate channel from the Road Channel on some railroads for trains to contact the Dispatcher. This allows the dispatcher to listen only to traffic directed at him and not the routine chatter.
- MofW ("Maintenance of Way") Used for work on the tracks.
- Police Used by the railroad police and special agents.
- Hump Used in large yards for switching trains over a large hill, using gravity to help sort cars.
- PBX Basically a tie-in between railroad radios and the telephone network. These are typically not listed in this document, please check other resources.

Below is a list of the AAR assigned channel numbers These are shown next to the frequencies used in this Profile:

1*#	159.810	26	160.500	51	160.875	76	161.250
2#	159.810	27	160.515	52	160.890	77	161.265
3#	159.930	28	160.530	53	160.905	78	161.280
4#	160.050	29	160.545	54	160.920	79	161.295
5#	160.185	30	160.560	55	160.935	80	161.310
6#	160.200	31	160.575	56	160.950	81	161.325
7	160.215	32	160.590	57	160.965	82	161.340
8	160.230	33	160.605	58	160.980	83	161.355
9	160.245	34	160.620	59	160.995	84	161.370
10	160.260	35	160.635	60	161.010	85	161.385
11	160.275	36	160.650	61	161.025	86	161.400
12	160.290	37	160.665	62	161.040	87	161.415
13	160.305	38	160.680	63	161.055	88	161.430
14	160.320	39	160.695	64	161.070	89	161.445
15	160.335	40	160.710	65	161.085	90	161.460
16	160.350	41	160.725	66	161.100	91	161.475
17	160.365	42	160.740	67	161.115	92	161.490
18	160.380	43	160.755	68	161.130	93	161.505
19	160.395	44	160.770	69	161.145	94	161.520
20	160.410	45	160.785	70	161.160	95	161.535
21	160.425	46	160.800	71	161.175	96	161.550
22	160.440	47	160.815	72	161.190	97	161.565
23	160.455	48	160.830	73	161.205	#@	161.580
24	160.470	49	160.845	74	161.220	#@	161.595
25	160.485	50	160.860	75	161.235	#@&	161.610

Notes:

- * Channel 1 is often programmed for local use, on factory delivered radios it is the same as Channel 2.
- # Channel's 1 thru 6, as well as 161.580 thru 161.610 are not railroad allocated in the USA but are often found on railroad radios.
- @ Factory delivered radios do not normally have these channels programmed but they may be added by software.
- & 161.610 was once allocated to railroad use but later changed. The Rock Island Railroad was grandfathered in on this channel so was able to retain it's use. It is still used by some successors on former Rock Island trackage, most notably Metra.

End of Train Devices ("EOT's"), also known as FRED's (Flashing Rear End Device") as well as other names, are used to assist the engineer in controlling his train. They transmit a data signal from the rear of the train indicating movement and brake pressure. Some of these devices are also capable of activating a brake application from the rear of the train, helpful on heavy grades. These are called 2-Way EOT's. Most EOT devices use 457.9375 MHz. to send data to the locomotive. 2-Way EOT's use 452.9375 to send data from the locomotive to the rear EOT. Some NS EOT's use 161.115 MHz. These are being replaced by standard UHF units.

ATCS (Advanced Train Control System) is a protocol developed by the AAR to assist railroads in controlling signals and trains by radio. It uses several pairs of frequencies to send data back and forth. There are also several similar protocols in use on various frequencies such as ARES and Safetran. To learn more about these systems go to <http://www.atcsmon.com>.

Ch #	Mobile	Base	Ch #	Mobile	Base
1	896.8875	935.8875	4	897.8875	936.8875
2	896.9375	935.9375	5	897.9375	936.9375
3	896.9875	935.9875	6	897.9875	936.9875

Other Operations: Railroads are also allocated several sets of UHF channels. These are often used for local operations, trucking subsidiaries, mobile relays, remote control, and data.

452.9000	457.9000	
452.9125	457.9125	
452.9250	457.9250	Remote Control
452.9500	457.9500	Remote Control



Burlington Northern-Santa Fe (BNSF)

A merger of the Burlington Northern and the Atchison, Topeka & Santa Fe railroads formed the BNSF. In the Chicago area they have the former BN mainline west from Chicago thru Aurora, where it splits, one line going to Rochelle, Savanna and Minneapolis and the other to Galesburg, Burlington and Kansas City. In addition they have the former Santa Fe mainline from Chicago to Galesburg and Kansas City. Each of these lines is extremely busy with dozens of freight trains. The BN line also has several Amtrak and dozens of Metra trains.

(Former BN Lines)

160.6950	39	Road 1	Ottumwa Sub, Galesburg to Halpin
160.9200	54	Road 2	
161.1000	66	Road 3	Aurora Sub, Savanna to LaCrosse, Beardstown Sub, Beardstown to Paducah Brookfield Sub, Maxwell to KC, Chicago Sub, Ottumwa Sub, Halpin to Creston
161.1600	70	Road 4	Aurora Sub, Aurora to Savanna, Hannibal Sub, Burlington to Quincy Centralia, Beardstown. Also Clyde, Naperville yards
161.2500	76	Road 5	
161.2800	78	Road 6	
161.3850	85	Road 7	Beardstown Sub, Bushnell to Beardstown, Brookfield Sub, Quincy to Maxwell Mendota Sub, Peoria Sub, Yates City Sub,
161.4150	87	Road 8	Barstow Sub, Hannibal Sub, Quincy to Lindenwood
160.8150	47	Road 9	Brookfield Sub, Galesburg to Quincy
161.5050	93		MofW
161.3250	81		ARES Data (Steward to Savanna)
160.3650	17		ARES Data (Galena to E. Dubuque)
160.7100	40		ARES Data (Graf to LaCrosse WI)
160.3350	15		Clyde Yard (Cicero) engine house
160.8750	51		Rochelle, Eola West Yards
160.3650	17		W. Quincy, Brookfield (MO), Keokuk Yards
161.2650	77		Eola East Yard

(Former ATSF Lines)

160.6500	36	Road 1	Chillicothe Sub, McCook to Williamsfield, Corwith Mechanical and roundhouse
161.5500	96	Road 2	
160.9350	55	Road 3	
161.1900	72	Road 4	
160.5900	32	Road 5	
160.5600	30	Road 6	Hurdland to Congo
160.3800	18	Road,	Williamsfield to Fort Madison, Fort Madison to Hurdland
161.3850	85	Road	Chillicothe Sub, Western Av to McCook
161.0100	60	MofW	
160.9950	59	Yard	Corwith Yardmaster, Willow Springs Yard
160.7850	45	Yard	Corwith Yard Ops
160.8300	48	Yard	Willow Springs Yard

Canadian National



The CN has merged with or controlled several railroads in the Chicago area. The GTW, DWP and DTI have been controlled by the CN for decades, the IC, WC and EJ&E have been merged in the last few years.

Former WC Lines

160.9200	54 EtE	End to End		
160.7850	45 WC1	Dispatcher (East)	161.3850	85 WC8
160.2600	10 WC2	Dispatcher (north, shops yard)	160.2150	07 WC9
161.2950	79 WC3	Dispatcher (Waukesha Sub)	160.9650	57 WC10
160.3350	15 WC4	Dispatcher (central, north)	160.5750	31 WC11
160.8450	49 WC5	Yard operations	161.1900	72 WC12
161.0700	64 WC6	Shops Roundhouse	161.4450	89 WC13
161.2500	76 WC7	Yard operations		

Former Grand Trunk Western Lines

160.5900	32	GTW1	Road (Elsdon Sub)
160.5300	28	GTW2	Dispatcher West (Elsdon Sub)
160.8450	49	GTW3	Dispatcher East
160.8150	47	GTW4	Yard
160.9500	56		MofW
160.7400	42		Police (except Chicago)
160.9050	53		Police (Chicago)

Former Illinois Central and Chicago Central Lines

161.1900	72	IC1	Dispatcher
160.9200	54	IC2	End to End
161.4600	90	IC3	Markham & Glenn Yards
160.7550	43	IC4	CCP Freeport Sub Road (west of Hawthorn)
160.3050	13		Road, Joliet Sub Chicago to 21 st St.
160.8150	47		Woodcrest Shop & Glenn Yard
161.5050	93		Glenn and Moyers Intermodal Markham
160.7550	43		CCP Road and Markham Yard
160.8450	49		Markham & CN Gateway Intermodal Markham
161.2800	78		Markham Yard
161.0100	60		Yard

Former Elgin, Joliet & Eastern

Runs from Waukegan to Barrington, Joliet and then east into Indiana.

160.9200	54	EtE	End to End
160.3500	16	1	Eastern Subdivision Road
161.5500	96	2	Middle and Western Subdivisions & Maintenance
160.2600	10	3	System-wide Dispatch & Kirk Yard switching
160.7250	41	4	Gary Mill & US Steel works
161.4750	91	5	Western Subdivision Road



The Canadian Pacific has controlled the Soo Line for decades and recently merged the Soo Line into CP Rail. The Soo Line had previously purchased the remains of the Milwaukee Road and sold off the former Soo mainline from Fond Du Lac to Chicago to the WC (since purchased by the CN). The old Milwaukee Road Kansas City line to Big Timber was purchased by Metra and west of Big Timber it is owned by the IC&E, this is now part of the CP family again.

Metra owns the former Milwaukee Road mainline from Chicago to Rondout (near Lake Bluff) and the Fox Lake line. Beyond Fox Lake the former Milwaukee Road is now the WSOR. The west line is owned by Metra to just beyond Elgin, past there it is again owned by CP after purchase of the IC&E. CP operates freight service on and dispatches both lines. Amtrak runs on the line to and thru Rondout to Milwaukee and beyond.

(Soo Line)

161.3700	84	SOO1	Road	
161.5200	94	SOO2	Road	Elgin Sub, Chicago to Elgin
161.0850	65	SOO3	Road	West of Elgin
160.7700	44	SOO4	Road	C&M Sub, Chicago to Milwaukee, Fox Lake Sub
161.4300	88	SOO5	Yard	Bensenville Yard
160.7250	41	SOO6	Yard	
160.2600	10	SOO7	Yard	
160.3950	19	SOO8	Yard	

(CP proper)

161.4750	91	CP 1	Road and Dispatcher	
161.4750	91	CP 2	Train to Dispatcher (Dispatcher on 161.535, AAR 95)	
161.4750	91	CP 3	Train to Dispatcher (Dispatcher on 160.425, AAR 21)	
161.1150	67	CP 4	Road and Dispatcher	
161.3250	81	CP 5	Road and Dispatcher	
161.3250	81	CP 6	Train to Dispatcher (Dispatcher on 160.425, AAR 21)	
161.5350	95	CP 7	Road and Dispatcher	
161.5350	95	CP 8	Train to Dispatcher (Dispatcher on 160.425, AAR 21)	
161.1150	67	CP 9	Train to Dispatcher (Dispatcher on 160.425, AAR 21)	
160.7250	41	CP 10	Train to Dispatcher (Dispatcher on 160.425, AAR 21)	



Iowa, Chicago & Eastern

IC&E runs the former Milwaukee Road line from Pingree Grove (Elgin) west to Kansas City and Minneapolis. ICE is owned by the same company as the DM&E. In November 2008 it was merged into CP Rail, it will be some time before all operations are integrated.

161.3700	84	1	Road, Sabula to River Jct., W Davenport Ind. Job, Marquette to Mason City
161.5200	94	2	Road, Chicago to Pingree Grove (Metra/CP Elgin Sub.)
161.0850	65	3	Road, Pingree Grove to Savanna, Rockford to Janesville, Savanna to Nahant
160.7700	44	4	Road Nahant to KC, Mason City to Spencer & Austin, Austin to Wells
161.4300	88	5	All Yards
160.5300	28	6	West Davenport Yard



CSX was formed by a merger of the Chessie System and Seaboard System railroads. These components were also born of various mergers. In the Chicago area former railroads now part of CSX include C&O, L&N, B&O, B&OCT, Monon and Pere Marquette. CSX also purchased part of Conrail, in conjunction with NS. CSX also owns part of the former Rock Island mainline west to Bureau Junction.

161.3700	84	Road	Monon, Woodland Subs
161.5200	94	Disp	Monon, Woodland Subs
160.2300	08	Road	Wabash, New Rock, Blue Island Subs
160.2900	12	Disp	Wabash, New Rock, Blue Island Subs
160.2300	08	Road	Porter Br., Barr, Lake, Chicago Hts, Garrett, Illinois Subs
160.3200	14	Disp	Porter Br., Barr, Lake, Chicago Hts, Garrett, Illinois Subs
160.2300	08	Road	Grand Rapids Sub, St. Louis Sub
160.6350	35	Disp	Grand Rapids Sub, St. Louis Sub
161.1000	66	Road	
160.5900	32	Road	
161.2350	75	Road	
161.0700	64	Disp	
160.4100	20	Disp	
160.9200	54	Disp	
160.9800	58	Disp	
161.2800	78	Yard	Bedford Park Intermodal facility
160.8750	51	Police	



Former CR Lines:

160.8000	46	CR1	Road	Fort Wayne Line
161.0700	64	CR2	Road	
160.8600	50	CR3	Road	
160.9800	58	CR4	Road	
161.1300	68	Ch. 3	MofW	
161.1300	68	Ch. 4	PBX and MofW (160.710, AAR40 in)	
160.6800	38	Ch. 3	Police: Base to Car	
160.5450	29	Ch. 4	Police: Base to Car	
160.5600	30	Ch. 4	Police: Car to Car, Base to Car	



NS has lines into Chicago from Indiana that once were Conrail and Nickel Plate Road properties. In addition a former Wabash Line from Decatur had been operated. The Wabash Line was sold to Metra north of Manhattan and the remainder south to Gibson City abandoned or sold to short line operators. NS now uses CN (IC) trackage rights to arrive in Chicago from Decatur. NS runs freight operations on the Metra owned trackage. Former Southern Railway trackage is also run in southern Illinois.

Former Norfolk & Western Lines

161.1900	72	NW1	Road	Original NW lines
161.2500	76	NW2	Road	Former NKP lines (Chicago to Fort Wayne)
160.4400	22	NW3	Road	Former Wabash lines & Landers Yard
161.4900	92	NW9	Disp	Chicago Line, MofW elsewhere
160.5450	29			Police, repeats 161.205 AAR73 (PL 91.5)
161.1150	67			End of Train data channel

Former Southern Railway Lines

160.2450	09	SR1	Dispatcher to Train
160.8300	48	SR2	Train to Dispatcher
160.9500	56	SR5	Road
161.4900	92	SR9	Yard
161.1150	67		End of Train data channel



Former CR Lines:

160.8000	46	CR1	Road	Chicago Line
161.0700	64	CR2	Road	
160.8600	50	CR3	Road	
160.9800	58	CR4	Road	
161.1300	68	Ch. 3	MofW	
161.1300	68	Ch. 4	PBX and MofW (160.710, AAR40 in)	
160.6800	38	Ch. 3	Police: Base to Car	
160.5450	29	Ch. 4	Police: Base to Car	
160.5600	30	Ch. 4	Police: Car to Car, Base to Car	

Union Pacific (UP)



UP has lines in Illinois from C&NW, MP and SP heritages. The former CNW lines run north, northwest and west from Chicago, the former MP (CEI) line runs south, and the former SP (Alton/GM&O) line runs southwest.

Former CNW Lines

160.8900	52	CNW1	Road	Geneva Sub (east of Maple Park), Belvidere, Troy Grove, Adams, Clyman, Rockwell Subs
160.4550	23	CNW2	MofW	Also Yard use
161.0400	62	CNW3	Road	Harvard, Kenosha, Geneva (West), Shoreline, McHenry Subs
161.1750	71	CNW4	Yard	(Belvidere, Waukegan, W. Chicago, Proviso)
160.5750	31	CNW5	Yard	(Global One)
160.4850	25	CNW6	Road	Milwaukee Sub
161.1750	71		Yard	Global 4 ops (Rochelle) Rpts 160.3050, PL 94.8
161.2200	74	CNW	Yard	(Janesville)
160.9800	58	CNW	Yard	(Janesville GM Yard)
160.2150	07	CNW	Yard	
161.4750	91	CNW	Yard	
160.7250	41	CNW	Yard	Proviso Yard 9 and Hump
161.2650	77		Road	Peoria Sub

Former MP Lines and original UP lines

160.4100	20	UP1	Road	Chicago to Woodland Jct., Marion, Mt. Vernon, S. Pana, Salem Subs
160.4700	24	UP2		
160.5150	27	UP3		
160.7400	42	UP4		
160.6800	38	UP5		
160.9800	58	UP6		
160.6050	33	UP	MofW	
161.0850	65	UP	Road	Woodland Jct. to Findlay
161.1450	69	UP	Yard	Yard Center (Dolton)

Former SP Lines

161.5500	96	SP1	Road	Chester, Pinkneyville, Sparta Subs
160.3200	14	SP2	Road	
160.2900	12	SP	Road	
160.5900	32	SP	Road	
161.2800	78	SPCSL	Road	Chicago to Valley Jct.
160.5600	30	SPCSL	Road	Pana Sub
161.4000	86	SP		Administration/Police/MofW
160.3600	50	SP	Police	



Metra runs commuter passenger service on several lines owned by freight railroads radiating outward from Chicago.

<i>Name</i>	<i>Destination (From Chicago)</i>
UP North	Kenosha WI
UP Northwest	Harvard, McHenry (on McHenry Branch)
UP West	Elburn
BNSF	Aurora
Heritage (CN)	Joliet
North Central (CN)	Antioch

In addition Metra owns the track for several other lines:

<i>Name</i>	<i>Destination (From Chicago)</i>
Metra Electric	University Park (ex-Illinois Central) (Plus S. Chicago & Blue Island Branches)
Rock Island	Joliet (ex-Rock Island) (CSX & IAIS operate freights)
Milwaukee North	Fox Lake (ex-Milwaukee Road) (CP Rail operates freights)
Milwaukee West	Elgin (ex-Milwaukee Road) (CP Rail operates freights)
Southwest Service	Manhattan (ex-Norfolk Southern) (NS operates freights)
160.3050	13 Southwest Service Chicago to 21 st St
160.4400	22 Southwest Service 21 st St. to Manhattan
160.7700	44 Milw District North Line Chicago to Fox Lake
160.7700	44 Milw District West Line Chicago to Hermosa
161.5200	94 Milw District West Line Hermosa to Elgin
160.7700	44 North Central Line Chicago to Tower A5 (Run on the Milw West line)
161.5200	94 North Central Line Tower A5 to River Grove (Run on the Milw West line)
161.2950	79 North Central Line River Grove to Antioch
160.8900	52 UP North Line Chicago to Clybourn
161.0400	62 UP North Line Clybourn to Kenosha
160.8900	52 UP Northwest Line Chicago to Clybourne
161.0400	62 UP Northwest Line Clybourn to Harvard
160.8900	52 UP West Line Chicago to Elburn
160.9200	54 Heritage Corridor Line Chicago to Joliet
161.0250	61 Metra Electric Line Chicago to University Park (PL 173.8)
161.0250	61 South Shore Line Chicago to Hegwisch (PL 173.8)
161.3550	83 South Shore Line Hegwisch to South Bend (PL 173.8, Repeats 161.010)
161.1000	66 BNSF Line Chicago to Aurora
161.3400	82 Rock Island Line Chicago to Joliet
160.6050	33 Police Control (PL 146.2)
161.6100	Police
453.4875	Police Mobile Extenders (PL 77.0)

Chicago and Illinois Shortlines and Regional Railroads



160.7700	44	1	Road/Dispatcher
160.3350	15	2	Switching

Alton & Southern

Terminal road in the St. Louis & Metro East area, owned by Union Pacific



Switching and belt line, with a large yard at Clearing (near Midway Airport). Trains from many other roads use BRC track to interchange.

160.9650	57	1 Hump Yard (Clearing)	161.2950	79	5 Car Dept (Clearing)
160.5000	26	2 South Road channel & Dispatcher	161.4450	89	6 East Yard (Clearing)
160.3800	18	3 West Yard (Clearing)	160.6350	35	7 North Road & Dispatch
160.6950	39	4 Yard Use	161.2050	73	Police - Mutual Aid

Belt Railway of Chicago



161.3550	83	Road	Former NW and IC trackage near Gibson City, owned by Alliance Grain Company.
160.5000	26	Repeater	Repeats the Road Channel at Chatsworth.

Bloomer Line



CIRR has switching operations at the Elk Grove industrial park (former CNW/MILW), near the BNSF Western Ave. yard in Chicago (former BN) and at Hennepin IL, site of a large steel facility (former CR/NS) as well as operations in neighboring states.

161.3100	80	Elk Grove, Chicago, Ames IA, Battle Creek MI			
160.6200	34	Ames IA, Battle Creek MI	160.9200	54	Hennepin
160.9800	58	Hennepin, Ames IA	161.1300	68	Elk Grove
161.1750	71	Battle Creek MI	161.4000	86	Elk Grove, Chicago
161.4600	90	Hennepin	161.4900	92	Chicago

Central Illinois RR

Chicago Chemung RR

Runs a former CNW line west from Harvard IL with no known radio operations, they rely on cell phones.



Part of the Rail America empire, the CF&E runs from northern IN to Ohio on former Conrail & CSX tracks. Access to Chicagoland is via CSX and IHB into Blue Island.

160.5450	29	Road	161.1300	68	MofWay
161.4900	92	NS Trackage Rights West	160.8000	46	NS Trackage Rights East

Chicago, Fort Wayne & Eastern



Chicago Rail Link



Chicago Rail Link

160.6350	35	Road - Off Metra, Yard ops	Former Rock Island trackage on SW side
161.3400	82	Road - On Metra	Also owns the ex-Chicago West Pullman.
160.2150	07	Operations on former CWP	



Chicago Terminal Railroad

CTR runs former Milwaukee Road trackage on the north side and is a subsidiary of Iowa Pacific Holdings. They also switch the Elk Grove Centex industrial park.

161.5500	96	Switching Operations.	161.5650	97	Elk Grove Switching
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Chicago South Shore & South Bend

The "Last Interurban", the CSS runs electric commuter service to Michigan City and South Bend under the auspices of the Northern Indiana Commuter Transit District and a separate company runs freight service on the line with diesel locomotives.

161.3550	83	1	Road Repeater	(PL 173.8) (repeats 161.0100, AAR 60)
161.0250	61		Road on Metra Electric	(PL 173.8)



Crab Orchard & Egyptian

Famous for it's steam operations into the 1980's, they currently run former IC and other track around Marion.

160.3500	16	Road and switching
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Decatur Junction

161.2200	74	Operations (Former Wabash track in and around Decatur, owned by Pioneer Rail Corp.)
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Eastern Illinois Railroad

EIRC runs a former Nickel Plate line from Neoga to Metcalf, about 53 miles.

160.8150	47	Operations	160.9500	56	Switching
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Effingham Railroad

161.3550	83	Operations (Switching road at Effingham)
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Evansville Western

160.8150	47	Road	Runs from Evansville IN to Okawville IL on former CSX trackage.
161.0550	63	Switching	



Illinois & Midland

160.9500	56	1	Road	Runs former C&IM lines from Springfield to Peoria,
160.2900	12	2	Yard	(owned by Genesee & Wyoming)



Illinois Railway

Runs former BN lines from Flagg Center to Rockford, Montgomery to Streator, Zearing to LaSalle and Oregon to Mount Morris. Formerly known as the Illinois Railnet. IR is a subsidiary of OmniTrax.

161.3550	83	1	Montgomery and LaSalle Lines
161.0550	63	2	Mt. Morris and Rockford lines



Illinois Railway Museum (Union IL)

The IRM is the largest railway museum in the USA with a large collection of traction, steam and diesel, as well as several miles of track for demonstration train operations.

160.2750	11	F1	Main Dispatch	151.6850	F3
154.5150		F2		151.9550	F4
				154.5400	F5



Illinois Western

161.3550	83		All Operations	Runs a switching operation at Greenville IL.
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Indiana Harbor Belt

Switching and terminal road around Chicago.

161.0700	64	1	Road
160.9800	58	2	Dispatcher West, Blue Island Yardmaster
160.4850	25		Dispatcher East (East of CP Grove)
161.4000	86		Maintenance of Way
161.5350	95		Gibson West End Yardmaster
161.5350	95		Blue Island Yard and Hump, Car Dept.
160.5450	29		Police



Indiana Railroad

INRD runs from Indianapolis to Newton IL and a former Milwaukee Road line between Chicago and Louisville.

161.1000	66	1	Indy Sub	161.0550	63	2	Chicago Sub
151.5350	95	3	Yard	160.6200	34	4	Yard
160.2600	10	5	Switching				

IOWA INTERSTATE RAILROAD



Iowa Interstate (IAIS)

Runs the former Rock Island lines west to Omaha and the Peoria branch south from Bureau.
 161.2200 74 1 Road & Disp (Chicago to Iowa City & Peoria Branch)
 160.3050 13 2 Road & Disp (Iowa City to Council Bluffs), Yard (Chicago)
 161.3400 82 Road Metra Trackage (Chicago to Joliet, IL)
 160.2300 08 Road CSX Trackage (Joliet to Bureau, IL)



Kankakee, Beaverville & Southern (KBS)

Runs former NYC lines south from Kankakee into Indiana.
 160.2150 07 Road channel
 161.4900 92 Switching



Kansas City Southern

Owns former GM&O (Via Gateway Western/Eastern) west from Springfield and south from Roodhouse.
 161.4600 90 Road on all Illinois lines
 161.0250 61 Yard on all Illinois lines



Keokuk Junction (DBA Peoria & Western)

Runs the former TP&W line from Peoria to Keokuk.
 161.4300 88 1 Road 161.4000 86 TP&W Trackage Rights
 160.3950 19 2 Yard 160.4700 24 Tazewell & Peoria Trackage Rights



Manufacturer's Junction
(Switching road at Cicero)

161.4750 91 Operations



Paducah & Louisville
Runs former IC lines in southern IL and northwest KY

160.7400 42 1 Road
 161.3250 81 2 Yard
 161.2950 79 3 Yard



Rochelle Railroad
Switching line at Rochelle IL

160.3800 18 Operations
 160.6350 35 Switching



Shawnee Terminal
Formerly the Cairo Terminal, now owned by Pioneer.

161.0700 64 1 Road and Switching
 160.8450 49 2 Yard and Switching

**South Chicago & Indiana Harbor
(Chicago Short Line)**

160.3350 15 Operations Southeast side switching operation owned by ISG Steel.



Tazewell & Peoria

160.4700 24 1 Road Formerly the Peoria & Pekin Union,
 160.5300 28 2 Yard now owned by G&W. Switching road in Peoria area.
 161.2350 75 3 Yard



Terminal Railroad Association of St. Louis

Terminal operation in the Greater St. Louis area, operating on both sides of the Mississippi River.

160.5000	26	1	Road	160.6500	36	3	Switching
161.3100	80	2	Maintenance, switching	160.4250	21	4	Switching



Toledo, Peoria & Western

Runs from Peoria thru Watseka into Indiana. Is now owned by RailAmerica.

161.4000 86 1 Road
 161.3100 80 2 Yard



Vandalia Railroad

Former IC track at Vandalia, interchanges with CSX. Owned by Pioneer.

160.5450 29 Road/Yard/Switching



Wisconsin & Southern

Runs mostly former Milwaukee Road trackage in southern Wisconsin, also runs into Fox Lake on the former Milwaukee Road. Has trackage rights on Metra thru Rondout to Chicago.

160.5750 31 1 Road
 160.2150 07 2 Janesville Yard
 161.1450 69 Yard

Railfan Frequencies:

These are suggested freqs for railfans to use in the field.

154.5700	Railfan 1	(MURS)	Primary PL	100.0
151.8800	Railfan 2	(MURS)	Secondary PL	156.7
462.6125	Railfan 3	(FRS-3)	Primary DPL	D152
462.6375	Railfan 4	(FRS-4)	Secondary DPL	D025
146.4900	2 meter Primary Railfan channel		146.5650	2 meter Secondary (backup)
223.6200	1.25 meter		446.0500	70 cm



Amtrak Service in Illinois:

Amtrak is the nationwide Inter-city passenger carrier. Most operations are on freight railroads, but Amtrak does own some of it's own trackage. In the Chicago area Amtrak owns the line from Porter IN to Detroit MI. Joint service with Via, Canada's passenger railroad, is run here as well. Road channels for the host railroad is used to contact the dispatcher and other trains or employees. Amtrak also owns Chicago Union Station and thus has several radio channels in use there. Metra also uses Union Station, but usually uses whatever road channel is assigned on the route they serve.

Amtrak service in the Chicago area is run on several lines including:

160.7700	44	CP/Metra north to Milwaukee
161.1000	76	BNSF (BN) west thru Aurora
161.2800	78	UP southwest thru Joliet and Springfield
160.4100	20	UP south thru Dolton
160.8000	46	NS east thru Gary IN
161.5050	93	Road (Former NYC line east from Porter IN to Detroit)
160.3050	13	Chicago Operations and Passenger Services Union Station
160.3650	17	Police (repeats 161.205, AAR 73) (DPL D413)
160.3950	19	Maintenance of Way, repeats 161.325 (AAR81) (PL 131.8)
160.5450	29	Special Agents
160.7400	42	Lumber Street Train Director & Switching
161.2650	77	Carmen
161.2800	78	Shop Switcher



See the CTA Route Map at <http://www.transitchicago.com/maps/maps/fwebmaptrain.gif>

472.9375	127.3	F1	CPD Mass Transit Units
470.9875	127.3	F2	CTA Rail Control and Emergencies
470.5375	127.3	F3	Supervisors North (Mostly Busses)
470.6375	127.3	F4	Supervisors South (Mostly Busses)
471.0375	127.3	F5	Blue Line (100's) O'Hare Runs (200's), Pink Line (300's)
471.0625	127.3	F6	Green Line (0-36), Ashland Runs (700's), Orange Line (M700's)
471.0875	127.3	F7	Purple Line (501-520), Brown Line (400's) Yellow Line (590's)
471.1125	127.3	F8	Red Line North (800's) Red Line South (900's)

Change Log:

Date	Initials	Items/Page Nr	of changed items:
11-20-11	rc	Updated CN, BNSF, I&M	
04-01-12	rc	Updated BNSF	