

# 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.

For more information on Illinois Railroads see the following sites:

<http://illinirail.50megs.com/railroads.htm>  
<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)

Of course the best source for your monitoring needs is the CARMA Website at <http://www.carmachicago.com/>

#### 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	1	Road	Chillicothe Sub (east of Galesburg), Corwith Sub
161.5500	96	2	Road	
160.9350	55	3	Road	
161.1900	72	4	Road	
160.5900	32	5	Road	
160.5600	30	6	Road	Marceline Sub (west of Galesburg)
161.0100	60		MofW	
160.9950	59		Yard	Corwith Yardmaster



## 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 and WC have been merged in the last few years.



### Former WC Lines

160.7850	45	WC1	Road (East)
160.2600	10	WC2	Road (north, shops yard)
161.2950	79	WC3	Road (Waukesha Sub)
160.3350	15	WC4	Road (central, north)
160.8450	49	WC5	Yard operations
161.0700	64	WC6	Shops Roundhouse
161.2500	76	WC7	Yard operations
161.3850	85	WC8	Yard operations
160.2150	07	WC9	Former Dispatcher channel on Waukesha Sub, now used in yards.
160.9650	57	WC10	Yard operations
160.5750	31	WC11	Yard operations, WSOR Road
161.1900	72	WC12	Yard operations
161.4450	89	WC13	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	Chicago and Bridgeport Subs, Freeport Sub east of Hawthorn
160.9200	54	IC2	Joliet Sub (S. of 21 <sup>st</sup> St.) and Markham Yard
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 <sup>st</sup> 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



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.

Metra now 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 now owned by the ICE. CP operates freight service on and dispatches both lines. Amtrak runs on the line to and thru Rondout to Milwaukee and beyond.

In October 2007 CP announced its intention to purchase the DM&E and IC&E Railroads, thus restoring to the CP family the old Milwaukee Kansas City line.

**(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)	





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	
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	
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.

<u>Name</u>	<u>Destination (From Chicago)</u>
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:

<u>Name</u>	<u>Destination (From Chicago)</u>
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 <sup>st</sup> St
160.4400 22	Southwest Service 21 <sup>st</sup> 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



### Alton & Southern

160.7700	44	1	Road/Dispatcher	Terminal road in the St. Louis & Metro East area,
160.3350	15	2	Switching	owned by Union Pacific



### Belt Railway of Chicago

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



### Bloomer Line

161.3550	83	Road	Former NW and IC trackage near Gibson City, owned by Alliance Grain Company.
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### Central Illinois RR

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

### Chicago Chemung RR

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



### 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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**Elgin, Joliet & Eastern**

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

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



**Evansville Western**

Runs from Evansville IN to Okawville IL on former CSX trackage.

160.8150	47		Road
161.0550	63		Switching



**Illinois & Midland**

Runs former C&IM lines from Springfield to Peoria, (owned by Genesee & Wyoming)

160.9500	56	1	Road
160.2900	12	2	Yard



**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 Midwest 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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TM

**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, Chicago & Eastern**

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 October 2007 it was announced that CP Rail will be purchasing DME and ICE.

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

**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)**

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



**Kansas City Southern**

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



**Manufacturer's Junction**

161.4750	91		Operations (Switching road at Cicero)
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**Paducah & Louisville**

160.7400	42	1	Road Runs former IC lines in southern IL
161.3250	81	2	Yard and northwest KY
161.2950	79	3	Yard

**Peoria & Western**

Runs the former TP&W line from Peoria to Keokuk. Formerly known as the Keokuk Junction.

161.4300	88	1	Road	161.4000	86	TP&W Trackage Rights
160.3950	19	2	Yard	160.4700	24	Tazewell & Peoria Trackage Rights



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

				<b>Rochelle Railroad</b>	
160.3800	18		Operations	Switching line at Rochelle IL	
160.6350	35		Switching		

				<b>Shawnee Terminal</b>	
161.0700	64	1	Road and Switching	Formerly the Cairo Terminal, now owned by Pioneer.	
160.8450	49	2	Yard and Switching		

				<b>South Chicago &amp; Indiana Harbor (Chicago Short Line)</b>	
160.3350	15		Operations	Southeast side switching operation owned by ISG Steel.	



				<b>Terminal Railroad Association of St. Louis (TRRA)</b>			
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



				<b>Toledo, Peoria &amp; Western</b>	
Runs from Peoria thru Watseka into Indiana. Is now owned by RailAmerica.					
161.4000	86	1	Road		
161.3100	80	2	Yard		

				<b>Vandalia Railroad</b>	
Former IC track at Vandalia, interchanges with CSX. Owned by Pioneer.					
160.5450	29		Road/Yard/Switching		



				<b>Wisconsin &amp; Southern</b>	
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		



## Amtrak Service in Illinois:

Amtrak is the nationwide Inter-city passenger carrier. Most operations are on freight railroads, but Amtrak does own some of its 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)

## Miscellaneous Frequencies:

### Railfan Freqs

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 channel		146.5650	2 meter Secondary (backup)
223.6200	1.25 meter		446.0500	70 cm

### Change Log:

v4.9.1 12-28-2007 Minor updates (Chicago Terminal)