

INDIANA HARBOR BELT RAILROAD COMPANY

BULLETIN ORDER NO. S-23
Effective 0001, Sunday, February 7, 2010

February 3, 2010
General Order in effect: 101

A) Operating Manuals

1. Timetable Authority

- IHB Timetable No. 1 dated April 6, 2008 in effect.
- NORAC Operating Rules Ninth Edition dated April 6, 2008 in effect.
- 2008 Emergency Response Guidebook in effect.
- IHB 1, Air Brake and Train Handling Rules dated June 5, 2005 in effect.
- IHB Safety Rules and Procedures Transportation dated April 6, 2008 in effect.
- United States Hazardous Materials Instructions for Rail dated October 1, 2009 in effect.

B) Speed Restrictions

1. Speed Restrictions – Locomotives

Effective immediately the following IHB engines must not exceed 30 MPH when operated as a single unit or as a lead unit: 8811 and 8814. The forgoing must be added to timetable page 5.

2. Permanent Maximum Authorized Speed Changes at CP LaGrange

Eastward diverging movements from No.21 Track to No.2 Track are not to exceed 15 MPH.
Eastward diverging movements from No.2 Track to No.1 Track are not to exceed 15 MPH.

IHB crews must add this instruction to Maximum Speeds on timetable page 9.

Foreign line crews must add this instruction to page IHB-34 of the **CORA Guide sixth edition**.

C) Operating Rules And Timetable

1. Definitions – New

- a. The following Definitions are issued in order to conform to new Federal Regulation 49 CFR 218 subpart F.

Fouling Point – New Definition added to NORAC Operating Rules

The point on a track beyond which equipment will foul an adjacent track. Fouling points will not safely accommodate a person riding the side of a car.

Foul / Fouling a Track – New Definition added to NORAC Operating Rules

Obstructing passing cars, locomotives or other on-track equipment, or in any case coming within 4 feet of the near running rail.

Pedestrian Crossing – New Timetable Special Instruction Definition added

A separate designated sidewalk or pathway where pedestrians, but not vehicles, cross railroad tracks. Sidewalk crossings contiguous with, or separate but adjacent to, highway-rail grade crossings, are presumed to be part of the highway-rail grade crossings and are not considered pedestrian crossings.

Yard Access Crossing – New Timetable Special Instruction Definition added

A private highway-rail grade crossing that is located within the physical confines of a railroad yard and is either:

- Open to unrestricted public access; or
 - Open to persons other than railroad employees going about their normal duties, e.g., business guests or family members.
- b. The following new definitions are issued in order to conform to Emergency Order No. 26 and new NORAC Rule E and added to NORAC Operating Rules.
- Personal Electronic Or Electrical Device** means an electronic or electrical device that was not provided to the employee by the railroad. A device intended to accommodate a disability, such as a hearing aid, is not covered by this definition.
- Railroad-Supplied Or Authorized Electronic Or Electrical Device** means an electronic or electrical device, other than a railroad radio, provided to a railroad employee by the railroad, or the use of which is authorized by the railroad, for business purposes.
- Wireless Communication Device** means an electrical device, other than a railroad radio, capable of communicating remotely. Examples include cell phones, personal digital assistants (PDAs) and portable computers (commonly called laptop computers). Reference to use of a wireless communication device include performing functions such as oral conversations, text messaging, electronic mail, transmission or receipt of electronic files.

2. Good Faith Challenge – New Special Instruction B-1 Added to Timetable

a. Right to Challenge

Federal Regulations have provisions that allow an employee the right to challenge a directive which, based upon the employee's good faith determination, would violate a railroad operating rule relating to:

- Shoving moves.
- Leaving equipment foul of an adjacent track. or
- Handling of hand-operated switches or fixed derails.

b. Good Faith Challenge Procedure

a. An employee may inform a supervisor issuing a directive that a good faith determination has been made that the directive would violate a railroad operating rule relating to:

- Shoving moves.
- Leaving equipment foul of an adjacent track. or
- Handling of hand-operated switches or fixed derails.

b. The supervisor will not require the employee to comply with the directive until the challenge is resolved. The supervisor may:

- Require the challenging employee to perform other tasks not related to the challenge until the challenge is resolved, or
- Direct an employee, other than the challenging employee, to perform the challenged task before the challenge is resolved. Employee so directed will be informed of the challenge, and determine that the challenged task does not violate the rules.

c. Resolving Good Faith Challenge

A challenge may be resolved by one of the following:

- The supervisor's acceptance of the employee's request.
- An employee's acceptance of the directive.
- An employee's agreement to a compromise solution acceptable to the person issuing the directive.

If the challenge cannot be resolved because the supervisor issuing the directive has determined that the employee's challenge has not been made in good faith or there is no alternative to the direct order, the railroad will:

- Provide immediate review by at least one manager, which must not be conducted by the supervisor issuing the challenged directive or that supervisor's subordinate.
- Resolve the challenge using the same options available for resolving the challenge as the initial supervisor.

If the manager making the final decision concludes that the challenged directive would not cause the employee to violate any requirement of the involved rules, the reviewing manager's decision shall be final and not be subject to further immediate review.

- The manager will inform the employee that federal law may protect the employee from retaliation, if the employee refusal to do the work is a lawful, good faith act.
- The employee making the challenge will be afforded an opportunity to document, in writing or electronically, any protest to the manager making the final decision before the employee's tour of duty is complete. The employee will be afforded the opportunity to retain a copy of the protest.

d. Request for Review and Verification of Decision

Upon written request, at the time of the challenge, the employee has the right for further review by the "Designated Review Manager". Within 30 days after the expiration of the month during which the challenge occurred, the "Designated Review Manager" will verify the proper application of the rule in question. The verification decision shall be made in writing to the employee.

e. Employees Rights and Remedies

The Good Faith Challenge is not intended to abridge any rights or remedies available to the employee under a collective bargaining agreement or any Federal Law.

3. NORAC Operating Rule E is Changed in its entirety as follows:

E. Prohibited Behavior

The following behaviors are prohibited.

1. While on duty or on company property: Gambling, fighting or participating in any illegal, immoral or unauthorized activity.
2. When required to perform service:
 - Sleeping or assuming the attitude of sleep.
 - Playing cards or other games.
 - Reading other than Company instructions.
 - Having magazines, newspapers, and other literature not related to one's duties visible in the operating cab of a train or other on-track equipment. Such personal items must be enclosed in the owner's personal luggage.
3. Solicitation of gratuities from patrons.
4. Unauthorized use of electronic devices, as follows:

a. Personal electronic and electrical devices.

Use of a personal electronic or electrical device to perform any function when required to perform service is prohibited. Personal electronic or electrical device, including those used for voice communication, must be turned off and stored out of sight, and any earpieces, headphones or other similar peripheral devices stored out of sight when required to perform service.

b. Railroad-supplied or authorized electronic or electrical device.

The use of a railroad-supplied electronic or electrical device on a moving train is prohibited except as follows:

1. A crew member, other than a locomotive engineer operating the controls of a moving train, may use a railroad-supplied electronic device in the cab of a moving locomotive for an authorized business purpose, after a safety briefing, provided that all assigned crew members agree that it is safe to do so. Any other use in the cab is prohibited.
2. An employee may use a railroad-supplied electronic or electrical device for an approved business purpose while on duty within the body of a passenger train or railroad business car. Such use must not interfere with any safety related duties.
3. Where specified by special instruction, a railroad employee may use a railroad supplied or railroad-authorized wireless device for voice communications to conduct operations when radio communication fails.

The use of a railroad-supplied electronic or electrical device for an approved business purpose when required to perform service outside the cab is prohibited:

- (1) While fouling any track;
- (2) While switching operation is underway;
- (3) While required to perform any other safety related duty; and
- (4) Until all members of the crew have been briefed that operations are suspended.

c. Exceptions

When radio failure occurs, a wireless device may be used for voice communication in the event of a railroad emergency or to perform other duties directly related to the operation of the train by an employee other than the locomotive engineer controlling the movement of the train.

A locomotive engineer (including a remote-control locomotive operator) may use electronic control systems and information displays presented to the locomotive engineer within the locomotive cab or on a remote control transmitter to operate a train or conduct a switching operation, including functions associated with controlling switches.

d. Penalties

Any individual who violates these prohibitions or uses any of the described devices without observing any of the restrictions is subject to discipline up to and including discharge. If there are any questions regarding the authorized use of a personal or railroad-supplied electronic device, employees should refrain from any use until the proper authority can be consulted.

4. NORAC Rule 101. Handling Cars, Locomotives, and Other On-Track Equipment; Fouling Points – Changed

a. Handling Equipment

When handling cars, locomotives, or other on-track equipment precaution must be taken to prevent damage or fouling other tracks. Employees must confirm that there is sufficient room in the track to hold such equipment. Before coupling to any equipment standing on a grade or near the ends of tracks, buildings, derails or highway crossings at grade, sufficient hand brakes must be applied on standing equipment to prevent it from rolling.

b. Fouling Point of Track

The fouling point of a track is indicated by:

1. A yellow stripe painted on the inside and outside of head, web and base of both rails, or
2. A sign displaying the letters "FP". or
3. A fixed derail.

On tracks where the fouling point is not indicated or is not visible, the fouling point must be determined as follows:

1. Stand on the tie butt with your outside foot (the one that is closest to the adjacent track) at the edge of the tie, then extend your arm outward toward the adjacent track.
2. Move to a location where your extended arm is approximately 4 feet from the edge of the near running rail on the adjacent track.
3. From this location, identify a point one car length farther away from the point of convergence of these two tracks. This point can be considered "the fouling point" on that track, and cars must not be left beyond that point.

c. Leaving Equipment in the Clear

Cars, locomotives, and other on-track equipment must not be left where they will foul a connecting track, except when the equipment is:

1. Standing on a main track fouling a siding track switch that is lined for the main track.
2. Standing on a siding fouling a main track switch that is lined for the siding.
3. Standing on a yard switching lead track fouling a yard track switch that is lined for the yard switching lead track.
4. On an industry track beyond the fouling point of the switch leading to the industry.

5. **NORAC Rule 104. Hand-operated Switches, Crossover Switches, and Fixed Derails – Changed**

a. Employee Responsibilities for Switches and Fixed Derails

Each employee who operates a hand-operated switch or fixed derail is responsible for its use, and must confirm switches and derails are in proper position before, during and after use. When operating or verifying the position of a hand-operated switch or fixed derail, employees must:

1. Be qualified on the operating rules relating to switch and fixed derail operation;
2. Conduct a job briefing before work is begun, each time a work plan is changed, and at completion of the work;
3. Visually confirm that switches and fixed derails are properly lined for the intended route, and that no equipment is fouling the switches;
4. Visually determine that switch points fit properly and the target, if so equipped, corresponds with the switch's or fixed derail's position;
5. After operating a switch and before making movements in either direction over the switch, ensure that the switch is secured from unintentional movement of the switch points by use of a hook, lock or latch, if so equipped;
6. Ensure that a switch or fixed derail is not operated while rolling and on-track maintenance-of-way equipment is fouling, standing on or moving over the switch or fixed derail;
7. After operating a switch or fixed derail, ensure that, when not in use, each switch or derail is in the proper position, and is locked, hooked, or latched, if so equipped.
8. Promptly report any switch, derail or securement device that is found to be defective or missing.

When trains are approaching and passing, employees must keep away from main track switches. If safe to do so, they should stand on the side of the track opposite the switch lever.

b. Normal Position of Main Track Hand-operated Switches; Leaving Switches in Reverse Position

A main track hand-operated switch is in normal position when lined for the main track, unless otherwise specified. The switch must be lined and locked in normal position when not in use except when:

1. A crew member of another train is in charge of the switch,
2. A switch tender is in charge of the switch,
3. A Roadway Worker is in charge of the switch,
4. The train crew is authorized by Form D line 13 to *"Leave the switch (or crossover switches) at (location) in reverse position."*

Before issuing a Form D line 13 permitting a train crew to leave a switch in reverse position, the Dispatcher must:

1. Make a record of the switch left in reverse position. Where train sheets are used, this record must be made in red ink.
2. Where possible, apply blocking devices to interlocking or controlled point signals authorizing movement in the direction of the switch left in reverse position.

Open switches must be included in the Dispatcher's transfer record.

The Dispatcher must not permit a movement in the direction of a switch left reversed until it has been issued a Form D line 13 stating:

*"Switch (or crossover switches) at (location) in reverse position", or
"Switch (or crossover switches) at (location) in reverse position must be returned to normal position", or
"Switch (or crossover switches) at (location) in reverse position may be left in reverse position."*

If a switch that is left in reverse position is not protected by signal indication, Form D line 2 authority must end at or short of the switch left reversed.

When the switch is returned to normal position, the Dispatcher must be notified. The Dispatcher must make a record of the following information:

1. The number of the Form D which contained the instruction "Return to normal position."
2. The time the switch was returned to normal position.
3. The name of the employee who restored the switch to normal position.

Before a train or a train crew leaves the location where any hand-operated main track switch was operated, all crew members must verbally confirm the position of the switch.

c. Movements Over Hand-operated Switches

Equipment must not foul a track until all hand-operated switches and derails connected with the movement are properly lined. Where a designated employee is in charge of hand-operated switches, equipment must not foul such switches until receiving verbal permission or a hand signal to proceed. Where semi-automatic or spring switches are involved, such switches must not be fouled until the intended route is seen to be clear or the train has been granted movement authority.

Trains must not exceed 15 MPH when diverting through hand-operated switches, unless otherwise specified.

When equipment has entered a track, the hand-operated switch to that track must not be operated until the equipment has passed the fouling point of the track.

d. Clearing a Main Track at a Hand-operated Switch

When a train is required to report clear of a main track at a hand-operated switch:

1. A job briefing must be held between all crew members to confirm the position of the switch, and
2. The report must not be made until switches and derails have been secured in normal position.

In non-signaled DCS territory, before leaving a location where a hand-operated main track switch is used to clear the main track:

1. The employee releasing the track authority must advise the Dispatcher of the position of the switch, and that the switch is locked;
2. The Dispatcher must repeat the reported switch position information;
3. The employee releasing the track authority must confirm to the Dispatcher that the information is correct.

A roadway worker who has been given permission to occupy out-of-service or working limits by a Roadway Worker in Charge must report to that employee the position of any hand-operated switches that were operated, prior to clearing the out-of-service or working limits.

e. Hand-operated Crossover Switches

Both switches of a hand-operated crossover must be properly lined before equipment begins a crossover movement, and the movement must be completed before either switch is restored to normal position.

Hand-operated crossover switches are in corresponding position when both switches are lined for movement over the crossover, or both switches are lined for movement on the straight track. The switches of a crossover must be in corresponding position before either crossover switch is used, except when one crew is using both tracks connected by the crossover. Crossover switches must be left in corresponding position after use, except when:

1. Used to provide blue signal protection; or
2. Used for inaccessible track protection for roadway workers; or
3. Maintenance, testing or inspection of crossover switches is being performed in automatic block system (ABS) territory; or
4. One crew is using both tracks connected by the crossover during continuous switching operations.

f. Hand-operated Derails

Employees must be familiar with the location of derails. Movements must not be made over a derail in the derailing position.

The normal position of fixed derails is in the derailing position, except:

1. Where specified by special instruction,
2. Where fixed derails are used for blue signal protection, occupied camp car protection, or Roadway Worker protection, they must be applied in the derailing position only when their use is required.

Employees operating or verifying the position of a fixed derail must:

1. Determine that the target, if equipped, corresponds with the derail's position.
2. Determine that the derail is secured by:
 - (i) Placing the throw lever in the latch stand, if so equipped;
 - (ii) Placing the lock or hook in the hasp, if so equipped; and
 - (iii) Testing such latches, locks or hooks; and
3. Ensure that when not in use, derails are locked, hooked, or latched in the normal position, if so equipped.

g. Dual Control Switches

Dual control switches must not be hand-operated until permission is obtained from the Dispatcher or Operator.

Dual control switches must be operated as follows:

1. Remove switch lock from both the "Selector" and "Hand Throw" levers.
2. Throw "Selector" lever to hand-operation position.
3. Operate "Hand Throw" lever until mechanism engages and switch points move with the lever, then operate switch to desired position. This procedure must be followed, even if switch was originally in desired position.
4. Do not move "Selector" lever from hand-operation position until entire movement has passed over switch.
5. Place "Hand Throw" and "Selector" levers in positions designated by the Dispatcher or Operator and secure with switch locks.

h. Switch Targets: Banner Indications

Where switch targets are used, a green or white banner indicates normal position of the switch, and a red or yellow banner indicates reverse position.

6. NORAC Rule 116. Operating Train from Other Than Leading End – Changed

When the Engineer operates a train from other than the leading end of the movement, a crew member or other qualified employee must provide point protection to ensure the movement is made safely. The person providing point protection must:

1. Be qualified on the physical characteristics of the territory involved.
2. Be positioned on the leading end (point) of the movement, or in advance of the leading end of the movement.
3. Observe conditions ahead and take prompt action to properly control the movement.

In lieu of being positioned as specified in item 2 above, the person providing point protection may determine the track is clear with the aid of monitored cameras or other technological means, provided those procedures ensure an equivalent level of protection to that of direct visual observation and the person has been trained on the use of such devices.

Except during the performance of roadway maintenance activity being performed in accordance with the operating rules specific to roadway workers, the following requirements apply to all movements that are controlled from other than the leading end:

1. All employees participating in the movement must be briefed before the movement commences by the employee who will direct the movement. The job briefing must include the distance to be traveled, the means of communication to be used to direct the movement, each individual's responsibilities during the movement, and how point protection will be provided.
2. The employee directing the movement must promptly communicate signals and instructions necessary to safely control the movement. Hand signal, communicating signal or radio communication must be maintained with the Engineer. If signals from the crew member cannot be received by the Engineer, the movement must be stopped immediately.
3. The crew member stationed on the leading end must be prepared to operate the engine whistle or horn, if available, as well as the emergency brake valve, should conditions require. The train must not exceed 30 MPH.
4. The employee directing the movement must not engage in any task unrelated to the oversight of the movement.
5. Point protection shall be provided by a crewmember or other qualified employee by visually determining that:
 - (a) The portion of the track to be used is clear of obstructions and is unoccupied by rolling equipment, on-track maintenance-of-way equipment, and conflicting on-track movements;
 - (b) Switches and fixed derails are properly lined for the movement;
 - (c) The portion of the track to be used for the movement has sufficient room to contain the equipment.
 - (d) Public highway-rail grade crossings, private highway-rail grade crossings outside a yard, and yard access crossings are protected as follows:
 - (i) Crossing gates are in the fully lowered position, and are not known to be malfunctioning; or
 - (ii) A designated and qualified employee is stationed at the crossing and has the ability to communicate with trains; or
 - (iii) At highway and private crossings equipped only with flashing lights or X-bucks, when it is clearly seen that no traffic is approaching or stopped at the crossing and the leading end of the movement over the crossing does not exceed 15 miles per hour.
6. Movements approaching pedestrian crossings within passenger stations and others outside a yard must be prepared to stop and not pass over the pedestrian crossing until it is determined the crossing is clear of pedestrian traffic. Movement shall not exceed 15 MPH until the entire pedestrian crossing is occupied.

**7. NORAC Operating Rule 138 e. – Changed
Rule 138 paragraph e is changed as follows:**

e. Trains Operated From Other Than The Leading End at a Highway Crossing

Trains being operated from other than the leading end must not enter a highway crossing at grade until on-ground warning is provided by a crew member or other qualified employee, except when it is visually determined that:

1. Crossing gates are in the fully lowered position, and are not known to be malfunctioning, or
2. A designated and qualified employee is stationed at the crossing and has the ability to communicate with trains, or
3. At highway and private crossings equipped only with flashing lights or X-bucks, it is clearly seen that no traffic is approaching or stopped at the crossing, and the leading end of the movement over the crossing does not exceed 15 miles per hour.

Employees must make the above change to page 61 of the NORAC Operating Rules 9th Edition.

D) Timetable

1. CP Calumet Park Physical Characteristics Changes - Effective June 1, 2009

At CP Calumet Park the eastward bracket post home signals governing eastward movements on No. 1 and No. 2 tracks are permanently removed from service and replaced by a new cantilever signal bridge. The high stand signal governing westward movements on the Single Main Track is replaced with no change in location. **Foreign Line crews** must note these changes on page IHB-17 of the **CORA Guide 6th Edition**.

2. Dolton Physical Characteristics Changes

The Eastward dwarf and high-stand home signals located fifty, 50, feet West of Indiana Avenue,

MP10.68, governing Eastward movements on IHB Main Track No. 1 and IHB Main Track No. 2 at Dolton Interlocking are removed from service. New Eastward home signals for Dolton Interlocking, located on a cantilevered signal bridge fifty, 50, feet West of Indiana Avenue, MP 10.68, and directly over IHB Main Line Track No. 1 and IHB Main Line Track No. 2, are in service.

Effective February 25, 2009 the right-handed westward high home signal governing movements on No.1 track is relocated 700 feet east of its former location; and the right-handed westward dwarf home signal governing movements on No.2 track is permanently removed from service and replaced by a left-handed high home signal 700 feet east of the former dwarf home signal location.

Foreign Line crews must note these changes on page IHB-19 of the **CORA Guide 6th Edition**.

3. **Dolton Lincoln Avenue Special Instruction 138-3**

That part of timetable Special Instruction 138-3 referring to “**Dolton, Lincoln Ave**” is cancelled. Employees must delete that portion of Special Instruction 138-3 in ink.

4. **School Street Physical Characteristics Change**

Eastward and Westward Controlled Signals at School Street on **both No.1 & No.2 Tracks** are relocated 96 feet east. The Begin ABS (Automatic Block Signal System) and End ABS signs are also relocated 96 feet east. Accordingly, the east end of the Blue Island Industrial Tracks are relocated 96 feet east.

5. **American Transload Switch M.P. 11.87 – Physical Characteristic Change**

Hand operated permanent derail has been installed at American Transload switch at MP 11.87.

6. **CP Argo Physical Characteristics Changes - Effective 0800 CDST Saturday March 14, 2009**

a. The following interlocking home signals at CP Argo are permanently out of service and retired:
Westward right-hand high mast home signal governing movement on No. 1 track and westward right-hand dwarf home signals governing movement on No. 2 track and extension track out of service and retired.

Westward right-hand dwarf home signals governing movement from North Proviso lead and South Proviso lead out of service and retired.

Eastward right-hand dwarf home signal governing movement from Argo New Yard out of service and retired.

Eastward right-hand dwarf home signal governing movement on No. 1 track and right-hand high mast home signal governing movement on No. 2 track out of service and retired.

Eastward right-hand high mast home signal governing movement from Argo Industrial track out of service and retired.

Eastward right-hand dwarf home signal governing movement from Argo Old Yard lead out of service and retired.

b. The following new interlocking home signals at CP Argo in service:

New westward cantilever home signals governing movement on No. 1 and No. 2 tracks in service.

This cantilever is located 1,200 feet east of former right-hand high mast home signal governing movement on No. 1 track and 1,395 feet east of the former dwarf home signal governing movement on No. 2 track.

New westward cantilever home signals governing movement from North Proviso and South Proviso leads in service and are located at the same location of the former dwarf westward home signals.

New westward right-hand dwarf home signal governing movement on extension track is in service and is located 25 feet east of the former westward dwarf home signal.

New eastward cantilever home signals governing movement on No. 1 and No. 2 tracks and Argo Old Yard lead in service. This cantilever is located 45 feet west of the former eastward dwarf home signals governing movements on No. 1 track and from the Argo Old Yard Lead; and 240 feet west of former right-hand high mast eastward home signal governing movement on No. 2 track.

New eastward high mast home signal governing movement from the Argo Industrial Track is in service and is located at the same location of the former high mast eastward home signal.

New eastward high mast home signal governing movement from Argo New Yard is in service and is located 30 feet west of the former eastward dwarf home signal. **Foreign Line crews** must note these changes on page IHB-33 of the **CORA Guide 6th Edition**.

7. **CP McCook Physical Characteristics Changes - Effective 0700 CDST October 18, 2009**

The following interlocking home signals, crossovers and switches at CP McCook are **permanently out of service and retired**:

Westward right-hand high mast home signal governing movement on No. 1 track and westward right-hand dwarf signals governing movement on No. 2 track out of service and retired.

Eastward right-hand dwarf home signal governing movement on No. 1 track and eastward right-hand high mast home signal governing movement on No. 2 track and eastward right-hand dwarf signal governing movement on No. 21 track out of service and retired.

Eastward right-hand dwarf home signal governing movement on the Vulcan Industry Track out of service and retired.

Eastward right-hand dwarf home signal governing movement on the IHB Runner Track out of service and retired.

Right-hand power crossover located 484 feet west of the BNSF Railroad crossing at grade out of service and retired.

Left-hand power crossover located 15 feet east of the BNSF Railroad crossing at grade out of service and retired.

Left-hand power switch located on No. 2 track 775 feet east of the BNSF Railroad crossing at grade out of service and retired.

The following new interlocking home signals, crossover and switches at CP McCook are **in service**:

New westward right-hand high mast home signal governing movement on No.1 track in service. This high mast signal is located 993 feet east of former right hand high mast signal governing movement on No. 1 track.

New westward left-hand high mast home signal governing movement on No. 2 track in service. This high mast signal is located 731 feet east of former right hand dwarf signal governing movement on No. 2 track.

New eastward cantilever home signals governing movement on No. 1, No. 2, and No. 21 tracks in service. This cantilever is located 119 feet east of former right-hand high mast signal governing movement on No. 2

track.

New eastward high mast home signal governing movement on the Vulcan Industry Track in service. This signal is located 25 feet west of the former right-hand dwarf signal governing movement on the Vulcan Industry track.

New eastward high mast home signal governing movement on the IHB Runner track in service. This signal

is located 962 feet east of the former right-hand dwarf signal governing movement on IHB Runner track.

Right-hand power crossover located 282 feet east of BNSF Railroad crossing at grade is in service.

Left-hand power crossover located 1044 feet east of BNSF Railroad crossing at grade is in service.

Left-hand power switch on No. 2 track for the Harbor Runner Track is relocated 718 feet east of its former location and is in service.

8. CP McCook Physical Characteristics Changes - Effective 0800 C.S.T. December 17 2009

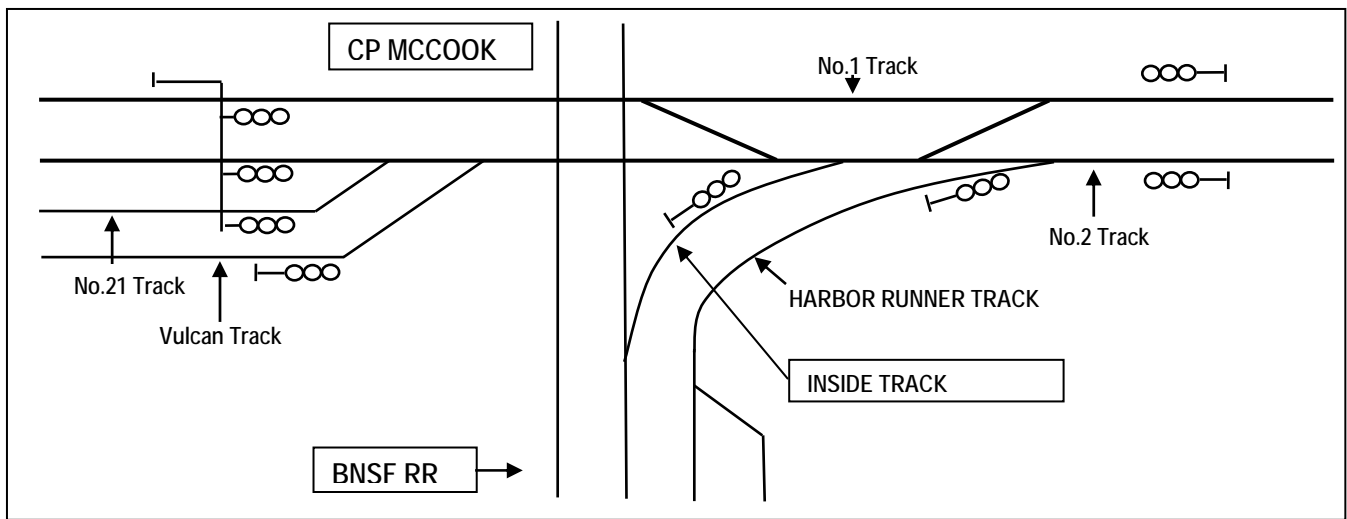
Following interlocking home signal, switch, and track in service:

New track connecting IHB Mainline No. 2 track to BNSF Mainline No. 2 track, designated **Inside Track**, controlled by IHB West Dispatcher, in service. NORAC Rule 261 governs operation on the Inside Track.

The Inside Track is 580 feet in length between the BNSF home signal at BNSF CP 134 and the IHB home signal at CP McCook. Maximum timetable speed on this track is 25 MPH.

New left-hand power switch on IHB No. 2 track leading to Inside Track, located 599 feet west of westward home signal CP McCook, in service.

New eastward high mast home signal governing movement from the Inside Track to IHB No. 2 track, in service. This signal is located 391 feet west of the new switch leading from IHB No. 2 track to the Inside Track.



9. Broadview Physical Characteristic Change

Facing point crossover for eastward movements on No.2 Track at MP 33.89 connecting No.2 Track with No.21 track is permanently removed from service.

10. CP Hill Physical Characteristics Changes - Effective 0800 September 8, 2009

The following physical characteristic changes at CP Hill are:

New facing point crossover (15) for westward movements from No.1 Track to No.2 Track located 746 feet west of the CP Hill westward home signal bridge.

New facing point crossover (13) for westward movements from No.2 Track to No.21 Track located 1,087 feet west of the CP Hill westward home signal bridge.

New facing point switch (9) for westward movements from No.21 Track to newly constructed South Melrose Track located 1,706 feet west of the CP Hill westward home signal bridge.

South Leg Wye Track, also called Melrose Lead, is redesignated North Melrose Track.

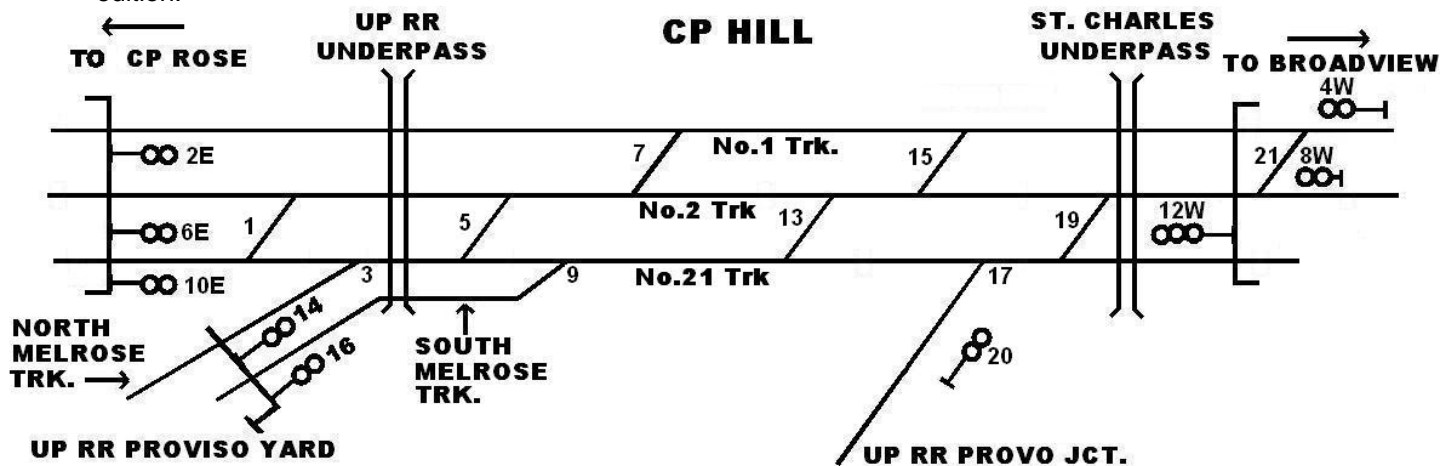
Newly constructed South Melrose Track to the left of and adjacent to the North Melrose Track when looking west is in service.

New eastward high stand home signal governing movements from track connecting Provo Jct. with No.21 track is in service and is located at the same location of the former high stand eastward home signal.

High stand eastward home signal governing movements from the North Melrose Track to No.21 Track is permanently removed from service.

New cantilever signals governing eastward movements from the North Melrose and South Melrose Tracks to No.21 Track located 45 feet east of the former high stand eastward home signal is in service.

Foreign Line crews must make the above and below changes to page IHB-39 of the CORA Guide 6th edition.



11. CP Rose – Physical Characteristic Changes

CP Rose eastward home signals for No. 1 and No. 2 track are relocated 300 feet west to a new cantilever. Effective 0830 Monday June 29, 2009 the dwarf signal governing eastward movements on the Back Lead at CP Rose is permanently removed from service and replaced by a high signal on the cantilever 300

west of its previous location. **Foreign Line crews** must make note these changes to page IHB-41 of the **CORA Guide 6th Edition**.

12. Calumet Signal Physical Characteristics Change

The 3 head Eastward Home Signal governing eastward movements on No.2 Track at Calumet is retired and replaced by a new single head high mast home signal with no change in location.

13. CP Grasselli Physical Characteristic Changes

Effective October 27, 2009 the 3 head westward home signal governing movements on No.1 track is replaced by a single head high mast signal with no change in location.

Effective November 4, 2009 the 3 head eastward home signal governing movements on No.2 track is replaced by a single head high mast signal with no change in location.

Effective January 14, 2010 the **right hand** dwarf eastward home signal governing movements on No. 1 Track at CP Grasselli is retired from service and replaced by a **new left hand** single head high mast home signal at the same location.

14. Harbison-Walker Lead – Physical Characteristic

New derail installed on Hoosier Rail Lead between switch & Michigan Avenue road crossing. Derail is secured by a 109 lock.

15. Hours of Service – Special instruction Q-2. Added

On July 16, 2009, new Federal Regulations 49 CFR, Subpart 228, governing the Hours of Service of covered service railroad employees became effective. Following is a summary of the main provisions of this regulation.

MAXIMUM AND MINIMUM REQUIREMENTS:

1. Maximum of 276 total hours on duty per calendar month that includes the following: covered, deadhead, commingled, and other mandatory service.
2. Maximum of 40 hours “limbo” time per calendar month until October 2009, then is reduced to 30 hours. This includes all time spent waiting or in deadhead transportation from a duty assignment to the place of final release following a period of 12 consecutive hours on duty.
3. Minimum of 10 hours undisturbed rest before receiving a call for duty.
4. 48 hours off duty after six (6) consecutive calendar days with a start on each day.
5. For all on-duty time over 12 hours, an extension of the mandatory 10 hours rest on a minute by

minute basis. Example: 12 hrs 30 mins on duty equates to 10 hrs 30 mins rest.

Crew Management has implemented a new program designed to capture and calculate each train and engine service employee’s data related to the above referenced requirements. Your FRA required Hours of Service reports will be auto-populated with available data.

In addition to all the program edits, Hours of Service records, and oversight by Crew Management and Train Dispatchers, it is each employee’s responsibility as well to ensure compliance with these Hours of Service requirements.

Employees approaching the 276 maximum hours on duty or the maximum allowable limbo time per calendar month must provide the Train Dispatcher, yardmaster, or other proper authority, sufficient advance notice when it becomes apparent that they cannot complete their tour of duty without violating the Hours of Service Law.

16. Concentra Medical Centers Hours & Location Changes – Special Instruction R-1. Amended

Hours of operation has change at Concentra Medical Centers as follows:

Hammond, IN	Franklin Park, IL
Mon – Fri: 7:00 am – 8:00 pm	Mon – Fri: 6:00 am – 10:00 pm Saturday: 8:00 am – 5:00 pm

The Franklin Park II facility has moved to 10137 W. Grand Avenue. Employees must make the above corrections in ink to timetable page 26.

17. Circular Notices – Special Instruction 1-4. Amended

The following is added to Timetable Special Instruction 1-4. Be governed accordingly. Circular notices will accessible in the Kiosk and can be viewed by number. The DOB will indicate just below “**Bulletin Orders in Effect**” the numbers of Circular Notices in effect.

18. New Blue Island Car Repair Facility – Special Instruction 16-4. Added

The new Blue Island Car Repair Facility is in service. The following information and instructions apply and are added to Timetable page 30 as Special Instruction **16-4**.

1. All movements must operate at Restricted Speed not exceeding 5 MPH with in the limits of the Car Repair Facility which is situated between the New East Rip Lead switch on No. 44 track and the Hay Barn Switch on the New West Rip Lead.
 2. Fixed derails and blue signals are located on the east end of New East Rip Lead Track 120 feet west of Track No. 44 switch; and on the west end of the New West Rip Lead Track 198 feet east of the Hay Barn switch.
 3. Fixed derails and blue signals are located 50 feet east and 50 feet west of the Car Repair Facility Building on both BNR 1 (north track) and BNR 2 (south track) tracks.
 4. Crews must not enter the east end of the Car Repair Facility without permission of the Car Department Foreman as relayed through the east end yardmaster.
 5. Crews must not enter the west end of the Car Repair Facility without permission of the Car Department Foreman as relayed through the hump yardmaster.
 6. Prior to entering the Blue Island Car Repair Facility, crews must ensure that appropriate Blue Signal protection has been removed by the car department.
 7. **Crews must never at any time shove cars into the Car Repair Facility Building.**
 8. Cars left standing unattended on Track No.44 must be left west of the New East Rip Lead Switch. Crews must verify that lock out protection has been provided prior to occupying track No. 44.
- 19. Argo Industrial Track – Harlem Ave Highway Grade Crossing – Special Instruction 19-3. Amended**
Harlem Avenue on the Argo Industrial Track is a quiet zone. Employees must add this instruction in ink to **19-3** on timetable page 31. **Foreign Line Crews** must add this instruction to pages **IHB-3** and **IHB-32** of the **CORA Guide 6th Edition**.
- 20. New Quiet Zone – Special Instruction 19-3. Changed**
Chestnut Avenue MP 38.9
Chestnut Avenue at MP 38.9 is designated a Quiet Zone. Crews are relieved of sounding the engine whistle/horn signal **Rule 19(b) 1.** except in an emergency. Employees must delete in ink Chestnut Ave. from Timetable Special Instruction 19.3 on page 31. **Foreign Line** crews must delete in ink the Chestnut Avenue instruction from pages IHB-3 & IHB-40 of the **CORA Guide 6th Edition**.
- 21. Quiet Crossings – Use of the Whistle Warning – Special Instruction 19-6. Added**
Crews sounding whistle warning NORAC 19.(b) -- o -- at whistle restricted or quiet crossings must report such occurrences to the train dispatcher and the reason for the whistle warning. Employees must add this instruction to timetable page 31. **Foreign Line crews** must add this instruction to page **IHB-3** of the **CORA Guide 6th edition**.
- 22. Fouling Point of Track – Special Instruction 101-1. Added**
When diverging through turnouts on tracks other than main track, controlled sidings, or running tracks, employees must not ride the side of equipment between the switch points and 50 feet beyond the fouling point indicated by a yellow stripe painted on the head, web and base of both rails. **Foreign Line crews** must add this instruction to page **IHB-3** of the **CORA Guide 6th Edition**.
- 23. Leaving Cars, Locomotives, or Other On-track Equipment in the Clear of Connecting Tracks – Special Instruction 101-2. Added**
When leaving cars, locomotives, or other on-track equipment on a track, such equipment, where and when required by rule to be left clear of the fouling point, must be left one (1) car length in the clear of the fouling point. **Foreign Line crews** must add this instruction to page **IHB-3** of the **CORA Guide 6th Edition**.
- 24. Riding the side of Equipment – Special Instruction 101-3. Added**
Employees are prohibited from riding the side of equipment through switches and within one (1) car length of the fouling point of switches within the confines of the Blue Island Car Repair Facility and the Gibson Round House. Employees must add the above instruction to page 39 of the timetable. **Foreign line crews** must add the above instruction to page **IHB-3** of the **CORA Guide 6th edition**.
- 25. Timetable Special Instruction 104-11. on page 44 is cancelled and replaced by new NORAC Rule 104b.**
- 26. Argo Industrial Track – Physical Characteristics Change – Special Instruction 104-12. Added**
New radio controlled switch machine is in service on the Inbound / Outbound switch 420 feet west of Harlem Avenue. The switch will be radio controlled by entering the Code #04 on the keypad of a radio using the IHB West Dispatcher's channel 58-58. The radio will respond with one of three messages after the switch has completed its movement:
1. "Switch 4 lined for the Inbound."
 2. "Switch 4 lined for the Outbound."
 3. "Switch 4 failed. Check lineup."
- If the switch fails to operate, it must be manually operated by using the hand pump assembly. An electronic track circuit locks the switch when occupied. The ties at the limits of this circuit will be marked

with yellow paint. IHB crews must add this timetable special instruction **104-12** to timetable page 44.

Foreign Line crews must add this instruction to page **IHB-32** of the **CORA Guide 6th Edition**.

27. **Delete** reference to Gibson location in Special Instruction **104-13**. on timetable page 45.

28. **Blue Island Hump Operations – Special Instruction 104-16. Added**

After completion of second truck hump operations derails with M of W banners and switches will be secured at the following locations:

29	Switch/Derail Location:	Derail On:	Switch Lined Toward:
	40 Lead / Ice House	40 Lead	Ice House
	North Lead / North Pocket	North Pocket	North Lead
	Hump Crest	Hump Crest	

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Train from Other than Leading End – Special instruction 116-1. Added



When providing point protection in accordance with NORAC Rule 116, a crew member or other qualified employee instead of being positioned on the leading end (point) of the movement, or in advance of the leading end of the movement may position himself/herself at a location other than on or in advance of the leading end of the movement to make a positive visual determination of the following:

- The portion of the track to be used is clear of obstructions and is unoccupied by rolling equipment, on-track maintenance-of-way equipment, and conflicting on-track movements;
- Switches and fixed derails are properly lined for the movement;
- The portion of the track to be used for the movement has sufficient room to contain the equipment.
- There are **no** intervening road crossings.

Employees must add the above instruction to page 46 of the timetable. **Foreign line crews** must add the above instruction to page **IHB-4** of the **CORA Guide 6th edition**.

30. **Signal Change**

Slow Clear Signal Aspect, Name, and Indication depicted in timetable Special Instruction **280-1. To 297a.** on page 54 are deleted. Item C1 of NORAC Signal Rule 283 is in effect on the IHB Railroad.

Rule 283		Red	MEDIUM CLEAR	Proceed at medium Speed until entire train clears interlocking or spring switches, then proceed at Normal Speed.
		Green		

Foreign Line crews must apply the changes to the high signal in the above box to Rule 283 and Rule 287 on pages IHB-8 and IHB-9 of the **CORA Guide sixth edition**.

31. Timetable Special Instruction **941-1**. on page 60 is **cancelled** and must be deleted in ink.

32. **Blue Island Hump – Special Instruction 941-9. Changed**

The maximum number of cars to be cut off in one draft on the Blue Island Hump will be **three (3)** cars. Employees must make this change in ink to Timetable page 63.

33. **Distributive Power – Timetable Special Instruction 952-1. added**

When operating trains with distributive power, engineers will be governed by UP and BNSF distributive power rules and instructions. Engineers must have these instructions with them when operating such trains. Only engineers trained and qualified on distributive power rules and instructions may operate trains with distributive power. Add this instruction to timetable page 67.

E) **IHB-1 Air Brake and Train Handling Rules**

1. **IHB Fuel Conservation Procedures**

Rule L-239 of the Air Brake and Train Handling Rules, page 69, is in effect for ALL foreign and IHB Locomotives and will be enforced. All locomotives not needed for power, or use by your crew, will be shut down unless otherwise directed.

2. **LOCOMOTIVE CONDITIONING – Rule L-227 Added**

[1] **Starting Diesel Engine**

Starting a diesel engine is prohibited when any of the following conditions exist.

- Hot engine and low lube oil indications are displayed at the same time
- Crankcase over pressure device is tripped
- An indication of a governor shutdown (low lube oil) occurs two consecutive times

[1.1] **Starting a Diesel Engine**

To start a diesel engine, follow the steps below. When the instructions below conflict with the decal posted inside the cab of a SD70AC, SD80AC, or SD90AC locomotive, comply with the instructions on the decal.

Locomotive Cab:

Page 12 of 14 – S23 Effective February 7, 2010

1. Place the isolation switch in the START position.
2. Make certain that the battery knife switch is closed.
3. Reset any tripped circuit breakers and place the control/fuel pump switch to the ON position.
4. Make certain that the fuses are properly positioned.
5. Make certain that the throttle or the MU shutdown button is not in the STOP position.

Engine Room:

6. Reset engine protective devices that are tripped, **except do not reset a crankcase over pressure device.**
7. Check the engine lube oil, cooling water and air compressor lube oil levels.
 - If any of the levels are at or below the LOW level, do not start the engine and contact the Mechanical Department.
 - If all the levels are above the LOW level, start the engine.

Starting Engine:

8. Prime the fuel system
 Note: the following conditions indicate the fuel system is primed:
 - Sight glass is full of fuel,
 - Pressure gage (if equipped) indicates at least 30 PSI, or
 - System has been primed continuously for 30 seconds.
9. Crank the diesel engine until it starts, but not longer than 30 seconds.
 - Hold the Layshaft lever (on diesel engines so equipped) at 1/3 travel.
 - There may be a delay of up to 15 seconds before a GE diesel engine begins to crank.
 - If the diesel engine fails to start, repeat this procedure. If it does not start after the second attempt, contact the Mechanical Department.

[2] Shutting down Diesel Engines

[2.1] Performing an Emergency Shutdown

Shut down the diesel engine as soon as possible in an Emergency situation as follows:

[2.1a] Shutting down the Entire consist

Shut down all diesel engines on-line by either

- Placing the throttle in the STOP position on upright control stands, or
- Depressing the STOP button on the overhead console (on locomotives with a desk-top control stand).

[2.1b] Shutting down individual locomotives

Depressing any emergency fuel cut-off switch will immediately shut down the diesel engine.

[2.2] Performing a Normal Shutdown

Operate the diesel engine at less than throttle position 8 for at least 30 minutes before shutdown.

To shut down a diesel engine, follow the steps below. When the instructions below conflict with the decal posted inside the cab of a SD70AC, SD80AC, or SD90AC locomotive, comply with the instructions on the decal.

All locomotives except CW60AC

1. Place the isolation switch in the START position.
2. Stop the engine by pressing the Engine STOP button.
3. Open the radio circuit breaker.
4. Open the battery knife switch.

CW60AC Locomotives

1. Place the isolation switch in the START position.
2. Stop the engine by pressing the Engine STOP button.
3. Depress and hold the computer reset off button at least 2 seconds.
 - The computer screen will display "Please wait. Computer shutdown in progress".
 - After 15 seconds the computer screen will display "No external video".
4. Open the radio circuit breaker.
5. Open the battery knife switch.

3. L-230 – Changed to read as follows:

If the crankcase overpressure protection device trips on a diesel engine so equipped, the engine **must not be started**. Before restarting the diesel engine it must be known that the cooling water level is normal.

4. IHB-1 Air Brake and Train Handling Rules

Rule A-18 of the Air Brake and Train Handling Rules IHB-1 is **changed** to read as follows:

A-18 When a car or a cut of cars being handled with operative air brakes is detached and left standing at any point, a full service brake pipe reduction must be made, cars must be secured with hand brakes and

the angle cock on such car or cars must be left completely open allowing the brake pipe pressure to reduce to zero.

Do not bottle air or maintain air pressure in the brake pipe when locomotives are detached or yard air is uncoupled. However, if cars will not be left **unattended** and the locomotive will **immediately** couple to the cars at the opposite end; after the brake pipe pressure has completely exhausted, wait 1 minute, then the angle cock on the standing portion of the train may be closed to allow a locomotive to switch the cars from the opposite end. **NOTE:** Full compliance with Safety Rules and Procedures Rule 1750 is required.

5. IHB-1 Air Brake and Train Handling Rules

Rule L-239 on page 70 revised as follows: Item [9] revised to read Rule L-239 instead of L-238. Items [9] through [14] renumbered [1] through [6].

6. Brake Information Form (B.I.F.)

Effective June 4, 2006 the **Crew to Crew Information** form is revised and replaced with the **Brake Information Form** (B.I.F.).

The following changes to the current IHB-1 Air Brake and Train Handling Rules must be made in **INK**. Any reference of the Crew to Crew Information Form must be **changed** to **Brake Information Form** (B.I.F.). Pg. 11 Rule A-3 [3] fourth bullet point, Pg. 17 Rule A-8 2nd paragraph, Pg. 26 Rule A-27, Pg. 28 Rule A-29 [7], Pg. 32 last sentence under "NOTE", Pg. 43 last sentence under "NOTE", Pg. 45 Rule C-114 [3], Pg. 54 Rule L-211 [5] (c), [8], Pg 100, Pg. 103 cross out form and replace with current copy.

7. Rule A-16-2 Transfer Train Brake Test is changed as follows:

The brake pipe service reduction requirement has been changed from 15 PSI to 20 PSI. Employees must make the above change in ink to Rule A-16-2 on page 23 of the IHB-1.

F) IHB RR Safety Rules and Procedures - Transportation

1. **Rule 1703 item (o)** on page 23 is revised to read as follows: "*On the crossover platform, end ladder or brake platform of moving equipment.*" Employees must make this change in ink.
2. **Rule 1705 item (c)** on page 23 is revised as follows. Employees must **delete** in ink the words "*if possible.*"

G) CORA Guide

CORA Guide, Sixth Edition dated October 1, 2007, is in effect on IHB RR.

1. CORA Guide – IHB Section Revision

Foreign Line crews must add the following instruction to page IHB-14 of the **CORA Guide 6th edition**. In absence of the Gibson yardmaster, train crews will contact the Michigan Yardmaster on AAR 25 25 for instructions concerning movements within Gibson Yard.

D. D. KELLEY
TRANSPORTATION SUPERINTENDENT