

INDIANA HARBOR BELT RAILROAD COMPANY

BULLETIN ORDER NO. S-37
Effective: 0600 Sunday April 7, 2024

April 5, 2024
General Orders in effect: 102

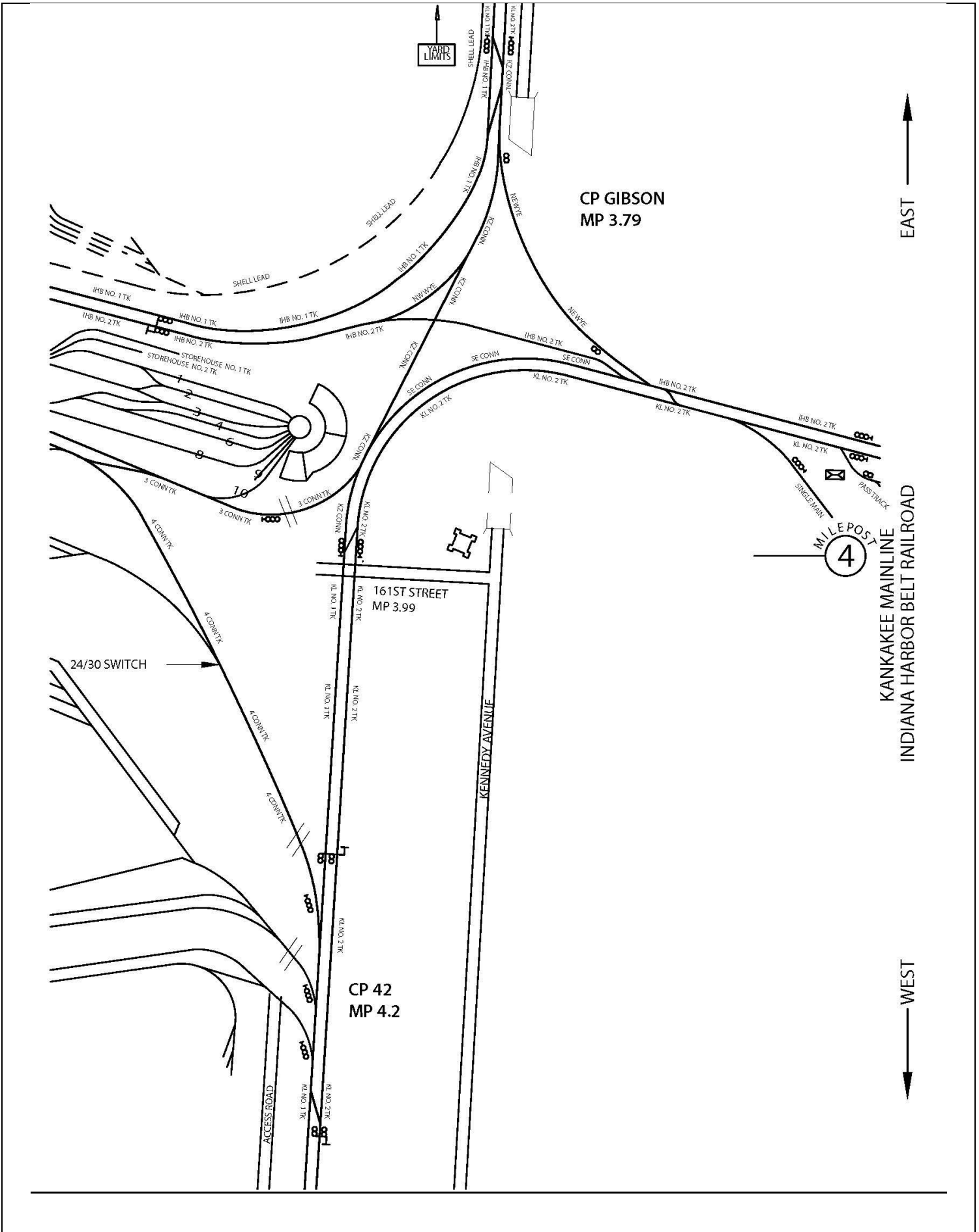
A. Operating Manuals

1. **Timetable Authority:** IHB Timetable No. 3 dated 3/29/2021 in effect.
2. GCOR Operating Rules, Eighth Edition dated April 1, 2020 in effect.
3. 2020 Emergency Response Guidebook in effect.
4. IHB Air Brake & Equipment Handling Rules dated February 1, 2016 effect.
5. IHB Safety Rules and Procedures Transportation dated 08/01/2019 in effect.
6. United States Hazardous Materials Instructions for Rail dated January 6, 2016 in effect.
7. C.O.R.A. Guide 9th Edition dated May 1, 2023 in effect.

B. Revisions:**Timetable Special Instructions:****1. KANKAKEE LINE – MAP (PAGE 11) – MODIFIED 3/27/2024:**

Effective 0600 3/27/2024, a replacement page will be made available at all reporting locations for page 11 of IHB Timetable No. 3. Below is a summary of the changes and an updated map. Replacement page will be available for foreign line employees for Page IHB-50 of the CORA guide:

- Turnout diverging from IHB No. 2 Track to KZ Connection has been named “NW WYE”.
- New Storehouse No. 2 Track has been placed in service at the Roundhouse. The track is located south of Storehouse No. 1 Track.



2. KANKAKEE LINE – PHYSICAL CHARACTERISTICS TABLE – MODIFIED 3/27/2024:

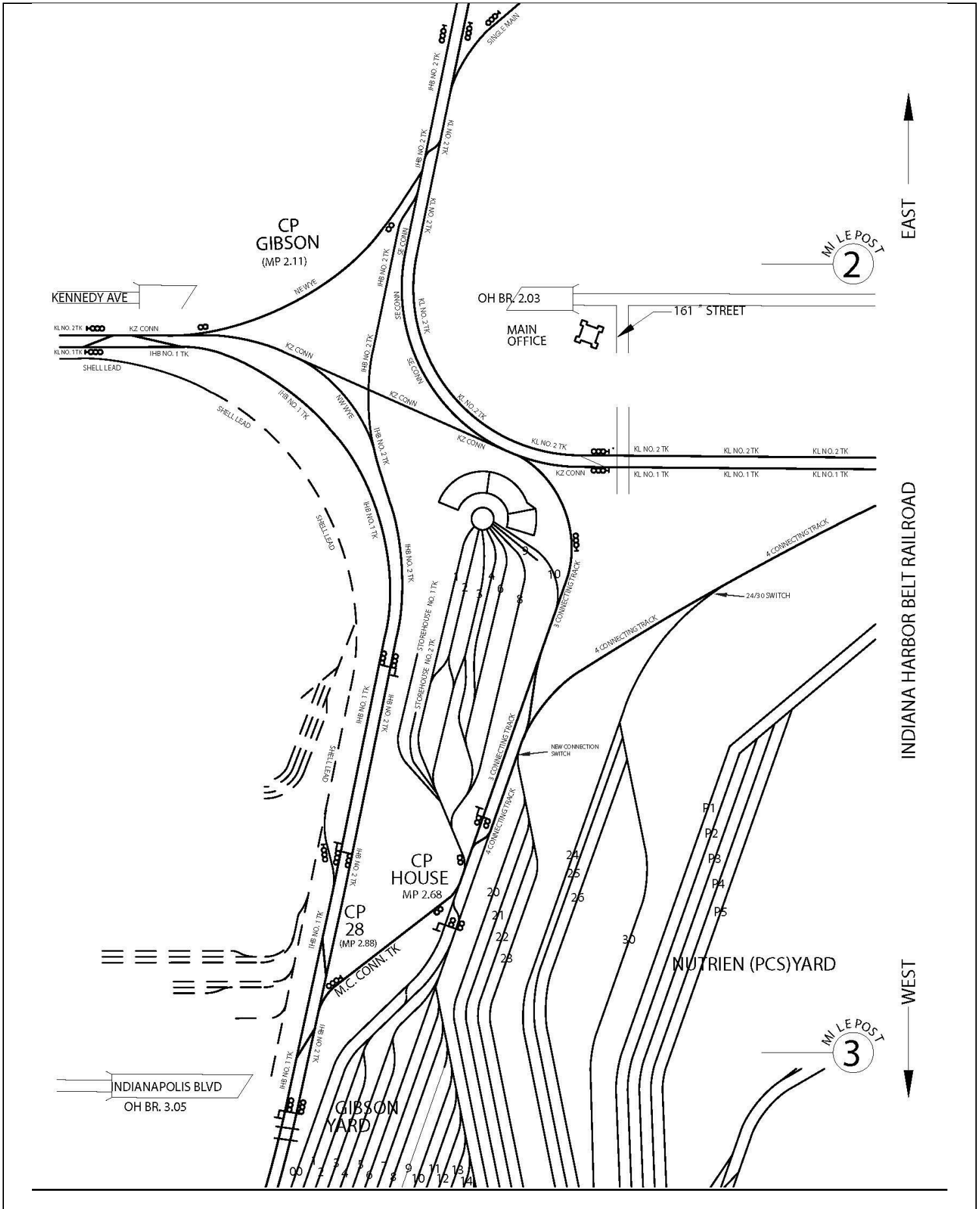
Effective 0600 3/27/2024, a replacement page will be made available at all reporting locations for page 7 of IHB Timetable No.3. Below is a summary of the changes that were made (*italicized/underlined* text represents words that were added and ~~struck through~~ text represents words that were deleted). Replacement page will be available for foreign line employees for Page IHB-46 of the CORA guide:

- AT CP Gibson:
 - IHB NO. 1 TRACK AND IHB NO. 2 TRACK - Added, “*NOTE: TRACKS ARE A PART OF THE IHB MAIN SUBDIVISION.*”
 - SE Connection – Added, “*NOTE: TRACK IS A PART OF THE IHB MAIN SUBDIVISION.*”
 - NE WYE - Added, “*NOTE: TRACK IS A PART OF THE IHB MAIN SUBDIVISION.*”
 - Note deleted and NW WYE added - Turnout diverging from IHB No. 2 Track to KZ Connection has been named “NW Wye”:
 - Deleted - “~~NOTE: SPEED AT CP GIBSON – TURNOUT SPEED WHEN DIVERGING FROM OR TO IHB NO. 2 TRACK AND KZ CONNECTION~~”
 - Added - “AT GIBSON” under the **LOCATION BETWEEN/AT** column, “*NW WYE – NOTE: TRACK IS A PART OF THE IHB MAIN SUBDIVISION*” under the **TRACK NAME** column, and “*CTC*” under the **RULE** column.

3. IHB MAIN LINE – MAP (PAGE 11) – MODIFIED 3/27/2024:

Effective 0600 3/27/2024, a replacement page will be made available at all reporting locations for page 11 of IHB Timetable No. 3. Below is a summary of the changes and an updated map. Replacement page will be available for foreign line employees for Page IHB-58 of the CORA guide:

- Turnout diverging from IHB No. 2 Track to KZ Connection has been named “NW WYE”.
- New Storehouse No. 2 Track has been placed in service at the Roundhouse. The track is located south of Storehouse No. 1 Track.



4. IHB MAIN – EAST (WAS CP IVANHOE TO EAS CP 113) – PHYSICAL CHARACTERISTICS TABLE – MODIFIED 3/27/2024:

Effective 0600 3/27/2024, a replacement page will be made available at all reporting locations for page 17 of IHB Timetable No.3. Below is a summary of the changes that were made (*italicized/underlined* text represents words that were added and ~~struck through~~ text represents words that were deleted). Replacement page will be available for foreign line employees for Page IHB-56 of the CORA guide:

- AT CP Gibson:
 - KL NO. 1 TRACK AND KL NO. 2 TRACK - Added, “*NOTE: TRACKS ARE A PART OF THE KANKAKEE LINE SUBDIVISION.*”
 - KZ Connection – Added, “*NOTE: TRACK IS A PART OF THE KANKAKEE LINE SUBDIVISION.*”
 - NE WYE - Added, “*NOTE: TRACK IS A PART OF THE IHB MAIN SUBDIVISION.*”
 - Note deleted and NW WYE added - Turnout diverging from IHB No. 2 Track to KZ Connection has been named “NW Wye”:
 - Deleted - “~~NOTE: SPEED AT CP GIBSON – TURNOUT SPEED WHEN DIVERGING FROM OR TO IHB NO. 2 TRACK AND KZ CONNECTION~~”

Added - “AT GIBSON” under the LOCATION BETWEEN/AT column, “NW WYE” under the TRACK NAME column, and “CTC” under the RULE column.

5. TIMETABLE SPECIAL INSTRUCTION 2004 – RAILROAD PROVIDED ELECTRONIC DEVICES (GCOR 2.21) – MODIFIED 1/23/2024:

Effective 0600 1/23/2024, on page 63 of IHB Timetable No. 3, underneath item 4 of Timetable Special Instruction 2004, employees must add “*Note: Employees must read all new Communications at the beginning of their tour of duty and select “Confirm Read” once they have read the Communication.*” Below is Timetable Special Instruction 2004 will read after the modification:

TTSI 2004 - RAILROAD PROVIDED ELECTRONIC DEVICES (GCOR 2.21)

Employees that have been provided a railroad supplied electronic device must have the device available for use and must ensure the device is:

1. In good working condition,
2. Updated with the latest rule books and special instructions that are in effect,
3. SafeTrack app must be left open at all times while on duty, and
4. Powered on during the entire tour of duty in order to receive vital software updates.

Note: Employees must read all new Communications at the beginning of their tour of duty and select “Confirm Read” once they have read the Communication.

6. TIMETABLE SPECIAL INSTRUCTION 2412 – PROVIDING WARNING AND RIDING EQUIPMENT OVER ROAD CROSSINGS – MODIFIED 1/5/2024:

Effective 0600 1/5/2024, employees must make a note on page 97 of IHB Timetable No. 3, “See bulletin changes dated 1/5/2024.” and keep a copy of Timetable Special Instruction 2412 in their possession. “Providing Warning Over Road Crossing” portion of the rule has been modified to “Providing Warning Over Public Road Crossing” (all changes are *underlined/italicized/bolded*). Below is Timetable Special Instruction 2412:

2412 PROVIDING WARNING AND RIDING EQUIPMENT OVER ROAD CROSSINGS

GCOR 6.32.1 is not adopted by the IHB.

Riding Equipment

Public and Private Crossings:

Employees are prohibited from riding equipment being handled ahead of the locomotive over public and private crossings.

Exception: Employees may ride a caboose over public road crossings that are protected by gates that are in the fully lowered position.

Yard Access Crossings:

Employees must not ride on sill step (stirrup beneath ladder), engine steps, caboose steps of cars when moving over a yard access crossing. Providing warning for yard access crossings is required when it is clearly seen that traffic is stopped at the crossing or traffic is approaching the crossing.

Providing Warning Over Public Road Crossings

When cars are shoved or kicked over a public road crossing at grade, an employee must be on the ground at the crossing to provide warning until crossing is occupied unless gates are in the fully lowered position.

To provide warning for public crossings equipped with flashing lights or passive warning devices (cross-bucks, stop signs, etc.), employees must:

1. Stop movement before fouling the crossing;
2. Employee must remain in a location clear of the right of way where they cannot be struck by vehicular traffic;
3. Fuses must be on each side of the crossing;
4. Instruct engineer to initiate shoving movement after visually determining all traffic is stopped;
5. Employee providing protection may walk across the road crossing once it is completely occupied.

Note: Never proceed equipment when providing warning over road crossings.

This rule does not supersede requirements of Transportation Safety Rule 1752.

7. TIMETABLE SPECIAL INSTRUCTION 2412 – PROVIDING WARNING AND RIDING EQUIPMENT OVER ROAD CROSSINGS – ADDED 1/4/2024:

Effective 0600 1/4/2024, employees must make a note on page 97 of IHB Timetable No. 3, “See bulletin changes dated 1/4/2024.” and keep a copy of Timetable Special Instruction 2412 in their possession.

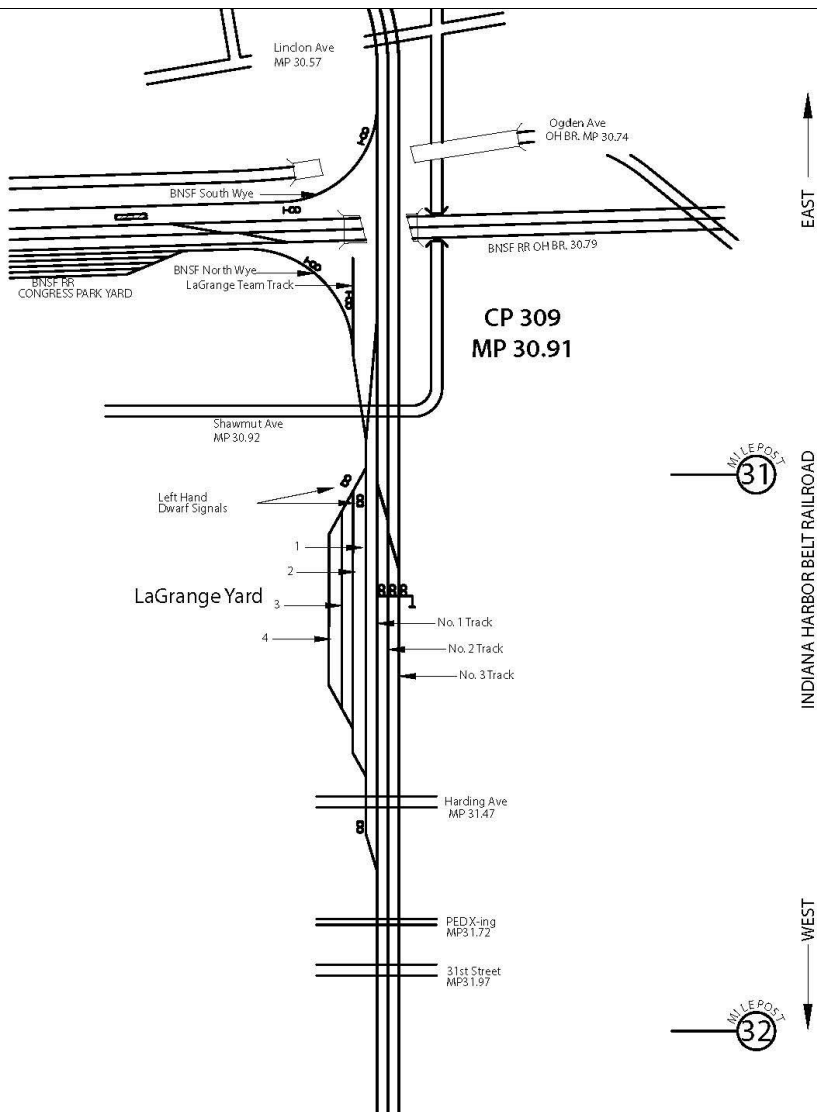
8. DIRECTORY – TELEPHONE/FAX – MODIFIED 1/3/2024:

Effective 0600 1/3/2024, employees must modify the Michigan Avenue Yardmaster’s contact information (7th row under Gibson District) on page 5 of IHB Timetable No. 3 by striking through ~~4873~~ under “Number” and “Smart Number” columns. Employees must write “4783” in their places. Below is how the Michigan Ave – Yardmaster column will read after the changes are made:

Department/Name	Number	Smart Number	Fax
Michigan Ave – Yardmaster	219-989-4783	4783	4977

9. CP 309 MAP – MODIFIED 11/28/2023:

Effective 0600 11/28/2023, employees must make a note on page 41 of IHB Timetable No. 3. stating, “Crossover from No. 1 Track to La Grange Yard Lead has been removed.” Foreign line crews must make the same changes to Page IHB-80 in the CORA guide. On the next page is an updated map:



10. Y-1 IHB YARDS AND OTHER THAN MAIN TRACK – MODIFIED 11/15/2023

Effective 0600 11/15/2023, on page 51 of IHB Timetable No. 3, employees must strike through ~~Narragansett BRCRR~~ and write, “430 feet East of BRC’s IHB Connection Switch” in its place. Foreign line crews must make the same change to page IHB-90. Below is how the 7th row of the page will read after making the modification:

Track/Yard	Between	And	Employee
Argo Industrial Track	CP Argo	430 feet East of BRC's IHB Connection Switch	IHB West Dispatcher

11. TIMETABLE SPECIAL INSTRUCTION 2006 – INBOUND/OUTBOUND INSPECTIONS – MECHANICAL EMPLOYEES – ADDED 11/14/2023:

Effective 0600 11/14/2023, employees must add Timetable Special Instruction 2006 to page 63 of IHB Timetable No. 3. Below is Timetable Special Instruction 2006:

2006 INBOUND/OUTBOUND INSPECTIONS – MECHANICAL EMPLOYEES

Mechanical department employees instructed to inspect inbound/outbound freight cars must check cars for broken, missing, or defective:

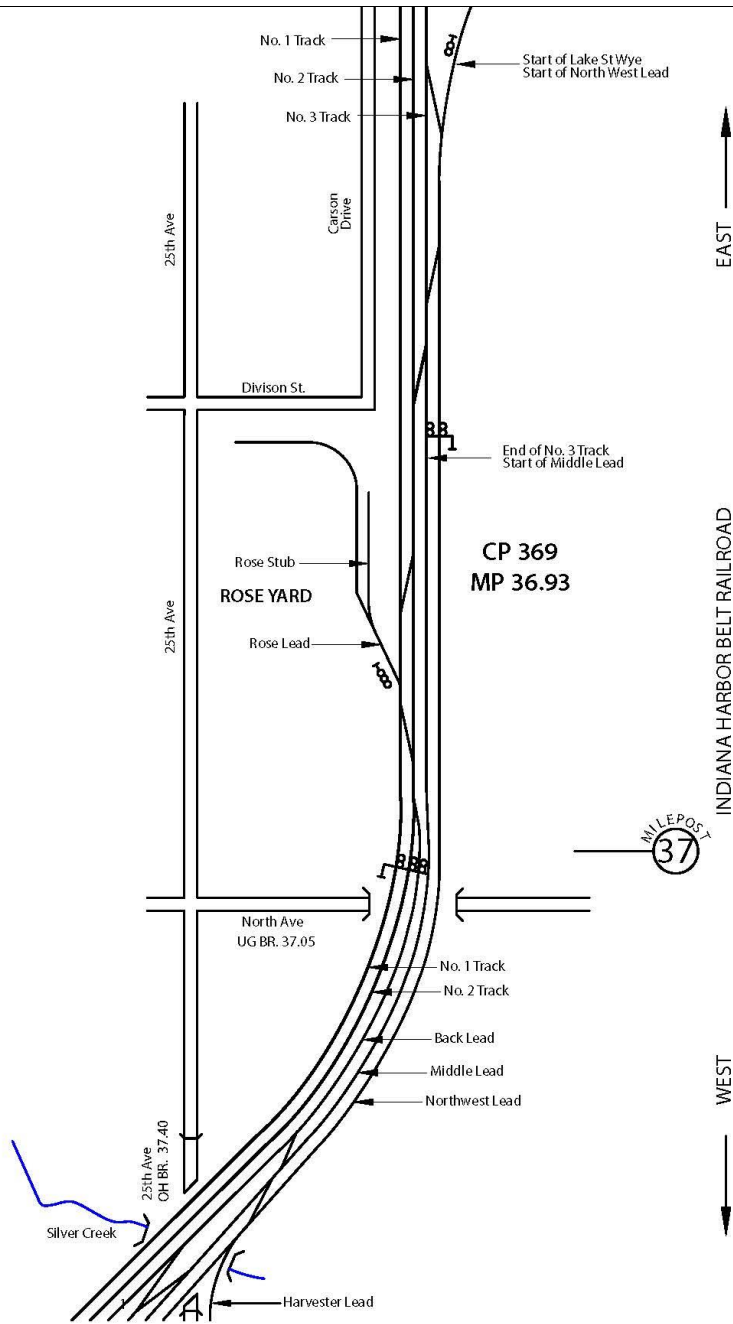
1. 49 CFR part 215 mechanical equipment,
2. 49 CFR part 231 safety appliances, and
3. 49 CFR part 232 air brake equipment.

12. ARGO YARD – NARRAGANSETT – MODIFIED 11/11/2023

Effective 0600 11/11/2023, BRC has removed the Narragansett interlocking (please see BRC's CORA update dated 2023-003 for more information). At the top of page 52 of IHB Timetable No. 3, employees must strike-through, "~~Narragansett~~—1. Trains operating from BRC to IHB upon receiving signal at Narragansett must immediately contact IHB West Dispatcher for instructions." Foreign line crews must make the same changes to page IHB-91.

13. CP 369 MAP – MODIFIED 11/10/2023:

Effective 0600 11/10/2023, employees must make a note on page 45 of IHB Timetable No. 3. stating, "Crossover from No. 2 Track to No. 1 Track has been removed and reinstalled 350 east of previous location." Foreign line crews must make the same changes to Page IHB-84 in the CORA guide. On the next page is an updated map:



14. TIMETABLE SPECIAL INSTRUCTION 2231 – SHOVING MOVEMENT – INDUSTRIES (GCOR 6.5) – ADDED

10/17/2023:

Effective 0600 10/17/2023, employees must make a note on page 87 of IHB Timetable No. 3 “See bulletin changes dated 10/17/2023” and keep a copy of Timetable Special Instruction 2231 in their possession. Below is Timetable Special Instruction 2231:

TTSI 2231 SHOVING MOVEMENTS – INDUSTRIES (GCOR 6.5)

Riding the side of equipment, during a shoving movement, is prohibited from 30 minutes prior to sunset to 30 minutes after sunrise while traversing an industry’s property unless otherwise instructed on the 1580 work order. For the purpose of this rule, the industry’s property is defined as any track beyond the switch point leading into the industry.

15. IHB HIGHWAY CROSSING AT GRADE CHART – MODIFIED 9/21/2023:

Effective 0600 9/21/2023, employees must make the following change to page 55 of IHB Timetable No. 3. Foreign line crews must make the same changes to Page IHB-92 in the CORA guide:

- Write in “RD” after STATE LINE (2nd row under IHB MAIN LINE HIGHWAY CROSSINGS AT GRADE).
- Write in “AVE” after PAXTON (4th row under IHB MAIN LINE HIGHWAY CROSSINGS AT GRADE).

16. TIMETABLE SPECIAL INSTRUCTION 2305 – SECURING UNATTENDED TRAINS AND CARS (GCOR 7.6) – MODIFIED 8/28/2023:

Effective 0600 8/28/2023, employees must make a note on page 87 of IHB Timetable No. 3 “See bulletin changes dated 8/28/2023” and keep a copy of Timetable Special Instruction 2305 in their possession. Foreign line crews must make the same changes to page IHB-19. Below is Timetable Special Instruction 2305 (modifications to the rule are ***bolded, italicized, and underlined***):

2305 SECURING UNATTENDED TRAINS AND CARS (GCOR 7.6)

Handbrake Requirements

GENERAL REQUIREMENTS

At least 10% of any unattended train or cut of up to 30 cars left unattended on main, siding, yard, industrial, and running tracks must be secured with handbrakes.

1 Car	1 Hand Brake
2 – 10 Cars	1 Hand Brake
11 – 20 Cars	2 Hand Brakes
21 Plus Cars	3 Hand Brakes

BLUE ISLAND YARD

<u>Location</u>	<u>Track(s)</u>	<u>Minimum Hand Brakes</u>
Hales Yard	1, 2, and 3	5
Between CP 107 and Halsted Street OH Br. (MP 11.95)	5 Lead and 9 Lead	5

- ***After a successful securement test, inbound train crews must job brief the General Yardmaster regarding hand brake information. Job briefing must include the number of hand brakes applied to the train and whether the hand brakes are on the east or west end of the train. Job briefing must take place via radio on channel 058-058 or 097-097. The General Yardmaster will document hand brake information and brief all applicable employees.***
- ***Prior to cutting away from equipment, crews must follow the procedure below if any portion of the train or cut of cars is East of Halstead Street overhead bridge:***
 - 1. Perform a securement test.***
 - 2. Cut away and separate from equipment by 50 feet.***
 - 3. Stand by for one minute to ensure the equipment does not move.***

GIBSON AUTO YARD

A securement test is not required if equipment is secured with handbrakes according to the table below:

<u>Quantity of Cars</u>	<u>Hand Brakes</u>
1	1
2	2
3	3
4	4
More than four	4

In the Gibson Auto Yard a job briefing must be held between the employee and the on duty Yardmaster any time there is a change to the securement of car(s) in track. Job briefing must be held by calling the West End Auto Yardmaster at 219-989-4827 or on radio channels 025-025 or 095-095. The Yardmaster will record this on the securement form and brief with all applicable employees.

17. TIMETABLE SPECIAL INSTRUCTION 2406 – MALFUNCTION (GCOR 6.32.2) – MODIFIED 8/2/2023:

Effective 0600 8/2/2023, employees must make a note on page 93 of IHB Timetable No. 3 “See bulletin changes dated 8/2/2023” and keep a copy of Timetable Special Instruction 2406 in their possession. Foreign line crews must make the same changes to page IHB-23. Below is Timetable Special Instruction 2406:

2406 MALFUNCTION (GCOR 6.32.2)

In the event of an automatic highway crossing warning device malfunction in the dispatcher’s territory, the train dispatcher must issue an IHB Movement Permit to all trains that will operate over the affected crossing unless published by Bulletin Order. Dispatchers must instruct employees to protect the highway crossing at grade per Rule 6.32.2 B, procedure 1 or procedure 3, unless advised otherwise by the signal department to protect the highway crossing at grade per Rule 6.32.2 B, procedure 2.

18. TIMETABLE SPECIAL INSTRUCTION 2408 - RUSTY RAIL (GCOR 6.32.2) – MODIFIED 8/2/2023:

Effective 0600 8/2/2023, employees must strikethrough ~~procedure 1~~ on page 94 of IHB Timetable No. 3. Foreign line crews must make the same changes to page IHB-23.

19. TIMETABLE SPECIAL INSTRUCTION 2411 – HIGHWAY CROSSINGS AT GRADE – OTHER THAN MAIN TRACK (GCOR 6.32.2) – MODIFIED 8/2/2023:

Effective 0600 8/2/2023, employees must strikethrough ~~procedure 1~~ in the first and third paragraphs on page 95 of IHB Timetable No. 3. Foreign line crews must make the same changes to pages IHB-25 and IHB IHB-26.

20. TIMETABLE SPECIAL INSTRUCTION 2308 – SECUREMENT TEST – SINGLE CAR OR DP LOCOMOTIVE CONSIST (GCOR 7.6) – ADDED 7/8/2023:

Effective 0600 7/8/2023, employees must make a note on page 90 of IHB Timetable No. 3 “See bulletin changes dated 7/8/2023” and keep a copy of Timetable Special Instruction 2308 in their possession. Foreign line crews must make the same note on Page IHB-21. On the next page is Timetable Special Instruction 2308:

2308 SECUREMENT TEST – SINGLE CAR OR DP LOCOMOTIVE CONSIST (GCOR 7.6)

To test that a hand brake on a single car or DP locomotive/consist is sufficient to hold the equipment, push against the equipment with the locomotive:

- a. The hand brake is sufficient when a retarding effect is observed, or
- b. The hand brake is not sufficient if no retarding effect is observed. Do not leave equipment that fails the test unattended unless a minimum of one additional piece of equipment with tested hand brakes is coupled.

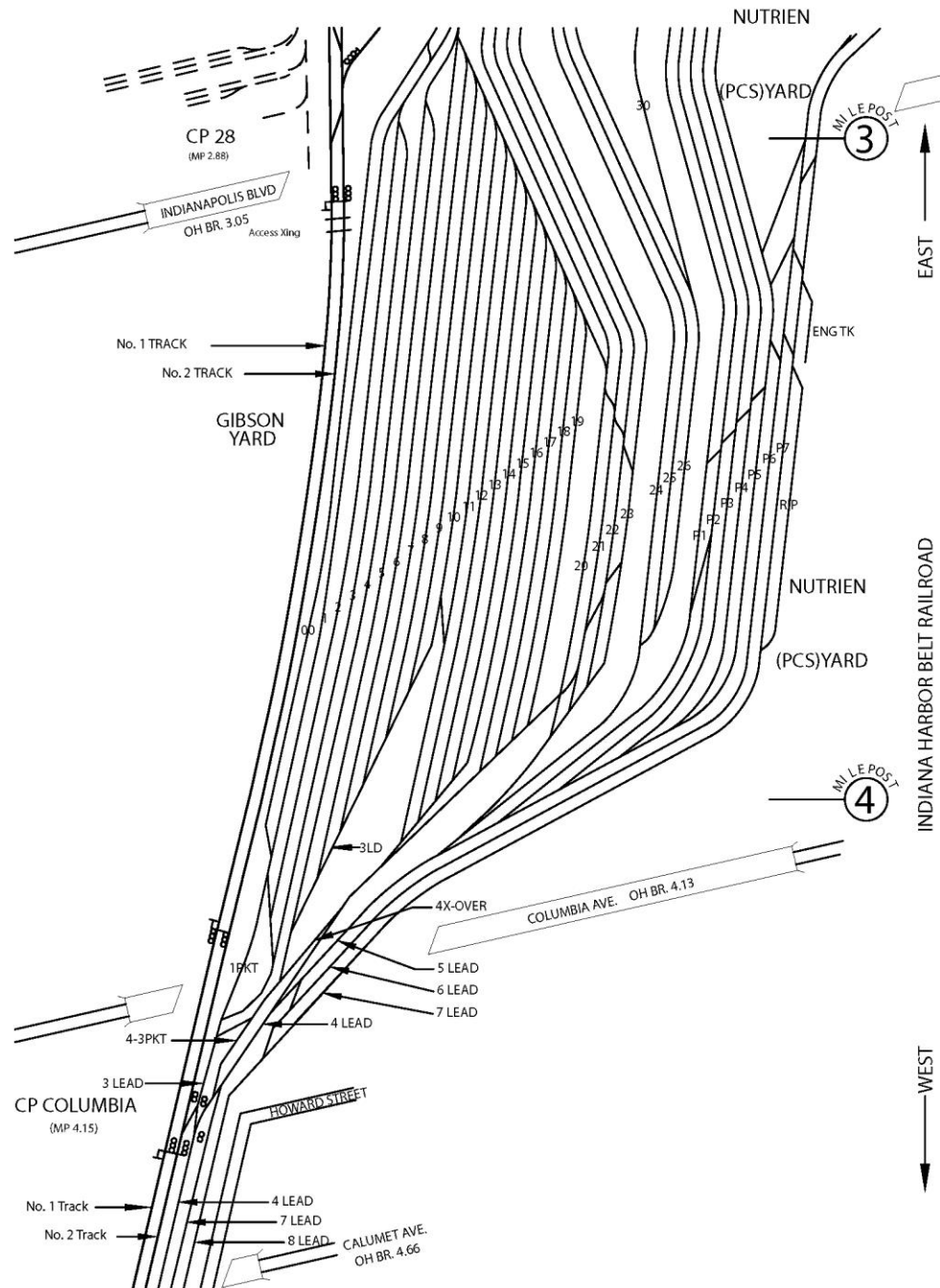
21. GIBSON YARD – PHYSICAL CHARACTERISTIC CHANGES – MODIFIED 7/7/2023:

Effective 0600 6/21/2023, employees must make a note on page 20 of IHB Timetable No. 3 “See bulletin changes dated 7/7/2023” and keep a copy of new map in their possession. Foreign line crews must make the same note on Page IHB-59.

Below is a summary of the changes made:

1. 8 Lead East End switch has been removed.
2. 6 Pocket (between the 6 Lead and 6-7 East switch) has been removed.
3. 7 Lead between 4-7 W switch and 8 Lead has been removed.

On the next page is a map of the revised configuration:



22. TIMETABLE SPECIAL INSTRUCTION 2004 – RAILROAD PROVIDED ELECTRONIC DEVICES (GCOR 2.21) – ADDED 6/20/2023:

Effective 0600 6/20/2023, employees must add Timetable Special Instruction 2004 to page 63 of IHB Timetable No. 3. Below is Timetable Special Instruction 2004:

TTSI 2004 - RAILROAD PROVIDED ELECTRONIC DEVICES (GCOR 2.21)

Employees that have been provided a railroad supplied electronic device must have the device available for use and must ensure the device is:

- 5. In good working condition,
- 6. Updated with the latest rule books and special instructions that are in effect,
- 7. SafeTrack app must be left open at all times while on duty, and
- 8. Powered on during the entire tour of duty in order to receive vital software updates.

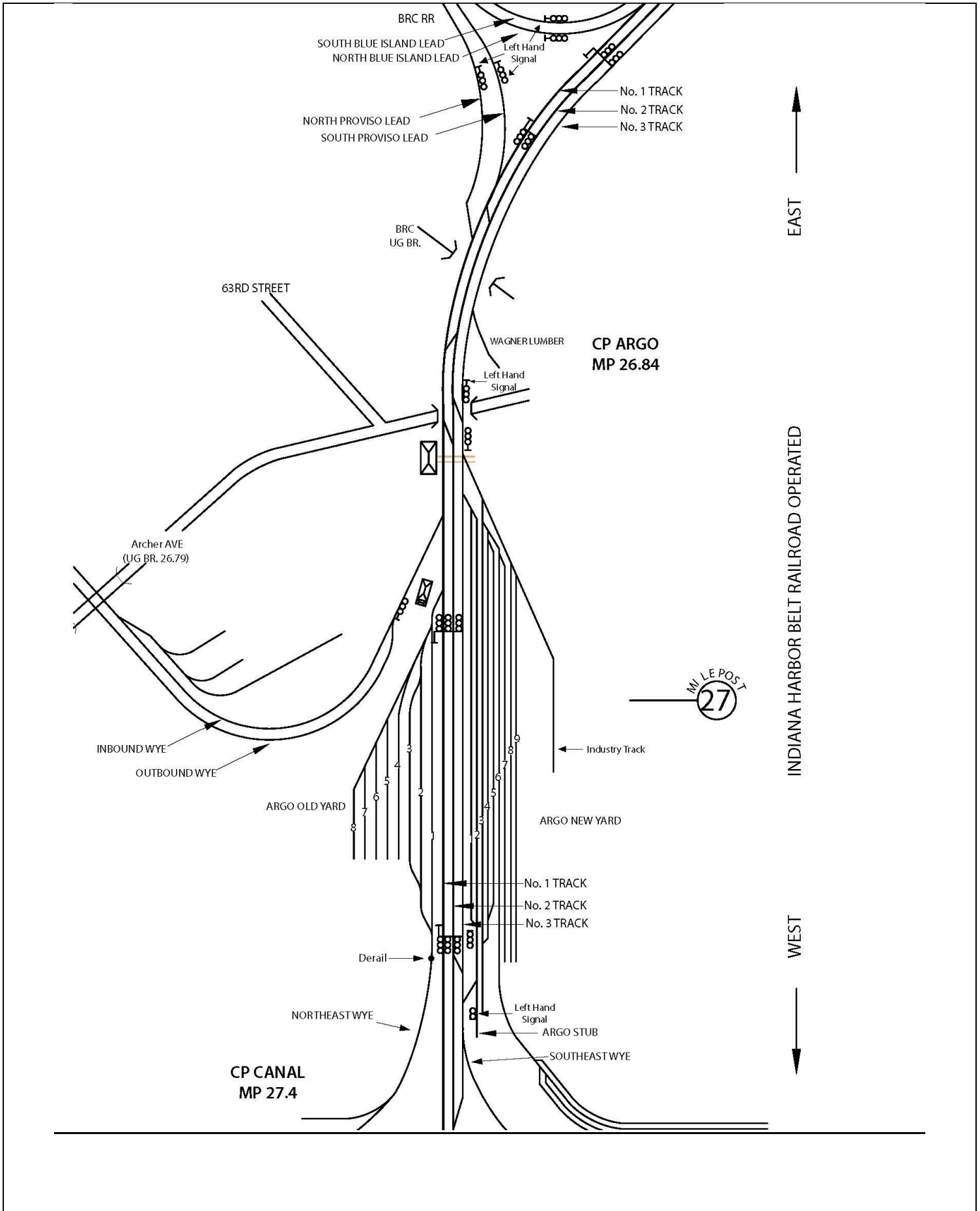
23. PHYSICAL CHARACTERISTIC CHANGES BETWEEN EAS CP 238 AND WAS CP CANAL – MODIFIED 4/28/2023:

Effective 0600 4/28/2023, employees must make a note on page 38 of IHB Timetable No. 3 “See bulletin changes 4/28/2023” and keep a copy of new map configuration in their possession (Foreign line crews must make the same note on Page IHB-77 of the CORA guide). A sticker will be made available for the modifications to page 38 of IHB Timetable No. 3 in the near future. The map on the next page identifies the Southeast Wye and the Argo Stub Track. It also includes all previous modifications to page 38:

Effective at 0600 6/20/22 the following physical characteristics changes will be in effect between EAS CP 238 and WAS CP Canal:

1. B&O Siding and Argo Pass Track have been renamed No. 3 Track (see Timetable changes in item E. UPDATES TO DEPARTMENT OPERATING MANUALS for maximum authorized speed and rule in effect).
2. New configuration of the South Proviso Lead and North Proviso Lead.
3. Left handed crossover switch from No. 1 Track to No. 2 Track has been installed approximately 486 feet from WAS CP Argo.
4. Dwarf signal governing eastward movement on No. 3 Track at CP Argo has been removed and replaced by a left handed high mast signal. It has been relocated approximately 320 feet west of former location.
5. Right handed crossover switch from No. 2 Track to No. 1 Track has been installed approximately 190 feet west of the Wagner Lumber switch.
6. Left handed crossover from No. 1 Track to No. 2 Track and right handed crossover from No. 3 Track to No. 2 track located approximately 190 feet west of the Wagner Lumber switch have been removed.
7. Right handed crossover at MP 26.79 from No. 2 Track to No. 1 Track has been removed and replaced by a left handed crossover from No. 1 Track to No. 2 Track.
8. Argo New Yard – New lead configuration at the east end of the Argo New Yard. There is not a signal governing movement from the east end of the Argo New Yard to No. 3 Track. Two electrically locked switches have been installed. The furthest east electrically locked switch provides access from No. 3 Track to Argo New Yard Tracks 3 through 7 and the west electrically locked switch provides access from No. 3 Track to Argo New Yard tracks 1 and 2.
9. Argo Old Yard – Permanent hand operated fixed derail has been installed on the Northeast Wye approximately 10 feet from the 1/2 switch.
 - Employees must make a note on page IHB 38 of IHB “See bulletin changes 1/18/2023” and keep a copy of new map configuration in their possession (Foreign line crews must make the same note on Page IHB-76 of the CORA guide).

On the next page is a map depicting the all changes from 1/18/23 and 6/20/22:



24. TIMETABLE SPECIAL INSTRUCTION 2305 – SECURING UNATTENDED TRAINS AND CARS (GCOR 7.6) – MODIFIED 4/11/2023:

Effective 0600 4/11/2023, employees must write in the following information for Blue Island Yard on page 87 of IHB Timetable No. 3. In the second row, write in “*Between CP 107 and Halsted Street OH BR. (MP 11.95)*” under the Location column, “5 Lead and 9 Lead” under the Track(s) column, and “5” under the Minimum Handbrakes column. Foreign line crews must make the same changes to page IHB-19. Below is how Blue Island’s portion of Timetable Special Instruction 2305 will read after making the changes:

BLUE ISLAND YARD

<u>Location</u>	<u>Track(s)</u>	<u>Minimum Handbrakes</u>
Hales Yard	1, 2, and 3	5
Between CP 107 and Halsted Street OH BR. (MP 11.95)	5 Lead and 9 Lead	5

25. TIMETABLE SPECIAL INSTRUCTION 2104 – EXAMINATIONS – MEDICAL (GCOR 1.3.1) – MODIFIED 4/6/2023:

Effective 0600 4/6/2023, employees must strike through “~~must~~” in the second and third sentence of the last paragraph on page 66 of IHB Timetable No. 3 and write in “may be required to” in its place. Below is how the last paragraph will read once the modifications are made:

2104 EXAMINATIONS – MEDICAL (GCOR 1.3.1)

Special periodic examinations must be taken as prescribed by the Medical Director. Employees off duty account injury, may be required to pass a physical examination before returning to duty. Employees off duty for more than **30 days** may be required to pass a physical examination before returning to duty.

26. TIMETABLE SPECIAL INSTRUCTION 2230 – BLUE ISLAND HUMP LEAD - 9 SWITCH (GCOR 8.2) – MODIFIED 4/6/2023:

Effective 0600 4/6/2023, employees must modify note on page 86 of IHB Timetable No. 3 stating “See bulletin change dated 3/8/2023” by striking through “~~3/8/2023~~” and write “4/6/2023” in its place and keep a copy of Timetable Special Instruction 2230 in their possession. Foreign line crews must make the same changes to page IHB-18.

The title of the rule will also be changed to “**BLUE ISLAND HUMP LEAD – 9 SWITCH (GCOR 8.2)**”. Below is Timetable Special Instruction 2230:

2230 BLUE ISLAND HUMP LEAD – 9 SWITCH (GCOR 8.2)

The 9 switch must be lined and locked reverse (lined for movement to/from South Hump Lead) when not in use.

27. TIMETABLE SPECIAL INSTRUCTION 2224 – REQUIRED AIR BRAKES – SWITCHING AT BLUE ISLAND YARD (GCOR 7.11) – MODIFIED 3/8/2023:

Effective 0600 3/8/2023, employees must make the following changes to page 85 of IHB Timetable No. 3 in ink. Strike through “~~or~~” after “overhead bridge” and write a comma (,) in its place. Write in “, or involved in an active hump operation,” after “hump”. below is how the first sentence will read with the modifications:

Crews switching at the east end of Blue Island Yard are required to cut-in air brakes to freight cars when operating east of Halsted Street overhead bridge, pulling a cut of cars over the crest of the hump, or involved in an active hump operation. The following table will indicate the number of cars required to be cut-in:

28. TIMETABLE SPECIAL INSTRUCTION 2215 – SHOVE MASTER PROTECTION – GIBSON YARD (GCOR 6.5) – MODIFIED 2/6/2023:

Effective 0600 2/6/2023, employees must make the following changes to **Crew Instructions** item number 2 and 5 on page 82 of IHB Timetable No. 3. For item number 2, strikethrough “~~The engineer will ensure that a hand held device is affixed to the locomotive control stand.~~” For item number 5, strikethrough “~~The engineer~~” and write in ink “A crewmember” in its place and strike through “~~locomotive’s~~”. Below is how **Crew Instructions** items number 2 and 5 will read after the changes have been made:

Crew Instructions

- When taking possession of handheld device, foreman will assign his run number to the device using the crew change function.
- A crewmember will appropriately monitor the hand-held device for a full alarm stop indication.

29. TIMETABLE SPECIAL INSTRUCTION 2215 – SHOVE MASTER PROTECTION – GIBSON YARD (GCOR 6.5) – MODIFIED 12/1/2022:

Effective 0600 12/1/2022, on page 82 of IHB Timetable No. 3 employees must write in ink under Yardmaster Instructions Item number 4, “**Note:** *In the event that a track will be put or left in through mode for any reason, the yardmaster must immediately job brief with all Gibson Auto Yard jobs and any other job(s) that will be impacted via radio on channel 025-025 or 095-095.*” Below is how the Yardmaster Instructions will read after adding the note:

Yardmaster Instructions

When using “Shove Master Protection” the yardmaster must:

1. Reserve Free Space manually or by using the automatic mode.
2. Use the footage indicator on the yardmaster computer console when handling freight cars other than auto carriers.
3. Upon receiving a full alarm stop display on the computer console, the yardmaster will broadcast over the radio to crews operating in Gibson Yard to stop movement. Yardmaster must job brief with crew(s) to ensure visual protection will be provided prior to putting a track in through mode. Yardmasters may use through mode or correct the number of cars in track to clear the full alarm stop only when visual protection has been established.
4. All other manipulations of the system are prohibited except in the event to prevent an injury or unavoidable accident.

Note: In the event that a track will be put or left in through mode for any reason, the yardmaster must immediately job brief with all Gibson Auto Yard jobs and any other job(s) that will be impacted via radio on channel 025-025 or 095-095.

30. TIMETABLE SPECIAL INSTRUCTION 2229 – SHOVE MASTER PROTECTION OR MONITORED CAMERA FAILURE – GIBSON YARD (GCOR 6.5) – ADDED 12/1/2022:

Effective 0600 12/1/2022, employees must write in ink on the bottom of page 86 of IHB Timetable No.3 “2229 *SHOVE MASTER PROTECTION OR MONITORED CAMERA FAILURE – GIBSON YARD (GCOR 6.5) *See bulletin change dated 12/2/2022**” and keep a copy of Timetable Special Instruction 2229 in their possession. Below is Timetable Special Instruction 2229:

2229 SHOVE MASTER PROTECTION OR MONITORED CAMERA TECHNICAL FAILURE – GIBSON YARD (GCOR 6.5)

In the event that the Shove Master Protection system outlined in Special Instruction 2215 or Monitored Cameras outlined in Special Instruction 2217 are not working as intended, follow the procedures below:

SHOVE MASTER PROTECTION SYSTEM (SPECIAL INSTRUCTION 2215)

Special Instruction 2215 pertains to Track 7 through 19 at the Gibson Auto Yard.

Crew Instructions

1. Crews must stop movements and provide visual protection as prescribed by GCOR 6.5 under the following circumstances:
 - Handheld device gives a full alarm stop indication.
 - Both the handheld device and display board malfunction or fail to indicate that they are working (the handheld device will be considered to have failed when the heart icon stops flashing. The display board will be considered to have failed when the colons to the right of the train and track information have stopped flashing).
 - or
 - When a track is in through mode or will be left in through mode.
2. Prior to restarting movement, a job briefing must be had with the yardmaster to verify the following:
 - Visual point protection will be provided prior to clearing a full alarm stop and putting the track in through mode.

Yardmaster Instructions

In the event that track(s) 7 through 19 at the Gibson Auto Yard must be put or left in through mode as outlined in Special Instruction 2215, Yardmasters must follow the procedure below:

1. Immediately job brief with all crews that will be impacted via radio on channel 025-025 or 095-095.
2. Instruct crews that visual point protection must be provided to the affected track(s) prior to initiating a shoving or pushing movement.
3. Once the track has been taken off through mode, have a follow up job briefing with every crew that was previously job briefed unless the crew has completed their tour of duty or departed Gibson Auto Yard.

Note: Any track that is in through mode will be coded purple on the Track Display screen. During shift change, yardmaster must notify the next shift’s yardmaster on any track(s) left in through mode. All crews that will be impacted by a track that was left in through mode by the previous shift’s yardmaster must be job briefed on radio channel 025-025 or 095-095.

MONITORED CAMERAS (SPECIAL INSTRUCTION 2217)

Special Instruction 2217 pertains to Track 00 through Track 6, Track 20 through Track 23, Track 24 through Track 30 at the Gibson Auto Yard.

Crew Instructions

In the event track(s) cannot be clearly observed by this system due to technical issues, weather conditions, etc., follow the procedure below:

1. Notify the yardmaster.
2. Crews must protect shoving and pushing movements in a conventional manner per GCOR 6.5.

Yardmaster Instructions

1. Notify immediate supervisor that the Monitored Cameras are not working as intended.
2. Instruct crews that visual point protection must be provided to the affected tracks prior to initiating any shoving or pushing movements.

Job brief with crews once Communications Department advises the system is working as intended.

31. TIMETABLE SPECIAL INSTRUCTION 2208 – SWITCH POINT INDICATORS (GCOR 8.10) – ADDED 11/2/2022:

Effective 0600 11/2/2022, employees must strike through ~~RULE RESERVED FOR FUTURE USE~~ and write in ink on page 77 of IHB Timetable No. 3 “*See bulletin change 11/2/2022*”. Employees must keep a copy of Timetable Special Instruction 2208 in their possession. Foreign line crews must make the same changes to page IHB-7. Below is Timetable Special Instruction 2208:

2208 SWITCH POINT INDICATORS (GCOR 8.10)

Prior to traversing a switch equipped with a switch point indicator, all movements must not foul the switch until a Green or Yellow aspect is displayed. In the event that a Dark, Red, or flashing Red aspect is displayed, follow the procedure below:

1. Stop and inspect the switch for obstructions. Remove any obstructions while avoiding pinch points.
2. Operate the switch:
 - If a Green or Yellow indication is displayed after operating the switch proceed.
 - If a Dark, Red, or Flashing Red indication is displayed after operating the switch do not traverse the switch and report it to the yardmaster.
3. Yardmaster will notify the Engineering Department.

Note: Switch must not be traversed unless a Green aspect is displayed, a Yellow aspect is displayed, or authorized by Engineering Department.

32. TIMETABLE SPECIAL INSTRUCTION 2509 – TRACK PROTECTION FOR IHB SPECIAL AGENTS OR CONTRACTORS – ADDED 11/2/2022:

Effective 0600 11/2/2022, employees must write in ink on the bottom of page 102 of IHB Timetable No. 3 “**2509 TRACK PROTECTION FOR IHB SPECIAL AGENTS OR CONTRACTORS** *See bulletin change dated 11/2/2022*”. Employees must keep a copy of Timetable Special Instruction 2509 in their possession. Below is Special Instruction 2509:

2509 TRACK PROTECTION FOR IHB SPECIAL AGENTS OR CONTRACTORS

In order for an IHB special agent or outside contractor to foul tracks and/or equipment, they must job brief with an IHB employee who is qualified on operating rules and work under their protection (i.e. Employee in Charge inaccessible track, transportation employee flagman protection, etc.) or establish protection by following the procedure below:

1. Special agent or outside contractor contacts yardmaster to identify the track(s) needing blue signal protection.
2. Yardmaster contacts car department to instruct them which track(s) needs blue signal protection and contact information of the employee who requested blue signal protection.
3. Car department establishes blue signal protection on the specified track(s) and notifies the special agent or outside contractor when blue signal protection has been established.
4. Special agent or outside contractor notifies car department when they have completed their task.
5. Car department notifies yardmaster when blue signal protection has been removed.

33. MADISON STREET – REVISED 11/2/2022:

Effective 0600 11/2/2022, employees must strike through ~~Madison~~ towards the top left of page 43 of IHB Timetable No. 3 and write in ink “*Madison*”. Foreign line crews must make the same changes to page IHB-82.

34. CALUMET CITY INDUSTRIAL TRACK – SPECIAL INSTRUCTIONS – MODIFIED 10/19/2022:

Effective 0600 10/19/2022, employees must modify the SPECIAL INSTRUCTIONS on page 48 of IHB Timetable No. 3 by striking through ~~EAS~~ and writing in “*WAS*” and striking through ~~WAS~~ and writing in “*EAS*”. Foreign line crews must make the same changes to page IHB-87. Below is an example of how the SPECIAL INSTRUCTIONS will read after the changes are made:

SPECIAL INSTRUCTIONS:

WAS CP NORTH STATE LINE AND EAS CP STATE LINE: GCOR 6.13 YARD LIMITS IN EFFECT.

35. ALSIP LEAD MILEPOST – MODIFIED 10/18/2022:

Effective 0600 10/18/2022, employees must strike through ~~18.75~~ under ALSIP LEAD on the middle of page 34 of IHB Timetable No. 3 and write in ink “*19.18*”. Foreign line crews must make the same change to page IHB-73. **1. TIMETABLE SPECIAL INSTRUCTION 2411 –**

36. HIGHWAY CROSSINGS AT GRADE OTHER THAN MAIN TRACK (GCOR 6.32.2 – MODIFIED 9/22/2022:

Effective 0600 9/22/2022, employees must make the following changes in ink to page 95 of IHB Timetable No. 3. Foreign line crews must make the same changes to CORA page IHB-26:

- Modify the NS Connection row (sixth last row of the chart) by writing “*Indiana Ave*” under the Crossing(s) column. Below is how that row will read after the change is made:

<u>Track</u>	<u>Crossing(s)</u>	<u>Contact Employee</u>
NS Connection	138 th Street <i>Indiana Ave</i>	IHB East Dispatcher

- Add a new row for the Spud House Lead by writing in “*Spud House Lead*” under the Track column, “*Western Ave*” under the Crossing(s) column, and “*IHB West Dispatcher*” under the Contact Employee column:

<u>Track</u>	<u>Crossing(s)</u>	<u>Contact Employee</u>
<i>Spud House Lead</i>	<i>Western Ave</i>	<i>IHB West Dispatcher</i>

37. TIMETABLE MAP CP 113 – REVISED 9/11/2022:

Effective 0600 9/11/2022, employees must strike through ~~WAS~~ on the bottom left of page 26 of IHB Timetable No. 3 and write in ink “*EAS*”. Foreign line crews must make the same change to page IHB-65. Below is how the note at the bottom left of the map will read with the change made:

Dual Controlled derail on 2 lead at EAS Signal Cantilever

38. TIMETABLE SPECIAL INSTRUCTION 2228 – REVERSE MOVEMENTS – 2 LEAD AT CP 113 (GCOR 6.4) – ADDED 9/10/2022:

Effective 0600 9/10/2022, employees must add a note at the bottom of page 85 of IHB Timetable No. 3 “*See bulletin change 9/10/2022*” and keep a copy of Timetable Special Instruction 2228 in their possession. Foreign line crews must add the same note to the bottom of page IHB-17 of the CORA Guide. Below is Timetable Special Instruction 2228:

2228 REVERSE MOVEMENTS – 2 LEAD AT CP 113 (GCOR 6.4)

Reverse movements on 2 Lead at CP 113 are prohibited unless the derail on 2 lead at CP 113 is occupied.

39. TIMETABLE SPECIAL INSTRUCTION 2215 – SHOVE MASTER PROTECTION – MODIFIED 9/7/2022:

Effective 0600 9/7/2022, employees must strike through ~~18~~ in the first paragraph at the top of page 81 of IHB Timetable No. 3 and write in “*19*”. Foreign line crews must make the same changes to Page IHB-12. On the next page is how the first paragraph will read with the changes made:

2215 SHOVE MASTER PROTECTION – GIBSON YARD (GCOR 6.5)

Shoving or pushing movements may be made at Gibson Auto Yard on tracks **7 through 19** with “technology aided point protection” known as “Shove Master Protection.” The following definitions and procedures will apply when providing point protection with “Shove Master Protection.”

40. LA GRANGE YARD NO. 1 TRACK – MODIFIED 8/16/2022:

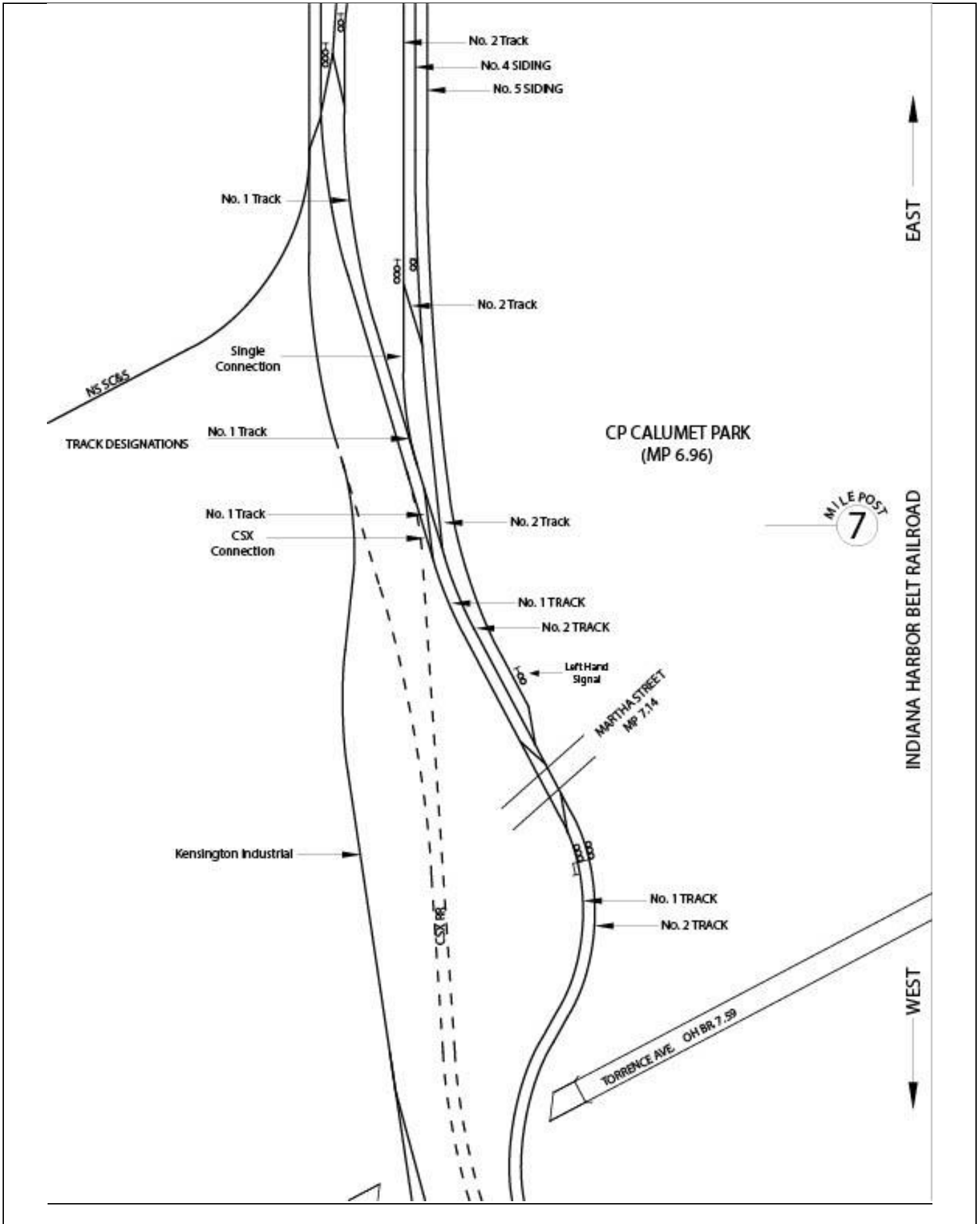
Effective 0600 8/16/2022, employees must make the following changes to IHB Timetable No. 3 in ink for all references of La Grange West Pass:

- **SPECIAL INSTRUCTION 2204 - NORMAL POSITIONS OF SWITCHES AND CROSSOVERS (GCOR 8.2)** – On page 76, strike through both references of ~~West Pass~~ and write in “No. 1 Track” (foreign line crews must make the same changes to Page IHB-6).
- **SPECIAL INSTRUCTION 2410 – CROSSINGS REQUIRING SPECIAL INSTRUCTION (GCOR 6.32.2)** – On page 93, strike through ~~West Pass La Grange~~ and write in “La Grange No. 1 Track” (foreign line crews must make the same changes to Page IHB-24).
- **SPECIAL INSTRUCTION 2700 – AUTHORITY TO ENTER CTC LIMITS (GCOR 10.1)** – On page 109, strike through ~~West Pass La Grange~~ and write in “La Grange No. 1 Track” (foreign line crews must make the same changes to Page IHB-38).

41. CP CALUMET PARK – SINGLE CONNECTION – MODIFIED 8/16/2022:

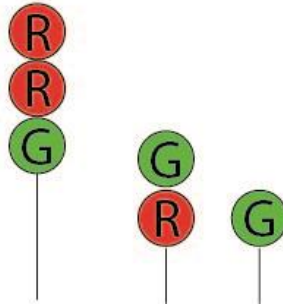
Effective 0600 8/16/2022, employees must make a note on page 23 of IHB Timetable No. 3 “See bulletin changes 8/16/2022” and keep a copy of new map configuration in their possession. Foreign line crews must make the same note on Page IHB-62.

*See the next page for the new map configuration.



42. TIMETABLE SPECIAL INSTRUCTION 2900 –SIGNAL ASPECTS AND INDICATIONS (SLOW CLEAR) – MODIFIED 8/11/2022:

Effective 0600 8/11/2022, employees must add a one headed pot signal (“dwarf” signal) in ink to rule 9.1.11, Slow Clear, on page 115 of IHB Timetable No. 3. The one headed pot signal aspect will be green. Employees can either indicate this by using a green marker/ink or by writing “G” in the aspect like the example below. Foreign line crews must make the same changes to Page IHB-44.



43. TIMETABLE MAP – KENSINGTON INDUSTRIAL – MODIFIED 8/5/2022:

Effective 0600 8/5/2022, employees must strike through ~~KENSINGTON~~ and write in ink “KENSINGTON” on page 23 of IHB Timetable No. 3. Foreign line crews must make the same changes to Page IHB-62.

44. CP CALUMET PARK – SINGLE CONNECTION – MODIFIED 8/5/2022:

Effective 0600 8/5/2022, employees must write the italicized information below for the Single Connection in ink on page 17 of IHB Timetable No. 3. Foreign line crews must make the same changes to Page IHB-56 of the CORA guide:

<u>LOCATION BETWEEN/AT</u>	<u>TRACK NAME</u>	<u>RULE</u>	<u>SPEED</u>
<i>At CP Calumet Park</i>	<i>Single Connection</i>	<i>CTC</i>	<i>30</i>

45. TIMETABLE SPECIAL INSTRUCTION 2508 – BLUE SIGNAL PROTECTION OF WORKMEN (GCOR 5.13) – ADDED 7/1/2022:

Effective 0600 7/1/2022, employees must add a note at the bottom of page 102 of IHB Timetable No. 3 “See bulletin change 7/1/2022” and keep a copy of Timetable Special Instruction 2508 in their possession. Below is Timetable Special Instruction 2508:

2508 BLUE SIGNAL PROTECTION of WORKMEN (GCOR 5.13)

OTHER THAN MAIN TRACK – B. HOW TO PROVIDE PROTECTION

When workmen are on, under, or between rolling equipment and exposed to potential injury, protection must be provided as follows on Other than a Main Track:

Each manually operated switch, including any facing point crossover switch that provides entrance into a track must be lined against movement onto the track and secured with an effective locking device. A blue signal must be placed at or near each such switch.

Exception: Any crossover switch that has been spiked for straight track movement is to be considered straight track and therefore will not be of use for blue signal protection.

MAIN TRACK – E. PROTECTION FOR EMERGENCY REPAIR WORK ON A MAIN TRACK

When an employee is assisting in making an emergency repair on a main track per GCOR 5.13 Part E, they must job brief with the locomotive engineer and request 3 step protection via radio communication. The employee who requested 3 step protection must not release their protection until they are clear of equipment.

46. IHB MAIN – WEST (EAS CP 113 TO TOWER B-12) – MODIFIED 7/1/2022:

Effective 0600 7/1/2022, employees must write the italicized information below for No. 3 track in ink on page 28 of IHB Timetable No. 3. Foreign line crews must make the same changes to Page IHB-67 of the CORA guide:

<u>LOCATION BETWEEN/AT</u>	<u>TRACK NAME</u>	<u>RULE</u>	<u>SPEED</u>
<i>EAS CP 238 AND WAS MP 27.4</i>	<i>NO. 3 TRACK</i>	<i>CTC</i>	<i>25</i>

On the next page is an updated table (all changes are underlined, italicized, and bold):

IHB MAIN – WEST (EAS CP113 TO TOWER B-12)

LOCATION BETWEEN/AT	TRACK NAME	RULE	SPEED
EAS CP 113 AND WAS B.I. JCT	NO. 1 TRACK AND NO. 2 TRACK	CTC	25
WAS B.I. JCT. AND EAS CP 154 CONTROLLED BY CSXT RA DISPATCHER - SEE CSXT CORA SECTION			
EAS CP 154 AND EAS CP 173	NO. 1 TRACK, NO. 2 TRACK, AND NO. 3 TRACK	CTC	40
EAS CP 173 AND WAS CP ARGO	NO. 1 TRACK AND NO. 2 TRACK	CTC	40
At CP RIDGE - 20 MPH, leading end only, until leading end has cleared the railroad crossing at grade			
WAS CP 238 AND EAS CP 258	CONTROLLED SIDING	CTC	30
<u>EAS CP 238 AND MP 27.4</u>	<u>NO. 3 TRACK</u>	<u>CTC</u>	<u>25</u>
WAS CP ARGO AND WAS CP 309	NO. 1 TRACK AND NO. 2 TRACK	CTC	25
At CP CANAL - 20 MPH, leading end only, until leading end has cleared the railroad crossing at grade			
SUPERIOR AND WAS CP 309	NO. 3 TRACK	CTC	20
WAS CP 309 AND MP 32	NO. 1 TRACK, NO. 2 TRACK, AND NO. 3 TRACK	CTC	30
MP 32 AND WAS CP 359	NO. 1 TRACK AND NO. 2 TRACK	CTC	40
MP 32 AND WAS CP 359	NO. 3 TRACK	CTC	30
WAS CP 328 AND EAS CP 349	CONTROLLED SIDING	CTC	25
WAS CP 359 AND WAS CP 369	NO. 3 TRACK	CTC	25
AT CP 369	NO. 3 TRACK	CTC	10
WAS CP 359 AND WAS TOWER B-12	NO. 1 TRACK AND NO. 2 TRACK	CTC	25

47. TIMETABLE SPECIAL INSTRUCTION 2227 - SHOVING MOVEMENTS – SINGLE MAIN, GW NO. 3, AND GW NO.4 – ADDED 6/24/2022:

Effective 0600 6/24/2022, employees must add a note at the bottom of page 85 of IHB Timetable No. 3 “See bulletin change 6/24/2022” and keep a copy of Timetable Special Instruction 2227 in their possession. Foreign line crews must add the same note to the bottom of page IHB-17 of the CORA Guide. Below is Timetable Special Instruction 2227:

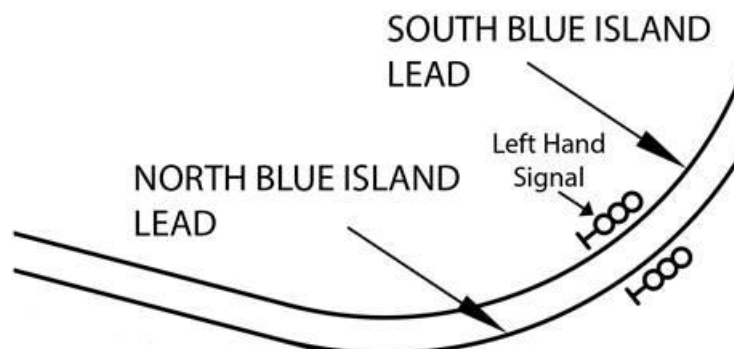
2227 SHOVING MOVEMENTS - SINGLE MAIN, GW NO. 3, AND GW NO. 4 (GCOR 6.5)

While shoving onto the Single Main, GW NO. 3 and GW NO. 4, the employee providing visual protection must communicate the distance to be shoved in 50 foot car lengths, not to exceed 20 cars at a time. All shoving movements must not exceed 10 MPH.

48. MAP CHANGES BETWEEN EAS CP 238 AND WAS CP CANAL – MODIFIED 6/20/2022:

Effective 0600 6/20/2022, employees must make the following changes/notations in ink to IHB Timetable No.3:

- Strike through ~~B&O Siding~~ on page 36 and write in “No. 3 Track” (Foreign line crews must make the same changes to Page IHB-75 of the CORA guide):
- Strike through ~~B&O Siding~~ on page 37 and write in “No. 3 Track” and add a three headed, left hand, high mast signal on the field side of South Blue Island Lead like the image below (Foreign line crews must make the same changes to Page IHB-76 of the CORA guide):



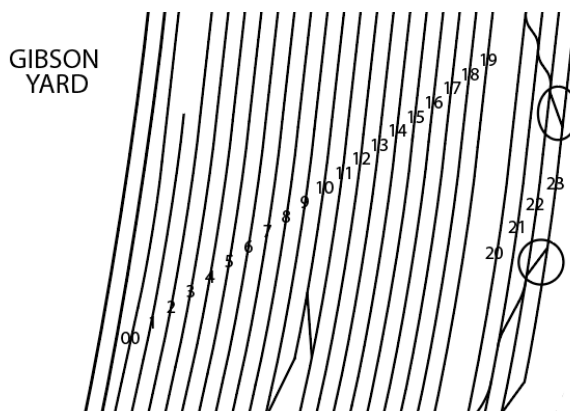
49. TIMETABLE SPECIAL INSTRUCTION 2210 - ELECTRICALLY LOCKED SWITCHES-LOCATIONS (GCOR 9.18) – MODIFIED 6/20/2022:

Effective 0600 6/20/2022, employees must add the two new electrically locked switches listed below to the chart on the bottom of page 77 of IHB Timetable No. 3. Foreign line crews must make the same changes to Page IHB-8 of the CORA guide):

<u>Location</u>	<u>Switch and Connecting Tracks</u>
Argo	No. 3 Track to Argo New Yard Tracks 3 through 7
	No. 3 Track to Argo New Yard Tracks 1 and 2

50. GIBSON YARD MAP- MODIFIED 5/28/2022:

Effective 0600 5/28/2022, employees must add the two crossover switches from track 22 to track 23 (circled in the image below) in ink on page 20 of IHB Timetable No. 3. Foreign line crews must make the same modifications to Page IHB-59:

**51. 95TH STREET OH BRIDGE 22.62 – MODIFIED 5/26/2022:**

Effective 0600 5/26/2022, employees must strike through ~~OH~~ and write in *UG* for the 95TH Street Bridge at mile post 22.62 on page 36 of IHB Timetable No. 3. Foreign line crews must make the same changes to page IHB-75.

52. IHB MAIN WEST MAP (CP 369) – MODIFIED 5/10/2022:

Effective 0600 5/10/2022, employees must make the following changes to CP 369's milepost at the bottom of page 44 of IHB Timetable No. 3. Strike through ~~39.93~~ and write in 36.93. Foreign line crews must make the same changes to Page IHB-83 in the CORA guide.

53. KANKAKEE LINE STATIONS – MODIFIED 4/26/2022:

Effective at 0600 4/26/2022, employees must make the following changes to the mile posts for Michigan Avenue, CP Gibson, and CP 42 on page 6 of IHB Timetable No. 3. For **Michigan Avenue** strike through ~~1.0~~ and write in 1.12. For **CP Gibson** strike through ~~3.8~~ and write in 3.79. For **CP 42** strike through ~~4.1~~ and write in 4.2. Foreign line crews must make the same changes to Page IHB-45.

54. Q-1 TERRITORIAL QUALIFICATION OF TRAIN SERVICE EMPLOYEES – MODIFIED 4/13/2022:

Effective at 0600 4/13/2022, employees must make the following changes to page 3 of IHB Timetable No. 3. Strike through ~~above~~. Each time you make a trip to BHRB, BNSF, or METR you will need to update your qualification(s). To update your qualification(s), fax to the Safety Department at 219-989-4912 and replace it with "on page 2. Each time you make a trip to a foreign railroad territory listed on page 2, you will need to update your qualification(s). Fax an updated form to 219-989-6744". Below is how the rule will read with the changes:

INSTRUCTIONS:

Complete this form at the end of your initial qualification trip for each territory listed on page 2. Each time you make a trip to a foreign railroad territory listed on page 2, you will need to update your qualification(s). Fax an updated form to 219-989-6744.

55. TIMETABLE SPECIAL INSTRUCTION 2211 – RADIO CONTROLLED SWITCHES (GCOR 8.19.1) – MODIFIED 4/12/2022:

Effective at 0600 4/12/2022, employees must make changes to the Blue Island Hump Leads by striking through ~~21 Switch, Middle Lead to North Lead Crossover, and #21~~ at the top of page 79 of IHB Timetable No. 3. Foreign line crews must make the same changes to Page IHB-10.

56. DISPATCHER CHART – IHB MAIN LINE – MODIFIED 4/12/2022:

Effective at 0600 4/12/2022, employees must strike through ~~CP Ryan~~ in the sixth and seventh row of the DISPATCHER CHART – IHB MAIN LINE chart on page 16 of IHB Timetable No. 3 and write in “*CP Columbia*”. Foreign line crews must make the same changes to Page IHB-55.

57. SECUREMENT OF KEY TRAINS (GCOR 7.6) – MODIFIED 4/12/2022:

Effective 0600 4/12/2022, employees must strike through ~~four~~ in the last sentence at the bottom of page 88 of IHB Timetable No. 3 and write in “*twenty-four*”. Foreign line crews must make the same change to Page IHB-20.

58. IHB HIGHWAY CROSSING AT GRADE CHART – MODIFIED 3/22/2022:

Effective 0600 3/22/2022, employees must make the following change to page 55 of IHB Timetable No. 3. Foreign line crews must make the same changes to Page IHB-92 in the CORA guide:

- Strike through ~~COSSITT STREET~~ and write *COSSITT AVE* in its place (18th row under IHB MAIN LINE HIGHWAY CROSSINGS AT GRADE).
- Strike through ~~SHUMUTT~~ and write *SHAWMUT* in its place (20th row under IHB MAIN LINE HIGHWAY CROSSINGS AT GRADE).
- Strike through ~~MICHIGAN ST~~ and write *MICHIGAN AVE* in its place (3rd row under KANKAKEE LINE HIGHWAY CROSSINGS AT GRADE).

59. TERRITORIAL QUALIFICATIONS OF TRAIN SERVICE EMPLOYEES – REVISED 3/15/2022:

Effective 0600 3/15/2022, employees must change the Conductors’ Main Track qualifications on the revised page 2 sticker of IHB Timetable NO.3 by striking through ~~12~~ and writing in 24. Below is how the sentence will read after the change is made:

Conductors:

- **Main Track** – Traversing a territory in any capacity at least once in the preceding 24 months.

60. 2112 JOB/SAFETY BRIEFINGS (GCOR 1.1) – REVISED 3/15/2022:

Effective 0600 3/15/2022, employees must make the following changes to the third bullet point on page 69 of IHB Timetable NO. 3. Strike through ~~7.5~~ and write in 7.2. Foreign line crews must make the same changes to page IHB-4. Below is how the third bullet point will read after the changes are made:

Working around other crews in yard service (GCOR 7.2)

61. ENGINE AND CAR RESTRICTIONS, EQ-11 – MODIFIED 2/24/2022:

Effective 0600 2/24/2022, employees must strike through ~~WEIGHT RESTRICTIONS~~ and ~~Not in use~~ at the top of page 61 of IHB Timetable No. 3 and write in the words below. Foreign line crews must make the same changes to Page IHB-97:

CAR HANDLING RESTRICTIONS

EQ-11. Place scale test cars at the rear of the train, ahead of one car with operative air brakes.

62. SECURING OR SKATING CARS IN BLUE ISLAND HUMP CLASSIFICATION TRACKS (GCOR 7.6) – MODIFIED 2/18/2022:

Effective 0600 2/18/2022, employees must make the following changes on page 86 of IHB Timetable No.3. Strike through ~~Tracks 1-9 and Tracks 11-44~~ and write in *Tracks 1-44*. Strike through ~~Track 10, 2, and 2.~~

63. TIMETABLE SPECIAL INSTRUCTION 2226 – MOVEMENT INTO SPUR TRACKS – SAFETY STOP (GCOR 7.12) – ADDED 1/30/2022:

Effective at 0600 1/30/2022, employees must add new rule Timetable Special Instruction 2226 to the bottom of page 85 of IHB Timetable No. 3 (see below):

2226 MOVEMENT INTO SPUR TRACKS – SAFETY STOP (GCOR 7.12)

Crews must make a Safety Stop 20 feet prior to coupling to or spotting the last car or cars on a spur track. If the crew is spotting a car or cars on a spur track that is clear of equipment, they must make a Safety Stop 20 feet prior to the end of the track. The conductor preceding the movement must announce **via radio transmission** that they are shoving to a Safety Stop.

(Example: “IHB 116 Foreman is occupying a place of safety. Shove east two cars for a Safety Stop over.”)

64. RULE NUMBER CHANGES – MODIFIED 1/29/2022:

Effective 0600 1/29/2022, the following rules’ numbers have been changed – Employees must strike through the previous rule number and write the new number in ink on page 102 of IHB Timetable No. 3:

- ~~2504~~ YARDMASTER PROTECTION RECORD FORM (GCOR 1.46) – Change to rule number 2505.
- ~~2505~~ HUMP STOP PROCEDURE FOLLOWING A PIN BEING PULLED – Change to rule number 2506.
- ~~2506~~ TRAIN YARD TECH OVERRIDE – Change to rule number 2507.

65. Y-2 OTHER THAN MAIN TRACK – SPECIAL INSTRUCTIONS – MODIFIED 1/28/2022:

Effective 0600 1/28/2022, the second shift Michigan Avenue Yardmaster will be on duty 7 days a week. Under Michigan Avenue Yard and Other Locations on page 51 of IHB Timetable No.3, employees must strike through ~~Sunday through Thursday and 1430-2200 on Friday and Saturday~~. Foreign line crews must make the same changes to Page IHB-90 of the CORA Guide.

66. IHB KANKAKEE LINE, OPERATIONAL CONTROL – BETWEEN/AT – MODIFIED 1/26/2022:

Effective 0600 1/26/2022, employees must update contact information for the employee in control between Osborn and CP Highland for **NS CHICAGO TERMINAL DISPATCHER** by striking through ~~404-877-9540~~ and writing in ~~470-463-1109~~ and **NS PENNSY DISPATCHER** by striking trough ~~NS PENNSY DISPATCHER~~ and ~~404-807-9543~~ and writing in ~~NS CHICAGO MB DISPATCHER~~ and ~~470-463-1114~~ on page 7 of IHB Timetable No. 3. Foreign line crews must make the same changes to Page IHB-46 of the CORA Guide. Below is an example of how the bullet points will read after the changes are made:

OPERATIONAL CONTROL - BETWEEN/AT:

- AT CP 502: NS CHICAGO TERMINAL DISPATCHER – AAR: 046-046 PHONE: 470-463-1109
- EAS CP 502 AND WAS OSBORN: IHB EAST DISPATCHER – AAR: 025-025 PHONE: 219-989-4742
- OSBORN AND CP HIGHLAND: NS CHICAGO MB DISPATCHER – AAR: 063-063 PHONE: 470-463-1114

67. TIMETABLE SPECIAL INSTRUCITON 2211 – RADIO CONTROLLED SWITCHES (GCOR 8.19.1) - MODIFIED 1/19/2022:

Effective 0600 1/19/2022, the radio controlled 20/26 switch at the Gibson-Auto Yard has been put back in service. Employees must strike through their handwritten notes ~~“20/26, Track 20-26 and #26 that this switch will be hand-operated”~~ on page 78 of IHB Timetable No. 3. Foreign line crews must make the same changes to Page IHB-9 in the CORA guide.

68. TIMETABLE SPECIAL INSTRUCTION 2210 – ELECTRICALLY LOCKED SWITCHES-LOCATIONS (GCOR 9.18) – MODIFIED 12/30/2021:

Effective 0600 12/30/2021, Electrically-Locked switches at Argo from No. 1 Main to west end Old Yard, No. 1 Main to CN Connection, and crossover switches between No. 2 Main and west end of New Yard Lead have been permanently removed from service. On page 77 of IHB Timetable No. 3, employees must strike through ~~Argo, No. 1 Main to west end Old Yard, No. 1 Main to CN Connection, and Crossover switches between No. 2 main and west end of New Yard Lead~~. Foreign line crews must make the same changes to CORA page IHB-8. See example below:

<u>Location</u>	<u>Switch and Connecting Tracks</u>
Argo	No. 1 Main to west end Old Yard
	No. 1 Main to CN Connection
	Crossover switches between No. 2 Main and west end of New Yard Lead.

69. TIMETABLE SPECIAL INSTRUCTION 2411 – HIGHWAY CROSSINGS AT GRADE OTHER THAN MAIN TRACK (GCOR 6.32.2 – MODIFIED 12/30/2021:

Effective 0600 12/30/2021, employees must write in ink on the bottom of IHB Timetable No. 3 page 95 *“Calumet City Yard Lead”* under the Track column, *“State Line Road”* under the Crossing(s) column, and *“IHB East Dispatcher”* under the Contact Employee column. Foreign line crews must make the same changes to CORA page IHB-26. See example below:

<u>Track</u>	<u>Crossing(s)</u>	<u>Contact Employee</u>
<i>Calumet City Yard Lead</i>	<i>State Line Road</i>	<i>IHB East Dispatcher</i>

70. IHB MAIN – WEST (EAS CP 113 TO TOWER B-12) – MODIFIED 12/8/2021:

Effective 0600 12/8/2021, employees must note on page 28 of IHB Timetable No. 3 stating, “See bulletin change 12/8/2021” and keep a copy of the new table in their possession. In the near future a sticker will be made available to make the modification to page 28. Foreign line crews must make the same changes to Page IHB-67 of the CORA guide. Below is an updated table (all changes are underlined, italicized, and bold):

IHB MAIN – WEST (EAS CP 113 TO TOWER B-12)

<u>LOCATION BETWEEN/AT</u>	<u>TRACK NAME</u>	<u>RULE</u>	<u>SPEED</u>
EAS CP 113 AND WAS B.I. JCT	NO. 1 TRACK AND NO. 2 TRACK	CTC	25
<i>WAS B.I. JCT. AND EAS CP 154 CONTROLLED BY CSXT RA DISPATCHER - SEE CSXT CORA SECTION</i>			
EAS CP 154 AND EAS CP 173	NO. 1 TRACK, NO. 2 TRACK, AND NO. 3 TRACK	CTC	40
EAS CP 173 AND WAS CP ARGO	NO. 1 TRACK AND NO. 2 TRACK	CTC	40
AT CP RIDGE - 20 MPH , leading end only, until leading end has cleared the railroad crossing at grade			
WAS CP 238 AND EAS CP 258	CONTROLLED SIDING	CTC	30
WAS CP ARGO AND WAS CP 309	NO. 1 TRACK AND NO. 2 TRACK	CTC	25
AT CP CANAL - 20 MPH , leading end only, until leading end has cleared the railroad crossing at grade			
SUPERIOR AND WAS CP 309	NO. 3 TRACK	CTC	20
WAS CP 309 AND MP 32	NO. 1 TRACK, NO. 2 TRACK, AND NO. 3 TRACK	CTC	30
MP 32 AND WAS <u>CP 359</u>	NO. 1 TRACK AND NO. 2 TRACK	CTC	40
MP 32 AND WAS <u>CP 359</u>	<i>NO. 3 TRACK</i>	CTC	30
<i>WAS CP 328 AND EAS CP 349</i>	<i>CONTROLLED SIDING</i>	<i>CTC</i>	<i>25</i>
<i>WAS CP 359 and WAS CP 369</i>	<i>NO. 3 TRACK</i>	<i>CTC</i>	<i>25</i>
AT CP 369	NO. 3 TRACK	CTC	10
WAS CP 359 AND WAS TOWER B-12	NO. 1 TRACK AND NO. 2 TRACK	CTC	25

71. TIMETABLE SPECIAL INSTRUCTION 2003 – IHB NEW HIRE PERSONAL PROTECTIVE EQUIPMENT – ADDED 12/4/2021:

Effective at 0600 12/4/2021, on page 63 of IHB Timetable No. 3 employees must strike ~~RULE RESERVED FOR FUTURE USE~~ and write new rule 2003 in its place (see below):

2003 IHB NEW HIRE PERSONAL PROTECTIVE EQUIPMENT

All IHB agreement employees in Engineering, Mechanical, and Transportation must wear an orange vest for the first twelve months of employment any time their Department Safety Rules require them to have on a vest.

72. TIMETABLE SPECIAL INSTRUCTION 2215 – SHOVE MASTER PROTECTION – MODIFIED 12/1/2021:

Effective at 0600 12/1/2021, employees must change all references of “all stop” and “all stop alarm” to “***full alarm stop***” (there are four references total. They are in Yardmaster Instructions item 3, Crew Instructions item 5, and Crew Instructions item 12). Employees must also make changes to Yardmaster Instruction item 3, add Yardmaster Instruction item 4, and make changes to Crew Instructions item 12 on pages 82 and 83 of IHB Timetable No. 3. Foreign line crews must make the same changes to Pages IHB-13 and IHB-14. On the next page is how each item will read after the changes are made:

Yardmaster Instructions

3. Upon receiving a **Full alarm stop** display on the computer console, the yardmaster will broadcast over the radio to crews operating in Gibson Yard to stop movement. **Yardmaster must job brief with the crew(s) to ensure visual protection will be provided prior to putting a track in through mode. Yardmasters may use through mode or correct the number of cars in track to clear the full alarm stop only when visual protection has been established.**

4. All other manipulations of the system are prohibited except in the event to prevent an injury or unavoidable accident.

Crew Instructions

12. If a cut travels beyond the warning zone into the buffer zone, the static display and remote will display a **full alarm stop**. When a **full alarm stop** is displayed and/or broadcast over the radio by the yardmaster, all crews in the yard are to stop until the following requirements are met:

- The cause of the alarm is determined, alarm can be cleared **and** it is visually determined that movement is safe to proceed.
- Permission to proceed is obtained by West End Yardmaster.

73. TIMETABLE SPECIAL INSTRUCTION 2507 – TRAIN YARD TECH OVERRIDE – ADDED 12/1/2021:

Effective at 0600 12/1/2021, employees must write in new rule 2506 at the bottom of page 102 of IHB Timetable No. 3. Below is how the new rule will read:

2507 TRAIN YARD TECH OVERRIDE

Blue Island General Yardmaster is prohibited from overriding the Train Yard Tech System except in the event to prevent an injury or unavoidable accident.

74. IHB MAIN LINE STATIONS – MODIFIED 11/9/2021:

Effective at 0600 11/9/2021, employees must strike through ~~82nd Street Switch, No. 2 Track to B&O Siding, and 24.33~~ on the bottom of page 14 of IHB Timetable No. 3. Foreign line crews must make the same change to the top of Page IHB-54.

75. PHYSICAL CHARACTERISTIC CHANGES EAS CP 369 – MODIFIED 10/20/2021:

Effective at 0600 October 20, 2021, existing EAS CP 369 governing movements on No. 3 Main and Northwest Lead will be out of service. At 1200, the new EAS CP 369 governing movements on No. 3 Main and Northwest Lead will be in service. The new signal will be approximately 400 feet west of the existing EAS signal at CP 369. Employees must make a notation that EAS CP 369 has been moved approximately 400 feet west of the previous signal location on page 45. Foreign line crews must make the same notation on Page IHB-84.

76. PHYSICAL CHARACTERISTIC CHANGE WAS HOHMAN – MODIFIED 10/16/2021:

Effective at 0600 October 16, 2021, Employees must make a notation that WAS Hohman has been moved approximately 200 feet east on page 21 of IHB Timetable No.3. Foreign line crews must make the same notation on Page IHB-60.

77. KANKAKEE LINE - EAS OSBORN AND WAS CP HIGHLAND – MODIFIED 10/7/2021:

Effective 0800 10/7/2021, employees must strike through ~~9.14~~ and write in *CTC* for the rule governing movement between EAS OSBORN AND WAS CP HIGHLAND for NO. 1 TRACK AND NO. 2 TRACK on page 7 of IHB Timetable No.3. Foreign line crews must make the same change to Page IHB-46. Below is how the column should read after making the changes:

EAS OSBORN AND WAS CP HIGHLAND	NO. 1 TRACK AND NO.2 TRACK	CTC	30
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78. LINCOLN AVE. – MODIFIED 9/22/2021:

Effective 0600 9/22/2021, employees must change LINCOLN AVE. milepost to *10.31* on page 25 of IHB Timetable No. 3. Foreign line crews must make the same changes to Page IHB-64 in the CORA guide.

79. EAST AVE. AND 47th AVE. – MODIFIED 9/22/2021:

Effective 0600 9/22/2021, employees must make the following changes on page 40 of IHB Timetable No. 3. Change East AVE. milepost to *29.87*. Strike through ~~47th AVE. MP 29.80~~ and write in *47th Street MP 29.91* in its place. Foreign line crews must make the same changes to Page IHB-79 in the CORA guide.

80. KANKAKEE LINE – SPECIAL INSTRUCTIONS – MODIFIED 9/14/2021:

Effective 0600 9/14/2021, employees must make the following changes to the second bullet point under **SPECIAL INSTRUCTIONS** on page 7 of IHB Timetable No. 3. Strike through ~~CP GIBSON~~ and write in CP HOUSE. Foreign line crews must make the same changes to Page IHB-46 in the CORA guide. Below is how the second bullet point will read after the changes are made:

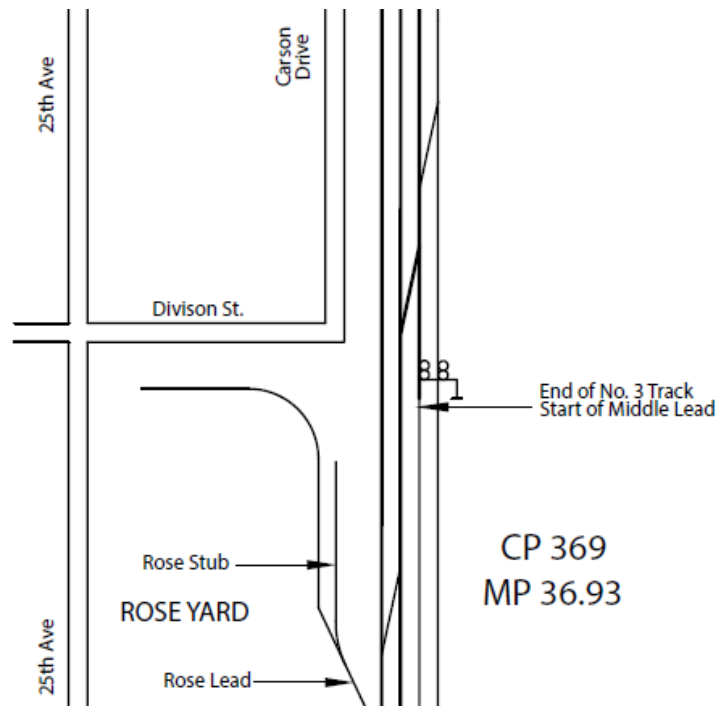
NO. 4 CONNECTING TRACK BETWEEN CP HOUSE AND CP 42: 10 MPH – RULE 6.28 IN EFFECT

81. SCORIA – MODIFIED 9/14/2021:

Effective 0600 9/14/2021, employees must strike through ~~.047~~ on page 18 of IHB Timetable No. 3 and write in *0.47* in its place. Foreign line crews must make the same changes to Page IHB-57 in the CORA guide.

82. MIDDLE LEAD AT CP 369 – MODIFIED 8/31/2021:

Effective 0600 8/31/2021, employees must make changes to page 45 of IHB Timetable No. 3. The “End of No. 3 Track Start of Middle Lead” arrow should be pointing one track to the north of its current location. The example below depicts which track the arrow should be pointing to. Foreign line crews must make the same changes to Page IHB-84 in the CORA guide.

**83. TIMETABLE SPECIAL INSTRUCTION 2600 – DAILY OPERATING BULLETIN - MODIFIED 8/10/2021:**

Effective 0600 8/10/2021, employees must strike through the third paragraph of Timetable Special Instruction 2600 on page 103 and replace the third paragraph with ***“Train dispatchers must verify that train crews or employees in charge of on-track equipment have a copy of the current Bulletin Orders and brief such employees on any additional information or restrictions affecting the movement of their train or on track equipment. Instructions and definitions governing a bulletin order are applicable to the Daily Operating Bulletin.”*** Foreign line crews must make the same changes to Page IHB-32 in the CORA guide. Below is how the rule will read after the changes are made:

2600 DAILY OPERATING BULLETIN (GCOR 15.1)

Daily Operating Bulletin (DOB) will be issued effective 06:00 daily and remain in effect until 06:00 of the following day. When reporting for duty, employees governed by the operating rules must obtain and read the DOB.

Before train crews or employees in charge of on-track equipment occupy main track or controlled siding, each must possess a copy of the current DOB.

Train dispatchers must verify that train crews or employees in charge of on-track equipment have a copy of the current Bulletin Orders and brief such employees on any additional information or restrictions affecting the movement of their train or on track equipment. Instructions and definitions governing a bulletin order are applicable to the Daily Operating Bulletin.

84. TIMETABLE SPECIAL INSTRUCTION 2506 – HUMP STOP PROCEDURE – ADDED 8/6/2021:

Effective 0600 8/6/2021, employees must note on the bottom of page 102 of IHB Timetable No. 3 stating, “See bulletin change 8/6/2021” and keep a copy of Timetable Special Instruction 2506 in their possession:

2506 HUMP STOP PROCEDURE FOLLOWING A PIN BEING PULLED

When a pin lifter was pulled prior to a “Hump Stop” event and the crew has verified that the pin has not dropped, prior to coupling back onto the car(s) crews must comply with the following procedure in numerical order:

1. The yardmaster must have the master retarder set up to stop the car prior to giving the crew permission to proceed.
2. Prior to initiating movement, a briefing must be held between the crew and yardmaster via radio channel 097-097 stating that car(s) will be positioned into the retarder as described in item 3.
3. Once permission to proceed is received, the crew will shove the car(s) uphill with enough momentum to roll car(s) into the master retarder and then bring train to stop.
4. The crew will shove to couple to the car(s) **west** of the master retarder and verify the pin has dropped and the coupling has been made before instructing the yardmaster to release the master retarder.
5. Once the retarder has been released the crew will pull the last car **west** beyond the “Begin Hump Circuit” sign and notify the yardmaster appropriately
6. Crew must wait for instructions from the yardmaster via radio channel 097-097 prior to resuming humping operations.

85. TIMETABLE SPECIAL INSTRUCTION 2214 – LOCATION OF DERAILS – INSTRUCTIONS (GCR 8.20) – MODIFIED 8/5/2021:

Effective 0600 8/5/2021, Progress Rail leased track 8 in Republic Yard and now is in control of the fixed derail at the north end of the yard. Employees must make changes to page 80 of Timetable No. 3 by striking through the following words as shown in the example below. Foreign line crews must make the same changes to Page IHB-11:

<u>Location</u>	<u>Type/Track</u>	<u>Protecting</u>	<u>Employee</u>
Republic Yard – North End	Hand-Operated Derail located approximately 165 feet north of the Progress Rail switch on the Industry Track	Progress Rail	Crew

*New hand-operated derail installed on the south end of track 8 effective 0600 4/9/2021 is still in effect.

86. DISPATCHER CHART – IHB MAIN LINE – REVISED 7/20/2021:

Effective 0600 7/20/2021, employees must make the following change to the Dispatcher Chart – IHB Main Line on page 16 of IHB Timetable No. 3. Foreign line crews must make the same change to page IHB-55 in the CORA Guide. Strike through ~~1,753~~ on the Dispatcher Chart – IHB Main line CP Argo to CP Canal on No.1 and No.2 main and write “1,113” in ink to revise the distance.

87. AT CP CANAL – NEW PHYSICAL CHARACTERISTICS MODIFIED 7/18/2021:

Effective 0100 7/18/2021, employees must make the following changes to page 38 of IHB Timetable NO. 3. Foreign line crews must make the same change to Page IHB-77 in the CORA guide (Bulletin dated 6/20/2022 has a map displaying these changes).

Physical Characteristic Changes at CP Canal

1. WAS signal for No. 1 Track, No. 2 Track, and No. 3 Track have been relocated 640 feet east.
2. New high mast signal located on the Argo New Yard lead governing westward movements to No. 3 Track or to the New Yard stub track. Signal is located approximately 5 feet east of the WAS signal mast for No. 1 Track, No 2 Track, and No. 3 Track.
3. New **Left-Handed** high mast signal located on the Argo New Yard stub tracks governing eastward movements from the stub track to the Argo New Yard. Signal is located approximately 650 feet west of the WAS signal mast for No. 1 Track, No. 2 Track, and No. 3Track.
4. A new power crossover switch has been installed from No. 3 Track into the Argo Yard Lead approximately 650 feet west of the WAS signal mast for No. 1 Track, No. 2 Track, and No. 3 Track.
5. A new power crossover switch has been installed from No. 3 Track to No. 2 Track approximately 50 feet west of the WAS signal mast for No. 1 Track, No. 2 Track, and No. 3 Track.

88. TIMETABLE SPECIAL INSTRUCTION - 2305 SECURING UNATTENDED TRAINS AND CARS (GCOR 7.6) – REVISED 7/16/2021:

Effective 0600 7/16/2021, employees must add the sentences to the bottom of page 87 of IHB Timetable NO. 3, "In the Gibson Auto Yard, a job briefing must be held between the on duty Yardmaster any time there is a change to the securement of car(s) in track. Job briefing must be held by calling the West End Auto Yardmaster at 219-989-4827 or on radio channels 025-025 or 095-095. The Yardmaster will record this change on the securement form and brief with all applicable employees." Foreign line crews must make the same change to page IHB-19 in the CORA guide. This change only applies to the Gibson Auto Yard, see example below:

GIBSON AUTO YARD

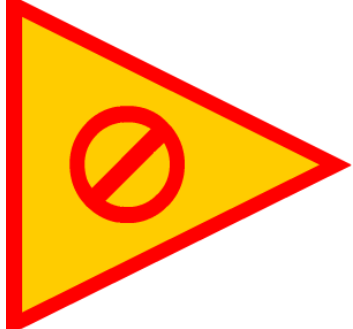
A securement test is not required if equipment is secured with handbrakes according to the table below:

<u>Quantity of Cars</u>	<u>Handbrakes</u>
1	1
2	2
3	3
4	4
More than four	4

In the Gibson Auto Yard a job briefing must be held between the employee and the on duty Yardmaster any time there is a change to the securement of car(s) in track. Job briefing must be held by calling the West End Auto Yardmaster at 219-989-4827 or on radio channels 025-025 or 095-095. The Yardmaster will record this on the securement form and brief with all applicable employees.

89. TIMETABLE SPECIAL INSTRUCTION 2900 - SIGNAL ASPECTS AND INDICATIONS – REVISED 7/16/2021:

Effective 0600 7/16/2021, employees will be governed by image as shown below. Managers will use the Reflectorized Triangle to simulate an improperly lined switch or derail to monitor compliance with GCOR 6.27, GCOR 6.28, and GCOR 8.2. Managers will also use the Reflectorized Triangle to simulate a contaminated flange way to monitor compliance with GCOR 6.32.1 SI 2409. Employees must make a notation on page 113 of IHB Timetable No. 3 that the rule is changed in this notice. In the near future a sticker will be made available to make the modification to page 113. Foreign line crews make the same change to page IHB-42 in the CORA Guide.

<p>6.27 (a) 6.28 (a) 6.32.1 SI 2409 (a) 8.2 (a)</p>		<p>SWITCH POINT, DERAIL, AND CROSSING INSPECTION TEST</p>	<p>The flag below is used to test employee’s compliance with GCOR 6.27, GCOR 6.28, GCOR 8.2, and Timetable Special Instruction 2409.</p> <p>Employees observing this flag must not remove it. Contact a supervisor to discuss applicable rules.</p>
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90. TERRITORIAL QUALIFICATIONS OF TRAIN SERVICE EMPLOYEES – REVISED 7/7/2021:

Effective 0600 7/7/2021, train service employees will be governed by the following. Locomotive Engineers qualifications for main track now will read “One Round Trip over the territory within the previous 24 months”. Train Service Employees must make changes below on page 2 of IHB Timetable No. 3 and make a notation that the rule is changed in this notice. In the near future a sticker will be made available to make the modification to page 2.

Q-1 Territorial Qualification of Train Service Employees

Employees must be qualified on the physical characteristics of the territories on which they are subject to work. All conductors and engineers are responsible for maintaining territorial qualifications.

Territorial qualifications will be considered valid in accordance with IHB’s Qualification and Certification of Locomotive Engineers and Conductor Programs as follows:

Locomotive Engineers:

- **Main Track** – One Round Trip over the territory within the previous **24** months.
- **Other Than Main Track** – Territorial familiarization briefing with qualified supervisor or engineer will be provided with an up-to-date job aid.

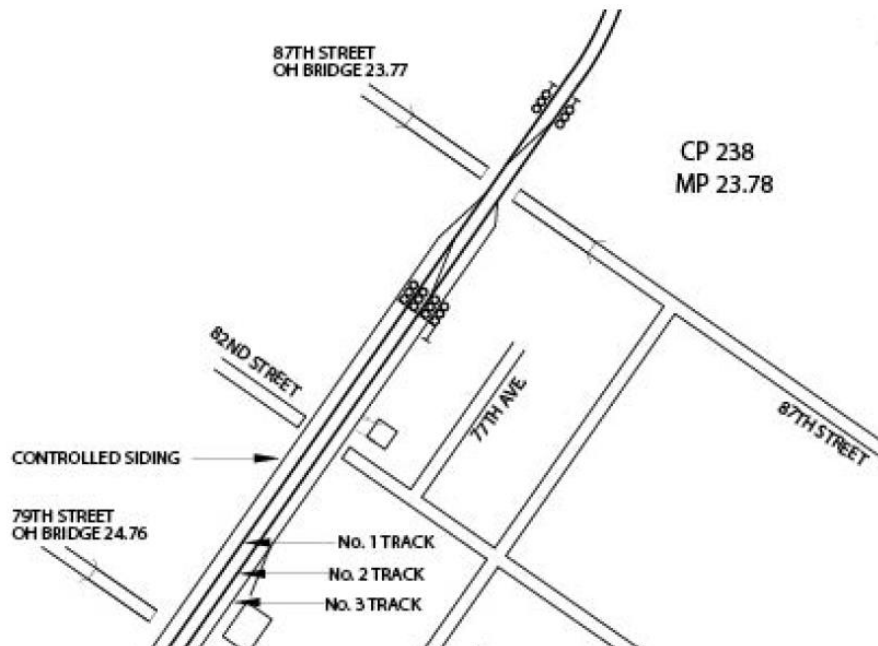
Conductors:

- **Main Track** – traversing a territory in any capacity at least once in the preceding **24** months.
- **Other Than Main Track** – traversing a territory in any capacity at least once in the preceding 24 months.

91. BETWEEN CP 238 AND CP 258 – ELECTRICALLY LOCKED SWITCH AT 82nd STREET MP 24.33 – MODIFIED 7/1/2021:

Effective 0600 7/1/2021, Electrically-Locked switch at 82nd ST MP 24.33 is permanently removed from service. On page 77 of Timetable No. 3 Employees strike through ~~B&O Siding No. 2 Main 82nd Street (MP 24.33)~~ in Special Instruction 2210. Foreign crews make appropriate changes to page 8 of IHB CORA Section.

No. 3 Track extended and connected at CP 238.



92. EQ-10, METHOD OF HANDLING DIMENSIONAL SHIPMENTS, D. DIMENSIONAL SHIPMENT CODES – NEW RESTRICTION CODES**ADDED 5/7/2021:**

Effective 0600 5/7/2021, employees are to add the following restriction codes to page 60 in ink and foreign line crews make changes to page IHB-96 in the CORA guide:

9. Other: Must hold Job Briefing with Chief Train Dispatcher for special handling instructions.
10. Not allowed to enter or traverse within any IHB Yard unless operating as a “special train”.

93. EQ-11, WEIGHT RESTRICTIONS – DELETED 5/7/2021:

Effective 0600 05/7/2021, employees must delete rule EQ-11 in its entirety and replace with the verbiage “not in use” on page 61. Foreign line crews make the same change to page IHB-97 in the CORA Guide.

94. NEW HAND-OPERATED DERAIL INSTALLED AT REPUBLIC YARD: ADDED 4/9/2021:

Effective 0600 4/9/2021, a new hand-operated derail is installed on the south end on track 8 approximately 300’ north of 151st Street and locked with a 109 Lock. Derail must be restored after servicing Progress Rail. Employees must make a note next to the entry for Republic Yard in Timetable No. 3 on page 80 in special instruction 2214 stating, “See bulletin change 4/9/2021”. Foreign line crews must make the same changes to Page IHB-11.

95. CORRECTION TO PAGE 19 – STICKER PAGE TO ADD ON TOP OF PAGE 19 – REVISED 3/29/2021:

Effective 0600 3/29/2021, the map on page 19 incorrectly depicts track names at CP Gibson. A sticker will be made available to cover page 19 entirely, correcting the track names at CP Gibson. Employees must obtain the sticker from usual on-duty locations.

96. NOTICE OF NEW TIMETABLE – TIMETABLE NO. 3 3/29/2021:

Effective 3/29/2021 at 0600, new Timetable NO. 3 will be in effect. All affected employees must make arrangements to receive a copy from their immediate supervisor. Upon receipt of the new Timetable, employees must familiarize themselves with the new book. On the effective date employees must destroy Timetable NO. 2. **Foreign line crews must have IHB CORA Revision No. 12 3/19/2021 to operate on IHB territories.**

Maintenance of Way / Engineering Department Safety Rules and Procedures:**1. 64.2 SAFETY PRECAUTIONS – MODIFIED 10/22/2022:**

Effective 0600 10/22/2022, Engineering Department employees must strike through “~~8. When parking a vehicle, place company issued cones in the front and rear of the vehicle.~~” at the top of page 74.

2. 69.4 WORKING IN AND AROUND THE RED ZONE OF EQUIPMENT – MODIFIED 10/22/2022:

Effective 0600 10/22/2022, Engineering Department employees must write in ink on page 105 “*while equipment is working*” to item 3. Below is how item 3 will read with the words added (changes to the rule are bolded, underlined, and italicized):

3. After all the requirements listed in item 2 of this rule have been met, the employee(s) who plan to work in the Red Zone **while equipment is working** must hold a documented job briefing with their supervisor to determine how safe working procedures will be created to perform the work safely.

3. 69.4 WORKING AROUND THE RED ZONE OF EQUIPMENT – MODIFIED 9/22/2022:

Effective 0600 9/22/2022, a replacement page will be made available at all reporting locations for pages 105 and 106. Engineering employees must remove old pages and replace with new revised insert.

4. 71.3 DETERMINING WHEN TO USE FALL PROTECTION – MODIFIED 3/24/2022:

Effective 0600 3/24/2022, Engineering Department Employees are required to make the following changes in ink to page 103. Strike through ~~12~~ and write in “4”. Below is how the rule will read after the changes are made:

71.3 Determining When to Use Fall Protection

Use fall protection equipment when working more than 4 feet above the ground, water, or other surfaces. Fall protection equipment is usually a combination of ladders, scaffolds, catch platforms, temporary floors, safety lines and harness and lanyards. However, if this equipment is impractical, use safety nets.

5. 71.8 WORKING ON SIGNAL MAST – MODIFIED 3/24/2022:

Effective 0600 3/24/2022, Engineering Department Employees are required to make the following change to page 104. Write in ink, below items one and two, “*Note: Handrails will not be used as tie off points.*” Below is how the rule will read after the changes are made:

71.8 Working on a Signal Mast

Follow these precautions when you are working on a signal mast:

1. Wear a safety harness and lanyard while you are climbing the fixed ladder attached to the signal mast.
2. Use the lanyard to prevent falling as you perform work while standing on the ladder or the signal mast.

NOTE: Handrails will not be used as tie off points.

On Track Safety Manual:**1. 3303. WORKING ON TRACKS AND RETARDERS IN A REMOTELY CONTROLLED HUMP CLASSIFICATION YARD – MODIFIED 12/15/2023:**

Effective at 0600, 12/15/2023, a replacement page will be made available at all reporting locations for pages 25 and 26. Employees must remove old pages and replace with new revised insert. Below is a summary of the changes that were made:

- On page 26 under “**At the East End (Pull out End)**”:
 - First bullet point, strikethrough “~~or derail(s)~~”.
 - Under the first bullet point, strikethrough the entire sentence, “~~When using derail(s) to protect the Working Limits at the east end of the classification yard.~~”
 - Strikethrough the entire second, third, and fourth bullet point.
 - Add note, “**Note:** *Employees may use derails to protect the working limit from westbound traffic when working exclusively at the west end of the Hump Classification yard.*”

2. 3304. INACCESSIBLE TRACK USING DERAILS – ADDED 12/15/2023:

Effective, 12/15/2023, a replacement page will be made available at all reporting locations for pages 27 and 28. Employees must remove old pages and replace with new revised insert.

3. IHB MOVEMENT PERMIT – MODIFIED 8/2/2023:

Effective 0600 8/2/2023, line 6 has been modified to “6. Protect crossing(s) at _____ MP _____ Per Rule 6.32.2 B Procedure ____”. Replacement pages are available immediately at reporting locations. The new format of the IHB Movement Permit can be seen on the last page of the Daily Operating Bulletin.

4. 3002 ROADWAY WORKER JOB BRIEFING – REPLACED 5/27/2022:

Effective at 0600 5/27/2022, a replacement page will be made available at all reporting locations for pages 9 and 10. Employees must remove old pages and replace with new revised insert.

5. APPENDIX B – PROTECTION AT INTERLOCKINGS WITH RAILROAD CROSSINGS AT GRADE – ADDED 12/11/2020:

Effective 0600 12/11/2020 a new Appendix will be added to the On-Track Safety Manual. Employees governed by the On-Track Safety Manual must add the new appendix to their book behind Appendix A. Employees must receive and review the new insert page with their supervisor when reporting for duty.

6. 3815 MAXIMUM SPEEDS – REVISED 1/23/2019:

Effective 1/23/2019, employees must remove pages 47 and 48 replace with the replacement pages which can be obtained from your immediate supervisors.

7. 3301 ESTABLISHING WORKING LIMITS USING INACCESSIBLE TRACK – REVISED 1/23/2019:

Effective 1/23/2019, employees must remove pages 23 and 24 replace with the replacement pages which can be obtained from your immediate supervisors.

8. 3302 WHEN OPERATING ROADWAY MAINTENANCE MACHINES OR CROSSING TRACKS ON OTHER THAN MAIN TRACK – REVISED 1/10/2019:

Effective 1/10/2019, employees must remove pages 25 and 26 replace with the replacement pages which can be obtained from your immediate supervisors.

9. 3803 PLACING OR OPERATING ON-TRACK EQUIPMENT ON TRACKS – REVISED 1/13/2018:

Effective 1/13/2018 rule 3803 has been revised to add a fourth exception to item a. Employees must receive replacement pages from their supervisors when reporting for duty:

On-Track equipment operating with IHB Movement Permit line 4 or 5, minor corrections will be permitted only after holding a job briefing with the IHB dispatcher.

10. IHB On-Track Safety Manual 10/06/2017 in effect. Employees must obtain a copy from immediate supervisors when reporting for duty.

11. Effective 0600, August 1, 2017, all engineering employees governed by IHB's On Track Safety manual must obtain a copy of Appendix A from their immediate supervisor and add to the back of the manual.

Hazardous Materials Instructions For Rail – HM-1:**1. HM-1 United States Hazardous Materials Instructions For Rail, January 6, 2016 Section 10, page 44 is revised:**

Within Section 10, Item 4, employees must strike through the last sentence under **Braking Requirement**, as noted below. ECP Brakes are no longer required for certain HHFT or HHFUT trains after January 1, 2021.

4. INSTRUCTIONS FOR OPERATING HIGH HAZARD FLAMMABLE TRAINS AND HIGH HAZARD FLAMMABLE UNIT TRAINS**Speed:**

Outside of HUTA's: Not exceeding **50 MPH**

Within HUTA's: Not exceeding **40 MPH**

Braking Requirement:

HHFT's Speeds of 30 MPH or more: Two-way EOT or Distributed power.

HHFUT's Speeds of 30 MPH or more: Two-way EOT or Distributed power. ~~ECP brake system if a train is loaded with one or more Packing Group 1 flammable liquid (required by January 1, 2021 all other HHFT's ECP brake system required by May 1, 2023).~~

2. HM-1 United States Hazardous Materials Instructions For Rail, January 6, 2016 Section 2, page 17 is revised:

0600 CST December 06, 2016, HM-1 "Section – 2 Required Documentation", page 17 is revised. Employees must add the following rule to page 17:

13. Errors Discovered En-Route

When an error is discovered en-route by visual inspection, automatic equipment identification scanner (AEI), or other means crews operating this equipment must be notified. Upon notification of errors discovered, on board position in train documentation must be updated as soon as practical.

Transportation Department Safety Rules and Procedures:**1. TRANSPORTATION DEPARTMENT – T&E SAFETY RULES AND PROCEDURES – SAFETY RULE 1706 – DELETED 1/4/2024:**

Effective 0600 1/4/2024, Transportation Safety Rule 1706 has been deleted in its entirety. Electronic rulebooks have been updated to show, "1706. *Rule reserved for future use.*"

2. TRANSPORTATION DEPARTMENT – T&E SAFETY RULES AND PROCEDURES– REVISED 1/4/2024:

Effective 0600 1/4/2024, all references of 1706 have been changed to 1701 in the Annual Safety Calendar on pages 24 and 25.

3. TRANSPORTATION DEPARTMENT – T&E SAFETY RULES AND PROCEDURES – WORKING AROUND TRACKS AND EQUIPMENT 1701 – ADDED 10/17/2023:

Effective 0600 10/17/2023, transportation employees must make a note on page 6, "See bulletin changes dated 10/17/2023: and keep a copy of Transportation Safety Rule 1701 in their possession. On the next page is Transportation Safety Rule 1701:

1701 Riding the side of equipment is prohibited on the locations listed in the table below unless a safety briefing has been completed with a manager:

Assigned to Service	From	To
South Chicago Industries: M55, M59, M61, M62, M68, and/or M69	Burnham Yard	South Chicago Yard (110th Street Yard MP RU 2.4)
Alsip Industries: Q54, Q55, Q59, Q67, Q76, Q77, Q79, and/or Q80	Blue Island Yard	Alsip Yard
Alsip Industries: Q54, Q55, Q59, Q67, Q76, Q77, Q79, and/or Q80	Alsip Yard	Blue Island Yard
Center Industries: Q48, Q49, Q59, and/or Q62	Van Leer Lead	West of Pulaski Road
Acme/Cleveland Cliffs: P48 and/or P50	Blue Island Yard	Industry
Acme/Cleveland Cliffs: P48 and/or P50	Industry	Blue Island Yard
Argo: Q73, R14, R16, R18, and/or V41	Argo New Yard	Industry

4. TRANSPORTATION DEPARTMENT – T&E SAFETY RULES AND PROCEDURES – WORKING AROUND TRACKS AND EQUIPMENT

1705 – MODIFIED 8/28/2023:

Effective 0600 8/28/2023, transportation employees must add item (i) to rule 1705, “(i) Riding the side of the equipment is only permitted if the equipment is equipped with handholds that permit an employee to stand upright.”

Below is how Transportation Safety Rule 1705 will read after the modification (modifications to the rule are ***bolded, italicized, and underlined***):

1705. Be careful when riding or getting on or off equipment. Observe the following procedures:

- a) Face the equipment and turn your head in the direction in which the equipment is moving. Keep your body close to the equipment.
- b) Choose a safe location for getting on or off equipment: away from live tracks, main tracks, close clearances, or other potential hazards. Ride the last car’s rear step if possible.
- c) Be off of equipment at the time of coupling, except on the leading end of locomotive.
- d) Use only the handhold, ladder, step, stirrup, or other part designed and placed for the purpose of getting on or off equipment.
- e) When riding or climbing a car, position your heel against the outside edge of the rung or stirrup if possible. Otherwise, use the ball of your foot turned slightly sideways and pointed in the direction of movement.
- f) A trainman’s lantern is the only item you are allowed to carry when getting on or off equipment. The lantern should rest on the back of your hand with the bale on the palm between your thumb and forefinger.
- g) When climbing up or climbing down equipment, use side ladders instead of end ladders. If you don’t have enough side clearance, do not climb up or down equipment. To reach or leave the brake platform, cross between the side ladder and the end ladder on the rungs that are nearest the level of the brake platform.
- h) Get down from the equipment on one track to reach the equipment on an adjacent track. Do not climb or jump from one piece of equipment to another.
- i) ***Riding the side of the equipment is only permitted if the equipment is equipped with handholds that permit an employee to stand upright.***

5. TRANSPORTATION DEPARTMENT – T&E SAFETY RULES AND PROCEDURES – OPERATING HAND BRAKES 1750 – MODIFIED 7/9/2022:

Effective 0600 7/9/2022, on page 13, Transportation employees must strike through item (g) of Transportation Safety Rule 1750 “(g) It is permissible to apply a hand brake for the purpose of controlling free rolling equipment, the handbrake must only be applied with sufficient force not to cause the wheels to slide or lock up.”

6. PROPER POSITIONS ON EQUIPMENT 1703 – REVISED 10/16/2021:

Effective 10/16/2021, Proper Position on Equipment rule has been revised to define which side of a car transportation employees must ride on when riding on the side of a car. Replacement pages are available for immediate pick up at the following on-duty locations: Michigan Ave, Gibson West End, Blue Island, and Argo. Affected employees must remove pages 7/8 in the Transportation Safety Book and replace with the revised rule.

7. T&E SAFETY RULES AND PROCEDURES– REVISED 2/20/2020:

Effective 02/20/2020, employees must change all references of 1756 to 1706 in the Annual Safety Calendar on pages 24 and 25.

8. TRANSPORTATION SAFETY RULE 1706 – MODIFIED 9/10/2019:

Effective 0600 9/10/2019, employees must make the following changes to Safety Rule 1706 on page 8.

1706. Employees must not ride:

On sill step (stirrup beneath ladder), engine steps, caboose steps of cars when moving over a street or highway crossing, or yard access crossing. Yard access crossing means a grade crossing that is located within the physical confines of a railroad yard and is either:

1. Open to unrestricted public access; or
2. Open to persons other than railroad employees going about their normal duties, e.g., business guests or family members.

9. PLACE OF SAFETY 1752 - REVISED 08/27/2019:

Effective 0600 08/27/2019, Place of Safety Rule governing the Transportation Department has been revised to provide clarity when “Walking in a place of safety”. Replacement pages are provided and are available for immediate pick up at the following on-duty locations: Michigan Ave, Gibson West End, Blue Island Trainmaster, Argo, and Norpaul. Affected employees must remove pages 13/14 in the Transportation Safety Book and replace with the revised rule.

Air Brake & Equipment Handling Rules:

1. MULTIPLE AIR BRAKE RULE CHANGES

Effective 12-26-20, FRA has modified air brake regulations changing maximum “off-air” requirements from 4 hours to 24 hours. Replacement pages are being distributed to all on-duty locations. The rules affected are as follows:

- i. 5014 Class I Brake Test - page 18
- ii. 5017 Class II Brake Test – page 21
- iii. 5018 Class III Brake Test – page 22
- iv. 5020 Brake Test From Yard Test Plant – page 23
- v. Definitions – “Solid Block” – page 105

2. Effective 01/15/2018, employees must obtain revised page inserts at the following on-duty locations; Norpaul, Argo, Blue Island, Gibson West End, and Michigan Avenue. Employees must remove old pages and replace with new revised inserts reflecting the following changes:

- i. Locomotive Data Guide and Rule 5304 – Shut Down Locomotive in Emergency page(s) 40, 41,42, and 43.
- ii. Rule 5333 – Securing Locomotives page(s) 66, 67, 68, and 69.
- iii. Rule 5500 – Securing Equipment Against Undesired Movement page(s) 82, 83, 84, and 85.

3. Inserts reflecting revisions to rule 5501 on page 84 and rule 5502 on page 85 of the Air Brake and Equipment Handling book will be made available at all on-duty locations.

4. Effective 5-15-2017, inserts reflecting the revision to rule 5602 on page 96 of the Air Brake and Equipment Handling book will be made available at all on-duty locations. Employees will remove and replace pages accordingly.

5. Effective 5-22-2017, inserts reflecting the revision to rule 5333 on page 67 of the Air Brake and Equipment Handling book will be made available at all on-duty locations. Employees will remove and replace pages accordingly.

6. Revision 01/13/2017 will be made available at on duty locations. A new chart named “Air Brake Test Requirements” has been added to pages 16 and rule number 5020 has been modified on page 23. Employees will remove and replace pages accordingly.

7. Revision February 1, 2016 will be made available at on duty locations. Employees will remove and replace pages accordingly.

M of E Safety Rules and Procedures

1. MECHANICAL DEPARTMENT – M OF E SAFETY RULES AND PROCEDURES - 6208 GAS CUTTING AND WELDING – MODIFIED 3/29/2024:

Effective 0600 3/29/2024, on page 19, mechanical employees must strikethrough the last period of item (c) and write in, “, *unless burning outfits are equipped with protective caps.*” Below is how item (c) will read after the modification:

(c) Release regulator valve screws and close torch valves.

At the end of your tour of duty, disconnect burning outfits from the manifold pipe and securely replace caps, unless burning outfits are equipped with protective caps.

2. MECHANICAL DEPARTMENT – M OF E SAFETY RULES AND PROCEDURES - 6556 INSPECTING AND PREPARING TRAINS – MODIFIED 9/21/2023:

Effective 0600 9/21/2023, mechanical employees must write in the following information for Blue Island Yard on page 41. In the second row, write in “*Between CP 107 and Halsted Street OH BR. (MP 11.95)*” under the Location column, “*5 Lead and 9 Lead*” under the Track(s) column, and “*5*” under the Minimum Handbrakes column.

BLUE ISLAND YARD

<u>Location</u>	<u>Track(s)</u>	<u>Minimum Handbrakes</u>
Hales	BHE1, BHE2, BHE3	5
Between CP 107 and Halsted Street OH BR. (MP 11.95)	5 Lead and 9 Lead	5

3. INSPECTING AND PREPARING TRAINS 6556 – MODIFIED 7/27/2022:

Effective 0600 7/27/2022, Mechanical Department employees must remove pages 41/42 in the M of E Safety Rules & Procedures Book and replace it with the revised rule 6556 “Inspecting and Preparing Trains”. Replacement pages are available for immediate pick up at all on-duty locations.

4. RULE 6346 – ADDED 7/16/2021:

Effective 0600 7/16/2021. Mechanical Department Employees are required to add the following changes in ink to page 33.

6346. While moving engines in battery spotter mode the following precautions must be made:

- Main reservoir pressure must be at 115 psi minimum before starting movement.
- Must use a locomotive to place the unit in a position to where movement in battery spotter mode is the shortest distance possible.
- When operating in battery spotter mode all other rules applicable to the movement of locomotives equipment in roundhouse territory are in effect.

5. RULES 6104 Modified AND 6345 – ADDED 5/15/2020:

Effective 0600 5/15/2020, rule 6104, item (h), on page 10 is modified (as noted below) and new rule 6345 is added to page 33.

Mechanical Department Employees are required to add the following changes in ink to pages 10 and 33.

Modify rule 6104, item (h), on page 10:

6104..Wear an approved face shield when you are involved in any of the following activities:

- (h) Fueling locomotives and other CNG propelled equipment.

Add new rule 6345 to page 33:

6345..When fueling an engine with CNG the following precautions must be made:

- Face shield and gloves are to be worn at all times.
- A ground wire must be attached to the engine to prevent static electricity.

A "safety tether" must be attached to the hose to prevent unexpected movement.

6. PLACE OF SAFETY 6752– REVISED 8/27/2019:

Effective 0600 08/27/2019, Place of Safety Rule governing the Maintenance of Equipment Departments has been revised to provide clarity when “Walking in a place of safety”. Replacement pages are provided and are available for immediate pick up at the following on-duty locations: Michigan Ave, Gibson West End, Blue Island Trainmaster, Argo, and Norpaul. Affected employees must remove pages 5/6 in the M of E Safety Book and replace with the revised rule.

IHB Dispatchers Manual**1. IHB MOVEMENT PERMIT – MODIFIED 8/2/2023:**

Effective 0600 8/2/2023, line 6 has been modified to “6. Protect crossing(s) at _____ MP _____ Per Rule 6.32.2 B Procedure _____”. Replacement pages for page 20 are available immediately at reporting locations. The new format of the IHB Movement Permit can be seen on the last page of the Daily Operating Bulletin.

2. 4011 TRACK CAR FOLLOWING OTHER MOVEMENTS – MODIFIED 5/14/2022:

Effective at 0600 5/14/2022, employees must strikethrough ~~line 6~~ in the last sentence of rule 4011 and write in *line 7* on page 13.

3. 4012 TRAIN FOLLOWING TRACK CAR – MODIFIED 5/14/2022:

Effective at 0600 5/14/2022, employees must strikethrough ~~line 6~~ in the last sentence of rule 4012 and write in *line 7* on page 13.

4. IHB MOVEMENT PERMIT (EXAMPLE) – MODIFIED 5/14/2022:

Effective at 0600 5/14/2022, a replacement page will be made available at the Operation Center for pages 19 and 20. Employees must remove old pages and replace with new revised insert.

5. GENERAL SUPERINTENDENT – MODIFIED 9/24/2021:

Effective 0600 9/24/2021 employees must strike through ~~Courtney Dunford~~ and write in Kiley Hinds in its place.

6. RULE 4005– MODIFIED 9/14/2021:

Effective 0600 9/14/2021 employees must strike through the second to last and last paragraphs on page 9.

7. RULE 5000 PROTECTION AT INTERLOCKINGS WITH RAILROAD CROSSINGS AT GRADE – REPLACED 12/11/2020:

Effective 0600 12/11/2020 rule 5000 is replaced in its entirety. Employees must receive and review the new insert page with their supervisor when reporting for duty.

8. IHB Dispatchers Manual February 1, 2016 – ADDITION 12/14/2018:

Effective 12/14/2018, all Operations Center Employees must familiarize themselves with the new **Emergency Protocol and Procedures** Section. Replacement books will be made available to all Operations Center Employees.

6000 Bridges – Accidents

Upon notification that a bridge was involved in a flood, fire, earthquake, derailment, or a vehicular/vessel impact or like event, all affected train traffic must be halted. The Dispatcher must notify the Engineering Department of the event. Train traffic cannot resume over the bridge until Engineering personnel have inspected and released the bridge for normal movement or with restrictions.

**Kiley Hinds
General Superintendent**