

INDIANA HARBOR BELT RAILROAD COMPANY

BULLETIN ORDER NO. S-15
Effective: 0001 Sunday April 2, 2017

March 30, 2017
General Orders in effect: NONE

A. Operating Manuals1. Timetable Authority:

- IHB Timetable No. 1 dated February 1, 2016 in effect.
- GCOR Operating Rules, Seventh Edition dated April 1, 2015 in effect.
- 2016 Emergency Response Guidebook in effect.
- IHB Air Brake & Equipment Handling Rules dated January 6, 2016 effect.
- IHB Safety Rules and Procedures Transportation dated January 6, 2016 in effect.
- United States Hazardous Materials Instructions for Rail dated January 6, 2016 in effect.
- C.O.R.A. Guide 8th Edition dated May 1, 2016 in effect.

B. Revisions and Physical Characteristics Changes:A. Timetable Special Instructions:1. **IHB Timetable Revision No.1, January 27, 2016.**

Revision will be made available at on duty locations. Employees will remove and replace pages accordingly as instructed within IHB Timetable Revision No.1.

2. **IHB Timetable No. 1 Revision No. 2, September 1, 2016.**

Revision inserts will be made available at the following on duty locations; Gibson West End, Blue Island East Yard, and Argo/Norpaul. Employees will remove and replace pages accordingly as instructed within IHB Timetable Revision No. 2. This revision reflects the signal relocations at CP 502 on the Kankakee Line and CP Harvey on the IHB Main Line.

3. **IHB Timetable No. 1, page 45, rule EQ-10 Method of Handling Dimensional Shipments is revised.**

This addition will require current restrictions A, B, C, and D on page 45 to be relabeled as B, C, D, and E. Employees must relabel the current restrictions and add the following to page 45.

1. Dimensional shipments that are wide loads must not be operated on tracks listed at the following locations:
 - No. 1 Main Track at the CN Overhead Bridge Riverdale MP 11.16.
 - No. 3 Track at the CN Overhead Bridge at CP 341.
Controlled Siding at the CN Overhead Bridge at CP 341.

4. **IHB Timetable No. 1 February 1, 2016 page 38 is revised.**

Following tracks in the area between CP Gibson/CP 42 and CP Calumet Park renamed (see chart below). Two new tracks (No. 5 Siding between Hohman and CP Calumet Park and No. 3 Siding between Paxton and CP 98) are also added to the chart on page 38, but are temporarily out of service until further notice. IHB employees and **foreign line crews** must keep current summary bulletin in their possession for reference regarding this change.

Old Track Name	New Track Name	At/Between		Permission
No. 3 Running Track	No. 3 Connecting Track	CP Gibson	CP House	IHB East Dispatcher
No. 4 Running Track	No. 4 Connecting Track	CP 42	CP House	IHB East Dispatcher
MC Conn. Running Track	MC Connecting Track	CP House	CP 28	IHB East Dispatcher
No. 3 Running Track	No. 3 Siding	Hohman	CP Calumet Park	IHB East Dispatcher

No. 4 Running Track	No. 4 Siding	Hohman	CP Calumet Park	IHB East Dispatcher
(none)	No. 5 Siding	Hohman	CP Calumet Park	IHB East Dispatcher
(none)	No. 3 Siding	Paxton Ave.	CP 98	IHB East Dispatcher

5. IHB Main Line Permanent Maximum Authorized Speed Change Between WAS CP Calumet Park and WAS CP 98

All movements are not to exceed 20 MPH between WAS CP Calumet Park on No. 2 Track to WAS CP 98. Employees must make changes in ink to speeds listed on pages 11 and 19 of IHB Timetable No. 1, February 1, 2016. **Foreign line crews** must change speed listed on page IHB-20 of 2016 **CORA Guide, eighth edition.**

- 6. Changes to IHB Timetable No.1 February 1, 2016. Special Instruction 2501, page 77, is re-named and changed in its entirety.** Effective 0600 December 31, 2016. Employees must strikethrough entire rule and replace with the following language and make appropriate changes to the Table of Contents. **Foreign line crews** must make similar changes on page **IHB-6 in the 2016 CORA Guide Eighth Edition** replacing rule 7.13 with the following language excluding the rule number. The rule number will remain 7.13, but re-named as noted below.

2501 PROTECTION FOR TRANSPORTATION AND M OF W EMPLOYEES WORKING IN HUMP YARD CLASSIFICATION TRACKS (GCOR 7.13)

Entering from the East End-Pull Out End:

Before occupying or fouling a hump yard classification track or tracks for the purpose of; coupling air hoses, adjusting drawbars and knuckles, releasing handbrakes, adjusting angle cocks, crossing tracks with equipment; and maintaining, inspecting, or repairing track structure:

1. A designated employee must request **"lockout"** protection specifying the track or tracks to be occupied and receive protection from the yardmaster controlling remotely controlled switches that provide access to the track.
2. The yardmaster must not notify the designated employee that the requested **"lockout"** protection has been provided until blocking devices have been applied and the lockout record has been inputted and confirmed by the Train Yard Tech processing system. Lockout notification to the designated employee will be given in the following format. **"Track(s) ___ is (are) locked out for ___ (stating craft and last name of employee in charge or job number)"** and protection must not be removed until the designated employee reports clear of the track.

Note: After lockout protection has been applied, cars already released from the crest of the hump may still be rolling into the track where lockout protection has been established. Hump yardmasters will state that cars are rolling into that track listing the quantity of cars released for that track at the time lockout protection was provided.

Entering from the Hump End:

Before entering a hump classification track for the purpose of coupling air hoses, adjusting drawbars and knuckles, releasing handbrakes, adjusting angle cocks, crossing tracks, and maintaining or repairing track structure, employees must hold a job briefing with both the hump and east yardmasters-and are governed by items 1 and 2 above.

Notification of protection must be received by the designated employee requesting protection before any employee or member of a workgroup can occupy or foul any hump classification track for the purpose of; coupling air hoses, adjusting drawbars and knuckles, releasing handbrakes, adjusting angle cocks, crossing tracks; and maintaining or repairing track structure. The protection must not be removed until the designated employee reports clear of the track.

...continued

Reporting Clear of Tracks

Employees must report clear of all tracks where protection has been established by job briefing with the employee in control of remotely controlled switches that all employees, locomotives and equipment are in the clear, blocks and wedges have been removed from switches, common restored on all affected switches, and derails are in the unapplied position. After the employee in charge of remotely controlled switches confirms employees are clear, then blocking devices in the Train Yard Tech System may be removed and the lockout record updated.

During Times of Power Failure

During times of power failure a lock out record must be filled out manually by the employee in control of remotely controlled switches on form CT-1888.

7. Timetable Special Instruction: SP – 15 is added.

Employees must add the following chart on page 10 to IHB Timetable No. 1 February 1, 2016. **Foreign line crews must add the following chart to page IHB-1 of CORA Guide 2016.**

RULE	EQUIPMENT TYPE	SPEED
SP - 15	<p>HIGH HAZARD FLAMMABLE TRAINS (HHFT) AND HIGH HAZARD FLAMMABLE UNIT TRAINS (HHFUT)</p> <p>HHFT: Trains carrying 20 or more loaded tank cars carrying any Class 3 flammable liquid in a continuous block or a train carrying 35 or more loads of any Class 3 flammable liquid dispersed within a train.</p> <p>HHFUT: Trains transporting 70 or more loaded tank cars containing Class 3 flammable liquid.</p>	25

8. CP Dolton Now Controlled by IHB East Dispatcher – Various Timetable Changes

Due to the closing of CP Dolton as a manned interlocking station and IHB East Dispatcher assuming remote control of CP Dolton effective 0700 CST February 26, 2017, the following changes to IHB Timetable No. 1 are as follows; **employees will make the following changes in ink:**

- Within the Telephone Directory, remove Dolton Tower’s phone and fax number.
- Within the “IHB Main Line Stations – At A Glance” chart on page 31 remove the “x” to the left of CP Dolton referencing Int Sta.
- Within the chart referencing who to contact when warning devices malfunction at highway crossings at grade on other than main track the contact employee for the 138th Street on the NS Connection Track employee will now be the IHB East Dispatcher.

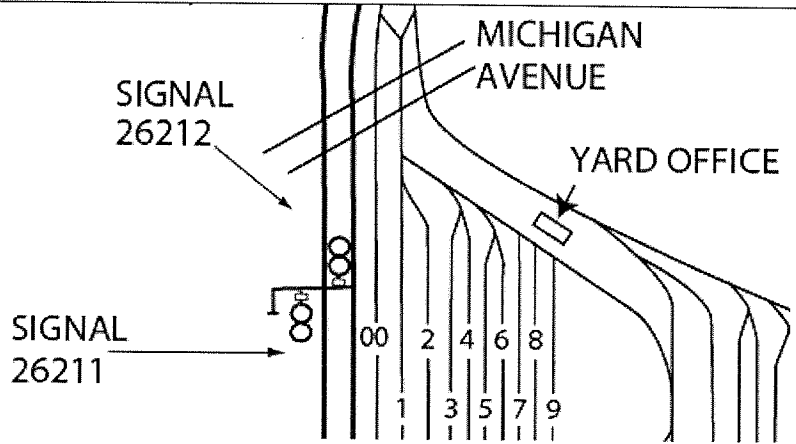
B. Physical Characteristics Changes:

1. Kankakee Line, MP 1.14

Effective 0800 CST December 11, 2016 automatic block signal 26211 on ground mast governing westward movement on Kankakee Line No. 1 track west of Michigan Avenue highway crossing permanently out of service and automatic block signal 26212 and associated blue disc on bracket post governing eastward movement on Kankakee Line No. 2 track at Michigan Avenue highway crossing permanently out of service.

2. Kankakee Line, MP 1.14

Effective 0600 CST December 15, 2016 new number plated automatic block signals in service on new cantilever signal bridge at MP 1.14 for eastward movements on No. 2 Track and westward movements on No. 1 Track. Signal No. 26212 governs eastward movements on No. 2 Track and Signal No. 26211 governs westward movements on No. 1 Track.



Employees must make changes in ink to page 33 of IHB Timetable No. 1. **Foreign Line Crews** must make changes to page IHB-47 of the **2016 CORA Guide, Eighth Edition**.

3. At CP Canal

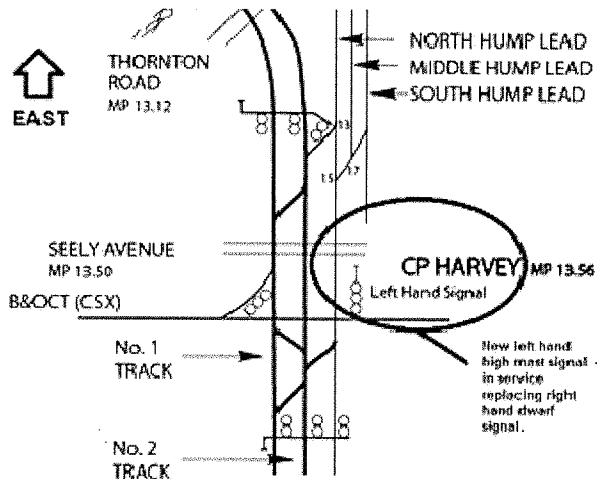
Effective at 0600 CDT July 23, 2016, the following physical characteristics changes will be in effect at CP Canal:

1. Home signal governing eastward movement on CN No. 1 main track at CP Canal is relocated approximately 1,160 feet east of former location.
2. Home signal governing eastward movement on CN No. 2 main track at CP Canal is relocated approximately 655 feet east of former location.
3. New high-mast back-to-back home signals located on the Southwest Wye track 1,440 feet from the point of switch on IHB No. 2 track in service.
4. New high-mast back-to-back home signals located on the Southeast Wye track 715 feet from the point of switch on the IHB Argo New Yard Lead in service.

New signals governing all movements on wye tracks from IHB to CN are controlled by the CN RTC Desk 1 Dispatcher and new signals governing all movements on wye tracks from CN to IHB are controlled by IHB West Dispatcher.

4. At CP Harvey

Effective 0600 CDT June 9, 2016 the dwarf signal governing westward movements on the Spud House Lead at MP 13.56 is retired from service and replaced with a left-hand high mast signal now located on the opposite side of the track from former dwarf signal location. **Employees** must make changes in ink to IHB Timetable No.1 page 21. **Foreign line crews** must make changes in ink to IHB section of the CORA Guide page IHB-27.



C. On Track Safety Manual:

1. **IHB ON-TRACK SAFETY MANUAL FEBRUARY 1, 2016 is revised, Revision No. 1, 11/15/2016.** Employees governed by IHB ON-TRACK SAFETY MANUAL must obtain revisions from their supervisor when reporting for duty. A table is added to rule Rule 3924 as follows:

Exception: Rule 3924 will also apply on the tracks listed below. Employee in charge (EIC) will job brief with the dispatcher in charge of the track listed below, then provide protection per Rule 3924.

<u>Track</u>	<u>Between</u>	<u>Dispatcher</u>
No. 3 Connecting Track	CP Gibson and CP House	East Dispatcher
No. 4 Connecting Track	CP 42 and CP House	East Dispatcher
MC Connecting Track	CP House and CP 28	East Dispatcher
No. 3 Siding Track	Hohman and CP Calumet Park	East Dispatcher
No. 4 Siding Track	Hohman and CP Calumet Park	East Dispatcher
No. 5 Siding Track	Hohman and CP Calumet Park	East Dispatcher
No. 3 Siding Track	Paxton and CP 98	East Dispatcher
Spud House Lead	CP Harvey and BI Jct.	West Dispatcher
Industry Track	CP 154 and Wireton	West Dispatcher
East Pass	Central Ave and CP Ridge	West Dispatcher
B&O Siding	82 nd Street and CP 258	West Dispatcher
Extension Track	CP 258 and CP Argo	West Dispatcher
McCook Industry Track	CP McCook and Superior	West Dispatcher

2. **IHB ON-TRACK SAFETY MANUAL FEBRUARY 1, 2016 is revised with Revision No. 2 effective 01/13/2017.** Employees governed by IHB ON-TRACK SAFETY MANUAL must obtain revision inserts from their supervisor when reporting for duty and make changes accordingly.

D. Hazardous Materials Instructions For Rail – HM-1:

Effective 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.

E. Transportation Department Safety Rules and Procedures:

IHB Safety Rules and Procedures, Effective January 6, 2016, Rule 1200 item (D), page 7 is changed. Employees must strikethrough Item (D) in its entirety and replace with the following:

- (d) Must wear high-visibility garments while on duty except while in office buildings. High-visibility garments must be worn as a top layer of clothing, free of any type of branding or promotion and must be company approved. Acceptable items of High Visibility garments include vests, shirts, coats/jackets or rain gear and must be yellow in color with retro-reflective striping. High Visibility work wear must meet ANSI/ISEA Class 2 Level 2 Standards. IHB will provide high-visibility vests.

F. Air Brake & Equipment Handling Rules:

1. Air brake & Equipment Handling Rules Revised

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

2. Air brake & Equipment Handling Rules Revised

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.

**D. L. PACKARD
TRANSPORTATION SUPERINTENDENT**