

## INDIANA HARBOR BELT RAILROAD COMPANY

BULLETIN ORDER NO. S-21

Effective: 0001 Sunday October 1, 2017

September 29, 2017

General Orders in effect: NONE

A. Operating Manuals1. Timetable Authority:

- IHB Timetable No. 1 dated February 1, 2016 in effect.
- 2. GCOR Operating Rules, Seventh Edition dated April 1, 2015 in effect.
- 3. 2016 Emergency Response Guidebook in effect.
- 4. IHB Air Brake & Equipment Handling Rules dated January 6, 2016 effect.
- 5. IHB Safety Rules and Procedures Transportation dated January 6, 2016 in effect.
- 6. United States Hazardous Materials Instructions for Rail dated January 6, 2016 in effect.
- 7. C.O.R.A. Guide 8<sup>th</sup> 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.

**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><b>HIGH HAZARD FLAMMABLE TRAINS (HHFT) AND HIGH HAZARD FLAMMABLE UNIT TRAINS (HHFUT)</b></p> <p><b>HHFT:</b> 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><b>HHFUT:</b> 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 138<sup>th</sup> Street on the NS Connection Track employee will now be the IHB East Dispatcher.

**9. IHB Timetable No. 1 Revision No. 3, September 1, 2016.**

Revision No. 3 dated April 1, 2017. Inserts are available at all on-duty locations.

**10. IHB Timetable No. 1 Rule 2012 Change In Residence or Telephone Number, Added.**

Effective May 6, 2017, employees must add the following rule to page 50.

**2012 Change In Residence or Telephone Number**

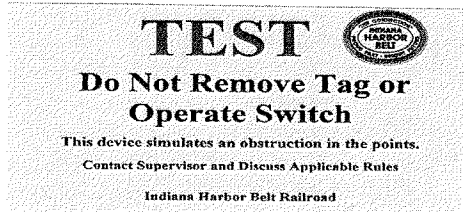

Employees must report a change in residence and telephone number immediately to the designated officer and through the kiosks. This should be done by calling ext. 4717.

In addition to reporting to the designated officer, you are also responsible for reporting a change address in writing to the Railroad Retirement Board and United Health Care Insurance as follows:

|  |   |  |
|--|---|--|
| <p><u>Indiana Residents</u><br/>RR. Retirement Board<br/>P.O. Box 457<br/>Joliet, IL 60434</p> | <p><u>Illinois Residents</u><br/>RR. Retirement Board<br/>844 N. Rush St.<br/>Chicago, IL 60611</p> | <p><u>All Employees</u><br/>United Health Care<br/>P.O. Box 30985<br/>Salt Lake City, UT 84130</p> |
|--|---|--|

**11. IHB Timetable No. 1 Rule 8.2 (a) and 6.27 (a) is added.**

Employees must add the following rules to page 92.

|                        |                                     |   |  |
|------------------------|-------------------------------------|---|--|
| <p><b>8.2 (a)</b></p>  | <p>Switch Point Inspection Test</p> |   | <p>The card below is used to test employee’s compliance with Safety Rule 1800 and GCOR Rule 8.2.</p> <p>Employees observing this card when inspecting switches must not remove it, but contact a supervisor to discuss applicable rules.</p> |
| <p><b>6.27 (a)</b></p> | <p>Obstruction Testing Device</p>   |  | <p>The Obstruction Device pictured below may be used in Operational Testing to determine compliance with GCOR Operating Rule 6.27, Restricted Speed.</p>   |

**12. IHB Timetable No. 1 Rule 2410 Crossings Requiring Special Instructions is Revised.**

Employees must add the following information to Rule 2410 on page 72.

| <u>Track</u>                                      | <u>Crossing</u>    |
|---|--------------------|
| Cargill Lead (between Cargill and Lever Brothers) | Indianapolis Blvd. |

**13. IHB Timetable No. 1, rule 2306 is revised.**

Effective 05-24-2017, employees must make changes to the portion of special instruction 2306 displayed below. The remaining portion will remain in effect and no changes are necessary. The portion of the rule being revised is highlighted in bold and italicized. **Foreign line crew must make similar changes to rule 7.6 on page IHB-6 of the CORA Guide.**

**2306 SECUREMENT OF KEY TRAINS (GCOR 7.6)**

**Reporting To Dispatcher**

Except when relieved in the situations listed below, Key Trains must not be left unattended unless specifically authorized by the Train Dispatcher and properly secured. ***When securing Key Trains, train crews will lock the controlling locomotive when equipped and if not equipped the reverser(s) must be removed from the entire consist.***

.....(Continued on next page)

Crews will communicate the following information to the Train Dispatcher:

1. Number of hand brakes applied.
2. Tonnage and length.
3. Grade – ascending or descending.
4. Terrain – straight or curved.
5. Weather conditions.
6. Type of equipment – unit train or mixed freight, etc.
7. ***The locomotive has been locked or reverser has been removed when not equipped with a lock.***

**14. Special Instruction 2217 Monitored Cameras (GCOR 6.5) will govern shoving movements at specified locations.**

Employees governed by IHB Timetable No. 1, February 1, 2016 must add the following instruction to page 65.

**2217 MONITORED CAMERAS (GCOR 6.5)**

Employees may utilize the camera system to protect shoving or pushing movements as required at the following locations:

| YARD                              | TRACK(S)               |
|-----------------------------------|------------------------|
| Gibson Auto Yard – East End       | Runner through Track 6 |
| Gibson Auto Yard – East End (New) | 20 through 23          |
| Gibson Auto Yard – East End (New) | 24 through 30          |
|                                   |                        |
|                                   |                        |

Employees providing Point Protection utilizing the camera system must remain at the kiosk, monitoring the movement until the entire shoving movement has been completed.

Shoving movements utilizing this system may only be made after verifying the system monitors are displaying a current view of the desired tracks by noting the time and date stamp is correct, employee must verify reference point (which is designated with a yellow pin stripe) is in place. No part of the movement may pass the reference point when using the camera system for shoving or pushing.

In the event track cannot be clearly observed by this system due to technical issues, weather conditions, etc., the movement must be protected in a conventional manner. All other rules remain in effect.

**15. Gibson Relay Yard – New Radio Controlled Switches**

Effective 0600 CDT on August 3, 2017 – To access the west end of Tracks 20, 21, 22, and 23 use the new DTMF codes within the following table. Due to the locations of the new switch stands, employees are prohibited from riding the north side of equipment while traversing through the new radio controlled 21 pocket, 22 pocket, and 23 pocket switches while operating from/to 5 lead. Close clearance signs have been placed on the affected switch stands. Employees are required to update the table within Timetable Special instruction 2211 on page 60 of IHB Timetable No. 1 dated February 1, 2016. **Foreign line crews must update the table on IHB-16 of the CORA Guide.**

**2211 RADIO CONTROLLED SWITCHES (GCOR 8.19.1)**

| <u>Location</u>                    | <u>Switch</u>                 | <u>Connecting Tracks</u>                     | <u>Radio Channel</u> | <u>DTMF Code</u> |           | <u>Note</u> |
|------------------------------------|-------------------------------|--|----------------------|------------------|-----------|-------------|
| Michigan Ave at Dickey Road        | 3/4 Lead Switch               | 3/4 Leads to Main # 2 at Dickey Road         | 025-025              | # 1              |           | 1           |
| Burnham Yard                       | 8 Runner                      | Switching Lead                               | 025-025              | North End        | South End | 2           |
|                                    |                               |  |                      | #88              | #08       |             |
| Gibson-Auto Yard                   | 7 Lead Switch (Colombia Ave.) | 7-Lead to 4-Runner                           | 095-095              | # 30             |           | 2           |
|                                    | 20 Switch                     | East End 20 Pocket to Track 20               |                      | # 20             |           | 2           |
|                                    | 20/21-Crossover               | Track 20-Track 21                            |                      | # 21             |           | 2           |
|                                    | 21/22-Crossover               | Track 21-Track 22                            |                      | # 22             |           | 2           |
|                                    | 22/23-Crossover               | Track 22-Track 23                            |                      | # 23             |           | 2           |
|                                    | 24 Switch                     | Track 24-Track 25                            |                      | # 24             |           | 2           |
|                                    | 25 Switch                     | Track 25-Track 26                            |                      | # 25             |           | 2           |
|                                    | 40-Switch                     | Track 20-New Connection                      |                      | # 40             |           | 2           |
|                                    | 41-Switch                     | Track 21-New Connection                      |                      | # 41             |           | 2           |
|                                    | 42-Switch                     | Track 22-Track 23                            |                      | # 42             |           | 2           |
| Blue Island-Hump Leads             | 13-Switch                     | North Lead-Crossover connecting with #2 Main | 097-097              | # 13             |           | 2           |
|                                    | 15-Switch                     | Spud House Lead-North/Middle/South           |                      | #15              |           | 2           |
|                                    | 17-Switch                     | Middle Lead-South Lead                       |                      | #17              |           | 2           |
| Argo-Industrial Track (Harlem Ave) | Inbound, Outbound Switch      | Inbound Wye-Outbound Wye                     | 058-058              | # 04             |           | 3           |

See next page for notes and instructions specific to these locations.

**16. IHB Timetable No. 1, special instruction 2218 Switching at Michigan Avenue Yard, is added to page 65.**

Effective immediately, employees must add the following rule to page 65 of IHB Timetable No. 1.

**2218 Switching at Michigan Avenue Yard**

Crews switching at the north end of Michigan Avenue Yard must not cut cars off in motion through the Junction Switch. Cars that are intended for tracks 10 – 16 must be shoved to rest, secure standing equipment as outlined in Air Brake & Equipment Handling Rules.

**17. Effective July 1, 2017 Pat J. Daly will be succeeded by John H. Wright as our new General Manager.**

Employees will make appropriate changes to the cover page of IHB Timetable No. 1 dated February 1, 2016.

**18. IHB Timetable No. 1, Special Instruction 2219 Switching Movements on the Crest of the Hump, is added to page 65.** Effective 0600 August 19, 2017 employees will add the following rule to page 65 of IHB Timetable No. 1.

**2219. Switching Movements on the Crest of the Hump**

Crews will be notified by the hump yardmaster when hump cuts contain 90' cars or longer. When cresting the hump with 90 foot cars or longer, crews will take extra precautions to manage in train forces when shoving, pulling, and when coming to a stop. Abrupt stops and changing direction without confirming all cars have stopped is prohibited, except in emergencies.

**19. IHB Timetable No. 1, Radio Channels/Location and Monitoring, is revised.**

Effective 09/20/2017, new radio channel 029-029 is in service for Gibson yard crews and all industry work in the Gibson district. Employees must change page 15 with the information below.

**Radio Channels/Location and Monitoring**

As required within GCOR 2.0, Railroad Radio and Communication Rules, and Federal Regulations employees will monitor and transmit all radio communications on the correct radio channel at the prescribed locations below.

| <u>LOCATION</u>   | <u>EMPLOYEE</u>                 | <u>RADIO CHANNEL</u>    |
|---|---------------------------------|-------------------------|
| Entire Railroad (To contact dispatcher – Tone 5)        | Train Dispatcher (East or West) | 025-025/058-058         |
| Entire Railroad (Emergency Call – 9 1 1)                | Train Dispatcher (East or West) | 025-025/058-058         |
| <b><u>GIBSON TERMINAL:</u></b>                          |                                 |                         |
| IHB Main Line (CP Ivanhoe – CP113)                      | IHB East Dispatcher             | 025-025                 |
| Kankakee Main Line (CP 502 – Osborn (including Osborn)) |                                 |                         |
| Calumet City Industrial Track                           |                                 |                         |
| CP House  |                                 |                         |
| Gibson Roundhouse                                       | Gibson Roundhouse Foreman       |                         |
| All Gibson Yard and Industries<br><b>(NEW)</b>          | Michigan Ave Yardmaster         | 029-029<br><b>(NEW)</b> |
| Gibson Relay (Auto) Yard (Yard Crews)                   | Gibson (West End) Yardmaster    | 095-095                 |
| Gibson Relay (Auto) Yard (Belt Crews)                   | Gibson (West End) Yardmaster    | 025-025                 |
| <b><u>BLUE ISLAND TERMINAL:</u></b>                     |                                 |                         |
| IHB Main Line and Sidings (CP113 – CP 238)              | IHB West Dispatcher             | 058-058                 |
| Blue Island Yard (Yard Crews)                           | Blue Island East Yardmaster     | 097-097                 |
| Blue Island Yard (Belt Crews) East End                  | Blue Island East Yardmaster     | 058-058                 |
| Blue Island Yard (Belt Crews) Hump End                  | Blue Island Hump Yardmaster     |                         |
| All Blue Island Industries                              | Blue Island East Yardmaster     |                         |
| <b><u>ARGO/NORPAUL TERMINALS:</u></b>                   |                                 |                         |
| IHB Main Line and Sidings (CP 238 – Tower B-12)         | IHB West Dispatcher             | 058-058                 |
| Other than main track.                                  |                                 |                         |

***Employees not transmitting or monitoring the prescribed channel as noted above will be in violation of GCOR 2.0, this special instruction, and Federal Law and subject to corrective disciplinary action.***

**20. IHB Timetable No. 1, special instruction 2220 Dropping Cars and Gravity Switch Moves, is added to page 65.**

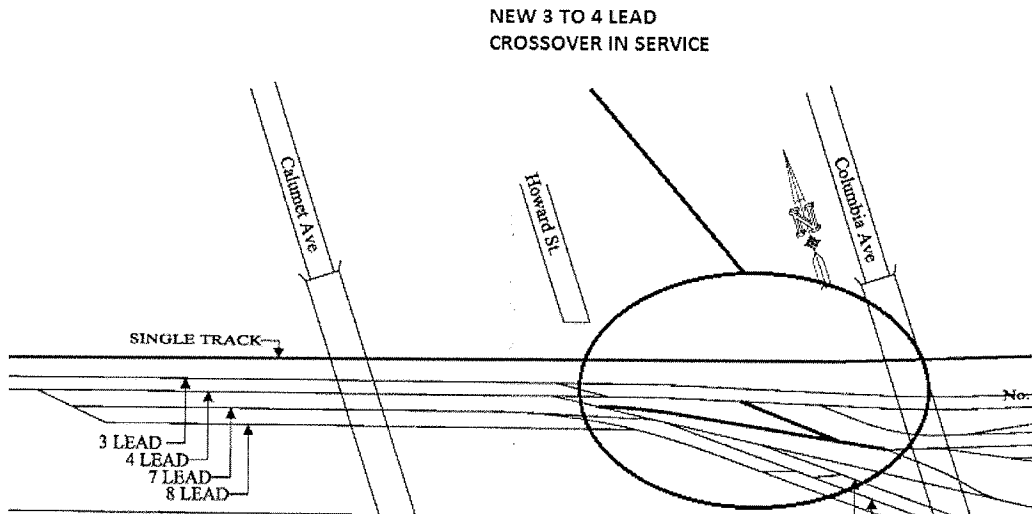
Effective 09/15/2017, employees must add the following rule to page 65 of IHB timetable No 1.

**2220 Dropping Cars and Gravity Switch Moves (GCOR 7.7 and GCOR 7.7.1)**

Dropping cars and gravity switch moves are prohibited on IHB property and at customer/industrial facilities.

**21. Gibson Auto Yard – West End**

Effective 09/28/2017, new 3 to 4 lead crossover in service west of Columbia Ave. For westward movements, normal position is lined 3 lead to 4 lead and reverse position is lined 3 lead to 3 lead. The east switch of the crossover is off power. Both the east and the west switches are hand-operated. **CLOSE CLEARANCE: When operating toward or from tracks 1 through 7 employees are prohibited from riding equipment under Columbia Ave OH bridge.** See diagram below for track configuration.

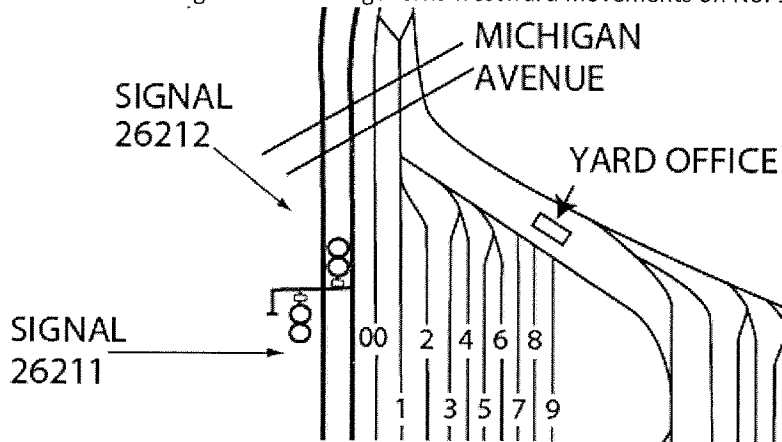


**B. Physical Characteristics Changes:**

**KANKAKEE LINE**

**1. 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.**

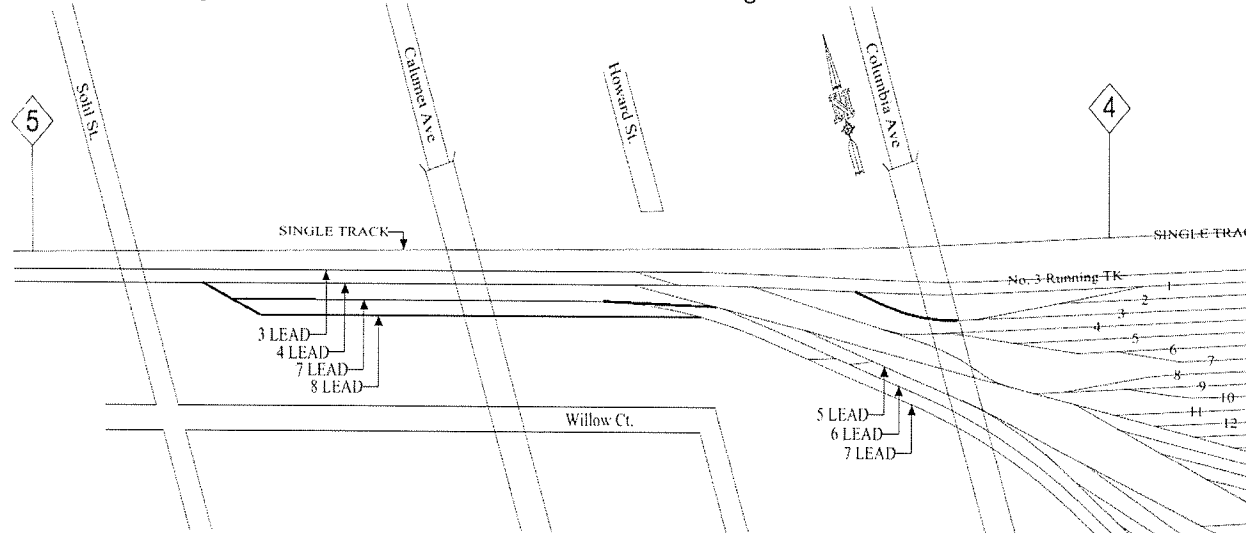
**2. Kankakee Line, MP 1.14**

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.

**IHB MAIN LINE**

**1. At Gibson Auto Yard West End**

Effective 0600 August 24, 2017 new 8 Lead will be in service. See diagram below.



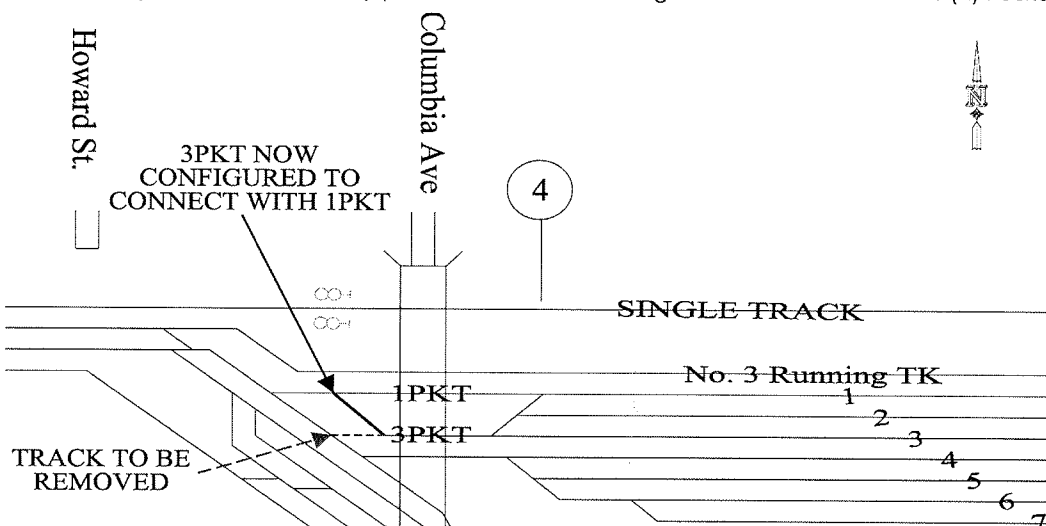
**2. At Gibson Auto Yard at the West End**

Effective 0600 on August 23, 2017, new 4/7 Lead Radio Controlled Switch will be in service. A radio reply will reply "Lined Normal for 4 Lead or Lined Reverse for 7 Lead". Employees will make the following change to Timetable No. 1, Special Instruction 2211 on page 60. **Foreign Line Crews will make the following change to page IHB-16 of the IHB section of 2016 CORA Guide.**

| Location           | Switch   | Connecting Tracks | Radio Channel | DTMF Code | Note |
|--------------------|----------|-------------------|---------------|-----------|------|
| Gibson – Auto Yard | 4/7 Lead | 4 Lead to 7 Lead  | 095-095       | # 07      | 2    |

**3. At Gibson Auto Yard at the West End**

Effective August 17, 2017, Three (3) Pocket has been reconfigured to connect with One (1) Pocket.



**4. At CP Canal**

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

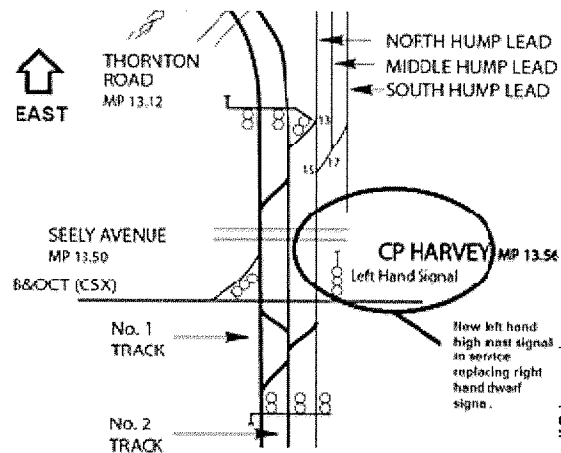
- Home signal governing eastward movement on CN No. 1 main track at CP Canal is relocated approximately 1,160 feet east of former location.
- Home signal governing eastward movement on CN No. 2 main track at CP Canal is relocated approximately 655 feet east of former location.
- New high-mast back-to-back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



### 5. 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. Changes to On-Track Safety Manual dated April the following changes.

Rule number 3302. *When Operating Roadway Maintenance Machines Or Crossing Tracks On Other Than Main Track*, first paragraph, is changed to read as follows:

#### In a remotely controlled hump classification yard:

Employee in charge of operating equipment must obtain verbal permission from both the Hump Yardmaster and East Yardmaster in accordance with Timetable Special Instruction 2501 prior to entering or fouling any track in a remotely controlled hump classification yard (**this requirement excludes crossing tracks at established private highway crossings**). Protection will not be removed until the employee in charge of the equipment has cleared the track and notified the Hump Yardmaster protection is no longer required.

2. 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.

### 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. Revision February 1, 2016 will be made available at on duty locations. Employees will remove and replace pages accordingly.
2. 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.
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.

**D. L. PACKARD  
TRANSPORTATION SUPERINTENDENT**