

INDIANA HARBOR BELT RAILROAD COMPANY

BULLETIN ORDER NO. S-32
Effective: 0600 Sunday September 02, 2018

August 31, 2018
General Orders in effect: NONE

A. Operating Manuals

1. 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 February 1, 2016 effect.
- IHB Safety Rules and Procedures Transportation dated January 1, 2018 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. <u>Timetable Special Instructions:</u>					
<u>1. RADIO CONTROLLED SWITCHES Gibson Auto Yard/East End– Change to Special Instruction 2211</u>					
Effective 0900 08/24/2018 radio-controlled switch controlling the 24/30 switch, DTMF Code #30, will now be operated on radio channel 025-025. Employees must receive authority from IHB East Dispatcher prior to operating the switch. Employees must add the following to page 60 of IHB Timetable No. 1 Revision No. 7. Foreign line crews must add the following information to CORA page IHB-20. IHB Bulletin Order S-31 Timetable Item A, 3 must also reflect this change.					
<u>Location</u>	<u>Switch</u>	<u>Connecting Tracks</u>	<u>Radio Channel</u>	<u>DTMF Code</u>	<u>Note</u>
Gibson Auto Yard	24/30 Switch	24-30 and No. 4 Connecting Track	025-025 (NEW)	#30	4
Note 4. Authority from IHB East Dispatcher must be obtained prior to operation.					
<u>2. IHB Timetable No. 1 Revision No. 7 IHB Main Line Rules In Effect on No. 3 Connecting Track, No. 4 Connecting Track, and MC Connecting Track – Changed</u>					
Effective 0600 8/23/2018, Rule In Effect on No. 3 Connecting Track between CP Gibson and CP House, No. 4 Connecting Track between CP 42 and CP House, and MC Connecting Track between CP House and CP 28 has changed to CTC and no longer considered “Other Than Main Track”. All movements are authorized by control of IHB East Dispatcher and Signal Indication, speed has not changed. Employees must make appropriate changes to IHB Timetable page 17. Foreign Line Crews make changes to CORA page IHB – 18 and IHB – 20.					
<u>3. IHB Timetable No. 1 Revision No. 7 New Definitions – Added</u>					
Effective 0600 8/23/2018, employees must add the following definitions to pages 97 and 98. Foreign Line Crews add to CORA page IHB – 1.					
<u>Approved Abbreviations</u>					
Eastward Absolute Signal (EAS) – Signal governing movements in an east direction. Add to page 97.					
Westward Absolute Signal (WAS) – Signal governing movements in a west direction. Add to page 98.					

4. IHB Timetable No. 1 Revision No. 7 Special Instruction 6.27 (a) – Revised

Effective immediately, stop obstruction test device has changed to the following, see picture below. Employees must replace picture on page 94 of IHB Timetable No. 1 Revision No. 7. **Foreign line crews replace picture within CORA page IHB – 15.**



5. IHB Timetable No. 1 Revision No. 7 Correction to IHB Main Line Maximum Authorized Speed Between WAS CP Calumet Park and WAS CP 98 on No. 2 Track

Effective immediately, employees must make the following correction to page 11 and 19. IHB Main Line maximum authorized speed between WAS CP Calumet Park and WAS CP98 on No. 2 Track is 30 MPH.

6. Addition to IHB CORA Guide Page IHB – 22 Private Highway Crossing at Grade – Special Instruction – Added

Effective 08/16/2018, whistle signal 5.8.2 (7) must be sounded at the private highway crossing at grade located in the vicinity of Hohman MP 5.30 between EAS Hohman and State Line Road MP 5.60 regardless if gates are closed and locked. **Foreign line crews must add the following to CORA page IHB – 22.**

Private Highway Crossing at Grade – Special Instruction

Whistle signal 5.8.2 (7) must be sounded at the private highway crossing at grade located in the vicinity of Homan MP 5.30 between EAS Homan and State Line Road MP 5.60 regardless if gates are closed and locked.

7. IHB Timetable No. 1 Revision No. 7 - Correction to page 17

Effective immediately, page 17 IHB Main Line – Stations and Physical Characteristics Rule in effect for the Northwest Wye “NW” and Northeast Wye “NE” the blue box must be changed to read CTC not 6.28. Employees must make this change in ink.

8. Special Speeds – Trains – Engines: SP-4 Hot Metal Trains “Bottles” Operational Change

Effective 0600 08/02/2018 Train make-up and speed change operating Hot Metal Trains between IHB Lakefront Yard and Arcelor Mittal Riverdale. Hot Metal Unit Trains will no longer require spacer cars between each Hot Metal Car, but require spacer cars on each end during unit train operation. Employees must replace SP-4 and Note on page 10 in IHB Timetable No. 1 Revision No. 7 with the following information. **Foreign Line Crews must make changes to CORA Page IHB – 1 and add note to the bottom of the page.**

Rule	Equipment Type	Speed
SP – 4	Hot Metal Trains *(see note at the bottom of the page)	
	Trains with hot metal cars or hot metal unit trains:	
	Loaded – Main Tracks and Interlockings.....	15
	Loaded – IHB Kankakee Line Between EAS CP Grasselli and WAS CP Gibson – All TRACKS.....	10
	Empty – Main Track and Interlockings.....	25
	Loaded/Empty – All other Tracks.....	10

***Movement of Hot Metal Cars:** Hot metal cars, loaded or empty, in unit hot metal train service must have one spacer on head end and rear end of train. Spacers between hot metal cars are not required when operated in unit hot metal train service between IHB Lakefront Yard and ArcelorMittal Riverdale Plant. Empty hot metal cars in other than unit hot metal train service must have one spacer on each end of car. Loaded hot metal cars shall not be operated in other than unit hot metal train service. Locomotives and cabooses must have a spacer car between the locomotive or caboose and the hot metal car. Pusher service is prohibited for any train in which loaded hot metal cars are moved.

9. Telephone Directory – Addition

Effective 0600 07/26/2017 Crew dispatcher phone numbers within the Telephone directory has changed. All affected employees must make the following changes to page 8 in IHB Timetable No. 1 Revision No. 7.

Department/Name	Phone Number	Smart Number	Fax Number
Crew Dispatcher	<ul style="list-style-type: none"> 219-989-4822/4824/4973 708-201-3468/3493 888-805-9435 	4822/4824/4937	219-989-4768 708-201-3437

10. RADIO CONTROLLED SWITCHES Gibson Auto Yard/East End– Addition to Special Instruction 2211

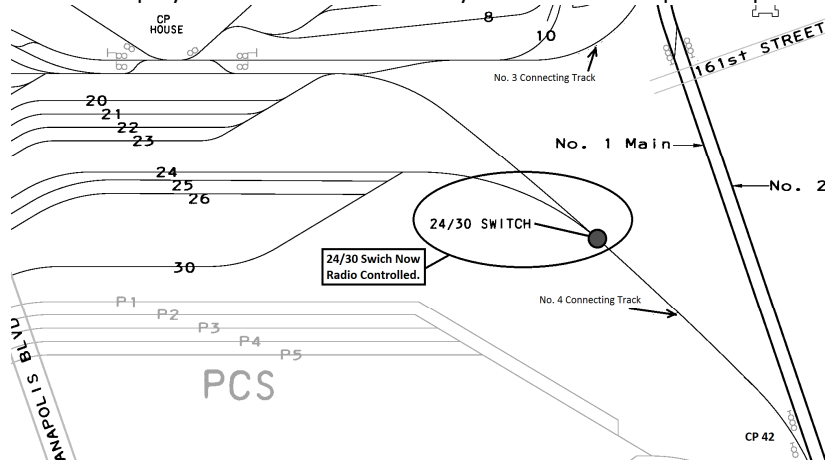
Effective 0600 07/19/2018 a new radio-controlled switch has been installed controlling the 24/30 switch. DTMF Code #30 on radio channel 095-095 will operate switch. Employees must receive authority from IHB East Dispatcher prior to operating the switch. Employees must add the following to page 60 of IHB Timetable No. 1 Revision No. 7. **Foreign line crews must add the following information to CORA page IHB-20.**

Location	Switch	Connecting Tracks	Radio Channel	DTMF Code	Note
Gibson Auto Yard	24/30 Switch	24-30 and No. 4 Connecting Track	095-095	#30	4

Note 4. Authority from IHB East Dispatcher must be obtained prior to operation.

11. Physical Characteristics Change Gibson Auto Yard – East End

Effective 0600 07/19/2018 a new radio-controlled switch has been installed controlling the 24/30 switch. DTMF Code #30 on radio channel 095-095 will operate switch. Employees must receive authority from IHB East Dispatcher prior to operating the switch.



12. RADIO LOCATIONS AND MONITORING – Addition

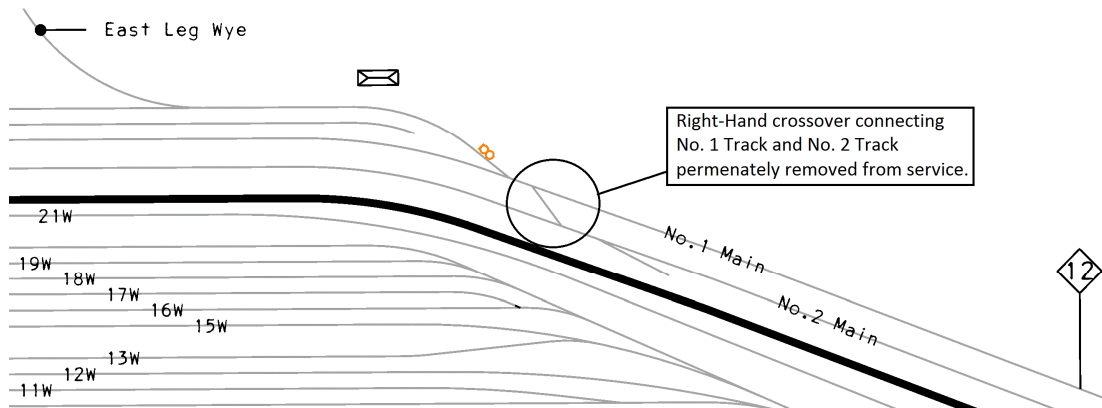
Effective 0600 07/17/2018 all crews delivering or departing locomotives at the Gibson Roundhouse must use radio channel 086-086 for track or engine assignments. The Roundhouse Foreman will monitor both channels 086-086 and 025-025. Employees will make changes to page 15 to IHB Timetable No. 1 Revision No. 7. **Foreign Line crews must make changes to CORA page IHB-18.**

GIBSON TERMINAL:

Location	Employee	Radio Channel
Gibson Roundhouse	Roundhouse Foreman	086-086 or 025-025

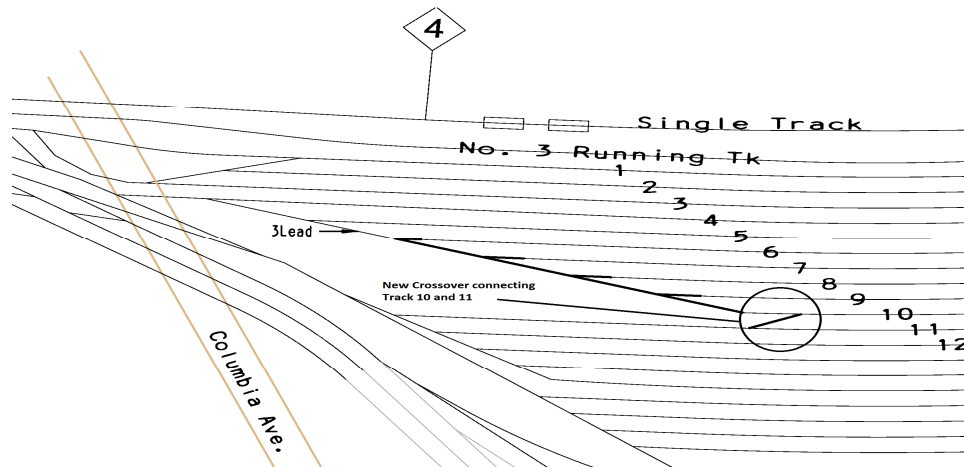
13. Physical Characteristics Change Blue Island – IHB Main

Effective 0600 07/17/2018 right-hand crossover connecting No. 1 Track and No. 2 Track permanently removed from service.



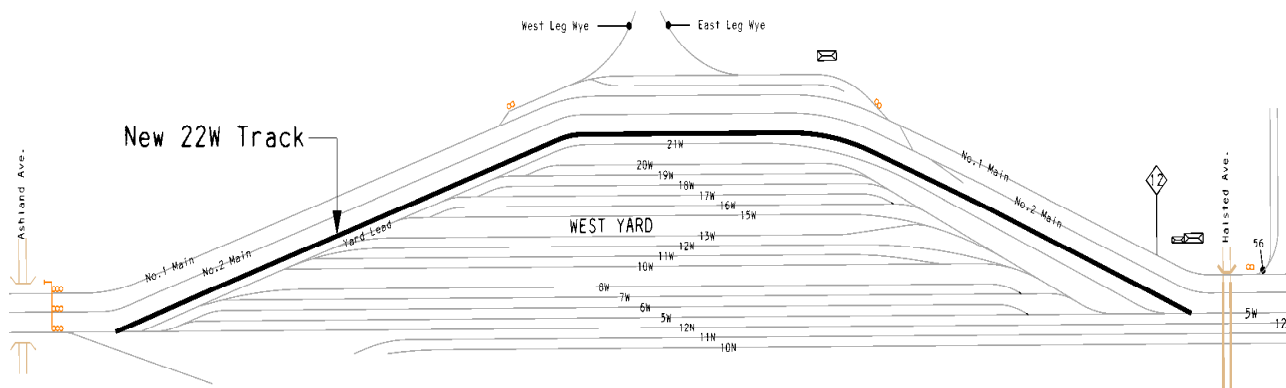
14. Physical Characteristics Change Gibson Auto Yard – West End

Effective 0600 07/13/2018 Tracks 8, 9, and 10 have been added to 3 lead and no longer accessible from 4 lead. Also, a new crossover is in service connecting track 10 and 11. After use, crossover must be re-lined for normal movement and 109 locks secured.



15. Physical Characteristics Change Blue Island West Yard – New Track Added

Effective 0600 07/12/2018 a new track 22 has been added to Blue Island West Yard. See diagram below reflecting this addition. Back Lead has been permanently removed from service. Employees and Foreign Line Crews must make notation to applicable sections in IHB Timetable and CORA Guide.



16. Special Instruction 2225 Reverse Movements on the Crest of the Hump – Blue Island (GCOR 7.1) Added.

Effective 0600 June 23, 2018 employees must add the following rule to page 67.

2225. REVERSE MOVEMENTS ON THE CREST OF THE HUMP – BLUE ISLAND (GCOR 7.1)

When it is necessary to reverse direction (west) during humping operations, the last car must be pulled **west** beyond the Pin-Puller Display Board and pass the “Begin Hump Circuit” sign approximately 65 feet west of the Pin-Puller Display Board. Prior to resuming humping activities, the employee actively pulling pins must ask permission from the Yardmaster if the crew may resume movement east toward the crest of the hump.

Yardmaster Instructions:

The Yardmaster must **visually determine** the last car is clear (west) of “Begin Hump Circuit” sign, put hump system in “Trim Mode” and immediately back to “Hump Mode” before giving permission to the hump crew to resume hump operations.

Permission and confirmation must be made **via radio transmission** by hump crew and yardmaster.

17. Physical Characteristics Change Blue Island Yard

Effective 0600 hours on June 19, 2018 – The Back Lead will be permanently removed from service.

18. IHB Timetable No. 1 Revision No. 7 06/01/2018

Effective 0600 06/01/2018, IHB Timetable No. 1 Revision No. 7 will be available at most on-duty locations. This revision adds all items from Summary Bulletin Order S-28 and current Daily Operating Bulletin. Remove and replace with Revision No. 7.

B. On Track Safety Manual:**1. IHB On-Track Safety Manual October 6, 2017, Rule 3803 Placing or Operating On-Track Equipment On Tracks – Revised**

Effective 01/13/2018 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.

2. IHB On-Track Safety Manual 10/06/2017 in effect. Employees must obtain a copy from immediate supervisors when reporting for duty.**3. 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.****C. Hazardous Materials Instructions For Rail – HM-1:****1. HM-1 Unites 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. 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.

D. Transportation Department Safety Rules and Procedures:

On December 15, 2017, IHB Transportation Safety Rules and Procedures dated January 01, 2018 is available for pick up at the following on-duty locations.

- Gibson Terminal – West End Trainmaster's Office
- Blue Island Terminal – East Yard Trainmaster's Office
- Argo/Norpaul Terminal – Arrangements have been made for delivery.

Employees may begin to familiarize themselves with the new manual prior to the effective date, but will not be in effect until the effective date on January 01, 2018. Employees are required to discard the manual dated February 1, 2016 when the new manual is in effect.

E. 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.
6. 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:
 1. Locomotive Data Guide and Rule 5304 – Shut Down Locomotive in Emergency page(s) 40, 41,42, and 43.
 2. Rule 5333 – Securing Locomotives page(s) 66, 67, 68, and 69.
 3. Rule 5500 – Securing Equipment Against Undesired Movement page(s) 82, 83, 84, and 85.

J. R. Spano
General SUPERINTENDENT