

INDIANA HARBOR BELT RAILROAD COMPANY

BULLETIN ORDER NO. S-33
Effective: 0600 Sunday October 7, 2018

October 5, 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.

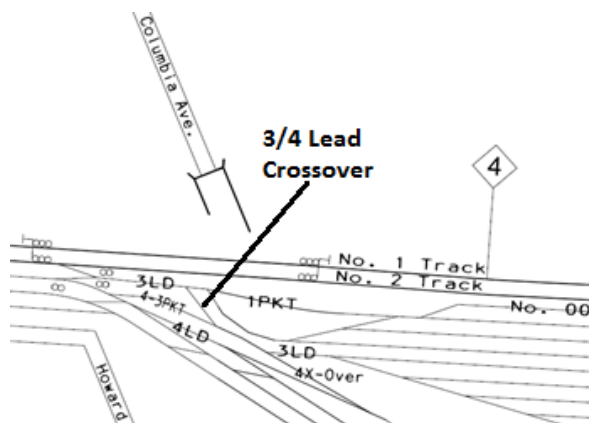
B. Revisions and Physical Characteristics Changes:

A. Timetable Special Instructions:

1. IHB Timetable No. 1 Revision No. 7 Special Instruction 2211 Radio Controlled Switches – Addition (Revised 10/04/2018)

Effective 0800 10/04/2018, the hand-operated crossover connecting 3 Lead and 4 Lead West of Columbia Ave will now be radio controlled. Employees must make changes to page 60. **Foreign line crews make changes to page IHB-20 of the CORA Guide.**

<u>Location</u>	<u>Switch</u>	<u>Connecting Tracks</u>	<u>Radio Channel</u>	<u>DTMF Code</u>	<u>Note</u>
Gibson Auto Yard	50/51 X-Over Switches	3 Lead and 4 Lead	095-095	#03	2



2. Special Instruction 2501 – Revised 10/02/2018

Effective 0600 09/29/2018, employees must strikethrough special instruction 2501 on page 80 of IHB Timetable No. 1 Revision No. 7 and replace with the following rule. All new language is italicized and employees are required to Job Brief with their immediate supervisor regarding the revised instruction. **Foreign line crews must make change to CORA Guide page IHB-9 and IHB-10.**

2501 PROTECTION FOR ALL EMPLOYEES WORKING IN HUMPS YARD CLASSIFICATION TRACKS (GCOR 7.13)

Before occupying or fouling a hump yard classification track or tracks *from the east end* to couple air hoses, adjust drawbars or knuckles, release handbrakes, adjust angle cocks, cross tracks with equipment; and maintain, inspect, or repair track structure:

- 1. A designated employee must request **“lockout”** protection specifying:
 - *Track or tracks where work will be performed.*
 - *Adjacent track on the side of equipment where work is being performed.*
 - *Receive confirmation from the yardmaster controlling remotely controlled switches that provide access to the track(s) that protection has been applied on each track specified when lockout protection was requested.*

Lockout notification from the designated employee will be given in the following format. "Requesting Lockout protection on Track(s) ___ (stating craft or last name of employee in charge or job number)" and crew must not enter track(s) until the yardmaster in control of remotely controlled switches confirms lockout protection is applied.

2. The yardmaster must not notify the designated employee that the requested "lockout" protection has been provided on each track, including the adjacent track mentioned during the lockout request, 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.

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. 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.

Reporting Clear of Tracks

Employees must report clear of all tracks (*specifying each track*) 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.

3. WAS CP Calumet Park - Signal Relocation on No. 3 Siding and No. 4 Siding

Effective 0600 09/27/2018 dwarf signals governing westward movements on No. 3 Siding and No. 4 Siding have been relocated approximately 100 feet east from their former location. Employees must make changes to page 19 in IHB Timetable No. 1 Revision No. 7 and adjust Dispatcher chart on page 13. Foreign line crews must make changes to CORA page IHB-25.

ATTENTION: MAJOR PHYSICAL CHARACTERISTICS CHANGES BETWEEN WAS CP GIBSON AND WAS HOHMAN

4. IHB Main Line: AT CP Gibson

1. Pass Switch at CP Gibson

Electrically Locked Hand-Operated Switch connecting Pass Track to No. 4 Track is retired from service and now interlocked within CP Gibson.

New Dwarf Signal in Service at CP Gibson governing westward movements from Pass Track to No. 4 Track approximately 400 feet east from point of switch.

2. Northwest Wye Retired from Service at CP Gibson

Northwest Wye between WAS CP Gibson and EAS CP Gibson and associated dwarf signals are retired from service and renamed No. 1 Track. Maximum authorized speed is 20 MPH.

3. Kankakee Line at CP Gibson

Kankakee Line No. 1 Track between new left-hand interlocked crossover at CP Gibson and new switch to IHB main line renamed Kankakee Line No. 2 Track, maximum authorized speed 20 MPH. CTC in effect.

4. New Cantilever-Mounted Signals in Service at CP Gibson

Eastward movements on No. 1 Track and No. 2 Track are governed by new cantilever-mounted signals approximately 950 feet east of retired high mast eastward absolute signal on former single main.

5. New connecting track at CP Gibson between Kankakee Line and IHB Main Line

New connecting track in northwest quadrant of railroad crossing at grade connecting Kankakee Line and IHB Main Line named IHB No. 2 track, maximum authorized speed 20 MPH. CTC in effect.

5. IHB Main Line: Between EAS CP Gibson and WAS CP 28**1. Single Main at CP Gibson between Kankakee Railroad Crossing at Grade and WAS CP 28**

Single Main between new switch to Kankakee Line at CP Gibson and WAS CP 28 renamed No. 2 Track, maximum authorized speed 20 MPH. CTC in effect.

2. New No. 1 Track in Service between EAS CP Gibson and WAS CP 28

New No. 1 Track in service between EAS CP Gibson and WAS CP 28, maximum authorized speed 20 MPH. CTC in effect.

3. Shell Lead Switch Retired from Service at CP 28

Electrically Locked Hand-Operated Switch west end of the Shell Lead is retired from service and now interlocked within CP 28.

4. Shell Lead - New High Mast Signal In Service

Westward movements diverting from Shell Lead to No. 1 Track will be governed by new right-hand high-mast signal. CTC in effect.

5. New Cantilever-Mounted Signals in Service at CP 28

Eastward and westward movements on No. 1 Track and No. 2 Track will be governed by new cantilever mounted signals. New WAS CP 28 cantilever signals are now located approximately 900 feet east from retired high-mast signal. New EAS CP 28 cantilever signals are now located approximately 500 feet west from retired high mast signal.

At CP 28, new right-hand crossover in service connecting No. 1 Track and No. 2 Track.

At CP 28, new left-hand crossover in service connecting No. 1 Track and No. 2 Track.

6. IHB Main Line: Between EAS CP 28 and new CP Ryan MP 4.15

Single Main is retired and renamed No. 1 Track. New No. 2 Track in service adjacent to and south of No. 1 Track. Maximum authorized speed 30 MPH. CTC in effect.

At CP Ryan MP 4.15 Single Main is retired and renamed No. 1 Track. 3 Lead is retired and renamed No. 2 Track. Maximum authorized Speed is 30 MPH. CTC in effect.

AT CP RYAN:

- New Cantilever-mounted signals located east of Columbia Avenue overhead bridge MP 4.13 govern westward movement on No. 1 and No. 2 Tracks.
- New Cantilever-mounted signals located west of Columbia Avenue overhead bridge MP 4.13 govern eastward movements on No. 1 Track and 3 Lead.
- Dwarf signal now in service on 3 Lead governing westward movements to No. 2 Track or to 4 Lead.
- Dwarf signal now in service on 4 Lead governing westward movements to 4 Lead.
- Dwarf signal now in-service governing eastward movements from 4 lead to 3 lead or 4 lead.
- New right hand crossover in service connecting No. 2 Track and 3 Lead.

Between EAS CP Ryan and WAS Hohman 3 Lead remains in service and under control of IHB East Dispatcher. No. 2 Track ends at EAS CP Ryan and 3 Lead begins and continues to WAS Hohman.

KANKAKEE LINE:**ATTENTION: MAJOR PHYSICAL CHARACTERISTICS CHANGES BETWEEN EAS CP GIBSON AND WAS CP GIBSON****7. Kankakee Line: AT CP Gibson**

Kankakee Line No. 1 Track now extends at CP Gibson to a connection with IHB Main Line No. 1 Track (formerly named Northwest Wye track). Left and Right-hand interlocked crossovers in service connecting Kankakee Line No. 1 and 2 tracks, replacing single interlocked switches formerly in service at this location.

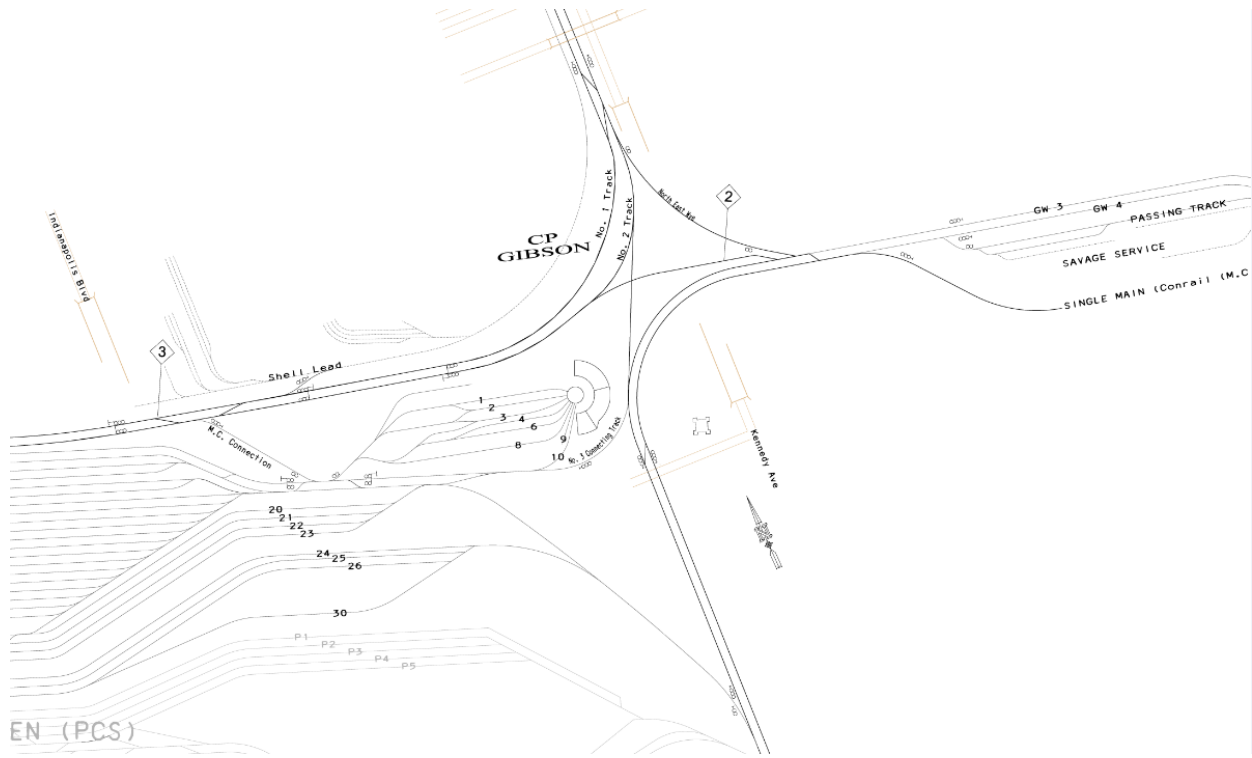
No. 3 Connecting Track: CP Gibson

Dwarf eastward absolute signal governing movement on No. 3 Connecting Track at CP Gibson retired from service and replaced with new high mast eastward absolute signal located 10 feet west of Roundhouse road crossing.

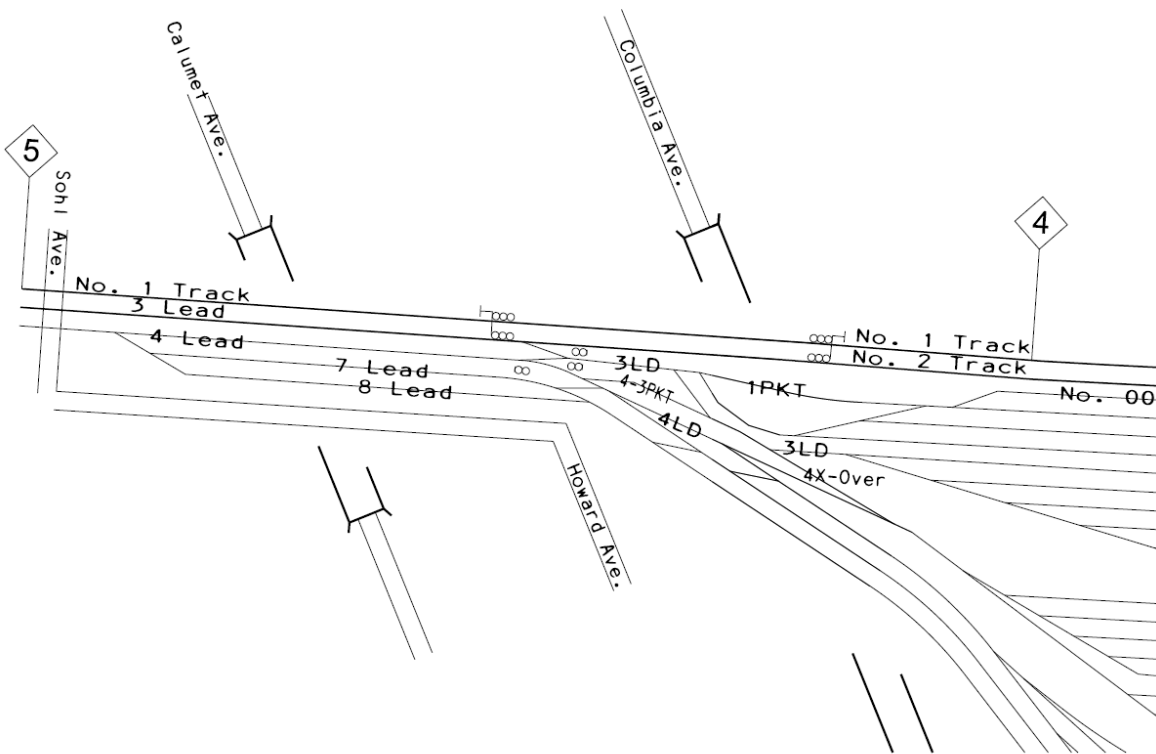
Northwest Wye Track: CP Gibson

Northwest Wye Track and associated dwarf absolute signals retired from service; former Northwest Wye track renamed IHB Main Line No. 1 track and connected to new No. 1 Track between CP Gibson and CP 28 (See IHB Main Line section).

CP GIBSON AND CP 28



NEW CP RYAN



8. SPECIAL INSTRUCTION 2601 – REVISED

Effective 0600 09/02/2018 IHB Summary Bulletin for each month will be effective the first Sunday of each month at 0600. This has changed from 0001. Employees are required to make the following change to page 83.

2601 SUMMARY BULLETIN ORDER (GCOR 1.3.2)

Effective 06:00 on the first Sunday of each month, a Summary Bulletin Order will be issued repeating all Bulletin Order paragraphs continuing in effect. The sequence number is prefixed by the letter S.

9. IHB MAIN LINE RULES IN EFFECT and IHB MAIN LINE MAXIMUM SPEEDS - MPH

Effective 0600 09/04/2018 multiple speed changes between WAS CP Gibson and WAS Hohman. Employees must make note of changes listed below and make deletions on page 11. **Foreign line crews make note and deletions on CORA Pages IHB – 18 through IHB – 20. Timetable inserts and CORA revisions will be issued at a later date. Retain changes listed on DOB and Summary Bulletin until inserts and revision pages are made available.**

IHB MAIN LINE - RULES IN EFFECT

<u>Between:</u>	<u>Single Track</u>	<u>No 1 Track</u>	<u>No 2 Track</u>	<u>No 3 Track</u>	<u>No 4 Track</u>
CP Gibson & CP Calumet Park <ul style="list-style-type: none"> No. 3 Connecting Track – CTC - 15 MPH No. 4 Connecting Track – CTC - 10 MPH MC Connecting Track – CTC - 10 MPH 	CTC	CTC	CTC		

IHB MAIN LINE - MAXIMUM SPEEDS – MPH

Maximum speed on other than main track is *not exceeding 10 MPH, unless otherwise noted.*

<u>Between or At:</u>	<u>Single Trk</u>	<u>No 1 Trk</u>	<u>No 2 Trk</u>	<u>No 3 Trk</u>	<u>No 4 Trk</u>
CP Gibson	20	20	20	20	20
CP Gibson & WAS CP Ryan		30	30	15 3 Conn Trk	10 4 Conn Trk
At CP Ryan		30	30		

EAS CP Ryan and WAS Hohman *No. 2 Trk Becomes 3 Lead at EAS CP Ryan through WAS Hohman, maximum authorized speed 10 MPH. 6.28 in Effect.		30	*10		
WAS Hohman and WAS CP Calumet Park	30				
WAS CP Calumet Park and WAS CP Dolton		30	30		
10. KANKAKEE MAIN LINE MAXIMUM SPEEDS - MPH					
Effective 0600 09/04/2018 multiple speed changes at CP Gibson. Employees must make note of changes listed below and make deletions on page 12. Foreign line crews make note and deletions on CORA Pages IHB – 54. Timetable inserts and CORA revisions will be issued at a later date. Retain changes listed on DOB and Summary Bulletin until inserts and revision pages are made available.					
KANKAKEE LINE - MAXIMUM SPEEDS					
Maximum speed on other than main track is <u>not exceeding 10 MPH, unless otherwise noted.</u>					
Between or at:				No. 1 Track	No. 2 Track
CP 502 and WAS CP Gibson(<i>Exception at MP 1*</i>)				25	25 *(20 MPH at MP 1)
CP Gibson				20	20
CP Gibson and EAS Osborn				25	25
Osborn and CP Highland				30	30
East and West Wye Tracks to NS at CP 502 – 10 MPH					
11. Rules In Effect, Various Speeds, Track Additions and Deletions, and Tracks Renamed on IHB Timetable No. 1 Revision No. 7 Page 17, 18, 19, 35, and IHB CORA page IHB -18 through IHB - 20 and IHB - 54					
Effective 0600 09/04/2018 the following changes will be in effect.					
Rules In Effect					
<ul style="list-style-type: none"> Between WAS CP Gibson and New EAS CP Ryan New No. 1 Track and New No. 2 Track - CTC 					
Speeds in Effect					
<ul style="list-style-type: none"> At CP Gibson New No. 1 Track, New No. 2 Track, Single Track, GW No. 3, and GW No. 4 – 20 MPH. At CP Gibson Northeast Wye – 15 MPH Between EAS CP Gibson and EAS at New CP Ryan on New No. 1 Track, and New No. 2 Track – 30 MPH 					
Track Additions – Deletions or Renamed					
<ul style="list-style-type: none"> Between Kankakee RR Crossing at Grade at CP Gibson and New EAS CP Ryan, IHB Single Track Retired from service and replaced with New No. 1 Track and New No. 2 Track. Between Indianapolis OH Bridge and Columbia Ave OH Bridge 3 Runner ties into 3 Lead approximately 100 feet east of Columbia Ave OH Bridge and renamed 00. Maximum Authorized Speed 10 MPH. 					
Timetable inserts and CORA revisions will be issued at a later date. Retain changes listed on DOB and Summary Bulletin until inserts and revision pages are made available.					
12. 2204 NORMAL POSITION OF SWITCHES AND CROSSOVERS					
Effective 0600 09/04/2018 Pass switch connecting No. 4 and Pass track removed from service. Employees must delete entry on page 58. Foreign Line Crews make changes to CORA page IHB – 18.					
13. 2210 ELECTRICALLY LOCKED SWITCHES - LOCATIONS					
Effective 0600 09/04/2018 the following electrically locked switches are removed from service. Employees strikethrough the following switches on page 59. Foreign line crews make changes to CORA page IHB – 18.					
<u>Location</u>	<u>Switch and Connecting Tracks</u>				
CP Gibson	No. 4 to Pass				
CP 28	Single Main at Shell Lead (MP 2.83)				
14. ROUNDHOUSE HIGHWAY CROSSING AT GRADE SPECIAL INSTRUCTION 2410 CROSSING REQUIRING SPECIAL INSTRUCTIONS					
Effective 0600 09/04/2018 the EAS dwarf signal on No. 3 Connecting Track at CP Gibson east of the Roundhouse highway crossing at grade is retired from service. A new high stand signal is in service approximately 10 feet west of highway crossing at grade. Due to the new signal location the special instruction requiring crews to stop short of this crossing is no longer necessary. Employees must strike through the related instruction on the top of page 75. Foreign line crews make changes on page CORA IHB – 18.					

15. NEW CP RYAN – ADDITION

Effective 0600 09/04/2018 New CP Ryan in service. Employees must make the following changes to page 31:

IHB MAIN LINE CP Ivanhoe to CP Ridge							
Int	Int Sta	STATIONS Direction from CP Ivanhoe is Westward	MP	Sidings in Feet			Notes
				Trk 1	Trk 2	Trk 3	
X		CP 28 <i>MC Connecting Trk</i>	2.88				
x		CP RYAN <i>Gibson Auto Yard – 3 Lead</i>	4.15				
X		Hohman <i>NS Crossing</i>	5.3				

16. RADIO CONTROLLED SWITCHES Gibson Auto Yard/East End– Change to *Special Instruction 2211*

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.

17. 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*

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.**

18. IHB Timetable No. 1 Revision No. 7 New Definitions – Added

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.**

Approved Abbreviations

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.

19. 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.**



20. 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.

21. 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.

22. 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.

23. 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.

24. 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

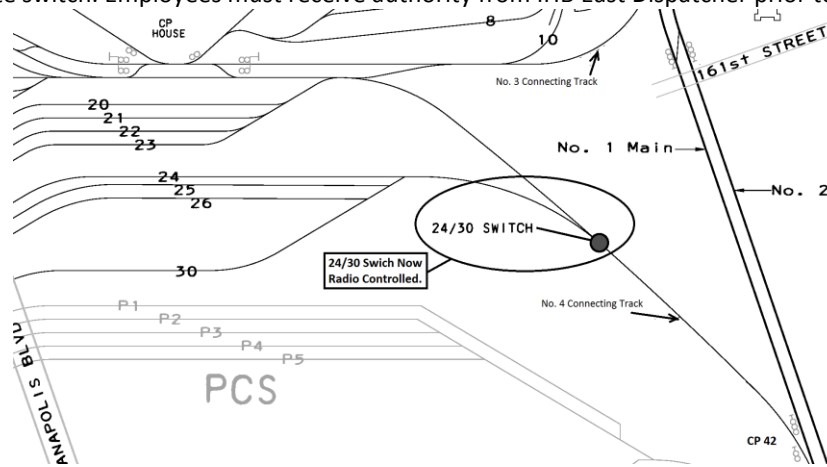
25. RADIO CONTROLLED SWITCHES Gibson Auto Yard/East End– Addition to Special Instruction 2211

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.					

26. 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.



27. RADIO LOCATIONS AND MONITORING – Addition

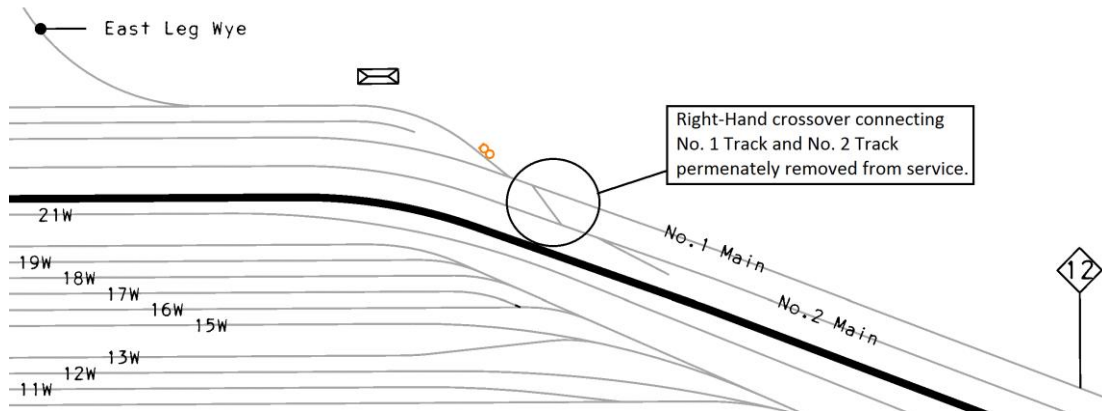
Effective 0600 07/17/2018 all crews delivering or departing locomotives at the Gibson Roundhouse must use radio channel 086-086 for track or engine assignments. The Roundhouse Foreman will monitor both channels 086-086 and 025-025. Employees will make changes to page 15 to IHB Timetable No. 1 Revision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

GIBSON TERMINAL:

<u>Location</u>	<u>Employee</u>	<u>Radio Channel</u>
Gibson Roundhouse	Roundhouse Foreman	086-086 or 025-025

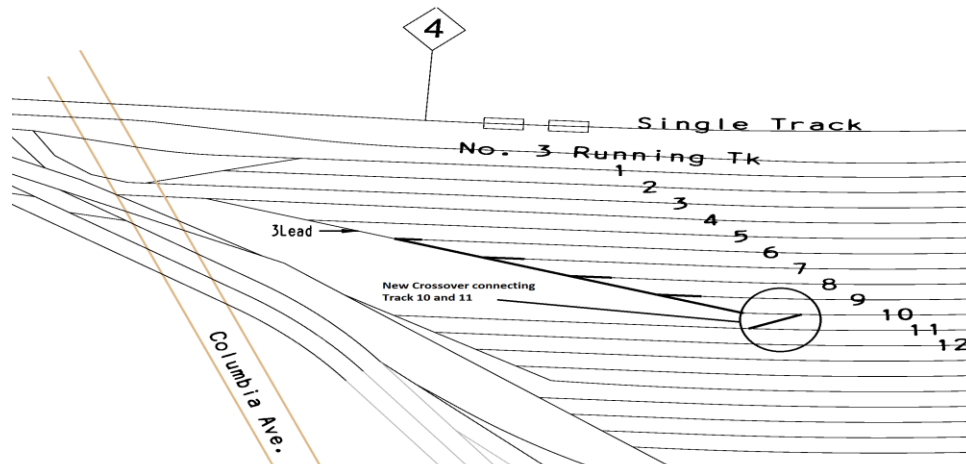
28. Physical Characteristics Change Blue Island – IHB Main

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



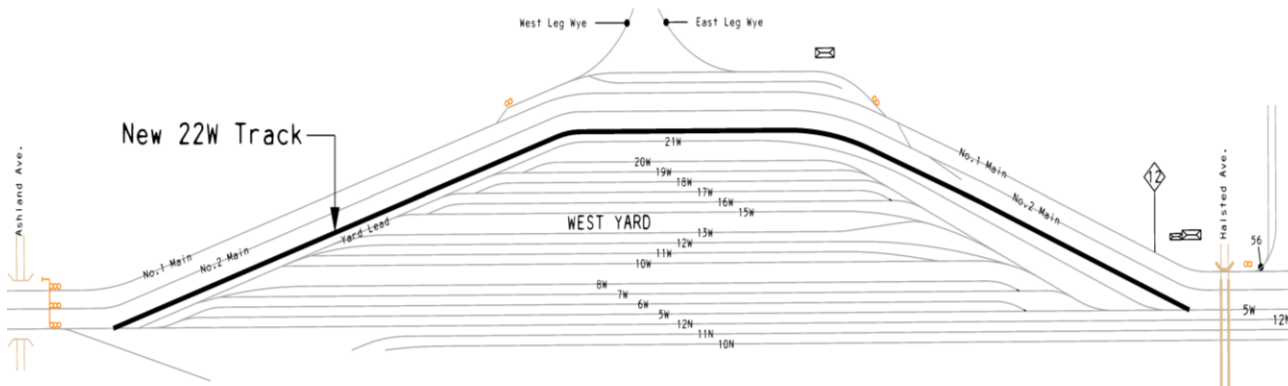
29. Physical Characteristics Change Gibson Auto Yard – West End

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.



30. 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.



31. 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.

32. Physical Characteristics Change Blue Island Yard

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

33. 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:**1. IHB SAFETYRULES & PROCEDURES, EFFECTIVE JANUARY 1, 2018 – ADDITION**

Effective 0600 09/20/2018, employees must add the following rule to the end of page 15. Employees may print the following and staple to page 15. Briefings will begin at 0600 and continue for 30 days to train employees on the following rule.

1752 Place of Safety

On-ground crew members shall not foul equipment being shoved or coupled. Prior to initiating movement, each employee must use radio communication notifying the locomotive engineer each crew member is occupying a place of safety. When it is necessary to move from a place of safety, movement must come to a stop.

:Safety Procedure:
Confirming Place of Safety

1. Radio communication must include the following information:

- a) Run Number.
- b) Craft or position of each on-ground employee(s).
- c) Employee(s) affirm they are occupying a place of safety.

Example: If a single man crew, "IHB 510 Foreman, occupying a place of safety, shove 10 cars".

Example: If a two-man crew, prior to initiating movement each employee must announce they are occupying a place of safety.

2. Engineer must confirm by repeating on the radio that each on-ground crew member(s) are occupying a place of safety prior to moving equipment.

Definition: Place of Safety - When on the ground, an employee occupying a stationary location, clear of all tracks, and ensures employee cannot be struck by rolling equipment.

When riding on equipment, the employee is properly positioned on the equipment with three points of contact and facing the direction of movement.

2. New Transportation Department Safety Safety Rules and Procedures

In Effect 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