

INDIANA HARBOR BELT RAILROAD COMPANY

BULLETIN ORDER NO. S-10
Effective: 0600 Sunday May 3, 2020

May 1, 2020
General Orders in effect: 101

A. Operating Manuals

1. **Timetable Authority:**
IHB Timetable No. 2 dated 8/01/2019 in effect.
2. **GCOR Operating Rules, Seventh Edition** dated April 1, 2015 in effect and **GCOR Transition Guide, Eighth Edition** April 1, 2020 found in IHB General Order 101.
3. **2016 Emergency Response Guidebook** in effect.
4. **IHB Air Brake & Equipment Handling Rules** dated February 1, 2016 effect.
5. **IHB Safety Rules and Procedures Transportation** dated 08/01/2019 in effect.
6. **United States Hazardous Materials Instructions for Rail** dated January 6, 2016 in effect.
7. **C.O.R.A. Guide 8th Edition** dated May 1, 2016 in effect.

B. Revisions:

Timetable Special Instructions:					
1. REFERENCES to GCOR 6.32.2 A - Modified					
Effective 0600 4/28/2020, references to "GCOR 6.32.2 A" within special instructions 2408 Rusty Rail, page 120 and 2411 Other Than Main Track, page 122 must be changed to "GCOR 6.32.2 B, procedure 1". Employees must make changes in ink.					
2. CP RYAN RENAMED CP COLUMBIA					
Effective 0700 03/16/2020, CP Ryan MP 4.15 is renamed to CP Columbia. Employees must make appropriate changes in ink to Timetable No. 2 on pages 22, 26, 31, 32. Foreign line crews must make changes in ink to 2016 CORA Guide Pages IHB-19, IHB-33, and IHB-38.					
3. GENERAL ORDER 101 IN EFFECT					
Effective 0600 April 1, 2020, General Order 101 will supplement GCOR 7 th Edition dated April 1, 2015. All IHB employees and foreign line crews must have a copy of all General Orders while operating on IHB property and verify General Orders with IHB Dispatchers prior to operating on IHB's main track and sidings.					
4. CORRECTION TO IHB TIMETABLE NO. 2, PAGE 25 – SPEED AT CP GIBSON					
Effective 02/20/2020, correction to Timetable No. 2, page 25, clarifying maximum authorized speed at CP Gibson. Employees must make changes in ink. Foreign line crews make appropriate changes to IHB CORA Guide.					
IHB MAIN LINE – MAXIMUM SPEEDS					
MAXIMUM AUTHORIZED SPEED ON OTHER THAN MAIN TRACK – 10 MPH, UNLESS SPECIFIED IN SPECIAL INSTRUCTIONS					
<u>BETWEEN/AT:</u>	<u>GW 3</u>	<u>GW 4</u>	<u>PASS</u>	<u>SINGLE MAIN</u>	<u>NE WYE</u>
CP IVANHOE	30	30	10	30	
WAS CP IVANHOE & WAS CP GIBSON	30	30	10	40	15
CP GIBSON NOTE: IHB NO 2 TRACK TO KANKAKEE NO 2 TRACK = 15 MPH	30	30	10	30	15
<u>BETWEEN/AT:</u>	<u>3 CONN.</u>	<u>4 CONN.</u>	<u>MC CONN.</u>		
EAS CP GIBSON/EAS CP 42 & WAS CP HOUSE	15	10			
CP HOUSE	10	10			
EAS CP HOUSE & WAS CP 28			10		
<u>BETWEEN/AT:</u>	<u>NO. 1</u>	<u>NO. 2</u>			
WAS CP GIBSON & WAS HOHMAN NOTE: IHB NO 2 TRACK TO KANKAKEE NO 2 TRACK = 15 MPH	30	30			

5. NEW RADIO - CONTROLLED SWITCH INSTALLED AT GIBSON WEST END AUTO YARD

Effective 0600 02/04/2020, a new radio-controlled switch located on 5 Lead controlling access to tracks 20 through 26 is installed. Employees shall make the following changes to page 105 in IHB Timetable No. 2. **Foreign line crews must make appropriate changes to page IHB-37 of CORA Guide 2016 revised on 08/01/2019.**

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>
Gibson-Auto Yard	20/26	Track 20 - 26	095-095	# 26

6. SPECIAL INSTRUCTION 2214 LOCATION OF DERAILS – MODIFIED

Effective 01/18/2020 at 0600, remotely controlled derails operated by IHB Gibson West End Yardmaster have been retired from service; are now hand-operated; and protected with 109 locks. Crews required to service PCS must receive permission from IHB Gibson West End Yardmaster for permission to operate derails. Employees are required to make the following change to the table and old language is struck through. New language is italicized.

2214 LOCATION OF DERAILS – INSTRUCTIONS (GCOR 8.20)

Normal position of all fixed derails will be in the derailing/applied position. When not in use, derails must be restored to normal position.

<u>Location</u>	<u>Type/Track</u>	<u>Protecting</u>	<u>Employee</u>
Gibson Terminal:			
Gibson (PCS Derails)	<ul style="list-style-type: none"> – Each track on both ends have remote control derails controlled by IHB W/E Yardmaster <i>protected with 109 locks.</i> – PCS hand-operated derails located at the foul point of each track and operated by PCS. 	Entire PCS yard	<ul style="list-style-type: none"> – Remote: W/E Yardmaster – <i>Hand Operated: IHB Crew</i> – <i>Hand Operated: PCS</i>

7. SPECIAL INSTRUCTION 2221 DERAILS – PCS YARD – MODIFIED

Effective 01/18/2020 at 0600, remotely controlled derails operated by IHB Gibson West End Yardmaster have been retired from service; are now hand-operated; and protected with 109 locks. Crews required to service PCS must receive permission from IHB Gibson West End Yardmaster for permission to operate derails. Employees are required to make the following change to the first paragraph of Special Instruction 2221 and changed to read as follows: New language is italicized, and old language is struck through.

2221. DERAILS – PCS YARD (GCOR 8.20)Yardmaster Responsibilities:

When permission to service PCS has been authorized, the IHB Gibson West End Yardmaster must ~~operate remote derails and verify~~ ***confirm with*** PCS personnel ~~that has operated~~ ***have been operated*** prior to giving permission to employees to service PCS. Yardmasters must enter time PCS has unapplied or applied the derail and ***legibly print initials*** within the appropriate box on the prescribed log sheet. Log sheets must be retained for a minimum of 30 days.

8. 2304 SECURING CARS – REPLACED

Effective 0600 12/06/2019, Special Instruction 2304 has been rewritten. Employees must make changes to Timetable No. 2, page 113. Foreign line crews add instruction to page IHB – 46 within 2016 CORA Guide IHB Revision No. 11 dated 08/01/2019.

2304 SECURING OR SKATING CARS IN BLUE ISLAND HUMP CLASSIFICATION TRACKS (GCOR 7.6)**Blue Island Hump Classification Tracks**

When securing a car or cars in a clear Blue Island hump classification track, the crew must ensure the east wheels of the east car are in the inert retarder and secure the car with a hand brake.

A minimum of 3 railcars with 3 handbrakes applied are required to properly secure or skate railcars within the Blue Island Hump Classification Tracks. Crews must ensure the east wheels of the east car are in the inert retarder on the east end of the track.

9. 2211 RADIO CONTROLLED SWITCHES – MODIFIED

Effective 0600 12/04/2019, at the Gibson Auto Yard the radio-controlled switches named 50/51 x over will now be controlled by the Shove Master Tablet System and no longer controlled by DTMF Code. Employees must strike through this information on page 105 of IHB Timetable No. 2. **Foreign line crews make appropriate changes in the IHB Section of CORA Guide 2016.**

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>
Gibson Auto Yard	50/51 X Over	3 Lead and 4 Lead	095-095	#03

10. THIRD SHIFT (2200-0600) MICHIGAN AVENUE YARDMASTER IS RETIRED FROM SERVICE

Effective 2230 11/04/2019, crews needing permission to access or work in the following yards or tracks (see below) during 2230 and 0630 must contact the Gibson West End Yardmaster using radio channel 025-025 for permission. Employees must make appropriate changes in ink to pages 4, 7, 81, 122, and 123 indicated below within IHB Timetable No. 2, 08/01/2019. **Foreign line crews must make appropriate changes to radio channels on page IHB-19 within IHB CORA Revision No. 11 08/01/2019.**

YARDS CONTROLLED BY GIBSON WEST END YARDMASTER BETWEEN 2230 AND 0630

Lakefront Yard	Michigan Avenue Yard	Burnham Yard
Calumet City Yard	Whiting Yard	South Yard
Osborn Yard		

TRACKS CONTROLLED BY GIBSON WEST END YARDMASTER BETWEEN 2230 AND 0630

Cast Armor Lead	Harbison Walker Lead	East Chicago Belt Industrial TRK
Shell Lead	Pullman Lead	Burnham Industrial Track
Hammond Connection Track	Shedd Industrial Track	Calumet Western Industrial TRK
Kensington Industrial Track		

Page 4: **Employee has changed from Michigan Ave Yardmaster to Gibson West End Yardmaster between 2230-0630**

Directory – Telephone/Fax

<u>Department/Name</u>	<u>Number</u>	<u>Smart Number</u>	<u>Fax</u>
<u>Gibson District</u>			
Michigan Ave – Yardmaster (On-Duty between 0630-2230)	219-989-4783	4783	4977

Page 7: Employee has changed from Michigan Ave Yardmaster to Gibson West End Yardmaster between 2230-0630

Radio Channels/Location and Monitoring

<u>LOCATION</u>	<u>EMPLOYEE</u>	<u>RADIO CHANNEL</u>
GIBSON TERMINAL:		
IHB Main Line (CP Ivanhoe – CP113)	IHB East Dispatcher	025-025
Kankakee Main Line		
Calumet City Industrial Track		
CP House		
Gibson Roundhouse	Gibson Roundhouse Foreman	086-086
All Gibson Yards and Industries	Michigan Ave Yardmaster	029-029*
*MICHIGAN AVENUE YARDMASTER ON-DUTY BETWEEN 0630-2230. CONTACT GIBSON WEST END YARDMASTER FOR PERMISSION BETWEEN THE HOURS OF 2230-0630. CREWS MUST USE/MONITOR RADIO CHANNEL 025-025 BETWEEN 2230-0630.		
Gibson Relay (Auto) Yard (Yard Crews)	Gibson (West End) Yardmaster	095-095
Gibson Relay (Auto) Yard (Belt Crews)	Gibson (West End) Yardmaster	025-025

Page 81: Employee has changed from Michigan Ave Yardmaster to Gibson West End Yardmaster between 2230-0630

Other Than Main Track – Locations and Permission

Trains or track cars must not occupy or foul the following tracks without permission of the employee specified

Location	Between	Between	Employee	Track
Lake Front Yard			Michigan Ave Yardmaster * (Note 2)	1. Eastward trains must contact Gibson yardmaster for instructions before passing Sohl Avenue.
Cast Armor Lead	CP 100	Entire Track	Michigan Ave Yardmaster * (Note 2)	
Harbison Walker Lead	Calumet	Entire Track	Michigan Ave Yardmaster * (Note 2)	
Whiting Yard			Michigan Ave Yardmaster * (Note 2)	
East Chicago Belt Industrial Track.	CP Grasselli	End of Track	Michigan Ave Yardmaster * (Note 2)	2. Michigan Avenue Yardmaster will be on-duty between 0630-2230. All crews must contact the Gibson West End Yardmaster for permission on channel 025-025 between 2230-0630.
* Note: Republic Int. controlled by CSXT "RA" Dispatcher.				
Shell Lead	Entire Track		Michigan Ave Yardmaster * (Note 2)	3. Gibson Roundhouse will be staffed between 0700 and 2300. All crews entering or departing Roundhouse Territory before 0700 or after 2300 will contact the Gibson West End Yardmaster on radio channel 025-025 for instructions. Prior to departure, all crews will inspect their assigned equipment for wheel chocks/chains and are responsible to remove them prior to departure. All crews
South Yard			Michigan Ave Yardmaster * (Note 2)	
Osborn Yard			Michigan Ave Yardmaster * (Note 2)	
Pullman Lead	Entire Track		Michigan Ave Yardmaster * (Note 2)	
Roundhouse			Roundhouse Foreman	
Calumet City Industrial Track.	Calumet City Wye Switch	CP State Line	IHB East Dispatcher	
Calumet City Yard			Michigan Ave Yardmaster * (Note 2)	
Burnham Yard			Michigan Ave Yardmaster * (Note 2)	

Burnham Industrial Track.	North End of Burnham Yard	End of Track	Michigan Ave Yardmaster * (Note 2)	delivering equipment must leave equipment at the east end of each track.
Shedd Industrial Track.	North End of Burnham Yard	Cargill	Michigan Ave Yardmaster * (Note 2)	
Calumet Western IT	Calumet River Line	Arrow Terminal	Michigan Ave Yardmaster * (Note 2)	
Kensington Industrial Track.	CP Calumet Park	End of Track	Michigan Ave Yardmaster * (Note 2)	

Page 122:

911 Crossings: Contact Employee has changed from Michigan Ave Yardmaster to Gibson West End Yardmaster

<u>Road Crossing</u>	<u>Track</u>	<u>Contact Employee</u>
Avenue O	Hammond Connection Track	Gibson West End Yardmaster

Page 123:

2411 Other Than Main Track – Contact Employee has changed from Michigan Ave Yardmaster to Gibson West End Yardmaster

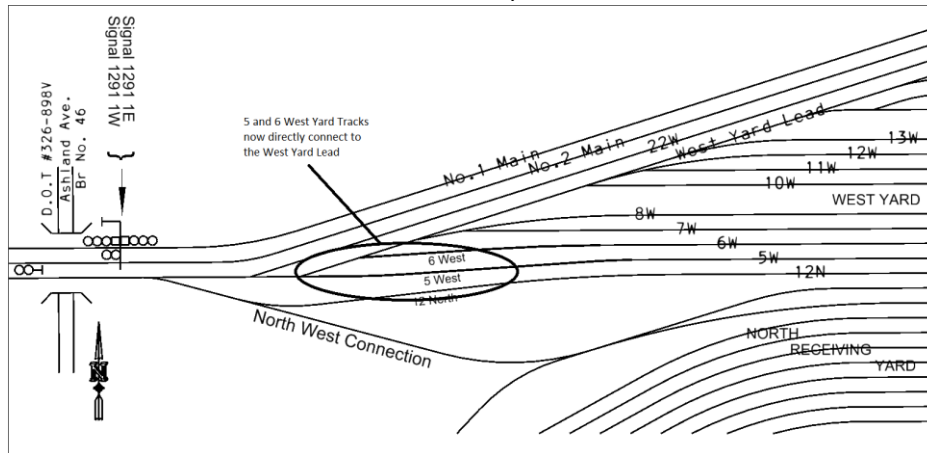
<u>Track</u>	<u>Crossing(s)</u>	<u>Contact Employee</u>
Harbison Walker	Michigan Ave	Gibson West End Yardmaster
Cast Armor	Dickey Road	Gibson West End Yardmaster
No. 3 Lead No. 4 Lead	Michigan Ave	Gibson West End Yardmaster
East Chicago Belt	Railroad Ave 151 st Street Chicago Ave	Gibson West End Yardmaster
Safety Kleen Lead – Whiting Yard	Riley Road	Gibson West End Yardmaster
Whiting Ind.	129 th Street	Gibson West End Yardmaster
Calumet City Ind.	Brainard Ave	IHB East Dispatcher
Kensington Ind.	130 th Street 132 nd Street	Gibson West End Yardmaster
Pullman Lead	165 th Street Indianapolis Blvd	Gibson West End Yardmaster
No. 4 Lead	Sohl Ave	Gibson Yardmaster
No. 5 Lead	Indiana Ave	IHB East Dispatcher
Hammond Connection. Track	Avenue O	Gibson West End Yardmaster

11. BLUE ISLAND NEW RIP YARD – NEW BNR-3 TRACK ADDED

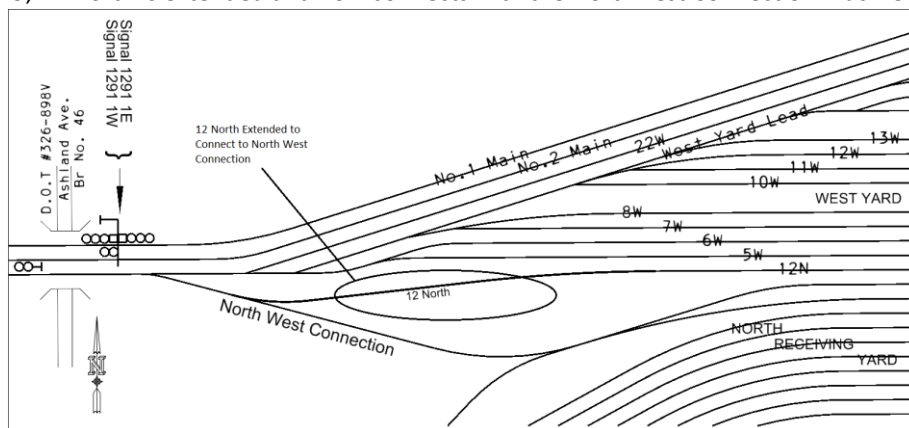
Effective 0600 10/10/2019, new BNR-3 (Blue Island New Rip No. 3 Track) is now in service. A derail is installed on the east end of the track and controlled by the Car Shop Foreman. Employees must receive permission from the Blue Island General Yardmaster prior to entry.

12. BLUE ISLAND WEST YARD – TRACK 5 AND 6 WEST YARD TRACKS NOW DIRECTLY CONNECT TO THE WEST YARD LEAD

Effective 0600 10/01/2019, Track 5 and 6 West Yard tracks now directly connect to the West Yard Lead. See diagram for details.

**13. BLUE ISLAND WEST YARD – 12 NORTH EXTENDED CONNECTING TO THE NORTHWEST CONNECTION TRACK**

Effective 0600 09/27/2019, 12 North is extended and now connects with the Northwest Connection Track. See diagram for details.

**14. CP RIDGE - NEW PERMANENT MAXIMUM AUTHORIZED SPEED ON NO. 1 TRACK and NO. 2 TRACK**

Effective 0600 09/21/2019, all movements approaching CP Ridge must operate at **20 MPH**, leading end only, until leading end has cleared the railroad crossing at grade. Employees must make changes in ink to pages 25 and 55 in IHB Timetable No. 2. **Foreign Line crews make appropriate changes in IHB Section of CORA Guide 2016.**

15. CP CANAL - NEW PERMANENT MAXIMUM AUTHORIZED SPEED ON NO. 1 TRACK and NO. 2 TRACK.

Effective 0600 09/21/2019, all movements approaching CP Canal must operate at **20 MPH**, leading end only, until leading end has cleared the railroad crossing at grade. Employees must make changes in ink to pages 25 and 63 in IHB Timetable No. 2. **Foreign Line crews make appropriate changes in IHB section of CORA Guide 2016.**

16. At CP Ridge - New Dual-Controlled Split-Point Derails Installed

Effective 0600 9/8/2019, new Dual-Controlled Split Point-Derails installed on No. 1 Track and No. 2 Track approximately 50 feet west of WAS and approximately 1,350 feet east of EAS and remotely controlled by IHB West Dispatcher.

All movements approaching CP Ridge must operate at **20 MPH**, leading end only, until leading end has cleared the railroad crossing at grade. When leading end has cleared the railroad crossing at grade movements may resume to maximum authorized speed.

17. At CP Canal - New Dual-Controlled Split-Point Derails Installed

Effective 0600 9/16/2019, new Dual-Controlled Split Point-Derails installed on No. 1 Track and No. 2 Track approximately 50 feet west of WAS and approximately 842 feet east of EAS and remotely controlled by IHB West Dispatcher.

All movements approaching CP Canal must operate at **20 MPH**, leading end only, until leading end has cleared the railroad crossing at grade. When leading end has cleared the railroad crossing at grade movements may resume to maximum authorized speed.

18. Directory – Telephone/Fax - Changed

Effective 0600 9/14/2019, all phone numbers, fax numbers, and smart numbers at the Operations Center will be changed to the numbers listed below. All employees governed by IHB Timetable No. 2 must make the following changes to page 4. **Foreign line crews must add the following changes to IHB-3 of the CORA guide.**

Other affected pages of IHB Timetable No.2 are as follows: Reference to Assistant Chief Dispatcher on page 85, special instruction 2109 page 97, and special instruction 2411 page 122.

Directory – Telephone/Fax			
Department/Name	Number	Smart Number	Fax
Operations Center			
Director of Train Operations	219-989-4741	4741	
Manager Train Operations	219-989-4740	4740	
Chief Dispatcher	219-989-4737	4737	219-989-4750
IHB East Dispatcher	219-989-4742	4742	219-989-4748
IHB West Dispatcher	219-989-4743	4743	219-989-4749
Emergency Hot Line	219-989-4759	4759	

19. Correction to IHB Timetable No. 2 08/01/2019 pages 47 and 77.

Employees must make the following changes:

- Page 47 at CP 129 on No. 1 track signals in both directions are Intermediate Block Signals and on No. 2 track signals are Absolute Signals. Tan boxes indicate Absolute Signals govern movement inside the Interlocking. Make notation to the appropriate box.
- Page 77 at CP Park on No. 1 track signals in both directions are Absolute Signals and on No. 2 track signals in both directions are Intermediate Block Signals. Tan boxes indicate Absolute Signals govern movement inside the Interlocking. Make notation to the appropriate box.

20. New Timetable No. 2 is Now Available

At 0800 07/31/2019 IHB Timetable No. 2 Effective 0600 08/01/2019 will be available for pickup. Upon acquisition of new Timetable affected employees are required to remove old book and replace with the new book.

21. New Derail Installed at Republic Yard

Effective 0600 07/27/2019, a new fixed derail is installed on the north end of Republic Yard on the Industry Track. Employees must add the following to page 107 in IHB Timetable No. 2 08/01/2019.

2214 LOCATION OF DERAILS – INSTRUCTIONS (GCOR 8.20)

Normal position of derails are in the derailing/applied position. When not in use, derails must be restored to normal position.

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

On Track Safety Manual:**1. 3815 Maximum Speeds - Revised**

Effective 01/23/2019, employees must remove pages 47 and 48 replace with the replacement pages which can be obtained from your immediate supervisors.

2. 3301 Establishing Working Limits Using Inaccessible Track - Revised

Effective 01/23/2019, employees must remove pages 23 and 24 replace with the replacement pages which can be obtained from your immediate supervisors.

3. 3302 When Operating Roadway Maintenance Machines or Crossing Tracks on Other Than Main Track - Revised

Effective 01/10/2019, employees must remove pages 25 and 26 replace with the replacement pages which can be obtained from your immediate supervisors.

4. 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.

5. IHB On-Track Safety Manual 10/06/2017 in effect. Employees must obtain a copy from immediate supervisors when reporting for duty.**6. Effective 0600, August 1, 2017, all engineering employees governed by IHB's On Track Safety manual must obtain a copy of Appendix A from their immediate supervisor and add to the back of the manual.****Hazardous Materials Instructions For Rail – HM-1:****1. HM-1 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.

Transportation Department Safety Rules and Procedures:**1. T&E Safety Rules and Procedures 08/01/2019 – Correction to Annual Safety Calendar on pages 24 and 25**

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

2. Transportation Safety Rule 1706 - Modified

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

1706. Employees must not ride:

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

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

3. PLACE OF SAFETY 1752 (TRANSPORTATION) AND 6752 (MAINTENANCE OF EQUIPMENT DEPT.) – REVISED 08/27/2019

Effective 0600 08/27/2019, Place of Safety Rule governing the Transportation and Maintenance of Equipment Departments has been revised to provide clarity when "Walking in a place of safety". Replacement pages are provided and are available for immediate pick up at the following on-duty locations: Michigan Ave, Gibson West End, Blue Island Trainmaster, Argo, and Norpaul. Affected employees must remove pages 13/14 in the Transportation Safety Book and pages 5/6 in the M of E Safety Book and replace with the revised rule.

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.

IHB Dispatchers Manual**1. IHB Dispatchers Manual February 1, 2016 – Addition**

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

6000 Bridges – Accidents

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

James E. Gidney
Superintendent of Transportation