

INDIANA HARBOR BELT RAILROAD COMPANY

BULLETIN ORDER NO. S-10
Effective: 0600 Sunday January 2, 2022

December 30, 2021
General Orders in effect: 101

A. Operating Manuals

1. Timetable Authority: IHB Timetable No. 3 dated 3/29/2021 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. 2020 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. AT CP CANAL – NEW ELECTRICALLY LOCKED CROSSOVER AND MAIN LINE SPEED CHANGE – MODIFIED 12/17/2021:**

Effective 0600 7/31/2021, the following instructions that have been struck through are no longer applicable due to the progress of the B-9 project:

- ~~New hand-operated crossover, installed 50' east from existing hand-operated crossover, connecting No. 2 Track to Argo New Yard Lead will be in service. Switches will be protected by IHB 109 locks. Authority from IHB West Dispatcher must be received prior to operating any locks or switches associated with the crossover. Movements will be governed by the train dispatcher's instructions.~~
- ~~Electrically locked crossover connecting No. 2 Track to Argo New Yard Lead is no longer in service.~~
- ~~**Maximum authorized speed on No. 2 track will be 20 MPH and 10 MPH for all crossover movements.**~~

Employees will make changes on pages 28 and 77 of Timetable No. 3 and foreign Line Crews make changes on IHB CORA pages IHB-8 and IHB-67.

2. IHB MAIN – WEST (EAS CP 113 TO TOWER B-12) – MODIFIED 12/8/2021

Effective 0600 12/8/2021, employees must note on page 28 of IHB Timetable No. 3 stating, “See bulletin change 12/8/2021” and keep a copy of the new table in their possession. In the near future a sticker will be made available to make the modification to page 28. Foreign line crews must make the same changes to Page IHB-67 of the CORA guide. Below is an updated table (all changes are underlined, italicized, and bold):

IHB MAIN – WEST (EAS CP 113 TO TOWER B-12)

<u>LOCATION BETWEEN/AT</u>	<u>TRACK NAME</u>	<u>RULE</u>	<u>SPEED</u>
EAS CP 113 AND WAS B.I. JCT	NO. 1 TRACK AND NO. 2 TRACK	CTC	25
<i>WAS B.I. JCT. AND EAS CP 154 CONTROLLED BY CSXT RA DISPATCHER - SEE CSXT CORA SECTION</i>			
EAS CP 154 AND EAS CP 173	NO. 1 TRACK, NO. 2 TRACK, AND NO. 3 TRACK	CTC	40
EAS CP 173 AND WAS CP ARGO	NO. 1 TRACK AND NO. 2 TRACK	CTC	40
AT CP RIDGE - 20 MPH , leading end only, until leading end has cleared the railroad crossing at grade			
WAS CP 238 AND EAS CP 258	CONTROLLED SIDING	CTC	30
WAS CP ARGO AND WAS CP 309	NO. 1 TRACK AND NO. 2 TRACK	CTC	25
AT CP CANAL - 20 MPH , leading end only, until leading end has cleared the railroad crossing at grade			
SUPERIOR AND WAS CP 309	NO. 3 TRACK	CTC	20
WAS CP 309 AND MP 32	NO. 1 TRACK, NO. 2 TRACK, AND NO. 3 TRACK	CTC	30
MP 32 AND WAS <i>CP 359</i>	NO. 1 TRACK AND NO. 2 TRACK	CTC	40
MP 32 AND WAS <i>CP 359</i>	<i>NO. 3 TRACK</i>	CTC	30
<i>WAS CP 328 AND EAS CP 349</i>	<i>CONTROLLED SIDING</i>	<i>CTC</i>	<i>25</i>
<i>WAS CP 359 and WAS CP 369</i>	<i>NO. 3 TRACK</i>	<i>CTC</i>	<i>25</i>
AT CP 369	NO. 3 TRACK	CTC	10
WAS CP 359 AND WAS TOWER B-12	NO. 1 TRACK AND NO. 2 TRACK	CTC	25

3. IHB KANKAKEE LINE, OPERATIONAL CONTROL – BETWEEN/AT – MODIFIED 12/7/2021

Effective at 0600 12/7/2021, employees must update the phone number for **NS CHICAGO TERMINAL DISPATCHER** by striking through 404-877-9540 and writing in 470-463-1109 and **NS PENNSY DISPATCHER** by striking through 404-807-9543 and writing in 470-463-1125 on page 7 of IHB Timetable No. 3. Foreign line crews must make the same changes to Page IHB-46 of the CORA guide. Below is an example of how the bullet points will read after the changes are made:

OPERATIONAL CONTROL - BETWEEN/AT:

- AT CP 502: NS CHICAGO TERMINAL DISPATCHER – AAR: 046-046 PHONE: 470-463-1109
- EAS CP 502 AND WAS OSBORN: IHB EAST DISPATCHER – AAR: 025-025 PHONE: 219-989-4742
- OSBORN AND CP HIGHLAND: NS PENNSY DISPATCHER – AAR: 063-063 PHONE: 470-463-1125

4. TIMETABLE SPECIAL INSTRUCTION 2003 – IHB NEW HIRE PERSONAL PROTECTIVE EQUIPMENT – ADDED 12/4/2021

Effective at 0600 12/4/2021, on page 63 of IHB Timetable No. 3 employees must strike **RULE RESERVED FOR FUTURE USE** and write new rule 2003 in its place (see below):

2003 IHB NEW HIRE PERSONAL PROTECTIVE EQUIPMENT

All IHB agreement employees in Engineering, Mechanical, and Transportation must wear an orange vest for the first twelve months of employment any time their Department Safety Rules require them to have on a vest.

5. TIMETABLE SPECIAL INSTRUCTION 2215 – SHOVE MASTER PROTECTION – MODIFIED 12/1/2021

Effective at 0600 12/1/2021, employees must change all references of “all stop” and “all stop alarm” to “*full alarm stop*” (there are four references total. They are in Yardmaster Instructions item 3, Crew Instructions item 5, and Crew Instructions item 12). Employees must also make changes to Yardmaster Instruction item 3, add Yardmaster Instruction item 4, and make changes to Crew Instructions item 12 on pages 82 and 83 of IHB Timetable No. 3. Foreign line crews must make the same changes to Pages IHB-13 and IHB-14. Below is how each item will read after the changes are made:

Yardmaster Instructions

3. Upon receiving a *Full alarm stop* display on the computer console, the yardmaster will broadcast over the radio to crews operating in Gibson Yard to stop movement. *Yardmaster must job brief with the crew(s) to ensure visual protection will be provided prior to putting a track in through mode. Yardmasters may use through mode or correct the number of cars in track to clear the full alarm stop only when visual protection has been established.*

4. *All other manipulations of the system are prohibited except in the event to prevent an injury or unavoidable accident.*

Crew Instructions

12. If a cut travels beyond the warning zone into the buffer zone, the static display and remote will display a *full alarm stop*. When a *full alarm stop* is displayed and/or broadcast over the radio by the yardmaster, all crews in the yard are to stop until the following requirements are met:

- The cause of the alarm is determined, alarm can be cleared *and* it is visually determined that movement is safe to proceed.
- Permission to proceed is obtained by West End Yardmaster.

6. TIMETABLE SPECIAL INSTRUCTION 2506 – TRAIN YARD TECH OVERRIDE – ADDED 12/1/2021

Effective at 0600 12/1/2021, employees must write in new rule 2506 at the bottom of page 102 of IHB Timetable No. 3. Below is how the new rule will read:

2506 TRAIN YARD TECH OVERRIDE

Blue Island General Yardmaster is prohibited from overriding the Train Yard Tech System except in the event to prevent an injury or unavoidable accident.

7. TIMETABLE SPECIAL INSTRUCTION 2211 – MODIFIED 11/30/2021

Effective at 0600 11/30/2021, the radio controlled 20/26 switch at the Gibson-Auto Yard will be a hand-operated switch until further notice. Employees must note next to “20/26, Track 20-26 and #26” that this switch will be hand-operated on page 78 of IHB Timetable No. 3 until further notice. Foreign line crews must make the same change to Page IHB-9 in the CORA guide.

8. IHB MAIN LINE STATIONS – MODIFIED 11/9/2021

Effective at 0600 11/9/2021, employees must strike through ~~82nd Street Switch, No. 2 Track to B&O Siding, and 24.33~~ on the bottom of page 14 of IHB Timetable No. 3. Foreign line crews must make the same change to the top of Page IHB-54.

9. IHB Highway Crossing at Grade Chart – MODIFIED 11/4/2021

Effective at 0600 11/4/2021, employees must strike through ~~SHUMUTT~~ and write in *SHAWMUT* in its place on page 55 of IHB Timetable No. 3. Foreign line crews must make the same changes to Page IHB-92 in the CORA guide.

10. Physical Characteristic Changes EAS CP 369 – MODIFIED 10/20/2021

Effective at 0600 October 20, 2021, existing EAS CP 369 governing movements on No. 3 Main and Northwest Lead will be out of service. At 1200, the new EAS CP 369 governing movements on No. 3 Main and Northwest Lead will be in service. The new signal will be approximately 400 feet west of the existing EAS signal at CP 369. Employees must make a notation that EAS CP 369 has been moved approximately 400 feet west of the previous signal location on page 45. Foreign line crews must make the same notation on Page IHB-84.

11. Physical Characteristic Change WAS Hohman – MODIFIED 10/16/2021

Effective at 0600 October 16, 2021, Employees must make a notation that WAS Hohman has been moved approximately 200 feet east on page 21 of IHB Timetable No.3. Foreign line crews must make the same notation on Page IHB-60.

12. KANKAKEE LINE, EAS OSBORN AND WAS CP HIGHLAND – MODIFIED 10/7/2021

Effective 0800 10/7/2021, employees must strike through 9.14 and write in *CTC* for the rule governing movement between EAS OSBORN AND WAS CP HIGHLAND for NO. 1 TRACK AND NO. 2 TRACK on page 7 of IHB Timetable No.3. Foreign line crews must make the same change to Page IHB-46. Below is how the column should read after making the changes:

EAS OSBORN AND WAS CP HIGHLAND	NO. 1 TRACK AND NO.2 TRACK	CTC	30
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13. LINCOLN AVE. – MODIFIED 9/22/2021

Effective 0600 9/22/2021, employees must change LINCOLN AVE. milepost to *10.31* on page 25 of IHB Timetable No. 3. Foreign line crews must make the same changes to Page IHB-64 in the CORA guide.

14. EAST AVE. and 47th AVE. – MODIFIED 9/22/2021

Effective 0600 9/22/2021, employees must make the following changes on page 40 of IHB Timetable No. 3. Change East AVE. milepost to 29.87. Strike through ~~47th AVE. MP 29.80~~ and write in *47th Street MP 29.91* in its place. Foreign line crews must make the same changes to Page IHB-79 in the CORA guide.

15. IHB Highway Crossing at Grade Chart – MODIFIED 9/22/2021

Effective 0600 9/22/2021, employees must make the following change to page 55 of IHB Timetable No. 3. On the third column of the Kankakee Line Highway Crossings at Grade, strike through ~~MICHIGAN ST~~ and write *MICHIGAN AVE* in its place. Foreign line crews must make the same changes to Page IHB-92 in the CORA guide.

16. Kankakee Line, Special Instructions – MODIFIED 9/14/2021

Effective 0600 9/14/2021, employees must make the following changes to the second bullet point under **SPECIAL INSTRUCTIONS** on page 7 of IHB Timetable No. 3. Strike through ~~CP GIBSON~~ and write in CP HOUSE. Foreign line crews must make the same changes to Page IHB-46 in the CORA guide. Below is how the second bullet point will read after the changes are made:

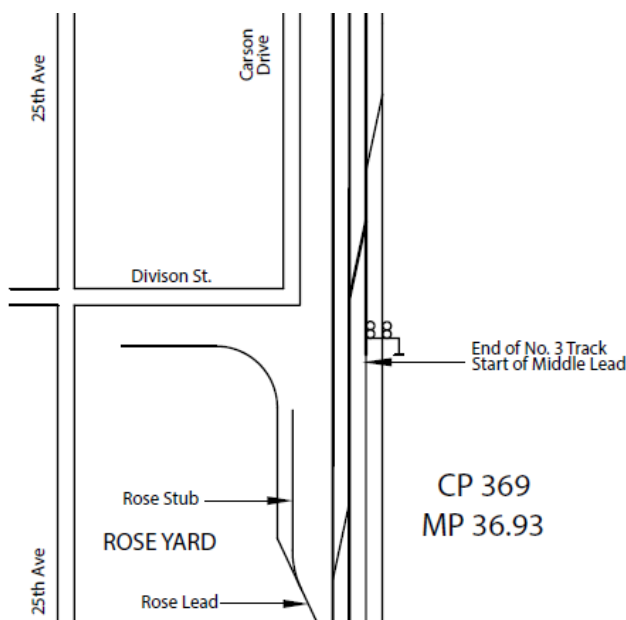
NO. 4 CONNECTING TRACK BETWEEN CP HOUSE AND CP 42: 10 MPH – RULE 6.28 IN EFFECT

17. Scoria – MODIFIED 9/14/2021:

Effective 0600 9/14/2021, employees must strike through ~~.047~~ on page 18 of IHB Timetable No. 3 and write in *0.47* in its place. Foreign line crews must make the same changes to Page IHB-57 in the CORA guide.

18. Middle Lead at CP 369 – MODIFIED 8/31/2021:

Effective 0600 8/31/2021, employees must make changes to page 45 of IHB Timetable No. 3. The “End of No. 3 Track Start of Middle Lead” arrow should be pointing one track to the north of its current location. The example below depicts which track the arrow should be pointing to. Foreign line crews must make the same changes to Page IHB-84 in the CORA guide.



19. TIMETABLE SPECIAL INSTRUCTION 2600 – MODIFIED 8/10/2021:

Effective 0600 8/10/2021, employees must strike through the third paragraph of Timetable Special Instruction 2600 on page 103 and replace the third paragraph with “*Train dispatchers must verify that train crews or employees in charge of on-track equipment have a copy of the current Bulletin Orders and brief such employees on any additional information or restrictions affecting the movement of their train or on track equipment. Instructions and definitions governing a bulletin order are applicable to the Daily Operating Bulletin.*” Foreign line crews must make the same changes to Page IHB-32 in the CORA guide. Below is how the rule will read after the changes are made:

2600 DAILY OPERATING BULLETIN (GCOR 15.1)

Daily Operating Bulletin (DOB) will be issued effective 06:00 daily and remain in effect until 06:00 of the following day. When reporting for duty, employees governed by the operating rules must obtain and read the DOB.

Before train crews or employees in charge of on-track equipment occupy main track or controlled siding, each must possess a copy of the current DOB.

Train dispatchers must verify that train crews or employees in charge of on-track equipment have a copy of the current Bulletin Orders and brief such employees on any additional information or restrictions affecting the movement of their train or on track equipment. Instructions and definitions governing a bulletin order are applicable to the Daily Operating Bulletin.

20. ARGO “EAST PASS” TRACK AND “PASS” TRACK NAME CHANGE – MODIFIED 8/6/2021:

Effective 0600 8/6/2021, the East Pass Track and Pass Track in the Argo New Yard names have been changed to “**Argo Pass**” track. IHB employees must make changes to page 38 of Timetable No. 3 by striking through ~~Pass~~ and ~~East Pass~~ and writing **Argo Pass** in its place. Foreign line crews must make the same changes to Page IHB-77 in the CORA guide.

21. TIMETABLE SPECIAL INSTRUCTION 2505 – HUMP STOP PROCEDURE – ADDED 8/6/2021:

Effective 0600 8/6/2021, employees must note on the bottom of page 102 of IHB Timetable No. 3 stating, “See bulletin change 8/6/2021” and keep a copy of Timetable Special Instruction 2505 in their possession:

2505 HUMP STOP PROCEDURE FOLLOWING A PIN BEING PULLED

When a pin lifter was pulled prior to a “Hump Stop” event and the crew has verified that the pin has not dropped, prior to coupling back onto the car(s) crews must comply with the following procedure in numerical order:

1. The yardmaster must have the master retarder set up to stop the car prior to giving the crew permission to proceed.
2. Prior to initiating movement, a briefing must be held between the crew and yardmaster via radio channel 097-097 stating that car(s) will be positioned into the retarder as described in item 3.
3. Once permission to proceed is received, the crew will shove the car(s) uphill with enough momentum to roll car(s) into the master retarder and then bring train to stop.
4. The crew will shove to couple to the car(s) **west** of the master retarder and verify the pin has dropped and the coupling has been made before instructing the yardmaster to release the master retarder.
5. Once the retarder has been released the crew will pull the last car **west** beyond the “Begin Hump Circuit” sign and notify the yardmaster appropriately
6. Crew must wait for instructions from the yardmaster via radio channel 097-097 prior to resuming humping operations.

22. TIMETABLE SPECIAL INSTRUCTION 2214 – LOCATION OF DERAILS – INSTRUCTIONS (GCOR 8.20) – MODIFIED 8/5/2021:

Effective 0600 8/5/2021, Progress Rail leased track 8 in Republic Yard and now is in control of the fixed derail at the north end of the yard. Employees must make changes to page 80 of Timetable No. 3 by striking through the following words as shown in the example below. Foreign line crews must make the same changes to Page IHB-11:

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

*New hand-operated derail installed on the south end of track 8 effective 0600 4/9/2021 is still in effect

23. DISPATCHER CHART – IHB MAIN LINE – REVISED 7/20/2021:

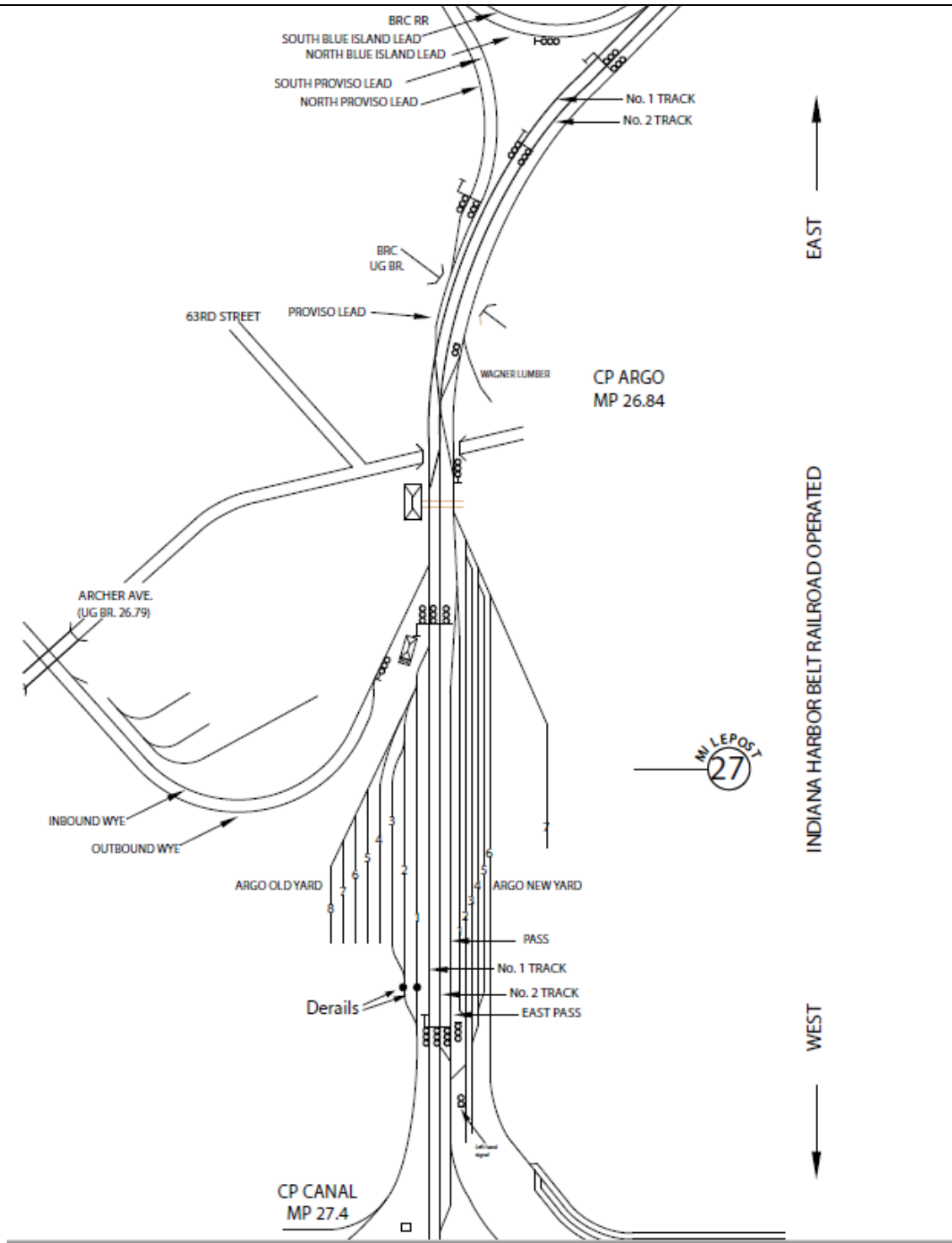
Effective 0600 7/20/2021, employees must make the following change to the Dispatcher Chart – IHB Main Line on page 16 of IHB Timetable No. 3. Foreign line crews must make the same change to page IHB-55 in the CORA Guide. Strike through ~~1,753~~ on the Dispatcher Chart – IHB Main line CP Argo to CP Canal on No.1 and No.2 main and write “1,113” in ink to revise the distance.

24. AT CP CANAL – NEW PHYSICAL CHARACTERISTICS MODIFIED 7/18/2021:

Effective 0100 7/18/2021, employees must make the following changes to page 38 of IHB Timetable NO. 3. Foreign line crews must make the same change to Page IHB-77 in the CORA guide. **Please see modified image on the next page.**

Physical Characteristic Changes at CP Canal

1. WAS signal for No. 1 main, No. 2 main, and the Pass Track have been relocated 640 feet east.
2. New high mast signal located on the Argo New Yard lead governing westward movements to the Pass Track or to the New Yard stub track. Signal is located approximately 5 feet east of the WAS signal mast for No. 1 main, No 2 main, and the Pass Track.
3. New **Left-Handed** high mast signal located on the Argo New Yard stub tracks governing eastward movements from the stub track to the Argo New Yard. Signal is located approximately 650 feet west of the WAS signal mast for No. 1 main, No 2 main, and the Pass Track.
4. A new power crossover switch has been installed from the Pass Track into the Argo Yard Lead approximately 650 feet west of the WAS signal mast for No. 1 main, No. 2 main, and the Pass Track.
5. A new power crossover switch has been installed from the Pass Track to No. 2 main approximately 50 feet west of the WAS signal mast for No. 1 main, No. 2 main, and the Pass Track.



25. 2305 SECURING UNATTENDED TRAINS AND CARS (GCOR 7.6) – REVISED 7/16/2021:

Effective 0600 7/16/2021, employees must add the sentences to the bottom of page 87 of IHB Timetable NO. 3, “In the Gibson Auto Yard, a job briefing must be held between the on duty Yardmaster any time there is a change to the securement of car(s) in track. Job briefing must be held by calling the West End Auto Yardmaster at 219-989-4827 or on radio channels 025-025 or 095-095. The Yardmaster will record this change on the securement form and brief with all applicable employees.” Foreign line crews must make the same change to page IHB-19 in the CORA guide. This change only applies to the Gibson Auto Yard, see example below:

GIBSON AUTO YARD

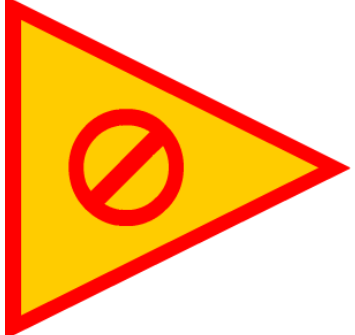
A securement test is not required if equipment is secured with handbrakes according to the table below:

<u>Quantity of Cars</u>	<u>Handbrakes</u>
1	1
2	2
3	3
4	4
More than four	4

In the Gibson Auto Yard a job briefing must be held between the employee and the on duty Yardmaster any time there is a change to the securement of car(s) in track. Job briefing must be held by calling the West End Auto Yardmaster at 219-989-4827 or on radio channels 025-025 or 095-095. The Yardmaster will record this on the securement form and brief with all applicable employees.

26. 2900 SIGNAL ASPECTS AND INDICATIONS – REVISED 7/16/2021:

Effective 0600 7/16/2021, employees will be governed by image as shown below. Managers will use the Reflectorized Triangle to simulate an improperly lined switch or derail to monitor compliance with GCOR 6.27, GCOR 6.28, and GCOR 8.2. Managers will also use the Reflectorized Triangle to simulate a contaminated flange way to monitor compliance with GCOR 6.32.1 SI 2409. Employees must make a notation on page 114 of IHB Timetable No. 3 that the rule is changed in this notice. In the near future a sticker will be made available to make the modification to page 114. Foreign line crews make the same change to page IHB-42 in the CORA Guide.

<p>6.27 (a) 6.28 (a) 6.32.1 SI 2409 (a) 8.2 (a)</p>		<p>SWITCH POINT, DERAIL, AND CROSSING INSPECTION TEST</p>	<p>The flag below is used to test employee’s compliance with GCOR 6.27, GCOR 6.28, GCOR 8.2, and Timetable Special Instruction 2409.</p> <p>Employees observing this flag must not remove it. Contact a supervisor to discuss applicable rules.</p>
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27. TERRITORIAL QUALIFICATIONS OF TRAIN SERVICE EMPLOYEES – REVISED 7/7/2021:

Effective 0600 7/7/2021, train service employees will be governed by the following. Locomotive Engineers qualifications for main track now will read “One Round Trip over the territory within the previous 24 months”. Train Service Employees must make changes below on page 2 of IHB Timetable NO. 3 and make a notation that the rule is changed in this notice. In the near future as sticker will be made available to make the modification to page 2.

Q-1 Territorial Qualification of Train Service Employees

Employees must be qualified on the physical characteristics of the territories on which they are subject to work. All conductors and engineers are responsible for maintaining territorial qualifications.

Territorial qualifications will be considered valid in accordance with IHB’s Qualification and Certification of Locomotive Engineers and Conductor Programs as follows:

Locomotive Engineers:

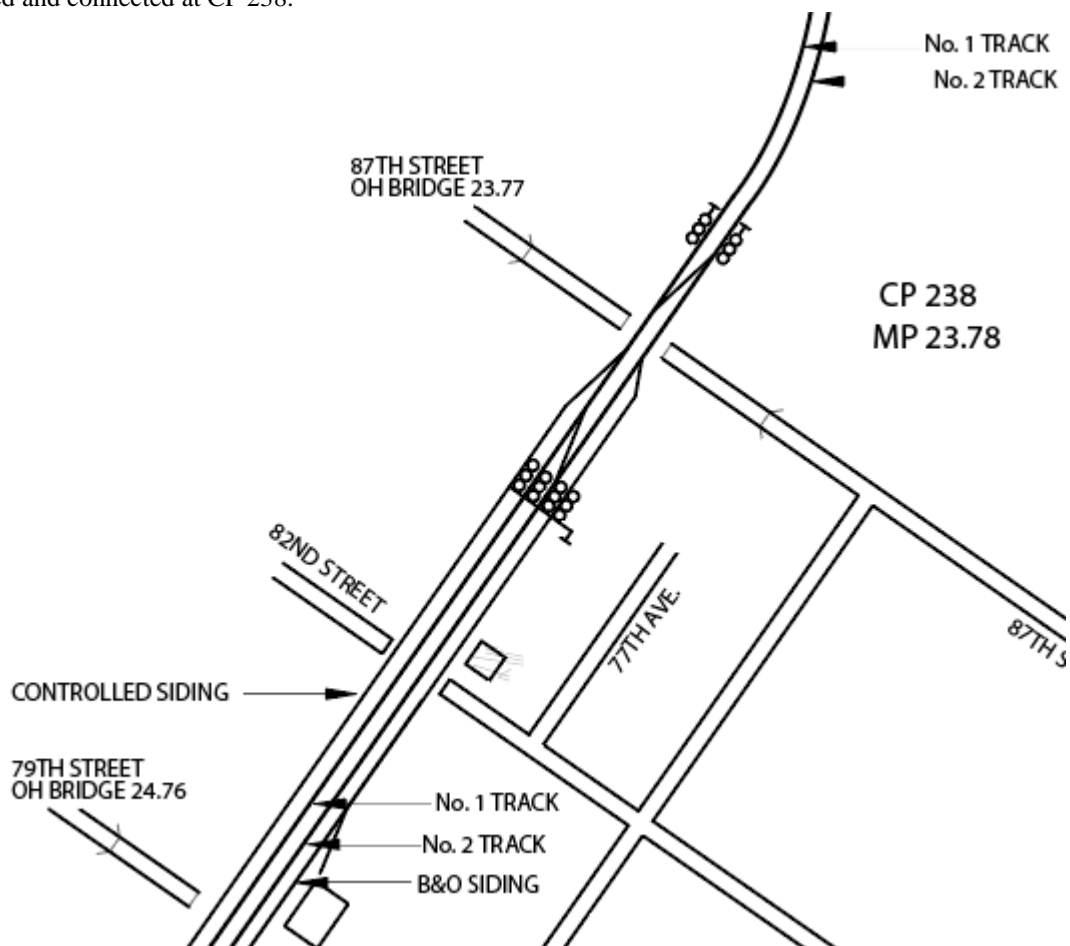
- **Main Track** – One Round Trip over the territory within the previous **24** months.
- **Other Than Main Track** – Territorial familiarization briefing with qualified supervisor or engineer will be provided with an up-to-date job aid.

Conductors:

- **Main Track** – traversing a territory in any capacity at least once in the preceding 12 months.
- **Other Than Main Track** – traversing a territory in any capacity at least once in the preceding 24 months.

28. BETWEEN CP 238 AND CP 258 – ELECTRICALLY LOCKED SWITCH AT 82nd STREET MP 24.33 – MODIFIED 7/1/2021:

Effective 0600 7/1/2021, Electrically-Locked switch at 82nd ST MP 24.33 is permanently removed from service. On page 77 of Timetable No. 3 Employees strike through ~~B&O Siding No. 2 Main 82nd Street (MP 24.33)~~ in Special Instruction 2210. Foreign crews make appropriate changes to page 8 of IHB CORA Section. B&O Siding extended and connected at CP 238.



29. EQ-10 D, METHOD OF HANDLING DIMENSIONAL SHIPMENTS, D. DIMENSIONAL SHIPMENT CODES – NEW RESTRICTION CODES**ADDED 5/7/2021:**

Effective 0600 5/7/2021, employees are to add the following restriction codes to page 60 in ink and foreign line crews make changes to page IHB-96 in the CORA guide:

9. Other: Must hold Job Briefing with Chief Train Dispatcher for special handling instructions.
10. Not allowed to enter or traverse within any IHB Yard unless operating as a “special train”.

30. EQ-11, WEIGHT RESTRICTIONS – DELETED 5/7/2021:

Effective 0600 05/7/2021, employees must delete rule EQ-11 in its entirety and replace with the verbiage “not in use” on page 61. Foreign line crews make the same change to page IHB-97 in the CORA Guide.

31. NEW HAND-OPERATED DERAIL INSTALLED AT REPUBLIC YARD: ADDED 4/9/2021:

Effective 0600 4/9/2021, a new hand-operated derail is installed on the south end on track 8 approximately 300’ north of 151st Street and locked with a 109 Lock. Derail must be restored after servicing Progress Rail. Employees must make a note next to the entry for Republic Yard in Timetable No. 3 on page 80 in special instruction 2214 stating, “See bulletin change 4/9/2021”. Foreign line crews must make the same changes to Page IHB-11.

32. CORRECTION TO PAGE 19 – STICKER PAGE TO ADD ON TOP OF PAGE 19 – REVISED 3/29/2021:

Effective 0600 3/29/2021, the map on page 19 incorrectly depicts track names at CP Gibson. A sticker will be made available to cover page 19 entirely, correcting the track names at CP Gibson. Employees must obtain the sticker from usual on-duty locations.

33. NOTICE OF NEW TIMETABLE – TIMETABLE NO. 3 3/29/2021:

Effective 3/29/2021 at 0600, new Timetable NO. 3 will be in effect. All affected employees must make arrangements to receive a copy from their immediate supervisor. Upon receipt of the new Timetable, employees must familiarize themselves with the new book. On the effective date employees must destroy Timetable NO. 2. **Foreign line crews must have IHB CORA Revision No. 12 3/19/2021 to operate on IHB territories.**

On Track Safety Manual:**1. APPENDIX B – PROTECTION AT INTERLOCKINGS WITH RAILROAD CROSSINGS AT GRADE – ADDED**

Effective 0600 12/11/2020 a new Appendix will be added to the On-Track Safety Manual. Employees governed by the On-Track Safety Manual must add the new appendix to their book behind Appendix A. Employees must receive and review the new insert page with their supervisor when reporting for duty.

2. 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.

3. 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.

4. 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.

5. 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.

6. IHB On-Track Safety Manual 10/06/2017 in effect. Employees must obtain a copy from immediate supervisors when reporting for duty.**7. 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 United 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. HM-1 United States Hazardous Materials Instructions For Rail, January 6, 2016 Section 2, page 17 is revised:

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. PROPER POSITIONS ON EQUIPMENT 1703 – REVISED 10/16/2021**

Effective 10/16/2021, Proper position on equipment rule has been revised to define which side of a car transportation employees must ride on when riding on the side of a car. Replacement pages are available for immediate pick up at the following on-duty locations: Michigan Ave, Gibson West End, Blue Island, and Argo. Affected employees must remove pages 7/8 in the Transportation Safety Book and replace with the revised rule.

2. 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.

3. 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.

4. 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. MULTIPLE AIR BRAKE RULE CHANGES**

Effective immediately, FRA has modified air brake regulations changing maximum “off-air” requirements from 4 hours to 24 hours. The rules affected are as follows:

1. 5014 Class I Brake Test - page 18
2. 5017 Class II Brake Test – page 21
3. 5018 Class III Brake Test – page 22
4. 5020 Brake Test From Yard Test Plant – page 23
5. Definitions – “Solid Block” – page 105

2. Replacement pages are being distributed to all on-duty locations

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

4. 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.

5. 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.

6. 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.

7. 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.

8. 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.

M of E Safety Rules and Procedures**1. Rule 6346 - Added:**

Effective 0600 7/16/2021. Mechanical Department Employees are required to add the following changes in ink to page 33.

6346. While moving engines in battery spotter mode the following precautions must be made:

- Main reservoir pressure must be at 115 psi minimum before starting movement.
- Must use a locomotive to place the unit in a position to where movement in battery spotter mode is the shortest distance possible.
- When operating in battery spotter mode all other rules applicable to the movement of locomotives equipment in roundhouse territory are in effect.

2. Rules 6104 Modified and 6345 - Added

Effective 0600 5/15/2020, rule 6104, item (h), on page 10 is modified (as noted below) and new rule 6345 is added to page 33.

Mechanical Department Employees are required to add the following changes in ink to pages 10 and 33.

Modify rule 6104, item (h), on page 10:

6104..Wear an approved face shield when you are involved in any of the following activities:

- (h) Fueling locomotives and other CNG propelled equipment.

Add new rule 6345 to page 33:

6345..When fueling an engine with CNG the following precautions must be made:

- Face shield and gloves are to be worn at all times.
- A ground wire must be attached to the engine to prevent static electricity.

A "safety tether" must be attached to the hose to prevent unexpected movement.

IHB Dispatchers Manual**1. General Superintendent – Modified 9/24/2021:**

Effective 0600 9/24/2021 employees must strike through ~~Courtney Dunford~~ and write in Kiley Hinds in its place.

2. Rule 4005– MODIFIED 9/14/2021:

Effective 0600 9/14/2021 employees must strike through the second to last and last paragraphs on page 9.

3. RULE 5000 PROTECTION AT INTERLOCKINGS WITH RAILROAD CROSSINGS AT GRADE – REPLACED

Effective 0600 12/11/2020 rule 5000 is replaced in its entirety. Employees must receive and review the new insert page with their supervisor when reporting for duty.

4. 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.

**Kiley Hinds
General Superintendent**