

IHB DAILY OPERATING BULLETIN No. 9-20

0600 CDT Thursday, September 20, 2018

ATTENTION: MAJOR PHYSICAL CHARACTERISTICS CHANGES ON IHB MAIN BETWEEN WAS CP GIBSON AND WAS HOHMAN AND KANKAKEE MAIN AT CP GIBSON.

The following e-mail address is available to report safety conditions and concerns: Safety@ihbrr.com

Bulletin Orders In Effect:	S-32					
Circular Notices In Effect 2018:	No.	1	Through	No.	9	
IHB Timetable:	No. 1 Effective 0001, CST February 1, 2016					
General Orders In Effect:	None					
S7A – Transportation Safety Rule Of The Day:			1922			
S7C – Maintenance Of Way Safety Rule Of The Day:			61.12			
GCOR Operating Rule Of The Week:			6.6			

A. FORM A: TEMPORARY SPEED RESTRICTION(S)

Locations At/Between	Track				
	Single Track	#1 Track	#2 Track	#3 Track	Southwest Wye
IHB MAIN LINE:					
At CP Argo			10 MPH		
NOTE: This restriction in effect 0800-1600 CDT			0800-1600		
At CP Canal					10 MPH
Kankakee Line:					
NONE					

B. FORM B: WORKING LIMITS

IHB MAIN LINE:
Sohl Street Automatic Warning Devices - Westward Movements on 7 Lead and 8 Lead
When operating in a westward direction on 7 Lead and 8 Lead while approaching Sohl Street operation of automatic warning devices may be delayed. GCOR 6.32.1 and GCOR 6.32.2 will govern movements approaching Sohl Street.
Between EAS at CP 113 and WAS at CP 129 From 0800 to 1200 CDT - EIC M-88
No. 2 Track will be obstructed for maintenance. For eastward movements Yellow-Red Flags (5.4.3) will be placed less than 2 miles away located at MP 14 and Red Flags (5.4.7) will be displayed per rule. For westward movements Yellow-Red Flags (5.4.3) and Red Flags (5.4.7) will be displayed per rule. Where Yellow-Red and Red flags are displayed, a man may not clear riding the side of a car. Contact EIC for permission through working limits.
Between MP 38 and WAS at Tower B12 From 0700 to 1600 CDT – EIC M-14
No.2 Track will be obstructed for maintenance. For westward movements Yellow-Red Flags (5.4.3) and Red Flags (5.4.7) will be displayed per rule. For eastward movements Yellow-Red Flags (5.4.3) will not be displayed and Red Flags (5.4.3) will be displayed per rule. Where Yellow-Red and Red flags are displayed, a man may not clear riding the side of a car. Contact EIC for permission through working limits.
KANKAKEE LINE:
NONE

C. PHYSICAL CHARACTERISTICS CHANGES

IHB MAIN LINE:

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

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.

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.

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

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

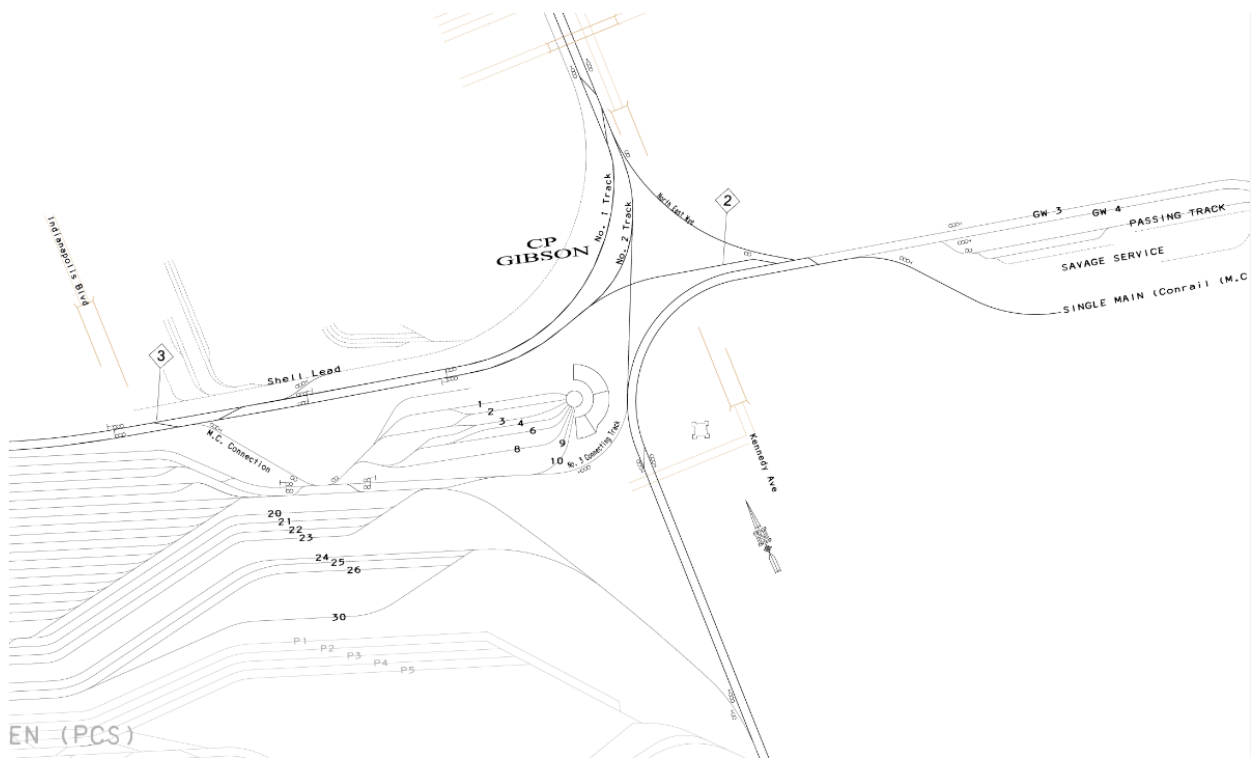
Dwarf eastward absolute signal governing movement on No. 3 Connecting Track at CP Gibson retired from service and replaced with new high mast eastward absolute signal located 10 feet west of Roundhouse road crossing.

Northwest Wye Track: CP Gibson

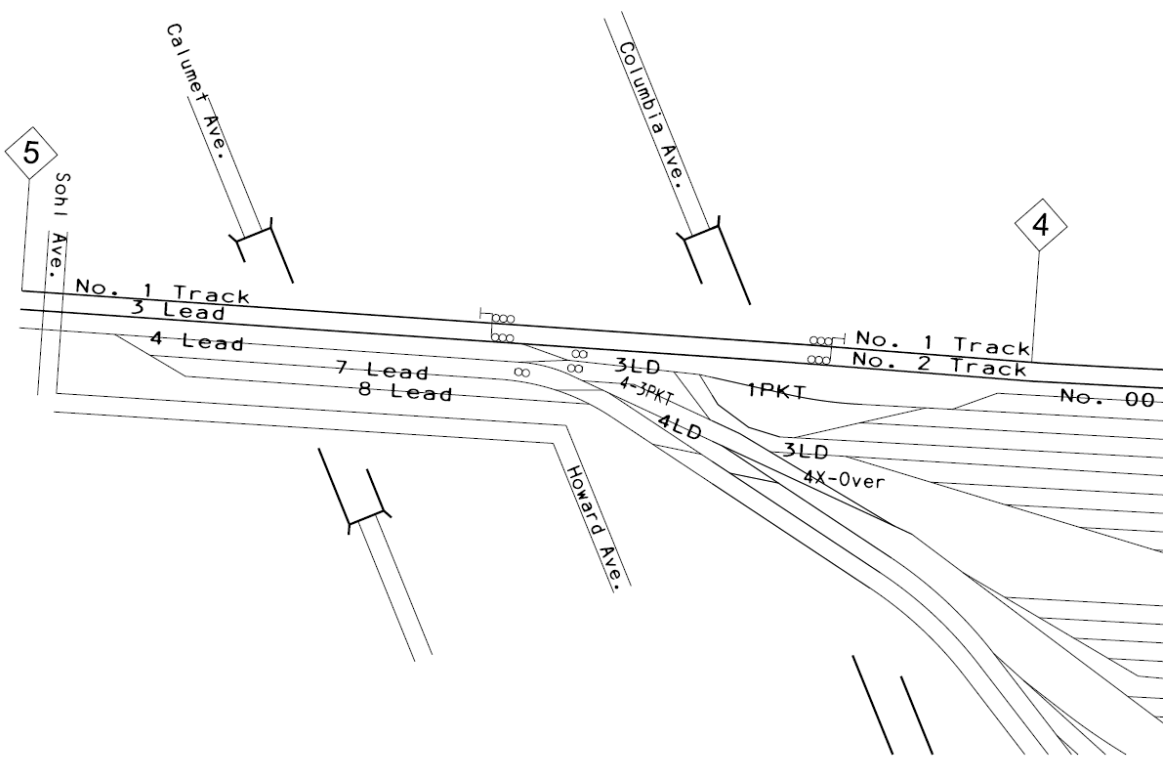
Northwest Wye Track and associated dwarf absolute signals retired from service; former Northwest Wye track renamed IHB Main Line No. 1 track and connected to new No. 1 Track between CP Gibson and CP 28 (See IHB Main Line section).

SEE NEXT PAGE FOR DIAGRAMS DESCRIBING ALL PHYSICAL CHARACTERISTICS CHANGES

CP GIBSON AND CP 28



NEW CP RYAN



D. SAFETY ALERTS

Employees must use extreme caution when walking or working in the locations listed below. Be on the lookout for uneven footing, tripping hazards, material and/or equipment in the area. Work with care to avoid injury and be on the alert for the following:

GIBSON TERMINAL DISTRICT

CLOSE CLEARANCE:

- Employees are prohibited from riding equipment on the Northeast Wye at CP Gibson due to debris on the ground and exposed rebar from the Kennedy Avenue overhead bridge abutment.
- Employees are prohibited from riding equipment on No. 1 Track, No. 2 Track, No.3, No.4, No.5, No.6, No.7 and No.8 Leads between Columbia Avenue Overhead Bridge and the Calumet Overhead Bridge.
- Employees are prohibited from riding the north side of equipment while traversing through the new radio controlled 21 pocket, 22 pocket, and 23 pocket switches while operating from/to 5 lead. Close clearance signs have been placed on the affected switch stands.
- Automatic derails west end of potash yard – no riding of equipment
- NAPUCK – Employees must not ride side of equipment at this location
- Employees are prohibited from riding the side of equipment at the location of high switch stand where Cast Armor Lead connects with CN Track
- Switch position indication lights for the radio-controlled switches on Track 22 will not clear man on side of car on Track 23.

WALKING CONDITIONS:

- **Watch for uneven footing due to unloaded ballast on Whiting Lead.**
- Employees must use caution when walking in the vicinity of the Northeast Wye at CP Gibson due to debris on the ground and exposed rebar from the Kennedy Avenue overhead bridge abutment.
- Watch for uneven footing due to ongoing construction at the Cast Armor Lead.
- Rail laying along No.3 and No.4 tracks between Columbia Ave Bridge and Calumet Bridge.
- Along No. 1 track between MP 2 and MP 5.60 due to rail along both sides of the No. 1 track.
- Due to ongoing reconstruction of Rt. 912 (Cline Ave) Overhead Bridge, be aware of uneven walking conditions in the area from Riley Road to Whiting Yard.
- Track No. 25 at Michigan Avenue – Do not walk along the fence on Track 25 due to laid out rail.

RAIL LYING ALONG TRACKS AT THE FOLLOWING LOCATIONS:

- Rail laying along No.3 and No.4 tracks between Columbia Ave Bridge and Calumet Bridge.
- Along No. 1 track between MP 2 and MP 5.60 due to rail along both sides of the No. 1 track.
- Rail along the fire road on the South Side of the Single Main between CP Ivanhoe and CP Gibson.
- Between No. 2 track and NS Auxiliary at Osborn Yard
- Between Track 26 and Track 30 at the Gibson Relay Yard.

OTHER:

- Be aware of falling concrete/debris around the Indianapolis Blvd Bridge.
- Stone road crossing closed – At MP 4 on the No. 1 track due to construction.
- When switching, take extra precaution when securing cars in Tracks 14 thru 23 at east end of the Auto Yard and Tracks 16 thru 25 at the west end of the Auto Yard to avoid run outs.
- Safety glasses and hearing protection are required in the Round House in all areas, at all times except for the lunch room.
- A permanent derail has been applied 95' north of Indiana Dock switch on the American Terminal track.
- Drainage pan grates have been permanently removed at the Gibson Round House fueling facility on Tracks 3, 4 and 6. Employees must walk around drainage pans.

BLUE ISLAND TERMINAL DISTRICT

CLOSE CLEARANCE:

- East end of the Class Yard Tracks 21 and 22. Employees are prohibited from riding the side of equipment between the switch points and clearance points between these tracks. Employees must not position themselves between Track 21 and 22 between the switch points and the clearance points when cars are moving on either track between the switch points and the clearance points.
- Do not ride the side of equipment at Durobag.
- Employees are prohibited from riding the side of equipment on Tracks BNY1 and BNY2 in the North Yard west end curve.

- Employees are prohibited from riding the side of equipment on Cab Track BCAB and the Old RIP Stub Track.
- Close clearance conditions at the west end of the Hales Yard between No. 1 and No. 2 tracks. Will not clear a man on side of car or dimensional shipments.

WALKING CONDITIONS:

- Caution while driving on the fire road between Ashland and Halsted between the West Yard and No.2 main – ongoing excavation.
- Caution when walking - Open excavation along 2 main and Track 21 West Yard from Halsted Bridge to MP 12.8.
- Rail between CP Calumet Park and CP Dolton on No.1 and No.2 Mains.
- Rail on North side on No.1 Main between MP 10.3 and MP 10.69.
- Rail on North side on No.1 Main between Weeks Lumber Switch and MP 12.20.
- Rail between No.1 and No.2 tracks between MP 14 and MP 14.3.
- Use caution while walking around electric boxes located at the Hump end.
- Standing equipment near Old RIP Building and Track No. 1 Blue Island East RIP (BER)

RAIL LYING ALONG TRACKS AT THE FOLLOWING LOCATIONS:

- Rail between CP Calumet Park and CP Dolton on No.1 and No.2 Mains.
- Rail on North side on No.1 Main between MP 10.3 and MP 10.69.
- Rail on North side on No.1 Main between Weeks Lumber Switch and MP 12.20.
- Rail between No.1 and No.2 tracks between MP 14 and MP 14.3.
- Rail between Tracks 8 and 10 in the West Yard.

OTHER:

- At CP 154 – East staircase/Wireton – The east staircase at Wireton is out of service until further notice.
- Be aware of falling concrete/debris around the Halsted Street Bridge.
- Employees are prohibited from using lit fuses while on Arkema’s site/property.

ARGO/ NORPAUL TERMINAL DISTRICT

CLOSE CLEARANCE:

- Do not ride the side of equipment through the Des Plaines River Bridge (MP 27.8).
- No side clearance on either side of the cars inside Pactiv, riding or walking.
- Employees must not ride the side of equipment at CP McCook on the McCook Industry Track when adjacent to Vulcan Stone (Consumers) Track.

WALKING CONDITIONS:

- Rail lying on No.1 Track between MP 29 and MP 30.
- Rail lying on No.2 Track between MP 31 and MP 35.
- Rail lying on No.1 Track between MP 38 and MP Tower B-12.
- Track No.1 and No.2 track at Norpaul between CP 369 and CP 384 for ballast distribution. Use caution.
- ARGO – MP 26.65 walkway on bridge between No.2 Track and siding and on the siding is out of service.
- Open ditch – Along No.1 Track in the yard at Norpaul – From the crossing on west end to the air compressor building on the east end. Crews must not cross drainage ditch.
- B&O Siding in the vicinity of Pepsico switch. Grade raised. Watch footing and use caution when operating switch.

RAIL LYING ALONG TRACKS AT THE FOLLOWING LOCATIONS:

- Rail lying on No.1 Track between MP 29 and MP 30.
- Rail lying on No.2 Track between MP 31 and MP 35.
- Rail lying on No.1 Track between MP 38 and MP Tower B-12.

OTHER:

- Hazardous walking conditions at Carry Transit on the Hollander Lead. Due to a steam vent leak on the south side of the lead near the gate, employees are prohibited from getting on or off equipment in this area. If crew members must get off equipment on the Hollander Lead they must shove west of the gate to disembark. Cars must not be spotted near the defective steam vent.

E. UPDATES TO DEPARTMENT OPERATING MANUALS

C.O.R.A. REVISIONS:

BRC:	2018-001 5-23-18	BNSF:	No.1 3-1-2017	CN:	None	CP:	12-30-2016	CSXT:	None
GCOR:	None	METRA:	None	NS:	None	UP:	No.5 4-29-18	IHB:	No.9 7-12-18

SAFETY

IHB SAFETY RULES & 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.

TIMETABLE

1. 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.

2. 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. See table on next page.**

<u>IHB MAIN LINE - RULES IN EFFECT</u>					
<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 <i>not exceeding 10 MPH, unless otherwise noted.</i>					
<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. <u>6.28 in Effect.</u>		30	*10		
WAS Hohman and WAS CP Calumet Park	30				
WAS CP Calumet Park and WAS CP Dolton		30	30		
<u>3. KANKAKEE MAIN LINE MAXIMUM SPEEDS - MPH</u>					
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 <i>not exceeding 10 MPH, unless otherwise noted.</i>					
<u>Between or at:</u>	<u>No. 1 Track</u>		<u>No. 2 Track</u>		
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					

4. 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

- Between WAS CP Gibson and New EAS CP Ryan New No. 1 Track and New No. 2 Track - CTC

Speeds in Effect

- 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

- 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.

5. 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.**

6. 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)

7. 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.**

8. 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				

OPERATING RULES

NONE

AIR BRAKE AND EQUIPMENT HANDLING

NEW CNG LOCOMOTIVES IN SERVICE

During initial testing phases, units will be operating on diesel and CNG as designed. Engineers must complete form EL106E as well as form EL106A as required by the current Air Brake and Equipment Handling rulebook. Comments, concerns, and suggestions should be entered on the form EL106E. Before the completion of your tour of duty fax this form to 219-989-4756. A supervisor will provide a copy of the manufactures Operating Procedures to the locomotive engineer assigned to the new CNG unit.

HAZMAT

NONE

ERG

NONE

ON-TRACK SAFETY MANUAL

NONE

F. OTHER INSTRUCTIONS

The IHB has two new policies, Requesting time off policy and FMLA and Medical leave of absence policy, both effective July 30, 2018. The policies were mailed to every IHB employee at their last known address. If you did not receive a copy please contact the Human Resources Department at 219-989-4717 or visit the IHB website at www.ihbrr.com to receive a copy.

J.R. Spano, General Superintendent
End of Daily Operating Bulletin 9-20

IHB Movement Permit

Form No: _____

Date: ____/____/____

To: _____

Form A

1.	Line	TRK(S)	BETWEEN/AT	Speed		Speed Signs Displayed	
				PSGR	FRT	Yes	No

Form B

2. _____ Track out of service between/at _____, employee in charge _____
 _____ Track out of service between/at _____, employee in charge _____
3. _____ line _____ obstructed for maintenance between _____ and _____
 _____ line _____ obstructed for maintenance between _____ and _____

Track and Time

4. Operate in _____ direction(s) on _____ track between _____ and _____
 On _____ track between _____ and _____ DSPR _____ Time _____
 On _____ track between _____ and _____ DSPR _____ Time _____
 On _____ track between _____ and _____ DSPR _____ Time _____
5. Trains or track cars ahead _____
 Track car proceed past Stop Signal(s) at _____

Other

6. Other instructions and/or Information: _____

Dispatcher: _____ Time Effective: _____

IHB Movement Permit Canceled at, Time: _____ Date: ____/____/____ Dispatcher: _____