

IHB DAILY OPERATING BULLETIN No. 5-24
0600 CDT Friday, May 24, 2019

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

Bulletin Orders In Effect:	S-40					
Circular Notices In Effect 2019:	No.	1	Through	No.	8	
IHB Timetable:	No. 1 Effective 0001, CST February 1, 2016					
General Orders In Effect:	None					
S7A – Transportation Safety Rule Of The Day:			1004			
S7C – Maintenance Of Way Safety Rule Of The Day:			75.7			
GCOR Operating Rule Of The Week:			5.3.7			

A. FORM A: TEMPORARY SPEED RESTRICTION(S)

Locations At/Between	TRACK		
	#1 Track	#2 Track	#3 Track
IHB MAIN LINE:			
Between WAS at CP Ryan and WAS at Hohman		20 MPH	
At State Line Road MP 5.60 (Head End Only)	20 MPH	20 MPH	
Kankakee Line:			
At Dickey Rd (Westward Movements Only and Head End only)		10 MPH	

B. FORM B: WORKING LIMITS

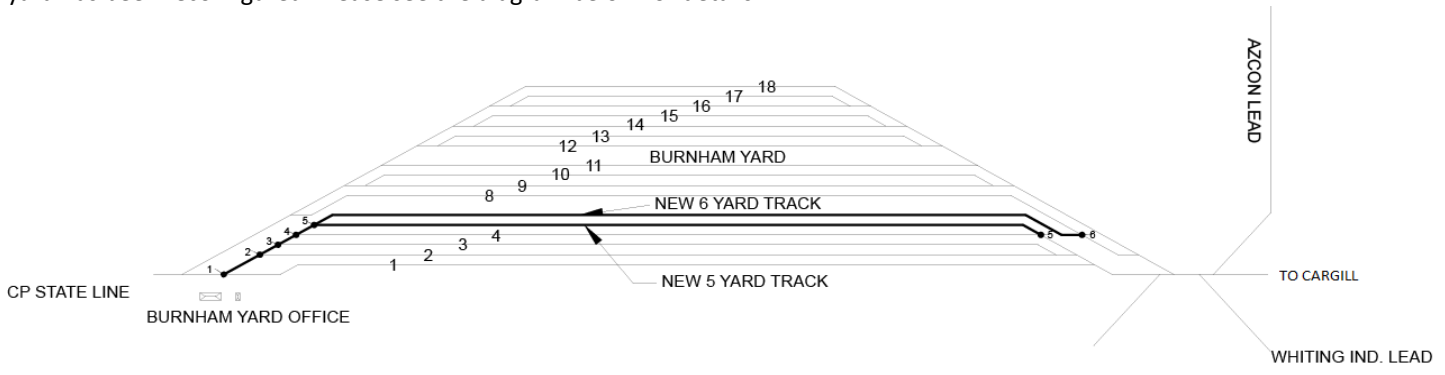
IHB MAIN LINE:
NONE
KANKAKEE LINE:
Between EAS at CP 502 and MP 1 From 0700 to 1600 CDT - EIC M-88
No.1 Track and No.2 Track will be obstructed for maintenance. For westward movements Yellow-Red Flags (5.4.3) will not be displayed and Red Flags (5.4.7) will be displayed per rule. For eastward movements 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.

C. PHYSICAL CHARACTERISTICS CHANGES

IHB MAIN LINE:

1. NEW TRACKS IN SERVICE AT BURNHAM YARD

Effective 0600 05/04/2019, new track 5 and new track 6 will be in service. The lead on the west end and the lead east end of the yard has been reconfigured. Please see the diagram below for details.



KANKAKEE LINE:

NONE

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 West Side of MA07 at Michigan Avenue yard due to close clearance with bridge support.
- Employees are prohibited from riding equipment **on the North Side** of 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:

- Use caution when walking in the vicinity of the west end of the Cast Armor Lead – ongoing construction.
- 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.

RAIL LYING ALONG TRACKS AT THE FOLLOWING LOCATIONS:

- Rail lying in the gauge of the rail at Calumet City Yard Track No.1.
- 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.
- 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:

- **Blue Island Classification yard – Tracks 1 through 9 – Ongoing tie installation.**
- 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 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:

- ARGO – MP 26.65 walkway on bridge between No.2 Track and siding and on the siding is out of service – Walkway out of service signs are displayed.
- Along No.2 track – west and east side of the CN Railroad crossing at Grade – excavation (MP 27.5)
- Proviso Lead at Argo – East side of the track next to North Proviso Lead MP 26.8.
- Southeast Wye at CP Canal – Crews must watch for low hanging wires near walkway.
- Between the WAS at CP 341 and 16th Street (MP 33.8) – open trench on the field side (east) on Controlled Siding.
- 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 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:	2018-004 10-25-18	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.10 03-11-2019

SAFETY

Transportation Safety Rule 1005 - Modified

Effective 0600 5/20/2019, employees must make the following changes to Safety Rule 1005 on page 1.

1005. While on-duty, employees are prohibited from wearing the following types of jewelry:

- Facial piercings
- Necklaces
- Bracelets
- Metallic finger rings. Finger rings manufactured from soft materials, like silicone or other similar materials, are permissible.
- Earrings that dangle or hang below the ear lobe in any manner. Studded type earrings are permissible, if a supervisor determines a certain studded type earring presents a safety hazard the employee must comply with the supervisor's instructions.

TIMETABLE:

Special Instruction 2114 Inspecting Passing Trains – Ground Inspections - Added

Effective 0600 5/11/2019, employees must add the following rule to page 55 of IHB Timetable No. 1 Revision No. 7. Foreign Line Crews add instruction to CORA Guide Page IHB – 7 add change title to read “6.29.1 Inspecting Passing Trains - Ground Inspections”.

2114 Inspecting Passing Trains – Ground Inspections (GCOR 6.29.1)

When a train is stopped and is met or passed by another train, a crew member must inspect the passing train from the ground. If determined unsafe to do so from the ground, the inspection of the passing train may be made in a safe position from the platform of the lead locomotive.

OPERATING RULES

NONE

AIR BRAKE AND EQUIPMENT HANDLING

Securing Equipment at the Gibson Auto Yard – Notice – REVISED 10/22/2018

Effective 0600 10/23/2018, at the Gibson Auto Yard air brake rules 5500 and 5501 are suspended. When securing cars at the Gibson Auto Yard all crews will be governed as follows:

- When securing a train, all locomotive handbrakes must be applied and 4 handbrakes on rail cars. If locomotives are cut away all hand brakes must be applied on the locomotives and 4 handbrakes are required on the rail cars.
- During switching movements, use the following table when securing equipment:

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

When coupling tracks, remove the four handbrakes from the end of equipment being shoved and leave 4 handbrakes applied on the equipment being coupled to. When doubling over to another track after coupling, remove all handbrakes.

HAZMAT

NONE

ERG

NONE

ON-TRACK SAFETY MANUAL

NONE

F. OTHER INSTRUCTIONS

1. AT CP ARGO MP 26.84– WALKWAYS ON ALL UG BRIDGES IN THE VICINITY OF MP 26.79 TEMPORARILY OUT OF SERVICE ON ARGO EXTENSION AND NO. 2 TRACK – EFFECTIVE 0600 04/17/2019

At CP Argo, walkways on under grade bridge between No. 2 Track and Argo Extension and walkways between Argo Extension and field side in the vicinity of MP 26.79 are out of service. No employee may walk or ride equipment while these walkways are out of service. Movement must stop and employee riding the side of equipment must dismount in a safe location, request adjacent track protection from IHB West Dispatcher on No. 2 Track and No. 1 Track, and walk between No. 2 Track and No. 1 Track or on the field side of No. 1 Track or Proviso Lead. Remount equipment only after movement has stopped and continue operation as originally intended.

2. REPORTING CLOSE CLEARANCE CONDITIONS

If close clearance conditions are discovered, promptly notify Donald Bolster at 219-989-4915. Be prepared with the following information: location (i.e., industry name or yard), track name/number, and details describing the condition. If leaving a message, include your name and a phone number where you can be reached in case it is necessary to ask further questions about the close clearance condition.

**James E. Gidney, Superintendent of Transportation
End of Daily Operating Bulletin 5-24**

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: _____