

IHB DAILY OPERATING BULLETIN No. 12-10
0600 CST Monday, December 10, 2018

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

Bulletin Orders In Effect:	S-35					
Circular Notices In Effect 2018:	No.	1	Through	No.	10	
IHB Timetable:	No. 1 Effective 0001, CST February 1, 2016					
General Orders In Effect:	None					
S7A – Transportation Safety Rule Of The Day:			1703			
S7C – Maintenance Of Way Safety Rule Of The Day:			64.11			
GCOR Operating Rule Of The Week:			7.2			

A. FORM A: TEMPORARY SPEED RESTRICTION(S)

Locations At/Between	Track				
	Single Track	#1 Track	#2 Track	#3 Track	Southwest Wye
IHB MAIN LINE:					
NONE					
Kankakee Line:					
NONE					

B. FORM B: WORKING LIMITS

IHB MAIN LINE:
<u>Between WAS at CP 28 and EAS at CP Ryan From 0700 to 1600 CST - EIC M-88</u> No.1 Track will be obstructed for maintenance. For eastward movements Yellow-Red Flags (5.4.3) and Red flags (5.4.7) will be displayed per rule. For westward movements Yellow-Red Flags (5.4.3) will be displayed at EAS CP Gibson 2600 feet east of red flag located at WAS CP 28 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.
<u>Sohl Avenue Automatic Warning Devices - Westward Movements on 7 Lead and 8 Lead</u> When operating in a westward direction on 7 Lead and 8 Lead while approaching Sohl Avenue operation of automatic warning devices may be delayed. GCOR 6.32.1 and GCOR 6.32.2 will govern movements approaching Sohl Avenue.
KANKAKEE LINE:
<u>At Calumet From 0700 to 1700 CST - EIC M-54</u> No.1 Track and No.2 Track will be obstructed for maintenance. For eastward movements Yellow-Red Flags (5.4.3) and Red Flags (5.4.7) will be displayed per rule. For westward movements Yellow-Red Flags (5.4.3) will be displayed at EAS CP 502 8871 feet east of red flag located at WAS Calumet 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:
NONE
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 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:

- Caution while driving or walking the Michigan Ave Cast Armor Lead – grading of fire road.
- Michigan Ave Tracks No.00, No.1 and No.2 – uneven footing due to ongoing construction.
- Michigan Ave between No.23 and No.25 tracks – excavation and ongoing construction.
- Around the Cast Armor Lead – North end south side.
- 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.
- 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.

RAIL LYING ALONG TRACKS AT THE FOLLOWING LOCATIONS:

- Rail lying in the gauge of the rail in Michigan Avenue Tracks No. 1, 2, 3, 4, 7 and 8.
- Rail lying in the gauge of the rail at Burnham in Track No. 8.
- Track No. 25 at Michigan Avenue – Do not walk along the fence on Track 25 due to laid out rail
- 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:

- Access crossing temporarily removed on the Single Main at MP 6.85 due to ongoing construction.
- 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.
- 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:

- 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:

- 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.
- 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:	2018-004 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.9 7-12-18

SAFETY

NONE

TIMETABLE:

NONE

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

NONE

**J.R. Spano, General Superintendent
End of Daily Operating Bulletin 12-10**

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: _____