

IHB DAILY OPERATING BULLETIN No. 10-02

0600 CDT Wednesday, October 2, 2024

IHB is non-Positive Train Control (PTC) territory. Abide by GCOR 6.8 when a signal aspect is displaying a Stop indication.

Bulletin Orders In Effect:	S-42	Current Security Alert Level: 1 – HEIGHTENED SECURITY AWARENESS				
Circular Notices In Effect 2024:	NONE					
IHB Timetable:	No. 3 Effective 0600, CDT 3-29-2021					
GENERAL ORDERS IN EFFECT:	NONE					
S7A – Transportation Safety Rule Of The Day:			1004			
S7C – Maintenance Of Way Safety Rule Of The Day:			62.16.4			
GCOR Operating Rule Of The Week:			6.19			

A. FORM A: TEMPORARY SPEED RESTRICTION(S)

Locations At/Between				
IHB MAIN LINE:	No.1 Track	No.2 Track	Single Main	Southwest Wye
NONE				
Kankakee Line:				
NONE				

B. FORM B: WORKING LIMITS

IHB MAIN LINE:
At CP Dolton From 0700 to 1500 CDT – EIC M99 No.1 Track and No.2 Track will be obstructed for maintenance. 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.
KANKAKEE LINE:
NONE

C. MALFUNCTIONING HIGHWAY/PATHWAY WARNING DEVICES

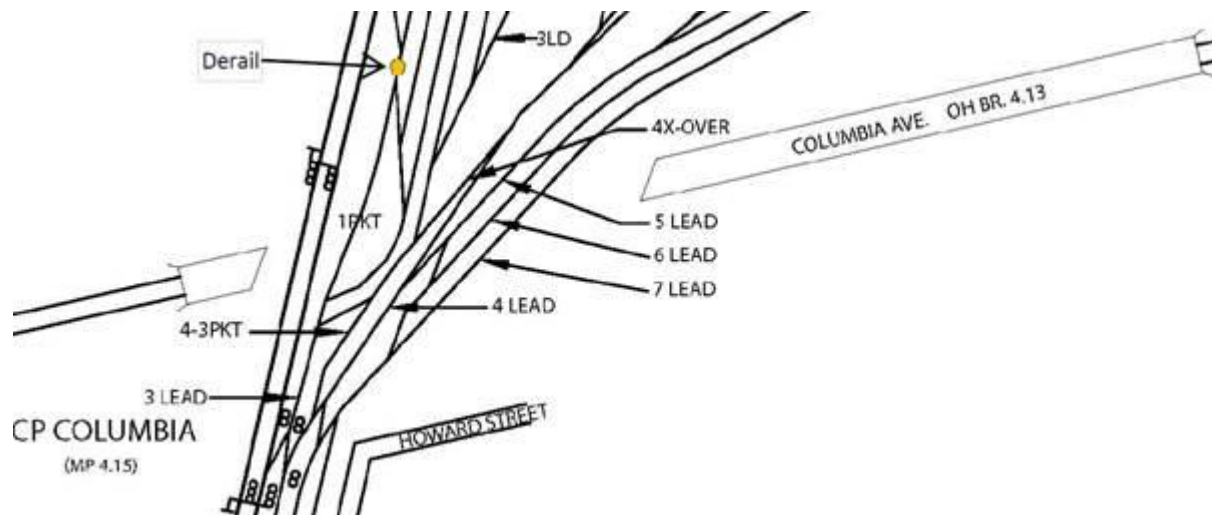
IHB MAIN LINE:
NONE
KANKAKEE LINE:
1. AT 165th Street (MP 4.53) – AUTOMATIC HIGHWAY WARNING DEVICES OUT OF SERVICE UNTIL FURTHER NOTICE Automatic highway warning devices out of service at 165 th Street No. 2 Track westward movements only . No flagger will be present to provide on-ground warning. Trains must provide on-ground warning per Rule 6.32.2 B, Procedure 1.

D. PHYSICAL CHARACTERISTICS CHANGES

IHB MAIN LINE:

1. Gibson Yard – (MP 4.13) New Hand-Operated Fixed Derail Installed:

New hand-operated fixed derail has been installed approximately 20 feet east of the 1 Pocket switch. The derail will only be utilized by the Mechanical Department for blue signal protection or Engineering Department for inaccessible track protection and will be locked in the non-derailing position when not in use.



2. Shlinger Switch (MP 19.18) - OUT OF SERVICE UNTIL FURTHER NOTICE:

The Shlinger switch is out of service until further notice. The switch is lined and locked for New Process Steel.

KANKAKEE LINE:

NONE

E. 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 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 at Gibson Auto Yard. Close clearance signs have been placed on the affected switch stands.
- Automatic derails west end of Potash Yard – no riding of equipment
- Switch position indication lights for the radio-controlled switches on Track 22 at Gibson Auto Yard will not clear man on side of car on Track 23.

WALKING CONDITIONS:

- Relay Yard East End – uneven walking conditions due to road work along No.24 Track and the new crossing.
- Relay Yard – Track panels and material laying between No.24, No.25 and No.26 tracks on the east end.
- Relay Yard – Track panels and material laying along the fire road next to No.23 Track.

RAIL LAYING ALONG TRACKS AT THE FOLLOWING LOCATIONS:

- Along Track 00 and 2 main between CP 28 and CP Columbia

- Along No.1 Track at CP Gibson
- Along No.1 and No.2 Tracks between CP Columbia and Sohl Street.
- Michigan Ave – Track No.24 on the field side – Along east side of track.

OTHER:

- At the east end of Gibson Auto Yard - Use caution when walking in the vicinity of the Indianapolis Blvd. overhead bridge between the No.9 switch and the south side of the bridge abutment – stay outside of the concrete barriers due to reports of falling debris.
- Safety glasses and hearing protection are required in the Round House in all areas, at all times except for the lunchroom.
- A permanent derail has been applied 95' north of Indiana Dock switch on the American Terminal track.

BLUE ISLAND TERMINAL DISTRICT

CLOSE CLEARANCE:

- East end of Blue Island 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 at Blue Island Yard on Tracks BNY1 and BNY2 in the North Yard west end curve.
- Close clearance conditions at Blue Island Yard 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:

- East Pass-Between Central Ave (MP 19.90) and W.A.S. at CP Ridge, be aware of a pipe sticking out of the ground
- Alsip Lead MP 18.75 – Between the switch and derail, be aware for pipe sticking out of the ground.

RAIL LAYING ALONG TRACKS AT THE FOLLOWING LOCATIONS:

- Rail laying along No.1 and No.2 Tracks between the Old Roundhouse and Ashland.
- Rail laying along No. 1 and No. 2 Tracks between Ashland Ave. UG BR. (MP 12.93) to MP 13 and MP 18.
- Rail laying along No.1 and No.2 Tracks between MP 14 and BI Jct.
- Rail laying along No.1 and No.2 Tracks between State Line and CP 98

OTHER:

- Be aware of falling concrete/debris around the Halsted Street OH 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).

WALKING CONDITIONS:

- West and East of Archer Bridge – Along the Inbound Wye and Outbound Wye due to open excavation.
- Uneven footing along No.3 Track at 71st Street due to tie installation.
- Turnout staged next to Inbound/Outbound switch on east end of Argo Yard.
- Be aware of track material and excavation work between Shawmut and EAS at CP 309 along No.3 main.
- Be aware of tie plates and crosstie piles north of No. 1 Track just West of Resource Management (located between Southwest Highway OH Bridge MP 21.34 and Harlem Ave OH Bridge MP 22.40).
- Be aware of tie plate piles next to No. 1 and No. 2 Track at MP 22.50
- Be aware of uneven footing around the east end of the Argo New Yard along the Working Lead.
- **Be aware of uneven footing due to construction on the landing pad/crew change pad at 71st Street (approximately MP 25.77).**
- Proviso Lead at Argo – East side of the track next to North Proviso Lead MP 26.8.

RAIL LAYING ALONG TRACKS AT THE FOLLOWING LOCATIONS:

- Rail laying along No.1 and No.2 Tracks between CP 309 and CP 328.
- Rail laying along No.1 Track Between CP Ridge and CP 258
- Rail laying along No. 1 and No. 2 Tracks at MP 22.50.

OTHER:

- The lights have been removed in the New Yard at Argo for the B9 Project. Temporary lights will be implemented until the project is completed.

F. UPDATES TO DEPARTMENT OPERATING MANUALS**C.O.R.A. REVISIONS:**

BRC:	3-6-2024 2024-001	BNSF:	5-01-2023	CN:	5-01-2023	CP:	5-01-2023	CSXT:	4-01-2024
GCOR:	5-01-2023	METRA:	1-24-2024 2024-001	NS:	4-09-2023 v 8.1	UP:	5-01-2023	IHB:	5-01-2023

SAFETY**1. TRANSPORTATION SAFETY RULE 1008 – ADDED 8/27/2024:**

Effective 0600 8/27/2024, Transportation Safety Rule 1008 has been added to page 3. Below is new Transportation Safety Rule 1008:

1008. Gloves must be worn when:

- Mounting, dismounting, or riding equipment or the steps or platforms of a locomotive, or
- Operating a hand brake, or
- Operating switches or derails, or
- Operating a cutting lever.

Note: Gloves must be worn when interacting with equipment, cover the entire hand, have fingers (mittens are prohibited), and be suitable for the work environment.

2. TRANSPORTATION SAFETY RULE 1009 – ADDED 8/27/2024:

Effective 0600 8/27/2024, Transportation Safety Rule 1009 has been added to page 3. Below is new Transportation Safety Rule 1009:

1009. Employees involved in train operations must use a lantern, flashlight, or headlamp when sunlight is inadequate. Employees in break rooms or riding in cabs are exempt.

3. TRANSPORTATION SAFETY RULE 1751 – ADDED 8/27/2024:

Effective 0600 8/27/2024, Transportation Safety Rule 1751 has been added to page 14. Below is new Transportation Safety Rule 1751:

1751. Applying or releasing a hand brake on moving equipment is prohibited.

TIMETABLE

NONE

OPERATING RULES

NONE

AIR BRAKE AND EQUIPMENT HANDLING

NONE

HAZMAT

NONE

ERG

NONE

ON-TRACK SAFETY MANUAL

NONE

DISPATCHER'S MANUAL

NONE

G. OTHER INSTRUCTIONS

1. EJ&E BRIDGE 631

Prior to traversing the CN Calumet Spur (CN Track leading up to EJ&E Bridge 631) a crew member must contact the Michigan Avenue Yardmaster between the hours of 0630 and 2200 or the Gibson West End Yardmaster between the hours of 2200 and 0630 to get permission to operate on the Calumet Spur. The Yardmaster must receive permission from the CN prior to authorizing movements on this track. Below is the contact information for the CN:

- Kirk Field Transportation Manager – (312)-448-0090
- Kirk Tower Transportation Manager – (219)-883-4328

2. PAXTON AVENUE – DO NOT BLOCK:

Trains must not block Paxton Avenue per Timetable Special Instruction 2410. Please ensure all precautions are taken to prevent blocking Paxton Avenue.

3. 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.

4. SAFETY CONDITIONS AND CONCERNS

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

Kiley Hinds, General Superintendent
End of Daily Operating Bulletin 10-02

IHB Movement Permit

IHB MOVEMENT PERMIT NUMBER H _____

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 _____, EIC _____

_____ Track out of service between/at _____, EIC _____

3. _____ line _____ Track obstructed for maintenance between/at _____

_____ line _____ Track obstructed for maintenance between/at _____

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 _____

On _____ track between _____ and _____ DSPR _____ Time _____

5. Trains or track cars ahead _____

Track car proceed past Stop Signal(s) at _____

Other

6. Protect crossing(s) at _____ MP _____ Per Rule 6.32.2 B Procedure _____

7. Other instructions and/or information: _____

Dispatcher: _____ Time Effective: _____

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

Initial Transmission

_____ with engine _____ has EIC- _____'s permission to enter limits and pass the red flag at _____, track ____ (to track ____) in a(n) _____ direction and:

Circle one of the below:

- Proceed at Maximum Authorized Speed through my limits.
- Proceed at Restricted Speed through my limits.
- Do not exceed _____ MPH through my limits.
- Do not exceed ____ MPH between/at _____ and _____.
- Stop at _____ until additional instructions are received.

Men and equipment are clear of track _____.

If applicable: (You have my permission on multiple restarts.)

Initials _____

Time _____

Restart

_____ with engine _____ has EIC- _____'s permission on the restart at _____, track ____ (to track ____) in a(n) _____ direction and:

Circle one of the below:

- Proceed at Maximum Authorized Speed through my limits.
- Proceed at Restricted Speed through my limits.
- Do not exceed _____ MPH through my limits.
- Do not exceed ____ MPH between/at _____ and _____.
- Stop at _____ until additional instructions are received.

Men and equipment are clear of track _____.

If applicable: (You have my permission on multiple restarts.)

Initials _____

Time _____

Initial Transmission

_____ with engine _____ has EIC-_____’s permission to enter limits and pass the red flag at _____, track ____ (to track ____) in a(n) _____ direction and:

Circle one of the below:

- Proceed at Maximum Authorized Speed through my limits.
- Proceed at Restricted Speed through my limits.
- Do not exceed _____ MPH through my limits.
- Do not exceed ____ MPH between/at _____ and _____.
- Stop at _____ until additional instructions are received.

Men and equipment are clear of track _____.

If applicable: (You have my permission on multiple restarts.)

Initials _____

Time _____

Restart

_____ with engine _____ has EIC-_____’s permission on the restart at _____, track ____ (to track ____) in a(n) _____ direction and:

Circle one of the below:

- Proceed at Maximum Authorized Speed through my limits.
- Proceed at Restricted Speed through my limits.
- Do not exceed _____ MPH through my limits.
- Do not exceed ____ MPH between/at _____ and _____.
- Stop at _____ until additional instructions are received.

Men and equipment are clear of track _____.

If applicable: (You have my permission on multiple restarts.)

Initials _____

Time _____