

INDIANA HARBOR BELT

The Definitions and Rules Listed Apply to Operating in the Chicago Area
THE IHB IS GOVERNED BY NORAC OPERATING RULES EXCEPT AS MODIFIED HEREIN.

SPECIAL INSTRUCTIONS

TIME: The Indiana Harbor Belt Railroad uses the 24 hour clock in the Central Time (CT) Zone

BULLETIN ORDERS

Employees must have a copy of each Indiana Harbor Belt Railroad Bulletin Order in effect with them while on duty.

Effective 0001 CT, on the first Sunday of each month, a Summary Bulletin Order will be issued repeating all Bulletin Order paragraphs continuing in effect, sequence number prefixed by letter S.

IHB DAILY OPERATING BULLETIN

A Daily Operating Bulletin will be issued effective 0600 CT daily. Before occupying the IHB Railroad, train crews or employees in charge of on-track equipment must possess a copy of the current Daily Operating Bulletin (**DOB**). These employees must contact the train dispatcher to verify the current DOB and obtain any additional information or restrictions affecting the movement of their train or equipment. Instructions and definitions governing a Bulletin Order are applicable to the Daily Operating Bulletin.

CREW QUALIFICATIONS

Crews not qualified to destination must so notify the IHB Dispatcher before entering the IHB Railroad.

ROUGH TRACK

Rough track conditions must be immediately reported to the train dispatcher.

RADIO LOCATION AND MONITORING

Trains operating over the Indiana Harbor Belt Railroad that are equipped with Indiana Harbor Belt Radio Channels will monitor and transmit on the following AAR channels when operating in territories controlled by employees listed below:

IHB Employee.....AAR Display

IHB East Train Dispatcher	25
IHB West Train Dispatcher.....	58
Blue Island Yardmaster	58
Gibson West End Yardmaster.....	95
Blue Island Hump Yardmaster	97

RADIO SYSTEM

To contact the train dispatcher by radios equipped with touch tone pad, press 5 to access IHB Dispatcher. For emergencies, press 911.

IHB DISPATCHER CENTER

IHB East Dispatcher (Channel 25) controls the following territory:

IHB Mainline

CP Ivanhoe to Ashland Avenue.
Gary & Western No. 3 and 4 CP Ivanhoe to CP Gibson.

Kankakee Line

Between CP 502 and Osborn (NS Crossing).

Calumet City Industrial

Between and including CP North Stateline and CP Stateline.

Running Tracks

Listed on page IHB-14

Industrial Tracks

Blue Island Industrial Tracks No. 1 and 2
School Street to Ashland Avenue.

IHB East Dispatcher

Phone: 708-832-2087.
Fax: 708-832-2134.

Form D numbering sequence:

IHB East Train Dispatcher
Form D No. Sequence.....H 101 to H 199

IHB West Train Dispatcher
Form D No. Sequence.....H 201 to H 299

Note: The letter "H" Will precede all numbers and begin with the sequence shown above.

Telephone Numbers

When calling the IHB Operations Center at Calumet City, the following will apply:
From a Gibson extension:(5-xxxx).
From a Blue Island extension and network (SMART or RNX):(8-8-481-xxxx).
From an outside line:.....(708-832-xxxx).

IHB West Dispatcher (Channel 58) controls the following territory:

IHB Mainline

Ashland Avenue to B-12 (CP)
CN Connection Track CP Grand to B-12

Industrial Tracks

Blue Island No. 1 and 2 Ashland Avenue to CP Harvey.
Argo Industrial Track.
No. 21 CP Mc Cook to CP Hill.

IHB West Dispatcher

Phone: 708-832-2165
Fax: 708-832-2137.

Radio Channel Coverage

All IHB territory east of CP Grove will operate on AAR Channel 25-25 including the IHB East Train Dispatcher, Grasselli Tower, Calumet Tower and Michigan Avenue Yardmaster.

All IHB territory west of CP Grove will operate on AAR Channel 58-58 including the IHB West Train Dispatcher, Dolton Tower, Blue Island Yard and B I Jct.

Telephone Numbers From outside line:

Manager Train Operations.....708-832-2082
From BI and Network.....8-8-481-2082
From Gibson.....5-2082
Asst.. Chief Dispatcher708-832-2083
From BI and Network.....8-8-481-2083
From Gibson.....5-2083
Conference Desk708-832-2130
From BI and Network.....8-8-481-2130
From Gibson.....5-2130
Fax: Train Operations708-832-2133
From BI and Network.....8-8-481-2133
From Gibson.....5-2133

1. Foreign railroads, Planning/Operation Centers will contact IHB Operations Center, Manager of Train Operations at extension 2082.
2. Train crews and all others will contact the IHB Operations Center, Asst.. Chief Train Dispatcher, at extension 2083.
3. In case of an emergency either extension may be contacted.

RESTRICTED SPEED

Unless otherwise restricted, maximum speed on running, industrial, siding and yard tracks is Restricted Speed not exceeding 10 MPH except, when operating on the following tracks trains and engines must be operated at Restricted Speed not exceeding:

<u>No. 3 Running Track</u>	
CP Gibson to Hohman Int	15 MPH
<u>No. 3 and No. 4 Running Tracks</u>	
Hohman Int to CP Calumet Park.....	20 MPH
<u>Blue Island Industrial Tracks:</u>	
No. 1 and No. 2 Industrial Tracks	
School Street to CP Harvey.....	20 MPH
<u>No. 21 Track</u>	
CP McCook to CP Hill	20 MPH

SPECIAL SPEEDS

Trains containing 30 or more cars of coal, ore (except aluminum ore), stone or sand	30 MPH
Trains with loaded ore cars less than 25 feet in length	30 MPH
Trains with Hot Metal Cars	
Loaded/Empty on Main Tracks	15 MPH
Through Yard tracks and Interlockings.....	10 MPH

SIGNAL ASPECTS AND INDICATIONS

242. ABSENT OR IMPERFECTLY DISPLAYED SIGNALS

Rule 242 is not in effect for dwarf signals unless all lights in the dwarf signal are out. If this occurs, the signal must be regarded as the most restrictive indication that can be given by that signal. When one or more lights are displayed, their indication will govern.

503. AUTOMATIC BLOCK SIGNAL SYSTEM

Train movements may be made against the current of traffic one train length beyond a home signal of an interlocking or a main track hand operated switch to proceed in the opposite direction, after receiving permission of the train dispatcher or operator, when authorized by the train dispatcher.

EQUIPMENT - WEIGHT RESTRICTIONS

Cars having a gross weight in excess of that listed below must not be operated without specific authority of the Superintendent of Transportation.

IHB Mainline	
CP Ivanhoe to B I Junction.....	286,000 lbs.
B I Junction to CP McCook.....	315,000 lbs.
CP McCook to Franklin Avenue.....	286,000 lbs.

Note: Loaded DM&IR ore cars are restricted to Track 21.

Kankakee Line	
CP 502 to Osborn	286,000 lbs.

EQUIPMENT - CLEARANCE RESTRICTIONS

Shipments having maximum heights of 20'4" above the top of rail and maximum widths of 10'10" can be accommodated on the IHB Mainline, except as indicated in the table as follows:

Addison Creek - MP33.9 CN Overhead Bridge at Broadview MP33.9

Equipment exceeding 19 feet in height must not operate on the West Pass between 22nd Street and Broadview.

Track No. 2		Track No. 1		Track 21		West Pass	
Width	ATR	Width	ATR	Width	ATR	Width	ATR
11'0"	20'4"	11'0"	20'4"	11'0"	20'4"	11'0"	19'0"
11'0"	3'9"	11'0"	4'0"	11'0"	3'0"	11'0"	3'0"
11'0"	3'6"	10'11"	3'6"	10'8"	2'6"	11'0"	2'6"
10'10"	3'0"	10'9"	3'0"	10'6"	1'0"	10'6"	1'0"
10'4"	2'0"	10'4"	2'0"	10'2"	0'3"	10'0"	0'3"
9'10"	1'0"	9'10"	1'0"	9'9"			
9'8"	0'3"	9'8"	0'3"	9'4"			

ATR = Above Top of Rail

Kankakee Line

Maximum width permitted on No. 2 Track between Calumet Interlocking and Dickey Road is 11 feet 0 inches.

Argo Industrial Track

Shipments having maximum heights of 20 feet 4 inches above top of rail and maximum widths of 11 feet 0 inches can be accommodated.

Entire IHB Railroad

Shipments exceeding those listed above must be cleared through the Blue Island Clearance Bureau. Unless otherwise specified, all dimensional open-top loads must be run on head-end of train. Conductors of trains handling restricted dimensional shipments must contact the IHB Train Dispatcher for any additional instructions before entering the IHB Railroad.

19. WHISTLE SIGNAL

Within the State of Illinois, except in emergency, enginemen are relieved of sounding engine whistle signal NORAC Rule 19(b) for public crossings that are protected by automatic crossing protection except at the following locations:

IHB Mainline: Chestnut Avenue

Within the State of Indiana, it is necessary to ring engine bell and sound engine whistle signal **Rule 19(b)** at all crossings. In addition, enginemen will sound engine whistle signal **Rule 19(b)** when approaching the two Inland Steel private road crossings at grade located 555 feet and 765 feet south of NS main tracks at CP 502 Indiana Harbor. In the event the whistle and/or bell become inoperative, the locomotive must stop before each crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided.

TORPEDOES

Torpedoes will not be used on IHB RR.

ELECTRICALLY LOCKED SWITCHES

After obtaining permission the procedure to operate electrically locked switch is as follows:

1. Unlock switch lock and remove.
2. When light comes on top of lock operate hand throw lever to reverse switch (if light does not come on, wait 7 minutes for light and then try lock.)
3. After movement through turnout return switch to original position.
4. Depress latch and restore padlock.
5. When on main track move within 50 feet of switch point to release electric lock and proceed with steps 1 through 4.

SEMI-AUTOMATIC SWITCHES

All semi-automatic switches must be properly lined by hand before use in either direction.

HAND OPERATED SWITCHES CONNECTED WITH MAIN TRACK

At locations listed below, hand-operated switches may be left in reverse position when authorized by Form D, Line 13, to "leave switch (or crossover switches) at _____(location) in reverse position." Before the Form D, Line 13, is issued, blocking devices must be applied to interlocking or controlled point signals authorizing movement in the direction of the switch to be left in reverse position.

In ABS 251 territory, a movement against the current of traffic must not be authorized in the direction of the switch (or crossover) left in reverse position without being issued a Form D, Line 13, stating "switch (or crossover switches) at _____ (location) in reverse position. Return to Normal position" or "Leave in reverse position." Form D, line 2, authority must end at or short of the switch left in the reverse position.

A movement must not be authorized in the direction of a switch (or crossover) left in reverse position protected by signal indication in ABS 251 or 261 territories until the Dispatcher notifies the crew of the specific location and track number of the switch (or crossover) left in reverse position. The Dispatcher must instruct the crew to "line the switch (or crossover switches) to normal position" or "leave switch (or crossover switches) in reverse position." Example: "Switch at 82nd Street in reverse position. Line switch to normal position."

When a crew reports to the Dispatcher that a switch (or crossover switches) has been lined to normal position, the Dispatcher must record in red ink on the original Form D the following information:

1. The number of the Form D which contained the instruction "Return to normal position," if movement was against the current of traffic.
2. Time switch returned to normal position.
3. Name of employee.

Switch Name	Mile Post	Track Number(s)	Rule in Effect
Gary and Western			
Pass	2.1	4	261
Shell Lead	2.8	Single	261
Wireton.....	16.5.....	2	261
East Pass	20.2.....	2	261
82nd street	24.5.....	2	261
Argo.....	27.4	1 and 2	261
CN Wye	27.4.....	1	261
CN NW Conn. Switch.....	27.8.....	1	261
Superior.....	29.8.....	2	261
22nd Street	32.9.....	1	251
Broadview	33.9	1 and 2	251
Madison.....	35.1.....	1	251
Lake Street.....	36.3.....	2	261

PROTECTION WHEN FOULING OR WORKING ON A TRACK

The train dispatcher will use NORAC Rules 133 and 135 for the protection of Roadway Workers when fouling or working on the following Running Tracks:

- No. 3 Running between CP Gibson and Roundhouse Lead Interlocking
- No. 4 Running between Osborn Jct. and Roundhouse Lead Interlocking
- Mc Connection Track Between Roundhouse Lead Interlocking and CP Mc Conn.
- No. 3 between Hohman Interlocking and CP Calumet Park
- No. 4 between Hohman Interlocking and CP Calumet Park

141. INACCESSIBLE TRACK

Roadway Workers may establish working limits in accordance with NORAC Rule 141 on the Industrial Tracks listed below:

- No. 1 and No. 2 Blue Island Industrial Tracks between School St. and CP Harvey.
- No. 21 Track between CP McCook and CP LaGrange and between CP LaGrange and CP Hill.

950. REPORTING REQUIREMENTS

All crews operating on the IHB Railroad with Foreign Line locomotives with IHB destinations must, before leaving their train, provide the following information:

Fuel Readings of all locomotives in consist,
and

Status of consist:

1. Is Lead unit equipped to continue as a lead unit and is all equipment functional
2. Is Rear Unit equipped to be a lead unit and is all equipment functional, which direction is Rear Unit facing,
3. Are any Units tagged non-complying, shut down, or otherwise defective.

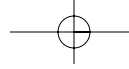
Report the above information as follows:

- Crews terminating Blue Island contact East End Yardmaster, Blue Island.
- Crews terminating Gibson, Calumet City, Calumet Park, and Gary & Western contact West End Yardmaster, Gibson.
- Crews terminating Michigan Avenue and Lakefront Yards contact Yardmaster at Michigan Avenue.

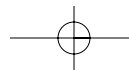
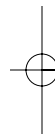
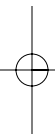
IHB RAILROAD HIGHWAY GRADE CROSSINGS

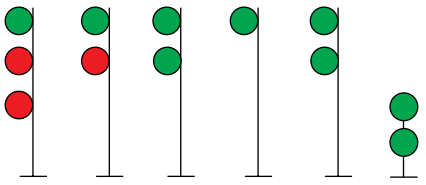
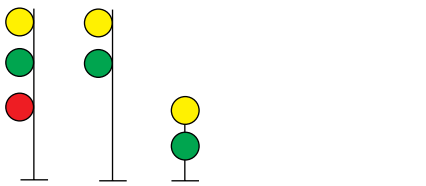
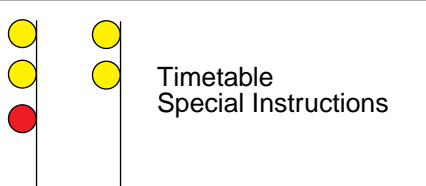
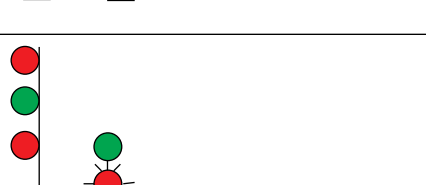
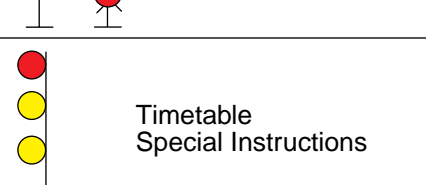

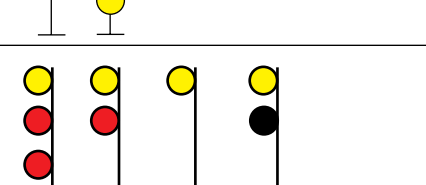
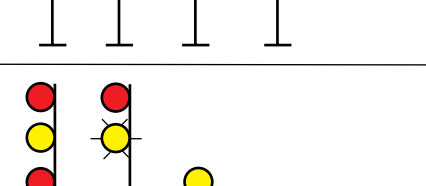
Kankakee Line

Street Name	Municipality
Dickey Road	East Chicago, IN
Michigan Avenue	East Chicago, IN
Chicago Avenue	East Chicago, IN
148th Street.....	East Chicago, IN
149th Street.....	East Chicago, IN
151st Street.....	East Chicago, IN
Roundhouse Crossing.....	Hammond, IN
165th Street.....	Hammond, IN
IHB Mainline	
Sohl Avenue	Hammond, IN
State Line	Hammond, IN










Street Name	Municipality
Martha Street	Burnham, IL
Paxton	Calumet City, IL
Cottage Grove Avenue	Dolton, IL
Lincoln Avenue	Dolton, IL
Indiana Avenue.....	Riverdale, IL
Thornton Road	Dixmoor, IL
Seeley Avenue	Dixmoor, IL
Western Avenue	Dixmoor, IL
Broadway.....	Blue Island, IL
123rd Street.....	Alsip, IL
Kostner Avenue	Alsip, IL
115th Street.....	Alsip, IL
Central Avenue.....	Chicago Ridge, IL
Ridgeland Avenue	Chicago Ridge, IL
71st Street.....	Bridge view, IL
East Avenue	McCook, IL
47th Street.....	LaGrange, IL
Cossitt Street.....	LaGrange, IL
Lincoln Avenue	LaGrange, IL
Shawmutt Avenue.....	LaGrange, IL
Harding Avenue.....	LaGrange Park, IL
31st Street.....	LaGrange Park, IL
Grand Avenue	Franklin Park, IL
Chestnut Avenue	Franklin Park, IL
Franklin Avenue.....	Franklin Park, IL



INDIANA HARBOR BELT BLOCK AND INTERLOCKING SIGNALS			
RULE	ASPECTS	NAME	INDICATION
281		CLEAR	Proceed not exceeding Normal Speed.
282		APPROACH MEDIUM	Proceed approaching next signal at Medium Speed.
		ADVANCE APPROACH	Proceed prepared to stop at second signal. Train exceeding Limited Speed must begin reduction to Limited Speed as soon as engine passes Advance Approach Signal Same as Rule 282a. Rule 284, figures C and C1 do NOT apply on IHB RR.
283		MEDIUM CLEAR	Proceed at Medium Speed until entire train clears interlocking or spring switches, then proceed at Normal Speed.
		MEDIUM ADVANCE APPROACH	Proceed prepared to stop at the second signal. Medium Speed within interlocking limits and through turnouts.
284		APPROACH SLOW	Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Slow signal.
285		APPROACH	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Signal.
286		MEDIUM APPROACH	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach signal is clearly visible.

INDIANA HARBOR BELT BLOCK AND INTERLOCKING SIGNALS			
RULE	ASPECTS	NAME	INDICATION
287		SLOW CLEAR	Proceed at Slow Speed until entire train clears interlocking or spring switches, then proceed at Normal Speed.
288		SLOW APPROACH	Proceed prepared to stop at the next signal. Slow Speed applies until entire train clears all interlocking or spring switches, then Medium Speed applies.
290		RESTRICTING	Proceed at Restricted Speed until the entire train has cleared all interlocking and spring switches (if signal is an interlocking or CP signal) and leading wheels have: 1. Passed a more favorable fixed signal or 2. Entered nonsignalled DCS territory.
291		STOP AND PROCEED	Stop, then proceed at Restricted Speed until the entire train has cleared all interlocking and spring switches (if signal is an interlocking or CP signal) and the leading wheels have: 1. Passed a more favorable fixed signal or 2. Entered DCS territory.
292		STOP SIGNAL	Stop. Does not convey block or track information
293b		APPROACH CLEAR	Proceed NOTE: Does not convey block or track information.
293c		APPROACH RESTRICTING	Proceed prepared to stop at next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Restricting signal. NOTE: Does not convey block or track information.

RULE	ASPECTS	NAME	INDICATION
296a		APPROACH SPEED LIMIT SIGN	Approach the Speed Limit Sign at a speed not exceeding the speed posted on the Approach Speed Limit Sign. Where a sign with two sets of numerals is posted, the higher speed applies to passenger trains, and the lower speed applies to freight trains.
296b		SPEED LIMIT SIGN	Proceed at speed posted on the Approach Speed Limit Sign until the entire train has passed the Resume Speed Sign.
296c		RESUME SPEED SIGN	Resume speed after the entire train has passed the Resume Speed Sign.
296d		Diverging Approach Speed Limit Sign	If routed to affected track, approach the Speed Limit Sign not exceeding the speed on the Diverging Approach Speed Limit Sign.
297		APPROACH SIGN	Proceed prepared to stop at the Stop Sign. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes Approach Sign.
297a		STOP SIGN	Stop unless permission is received as prescribed by Rule 135.
297d		Diverging Approach Sign	If routed to affected track, proceed prepared to Stop at the Stop Sign. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Diverging Approach Sign.

SIGNAL ASPECTS and INDICATIONS

277. General Requirements; Qualifying Features

The signal aspects and indications illustrated in Rules 281 through 297d govern the movements of trains and track cars. Other aspects must not be used unless shown in the CORA Guide with locations, indication, and name.

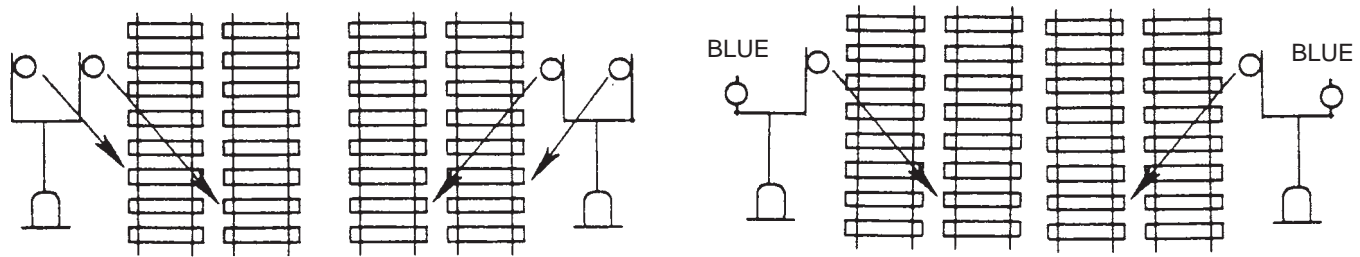
Aspects are shown by one or more of the following methods:

1. The color of lights.
2. The flashing of lights.
3. The shape color or lettering of signs.

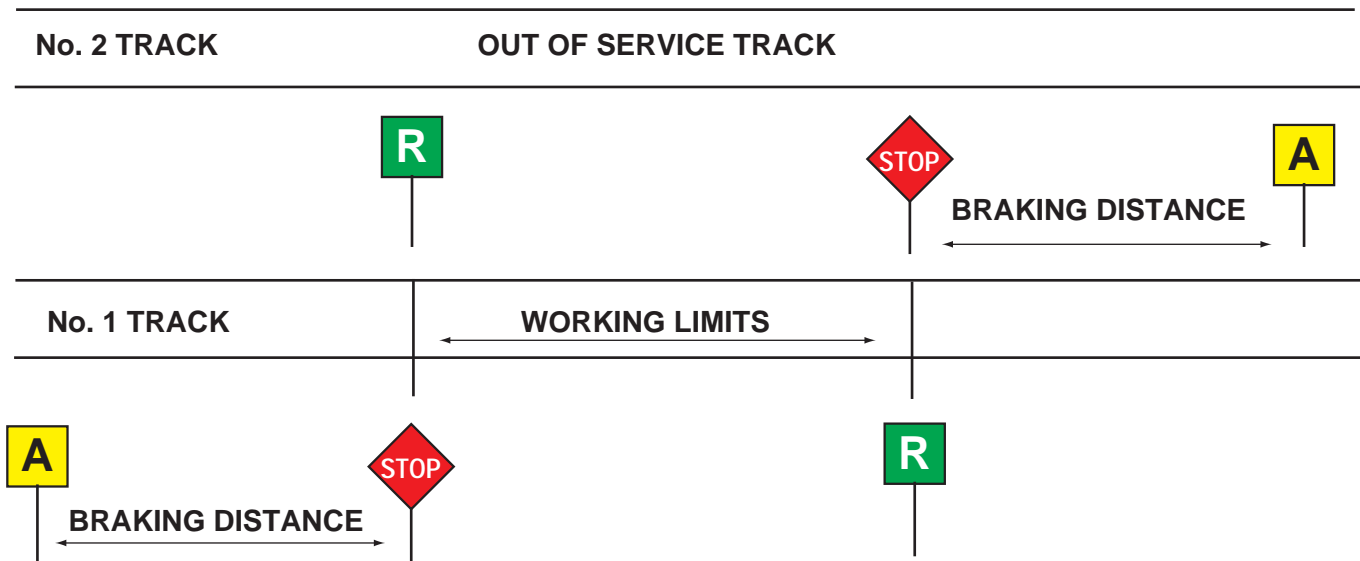
□ To indicate number plate ☀ To indicate flashing

Where signals are located on a bracket post to display aspects for two tracks, the right hand signal governs the track to the right, and the left hand signal governs the track to the left.

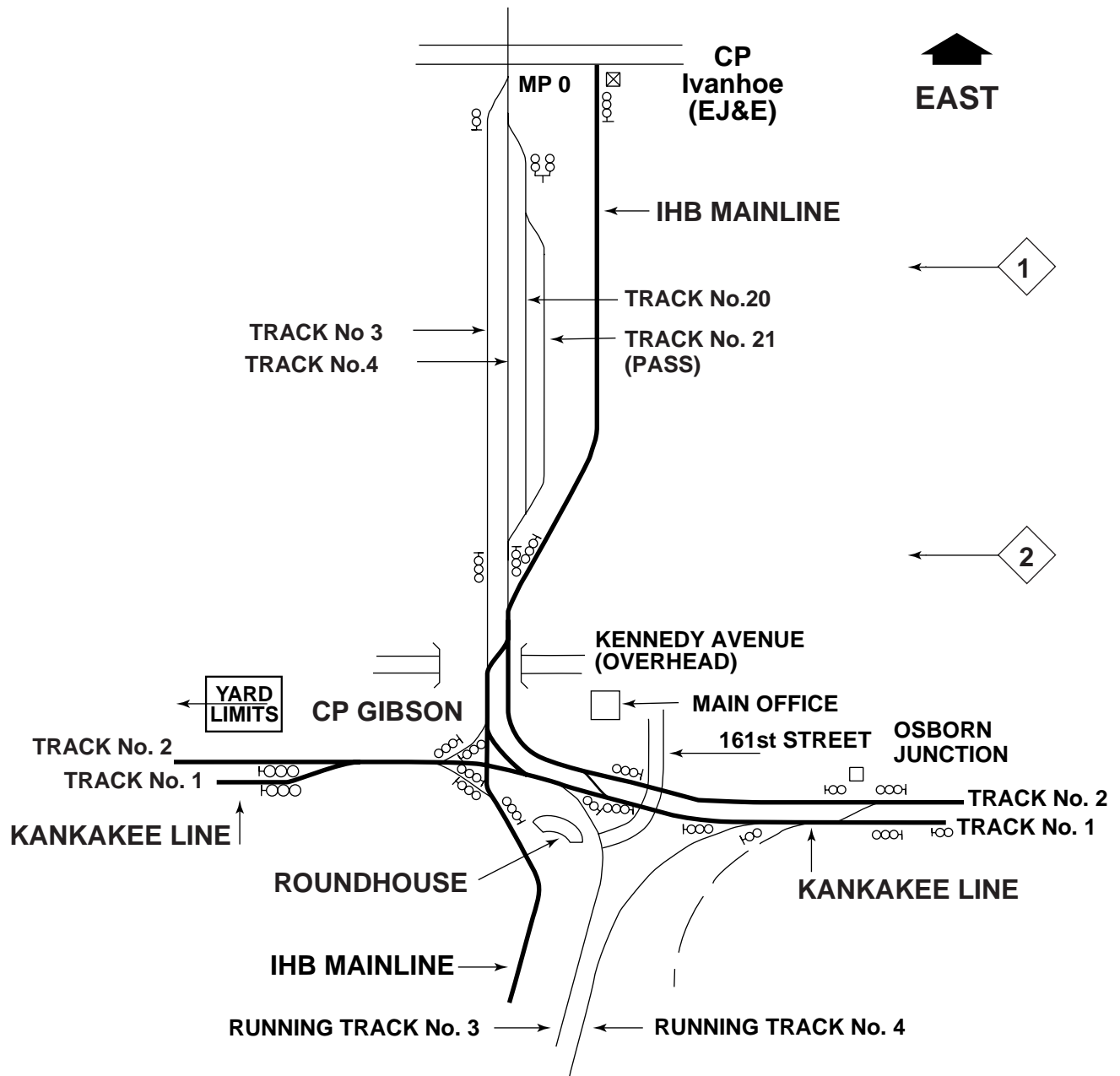
Where a track intervenes between the signal and the track governed, a dummy mast, marked by a blue light or reflector, will be placed to the field side of the signal.

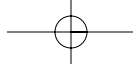


PROTECTION BY STOP SIGNS WHEN AN IN-SERVICE TRACK IS OBSTRUCTED FOR MAINTENANCE
 Placement of Approach, Stop, and Resume Speed Signs
 (in reference to NORAC Rule 135)



NOTES





**IHB MAIN LINE
CP IVANHOE TO CP GIBSON
MAXIMUM SPEED AND SIGNAL RULES**

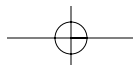
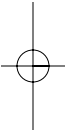
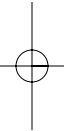
Maximum Speed At/Between:	MPH	Signal Rule
CP Ivanhoe	30	261
CP Ivanhoe and Hohman Interlocking Single Track	40	261
CP Ivanhoe and CP Gibson tracks 3 and 4	30	261

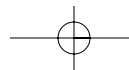
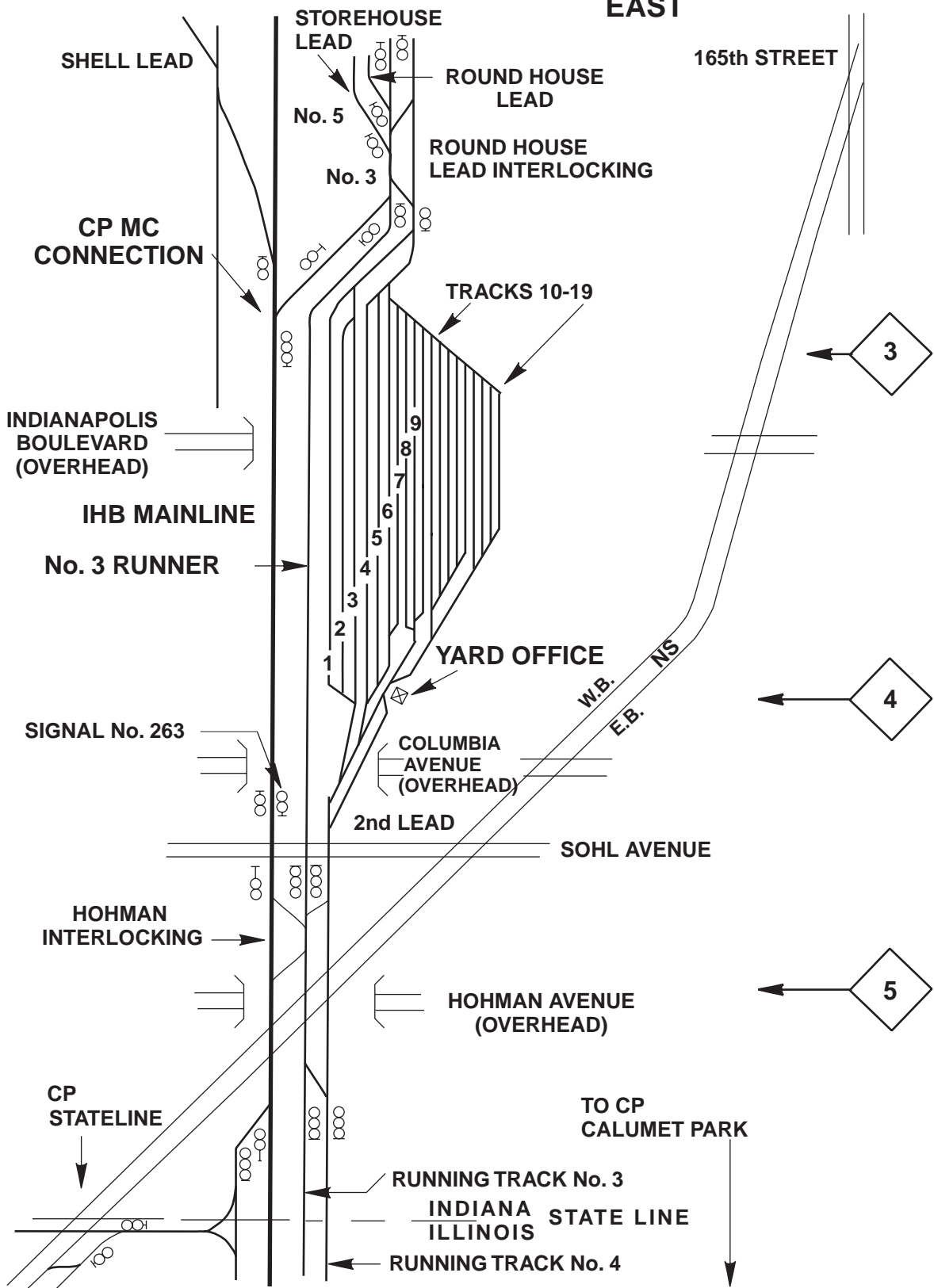
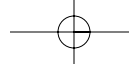
Except at CP Gibson

Northeast Wye.....	15
Northwest Wye	25

TRACK LENGTHS BETWEEN:

Single Main CP Ivanhoe and CP Gibson	8,027'
Track 3 CP Ivanhoe and CP Gibson	8,597'
Track 4 CP Ivanhoe and CP Gibson	8,597'



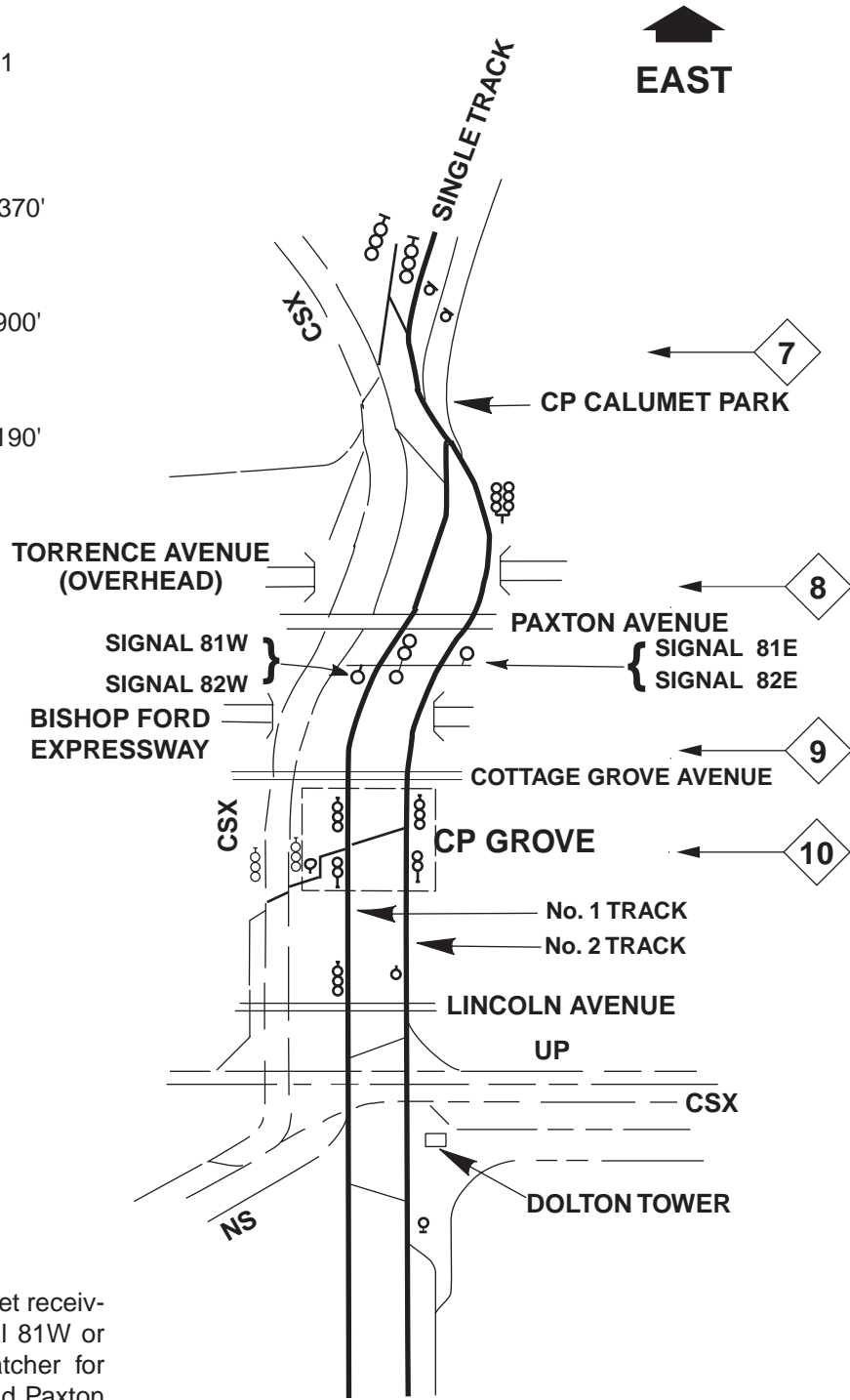


IHB MAINLINE CP CALUMET PARK TO DOLTON MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed Between	MPH	Signal Rule
CP Calumet Park and Dolton No. 1 and No. 2 Tracks	30	261

TRACK LENGTHS BETWEEN:

Tracks No. 1 and No. 2 CP Calumet Park and Paxton Avenue	4,370'
Tracks No. 1 and No. 2 Paxton Ave. and Cottage Grove	7,900'
Tracks No. 1 and No. 2 Cottage Grove and Lincoln Avenue.	3,190'



Westward trains in excess of 8,246 feet receiving an approach indication on Signal 81W or 82W, must contact IHB East Dispatcher for instructions before proceeding beyond Paxton Avenue. Eastward trains in excess of 5,095 feet receiving an approach indication on Signal 81E or 82E must contact IHB East Dispatcher for instructions before proceeding beyond Paxton Avenue. Trains must not block Paxton Avenue.

**IHB MAINLINE
DOLTON TO SCHOOL STREET
MAXIMUM SPEED AND SIGNAL
RULES**

Maximum Speed	MPH
Signal	
Between	
Rule	
Dolton and School Street	
No. 1 and No. 2 Tracks.....	15261

Controlled Signal School Street
Controlled Signals at School Street are controlled by the Operator at Dolton Interlocking.

9 Lead Switch to UP Connection
Switch machine controlled by Dolton Operator connecting No. 9 Lead to UP Connection at Dolton, east of Indiana Avenue is a dual control switch machine. Switch may be operated by hand when authorized by Operator at Dolton.

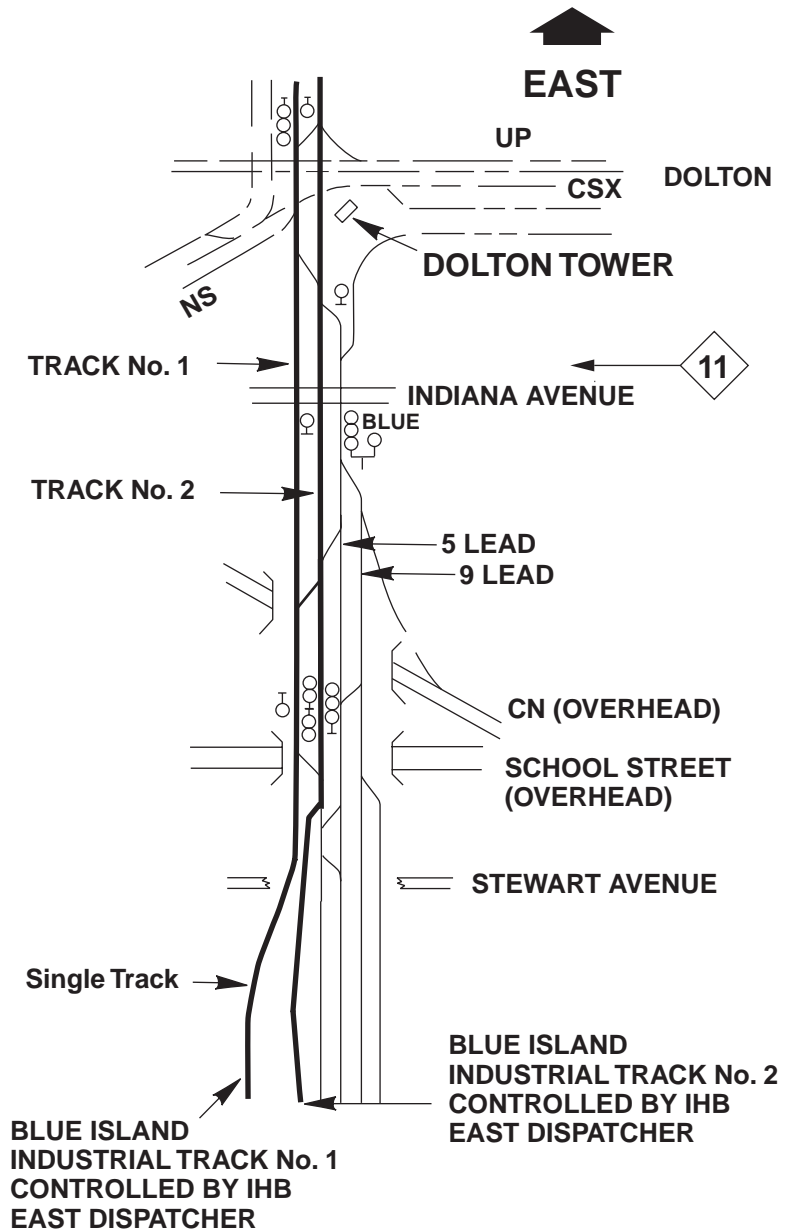
RADIO CONTROLLED YARD SWITCHES
Switches can be operated by radio when tuned to AAR Channel 58-58 by pushing the code number on the DTMF key pad as listed below. Switches respond by radio, identifying switch and stating which track the switch is lined to. Switches also respond by radio when they fail to operate properly.

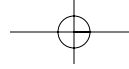
Switch can also be operated by pushbutton located at the switch machine and, in case of total power failure, by hand operated hydraulic pump. Switches are locked out by a track circuit to prevent operation of switches when occupied by train. Insulated joints defining the limits of this track circuit are designated with yellow paint.

Connecting	and Code	Name
5 Lead.....	9 Lead....	#61
9 Lead.....	CN.....	#63 Highlawn

CLOSE CLEARANCE
School Street and CN overhead bridges-All Tracks
All employees are prohibited from riding on the side of moving equipment in the vicinity of School Street and CN overhead bridges between MP 11.3 and 11.5.

North Yard Tracks 7, 8, and 9
All employees are prohibited from riding on the side of moving equipment in the North Yard on tracks 7, 8, and 9 between Halstead Street and Stewart Avenue.





**IHB MAINLINE
CP GIBSON TO HOHMAN INTERLOCKING
MAXIMUM SPEED AND SIGNAL RULES**

Maximum Speed Between:	MPH	Signal Rule
CP Ivanhoe and Hohman Interlocking Single Track.....	40.....	261
Hohman Interlocking and CP Calumet Park Single Track	30.....	261

MOVEMENT ON RUNNING TRACKS AND OTHER TRACKS NOT GOVERNED BY ABS OR INTERLOCKING RULES

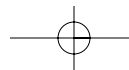
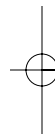
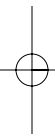
- No. 3 Running between CP Gibson and Roundhouse Lead Int Controlled by IHB East Dispatcher.
- No. 4 Running between Osborn Jct and Roundhouse Lead Int Controlled by IHB East Dispatcher.
- MC Connection Track between Roundhouse Lead Int and CP MC Conn Controlled by IHB East Dispatcher.
- No. 3 Runner between Roundhouse Lead Interlocking and Hohman Int Controlled by Gibson Yardmaster
- Nos. 3 & 4 Running between Hohman and CP Calumet Park Controlled by IHB East Train Dispatcher
- 4 Lead between Columbia Ave. and Hohman Controlled by Gibson Yardmaster.

Notes:

1. Eastward trains must contact the Gibson Yardmaster for instructions before passing Sohl Avenue.
2. Westward trains making through movement, Roundhouse Lead Interlocking to Hohman Interlocking must contact the Gibson Yardmaster for instructions to proceed past Columbia Avenue.

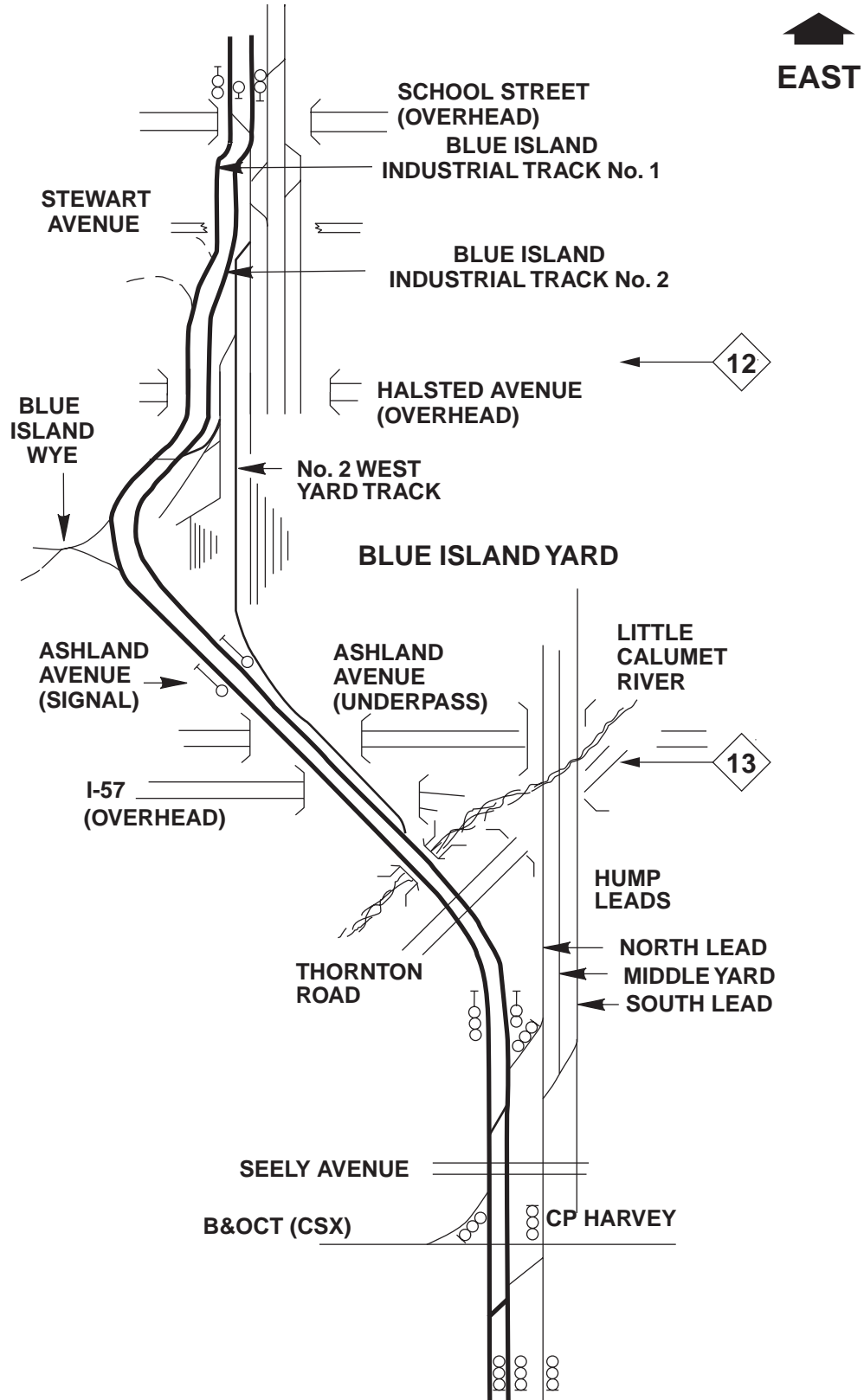
TRACK LENGTHS BETWEEN:

- No. 3 Track between CP Gibson and Howard Avenue7,950'
- Nos. 3 and 4 Tracks between Hohman Int and CP Calumet Park7,450'



IHB MAINLINE SCHOOL STREET TO CP HARVEY Blue Island Industrial Tracks

MAXIMUM SPEED	MPH
Restricted Speed not exceeding	20
Seeley Avenue	15



TRACK LENGTHS BETWEEN:

No. 1 Industrial Track School Street and River Bridge..... 8,838'

No. 2 Industrial Track School Street and River Bridge..... 8,731'

Permission to occupy No. 1 and No. 2 Blue Island Industrial Tracks is granted by either signal indication or verbal permission from the following Train Dispatchers:

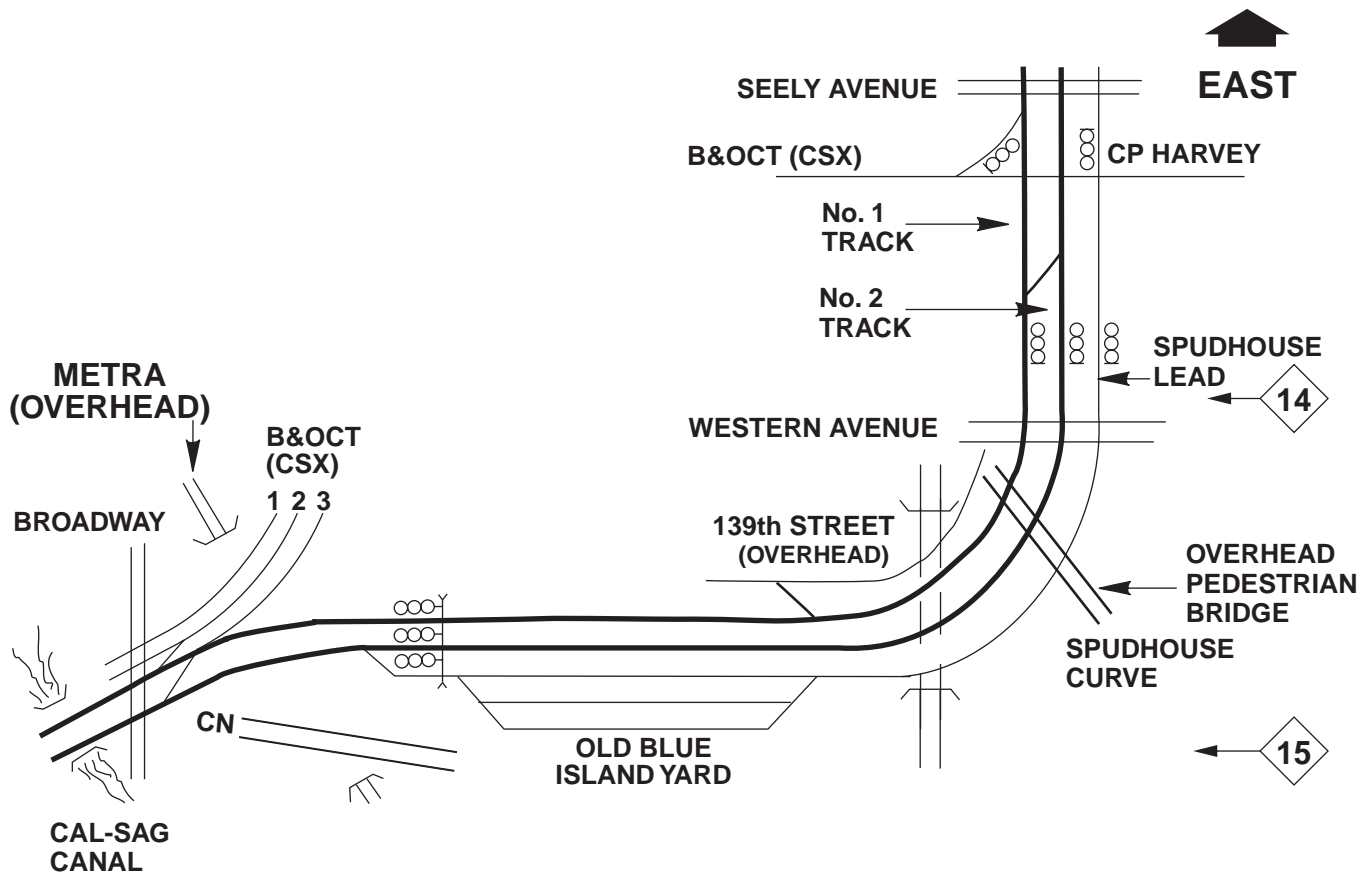
Between School Street and Ashland AvenueIHB East Dispatcher

Between Ashland Avenue and CP HarveyIHB West Dispatcher

Signal indication at CP Harvey will be the authority for eastward movements to proceed toward School Street. Crews must report clear when instructed by the Dispatcher. NORAC Rule 98 is in effect on these tracks except as modified below between Ashland Avenue and CP Harvey.

School Street

All westward trains instructed to call the East Yard yardmaster at Blue Island must not pass the controlled signal at



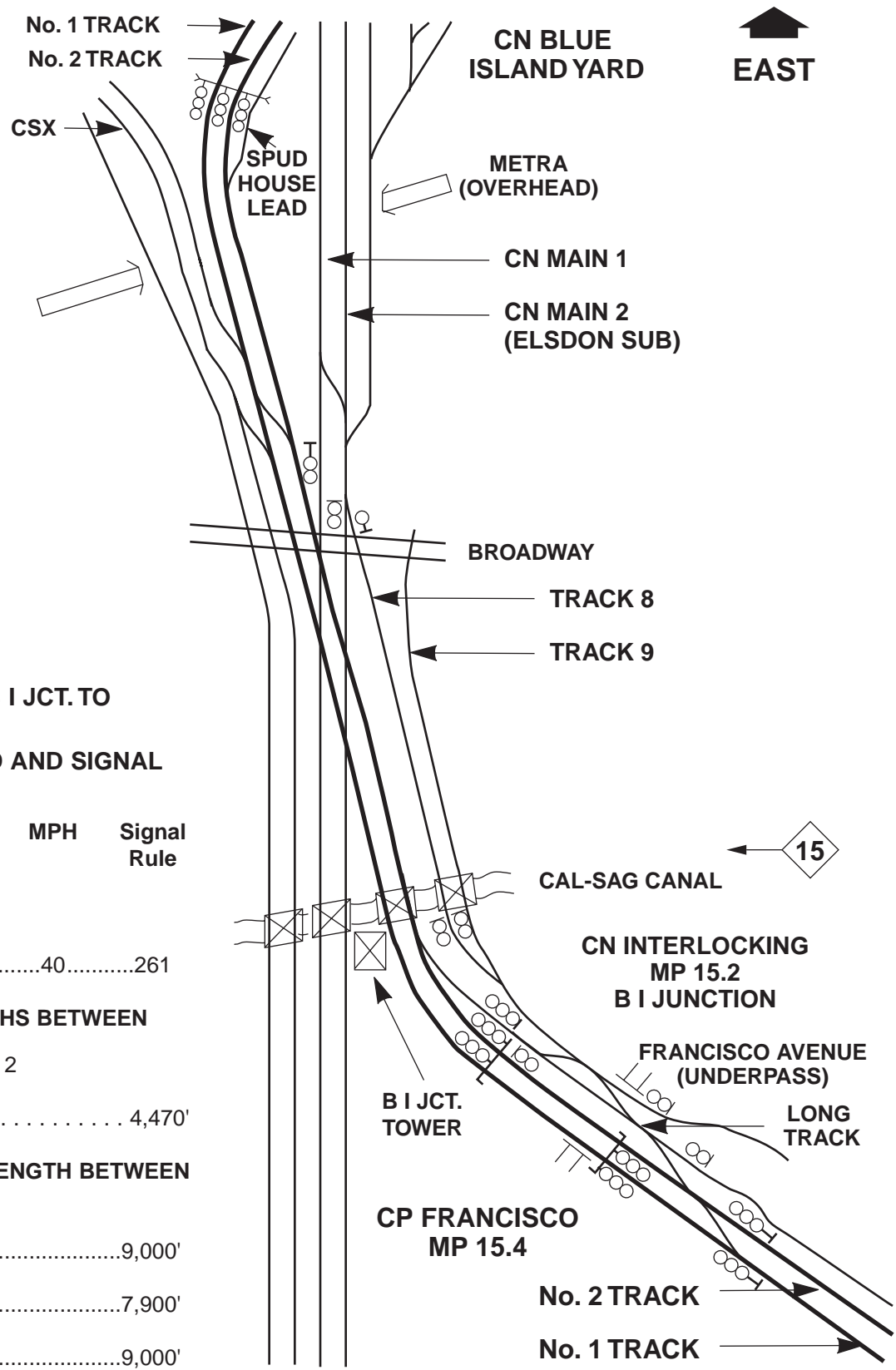
School Street without first contacting the East Yard yardmaster for instructions.

The Operator at Dolton, when instructing westward trains to call at School Street must specify the employee that the train crew must contact.

All eastward trains approaching School Street on No. 2 Blue Island Industrial Track or from Blue Island Yard must contact the Operator at Dolton for instructions before fouling hand operated switch connecting No. 2 Blue Island Industrial Track to yard lead to No.2 West Yard.

Blue Island

Westward trains or engines must obtain permission from the Blue Island East Yardmaster to enter No. 5 and No. 9 leads at Dolton for movement to Blue Island yard or to the CN Railroad.



IHB MAINLINE B I JCT. TO CP FRANCISCO

MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed Between	MPH	Signal Rule
B I Junction and CP Francisco No. 1 and No. 2 Tracks	40	261

TRACKAGE LENGTHS BETWEEN

Tracks No. 1 and No. 2 Western Avenue and Broadway	4,470'
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MAXIMUM TRAIN LENGTH BETWEEN

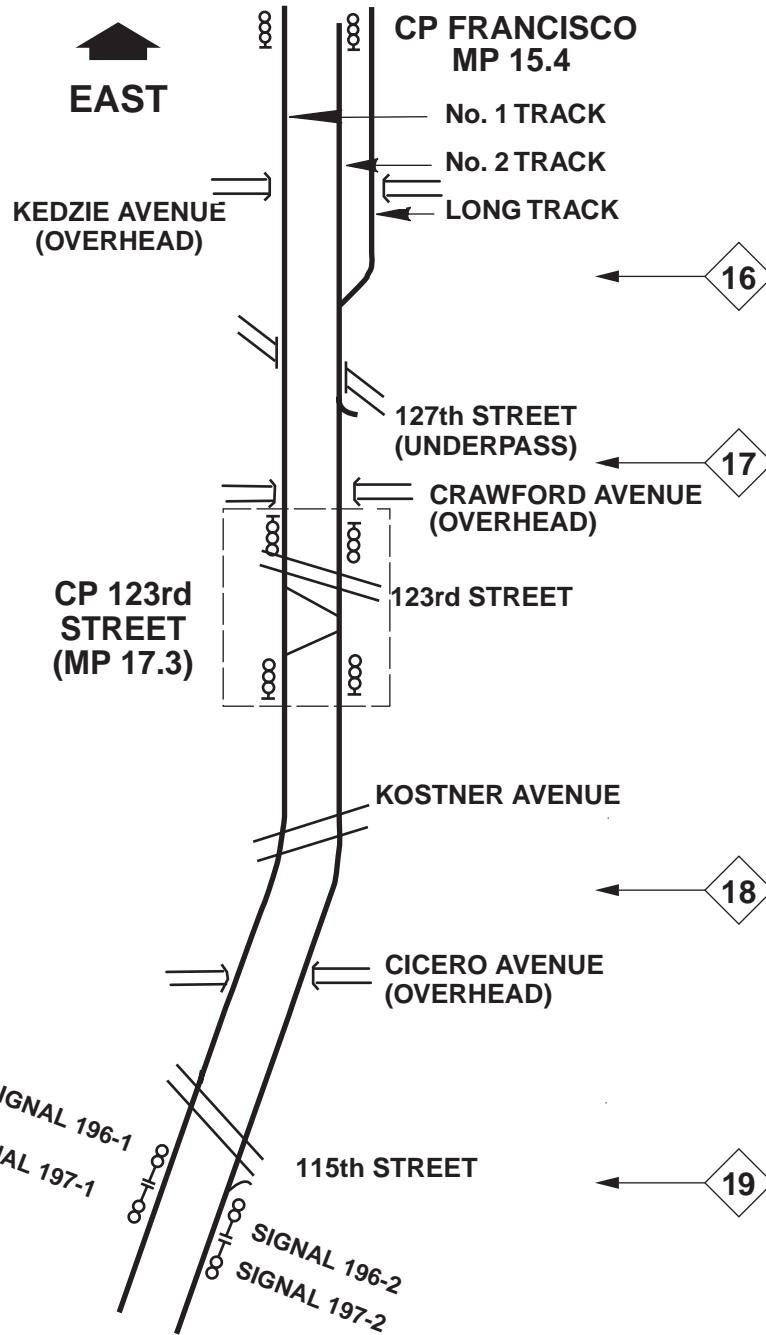
B I Junction and CP Argo	9,000'
CP Argo and Broadview	7,900'
Broadview and CP Grand Avenue	9,000'

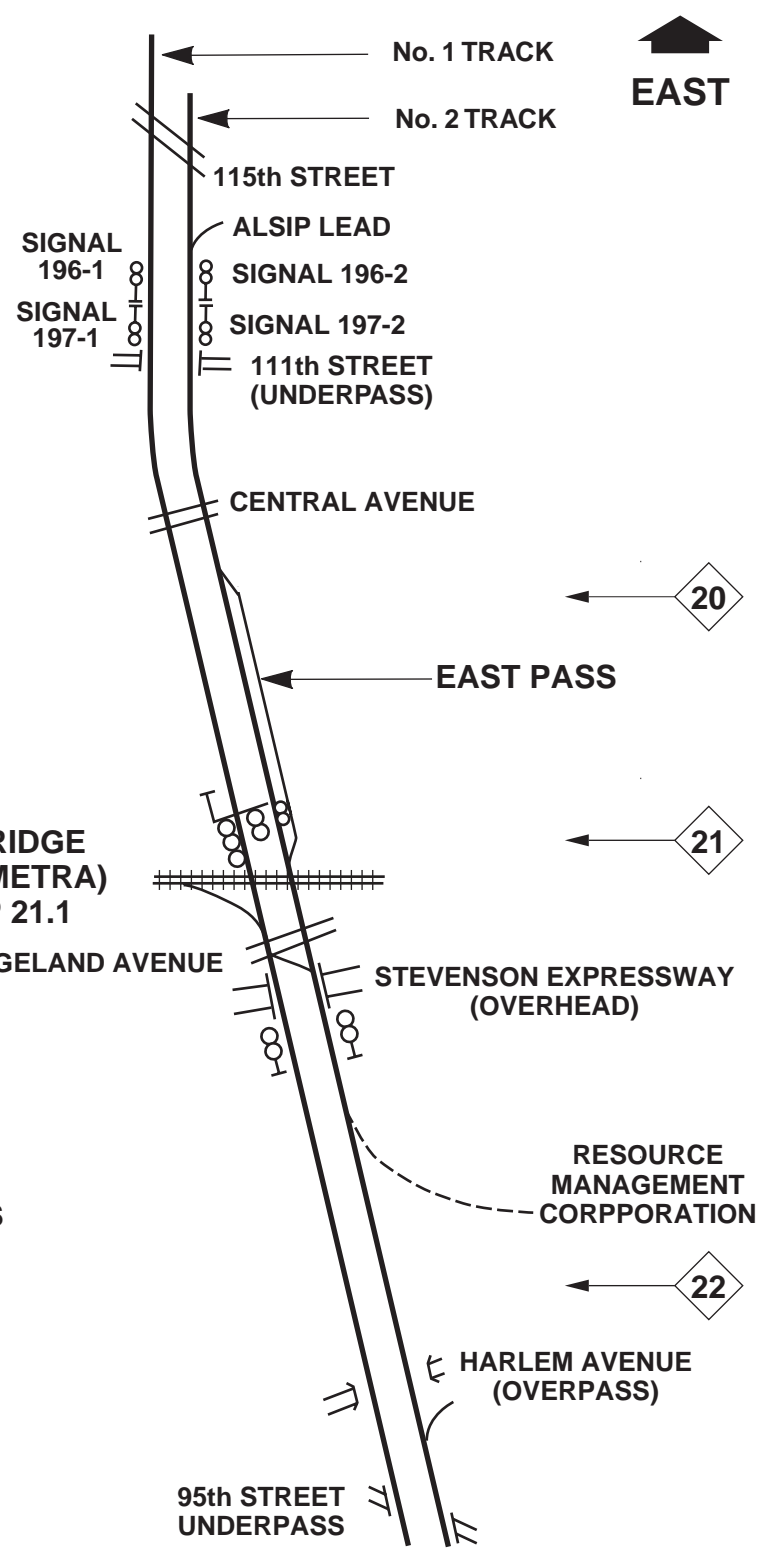
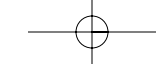
**IHB MAINLINE
CP FRANCISCO TO 115TH STREET
MAXIMUM SPEED AND SIGNAL
RULES**

Maximum Speed Between	MPH	Signal Rule
CP Francisco and MP 26.8 (BRC Underpass)		
No. 1 and No. 2 Tracks	40261

TRACKAGE LENGTHS BETWEEN

Long Track CP Francisco and Wireton.	4,258'
Industrial Track CP Francisco and Wireton.	3,681'



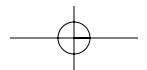
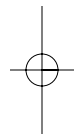
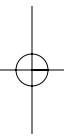


**IHB MAINLINE
115TH STREET TO 95TH STREET
MAXIMUM SPEED AND SIGNAL RULES**

Maximum Speed Between	MPH	Signal Rule
CP Francisco and MP 26.8 No. 1 and No. 2 Tracks.....	40	261

TRACKAGE LENGTHS BETWEEN

Location	Length
East Pass between Central Ave. and CP Ridge.....	4,824'



**IHB MAINLINE
95TH STREET TO CP ARGO**

**MAXIMUM SPEED AND SIGNAL
RULES**

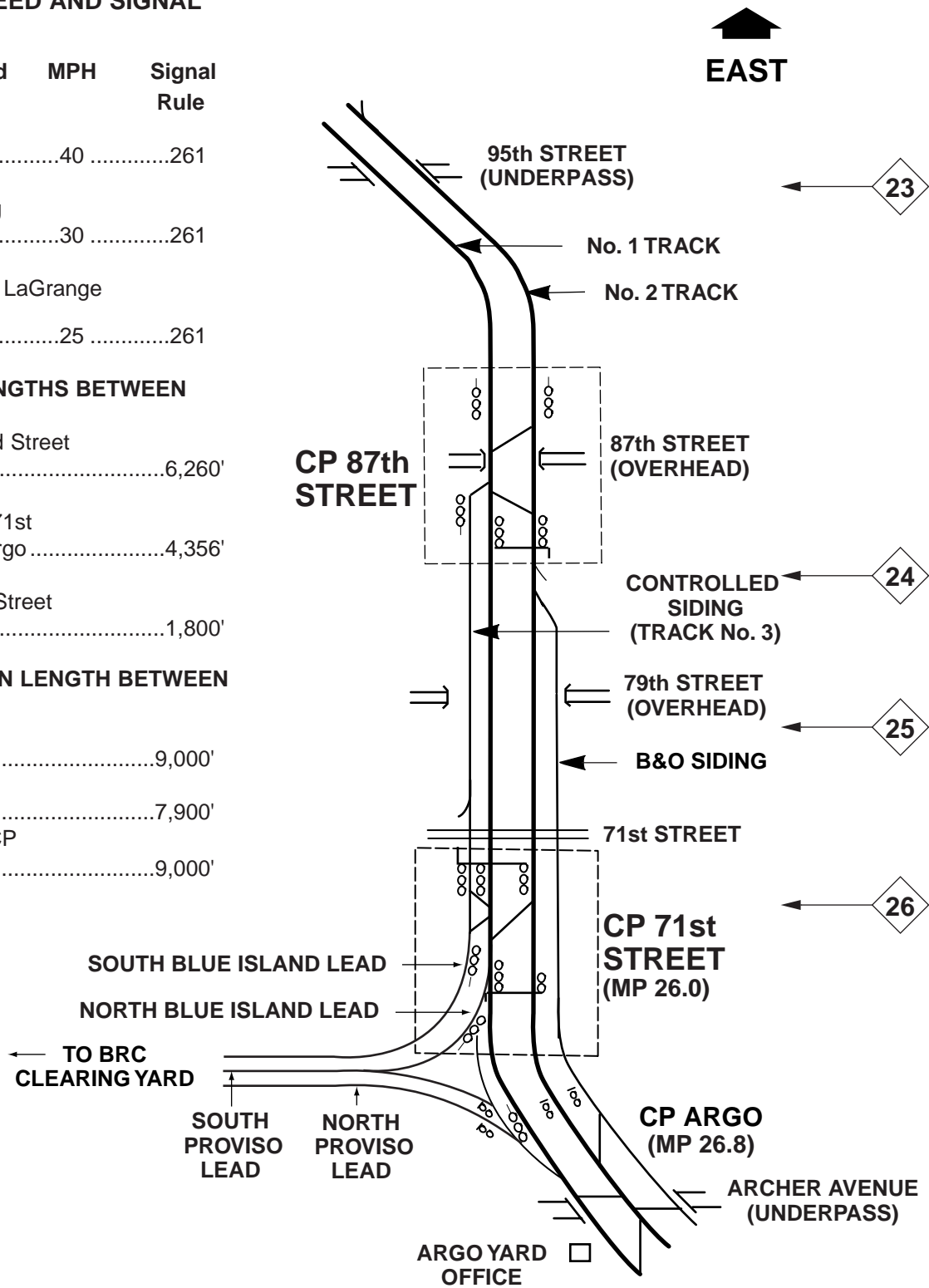
Maximum Speed Between	MPH	Signal Rule
B I Junction and MP 26.8.....	40	261
Controlled Siding No. 3 Track.....	30	261
MP 26.8 and CP LaGrange No. 1 and No. 2 Tracks	25	261

TRACKAGE LENGTHS BETWEEN

B&O Siding 82nd Street and 71st Street.....	6,260'
B&O Extension 71st Street and CP Argo.....	4,356'
West Pass 71st Street and CP Argo.....	1,800'

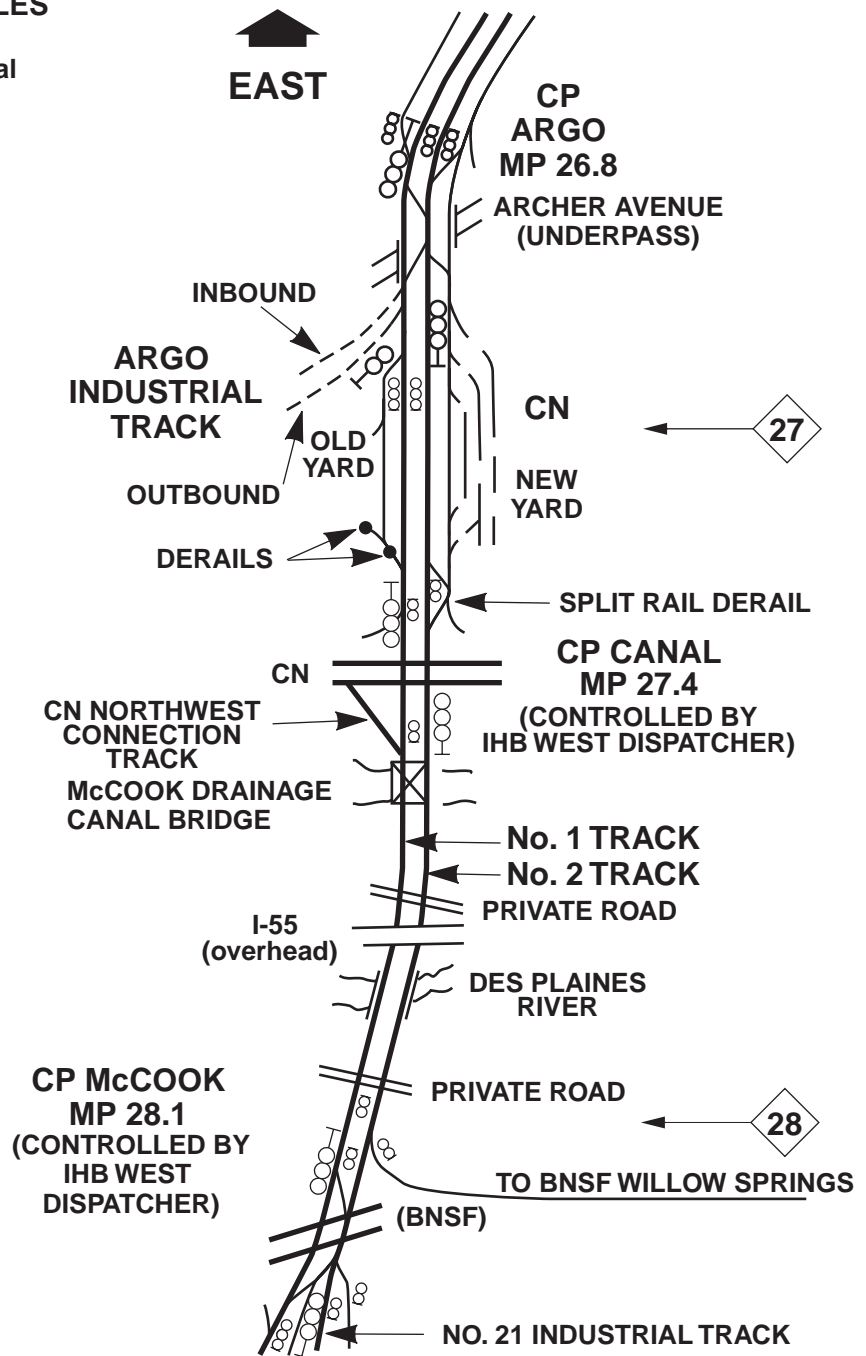
MAXIMUM TRAIN LENGTH BETWEEN

B I Junction and CP Argo	9,000'
CP Argo and Broadview	7,900'
Broadview and CP Grand Avenue.....	9,000'



**IHB MAINLINE
CP ARGO TO CP MCCOOK
MAXIMUM SPEED AND SIGNAL RULES**

Maximum Speed Between	MPH	Signal Rule
MP 26.8 and CP LaGrange No. 1 and No. 2 Tracks	25	261
CN Northwest Connection Track Restricted Speed not exceeding	10	
Argo Industrial Track Restricted Speed not exceeding	10	



CN NORTHWEST CONNECTION TRACK

Permission to occupy this track must be obtained from the IHB West Dispatcher.

Northward trains to the CN Railroad Joliet Subdivision must contact the CN Train Dispatcher before operating the electrically locked switch on CN No. 1 Main Track.

ARGO INDUSTRIAL TRACK

Permission to occupy this track must be obtained from the IHB West Dispatcher. Rule 98 in effect.

**IHB MAINLINE
CP MCCOOK TO CP LAGRANGE
MAXIMUM SPEED AND SIGNAL
RULES**

Maximum Speed Between	MPH	Signal Rule
MP 26.8 and CP LaGrange		
No. 1 and No. 2 Tracks	25	261

No. 21 Track
Restricted Speed not
exceeding20
Rule 98 in effect.

TRACKAGE LENGTHS BETWEEN

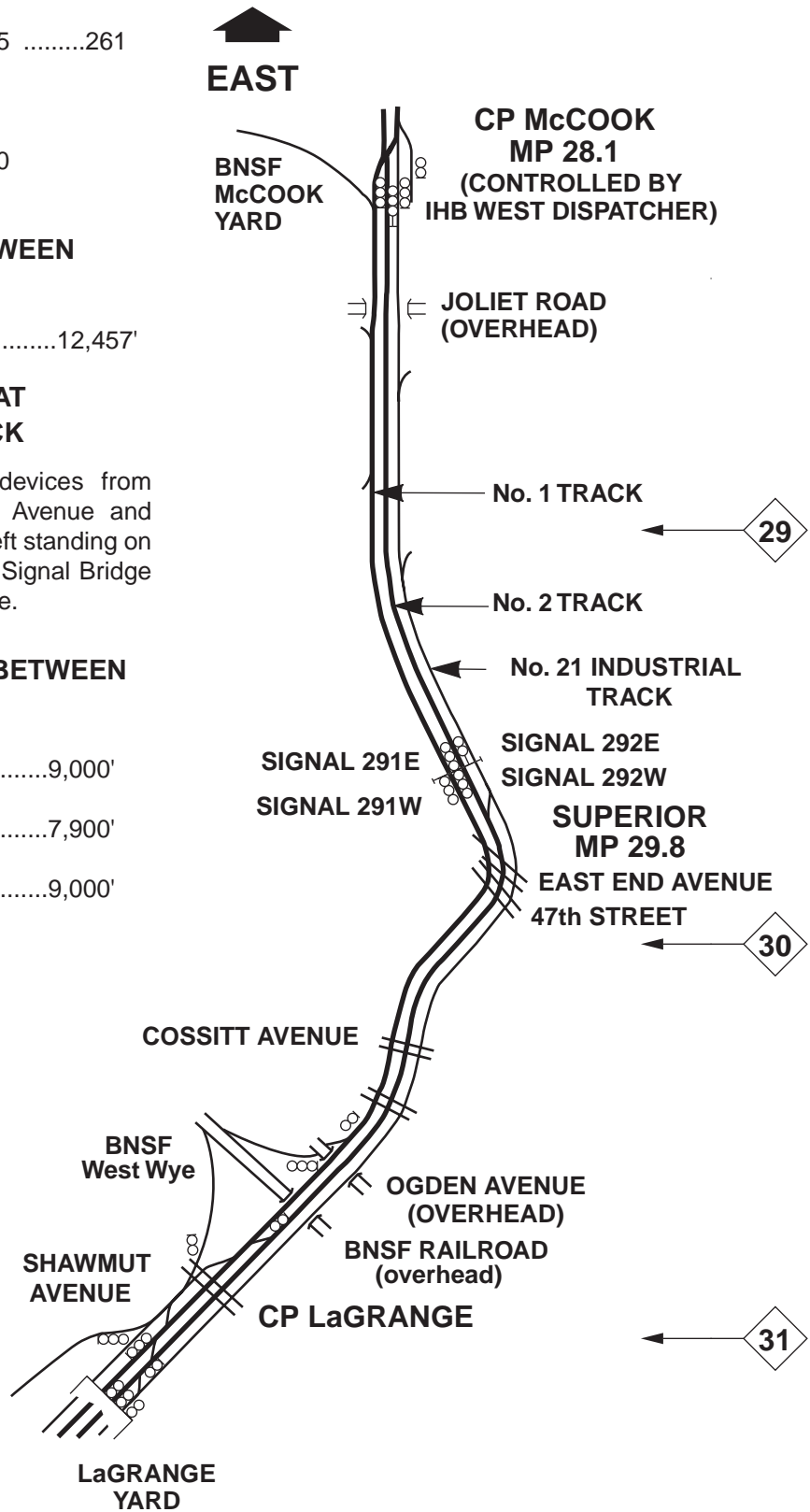
Track 21 CP McCook
and Superior12,457'

**WESTWARD MOVEMENTS AT
SUPERIOR ON NO. 21 TRACK**

To prevent crossing warning devices from operating continuously at East Avenue and 47th Street, trains are not to be left standing on No. 21 track between Overhead Signal Bridge east of Superior and East Avenue.

MAXIMUM TRAIN LENGTH BETWEEN

B I Junction and CP Argo	9,000'
CP Argo and Broadview	7,900'
Broadview and CP Grand Avenue	9,000'



**IHB MAINLINE
CP LAGRANGE TO CP HILL
MAXIMUM SPEED AND SIGNAL
RULES**

Maximum Speed Between	MPH	Signal Rule
CP LaGrange and CP Hill		
No. 1 and No. 2 Tracks.....	30251

Current of traffic between CP LaGrange and CP Hill is as follows:

- No. 1 Main Track Westward
- No. 2 Main Track Eastward

Movements against the current of traffic must be authorized by Form D line 2 and will be governed by DCS Rules.

NOTE: Eastward trains receiving an approach indication to or required to be held at CP LaGrange must pass Signal 322 (26th Street) one car length and wait for indication greater than a stop signal at CP LaGrange.

No. 21 Track

Restricted Speed not exceeding.....20 MPH
Rule 98 in effect.

TRACKAGE LENGTHS BETWEEN

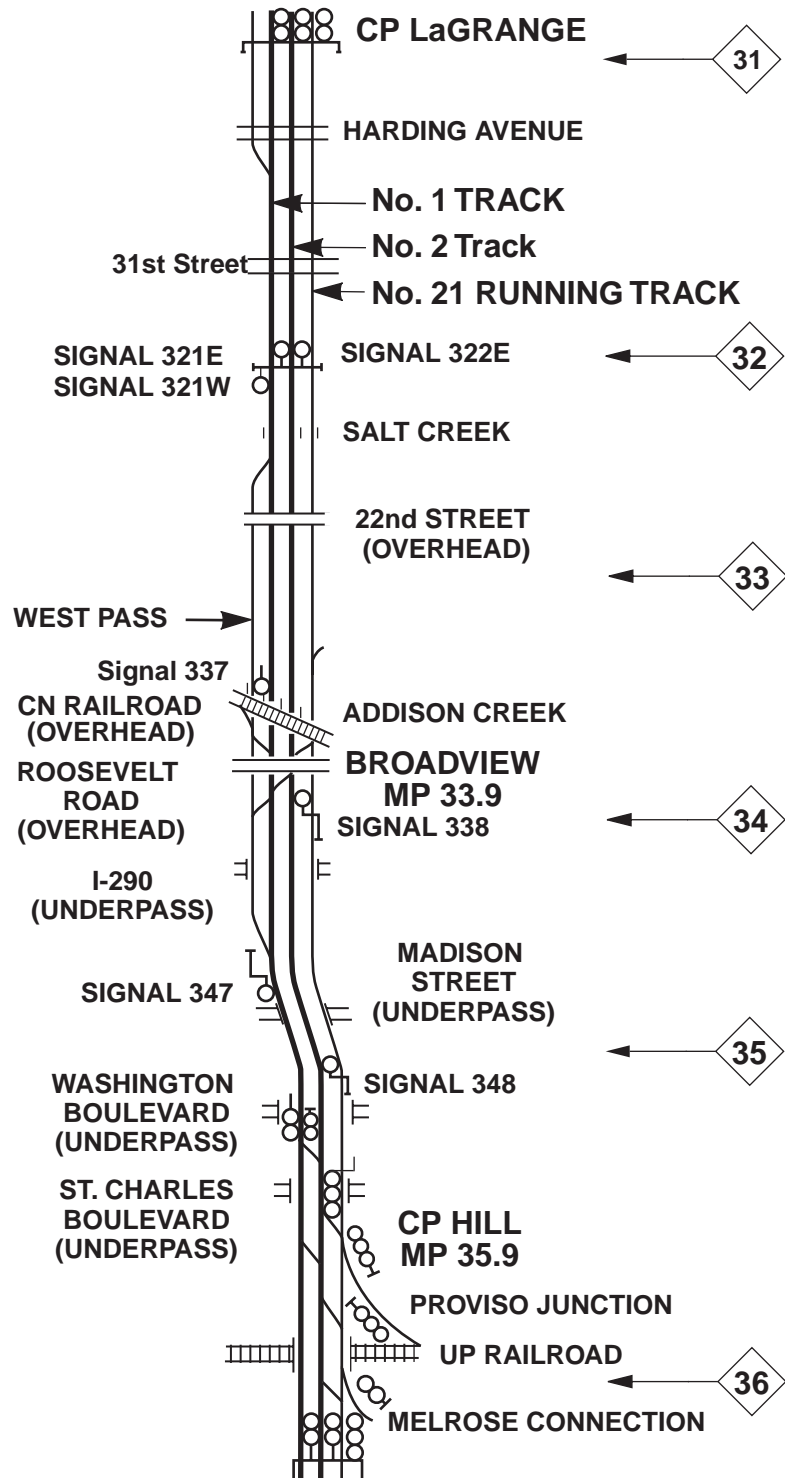
West Pass CP LaGrange and Harding Ave	3,885'
Tracks No. 1 and No. 2 CP LaGrange and Harding Ave	2,000'
West Pass 22nd Avenue and Madison	10,915'
Track 21 31st Street and Broadview	7,850'
Track 21 CP Hill and Broadview	7,676'

WEST PASS BETWEEN 22nd STREET AND BROADWAY

Trains handling equipment with maximum height in excess of 19' 0" above top of rail, must not operate via West Pass between 22nd Street (MP 32.9 and Broadview (MP 33.9).

MAXIMUM TRAIN LENGTH BETWEEN

B I Junction to CP Argo	9,000'
CP Argo to Broadview	7,900'
Broadview to CP Grand Avenue	9,000'



**IHB MAINLINE CP HILL TO CP ROSE
MAXIMUM SPEED AND SIGNAL RULES**

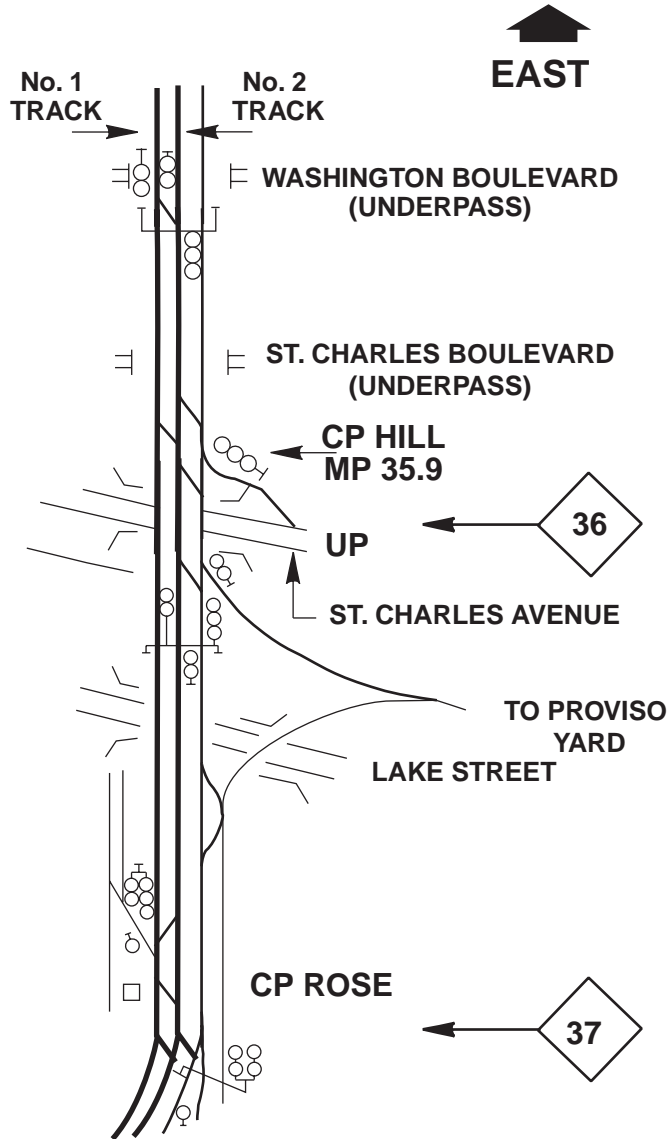
Maximum Speed Between	MPH	Signal Rule
CP Hill and CP Rose No. 1 and No. 2 Tracks.....	30	261

TRACKAGE LENGTHS BETWEEN

- Northwest Lead Lake Street and 25th Avenue4,220'
- Middle Lead Lake Street and 25th Avenue4,750'

ELECTRIC LOCK SWITCH MP 36.3

Eastward trains on No. 2 Main Track desiring to use this crossover will receive immediate access by occupying the track immediately in front of the switch points. Westward trains operating on the Middle Lead, desiring to enter No. 2 Main Track will receive immediate access if no signals are lined on No. 2 Main Track Eastward from CP Rose or westward from CP Hill. If signals are lined eastward from CP Rose or westward from CP Hill, a seven (7) minute release time must be run before operating the electric lock. (See Electrically Locked Switches instructions on page IHB-5.) The electric lock switch located at M.P. 36.3 must be operated before operating the middle lead switch and occupying the turnout. If the Middle lead switch is operated and the turnout occupied, a seven (7) minutes release time must be run before the electric lock will release.



**IHB MAINLINE CP ROSE TO B-12
MAXIMUM SPEED AND SIGNAL RULES**

Maximum Speed Between	MPH	Signal Rule
CP Rose and B-12 Avenue No. 1 and No. 2 Tracks	25	261

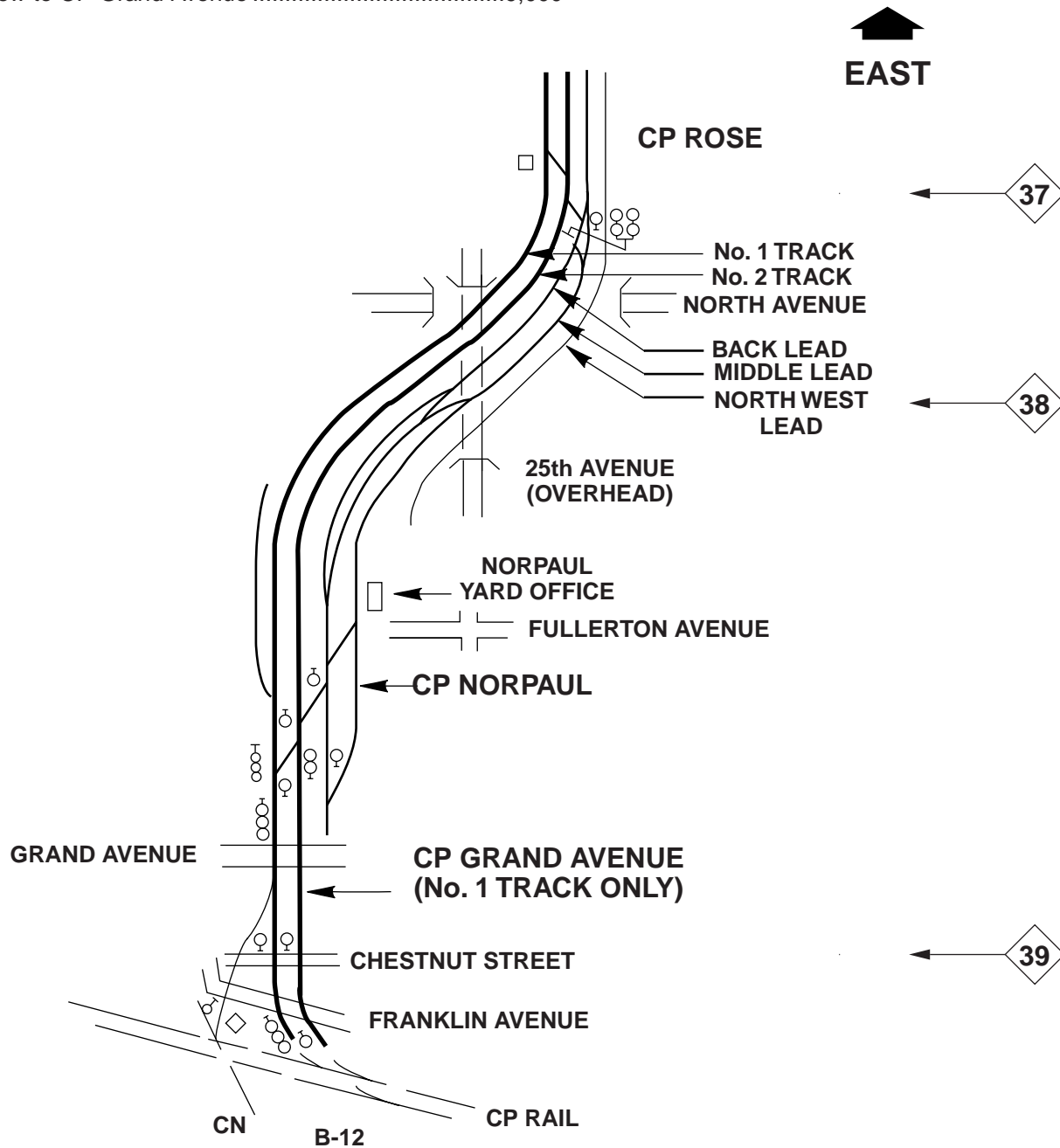
CN CONNECTION TRACK *

Between CP Grand Avenue and B-12 Single Track	10	261
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*Controlled by IHB West Dispatcher

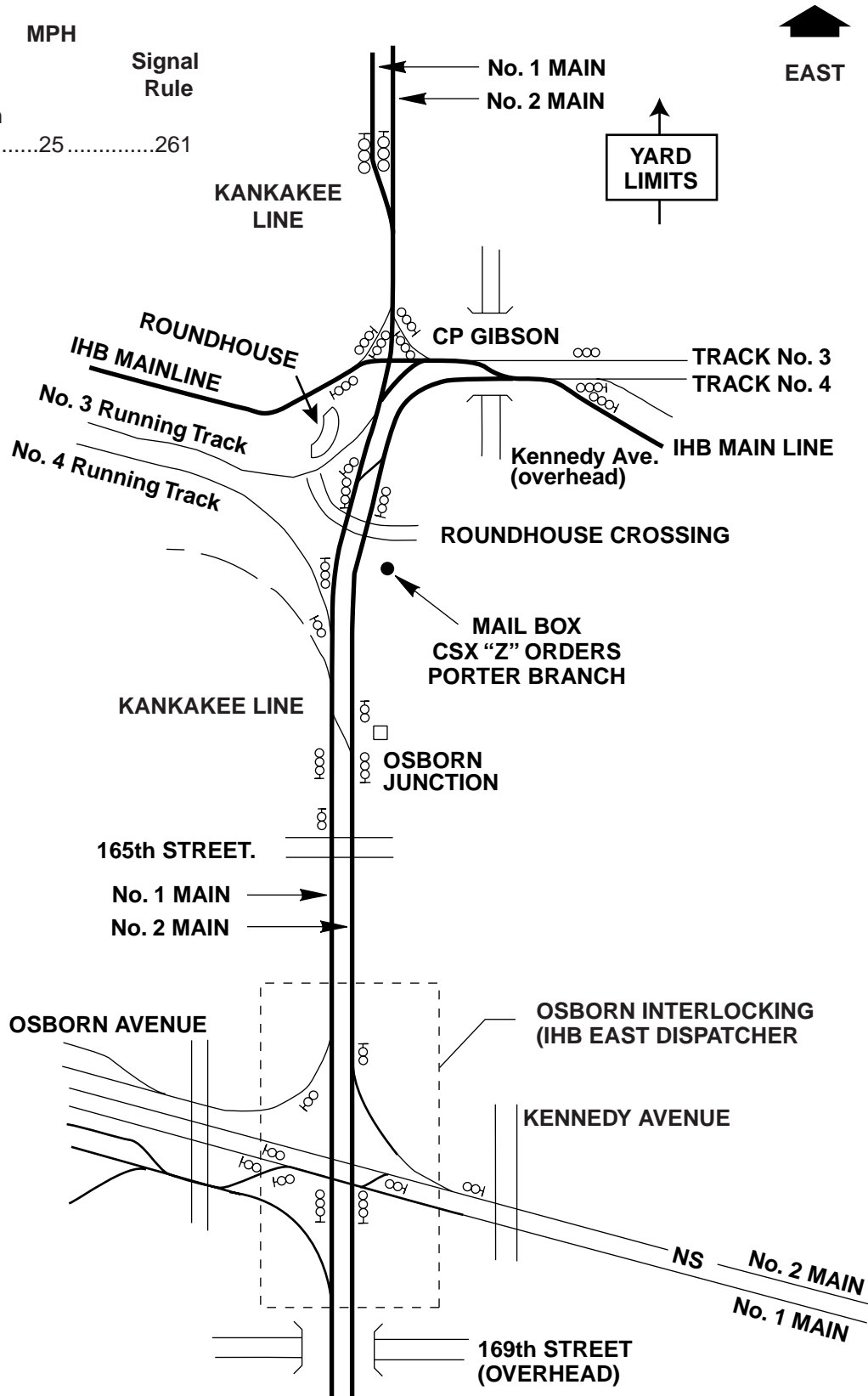
MAXIMUM TRAIN LENGTH BETWEEN

Blue Island Junction to CP Argo	9,000'
CP Argo to Broadview	7,900'
Broadview to CP Grand Avenue	9,000'



**KANKAKEE LINE
CP GIBSON TO OSBORN
MAXIMUM SPEED AND SIGNAL
RULES**

Maximum Speed	MPH	Signal Rule
Between CP Gibson and Osborn		
No. 1 and No. 2 Tracks	25	261



**KANKAKEE LINE
CALUMET TO CP GIBSON
MAXIMUM SPEED AND SIGNAL
RULES**

Maximum Speed Between	MPH	Signal Rule
CP100 and CP Gibson		
No. 1 and No. 2 Tracks.....	25	251

**Between CP100 and CP Gibson
Current of traffic is as follows:**

- No. 1 Main Track Westward
- No. 2 Main Track Eastward

YARD LIMITS

Yard Limits applies between CP502 and CP Gibson on No. 1 and No. 2 tracks. Yard Limit signs will identify yard limits. Norac Rule 93 applies.

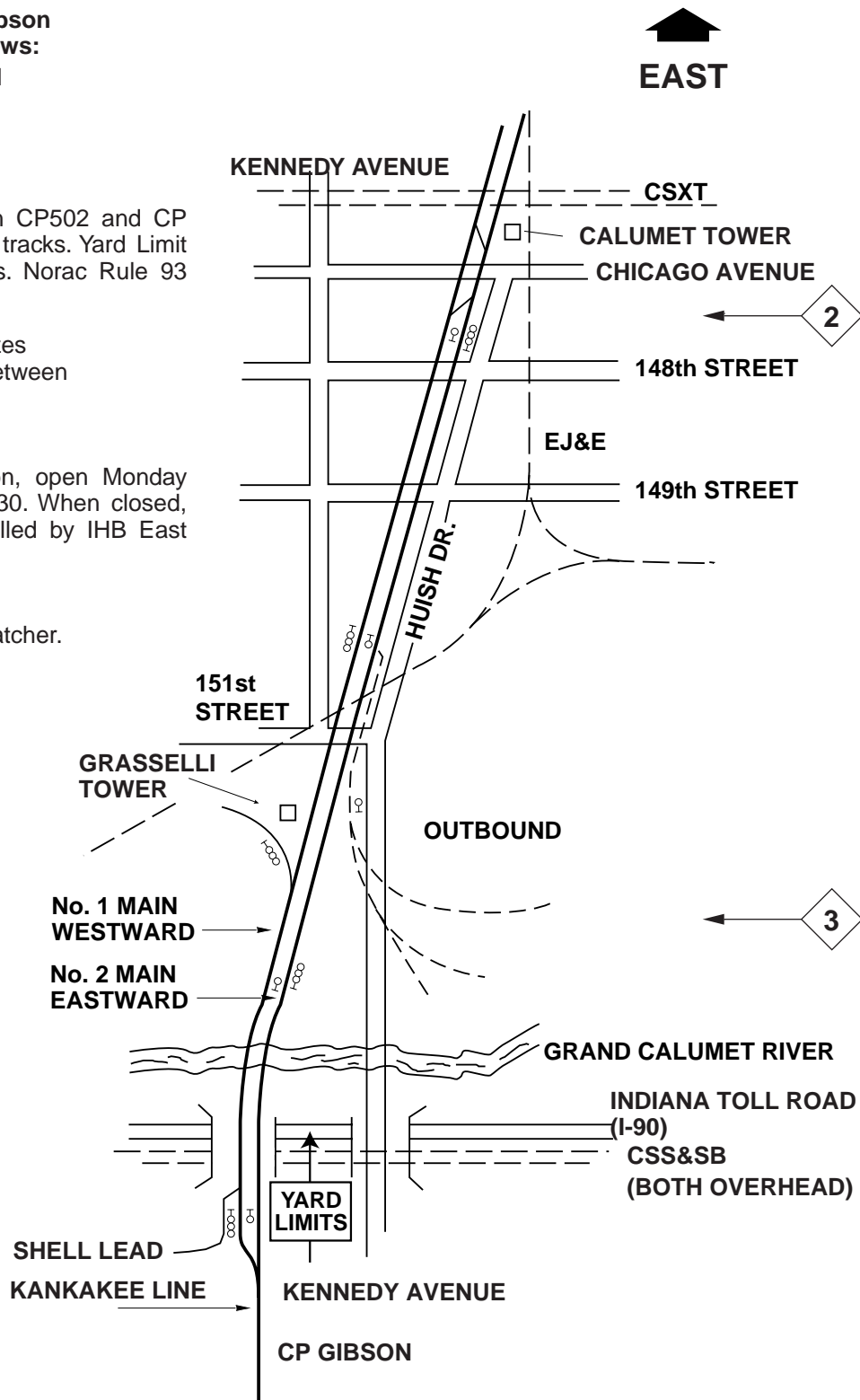
IHB East Dispatcher authorizes movements on Main Track between CP502 and CP Gibson.

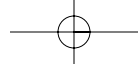
GRASELLI

Part time interlocking station, open Monday through Friday 11:30 to 19:30. When closed, interlocking only and controlled by IHB East Dispatcher.

CP GIBSON

Controlled by IHB East Dispatcher.





Eastward trains or engines must obtain permission from the Blue Island East Yardmaster to enter No. 5 or No. 9 leads for movement east of Stewart Avenue.

Westward trains or engines moving westward on Blue Island Industrial Tracks No. 1 or No. 2 entering Old Enginehouse or West Yard at Blue Island, must report in clear of Industrial Track to IHB Train Dispatcher.

Blue Island Yard - Hump Lead Radio Controlled Switches

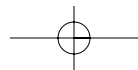
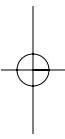
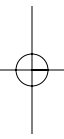
Hump Lead switches 13, 15, and 17 are controlled by pushing the # key and the switch number on the radio keypad on IHB Hump Radio Channel 97-97. Switch will respond by radio indicating the track it is lined for. If the switch fails to operate, it will respond by radio indicating a switch failure. In the event of a switch failure, switch can be hand operated by hydraulic pump handle secured to pump housing. Follow instruction posted on pump housing. Limits of track circuits governing movement over the switch are indicated by Yellow Paint on the insulated joints and the ties adjacent to the insulated joints.

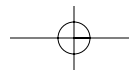
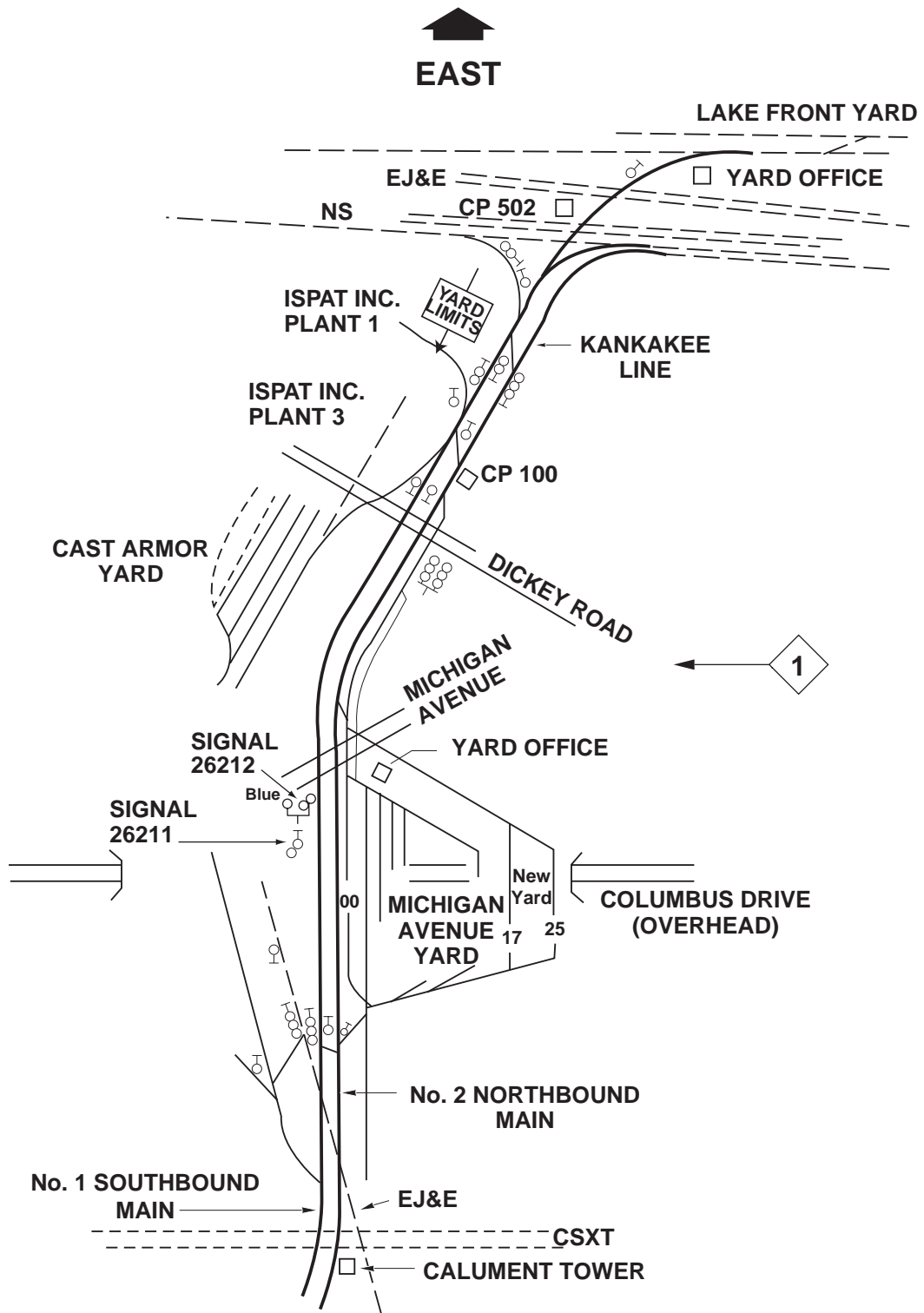
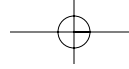
Switch number	Connecting	With
No. 13	North Hump Lead	North Hump Lead or Crossover to No. 2 Track
No. 15	Spud House Lead	North Hump Lead or Middle/South Hump Lead
No. 17	Middle/South Hump Lead	South Hump Lead or Middle Hump Lead

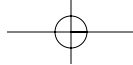
Ashland Avenue to CP Harvey

NORAC Rule 508 in effect for westward movements on No. 1 and 2 Blue Island Industrial Tracks between Ashland Avenue signal at MP 12.9 and CP Harvey. Maximum authorized speed is 20 MPH. Westward movements between Ashland Avenue and CP Harvey will be governed by signal indication. Movements receiving an indication other than clear, must contact the IHB West Dispatcher before passing the signal at Ashland Avenue. All movements not governed by signal indication will operate at Restricted Speed not exceeding 20 MPH.

Permission to pass a stop signal at Ashland Avenue will be given by the IHB West Dispatcher. Permission







to occupy No. 2 Blue Island Industrial Track at the west yard switch west of Ashland Avenue must be obtained from the IHB West Dispatcher. Before movement is permitted in either direction, the IHB West Dispatcher must determine that no signal or permission has been given to occupy this track segment which could produce a conflicting route unless there is an understanding between all affected.

IHB MAINLINE CP HARVEY TO B I JCT. MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed Between	MPH	Signal Rule
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CP Harvey and B I Junction No. 1 and No. 2 Tracks	25	261
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Maximum Speed At

Seeley Avenue MP 13.69 leading end of movement No. 1 and No. 2 Tracks.....	15
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MP 14.1 (Hand Operated Switch) leading end of movement track No. 1	20
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