

IHB DAILY OPERATING BULLETIN No. 9-27
0600 CDT Sunday, September 27, 2020

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

Bulletin Orders In Effect:	S-14					
Circular Notices In Effect 2020:	No.	1	Through	No.	6	
IHB Timetable:	No. 2 Effective 0600, CDT August 1, 2019					
GENERAL ORDERS IN EFFECT:	101	ALL CREWS MUST POSSESS AND VERIFY IHB GO 101 PRIOR TO ENTERING MAIN TRACK OR SIDINGS				
S7A – Transportation Safety Rule Of The Day:						1654
S7C – Maintenance Of Way Safety Rule Of The Day:						3800
GCOR Operating Rule Of The Week:						6.11

A. FORM A: TEMPORARY SPEED RESTRICTION(S)

Locations At/Between	TRACK				
	No.1 Track	No.2 Track	GW 3 Track	GW 4 Track	Northwest Wye
IHB MAIN LINE:					
At CP Ridge	25 MPH				
At CP Canal					10 MPH
Kankakee Line:					
NONE					

B. FORM B: WORKING LIMITS

IHB MAIN LINE:
NONE
KANKAKEE LINE:
NONE

C. PHYSICAL CHARACTERISTICS CHANGES

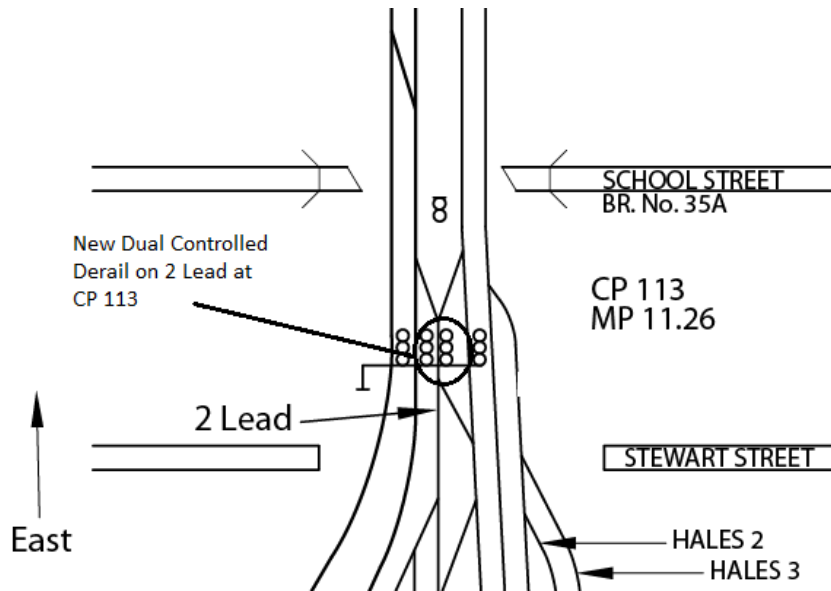
IHB MAIN LINE:

1. EAS CP 113 – NEW DUAL-CONTROLLED DERAIL INSTALLED ON 2 LEAD – AMENDED 9-23-20

Effective 0630 9/21/2020, a new dual-controlled derail has been installed on 2 lead at the EAS at CP 113. This derail is controlled by the IHB East Dispatcher and locked with an IHB 109 lock. GCOR 8.3, 8.20, 9.13 and 9.13.1 will govern operation. Employees must add the following information to page 107 of IHB Timetable No. 2, special instruction 2214, with in the Blue Island Terminal.

Movements must remain clear of the circuit, indicated by a red color tie, approximately 200 feet west of EAS at CP 113 on 2 Lead and clear of the crossover on 5 Lead for the derail to operate.

Blue Island Terminal:			
Location	Type/Track	Protecting	Employee
EAS CP 113	Dual-Controlled/2 Lead	Main Track	IHB East Dispatcher



2. SIGNAL LOCATION CHANGE AT EAS CP 238

Effective at 0700 08/17/2020, the left-hand mast signal controlling eastward movements on the Controlled Siding Track will be retired from service. Eastward movements will be governed by a new 3-head signal mounted on the existing cantilever signal bridge approximately 150' west from its original location. Employees must make changes in ink to page 58 of IHB Timetable No. 2 and foreign line crews make changes to the IHB section of the 2016 CORA Guide.

3. POTASH REMOTELY CONTROLLED DERAIL PROTECTING TRACK 1 IN POTASH YARD – TEMPORARILY OUT OF SERVICE

Effective 0600 05/09/2020, remotely controlled derail protecting track 1 in the Potash Yard is temporarily out of service. A temporary manually controlled derail will be in service 50' west of original derail and operated with an IHB 109 lock. Permission must be received from the Gibson West End Yardmaster prior to operating the lock and derail and must confirm when the derail and lock are restored.

KANKAKEE LINE:

1. OSBORN YARD – NEW SWITCH HOOKS INSTALLED

Effective 0600 9/09/2020, new switch hooks are installed on all switches at Osborn Yard. Employees will be governed by **GCOR 8.8 Switches Equipped with Locks, Hooks or Latches.**

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 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
- 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 at Gibson Auto Yard will not clear man on side of car on Track 23.

WALKING CONDITIONS:

- **Cast Armor Yard – Watch for uneven footing in No.1, No.2, No.3 tracks and Working Lead in the Cast Armor yard due to tie installation.**
- Safety Kleen - Use caution while servicing due to ongoing track work.
- East end of the Relay yard – Watch walking conditions around junction box at the GR16 switch.
- Caution while walking near Tracks 15 and 16 on the East End of the Relay – Broken manhole cover currently covered in plywood painted yellow.
- Lakefront Yard - between No.2 and No.3 tracks due to piles of debris.
- Be aware of falling concrete/debris around the Burnham Avenue OH Bridge within Calumet City Yard around Tracks 5 and 6.
- Along the Kensington Branch due to tie distribution.
- Use caution when working in the vicinity of the walkway at the west end of Lakefront yard between 5 Lead and CN Track as track work will be ongoing by CN crews.
- Track material and various debris between Baldwin Lead and CN Track at Calumet.
- 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.
- 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 LAYING ALONG TRACKS AT THE FOLLOWING LOCATIONS:

- Michigan Ave – Between Tracks No.24 and No.25.
- Between No. 2 track and NS Auxiliary at Osborn Yard
- Between Track 26 and Track 30 at the Gibson Auto Yard.

OTHER:

- 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.
- 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 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.
- Employees are prohibited from riding the side of equipment at Blue Island Yard on Cab Track BCAB and the Old RIP Stub Track.
- 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:

- **Blue Island Class Yard – Watch for ballast along Tracks 23 and 24 in the Blue Island Class Yard.**
- Uneven footing between railroad crossing at grade at CP Dolton and Lincoln Ave between No.1 and No.2 tracks.
- AVOID AREA - Sink hole at MP 17.03: 100 feet west of Pulaski OH Bridge – 7 feet south from No.3 track on the field side.
- Alsip Yard – Uneven footing - South End Lead between run around switch and the Junction east/west wye switch.
- Use caution while walking around electric boxes located at Blue Island Yard at the Hump end.
- Standing equipment near Old RIP Building and Track No. 1 Blue Island Yard East RIP (BER)

RAIL LAYING ALONG TRACKS AT THE FOLLOWING LOCATIONS:

- None

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 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).
- 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:

- **Excavation work – Uneven footing at CP Argo New Yard – West Lead.**
- MP 26.65 – Walkway on No.1 track and No.2 track on east and west sides of track are out of service due to bridge work. Signs are posted.
- Excavation work – Argo New Yard on the east end of the Working Lead Switch in the Argo New yard.
- Excavation work – Argo New Yard Track No.6 on the field side towards the west end – uneven footing and debris.
- Open excavation near No.1 track – Grant Street at CP 359 near the bottom of the staircase.
- Uneven footing – 200 Feet west of EAS CP 309 and 20 Feet east of EAS CP 309 on the field side of No.3 track due to excavation work.
- At CP 369 next to the Northwest Lead – Uneven walking conditions.
- Open excavation along the field side of No.1 Track near the WAS at CP 238.
- Open excavations at CP Canal: Between No.1 & No.2 tracks – 40 feet from WAS and 500 feet from EAS.
- Open ditch along No.2 Track between 82nd Street and CP 238.
- 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 LAYING ALONG TRACKS AT THE FOLLOWING LOCATIONS:

- **Rail laying next to No.1, No.2 and No.3 track between MP 33 and WAS at CP 359.**
- Rail laying field side No.6 track in the Argo New Yard.
- Rail laying between Tracks 1 & 2 between CP Canal and CP Argo.
- Rail laying field side between CP 238 and 82nd Street switch.
- Rail laying next to the field side on No.3 Track between 47th Street and Lincoln.
- Rail laying in the gauge of the rail in No.1 Track at Argo Old Yard.
- Rail laying between Tracks 1 & 2 between CP Canal and CP McCook
- Rail laying between Tracks 1 & 2 between MP 26.0 and MP 26.65
- Rail laying on No.2 Track between MP 31 and MP 35.
- Rail laying 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:	2020-002 5-06-20	BNSF:	No.1 3-1-2017	CN:	None	CP:	12-30-2016	CSXT:	08-01-2019
GCOR:	No.1 5-01-2020	METRA:	None	NS:	None	UP:	No.6 11-09-19	IHB:	No.11 08-01-2019

SAFETY

NONE

TIMETABLE:

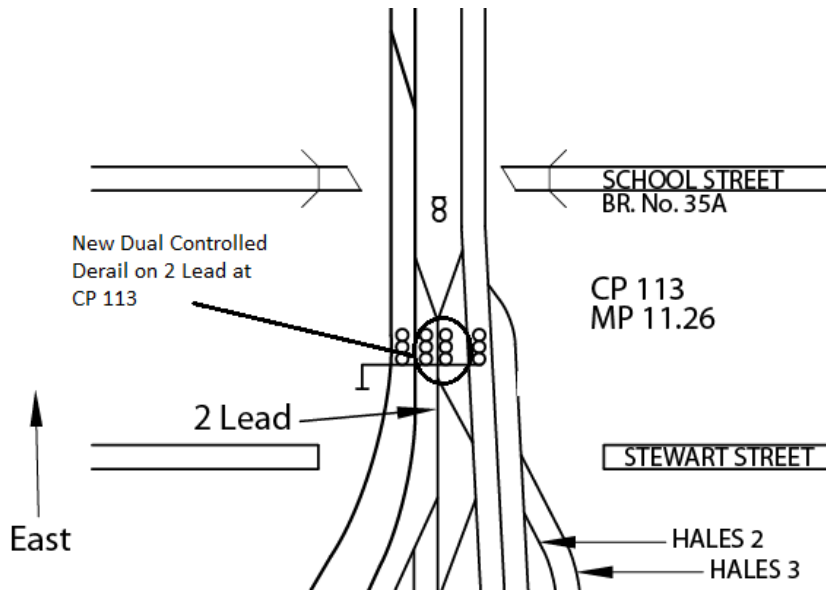
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Movements must remain clear of the circuit, indicated by a red color tie, approximately 200 feet west of EAS at CP 113 on 2 Lead and clear of the crossover on 5 Lead for the derail to operate.

Blue Island Terminal:

<u>Location</u>	<u>Type/Track</u>	<u>Protecting</u>	<u>Employee</u>
EAS CP 113	Dual-Controlled/2 Lead	Main Track	IHB East Dispatcher



2. 2113 ELECTRONIC DEVICES – SAFE USE OF ELECTRONIC DEVICES (GCOR 2.21) – Temporary Exception

Effective immediately, employees must adhere to the following temporary exception to Special Instruction 2113. Employees will be governed accordingly.

In an effort to reduce contact with shared surfaces and limit close physical interactions with coworkers at on-duty locations due to COVID-19 IHB is limiting the use of Kiosks. Instead of using Kiosk's, each employee covered under the Hours of Service Law must contact the crew caller **using their personal cell phone** at the end of their shift to report hours of service information. This must be done prior to leaving the property from the employee's parked personal vehicle.

3. 2108 DUTY – REPORTING OR ABSENCE (GCOR 1.15) – Temporary Addition

Effective immediately, employees must adhere to the following temporary addition to Special Instruction 2108. Employees will be governed accordingly.

In an effort to reduce the amount of individuals inside crew quarters at Blue Island and Gibson on-duty locations, employees reporting for yard assignments **MUST** utilize the following practices:

- All necessary equipment to perform service for the Carrier should be kept in personal vehicles and not lockers.
- Foremen must contact immediate supervisor by radio from their parked personal vehicle **within 5 minutes of being on duty** to facilitate the following:
 1. After contacting immediate supervisor, foremen will locate their engineer and/or helper and job brief with them so they may proceed to their Engine or Cab.
 2. The immediate supervisor will designate when the foreman will retrieve paperwork from the crew quarters to aid in isolating as many employees as possible.
- Lunch times will be staggered, if possible, to prevent any unnecessary amount of people congregating in one place.

In the event you are unable to contact your immediate supervisor by means of radio within 5 minutes of being on duty, you are expected to use a company telephone to accomplish these tasks within 10 minutes of being on duty.

OPERATING RULES

NONE

AIR BRAKE AND EQUIPMENT HANDLING

NONE

HAZMAT

NONE

ERG

NONE

ON-TRACK SAFETY MANUAL

NONE

F. OTHER INSTRUCTIONS

1. IHB EMPLOYEE EXEMPTION FROM TRAVEL RESTRICTIONS AND AAR LETTER OF ACCESS – INDIANA HARBOR BELT RAILROAD COVID-19 RESTRICTED AREAS - LETTERS

As additional travel restrictions are added at the Local, State, and Federal levels due to COVID-19, railroad employees are critical assets in delivering goods and services to the citizens of the United States and must continue to serve our nation’s needs. AAR and IHB has issued letters instructing local, state, and federal agencies to allow railroad employees who deliver these goods and services access to locations where these goods and services are needed. **Employees may receive these letters at their on-duty locations and must keep these letters accessible during travel to work and while at work until further notice.**

2. 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.

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.

Courtney B. Dunford, General Superintendent
End of Daily Operating Bulletin 9-27

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 _____, 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 1.

7. Other instructions and/or information: _____.

Dispatcher: _____ Time Effective: _____

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