



THE BELT RAILWAY COMPANY OF CHICAGO

Office of Transportation

Effective July 30, 2018



Personal Injuries: ONE- incident only

Last Incident: 7/29/18 2 Days

Last Reportable Injury: 5/1/18 91 Days

<u>INCIDENTS</u>			<u>REPORTABLE INJURIES</u>		
2017	2018	Chg.	2017	2018	Chg.
7	12	71%	3	1	67%

Human Factor Incident: TWO

Rule Violation- 87th Street- 7/24/18

Run Thru Switch- 25 Crossover Switch EDEP- 7/25/18

Derailments: TWO

7/23	42 WCLS	M411	Passed Couplers
7/25	44 ECLS	M411	Passed Couplers

Run Outs: NONE

Behavior Observed Last Week → 145 Safe Events!

31 At-Risk Events			176 Testing Events		
07/23/2018	1.3.1 (2)	Rules, Regulations, and Instructions	07/26/2018	C-17	Appearance
07/24/2018	1.3.1 (2)	Rules, Regulations, and Instructions	07/27/2018	1.24 (2)	Clean Property
07/24/2018	7.6.1	Unattended Locomotives (GO Addition to TTSI)	07/27/2018	7.6 (2)	Securing Cars or Engines
07/24/2018	65.1	Possession of DOB	07/28/2018	1.10	Games, Reading, or Electronic Devices
07/24/2018	7.6.1	Unattended Locomotives (GO Addition to TTSI)	07/28/2018	2.11	Prohibited Transmissions
07/25/2018	1.11	Sleeping	07/28/2018	1.3.1 (4)	Rules, Regulations, and Instructions
07/25/2018	1.2.1 OP-1	Conducting a Locomotive Inspection	07/29/2018	1.15	Duty - Reporting or Absence
07/25/2018	1.3.1 (2)	Rules, Regulations, and Instructions	07/29/2018	7.6 (2)	Securing Cars or Engines
07/26/2018	7.5	Testing Hand Brakes	07/29/2018	1.3.1 (2)	Rules, Regulations, and Instructions
07/26/2018	7.6	Securing Cars or Engines	07/29/2018	11.1 SAF-1	PPE General Guidelines
07/26/2018	7.4.1	Safety Stop (GO Addition to TTSI)			

Rules of the Week- Managers Will Perform Efficiency Tests on Rules of the Week.

GCOR/Dispatch/OP-1			SAF-1		
Transportation	7.1	Switching Safely and Efficiently	Transportation	20.10.1	Releasing Handbrakes
Engineering	RWPP	Responsibilities	Engineering	20.5	Crossing Through or Fouling Equipment
Dispatcher	65.1	Possession of DOB	Mechanical	7.1	Protection of Workmen
OP-1	1.2.1	Locomotive Inspection			

Rules of the Week- See Reverse Side

Transportation Department

BRC Expects 2 Things Of All Employees: Take the Extra 5 Minutes to Perform The Task Safely & Abide by the Rules



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RULES OF THE WEEK

Transportation Operating Rule: 7.1 Switching Safely and Efficiently

While switching, employees must work safely and efficiently and avoid damage to contents of cars, equipment, structures, or other property. Do not leave equipment standing where it will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine. On tracks where clearance point is indicated, leave equipment beyond the clearance point.

If the clearance point is not indicated or visible, determine the clearance point by standing outside the rail of adjacent track and extend arm towards the equipment. When unable to touch the equipment, leave equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point.

Equipment may be left on a:

- Main track, fouling a siding switch, when the switch is lined for the main track.
- Siding, fouling a main track switch, when the switch is lined for the siding.
- Yard switching lead, fouling a yard track switch, when the switch is lined for the yard switching lead.

or

- Industry track, beyond the clearance point of the switch leading to the industry.

Transportation Safety SAF-1: 20.10.1 Releasing Handbrakes

Use caution when releasing hand brake. Obtain help when necessary. Avoid being struck by the brake wheel when the pawl is released. Avoid having clothing or hand caught in a spinning brake wheel. When unable to release a hand brake that has been set after an air brake application, if possible, follow this procedure:

- Recharge train line pressure of the car.
- Reapply air brake (to relieve tension on the hand brake chain).
- Release the hand brake by hand.

Train Dispatcher Rule: 65.1 Possession of DOB

Train dispatcher must verify crew members are in possession of current the DOB prior to authorizing movement onto the BRC. DOB number must be verified.

Engineering Operating Rule: RWPP Responsibilities

RWPP Responsibilities – The BRC and individual employees have responsibilities related to the BRC RWPP.

B. Individual Employee Responsibilities

- Complying with Roadway Worker On-Track Safety Protection Rules and BRC RWPP requirements;
- Ensuring that On-Track Safety Protection is being provided before fouling a track;
- Not fouling a track except when necessary in the performance of duty.
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OP-1 1.2.1 Locomotive Inspection- Scanning

D. Documentation of Inspection:

Cab Card Form 2322 must be completed to show the date, place and time the locomotive was inspected.

This form will be placed in the card holder in the locomotive cab. The top copy of the locomotive daily inspection form will be left in the Hours of Service/Timeslip box located at various locations on the BRC.

The written report must include the following information:

- Date
- Location

- Time
- Complying or Non-Complying (Check appropriate box)
- Inspector's signature

If it is known the locomotive was not used on a calendar day, the words "NOT USED" should be entered on the appropriate dates of the cab card.

Engineering Safety Rule: SAF-1 20.5 Crossing Through or Fouling Equipment

Do not get on, cross through, crawl, sit or lie under cars, unless duties require. When duties require, assure that all movement has stopped, protection has been provided and no unexpected movement will occur. Unless otherwise authorized, before an employee steps foul of a track to work on or make adjustments to equipment in a train, the employee must notify, if applicable:

- All crew members
- When applicable, Rule 20.5.4, Understanding Between Crew Members Before Fouling Equipment (3-Point Protection), will apply.

Mechanical Safety Rule: 7.1 Protection of Workmen

Workmen who are inspecting, testing, repairing, and servicing rolling equipment are required to comply with this rule. In particular, because these tasks require the workmen to work on, under, or between rolling equipment, workmen are exposed to potential injury from moving equipment.

A. What a Blue Signal Signifies

A blue signal signifies that workmen are on, under, or between rolling equipment and requires that:

1. Rolling equipment must not be coupled to or moved, except as provided in "Movement in Engine Servicing Area" and "Movement in Car Shop Repair Area" of this rule.
2. Rolling equipment must not pass a blue signal on a track protected by the signal.
3. Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signal.
 - A. However, rolling equipment may be placed on the same track when it is placed on designated engine servicing area tracks or car shop repair area tracks, or when a derail divides a track into separate working areas.
4. Rolling equipment must not enter a track when a blue signal is displayed at the entrance to the track.

Blue signals or remote control blue signals must be displayed for each craft or group of workmen who will work on, under, or between rolling equipment.

Protection Removed – Blue signals may be removed only by the craft or group who placed them. Remote control display may be discontinued when directed by the craft or group that requested the protection. When blue signal protection has been removed from one entrance of a double-ended track or from either end of rolling equipment on a main track, that track is no longer under blue signal protection

Refer any questions to your supervisor or the Director Rules and Compliance or Manager Operating Practices