



***Being better tomorrow than we are today.***

**Weekly Safety Bulletin**  
**Effective Week of September 9, 2019**

**Personal Injuries YTD**

**Last Incident:** 08/28/2019 13 Days

**Last Reportable Injury:** 08/24/2019 17 Days

<b>INCIDENTS</b>			<b>REPORTABLE INJURIES</b>		
2018	2019	Chg.	2018	2019	Chg.
18	22	22%	4	11	-

**Run Thru Switches YTD**

**Last Run Thru Switch:** 08/30/19

<b>Total</b>			<b>Breakdown for 2019</b>	
2018	2019	Chg.	BRC	Foreign
32	33	3%	26	7

**Human Factor Derailments YTD**

<b>Total</b>		
2018	2019	Chg.
24	23	4%

**Crossed Drawbar Derailment YTD**

<b>Total</b>		
2018	2019	Chg.
64	13	79%

**Run Outs YTD**

<b>Total</b>			<b>2019</b>	
2018	2019	Chg.	East Class	West Class
8	3	62%	2	1

**Efficiency Test: 59 Safe Events!**

<b>Total Testing Events</b>	<b>81</b>	<b>At-Risk Events</b>	<b>22</b>
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**Rules of the Week:** (on Reverse Side)

<b>Transportation</b>			<b>Engineering</b>		
GCOR	CY 5.9/CY 5.10	Initiating Movement	GCOR	6.29.1	Inspecting Passing Trains
SAF-1	20.4.2	Moving Equipment	SAF-1	18.18	Maintenance and Repair
OP-1	7.11	Charging Necessary Air Brakes	<b>Mechanical</b>		
Dispatcher	64.1	Authority to Enter CTC Limits	SAF-1	5.8	Use of Lanterns

### **Transportation Operating Rule: CY5.9 and CY 5.10 Initiating Movement**

CY 5.9 -Initiating Movement Hump West Approach: Prior to initiating humping operations, the following must take place:1.Hump Conductor will advise the Pin Puller the position of the Hump Crest Switches and the route to be utilized.2.The Pin Puller will confirm and repeat the route to the Hump Conductor.3.Hump Conductor will grant permission for movement after a correct repeat is received.

Prior to movement, the Pin Puller will communicate switch position and route to the employee on the locomotive and receive acknowledgement of the route. All communication will take place using radio.CY 5.10 -Initiating Movement Hump East Approach: Prior to initiating hump operations, the following must take place:1.Hump Conductor will advise the Pin Puller the position of Hump Crest Switches and the route to be utilized.2.Hump Conductor will advise the Pin Puller that switches are lined and blocked for the route associated with movement at the west end of the East Receiving Yard to the East Hump Approach Track.3.Pin Puller will confirm and repeat the route, including route at the west end of the East Receiving Yard to the Hump Conductor.4.Hump Conductor will grant permission for movement after a correct repeat is received.5.Prior to movement, the Pin Puller will communicate switch position and route to the employee on the locomotive and receive acknowledgement of the route. All communication will take place using radio. Switch position and crossing gate status at the west end of the East Receiving Yard are to be verified, using the monitor as the primary means of verification.

### **Transportation Safety Rule 20.4.2 Moving Equipment**

Employees are prohibited from getting on or off moving equipment, except in emergency, and when necessary to prevent injury to themselves or others. (TRANS)If necessary, to get on or off, the following precautions must also be taken:

- When getting on moving equipment, stand clear of equipment so as not to be struck. When boarding boxcars or similar equipment, grasp the leading grab iron with leading hand in direction of movement, then step up with the trailing foot as you grasp trailing grab iron, putting trailing foot in trailing corner of step letting movement lift you off the ground. Do not get on equipment moving more than 4 MPH.
- When getting off moving equipment, do not step between the rails, on tie ends or immediately ahead of switches. When getting off, make sure you are clear of the engine or car. The trailing foot (foot opposite from the direction of movement) must strike the ground first, directing you away from the equipment. Do not get off equipment moving more than 4 MPH.
- Mechanical Department employees are not permitted to get on or off a moving locomotive.

### **Train Dispatcher Rule 64.1 Authority to Enter CTC Limits**

Reference: GCOR 10.1 Before verbally authorizing train to enter CTC between block signals and operate in a specified direction: 1. It must be known that no conflicting movement is occupying or authorized to enter the track. 2. Set signals governing access into the area to be occupied to Stop and apply blocking mechanism(s) to prevent unauthorized movement into protected area.

Use verbal Format: "(Train) AT (location) HAS AUTHORITY TO ENTER (track) AND PROCEED (direction)." Blocking mechanism(s) must not be removed until it is known that movement has occupied the track.

### **OP-1 (GCOR) 7.11 Charging Necessary Air Brakes**

Do not handle cars without charging the air brake system, unless the cars can be handled safely and stopped within the required distance. If necessary, couple the air hoses and charge the brake systems on a sufficient number of cars to control movement.

### **Mechanical Safety Rule: M5.8 Use of Lanterns**

Employees working in periods of reduced visibility must have a company issued and illuminated lantern. The use of Focus Control LED Head Lamps is permissible, but only as a supplement, not as a replacement for, the use and possession of a lantern.

### **Engineering Operating Rule: 6.29.1 Inspecting Passing Trains**

Inspecting Passing Trains

Employees must inspect passing trains. If they detect any of the following conditions, they must notify crew members on the passing train by any available means:

- Overheated journals.
- Sticking brakes.
- Sliding wheels.
- Wheels not properly positioned on the rail.
- Dragging equipment.
- Insecure contents.
- Signs of smoke or fire.
- Headlight or marker improperly displayed.
- Any other dangerous condition.

When possible, employees inspecting the passing train must advise crew members of the condition of their train.

When possible, a crew member on the engine of the train being inspected must notify a crew member on the rear of the train when the train is being inspected by other employees.

Ground Inspections

When a train is stopped and is met or passed by another train, crew members must inspect the passing train. The trainman's inspection must be made from the ground if there is a safe location. If safe to do so, a trainman must cross the track and inspect the side of the passing train opposite the stopped train.

Trackside Warning Detectors and Inspections

Crew members must be aware of trackside warning detectors and signals from persons inspecting their train. Stop the train immediately for an inspection when any of the following conditions exist:

- A crew member receives a stop signal.
  - A trackside warning detector indicates a train defect.
- or
- A crew member is notified of a dangerous condition.
- Movement must not proceed until it is safe.

### **Engineering Safety SAF-1: 18.18 Welding-Maintenance and Repair**

Only a qualified mechanic or electrician may make repairs or adjustments to electrical welding equipment.

EXCEPTION: Welders may make routine operating adjustments.