



Being better tomorrow than we are today.

Weekly Safety Bulletin
Effective Week of September 14, 2020

Personal Injuries YTD

Last Incident: 09/06/20 8 Days

Last Reportable Injury: 08/20/20 25 Days

INCIDENTS			REPORTABLE INJURIES		
2019	2020	Chg.	2019	2020	Chg.
22	8	63%	11	3	72%

Run Thru Switches YTD

Last Run Thru Switch: 08/27/20

Total			Breakdown for 2020	
2019	2020	Chg.	BRC	Foreign
33	21	36%	12	9

Human Factor Derailments YTD

Total		
2019	2020	Chg.
23	8	65%

Crossed Drawbar Derailment YTD

Total		
2019	2020	Chg.
13	12	7%

Run Outs YTD

Total			2020	
2019	2020	Chg.	East Class	West Class
3	1	66%	1	0

Efficiency Test: 47 Safe Events!

Total Testing Events	47	At-Risk Events	0
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Rules of the Week: (on Reverse Side)

Transportation			Engineering		
GCOR	7.1	Switching Safely and Efficiently	GCOR	2.9	Misuse of Radio Communication
SAF-1	21.3	Switch Operation	RWPP	200.11.1	On Track Safety Procedure
OP-1	7.2	Record of Class I Air Brake Test	Mechanical		
Dispatcher	64.3.1	Issuing Track and Time	SAF-1	20.9.1	Using Mobile Equipment

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

Transportation Safety SAF-1: 21.3 Switch Operation

Switches have different physical operating characteristics. Be familiar with the procedures for properly lining each type of switch. Always remember that the ease with which a switch operates will change depending on weather, temperature and other operating conditions. Using foot on switch levers for the purpose of operating the switch is prohibited. Before operating a switch or derail:

1. Look in both directions and be alert for moving equipment on adjacent tracks.
2. Before lining the switch, visually inspect it, and make sure it is not damaged, locked, tagged or spiked and that points are not obstructed by ballast, ice, snow, or other material which may interfere with the normal movement of switch points.
3. If necessary to remove foreign material between the switch point and stockrail, use a broom, stick or similar object. Do not use your hand or foot for this purpose. If the switch is spiked, do not attempt to operate it.
4. Always take a firm stance and be alert for conditions which may cause loss of footing.
5. While handling a switch or derail, keep hands and feet clear to avoid being caught or struck by the derail or the switch lever handle or ball.

After operating a switch or derail:

1. Make sure the switch points fit properly.
2. When removing a derail, make sure it completes its entire arc and is resting on the ties.

Train Dispatcher Rule 64.3.1 Issuing Track and Time

Before issuing track and time, the train dispatcher must (if to MW, confirm limits) observe the screen display and verify that signals governing access into the limits are at Stop. (Signals that are in time, flashing or requested are not considered at Stop). When granting track and time, the train dispatcher must not include any track that is not within CTC territory. On operating territories where more than one train dispatcher or control operator is responsible for providing protection at entry points into track and time limits, each train dispatcher must provide appropriate protection and record that a track and time authority has been established.

OP-1 Rule: OP 7.2 Record of Air Brake Test

Mechanical Safety Rule: 20.9.1 Using Mobile Equipment

When using a Trackmobile, car mover or other work equipment as the prime mover:

- Cars will be inspected for safety defects prior to movement. If defects are found that prevent safe movement, corrective action must be taken to prevent derailment or further damage. Required inspection reports must be completed at the start of every shift.
- The operator or ground man will notify all affected employees, including others moving cars and/or locomotives, prior to movement. Car(s) will be inspected for persons on, under or between before coupling.
- When coupling to cars, the operator or ground man must observe that coupler pin has dropped before movement. Cars left standing must be properly secured. When necessary to work between the Trackmobile and other equipment, a separation of not less than 50 feet must be made, and the machine stopped before commencing work.
- Pedestrian and vehicular crossings will be cleared prior to movement. A ground man will ensure that vehicles or pedestrians do not foul the move.
- When entering or exiting the Car Repair Facility, the horn will be sounded.
- A ground man must be able to protect the movement when the operator is not pulling the cars. The ground man must remain in plain sight on the operator's side. If visual contact is lost between operator and ground man, all movement must stop.
- Three Point Contact is required when mounting and dismounting the Trackmobile. Face the equipment when dismounting.
- It is not permissible to get on or off a moving Trackmobile.
- When leaving the Trackmobile, the parking brake must be set.

Engineering Operating Rule: 2.9 Misuse of Radio Communications

Employees must not use radio communication to avoid complying with any rule.

Engineering Roadway Worker Protection Plan 200.11.1 On-Track Safety Procedures for Certain Roadway Work Groups and Adjacent Tracks:

On-Track Safety is required for each adjacent controlled track when a roadway work group with at least one roadway worker on the ground engaged in a common task with on-track, self-propelled equipment, or coupled equipment on an occupied track.

On-Track Safety on an adjacent controlled track shall be provided by the applicable provisions of:

- Rule 200.4 (Exclusive Track Occupancy)
- Rule 200.5 (Foul Time) or
- Rule 200.7 (Train Approach Warning provided by lookout).