

THE BELT RAILWAY COMPANY OF CHICAGO

Office of Engineering

Safety Rule of the Week

****Effective 12:01 a.m. September 19, 2020 through September 25, 2020 at Midnight****

September 18, 2020

SAFETY RULE OF THE WEEK:

ROADWAY WORKER PROTECTION PLAN:

200.4 Exclusive Track Occupancy: Working limits on **Controlled Track** protected through the use of Exclusive Track Occupancy, must comply with the following requirements:

200.4.1 The authority for exclusive track occupancy given to the roadway worker in charge of the working limits will be transmitted on a written or printed document directly by relay through a designated employee in a data transmission, or by oral communication to the roadway worker in charge; by the train dispatcher or control operator in charge of the track.

- The roadway worker in charge of the working limits must maintain possession of the written or printed authority for exclusive track occupancy while the authority for the working limits is in effect.
- A data transmission of an authority for exclusive track occupancy displayed on an electronic screen may be used as a substitute for a written or printed document.
- While it is in effect, all contents of an authority electronically displayed shall be readily viewable by the roadway worker in charge that is using the authority to provide on-track safety for a roadway work group.
- If the electronic display device malfunctions, fails, or cannot display an authority while in effect, all on-track roadway maintenance machine and hi-rail movements must stop and the roadway worker in charge of the roadway work group shall instruct all roadway workers to stop work and occupy a place of safety until either a new authority is granted or another form of on-track safety is established.

GENERAL CODE OF OPERATING RULES:

2.0 Railroad Radio and Communication Rules

2.10 Emergency Calls

Emergency calls will begin with the words "Emergency, Emergency, Emergency". These calls will be used to cover initial reports of hazardous conditions which could result in death or injury, damage to property or serious disruption of railroad operations such as:

- Derailments.
- Collisions.
- Storms.
- Washouts.
- Fires.
- Track obstructions.
or
- Emergency brake applications.

In addition, emergency calls must be made for the following:

- Overrunning limits of authority.
or
- Overrunning Stop indications.

Emergency calls must contain as much complete information on the incident as possible.

All employees must give absolute priority to an emergency communication. Unless they are answering or aiding the emergency call, employees must not transmit until they are certain no interference will result.

SCOTT SCHIEMANN
Director, Engineering
Track & Structures

cc via e-mail: T. Hartwig
C. Kerney
G. Conoboy