



Being better tomorrow than we are today.

Weekly Safety Bulletin
Effective Week of January 18, 2021

Personal Injuries YTD

Last Incident: 01/03/2021 15 Days

Last Reportable Injury: 01/03/2021 15 Days

<u>INCIDENTS</u>			<u>REPORTABLE INJURIES</u>		
2020	2021	Chg.	2020	2021	Chg.
0	1	-	0	1	-

Run Thru Switches YTD

Last Run Thru Switch: 01/05/21

<u>Total</u>			<u>Breakdown for 2021</u>	
2020	2021	Chg.	BRC	Foreign
3	5	-	3	2

Human Factor Derailments YTD

<u>Total</u>		
2020	2021	Chg.
1	1	-

Crossed Drawbar Derailment YTD

<u>Total</u>		
2020	2021	Chg.
0	1	-

Efficiency Test: 25 Safe Events!

Total Testing Events	30	At-Risk Events	5
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Rules of the Week: (on Reverse Side)

<u>Transportation</u>			<u>Engineering</u>		
GCOR	8.2	Position of Switches	GCOR	6.27	Movement at Restricted Speed
SAF-1	11.7.5	Winter Footwear	SAF-1	19.21.1	Signal Mast Inspections (NEW) [SYS GO]
OP-1	1.2.1	Conducting Locomotive Inspection	<u>Mechanical</u>		
Dispatcher	60.7	Transfer/Turnover	MECH	20.1.2	Precautions Near Passing Trains or Equipment

Transportation Operating Rule: 8.2 Position of Switches

The employee operating the switch or derail is responsible for the position of the switch or derail in use. Movement must not foul an adjacent track until the hand-operated switch is properly lined. Do not operate switch that is tagged. If the switch is spiked, do not remove the spike unless authorized by the same craft or group that placed it. Employees operating switches and derails must make sure:

- The switches and derails are properly lined for the intended route.
- The points fit properly and the target, if so equipped, corresponds with the switch's position.
- When the operating lever is equipped with a latch, they do not step on the latch to release the lever except when operating the switch.
- After locking a switch or derail, they test the lock to ensure it is secured.
- The switch is not operated while equipment is fouling, standing on, or moving over the switch, unless permitted by rules governing spring switches.
- When equipment has entered a track, the switch to that track is not lined away until the equipment has passed the clearance point of the track. When possible, crew members on the engine must see that the switches and derails near the engine are properly lined.

Transportation Safety SAF-1: 11.7.5 Winter Footwear (ADDITION)

BRC employees are required to wear approved winter footwear whenever snow or ice is present on the ground or forecast to occur during the assigned work shift. Employees subject to this rule are required to have approved studded overshoes readily available for use when weather conditions require. Two types of winter footwear are approved for use while performing service:

- LaCrosse Two Buckle Overshoe, Item 00367130
- LaCrosse Four Buckle Overshoe, Item 00367190

Information regarding procurement or replacement of winter boots can be obtained from a supervisor

Train Dispatcher Rule 60.7 Transfer / Turnover

A written transfer, on the prescribed form, must be made to relieving train dispatcher to include the following, if applicable:

- DOB in effect
- General lineups
- Unforeseen Speed Restrictions
- Pertinent instructions and information
- All active authorities
- RSSM Trains Relieving train dispatcher must review General Orders, Train Dispatcher Bulletins, Mainline Bulletins, Notices, and Daily Operating Bulletin.

Trains handling a RSSM Shipment / Alert Car must be documented on the written turnover and reviewed between dispatchers during the turnover process. A verbal exchange of information must be made with the relieving train dispatcher. The relieved train dispatcher must log off the Digicon and the relieving dispatcher must log on to the Digicon before the transfer is considered complete.

OP -1 1.2.1 Conducting a Locomotive Inspection

Not all defects are non-complying conditions. However, the following items are non-complying conditions, if they do not function properly during the daily inspection. Remote control locomotives must be in manual mode when conducting inspection. Inspect these three general areas of each locomotive:

- Control Compartment / Locomotive Cab
- Walkway and Engine Compartment
- Ground Level Inspection

- A. Control Compartment / Locomotive Cab
- B. Walkway and Engine Compartment:
- C. Ground Level Inspection
- D. Documentation of Inspection

Mechanical Safety Rule: 20.1.2 Precautions near Passing Trains or Equipment

When near passing trains or equipment:

- Move away from the track to avoid being struck by car doors, protruding or falling articles.
- Stand clear of all tracks when trains are approaching or passing in either direction. Do not stand on one track while trains are passing on an adjacent track.
- Do not allow yourself or others to be next to or between equipment while a train or equipment is closely passing on the adjacent track.
- Do not rely on others to notify you of an approaching train, engine or other equipment unless that person's duties include providing warnings.

Engineering Operating Rule: 6.27 Movement at Restricted Speed

When required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of:

- Train.
 - Engine.
 - Railroad car.
 - Men or equipment fouling the track.
 - Stop signal.
- or
- Derail or switch lined improperly.

When a train or engine is required to move at restricted speed, the crew must keep a lookout for broken rail and not exceed 20 MPH.

Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required.

Engineering System GO 19.21.1 Signal Mast Inspections (NEW)

Prior to climbing a signal mast, inspect the junction box at the base of the signal for cracks, and the ladder for damage. Focus inspection to identify any stress cracks around the junction box, any damage to bolts connecting the mast to the foundation, and the area connecting the mast pole to the junction box/base.

Inspect the ladder for damage and ensure that brackets securing the ladder to the signal pole are not broken. In the event that damage is found on either the signal junction/mounting box or the ladder, it must be marked with a red tag/tape on the ladder's terminal lock.

The Signal Supervisor will be notified immediately of the location, signal name and location of the damage. Shift turnover must include information about any location identified as having damage.

When red tag/tape are observed on a signal ladder, the ladder must not be used.