

THE BELT RAILWAY COMPANY OF CHICAGO

Office of Engineering

**Safety Rule of the Week**

**\*\*Effective 12:01 a.m. January 16, 2021 through January 22, 2021 at Midnight\*\***

**January 15, 2021**

**SAFETY RULE OF THE WEEK:**

**SAFETY RULEBOOK SAF-1:**

**System General Order 2021-001**

**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.**

**GENERAL CODE OF OPERATING RULES:**

**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.

**SCOTT SCHIEMANN**

Chief Engineer of Track & Structures

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