

THE BELT RAILWAY COMPANY OF CHICAGO  
Office of Engineering  
**Safety Rule of the Week**  
**\*\*Effective 12:01 a.m. January 9, 2021 through January 15, 2021 at Midnight\*\***

**January 8, 2021**

**SAFETY RULE OF THE WEEK:**

**SAFETY RULEBOOK SAF-1:**

**System General Order 2020-011**

**17.11 Power Supply System Knife Switch/Disconnect Securement (ENGR) (NEW)**

All Power Supply System Knife/Disconnect Switches used on signal equipment must be left in the ON position, except in emergency situations.

When equipped, Power Supply System Knife/Disconnect Switches must be locked.

When electrical cases are equipped with a master circuit breaker, that breaker will be left in NORMAL (ON) position, except when maintenance is required, or in any emergency.

Signal Department employees will ensure that snow blower and Cal-Rod equipment is powered ON or OFF using the individual circuit breakers in the signal cases or bungalows.

**GENERAL CODE OF OPERATING RULES:**

**6.19 Flag Protection**

**A. Flag Protection Not Required**

Flag protection is not required against following trains on the same track if:

1. Train is within ABS limits and the rear of the train is protected by at least two block signals or one block signal and one distant signal.
2. Rear of the train is within BRT, CTC, DTC, TWC or interlocking limits.  
or
3. General order or special instructions specify that flag protection is not required.

**B. Flag Protection is Required**

When flag protection is required against following trains:

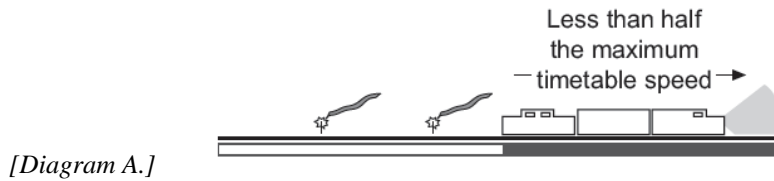
**1. More Than Half the Maximum Timetable Speed**

When a train is moving on a main track at or more than half the maximum authorized timetable speed for any train at that location, and the train may be overtaken by a following train, a flagman must decide whether to drop lighted fuses by considering the following:

- Grade of the track.
- Curvature of the track.
- Weather conditions.
- Sight distance.
- Speed of the train relative to a following train.

**2. Less than Half the Maximum Timetable Speed**

When a train is moving on a main track at less than half the maximum authorized timetable speed for any train at that location, a flagman must provide flag protection against following trains on the same track. The flagman must drop off single lighted fuses at close enough intervals to ensure full protection and not exceed the burning time of the fusee.



3. Stopped on a Main Track

When a train stops on a main track, a flagman must immediately go back at least 1 mile. Flagman must remain there until stopping a following train or until recalled.

If the flagman is recalled and safety will permit, the flagman must leave a lighted fusee and return to the train. If recalled before reaching the prescribed distance, the flagman must leave a lighted fusee. While returning to the train, the flagman must also place single lighted fusees at intervals shorter than the burning time of the fusee.

When the train departs, a crew member must leave one lighted fusee. In addition, until the train is moving at least half the maximum authorized timetable speed for any train at that location, a crew member must drop off single lighted fusees at intervals shorter than the burning time of the fusee.

**SCOTT SCHIEMANN**  
Chief Engineer of Track & Structures

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