

THE BELT RAILWAY COMPANY OF CHICAGO

Office of Engineering

Safety Rule of the Week

*****Effective 12:01 a.m. February 20, 2021 through February 26, 2021 at Midnight*****

February 19, 2021

SAFETY RULE OF THE WEEK:

SAFETY RULEBOOK SAF-1:

19.0 Walking/Working Surfaces

19.2 Precautions Against Slips, Trips, and Falls

Take precautions to avoid slipping on:

- Slick surfaces such as recently washed or waxed floors, oil, grease or soap on the walkway.
- Snow, ice, wet spots or other hazards caused by inclement weather. Use appropriate footwear and accessories and/or spread sand/salt mixture (as appropriate) on ice before proceeding when icy conditions exist.
- Use oil dry, sand, or other types of anti-slip material on oil or other slippery substances left on floors or walkways.

When walking, keep your eyes on the pathway and if hazardous under foot conditions exist:

- Keep your hands out of pockets for balance.
- Take short, deliberate steps with toes pointed outward.
- When stepping over objects, such as rails, be sure your front foot is flat before moving your rear foot.

Employees are prohibited from running except when necessary to prevent injury to themselves or others.

GENERAL CODE OF OPERATING RULES:

7.13 Protection of Employees in Bowl Tracks

During humping operations, before a train or yard crew member goes between engines or cars on a bowl track to couple air hoses or adjust coupling devices, or before an employee performs maintenance on a bowl track, protection must be provided against cars released from the hump into the track as follows:

- The employee requesting protection must notify the employee controlling the switches that provide access from the hump to the track where the work will occur.
- After being notified, the switch controller must line any remote-control switch against movement to the affected bowl track and apply a locking or blocking device to the control for that switch.
- The switch controller must then notify the employee that protection is provided. Protection will be maintained until the switch controller is advised that work is complete, and protection is no longer required.

SCOTT SCHIEMANN

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