

THE BELT RAILWAY COMPANY OF CHICAGO

Office of Engineering

Safety Rule of the Week

****Effective 12:01 a.m. February 6, 2021 through February 12, 2021 at Midnight****

February 5, 2021

SAFETY RULE OF THE WEEK:

SAFETY RULEBOOK SAF-1:

20.0 Working Around Tracks or Being on Equipment

20.8 Close Clearances (*applicable to all departments per System General Order 2021-001*)

20.8.1 Avoid Fouling Hazards

Do not leave equipment standing where it will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine.

On tracks where clearance point is indicated, leave equipment beyond the clearance point.

If clearance point is not indicated or visible, determine clearance point by standing outside the rail of adjacent track and extending arm towards the equipment. When unable to touch equipment, leave the equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point.

Equipment may be left on a:

- Main track, fouling a siding track switch, when the switch is lined for the main track.
- Siding, fouling a main track switch, when the switch is lined for the siding.
- Yard switching lead, fouling a yard track switch, when the switch is lined for the yard switching lead.
- Industry track beyond the clearance point of the switch leading to the industry.

When machines, tools, material or other equipment are left where adjacent track(s) may be fouled, notify proper authority. They must arrange to restrict movement on the affected track(s) until the work is completed, and the fouling hazard is eliminated.

Do not leave an unprotected condition.

GENERAL CODE OF OPERATING RULES:

6.32 Road Crossings

6.32.2 Automatic Warning Devices

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

- Movement has stopped within 3,000 feet of the crossing.
 - Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.
 - Movement is closely following another movement.
 - Movement is on other than the main track or siding.
- or
- Movement enters a main track or siding within 3,000 feet of the crossing.

Employees must observe all automatic warning devices and report any that are malfunctioning to the train dispatcher or proper authority by the first available means of communication. Notify all affected trains as soon as possible.

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