



THE BELT RAILWAY COMPANY OF CHICAGO

HUMP CONDUCTOR NOTICE

#2020-HC001

Effective 0001, July 9, 2020

To: All Concerned

Subject: Supplemental Protection of Mechanical Department Employees in Classification Yard Tracks

When making repairs to equipment in the Classification Yards on designated tracks, Mechanical Department employees will arrange with the Hump Conductor to apply protection as prescribed in GCOR 5.13 B 3, Blue Signal Protection of Workmen.

The protection provided by the Hump Conductor provides protection on the hump end of the track only, and protection on the opposite end must still be manually applied using locks, flags, or derails as prescribed in the rule.

In addition, Mechanical Department employees will arrange to place supplemental wooden blocks in the switches providing direct access to the applicable tracks on the hump end, AFTER protection has been provided by the Hump Conductor:

Designated Classification Yard Repair Tracks:

17 WCLS

48 WCLS

23 ECLS

62 ECLS

63 ECLS

When repairs are complete, blocks will be removed before protection is released to the Hump Conductor, releasing the tracks for normal operation.

Potential Close Clearance During Equipment Repair (Classification Yards):

When making repairs on specific tracks, the potential exists to incidentally foul the adjacent track.

When making repairs on the following tracks, arrange for protection from the Hump Conductor on both the track to be worked and the adjacent track as shown below:

<u>Repair Track</u>	<u>Supplemental Track to Be Protected</u>
17 WCLS	16 WCLS
48 WCLS	47 WCLS
62 ECLS	61 ECLS
23 ECLS	22 ECLS

When supplemental tracks are protected by the Hump Conductor, the requirement to place blocks applies only to the track where Mechanical Department employees will be making repairs to equipment.

T. Hartwig
Superintendent Transportation

Hump Conductor Notices in Effect:

<u>Year of Issuance</u>	<u>Numbers</u>
2016	001
2018	001
2019	001, 002
2020	001