



Belt Railway Weekly Safety Bulletin

March 2nd, 2026.

Time Travel is a reality, Daylight Saving Time Sunday Marh 8th 2a.m. Focus on Safety in the Future!

Statistics 2026

(changes this week highlighted)

2026	Engineering	Mechanical	Transportation	Other	Total (YTD)
Reportable Injuries	0	0	0	1	1
Human Factor Incidents	1	2	6	0	8
Run Through Switches	BRC - 3 Foreign - 1				4

Previous Week (February 23rd, 2025.)

Most Frequent Exceptions	Engineering	GCOR 1.15 Duty-Reporting or Absence
	Mechanical	SAF-1 10.2 Job Briefing
	Transportation	CY 20 Bad Order Cars
		Human Factor
Incidents	2/26/26 Run Thru Switch (West Departure)	
		YES

Rules of the Week: 3/02/2026

Department	Rules	
Engineering	RWPP-1 200.7.1 Train Approach Warning (Lookout)	RWPP-1 pg. 12
Mechanical	SAF-1 20.4 Getting On or Off Equipment	SAF-1 pg. 94
Command Center	TTSI Item 12 Security Instructions	TTSI pg. 79
Transportation	TTSI Item 11 BRC Speed Signals 9.1.4	TTSI pg. 74

FAMES ALERT

February 23, 2026: At approximately 11:20 am (EST) a 39-year-old maintenance-of-way employee with 4.5 years of service was struck and fatally injured by a work train in Lancaster, PA. A maintenance-of-way work group was cleaning snow from switches when the employee was struck.



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(Scan the QR code for more recommendations or Safety Alerts)

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PLEASE POST IMMEDIATELY

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Take Away

Although this recent tragedy has not yet been analyzed, FAMES reminds all roadway workers:

- An On Track Safety Briefing must be conducted with roadway workers before they foul any track. The briefing must clearly identify the Roadway Worker In Charge and the details of the on-track protection. Every roadway worker must acknowledge their understanding of the on-track protection to be utilized at the jobsite and must agree that the protection being provided is appropriate for the task to be performed before fouling any track.
- Watchmen/Lookouts must focus their sole attention to the detection of approaching trains and equipment.
- Whenever environmental or working conditions change that could interfere with a Watchman/Lookout's ability to detect the approach of a train or provide appropriate warning, the Watchman/Lookout must immediately clear Roadway Workers from the tracks until proper protection can be established.

**The "Take Away" does not insinuate that any rules were violated or that non-compliance existed in this event; it is simply a reminder to always stay alert.*

The FAMES Committee consists of safety representatives from a cross section of rail labor, railroad management, and federal regulators. FAMES is a continuous improvement process that relies on the candid sharing of available data and the views of its participants. To enable the process, FAMES explicitly refrains from making any findings regarding whether any past or present practice or protocol satisfies any legal duty or standard of care.

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