



Belt Railway Weekly Safety Bulletin

June 29th, 2026.

"Keep Your Freedom, Keep Your Life: See Tracks, Think Train!" Happy 4th of July!

Statistics 2026

(changes this week highlighted)

2026	Engineering	Mechanical	Transportation	Other	Total (YTD)
Reportable Injuries	0	0	3	1	4
Human Factor Incidents	4	4	20	1	28
Run Through Switches	BRC – 8 Foreign – 5				13

Previous Week (June 22nd, 2026.)

Most Frequent Exceptions	Engineering	SAF-1 13.9 Backing of Vehicles
	Mechanical	SAF-1 10.10 Housekeeping
	Transportation	SAF-1 20.10 Hand Brake
Incidents	To those who have not heard, it is with great sadness that we share the sudden passing of our colleague and friend, Al Vazquez. Al was a valued member of the BRC team for more than 10 years and a well-respected member of the engineering department. Our thoughts and prayers are with Al's family, as well as our entire BRC family who knew and worked alongside him. He will be missed. At this time we are not aware of funeral or visitation arrangements.	

Rules of the Week: 6/29/2026

Department	Rules	
Engineering	OTS-1 7.2 Moving On-Track Equipment Within Working Limit	OTS-1 pg. 12
Mechanical	GCOR 8.2 Position of Switches	GCOR pg. 8-1
Command Center	GCOR 1.17 Hours of Service Law	GCOR pg. 1-7
Transportation	CY 22 Dimensional Cars	TN 2025-4 pg.13
Critical Rule	RWPP-1, 200.6 Inaccessible Track	RWPP-1 pg.11



Belt Railway Weekly Safety Bulletin

June 29th, 2026.

ENGINEERING: OTS-1, 7.1 Moving On-Track Equipment Within Working Limits

Operators of on-track equipment must do the following:

- Movement of trains, engines and other railroad equipment within working limits will be made only under the direction of the roadway worker having control of the working limits.
- Such movements will be at Restricted Speed unless the roadway worker having control of the working limits has specifically authorized a higher speed.

COMMAND CENTER: GCOR 1.17 Hours of Service Law

Employees must be familiar and comply with the requirements of the federal hours of service law. Employees are expected to use off-duty time so they are prepared for work.

If an employee is called to report for duty before legal off-duty time has expired, before accepting the call to work, the employee must notify the individual making the call that off-duty time has not expired.

A. Notification

When communication is available, employees must notify the train dispatcher or another authority of the time the law requires them to be off duty. Employees must provide notification early enough that they may be relieved, or transportation provided, before they exceed the hours of service.

B. Exceeding the Law

Employees must not exceed the hours of service law without proper authority. However, they must not leave trains, engines, or cars on the main track without proper protection. Employees must secure trains properly and, if possible, before they exceed the hours of service. Except as provided by this paragraph, employees are then relieved of all duties.

TRANSPORTATION: CY 22 Dimensional Cars

Car Inspectors and train crews must promptly report to the Yardmaster, any dimensional loads, passenger equipment, locomotives in trains, and any other unusual cars found in train.



Belt Railway Weekly Safety Bulletin

June 29th, 2026.

MECHANICAL: GCOR 8.2 Position of Switches

The employee operating the switch or derail is responsible for the position of the switch or derail in use. Movement must not foul an adjacent track until the hand-operated switch is properly lined.

Do not operate switch that is tagged. If the switch is spiked, do not remove the spike unless authorized by the same craft or group that placed it.

Employees operating switches and derails must make sure:

- The switches and derails are properly lined for the intended route.
- The points fit properly and the target, if so equipped, corresponds with the switch's position.
- When the operating lever is equipped with a latch, they do not step on the latch to release the lever except when operating the switch.
- After locking a switch or derail, they test the lock to ensure it is secured.
- The switch is not operated while equipment is fouling, standing on, or moving over the switch, unless permitted by rules governing spring switches.
- When equipment has entered a track, the switch to that track is not lined away until the equipment has passed the clearance point of the track.

When possible, crew members on the engine must see that the switches and derails near the engine are properly lined.



Belt Railway Weekly Safety Bulletin

June 29th, 2026.

Critical Rule June 2026

RWPP 200.6 Inaccessible Track

200.6 Inaccessible Track: Working limits on Non-Controlled Track will be established by rendering the track within working limits inaccessible to trains, engines or other railroad equipment. No train, engine or other railroad equipment, except those moving under the direction of the roadway worker in charge, may be located within working limits on non-controlled track. The extent of working limits established, as inaccessible track, must be defined by one or more of the following physical characteristics:

200.6.1 A flagman with instructions and capability to hold all trains, engines or other railroad equipment clear of the working limits.

200.6.2 A hand-operated switch or derail aligned to prevent access to the working limits and secured with an effective securing device.

200.6.3 A remotely-controlled switch aligned to prevent access to the working limits and the control operator:

- Has secured the switch by applying protective blocking to the control machine; Has notified the roadway worker who requested the working limits that the protection has been provided; Is not permitted to remove the protective blocking until receiving permission to do so from the roadway worker who requested the working limits.

The operator of the remotely-controlled switch must keep a written record of (1) date, time and name of person requesting switch protection; (2) identification of track(s) protected; and (3) date, time and name of person authorizing removal of the protection. These records must be maintained for 15 days.

200.6.4 A discontinuity in the track which precludes passage of trains, engines or other railroad equipment into the working limits.

200.6.5 Movement of trains, engines, and roadway maintenance machines within the working limits established by means of Inaccessible Track shall move only under the direction of the roadway worker in charge at a speed directed by the roadway worker in charge.

200.6.6 No operable locomotives or other items of on-track equipment, except those present or moving under the direction of the roadway worker in charge, shall be located within the working limits established by means of Inaccessible Track.