



Belt Railway Weekly Safety Bulletin

September 28th, 2026.

"MIND YOUR SURROUNDINGS. ESPECIALLY THE SWITCH POINTS."

Statistics 2026

(changes this week highlighted)

2026	Engineering	Mechanical	Transportation	Other	Total (YTD)
Reportable Injuries	1	1	3	2	7
Human Factor Incidents	8	6	31	1	45
Run Through Switches	BRC – 11 Foreign – 11				22

Previous Week (September 21st, 2026.)

Most Frequent Exceptions	Engineering	SAF-1 11.4 Hard Hats
	Mechanical	SAF-1 10.2 Job Briefing
	Transportation	GCOR 1.15 Duty - Reporting or Absence
		Human Factor
Incidents	9/19 Personal Injury (Police, 55th St Interlocking, Slipped on Ballast)	YES
	9/24 Run Through Switch (Transportation, East Departure, 2359 Assignment)	YES

Rules of the Week: 9/28/2026

Department	Rules	
Engineering	SAF-1, 13.10 Hazardous Materials	SAF-1 pg. 28
Mechanical	GCOR 5.13 G Movement in Car Shop Repair Area	GCOR pg. 5-19
Command Center	Clerical Rules C-9, Statements	Clerical pg. 8
Transportation	GCOR 8.3 Main Track Switches	GCOR pg. 8-1
Critical Rule	GCOR 8.2 Position of Switches	GCOR pg. 8-1

COMMAND CENTER: Clerical Rules C-9, Statements

Except when authorized by proper authority:

Information concerning accidents or personal injuries that occur to persons other than employees may be given only to an authorized representative of the railroad or an officer of the law.



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Information in the files, or in other privileged or confidential reports of the railroad, concerning accidents or personal injuries may only be given to an authorized representative of the railroad.

MECHANICAL: GCOR 5.13 Movement in Car Shop Repair Area

When rolling equipment on car shop repair tracks is protected by blue signals, a car mover may reposition the equipment if:

- Workmen have been warned of the movement.
- An authorized employee operates the car mover under the direction of the employee in charge of workmen.

This is an exception within GCOR 5.13 Blue Signal Protection of Workmen. The general rule still stands: rolling equipment must not be coupled to or moved when a blue signal is displayed, except as provided for engine servicing and car shop repair areas.

TRANSPORTATION: GCOR 8.3 Main Track Switches

The normal position of a main track switch is for main track movement, and it must be lined and locked in that position. At points where double track begins, the normal position of a spring switch is for movement with the current of traffic.

However, the main track switch may be left open:

- In CTC territory within track and time limits.
- When attended by a crew member or switch tender.
- During switching operations when it is certain that no other train or engine will pass over the switch.
- For another train or engine when the switch is attended by a member of that crew.
- Within ABS limits when instructed by the train dispatcher, or within TWC territory when authorized by track warrant. The switch must not be considered restored to normal position until the train dispatcher is notified by an employee or train at that location.

On main track switches (if equipped), the target will be red if the switch is lined in other than its normal position.



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Before leaving the location where a hand-operated main track switch was operated, crew members must confirm the position of the switch with each other. Engineering Department employees granted authority to enter working limits must confirm the position of the switch with the employee in charge, or a designated employee who will notify the employee in charge.

ENGINEERING: SAF-1, 13.10 Hazardous Materials

Do not place gasoline or other hazardous materials, including oxygen and fuel gas, in a bus or truck compartment occupied by the driver or other persons.

Do not transport gasoline or other flammables in an automobile trunk except in an emergency, and then only in an approved container secured against movement.

13.10.1 Fueling Company Vehicles — When fueling company vehicles, ensure that the proper vehicle ID key is used to record fuel dispensed.

The fueling hose must be attended when fueling. Attended is defined as outside the vehicle with the hose in reach.

Critical Rule September 2026

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 a 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.