



Belt Railway Weekly Safety Bulletin

October 5th, 2026.

"WE ALL FLOAT DOWN HERE. YOU DON'T SO WATCH YOUR FOOTING."

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	34	1	48
Run Through Switches	BRC – 11 Foreign – 11				22

Previous Week (September 28th, 2026.)

Most Frequent Exceptions	Engineering	No exceptions this week	
	Mechanical	SAF-1 10.2 Job Briefing	
	Transportation	CY 17 Hump Conductor Responsibilities	
			Human Factor
Incidents	9/30 Critical Rule Violation (Transportation, 33 West Class, GCOR 7.13 Bowl Protection)		YES
	10/1 Human Factor Derailment (Transportation, Diesel Shop, UP8083)		YES
	10/4 Red Signal Violation (CN, East End Switches 24 Signal)		YES

Rules of the Week: 10/5/2026

Department	Rules	
Engineering	SAF-1, 13.11 Trailers	SAF-1 pg. 28
Mechanical	GCOR 1.2.4 Mechanical Inspection	GCOR pg. 1-2
Command Center	Clerical Rules C-10, Furnishing Information	Clerical pg. 8
Transportation	GCOR 8.4 Lining Main Track Switch / 8.6 Restoring Switch to Normal Position	GCOR pg. 8-2
Critical Rule	GCOR 6.32.1 Providing Warning Over Road Crossings	GCOR pg. 6-17



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COMMAND CENTER: Clerical Rules C-10, Furnishing Information

Employees must not withhold information, or fail to give all the facts to those authorized to receive information regarding unusual events, accidents, personal injuries, or rule violations.

MECHANICAL: GCOR 1.2.4 Mechanical Inspection

When engines, cars, or other equipment are involved in an accident that results in personal injury or death, the equipment must be inspected before it leaves the accident site.

A mechanical department employee must further inspect the equipment at the first terminal.

This employee must promptly report inspection results to the proper manager.

TRANSPORTATION: GCOR 8.4 Lining Main Track Switch / 8.6 Restoring Switch to Normal Position

8.4 Lining Main Track Switch — When an employee lines the switch to let a train enter or leave the main track, the employee must then go to the opposite side of the main track and not return to the switch stand until movement is complete.

If unable to go to the opposite side of the track, the employee must stand at least 20 feet from the switch stand.

8.6 Restoring Switch to Normal Position — An employee getting off moving equipment to return the main track switch to normal position must, when possible, get off the equipment on the opposite side from the switch stand.



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ENGINEERING: SAF-1, 13.11 Trailers

Before towing trailers, drivers must inspect:

- Tires.
- Hitches and safety chains.
- Lights.
- Equipment or material loaded on the trailer.

Any unusual condition noted must be corrected before towing is undertaken. If a trailer is equipped with brakes, the braking system must be operable. Safety chains, where required, must be used.

Trailers must be equipped with required and operable stop, tail, directional and clearance lights. Electrical connectors on trailers and vehicles must be compatible and must be connected before towing.

Critical Rule October 2026

GCOR 6.32.1 Providing Warning Over Road Crossings

An employee must be on the ground at the crossing to provide warning until the crossing is occupied when shoving equipment (including non-controlling locomotives), kicking cars, or performing a gravity switch move over highway/pathway – rail grade crossings. Movement must only be made as directed by the employee providing warning at the crossing.

Warning is not required when the crossing is equipped with gates in the fully lowered position, or with flashing lights or passive warning devices when it is clearly seen that no traffic is approaching or stopped at the crossing. Leading end of shoving movements must not exceed 15 MPH over crossings.