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"IT ALWAYS STARTS WITH SOMETHING SMALL AND IGNORED."

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	35	1	49
Run Through Switches	BRC – 11 Foreign – 11				22

Previous Week (October 12th, 2026.)			
Most Frequent Exceptions	Engineering	SAF-1 11.5 Eye Protection	
	Mechanical	GCOR 1.33 Inspection of Freight Cars	
	Transportation	SAF-1 20.5.4 Understanding Between Crew Members Before Fouling Equipment	
			Human Factor
Incidents	10/14 Derailment (BRC, M101, No Cost)		NO
	10/15 Derailment (CSXT, H525, Reportable, Hayford)		YES
	10/18 Derailment (CPRS, I52-18, 55th St Interlocking, Reportable)		PENDING

Rules of the Week: 10/19/2026

Department	Rules	
Engineering	SAF-1, 13.13 Train Yard or Utility Type Vehicles	SAF-1 pg. 29
Mechanical	GCOR 8.20 Derail Location and Position	GCOR pg. 8-8
Command Center	Clerical Rules C-12, Carrying Out Rules and Reporting Violations	Clerical pg. 9
Transportation	GCOR 8.9 Movement Over Spring Switches	GCOR pg. 8-3
Critical Rule	GCOR 6.32.1 Providing Warning Over Road Crossings	GCOR pg. 6-17

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COMMAND CENTER: Clerical Rules C-12, Carrying Out Rules and Reporting Violations

Employees must cooperate and assist in carrying out the rules and instructions. They must promptly report any violations to the proper supervisor.

They must also report any condition or practice that may threaten the safety of trains or employees, and any misconduct or negligence that may affect the interest of the railroad.

MECHANICAL: GCOR 8.20 Derail Location and Position

Employees in train, engine, and yard service must know the location of all fixed derails. A train or engine moving on or entering tracks where fixed derails are located must stop at least 100 feet from a derail in derailing position. Movement must not continue until the derail is placed in the non-derailing position. However, the distance restriction will not apply in engine servicing areas.

Do not make a movement over a derail in derailing position.

Sidings having hand-thrown derails will have the derail locked in non-derailing position, except when engines or cars are left unattended on the siding. On auxiliary tracks other than sidings, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.

TRANSPORTATION: GCOR 8.9 Movement Over Spring Switches

Spring switches are identified by the letters S or SS, special targets, signs, and/or lights.

8.9.1 Testing Spring Switch — A crew member tests the switch by lining the switch over and back by hand and examining the switch points to see that they fit properly. Before a train or engine makes a facing point movement over a spring switch, the switch must be tested when any of the following conditions exist:

- A block signal governing movement over the switch indicates Stop, Stop and Proceed, or Restricted Proceed.
- A switch point indicator protecting the switch indicates Stop and Inspect Switch.
- The switch is not protected by a block signal or switch point indicator.

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The switch does not need to be tested if it has been lined for the diverging route, or if written instructions advise the crew that the spring switch has been spiked.

8.9.2 Trailing Through and Stopping on a Spring Switch — A train or engine trailing through and stopping on a spring switch must control the slack. A crew member must line the switch by hand before the train or engine can change direction.

ENGINEERING: SAF-1, 13.13 Train Yard or Utility Type Vehicles

Only authorized drivers are permitted to operate train yard vehicles. Compliance with other vehicle rules — speed, inspection and the like — also applies. Where rules for operation and care are furnished by the manufacturer, they must be observed. Reckless or careless driving is prohibited.

Operators of vehicles must:

- Maintain control at all times.
- Be prepared to stop within one half their range of vision short of any person or object.
- Avoid striking standing or moving equipment, or being struck by moving equipment.
- Maintain sufficient clearance to tracks and equipment on those tracks. If tracks must be fouled, or proper clearance cannot be maintained, the movement must be protected.
- Operate only in designated areas and over designated crossings and pathways.

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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.