



Posting & Employee Discussion Packet

September 20, 2008

Safety

Service

Leadership

People who are Above the Line recognize that they are, and must be, part of the solution in order to achieve results.

People stuck below the line are more focused on what they can't do than on what they can do.



Safety Rules Revisions

refer to General Order 18 effective September 18, 2008 for additional information

The Belt Railway Company is committed to a safety culture where we will operate free of incidents, injuries and where human factor incidents are unacceptable. It is expected that all employees will take the extra five minutes to perform the task safely and abide by the rules. In addition we believe:

- All injuries can be prevented.
- All hazards can be safeguarded.
- Rules compliance is an integral part of safety.
- Training is essential for good safety performance.
- Each employee has the right and obligation to work safely. Individual responsibility for safety cannot be transferred.

In addition:

- Everyone is responsible for prevention of injuries
- Individuals are responsible for complying with safety procedures
- Management and employees at all levels are responsible for maintaining safe working conditions and preventing personal injuries.
- “Safe Production” is expected.

Safety Rule Revisions

- 31.11 Riding Equipment
- 31.13.4 Brake Sticks
- 31.11.52 Riding Flat Cars or Intermodal Cars

New Safety Rule

- 30.10.6.1 Studded Overshoes

The 2008 Emergency Response Guide is in effect. See your manager to obtain your copy.



Safety - 2008 Performance

Incidents

- 03 %



TOTAL: 28 Trans: 19 Engr: 2 Mech: 7 Admin: 0

Reportable PI's

- 38 %



TOTAL: 5 Trans: 3 Engr: 1 Mech: 1 Admin: 0

Derailment Frequency

- 13 %



Human: -49% Track:* +28% Mech: -47% Signal: -71% Other: +1%

* includes industry

Derailment Cost

- 24 %



Run Thru Switches

- 16 %



BRC Crews: - 38% Foreign Crews + 100%

Run Outs

- 27 %



Values, Intentions, and Behaviors Aren't Always Consistent



BRC Personal Injuries

2008 Personal Injury Log - Belt Railway of Chicago

No	Date	Time	Type	Craft	Department	Exp	Age	Location	Station	Body Parts	Nature of Injury	BELL CAPP	Crew	Activity	PI Groups
1	01/15	21:30	RLT	Sig Maintainer	Engineering	7	36	Main Line	Narragansett	Shoulder	Strain/Sprain	Procedures	15:00	Cleaning Switch, strained right shoulder	Using Hand Tools
2	01/01	1:40	RNLT	Carman	Mechanical-Car	13	50	Mechanical Shops	Rip	Knee	Strain/Sprain	Body Position	23:00	STF - extended right knee	Slip, Trip, Fall
3	02/10	22:30	INC	Switchman	Transportation	2	40	East Yard	1 East Class	Ankle	Strain/Sprain	Eyes on Path	15:59	STF - twisted ankle, walking	Slip, Trip, Fall
4	02/16	16:30	INC	Switchman	Transportation	13	44	West Yard	West Class	Finger/Thumb	Bruise/Contusion	Pinch Points	15:30	Lifting pin lifter - pinched rt. Index finger	Coupling/Uncoupling
5	02/19	2:30	INC	Switchman	Transportation	14	48	Hump	East Approach	Shoulder	Strain/Sprain	Body Position	22:30	Applying handbrake	Operating/On Loco
6	02/21	21:00	INC	Carman	Mechanical-Car	1	39	West Yard	37 W Dep	Buttocks/Hips	Strain/Sprain	Eyes on Path	15:00	STF - Slipped on ice	Slip, Trip, Fall
7	02/27	0:30	INC	Switchman	Transportation	5	23	West Yard	16/17 W Cls Switch	Shoulder	Strain/Sprain	Procedures	23:00	Lining switch - switch frozen	Switches and Derails
8	04/15	13:45	INC	Switchman	Transportation	15	46	Industry	Midwest Whse	Back	Strain/Sprain	Procedures	8:00	Train Handling, jumped off car	Operating/On Loco
9	05/08	0:48	INC	Carman	Mechanical-Car	13	62	East Yard	E Rec #18	Knee	Strain/Sprain	Eyes on Path	23:00	Slipped on loose rock	Slip, Trip, Fall
10	05/16	15:00	RLT	Switchman	Transportation	9	32	East Yard	24 Xover	Ankle	Strain/Sprain	Body Position	7:59	Riding Loco. Deraillment	Operating/On Loco
11	05/22	13:30	INC	Switchman	Transportation	12	47	East Yard	East Class	Back	Strain/Sprain	Body Position	7:59	Riding Loco, hard coupling by other emp	Operating/On Loco
12	06/03	20:40	INC	Switchman	Transportation	2	34	East Yard	Back Lead	Knee	Strain/Sprain	Eyes on Path	15:00	STF, tripped on blue flag holder	Slip, Trip, Fall
13	06/03	23:50	INC	Switchman	Transportation	29	52	East Yard	23 E Dep	Finger/Thumb	Laceration	Pinch Points	15:59	Using Brake Stick	Using Hand Tools
14	06/13	2:00	INC	Carman	Mechanical-Car	2	36	West Yard	21 W Dep	Back	Strain/Sprain	Body Position	15:00	Bending to reach train line hose	Servicing Equipment (Mechanical)
15	06/20	7:00	INC	Carman	Mechanical-Car	2	57	West Yard	30 W Dep	Knee	Bruise/Contusion	Line of Fire	7:00	Opening Angle Cock - failed to hold hose	Servicing Equipment (Mechanical)
16	06/23	21:00	INC	Switchman	Transportation	14	47	Industry	2 Main	Wrist	Bruise/Contusion	Line of Fire	15:59	Closing Angle Cock	Coupling/Uncoupling
17	06/27	8:30	INC	Switchman	Transportation	15	58	East Yard	32 E Class	Knee	Strain/Sprain	Eyes on Path	7:00	STF - Slipped on piece of rail	Slip, Trip, Fall
18	07/02	3:00	RNLT	Switchman	Transportation	3	28	West Yard	8 W Class	Finger/Thumb	Fracture	Procedures	23:59	Replacing knuckle, pinched finger	Lifting/Handling Material
19	07/02	10:00	INC	Switchman	Transportation	5	31	East Yard	East Dept	Arm	Strain/Sprain	Body Position	7:59	Releasing handbrake, lifting pin	Coupling/Uncoupling
20	07/04	3:00	RNLT	Switchman	Transportation	2	25	East Yard	East Rec	Eye	Irritation	Other	22:30	Bug in eye, irritation	Foreign Objects
21	07/13	18:00	INC	Switchman	Transportation	16	41	Main Line	63rd Street	Back	Strain/Sprain	Body Position	6:30	Riding Loco, Train to emergency	Operating/On Loco
22	08/09	1:00	INC	Switchman	Transportation	5	25	Industry	District	Knee	Bruise/Contusion	Eyes on Path	22:35	Descending steps, failed to see handbrake	Slip, Trip, Fall
23	08/14	13:00	INC	Carman	Mechanical-Car	24	58	West Yard	24 West Dep	Back	Strain/Sprain	Body Position	7:00	Bent down, pain in upper back	Servicing Equipment (Mechanical)
24	08/20	16:00	INC	Switchman	Transportation	16	39	West Yard	West Class	Knee	Bruise/Contusion	Eyes on Path	14:30	Riding Loco, turning, bumped knee	Operating/On Loco
25	08/27	23:15	INC	Switchman	Transportation	2	25	West Yard	26 West Dep	Back	Strain/Sprain	Body Position	18:00	Lining Switch	Switches and Derails
26	09/04	14:00	INC	Sig Maintainer	Engineering	22	47	Hump	Hump	Arm	Laceration	Eyes on Path	7:00	Scrapped arm on signal bungalow	Slip, Trip, Fall
27	09/07	17:45	INC	Carman	Mechanical-Car	5	37	East Yard	06 Ice	Finger/Thumb	Bruise/Contusion	Pinch Points	15:00	Trying to catch pin, pinched finger	Servicing Equipment (Mechanical)
28	09/09	13:45	INC	Switchman	Transportation	15	57	East Yard	East Yard	Finger/Thumb	Bite/Sting	Other	7:00	Bee Sting	Foreign Objects

Incidents			Reportables			AUGUST 2008 FSI		
2007	2008	Chg.	2007	2008	Chg.	07	08	Chg.
29	28	-3%	10	5	-50%	2.85	1.62	-43%
	ALL			ALL				
18	19	6%	8	3	-63%	5.18	2.26	-56%
	TRANS			TRANS				
4	2	-50%	0	1	100%	0.00	1.72	100%
	ENGR			ENGR				
4	7	75%	2	1	-50%	2.55	1.25	-51%
	MECH - Car			MECH - Car				
2	0	0%	0	0	0%	0.00	0.00	0%
	MECH - Loco			MECH - Loco				
1	0	-100%	0	0	0%			
	ADMIN			ADMIN				

FRA Revocation / BRC Equivalent Revocations

2008 Decerts / Decert Equivalents

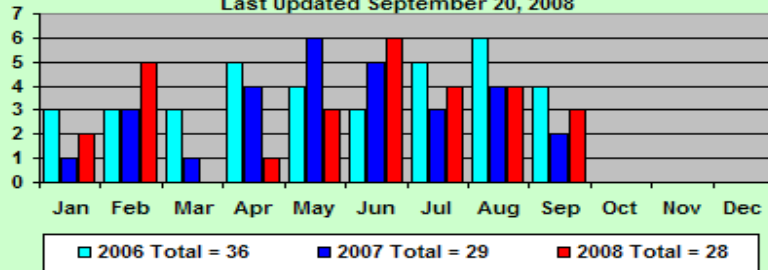
No	Date	Time	Road	Craft	Exp	Age	Location	Station	BELL CAPP	On Duty	Activity	Decert Type	TT#4 Item: D or E
1	01/29	18:00	BRC	Switchman	15	44	Hump	East Yard	Procedures	15:00	Operating RCL in moving vehicle	BRC	E3 Operating RCL in vehicle
2	02/01	13:00	BRC	Switchman	13	44	East Class	E Cls #36	Procedures	7:59	Coupling Live Track	BRC	E1 Lock out / Tag Out
3	03/02	3:50	BRC	Switchman	2	26	Main Line	Hayford	Procedures	22:30	Uman pilot - Red Signal Violation	BRC	E5 Red Signal Violation
4	04/14	8:00	BRC	Engineer	29	49	Main Line	East End	Procedures	22:30	Ran Red Signal	FRA	D1 Red Signal Violation
5	04/20	0:43	BRC	Engineer	15	61	Main Line	75th Street	Procedures	14:30	Ran Red Signal - Long hood forward	FRA	D1 Red Signal Violation
	04/20	0:43	BRC	Switchman	2	35	Main Line	75th Street	Procedures	14:30	Ran Red Signal - Long hood forward	BRC	E5 Red Signal Violation
6	05/05	4:20	NS	Engineer	5		Main Line	East End	Procedures	1:35	Ran Red Signal	FRA	D1 Red Signal Violation
	05/05	4:20	NS	Conductor	4		Main Line	East End	Procedures	1:35	Ran Red Signal	FRA	D1 Red Signal Violation
7	07/10	8:30	CSX	Engineer	14		Main Line	Rockwell	Procedures	22:30	Ran Red Signal	FRA	D1 Red Signal Violation
	07/10	8:30	CSX	Conductor	5		Main Line	Rockwell	Procedures	22:30	Ran Red Signal	FRA	D1 Red Signal Violation



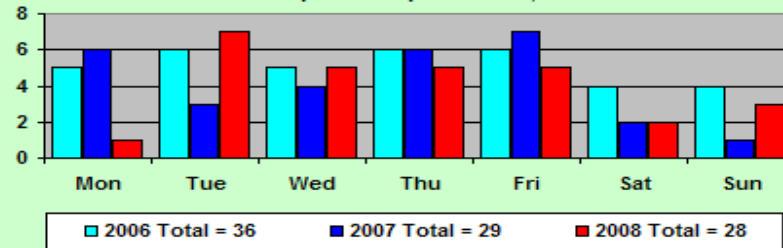
Personal Injury Performance

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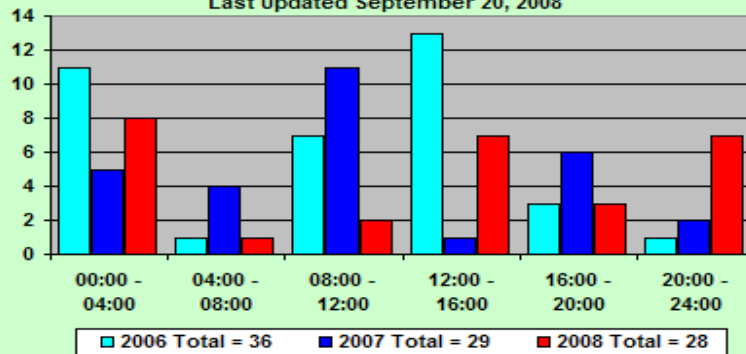
The Belt Railway of Chicago
All Injury Incidents by Month
Last Updated September 20, 2008



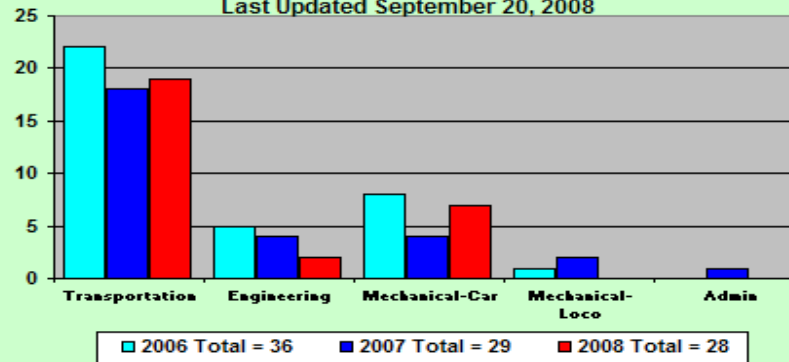
The Belt Railway of Chicago
All Injury Incidents by Day of Week
Last Updated September 20, 2008



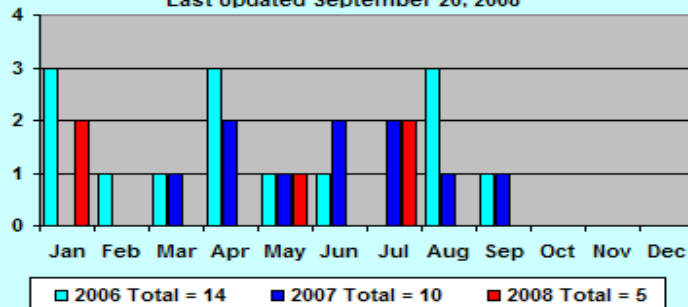
The Belt Railway of Chicago
All Injury Incidents by Time of Day
Last Updated September 20, 2008



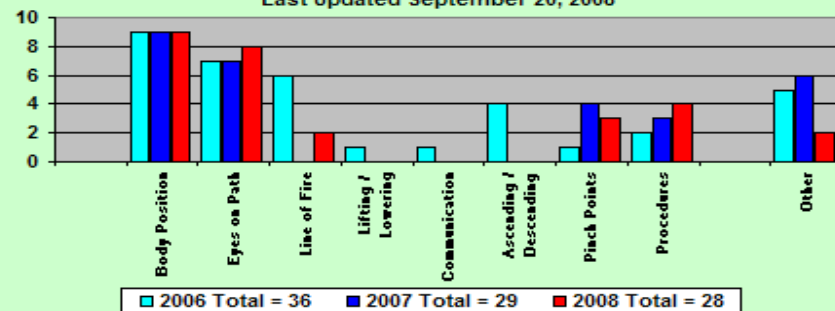
The Belt Railway of Chicago
All Injury Incidents by Department
Last Updated September 20, 2008



The Belt Railway of Chicago
Reportable Injuries by Month
Last Updated September 20, 2008



The Belt Railway of Chicago
All Injury Incidents by BELL CAPP
Last Updated September 20, 2008

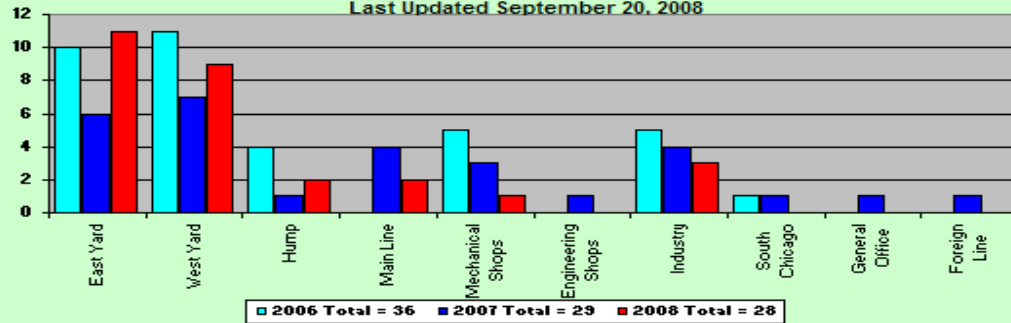




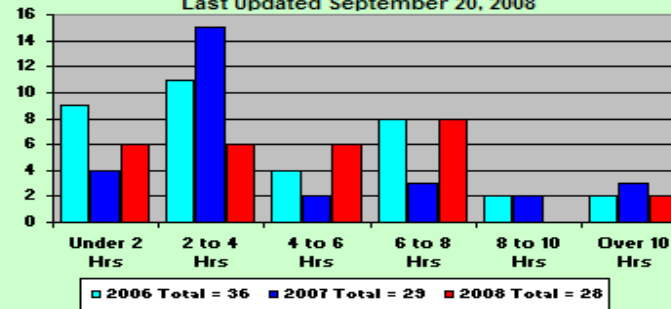
Personal Injury Performance

YTD COMPARISON

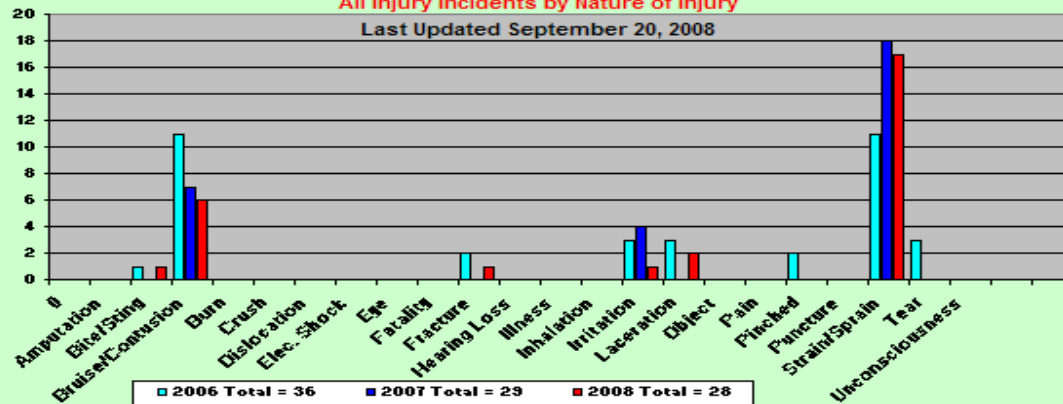
The Belt Railway of Chicago
All Injury Incidents by Location
Last Updated September 20, 2008



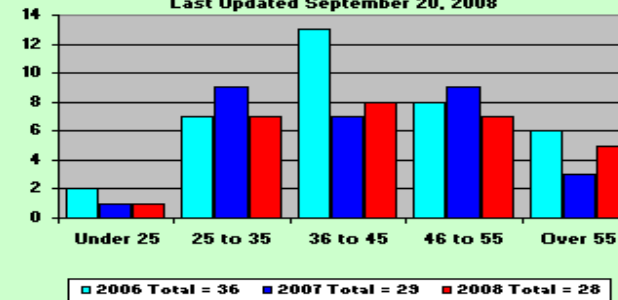
The Belt Railway of Chicago
All Injury Incidents by Time Into Shift
Last Updated September 20, 2008



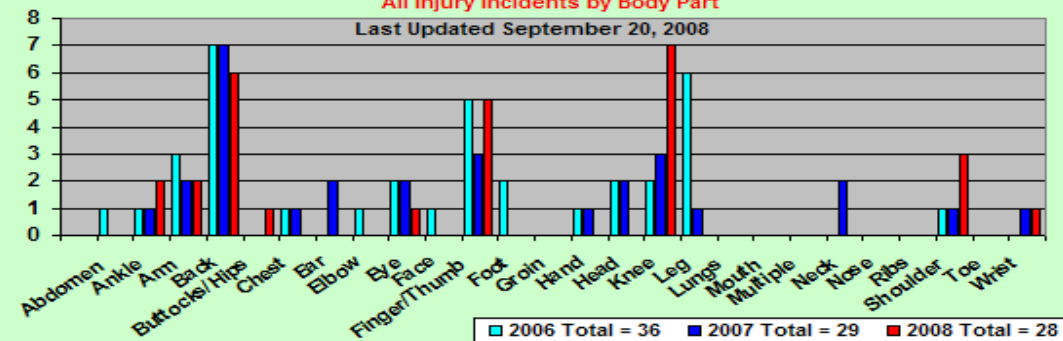
The Belt Railway of Chicago
All Injury Incidents by Nature of Injury
Last Updated September 20, 2008



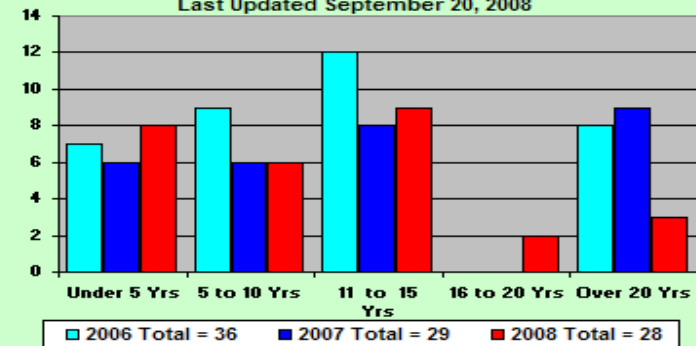
The Belt Railway of Chicago
All Injury Incidents by Age
Last Updated September 20, 2008



The Belt Railway of Chicago
All Injury Incidents by Body Part
Last Updated September 20, 2008



The Belt Railway of Chicago
All Injury Incidents by Experience
Last Updated September 20, 2008





Personal Injury Performance - Transportation

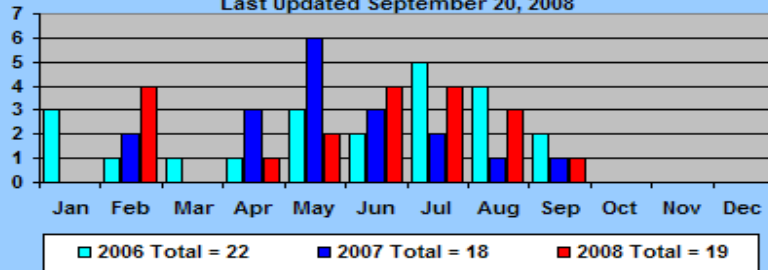
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The Belt Railway of Chicago - TRANSPORTATION DEPARTMENT

All Injury Incidents by Month

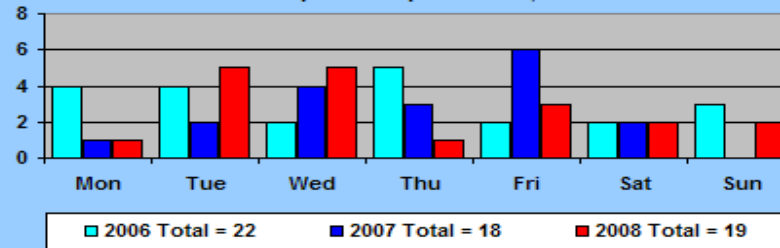
Last Updated September 20, 2008



The Belt Railway of Chicago - TRANSPORTATION DEPARTMENT

All Injury Incidents by Day of Week

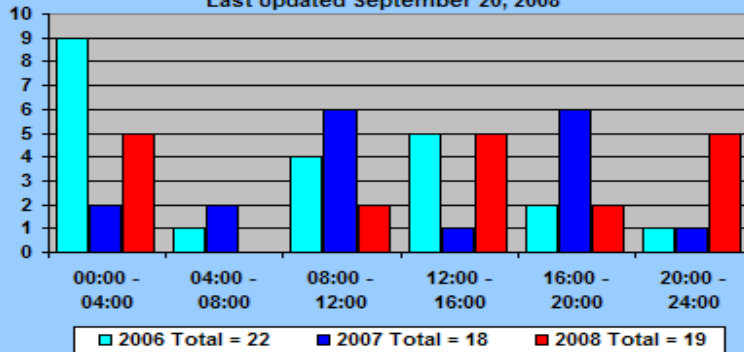
Last Updated September 20, 2008



The Belt Railway of Chicago - TRANSPORTATION

All Injury Incidents by Time of Day

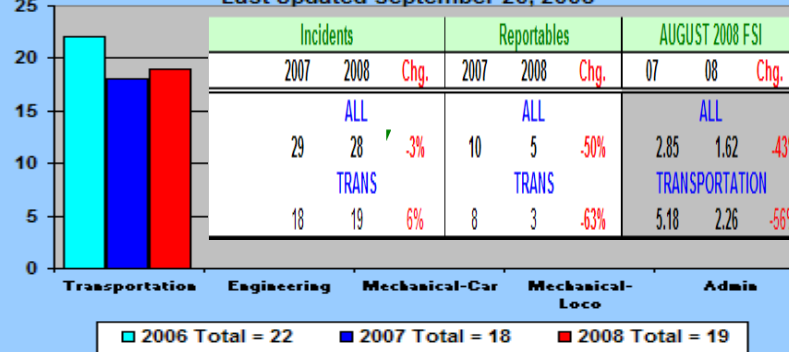
Last Updated September 20, 2008



The Belt Railway of Chicago - TRANSPORTATION

All Injury Incidents by Department

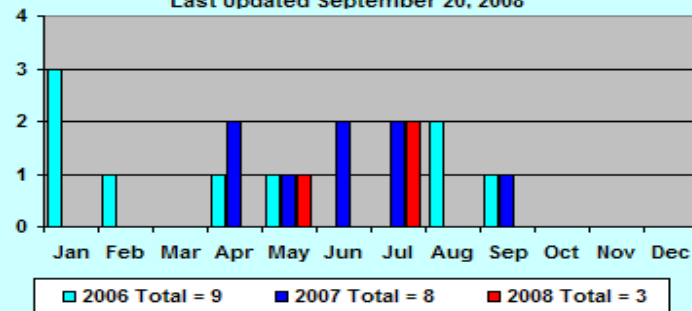
Last Updated September 20, 2008



The Belt Railway of Chicago - TRANSPORTATION DEPARTMENT

Reportable Injuries by Month

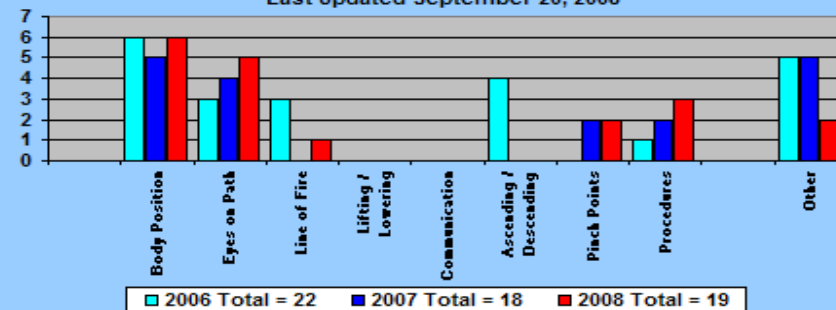
Last Updated September 20, 2008



The Belt Railway of Chicago - TRANSPORTATION DEPARTMENT

All Injury Incidents by BELL CAPP

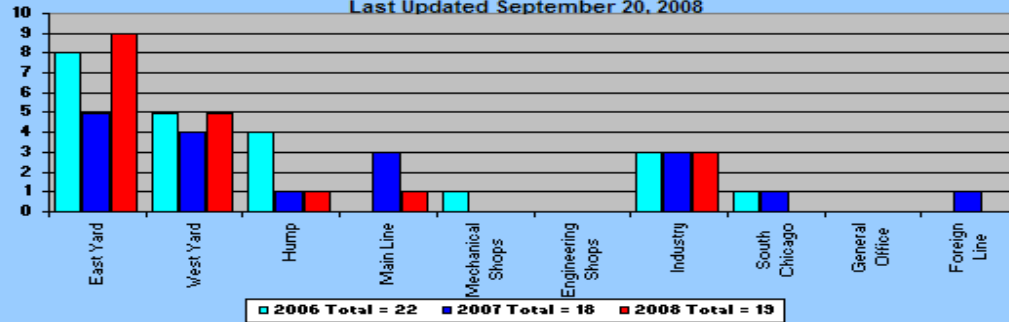
Last Updated September 20, 2008



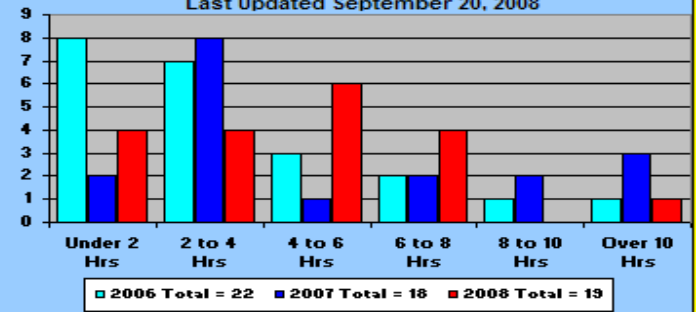


Personal Injury Performance - Transportation

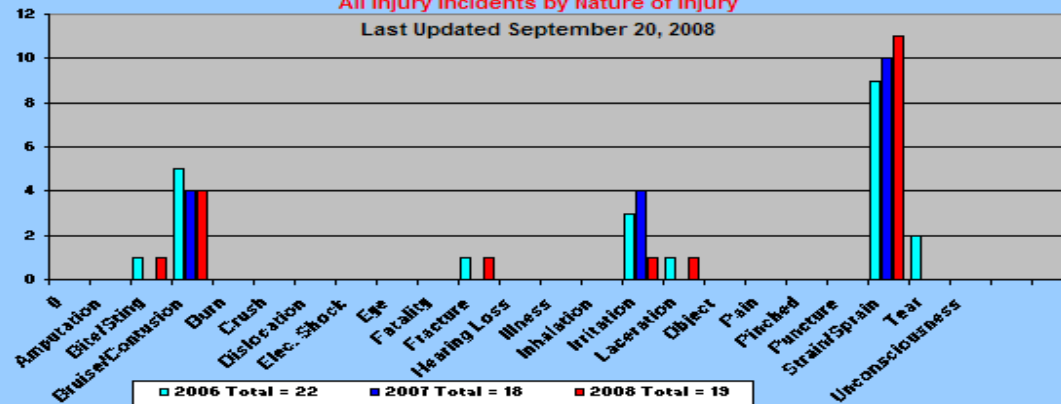
The Belt Railway of Chicago - TRANSPORTATION DEPARTMENT
All Injury Incidents by Location
Last Updated September 20, 2008



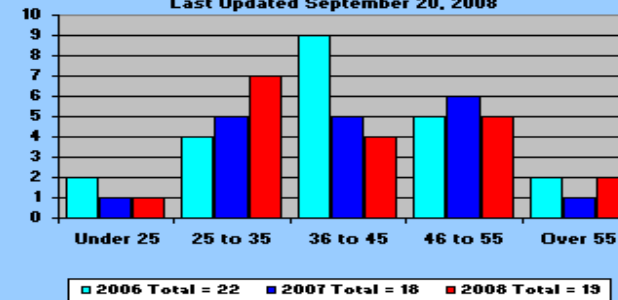
The Belt Railway of Chicago - TRANSPORTATION DEPARTMENT
All Injury Incidents by Time Into Shift
Last Updated September 20, 2008



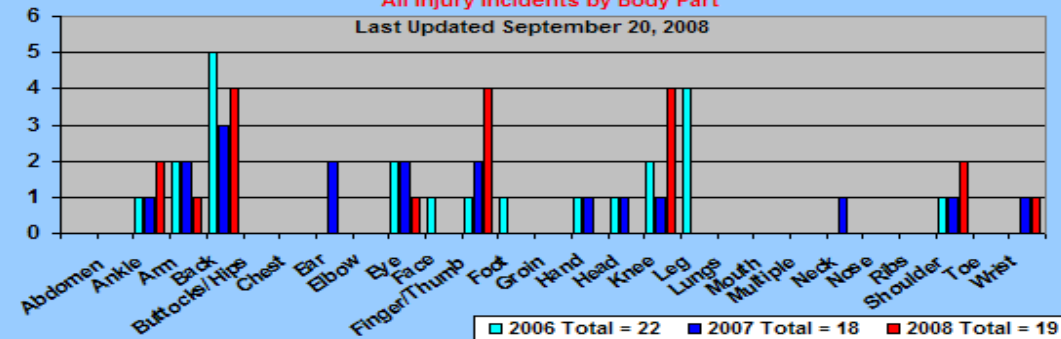
The Belt Railway of Chicago - TRANSPORTATION DEPARTMENT
All Injury Incidents by Nature of Injury
Last Updated September 20, 2008



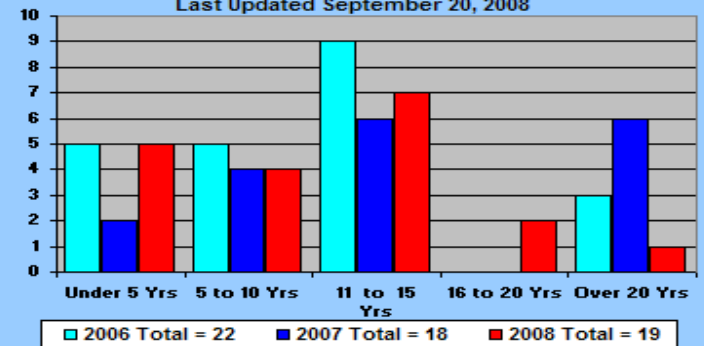
The Belt Railway of Chicago - TRANSPORTATION DEPARTMENT
All Injury Incidents by Age
Last Updated September 20, 2008



The Belt Railway of Chicago - TRANSPORTATION DEPARTMENT
All Injury Incidents by Body Part
Last Updated September 20, 2008



The Belt Railway of Chicago - TRANSPORTATION DEPARTMENT
All Injury Incidents by Experience
Last Updated September 20, 2008



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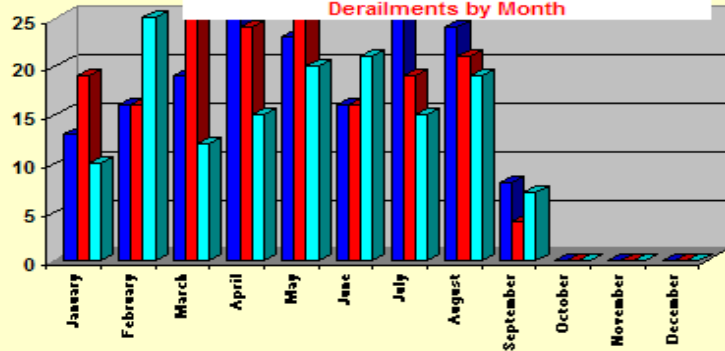


Derailment Performance

YTD COMPARISON

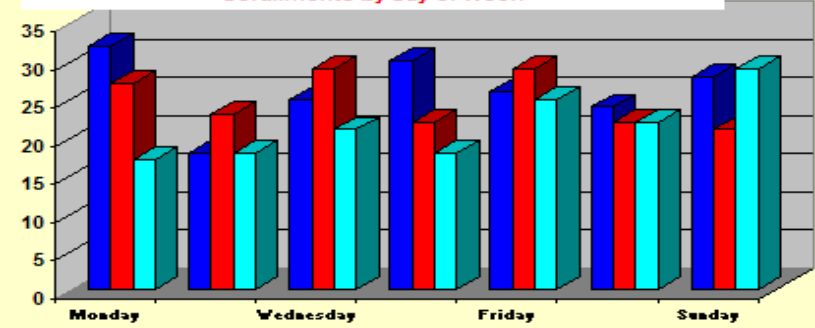
September 14, 2008

Belt Railway Company of Chicago
Derailments by Month



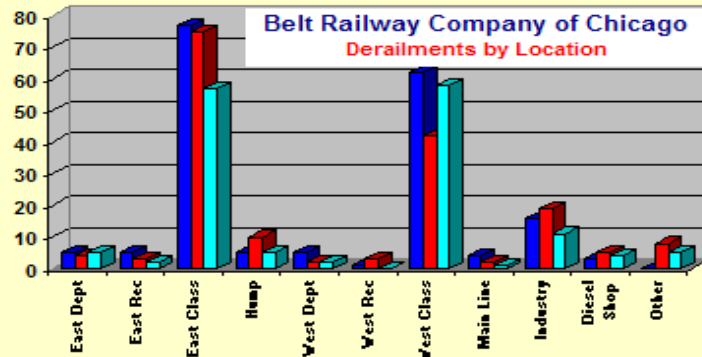
■ 2006 Total = 183 ■ 2007 Total = 173 ■ 2008 Total = 150

Belt Railway Company of Chicago
Derailments by Day of Week



■ 2006 Total = 183 ■ 2007 Total = 173 ■ 2008 Total = 150

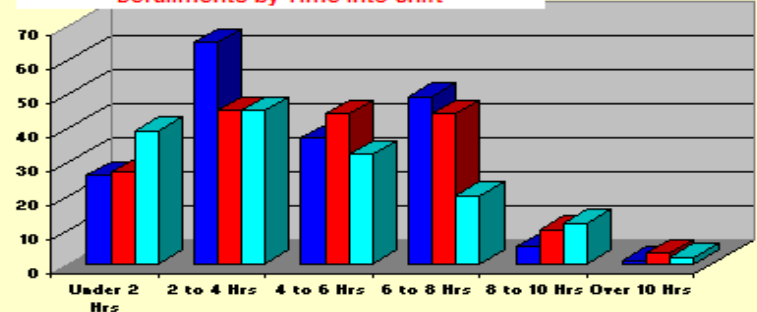
Belt Railway Company of Chicago
Derailments by Location



■ 2006 Total = 183 ■ 2007 Total = 173 ■ 2008 Total = 150

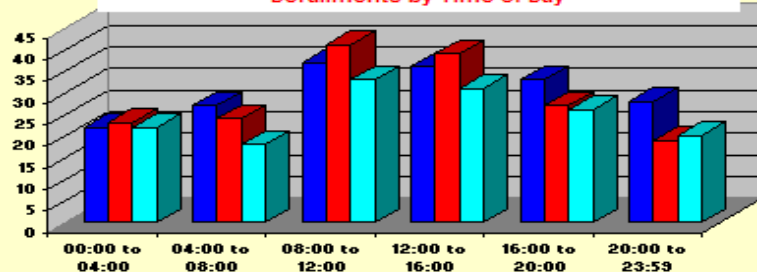
Belt Railway Company of Chicago
Derailments by Time into Shift

By: Parr Coupler (unknown) -
Start of Shift: 06:30, 14:30, 22:30



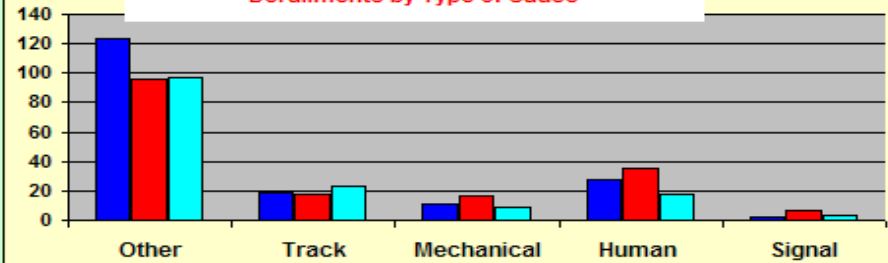
■ 2006 Total = 183 ■ 2007 Total = 173 ■ 2008 Total = 150

Belt Railway Company of Chicago
Derailments by Time of Day



■ 2006 Total = 183 ■ 2007 Total = 173 ■ 2008 Total = 150

Belt Railway Company of Chicago
Derailments by Type of Cause



■ 2006 Total = 183 ■ 2007 Total = 173 ■ 2008 Total = 150

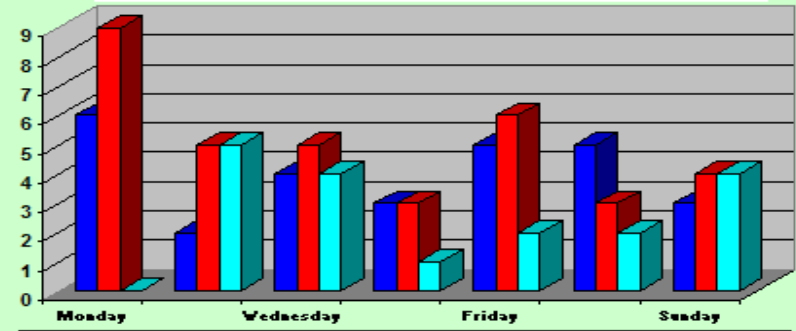
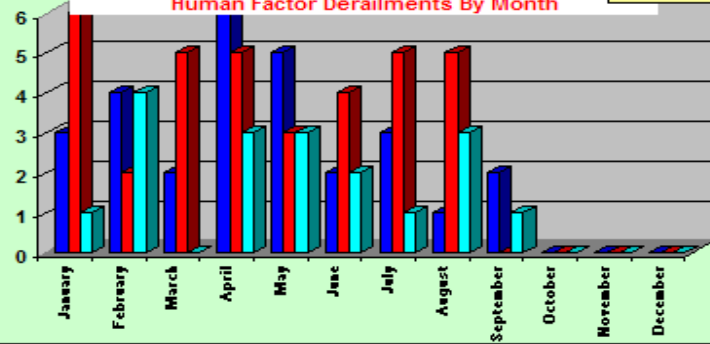


Derailment Performance

September 14, 2008 Belt Railway Company of Chicago
Human Factor Derailments By Month

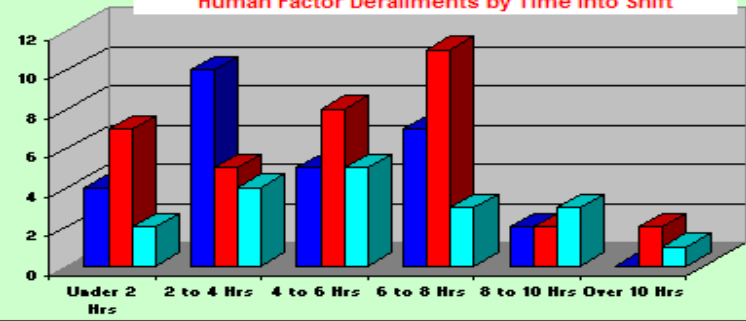
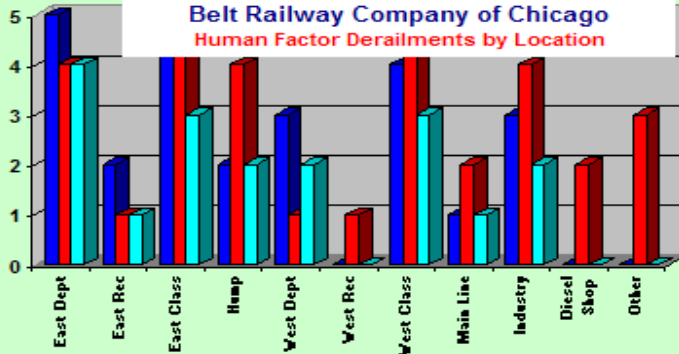
YTD Comparison

Belt Railway Company of Chicago
Human Factor Derailments by Day of Week



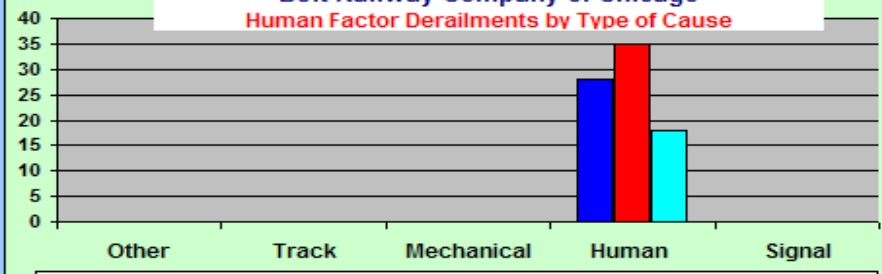
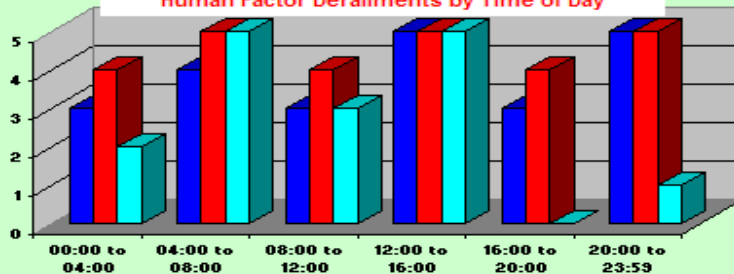
Belt Railway Company of Chicago
Human Factor Derailments by Location

Belt Railway Company of Chicago
Human Factor Derailments by Time into Shift



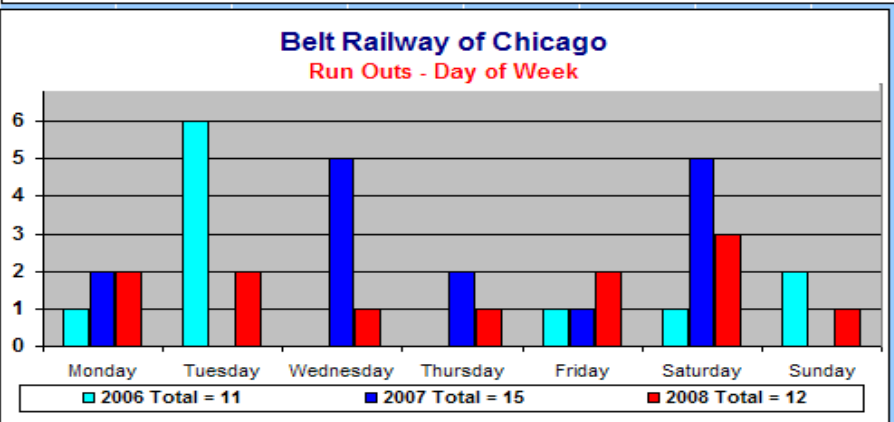
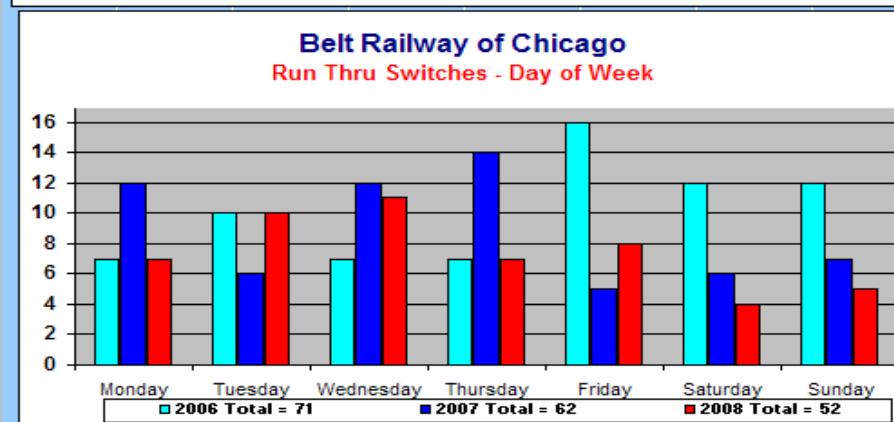
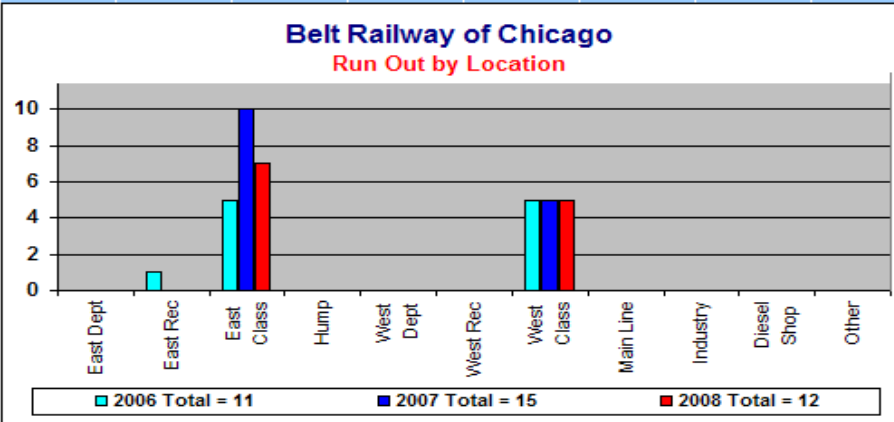
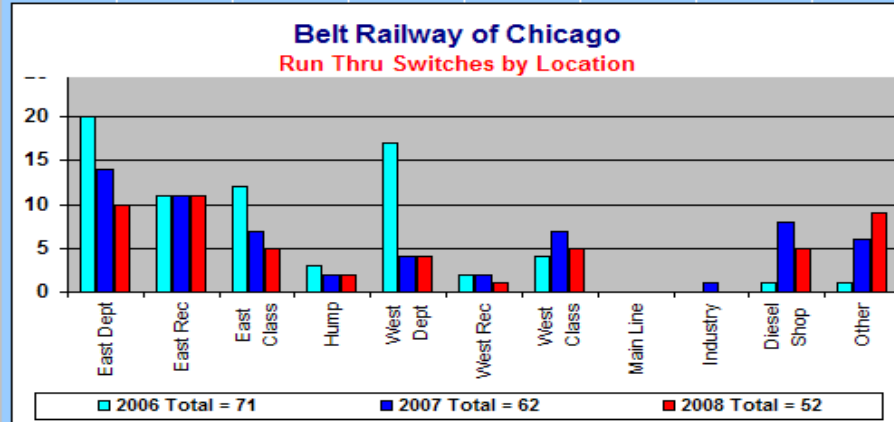
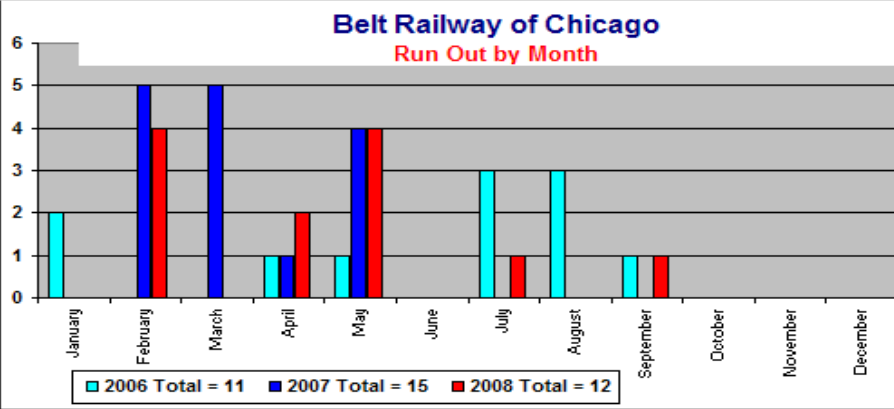
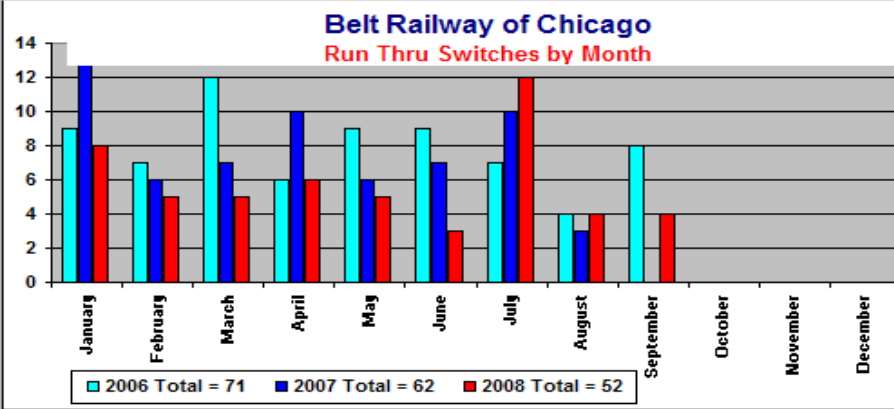
Belt Railway Company of Chicago
Human Factor Derailments by Time of Day

Belt Railway Company of Chicago
Human Factor Derailments by Type of Cause





Run Thru Switch / Run Out Performance



The **KEY** to success
is the Bottom of the Pyramid !



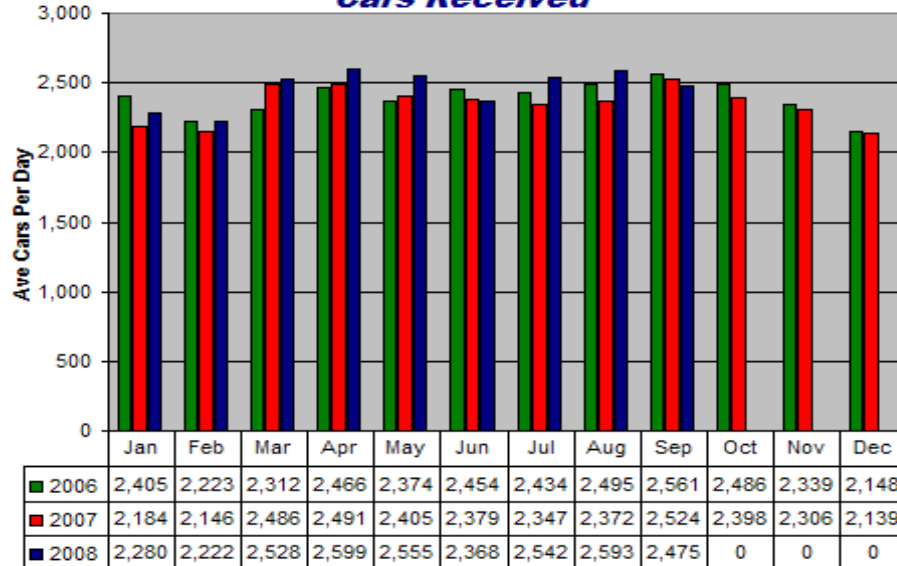
~~UNSAFE ACTS~~ + Safe Behavior + Situational Awareness
= Safer Today Than We Were Yesterday



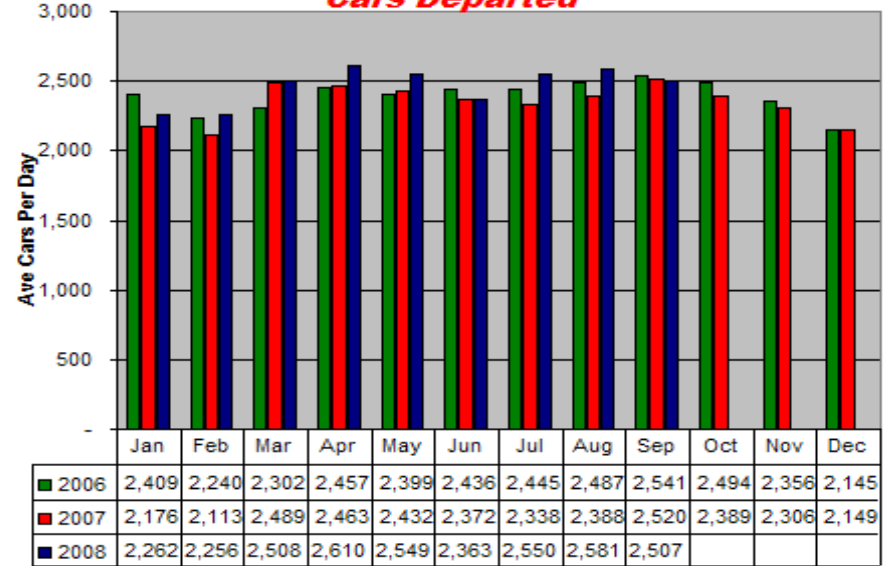
Cars Handled

thru September 15, 2008

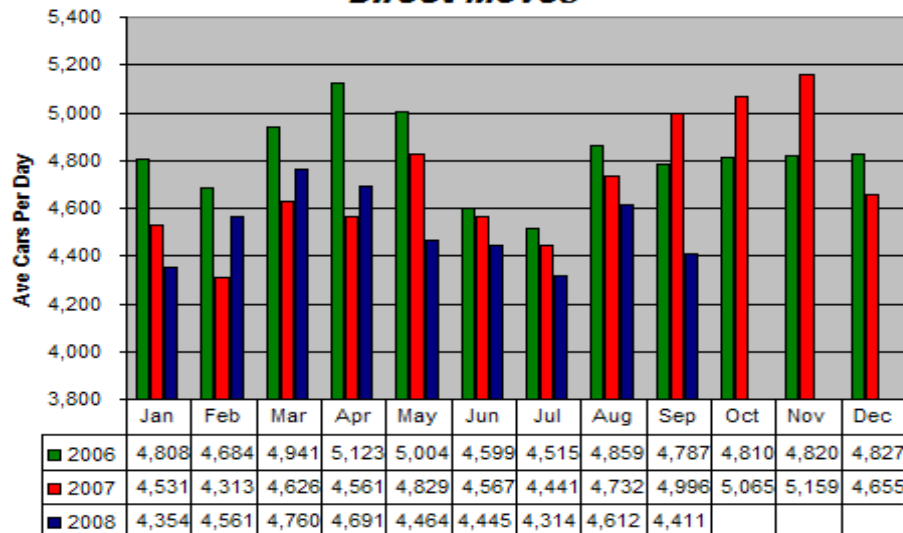
Cars Received



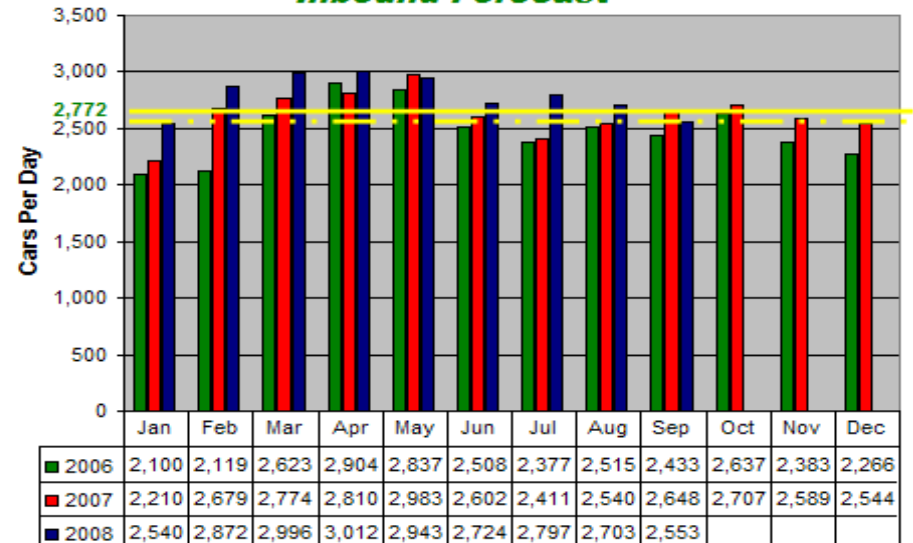
Cars Departed



Direct Moves



Inbound Forecast

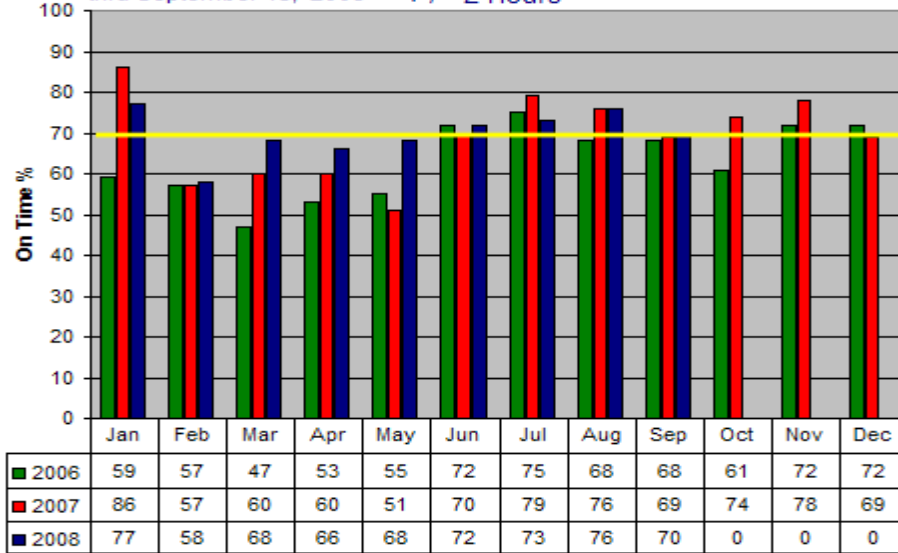




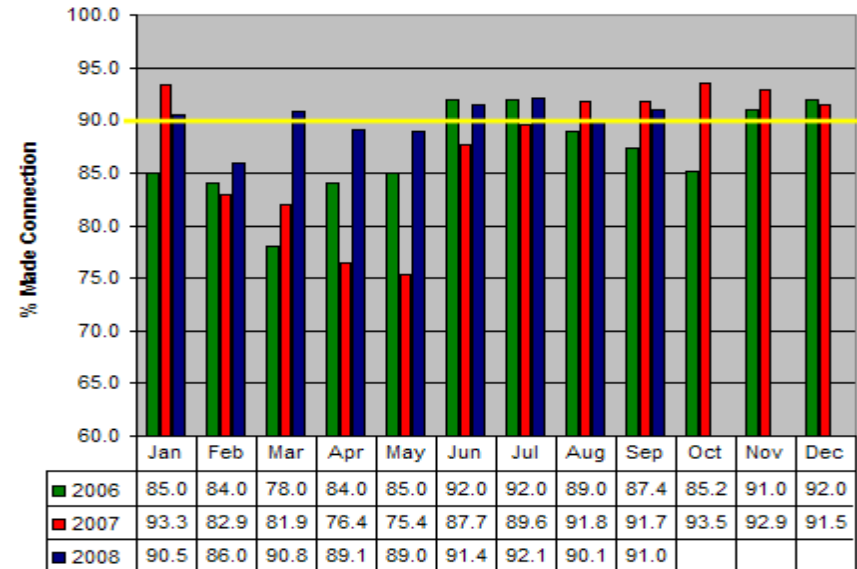
Train Performance

On Time Departure Performance

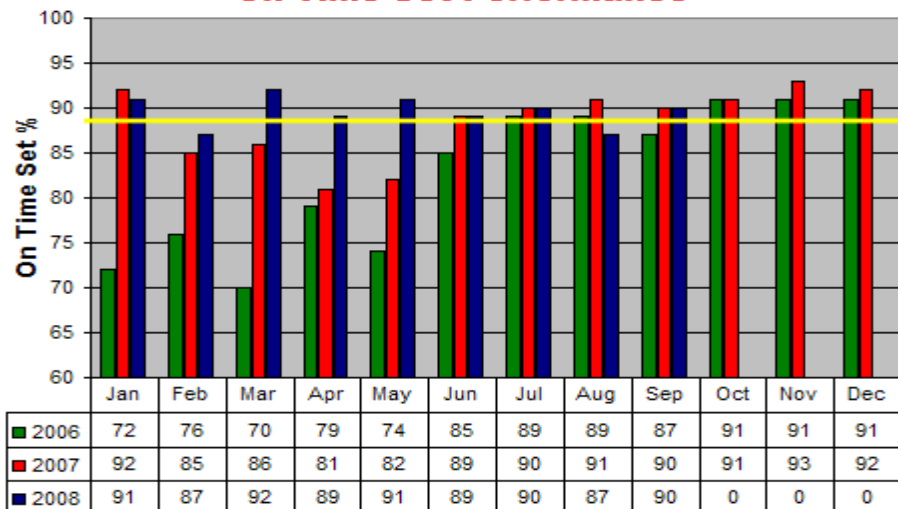
thru September 15, 2008 +/- 2 Hours



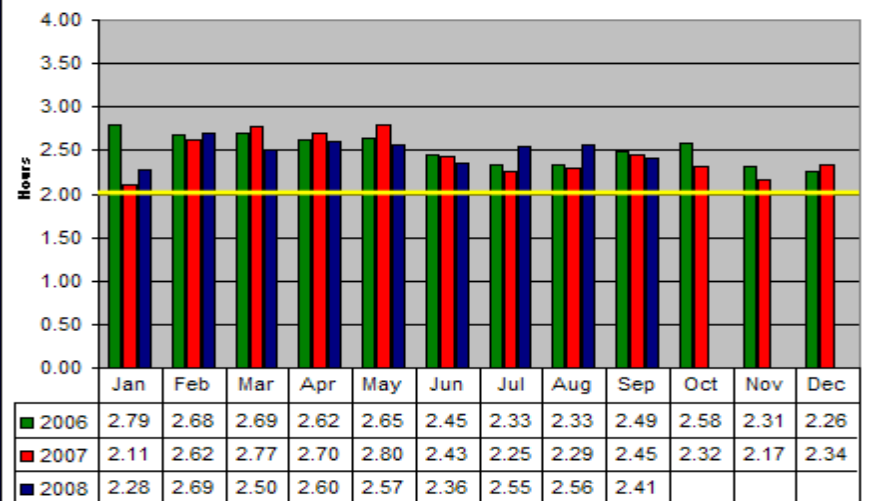
Achievable Connection



On Time Set Performance



Crew Arrival - Train Departure

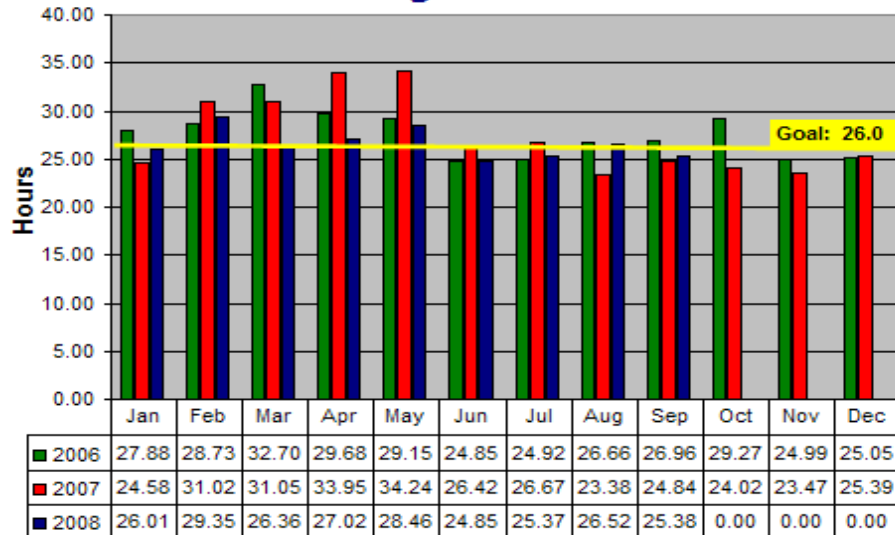




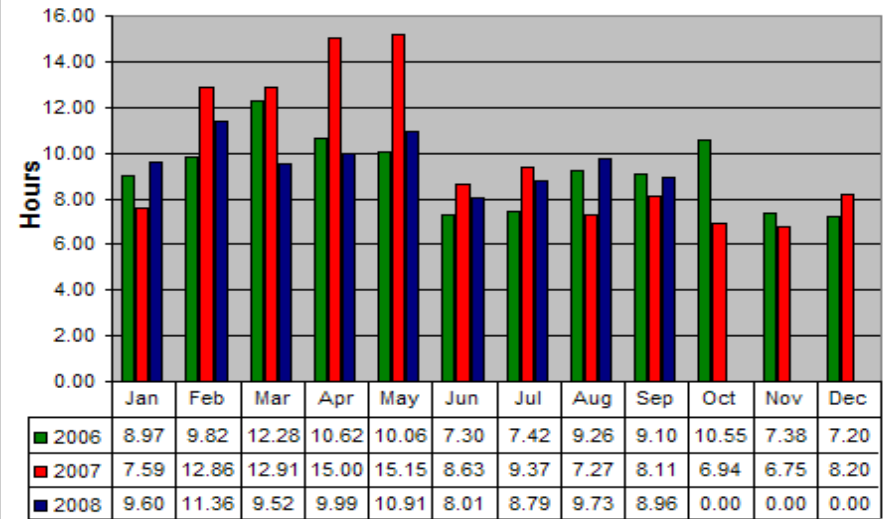
Dwell

thru September 15, 2008

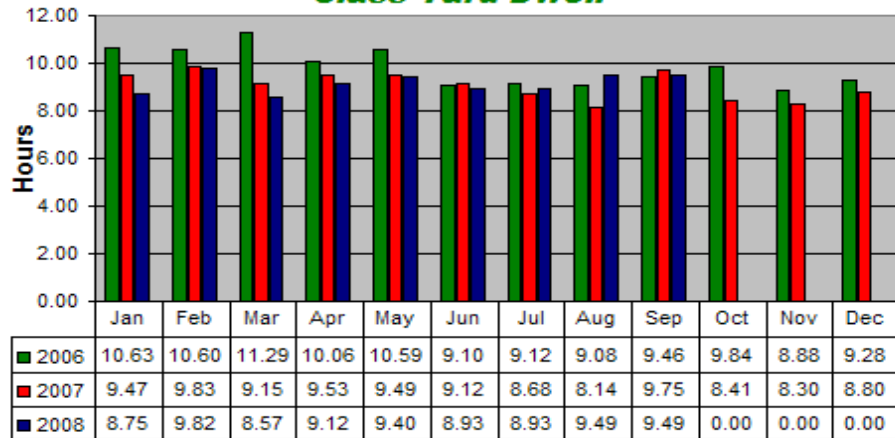
Clearing Yard Dwell



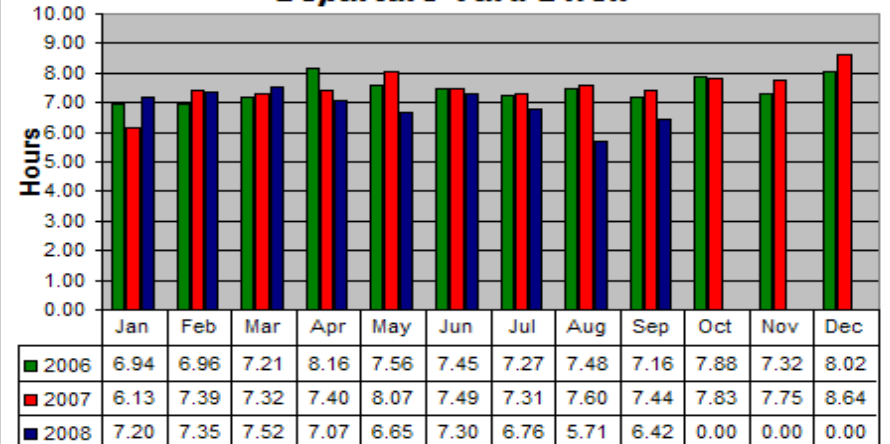
Receiving Yard Dwell



Class Yard Dwell



Departure Yard Dwell



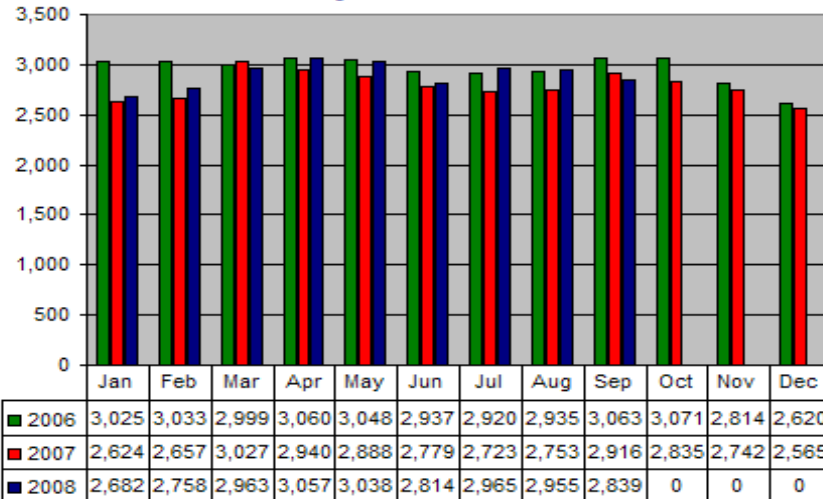
YTD Average Dwell				
Receiving	Class	Departure	TOTAL	Rehump
9.65	9.17	6.89	26.59	10.74



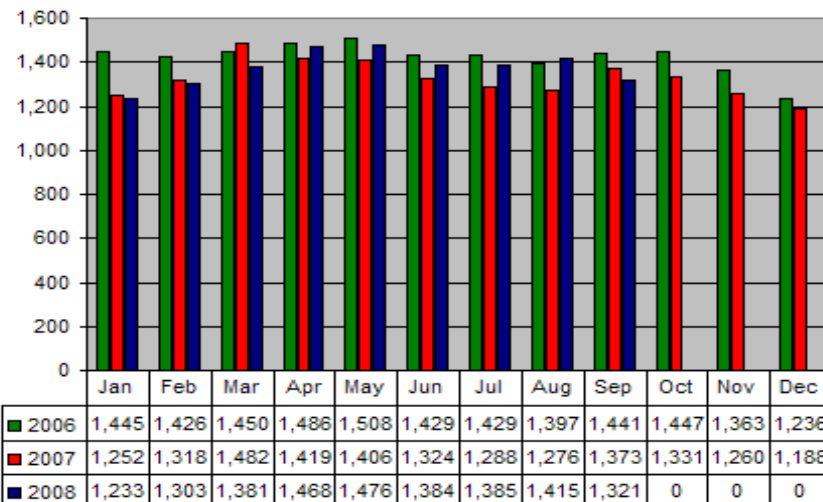
Hump Production

thru September 15, 2008

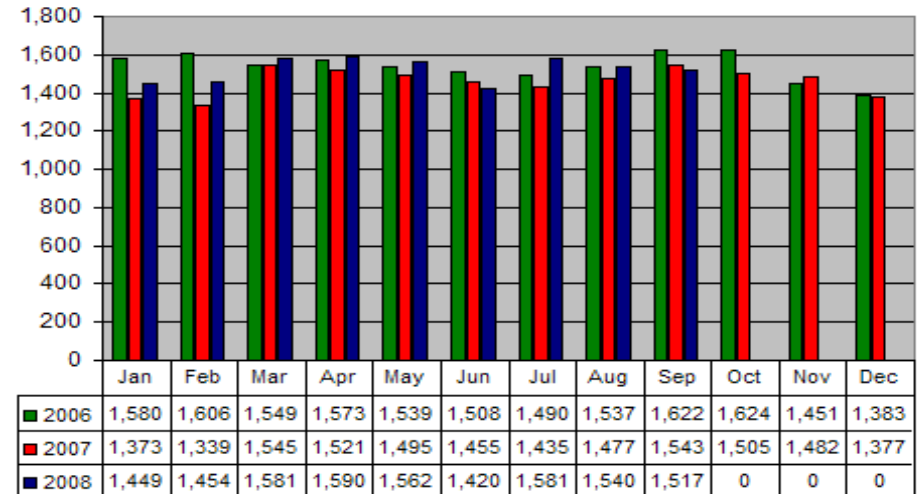
Hump Production



Hump Production - West



Hump Production - East

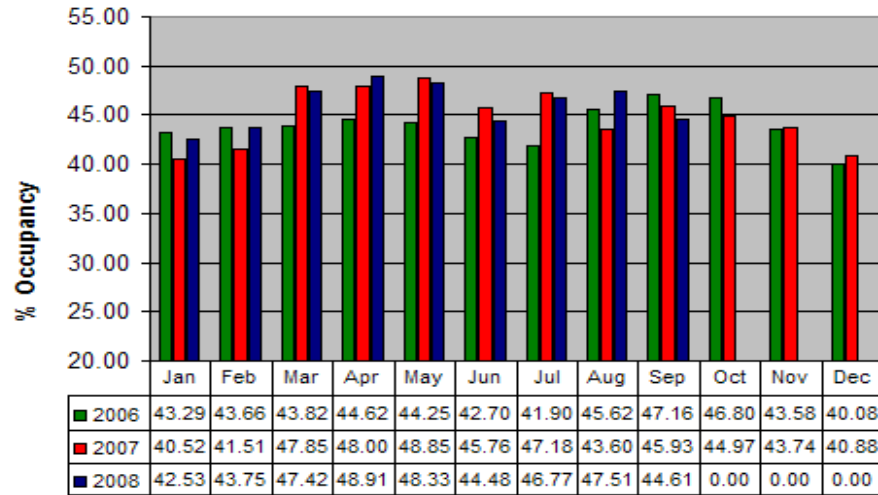




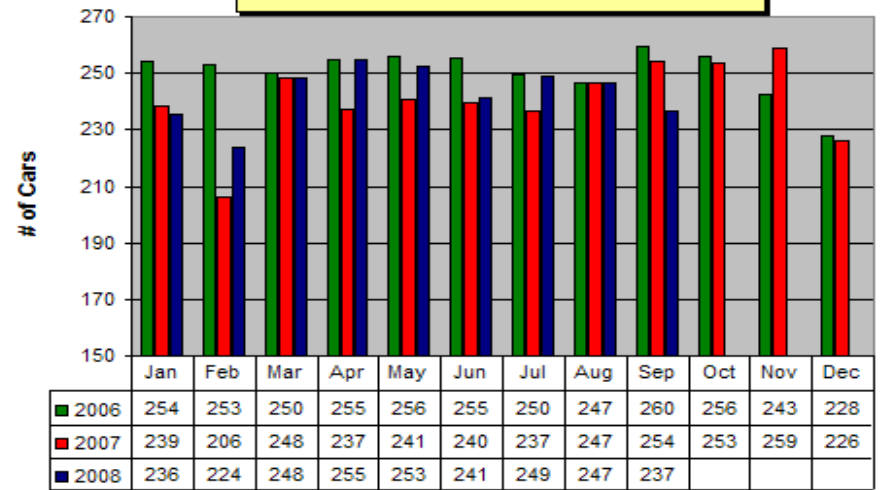
Hump Occupancy

thru September 15, 2008

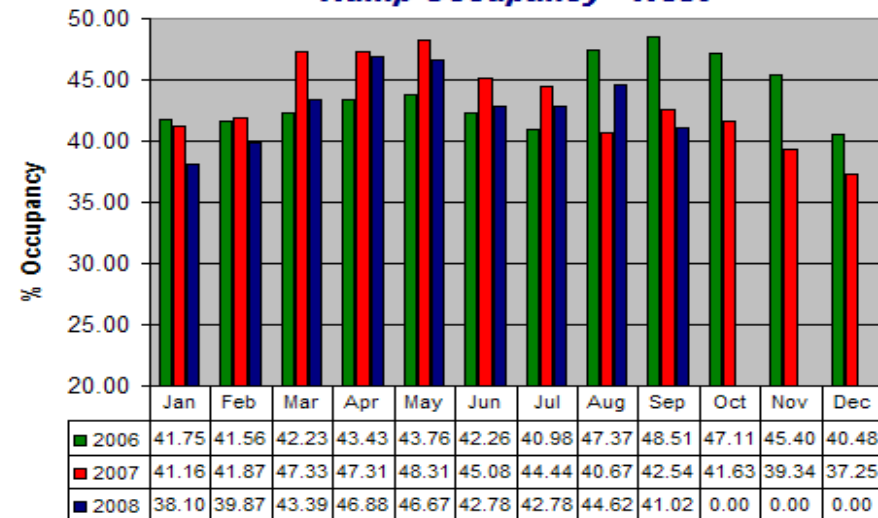
Hump Occupancy - Total



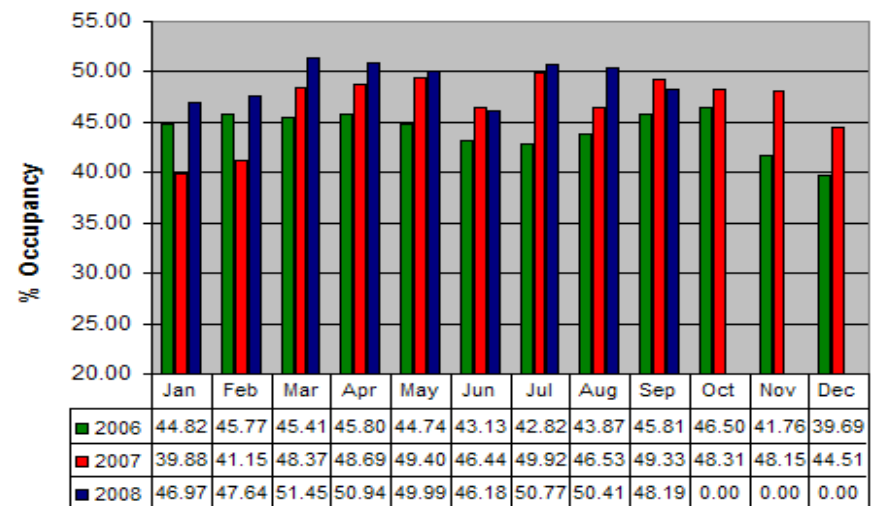
Cars Humped Per Assignment



Hump Occupancy - West



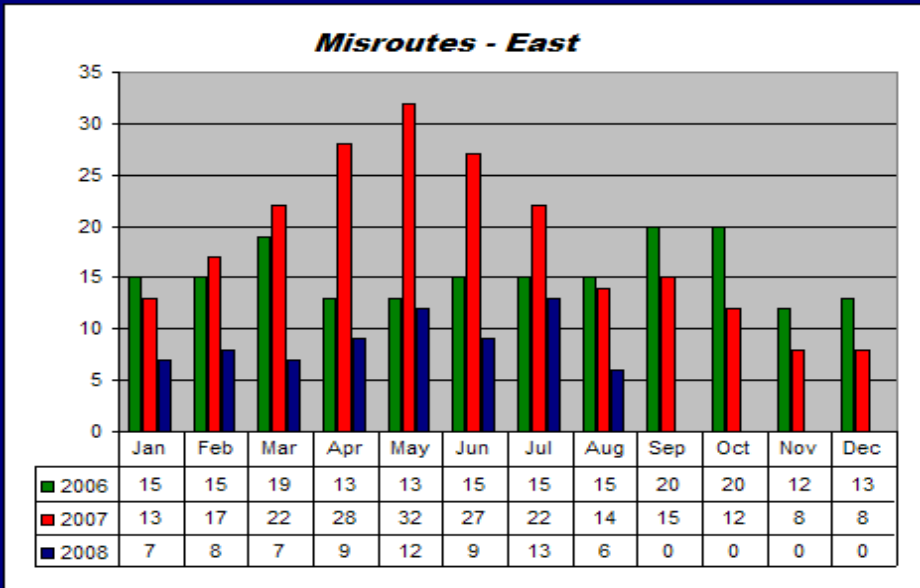
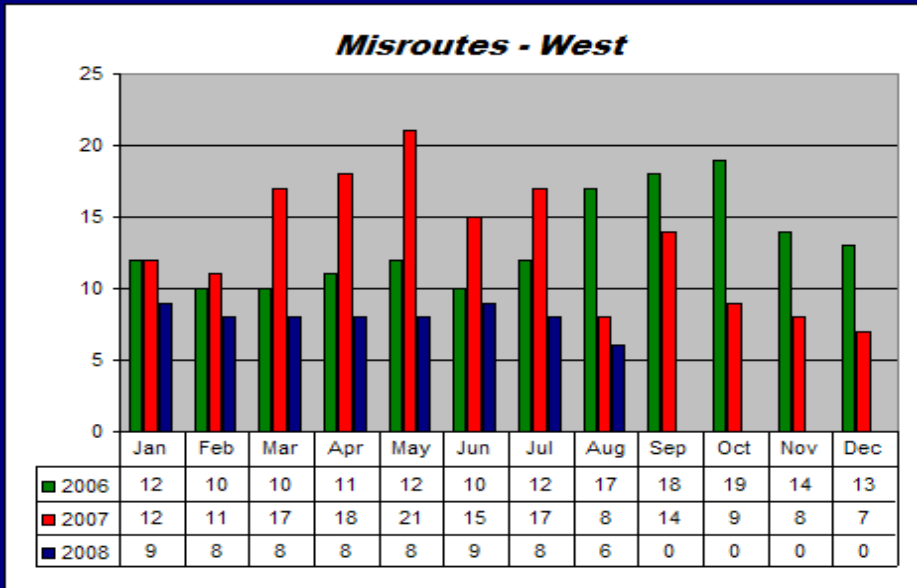
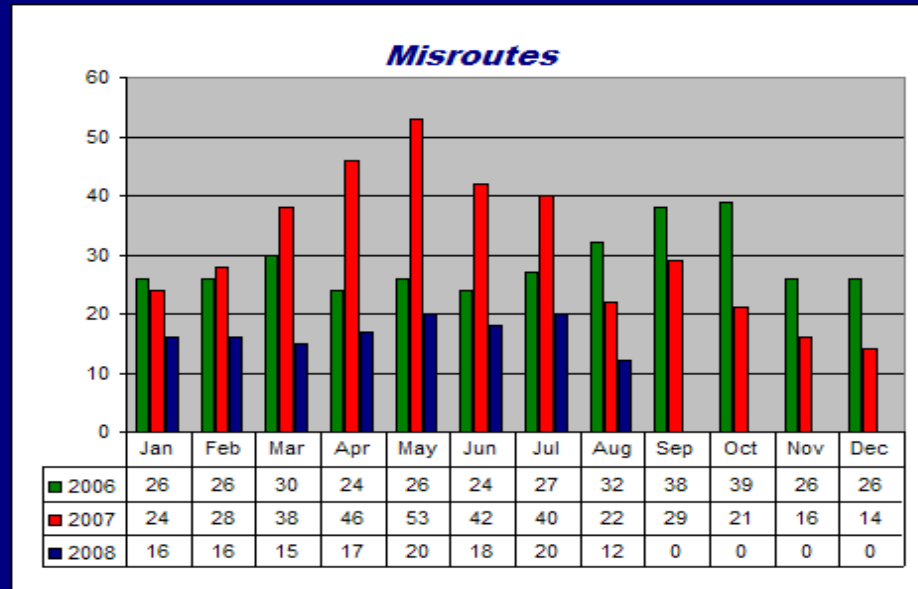
Hump Occupancy - East





Misroutes

thru September 15, 2008

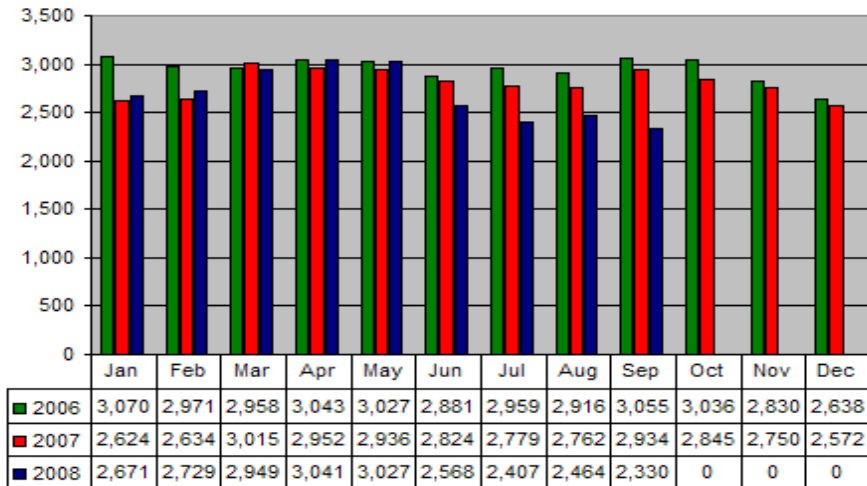




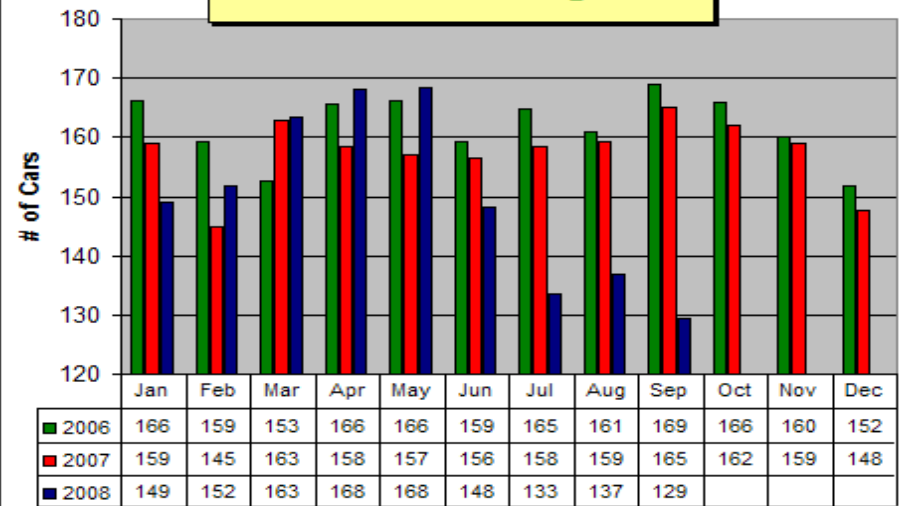
Cars Pulled

thru September 15, 2008

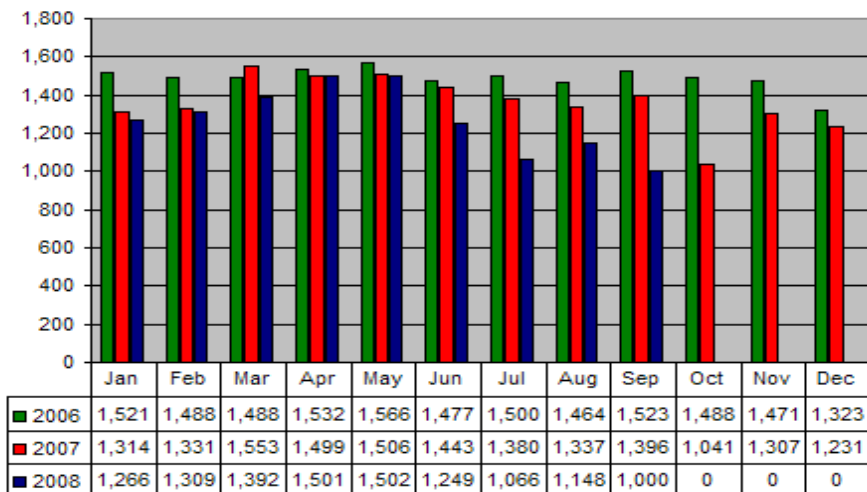
Pull Down Production



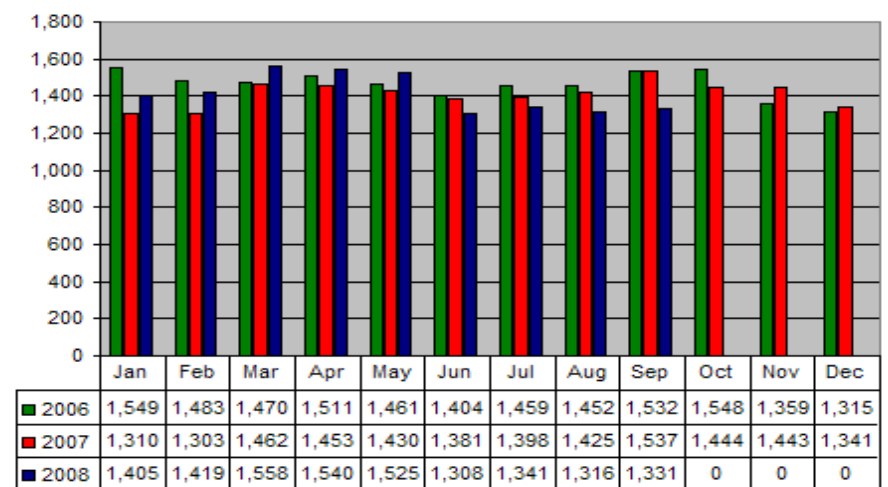
Cars Pulled Per Assignment



Pull Down Production - West



Pull Down Production - East

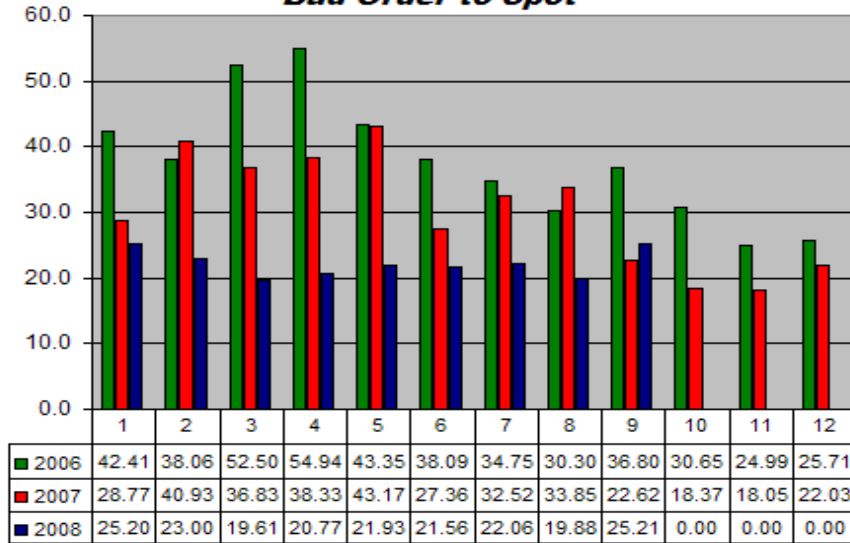




Bad Order Dwell

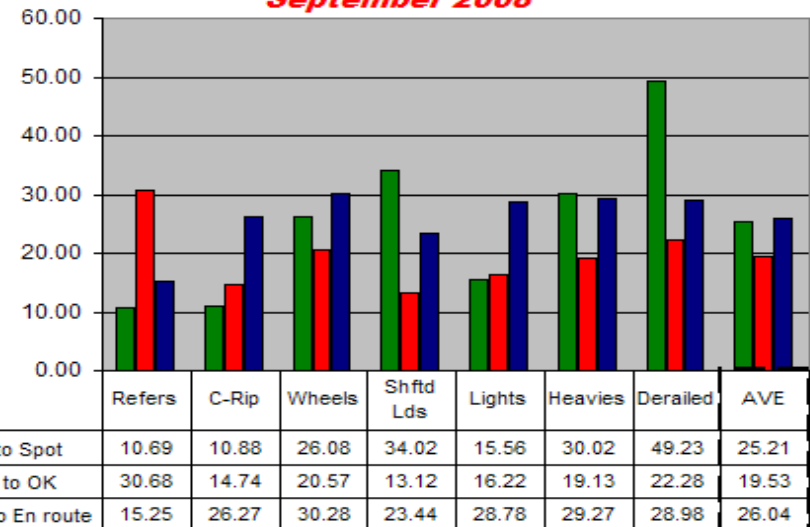
thru September 15, 2008

Bad Order to Spot

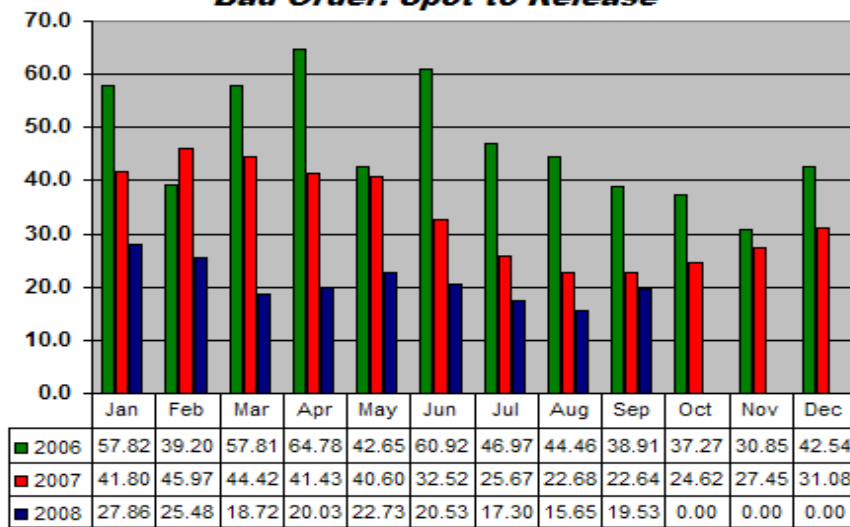


B/O Dwell by Type

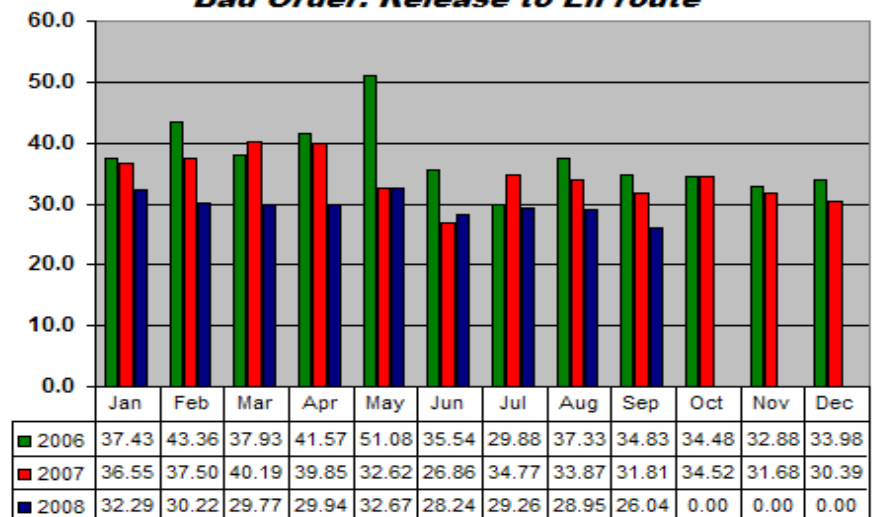
September 2008



Bad Order: Spot to Release



Bad Order: Release to En route





If You Suspect it, Report it...

Trespassers

Suspicious Activity

Suspicious Packages

Call the Belt Police Department

6:00 a.m. To 6:00 p.m. (312) 543 – 8269

6:00 p.m. To 6:00 a.m. (312) 543 – 3658

24 Hour Pager (708) 396 – 4045

Alert Level: TWO