

In 2008,
there were 85
write-ups for
over-running a
signal. In 2009
there were 125
and in 2010,
134. What
happened?

ATS!

TRAIN OPERATORS

HANG

BACK



Some of this increase is because ATS makes it harder to get away with running an automatic. And the TA uses the ATS playback to counter claims that signals flashed. Whatever the reason, T/Os need to protect themselves.

- Never approach a red signal 'expecting' it to clear. Don't trust the train's speedometer when approaching a Grade Time signal. Once you pass a yellow, hang back until the red clears.
- If you are operating a light train or work train, do not enter stations unless you can get your entire train beyond the station platform without making a stop (Rule 2.39j). In other words, if the leaving signal is red, don't enter the station. Hang back until it clears (the only exception is if you have to punch at the leaving end). We don't want to hear, "but that signal won't clear if I don't enter the station" when they've written you up. Hang back. If the leaving signal doesn't clear, call RCC.
- Stop 15 feet from an automatic at danger (Rule 2.40m). If it doesn't clear, call RCC.

The TA will try to fire you if you have 3 operating violations in your career. That's right, hit 3 automatics in your 25 year career and they'll try to fire you. We'll fight it, but it's better not to be in that situation, if you can avoid it.

HANG BACK -- AND SAVE YOUR JOB

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