

Transport Workers Union of Greater New York Local 100, AFL-CIO



A Safe Pace of Work = Fewer Write-ups

Management is at it again.

Every 3 years – as we get ready to start contract talks - **the TA ratchets up discipline.** They write more people up and try to impose more severe penalties. **They do this to intimidate our members and tie union reps down doing hearings.**

RTO's union reps want to break this pattern. We want to help you avoid discipline. If we can do that, it saves you hassles and lets us get out to the road more. As a first step, stewards are passing out cards with tips that will help you avoid being written up.

Why these rules? Because reps and stewards agree these are the ones -- that if followed -- **would reduce discipline the most.**

- C/Rs have been written up for not keeping doors open long enough or for closing the front before the rear is fully closed.
- A few have gotten time in the street because they cut the automated announcements short.
- T/Os have been demoted because they didn't take enough time to fully walk around their trains after going BIE (when they didn't know the cause). It should take you at least 20 minutes to walk around a full-length train.
- T/Os rush up on red signals and are surprised when they can't stop their trains before they hit the signal.


Read the tips on the cards (shown below) and operate accordingly.

If following the rules makes trains late, there's something wrong with the schedules. **If you need to take a comfort, take it. Just be sure to let the RCC or your dispatcher know.**

If a TSS rides your train to find out why you're always late, don't worry. Just operate the way they taught you in School Car and you'll be fine. If supervisors try to make you operate in an unsafe manner or in violation of TA's own rules, let us know.

And, as always, **stay off the damn cellphone while you're working.** Whether you're operating, working the platform, or flagging, turn off your phone and put it in your pocket, your bag, or your locker.

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CONDUCTORS

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- Hold your doors open for at least 10 seconds in the station. That's 10 seconds for the rear section. Make sure you have indication in the rear before closing the front. (Rule 9.01f)
- Make connections with arriving trains. (Bulletin 101-07)
- Do not cut off the automated announcements. (Bulletin 125-08)
- Clean out trains when laying up. (Bulletin 82-10)
- Close side doors after arrival in terminal. (Bulletin 139-10)

Claim all the time you're owed for No Lunches and Late Clears. Late Clears do not have to sign out and can submit OT slips when reporting the next day. (Notice 56-07)

**To contact a TWU rep: 130 Livingston 718-694-4168/4212,
2 Broadway 646-252-5549/2925 Safety Hotline 888-898-6608**

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TRAIN OPERATORS

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- Start braking as soon as you see the yellow signal. Don't wait until you're passing it. (Bulletin 114-10)
- Stop at least 15 ft. from a red signal. (Rule 2.40m)
- If you go BIE and don't know the cause, be sure to walk around your train. (Rule 2.43h)
- Slow your train to under 10 mph before you pass yellow caution lamps or flags. Stop at least one car length from a flagger on the roadbed or benchwall. (Rule 2.40g)
- Obey all speed limits. (Rule 9.02g)
- Clean out trains when laying up. (Bulletin 82-10)

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