|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |
| --- |
| Acadiana_ASSP_Email_Header.jpg |
| [April Permian Basin ASSP meeting](http://send.assp.org/link.cfm?r=SrKJIE8a-zOzHyvoFuGB-A~~&pe=pbKaqRq5owl-Q_0Y0PvnqvYbbzyaAS3XylxPmJiHaT2PJfiW9W1hWtzwHKQFBtAfaVBquvNNznFM7jRMiDu9jg~~&t=IGUnpwndZ1gezmfQo84_PQ~~) is Wednesday at 12:00 PM

|  |
| --- |
| Event to be held at the following time, date, and location:Wednesday, April 17, 2019 from 12:00 PM to 1:30 PM (CDT)**Ranchland Hills Golf Club** 1600 East Wadley Avenue Midland, TX 79705 [View Map](http://send.assp.org/link.cfm?r=SrKJIE8a-zOzHyvoFuGB-A~~&pe=dNUr9Mkensxc7rdPyf9NIhkwTdii8NX956sC-t2V9l-5c-b-PgNp9Hq__SFOg1z1eyV1N4ZfspLyC24l6UFDIQ~~&t=IGUnpwndZ1gezmfQo84_PQ~~) |

 Officer Brad Robertson is a fifteen year veteran of law enforcement, spending the past ten years with Midland Police Department.  He is a Drug Recognition Expert and Standardized Field Sobriety Testing Instructor in addition to being a Texas State certified instructor in law enforcement topics and firearms.  He is recognized as a subject matter expert in impaired driving investigations and the concepts and principles of the Standardized Field Sobriety Testing.  He has been qualified as an expert witness in several trials involving drug/alcohol impaired driving.  Brad's topic will be Recognizing drug/ alcohol impairment on the job.  We have had Brad before and he has done an excellent job.  (This meeting may run a little longer than the usual hour).   A buffet lunch will be served for $20, this month it will be Mexican food.  Cash, check, credit card or Eventbrite ticket will be accepted at the door.  ----------------------------------------------------------------------------------------------------------------------------------------March in Review Ryan Rosa with Union Pacific was our speaker. He has been with Union Pacific for 7 ½ years. He started out as a conductor, and advanced to engineer, before being promoted into his current safety position. He stated that when the previous safety person retired, the company closed his position; but since there have been so many truck/train wrecks in the Permian Basin in the last year or so, they have reopened the safety position here in Odessa. There have been 27 truck wrecks with injuries in 14 of them in the last year to 18 months. He stated that the Union Pacific company has been in existence for 150 years, ever since Lincoln signed the Pacific Railway Act on July 1, 1862. This act provided Federal government support for the building of the first transcontinental railroad, which was completed on May 10, 1869. The company serves all the states west of the Mississippi River (with the exception of North and South Dakota) and Tennessee; that is 32,000 miles of track and 8,500 trains. The crew contains at least 2 people on each train with the conductor and engineer. Ryan stated that there is very little safety equipment in the cabs of the trains; there are no seat belts and/or airbags. About the only thing that can be done when a crash is anticipated, is to hit the floor of the engine. Each engine has two cameras installed on it, an outward facing camera and an inward facing camera. 94% of accidents are the result of risky driving: In America every 3 hours there is an accident involving a train, and 8 people are killed each day. Some of the risky driving is taking low centered trucks onto restricted crossings and getting them stuck on the crossings. Pulling those trucks loose can cause the rails to become misaligned. Other risky driving is trying to beat the train to the crossing, or driving around the gates .that are already down. Stopping distances for cars going 60 mph is about 275 feet, for a tractor trailer going 60 mph is about 325 feet, for a train going 60 mph the stopping distance is **ONE MILE.** A short train can weigh 5-7 tons, but the usual train in the Permian Basin weighs 20 tons. Ryan gave us a rule of thumb, if there are **2** railroad tracks, expect (or look) for **2** trains; don't go around the gates if you see one train, because one could hit you going the opposite direction. One bad decision on your part can affect 100's of lives; your immediate family, the first responders and their families, the train crew and their families. Train safety has improved over the last 20 years; the total incidences have been cut in half. Ryan stated that the company has a mobile trailer that they can bring to your company and do safety presentations on location.Union Pacific has a program called Union Pacific Cares which is a safety program for the community. It will schedule safety talks, and it is the place to call if you have an event near or crossing a railroad track. They also have their own police department which works with local law enforcement and issues citations. Texas Department of Public Safety has started **arresting** people to try and stop bad driving. When a train is not in a "quiet zone", and is approaching a crossing the engineer will sound the horn in a 2 long blasts a short one and another long blast. The Federal Railroad Administration requires "Quite zones" to be funded by the tax payers, and are required to have extra safety barriers to protect inattentive drivers from harming property or endangering their lives. Ryan asked, "What's the hurry that you would try to beat the train to the crossing?" If you lose, and there is a good chance that you will, everything after that point doesn't matter anymore for you. He mentioned that all black and white signs along the highway are to be obeyed, these are speed limit signs, one way do not enter, one way arrows , etc. So the black and white signs at railroad crossings are to be obeyed, also. Any yellow sign at a crossing is state owned; all other signs at the crossings are owned by the railroad. If a trucking company has vehicles that are low centered and the route it is to travel has a high centered crossing, the trucking company needs to find an alternate route for the trucks. Ryan stated that he did notice a one crossing a driver had a low centered truck that was adjustable, and the driver got out of the truck, raised the low hanging part, drove over the railroad track, got out and lowered the part back down. Ryan stated, "Now that was a professional truck driver." Ryan made the point that people with CDL licenses **are** professional truck drivers, and if they are they should behave as if they are professional. If trucks are not trying to beat the train to the crossing, they need to be aware of the length of their trailers, we were shown several pictures of trucks parked on the tracks, or the cab had crossed the tracks, but the trailer was still on the tracks. A driver approaching a railroad crossing must stop not closer than 15 feet or further than 50 feet from the nearest railroad track, if it is obvious there is a train coming. If you are stuck on the tracks, and can get out of your vehicle before it is hit by the train, run **toward the train at a 45 degree angle** to avoid being hit by debris. We were warned several times **not to** drive through the gates! If a vehicle gets stuck on the railroad tracks and there is no train coming, the driver is to call 888-877-7267 which is posted on each side of the crossing. Each crossing is to have 2 blue signs with the phone number and crossing information on them. There is a 1-800 number that also can be called: if is 1-800-848-8715, and is a better number to call.For trucking companies working on land with a private crossing, (A private crossing is one where the road leading up to the crossing is owned by an individual or company. Some of these crossings have no warning devices at all), contact the railroad, they can provide flag men if the traffic there is heavy. [Operation Lifesaver](http://send.assp.org/link.cfm?r=SrKJIE8a-zOzHyvoFuGB-A~~&pe=eXtzJvybJ_Wb9BVXPD2o2hds-tNEGXXaWThk_i8SUnSR8krWgXk90ePHR55L70ssuhGaVG1ugMY7Xc-BX4lUUA~~&t=IGUnpwndZ1gezmfQo84_PQ~~) is a volunteer organization founded in 1972, which believes that the majority of these train wrecks are preventable. Through the "Three 'E's" of Operation Lifesaver—education, enforcement and engineering—volunteers aim to end collisions and the resulting fatalities and injuries at highway-rail grade crossings and on railroad rights of way. We were also shown a picture of a car whose driver was using GPS and it instructed him to turn onto the railroad tracks, where the car promptly got stuck. Be sure and use common sense when using a GPS, and make sure that you are always turning onto roads.  A growing trend of people is to take selfies on railroad tracks. We were told that the railroad is private property, and that includes 2 feet on each side of the tracks. Would you want someone to come onto your property and take selfies? |
|

|  |  |
| --- | --- |
| WorkingTogether.png | ASSP_Shield.png |
| FacebookTwitterLinkedIn |

 |

 |

If you do not wish to receive these emails, please [click here](http://send.assp.org/link.cfm?r=SrKJIE8a-zOzHyvoFuGB-A~~&pe=hsJk0PJfadZjjhcNBFSX1iXso2KWaJJaiCIslJgxOLABlQT4uiI0LxZ_K-jHaQT6VyJUlkND6-doMGYPzkdbKQ~~&t=IGUnpwndZ1gezmfQo84_PQ~~)

to unsubscribe from ASSP Permian Basin Chapter messages.

American Society of Safety Professionals | 520 N. Northwest Highway, Park Ridge, IL 60068