

## Conrad Von Hochstaden Erzbischof Von Kolln Und Grunder Des Kollner Doms (1238-1261)



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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 94 pages. LC Number: KF27 . P8965 2006e OCLC Number: (OCOlc)85813521 Subject: Railroads -- United States -- Safety measures. Excerpt: . . . 9 Rail industry will have more than 80, 000 new employees in the next five years. Unless we can quickly eliminate training as a major safety issue, we can only expect this negative trend in safety analysis to accelerate. Fatigue. Unless a human being knows in advance what time they must report to work, they cannot arrange to be rested and fit for duty. The railroad industry functions on a 24 7 schedule with continuous operations from coast to coast. This is not an excuse for the current position of the railroads holding that their employees do not deserve and are not entitled to advance knowledge of the time they must appear for their next assignment. Every railroad terminal has an information line commonly referred to as a lineup that is intended to advise crews that are subject to call 24 7 regarding their status. Every railroad has problems with the accuracy of these lineups. The employees must have early and reliable information indicating when they will be required to report for duty. Even though it is the same company officers, using the same company computers and programming that forecast the number of trains to be operated, the projected time on duty information available to railroad operating employees and reality are seldom even close. The data produced by these computers is frequently inaccurate by several hours. These are the same computers that the railroads are telling you will be used to operate two-mile-long freight trains with only one person on the train. UTU has voluntarily participated in many different forms on Fatigue, Work Rest issues,...



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