

THERE'S A LESSON TO BE LEARNED

In every accident there's a lesson to be learned.

That's the purpose of this pamphlet - to point out the old truth that experience is a good but sometimes severe teacher.

We do not propose here to discuss responsibility or fix blame in any particular accident; what concerns us primarily is the application of lessons we learn from experience.

The switch that is fool-proof has yet to be invented. Improvements have been made over the years; electric switches have improved the efficiency of our service and have eliminated the hazards of street traffic to trainmen; more improvements will come. However, no switch will ever be safer than the man who operates through it. That bears repeating. **NO SWITCH WILL EVER BE SAFER THAN THE MAN WHO OPERATES THROUGH IT!**

For example, you operate through a certain switch day after day, trip after trip - it has always been set for your direction. You become so accustomed to its being set correctly for you that you almost forget it is there. Then one trip you approach that switch, expecting to find it in the same position, but this time it is NOT set for your direction. Unless you are operating at a speed that will enable you to stop before entering the switch, you have the potential of a serious accident.

Now you be your own judge and jury. Ask yourself just one question: "Do I operate correctly at facing point switches?"

There is one CORRECT method of operation at facing point switches. THIS IS IT!

ELECTRIC SWITCHES

Approaching an electric switch trolley pan, the power must be thrown off and the car slowed down. If the car is to continue on the straight track, coast slowly with power off while the trolley crosses the switch pan. If car is to take the curve, use power and a slight application of brakes while the trolley slowly crosses the pan. On cars equipped with a special switch for setting electric track switches for the curve, the switch must be "held" in the closed position while the trolley slowly crosses the pan.

Cars must be operated slowly enough when the trolley is crossing the pan so that it can be brought to a smooth, complete stop, with the front of the car at the designated white mark, or, if there is no mark, at the switch point. (More than half of the accidents at electric switches occur like this: The car is stopped short of the switch point with the trolley on the pan and then, unknowingly, the switch is thrown to curve position as power is applied.)

Accidents at switches have served to emphasize this basic fact:

THE STAGE IS SET FOR AN ACCIDENT AT EVERY FACING POINT SWITCH IF PROPER OPERATION IS NOT OBSERVED.

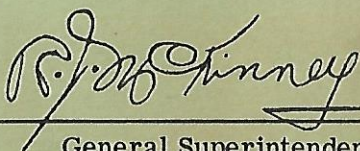
Before entering upon the electric switch, the motorman or operator must look to be sure that the switch is thrown in the desired direction of travel. In case the switch tongue has not been thrown fully, it must be thrown to the full position by means of the switch iron. Operate through the switch at a slow speed until the rear trucks have cleared.

OTHER SWITCHES

Approaching other facing point switches, motormen and operators must have the car under control at such a speed that they will be able to stop should the switch not be set for the proper direction. Operate through the switch at a slow speed until the rear trucks have cleared.

Follow these two simple rules of operation
at facing point switches:

1. At Electric Switches - STOP!
2. At Other Switches - HAVE CAR UNDER CONTROL!



General Superintendent
of Transportation



CHICAGO TRANSIT AUTHORITY
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