

**A15 – Incident: January 26, 2010 Tape #19**

MALE #1 – Central, Mr. Bright.

MALE #2 – Ah, yes.....ATC 2081 Shady Grove, train to Shady Grove Rockville, I was told to give you a call.

MALE #1 – Yeah, How are you doing Sir? I got a track behind a red tag out there where you working

MALE #2 – Yeah, we're here on a loss of shunt from day shift. This is over from day shift.

MALE #1 – Yeah. What I'm saying is that I am not going to stop you from working. The thing I want to do is to get you to coordinate your work location with Track. I'm a bring them into the work location so that they can take care of the red tag. And I'm going to let you know so that you can work with them throughout that shift with that all alright.

MALE #2 – Ah, they know the chain marker we're at right? Can you relay that to them?

MALE #1 – I will. I'm gonna have them get in contact with you when they get up to that location. What chain marker are you?

MALE #2 – We're at chain marker 852+00. We were all gonna be cleaning some connections and readjust the circuit but it looks like we got a bad bond out here. So we need to replace the weezie bond, so we were getting ready to dismantle it. I just wanted to remind you we are in the area and let you know that we are getting ready to change the weezie bond out at.

MALE #1 – So let me. . . . .

MALE #2 – So you received 852 and 846. Those are the two track circuits that would go down.

MALE #1 – Ok. What I'm gonna do. I'm a keep everything normal, the way it is, I'm a give, I'm a have them block interlocking at Shady Grove so they can get into the work location, but I'm a have them get in contact with you. Do you have a cell phone number I can have him call you on?

MALE #2 – Yea, its : [REDACTED]

MALE #1 – Ok. I'm gonna have him call you on your cell phone. Ok.

MALE #2 – Ok. I'll also be monitoring central if you need to get a hold of me on my radio as well.

MALE #1 – Thank you Sir.

MALE #2 – Ok Sir. If we see something coming we will jump out of the way and flag them too. I'll keep my ears open. Like I said you will see the two circuits go down shortly if that is ok. We have been out here three hours already and we would like to get this thing done.

MALE #1 – No problem. Also, I will be single tracking trains soon and I'll let you know when I start.

MALE #2 – Ok, and as far as through here. . . .which side you gonna get them down?

MALE #1 – I'm a try to get them down track number one, but I haven't started yet. I'm a call you before I do it.

MALE #2 – Ok, Great. Ok, all right, thank you I appreciate that.....

MALE #1 – All right.

MALE #2 – Thank you.

#### A15 – Incident: January 26, 2010 Tape #21

MALE #1 – Central, Mr. Bright.

MALE #2 – How you doing Mr. Bright? Oliver 6075.

MALE #1 – Hey, how you doing Mr. Oliver?

MALE #2 – All right.

MALE #1 – How are you doing today?

MALE #2 – Great.

MALE #2 – Great.

MALE #2 – I told, ....., I just had to put 15802 on Rockville two

MALE #1 – Um huh.....

MALE #2 – We're moving down to 787+00 A2

MALE #1 – Yeah. What I'm a do is um.....you know what I'm a end up doing..... I'm a take them down track two at Twinbrook and bring them back to keep traffic because they have a loss of shunt down there between Rockville and Shady Grove and ATC is still working on it at wayside. Also, I'm not gonna be able to flip traffic. So what I'm a do is take them down between interlocking at Twinbook and bring them back down track two. And ATC 281 is down there. I'm a give you his cell phone number so yall can coordinate.

MALE #2 – Ok. I'm working up to 787 so I won't even be up near Twinbrook.

MALE #1 – 787?

MALE #2 – Yeah. That's what I said.

MALE #1 – Ok.

MALE #2 – Once they cross over at Twinbrook, just send them down to A2 787.

MALE #1 – Ok.

MALE #2 – Ok?

MALE #1 – I can do that.

MALE #2 – Thanks a lot buddy.

MALE #1 – All right.