

March 21, 2003

Ms. Kim Dobyms
Regulatory Analyst
WUTC
1300 S. Evergreen Park Dr. SW
PO Box 47250
Olympia, WA 98504-7250

RECEIVED
RECORDS MANAGEMENT

03 MAR 26 AM 8:08

STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

RECEIVED

MAR 26 2003

WASH. UT. & TP. COMM.

RE: Docket TR 021465

Dear Ms. Dobyms:

Please find enclosed, copies of near miss reports filed by me as required by Tacoma Rail. I am sure that the experience of other locomotive engineers on Tacoma Rail and the other carrier properties around the Washington state is similar. Tacoma Rail is currently running ten or more engine assignments daily.

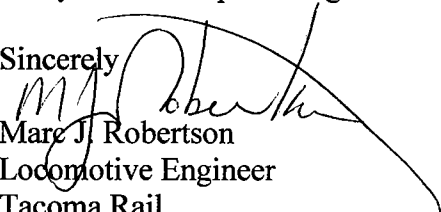
I have been fortunate so far this year and have not had any actual vehicular/locomotive collisions. I have been able to put the train in emergency braking and avoid collisions. I believe that dangerous situation is created without a person physically protecting the point of movement.

I believe that the near miss reports are valuable to the commission in that they may help the commission in determining public risk at road grade crossing and protection of point of movement rule making.

I do not think that by relying on an electronic eye on a pole near a grade crossing is a good substitute for a real person. If this is installed, how closely will it be monitored? Who will monitor it? How well will it be maintained? How many times have you come up to a railroad crossing and found the gates stuck in the down position, or the crossing lights and bells ringing and no train in sight or not working at all? Electronic video is good for possibly capturing what happened, but not prevention.

Many thanks for providing the workshop forum, I believe it was productive.

Sincerely


Marc J. Robertson
Locomotive Engineer
Tacoma Rail
Brotherhood of Locomotive Engineers

Enclosures