

January 20, 2003

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STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

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Washington UTC
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RE: Remotely Controlled Locomotive Operations in Washington State

This letter is in regard to Doc. #TR-021465. I'm requesting that consideration be given to codifying the federal notice of safety advisory 2001-01 into state regulations.

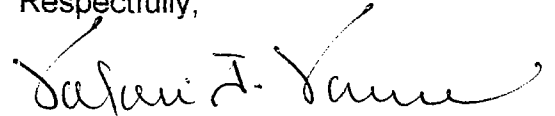
The Federal Railroad Administration has stated that its first priority is to ensure that remote control operations pose no threat to railroad workers or the general public. As of yet, the FRA has not taken steps toward issuing enforceable regulations to govern the use of remote control technology. They state limited data is available on which to base a qualified safety analysis. The Seattle-Everett area properties owned by the Burlington Northern Santa Fe Railway have had remote operations in place for approximately 8 months. Currently, the FRA only recommends that any railroad maintain an appropriate exposure measure. I am requesting that our state take the initiative toward developing enforceable regulations governing the use of remotely controlled locomotives and its components. In addition, to develop a safety exposure matrix that compels the railroad to document all incidents and accidents concerning remote control operations.

Frequently, an extra board engineer is called to work on these remote crews. I believe this is prompted mainly by equipment failures. The FRA only suggests that railroads have a procedure to capture valid data comparing remote accident and equipment failure rates with accidents to a crew utilizing an engineer. Currently, the extra board engineer goes to work under a different job number than the one that identifies the remote crew. Analyzing data under this current method gives a deceptive view in favor of the remote operation. It suggests a higher productivity, efficacy, and safety rate than normally may be achieved by the remote crew alone. I believe these items must clearly be separated in order to achieve valid safety data that will be furnished to the FRA.

Please consider hearing arguments from our Washington State Legislative Board members, Chairman Dr. Mark Ricci and Vice President Mike Elliott. They have put in extensive hours developing factual presentations to provide insightful

and useful information for our governing officials, as well as matters of public education voicing our concerns over this new technology. As it stands now, only the BNSF controls the decision making power on how remote control issues will be handled. They decide what safety measures will be provided for railroad workers as well as the general public. Dr. Ricci's phone is (253) 862-7542. Mike Elliott can be reached at (509) 323-2342 . More information is provided in the enclosed pamphlet. Thank you for taking the time to consider the information in my letter.

Respectfully,

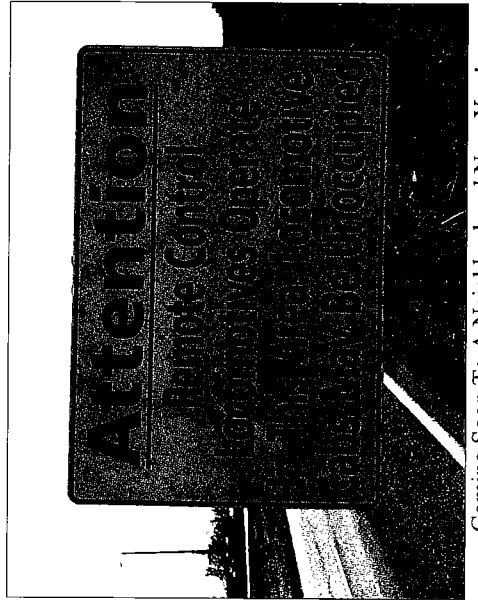
A handwritten signature in black ink, appearing to read "Valori J. Vance". The signature is written in a cursive style with a large, sweeping initial "V".

Valori J. Vance
Locomotive Engineer-BLE



Remote Control Accident - Baton Rouge, LA

LET YOUR ELECTED REPRESENTATIVES KNOW THAT YOU ARE VERY CONCERNED ABOUT THE POTENTIAL DANGERS ASSOCIATED WITH REMOTE CONTROLLED TRAIN OPERATIONS THAT ARE BEING IMPLEMENTED IN AND NEAR YOUR NEIGHBORHOODS. TELL THEM YOU WANT TRAINS IN YOUR NEIGHBORHOOD CONTROLLED BY THE MOST FULLY TRAINED, QUALIFIED AND EXPERIENCED RAILROAD OPERATING CRAFT EMPLOYEE! FOR SAFETY'S SAKE!



Coming Soon To A Neighborhood Near You!

Please contact YOUR elected officials for the State Of Washington and express YOUR concerns:

Contact Washington Governor
(360) 902-4111

Contact Governor & State Representatives:

<http://www.governor.wa.gov/contact/govemail.htm>
<http://www.leg.wa.gov/wsladm/default.htm>

Address Correspondence to Governor:

The Honorable Gary Locke
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Contact YOUR U.S. Senators at:

<http://www.senate.gov/contacting/index.cfm>

The Honorable (Full Name)
United States Senate
Washington, DC 20510

Contact YOUR U.S. Representative at:

<http://www.house.gov/writerep/>

The Honorable (Full Name)
U.S. House of Representatives
Washington, DC 20515

U.S. Capitol Switchboard:
(202) 224-3121

FOR MORE INFORMATION VISIT:
www.ble.org/remotecontrol
www.remoteinfo.org

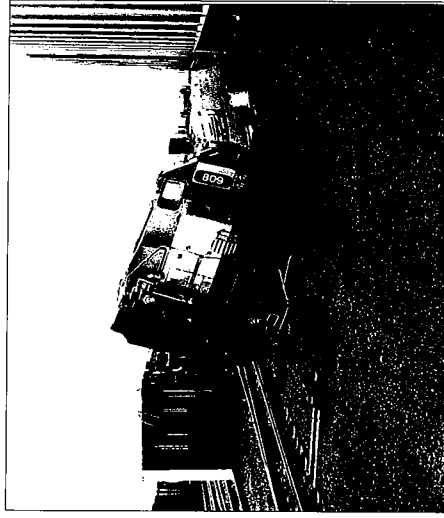
Or Contact: Dr. Mark Ricci
The BLE Washington State Legislative Board
(253) 862-7542
DrMarkKRicci@cs.com

www.WSLB-BLE.org



PUBLIC SAFETY ADVISORY

UNMANNED LOCOMOTIVES A DANGER TO PUBLIC SAFETY



Remote Control Accident - Hinkle, Oregon

The Brotherhood of Locomotive Engineers believes and supports the position that this nation's railroads could avoid many accidents, safety hazards and operating inefficiencies by continuing to put control of all locomotives in the hands of the most highly trained, skilled and experienced operating craft employee in the rail industry. Further, this nation's railroads have not adequately responded to BLE's many safety concerns, including those associated with remote control.

The Brotherhood of Locomotive Engineers Demand Safe Train Operations...



..And You Should Demand Safe Train Operations As Well !

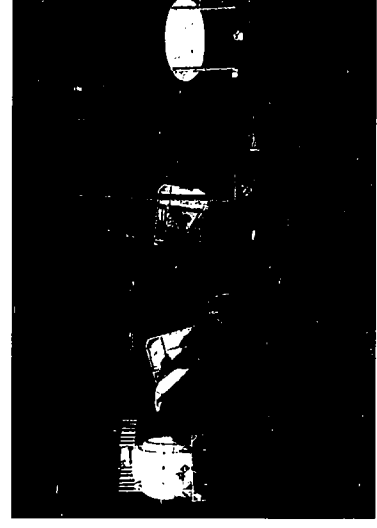
The Brotherhood of Locomotive Engineers is warning communities across the U.S. of the potential dangers associated with Remote Controlled Train Operations. Locomotives are being operated without fully trained, qualified and experienced Locomotive Engineers on board and are being controlled from a remote location by a person who wears a remote control device strapped around their waist. The safety of this device is not proven!

Despite a 2-14-2001 Federal Railroad Administration Safety Advisory that states, "FRA has limited data on which to base an objective safety analysis and must therefore proceed prudently," the railroads have chosen an irresponsible plan to implement remote control operations at rail yards around the country, and have even tried to expand these operations to the main track.

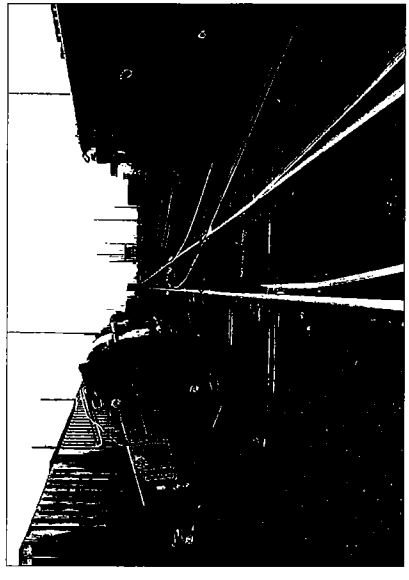
UP, BNSF, CONRAIL, CSX, KCS, AND NS are currently implementing Remote Control Operations (RCO) at many of their major switching terminals across the country. Railroads are major transporters of nuclear waste, hazardous materials and chemicals. These deadly materials will soon be handled by Remote Control in a neighborhood near you! Since implementing this new program many of these railroads have experienced numerous accidents.

EVERY 90 MINUTES THERE IS A TRAIN ACCIDENT SOMEWHERE IN THIS COUNTRY....

APPROXIMATELY EVERY TWO WEEKS A TRAIN LOADED WITH HAZARDOUS MATERIALS GOES OFF THE TRACKS SOMEWHERE IN THE U.S. RESULTING IN A SPILL AND EVACUATION OF RESIDENTS LIVING NEARBY !



Train Derailment - North Little Rock, AR



Remote Control Accident Hinkle, Oregon

ARE YOUR CHILDREN AND NEIGHBORHOODS SAFE ?

In spite of U.S. Department of Transportation's warnings about potential terrorist attacks on railroads, this nation's largest railroads are moving ahead with plans to remove skilled, fully trained and qualified Engineers from some trains. While the airline industry is increasing security by placing trained professionals in airports and on airplanes, this nation's railroads are taking Engineers off some trains and running those locomotives by remote control. Those locomotives have no one in the operating compartment and have no safety system installed to replace the eyes, ears and experience of a Locomotive Engineer.

DON'T WAIT UNTIL A DEADLY ACCIDENT HAPPENS IN YOUR NEIGHBORHOOD ...

TAKE ACTION

CALL OR WRITE YOUR

CONGRESSMEN AND SENATORS

TODAY !