

TR-021465

Seattle-Tacoma
Safety Committee Meeting
May, 2003

Injury Status for the Sea-Tac area 2003 Prev. Months/Current Month/ Year To Date Total

Mech. Dept...0 prev/0 current/0 Total 2003

MotW Dept...0 prev/0 current/0 Total 2003

Premium Service (Intermodal) ...0 prev/0 current/0 Total 2003

RTS...1 prev/0 current/1 Total 2003

Signal Dept...0 prev/0 current/0 Total 2003

Operating Dept...1 prev/2 current/3 Total 2003

May 13, 2003

0830: The Safety Captains Update: "Canceled for May"

May 13, 2003

0930: The Regular meeting started.

JUNE MEETING WILL BE AT THE NORTHEND CONFERENCE ROOM.

As part of our new "Alex Vehicles Inspection", we will be inspecting the yard vans sometime in the first two weeks of June 2003. This is being done every three months by the Safety Committee.

PLEASE NOTE: The new start time for the Monthly Safety Meeting will be at 0930 at the same location. The Safety Captains Update will be at 0830 only during the following months. June, August, October, and December.

4th Ave. bridge is in need of repair. The paint has worn away at this busy location on the pavement.

Item#6 It seems at times Intermodal Cars are arriving Seattle with some unhealthy conditions. This includes such things as human feces, urine, and at times dead animals. Any large animals should be left to animal control. Any other items should at all possible place in the garbage. Remember this rule covering this item. 71.3 Gloves. If you have any questions please ask your supervisor to help you handle this problem.

Item#7 Trash and Garbage was brought up at Today's meeting. We would ask that **ALL EMPLOYEES** try and keep our workplace a safe place. All employees should review the following rules: 1.24-Clean Property, 70.11-Housekeeping, 70.16-Drop or Throw Objects, and 80.1-avoid Slips Trips and Falls.

Item#8 All employees riding in a company vehicle **MUST** be seated and belted. This item is pointed at switch crews catching a ride with the Ramp Foreman or even in a Car Dept. vehicle. There is exceptions to this rule for Carmen if they are driving a track, bleeding cars, and going less than 5 mph.

Item#9 The Committee is looking into producing a new wallet size card with information such as evacuation procedures, and haz-mat information, There will be more to follow on this in June.

Item#10 We have encountered some Radio Problems with the new RCL program and different base radios. Communications is working on this problem. At this time we don't have all the answers, there is still alot of bugs to work out. Remember the old rule around the railroad. "Take the Safest Course." This means if there is a communication break, STOP! Wait till you can make the right communication.

Item#11 RTS reports that there are many bulbs that need replaced on the ramps in Seattle. This item will be passed on to Electrician, Ron Berti.

LONG TERM PROJECTS:

Item #1 Repair of Track 24 from the crossing at the RTS building to the First Ave. Bridge. UPDATE: 12-10-02 The panels of rail will start becoming available for this project early in 2003. UPDATE: 05-13-03. Work is going to begin on this project in early June, 2003

*Seattle-Tacoma
Safety Committee Meeting
September, 2003*

Injury Status for the Sea-Tac area 2003 Prev. Months/Current Month/ Year To Date Total

Mech. Dept_1 prev/0 current/1 Total 2003

MotW Dept_0 prev/0 current/0 Total 2003

Premium Service (Intermodal) _0 prev/0 current/0 Total 2003

RTS_1 prev/0 current/1 Total 2003

Signal Dept_0 prev/0 current/0 Total 2003

Operating Dept_3 prev/0 current/3 Total 2003

September 9, 2003

0830: The Safety Captains Update: "Canceled this month."

September 9, 2003

0930: The Regular meeting started.


FYI SECTION:

PLEASE NOTE: The new start time for the Monthly Safety Meeting will be at 0930 at the same location. The Safety Captains Update will be at 0830 only during the following months: October, and December.

There will be Safety Feeds during Sept. in Seattle and Fife This is because the Operating dept. has gone 128 days without any Injuries. This is the Local Managers way of saying thanks for "Working Safe." Dates and times to follow.

The committee is discussing starting the "Safety Employee of the Month Award" again. We will explain more next month. UPDATE: 06-10-03. A Sub Committee was formed to set guidelines for this new Safety Project. They are Lance Haraldson, John Admundson, and Bob Buckner. They will report back in August.

Just a reminder: As you already know, most employees have been contacted concerning "Securing Equipment." These have been done during Managers One on One Contacts and pre-shift Safety Blitz. If there are any questions regarding this subject please contact your local manager for details.

 A Remote Update: As the Remote Program continues you should know about derailments and remotes. Since remotes have been implemented there have been 28 derailments with remote engines. Damages have been somewhere near \$100,000.00 to the equipment. Most important, all of the derailments have been human related. Just a reminder to stay focused, especially now that the weather will start turning towards Fall and Winter. These figures are for all of the Portland Service Unit. Lets make Seattle-Fife the safest place in our service unit to work.

Intermodal has ordered 4 new trucks for the Ramps in Seattle Yard. Also Intermodal has a new contractor to repair Ramp Vehicles. They are an onsite repair service and cut the down time a great deal.

In the near future Ken Pridachuk will be providing employees with a new phone numbers card for local managers.

The SHEOP will be inspecting the Portland Service Unit during Sept. 24&25. All employees are asked to help out with housekeeping as well as rules compliance. Also remember the engines shut-down policy. If the temp. is above and will stay above 45 degrees engines will be shut down.

Employees should report ALL BAD ORDER TAGS to the yardmaster or the Supervisor in charge of your department. This will help to prevent delays to outbound trains and more important, the possibility of a BAD ORDER CAR getting out of town.

When the paving on Track 24 is completed Intermodal is going to make a detailed inspection of all signs and make repairs on the Seattle ramp.

All vehicles should use extreme caution at the crossing to the Airport Bridge Chassis yard at the southend of Seattle Yard. This is a Remote Area and this crossing is not protected all the time.

OLD BUSINESS-AUGUST 2002

Item#4 The Access Road at the Van Assalts is in need of grading once again. Lance Haraldson is talking to Jim Curtis about this item.

UPDATE: 11-12-2002, Bob Buckner is getting a bid for repairs and we will discuss it next month. The Committee is hoping that all Depts using this road will chip in their portion so this item can be resolved. UPDATE: 01-14-03. Bob Buckner has come up with a bid for this job. The different depts. have been notified and we will have a report next month on the progress. UPDATE: 05-13-03 Bob Buckner informed the Committee that next month he will rent a grader and that MOW will provide an operator and work on this problem. UPDATE: 06-08-03 George Sanders will contact Jim Curtis to reach a solution to this problem.

OLD BUSINESS-DECEMBER 2002

Item #4 The light switch for northbound movement on track 24 need to be relocated near the yard office. It should be placed before the crossing at the southend of Ramp 5. Fletcher Jamison is handling this item. UPDATE: 06-08-03 George Sanders will work with Fletcher Jamison on this item.

OLD BUSINESS- MARCH 2003

Item#2 During the construction near the northend conference building the pathway was removed from that location to the one-spot. Hopefully after this project is complete the path can be restored.

OLD BUSINESS-APRIL 2003

Item#4 There is a need for some gravel spread near the Sugar House Lead. There is a huge hole along the track resulting in a tripping hazard. Also gravel is needed at the South end of Ramps 6,7,8,9. This is a result of the tie replacing project in that area. UPDATE: 06-10-03 Fletcher Jamison is handling this item. UPDATE: 09-09-03 Bill Nua will work with Jim Curtis on this item.

OLD BUSINESS-MAY 2003

Item#5 The Stop Sign for the Eastward movement by trucks along Track 24 at the 4th Ave. bridge is in need of repair. The paint has worn away at this busy location on the pavement. UPDATE: 06-10-03. Fletcher Jamison is handling this item.

Item#9 The Committee is looking into producing a new wallet size card with information such as evacuation procedures, and haz-mat information. There will be more to follow on this in August. Bob Buckner is working on this project.

SAFETY COMMITTEE MAILING LIST

J.A. Curtiss	MTM
Richard Guerra	UTU
Fletcher Jamison	MIO
R.S. Kearl	MMM
Art Kielty	MITO
L.D. Libby	Sr. Spl. Agt. Haz/Mat
Jerry Millsap	Car Dept.
K.W. Pridachuk	MYO
Steve Reveley	UTU-E Local Chairman
Pat Ryan	Intermodal
Chuck Salber	Claims
Glen Strieker	RTS
Tom Travis	Operating
A.I. Whiteman	MYO
L.A. Haroldson	Yardmaster
Bob Buckner	Car Dept.
Bill Yarboro	Car Dept
George Sternod	MYO
David Fisher	MYO
Michael Turnbull	FRA
Randy Boyington	FRA
Frank Reynolds	FRA
Stan Crocker	FRA
K Hunt	Supt. Portland
W.S. Nua	Oper. Portland
Mark Joy	Car Dept.
John Amundson	TCU
Bob Drury	UTU
Carol Bettine	Alex Trans.
Bob Harry	Yardmaster
R.L. Dinus	Trk. Inspector
James Duckworth	RTS
Lloyd Stanfield	MOP
Charlie Barnes	Spl. Agent
Warren Hightower	Gen. Car. Foreman II
Alan Hill	Mgr. Safety Western Region
George Sanders	SMTO

TER STEVEN, ALASKA
CONRAD ELIANS, MONTANA
TRENT LOTT, MISSISSIPPI
KAY BAILEY HUTCHIEON, TEXAS
OLYMPIA J. SNOWE, MAINE
SAM BROWNBACK, KANSAS
GORDON SMITH, OREGON
PETER D. FITZGERALD, ILLINOIS
JOHN ENSIGN, NEVADA
GEOFFREY BLAKE, VIRGINIA
JOHN E. SUNUNU, NEW HAMPSHIRE

ERNEST F. HOLLINGS, SOUTH CAROLINA
DANIEL K. INOUE, HAWAII
JOHN D. ROCKEFELLER IV, WEST VIRGINIA
JOHN F. KERRY, MASSACHUSETTS
JOHN B. BRBAUGH, LOUISIANA
BYRON L. DORGAN, NORTH DAKOTA
RON WYDEN, OREGON
BARBARA BOXER, CALIFORNIA
BILL NELSON, FLORIDA
MARIA CANTWELL, WASHINGTON
FRANK LUTTENBERG, NEW JERSEY

JEANNE BUMPUS, REPUBLICAN STAFF DIRECTOR AND GENERAL COUNSEL
KEVIN D. KAYES, DEMOCRATIC STAFF DIRECTOR AND CHIEF COUNSEL

United States Senate

COMMITTEE ON COMMERCE, SCIENCE,
AND TRANSPORTATION
WASHINGTON, DC 20510-6125

September 2, 2003

The Honorable Allan Rutter
Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW
Washington, DC 20590

Dear Administrator Rutter:

We are writing to request that the Federal Railroad Administration (FRA) audit the railroads' use of remote control locomotives (RCLs) and the effect of further implementation of this technology.

It is our understanding that prior to 2002, RCLs were used almost exclusively by industries for on-site plant switching. Now, railroads are rapidly deploying the use of RCLs for their own yard switching operations. FRA estimates that RCLs are already in use in 147 rail yards on four Class I railroads. By the end of this year, at least two of those railroads plan to introduce RCLs for yard switching operations throughout their systems.

RCLs have been used by the Canadian railroads for many years. The Canadian railroads have concluded, and U.S. railroads thus far agree, that train movements controlled remotely by operators on the ground are generally safer because the operator has a better view of the area around the train movement than does an engineer in the cab of a locomotive. However, because FRA only recently began collecting accident/incident information on RCLs, little data exists to judge the safety experience of this technology in the U.S. With only anecdotal information available, at least 30 communities located near RCL operations have passed resolutions and enacted local ordinances prohibiting these operations within their communities. These local laws are preempted by Federal law governing the safety of rail operations, but their passage is an indication of concern at the local level. We believe a thorough safety audit is warranted to help determine what, if any, concerns need to be addressed to ensure public safety.

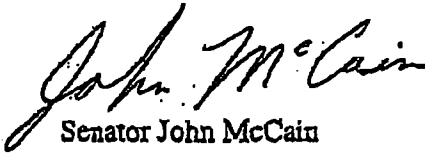
The audit should include an assessment of the impact of RCLs on safety, including a comparison of the rate of accidents, injuries, and fatalities involving RCLs with similar operations involving manned locomotives. Additionally, the audit should assess the effects of remote control operations on the safety of highway rail grade crossings, hazardous materials

The Honorable Allan Rutter
September 2, 2003
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transportation, the safety of remote control locomotives operated in urban areas, any unique operating characteristics presented by RCLs, and an assessment of the safety benefits of such operations. The report should include any recommendations for legislative or regulatory changes FRA determines necessary. We request that FRA report back to the Committee with preliminary findings and initial accident statistics within 6 months, and that a detailed report be submitted within 18 months.

Thank you for your consideration of this important safety matter.

Sincerely,



Senator John McCain
Chairman



Senator Ernest Hollings
Ranking Member