

Sent: Monday, May 05, 2003 8:21 AM

**Subject:** Remote Accident Reporting

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I have recently attended meetings with International Officers and General Chairmen concerning remote control issues. It has become obvious that the company is doing a very good job of covering up the remote control incidents and injuries.

The ID is requesting more information concerning accidents involving remote control locomotives. They have developed a reporting card and 800 number in order to document and report these incidents and or injuries. These cards will be distributed very soon to all members. It is recommended that all engineers keep these cards with them on duty and fill them out and mail them ASAP if an incident is witnessed. I think you should also fax, scan or send copies of the report to your BLE State Legislative Representative, General Chairman's office and Bob Harvey, Regulatory Research Coordinator, who works at VP&NLR Raymond Holmes office in Washington, DC.

The reporting number is 800-306-5414 and I will scan a copy of the card and attach it to this letter. Bob Harvey's address and numbers are:

Robert A. Harvey  
Regulatory Research Coordinator  
10 G Street, NE Suite 480  
Washington, DC 20002  
Phone: (202) 347-7936  
Fax: (202) 347-5237  
e-mail to: Harvey@ble.org

Pictures are also invaluable. Everyone should carry one of the disposable cameras for use at such an incident. If you can get pictures send them to me by email or US Mail and I'll forward them to be put on the [www.remoteinfo.com](http://www.remoteinfo.com) site.

The ID needs information on the following issues:

1. Remote control operators operating the locomotive from inside the cab where the engineer would normally be.
2. Remote control operators taking signals from a ground employee while in the engineers seat.
3. Remote control engines being operated outside of terminal limits.
4. Remote control operators taking signals from another ground employee and responding to those signals in other than a "pitch and catch" operation.

It is their opinion that the Vernon Award is weak and that it dismissed the argument with out rational. It was over simplified and gave no guidance. There are still work jurisdiction disputes and issues of specific manning provisions. The award did not preclude new claims and further arbitration settings.

The ID also wants information on Engineers called for remote control jobs and extra jobs with engineers called to supplement remote control operations. They are also interested in switching work sent to other yards account congestion caused by remote operations. This information needs to be presented in letter form and be as detailed as possible with documentation to back it up if possible. The evidence must be creditable and accurate.

We also recently found out that ***all of the RCO operators in Canada are Engineers*** Canada operations over the last 10 years is thrown in our face each time we talk about the safety aspects of the remote control implementation. It would have proved our point that engineers should be running this equipment not the most junior ground employees.