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March 21, 2007

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RE: FRA Document – Safety Improvement Project –BNSF’s North West Division

Dear Sirs and Brothers:

Enclosed you will find a document furnished by Mr. David W. Brooks, Regional Administrator, FRA, Region 8 pertaining to new safety initiatives that are in the final planning stages and will be implemented in the near future on the BNSF’s North West Division.

This document is self-explanatory and is being furnished for your information and files. Should you have any questions, you may contact Mr. Brooks at: (360) 696-7536.

With kind regards, I remain

Fraternally yours,

Paul C. Thompson
International President

Enclosure

cc: R.L. Marceau, Assistant President
D.L. Hakey, Vice President – Administration

MAR 23 2007

From: david.brooks@dot.gov

Sent: Monday, March 19, 2007 2:47 PM

To Labor:

I wanted to take the time to inform you about our new safety initiatives that are in the final planning stages and will begin shortly on the BNSF's NorthWest Division and UP's Portland Service Unit. We have talked to the General Managers and their staffs on both railroads about this. Now is the time to share this with the Labor Organizations. Word has started to leak out as we have received numerous calls from your representatives in the field. Rather than going through the whole plan with each individual caller, we believed the best approach would be to send it directly to you so that you could pass this on to your General Chairman and State Legislative Directors in the affected states. These new safety initiatives are strictly about safety and nothing else. What our inspectors see during the normal inspection activities will be documented and handled with the railroads for correction. Enclosed in this e-mail is my cover memo to the employees in Region 8 as well as the power point presentations to the BNSF and UP railroads. If you have any questions please give me a call at 360-696-7536. David W. Brooks, Regional Administrator, FRA Region 8, Vancouver, Washington.

David Brooks: To All

The reason for the initiation of this new project is to reduce the number of accidents/incidents/ and injuries on railroad property. The one thing that R8 has not made headway on in the last few years has been yard accidents and injuries. We have stayed within the boundaries of our respective disciplines and have not ventured into other areas of safety or have not properly documented what we observed during our regular activities. What we would like to do during this project is to identify areas that cause these accidents/injuries regardless of your respective discipline. One item that will be stressed in this project is to show RR employees/managers that we are an extra set of eyes making sure that they comply with not only FRA regulations but their own safety rules and safety program policies as well. We will be reporting problem areas to local and regional managers of the RR's. One last thing, if you're unsure about something identified outside of your discipline, it only takes a quick cell phone call to get an answer and guidance.

I am a firm believer in keeping things simple. I will give you're a few examples of what I mean.

Examples

1) While conducting regular inspections in a train yard, I observed the yard was cluttered with brake shoes, banding, pieces of ties, or noticed a pile of gravel dumped in a walkway area, or noticed walking surfaces were uneven which created a slip, trip, fall hazard. I will address what I have just observed by documenting it with a regulatory defect, an operating rule defect or a comment on my inspection report.

2) I observe a traincrew member getting off or on moving equipment. I will address what I have just

observed by documenting it with a regulatory defect, or operating rule defect or a comment on my inspection report.

3) I observed a yard switching movement and observed no one on the point of the move or I didn't see anyone who could have been directing the movement. I will address what I have just observed by documenting it with a regulatory defect, or an operating rule defect or a comment on my inspection report.

4) I am in the yard and see there are unattended freight cars standing on 3 or 4 of the yard tracks. I walk over to see if these cars or string of cars have a sufficient number of handbrakes applied to prevent them from rolling away. If there is are no handbrakes set then I will address what I have just observed by documenting it with a regulatory defect, or an operating rule defect or comment on my inspection report.

5) As I finish an inspection I am standing next to a main track switch. I notice the main track switch is not locked. I will address what I have just observed by documenting it with a regulatory defect, or an operating rule defect or a comment on my inspection report.

6) I am in a trainyard and I observe that a switch area has slewed ties and notice some of the ties are covered by water. I will address what I have just observed by documenting it with a regulatory defect, or an operating rule defect or a comment on my inspection report.

7) I notice that switch targets are in poor condition and it is hard to identify which direction the switch is directing movement. I will address what I have just observed by documenting it with a regulatory defect, or an operating rule defect or a comment on my inspection report.

8) I observe a track gang performing work in the yard with several pieces of on-track machinery and workmen. I see that clearance between machines and a workman may be insufficient and a workman is riding on the side of a machine. I will address what I have just observed by documenting it with a regulatory defect, or an operating rule defect or a comment on my inspection report.

I think you can all see where we are going with this project. I would hope that you all buy in to this new safety initiative by Region 8.

Thank You and be Safe.....DWB...

**FRA SAFETY IMPROVEMENT
PROJECT**

BNSF NORTHWEST DIVISION

SAFETY IMPROVEMENT PROJECT

FRA CONCERNS

- According to national and BNSF data, personal injuries on the Northwest Division have been among the highest on the BNSF system for over five years.
- The number of derailments on the Northwest Division increased in 2006.

SAFETY IMPROVEMENT PROJECT

INJURIES

- National data indicates that about 224 personal injuries occurred on the Northwest Division between 2000 and 2006. About 113 injuries were sustained by TY&E employees and about 111 injuries were sustained by other than TY&E employees.
- MOW department has substantially more personal injuries than other non-TY&E departments.

SAFETY IMPROVEMENT PROJECT

- The FRA project will focus on the TY&E and MOW departments .

SAFETY IMPROVEMENT PROJECT

The top five injury activities for TY&E employees:

- slips/trips/falls on irregular surfaces,
- collisions while riding rail cars/locomotives (mostly locomotives)
- operating handbrakes,
- lining switches,
- operating uncoupling levers.

SAFETY IMPROVEMENT PROJECT

The top five injury activities MOW employees:

- slips/trips/falls on irregular surfaces
- using hand tools
- collisions while riding MOW equipment
- carrying heavy objects
- removing/applying spikes/anchors.

SAFETY IMPROVEMENT PROJECT

TOP 3 DERAILMENT CAUSAL FACTOR

FY-2004/2006

- Derailments involving human factors (*i.e. fail to apply hand brakes, shoving movements, kicking cars, etc*) - 10
- Wide gage - 9
- Side bearing clearance - 5

SAFETY IMPROVEMENT PROJECT

IMPLEMENTATION

- This project is in partnership with BNSF.
- FRA inspection/monitoring activities will be performed.
- Focus will be with the top injury and derailment causal factors.
- The goal is to reduce accidents/incidents/and injuries on railroad property.

SAFETY IMPROVEMENT PROJECT

INSPECTION/MOTITORING

- FRA Inspectors will look for unusual conditions that might cause or create a slip/trip/fall.
- Inspectors will observe the actions of railroad employees and report any incident in which an employee fails to observe BNSF safety rules or guidelines.

SAFETY IMPROVEMENT PROJECT

INSPECTION/MONITORING

REGULATORY

- Radio communications (220.49)
- Securing of equipment (232.103)
- BNSF 7 DEADLY DECISIONS, (SOFA recommendations + 2)
- E.O. 24

SAFETY IMPROVEMENT PROJECT

INSPECTION/MONITORING

BNSF/RSR

S13.2(coupling/uncoupling)

S13.4(crossing over rail cars)

S13.5(Getting on/off equipment)

S13.6 (operating handbrakes)

S13.7 (operating switches)

SAFETY IMPROVEMENT PROJECT

INSPECTION/MONITORING

GCOR rules

6.5(handling cars ahead of locomotive)

6.22(maintaining control of locomotive and train)

7.0 (switching)

8.0 (switches).

SAFETY IMPROVEMENT PROJECT

INSPECTION/MONITORING

- FRA inspections will include measuring for correct set-up heights of side bearings and the auditing of inspection and maintenance records to ascertain if the BNSF or maintenance contractors are placing proper emphasis on the correct adjustment and maintenance of side bearings.

SAFETY IMPROVEMENT PROJECT

INSPECTION/MONITORING

*BNSF Engineering Instructions 1.1 "On-Track Safety
(Revision dated August 1, 2006)*

- Engineering rule 1.1.3 (Job Briefings)
- Engineering rule 1.1.7 (requirements for operating roadway machines)
- Engineering rule 1.1.8 (spacing of on-track equipment)
- Engineering rule 1.1.9 (traveling on-track equipment)
- Engineering rule 1.2 (walkway hazards)

SAFETY IMPROVEMENT PROJECT

INSPECTION/MONITORING

BNSF Maintenance of Way Safety Rules

- S-1.1 (job safety briefing)
- S-1.4 (tools & equipment)
- S-7 (hand tools)
- S-14 (on-track machines & vehicles)
- S-16 (power tools and machinery),
- S-21 (PPE)
- S-25 (job tools)

SAFETY IMPROVEMENT PROJECT

INSPECTION/MONITORING

- FRA will audit records of efficiency (OPS) testing by BNSF managers.
- Audits will include unannounced observations.
- Inspectors will question managers as to how he or she is monitoring personal injury and derailment factors.

SAFETY IMPROVEMENT PROJECT

Questions?