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National President Pierce testifies at hearing on RSIA

"To me, there is no such thing as federal regulatory overreach when it comes to returning our members safely to their families"

BLET National President Dennis R. Pierce testified on March 17 before the U.S. House of Representatives Committee on Transportation & Infrastructure Subcommittee on Railroads, Pipelines and Hazardous Materials hearing on "Federal Regulatory Overreach in the Railroad Industry: Implementing the Rail Safety Improvement Act."

The focus of the hearing was the implementation of the Rail Safety Improvement Act of 2008, and President Pierce took the opportunity to address the problems associated with the Hours of Service portions of the legislation, among other issues in his oral testimony.

"The law is not combating fatigue to the degree Congress intended in unscheduled freight service," President Pierce told the Subcommittee. "Train line-ups are as unreliable as ever, and we believe it's time to move to a 10 hour call. Further, the AAR agreed with us and the UTU 2½ years ago that 8 hours off duty was sufficient at the away-from-home terminal, and it's time to put that understanding in the law."

President Pierce also asked Congress to close some loopholes in the law that do not allow BLET members to get the rest they need.

"Because it is not based on science, the



Membership safety: President Pierce also spoke about Positive Train Control.

6 days worked-48 hours off provision is not mitigating fatigue," President Pierce said. "The law allows the railroads to create situations where employees who are truly fatigued do not qualify for 48 hours off. Conversely, the application of the law requires others who are not fatigued to take 48 hours off."

During the hearing, the Subcommit-

tee primarily focused on the implementation of Positive Train Control, and President Pierce took the railroads to task for their efforts on this critical issue.

"Over the past 19 years some 70 BLET members were killed in the line of duty, and PTC could have prevented nearly 50 of those deaths," he said. "To me, there is no such thing as federal regulatory over-

reach when it comes to returning our members safely to their families. It is appalling that profits would be placed ahead of our members' lives."

Also in attendance at the hearing on behalf of the BLET were: Vice President & National Legislative Representative John Tolman; National Vice President Steve Bruno; Montana State Legislative Board Chairman Craig Gilchrist; District of Columbia Legislative Board Chairman Herbert Harris Jr.; Montana State Legislative Board Secretary-Treasurer D.B. Kenner; and BLET Director of Research Thomas A. Pontolillo.

Among those who also testified were: Representative Elton Gallegly (California 24th District); Jo Strang, Associate Administrator for Railroad Safety and Chief Safety Officer for the Federal Railroad Administration; Mark Manion, Executive Vice President and Chief Operation Officer for Norfolk Southern; Edward Hamberger, President and Chief Executive Officer for the Association of American Railroads; Joseph J. Giulietti, Executive Director of the South Florida Regional Transportation Authority; and Paul Victor, President of the Anacostia & Pacific Railroad.

A PDF OF PRESIDENT PIERCE'S WRITTEN TESTIMONY IS AVAILABLE AT:
WWW.BLE-T.ORG/PR/PDF/
2011-03-17 PIERCE.PDF

Division 267 hosts 84th SMA in Asheville, N.C., June 12-17

Local Chairman Dewey R. Brown, his wife Christie, and BLET Division 267 are welcoming all BLET members to Asheville, N.C., for the Southeastern Meeting Association's (SMA) 84th annual convention, slated for June 12-17, 2011.

"BLET Division 267 is looking forward to being your host for the 84th SMA in Asheville," Brother Brown said. "We have been working hard this past year to put together an event that would be beneficial and informative to our members, as well as offer time for fellowship and fun."

Guests will stay at the Doubletree Biltmore Hotel in the historic Biltmore Village. Room rates are \$119 per night and includes free

internet and parking. Room reservations must be made by May 16 in order to secure the reduced rate. Reservations can be made by calling 1-800-222-TREE (8733).

Additionally, those who register with the SMA by May 16 will be entered into a drawing for two free room nights at the Doubletree Biltmore. Also, there is a \$20 discount for those who register prior to June 1.

On-site registration begins on Sunday, June 12, and the dinner banquet is slated for the evening of Thursday, June 16. June 17 is the travel day.

Many special events are on the tentative agenda for the 2011 SMA, and members are encouraged to

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Asheville, N.C.: Host city for the 2011 SMA



Improving safety

BLET calls for better locomotive safety standards **pg 3**

Cell phones banned

New rules took effect March 28 **pg 4**



In the line of duty

T.J. Kenny, Division 238 **pg 6**

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BLET PRESIDENT'S MESSAGE BY DENNIS R. PIERCE

WHY YOU NEED TO BE INVOLVED

In last month's message, I urged all BLET members to get involved in their union and to get involved in our fight against the war on the working class. Since then, I have had the pleasure of attending several meetings with BLET members to personally encourage more members to become involved in their union. I have attended Division meetings in Iowa, Michigan and Ohio, and State Legislative Board meetings in Texas and Wisconsin. In fact, I am writing this message from Madison, Wisconsin, having just attended the quadrennial meeting of the Wisconsin State Legislative Board.

While we were in the meeting, held across the street from the State Capitol where protests by thousands of working men and women have become the norm, an important thing happened in Wisconsin. The voters went to the polls this week and may have elected a labor-friendly Democrat to the State Supreme Court, although the sudden appearance of thousands of votes two days after the election has cast doubt on the legitimacy of the election. This is important in many ways.

Just a few months ago when newly-elected Wisconsin Governor Walker started his war on the workers, the pro-corporation forces in government all across this country joined in attacks on working Americans without regard for the impact on those working Americans. They claimed to have the support of the citizenry, and they thought that they could steam roll the working class of this country without a fight.

But rather than just sit back and take it, working Americans, union and non union, public sector and private sector, came together all across the country to tell these corporate-sponsored Governors that they had gone



On the steps outside the Wisconsin State Capitol Building: From left: Paul Aird, 1st Vice Chairman, Wisconsin State Legislative Board, John Tolman, Vice President & National Legislative Representative, Tony Dimond, Wisconsin State Legislative Board Chairman and President Pierce.

too far. The governors, senators and congressmen put in place with the support of corporate America may not have heeded the message of those rallying across the country, but it is becoming evident that the voting citizens have.

In speech after speech, supporters of the working class have echoed the old Wobblies motto that "an injury to one is an injury to all." Governor Walker isn't listening to that message, nor is Ohio Governor John Kasich or New Jersey Governor Chris Christie. But the working citizens of this great land are listening because they realize that they, too, stand to be affected by the anti-worker agenda that these corporate backed elected officials are pushing.

The truth is that unions and collective bargaining are not the enemy of any working American, they are the friend of the

working class because they are the foundation of the middle class and the engine of upward mobility and the American Dream. No matter how much corporate America and its allies vilify the labor movement, they will never eradicate from the history books the successes of the labor movement in this country. It was the unions who delivered the 40-hour workweek, paid vacations and many other benefits that are now found in union and non-union workplaces. Without the unions there to lead that push, working class Americans would still be working for less than a living wage and with few, if any, benefits. Your own experience over the course of your railroad career tells you just what would happen if the unions were to simply disappear overnight from the railroad industry.

This brings me back to the

message that I will continue to share with all who will listen. Involvement is the key to the working class surviving this war on the worker. It was the involvement and actions of the workers in Wisconsin that awakened Wisconsin voters to the fact that they would not benefit from putting another supporter of corporate America on their Supreme Court. We can all learn and benefit from this direct example of cause and effect in Wisconsin. The lesson is that if you sit back and don't fight for what is yours, others will take it away from you. Only when we stand up, in unity, and fight loud and strong can we change the course of history. This is critically important to remember as forces in the House of Representatives have passed legislation that would take away the right of aviation and railroad industry workers to democratically

choose their representatives.

I am confident that some day, the history books will show that the corporate allies in government went too far in their quest to obliterate the middle class and the labor unions that helped to create the middle class. That history will also show that the corporate bosses were defeated by working class Americans who took to the streets and marched and rallied for their cause, and then threw the anti-worker politicians out of office on Election Day. I am proud to be a part of that movement and I ask all members again to join me in our effort to defend ourselves and the other working class citizens of this country.

It's not just the union way that is under attack; this attack goes at the heart of the middle class of this country. Get involved, talk to your coworkers, talk to your neighbors, talk to your family members about what it means to live and work in a place where hard work is treated with respect and with wages and benefits that fairly compensate workers for their labor and their contribution to the country. There was a time when many took that respect, and those wages and benefits for granted, but working class Americans can no longer afford to do that. As the great orator and labor leader Cecil Roberts shouted at our recent convention, "United we stand, divided we fall, a crime against one is a crime against all." Now, more than ever, we need to stand united with all workers in this country who are under attack, and your personal involvement is critical to the success and survival of the working class and the labor movement in this great country of ours.

Fraternally,

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT

66 But rather than just sit back and take it, working Americans, union and non union, public sector and private sector, came together all across the country to tell these corporate-sponsored Governors that they had gone too far. 99

BLET NATIONAL DIVISION ELECTRONIC COMMUNICATIONS POLICY

Official communications between BLET members and the National Division require a hard copy of the correspondence, bearing a signature, being received by the National President to be considered an "official communication." This is to provide that the actual question(s) are addressed, and ensures that when official

interpretations are made they have reference to a specific request and can be used in future correspondence.

The volume of e-mails received makes it impossible for the National President to answer all unofficial communications. Therefore, it is the policy of the BLET that e-mails addressed to the National President will be reviewed and forwarded to

the appropriate officer or staff for a timely response; however, an e-mail message is not considered an official communication.

Moreover, anonymous e-mails and e-mails that do not provide sufficient information concerning the sender to enable National Division staff to confirm the sender's membership status will not receive any reply or acknowledgement. This poli-

cy is intended to allow the National President to be aware of the opinions and suggestions of the membership, while at the same time providing a timely response to the member's unofficial communication, if a response is necessary, without needlessly expending limited BLET resources.

ADOPTED AT CLEVELAND, OHIO ON JULY 22, 2010. ©©



GENERAL PRESIDENT'S MESSAGE BY JAMES P. HOFFA

ORIGIN OF THE WAR ON WORKERS

The spark that has fired protests in hundreds of communities across our great country was actually struck more than a year ago.

It wasn't in Wisconsin on Feb. 11, when Gov. Scott Walker filed a bill to strip government workers of their collective bargaining rights, setting off weeks of massive protests in Madison.

The real spark was struck in Washington, D.C. on Jan. 21, 2010, when the Supreme Court decided the Citizens United v. Federal Election Commission case. The high court voted to overturn campaign finance law in a decision as shameful as

Dred Scott or Plessy v. Ferguson. Citizens United allowed corporations to spend unlimited amounts of money on political campaigns, and to do it in secret.

Since then, CEOs and billionaires have funneled enormous amounts of cash to the campaigns of pliable stooges who would help them tighten corporate control of government.

The corporations are getting a handsome return on their investment. They took control of the U.S. House of Representatives, gained 21 legislative chambers, 700 legislative seats and five governors' offices for a total of 29. And in statehouse af-

ter statehouse, governors are proposing more corporate subsidies, more sweetheart deals and more tax cuts for the already wealthy. The middle-class worker shoulders the blame and the sacrifice.

The playbook is the same everywhere, from Wisconsin to Florida.

FIRST, announce huge budget problems.

SECOND, blame government workers. Don't even whisper the truth — that Wall Street's recklessness caused the recession and the resulting drop in tax receipts. Or that politicians plundered government workers' pension funds for decades, creating

funding liabilities.

THIRD, rush through anti-worker legislation, using dirty tricks if necessary. In Ohio, corporate-backed politicians quickly and quietly swapped out a Senate committee member in order to move an anti-worker bill to the Senate floor. That was only slightly more outrageous than the decision to lock the Statehouse doors so Ohio citizens couldn't express their opinions to lawmakers. Only after a judge issued an order were the doors opened.

The lesson from Madison is that these corporate-backed politicians have finally pushed the American worker too far. In-

stead, they are uniting American workers — and retirees and moms and students — in ways I've not seen in decades. Poll after poll shows that a strong majority of Americans support collective bargaining rights. Americans understand, in a profound way, that corporations long ago declared war on workers, and it's time for workers to fight back.

Fraternally,

James P. Hoffa

JAMES P. HOFFA
TEAMSTERS GENERAL
PRESIDENT

BLET, UTU call for enhancement of locomotive safety standards

The Brotherhood of Locomotive Engineers and Trainmen (BLET) and the United Transportation Union (UTU) called on the Federal Railroad Administration (FRA) to improve locomotive cab security and to establish safety regulations governing the operation of remote control locomotives in joint comments filed on March 14.

The unions also expressed a number of other safety concerns in response to the FRA's Notice of Proposed Rulemaking (NPRM) published in the Federal Register on January 12, 2011. The NPRM seeks to update, consolidate and clarify the existing regulations in 49 C.F.R. Part 229 (Railroad Locomotive Safety Standards).

"Cab security, establishing climate control regulations and enforceable remote control safety regulations are issues that impact operating employees each and every day on the job," BLET National President Dennis Pierce said. "BLET and UTU remain united and unwavering in our commitment to the safety and security of our members."

UTU International President Mike Futhey added, "Safety regulations with real teeth in them concerning these issues vital to operating employees are long overdue. The cooperative effort of UTU and BLET is much more likely to secure meaningful safety regulations than if we acted separately because the task before us is just too difficult for either of us to work independently."

LOCOMOTIVE CAB SECURITY

The issue of locomotive cab security is inextricably linked to the issue of climate control. The lack of air conditioning in hot weather causes the crew to choose between their safety and their security.

The unions referred to a June 20, 2010, incident in New Orleans when a conductor was shot to death and the locomotive engineer was also injured during an armed invasion and robbery in their locomotive cab. The lack of a secured operating cab enabled that individual to commit that heinous crime.

"FRA must conclude that a secured op-



Remote control units: Design should remain as simple as possible.

erating compartment can only be accomplished if the doors and windows are closed, locked and sealed."

The unions also argued that current glazing standards provide an insufficient level of protection.

"There is no doubt that there are firearms that could defeat any glazing that can practicably be installed on locomotives. However, we don't believe that is a legitimate reason to do nothing. If a glazing is available that can protect operating employees from most of the firearms available to common criminals, then FRA should require the installation of such glazing on the locomotives."

LOCOMOTIVE CAB TEMPERATURES

Extreme heat has a negative effect on crew member job performance because it causes fatigue and lethargy, slows reaction time and therefore diminishes safety. Railroads should not be allowed to subject their employees and the public to the health and safety issues associated with prolonged exposure to extreme cold and heat.

"The industry has been able to regulate the temperature in refrigerated or climate controlled cars to move perishable goods across the country for decades. . . FRA must reject arguments by the railroads that regulating the temperature in occupied operating compartments while under ex-

pected operating conditions is not reasonable or possible," the unions wrote.

The unions argued that the rule should require that any newly purchased or reconstructed locomotive, after the effective date of the rule, should be capable of maintaining a climate between 60° and 80° Fahrenheit. This standard should also be true of any locomotive that currently is equipped with an air conditioner.

REGULATING REMOTE CONTROL LOCOMOTIVES

The FRA has still not issued enforceable regulations governing the operation of remote control locomotives, and the unions used this opportunity to urge the FRA to finally do so. The unions also urged FRA to prohibit the operation of remotes on mainline tracks.

"The manufacturers of the remote control locomotive technology in use today designed the software and equipment for switching operations, not main line movements," the unions wrote.

REMOTE CONTROL OPERATOR CONTROL UNITS

Even though the FRA has not issued regulations governing the operation of remote control locomotives, it is seeking to regulate the devices themselves. The proposed rules would regulate only the Remote Control Unit ("RCU").

"We contend that certain of the features identified above in the proposed regulations diminish the safe operation of remote control locomotives," the submission read. "The (Operator Control Unit) itself must be as simple in design and uncluttered with any function not necessary for safe operations."

REMOTE CONTROL SAFETY STATISTICS

The unions asked that the FRA also develop an improved electronic record keeping system to maintain accurate records of employee on duty hours in remote control service.

Under the FRA's current record keeping process, it is difficult to definitively compare the number of employee hours worked in remote control switching versus conventional switching.

"We believe that for accurate comparisons and tracking of improvements in switching operations safety, switching hours must be accurately recorded so that the number of accident, incidents and fatalities can be compared on an apples-to-apples basis," the unions wrote.

LOCOMOTIVE SEATS

Railroads continue to scrimp on proper seating on new locomotives without regard for the safety or health of their crews to save a mere \$220 on a \$2.2 million locomotive, something that the unions called "shamefully inconsistent with providing a safe working environment."

"Labor is extremely disappointed that FRA chose not to even include the words Locomotive Seats in this NPRM on Locomotive Safety Standards," they wrote. "Improper and unsafe seats and seat securements have caused many injuries and illnesses to operating crews in the past decades, and now is the time for FRA to accept the scientific facts and offer requirements for specifications of locomotive seats on occupied locomotives." ©©

A COPY OF THE JOINT COMMENTS IS AVAILABLE ON THE BLET WEBSITE:

WWW.BLE-T.ORG/PR/PDF/FRA-2009-0094-0015.1.PDF

Rail shipments of damaged hazmat containers more than doubles since 2007

The number of damaged or leaking hazardous materials containers shipped by rail has more than doubled over the past four years, and Rail Labor is demanding to know why.

The shocking figures are highlighted in comments filed on March 24 by seven Rail Labor unions in response to a Federal Railroad Administration (FRA) Notice of Public Meeting. The FRA notice was published in the Federal Register on January 25, 2011.

The FRA routinely grants special permission for railroads to transport damaged hazardous materials containers on mainline tracks to repair facilities.

However, the number of requests from railroads has steadily increased over the last 16 years — with the number of approvals more than doubling since 2007, thereby subjecting rail workers to an unacceptable risk of exposure.

“FRA should fully investigate and address the underlying reasons for the increasing number of movement requests,” the unions wrote. “Railroads and shippers must do more to reduce the incidence of non-conformance.”

The unions contend that employees should be notified and provided protec-



Rail workers learn how to use emergency breathing apparatus at the National Labor College in Silver Spring, Md.

tion when they will be moving and/or working in the vicinity of the damaged containers. Currently, there are no Federal Regulations in place requiring railroads to provide train crews with safety equipment to protect them from exposure to hazardous materials.

Operating crews should also be provided with emergency escape breathing apparatus when involved in the movement of such containers. The steadily increasing number of movement approv-

als is compelling evidence that operating craft employees should be provided with emergency escape breathing apparatus to protect them from the potential risk of inhalation or exposure to hazardous materials.

The unions were complimentary of the FRA in their joint submission, noting that there have been no injuries or known exposures during the past 16 years. However, the risk of employee exposure will only increase if the current

rate of movement approvals continues.

“Railroads and shippers have a business interest in timely review and approval of its movement requests,” the unions wrote. “As soon as the backlog impacts their bottom line, railroads and shippers will pressure FRA to accelerate the approval process. Such acceleration will undoubtedly diminish the level of detail and due diligence now afforded each request, resulting in an increased probability of unintended consequences such as fire, explosion, or chemical exposure.”

The seven rail labor unions who were a party to the joint submission are: American Train Dispatchers Association (ATDA); Brotherhood of Locomotive Engineers and Trainmen (BLET/IBT); Brotherhood of Maintenance of Way Employees Division (BMWED/IBT); Brotherhood of Railroad Signalmen (BRS); Transport Workers Union of America (TWU); Transportation Communications Union (TCU); and United Transportation Union (UTU). @@

A COPY OF THEIR JOINT SUBMISSION IS AVAILABLE ON THE BLET WEBSITE.
WWW.BLE-T.ORG/PR/PDF/HAZMAT_COMMENTS_FINAL.PDF

FRA final rule on cell phones goes into effect March 28

The Federal Railroad Administration's (FRA) new rule regarding restrictions on railroad operating employees' use of cellular telephones and other electronic devices went into effect on March 28, 2011.

The new rule essentially enforces the same ban on personal electronic devices established in Emergency Order 26, which prohibits the use of a cell phone while engaged in any safety sensitive duty.

“The one sure fire way to stay out of trouble is to turn your phone off, store it in your grip, and don't turn it on until your tour of duty is over,” BLET National President Dennis Pierce said.

BACKGROUND

The first documented accident in which the use of cellular phones may have played a causal role occurred on May 28, 2002, near Clarendon, Texas, where two BNSF Railway trains collided, resulting in two fatalities.

On September 12, 2008, a collision between a Metrolink passenger train and a Union Pacific freight train in Chatsworth, Calif., killed 25 people and injured hundreds more. The NTSB speculated that the locomotive engineer was distracted by text messaging when he allegedly passed a stop signal and proceeded into the path of an oncoming Union Pacific freight train.

Just a short time later, the FRA proposed Emergency Order 26 regarding the use of cell phones and other forms of wireless communication.

Almost simultaneously, the U.S. Congress drafted and passed Public Law 110-

“THE ONE SURE FIRE WAY TO STAY OUT OF TROUBLE IS TO TURN YOUR PHONE OFF, STORE IT IN YOUR GRIP, AND DON'T TURN IT ON UNTIL YOUR TOUR OF DUTY IS OVER.” — Dennis Pierce

432, the Rail Safety Improvement Act of 2008 (RSIA). And on October 16, 2008, President George W. Bush signed the RSIA into law. Section 405 of the RSIA, in reaction to the Chatsworth accident, required the Secretary of Transportation to study the impact of the use of personal electronic devices by safety-critical railroad employees. In addition, it authorized FRA to prohibit the use of those personal electronic devices that may distract employees from safely performing their duties.

NO CELL PHONES

A locomotive engineer operating the controls of a train is prohibited from using any electronic device — other than the locomotive's electronic control systems, such as radios, cab signals or PTC systems — even those that the railroad has supplied for authorized business purposes, while:

1. The train is moving;
2. A member of the crew is on the ground or riding rolling equipment during switching; or
3. Any railroad employee is assisting in the preparation of the train for movement.

Other employees may use a railroad supplied electronic devices for an authorized business purpose in the operating compartment of a train, only if:

1. It does not interfere with a railroad operating employee's performance of safe-

ty related duties;

2. A safety briefing is conducted that includes all crew members; and
3. All crew members agree that is safe.

The new regulation allows the use of a personal cellular phones while deadheading, outside the controlling cab of the locomotive and it's use does not interfere with any employees' performance of safety related duties.

MINIMUM STANDARD

These rules are minimum standards rather than uniform rules. Therefore, the railroads' have the right to implement their own, more stringent rules, which could further restrict our members' ability to use electronic devices while they are on duty.

In comments filed when the rule was first published, we cited the railroads' history of misusing their authority to exceed the minimum standards and implement novel ideas that exceed the necessary level of oversight, often resulting in unintended consequences and abuse. Unfortunately, FRA rejected BLET's argument and did not modify the language in the final rule.

LOCOMOTIVE ENGINEER CERTIFICATION

FRA did not include a revocation consequence in the final rule as a penalty for violation of the rule. However, railroads argued vehemently that violation of ei-

ther FRA's rule or the accompanying carrier rule should lead to decertification, and any such violations in the future will increase the pressure on FRA to impose revocation consequences.

CAMERAS

Personal multi-functional electronic devices that include a camera feature (such as cellphones) are prohibited. Only standalone cameras are permitted at the authorized times as long as 1) they are not used by the locomotive engineer on a moving train, 2) they are used only to photograph a safety hazard or violation of safety law regulation/order, and 3) turned off immediately after use.

DEADHEAD STATUS

The rule allows deadheading crews to use personal electronic devices as long as they are not in the cab of the controlling locomotive and such use does not compromise the safety of any operating employee including their own, and does not interfere with the performance of the safety duties of any operating employee. Deadheading employees in the cab of the controlling locomotive are prohibited from using any electronic devices and they must have the devices turned off and the earpiece removed during the prohibited times.

MEDICAL DEVICES

Medical devices such as hearing aids and blood sugar monitors are not prohibited by this rule. The rule requires that the medical device is used consistent with the railroad's standards for medical fitness for duty. @@

MORE INFORMATION:

A ONE-PAGE FLYER FROM THE FEDERAL RAILROAD ADMINISTRATION SUMMARIZING THE REGULATION IS AVAILABLE FROM THE BLET WEBSITE: WWW.BLE-T.ORG/PR/PDF/FRA_ELECTRONIC_DEVICES_CHART.PDF

2011

Calendar & Events

May 13, 2011

U.S. Railroad Retirement Board Informational Conferences

NASHVILLE, TENN. AND FARGO, N.D.

The Railroad Retirement Board offers free informational conferences to BLET officers throughout the year. Registration begins at 8 a.m. The programs begin promptly at 8:30 a.m. and end at 12:30 p.m. In Nashville at the Hilton Garden Inn, 412 Royal Parkway. In Fargo at the Best Western Plus Kelly Inn and Suites, 1767 44 Street South.

May 20, 2011

U.S. Railroad Retirement Board Informational Conferences

MASON, OHIO AND ASHLAND, NEB.

Registration begins at 8 a.m. The programs begin promptly at 8:30 a.m. and end at 12:30 p.m. In Mason at the Hilton Garden Inn, 5200 Natorp Blvd. In Ashland at the Eugene T. Mahoney State Park, 28500 W. Park Highway.

May 22-24, 2011

National Association of State Legislative Board Chairmen ANNUAL MEETING

All BLET State Legislative Board Chairmen convene annually for the purposes of sharing legislative issues and ideas as well as offering assistance to newly elected Chairmen. The NASLBC will conduct its 2011 annual meeting at the Hyatt Crown Center in Kansas City, Kan.

June 12-17, 2011

84th annual Southeastern Meeting Association

ASHEVILLE, N.C.

DoubleTree Biltmore Hotel
Contact host chairman Dewey Brown
by phone or email: (828) 683-9371
or drbrown.blet267@yahoo.com.

August 2-7, 2011

73rd annual Eastern Union Meeting Association

LONG ISLAND, N.Y.

Hyatt Regency Long Island,
Hauppauge, N.Y.
Contact host chairman Jim Brown
by email: loco542@optonline.net

August 21-27, 2011

71st annual International Western Convention

SAN LUIS OBISPO, CALIF.

Embassy Suites Hotel-San Luis Obispo
Contact host chairman Mike Galvani
by phone or email: (805) 927-2967
or SLOBLE664@wildblue.net.

September 18-22, 2011

76th annual Southwestern Convention Meeting

EL PASO, TEXAS

Camino Real Hotel
Contact host chairman Larry Schneider
by phone or email: (915) 581-1373
or lschneider7@earthlink.net.

BLET MEMBERS RATIFY MBCR CONTRACT

Members of the Brotherhood of Locomotive Engineers and Trainmen have ratified a new collective bargaining agreement with the Massachusetts Bay Commuter Railroad (MBCR). Votes were tabulated on March 17, and the new four-year contract provides members with general wage increases worth 13.7 percent over the life of the agreement.

The agreement runs through June 30, 2013, with retroactive

pay back to 2009.

BLET National President Dennis Pierce thanked those involved in the process, noting that over 84 percent of the members eligible to vote returned ballots as part of the ratification process.

"I congratulate General Chairman Mark Kenny and his negotiating team for bringing these difficult negotiations to a successful conclusion," BLET National President Dennis Pierce said. "I also thank those mem-

bers who took the time to vote on this important contract."

In addition to the general wage increases, the agreement provides passenger engineers with increased certification allowances and instructor allowances. Members would also receive a \$1,000 signing bonus.

In terms of work rule changes, General Chairman Kenny said that pay for layover time will be increased from half-time to five-eighths time.

"It is truly significant as it breaks the long standing ceiling of half-time and sets in place a more advantageous threshold going forward in the next bargaining round," he said.

The Massachusetts Bay Transportation Authority is the public operator of most bus, subway, commuter rail and ferry systems in the greater Boston area. MBCR operates the commuter rail portion of the MBTA system. @@

"IT IS TRULY SIGNIFICANT AS IT BREAKS THE LONG STANDING CEILING OF HALF-TIME AND SETS IN PLACE A MORE ADVANTAGEOUS THRESHOLD GOING FORWARD IN THE NEXT BARGAINING ROUND."

News Flash!

REGISTER AT WWW.BLE-T.ORG TO GET BROTHERHOOD NEWS EMAILED TO YOU

Stay up-to-date with the latest Brotherhood news by going to the BLET website and signing up to receive BLET News Flash alerts via email.

The News Flash alerts are news articles from the BLET National Division website that are sent automatically emailed to you.

TO REGISTER, JUST GO TO WWW.BLE-T.ORG. In the lower right hand corner of the page, you will find an area to

enter your email address to begin receiving the most current news from the BLET National Division.

It is a great way to keep informed on the most recent issues impacting your job, your contract and your Brotherhood.

BROTHERHOOD'S RELIEF & COMPENSATION FUND



**Announces
Lower Monthly
Membership Dues**

Effective January 1, 2011

MEMBERSHIP BENEFITS PER DAY	OLD DUES RATE 1 Month	NEW DUES RATE 1 Month	NEW DUES RATE 6 MONTHS	NEW DUES RATE 12 MONTHS
\$ 80	\$36.00	\$30.40	\$182.40	\$364.80
\$100	\$45.00	\$38.00	\$228.00	\$456.00
\$120	\$54.00	\$45.60	\$273.60	\$547.20
\$150	\$67.50	\$57.00	\$342.00	\$684.00
\$180	\$81.00	\$68.40	\$410.40	\$820.80
\$200	\$90.00	\$76.00	\$456.00	\$912.00

We are committed to keeping your membership dues rate affordable with the *lowest monthly dues rate in the industry*. The Fund is healthy, strong and successful. You will share in our success. It is another reason why the BR&CF is the very best job income protection!

Are you interested in joining us? Talk to local BR&CF members or contact us toll free at **800 233-7080**, Monday through Friday, 8 A.M. to 4:15 P.M., Eastern time, or visit our web site at **www.brcf.org** for more information.

Brotherhood's Relief & Compensation Fund • 2150 Linglestown Road, Harrisburg, PA 17110-9983

DIV. 267 HOSTS 84TH SMA

CONTINUED FROM PAGE 1 ◀

register as soon as possible to reserve their spot. However, Brother Brown advised that events listed here are tentative and subject to change. Some of the activities include:

» **Barbeque dinner at the Taylor Ranch**, a 5th generation privately-owned 500 acre working Quarter Horse and Texas Longhorn Cattle Ranch that boasts some of the most beautiful land and views in western North Carolina. In addition to dinner, guests will enjoy a Bluegrass band, covered wagon rides and traditional mountain clogging.

» **Tour of the Biltmore House**, America's largest privately owned home. Ticket includes lunch on the estate as well as admittance to the gardens, Antler Hill Village and the winery.

» **Dinner buffet and gaming fun at Harrah's Cherokee Casino**, which is limited to the first 56 people who register (so please reserve your space early).

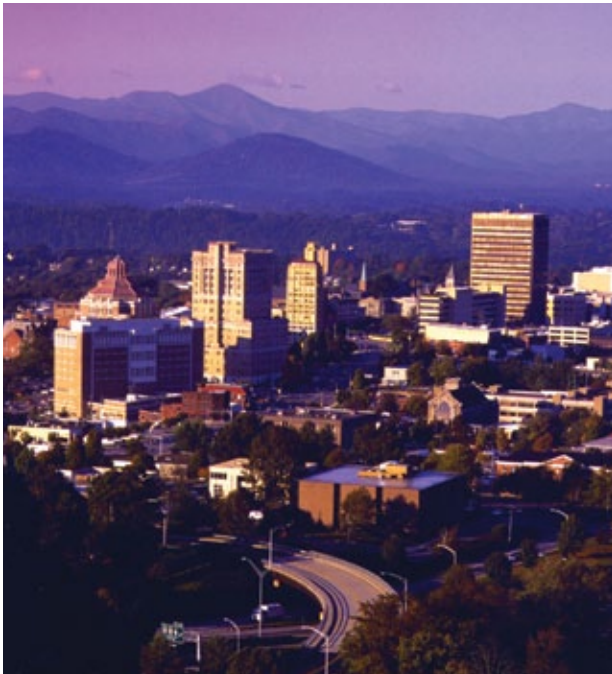
» **Annual golf outing** at the Grove Park Inn Resort in Asheville.

In addition to the relaxation and fun offered at the 2011 SMA, Brother Brown and his Arrangements Committee have organized several educational opportunities as well. Members will benefit from attending workshops for Local Chairmen, Secretary-Treasurers and Legislative Representatives. There will also be a mock trial/investigation. The National Division will also be offering an informational workshop about the BLET's Mobilization network. ©©

FOR MORE INFORMATION, PLEASE VISIT THE BLET NATIONAL DIVISION WEBSITE:
WWW.BLE-T.ORG/INFO/MEETINGS/SMA

MEMBERS WITH SPECIFIC QUESTIONS CAN CONTACT BROTHER DEWEY BROWN BY EMAIL OR TELEPHONE:
DRBROWN.BLET267@YAHOO.COM
 (828) 275-5890

BLET members will have plenty to see and do in Ashville.



Photos: courtesy Asheville Convention & Visitors Bureau



Photo: Bill Russ, Asheville CVB



Photo: Biltmore Estate



Safety Task Force Hotline

(800)306-5414

Report major accidents when they happen

In the Line of Duty

THOMAS J. KENNY

BROTHER THOMAS J. KELLY of BLET Division 238 (Tacoma, Wash.) was one of three men killed in a tragic BNSF crossing accident in Kelso, Wash., on March 23.



The three men were killed when their off-duty crew transport vehicle was struck by a BNSF freight train in Kelso, Wash., sending the vehicle down a 25-foot embankment more than 50 feet from the crossing.

Brother Kenny, 58, was born on July 4, 1952 in Seattle. He was a 22-year veteran of BNSF and first joined the BLET on May 1, 1994.

Also killed in the accident were Christopher J. Loehr and Steven D. Sebastian. Loehr, 28, was a student trainee who had been on the job for approximately 10 weeks. Sebastian, 60, was the van's driver and an employee of Coach America.

The lone survivor of the tragedy is long-time conductor Dwight L. Hauck, 51, who remains in critical condition.

Brother Kenny is survived by his loving wife of 37 years, Laurie, children Victoria, Crystal, Samuel, Lorina, Manny Kenny and Annalea Rees, and one granddaughter, Kiana. He is also survived by his mother, Mary, and numerous siblings, nieces and nephews.

"On behalf of the entire BLET, I extend our deepest and most heartfelt sympathies to Brother Kenny's wife Laurie, their children, and his entire family," BLET National President Dennis R. Pierce said. "This is an incredibly difficult time for the families and our thoughts and prayers are with everyone

involved with this terrible tragedy."

Two separate memorial funds have been established for the victims of this accident.

The first is for the families of the three men who were killed in the accident. Donations made to that fund will be divided equally among the Loehr, Sebastian, and Kenny families. Donations to this fund should be sent to the "BNSF Memorial Fund 2011" account at the Cascade Federal Credit Union. The account Number is 38430. The locations of Cascade Federal Credit Union are listed below:

**18020 80TH AVE.,
 S. KENT, WA 98032
 (425) 251-8888 LOANS
 (425) 251-3600
 FAX (425) 251-0299
 TOLL FREE (800) 562-2853**

**12916 4TH AVE., W.,
 SUITE A
 EVERETT, WA 98204
 (425) 290-8010
 FAX (425) 290-3010**

**1706 D. STREET, SUITE C
 VANCOUVER, WA 98663
 (360) 695-0577
 FAX (360) 695-3881**

The second fund has been established for UTU member Dwight L. Hauck. Donations to this fund can be made at any Wells Fargo Bank. When making a donation, please use the routing number 125008547 and the account number 8277835552.

Additionally, local employees who wish to donate personal leave days should email Paul McGill, iptmcgill@hotmail.com. ©©

Transportation Workers
 protecting each other since 1910



4000 Town Center, Suite 1250, Southfield, MI 48075-1407
 phone: 800.514.0010 | fax: 877.633.1910
 email: lecempa1910@lecempa.org | web: www.lecempa.org

BLET members host President Pierce at regular Division meetings

Keeping true to his commitment to increase the presence of the National Division in the field, BLET National President Dennis Pierce attended regular divisions meetings across the country March.

His first meeting was at the Brotherhood's first Division — Division 1 in Detroit. The Brothers and Sisters of Division 1 proudly displayed their original Division charter from 1864 during the meeting with President Pierce. The members of Division 1 work for Norfolk Southern and the Conrail Shared Assets.

He also attended the regular meeting of Division 687 in Sioux City, Iowa. Division 687 holds the distinction of being President Pierce's home division, and the members there were extremely proud to welcome home their National President. Division 687 members work for the BNSF.

A large crowd gathered for the regular meeting of Division 6 in Boone, Iowa, on March 7, where engineers work for the Union Pacific.

Finally, he presented a commemorative plaque to long-time Local Chairman Mike Fitzgerald at the Division 3 regular meeting in Cleveland. ©©

DIVISION 6



Division 6: A packed house for the March 6 meeting in Boone, Iowa.

DIVISION 687



Division 687: Members give a warm welcome to President Pierce at his home Division on March 7 in Sioux City, Iowa.

DIVISION 1



Division 1: Members in Detroit hold the honor of belonging to the BLET's oldest Division.

DIVISION 3



Division 3: President Pierce presents Mike Fitzgerald with a plaque.



Locomotive Engineers And Trainmen News Brotherhood Of Locomotive Engineers And Trainmen

A Division Of The Rail Conference,
International Brotherhood Of Teamsters

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Photo of the Month: April 2011



TWISTS AND TURNS: A BNSF GE ES44AC stack train smoothly navigates a downgrade amid the rolling hills of Bealville, Calif. Photo: John Ryan



Are you a photographer? The National Division's Public Relations Department, which produces the Newsletter each month, has received numerous inquiries lately from BLET members volunteering to contrib-

ute their images to the "Photo of the Month" section of the Newsletter. If you'd like to submit a photo for consideration, you may call Editor John Bentley at (216) 241-2630, ext. 248, or you can email: Bentley@ble-t.org.

Please note only high resolution images can be used. Members are also encouraged to review their employer's policies regarding the use of cameras and other electronic devices while on duty.

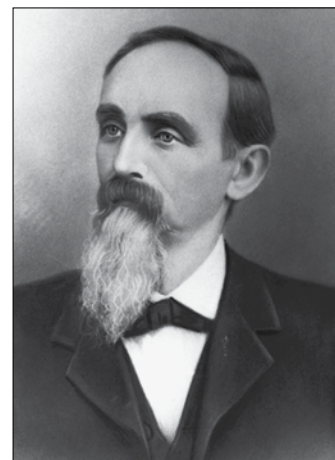
BLET TO MARK 148TH ANNIVERSARY ON MAY 8

The Brotherhood of Locomotive Engineers and Trainmen will mark its 148th anniversary in 2011. The union was founded in Marshall, Mich., as the Brotherhood of the Footboard on May 8, 1863.

The organization was formed when locomotive engineers on the Michigan Central Railroad became discouraged with pay cuts and the dismissal of their firemen.

In 1864, the union changed its name to Brotherhood of Locomotive Engineers, the name it retained for 140 years until becoming the BLET after merging with the Teamsters on Jan. 1, 2004.

Today, the BLET is one of America's largest and most



W.D. Robinson

influential railroad unions. As the founding member of the Teamsters Rail Conference, the BLET represents nearly 40,000 professional locomotive engineers and trainmen throughout the United States. ©©

**Stop the war
on workers**

www.ble-t.org/war-on-workers



UPDATE: Organized labor is leading the charge to overturn anti-worker legislation that was recently passed into law in Wisconsin and Ohio.

In Wisconsin, Democrats may control the Senate by July as recall campaigns are targeting eight incumbent Republicans. Labor friendly groups are collecting thousands of signatures, and Wisconsin BLET members who wish to get involved should visit the Teamster website: www.teamster.org/content/wisconsinrecall.

Additionally, a Wisconsin judge has issued a temporary restraining order to halt implementation of the legislation due to questions of legality regarding the voting process. As this issue went to press, there was debate about whether or not the bill

had actually taken effect.

In Ohio, the Governor signed Senate Bill 5 into law on March 31, eliminating almost all collective bargaining rights for public sector union employees. Ohio Teamsters are collective signatures for a citizens' vote of the legislation. If successful, Ohio's citizens will have the opportunity to overturn the anti-worker legislation at the polls in November.

Nationwide, collective bargaining rights are under attack in numerous other states, including: Indiana, Florida, Michigan, Missouri, Maine, Iowa, New Hampshire, Tennessee and Pennsylvania.

For the latest news in the fight to stop the War on Workers, please visit the BLET National Division website. ©©

Advisory Board February 2011 Activity

In accordance with the BLET Bylaws, summaries of BLET Advisory Board members' activities are published monthly:

NATIONAL PRESIDENT DENNIS R. PIERCE: National Division Office, Cleveland; General supervision of BLET activities; General office duties; Correspondence and telephone communications; Supervision of Office Administration; General supervision of Special Representatives; President, Teamsters Rail Conference; Policy Committee, Teamsters Rail Conference; CRLO Winter meetings, Hollywood, Fla.; Advisory Board meeting, Hollywood, Fla.; Rail Conference Policy meeting, Hollywood, Fla.; Rail Labor Bargaining Coalition meetings, Hollywood, Fla.; Legislative Representative training, Wash., DC; Labor rally, Columbus, Ohio.

FIRST VICE PRESIDENT E.L. "LEE" PRUITT: National Duties include but not limited to: Director, Passenger Dept.; Shortline Organizing Dept.; Trainmen's Dept.; National Publications Committee; National Legislative Board; Teamsters Rail Conference Policy Committee; and National Negotiations; National negotiations, CRLO mtgs. and Advisory Board mtg., Ft. Lauderdale, Fla.; Rail Conference policy mtg., Hollywood, Fla.; LR training workshop, Washington, D.C.; Holiday; Hoffa conference call, National duties, publications, etc.; Rally for workers, Columbus, Ohio.

NATIONAL SECRETARY-TREASURER WILLIAM C. WALPERT: General supervision of accounting dept., records dept., online services dept., tax compliance dept.; Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Planning mtg. w/ Chairmen of Regional Meeting Associations, Hollywood, Fla.; Cooperating Rail Labor Organizations (CRLO) mtgs., Hollywood, Fla.; Advisory Board mtg., Hollywood, Fla.; IBT Rail Conference mtg., Hollywood, Fla.; Legislative Rep class, Washington, D.C.; Secretary-Treasurer class, Atlanta, Ga.

VICE PRESIDENT & NATIONAL LEGISLATIVE REPRESENTATIVE JOHN P. TOLMAN: Assigned to BLET Washington, DC office; BLET Security Officer; General office duties, telephone, correspondence communications; Coordinate content of NLO website; Advisory Board mtg. and Rail Conf. policy mtg., Hollywood, Fla.; Infrastructure Stakeholders mtg., Wash. D.C.; Legislative Rep. training class, Wash. DC; FMLA and high speed rail lobbying effort on the Hill, Wash. DC; Amtrak-labor roundtable, Wash. DC; NMB conference call; Mtg. w/ NTSB member to discuss rail safety issues, Wash. DC; TTD mtg to discuss NMB; Mtgs. w/ Sens. Hatch, Murkowski, Kerry, Milkulski, Murry, Tester and others; T&I Chairman Mica, Wash. DC; Labor reception honoring Railroad Sub. Comm. Chairman Bill Schuster and Rep. Brown, ranking on the T&I committee-Rayburn, Wash. DC; Numerous receptions, meet & greets for various U.S. representatives, Wash. D.C.

VICE PRESIDENT MARCUS J. RUEF: Vice Chairman, full NRAB; Labor Member, 1st Division; Labor Member, National Mediation Board Arbitration Advisory Forum; Director of Arbitration Dept; Assigned to Illinois Central; Wisconsin Central; Grand Trunk Western; Duluth Missabe & Iron Range; Elgin, Joliet & Eastern; Indiana Harbor Belt; and Belt Railway of Chicago; Section 3 committee, NRAB; Conference calls w/ all CN General Chairmen; Advisory Board mtg. and Rail Conference policy mtg., Ft. Lauderdale, Fla.; Assist GC Reynolds, prep for Art 8(1)(A) mtg.; Arbitration hearing w/ Referee Benn; Assist EJ&E; Assist VGC Wallace, NS-S; Assist GC Reynolds, WC; Research STB trackage rights notices & exemptions, CN; Assist GC Karakain and General Counsel Wolly, TGW; Conference call, DLC oversight cmte.; Assist GC Clark, DM&IR; Assist GC Hannah, UP-WL; Assist GC Quinn, LIRR; Assist GC Reynolds w/ draft claims settlement language, WC; Assist w/ GTW Section 6 notices.

VICE PRESIDENT MIKE TWOMBLY: Assigned to all Union Pacific GCAs (Eastern District, Northern Region (former C&NW), Western Lines (Pacific Harbor Lines), Western Region (Portland & Western, Eastern Idaho), Central Region, Southern Region (New Orleans & Gulf Coast); Tacoma Belt RR; Utah RR; and Longview Portland & Northern NO, Longview Switching; Utah Railway negotiations, Salt Lake City, Utah; Advisory Board mtg., Hollywood, Fla.; Portland & Western contract negotiations, Salem, Ore.; Pacific Harbor Lines negotiations, Houston, Texas.

VICE PRESIDENT WILLARD E. KNIGHT: Assigned to: All Norfolk Southern General Committees; Wheeling & Lake Erie; Chicago, Fort Wayne & Eastern; New York, Susquehanna & Western; New England Central; Connecticut Southern; Western New York & Pennsylvania; Indiana & Ohio; Ohio Central; Advisory Board mtg. and Rail Conference Policy mtg., National Negotiations, Hollywood, Fla.; Ohio Central negotiations, Columbus, Ohio; SBA 1063, Boston, Mass.; PLB 7238, PLB 7159, Norfolk, Va.; General office duties; Prep for PLBs and SBA.

VICE PRESIDENT GIL GORE: Assigned to all CSX; Union Pacific-Southern Region GCA special assignment; UP on-property negotiations; Dispute Resolution Committee (DRC), CSXT; Advisory Board mtg., Hollywood, Fla.; DRC mtgs., CSXT, Fort Lauderdale, Fla.; Work on MNA implementation, work w/ GCs on North Mid Atlantic Implementation Plan; Manchester ID negotiations, CSXT; DLC yearly review, ND.

VICE PRESIDENT MICHAEL D. PRIESTER: Assigned to all BNSF (former ATSF, former C&S, CRI&P, FWD, former STL-SF, BNSF/MRL), Panhandle Northern, Missouri & North Arkansas, Montana Rail Link, Austin Western RR, Great Western; Advisory Board mtg., Hollywood, Fla.; Rail Conference policy mtg., Hollywood, Fla.; MRL contract negotiations, w/ GC Wilson, Seattle, Wash.

VICE PRESIDENT COLE W. DAVIS: Assigned to Kansas City Southern (MidSouth Rail, SouthRail, Gateway Western, Illinois & Midland), Texas Mexican Rwy.; CP Rail System/US (Indiana Southern, Iowa, Chicago & Eastern, Dakota, Minnesota & Eastern); Springfield Terminal (St. Lawrence & Atlantic, Montreal, Maine & Atlantic, Delaware & Hudson), Cedar River, Louisville & Indiana, Huron & Eastern; Advisory Board mtg., Ft. Lauderdale, Fla.; Work on CP agreement; Conference w/ GC Linsey, GC Semenek, GC Parker (KCS); DM&E/ICE, assist GC Semenek; PLB 7084, Tex-Mex; GC Linsey and Parker, NS/KCS; Work w/ GC Parker, GC Rodriguez, KCS; St. Lawrence & Atlantic contract negotiations w/ GC Moore, Auburn, Maine; Work w/ GC Whitchurch, KCS; Discussions on contracts, KCS, Dallas.

VICE PRESIDENT STEPHEN J. BRUNO: Assigned to various Rail Safety Advisory Committees (RSAC); Regulatory duties as assigned by the President; Amtrak; Long Island Rail Road; New York & Atlantic; Metro North; New Jersey Transit; PATH; SEPTA; Metra; Union Railroad; Birmingham Southern; Risk reduction plan comments, regulatory work; PLB 7431, LIRR, Jamaica, N.Y.; Advisory Board mtg. and Rail Conference mtg., Hollywood, Fla.; Haz Mat one-time movement comments, regulatory work, Wash. DC; Legislative Rep training, Wash. DC; Division 71 monthly mtg., SEPTA, Philadelphia; Locomotive safety standards comments; NMB Case A-13559; SEPTA negotiations, Philadelphia.