



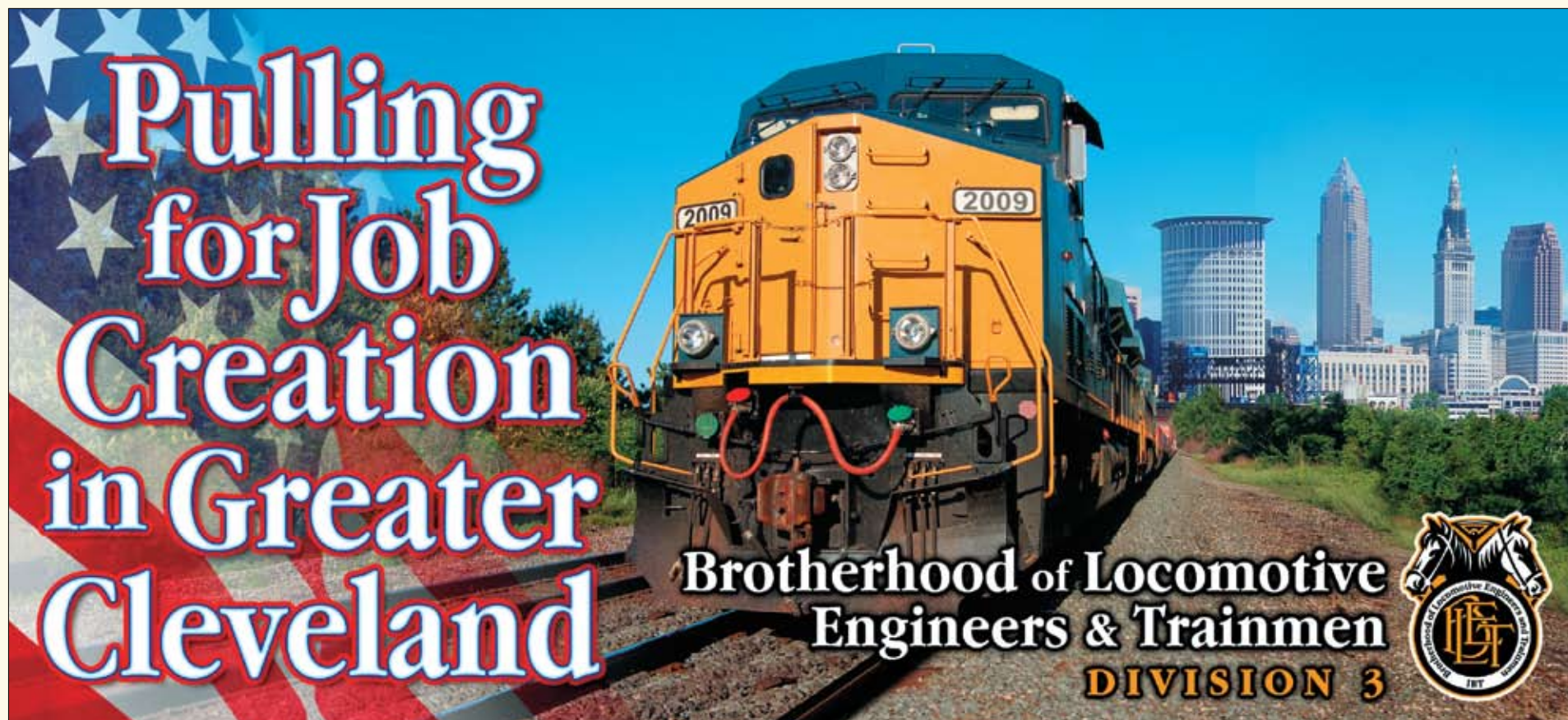
Daily news updates
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Locomotive

ENGINEERS & TRAINMEN NEWS

MAY
2009

PUBLISHED BY THE BLET, A DIVISION OF THE RAIL CONFERENCE, INTERNATIONAL BROTHERHOOD OF TEAMSTERS



BLET Division 3 active in Cleveland community

THE MEMBERS OF BLET DIVISION 3 IN CLEVELAND ARE WALKING A LITTLE TALLER THESE DAYS, THANKS TO A MORALE BOOSTER IN THE FORM OF A PRO-BLET BILLBOARD.

"It may seem a little off the wall, but it really has people talking," said Dennis Vasko, President of Division 3.

The billboard, paid for with funds from the Division's budget, highlights the work of Division 3 leaders to bring good jobs to Cleveland.

"With the bad economy and job re-

ductions and overly aggressive management, we've been taking it on the chin lately," said Vasko, whose members work for CSX. "So we wanted to show how we're working hand-in-hand with the city and the county to bring good jobs to Cleveland."

The billboard states, "Pulling for job

creation in greater Cleveland: Brotherhood of Locomotive Engineers and Trainmen, Division 3." The billboard shows a locomotive and the BLET logo in the foreground, while the skyline of downtown Cleveland and an American flag are in the background.

CONTINUED ON PAGE 3 <-->

BLET opposes rail antitrust efforts

The Brotherhood of Locomotive Engineers and Trainmen is opposing the Railroad Antitrust Enforcement Act of 2009.

In letters to the Senate Commerce, Science & Transportation Committee, Senate Judiciary Committee, House Judiciary Committee, and House Transportation and Infrastructure Committee, the BLET opposes the Act, which would put railroads under the same antitrust laws that apply to most types of business instead of sending rail mergers and customer-carrier disputes to the Surface Transportation Board.

"While carriers, labor and shippers have not been uniformly satisfied with all processes and

decisions of the STB, we believe that this oversight has served its public purpose well, as evidenced by the industry's renaissance over the past decade," BLET National President Ed Rodziewicz wrote.

Instead of passing the Act, the BLET encourages increased cooperation between labor, the government, shippers and carriers.

TO FIND PDFS OF THE LETTERS

BLET'S LETTER TO THE HOUSE IS HERE:
<http://www.ble-t.org/pr/pdf/Conyers-Oberstar.pdf>

BLET'S LETTER TO THE SENATE IS HERE:
<http://www.ble-t.org/pr/pdf/Leahy-Rockefeller.pdf>

"A short-term gain for some shippers could result in crippling the industry just as the nation's dependence on railroads becomes critical," Rodziewicz said. "To the extent the Congress believes that the ability of STB to vigorously oversee the railroad industry should be strengthened, we strongly urge you to sit down with the railroads and the shippers and work out the necessary reforms. The BLET supports such a plan of action because it would address legitimate grievances shippers may have without jeopardizing the stability of the industry. Unfortunately, the Act would have the opposite effect. Under these circumstances, we have no option but to oppose passage." @@

FRA orders carriers out of doctor's office

BLET National President Ed Rodziewicz hailed action by the Federal Railroad Administration to crack down on the harassment and intimidation of injured rail workers.

The FRA published a worker-friendly interpretation of 49 CFR Part 225-Harassment and Intimidation Prohibition in the Federal Register on March 30. The FRA now interprets harassment and intimidation of workers to occur when railroad supervisors accompany injured employees into an examination room.

"Workers often feel uncomfortable or intimidated when a representative of railroad management enters the doc-



tor's examination room after the worker has sustained an on-the-job injury," President Rodziewicz said. "On behalf of all BLET members, I thank the FRA for clarifying this point and improving the protection of injured rail workers."

There are exceptions to the

CONTINUED ON PAGE 2 <-->

Be Prepared!

Are your insurance documents, beneficiary forms, and wills in order? **pg 4**

Operation Redblock turns 25

Alcohol and drug prevention program still helping members after 25 years **pg 5**



69th Annual IWC

National Railroad Museum in Green Bay awaits BLET members. **pg 6**

LAST RUNS

General Chairman Thomas E. Roberts retires

On February 28, 2009, General Chairman Tom Roberts retired from the Conrail SAA/CSXT Northern District General Committee of Adjustment. Brother Roberts was serving his third term of office at the time of his retirement.

He was first elected on May 16, 2001, was elected again by acclamation on May 25, 2004, and elected again most recently on May 21, 2007. Before winning election to General Chairman, Roberts held the position of Vice-General Chairman, and has served the BLE/BLET as a union officer continuously since 1989.

Born in Port Jervis, N.Y., Brother Roberts hired on as a fireman with the Erie-Lackawanna Railroad. His slot on the CSX Northern District Engineer's roster is June 11, 1965. He was promoted to engineer on February 10, 1972, and joined BLE Division 276 in 1971. He transferred to Division 601 in 1976. Roberts was appointed Local



Tommy Roberts: Retires after a 44-year railroad career, which he began as a fireman on the Erie-Lackawanna in 1965.

Chairman of Division 601 in February 1989, and ran unopposed in 1991, 1994, 1997 and 2000.

He served in elected office of the Conrail General Committee as Alternate District Chairman (D-E-F-G) from 1993 - 1997; and won election to Alternate District Chairman (E-F-G) from 1997-1999. He rose to full District Chairman on Conrail Split Day (1999), and was elected Vice-General Chairman in 2000.

His fellow General Chairmen repeatedly elected Roberts to the office of Chairman, Eastern General Chairmen's Association, and Brother Roberts was one of three BLET General Chairmen who served on the National Wage Teams that completed successful negotiations in the last two rounds of National Contract talks. Additionally, Brother Roberts served as Chairman of the Eastern Union Meeting Association from 1995-2000, Secretary-Treasurer of EUMA from 1993-1995, and Liaison Officer from 1991-1993.

Tom Roberts served in the United States Marine Corps from 1966 to 1969, including a 13-month tour on the DMZ

in Vietnam in 1967-1968, and was Honorably Discharged in 1969, resuming engine service. In 1973, he earned a Bachelor of Arts from the SUNY at New Paltz, N.Y. while working in engine service for the Erie-Lackawanna Railroad at Port Jervis, N.Y. and Scranton, Pa.

Brother Roberts has two grown children: a daughter, Alison, who lives in South Philadelphia with her husband Glenn and grandson, Max; he also has a son, Damian, who makes his home in New York City. Following retirement, Tom and his wife, Mary, will make their home in San Diego, Calif.

Jim Louis will take Brother Roberts' place as General Chairman.

"I congratulate Brother Roberts and thank him for his numerous years of dedicated and honorable service to the Brotherhood," National President Ed Rodziewicz said. "I know Jim Louis has some big shoes to fill, but he is a friend and I know he will do an admirable job." @@

Former Wyoming legislative chairman Terry Jones retires

Brother Terry Jones, former Chairman of the Wyoming State Legislative Board, was honored at a retirement party and banquet on January 14, 2009.

The Executive Board of the Wyoming State Legislative Board organized the event for Brother Jones, who retired in October of 2008. Brother Jones was a member of the Board for nearly 25 years and served as Chairman from 2001 until retirement in 2008. He also served as Secretary-Treasurer of the Board from 1991-2001.

"Terry Jones and Kevin McCarthy, the chairman prior to Brother Jones, made the BLET Wyoming State Legislative Board into the viable and respected part of Wyoming politics that it is today," said Lawrence R. Kemper, Secretary-Treasurer of the Board.

"Terry will be sorely missed by the Board and others who are in the Labor

Movement here in Wyoming, yet the Board is in good hands with our new chairman, Cory Runion."

Those in attendance at the ceremony included: Jim Scott (Vice Chairman WSLB), Mike Young (General Chairman Union Pacific-Eastern District), Terry Jones (retired chairman WSLB), Richard Sanchez (2nd Vice Chairman WSLB), Lawrence Kemper (Secretary-Treasurer WSLB), Cory Runion (Chairman WSLB) and Mark Chenchar (1st Vice Chairman UP-ED GCofA).

Brother Jones has been a member of BLET Division 44 (Cheyenne, Wyo.), since he joined the Brotherhood on January 1, 1979.

"Mike Young and Mark Chenchar were very gracious to spend several hours at our executive board meeting," Brother Kemper said. "We wish Terry a very long and happy retirement." @@



Jim Scott (Vice Chairman WSLB), Mike Young (General Chairman Union Pacific-Eastern District), Terry Jones (retired chairman WSLB), Richard Sanchez (2nd Vice Chairman WSLB), Lawrence Kemper (Secretary-Treasurer WSLB), Cory Runion (Chairman WSLB) and Mark Chenchar (1st Vice Chairman UP-Eastern District GCofA).

FRA CRACKDOWN ON HARASSMENT

CONTINUED FROM PAGE 1 <->

rule — a railroad supervisor can enter the exam room if the injured employee issues a voluntary invitation, or if the employee is unconscious or unable to communicate and the supervisor's input is needed to provide material information to the physician.

The rule came about after injured workers complained that unwelcome railroad supervisors entered exam rooms in an attempt to persuade doctors to issue less severe diagnoses. The less severe the diagnosis, the less likely

the injury would have to be reported to the FRA.

The FRA can issue harsh financial penalties to rail companies for harassing and intimidating workers.

"This new rule protects the privacy of our members and allows them to have the same doctor-patient confidentiality that all Americans enjoy," President Rodziewicz said. "The BLET sees this favorable interpretation as a step in the right direction by the FRA." @@

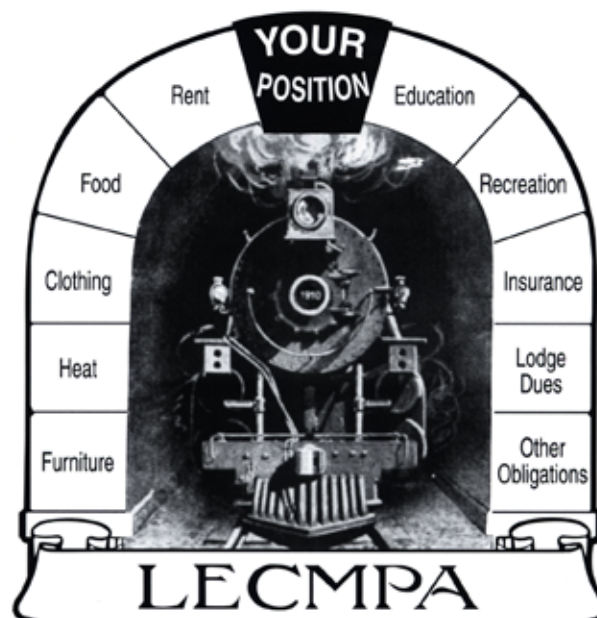
A COPY OF THE INTERPRETATION IS AVAILABLE ON THE BLET WEBSITE AT: [HTTP://WWW.BLE-T.ORG/PR/PDF/49CFRPart225H&I090330.PDF](http://www.ble-t.org/pr/pdf/49CFRPart225H&I090330.pdf)

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Job Protection Headquarters for Transportation Employees
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OBITUARIES

Former General Chairman R.W. 'Windy' Windham, 1922-2009

Former BLE General Chairman Roland Wilson "Windy" Windham, 86, passed away peacefully in Hospice care on April 1.

He dedicated his life to helping others, faithfully serving the Brotherhood as General Chairman of the Missouri Pacific General Committee of Adjustment (Western District) for many years. He also held the office of Local Chairman of Division 182 in North Little Rock, Ark.

He is survived by his wife, Ruth Windham, who served the Grand International Auxiliary for decades, including a term as International President of the GIA from 1996-2001.

He and Ruth were regular attendees at BLET regional meetings over the years, particularly the Southwestern Convention Meeting (SWCM) and the Southeastern Meeting Association (SMA).



Brother Windham was a member of the Brotherhood for 46 years. He joined the Brotherhood on September 1, 1962, and retired on May 18, 1989. He was born November 9, 1922. He also served the union as Chairman of the Western General Chairman's Association (WGCA) and represented his Division as a delegate to several BLE national conventions.

After graduating from Gurdon High School in 1941, Windy began working for the Missouri Pacific Railroad in North Little Rock as a locomotive fireman. In 1943, he was drafted into the U.S. Army. He received his training at Fort Leonard Wood, Mo., where he met his future wife, Ruth Elizabeth Pillman. They were married April 12, 1944, in Camp Plauche, La. He served a total of three years during World War II, much of the time spent in the European Theatre. After his discharge, he returned to work on the MoPac and served as Local Chairman and General Chairman throughout the remainder of his railroad career. He also served as Chairman of MoPac hospitals and Southwest Hospital in St. Louis and Little Rock.

After his retirement, he and Ruth played golf every Sunday afternoon. He played golf five days a week at the Maumelle

Country Club, where he and his friends were often referred to as the "Dew Sweepers."

"I am saddened at the passing of Brother Windham and extend my deepest condolences to Ruth Windham and the entire Windham family," BLET National President Ed Rodziewicz said. "Windy Windham was a dedicated union Brother who devoted his life to the Brotherhood and our membership."

Memorials can be made to: the Arkansas Hospice, who took such wonderful care of him and his family during his final days, 5600 West 12th St., Little Rock, Ark. 72204; or Alzheimer's Arkansas, 10411 W. Markham, Suite 130, Little Rock, Ark. 72205-1409; or Pulaski Heights United Methodist Church, Roland W. Windham Endowment Fund, 4823 Woodlawn Dr., Little Rock, Ark. 72205; or Easter Seals, 3920 Woodland Heights Rd., Little Rock, Ark. 72212; or another charity of your choice. @@

BROTHERHOOD OBITUARIES

THESE OBITUARIES ARE BASED ON REPORTS FILED EACH MONTH BY DIVISION SECRETARY-TREASURERS.

As of December 31, 2008

20 — R. M. Sanchez
63 — D. M. Cotter
84 — C. F. Cox
269 — G. F. Ohara
269 — J. W. Strenck
532 — R. B. Eppes Jr.
597 — J. L. Farrell
752 — M. J. Brown

As of January 31, 2009

30 — B. E. Cosby
98 — W. E. Cantin
110 — J. A. Carr
232 — K. C. Hill
325 — L. P. Seese

344 — E. L. McKinney
391 — R. J. Smith
415 — C. L. Valdez
476 — R. D. Abarr
494 — J. W. Holberg
504 — R. J. Vining
622 — M. H. Keane
735 — T. M. Opat
752 — P. B. Kessling
803 — H. H. Sanders

As of February 28, 2009

74 — L. Y. Kauffman
94 — H. E. Yeadon
115 — G. T. Hoffer Jr.

171 — J. F. Rogers
385 — R. F. Riedel
497 — E. J. Blackmon
781 — J. D. Barnes II
803 — R. J. Groover
937 — D. S. Boyd
937 — H. M. Miley

As of March 31, 2009

4 — M. J. Schmidt
98 — J. M. Waybright
182 — W. D. Gill
269 — R. W. Koch
511 — D. W. Clark
531 — K. L. Primeaux

DIVISION 3 ACTIVE IN CLEVELAND

CONTINUED FROM PAGE 1

The billboard is positioned across the street from the entrance to CSX's Collinwood Yard on Cleveland's east side, so members see it when they drive out of the yard. Vasko said response to the billboard has been positive from both BLET members and those in other crafts.

"Our members are walking a little taller now, so the billboard is a good thing," Vasko said.

The Division 3 Executive Committee proposed the idea of the billboard to the membership, who heartily endorsed it.

Members of the executive committee have been working behind the scenes with political and business leaders in Cleveland and Cuyahoga County on two key projects that will help

"A lot of us in Division 3
have fire in our bellies.
We want to get our name
out there and bring back
union pride with
a positive message."

— DIVISION 3 PRESIDENT
DENNIS VASKO

bring jobs to the area: A wind turbine project and the relocation of docks along Lake Erie.

"General Electric and several European companies are looking to set up their offices in Cleveland for the wind turbine project," Vasko said. "The Port of Cleveland is hopefully moving to East 55th Street, which would connect to the CSX line."

The billboard is a symbol of the work Division 3 has done to bolster the rail in-

dustry as well as the city of Cleveland.

"The billboard sends a strong message that we are committed to our terminal and our city," Vasko said. "We want to make Collinwood a viable yard now and for the future."

The BLET Division 3 Executive Committee is comprised of: President Vasko; Local Chairman Mike W. Fitzgerald; Secretary-Treasurer Justin V. Sterling; and Legislative Representative Bill K. Ellert.

Vasko said the Division also plans to partner with Teamsters Joint Council 41 to boost the BLET's community outreach. He said they plan to participate in Labor Day, Memorial Day and Fourth of July parades, among other community outreach programs.

"A lot of us in Division 3 have fire in our bellies," Vasko said. "We want to get our name out there and bring back union pride with a positive message." @@

2009

Calendar & Events

June 7-12, 2009

**82nd Annual Southeastern Meeting
Association, Gatlinburg, Tenn.**

Brother John Mason, Local Chairman of BLET Division 239 (Knoxville, Tenn.), is Chairman of the 2009 SMA in Gatlinburg, Tenn. It will be held at the Park Vista Hotel & Conference Center (705 Cherokee Orchard Road, Gatlinburg, TN 37738; Phone: (865) 436-9211). The room rate will be \$103 per night. To contact Brother Mason, call (865) 523-2684 email: scooterloco@comcast.net or LNM67@comcast.net.

July 5-9, 2009

**71st Annual Eastern Union Meeting
Association, Philadelphia, Pa.**

Brother Sean Simon, Vice President of BLET Division 226 (Newark, N.J.), is Arrangements Chairman of the 2009 EUMA in Philadelphia, Pa. It will be held at the Hyatt Regency Philadelphia at Penn's Landing (201 S. Columbus Blvd., Philadelphia, PA 19106; Phone: (215) 928-1234. The room rate will be \$169 per night. To contact Brother Simon, call (609) 558-6405 or email: EUMA2009@aol.com.

July 28-August 1, 2009

Military Railway Service Reunion

Organizers are planning a large reunion of MRS veterans who served during WWII and Korea, which will be held at Ft. Eustis, Va., as part of the Army's Transportation Corps week. More details coming soon. Email Mark Metz for details: m-m-e@comcast.net.

September 13-16, 2009

**75th annual Southwestern Convention
Meeting, Kansas City, Mo.**

Brother Mike Zenner, Secretary-Treasurer of BLET Division 130 (Kansas City, Kan.), is Hosting Chairman of the 2009 SWCM in Kansas City, Mo. It will be held at the Hyatt Regency Crown Center (2345 McGee St., Kansas City, MO 64108; Phone: (816) 421-1234). The room rate will be \$139 per night. To contact Brother Zenner, call (816) 804-9107 or email: zmike5@kc.rr.com. Visit the SWCM website at: www.bletswcm.org.

Railroad Retirement Board Informational Conferences

The U.S. Railroad Retirement Board holds free information conferences for railroaders. Conference registration begins at 8 a.m., with the programs beginning promptly at 8:30 a.m. and ending at 12:30 p.m.

June 5, 2009

Fargo, N.D.

Best Western Kelly Inn, 3800 Main Avenue

June 5, 2009

Indianapolis, Ind.

La Quinta Inn & Suites, 5120 Victory Drive

June 19, 2009

Tinley Park, Ill.

Holiday Inn Select Hotel
and Convention Center, 18501 S. Harlem Ave.

June 19, 2009

Spokane Valley, Wash.

Quality Inn Valley Suites, 8923 E. Mission

June 26, 2009

Houston, Texas

Hilton University of Houston,
4800 Calhoun Street

June 26, 2009

Portland, Ore.

Hilton Garden Inn, 12048 NE Airport Way

>> FEDERAL EMPLOYERS' LIABILITY ACT (FELA)

Hold the railroad to the safety standard it has set for itself

"The railroad's goal is to attempt to shift to you as much of the responsibility for the happening of the injury as it can."

It is an honor to be designated as legal counsel for the Brotherhood of Locomotive Engineers and Trainmen. The Designated Legal Counsel of the BLET are an experienced, dedicated, and knowledgeable group. I urge you to take advantage of our knowledge and experience.

I am privileged to have the opportunity to share with you some of my thoughts that my 36 years as an F.E.L.A. lawyer have allowed me to obtain, sometimes easily, and sometimes painfully.

Before Any Injury Occurs:

Report unsafe working practices and unsafe conditions. Document the report. If an unsafe condition is reported to a company supervisor, a hotline, or a company safety representative, one of two things will happen. Hopefully, the unsafe condition will be

fixed; this would be the best result. Or if, regrettably, the condition is not fixed and you or a coworker are injured as a result, the railroad has been placed on actual notice of the unsafe condition, and the injured employee's claim will be made easier because he or she can establish that the unsafe condition existed for some period of time; the railroad had actual knowledge of the condition; and the railroad failed to respond to the safety concern.

One railroad has a "Safety Vision" that, "We believe every accident or injury is preventable.... We will achieve this vision through: a culture that makes safety our highest priority..., a work environment...where all known hazards will be eliminated or safeguarded...." Another railroad has a "Safety Policy" that "All injuries can be prevented." "Management and employees at all levels are responsible for maintaining safe working conditions and preventing personal injuries."

I urge railroad employees to hold the railroad to the standard that it has set for itself.

If an injury occurs, be careful how you fill out a Personal Injury Report; be careful what you say to supervisors or others investigating your injury; be careful what you say at an investiga-

tion; and be careful what you say if you give a statement to the claims representative. The railroad's goal is to attempt to shift to you as much of the responsibility for the happening of the injury as it can, for two purposes:

(1) an investigation for a rule violation, and

(2) an attempt to reduce your settlement or verdict by arguing that you have some responsibility for the happening of the injury.

Again, please talk with a Designated Legal Counsel for advice as soon as possible after an injury to protect yourself.

Thank you for your time.

Submitted by:



James L. Cox Jr.

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BLET AUXILIARY

It's never too soon to be prepared



BY BECKY SCHNEIDER

PRESIDENT
BLET AUXILIARY

A few years ago, I was moved by an impassioned speech given at one of our Regional Convention Auxiliary meetings. Kathie Bailey-Todd, only a couple of weeks following the tragic death of her husband, G. Y. Bailey, thought it important enough to make the trip to Oklahoma City to make sure everyone understood that you never know what tomorrow may bring. It's just not something you ever want to think about, but being prepared is probably one of the most important, loving things BLET and Auxiliary members can do for their families. This information is directed at our retired members as well, so rather than laying this newsletter aside thinking you'll read it later, you need to read it ASAP to make sure your intentions are in writing and on file.

INSURANCE

Most all railroaders are covered by some sort of life insurance policy that is provided for them in their collective bargaining agreement. These life insurance policies require naming a ben-

eficiary, which is most often done when the railroader is first eligible for the insurance. After the initial designation, life often happens. Unfortunately as it may be, railroaders seem to be more susceptible to experiencing a divorce, and all too often, the initial beneficiary designation is forgotten and never changed as life changes occur. Even if you have been married 50 years, does your spouse know about the insurance? For retirees, policies can still exist even though you may not have a current relationship with a railroad or the railroad you worked for is no longer operating.

The most important things to remember concerning life insurance are:

- You are aware of the policies that exist in connection with your railroad employment. If you are unsure about insurance in connection with your railroad employment, you can contact your Division's Local Chairman or other local officers.

- Your designated beneficiary is up to date and on file with the current insurance company or Plan administrator of the policies that you are covered by. If you have experienced any life changes since qualifying for any insurance policy, notify the insurance company of a possible need for change. If you do not remember whether a beneficiary has been designated, call the insurance company to verify.

- Your policies and information are kept in one place for easy access and are secure. The simplest way to make sure everything is easily accessible if needed, is to keep copies of insurance policies with wills, powers of attorney, etc.

"No one knows when their time will come, nor do they want to think about it, but that is the very reason why everyone needs to be prepared."

- Your spouse or other trusted family member or friend is aware of the policies and information, and where they are located.

If you stay up to date on your insurance policies, it makes the process easier on your family and ensures the insurance carrier pays legitimate claims.

401(K) ACCOUNTS

Also keep in mind that the above advice should be followed when it comes to a 401(k) or other personal retirement plans. These types of plans also have beneficiary designation forms, just like life insurance policies do, and the forms need to be kept up to date in order to assure that the proper person is the beneficiary in the event that something happens to you.

WILLS

Whether you are 19 or 91, you should have a will indicating your intentions in the event of your death. As we have seen this last year, there has been an increase in the number of on-duty deaths on the railroad. It is still a dangerous place to work. Of course, it can

be just as dangerous driving your car to Home Depot. No one knows when their time will come, nor do they want to think about it, but that is the very reason why everyone needs to be prepared. There are many ways to make your intentions known, even more so if you have under age children. The size of your estate is a consideration when choosing a method. You can see a lawyer, visit a law library or office stationary store, buy a software program, or even download wills from the internet. There are many ways available to make sure you are covered.

In addition to having a Last Will and Testament, there are other documents you should consider, such as a Living Will and Directive to Physicians, a Durable Power of Attorney for Health Care and Designation of Health Care Agent, and depending on your relationship, a Durable Power of Attorney for other than health care purposes.

Once these documents are in place, you can rest easy that your wishes will be followed, and it does bring some peace of mind. A safety deposit box may be the best place to keep important original documents, such as wills, powers of attorney, and insurance policies, with copies kept in your home files. Safety deposit boxes, at least for now, are also tax deductible if you itemize.

Regardless whether you are rich or just getting by, every one needs to make provisions for the future. Please take this information and discuss it with your spouse, loved one or friend so that if the time comes, they do not have the additional burden of trying to sort through everything while they are still missing you.

Stay safe out there! @@



Operation Redblock marks 25th anniversary at CSX

Drug and alcohol prevention program still helping members every day

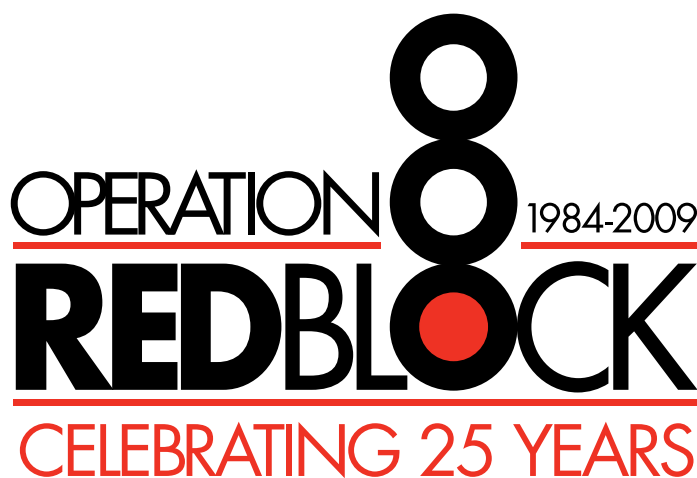
The railroad industry's leading peer-based substance abuse prevention programs is reaching a milestone this year at CSX.

Operation Redblock, a union-initiated, management supported program that uses the concept of peer involvement to prevent the employee use of alcohol and/or drugs while on duty or subject to call, is marking its 25th anniversary in 2009.

The first meeting to tackle the issue was held in February of 1984 was between labor and CSX management. Representatives of the BLE (Brotherhood of Locomotive Engineers) including John Woischke, Legislative Liaison, and all General Chairman on the property, met with CSX officials including Glen Michael, Vice President-Labor Relations, F.R. Rice, Jr., General Manager of Transportation, and William A. Wick, Director of the Employee assistance Program. One week later, representatives of the UTU, (United Transportation Union) including Daniel Collins, Assistant General Secretary and Treasurer, and all General Chairman on the property, met with the same three CSX officials.

Nine months later, in November of 1984, the first Operation Redblock training session was held in Huntington, W.Va., for approximately 75 employee volunteers from the West Virginia Division. In February of 1988, the Corbin Division training session was held, officially completing the introduction of Operation Redblock throughout the CSX network.

"We help people every day," said Benjamin Kirkland, one of the System Coordinators at CSX for Operation Redblock. "The reason why Operation Redblock has been a big success is because we have helped so many members over the last 25 years."



Over the years: While Operation Redblock unveiled a new logo (above) for its 25th anniversary, the message has always remained the same, as seen in these vintage Redblock graphics from the mid 1980s.



Kirkland is a member of BLET Division 309. He has worked full time for the Operation Redblock program since August of 2007, and has been a BLET member since 1994.

The Redblock structure consists of two System Coordinators — Kirkland and Mike Jackson — and 230 Team Captains across the entire CSX system representing a variety of crafts. Kirkland estimates that Redblock has between 3,500 and 4,000 volunteers who are involved in the program and who have received peer support training. The top level of this structure consists of CSX management and the four BLET general chairmen.

"Operation Redblock is a fraternal program, and we enjoy the full support of the four BLET general chairmen on CSX," Kirkland said. "We are a resource for information on preventing drug and alcohol abuse."

For approximately 150 years the American railroad industry has attempted to address and solve the problem of employee substance abuse. Severe disciplin-

ary measures, including dismissal of offenders and co-conspirators, have failed to satisfactorily deter substance-abusing workers.

In the 1980s, several high profile accidents brought the issue of employee substance abuse to national forefront; especially the 1982 hazardous materials spill in Livingston, La., and the 1987 Conrail/Amtrak accident in Chase, Md.

Operation Redblock helps workers in a variety of ways.

If someone is not expecting to go to work and is caught off guard, he or she can mark off "Operation Redblock" without penalty. Also, if on-duty co-workers discover another co-worker is under the influence, they can mark him or her off "Redblock." Or, if an employee has a substance abuse problem with family or themselves, they can contact Redblock to get the prevention and counseling they need.

Operation Redblock information is posted at each terminal, and most workers know about it because Redblock greets

all new hires when they come on board. Kirkland stresses that anyone with questions about Operation Redblock can also visit their website: <http://www.Operation-Redblock.net>

In honor of the 25th anniversary, CSX has produced a 25 minute video about Operation Redblock, which is being used as a substance-abuse prevention training tool in all CSX terminals.

Operation Redblock volunteers participate in ongoing, self-initiated activities and projects designed to educate co-workers. These activities include picnics, banners, poster contests, programs produced with films and coffee during changes in tour of duty, letter campaign and cook outs, just to name but a few. Two full time Operation Redblock coordinators travel the property to provide support to the Prevention Committees as they develop strategies for new ways to share the message: "We are all entitled to a safe workplace. Working together, we can rid our workplace of alcohol and drugs." @@

Triennial elections coming soon

Must have 24 consecutive months of good standing to run for office

Triennial elections for BLET Divisions will be held later this year, with nominations being held at each Division's first regular meeting in September.

To be nominated for a division election you must have paid your dues for 24 months prior to the election. This includes all dues — National Division dues, General Committee of Adjustment dues, Division dues and State Legislative Board dues.

In other words, only members who have 24 months of consecutive good standing may be nominated to run for office. This means a member must have paid full dues to any BLET division from September 2007 through August 2009.

However, there is an exception. Those in active duty in a reserve component of the military or the National Guard for a period lasting more than 30 days but not more than 24 consecutive months are not required to pay dues to maintain their continuous good standing.

In order to be eligible to nominate or vote in the division election, you must be a member in good standing through the month prior to the nomination or election meeting. This means payment of full dues for the months of August and November 2009.

The International Brotherhood of Teamsters Constitution provides that members are eligible to run for election only if they are "in continuous good standing . . . and actively employed in the craft . . . for a period of twenty-four (24) consecutive months prior to the month of nomination" (IBT Constitution, Article II, Section 4(a)(1)).



In general, "continuous good standing" means the timely payment of dues for each of the twenty-four months during the applicable period together with no interruptions in active service during that period. "Actively employed in the craft" has been defined within the BLET as possessing seniority eligible for active membership in the BLET, which includes the crafts of engineer and trainmen.

If you are a Division Secretary-Treasurer, you will also serve as an election official for your Division. A package of election material, including a booklet titled "On The Right Track," will be mailed to you in the near future.

Should you have any questions, please contact the BLET National Division, Office of the National Secretary-Treasurer. @@

National Division Communications Policy

The policy currently in effect is that official communications between BLET members and the National Division require a hard copy of the correspondence — with 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.

Due to the volume of e-mails it would be impossible for the President to answer all unofficial communications. Therefore, it is the policy of the BLET National Division Office that e-mails addressed to the National President will be reviewed and forwarded to the appropriate officer or staff for a timely response. In other words, an email message is not considered an official communication.

This will allow the President to be aware of the opinions and suggestions of the membership, while at the same time providing a timely response to the member, if a response is necessary. @@

Green Bay welcomes BLET for 2009 IWC



Lambeau Field, home of the NFL's Green Bay Packers, is the site of a special IWC dinner on August 11.

Rail history buffs will not want to miss the BLET's 69th annual International Western Convention (IWC) in Green Bay, Wisc.

The convention runs from August 9-13 and concludes with a banquet at the National Railroad Museum the evening of August 13.

The National Railroad Museum in Green Bay is one of the largest rail museums in the country and boasts a large collection of locomotives and railcars spanning more than a century of railroading. Collection highlights include the Union Pacific Big Boy, the world's largest steam locomotive, and the Dwight D. Eisenhower locomotive and a portion of the general's World War II command train. The IWC will feature its banquet at the museum along with a "Who Done It?" mystery play.

Arrangements Chairman John Reynolds, Wisconsin Central General Chairman and member of BLET Division 209 (Green Bay, Wisc.), reports that other tentative plans include the annual golf tournament, a luncheon cruise and botanical garden tour, Fish Creek bus trip and a dinner at Green Bay Packer's stadium.

The 2009 IWC will be held at Radisson Hotel & Conference Center Green



Pennsylvania Railroad #4890, one of 16 GG-1 electric locomotives preserved today, is on display at the National Railroad Museum in Green Bay. BLET members attending the IWC will enjoy dinner and a "who done it" mystery play at the National Railroad Museum on August 13.

Bay (2040 Airport Drive, Green Bay, WI 54313; Phone: (920) 494-7300). The room rate will be \$94 per night. The hotel website is: www.radisson.com/greenbaywi

Educational opportunities will also be available. Education & Training Department workshops are scheduled for



British Railways #60008 - Dwight D. Eisenhower locomotive. Born of the ingenuity of Sir Nigel Gresley, British Railways #60008 is among the fastest steam locomotives in the world. The locomotive is capable of speeds in excess of 100 m.p.h. The British named #60008 to honor Gen. Dwight D. Eisenhower for his command work during World War II.



Algoma Lighthouse on Lake Michigan. The IWC organizing committee is planning a luncheon cruise on August 10.

BLET Secretary-Treasurers, Local Chairmen and Legislative Representatives. A first-responder awareness workshop and a radiation awareness workshop are also on the agenda. A Question and Answer session with John Conklin of the Federal Railroad Administration is also on the schedule.

The golf outing will be held August 10 and will feature 8 a.m. tee times and breakfast before and lunch after play. The Thornberry Creek Country Club offers

27 championship holes of golf for players of all ability levels.

"I invite everyone to Green Bay for the 2009 International Western Convention," Reynolds said. "With multiple entertainment venues and important Education and Training workshops, Green Bay promises to be a destination you will not want to miss this summer."

For more details, contact Brother Reynolds at (920) 462-4509 or JReynoldsBLET@newbc.rr.com. @

BLET lobbying for North Dakota quiet zones

The Brotherhood of Locomotive Engineers and Trainmen North Dakota State Legislative Board is working to create a special fund that would help North Dakota cities fund railroad quiet zones.

Mike Muscha, Chairman of the North Dakota State Legislative Board, is working on the legislation with leaders of the Brotherhood of Maintenance of Way Employees Division (BMWED), United Transportation Union (UTU) and legislative leaders in the North Dakota Senate and House of Representatives.

The result of work with the North Dakota Senate is SB 2338, a bill that would take the 4 cents per gallon fuel tax that railroads pay and use the money to help cities construct quiet zones. The Senate recently passed SB 2338 and the BLET,

Quiet zone = Safe zone

"You can't put a price on a human life. Quiet zones save lives and help the communities through which we operate."

— CHAIRMAN MIKE MUSCHA,
NORTH DAKOTA STATE LEGISLATIVE BOARD

BMWED and UTU are now working with the House appropriations committee and preparing for a House floor vote.

The bill is designed so that one city cannot use all the funds, and limits a city to five crossings and up to \$100,000 each.

"You could say that labor does not have a dog in this fight, but yes, we do," said Chairman Muscha. "Quiet zones have proven that they save lives and reduce the trauma that train crews face on a grade crossing crash or fatality."

Muscha said that the city of Fargo, N.D., has not had a single fatality since a quiet zone was recently installed.

"In the industry today, safety is priority number one. Fargo is a prime example," Muscha said. "I believe the money generated by the 4 cent fuel tax from the railroads should be used for grade crossing safety."

Loud trains have hurt the economy in some North Dakota towns. Owners of restaurants complain that loud train horns

interrupt customer meals, and hotel owners say guests complain about the noise and won't stay overnight in the future.

A quiet zone is a railroad grade crossing at which trains are prohibited from sounding their horns in order to decrease the noise level for nearby residential communities. The train horns can be silenced only when other safety measures compensate for the absence of the horns, such as four-quadrant gates, extra wayside horns, and additional active warning systems.

Muscha said the BLET first began lobbying for the quiet zones in December of 2006.

"You can't put a value on a human life," Muscha said. "Quiet zones save lives and help the communities through which we operate." @



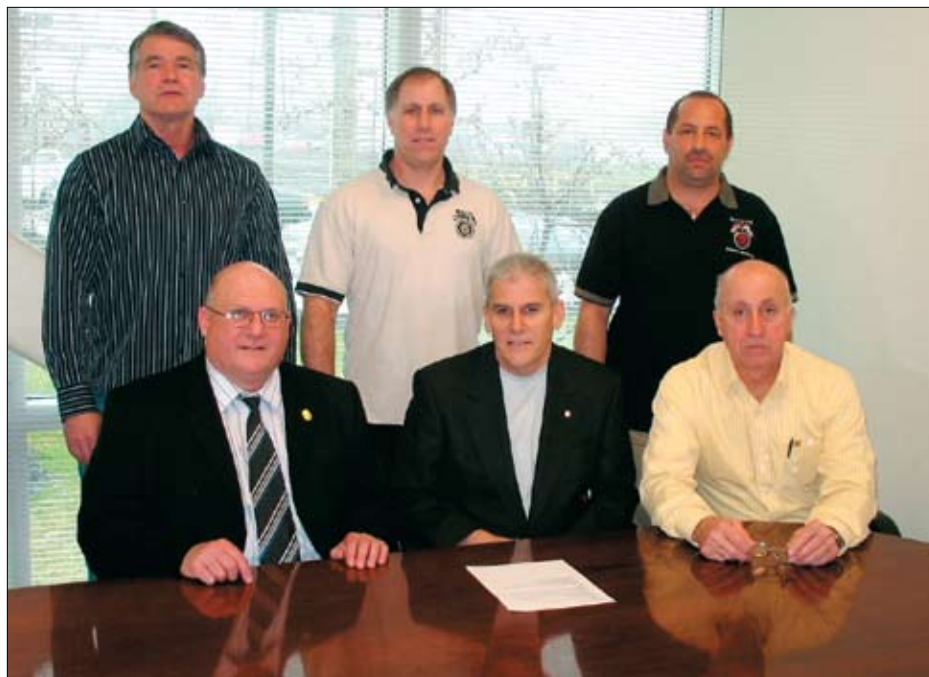
BLET inks close call reporting agreement with NJT

An historic agreement was signed on April 3 at New Jersey Transit's Meadows Maintenance Complex establishing a Confidential Close Call Reporting System (C3RS) that will enable operating employees — engineers, conductors, trainmen, yardmasters and train dispatchers — to confidentially report close calls that occur anywhere on the NJ Transit commuter rail system where NJT is responsible for operating the railroad.

The agreement was signed by the Brotherhood of Locomotive Engineers and Trainmen, Federal Railroad Administration (FRA), New Jersey Transit, United Transportation Union (UTU), and the American Train Dispatchers Association (ATDA).

Under this system, close calls that may involve operating rules infractions may be reported by the employee(s) involved to a confidential reporting service, the Bureau of Transportation Statistics (BTS). Peer Review Teams (PRT) made up of stakeholder representatives will review the incidents and, by consensus, resolve any conflicts over the "close call" status of the report(s). Where an incident is properly reported and credited as a close call, neither FRA nor NJT will be able to take regulatory (e.g., fine) or disciplinary action against the employee(s) involved in the incident, and FRA will not take any action against NJT for any immunity properly extended under this program.

FRA initiated this program out of a desire to gain more accurate knowledge



BLET Representatives at the Confidential Close Call Reporting System signing ceremony with New Jersey Transit: Seated, from left: Marcus Ruef, BLET Vice President; Rich Darcy, BLET General Chairman; and T.E. Foran Jr., Local Chairman of Division 171. Standing, from left: Brian Gilmartin, LC Div. 53; Dave Decker, LC Div. 272; and Jim Brown, LC Div. 373.

of incidents that occur on railroads with unrealized potential for adverse consequences, so that measures can be taken to create a safer rail workplace. Because of the industry's historical emphasis on punishment through discipline when rule violations are detected, operating employees have been understandably reluctant to disclose close call incidents, since such self disclosure results in punishment. By offering immunity to the operating employees in exchange for self reporting otherwise undetected close call incidents, a more realistic picture of contemporary

railroading practices will emerge, providing a better foundation for making informed decisions regarding proper operating procedures, best practices and general operating standards.

"The labor versus management bunker mentality that plagues the rail industry is largely a function of the traditional discipline process, which polarizes the

parties," BLET National President Ed Rodziewicz said.

While the industry periodically attempts to re-brand the discipline process with purportedly 'kindler, gentler' versions, the 'new' processes inevitably devolve into a streamlined version of the old. Waivers for insignificant incidents that were supposed to be handled informally are often used to build records on employees faster and more efficiently by overly zealous, quota driven front line supervisors.

"NJT and FRA have taken a very bold step in agreeing to reject the industry discipline template by granting immunity for a broad range of incidents, and joined with BLET, ATDA, and UTU to institute meaningful culture change," President Rodziewicz said.

BLET was represented in the negotiations by NJ Transit General Chairman Rich Darcy, who was assisted by; Division 171 Local Chairman T.E. Foran Jr.; Division 53 Local Chairman Brian Gilmartin; Division 272 Local Chairman Dave Decker; Division 373 Local Chairman Jim Brown; and assigned Vice President Marcus Ruef.

VP Ruef said that BLET Director of Research Tom Pontolillo deserves credit for the negotiation of the Close Call Agreement and also noted that now retired Regulatory Research Coordinator Bob Harvey had a lot of input in the beginning phases of designing the concept. @@

Safety Task Force testifies at NTSB's Chatsworth hearing

Supports 2-man crews, opposes in-cab video cameras

In testimony before the National Transportation Safety Board, the Brotherhood of Locomotive Engineers and Trainmen recommended that the rail industry have a minimum of two workers in locomotive cabs at all times and objected to the idea of placing surveillance cameras inside of cabs to monitor engineers and other train crew members.

The NTSB held hearings in Washington, D.C., on March 3-4 to examine facts surrounding the fatal Metrolink commuter train accident that occurred in Chatsworth, Calif., on September 12, 2008. Twenty-five people were killed and hundreds injured in the accident.

Bill Walpert, BLET National Secretary-Treasurer and Director of the BLET Safety Task Force, served as party spokesman and witness for the BLET.

The engineer involved in the crash, Robert Sanchez, was also killed. He was criticized for using his cellular phone while on duty, including the sending and receiving of text messages just moments before impact.

Walpert testified that a second set of eyes in the cab would make the industry safer.

"There are occasions where something's going to happen. A second set of eyes, in our opinion, would go a long way in preventing accidents," Brother Walpert said.

The hearing brought to light the fact that Sanchez had allowed unauthorized

personnel into the cab for "ride alongs." On the day of the fatal collision, Sanchez had made arrangements to allow a rail fan to ride along and to take turns controlling the throttle.

Metrolink, the California commuter agency involved in the crash, said it plans to install inward-facing video cameras as a way to prevent similar behavior in the future.

"The BLET opposes video cameras or voice recorders in locomotive engine cabs unless there are strong controls limiting their use for accident investigation purposes only," Walpert said.

He also said that educating employees would be most effective, especially training them in how to "call out" a co-worker if he or she were violating the rules.

The September 12, 2008, accident led to the Federal Railroad Administration's implementation of Emergency Order 26. The EO went into effect on October 27, 2008, and imposed tight restrictions on the use of personal cell phones by operating crews and banned the use of almost all other personal electronic devices while on duty.

Scott Palmer and Ben Blissett of the Safety Task Force, who investigated the accident scene, attended the hearing. Also in attendance were STF member Carl Fields, Director of Research Tom Pontolillo, and California State Legislative Board Chairman Tim Smith. @@



Texas Legislative Reps complete Lobby Day, training

Terry Briggs, Chairman of the BLET's Texas State Legislative Board, organized a 2009 Lobby Day and Training Meeting for Texas Legislative Representatives in Austin, from March 3-4. Those in attendance are as follows:

Front row, from left: Richard Bermudez (LR Div 249), Jerry Bullard (LR Div 212), Bruce Blalock (LR Div 475), Catarino Garcia (LR Div 566 and 1st Vice Chairman TSLB), Terry George (LR Div 62), Terry Briggs (Chairman, Texas State Legislative Board), Rodger Mansfield (LR Div 711), John Lester (LR Div 703), Jerry Clark (LR

Div 573), Tom Lovett (LR Div 592), Gary Pedigo (LR Div 177), Marty Phillips (LR & President Div 496), Mike Kendrick (Alt LR Div 299).

Back row, from left: Tom Keith (LR Div 187 and 2nd Vice Chairman TSLB), Tim Ferguson (Alt. LR Div 776), Mike Tanner (President Div 857), Larry Lopez (LR Div 775), Lawrence Kridler (LR Div 206), Rusty Snell (Alt LR Div 620), James Ussery (LR Div 834 and Secretary Treasurer TSLB), Dan Stanfield (LR Div 197), Ted Usher (LR Div 172), R.C. Montes (LR Div 910), Larry Williams (LR Div 944), Carl Dowell (LR Div 871), Benjamin Wright (LR Div 189), Larry Yaws (LR Div 574), Mike Sharber (LR Div 500) and Tim Reed (LR Div 736).

A message from
Teamsters General President
James P. Hoffa



Big Challenges

Americans have stopped buying things – cars, houses, and all kinds of manufactured products. Since consumer spending accounts for 70 percent of our economy, that's a big problem.

Reinvigorating our core industries is a crucial step to strengthening America's middle class. The record prosperity during the post-World War II era would not have been possible without a strong manufacturing base – and productivity gains that were shared with workers. In recent decades, we've taken our eye off the ball. Instead of shoring up our manufacturing base, we've favored the interests of Wall Street over other sectors of the economy.

Fundamental changes still need to be made to restore our economy to a position of strength. It's no secret to any Teamster that our government let our production capacity move overseas. They abandoned factories, skilled workers, systems and processes that once made us into an economic powerhouse.

Increasing Union Density

American employers also went on a crusade against unions. There's no question that the decline in union density and the outsourcing of good union jobs overseas pushed down wages and severely weakened our country's middle class.

So what do we do now?

Making the Employee Free Choice Act the law of the land would spur unionization and push up wages. More government investment in high-technology and energy will create more good-paying jobs for working people. Reforming our trade policy so that we quit sending our factories overseas would go a long way to restoring our industrial base.

These are big challenges. Working families have placed their trust in our government to do the right thing. It's time that government placed their trust in America's working families and pass the Employee Free Choice Act.

Fraternally,

James P. Hoffa

TEAMSTERS GENERAL PRESIDENT

PHOTO OF THE MONTH



Amtrak's northbound Coast Starlight meets its sister train at Cliff siding in the Tehachapi Mountains south of Bakersfield, Calif. This photo was taken by BLET Division 144 member Mark W. Jones, who reports that the detour of the northbound Coast Starlight was due to a bridge repair project over the normal Coastline route.

ARE YOU A PHOTOGRAPHER?

The National Division's Public Relations Office, which produces the Newsletter each month, has received numerous inquiries lately from BLET members volunteering to contribute their images to the "Photo of the Month" section of the Newsletter.

If you are an amateur photographer (or professional, in the case of Brother Joe Geronimo this month), we welcome your submissions. 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 images to: 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.

Advisory Board March Activity

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

National President Edward W. Rodziewicz — National Division office: General supervision of BLET activities; General office duties; Various correspondence & phone calls; President, Teamsters Rail Conference; Designated Legal Counsel mtg.; Town Hall meeting, Little Rock, Ark. (Divisions 182, 858, 278, 686, 915 and 765); Union Pacific General Chairmen and UP Labor Relations mtg.; Mtg. w/ Norfolk Southern CEO Wick Moorman; National Carriers Conference Committee (NCCC) mtg.

First Vice-President and Alternate President Paul T. Sorrow — Performed various duties in Office Administrator capacity; Various duties assigned to First Vice President; Various correspondence and telephone communications; General supervision of Special Representatives; Cooperating Rail Labor Organizations (CRLO) mtgs.; BLET Advisory Board mtg., Miami; Rail Safety Improvement Act/ Hours of Service mtg., Las Vegas.

National Secretary-Treasurer William C. Walpert — General supervision of accounting dept., records dept., online services dept., IT Dept., tax compliance dept.; public relations dept.; Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Standard Building operations oversight; NTSB Public Hearing on Chatsworth accident, Washington, DC; Legislative Representatives Workshop, Washington, DC; Advisory Board Conference Call; NS(Northern Lines) Local Chairman's Workshop, Moberly, MO; Advanced Local Chairman's Workshop, University of Illinois, Champaign, IL.

Vice-President Richard K. Radek — ND Office; BLET Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Chicago Central & Pacific; Duluth, Missabe & Iron Range; Routine office duties, Chicago and Cleveland; Routine office duties, Chicago and Cleveland; Div. 520 mtg., EJ&E; Special mtg. w/ counsel, re: Metra accident suits, Lansing, Ill.; National Wage/Rules Cmte. conference call; WC article 40 dispute assistance; Div. 394 mtg., Chicago; Advisory Board-Martinez appeal/BRC manning case arb. Proceedings (arbitrator selection process); Frank Sara retirement party; CN/WC GCA mtg. w/ CN, re: Article 40 dispute; Advanced Local Chairman's workshop, Champaign, Ill.

Vice-President Merle W. Geiger Jr. — Assigned to: BLET Trainmen's Department; Kansas City Southern; Texas-Mexican Rwy.; Midsouth Rail; Southrail; Gateway Western; CP Rail System/U.S.; Portland & Western RR; Great Western RR; Utah RR; Mtgs. w/ GC Parker and Division 426, New Orleans & Baton Rouge, La.; Great Western RR Town Hall mtg., Loveland, Colo.; Tex Mex implementing agreement mtgs. & additional mtg. w/ KCS, Houston; Mtgs. w/ GC Parker and CP Rail, Minneapolis, Minn.; Advisory Board conference call; Research, correspondence and general office duties.

Vice-President Stephen D. Seagle — Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA), National Wage/Rule Committee; General office duties; PLB 6983, Fort Worth; Executive session on PLB 7166, Fort Worth; Mtg. w/ BNSF Vice President and General Chairmen, Fort Worth; PLB 3939, Miami; Elections committee mtg., Cleveland; Advisory Board conference call; Mtgs. w/ BNSF, re: Hours of Service; Elections Committee conference call; Vacation day.

Vice-President E.L. "Lee" Pruitt — Assisted general chairmen & members of:

UP-Western Lines; UP-Western Region; UP-Central Region; UP-Southern Region; UP-Tacoma Belt; UP-Eastern District; Town Hall meeting, Little Rock, Ark., assisting president; UPED GCA arbitration, PLB 5604, GC Young; Rail Safety Improvement Act mtg. w/ UP and all UP GCAs, Omaha, Neb.; Peer trainer negotiations, assisting UP-WL GC Hannah, Colton, Calif.; Rail Safety Improvement Act mtgs. w/ Divisions 158, 229, 800, 801 and 802, assisting UP-WL GC Hannah, Reno, Nevada

Vice-President & National Legislative Representative John P. Tolman — Assigned to BLET Washington, DC office; BLET Security Officer; General Office Duties, telephone, correspondence; Coordinate content of NLO website; Continued coordination w/ IBT Government Affairs Dept.; Coordinated PAC contributions; Mtgs. w/ Rep. Carolyn McCarthy, Office of Senator Gillibrand and Schumer, Rep. Higgins, Washington, DC; Nomination Hearings and mark-up for S 146, Washington; Several lobbying mtgs. on the Hill; Mtg. w/ Republican and Democratic staff members, Transportation & Infrastructure Committee, re: Surface Transportation Reauthorization; Mtg. w/ Cong. Oberstar, Washington; TTD mtg., Washington; IBT mtg., re: organizing effort, IBT-Rail Conference State mtg., Washington; House Appropriations – Subcommittee on Homeland Security –hearing on rail and transit, Washington; State Legislative Board Chairmen's conference call; Positive Train Control working group, Arlington, VA; Panel for the National Fatigue Conference, mtg. w/ Governor Patrick, Boston; Hours of Service working group, Arlington, VA; Presentation on PAC for American Train Dispatchers conference, Las Vegas, NV; Various fundraisers.

Vice-President Marcus J. Ruef — Assigned to Amtrak; Port Authority Trans Hudson (PATH); Long Island Railroad (LIRR); Southeastern Pennsylvania Transportation Authority (SEPTA); New Jersey Transit (NJT); MNR; Norfolk Southern-All General Committees; Wheeling & Lake Erie; and NYAL; NS Safety Awards Fair, ceremony, banquet, mtg. w/ Manion (NS-All), Norfolk, Va.; NS General Chairmen's mtg. w/ VP-Trans. Manion; Division 456 visit; Assist GC Darcy w/ SBA 940 issues, NJT; Assist GC Quinn w/ discipline appeal & issue, LIRR; Prep. for Education & Training workshop w/ E&T Coordinator Kroeger; Local Chairman Workshop, NS-W&LE, Moberly, Mo.; ND Election Rules Committee, Cleveland; SBA 1063 administrative issues and draft appeal for Div. 54 LC C.E. Gardner's appeal, NS-W&LE; Assist GC Nunziato w/ discipline case, PATH; ND Election Rules Committee conference call; Labor/Management committee workshop, NJT.

Vice-President Dennis R. Pierce — Assigned to all CSX General Committees — Eastern Lines, Western Lines, Northern Lines, Conrail (SAA/CSX-Northern District) — and Indiana Rail Road, Alabama State Docks; Special projects, BNSF GCofAs; General office duties; Vacation day; Rail Safety/Hours of Service meetings w/ CSX Labor Relations and CSX-N, CSX-W, CSX-E and Conrail GCAs, Jacksonville, Fla.; SSA dispute resolution committee mtgs. w/ CSX Labor Relations and CSX-N, CSX-E and CSX-W GCAs, Jacksonville, Fla.; National Wage Team subgroup mtg., Chicago; Advisory Board conference call; Conference call with CSX CMC and CSX-N, CSX-W, CSX-E GCAs; Conference call, CSX-E GCA, Tampa/Waycross interdivisional service.

Vice-President Mike Twombly — Assigned to Delaware & Hudson; Springfield Terminal; St. Lawrence & Atlantic; Montreal, Maine & Atlantic; Union Railroad; Birmingham Southern; New York, Susquehanna & Western; New England Central; South Buffalo Rwy.; Iowa, Chicago & Eastern; Indiana & Ohio; Indiana Southern; Louisville & Indiana; Meridian Southern; Talleyrand Terminal Railroad; MMA negotiations, Bangor, Maine; STR negotiations, Billerica, Mass.; Union Railroad mediation, Pittsburgh, Pa.; Advisory Board conference call; Various office administration and travel.



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International Brotherhood Of Teamsters

BLET Publications Committee:

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Paul T. Sorrow, First Vice-President & Alternate President
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