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# Locomotive

ENGINEERS & TRAINMEN NEWS

AUGUST  
2009

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

## BLET encouraged by high speed future

**T**he future of high speed passenger and commuter rail in America is brighter than ever before, and that means more good jobs for members of the Teamsters Rail Conference.

A delegation of passenger rail leaders from the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Brotherhood of Maintenance of Way Employees (BMWED) came away highly encouraged about President Obama's plan for high speed rail after attending a Passenger Rail Forum sponsored by the Federal Railroad Administration in Philadelphia on June 2.

Representatives from the federal government outlined the Obama Administration's national vision for passenger rail in the United States and how the recently allocated stimulus money will be spent to achieve those goals.

"Rail industry veterans who have spent most of their careers reluctantly witnessing the downsizing of many rail facilities and services were heartened by the prospect of infrastructure being restored or newly installed to ease congestion and/or allow the coexistence of freight and passenger services," said Marcus Ruef, BLET Vice President.



**Conceptual view** of a high speed train crossing over Tehachapi. (Produced for the California High Speed Rail Authority by Newlands & Company, Inc. (NC3D). **Image:** courtesy of NC3D.

Joining Ruef at the June 2 forum were the BLET's Amtrak General Chairman Mark Kenny; SEPTA General Chairman Rich Dixon; Long Island Rail Road General Chairman Mickey Quinn; SEPTA Vice General Chairmen Paul Osciak and Don Hill; Pennsylvania State Legislative Board Chairman Ken Kertesz; Division 752 Legislative Rep and New York State Legislative Board 2nd Vice Chairman

Brian Gallagher; and BLET Director of Regulatory Affairs Steve Bruno.

Nearly 500 individuals attended the forum, including the BLET and BMWED. Others in attendance were representatives from passenger and freight railroads, transportation consultants, rail and transit suppliers, federal, state and community government representatives, and a variety of consumer and rail passenger

advocacy groups.

Breakout sessions followed the initial presentation and some questions and answers from the floor. Many of the labor representatives were seated at tables with complete strangers from other walks of life, but found they shared a common interest in the renaissance of American passenger rail. Participants were asked to contribute their views on how to define and measure the success of the new passenger rail program.

"This was another example of how both BLET and BMWED are staying ahead of the curve and helping to fashion a future where Americans will enjoy reliable, frequent passenger trains operated by Rail Conference members over Rail Conference maintained rights of way," said BLET National President Ed Rodziewicz.

"Having come up during railroading's darkest era, and having witnessed the destruction of so much infrastructure, it is such a thrill to listen to policymakers talking seriously about putting some of it back so that our members can run faster, more frequent and reliable passenger trains over tracks built and maintained by them as well," Ruef said. @@

## FRA publishes interpretations governing new Hours of Service laws

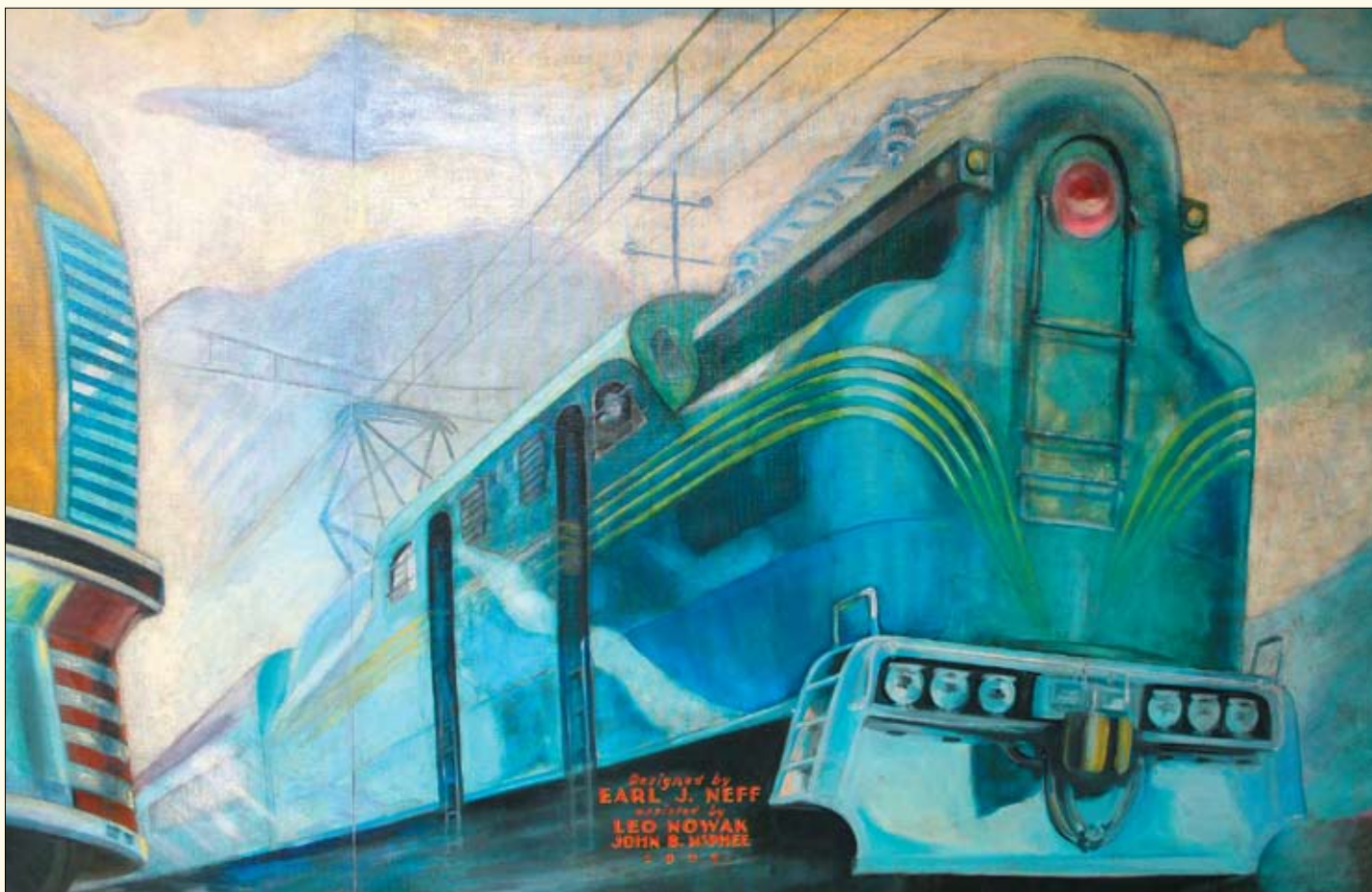
**T**he Federal Railroad Administration (FRA) has published a series of interpretations pertaining to new Hours of Service laws taking effect for certain freight railroad workers, including operating crews, on July 16.

The Rail Safety Improvement Act of 2008 made significant changes in Hours of Service requirements governing BLET members. Among the major changes are:

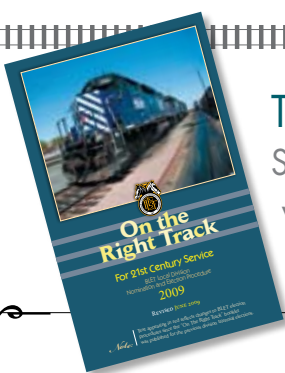
- Increases to the amount of off-duty time required between work tours and a prohibition against a railroad interrupting that time;
- Caps on the number of service hours and limbo time hours; and
- Mandatory days off when someone initiates a tour of duty on six or more consecutive days.

The interpretations explain how FRA will enforce the new Hours of Service laws. Currently, they are of an

CONTINUED ON PAGE 7 <=>



**HISTORY OF LOCOMOTIVES MURAL**, now on display at BLET headquarters in Cleveland, features this Pennsylvania Railroad GG1 electric locomotive. This panel, the last one in the mural, is signed by Artist Earl J. Neff and his main assistant, Leo Nowak. The mural was completed in 1937 and restored at BLET headquarters in 2009. More images of the mural will be published in future issues of the Locomotive Engineers and Trainmen News. **Photo:** Jesse Kramer



### Triennial Elections Ahead

Stay "On The Right Track" with our handy election guide. **pg 2**

### Election Wrap-Up

General Chairmen Finamore and Moates and State Chairman Passi all reelected. **pg 4**



### In the Line of Duty

Two BLET members killed in IC&E accident. **pg 11**



## &gt;&gt; FEDERAL EMPLOYERS' LIABILITY ACT (FELA)

# Wear and tear injuries under FELA

**"Despite the railroad industry's hard denials, the FRA and various courts have recognized these injuries as work related."**

There are several types of injuries for which railroad workers can seek recovery under FELA. Various studies have shown that wear and tear injuries account for a significant percentage of workplace injuries. These injuries are often referred to by various terms — cumulative trauma disorders, repetitive stress injuries, overuse injuries, or wear and tear injuries. The Federal Railroad Administration (FRA) refers to this type of injury as musculoskeletal disorder. Basically, this type of injury occurs when there is a joint overload on cartilage, which serves as a cushion between bones. In some cases, it may take months or even years before a person realizes that he or she suffered a wear and tear

injury, which produces pain and stiffness in the joints.

While the railroad industry argues that wear and tear injuries affecting the joints do not occur on the job, the FRA disagrees with this assessment. A federal regulation provides examples of musculoskeletal disorders, or wear and tear injuries, as including carpal tunnel syndrome, trigger finger, low back pain, herniated spinal discs, etc. Indeed, the FRA has issued a guide for preparing accident/incident reports. This guideline issued to the railroad industry provides: "Musculoskeletal disorders (MSDs) are treated like all other injuries or illnesses; they must be recorded if they result in days away, restricted work, transfer to another job, or medical treatment beyond first aid."

In order to succeed in court to recover damages for a wear and tear injury, there are two fundamental questions that must be answered in favor of the railroad worker pursuing the lawsuit.

The first question is whether or not a physician will give a professional opinion that the railroad worker's job duties contributed to the development of the wear and tear injury. This is what we refer to as causation. In other words, did the negligence of the railroad cause or contribute in any way to the development of the injury? By negligence, that simply means that the railroad either did something it should not have done or failed to do something that it should have done.

The second question is, was the lawsuit timely filed? Under the FELA, an individual has three years from the date of his or her injury in order to file a lawsuit in court. This is called a statute of limitations. If the claim is not filed within the

statute of limitations, it is forever barred.

Sixty years ago the United States Supreme Court ruled in a FELA case that for an injury which does not occur at an exact moment in time, the plaintiff must file the lawsuit within three years of the date he or she knew, or should have known, that the injury resulted from work for the railroad. Obviously, a wear and tear injury, which may take months or even years to develop, is such an injury.

In conclusion, despite the railroad industry's hard line stand denying that wear and tear injuries result from work activities, the FRA and various courts have recognized these injuries as work related.

**Submitted by:**  
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## On the Right Track: 2009 Triennial Election update

The 2009 edition of "On the Right Track," the Local Division nomination and election procedure manual, is now available for download from the BLET website.

As a result of election protest decisions from the Office of Labor Management Standards of the Department of Labor, the BLET has been forced to make some very significant changes to the local division electoral process. In other words, the current edition of "On The Right Track" is very different than the 2006 edition, so please read this booklet carefully!

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 possess-

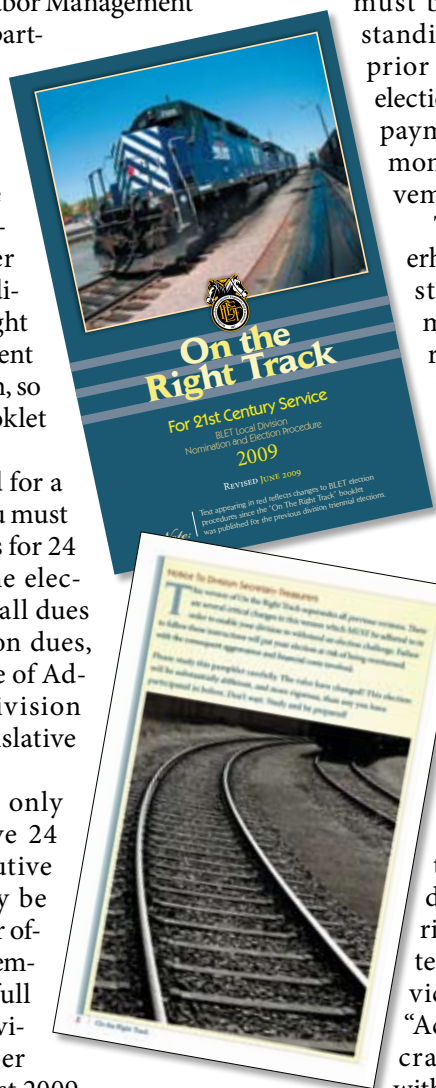
ing seniority eligible for active membership in the BLET, which includes the crafts of engineer and trainman.

If you are a Division Secretary-Treasurer, you will also serve as an election official for your Division. A package of election material, including "On The Right Track," has been mailed to all Division Secretary-Treasurers.

Should you have any questions, please contact the BLET National Di-

vision, Office of the National Secretary-Treasurer. @

**"ON THE RIGHT TRACK"**  
**IS AVAILABLE FOR DOWNLOAD**  
**FROM THE BLET WEBSITE:**  
[HTTP://WWW.BLE-T.ORG/PR/PDF/ONTHERIGHTTRACK-WEB.PDF](http://www.ble-t.org/pr/pdf/ONTHERIGHTTRACK-WEB.PDF)

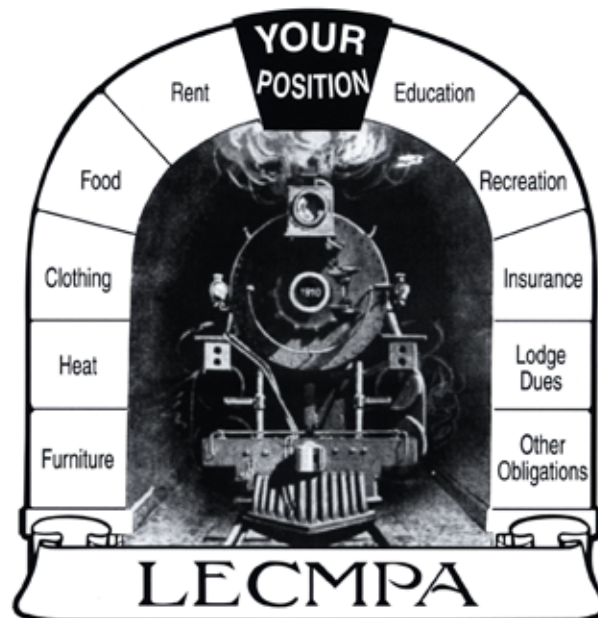


## Locomotive Engineers & Conductors Mutual Protective Association

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# Education & Training Dept. to conduct workshop for General Chairmen, Local Chairmen of passenger lines

**T**he BLET Education & Training Department is conducting a first-of-its kind workshop for Local and General Chairmen who represent members working at passenger and commuter railroads.

"This is the first time we have had a protective workshop that is just for passenger representatives," said National Secretary-Treasurer Bill Walpert, who is also Director of the BLET Education & Training Department. "The content is a little different and is drawn from issues faced by passenger Gen-

eral Chairmen and Local Chairmen."

The five-day workshop will be held August 23-27, 2009, on the campus of the National Labor College in Silver Spring, Md. It will begin the evening of Sunday, August 23 and will conclude with a banquet the evening of Thursday, August 27.

All General Chairmen, Vice General Chairmen, Local Chairmen and Vice Local Chairmen who work for the following railroads are encouraged to register as soon as possible: Amtrak (and all Amtrak commuter affiliates), Long Island Rail

Road, Metra, Metro North, New Jersey Transit, PATH, and SEPTA. Registration is on a first come, first served basis with class size limited to the first 22 who register.

Attendees must register for the August workshop online through the BLET website at: <http://www.ble-t.org/lc>.

FOR MORE INFORMATION, PLEASE CONTACT KEN KROEGER, COORDINATOR OF THE BLET EDUCATION & TRAINING DEPT., AT (216) 272-0986 OR [KROEGER@BLE-T.ORG](mailto:KROEGER@BLE-T.ORG).



The BLET Education & Training Department completed a workshop for General Chairman at the Hyatt hotel in downtown St. Louis, Mo., May 10-14, 2009. Attendees and instructors are pictured here.

From left: Ken Kroeger, Coordinator of Education & Training / Special Representative; Marcus J. Ruef, BLET Vice President, Director of Arbitration, and Labor Member 1st Division NRAB; Mark Wallace, 2nd Vice GC Norfolk Southern, Southern Lines; Ronnie Rhodes, 1ST Vice GC Union Pacific, Central Region; Christopher

Cundari, LC Division 682 Indiana Harbor Belt; Karl Draper, General Chairman Utah Railway; James Brown Jr., Division 269 Long Island Railroad; Kyle Bagby, LC Division 81 Union Pacific, Central Region; Warren Dent Jr, Vice General Chairman Union Pacific, Southern Region; Doug Davidson Assistant Director of Arbitration / Labor Member 1st Division NRAB; Todd Pollard Norfolk Southern, Eastern Lines; James Dayton, General Chairman Union Pacific, Western Region; Steven Leyshon, 1st Vice GC Union Pacific, Western Region.



## Tex-Mex Education & Training workshop

The BLET Education & Training Department held a special training exercise for members on the Texas-Mexican Railway in Corpus Christi, Texas, from May 27-28, 2009.

The BLET's Tex-Mex engineers and trainmen play a key role in the global trade market, transporting goods between the U.S. and Mexican border in Laredo, Texas. They voted in favor of joining the Brotherhood on July 15, 2002.

**Seated, from left:** Ken Kroeger, Coordinator of Education & Training / Special Representative; Mike Clark, General Chairman / Local Chairman Tex-Mex (KCS); and Tom Miller, BLET Director of Organizing.

**Standing, from left:** Mario Leija Jr., Vice Local Chairman; Richard Barker Jr., Vice Local Chairman; George Cazares, Local Chairman; Juan Garza Jr., Vice Local Chairman; Frank Carrejo, President; Joe Jackson, Local Chairman; and Steven Vela, Local Chairman and Legislative Representative.

## Electronic Communications Policy

**T**he 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. ©©

2009

## Calendar & Events

August 9-14, 2009

### 69th Annual International Western Convention, Green Bay, Wisc.

Brother John Reynolds, Wisconsin Central General Chairman and member of BLET Division 209 (Green Bay, Wisc.), is Chairman of the 2009 IWC in Green Bay, Wisc. It will be held at Radisson Hotel & Conference Center Green Bay (2040 Airport Drive, Green Bay, WI 54313: Phone: (920) 494-7300). The room rate will be \$94 per night. To contact Brother Reynolds, call (920) 462-4509 or email: [JReynoldsBLET@newbc.rr.com](mailto:JReynoldsBLET@newbc.rr.com). Visit the IWC website at: <http://iwcgb.org/>

September 13-16, 2009

### 74th 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](mailto:zmike5@kc.rr.com). Visit the SWCM website at: [www.bletsbcm.org](http://www.bletsbcm.org).

June 13-17, 2010

### 83rd Annual Southeastern Meeting Association, Cincinnati, Ohio

Hosted by the members of BLET Division 110, the 2010 SMA will be held at the Hilton Cincinnati Netherland Plaza. More details to come!

July 14-20, 2010

### 70th Annual International Western Convention, Bismarck-Mandan, N.D.

Chairman Mike Muscha and the members of BLET Division 671 host the 2010 IWC at the Radisson Hotel Bismarck. More details to come!

August 8-12, 2010

### 72nd Annual Eastern Union Meeting Association, Pittsburgh, Pa.

Hosted by Tom and Sue Caruso, Division 335, the 2010 EUMA will take place at the Sheraton Station Square Hotel in Pittsburgh, Pa. More details to come!

### 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.

September 11, 2009

Roanoke, Va.

Quality Inn Roanoke Airport, 6626 Thirlane Road

September 11, 2009

Stevens Point, Wisc.

Ramada Stevens Point, 1501 North Point Dr.

September 18, 2009

Fort Worth, Texas

Radisson Hotel, 100 East Alta Mesa Blvd.

September 25, 2009

Decatur, Ill.

Decatur Conference Center and Hotel, 4191 U.S. Highway 36 West

September 25, 2009

Nashville, Tenn.

Hilton Garden Inn, Nashville Airport, 412 Royal Parkway



## ELECTIONS

Passi reelected  
Chairman of  
Nevada State  
Legislative Board

Chairman John Passi was reelected by acclamation at the Nevada State Legislative Board's Second Quadrennial meeting in Sparks, Nevada, on June 30, 2009.

Brother Passi is a member of BLET Division 158 (Sparks, Nevada) and has been a member of the BLET since June 1, 1997. He was promoted from his office of First Vice Chairman to fill the Chairman's office on November 1, 2008.

Other officers elected include: First Vice Chairman Matt Parker, Division 158; and Second Vice Chairman Fred Aguirre, Division 766 (Las Vegas). Patrick L. McDaniels, Division 794 (Elko, Nevada), was reelected to the office of Secretary-Treasurer. K.E. Underwood, Division 158, was elected Alternate Secretary-Treasurer.

Other members in attendance included: John Eutsler, Local Chairman of Division 158; Donna Domingo, member of Division 794; Waylon Huber, Legislative Representative of Division 229 (Winnemucca, Nevada); Dave Horn, former Nevada State Legislative Board Alternate S-T and member of Division 158.

Educational programs were presented by Anthony S. Petru, counsel for Hildebrand, McLeod & Nelson LLP, and Tom Lelevich Field Representative for Hildebrand, McLeod & Nelson LLP.

The Nevada State Legislative Board currently represents approximately 250 members in four different Divisions. @@

## Finamore reelected CSX-North Lines General Chairman

Rick Finamore was reelected General Chairman of the CSX-Northern Lines General Committee of Adjustment at quadrennial meetings in Orlando, Fla., on May 20.

Brother Finamore is a member of BLET Division 757 who first joined the Brotherhood on September 1, 2000. He was first elected General Chairman on September 26, 2005.

Also elected during the meeting were: 1st Vice Chairman Danny Knorek, Division 937 (Toledo, Ohio); 2nd Vice Chairman Bill Lyons, Division 34 (Columbus, Ohio); and 3rd Vice Chairman Rick Koch, Division 95 (Cincinnati, Ohio). Secretary-Treasurer David Welter, Division 132 (St. Thomas, Ontario),

**The CSX Northern Lines represents 1,600 hard-working locomotive engineers and trainmen from 37 different BLET Divisions.**

was also reelected.

Alternates who were elected include: Alternate 3rd Vice General Chairman Russ Holden, Division 757 (New Castle, Pa.); and Alternate Secretary-Treasurer Ed Patterson, Division 36 (Newark, Ohio).

Representing the National Division were First Vice President Paul T. Sorrow and National Vice President Dennis R. Pierce. First Vice President Sorrow served as a CSX General Chairman for several years prior to his election to the

Advisory Board in 1991 while VP Pierce is the current Vice President assigned.

First Vice President Sorrow congratulated all the officers on their elections.

"I hold my seniority on the CSX and it is always a pleasure for me to attend CSX General Committee meetings," Sorrow said. "I offer my congratulations to General Chairman Finamore on his reelection and I know he will continue to do a fine job on behalf of the membership."

Vice President Pierce spoke about implementation of the upcoming Rail Safety Improvement Act and bargaining under the on-property Single System Agreement and its interaction with National handling.

Designated Counsel also gave a presentation on current issues under the Federal Employers Liability Act (FELA).

There were also reports from the GCofA officers, handling of grievances and appeals, and reports from the Finance, Bylaws and Credential committees.

The CSX Northern Lines General Committee of Adjustment represents approximately 1,600 active locomotive engineers from 37 different BLET Divisions. @@

## Moates reelected at CSX Western Lines

Don L. Moates was reelected General Chairman of the BLET-CSXT Western Lines General Committee of Adjustment at meetings on June 6, 2009.

Brother Moates has held continuous membership in BLET Division 782 (Etowah, Tenn.) since December 1, 1971. He was first elected to his current office on August 1, 2005.

Also elected were: Senior Vice General Chairman Matt Thornton (Division 781, Erwin, Tenn.); and Secretary-Treasurer Tim Braden (Division 271, Russell, Ky.).

Representing the National Division at the meeting was First Vice President Paul Sorrow; National Secretary-Treasurer Bill Walpert; and National Vice President Dennis Pierce.

NST Walpert discussed the



Don L. Moates

Brotherhood's finances, membership statistics, the business of the BLET's Standard Building, and officer eligibility.

As the Vice President assigned to the CSX property, Pierce spoke about implementation of the upcoming Rail Safety Improvement

Act and bargaining under the on-property Single System Agreement and its interaction with National handling.

The delegates also enjoyed an informative and extensive report from the BLET Cab Committee.

Brother Moates hired out as a brakeman on the former Louisville & Nashville Railroad in February of 1971. He was promoted to fireman in September of 1971 and earned promotion to locomotive engineer on April 2, 1972.

Since 1973 he has served Division 782 in various capacities, including: Secretary-Treasurer; Member, Local Committee of Adjustment; Education Officer; and Local Chairman. He was also served the L&N GCofA as 1st Alternate Vice Chairman, Junior Vice Chairman and as full time

Senior Vice Chairman from 1978 to 1985 and as General Chairman of the former L&N GCofA full time from 1985 to 1994.

He also served as Chairman of the Geiger/Brindle Scholarship Committee and was involved in the National Wage & Rules movement in 1985-86. He has been an Alternate National Vice President since 2006 and was reelected on June 9 to the office of Chairman, Southeastern General Chairman's Association.

He and his wife Lee Ann have two sons (ages 32 and 33), one daughter (17 years old), and three grandchildren.

The BLET-CSXT Western Lines General Committee of Adjustment represents nearly 2,200 active members and 1,200 retired members from 29 different Divisions. @@

## BLET AUXILIARY

## BLET Auxiliary unveils new logo



BY BECKY SCHNEIDER  
PRESIDENT  
BLET AUXILIARY

We finally have a new logo for the BLET Auxiliary. I have to say when we started the process of changing our logo when we changed our name back in June of 2006, I would have never dreamed how arduous a journey it would be. In looking back through newsletter updates on the sub-

ject, I guess every quarter I was a little too optimistic.

There have been a number of people who have contributed to the process. Thanks to all of our members who submitted artwork, and to those who gave it a college try. I also want to thank American Time Company, especially Sherry Schirripa and Neil Stein for their enduring patience. In early April, we thought we had achieved our final design when we learned that it would be very expensive to reproduce, and decided it was just too busy. The logo we have ended up with was the brainstorm of Mike Slade, a locomotive engineer for Union Pacific. He came by the house to drop off a disk with what we thought was the final design and saw one of our pictures. Eureka, he went home and working with his friend Stickle, came up with the design in an evening. With a little tweaking, we found something that everyone liked, and would be easier to transfer to letterhead, shirts, etc.



(Stickle did ask Mike why he hadn't come up with idea two years ago – such is the way of artistic inspiration, I guess.)

We thank the BLET for allowing the Auxiliary to use their logo in the interim and for their admittedly extreme patience as we made our way through the process. Other thanks go to the El

Paso Model Railroaders Club for allowing us to photograph some of their model trains in an attempt to find something that would work. Turns out it didn't, but we thank them nonetheless for their participation, and to Brenda Roberts for helping me take pictures of the model trains. Lastly, thanks to the Executive Council for their patience and participation in the seemingly never ending quest.

All I have to say is it is good to be moving forward. We are currently obtaining bids for membership pins, have procured enough stationary to last until the next National Convention, and we will be making arrangements to have shirts, etc. available with the new logo.

It's been a long and rocky road, but all things considered, the journey was worth it. @@

*Becky Schneider*





## LAST RUNS

### Former BLET Special Representative Sonny L. Hamm retired on June 3, 2009 after a railroad career that spanned nearly 40 years

**B**rother Hamm served the BLE International Office as a Special Rep for approximately five years during the mid-1990s. Whether working as a Local Chairman, General Chairman or Special Representative, Brother Hamm dedicated his entire railroad career to protecting BLET members and promoting their safety.

At the time of his retirement, Brother Hamm was working as BLET SENSE Coordinator for CSX's Baltimore Division. He was appointed to that position on September 8, 2006.

SENSE, or Structured Employee Network for Safety Empowerment, is the employee safety program on the CSX property that was founded by the BLET in 1997 in response to unsafe working conditions and a number of fatal accidents.

As a Safety Coordinator, Brother Hamm closely monitored safety conditions throughout the CSX Baltimore Division and played a key role in bringing about improvements that benefited all Engineers at CSX.

Hamm's distinguished railroad career began when hired out as a brakeman on the Richmond, Fredericksburg & Potomac (RF&P) Railroad on July 13, 1970. He earned promotion to locomotive engineer on October 10, 1973.

On January 1, 1980, he was elected General Chairman of the RF&P. On Jan-

Brother Hamm and his wife, Nancy, at a party for his retirement.



uary 3, 1993, former President Ron McLaughlin appointed him to serve the BLE International Office as a Special Representative, a position he held for approximately five years.

Prior to his railroad career, Brother Hamm served in the United States Marine Corps from May 23, 1966 until May 22,

1970, where he earned two special military citations: a Vietnam Service Ribbon and a Navy Achievement Medal.

He and his wife Nancy were married March 13, 1971. The couple has three children: David, 36; Christie, 33; and Ryan, 30. They also have four grandchildren: Mason, 6; Dylan, 5; Hayden, 4; and Morgan, 3.

In his free time, Brother Hamm enjoys playing golf. During retirement, he is looking forward to spending time with his family, especially his four grandchildren.

Old friends may get in touch with Sonny by writing: 617 Glenmeadow Road, Midlothian, VA 23113. @@

### Artie "The Fle" Fleischer safely completed his last run on August 22, 2008, concluding a railroad career that spanned 40 years

**"T**he Fle" hired out in 1968 and joined the Brotherhood on August 1, 1969.

His last run came in New York, working Penn Station yard assignment EYNP-704. @@



Artie "The Fle" Fleischer (center) receives a send-off prior to his last run from Jimmy Falkenstein (left), Road Fireman of Engines, Amtrak's New York Division, and Sal Guida (right), Assistant Superintendent of Terminal Operations, New York Division.)

### Brother John S. Kaniuk of BLET Division 11 (New York, NY) completed his last run on June 23, 2008

**H**is last run was Yard Assignment E-SP-3, taking Empire service west bound Train #235 from Sunnyside Yard to New York's Penn Station. He was working as a Locomotive Engineer and an Engineer Instructor at the time of

his retirement.

He began railroading in 1977, and he first joined the Brotherhood on October 1, 1982.

Friends may contact him by writing: 15 Lenhardt Rd., Trenton, NJ 08690. @@



Prior to his Last Run, John S. Kaniuk (left) receives congratulations from Pete Sevens, Assistant Superintendent of Road Operations for Amtrak's New York Division.



## HONOR ROLL

## Mushrush a proud BLE member for 51 years

**O**n March 1, Brother Paul W. Mushrush celebrated 51 years as a member of the Brotherhood of Locomotive Engineers and Trainmen. He joined BLE Division 43 in 1958, and is currently a retired member of BLE Division 325 (Wilkesburg, Pa.).

Brother Mushrush, whose father and uncle both worked in the railroad industry, first went firing in 1941 for the Erie Railroad in Meadville, Pa. He was promoted to the position of locomotive engineer in 1952, and joined the BLE on March 1, 1958. He made his last run on February 19, 1982. During his time on the railroad, he worked as an engineer and a fireman on both diesel and steam locomotives.

From 1944 to 1946, Brother Mushrush served as a member of the 711th Railway Operating Battalion. He was

a locomotive engineer for the Iranian Railroad, which carried war supplies to Russia. He also worked as a station agent in Ahwaz, Iran.

Brother Mushrush was married to his wife, Erma, for nearly 60 years, until her passing in March 2008. Together, the two had one child, Kathleen; two grandchildren and four great-grandchildren.

Since his retirement, Brother Mushrush has enjoyed spending time with his family and friends. He has also kept up with his hobbies, which include woodworking, woodcutting, and fishing. He is an active past master of his Masonic Lodge.

Brother Mushrush reflects that "As a number one engineer, I have enjoyed working in passenger and freight."

Mushrush lives at: 22103 Blooming Valley Rd., Meadville, Pa. 16335. ©©



Brother Paul W. Mushrush, right, receives congratulations on his Last Run from trainmaster Gus Guvanis, left, in Meadville, Pa., on February 19, 1982.

## Woodruff celebrates 40 years of membership

**B**rother Robert T. Woodruff of BLE Division 325 (Wilkesburg, Pa.) celebrated 40 years as a BLE member on November 1, 2008.

A veteran of the U.S. Army, Brother Woodruff began his locomotive career on September 29, 1968 as a fireman

for the Erie Lackawanna Railroad and in November of that year, became a BLE member. He was promoted to the position of locomotive engineer on January 22, 1973.

During his career, Brother Woodruff has served the BLE through various capacities. He has been the Local

Chairman of two divisions, as well as a delegate to four National Division Conventions. He is currently the President of Division 325.

Brother Woodruff and his wife of nearly 37 years, Patti, have two children, both of whom work for the railroad. Daughter, Capi, is a train dis-

patcher for the Norfolk Southern Pittsburgh Division, and son, Rob, is a promoted engineer working as a conductor in Conway, Pa. In his spare time, Woodruff enjoys fishing and golfing.

The Woodruffs live at: 103 Meredith Dr., Mars, Pa. 16046. ©©

## OBITUARIES

## P.T. Kerrigan, former BLET VP &amp; NLR, 1926-2009

**P**aul T. "Pat" Kerrigan, former BLET Vice President and National Legislative Representative (VP & NLR), passed away at Mercy Hospital in Scranton, Pa., on June 24, 2009. He was 82 years old.

A former BLE Special Representative, Brother Kerrigan was promoted to the office of VP & NLR in July of 1985 following the retirement of VP & NLR Ed McCulloch. He was elected to fill that vacancy by a majority vote of the Advisory Board.

Brother Kerrigan was elected fifth alternate vice president at the BLE's Third Quinquennial Convention in 1981. Prior to the retirement of Brother McCulloch, Kerrigan progressed to his seat on the Advisory Board following the retirements of Vice Presidents R.B. Curtis, C.M. Moore and W.A. Hirst, and the death of Vice President E.E. Blakeslee.

He was born in Scranton, Pa., on December 26, 1926, to the late Patrick and Gertrude Devers Kerrigan. His father, Patrick Kerrigan, was a Delaware, Lackawanna & Western switchman and yardmaster.

Paul Kerrigan went railroading in 1948, when he hired out with the DL&W in the clerical department. Prior to the start of his railroad career, Kerrigan was in the U.S. Army, where he served



in the European Theater from 1943 to 1946, and attended college.

In 1955, he transferred to the DL&W Motive Power Department as a fireman. He earned promotion to Locomotive Engineer in 1960 and was initiated into Division 276 (Allentown, Pa.) on August 10, 1964.

After serving as local Chairman of Division 276, he was elected General Chairman of the DL&W and held that position until the 1968 combination of the Erie and the DL&W general

committees of adjustment. He served as a BLE special representative from 1969 until promotion to the Advisory Board in 1985. He retired from his service to the BLE on June 29, 1986. Upon his retirement, the office of Vice President & National Legislative Representative was filled by D.L. Lindsey.

He is survived by his wife, Marie. The couple had celebrated their 58th wedding anniversary on February 6, 2009. Also surviving are two sons, Paul B. and wife, Sarah; and Thomas P.; two grandchildren, Olivia and Graham Kerrigan; two sisters, Joan Quinlan, Scranton; and Ann O'Connor, Dallas, Texas; nieces, nephews and cousins.

"Integrity and character are the two words I would use to describe Brother Kerrigan," said BLET National President Ed Rodzicz. "He was extremely dedicated to the organization, which he served faithfully for more than two decades. On behalf of the BLET, I extend my heartfelt condolences to his wife, Marie, and the entire Kerrigan family."

Brother Kerrigan was extremely dedicated to the Brotherhood and to the late President John Sytsma.

"My Dad lived and breathed the BLE even after his retirement," said his son Tom Kerrigan. "He was always interested in keeping up with the current issues and developments." ©©

## Former BLE staffer John M. Waybright, 1919-2009

**F**ormer BLE Staffer John M. Waybright, 90, passed away on March 24, 2009. He served at the BLE International Headquarters in various capacities for 15 years, including Administrative Assistant to International President John F. Sytsma.

A member of BLET Division 98 in Lincoln, Neb., Brother Waybright began his railroad career in 1942 when he went firing for the Chicago, Burlington & Quincy. After serving in the U.S. Navy during World War II, he returned to the rails and became a member of the BLE on September 12, 1953.

Brother Waybright served Division 98 as local chairman and as secretary-treasurer. He began working at the International Office on January 12, 1968. In addition to his duties as administrative assistant to the International President, Waybright held the post of office manager. He retired on April 30, 1983.

He was born on January 10, 1919 in Ashland, Neb. He is survived by his daughter, Joan Byerly; nine grandchildren; 18 great grandchildren; and a sister, Margaret Blasing. He is preceded in death by his wife, Neomah Barrett Waybright. ©©



BROTHERHOOD  
OBITUARIES

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

As of April 30, 2009

- 5 — C. M. Gahring
- 6 — J. A. Heiden
- 11 — P. J. Rush
- 20 — J. J. Foley Jr.
- 74 — M. H. Marks
- 112 — F. X. Aumand Jr.
- 133 — P. L. Pater
- 153 — R. O. Murley
- 182 — R. W. Windham
- 190 — W. D. Hastings
- 314 — I. G. Ricks

- 498 — M. J. Gilliam
- 531 — B. D. Armand
- 551 — B. B. Sebok

As of May 31, 2009

- 118 — R. L. Scothorne
- 150 — M. C. Allen
- 190 — R. A. De board
- 192 — R. V. Birch
- 269 — F. J. Bell Jr.
- 269 — J. G. Lauber
- 332 — G. I. Woodell

- 458 — M. J. Harding
- 549 — J. W. Dillabough
- 672 — L. G. Buchanan
- 858 — A. A. Adams Jr.
- 861 — B. E. La Goo

As of June 30, 2009

- 5 — A. R. McCliman
- 18 — D. R. Schwab
- 54 — C. V. Kean Jr.
- 57 — E. M. Kelly
- 74 — J. C. Blanksby

- 123 — K. G. Wall
- 182 — E. D. Bratton
- 276 — P. T. Kerrigan
- 298 — G. L. Pischel
- 325 — L. H. Wright
- 442 — R. G. Emerson
- 507 — W. J. Tucker
- 518 — A. G. Abdo
- 518 — G. McArthur
- 623 — H. F. Fisher
- 803 — A. J. Caldwell

Railroad Limo Safety bill becomes law in Texas

On May 23, Texas Governor Rick Perry signed the Railroad Limo Safety Improvement bill into law. Passage of the bill culminates efforts that the Texas State Legislative Board (TSLB) of the Brotherhood of Locomotive Engineers and Trainmen (BLET) initiated in August of 2006.

The Railroad Limo Safety Improvement bill, SB481, strengthens the regulation of contract carriers (railroad limo companies) who transport railroad-operating crews in a vehicle designed to transport eight passengers or less, including the driver, when operating intrastate.

In addition to the current regulations, this law requires contract carriers to set up a program that screens drivers for drugs and alcohol upon employment, and establishes post-accident and random drug testing. The regulations require the establishment of a drug and alcohol screening program that will include important provisions to protect the limo drivers' rights. Furthermore,

“SB 481 has finally passed, providing much safer on-the-job travel for all future contract carriers.”  
— Terry Briggs,  
Texas State Legislative  
Board Chairman

contract carriers will be required to maintain a minimum of \$1.5 million in liability insurance. Finally, the legislation requires the Texas Department of Public Safety to inform contract carriers of the regulations that apply to their business.

The original legislation came about after an August 2005 contract carrier

accident in Texas that claimed the life of one person and caused severe, career-ending injuries to two BNSF railroad employees. The conductor injured in this accident is dependent upon others for his care, and will continue to be so for the rest of his life. In post accident drug testing, the driver of the vehicle, responsible for transporting the rail crew, tested positive for methamphetamines. Additionally, the vehicle being driven was covered by only \$55,000 in liability insurance.

Texas State Legislature Board Chairman Terry Briggs was instrumental in lobbying for the passage of the bill. He thanked State Representative Marc Veasey (D), Fort Worth, who filed the bill in the House, and Senator John Carona (R), Dallas, who filed the Senate version.

“Both legislators and their staff helped immensely,” Briggs said.

UTU State Legislative Director Connie English and Vice Director David Arterburn both helped with the essential day-to-day lobbying, Briggs said. In

addition, the Texas AFL-CIO and the members of the United Labor Legislative Committee (ULLCO) provided Brother Briggs with “invaluable advice and support,” he said.

“Over 30 BLET Division Legislative Representatives lobbied for SB481 during a two day meeting on March 3 and 4 in Austin,” Briggs said. “Their efforts were key.”

Contract carriers travel 30 million miles in Texas yearly, transporting BLET and UTU members to and from trains and between terminals.

“With the combined efforts of everyone mentioned above, as well as all of the BLET members who contacted legislators, SB481 has finally passed, providing much safer on-the-job travel for all future contract carriers,” Briggs said.

The law becomes effective on September 1, 2009. @@

A COPY OF THE BILL IS ON THE BLET WEBSITE AT: [HTTP://WWW.BLE-T.ORG/PR/PDF/SB481.PDF](http://www.ble-t.org/pr/pdf/SB481.pdf)

Court upholds DOT direct observation, strip search regulations

On Friday, May 15, the United States Court of Appeals for the District of Columbia Circuit denied a petition for review of two Department of Transportation (DOT) drug testing regulations that were published last year. The legal challenge had been filed by the BLET and eight other unions, including the Teamsters and the UTU, along with the BNSF Railway.

At issue were DOT regulations requiring a strip search and direct observation of urine collection when a transportation worker returns to duty after failing or refusing to submit to a drug test, as well as during follow-up tests after a failure or refusal. The legal challenge asserted that the two regulations violated

“THE DECISION MARKS A DARK DAY FOR BLET MEMBERS, ALL TRANSPORTATION WORKERS, AND ALL AMERICANS.”

— BLET NATIONAL PRESIDENT ED RODZWICZ

the Administrative Procedure Act (APA) and the Fourth Amendment to the U.S. Constitution.

In finding that DOT complied with the APA, the court — while acknowledging that there was no evidence of any transportation workers using prosthetic devices to “cheat” during drug tests — nevertheless found that the mere existence and availability of such devices made DOT’s actions “reasonable.”

In finding that the regulations did not

violate the Fourth Amendment, the court held that “the employees’ prior misconduct is particularly salient, especially compared to their choice to work in a pervasively regulated industry. True, direct observation is extremely invasive, but that intrusion is mitigated by the fact that employees can avoid it altogether by simply complying with the drug regulations.”

In other words, the court held that the need for transportation safety

trumped the privacy concerns raised by the drug-testing policy.

BLET National President Ed Rodzwick said the decision “marks a dark day for BLET members, all transportation workers, and all Americans. As counsel pointed out during oral argument, never before has a U.S. court upheld suspicionless direct observation testing of non-incarcerated civilians.

“This decision is one more example of the fact that elections have consequences, a lesson that is underscored as President Obama prepares to nominate his first Supreme Court appointee,” Rodzwick added.

Attorneys for the BLET and the other petitioners are studying the opinion and reviewing their options. @@

FRA PUBLISHES INTERPRETATIONS GOVERNING NEW HOURS OF SERVICE LAW

CONTINUED FROM PAGE 1

interim nature and FRA has asked interested parties to comment on the interpretations. The National Division, in con-

junction with the National Legislative Office, is reviewing the interpretations and will file appropriate comments.

National President Edward Rodzwick urges all BLET members to become familiar with the interpretations.

“Big changes are coming in a few weeks for BLET members working in freight

service,” President Rodzwick said. “All members should download the interpretations and review them in preparation for July 16.”

President Rodzwick also noted that General Chairmen whose properties will be affected by these changes, with the support of the National Division, are continuing to

attempt to negotiate a smooth transition for the implementation of these changes. @@

THE INTERPRETATIONS WERE PUBLISHED IN THE JULY 15 EDITION OF THE FEDERAL REGISTER AND CAN BE VIEWED, PRINTED AND DOWNLOADED VIA THIS LINK: [HTTP://WWW.BLE-T.ORG/HOS/](http://www.ble-t.org/hos/)



# Rate Tables effective July 1, 2009

The following Rate Tables, effective July 1, 2009, reflect a 4.5% general wage increase applied to the basic daily rate and the mileage rate.

It should be noted that these figures are derived from the BLET National Agreement. The rates in effect on some properties differ slightly from the published rates, because of the effect of different system agreements. Your General Chairman’s office should have the rates in effect on your property.

TABLE I – LOCOMOTIVE ENGINEERS PASSENGER SERVICE Effective July 1, 2009				
WEIGHT ON DRIVERS (Pounds)	STANDARD RATES OF PAY			
	Daily	Mileage		Hourly
		Regular	Under Art. VIII	Straight Time
less than 80,000	\$182.95	\$1.4154	\$1.4269	\$22.8688
80,000 and less than 100,000	\$182.95	\$1.4154	\$1.4269	\$22.8688
100,000 and less than 140,000	\$183.04	\$1.4163	\$1.4278	\$22.8800
140,000 and less than 170,000	\$183.12	\$1.4171	\$1.4286	\$22.8900
170,000 and less than 200,000	\$183.21	\$1.4180	\$1.4295	\$22.9013
200,000 and less than 250,000	\$183.29	\$1.4188	\$1.4303	\$22.9113
250,000 and less than 300,000	\$183.38	\$1.4197	\$1.4312	\$22.9225
300,000 and less than 350,000	\$183.46	\$1.4205	\$1.4320	\$22.9325
350,000 and less than 400,000	\$183.55	\$1.4214	\$1.4329	\$22.9438
400,000 and less than 450,000	\$183.63	\$1.4222	\$1.4337	\$22.9538
450,000 and less than 500,000	\$183.72	\$1.4231	\$1.4346	\$22.9650
500,000 and less than 550,000	\$183.80	\$1.4239	\$1.4354	\$22.9750
550,000 and less than 600,000	\$183.89	\$1.4248	\$1.4363	\$22.9863
600,000 and less than 650,000	\$183.97	\$1.4256	\$1.4371	\$22.9963
650,000 and less than 700,000	\$184.06	\$1.4265	\$1.4380	\$23.0075
700,000 and less than 750,000	\$184.14	\$1.4273	\$1.4388	\$23.0175
750,000 and less than 800,000	\$184.23	\$1.4282	\$1.4397	\$23.0288
800,000 and less than 850,000	\$184.31	\$1.4290	\$1.4405	\$23.0388
850,000 and less than 900,000	\$184.40	\$1.4299	\$1.4414	\$23.0500
900,000 and less than 950,000	\$184.48	\$1.4307	\$1.4422	\$23.0600
950,000 and less than 1,000,000	\$184.57	\$1.4316	\$1.4431	\$23.0713
1,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$ .08 and \$ .09 Alternately	\$ .08 and \$ .09 Alternately	\$ .08 and \$ .09 Alternately	
MOTOR AND ELECTRIC CARS In multiple or single unit	\$183.89	\$1.4165	\$1.5233	
Daily Earnings Minimun	\$184.55			

TABLE II – LOCOMOTIVE ENGINEERS THROUGH FREIGHT SERVICE – WITH A FIREMAN (HELPER) Effective July 1, 2009					
WEIGHT ON DRIVERS (Pounds)	STANDARD RATES OF PAY				
	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Overtime
less than 140,000	\$197.90	\$1.5275	\$1.5543	\$24.7375	\$37.1063
140,000 and less than 200,000	\$198.33	\$1.5318	\$1.5586	\$24.7913	\$37.1869
200,000 and less than 250,000	\$198.50	\$1.5335	\$1.5603	\$24.8125	\$37.2188
250,000 and less than 300,000	\$198.65	\$1.5350	\$1.5618	\$24.8313	\$37.2469
300,000 and less than 350,000	\$198.80	\$1.5365	\$1.5633	\$24.8500	\$37.2750
350,000 and less than 400,000	\$199.01	\$1.5386	\$1.5654	\$24.8763	\$37.3144
400,000 and less than 450,000	\$199.22	\$1.5407	\$1.5675	\$24.9025	\$37.3538
450,000 and less than 500,000	\$199.43	\$1.5428	\$1.5696	\$24.9288	\$37.3931
500,000 and less than 550,000	\$199.64	\$1.5449	\$1.5717	\$24.9550	\$37.4325
550,000 and less than 600,000	\$199.82	\$1.5467	\$1.5735	\$24.9775	\$37.4663
600,000 and less than 650,000	\$200.00	\$1.5485	\$1.5753	\$25.0000	\$37.5000
650,000 and less than 700,000	\$200.18	\$1.5503	\$1.5771	\$25.0225	\$37.5338
700,000 and less than 750,000	\$200.36	\$1.5521	\$1.5789	\$25.0450	\$37.5675
750,000 and less than 800,000	\$200.54	\$1.5539	\$1.5807	\$25.0675	\$37.6013
800,000 and less than 850,000	\$200.72	\$1.5557	\$1.5825	\$25.0900	\$37.6350
850,000 and less than 900,000	\$200.90	\$1.5575	\$1.5843	\$25.1125	\$37.6688
900,000 and less than 950,000	\$201.08	\$1.5593	\$1.5861	\$25.1350	\$37.7025
950,000 and less than 1,000,000	\$201.26	\$1.5611	\$1.5879	\$25.1575	\$37.7363
1,000,000 and less than 1,050,000	\$201.44	\$1.5629	\$1.5897	\$25.1800	\$37.7700
1,050,000 and less than 1,100,000	\$201.62	\$1.5647	\$1.5915	\$25.2025	\$37.8038
1,100,000 and less than 1,150,000	\$201.80	\$1.5665	\$1.5933	\$25.2250	\$37.8375

1,150,000 and less than 1,200,000	\$201.98	\$1.5683	\$1.5951	\$25.2475	\$37.8713
1,200,000 and less than 1,250,000	\$202.16	\$1.5701	\$1.5969	\$25.2700	\$37.9050
1,250,000 and less than 1,300,000	\$202.34	\$1.5719	\$1.5987	\$25.2925	\$37.9388
1,300,000 and less than 1,350,000	\$202.52	\$1.5737	\$1.6005	\$25.3150	\$37.9725
1,350,000 and less than 1,400,000	\$202.70	\$1.5755	\$1.6023	\$25.3375	\$38.0063
1,400,000 and less than 1,450,000	\$202.88	\$1.5773	\$1.6041	\$25.3600	\$38.0400
1,450,000 and less than 1,500,000	\$203.06	\$1.5791	\$1.6059	\$25.3825	\$38.0738
1,500,000 and less than 1,550,000	\$203.24	\$1.5809	\$1.6077	\$25.4050	\$38.1075
1,550,000 and less than 1,600,000	\$203.42	\$1.5827	\$1.6095	\$25.4275	\$38.1413
1,600,000 and less than 1,650,000	\$203.60	\$1.5845	\$1.6113	\$25.4500	\$38.1750
1,650,000 and less than 1,700,000	\$203.78	\$1.5863	\$1.6131	\$25.4725	\$38.2088
1,700,000 and less than 1,750,000	\$203.96	\$1.5881	\$1.6149	\$25.4950	\$38.2425
1,750,000 and less than 1,800,000	\$204.14	\$1.5899	\$1.6167	\$25.5175	\$38.2763
1,800,000 and less than 1,850,000	\$204.32	\$1.5917	\$1.6185	\$25.5400	\$38.3100
1,850,000 and less than 1,900,000	\$204.50	\$1.5935	\$1.6203	\$25.5625	\$38.3438
1,900,000 and less than 1,950,000	\$204.68	\$1.5953	\$1.6221	\$25.5850	\$38.3775
1,950,000 and less than 2,000,000	\$204.86	\$1.5971	\$1.6239	\$25.6075	\$38.4113
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$0.18	\$0.18	\$0.18		

TABLE III – LOCOMOTIVE ENGINEERS THROUGH FREIGHT SERVICE – WITHOUT A FIREMAN (HELPER) – \$4.00 Effective July 1, 2009					
WEIGHT ON DRIVERS (Pounds)	STANDARD RATES OF PAY				
	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Overtime
less than 140,000	\$201.90	\$1.5675	\$1.5943	\$25.2375	\$37.8563
140,000 and less than 200,000	\$202.33	\$1.5718	\$1.5986	\$25.2913	\$37.9369
200,000 and less than 250,000	\$202.50	\$1.5735	\$1.6003	\$25.3125	\$37.9688
250,000 and less than 300,000	\$202.65	\$1.5750	\$1.6018	\$25.3313	\$37.9969
300,000 and less than 350,000	\$202.80	\$1.5765	\$1.6033	\$25.3500	\$38.0250
350,000 and less than 400,000	\$203.01	\$1.5786	\$1.6054	\$25.3763	\$38.0644
400,000 and less than 450,000	\$203.22	\$1.5807	\$1.6075	\$25.4025	\$38.1038
450,000 and less than 500,000	\$203.43	\$1.5828	\$1.6096	\$25.4288	\$38.1431
500,000 and less than 550,000	\$203.64	\$1.5849	\$1.6117	\$25.4550	\$38.1825
550,000 and less than 600,000	\$203.82	\$1.5867	\$1.6135	\$25.4775	\$38.2163
600,000 and less than 650,000	\$204.00	\$1.5885	\$1.6153	\$25.5000	\$38.2500
650,000 and less than 700,000	\$204.18	\$1.5903	\$1.6171	\$25.5225	\$38.2838
700,000 and less than 750,000	\$204.36	\$1.5921	\$1.6189	\$25.5450	\$38.3175
750,000 and less than 800,000	\$204.54	\$1.5939	\$1.6207	\$25.5675	\$38.3513
800,000 and less than 850,000	\$204.72	\$1.5957	\$1.6225	\$25.5900	\$38.3850
850,000 and less than 900,000	\$204.90	\$1.5975	\$1.6243	\$25.6125	\$38.4188
900,000 and less than 950,000	\$205.08	\$1.5993	\$1.6261	\$25.6350	\$38.4525
950,000 and less than 1,000,000	\$205.26	\$1.6011	\$1.6279	\$25.6575	\$38.4863
1,000,000 and less than 1,050,000	\$205.44	\$1.6029	\$1.6297	\$25.6800	\$38.5200
1,050,000 and less than 1,100,000	\$205.62	\$1.6047	\$1.6315	\$25.7025	\$38.5538
1,100,000 and less than 1,150,000	\$205.80	\$1.6065	\$1.6333	\$25.7250	\$38.5875
1,150,000 and less than 1,200,000	\$205.98	\$1.6083	\$1.6351	\$25.7475	\$38.6213
1,200,000 and less than 1,250,000	\$206.16	\$1.6101	\$1.6369	\$25.7700	\$38.6550
1,250,000 and less than 1,300,000	\$206.34	\$1.6119	\$1.6387	\$25.7925	\$38.6888
1,300,000 and less than 1,350,000	\$206.52	\$1.6137	\$1.6405	\$25.8150	\$38.7225
1,350,000 and less than 1,400,000	\$206.70	\$1.6155	\$1.6423	\$25.8375	\$38.7563
1,400,000 and less than 1,450,000	\$206.88	\$1.6173	\$1.6441	\$25.8600	\$38.7900
1,450,000 and less than 1,500,000	\$207.06	\$1.6191	\$1.6459	\$25.8825	\$38.8238
1,500,000 and less than 1,550,000	\$207.24	\$1.6209	\$1.6477	\$25.9050	\$38.8575
1,550,000 and less than 1,600,000	\$207.42	\$1.6227	\$1.6495	\$25.9275	\$38.8913
1,600,000 and less than 1,650,000	\$207.60	\$1.6245	\$1.6513	\$25.9500	\$38.9250
1,650,000 and less than 1,700,000	\$207.78	\$1.6263	\$1.6531	\$25.9725	\$38.9588
1,700,000 and less than 1,750,000	\$207.96	\$1.6281	\$1.6549	\$25.9950	\$38.9925
1,750,000 and less than 1,800,000	\$208.14	\$1.6299	\$1.6567	\$26.0175	\$39.0263
1,800,000 and less than 1,850,000	\$208.32	\$1.6317	\$1.6585	\$26.0400	\$39.0600
1,850,000 and less than 1,900,000	\$208.50	\$1.6335	\$1.6603	\$26.0625	\$39.0938
1,900,000 and less than 1,950,000	\$208.68	\$1.6353	\$1.6621	\$26.0850	\$39.1275
1,950,000 and less than 2,000,000	\$208.86	\$1.6371	\$1.6639	\$26.1075	\$39.1613
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$0.18	\$0.18	\$0.18		





# LAST RUNS

## Walford meets special guests on his Last Run

Brother James V. Walford, a member of Division 657 in Revelstoke, B.C. (now Teamsters Canada Rail Conference), successfully completed his last run on July 16, 2008.

He hired out on the Canadian Pacific Railway's Revelstoke Division on August 5, 1977, and earned promotion to Locomotive Engineer on June 14, 1980. He joined the Brotherhood on October 1, 1983.

He worked his whole career out of Revelstoke on the Mountain and Shuswap Subs. The last few years he worked the senior Shuswap Sub and finished his career on that Sub.

He met his wife Linda and daughter Meagan at Salmon Arm to help him celebrate his Last Run.

Brother Walford can be reached at: Box 2062, Revelstoke, B.C. V0E 2S0. @@



TABLE IV – LOCOMOTIVE ENGINEERS THROUGH FREIGHT SERVICE – WITHOUT A FIREMAN (HELPER) – \$6.00 Effective July 1, 2009					
WEIGHT ON DRIVERS (Pounds)	STANDARD RATES OF PAY				
	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Overtime
less than 140,000	\$203.90	\$1.5875	\$1.6143	\$25.4875	\$38.2313
140,000 and less than 200,000	\$204.33	\$1.5918	\$1.6186	\$25.5413	\$38.3119
200,000 and less than 250,000	\$204.50	\$1.5935	\$1.6203	\$25.5625	\$38.3438
250,000 and less than 300,000	\$204.65	\$1.5950	\$1.6218	\$25.5813	\$38.3719
300,000 and less than 350,000	\$204.80	\$1.5965	\$1.6233	\$25.6000	\$38.4000
350,000 and less than 400,000	\$205.01	\$1.5986	\$1.6254	\$25.6263	\$38.4394
400,000 and less than 450,000	\$205.22	\$1.6007	\$1.6275	\$25.6525	\$38.4788
450,000 and less than 500,000	\$205.43	\$1.6028	\$1.6296	\$25.6788	\$38.5181
500,000 and less than 550,000	\$205.64	\$1.6049	\$1.6317	\$25.7050	\$38.5575
550,000 and less than 600,000	\$205.82	\$1.6067	\$1.6335	\$25.7275	\$38.5913
600,000 and less than 650,000	\$206.00	\$1.6085	\$1.6353	\$25.7500	\$38.6250
650,000 and less than 700,000	\$206.18	\$1.6103	\$1.6371	\$25.7725	\$38.6588
700,000 and less than 750,000	\$206.36	\$1.6121	\$1.6389	\$25.7950	\$38.6925
750,000 and less than 800,000	\$206.54	\$1.6139	\$1.6407	\$25.8175	\$38.7263
800,000 and less than 850,000	\$206.72	\$1.6157	\$1.6425	\$25.8400	\$38.7600
850,000 and less than 900,000	\$206.90	\$1.6175	\$1.6443	\$25.8625	\$38.7938
900,000 and less than 950,000	\$207.08	\$1.6193	\$1.6461	\$25.8850	\$38.8275
950,000 and less than 1,000,000	\$207.26	\$1.6211	\$1.6479	\$25.9075	\$38.8613
1,000,000 and less than 1,050,000	\$207.44	\$1.6229	\$1.6497	\$25.9300	\$38.8950
1,050,000 and less than 1,100,000	\$207.62	\$1.6247	\$1.6515	\$25.9525	\$38.9288
1,100,000 and less than 1,150,000	\$207.80	\$1.6265	\$1.6533	\$25.9750	\$38.9625
1,150,000 and less than 1,200,000	\$207.98	\$1.6283	\$1.6551	\$25.9975	\$38.9963
1,200,000 and less than 1,250,000	\$208.16	\$1.6301	\$1.6569	\$26.0200	\$39.0300
1,250,000 and less than 1,300,000	\$208.34	\$1.6319	\$1.6587	\$26.0425	\$39.0638
1,300,000 and less than 1,350,000	\$208.52	\$1.6337	\$1.6605	\$26.0650	\$39.0975
1,350,000 and less than 1,400,000	\$208.70	\$1.6355	\$1.6623	\$26.0875	\$39.1313
1,400,000 and less than 1,450,000	\$208.88	\$1.6373	\$1.6641	\$26.1100	\$39.1650
1,450,000 and less than 1,500,000	\$209.06	\$1.6391	\$1.6659	\$26.1325	\$39.1988
1,500,000 and less than 1,550,000	\$209.24	\$1.6409	\$1.6677	\$26.1550	\$39.2325
1,550,000 and less than 1,600,000	\$209.42	\$1.6427	\$1.6695	\$26.1775	\$39.2663
1,600,000 and less than 1,650,000	\$209.60	\$1.6445	\$1.6713	\$26.2000	\$39.3000
1,650,000 and less than 1,700,000	\$209.78	\$1.6463	\$1.6731	\$26.2225	\$39.3338
1,700,000 and less than 1,750,000	\$209.96	\$1.6481	\$1.6749	\$26.2450	\$39.3675
1,750,000 and less than 1,800,000	\$210.14	\$1.6499	\$1.6767	\$26.2675	\$39.4013
1,800,000 and less than 1,850,000	\$210.32	\$1.6517	\$1.6785	\$26.2900	\$39.4350
1,850,000 and less than 1,900,000	\$210.50	\$1.6535	\$1.6803	\$26.3125	\$39.4688
1,900,000 and less than 1,950,000	\$210.68	\$1.6553	\$1.6821	\$26.3350	\$39.5025
1,950,000 and less than 2,000,000	\$210.86	\$1.6571	\$1.6839	\$26.3575	\$39.5363
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add:	\$0.18	\$0.18	\$0.18		

TABLE V – LOCOMOTIVE ENGINEERS LOCAL AND WAY FREIGHT SERVICE – WITH A FIREMAN (HELPER) Effective July 1, 2009					
WEIGHT ON DRIVERS (Pounds)	STANDARD RATES OF PAY				
	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Overtime
less than 140,000	\$198.46	\$1.5331	\$1.5599	\$24.8075	\$37.2113
140,000 and less than 200,000	\$198.89	\$1.5374	\$1.5642	\$24.8613	\$37.2919
200,000 and less than 250,000	\$199.06	\$1.5391	\$1.5659	\$24.8825	\$37.3238
250,000 and less than 300,000	\$199.21	\$1.5406	\$1.5674	\$24.9013	\$37.3519
300,000 and less than 350,000	\$199.36	\$1.5421	\$1.5689	\$24.9200	\$37.3800
350,000 and less than 400,000	\$199.57	\$1.5442	\$1.5710	\$24.9463	\$37.4194
400,000 and less than 450,000	\$199.78	\$1.5463	\$1.5731	\$24.9725	\$37.4588
450,000 and less than 500,000	\$199.99	\$1.5484	\$1.5752	\$24.9988	\$37.4981
500,000 and less than 550,000	\$200.20	\$1.5505	\$1.5773	\$25.0250	\$37.5375
550,000 and less than 600,000	\$200.38	\$1.5523	\$1.5791	\$25.0475	\$37.5713
600,000 and less than 650,000	\$200.56	\$1.5541	\$1.5809	\$25.0700	\$37.6050
650,000 and less than 700,000	\$200.74	\$1.5559	\$1.5827	\$25.0925	\$37.6388
700,000 and less than 750,000	\$200.92	\$1.5577	\$1.5845	\$25.1150	\$37.6725
750,000 and less than 800,000	\$201.10	\$1.5595	\$1.5863	\$25.1375	\$37.7063
800,000 and less than 850,000	\$201.28	\$1.5613	\$1.5881	\$25.1600	\$37.7400
850,000 and less than 900,000	\$201.46	\$1.5631	\$1.5899	\$25.1825	\$37.7738
900,000 and less than 950,000	\$201.64	\$1.5649	\$1.5917	\$25.2050	\$37.8075
950,000 and less than 1,000,000	\$201.82	\$1.5667	\$1.5935	\$25.2275	\$37.8413
1,000,000 and less than 1,050,000	\$202.00	\$1.5685	\$1.5953	\$25.2500	\$37.8750
1,050,000 and less than 1,100,000	\$202.18	\$1.5703	\$1.5971	\$25.2725	\$37.9088
1,100,000 and less than 1,150,000	\$202.36	\$1.5721	\$1.5989	\$25.2950	\$37.9425
1,150,000 and less than 1,200,000	\$202.54	\$1.5739	\$1.6007	\$25.3175	\$37.9763
1,200,000 and less than 1,250,000	\$202.72	\$1.5757	\$1.6025	\$25.3400	\$38.0100
1,250,000 and less than 1,300,000	\$202.90	\$1.5775	\$1.6043	\$25.3625	\$38.0438
1,300,000 and less than 1,350,000	\$203.08	\$1.5793	\$1.6061	\$25.3850	\$38.0775
1,350,000 and less than 1,400,000	\$203.26	\$1.5811	\$1.6079	\$25.4075	\$38.1113
1,400,000 and less than 1,450,000	\$203.44	\$1.5829	\$1.6097	\$25.4300	\$38.1450
1,450,000 and less than 1,500,000	\$203.62	\$1.5847	\$1.6115	\$25.4525	\$38.1788
1,500,000 and less than 1,550,000	\$203.80	\$1.5865	\$1.6133	\$25.4750	\$38.2125
1,550,000 and less than 1,600,000	\$203.98	\$1.5883	\$1.6151	\$25.4975	\$38.2463
1,600,000 and less than 1,650,000	\$204.16	\$1.5901	\$1.6169	\$25.5200	\$38.2800
1,650,000 and less than 1,700,000	\$204.34	\$1.5919	\$1.6187	\$25.5425	\$38.3138
1,700,000 and less than 1,750,000	\$204.52	\$1.5937	\$1.6205	\$25.5650	\$38.3475
1,750,000 and less than 1,800,000	\$204.70	\$1.5955	\$1.6223	\$25.5875	\$38.3813
1,800,000 and less than 1,850,000	\$204.88	\$1.5973	\$1.6241	\$25.6100	\$38.4150
1,850,000 and less than 1,900,000	\$205.06	\$1.5991	\$1.6259	\$25.6325	\$38.4488
1,900,000 and less than 1,950,000	\$205.24	\$1.6009	\$1.6277	\$25.6550	\$38.4825
1,950,000 and less than 2,000,000	\$205.42	\$1.6027	\$1.6295	\$25.6775	\$38.5163
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum	\$0.18  \$197.88	\$0.18	\$0.18		



TABLE VI – LOCOMOTIVE ENGINEERS LOCAL AND WAY FREIGHT SERVICE – WITHOUT A FIREMAN (HELPER) – \$4.00 Effective July 1, 2009					
WEIGHT ON DRIVERS (Pounds)	STANDARD RATES OF PAY				
	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Overtime
less than 140,000	\$202.46	\$1.5731	\$1.5999	\$25.3075	\$37.9613
140,000 and less than 200,000	\$202.89	\$1.5774	\$1.6042	\$25.3613	\$38.0419
200,000 and less than 250,000	\$203.06	\$1.5791	\$1.6059	\$25.3825	\$38.0738
250,000 and less than 300,000	\$203.21	\$1.5806	\$1.6074	\$25.4013	\$38.1019
300,000 and less than 350,000	\$203.36	\$1.5821	\$1.6089	\$25.4200	\$38.1300
350,000 and less than 400,000	\$203.57	\$1.5842	\$1.6110	\$25.4463	\$38.1694
400,000 and less than 450,000	\$203.78	\$1.5863	\$1.6131	\$25.4725	\$38.2088
450,000 and less than 500,000	\$203.99	\$1.5884	\$1.6152	\$25.4988	\$38.2481
500,000 and less than 550,000	\$204.20	\$1.5905	\$1.6173	\$25.5250	\$38.2875
550,000 and less than 600,000	\$204.38	\$1.5923	\$1.6191	\$25.5475	\$38.3213
600,000 and less than 650,000	\$204.56	\$1.5941	\$1.6209	\$25.5700	\$38.3550
650,000 and less than 700,000	\$204.74	\$1.5959	\$1.6227	\$25.5925	\$38.3888
700,000 and less than 750,000	\$204.92	\$1.5977	\$1.6245	\$25.6150	\$38.4225
750,000 and less than 800,000	\$205.10	\$1.5995	\$1.6263	\$25.6375	\$38.4563
800,000 and less than 850,000	\$205.28	\$1.6013	\$1.6281	\$25.6600	\$38.4900
850,000 and less than 900,000	\$205.46	\$1.6031	\$1.6299	\$25.6825	\$38.5238
900,000 and less than 950,000	\$205.64	\$1.6049	\$1.6317	\$25.7050	\$38.5575
950,000 and less than 1,000,000	\$205.82	\$1.6067	\$1.6335	\$25.7275	\$38.5913
1,000,000 and less than 1,050,000	\$206.00	\$1.6085	\$1.6353	\$25.7500	\$38.6250
1,050,000 and less than 1,100,000	\$206.18	\$1.6103	\$1.6371	\$25.7725	\$38.6588
1,100,000 and less than 1,150,000	\$206.36	\$1.6121	\$1.6389	\$25.7950	\$38.6925
1,150,000 and less than 1,200,000	\$206.54	\$1.6139	\$1.6407	\$25.8175	\$38.7263
1,200,000 and less than 1,250,000	\$206.72	\$1.6157	\$1.6425	\$25.8400	\$38.7600
1,250,000 and less than 1,300,000	\$206.90	\$1.6175	\$1.6443	\$25.8625	\$38.7938
1,300,000 and less than 1,350,000	\$207.08	\$1.6193	\$1.6461	\$25.8850	\$38.8275
1,350,000 and less than 1,400,000	\$207.26	\$1.6211	\$1.6479	\$25.9075	\$38.8613
1,400,000 and less than 1,450,000	\$207.44	\$1.6229	\$1.6497	\$25.9300	\$38.8950
1,450,000 and less than 1,500,000	\$207.62	\$1.6247	\$1.6515	\$25.9525	\$38.9288
1,500,000 and less than 1,550,000	\$207.80	\$1.6265	\$1.6533	\$25.9750	\$38.9625
1,550,000 and less than 1,600,000	\$207.98	\$1.6283	\$1.6551	\$25.9975	\$38.9963
1,600,000 and less than 1,650,000	\$208.16	\$1.6301	\$1.6569	\$26.0200	\$39.0300
1,650,000 and less than 1,700,000	\$208.34	\$1.6319	\$1.6587	\$26.0425	\$39.0638
1,700,000 and less than 1,750,000	\$208.52	\$1.6337	\$1.6605	\$26.0650	\$39.0975
1,750,000 and less than 1,800,000	\$208.70	\$1.6355	\$1.6623	\$26.0875	\$39.1313
1,800,000 and less than 1,850,000	\$208.88	\$1.6373	\$1.6641	\$26.1100	\$39.1650
1,850,000 and less than 1,900,000	\$209.06	\$1.6391	\$1.6659	\$26.1325	\$39.1988
1,900,000 and less than 1,950,000	\$209.24	\$1.6409	\$1.6677	\$26.1550	\$39.2325
1,950,000 and less than 2,000,000	\$209.42	\$1.6427	\$1.6695	\$26.1775	\$39.2663
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum	\$0.18	\$0.18	\$0.18		
	\$201.88				

TABLE VIII – LOCOMOTIVE ENGINEERS YARD SERVICE 5 DAY – WITH A FIREMAN Effective July 1, 2009			
WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$209.90	\$26.2375	\$39.3563
500,000 and less than 550,000	\$210.15	\$26.2688	\$39.4031
550,000 and less than 600,000	\$210.31	\$26.2888	\$39.4331
600,000 and less than 650,000	\$210.47	\$26.3088	\$39.4631
650,000 and less than 700,000	\$210.63	\$26.3288	\$39.4931
700,000 and less than 750,000	\$210.79	\$26.3488	\$39.5231
750,000 and less than 800,000	\$210.95	\$26.3688	\$39.5531
800,000 and less than 850,000	\$211.11	\$26.3888	\$39.5831
850,000 and less than 900,000	\$211.27	\$26.4088	\$39.6131
900,000 and less than 950,000	\$211.43	\$26.4288	\$39.6431
950,000 and less than 1,000,000	\$211.59	\$26.4488	\$39.6731
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.16		

TABLE VII – LOCOMOTIVE ENGINEERS LOCAL AND WAY FREIGHT SERVICE – WITHOUT A FIREMAN (HELPER) – \$6.00 Effective July 1, 2009					
WEIGHT ON DRIVERS (Pounds)	STANDARD RATES OF PAY				
	Daily	Mileage		Hourly	
		Regular	Under Art. VIII	Straight Time	Overtime
less than 140,000	\$204.46	\$1.5931	\$1.6199	\$25.5575	\$38.3363
140,000 and less than 200,000	\$204.89	\$1.5974	\$1.6242	\$25.6113	\$38.4169
200,000 and less than 250,000	\$205.06	\$1.5991	\$1.6259	\$25.6325	\$38.4488
250,000 and less than 300,000	\$205.21	\$1.6006	\$1.6274	\$25.6513	\$38.4769
300,000 and less than 350,000	\$205.36	\$1.6021	\$1.6289	\$25.6700	\$38.5050
350,000 and less than 400,000	\$205.57	\$1.6042	\$1.6310	\$25.6963	\$38.5444
400,000 and less than 450,000	\$205.78	\$1.6063	\$1.6331	\$25.7225	\$38.5838
450,000 and less than 500,000	\$205.99	\$1.6084	\$1.6352	\$25.7488	\$38.6231
500,000 and less than 550,000	\$206.20	\$1.6105	\$1.6373	\$25.7750	\$38.6625
550,000 and less than 600,000	\$206.38	\$1.6123	\$1.6391	\$25.7975	\$38.6963
600,000 and less than 650,000	\$206.56	\$1.6141	\$1.6409	\$25.8200	\$38.7300
650,000 and less than 700,000	\$206.74	\$1.6159	\$1.6427	\$25.8425	\$38.7638
700,000 and less than 750,000	\$206.92	\$1.6177	\$1.6445	\$25.8650	\$38.7975
750,000 and less than 800,000	\$207.10	\$1.6195	\$1.6463	\$25.8875	\$38.8313
800,000 and less than 850,000	\$207.28	\$1.6213	\$1.6481	\$25.9100	\$38.8650
850,000 and less than 900,000	\$207.46	\$1.6231	\$1.6499	\$25.9325	\$38.8988
900,000 and less than 950,000	\$207.64	\$1.6249	\$1.6517	\$25.9550	\$38.9325
950,000 and less than 1,000,000	\$207.82	\$1.6267	\$1.6535	\$25.9775	\$38.9663
1,000,000 and less than 1,050,000	\$208.00	\$1.6285	\$1.6553	\$26.0000	\$39.0000
1,050,000 and less than 1,100,000	\$208.18	\$1.6303	\$1.6571	\$26.0225	\$39.0338
1,100,000 and less than 1,150,000	\$208.36	\$1.6321	\$1.6589	\$26.0450	\$39.0675
1,150,000 and less than 1,200,000	\$208.54	\$1.6339	\$1.6607	\$26.0675	\$39.1013
1,200,000 and less than 1,250,000	\$208.72	\$1.6357	\$1.6625	\$26.0900	\$39.1350
1,250,000 and less than 1,300,000	\$208.90	\$1.6375	\$1.6643	\$26.1125	\$39.1688
1,300,000 and less than 1,350,000	\$209.08	\$1.6393	\$1.6661	\$26.1350	\$39.2025
1,350,000 and less than 1,400,000	\$209.26	\$1.6411	\$1.6679	\$26.1575	\$39.2363
1,400,000 and less than 1,450,000	\$209.44	\$1.6429	\$1.6697	\$26.1800	\$39.2700
1,450,000 and less than 1,500,000	\$209.62	\$1.6447	\$1.6715	\$26.2025	\$39.3038
1,500,000 and less than 1,550,000	\$209.80	\$1.6465	\$1.6733	\$26.2250	\$39.3375
1,550,000 and less than 1,600,000	\$209.98	\$1.6483	\$1.6751	\$26.2475	\$39.3713
1,600,000 and less than 1,650,000	\$210.16	\$1.6501	\$1.6769	\$26.2700	\$39.4050
1,650,000 and less than 1,700,000	\$210.34	\$1.6519	\$1.6787	\$26.2925	\$39.4388
1,700,000 and less than 1,750,000	\$210.52	\$1.6537	\$1.6805	\$26.3150	\$39.4725
1,750,000 and less than 1,800,000	\$210.70	\$1.6555	\$1.6823	\$26.3375	\$39.5063
1,800,000 and less than 1,850,000	\$210.88	\$1.6573	\$1.6841	\$26.3600	\$39.5400
1,850,000 and less than 1,900,000	\$211.06	\$1.6591	\$1.6859	\$26.3825	\$39.5738
1,900,000 and less than 1,950,000	\$211.24	\$1.6609	\$1.6877	\$26.4050	\$39.6075
1,950,000 and less than 2,000,000	\$211.42	\$1.6627	\$1.6895	\$26.4275	\$39.6413
2,000,000 pounds and over: For each additional 50,000 pounds or fraction thereof add: Daily Earnings Minimum	\$0.18	\$0.18	\$0.18		
	\$203.88				

TABLE IX – LOCOMOTIVE ENGINEERS YARD SERVICE 5 DAY – WITHOUT A FIREMAN – \$4.00 Effective July 1, 2009			
WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$213.90	\$26.7375	\$40.1063
500,000 and less than 550,000	\$214.15	\$26.7688	\$40.1531
550,000 and less than 600,000	\$214.37	\$26.7963	\$40.1944
600,000 and less than 650,000	\$214.58	\$26.8225	\$40.2338
650,000 and less than 700,000	\$214.80	\$26.8500	\$40.2750
700,000 and less than 750,000	\$215.02	\$26.8775	\$40.3163
750,000 and less than 800,000	\$215.23	\$26.9038	\$40.3556
800,000 and less than 850,000	\$215.45	\$26.9313	\$40.3969
850,000 and less than 900,000	\$215.66	\$26.9575	\$40.4363
900,000 and less than 950,000	\$215.88	\$26.9850	\$40.4775
950,000 and less than 1,000,000	\$216.10	\$27.0125	\$40.5188
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.16		





TABLE X – LOCOMOTIVE ENGINEERS YARD SERVICE 5 DAY – WITHOUT A FIREMAN – \$6.00 Effective July 1, 2009			
WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$215.90	\$26.9875	\$40.4813
500,000 and less than 550,000	\$216.15	\$27.0188	\$40.5281
550,000 and less than 600,000	\$216.37	\$27.0463	\$40.5694
600,000 and less than 650,000	\$216.58	\$27.0725	\$40.6088
650,000 and less than 700,000	\$216.80	\$27.1000	\$40.6500
700,000 and less than 750,000	\$217.02	\$27.1275	\$40.6913
750,000 and less than 800,000	\$217.23	\$27.1538	\$40.7306
800,000 and less than 850,000	\$217.45	\$27.1813	\$40.7719
850,000 and less than 900,000	\$217.66	\$27.2075	\$40.8113
900,000 and less than 950,000	\$217.88	\$27.2350	\$40.8525
950,000 and less than 1,000,000	\$218.10	\$27.2625	\$40.8938
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.16		

TABLE XI – LOCOMOTIVE ENGINEERS YARD SERVICE 6-7 DAY – WITH A FIREMAN Effective July 1, 2009			
WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$195.57	\$24.4463	\$36.6694
500,000 and less than 550,000	\$195.78	\$24.4725	\$36.7088
550,000 and less than 600,000	\$195.96	\$24.4950	\$36.7425
600,000 and less than 650,000	\$196.14	\$24.5175	\$36.7763
650,000 and less than 700,000	\$196.32	\$24.5400	\$36.8100
700,000 and less than 750,000	\$196.50	\$24.5625	\$36.8438
750,000 and less than 800,000	\$196.68	\$24.5850	\$36.8775
800,000 and less than 850,000	\$196.86	\$24.6075	\$36.9113
850,000 and less than 900,000	\$197.04	\$24.6300	\$36.9450
900,000 and less than 950,000	\$197.22	\$24.6525	\$36.9788
950,000 and less than 1,000,000	\$197.40	\$24.6750	\$37.0125
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.16		

TABLE XII – LOCOMOTIVE ENGINEERS YARD SERVICE 6-7 DAY – WITHOUT A FIREMAN – \$4.00 Effective July 1, 2009			
WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$199.57	\$24.9463	\$37.4194
500,000 and less than 550,000	\$199.78	\$24.9725	\$37.4588
550,000 and less than 600,000	\$199.96	\$24.9950	\$37.4925
600,000 and less than 650,000	\$200.14	\$25.0175	\$37.5263
650,000 and less than 700,000	\$200.32	\$25.0400	\$37.5600
700,000 and less than 750,000	\$200.50	\$25.0625	\$37.5938
750,000 and less than 800,000	\$200.68	\$25.0850	\$37.6275
800,000 and less than 850,000	\$200.86	\$25.1075	\$37.6613
850,000 and less than 900,000	\$201.04	\$25.1300	\$37.6950
900,000 and less than 950,000	\$201.22	\$25.1525	\$37.7288
950,000 and less than 1,000,000	\$201.40	\$25.1750	\$37.7625
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.16		

TABLE XIII – LOCOMOTIVE ENGINEERS YARD SERVICE 6-7 DAY – WITHOUT A FIREMAN – \$6.00 Effective July 1, 2009			
WEIGHT ON DRIVERS (Pounds)	Daily	Hourly	
		Straight Time	Overtime
less than 500,000	\$201.57	\$25.1963	\$37.7944
500,000 and less than 550,000	\$201.78	\$25.2225	\$37.8338
550,000 and less than 600,000	\$201.96	\$25.2450	\$37.8675
600,000 and less than 650,000	\$202.14	\$25.2675	\$37.9013
650,000 and less than 700,000	\$202.32	\$25.2900	\$37.9350
700,000 and less than 750,000	\$202.50	\$25.3125	\$37.9688
750,000 and less than 800,000	\$202.68	\$25.3350	\$38.0025
800,000 and less than 850,000	\$202.86	\$25.3575	\$38.0363
850,000 and less than 900,000	\$203.04	\$25.3800	\$38.0700
900,000 and less than 950,000	\$203.22	\$25.4025	\$38.1038
950,000 and less than 1,000,000	\$203.40	\$25.4250	\$38.1375
For each additional 50,000 pounds over 1,000,000 or fraction thereof add:	\$0.16		

# In The Line of Duty: Two BLET members killed in IC&E train crash

Two members of the Brotherhood of Locomotive Engineers and Trainmen were killed on July 14 when their Iowa, Chicago & Eastern (IC&E) freight train collided with a group of stationary cars in Bettendorf, Ill. Both were members of BLET Division 266 in Savanna, Ill.

Andrew R. Reed, 27, was working as a conductor at the time of the fatality. Joshua M. Osborn, also 27, was working as the locomotive engineer.

“They were two of the best workers we had on the entire railroad,” said Todd Poffenberger, Secretary-Treasurer of Division 266. “We lost two good ones.”

The National Transportation Safety Board is investigating the accident. According to a July 15 statement from the NTSB, the train “struck a group of cars in a rail yard after crossing through a switch that was not lined for the main line.”

Brother Poffenberger said he was very close with Reed, who helped him get a job at the railroad. He said the Division is in mourning and that he has spoken very little with the Division President and Local Chairman because they are so distraught over the tragedy.

Reed was a 2000 graduate of Savanna High School and attended Hamilton Technical School in Davenport and Highland Community College in Freeport, Ill. Reed, who was known by his friends as “Reed-o”



Andrew R. Reed



Joshua M. Osborn

and “Sweet-Meat,” enjoyed playing sports and boating on the Mississippi River. He is survived by his fiancée, Jamie Diercks, their daughter, Brynn, and her daughter, Delaney Holmes of Savanna. His mother is Ramona Coffey of Argyle, Wis., and his father, Richard “Dick” Reed of Moline.

He said Brother Reed and his significant other, Jamie, recently bought a house together. The couple recently celebrated their baby’s first birthday.

Reed began working for the railroad in August of 2004 and first joined the Brotherhood on December 1, 2004. The IC&E was a non-union property prior to the BLET’s certification in December of 2002.

Brother Osborn, the engineer, was a Marine sergeant who served in Iraq and Afghanistan.

He was born August 27, 1981 in Sterling, Ill., the son of Steve and Jill (Pursell) Osborn. He was a 1999 graduate of the

Savanna High School and attended Highland Community College, Freeport. He was a member of the Savanna VFW. Josh enjoyed riding his motorcycle and was a fan of the Chicago Cubs, Bears, and Bulls. Most important to Josh was spending time with his daughter Kaliann Schreiner, his fiancé Jennifer Schreiner, and her daughter Bailey Baker. Kaliann had just turned two.

Josh will be dearly missed by his fiancé, Jennifer, of Savanna; daughter, Kaliann and Jennifer’s daughter Bailey, both at home in Savanna; his mother, Jill (Jamie) Foster of Corning, Arkansas; his father, Steve (Elsa) Osborn of Sterling, Illinois; his grandmother, Wilma “Tootie” Pursell of Corning; one sister, Stephanie (Casey) Valladares of Savanna, one step – sister, Samantha (Angel) Lopez of Louisville, Kentucky; two step – brothers, Lee (Andrea) Sandoval of Reno, Nevada, and Dallas Ellis of Sterling, Illinois; Special family friends, Bubba and Margo Hull of Savanna; three nieces, Carsen Osborn, Mariah Valladares, and Alexis Ellis; and many aunts, uncles and cousins.

“This is a sad and difficult time for the families and for our Brothers and Sisters in Division 266,” said BLET National President Ed Rodzicz. “I hope they can take some measure of solace in the fact that all members of the Brotherhood are praying for them during this

difficult time. I extend my deepest condolences to the families and friends of Brother Reed and Brother Osborn.”

**The members of BLET Division 266 in Savanna, Ill.,** have established a memorial fund to honor the memories of Josh Osborn and Andrew Reed, who were killed in a tragic accident on July 14.

“The families are really struggling financially right now, and we want to help them through this difficult time,” said Division 266 Secretary-Treasurer Todd Poffenberger.

Osborn was engaged to marry Jennifer Schreiner. The couple had a two-year-old daughter, Kaliann Schreiner, as well as Jennifer Schreiner’s daughter, Bailey Baker.

Reed was also engaged to be married. He is survived by his fiancée, Jamie Diercks, their one-year-old daughter, Brynn, and Jamie’s daughter, Delaney Holmes.

Brother Poffenberger is the fund’s administrator. Donations will be divided equally between the two families.

BLET National Secretary-Treasurer Bill Walpert said the National Division will be making a donation to the memorial fund.

**Donations can be made to:**  
BLET Local 266 Memorial Fund  
c/o The National Bank  
229 Main St.  
Savanna, IL 61074  
Anyone with questions may contact Brother Poffenberger at (815) 291-9546. @



A message from  
Teamsters General President  
James P. Hoffa



## Healthcare reform needs to work

**Congress is finally beginning to grapple** with a way to give all U.S. citizens access to affordable health insurance. Unions support universal coverage like a large majority of Americans.

Almost 15 years have gone by since lawmakers considered comprehensive reform to our nation's health care system with the goal of making sure every American can access health care. How to pay for health care reform was the problem then — and it's the problem now.

Sen. Max Baucus (D-Mont.), the powerful chairman of the Finance Committee, is suggesting an enormous new tax on employer-sponsored health insurance.

Such a tax would raise hundreds of billions of dollars. That tax revenue would help pay for a public government-sponsored plan for individuals and families.

For those who have employer-provided coverage, creating a "public" plan is a sensible way to make health insurance available to people who can't get it through their employer and don't qualify for Medicaid or Medicare. But a tax hike on health benefits to pay for health care reform is a bitter, bitter pill for middle-class wage-earners to swallow.

Sen. John McCain (R-Ariz.) made the mistake of floating the idea during his presidential campaign. Candidate Barack Obama lashed out with a television commercial calling it "the largest middle-class tax increase in history." Obama's opposition to taxing employer-based health insurance was a big reason the Teamsters supported him for president.

For all those reasons, it seems extremely unlikely that a tax on employer-sponsored health insurance will ever become a reality. Or, let us hope.

If it did, it would destroy employer-sponsored health insurance.

We know Members of Congress can be creative when they need to find revenue offsets. Let them use that creativity just as they did for Wall Street to prevent another tax on those of us who live on Main Street.

Eliminating subsidies and preferences for the wealthiest Americans would go a long way to pay for the health care reform this country so desperately needs.

President Obama is suggesting a limit on itemized deductions for the 3 million wealthiest people in this country. That would raise about \$270 billion over 10 years.

Let's make health care reform cover the uninsured but not penalize hard-working American families and individuals who have employer-sponsored plans. For those who claim this is class warfare, I'd say it's been going on for quite a while and it's time for that to change. Middle-class families — the backbone of this country — deserve better.

Faternally,

**James P. Hoffa**

TEAMSTERS GENERAL PRESIDENT

## PHOTO OF THE MONTH



**Kansas City Southern train** crosses the U.S.-Mexican border via the Laredo International Railway bridge southbound on its way to Mexico in 2007. **Photo:** John Bentley, Editor, Locomotive Engineers & Trainmen News.

## Advisory Board June 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; NRLC meeting with Ken Gradia; Southeastern Meeting Association (SMA); IBT Rail Conference mtg. w/ VP John Murphy and BMWED President Fred Simpson; Federal Railroad Administration (FRA) and National Mediation Board (NMB) meetings; National Association of State Legislative Board Chairmen (NASLBC) 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; SMA regional mtg., Gatlinburg, Tenn; FRA and NMB mtgs., Washington, D.C.; NASLBC mtg., Philadelphia, Pa.; CN Hours of Service waiver; Assisted GTW GCA.

**National Secretary-Treasurer William C. Walpert** — General supervision of BLET financial, record depts.; ND office; BLET Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Standard Building operations oversight; Southeastern Meeting Association, Gatlinburg, Tenn.; National Association of State Legislative Board Chairmen mtg., Philadelphia, Pa.

**Vice-President Merle W. Geiger Jr.** — Assigned to: Kansas City Southern; Texas Mexican Railway; MidSouth Rail; SouthRail; Gateway Western; CP Rail System/US; Utah Railway; Indiana Harbor Belt; Belt Railway of Chicago; Great Western Railway; and Panhandle Northern Railway; Mtg. w/ GC Kaulins (Belt RR), VP Ruef and Doug Davidson regarding pending remote control arb., Chicago; Numerous cancellations and postponements; Research, correspondence, and general office duties.

**Vice-President Stephen D. Speagle** — Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA), National Wage/Rule Committee; General office duties; Conference call, all BNSF General Chairmen; Conference call with President & General Chairmen, BNSF; Vacation day; Southeastern Meeting Association, Gatlinburg, Tenn.; PLB 6491, MRL, Reno, Nevada; Audit Committee, Cleveland.

**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; Guarantee dispute, UPCR and UPSR GCAs, assisting GCs Rightnowar and Gore, Kansas City, Mo.; 2009 Rail Safety Improvement Act mtgs., all UP GCAs, Kansas City; ID run Las Vegas to W. Colton, UPWL and UPWR GCAs, assisting GC Hannah and Dayton, Kansas City; SMA, Gatlinburg, Tenn.; UPWR GCA mtg., Sun Valley, Idaho; 2009 RSIA mtgs., San Antonio, Texas, all UP GCAs; 2009 RSIA payroll access, assisting all UP GCAs.

**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; SMA, Gatlinburg, Tenn.; Speaker at BMWED-IBT legislative & political training conference, Washington, D.C.; Mtg. w/ Joe Szabo, FRA Administrator; Mtg. w/ financial analyst on anti-trust issue; Anti-trust mark-up hearing and Surface Transportation Authorization

Act of 2009 mark-up; Advisory hearing on high speed passenger rail; 2010 DOT appropriations hearing w/ Ray LaHood, Sec'y of Transportation and freight transportation issues hearing; ARLA luncheon; Washington, D.C. mtgs. w/ VP of Gov't Affairs-Amtrak, Rep. Joe Sestak, PA, Rep. Patrick Kennedy, RI, Rep. Candice Miller, MI, and Legislative Director, Rep. Leonard Boswell, IA, Deputy Chief of Staff; Mtg. w/ Linda Puchala, Member and Harry Haglander, Member-NMB; Mtg. w/ Homeland Security on locomotive security issues; OL press event, Washington, D.C.; Various receptions for Reps. McGovern, Tierney, Capuano, Kennedy and Courtney; Attended several lobbying mtgs. on the Hill, Washington, D.C.

**Vice-President Marcus J. Ruef** — Labor member-NRAB, Vice Chairman, First Division; Director of Arbitration Dept; Assigned to Amtrak; Port Authority Trans Hudson (PATH); Long Island Railroad (LIRR); Southeastern Pennsylvania Transportation Authority (SEPTA); New Jersey Transit (NJ); MNR; and NYAL; FRA passenger rail forum with passenger GCs, Philadelphia; Assist GC Koonce with interpretation request, NRAB; SMA mtgs., Gatlinburg, Tenn.; Vacation; WNY&P mediation, mtg. w/ W.E. Knight and B.J. Martin for prep & hearing, Harrisburg, Pa.; Work on UP NOI controversy, NRAB; Claims screening w/ GC Nunziato, PATH, Newark, N.J.; Visit Division 272 & assist GC Darcy with upcoming investigation, NJ Transit, Dover, N.J.; Review administrative issues (UP Notices of Intent) w/ Doug Davidson, Chicago; Upcoming BRC/RCO arbitration w/ GC Kaulins, VP Geiger, Doug Davidson, BRC, Chicago; Prep work for passenger workshop, Education & Training Dept.; Assist VP Twombly in negotiating a PLB establishment agreement; R.J. Darcy investigation, prep & hearing, NJ Transit, Newark, N.J.

**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; PLB 6610 hearing, Jacksonville, Fla.; GCofA mtg., CSX-Western Lines, Gatlinburg, Tenn. SMA mtg., Gatlinburg, Tenn.; Executive Session, PLB 7263, Jacksonville; BLET/CSX SSA bonus plan negotiations, Jacksonville; Advisory Board audit committee mtgs., Cleveland; BLET/ UTU/ BNSF ebb and flow mtg., Ft. Worth, Texas; Rail Safety/ Hours of Service conference call, CSX labor relations and CSX-N, CSX-W, CSX-E, Conrail GCofAs.

**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; ISRR contract negotiations, Las Vegas; Springfield Terminal contract negotiations, Andover, Mass.; Talleyrand Terminal Railroad mtg. w/ rank-and-file members, Jacksonville, Fla.; Montreal, Maine & Atlantic contract negotiations w/ GC Moore, Bangor, Maine; Advisory Board audit committee mtgs., Cleveland; PLB 7287 w/ GC Ben Martin, New York.

**Vice-President Willard E. Knight** — Assigned to: All Norfolk Southern General Committees and Wheeling & Lake Erie; Mtg. w/ NS-Northern General Chairman and Southern Vice General Chairman, Weirton, W.Va., Div. 255 mtg.; SMA mtg., Gatlinburg, Tenn.; Mtg. w/ VP Ruef to obtain NS files, Charles Town, W.Va.; Assisted WNY&P GC agreement mediation, Harrisburg, Pa.; Hours of Service mtg. w/ NS Labor Relations and NS Eastern, Northern and Southern Region GCofAs, Norfolk, Va.; Div. 79 special mtg. w/ NS Eastern Region General Chairman; General office duties.



**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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www.ble-t.org • (216) 241-2630

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VOLUME 23 • NUMBER 8 • August 2009

### LOCOMOTIVE ENGINEERS & TRAINMEN NEWS (ISSN 0898-8625)

is published monthly by the Brotherhood of Locomotive Engineers & Trainmen,  
1370 Ontario Street, Cleveland, OH 44113-1702.  
Periodicals postage paid at Cleveland, OH.

### POSTMASTER: Send address changes to

Locomotive Engineers & Trainmen News — BLET Records Department,  
1370 Ontario Street, Mezzanine Cleveland, OH 44113-1702.



Periodicals Postage  
PAID  
at Cleveland, OH.,