

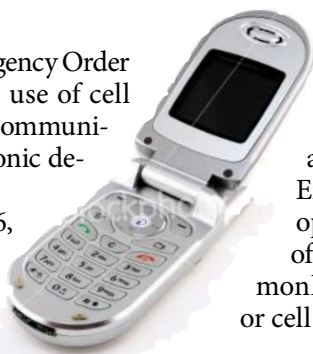
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FRA clamps down on electronic devices

RIn the aftermath of the most deadly passenger rail accident in more than a decade, and just days after the National Transportation Safety Board reported that the engineer of one of the trains involved in the September 12 tragedy had sent and received dozens of text messages while on duty, the Federal Railroad Administration

("FRA") is issuing an Emergency Order that severely restricts the use of cell phones and other wireless communication and personal electronic devices by operating crews.

Emergency Order No. 26, which is scheduled to be published in the Federal Register on Tuesday,



October 7, goes into effect on Monday, October 27, which is 20 days after publication. The Emergency Order governs operating employees' use of mobile telephones (commonly called cell telephones or cell phones), other electron-

ic devices or electrical devices, and other portable electronic devices (such as portable digital video disc (DVD) players, radio receivers, and audio players) capable of distracting a railroad operating employee from a safety-critical duty. It does not restrict use of the railroad radio or working wireless com-

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SADLY, THE USE OF ELECTRONIC DEVICES HAS LITERALLY BECOME A LIFE AND DEATH ISSUE FOR ALL OPERATING EMPLOYEES AND COMPLIANCE WITH THE EMERGENCY ORDER MUST BE ABSOLUTE.

— PRESIDENT ED RODZWICZ

Night Time

Is the right time for rail photography, according to Gary Knapp. He has been dubbed the next O. Winston Link by Trains Magazine for his expert night time photography. It was after midnight on Nov. 7, 2007, when he captured this SD70MAC slowly pulling out of Pool Point Tunnel near Elkhorn City, Ky.

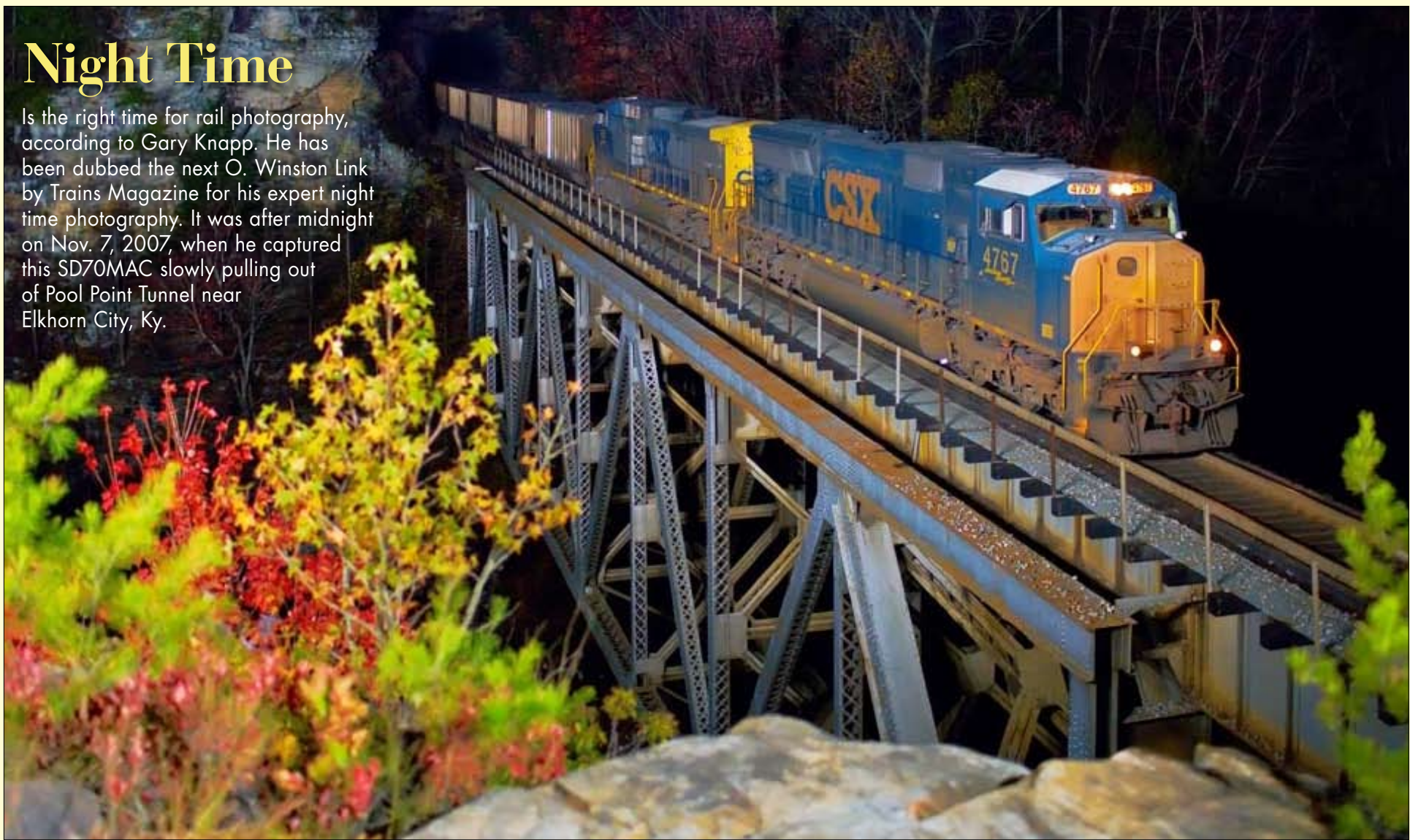


Photo: © Gary Knapp

Connecticut Southern members ratify first BLET contract

Members of the Brotherhood of Locomotive Engineers and Trainmen unanimously ratified a new collective bargaining agreement with the Connecticut Southern Railroad, a RailAmerica owned short line headquartered in East Hartford, Conn.

It is the first contract for the formerly nonunion workforce, who voted unanimously to join the BLET in February of 2008.

"It was a good feeling for these members at the ratification meetings to know that the BLET was on hand to represent their needs in a timely fashion," said Ben Martin, who is General Chairman of the Connecticut Southern/New England Central/ New York, Susquehanna & Western General Committee of Adjustment.

The agreement spans 39 months (three years, three months) and provides members with 10 percent general wage increases over the first 27 months of the

agreement. The contract covers 15 BLET members, all of whom voted in favor of the agreement.

In addition to wage increases, the agreement also provides members with absolute protection of vacation pay, flex days (personal/sick time), paid holidays, jury duty, bereavement leave and health care.

"An 'at-will' work force is now protected with hearing and discipline protective rules and maintains the right to seek compensation for grievances," said Ed

Rodzwicz, National President of the Brotherhood of Locomotive Engineers and Trainmen. "I congratulate the negotiating team for securing a first strong contract, and commend the Connecticut Southern membership for their solidarity throughout the negotiating process."

Members will receive a 10 percent general wage increase over the course of the 1st 27 months: 4 percent by October 1; 2 percent on January 1, 2009; 2 percent on

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TOWN HALL MEETINGS

President Rodzwicz

Fielding questions at Ohio Town Hall meetings. **pg 5**

FRA Emergency Order 26

Answers to Frequently Asked Questions **pg 4**

Bush signs rail safety bill

New legislation to impact Hours of Service regulation **pg 6**

Teamsters, BLET conducting post-9/11 rail safety and security survey

Are we safer?

Survey will gauge the effectiveness of safety and security improvements to the railroad industry since the terrorist attacks of Sept. 11, 2001.

Is the railroad industry safer and more secure today than it was seven years ago when terrorists attacked the World Trade Center on September 11, 2001?

That's what the Teamsters Rail Conference hopes to discover by conducting a survey of its membership.

Nearly 60,000 surveys were mailed recently to BLET and BMWED members on select carriers to gauge their first hand experiences regarding the effectiveness of safety and security improvements along our nation's rail network since the terrorist attacks of 9/11.

Members received a letter with a request for them to complete and mail back a rail safety survey identical to the survey they completed in 2005. That survey became the foundation for the Rail Conference's "High Alert" report.

The Rail Conference is revisiting this survey on select carriers to see if there has been any improvement in safety and security measures along our nation's rail network. This is particularly important given that rail corporations are relying more and more on technology, contracting out, remote control, and smaller crews to continue downsizing its workforce. Such reductions are crippling the first layer of rail defense — the rail workers onboard the trains and along the tracks.

"Video cameras or posted signs can never replace the eyes and ears of trained rail employees and we need your help to again evaluate the state of rail security," said Ed Rodziewicz, National President of the BLET and President of the



Rail security and safety improvements have been made since 9/11, but are they effective enough to keep America safe?

Teamsters Rail Conference.

"High Alert" was based upon the result of over 4,000 surveys completed by BLET and BMWED members nationwide. Our "High Alert" report revealed that America's rail system is no better protected then it was before 9/11, despite repeated warnings from the Federal Bureau of Investigation that our rail network is a likely terrorist target.

The report doggedly pressed into national awareness our communications strategy, and was tirelessly pushed by our BLET, BMWED and IBT state and national legislative representatives. This initiative by the Rail Conference

spawned the first rail safety legislation in a generation, the "Railroad Safety Enhancement Act of 2008."

"It is vitally important that all BLET and BMWED members participate in this next phase of our Safe Rails, Secure America campaign," President Rodziewicz said. "Please take the time to complete it."

All responses are completely anonymous and our member's identity will be fully protected. The closing date of the survey was September 19. The Teamsters Rail Conference is now analyzing its findings and it is expected that survey results will be made public in the near future. @@

>> FEDERAL EMPLOYERS' LIABILITY ACT (FELA)-AN OVERVIEW

Protect yourself from grade crossing liabilities

"Unfortunately, many times the train crew is also sued, on an individual basis."

According to the Federal Railroad Administration, there have been more than 65,000 reported highway-rail collisions since 1990. The overwhelming majority of those collisions are caused solely by the automobile drivers' inattention and their failure to heed the Locomotive Engineer's warnings. Even so a lawyer is often hired by the family of the automobile driver to pursue a claim against the railroad for the failure to maintain a safe crossing through the installation of gates and lights. Unfortunately, many times the train crew is also sued, on an individual basis.

Locomotive Engineers have an extremely important job. It is also a stressful job. The helpless feeling of an imminent collision when a mo-

torist ignores both the rules of the road and your warnings is a feeling that never seems to fade. Then, if being sued, you may feel that you are in effect being blamed for the collision. Here are some words of advice for the membership should this happen to you:

- Make sure you contact a Designated Legal Counsel immediately when you receive the paperwork on the lawsuit. It is critical that you have legal advice from the first moment you are sued.
- Make sure you have the Designated Legal Counsel contact the claim agent with the railroad that is assigned to handle this collision. It is important for the claim agent to know that you have someone in your corner representing your interests, not just those of the railroad company.
- Make sure you have your Designated Legal Counsel get an agreement in writing from the railroad that they will agree to pay your attorney fees, costs and any settlement or judgment rendered in favor of the driver. This is the most critical thing you can do to protect

yourself and your family from financial ruin. If you do not get an agreement from the railroad to pay all of these items, then you face the risk of personal liability.

- Seek the help of a professional or the railroad's Employee Assistance Program if you are having trouble coping emotionally with the event. Few people recognize and appreciate the risks of the job and professional assistance can often help with living with the memories and the understandable anger associated with being blamed for something you did everything to prevent from happening.
- Volunteer for Operation Lifesaver. This can be a very rewarding and healing experience especially for those that give presentations to the younger (pre-driving age) kids. These children dream of becoming Locomotive Engineers when they grow up and you are legendary to them. This is a way to make a real difference in terms of reducing the number of collisions in future generations. Volunteer opportunities can be arranged at www.oli.org

On a personal note, David Blunt, a designated legal counsel for the BLET for over 22 years, is pleased to announce that he has made Paul Slocomb a partner in his firm. Paul has an extensive background in the railroad industry and in the area of FELA and railroad crossing litigation. Blunt Slocomb Ltd. are honored to be Designated Legal Counsel for the Brotherhood of Locomotive Engineers and look forward to continuing to serve the needs of the membership. @@

Submitted by:



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Connecticut Southern

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January 1, 2010; and 2 percent on January 1, 2011. The wages were \$21.27 per hour before ratification and will increase to \$23.49 per hour by January 1, 2011.

Members also become enrolled in the RailAmerica Incentive Program, which provides up to 6 percent of the employees' gross wages in bonuses when certain non-incident, non-injury criteria are met (in addition to the wage increases). Incentives are protected by a 1 percent general wage increase per year if the incentive plan is reduced or abolished by the Carrier.

The new agreement provides other important union protections, including: scope of job descriptions; seniority recognition; job advertisements with annulment; abolishment; and displacement rules. Also included is eight-hour basic day protection in addition to "called and not used" protective payments (four hours).

The agreement provides income protection for promoted engineers at the engineers' rate of pay for members unable to work in the traditional job role of engineer.

There is language provided to define what a home terminal is and the conditions the Carrier must meet to maintain terminal facilities.

"Another incentive that was well received was the 'top-bottom' roster concept, which gives the workforce the ability to work at geographical sister RailAmerica property New England Central Railroad (BLE&T represented under the same GCofA) if the work ever diminishes on the Connecticut Southern," said General Chairman Ben Martin. "This concept will be explored further for reciprocal rights for members working on the New England Central at their negotiations which commence



Connecticut Southern locomotive engineers and trainmen unanimously ratified their first-ever union contract with the BLET in September. In this photo, CSOR B39-8 passes the former H.L. Judd factory in Wallingford, Conn., on July 6, 2007.

in 2009."

Brother Martin said the negotiations were challenging, but the BLET was able to secure the best possible agreement for the membership.

"RailAmerica was cooperative in recognizing the value of their workforce and didn't hassle over basic needs for the membership in reaching an agreement," Martin said.

Brother Martin said the negotiating team received strong support from BLET National Division office, especially President Ed Rodzicz, First Vice President Paul Sorrow, and National Secretary Treasurer Bill Walpert.

"In addition, I'd like to thank Vice President Mike Twombly for his assistance in being available to answer questions when I had them," Martin said.

"Thanks to Director of Organizing Tom Miller and all the members at the Connecticut Southern for their endless support during the interim period between an 'at-will' workforce and reaching the Agreement.

"This effort was a perfect display of the concept of unity and the success of the Brotherhood of Locomotive Engineers and Trainmen. Everyone involved in this collective effort should be proud of the accomplishment in establishing an agreement that can be built upon for years to come."

The Connecticut Southern Railroad is headquartered in East Hartford, Conn. It operates 78 miles between Springfield, Hartford, and New Haven, Conn. It interchanges with CSX in Springfield, Mass., and in New Haven, Conn. @@

BLET forces delay of DOT 'strip search' rule

In an order issued on October 31, the United States Court of Appeals for the District of Columbia Circuit temporarily stayed the implementation of a Department of Transportation regulation that would have required direct observation of urine specimen donation in all return-to-duty and follow-up drug tests, which was to take effect on November 1.

The stay will remain in effect until the Court considers and rules on an emergency motion filed by nine unions — including the BLET and International Brotherhood of Teamsters — and the BNSF Railway to stay the regulation until it has ruled on challenges to the constitutionality and legality of mandatory direct observation and an associated "strip search" requirement.

The DOT's amendment to its Procedures for Transportation Workplace Drug and Alcohol Testing Programs, which changes Section 40.67(b) of Title 49 of the Code of Federal Regulations, originally was published on June 25 and was scheduled to take effect on August 25 along with a series of other changes to the regulation. Under immediate past regulations, a railroad had the discretion to require direct observation during an individual return-to-duty or follow-up test, but was not required to do so.

Among the other changes was the addition of Section 40.67(i), which requires a "strip search" in all instances of direct observation. Specifically, railroads must "request the employee to raise his or her shirt, blouse, or dress/skirt, as appropriate, above the waist; and lower clothing and underpants to show ..., by turning around, that they do not have a prosthetic device [that could be used to deliver a substituted urine specimen]." After the railroad has "determined that the employee does not have such a device, [it] may permit the employee to return clothing to its proper position for observed urination."

In mid-August, the unions and BNSF Railway filed the Petition for Review with the United States Court of Appeals for the District of Columbia Circuit, challenging both the strip search and the mandatory direct observation provisions on constitutional and statutory grounds. The unions are arguing that the rule violates the Fourth Amendment of the U.S. Constitution, which protects citizens from unreasonable searches.

BLET National President Ed Rodzicz condemned the direct observation rule and said the union would continue to search for ways to protect BLET members from this forced invasion of privacy.

"The DOT admits that its only evidence in support of strip searches and mandatory direct observation is anecdotal, proving once again that the new rule is a solution in search of a problem," President Rodzicz said. "We will continue to pursue every available avenue to protect BLET members from the humiliating and invasive course DOT has insisted upon." @@

2009 BLET regional meetings announced

BLET members scheduling vacations for next year are advised that the dates and locations of the 2009 BLET regional meetings are now available.

The meetings are as follows:

Southeastern Meeting Association (June 7-11, 2009, in Gatlinburg, Tenn.); **Eastern Union Meeting Association** (July 5-9, 2009, in Philadelphia, Pa.); **International Western Convention** (August 9-14, 2009, in Green Bay, Wisc.); and **Southwestern Convention Meeting** (September 13-16, 2009, in Kansas City, Mo.).

The meeting dates and locations are confirmed. Specific details regarding events, social activities and Education and Training Department workshops are still in the planning stages. That information will be announced in the coming months once the convention agendas are made available.

In the meantime, contact information for the hotels as well as the regional meeting chairmen is as follows:

June 7-11, 2009

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



Vacation destinations

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: scooter loco@comcast.net or LNM67@comcast.net.

July 5-9, 2009

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.

Brother Simon notes that the EUMA is making available a limited number (40) of rooms at \$199 per night for the July 4 weekend (July 2, 3, 4). This will coincide with Philadelphia's "Welcome America" celebration, which include free concerts and fireworks on the waterfront, immediately adjacent to the hotel. Deadline to book these rooms is February 28, 2009, after which they must be released back to the hotel. The convention rate (\$169 per night single or double occupancy, additional for triple or quadruple occupancy) is also available for the three days following EUMA, and also must be booked prior to February 28.

August 9-14, 2009

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.

September 13-16, 2009

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.

MORE SPECIFIC DETAILS AND REGISTRATION INFORMATION FOR THE 2009 BLET REGIONAL MEETINGS WILL BE ANNOUNCED IN THE COMING MONTHS. @@

FRA EMERGENCY ORDER 26

CONTINUED FROM PAGE 1

munications already subject to 49 CFR Part 220.

The uses of electronic devices that are restricted by the Emergency Order include:

- the use of a mobile telephone or another electronic or electrical device to conduct an oral communication;
- placing or receiving a telephone call;
- sending or reading an electronic mail message or text message;
- playing a game;
- navigating the Internet;
- playing, viewing, or listening to a video;
- playing, viewing, or listening to a television broadcast;
- playing or listening to a radio broadcast other than a radio broadcast by a railroad;
- playing or listening to music;
- executing a computational function; and
- performing any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee from a safety-critical task.

All personal electronic devices — elec-

tronic devices not supplied by the railroad — must be turned off and any electronic earpieces must be removed while a train is moving; the only exception is that, when radio failure occurs, wireless communication devices may be used in accordance with railroad rules and instructions. Personal electronic devices also must be turned off with electronic earpieces removed when duties (1) require an operating employee to ride rolling equipment during switching operations, or (2) require any railroad employees to be on the ground, including any situation where other employees of the railroad are assisting in preparation of the train (e.g., during an air brake test). Operating employees may not use personal electronic devices for any purpose other than voice communications.

The use of a railroad-supplied electronic device by a locomotive engineer (including a remote-control locomotive operator) is prohibited while the train is moving or when duties (1) require an operating employee to ride rolling equipment during switching operations, or (2) require any railroad employees to be on the ground, including any situation where other employees of the railroad are assisting in preparation of the train. An operating employee other than a locomotive engineer may use a railroad-supplied

mobile telephone or remote computing device in the cab of a locomotive for an authorized business purpose, after a safety briefing, provided that all assigned personnel on the crew agree that it is safe to do so.

A railroad operating employee may use a railroad-supplied electronic or electrical device for an approved business purpose while on duty within the body of a passenger train or railroad business car. However, use of the device shall not excuse the individual using the device from the responsibility to call or acknowledge any signal, inspect any passing train, or perform any other safety-sensitive duty assigned under the railroad's operating rules and special instructions.

For freight train crewmembers, a railroad operating employee may not use a railroad-supplied electronic or electrical device for an approved business purpose while on duty outside the cab unless the following conditions are met: (1) the employee is not fouling a track; (2) no switching operation is underway; (3) no other safety duties are presently required; and (4) all members of the crew have been briefed that operations are suspended.

The Emergency Order does not restrict an operating employee from using the digital storage and display function of a personal or railroad-supplied electronic

device to refer to a railroad rule, special instruction, timetable or other directive. In addition, operating employees may use wireless communication devices as necessary to respond to an emergency situation involving the operation of the railroad or encountered while performing duties for the railroad."

In addition to being subject to discipline or dismissal for violating a railroad operating rule governing the use of electronic devices, willful violation of the Emergency Order could subject the violator to a substantial civil penalty. FRA also could move to disqualify a violator from performing safety-sensitive service temporarily or permanently.

BLET National President Ed Rodziewicz endorsed the Emergency Order on behalf of BLET members. "We applaud the NTSB for bringing this information forward promptly, and the FRA for acting quickly," Rodziewicz said. "Sadly, the use of electronic devices has literally become a life and death issue for all operating employees and compliance with the Emergency Order must be absolute," added Rodziewicz. @@

TO VIEW OR DOWNLOAD FRA EMERGENCY ORDER 26 IN PDF FORMAT (30 PAGES) GO TO: [HTTP://WWW.BLE-T.ORG/PR/PDF/FRAEmergencyOrder26.pdf](http://www.ble-t.org/pr/pdf/FRAEmergencyOrder26.pdf)

Emergency Order No. 26 — BLET Frequently Asked Questions

(As of 10/31/2008)

Q: What is the best way to avoid violating the Emergency Order?

A: Regardless of the circumstances in which the Emergency Order permits the use of cell phones and other personal electronic devices, the surest way to avoid violating the Emergency Order or associated railroad rules is to turn off all such devices when you register for duty, stow them in your grip, and do not retrieve and activate them until you have been relieved from duty.

Q: Can we use our cell phones (business or personal) while stopped and not operating the controls of the train?

A: The Emergency Order does not prohibit the use of cell phones for voice communication, provided that (1) the train is stopped, and (2) an operating employee is not required to ride rolling equipment during switching operations, and (3) no railroad employees are required to be on the ground, including any situation where other are assisting in preparation of the train (e.g., during an air brake test). Such use in this circumstance would be governed by railroad operating rules.

Q: Can we use our cell phones (business or personal) while being deadheaded in any type of mode of transportation?

A: Personal electronic devices must be turned off, with earpiece removed, while on a moving train, or when a duty requires any member of the crew to be on the ground or to ride rolling equipment during a switching operation, or during any period when another employee of the railroad is assisting in preparation of the train (e.g., during an air brake test). A railroad-supplied mobile telephone or remote computing device may be used by a crew deadheading in the cab of a moving locomotive for an authorized business purpose, but only after a safety briefing is conducted and all assigned personnel agree that it is safe to do so. A deadheading crew also may use a railroad-supplied mobile telephone or remote computing device for an authorized business purpose within the body of a passenger train or a railroad business car. When the use of a cell phone is permitted, it may be used for voice communications only. The Emergency Order is silent with respect to the use of electronic devices by crews deadheading in trailing locomotives, and we are preparing a Petition for Review in order to obtain a clarification from FRA concerning this issue. The scope of the Emergency Order does not extend to modes of deadhead transportation other than trains.



Q: While moving on a train, if there is someone else in the cab of the locomotive with you, can they use their cell phone?

A: A railroad operating employee other than a locomotive engineer operating the controls of a moving train may use a railroad-supplied mobile telephone or remote computing device in the cab of a moving locomotive for an authorized business purpose, after a safety briefing, provided that all assigned personnel on the crew agree that it is safe to do so. Any other use — including the use of a personal cell phone — is prohibited in the cab of a moving train.

Q: Does the emergency order prohibit the use of a camera while on duty to document a safety hazard?

A: The Emergency Order specifically states that the use of a personal electronic or electrical device to perform any function other than voice communication while on duty is prohibited. This would prohibit the use of cell phones with photographic capabilities for that purpose. However, it is unclear that a disposable camera — which is not an electronic or electrical device — falls within the scope of the Emergency Order, and the prohibition against

use of an electronic camera only seems arbitrary, particularly when it would be used to improve safety. We are preparing a Petition for Review in order to obtain a clarification from FRA concerning this issue.

Q: Is it permissible to use your cell phone while the train is not moving and you are on the locomotive clear of all tracks and not performing any safety sensitive duties under this Emergency Order?

A: The Emergency Order does not prohibit such use, provided (1) no operating employee is required to ride rolling equipment during switching operations, and (2) no railroad employees are required to be on the ground, including any situation where other are assisting in preparation of the train (e.g., during an air brake test). Such use in this circumstance would be governed by railroad operating rules.

Q: Is the use of calculators for such things as managing correct horsepower per ton, calculating tons per operative brake, dynamic brake and tractive effort compliance, and correcting train length permissible?

A: Since the Emergency Order includes "execut[ing] a computational function" in the definition of "use of an electronic or electrical device," and also specifically states that the use of a personal electronic or electrical device to perform any function other than voice communication while on duty is prohibited, it appears that — at least — the use of a calculator portion of a cell phone is prohibited. Because of the safety implications raised in this question, we are preparing a Petition for Review in order to obtain a clarification from FRA concerning this issue.

Q: Apparently, some of our members are using a GPS device to check their speed. The reason being that the... speed mile markers, out of some terminals, are located at 10 mph zones. We are working through the BLET safety committees to get that changed. In the meantime, is this a violation of the FRA Emergency Order?

A: Since the Emergency Order includes "execut[ing] a computational function" in the definition of "use of an electronic or electrical device," and also specifically states that the use of a personal electronic or electrical device to perform any function other than voice communication while on duty is prohibited, it appears that the use of a personal GPS device is prohibited. Because of the safety implications raised in this question, we are preparing a Petition for Review in order to obtain a clarification from FRA concerning this issue. @@

More information about Emergency Order 26 is available from www.ble-t.org:

Federal Register publication of FRA Emergency Order 26:
<http://www.ble-t.org/pr/pdf/EO26FR.pdf>

FRA-prepared summary of EO 26:
<http://www.ble-t.org/pr/pdf/EO26Summary.pdf>

FRA-prepared summary flowchart concerning EO:
<http://www.ble-t.org/pr/pdf/EO26Chart081021.pdf>



BLET's Ohio Town Hall meetings a success



Division 34 President Jeff Scott welcomes everyone to the Columbus Town Hall. Seated, from left: Tim Hanely, Ohio State Legislative Board Chairman; John Tolman, Vice President & National Legislative Representative; Dennis Pierce, Vice President; and Ed Rodzwicz, BLET National President.

Several BLET National Division officers and General Chairmen discussed issues of national significance with BLET members at two Town Hall meetings in Ohio.

The meetings — hosted in mid-October by BLET Division 95 in Cincinnati and Division 34 in Columbus — provided BLET members with information on the upcoming November elections, the Railroad Safety Improvement Act of 2007, and FRA Emergency Order 26, which bans the use of cell phones and other electronic devices in the locomotive cab.

BLET National President Ed Rodzwicz, Vice President and National Legislative Representative John Tolman and National Vice President Dennis Pierce gave presentations and engaged in lengthy question and answer sessions with the membership.

Others in attendance included: CSX General Chairman Don Moates; CSX General Chairman Rick Finamore; Norfolk Southern General Chairman Cole Davis; and Norfolk Southern General Chairman Willard Knight. Ohio State Legislative Board Chairman Tim Hanely helped coordinate the events and also

attended both Town Hall meetings.

"The focus of the meetings was to convey the importance of our endorsed candidates to the membership as well as provide information about the new rail safety bill and the FRA cell phone ban," Chairman Hanely said. "Thanks to the officers who took time out their busy schedules to attend these meetings, and a special thank you to Division 34 and 95 for hosting the sessions."

More than 90 members from 11 BLET Divisions attended the Cincinnati Town Hall meeting. Boy Scouts William and Richard Wuerdeman, who belong to Scout Troop 519, were in attendance and led the BLET members in the Pledge of Allegiance to begin the Cincinnati session. The Scouts are the sons of BLET Division 95 member Todd Wuerdeman, who is a conductor at CSX. The Scouts were invited to the meeting by Division 95 President Brian Herald and Local Chairman Danny Bennett to help fulfill requirements for their American Labor merit badges.

More than 40 members attended the Columbus Town Hall meeting, and many more viewed the event live via streaming media by Division President



President Rodzwicz makes a point about Emergency Order 26.

Jeff Scott, which has become common place for BLET Division 34 regular meetings. BLET National President Rodzwicz spoke at length about Emergency Order 26, which bans the use of cell phones and most other electronic devices while in the cab of the locomotive. He said the Order came about following the fatal Metrolink accident in Chatsworth, Calif., which claimed the lives of 25 people, including BLET member Robert Sanchez.

He advised members to turn off their electronic equipment and store it in their grip while on duty.

"The surest way for BLET members to avoid violating the Emergency Order or associated railroad rules is to turn off all such devices when you register for duty, stow them in your grip, and do not retrieve and activate them until you have been relieved from duty," BLET National President Ed Rodzwicz said.

BLET Vice President & National Legislative Representative John Tolman said the upcoming election is the most important of our lifetime, and stressed the need to elect labor-friendly candidates. State Chairman Hanely added that BLET endorsed candidates are selected in part by examining their past voting record on transportation issues, or pledge to support these issues in the future.

A highlight of Tolman's talking points was the significance of Presidential Appointees, and how it affects the rail industry. He stressed the importance of electing a labor-friendly candidate because the next President will appoint the Secretary of Labor, Secretary of Transportation, Administrator of FRA, all three members of the Railroad Retirement Board, the head of the National Mediation Board and many more.

BLET Vice President Dennis Pierce spoke about the Rail Safety Act, which was signed into law by President Bush on October 16. He addressed specific ways that the new law would impact Hours of Service for BLET members. @@



Members at the Town Hall meeting in Cincinnati.



Jeff Scott, seated, prepares his computer to broadcast the Town Hall meeting on the Internet.



Members at the Town Hall meeting in Columbus.



Father and son. Doug D. Myers of BLET Division 447 with his father, Duane A. Myers of BLET Division 285. Both are Norfolk Southern locomotive engineers.



General Chairmen (from left): Rick Finamore, Cole Davis and Willard Knight.



Boy Scouts William and Richard Wuerdeman, son of BLET Member Todd Wuerdeman, led the Cincinnati Town Hall meeting in the Pledge of Allegiance to begin the session.



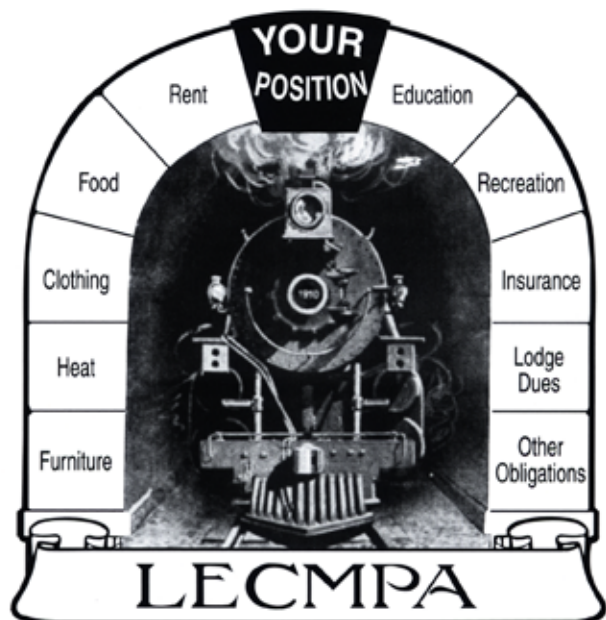
Todd Wuerdeman, BLET Division 95, with his son William.

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Since 1910*

President Bush signs rail safety bill

On October 16, President Bush signed a major rail safety reform bill that also provides billions of dollars for Amtrak.

The legislation was put on a fast track to passage largely due to the collision between a Metrolink train and a Union Pacific freight train on September 12. The safety portion of the legislation contains provisions mandating the implementation of Positive Train Control by 2015, a technology that could have prevented the deadly Metrolink tragedy.

The legislation limits railroad operating crews to a maximum 276 hours per month, including limbo time. It limits limbo time to 40 hours a month the first year after enactment and 30 hours a month thereafter.

"In any piece of legislation, you aim high and hope that others will aim high with you," BLET Vice President & National Legislative Representative John Tolman said. "The Legislative Department worked hard, having several State

Legislative Board Chairmen, General Chairmen and Vice Presidents lobbying with us to help craft the best bill possible, but unfortunately, we didn't get everything we asked for."

Some other rail safety provisions include:

- Targeted fatigue countermeasures: a railroad's plan shall take into account the varying circumstances of operations by the railroad on different parts of its system, and shall prescribe appropriate fatigue countermeasures to address those varying circumstances. The plan should also address the following:

- Employee education.
- Opportunities for identification, diagnosis, and treatment of any medical condition that may affect alertness or fatigue, including sleep disorders.
- Scheduling practices for employees, including innovative scheduling practices, on duty call practices, work and rest cycles, increased consecutive days off for employees, changes in shift patterns, appropriate scheduling practices for varying types of

work, and other aspects of employee scheduling that would reduce employee fatigue and cumulative sleep loss.

- Methods to minimize accidents and incidents that occur as a result of working at times when scientific and medical research have shown increased fatigue disrupts employees' circadian rhythm.

- Alertness strategies.

- Opportunities to obtain restful sleep at lodging facilities, including employee sleeping quarters provided by the railroad carrier.

- The increase of the number of consecutive hours of off-duty rest, during which an employee receives no communication from the employing railroad carrier or its managers, supervisors, officers, or agents.

- Avoidance of abrupt changes in rest cycles for employees.

- Additional elements that the Secretary considers appropriate.

- 10 hour call pilot project and scheduled call pilot project.

- Labor and management can negoti-

ate alternative hours of service plans.

- Existing hours of service law shall apply to commuter, short haul passenger carriers, or intercity carriers until regulations are issued by the Secretary within three years after the law is enacted.

- Implementation of positive train control by 2015.

- Mandating prompt medical attention for injured railroad employees.

- Provides for a study of the locomotive cab environment.

- Mandating critical incident stress debriefing.

- Mandating a study of railroad employee exposure to nuclear radiation.

- Requiring railroads to provide emergency escape breathing apparatus with respiratory protection for all crewmembers in locomotive cabs.

The bill authorizes \$13.06 billion over five years for passenger rail — more than \$2.6 billion annually for Amtrak, intercity passenger rail, and high speed rail programs, which is almost double what the U.S. is currently spending. @@

BLET AUXILIARY

Rail Safety and Amtrak Authorization – Finally!



BY SEREENA HOGAN

BLET AUXILIARY

NATIONAL VICE PRESIDENT/

NATIONAL LEGISLATIVE

REPRESENTATIVE

What a shame that 25 people had to lose their lives and another 135 had to suffer serious injuries before Congress took action and passed rail safety legislation for both freight and passenger rail.

The head-on collision between a Metrolink train and a UP train in Chatsworth, Calif., brought the issue of rail safety to the national forefront. The September 12 tragedy also sent Congress scrambling to get both the Railroad Safety Improvement Act of 2008 (H.R. 2095) and The Passenger Rail Investment and Improvement Act of 2008 (S. 294) passed before they adjourned for the year.

The two bills were combined on September 29 and passed by the Senate on October 1 with 74 yeas and 24 nays. Faced with a veto-proof majority in the Senate, President Bush had no choice but to authorize the legislation. He signed the bill into law on October 16, 2008.

(As an aside, Sen. Barack Obama voted for the measure, while Sen. John McCain voted against it. Despite his continued references to us all as "my friends,"

John McCain is not our friend when it comes to rail issues.)

The new law requires large freight and passenger railroads to submit a plan to equip trains with positive train control systems (PTC) by the year 2015. Employment of PTC will create a safer environment not only for rail passengers and crews, but for the public at large as more and more trains haul toxic materials across our nation.

We have always been strong supporters of PTC, but we still need to be wary of the efforts by the Carriers to replace a crew member with the technology. We need to maintain the fight for crew minimums of two persons for the safety of our loved ones on the railroad and the safety of our communities. It is not about jobs; it is about safety.

The new law also addresses numerous other safety issues, including; operating employee fatigue; exposure to nuclear radiation and other toxic agents; crew member training and certification requirements; critical incident stress debriefing; and prompt medical attention for employees injured on duty.

The fatigue abatement measures included in the final bill are disappointing. Probably the most disappointing was the insertion of a cap of 276 hours, including 40 hours of limbo time per month for the first year. This arbitrary cap will do nothing to mitigate fatigue. It will not improve work scheduling information (train line ups) and cannot solve manpower shortages.

For example, if long pool freight engineers worked every other day, this cap limits them to 18.4 hours per day. If that crew member worked 20 days a month (i.e., 5 days a week), it works out to 13.8 hours per day — more than the current 12-hour Hours of Service Limit, but that does include limbo time. For someone working every day, 30 days a month, it

equates to 9.2 hours per day every day. So where is the improvement?

We do understand that compromises were made to create a bill that both sides of the aisle could support, but, despite the best efforts of our Legislative Department, we were unable to achieve a satisfactory outcome with regard to the issue of employee fatigue.

Before we even hit the current lows in our economy, the price of oil fueled a resurgence in rail ridership throughout the U.S., particularly Amtrak. In the fiscal year ending September 30, Amtrak carried over 28.7 million riders, up 11.1 percent compared with FY 2007's total, for its sixth straight year of record ridership.

Work on the Amtrak authorization portion of the bill has been ongoing for the last three Congresses and it is definitely good news for the national passenger rail service. The bill authorizes new funding at \$5.3 billion in capital grants, \$2.9 billion in operating grants, \$1.9 billion for intercity passenger rail over five years, and funding for Amtrak employees, which was eight years overdue.

Alarming, the bill delves into the potential of privatization, which the BLET and all of Rail Labor oppose.

We will need to continue to fight to make sure that the billions authorized for Amtrak actually are appropriated in the coming years.

We are grateful for all of the good this bill will do to promote a safer working environment and provide railroad employees the tools they need to report unsafe working conditions, among many other things, along with real funding for our passenger rail system. However, it is unfortunate that we were unable to achieve some of our biggest goals for safety and quality of life. All I can say is we will keep on working to attain what is best for our family of rail workers and our communities. @@

Flexible Spending enrollment

As this issue of the Locomotive Engineers & Trainmen News goes to press, BLET members should have received their enrollment forms for the Railroad Employees National Flexible Benefits Program.

In much the same way that a 401k program allows individuals to use pre-tax dollars to save for retirement, the Railroad Employees Flexible Benefits Program allows members to use pre-tax dollars to pay for certain medical expenses or dependent care expenses.

It is a cost-savings plan that will provide real savings to BLET members and their families. However, the plan will be terminated if less than five percent of eligible BLET members enroll in the program.

If you have not received your enrollment materials, you may download them from the Flexible Spending Account information center on the BLET website: <http://www.ble-t.org/fsa/>

2009 Enrollment Materials

Overview of Railroad Employees National Flexible Benefits Program for 2009:

<http://www.ble-t.org/fsa/FSAoverview2009.pdf>

List of eligible carriers and Railroad Codes (you will need these codes to complete your enrollment forms):

<http://www.ble-t.org/fsa/FSARRCodes.pdf>

2009 Enrollment Form, Railroad Employees Flexible Benefits Program:

<http://www.ble-t.org/fsa/FSAnrollment2009.pdf>

2009 Claim Form:

<http://www.ble-t.org/fsa/FSAClaim2009.pdf>



HEALTHCARE

United Healthcare announces GA-23111 open enrollment for November/December

During the months of November and December 2008, United-Healthcare will hold an open enrollment under GA-23111. During this open enrollment, any individual eligible for coverage under one of the GA-23111 plans can enroll and will be accepted for coverage without any medical underwriting or requirement of good health.

There are no limitations for pre-existing conditions. Enrollment in November and December 2008 will be for coverage effective January 1, 2009. Only those applicants who mail their completed enrollment forms in November or December 2008 will be considered for open enrollment. The next opportunity to enroll during an open enrollment period will be in November/December 2010.

This open enrollment is being held for:

- Any individuals who were covered under any railroad health plan and were represented by a Railway Labor Union; or
- Any individuals who are members in accordance with the constitution or by-laws of one of the participating railway labor organizations, when coverage under the employer group health plan, which applies to them ends.

If someone you know meets the GA-23111 eligibility provisions, open enrollment provides an opportunity for them to become covered. You may also enroll your

spouse or eligible children if they are not currently covered. In addition, enrollment under Plan F is available for your parent or parent-in-law. Anyone interested in enrolling should call the following phone number to obtain an enrollment form or additional information:

- For persons eligible for Medicare, call 1-800-809-0453.
- For persons not eligible for Medicare, call 1-800-842-5252.

Details of the various plans are as follows:

PLAN A

Rate: \$250.00

Applies to: Persons eligible for coverage under GA-23111 except persons eligible under Medicare, and persons eligible under GA-46000.

PLAN B

Rate: \$325.00

Applies to: Persons eligible for coverage under GA-23111 except persons eligible under Medicare, and persons eligible under GA-46000.

PLAN C

Rate: \$400.00

Applies to: Persons eligible for coverage under GA-23111 except persons eligible

under Medicare, and persons eligible under GA-46000.

PLAN E

Rate: \$150.00

Applies to: Persons eligible under The Railroad Employees National Early Retirement Major Medical Benefit Plan (GA-46000).

PLAN M

Rate: \$150.00

Persons eligible under The Massachusetts Bay Commuter Rail Early Retirement Plan (MBCR Plan).

PLAN F

Rate: \$150.00

Applies to: Persons eligible for Full Medicare Coverage.

Note: Enrollment during November and December of the open enrollment period provides for coverage effective the following calendar year, January 1st through December 31st. Each June 1st of that calendar year, and only at that time, adjustments to the premium for all plans under GA-23111 may occur. Additionally, if you are enrolled in either Plan A, B, or C under GA-23111, and a change in the premium amount you pay does occur, you will be allowed, at that time, to switch your plan to a different plan (A, B, or C) if available. ☺

2008 - 2009

Calendar & Events

November 14**U.S. Railroad Retirement Board Informational Conference, Metairie, La.**

The U.S. Railroad Retirement Board will host a free informational conference at the Four Points by Sheraton, New Orleans Airport (6401 Veterans Memorial Blvd.). Registration begins promptly at 8 a.m. The conference runs from 8:30 a.m. to 12:30 p.m. Per Railroad Retirement Board request, elected BLET officials only!

December 5**U.S. Railroad Retirement Board Informational Conference, Jacksonville, Fla.**

The U.S. Railroad Retirement Board will host the final informational conference of 2008 at the Holiday Inn (9150 Baymeadows Rd.) in Jacksonville. Registration begins promptly at 8 a.m. The conference runs from 8:30 a.m. to 12:30 p.m.

December 14-17**BLET Secretary-Treasurer Workshop**

The BLET Education & Training Department hosts its final Secretary-Treasurer Compliance Workshop of 2008 at the Hyatt Regency at the Arcade in downtown Cleveland, Ohio. For registration details, contact Ken Kroeger, Kroeger@ble-t.org, or cell phone: (216) 272-0986.

BLET helps secure lower specialist co-pays

The Brotherhood of Locomotive Engineers and Trainmen has secured a significant health insurance benefit improvement for members covered by the 2007 National Freight Agreements.

Effective November 1, 2008, office visit co-pays for Nurse Practitioners, Physician's Assistants, Physical Thera-

pists and Chiropractors will be lowered from \$35 to \$20. In addition, a new supplemental discount program will soon be applied to charges for out-of-network services that should result in considerable savings for BLET members.

"I am pleased to announce these benefit improvements to our membership," said BLET National President Ed

Rodzwicz. "Our National Division office has fielded complaints from members over the higher costs of seeing medical specialists, especially during the current economic downturn. Working with the rest of rail labor, we fought for and obtained these money-saving benefits."

The BLET worked with all of rail la-

bor under the auspices of the Cooperating Rail Labor Organizations (CRLO) and the carriers to achieve the cost reductions.

"Benefit improvements between contracts are extremely rare, and I am pleased and proud to have helped achieve these important goals," President Rodzwicz said. ☺

Changes to BLET Short-Term Disability Insurance effective January 1, 2009

A number of changes to the BLET Short-Term Disability Insurance Plan will become effective Jan. 1, 2009. These changes will impact eligible employees working on a railroad that participated in the Wage Rules portion of the Dec. 16, 2003, National Agreement. Two parts to the Plan are offered as outlined below:

PART A – NON-OCCUPATIONAL DISABILITIES

Effective Jan. 1, 2009, the current plan covering both occupational and non-occupational disabilities will be modified:

- Part A will pay \$402 per week for non-occupational disabilities only — an increase from \$362 per week.
- Occupational disabilities will not be covered.
- Each eligible member will be insured for \$50,000 of Accidental Death and Dismemberment (AD&D) coverage.

NOTE:

- This plan change will not impact members with current claims. Those members who have a date of disability prior to January 1, 2009 will continue to qualify for the \$362 per week benefit for occupational or non-occupational as determined by the Plan.
- Claims for occupational disabilities prior to Jan. 1, 2009 will continue to be administered as they are today, making them subject to repayment upon receipt of FELA settlement (repayment after a personal injury settlement).

PART B – OCCUPATIONAL DISABILITIES

Effective Jan. 1, 2009:

- Part B will be voluntary.
- Cost will be \$23 per month and will be payroll deducted with your monthly union dues.
- Weekly benefit for occupational disabilities will be \$402 per week.
- Each eligible member will be insured for \$50,000 of AD&D coverage.
- The benefit will not be subject to repayment upon receipt of FELA settlement (no repayment after personal injury settlement).
- The benefit will not be considered taxable income.

NOTE:

- Eligibility for Part B will be driven by your eligibility for Part A. You will have two options if you become ineligible for Part A: Pay \$40 directly to the BLET Trust Fund by the 10th of the month for Part A and continue your payroll deduction of \$23 for Part B or drop out of Part B. If you choose to drop out of Part B, you may discontinue the \$23 payroll deduction. However, you may not resume coverage for Part B until a subsequent annual enrollment period.
- Participation in this additional occupational coverage is not required. If you wish **NOT** to participate, you **must** notify us in writing by completing and

returning the opt out form prior to Dec. 1, 2008. Your completed form should be sent to the Secretary-Treasurer of your Division. If you are a BLET member and do nothing, you will be automatically enrolled in Part B effective Jan. 1, 2009.

- Members opting out of Part B coverage effective Jan. 1, 2009, will not be eligible to enroll for the coverage until the next annual enrollment period.
- UTU members may purchase Part B coverage by making an annual payment of \$276 to the BLET Trust Fund. ☺

Questions? Contact Jim Bradford, BLET Short-term Disability Administrator: Bradford@ble-t.org



OPT OUT FORM — BLET SHORT TERM DISABILITY INSURANCE PLAN

(You need only complete this form if you wish to DECLINE Part B coverage.)

If you desire to OPT OUT or DECLINE coverage under the BLET Short Term Disability Insurance Plan, complete the remainder of this form. Be sure to include your signature and the date and deliver to your Division Secretary-Treasurer by

December 1, 2008.

"I, _____, choose to DECLINE Part B coverage, or OPT OUT, of the BLET Short Term

(PRINT YOUR NAME HERE AND SIGN BELOW)

Disability Insurance Plan, Part B. I understand that I may only seek enrollment in Part B during a future open enrollment period."

Signature: _____ Date: _____

Deadline to opt out is December 1, 2008!

A message from
Teamsters General President
James P. Hoffa

Election Day and our country's future

Boasting a slogan like "Live Better," you'd think that Wal-Mart would care about making people's lives better. So why does it always seem like its executives are only out to improve their own?

In an effort to push their anti-worker agenda, Wal-Mart executives have begun herding thousands of store managers

and department heads into mandatory, captive-audience meetings across the country. Rather than a message of the meetings being "live better," it was "live better by voting Republican."

In the meetings, as reported by the Wall Street Journal, Wal-Mart execu-

tives said that if Democrats were successful in November's elections, then Democrats would try to pass a law, called the Employee Free Choice Act, which would make it easier for workers at Wal-Mart and any other company to form a union.

Wal-Mart claims the meetings are held to simply inform workers about the current political issues, which is true: The meetings are a direct result of Democratic presidential candidate Sen. Barack Obama's pledge to support the Employee Free Choice Act.

In addition to Wal-Mart denying people their right to form a union with its captive-audience meetings, it is attempting to taint employees' good judgment. But workers see through the company's lies.

"I'm not a stupid person. They were telling me how to vote," said a Wal-Mart customer service supervisor from Missouri who attended one of the company's meetings, as quoted in the Wall Street Journal.

"No matter how cheap their prices, I'm not shopping at Wal-Mart," said Kevin Targett, an 18-year delivery driver for DHL in the Detroit area. "It's the biggest company around, but it's not worth spending my money there until their employees get better wages and better insurance. If we can get the Employee Free Choice Act passed, it would give workers a lot more say there."

Targett is absolutely correct. The Employee Free Choice Act originated because companies like Wal-Mart refuse to provide their workers with decent hours, wages and benefits. Yet Wal-Mart's executives and other critics of the legislation, including Sen. John McCain, prefer the current labor laws, which allow corporations to repeatedly violate the law and trample employees' rights while receiving little more than a slap on the wrist as punishment. Critics claim the Employee Free Choice Act will remove secret ballot elections for workers deciding to form a union. That's another scare tactic and is simply not true.

Fraternally,

James P. Hoffa

James P. Hoffa

TEAMSTERS GENERAL PRESIDENT

PHOTO OF THE MONTH



BLET Advisory Board members met in Cleveland for one of their regular meetings. Seated: First Vice President Paul Sorrow; National President Ed Rodziewicz; and National Secretary-Treasurer Bill Walpert. Standing, from left, are Vice Presidents: Dennis Pierce, Merle Geiger Jr., Mike Twombly, Steve Speagle, Marcus Ruef, Rick Radek, John Tolman, and Lee Pruitt.

Advisory Board September 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; Southwestern Convention Meeting (SWCM), St. Louis; Rail Conference policy mtg.; IBT General Executive Board mtg.; Mtg. w/ General President Jim Hoffa and GST Keegel; BLET Advisory Board mtg. at National Division headquarters, Cleveland.

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; Rail Conference policy mtg., St. Louis; SEPTA, Philadelphia; SWCM, St. Louis; Advisory Board mtg.

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; Eastern Union Meeting Association, Huron, Ohio; Union Pacific-Southern Region GCofA mtg., New Orleans, La.

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; Agreement negotiations, CN/IC, Montreal; NYD implementing agreement discussions, PLB 7154 exec. session, IC-WC-EJ&E; Award enforcement & related legal affairs, UP, w/ special counsel M. Wolley, Washington, D.C.; Referee oversight award review (ROAR), Chicago; NYD implementing agreement, EJ&E, Joliet; National association of railroad referees (NARR) reception, mtgs., Chicago; NRAB exec. Session w/ D. Hargrove, re: BNSF, Chicago; Mtg. w/ S. Powers (BMW), re: Section 3 (RLA), Cleveland; National Passenger Railroad Conference, Washington, D.C.; NRAB annual mtg., Chicago, VP Radek elected Vice Chairman of NRAB and Vice Chairman of First Division for fiscal year 2008-2009; FRA Part 240.409 dockets this month: EQAL 05-59 (CSX); 00-84 (UP); 05-01 (CSX).

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 Railway; SWCM, St. Louis; Advisory Board mtg., Cleveland; Contract mtg. w/ GC Hutson and GWRR, Windsor, Colo.; Preparation and session for PLB No. 7239 (MidSouth Rail, SouthRail, Gateway Western), Hendersonville, N.C.; Holiday; 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; Holiday; Mtg. w/ GC Hanna and President of Pacific Harbor Line, Long Beach, Calif.; Town Hall mtg. w/ Division 98 and 621, BNSF, Lincoln, Neb.; Advisory Board mtg., Cleve-

land; Special Board of Adjustment, BNSF, Fort Worth, Texas, 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; Division 123 mtg. (UP-Western Lines), merger hub and pool freight run grievances, Phoenix, Ariz.; Assist GC Hannah (UP-WI), ID service negotiations Las Vegas to West Colton, Las Vegas; Advisory Board mtg., Cleveland; Paperwork, filing, phone calls, and general office duties assisting General Chairmen and members.

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; Washington State Legislative Board mtg., Wenatchee, Wash.; Coordinated lobbying effort for Rail Safety Legislation with BLET Legislative Representatives and State Legislative Board Chairman; Lobbied for Rail Safety issues with various Representatives; Attended round table discussion about infrastructure investment in the Senate; Mtg. w/ T&I/Commerce committee to discuss Rail Safety legislation; Attended funeral services for National Legislative Representative Alternate Tommy Mayne; Attended and gave several presentations at the SWCM, St. Louis, Mo.; Advisory Board mtg., Cleveland; Several receptions, Washington, D.C.

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; Assist GC Davis with discipline matter, rail view case in Buffalo, NY, NS-N; Assist Div. 77 LC Palcovich w/ prep. for investigation, Amtrak; News release information for 2008 BLET/NS agreement; Prep. for SBA 1063, NS-N; Unveiling ceremony for new commuter cars, SEPTA, Philadelphia; Mtg. w/ BLET 1st VP Sorrow & SEPTA GM Casey, Philadelphia; Letter to SEPTA GM Casey seeking full width cabs in Silverliner V cars; National Association of Railroad Referees conference, Chicago; Vacation; Advisory Board mtg., Cleveland; NMB passenger rail LR Conference, Washington; Visit Division 269, Long Island; BNSF/MRL Local Chairman Workshop, Fort Worth, Texas.

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; Special projects, BNSF GCofAs; General office duties; BLET Town Hall mtg., Lincoln, Neb.; PLB 6468, CSX-W, Baltimore, Md.; SWCM, St. Louis; Advisory Board mtg., Cleveland; Local Chairmen's Workshop, BNSF GCofAs; Fort Worth, Texas.

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; Indiana & Ohio contract negotiations, Cincinnati; Union RR negotiations & discipline investigation, Pittsburgh, Pa.; BLET-UTU joint Section 6 mtg., Springfield Terminal, Framingham, Mass.; SWCM, St. Louis; Indiana & Southern conference, St. Louis; Advisory Board mtg., Cleveland; Montreal, Maine & Atlantic negotiations, Bangor, Maine; Office duties, phone calls, etc.



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Brotherhood Of Locomotive Engineers And Trainmen
A Division Of The Rail Conference,
International Brotherhood Of Teamsters

BLET Publications Committee:

Edward W. Rodziewicz, National President
Paul T. Sorrow, First Vice-President & Alternate President
William C. Walpert, National Secretary-Treasurer
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