The members of BLET Division 3 in Cleveland are walking a little taller these days, thanks to a morale booster in the form of a PRO-BLET billboard.

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

The billboard, paid for with funds from the Division’s budget, highlights the work of Division 3 leaders to bring jobs to Cleveland. “With the bad economy and job re-ductions and overly aggressive management, we’ve been taking it on the chin lately," said Vasko, whose members work for CSX. "So we wanted to show how we’re working hand-in-hand with the city and the county to bring good jobs to Cleveland.”

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

Continued on page 3

BLET Division 3 active in Cleveland community

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

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

"While carriers, labor and shippers have not been uniformly satisfied with all processes and decisions of the STB, we believe that this oversight has served its public purpose well, as evidenced by the industry’s renaissance over the past decade," BLET National President Ed Rodzwicz wrote.

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

Continued on page 2

Be Prepared!
Are your insurance documents, beneficiary forms, and wills in order? pg 4

Operation Redblock turns 25
Alcohol and drug prevention program still helping members after 25 years pg 5

69th Annual IWC
National Railroad Museum in Green Bay awaits BLET members. pg 6

FRA orders carriers out of doctor’s office

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


“Workers often feel uncomfortable or intimidated when a representative of railroad management enters the doctor’s examination room after the worker has sustained an on-the-job injury,” President Rodzwicz said. “On behalf of all BLET members, I thank the FRA for clarifying this point and improving the protection of injured rail workers.”

There are exceptions to the Continued on page 3
General Chairman Thomas E. Roberts retires

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

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


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

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

Tom Roberts served in the United States Marine Corps from 1966 to 1969, including a 13-month tour on the DMZ in Vietnam in 1967-1968, and was Honorary Discharged in 1969, resuming engine service. In 1973, he earned a Bachelor of Arts from the SUNY at New Paltz, N.Y., while working in engine service for the Erie-Lackawanna Railroad at Port Jervis, N.Y. and Scranton, Pa.

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

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

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

Former Wyoming legislative chairman Terry Jones retires

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

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

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

“She will be sorely missed by the Board and others who are in the Labor Movement here in Wyoming, yet the Board is in good hands with our new chairman, Cory Runion.”

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

Continued from page 1

FRA CRACKDOWN ON HARASSMENT

Continued from page 1

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

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

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

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

A copy of the interpretation is available on the BLET website at: http://www.ble-t.org/pr/pdf/spp/CFRPart223H&I090330.pdf

Locomotive Engineers & Conductors Mutual Protective Association

4000 Town Center • Suite 1250 • Southfield, MI 48075-1407
(313) 962-1512
(877) 633-1910 • E-Mail: lecmpa1910@lecmpa.org • Web: www.lecmpa.org

Job Protection Headquarters for Transportation Employees

Since 1910

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

Former BLE General Chairman Roland Wilkins “Windy” Windham, 86, passed away peacefully in Hospice care on April 1. He dedicated his life to helping others, faithfully serving the Brotherhood as General Chairman of the Missouri Pacific General Committee of Adjustment (Western District) for many years. He also held the office of Local Chairman of Division 132 in North Little Rock, Ark.

He is survived by his wife, Ruth Windham, who served the Grand International Auxiliary for decades, including a term as International President of the GIA from 1996-2001. He and Ruth were regular attendees at BLE regional meetings over the years, particularly the Southwestern Convention Meeting (SWCM) and the Southwestern Meeting Association (SMA).

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

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

After his retirement, he and Ruth played golf every Sunday afternoon. He played golf five days a week at the Maumelle Country Club, where he and his friends were often referred to as the “Dew Sweepers.” “I am saddened at the passing of Brother Windham and extend my deepest condolences to Ruth Windham and the entire Windham family,” BLE National President Ed Rodzwicz said. “Windy Windham was a dedicated union Brother who devoted his life to the Brotherhood and our membership.”

Memorial can be made to the Arkansas Hospice, who took such wonderful care of him and his family during his final days. 5600 West 12th St., Little Rock, Ark. 72204; or Alzheimer’s Arkansas, 314 W. Main Street, Suite 120, Little Rock, Ark. 72205-1499; or Pulaski Heights United Methodist Church, Roland Windham Endowment Fund, 4823 Woodlawn Dr., Little Rock, Ark. 72205; or Easter Seals, 3920 Woodland Hills Rd., Little Rock, Ark. 72212; or another charity of your choice.

Division 3 active in Cleveland

Continued from page 1

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

“Our members are walking a little taller now, so the billboard is a good thing,” Vasco said.

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

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

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

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

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

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

As of December 31, 2008

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It’s never too soon to be prepared

When you think about the possibility of death...
**Operation Redblock marks 25th anniversary at CSX**

Drug and alcohol prevention program still helping members every day

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**T**he railroad industry’s leading peer-based substance abuse prevention program is reaching a milestone this year at CSX. Operation Redblock, a union-initiated, management supported program that uses the concept of peer involvement to prevent the employee use of alcohol and/or drugs while on duty or subject to call, is marking its 25th anniversary in 2009.

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

Nine months later, in November of 1984, the first Operation Redblock training session was held in Huntington, W.Va., for approximately 75 employee volunteers from the West Virginia Division. In February of 1988, the Corbin Division training session was held, officially completing the introduction of Operation Redblock throughout the CSX network. Kirkland said. “We are a resource for information on preventing drug and alcohol abuse.””

For approximately 150 years the American railroad industry has attempted to address and solve the problem of employee substance abuse. Severe disciplinary measures, including dismissal of offenders and co-conspirators, have failed to satisfactorily deter substance-abusing workers.

In the 1980s, several high profile accidents brought the issue of employee substance abuse to national forefront, especially the 1982 hazardous materials spill in Livingston, La., and the 1987 Conrail/Amtrak accident in Chase, Md. Operation Redblock helps workers in a variety of ways. If someone is not expecting to go to work and is caught off guard, he or she can mark off “Operation Redblock” without penalty. Also, if on-duty co-workers discover another co-worker is under the influence, they can mark him or her off “Redblock.” Or, if an employee has a substance abuse problem with family or themselves, they can contact Redblock to get the prevention and counseling they need.

Operation Redblock information is posted at each terminal, and most workers know about it because Redblock greets all new hires when they come on board. Kirkland stresses that any questions about Operation Redblock can also visit their website: http://www.OperationRedblock.net.

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

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

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**Triennial elections coming soon**

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

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

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

In other words, only members who have 24 months of consecutive good standing may be nominated to run for office. This means a member must have paid full dues to any BLET division from September 2007 through August 2009. However, there is an exception. Those in active duty in a reserve component of the military or the National Guard for a period lasting more than 30 days but not more than 24 consecutive months are not required to pay dues to maintain their position in 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)(l)).

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

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

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

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**National Division Communications Policy**

The policy currently in effect is that official communications between BLET members and the National Division require a hard copy of the correspondence — with a signature — being received by the National President to be considered an “official communication.”

This is to provide that the actual questions addressed, and ensures that when official interpretations are made they have reference to a specific request and can be used in future correspondence.

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

This will allow the President to be aware of the opinions and suggestions of the membership, while at the same time providing a timely response to the member, if a response is necessary.
Green Bay welcomes BLET for 2009 IWC

ERTS lobbying for North Dakota quiet zones

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

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

The result of work with the North Dakota Senate is SB 2338, a bill that would take the 4 cents per gallon fuel tax that railroads pay and use the money to help cities construct quiet zones. The Senate recently passed SB 2338 and the BLET, BMWEED and UTU are now working with the House appropriations committee and preparing for a House floor vote. The bill is designed so that one city cannot use all the funds, and limits a city to five crossings and up to $100,000 each. A city could say that labor does not have a dog in this fight, but yes, we do,” said Chairman Muscha. “Quiet zones have proven that they save lives and reduce the trauma that train crews face on a grade crossing crash or fatality.”

Muscha said that the city of Fargo, N.D., has not had a single fatality since a quiet zone was recently installed. “In the industry today, safety is priority number one. Fargo is a prime example,” Muscha said. “I believe the money generated by the 4 cent fuel tax from the railroads should be used for grade crossing safety.”

Loud trains have hurt the economy in some North Dakota towns. Owners of restaurants complain that loud train horns interrupt customer meals, and hotel owners say guests complain about the noise and won’t stay overnight in the future. A quiet zone is a railroad grade crossing at which trains are prohibited from sounding their horns in order to decrease the noise level for nearby residential communities. The train horns can be silenced only when other safety measures compensate for the absence of the horns, such as four-quadrant gates, extra warning signs, and additional active warning systems.

Muscha said the BLET first began lobbying for the quiet zones in December of 2006. “You can’t put a value on a human life,” Muscha said. “Quiet zones save lives and help the communities through which we operate.”

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

— CHAIRMAN MIKE MUSCHA,
NORTH DAKOTA STATE LEGISLATIVE BOARD

“Quiet zone = Safe zone”

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The result of work with the North Dakota Senate is SB 2338, a bill that would take the 4 cents per gallon fuel tax that railroads pay and use the money to help cities construct quiet zones. The Senate recently passed SB 2338 and the BLET, BMWEED and UTU are now working with the House appropriations committee and preparing for a House floor vote. The bill is designed so that one city cannot use all the funds, and limits a city to five crossings and up to $100,000 each. A city could say that labor does not have a dog in this fight, but yes, we do,” said Chairman Muscha. “Quiet zones have proven that they save lives and reduce the trauma that train crews face on a grade crossing crash or fatality.”

Muscha said that the city of Fargo, N.D., has not had a single fatality since a quiet zone was recently installed. “In the industry today, safety is priority number one. Fargo is a prime example,” Muscha said. “I believe the money generated by the 4 cent fuel tax from the railroads should be used for grade crossing safety.”

Loud trains have hurt the economy in some North Dakota towns. Owners of restaurants complain that loud train horns interrupt customer meals, and hotel owners say guests complain about the noise and won’t stay overnight in the future. A quiet zone is a railroad grade crossing at which trains are prohibited from sounding their horns in order to decrease the noise level for nearby residential communities. The train horns can be silenced only when other safety measures compensate for the absence of the horns, such as four-quadrant gates, extra warning signs, and additional active warning systems.

Muscha said the BLET first began lobbying for the quiet zones in December of 2006. “You can’t put a price on a human life,” Muscha said. “Quiet zones save lives and help the communities through which we operate.”

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

— CHAIRMAN MIKE MUSCHA,
NORTH DAKOTA STATE LEGISLATIVE BOARD

“Quiet zone = Safe zone”
**BLET inks close call reporting agreement with NJT**

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

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

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

FRA initiated this program out of a desire to gain more accurate knowledge of incidents that occur on railroads with unrealized potential for adverse consequences, so that measures can be taken to create a safer rail workplace. Because of the industry’s historical emphasis on punishment through discipline when rule violations are detected, operating employees have been understandably reluctant to disclose close call incidents, since such self-disclosure results in punishment. By offering immunity to the operating employees in exchange for self-reporting otherwise undetected close call incidents, a more realistic picture of contemporary railroad practices will emerge, providing a better foundation for making informed decisions regarding proper operating procedures, best practices and general operating standards.

FRA will work with the industry to ensure that the “close call” system will be handled in a manner that will not be perceived or used to build records on employees faster and more efficiently by overly zealous, quota driven front line supervisors.

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

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

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

According to BLET General Chairman and T.E. Foran Jr., “This is a win-win situation for a broad range of incidents, and an opportunity for the industry to effect change.”

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**Safety Task Force testifies at NTSB’s Chatsworth hearing**

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

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

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

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

Walpert testified that a second set of eyes in the cab would make the industry safer. There are occasions where something’s going to happen. A second set of eyes, in our opinion, would go a long way in preventing accidents,” Brother Walpert said.

The hearing brought to light the fact that Sanchez had allowed unauthorized personnel into the cab for “ride alongs.” On the day of the fatal collision, Sanchez had made arrangements to allow a rail fan to ride along and to take turns controlling the throttle.

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

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

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

The September 12, 2008, accident led to the Federal Railroad Administration’s implementation of Emergency Order 26. The EO went into effect on October 22, 2008, and imposed tight restrictions on the use of personal cell phones by operating crews and banned the use of almost all other personal devices while on duty.

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

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**Texas Legislative Reps complete Lobby Day, training**

Texas Legislative Representatives were in attendance are as follows:

Front row, from left: Richard Bermudez (LR Div 249), Jerry Bullard (LR Div 212), Bruce Blocker (LR Div 472), Cotana Gracia (LR Div 566 and 1st Vice Chairman TS&I), Terry George (LR Div 62), Terry Briggs (Chairman, Texas State Legislative Board), Rodger Mansfield (LR Div 711), John Lester (LR Div 703), Jerry Clark (LR Div 573), Tom Lovett (LR Div 592), Gary Pedigo (LR Div 177), Marty Phillips (JR & President Div 496), Mike Kendrick (ALT LR Div 299).

Back row, from left: Tom Keith (LR Div 187 and 2nd Vice Chairman TS&I), Tim Ferguson (ALT LR Div 778), Mike Tanner (President Div 857), Larry Lopez (LR Div 775), Lawrence Krider (LR Div 206), Rusty Snel (ALT LR Div 620), James Usery (LR Div 834 and Secretary Treasurer TS&I), Don Stanford (LR Div 197), Ted Usher (LR Div 172), K.C. Monte (LR Div 910), Larry Williams (LR Div 944), Carl Dowell (LR Div 871), Benjamin Wright (LR Div 189), Larry Yowe (LR Div 574), Mike Sharbot (LR Div 500) and Tim Reed (LR Div 736).
Amtrak’s northbound Coast Starlight meets its sister train at Cliff siding in the Tehachapi Mountains south of Bakersfield, Calif. This photo was taken by BLE Division 144 member Mark W. Jones, who reports that the detour of the northbound Coast Starlight was due to a bridge repair project over the normal Coastline.