



NEWS

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Shedding light on dark territory

Brother G.Y. Bailey is second BLET member killed in unsignalled territory this year

(Editor's Note: BLET President Don Hahs issued the following statement in the wake of the September 15 fatal train accident in Shepherd, Texas, which claimed the life of BLET member G.Y. Bailey.)

For the second time in less than nine months, the Brotherhood of Locomotive Engineers and Trainmen has lost a member to an accident that occurred in dark territory.

On September 15, Brother G.Y. Bailey of Division 62 in Houston was killed when a train collided with his parked Union Pacific train approximately 60 miles northeast of Houston in Shepherd, Texas. The accident took place on a former Southern Pacific line between Houston and Shreveport, La., known as the "Rabbit," which is now part of the Union Pacific directional operation from the Gulf Coast to points north. The line has a long history of serious train accidents due to the fact that much of the line is dark

territory.

On January 6, Brother Christopher Seeling of Division 85 in Columbia, S.C., was killed when his Norfolk Southern train collided with another train that was parked in a siding. He was one of nine people to die as a result of this accident and the ensuing chlorine spill.

Even though these accidents happened months apart, on different railroads, and in different parts of the country, there are many striking similarities. In both instances, the accidents took place in dark territory. In both instances, it appears that misaligned switches contributed to the fatalities. In both instances, the parked trains were placed on a siding by crews that had expired under the Hours of Service law. In both instances, there were hazmat spills and evacuations of nearby residents.

But the saddest, most heart-wrenching part is that both of these accidents could have been pre-

vented. A simple signal system would have let train crews know that there were misaligned switches ahead of them.

Brother Seeling and his crew had no warning that anything was wrong because they were operating in dark territory. The crew on the road freight train that collided with Brother Bailey's parked train for the same reason had no advance warning. In this day and age, it is unconscionable that engineers and trainmen must operate through freight trains in unsignalled territory.

It is time the rail industry to stop ignoring the problem of dark territory and to take the necessary and long-overdue steps to correct it. Our members and the general public should not be placed at risk because the rail industry will not make the financial investment required to provide an advanced warning signal system to railroad crews working on mainline territory. •

Teamster Relief Fund ready to assist members affected by Hurricane

The Teamsters Disaster Relief Fund is accepting applications for assistance from members in Mississippi, Alabama and Louisiana.

BLET members in the following Alabama counties are eligible for aid: Baldwin, Mobile and Washington.

Members in the following Mississippi counties are eligible: Amite, Forrest, George, Greene, Hancock, Harrison, Jackson, Lamar, Marion, Pearl River, Perry, Pike, Stone, Walthall and Wilkinson.

Members in the following Louisiana parishes are eligible: Acadia, Ascension, Assumption, Calcasieu, Cameron, East Baton Rouge, East Feliciana, Iberia, Iberville, Jefferson, Jefferson Davis, Lafayette, Lafourche, Livingston, Orleans, Pointe Coupee, Plaquemines, St. Bernard, St. Charles, St. Helena, St. James, St. John, St. Mary, St. Martin, St. Tammany, Tangipahoa, Terrebonne, Vermillion, Washington, West Baton Rouge and West Feliciana.

Hurricane Katrina plowed through Southern states, particularly Florida, Louisiana, Mississippi and Alabama, and leaving billions of dollars of destruction in its wake. Countless fami-

lies have been left badly in need of shelter, clothing, clean water and other supplies. The Teamsters Disaster Relief Fund is specifically designed to assist members who have suffered a loss in natural disasters, and will be working to help members affected by this hurricane.

The fund depends on donations from our local unions and other affiliates. For many years, Teamsters have contributed tax-deductible donations to this 501(c)3 IRS charitable fund.

"A number of our brothers and sisters in the Southeast really need your help and support," said C. Thomas Keegel, General-Secretary-Treasurer. "This natural disaster has rocked that portion of the country, and we need to step up and help our Teamster family members reestablish their homes and normal lives."

"In the past, the outpouring of support from individual Teamsters, Local Unions, and Joint Councils has been inspiring," said Cheryl Johnson, Secretary of the Teamsters Disaster Relief Fund. "We are hoping to again inspire you to help."

Donation checks are to be made

Relief Fund established for BLET Southern Region General Committee members

Members of the BLET's Grand International Auxiliary (GIA) in the Houston area have established a Southern Region BLET General Committee Relief Fund to benefit all BLET members in the New Orleans area that have been devastated by Hurricane Katrina.

"Please, let's help our brothers and sisters who need all the help they can get right now," said Kathie Bailey, GIA Member-at-Large who lives in the Houston area.

Below is the information to send donations to the relief fund:

Mail to P.O. Box Address:
**BLET Southern Region
GCofA Relief Fund
PMB # 152
12218 Jones Road - Suite D
Houston, Texas 77070**

To make deposits at any Wells Fargo Bank, or to set up wire transfers, please contact Kathie Bailey at (281) 955-5444 or e-mail kdbailey@sbcglobal.net.

payable to "Teamsters Disaster Relief Fund" and mailed to the International Brotherhood of Teamsters, 25 Louisiana Avenue N.W., Washington, D.C. 20001.

If you or someone you know needs help, please call the Teamsters Disaster Relief Fund office at: (202) 624-7471. If you were impacted by the storms,

please download and complete the "Request for Help" form. For PDFs of the forms, go to:

<http://www.ble-t.org/pr/pdf/fema1605AL.pdf>

<http://www.ble-t.org/pr/pdf/fema1605LA.pdf>

<http://www.ble-t.org/pr/pdf/fema1605MS.pdf> •

Federal Judge orders rail unions to cross airline union picket lines established at NS, CSX in Ohio

The Federal District Court for the Northern District of Ohio-Eastern Division, issued a Temporary Restraining Order (TRO) against the Brotherhood of Locomotive Engineers and Trainmen and UTU on September 7, ordering both unions to "notify their general chairpersons, local chairpersons, and employees under their jurisdiction that this Court has

ordered that AMFA's picket lines be crossed" at CSX and Norfolk Southern.

On September 6 and 7, members of the Aircraft Mechanics Fraternal Association (AMFA) established picket lines outside of CSX and Norfolk Southern properties in Toledo, Ohio. AMFA is engaged in a labor dispute with Northwest Airlines. BLET and UTU

members honored the picket lines until the TRO forced them back to work.

The judge issued one TRO for CSX workers and one for NS workers. A complete copy of each is available on the BLET website.

<http://www.ble-t.org/pr/pdf/trocsx.pdf>

<http://www.ble-t.org/pr/pdf/trocsx.pdf> •

BLET NEWS

GIA Dialogue

Get involved, get informed, and get educated

By Becky Schneider

First Vice-President & U.S. National Legislative Representative

In the August edition of the *Locomotive Engineers & Trainmen News*, Sereena Hogan outlined how she coped with being the spouse of a railroader, and the comfort she has found from her extended railroad family. Getting involved is key to understanding not only what our spouses go through on the job, but also the ways in which we can help them.

There are a number of similarities between Sereena's story and my own.

Like Sereena, I, too, resented the railroad for taking my husband away at the most inopportune times, like Christmas, Thanksgiving, and other holidays. After we moved to Tucumcari, N.M., Larry took on the job of Division Secretary-Treasurer. As with many spouses of division officers, I helped him with his duties. It was at that point that we went to our first convention for the purpose of attending Secretary-Treasurer training classes. I attended the classes along with Larry, and noted I was not the only spouse there. The 1996 Southwestern Convention (SWCM) was the first time I had ever heard of the GIA. The following year, the SWCM was held here in El Paso, and Larry and I had just moved back to Texas. I offered to help with registration and ended up being the GIA Chairperson, which was certainly incentive to join, but I still did not know a great deal about what the organization did. El Paso had formed an auxiliary, but it

did not take, so the spouses from my husband's division chose to form one under their Division's sponsorship. Even though we were tied to Division 591, and by merger now to Division 192, our Auxiliary is open to all BLET spouses in the El Paso area, which includes two railroads, UP and BNSF.

Through the years, our membership has grown, and we have a core group who are dedicated to our purpose. We survive by doing. We have been involved in helping the BLET pass a resolution against remote control; setting up informational meetings with designated counsel to educate spouses about what to do in the event of an accident; supporting BLET members with coffee and donuts when a strike was called; bringing aid and comfort to the families of the BLET members killed in a train crash; and being there for our Brothers and Sisters in times of need or loss. We continue to remain vigilant and lend a hand wherever we can help. I believe our success and dedication stems from the continuous updating and sharing of information, and educating our members on the issues that directly affect our lives.

The more I became involved, the more I understood about the railroad and the union, and the more I recognized the need for spouses and families to be involved. Learning about pending legislation that affects railroaders, and keeping up-to-date on the progress of that legislation is one of the key elements we can focus on to help make a difference. When the call goes out to contact elected representatives, it is imperative that we all heed that

call, whether BLET, GIA, or just part of the railroad family. The more voices we have speaking with the same message, the stronger that message is for those we elected to represent us.

Time is probably the hardest obstacle to overcome when it comes to getting spouses and families involved. Everyone is busy. Whether or not spouses work, there are so many things that take time out of our busy days: taxiing kids; participating in PTA or Church activities; or just trying to keep up with the cooking, cleaning, and laundry, we sometimes feel overwhelmed by the demands made on us. That being said, allocating a couple of hours a month to attend an auxiliary meeting is worthwhile and brings solidarity to spouses and families. It provides a forum to learn what is going on with the Carriers, and with legislation that directly affects railroaders. It also provides a forum to discuss local problems that affect our daily lives, and the lives of those we love. Sometimes the most difficult part of having a local auxiliary is getting it started. I encourage anyone interested to hang tough and see it through. Once it gets off the ground, and spouses see tangible benefits, fitting in those two hours a month is not so hard. It is good to meet as often as possible; however, in this world of mass communication, members can stay in touch by telephone or email, when important matters come up.

I admit that my current job as an officer of the International GIA takes a great deal of my time, yet the job satisfaction I get from knowing I can make a difference makes up for a lot, even when I survey my dusty house, know-

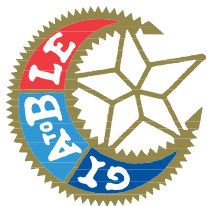
ing I need to do something about that too.

The best thing we can do is to educate ourselves and listen to our spouses. By listening, you not only better understand the issues your spouse is dealing with, you have a better understanding of what goes on all over the country. Issues you may think are specific to your area are often problems nationwide. A network like the GIA provides opportunities to compare issues with others in different localities. The GIA International Officers and the BLET National Officers are available for you. Email or pick up the phone, and we will all do what we can to help. Knowledge is power, and through knowledge, we can direct our actions in an effort to make the railroad a better, safer workplace.

Establishing a line of communication between an auxiliary and the BLET division is also key to the effectiveness of your actions. When BLET divisions recognize our potential, great things can be accomplished. Trainmasters and Superintendents do not know what to do with informed outsiders who confront them on safety issues. Working in concert with the division(s), and being fully informed on the issues, can spark the Carriers into addressing concerns that may have been on the back burner.

These are some of my suggestions for coping with railroad life. The message is constant. Getting involved, being informed, and being educated are the best ways we can help our spouses to help themselves realize a better workplace.

The new GIA — it's not just tea and cookies anymore. •



BLET, TCRC set the record straight regarding Via Rail history

In an attempt to rebut the latest UTU spin-doctoring, here is what really happened concerning the operating crafts at Via Rail.

On March 7, 1997, Via Rail announced its initiative to merge the duties of the conductors with that of locomotive engineers. In addition to merging the operating crafts, Via Rail then sought a merger of the operating craft unions themselves — BLE and UTU. Via Rail filed an application pursuant to Section 18 of the Canada Labor Code to consolidate the unions. The BLE immediately objected to the forced consolidation of the operating crafts.

However, the UTU did not object. Instead of standing side-by-side with BLE to fight management and protect the jobs and crafts of its members, UTU leaders sided with management because they saw the Via Rail initiative as a chance to raid the BLE.

Subsequently, at hearings before the Canada Labor Re-

lations Board (CLRB), the UTU requested that instead of a combination of the unions, that a winner-take-all election be held to determine which union would represent the combined operating crafts. BLE opposed a vote and continued to oppose the combination of operating crafts.

In spite of BLE objections, the CLRB ordered an election anyway. Had UTU sided with BLE in opposing craft elimination instead of selling out its members in hopes of raiding BLE, then perhaps this would be a different story.

However, the BLE was forced into a representation election it did not want to see happen, and forced to seek protections for a newly combined craft of workers. BLE leaders were forced to do what they could to protect their future members in the event BLE won the election.

As a result, the BLE secured an agreement from Via Rail, which, in turn, secured assurances from CN, that conductors negatively impacted by the combined craft would have the right to receive training as locomotive engineers or to flow back to CN to work as conductors.

The BLE eventually won the representation vote and became the new certified bargaining agent for all operating employees at Via Rail on October 31, 1997. The UTU leadership wound up with egg on their faces. Their plan to raid BLE had backfired and they lost the very representation election they lobbied to hold in the first place.

A problem arose later when CN reneged on its agreement with Via Rail to accept the flow back of conductors. Approximately 100 Via Rail conductors became "hostages"

to the CN-VIA dispute. But thanks to the BLE agreement, they received full pay while they sat at home.

The entire dispute is based on CN and Via Rail not seeing eye-to-eye. The lawsuit that resulted from Via conductors — who were at home on full pay thanks to the BLE agreement — was orchestrated by the UTU, bitter at having lost the representation election in 1997.

According to Gilles Hallé, President of Teamsters Canada Rail Conference (TCRC), the UTU is misguided in stating that the BLE would be responsible for a levy or fine resulting from this lawsuit.

"It is not the union that breached a promise, but rather Via Rail," he said. "Via Rail is the one who has refused all the demands, proposals and resolutions leading to the present outcome. They are the ones who will have to assume the liability, if any."

He also noted that the Supreme Court of Canada has not

levied any specific fines on the TCRC, BLET or Teamsters. For the UTU to claim so on its website is nothing more than irresponsible speculation, he said.

Halle concluded by stating that UTU membership in Canada is incredibly displeased by the actions of its International leadership. He cited the TCRC's major victory over UTU Canada just last year, when the UTU attempted to raid the former BLE Canada at CP Rail, but the attack completely backfired. A wide majority of UTU membership voted to join the new TCRC rather than stay with the UTU. As a result of the UTU-forced election, the TCRC not only kept 1,700 engineers, but added 2,800 trainmen.

"The UTU news article was issued by very few of their frustrated officers to counteract the legitimate request of their membership in Canada to stop these nonsense attacks," Halle said. •



Important prescription drug notice for retirees

In 2003 President Bush signed the Medicare Prescription Drug Improvement and Modernization Act that established Medicare coverage for prescription drugs. On January 1, 2006 Medicare will begin covering prescription drugs under a new "Medicare Part D." For retirees covered by Medicare, this change offers the opportunity to purchase prescription drug coverage for a monthly premium.

This change is of particular interest to retirees covered under UnitedHealthcare's policy GA-23111 Plan D which currently provides benefits for drugs. UnitedHealthcare has announced that as a result of this new Medicare coverage, GA-23111 Plan D will be terminating and coverage will be moved to Plan F. Plan F offers the same medical and hospital coverage as GA-23111 Plan D without the drug coverage. UnitedHealthcare will make this move automatically so retirees will not have to do anything to keep their current medical and hospital benefits.

Retirees currently enrolled in GA-23111 Plan D who want to continue drug coverage will have to enroll in Medicare Part D. All Medicare eligible retirees should also consider enrolling in Medicare Part D.

Additional details about this new Medicare benefit will be mailed to Medicare beneficiaries in October. However, here are some important facts about the Medicare prescription drug coverage we think you should know:

- You will be eligible for Medicare Part D if you are covered under Medicare Part A or Part B. Enrollment is voluntary, but there is a higher monthly premium if you enroll late (after May 15, 2006).

- There will be a cost for the Medicare Part D coverage. If you meet certain income levels, you may be eligible for a reduction in premiums, coinsurance amounts, and deductible. If you think you might qualify for assistance you should contact the Railroad Retirement Board office in your area and ask for an application for a low income subsidy. You should do this as soon as possible.

- Medicare Part D will be administered by private insurance companies. You will have a choice of which company with whom to enroll. While some of these companies will offer coverage everywhere in the nation, others will be limited to certain regions. If you live in different areas of the country during the year, you may want to choose a company that has a nationwide plan.

- Each company will have its own prescription drug plan. Each plan will cover a Medicare-approved list of drugs — called a formulary. The formularies may be different between plans but all must have Medicare approval. You will want to compare the drugs you are currently taking to each company's formulary to see which one best fits your needs.

If you take multiple drugs you may not find all your drugs on any single formulary. If a drug you take is not on the formulary of a plan you like, speak to your doctor about changing your prescription to a drug on its list.

- In addition to different formularies, each plan will have a different network of pharmacies from which you must purchase drugs. Make sure the network pharmacies, and other services like mail order, for the company

Supplemental health care plan for railroaders

CLIFTON FORGE, Va. — The C&O Employees' Hospital Association (COEHA) is offering Medicare Supplemental Insurance and an enhanced Medicare Part D Prescription Drug Plan. The COEHA will also offer a Medicare Supplemental Plan without drug coverage.

Those who are eligible may join now with no health screening. Those eligible for coverage include: current COEHA members eligible for Medi-

care/disability Medicare, former members who are eligible for Medicare, Medicare spouse, Medicare widow(er), Medicare parent or parent-in-law of COEHA member, and other Medicare Railroaders and their Medicare spouses.

Before making a choice, eligible participants can compare COEHA to the Part D Medicare Drug Program. For more information, please call (540) 862-5728 or (800) 679-9135. •

you like are convenient to you.

- Each company will negotiate lower prices with drug companies and pass those discounts on to you. You will have the advantage of being able to purchase your drugs at a discount even if you are paying the full cost of the drug.

- You will be able to change plans once a year during an annual open enrollment. There are other limited exceptions that may give you a right to switch plans. For example, if you move out of the service area of your current plan, you will have the opportunity to choose another plan that serves your new area.

- If you enroll late, you will pay more. Enrollment for Medicare Part D begins on November 15, 2005 and ends on May 15, 2006. If you are eligible and do not enroll during this period, when you enroll later you will face a late enrollment penalty of approximately 1 percent of the current premium for each month you delay.

- More detailed information is on the way. In October, Medicare will send

you the 2006 "Medicare & You" handbook which will include a list of all the plans available in your area. In addition, the companies in your area will be sending you specific information about their plans, including their list of covered drugs and network pharmacies. Information will also be available through the Medicare web site at www.medicare.gov and from www.MedicareRxInfoSource.com, a web site hosted by UnitedHealthcare.

Important dates

- Oct. 1, 2005 — Companies will begin to release information about their plans. Medicare will send you the "2006 Medicare & You" handbook.

- Nov. 15, 2005 — the first day you can enroll in a Medicare prescription drug plan.

- Jan. 1, 2006 — The first day you can use your Medicare part D coverage.

If you have any questions about these important changes you can call UnitedHealthcare's member services at 1-800-809-0453. •

BLET continues to seek input from members on Human Factors/Circadian Rhythms questionnaire

By Bill Keppen
Former BLE Vice-President

Several weeks ago the BLET published articles on its web site and in the July 2005 newsletter that advised BLET members of an FRA funded project to collect human factor data from locomotive engineers who have experienced cardinal rule violations. The purpose of this project is to test the efficacy of FRA's new Human Factor/Circadian Rhythms (HF/CR) Questionnaire for collecting information on root cause factors that result in rule violations and accidents.

We know that the vast majority of cardinal rule violations are the result of performance lapses, not willful decisions to break the rules. What we don't know is if certain factors, such as en-

gineers being called to work unexpectedly, result in cardinal rule violations. If locomotive engineers are willing to spend 45 minutes to an hour of their time filling out and returning a HF/CR questionnaire, we may be able to determine if the questionnaire is an effective tool for collecting such data and may be able to help improve safety by identifying and eliminating the root causes of lapses that more frequently result in rule violations, accidents, injuries and even deaths.

This is something those of you that have experienced cardinal rule violations can do to improve safety. Nobody else, not your local chairman, general chairman, or the President of the BLET, can do this for you because nobody else knows the answers to the questions on the factors that may have affected your performance. In spite of strong support for the

project by the leadership of the BLET, only three questionnaires have been completed and returned. We need a minimum of 25 questionnaires to determine if the form and the current process, for collecting this type of data, are effective.

The questionnaire, along with a question and answer sheet on the project, are available as PDFs on the BLET web site. Information on how to return completed forms is included and you need not worry about information you share with Keppen Associates because only group data will be reported to FRA.

In 2004, there were more than 900 cardinal rule violations on the Class I railroads and there were almost 1,100 human factor caused train accidents. With your help we can do something about that. •

FRA launches Confidential Close Call Reporting System

The Federal Railroad Administration (FRA) has launched its Confidential Close Call Reporting System (C3RS) website, which it hopes will improve safety in the railroad industry.

The FRA is launching C3RS in conjunction with rail carriers. The system, sponsored by the FRA's Office of Research and Development, is a resource to confidentially report safety risks in railroad operations and develop solutions to these threats to reduce risk before an accident happens.

"This program has the potential for improving safety in the railroad industry," said BLET National President Don Hahs. "A confidential reporting system for close calls is an idea that the BLET can support."

"Its implementation, and how the program is carried out, has the promise of changing the culture in which we operate. Rather than blaming

the worker, this program will allow us to dig deeper in to the problem of rail safety and even make suggestions for corrective action."

According to the C3RS website, a close call is defined as "an opportunity for improving safety practices in a situation with a potential for more serious consequences." Examples of close calls that can be reported include: Any safety concern that could lead to an unsafe event or condition for the carrier; any condition or event potentially endangering carrier employees, the public, equipment, or the environment; or any concerns about your own or someone else's safety at work.

Railroad employees are encouraged to disclose close call information without fear of reprisals by the Carrier or FRA. To receive protection from discipline, employees

INTERNATIONAL WESTERN CONVENTION



From left: BLET Vice-President Steve Speagle; BLET Vice-President Paul Wingo; Teamsters Canada Rail Conference (TCRC) Vice-President George Hucker; BLET National President Don Hahs; TCRC President Gilles Hallé; BLET National Secretary-Treasurer Bill Walpert; and BLET First Vice-President Ed Rodzicz.



Brother Mike Linkletter served as chairman of the 65th annual International Western Convention, and received a great deal of assistance and support from his wife, Kim Linkletter.



TCRC President Gilles Hallé



Clockwise, from left: Don Carroll, Local Chairman of Division 660 in Los Angeles; John Eutsler, Vice Local Chairman of Division 158 in Sparks, Nev.; Gary Taylor, Vice Local Chairman of Division 5; Jim Booth, Division 28 in Tucson, Ariz.; Larry Law, Local Chairman of Division 56 in West Colton, Calif.; and Bill Hannah, General Chairman, UP Western Lines.



From left: Wearing red, white and blue to mark the Fourth of July is Pat Lynch, Local Chairman of BLET Division 446 in Belen, N.M.; and BLET First Vice-President Ed Rodzicz.



From left: Ken Kroeger, Special Representative and Coordinator of the BLET Education & Training Dept.; and Benoit Brunet, TCRC Vice-Chairman of the National Legislative Board and TCRC Special Rep.



From left: Becky Schneider, GIA First Vice-President & U.S. National Legislative Representative; and Larry Schneider, Legislative Representative of BLET Division 192 in El Paso, Texas.



Left: Marty Rice, Secretary-Treasurer of BLET Division 349 in Salt Lake City, Utah; and Patrick Whalen, Secretary-Treasurer of the Utah State Legislative Board. Brother Whalen is also a member of Division 349.

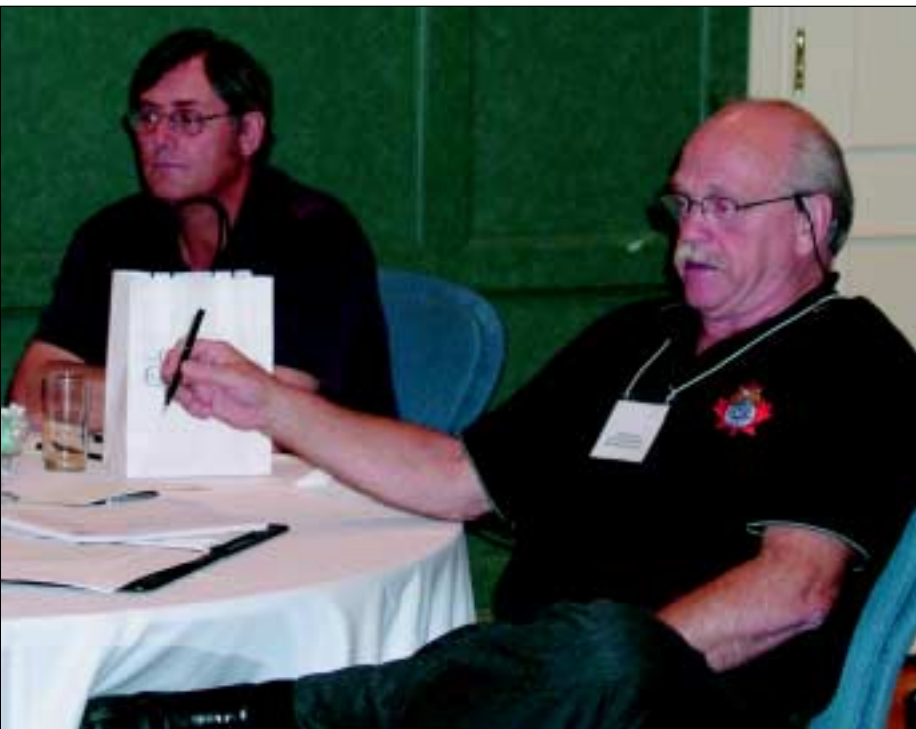
CALGARY, ALBERTA



Pat Lynch, Local Chairman of Division 446 (Belen, N.M.) and Mark Banton, Vice General Chairman for BNSF (former ATSF), haul Sue Speagle, wife of BLET Vice President Steve Speagle, during a chuckwagon race. Brother Banton belongs to BLET Division 500 in Cleburne, Texas.



From left: Kim Linkletter, Grand International Auxiliary (GIA) Canadian Vice-President & Legislative Representative; Brenda Hayes, GIA Canadian Vice-President & Canadian Director; Mary Poile; Jean Miller; Joanne Washbrook; and Sherry McGunigal, GIA Sentinel.



From left: Don Anderson, Chairman of the Alberta Provincial Legislative Board; and George Hucker, TCRC Vice President.



Jim Lance, Local Chairman of BLET Division 228 in Pocatello, Idaho, presents a specially-made dessert to Allyson and Anne Booth, the daughter and wife, respectively, of BLET Division 28 member Jim Booth.



Patty and Rod Guthrie, a member of BLET Division 115 in Cheyenne, Wyo.



From left: Darrell Azarcon, First Vice Chairman of the California State Legislative Board and Legislative Representative of BLET Division 692 in Tracy, Calif.; Tim Smith, Chairman of the California State Legislative Board; Diz Francisco, Secretary Treasurer of the California State Legislative Board and Legislative Representative of BLET Division 739 in Bakersfield, Calif.; Mike Holt, Legislative Representative of Division 800 in Portola, Calif.; Mike Weston, Chairman of the Colorado State Legislative Board; and Robert Wencke, Vice Local Chairman of BLET Division 692 in Tracy, Calif.

2006 International Western Convention

Hosted by S.V. Halbrook and the members of BLET Division 94 at the Holiday Inn Rapid City—Rushmore Plaza

Rapid City, S.D.

July 18-23, 2006

BLET NEWS

Railroad Retirement and deemed service month credits

Railroad retirement benefits are based on months of service and earnings credits. Earnings are creditable up to certain annual maximums on the amount of compensation subject to railroad retirement taxes.

Credit for a month of railroad service is given for every month in which an employee had some compensated service for an employer covered by the Railroad Retirement Act, even if only one day's service is performed in the month. (However, local lodge compensation earned after 1974 is disregarded for any calendar month in which it is less than \$25.) Also, under certain circumstances, additional service months may be deemed in some cases where an employee does not actually work in every month of the year.

The following questions and answers describe the conditions under which an employee may receive additional railroad retirement service month credits under the deeming provisions of the Railroad Retirement Act.

1. What requirements must be met before additional service months can be deemed?

The employee must be in an "employment relation" with a covered railroad employer, or be an employee representative, during a deemed service month. (An employee representative is a labor official of a noncovered labor organization who represents employees covered under the Acts administered by the Railroad Retirement Board.)

For this purpose, an "employment relation" generally exists for an employee on an approved leave of absence (e.g., furlough, sick leave, suspension, etc.). An "employment relation" is severed by retirement, resignation, relinquishing job rights in order to receive a separation allowance, or termination.

2. How is credit for additional service months computed?

For additional service months to be deemed, the employee's compensation for the year, up to the annual tier II maximum, must exceed an amount equal to 1/12 of the tier II maximum multiplied by the number of service months actually worked. The excess

amount is then divided by 1/12 of the tier II maximum; the result, rounded up to the next whole number, yields the number of deemed service months.

3. An employee works eight months in 2005 before being furloughed, but earns compensation of \$68,000. How many additional service months could be credited to the employee?

The employee could be credited with four additional service months. One-twelfth of the 2005 \$66,900 tier II maximum (\$5,575) times the employee's actual service months (eight) equals \$44,600. The employee's compensation in excess of \$44,600 up to the \$66,900 maximum is \$22,300, which divided by \$5,575 yields four. Therefore, four deemed service months could be added to the eight months actually worked and the employee would receive credit for 12 service months in 2005.

4. Another employee works for eight months in 2005 and earns a total of \$52,000. How many additional service months could be credited to this employee?

In this case, the excess amount (\$52,000 minus \$44,600) is \$7,400, which divided by \$5,575 equals 1.327. After rounding, this employee could receive credit for two deemed service months and be credited with a total of 10 months of service in 2005.

5. Should an employee preparing to retire take deemed service months into account when designating the date his or her railroad retirement annuity is to begin?

Credit for deemed service months is a factor an employee may wish to consider in selecting an annuity beginning date. For instance, in some cases, a designated annuity beginning date could be used to establish basic eligibility for certain benefits, increase the tier II amount, or establish a current connection.

6. What would be an example of using deemed service months to establish benefit eligibility?

An example would be an employee under age 60 who might be able to use

deemed service months to establish the 240 months of service needed to qualify for an occupational disability annuity.

For instance, a 48-year-old employee applying for an occupational disability annuity last performed service on May 15, 2005, and received \$38,000 in compensation in 2005. She is credited with 238 months of creditable railroad service through May 2005. The employee designates an annuity beginning date of November 1, 2005, because she needs at least two additional months of service to establish eligibility for an occupational disability annuity and because she is eligible for other benefits before that time through her employer.

The employee's excess amount (\$38,000 minus \$27,875) is \$10,125, which divided by \$5,575 yields 1.816. Therefore, two deemed service months could be added to the five months actually worked and the employee would receive credit for seven service months in 2005 for a total of 240 service months.

In any case, a designated annuity beginning date should be considered in disability cases because, except in the case of a traumatic event, it is difficult to predict the onset date of a disability and the resultant annuity beginning date. In addition, as in the preceding example, other benefits may be involved.

7. How could deemed service months be used to increase an employee's tier II amount?

An employee worked in the first five months of 2005 and received compensation of \$33,450. He does not relinquish his rights until June 2, 2005, and he applies for an annuity to begin on that date.

The excess amount (\$33,450 minus \$27,875) is \$5,575, which yields an additional service month and provides the employee with a total of six service months in 2005. Had he relinquished his rights and applied for an annuity to begin on June 1, he would have been given credit for only five service months.

The employee had maximum earnings during the last five years and had 360 months of service through 2004. The additional service and compensation increases his tier II from \$1,111.42 to \$1,117.67. However, delaying the annuity beginning date past the second day

of the month after the date last worked solely to increase the tier II amount would ordinarily not be advisable.

8. Can deemed service months help an employee establish a current connection?

Yes. For example, an employee left the railroad industry in 1993 and engaged in employment covered by the Social Security Act. In August 2004 she returned to railroad employment and worked through June 28, 2005. She received compensation of \$34,000 in 2005. She does not relinquish her rights until July 2, 2005, and she applies for an annuity to begin on July 2, 2005.

In this case, the excess amount (\$34,000 minus \$33,450) is \$550, which yields one deemed service month. Consequently, the employee is given credit for seven service months in 2005. With her five months of service in 2004 and seven months in 2005, the employee establishes a current connection. Had she designated the earliest annuity beginning date permitted by law, she would not have met the 12-in-30-month requirement for a current connection. (An employee who worked for a railroad in at least 12 months in the 30 months immediately preceding the month his or her railroad retirement annuity begins will meet the current connection requirement for a supplemental annuity, occupational disability annuity or survivor benefits.)

9. Can an employee ever receive credit for more than 12 service months in any calendar year?

No. Twelve service months are the maximum that can be credited for any calendar year.

10. Where can an employee get additional or more specific information on how deemed service months could affect his or her own annuity?

Employees can contact the nearest field office of the Railroad Retirement Board for more information.

The address and phone number of the Board office serving a particular area can be found by calling the automated toll-free RRB Help Line at 1-800-808-0772 or by checking the Board's Web site at www.rrb.gov. Most Board field offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays.



2005 Railroad Retirement Board Informational Conferences

The U.S. Railroad Retirement Board will offer free informational conferences for elected officers of all rail labor unions throughout 2005.

Registration for all informational conferences begins at 8 a.m. The programs begin promptly at 8:30 a.m. and end at 12:30 p.m.

This list contains the most current information and should replace information published in previous lists.

October 21 • Pittsburgh, Pa.
Greater Pennsylvania Regional Council
of Carpenters Union Hall Green Tree
495 Mansfield Ave.

November 4 • Pineville, N.C.
Hilton Garden Inn, Pineville
425 Towne Centre Blvd.

November 18 • Metairie, La.
Union Hall
3513 North I-10, Service Rd. West
(Corner of Severn and I-10 Service Rd.)

December 9 • Jacksonville, Fla.
Holiday Inn — Baymeadows
9150 Baymeadows Rd.

IN THE LINE OF DUTY

G.Y. Bailey

Brother G.Y. Bailey, Local Chairman of BLET Division 62 in Houston, was killed on September 15 when his train collided head-on with a south-bound chemical train in dark territory about 60 miles northeast of Houston.

Both Union Pacific trains derailed, causing a hazmat spill.

Brother Bailey, 51, began working for Union Pacific in 1978 and joined the BLE in 1992. Along with serving as his Division's local chairman, he was actively involved in the organization as a primary member of the BLET Safety Task Force and the National Mobilization Team. He also served as Chairman of the Southwestern Convention Meeting in 2004.

"This is a tremendous loss for both BLET and Union Pacific Railroad," said BLET Union Pacific-Southern Region General Chairman Gil Gore. "Brother Bailey was an excellent Local Chairman and an exemplary employee who assisted hundreds of members on a wide variety of issues. He will be sorely missed both professionally and per-

sonally by me and many others for years to come."

A member of Division 62, Ronnie Gilmore, echoed this sentiment.

"He was a gentleman," Brother Gilmore said. "He was a dedicated, conscientious man, and he will be hard to replace."

Brother Bailey is survived by his wife Kathie, an active member of the Grand International Auxiliary; and four children, Elise, Caylin, Brennan and Ashley.

"This is an extraordinary tragedy. It is a sad day for those of us at the BLET and for all those Brother Bailey touched through his work over the years," BLET National President Don M. Hahs said. "Brother Bailey was one of the good guys. He loved this organization and worked hard to make it better. He will be missed.

"This horrific accident has echoes of the one that occurred earlier this year in Graniteville, South Carolina — both occurred in dark territory and resulted in hazmat spills and evacuations. It is incomprehensible that either of these accidents could happen. It is time that the railroads learn from their mistakes

and take steps to make the industry safer.

"It is with a heavy heart that I ordered the BLET flag to fly at half-mast over the Standard Building today. I am deeply saddened by Brother Bailey's untimely death, and I extend my deepest sympathy to his family, friends and co-workers."

The BLET has been granted party status to the investigation by the National Transportation Safety Board and members of the Safety Task Force are helping the NTSB analyze the accident scene.

The accident occurred at 12:15 a.m. on September 15. One Union Pacific train with two locomotives and 10 cars struck another UP train with two locomotives and three cars, about 60 miles northeast of Houston.

The first train was traveling from Pine Bluff, Ark., to Houston when its locomotive struck the second train. The second train was stopped on the north end of a side track. The accident resulted in a hazmat release and forced the evacuation of nearby residents.

RRB update: 9,000 rail workers impacted by Katrina

(Editor's Note: VM. Speakman Jr., Labor member of the U.S. Railroad Retirement Board, issued the following letter on September 2.)

Many railroad workers have been laid off because of Hurricane Katrina and need to file applications for unemployment benefits with the Railroad Retirement Board.

Ordinarily, applications for unemployment benefits should be mailed to the claimant's local RRB office. However, since the RRB's office in New Orleans is closed due to the hurricane, work performed by this office has been diverted to other RRB offices. Work pertaining to unemployment or sickness benefits has been diverted to the RRB's office in Fort Worth, Texas. The address and phone number of that office are as follows: 819 Taylor Street,

Room 10G02, P.O. Box 17420, 76102-0420, (817) 978-2638. However, unemployed railroad workers may contact any field office of the RRB that is close to them for assistance or information. The addresses and phone numbers of the other offices closest to the areas affected by the hurricane are:

- Houston, Texas — 1919 Smith, Suite 845, 77002-8051, (713) 209-3045
- Little Rock, Ark. — 1200 Cherry Brook Drive, Suite 500, 72211-4113, (501) 324-5241
- Birmingham, Ala. — Medical Forum Building, 950 22nd St. North, Suite 426, 35203-1134, (205) 731-0019
- Jacksonville, Fla. — 550 Water St., Suite 330, 32202-5177, (904) 232-2546

Unemployed railroad workers may want to consider filing their applications for unemployment benefits — or

their biweekly claims for those benefits — online. To do so, claimants should go to the RRB's Web site at www.rrb.gov and click on "MainLine Services" for directions on establishing an RRB Internet Services account. Once they establish their online accounts, they will be able to file their applications and claims for unemployment benefits, as well as conduct other business with the RRB, over the Internet.

Regarding claimants in the affected areas who have been receiving railroad unemployment or sickness benefits, those on Direct Deposit should be able to access their funds. However, checks for unemployment and sickness benefits (along with checks for retirement and survivor benefits) cannot presently be delivered by the Postal Service to the affected areas. In order to expedite receipt of payments, the RRB will, upon

contact by an individual due payment, request the Treasury Department to reissue these payments to a new address provided by the affected party. The RRB also has information about some temporary locations where checks can be picked up.

The RRB is providing information on its Web site, through its toll-free Help Line number (1-800-808-0772), and through public service announcements regarding actions that can be taken to obtain needed services. In addition, persons can go to the U.S. Postal Service's Web site (www.usps.com) and click on the Hurricane Katrina Service Updates button to see the latest information on delivery to affected areas.

There are about 9,000 active railroad workers residing in Louisiana, Mississippi and Alabama. •

Advanced Local Chairman Workshop set for Nov. 6-12

The Education & Training Department of the Brotherhood of Locomotive Engineers and Trainmen is seeking participants for an advanced Local Chairman Workshop scheduled for November 6-12, 2005.

The workshop will take place at the National Labor College on the campus of the George Meany Center in Silver Spring, Md.

The advanced workshop will start the evening of Sunday, November 6, and will run all day Monday through Friday, concluding with a banquet on Friday night, November 11.

This workshop is one day longer than the regular Local Chairman's workshop and will go into greater detail on writing, claims handling, and investigations. Among other assignments, the students will be given a topic to research and report back to the class; there will be a session on Duty of Fair Representation (DFR); the Rail-

way Labor Act (RLA); and several appeal letters will have to be written on cases passed out in class. Again, a highlight of the workshop is when attendees participate in a simulated disciplinary hearing.

You do not have to be a current Local Chairman to attend the November 6-11 workshop. It is open to all past participants of the five-day class and attendance at a regional meeting workshop does not apply. BLET members who are interested in registering for the workshop may do so online at <http://www.ble-t.org/lcadvance>.

Upon successful completion of the course, everyone will qualify for a \$91 per day stipend from the North American Railway Foundation. The stipends will be paid directly to the Secretary-Treasurer of the respective divisions.

The BLET Education & Training Department presents these workshops in conjunction with the staff of the

George Meany Center. Workshop instructors will include: BLET National Secretary-Treasurer William C. Walpert; BLET Vice-President Richard K. Radek; Assistant Director of the BLET Arbitration Department Marcus Ruef; and Special Representative and Coordinator of Education & Training Ken Kroeger.

The BLET pays the costs of books, equipment, tuition, and a Friday evening graduation banquet. BLET members who attend are responsible for their transportation costs as well as the cost of room and board.

Registration for the Advanced Local Chairman workshop is on a first-come, first-served basis with class size limited to the first 10 who register through the BLET website. For more information, please contact Ken Kroeger, Coordinator of the BLET Education & Training Dept., at (216) 272-0986 or kroeger@ble-t.org. •

Close Call Website

Continued from Page 3

must report an event 48 hours after it occurs. Reports are sent to the Bureau of Transportation Statistics, a third party that collects and stores confidential reports.

The program was started in 2002 when the FRA formed the Close Calls Planning Committee to study the value of a reporting system in the railroad industry. The website was launched in July 2005.

BLET members can go to the following website to learn more about the close call reporting system:

<http://closecallsrail.org/newSite/index.html>

BLET NEWS

A message from Teamsters General President Jim Hoffa

Working together



The Teamsters Union and our partners in the Change to Win Coalition are working to give workers a stronger voice in the workplace. This group of seven growing unions was created to be an agent of change that will work to strengthen the power of working Americans. We can no longer afford to conduct business as usual while anti-union forces grow more powerful. We are planning new, coordinated organizing campaigns to empower working men and women and grow the labor movement.

The members of the Teamsters Rail Conference are an important part of our organizing plans. You are on the front lines working alongside men and women who would benefit from being Teamsters. This is especially true of the many unorganized workers on short lines. With hundreds of nonunion short lines crisscrossing the United States, we have a huge opportunity to bring better wages, safer working conditions and stronger representation to our brother and sister rail workers.

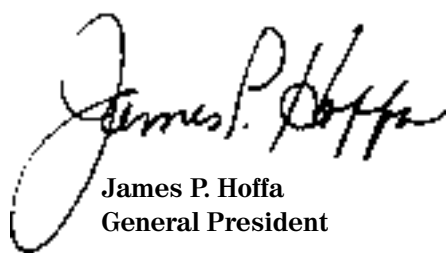
Since the establishment of the Rail Labor Bargaining Coalition, the rail carriers are taking notice of rail labor's new strength. Since January, the Coalition has been meeting regularly with rail carriers for negotiations with the Class 1 rail lines. Teamsters Rail Conference members (BMWED and BLET) along with the Signalmen, Firemen and Oilers, Sheet Metal Workers, Train Dispatchers and Boilermakers have stood

as a united front in the Coalition. This shows the rail carriers that there is renewed strength in rail labor representation.

Teamsters Helping Teamsters

Our brothers and sisters in Louisiana, Alabama and Mississippi are in need of our help and financial assistance. The hurricane took not only their homes and possessions but also ruined many places of employment. Countless local unions, divisions and lodges have offered up support for the displaced families, and I am proud of their efforts. The Teamsters Disaster Relief Fund, established in 1991, is collecting all donations on behalf of our union and the outpouring of support has been tremendous.

Our offices in Washington, D.C., have been coordinating the distribution of Teamster-donated supplies. It is heartening to see the union movement come together and support those in need. It will be a long road ahead for the evacuees and their families and we are doing everything in our power to help and support them in their hour of need.


James P. Hoffa
 General President

SEPTEMBER 2005 CALENDAR & EVENTS

NOVEMBER 4, 2005... Railroad Retirement Board Info. Conference, Pineville, N.C.
 The U.S. Railroad Retirement Board will conduct an informational conference in Pineville, N.C., on November 4 at the Holiday Inn Express, 9825 Leitner Dr. Due to space limitations, the RRB asks that only elected BLET officers attend these conferences. Registration begins at 8 a.m. sharp. All conferences begin promptly at 8:30 a.m. and conclude at 12:30 p.m.

NOVEMBER 6-12, 2005... Advanced Local Chairman Workshop, National Labor College
 The BLET's Education & Training Department will sponsor an Advanced Local Chairman Workshop on the Campus of the National Labor College, George Meany Center, in Silver Spring, Md. For more details and registration information, please see Page 7 of this issue.

JUNE 4-9, 2006... 79th Annual BLET-GIA Southeastern Meeting Association (SMA)
 Hosted by SMA Chairman T.L. Reed and the members of BLET Division 205, the 79th annual SMA will be held at the Chattanooga Marriott at the Convention Center in Chattanooga, Tenn. More information to come when available.

JUNE 12-16, 2006... 68th Annual BLET-GIA Eastern Union Meeting Association (EUMA)
 Hosted by EUMA Arrangements Chairman R.J. Chapter and the members of BLET Division 157, the 68th annual EUMA will be held at the Tropicana Casino & Resort on the Boardwalk in Atlantic City, N.J. More details to come.

JUNE 19-22, 2006... BLET National Division Convention, Las Vegas, Nevada
 The First Quadrennial Convention of the BLET National Division will be held at Bally's in Las Vegas. More details to come when available.

JULY 18-23, 2006... 66th Annual BLET-GIA International Western Convention (IWC)
 Hosted by S.V. Halbrook and the members of BLET Division 94, the 66th annual IWC will be held at the Holiday Inn Rapid City—Rushmore Plaza in Rapid City, S.D. More details to come when available.

AUGUST 20-24, 2006... 71st Annual BLET-GIA Southwestern Convention Meeting (SWCM)
 Hosted by A.L. Williams and the members of BLET Division 182, the 71st annual SWCM will be held at The Peabody Little Rock in Little Rock, Ark. More details to come.

Advisory Board July Activity

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

- National President Don M. Hahs**—National Division office: General supervision of BLET activities; General office duties; International Western Convention, Calgary; Midwest Rail Craft Scholarship event, Lawson, Mo.; RLBC-NCCC meetings, Washington, D.C.; IBT General Executive Board mtgs.; Chicago; Various conference calls and meetings regarding AFL-CIO issues.
- First Vice-President & Alternate President Edward W. Rodziewicz**— Assisted President in general operation of National Division Office; Vice President assignments; Special Representative assignments; Organizing department; Shortline department; Passenger department; Various correspondence & phone calls; NS organizing campaign; Numerous Town Hall meetings at multiple locations, including Danville, Fort Mitchell, Cleveland, Knoxville, Chattanooga, Atlanta, Birmingham, Macon, Waynesburg, Shire Oaks, Conway, Norfolk, Crewe, Roanoke, Bluefield, Charleston, Williamson, Portsmouth, Charlotte, Linwood, and Greenville.
- 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; International Western Convention, Calgary, Alberta; Rail Craft Scholarship event, Kansas City, Mo.; Joint division mtg., Moberly, Mo.
- Vice-President Paul T. Sorrow**—Eastern Union Meeting Association; Mtg. w/ CSX Chief Operating Officer and VP Labor Relations; Assisted CSX General Committees, NS Northern Lines GCA, Grand Trunk Western GCA; Division mtg., Moberly, Ind.; CSX Western Lines mtg.; Strategic planning mtg. w/ General Chairman Karakian for upcoming wage/rule movement; Mtg. w/ National President.
- 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; Paducah & Louisville; Chicago Central & Pacific; IHB/CN mtgs., negotiations, Chicago, Cleveland; Metra grievance handling, Chicago; NRAB arbitration, mtg., negotiations, CSX/IHB; Labor/management conf., CN; Arbitration prep., PLB No. 6844, Metra, Cleveland; Remote control env. mtg. w/ Illinois EPA, Peoria, Ill.; Wisconsin Southern organizing support, Chicago; BLET/IBT mtg. (cancelled); PLB No. 6680, L-M mtg., Chicago; PLB No. 6680 Exec. Session, BNSF; IHB and IC&E general assistance; FRA Part 240.409 dockets: EQAL 01-16, 03-47, 04-12.
- Vice-President Dale McPherson** — CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; W&LE RR; Utah Railroad; UP Eastern Dist.; UP former CNW; DM&IR RR; Portland & Western RR; Great Western RR; Appalachian & Ohio RR; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6558, 6589; UP work/rest projects; RSAC positive train control cmt.; National wage/rules; General office duties, telephone, correspondence; CN/DMIR contract negotiations, Duluth, Minn.; Birmingham Southern remote control issues, Birmingham, Ala.; Vacation.
- Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes** — BLET Washington D.C. office; General office duties, telephone, correspondence; Cooperating Rail Labor Organizations (CRLO) mtgs., Miami; AFL-CIO Executive Council mtgs., Las Vegas.
- Vice-President Merle W. Geiger Jr.**— Assigned to: BLET Trainmen's Department; Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal, Delaware & Hudson; Indiana & Ohio RR; Louisville & Indiana RR; St. Lawrence & Atlantic RR; Indiana Southern RR; NARAP; Work/Rest Task Force; Mtg. w/ National Legislative Staff, Washington, D.C.; NARAP conference call; BLET national conference call; Vacation, 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/rules committee; Special mtg. of Wabash Hospital Assoc., Decatur; International Western Convention, Calgary; Wage/rule mtgs. for M&NA, Springfield, Mo.; National Wage/Rule mtgs. w/ NCCC, Washington, D.C.; Attend Div. 86 mtg., NS, Decatur.
- 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; General office duties, telephone paperwork; UPCR GC Rightnowar, auto-markup arbitration, Boston; PTC symposium, Washington, D.C.; UPWL and UPWR arbitration boards 180, 4450, 4451 and 4452, Detroit, Mich; Arbitration Board 6833 & 6834, assisting UPRR GC Gore, New Orleans; Trip rates, assisting UPWL GC Hannah, Colton, Calif.; Ebb & flow negotiations, assisting UPWL GC Hannah, San Antonio; Office, paper, filing, STD and calls, assisting.
- Vice-President Paul L. Wingo Jr.** — Assigned to NS-Southern Lines and Eastern Region GCofAs; Meridian Southern; New York Susquehanna & Western; New England Central; BLET Rail Security Officer; International Western Convention, Calgary; Norfolk Southern A card mtgs., Knoxville, Atlanta; NECR contract ratification mtgs., St. Albans, Vt., and Palmer, Mass.; PLB 6434, Norfolk, Va.; Security project; General office duties.

SAFETY TASK FORCE HOTLINE
(800) 306-5414



Report major accidents when they happen



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