AMTRAK’S SILVER METEOR

On January 27, 2015, Amtrak’s Silver Meteor whipped up the snow in Elizabeth, N.J., which was dumped by Winter Storm Juno the day before. It will soon arrive in Newark for a brief stop before continuing north to New York and ultimately Boston.

Photo: by Eric Williams, www.ericwilliams.photography

MARK YOUR CALENDARS
Monterey and Washington D.C. will host BLET for 2018 regional meetings

The BLET National Division is hosting two regional meetings, 2018, and they are as follows: June 18-22 in Monterey, California; and August 13-17 in Washington, D.C.

The Monterey regional meeting will be held at the Hyatt Regency and the Washington, D.C. regional will be held at the Capital Hilton.

As with the 2017 regional meetings, the 2018 meetings will be arranged on a Monday through Friday schedule. Travel to the meeting, registration and a welcome reception for each of the two meetings will be on Monday (June 18 for Monterey and August 13 for Washington, D.C.). Meetings, training classes and other events will be scheduled throughout the remainder of the week and will include a closing banquet on Thursday night. Travel home is on Friday for each meeting (June 22 for Monterey and August 17 for Washington, D.C.).

Per the BLET Bylaws, regional meetings are held “for the purposes of membership training, education and discussion of matters of importance to the membership.” Additionally, the meetings are structured to include options for fellowship with other members and their families, entertainment, fun and relaxation.

More specific details about the Monterey meeting are on Page 5. Registration information is available online at the BLET National Division’s regional meeting website (www.bletregionals.org). All members are encouraged to attend one or both of these regional meetings.

VP TOLMAN TESTIFIES BEFORE HOUSE ON PTC
URGES CONGRESS & REGULATORS TO ENSURE THAT POSITIVE TRAIN CONTROL IS FULLY IMPLEMENTED BY THE DEADLINE pg 4

BLET President’s Message
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Register for News Flash email alerts at: www.ble-t.org/newsflash
Follow us on Facebook: www.facebook.com/BLETNational
In the wake of recent dramatic and highly visible railroad accidents in the United States and Canada, there has been a trend to criminalize railroad workers and prosecute them as the sole cause of these tragedies. The Brotherhood of Locomotive Engineers and Trainmen stands opposed to such actions. It is a travesty that criminal charges were filed against three former employees of the Montreal, Maine & Atlantic Railway for the tragedy of July 5, 2013 in Lac-Mégantic, Quebec. The trials against them began in September of 2017 and concluded on January 19, 2018. What jurors found out is that railroad-ing is a complex system of operations, and many factors go into a safe operation. Determining the root cause of a particular accident is far more complex than simply blaming the workers, but that all too often is what many rail carriers and government agencies have done.

In 2008, criminal charges were brought against the locomotive engineer of Amtrak train 188, which crashed in Philadelphia on May 12, 2015. Those charges were dismissed in 2017 after a judge ruled that the crash was accidental, not criminal. The engineer’s lawyer argued in part: “The question now is whether there is a difference between an accident and a crime.” However, a second judge has ruled that dismissal of those charges was wrong, and has re-instated charges of reckless endangerment, involuntary manslaughter, and one count of causing a catastrophe. The operating employees who crew trains and locomotives — locomotive engineers, conductors, brakemen and switchmen — have extraordinary safety-critical tasks and responsibilities not found in other industries. An operating employee’s readiness for safety-critical constant vigilance is a personal obligation. But this personal duty must be effectively supported — not thwarted — by a management devoted fully to the fundamentals of safety.

Railroad crew members sometimes go on duty without being allowed sufficient rest, and with accumulated sleep deficits, consequently constituting a profound safety problem on and along the tracks. Laws are such that crew members are not given enough time to simply rest and have a normal life. On the Amtrak property, many of our locomotive engineers work six-day assignments resulting in operations in excess of 2,500-3,000 miles per week. At times, the crew members are harassed and intimidated if they repeatedly request to lay off for needed rest. Moreover, they have to contend with abiding by unrealistic attendance policy standards imposed by the carrier that often result in disciplinary action despite the fact that additional time off is both necessary and fully warranted. Crew members who are harassed and intimidated by railroad managers are less likely to provide feedback regarding unsafe operations. Such feedback is crucial to safe train operations.

To please Wall Street investors, railroads have furloughed so many workers that the few who remain are often over-worked and stretched too thin. Railroads are increasing the length of freight trains to dangerous levels, trying to do more with fewer workers. Well-rested crew members are essential to safe train operations. Railroad crew members sometimes complain that they are not given sufficient familiarization trips to become acquainted with the lines over which they operate. Proper training is essential to safe train operations. At times, crew members protest to railroad managers about hazardous operations, but their protests simply go unheard. Properly maintained equipment and tracks are essential to safe train operations. This is not to make excuses, but an effort to explain that it takes more than just blaming the worker to determine the root cause of railroad accidents. Our thoughts and prayers continue to be with the victims, families and workers touched by the accidents mentioned above. But criminalizing the worker is not part of the solution to eradicate similar tragic accidents from happening again.

DENNIS R. PIERCE
BLET NATIONAL PRESIDENT
Working Americans are facing many challenges on the job front. While unemployment is low, so is pay. Corporations may be pulling in massive profits, but it’s all going to the top, with those who are making these businesses succeed getting little in return.

The struggle is real, and it isn’t just those being hit the hardest who realize it. BlackRock chief executive Larry Fink told The Washington Post, “Since the financial crisis, those with capital have reaped enormous benefits. At the same time, many individuals across the world are facing a combination of low rates, low wage growth, and inadequate retirement systems.”

So how do we change this? Increased unionization! America had a thriving middle class during the mid-20th century, all thanks to a significant union presence that topped out at more than a third of the workforce. But big business and their corporate cronies buckled down and pushed “no rights at work” legislation in states across the country. Lower wages followed.

Increasingly, however, workers are getting wise to corporate America’s games. And they are responding by getting organized. The latest numbers released earlier this year by the Bureau of Labor Statistics (BLS) shows the number of workers belonging to a union grew by 262,000 last year to 14.8 million overall in 2017. Private industry workers who are organized grew by 0.1 percent. Interestingly, union growth was greatest in several anti-union Southern states, with Texas leading the way.

Why join a union? Because union jobs pay more! The BLS reports that union members had a median weekly income of $1,041, compared to non-union workers, who on average earned $829 a week. That’s a difference of more than $11,000 a year. It also doesn’t address the fact that union workers generally receive better benefits as well.

Workers have seen for decades what happens when they leave it to lawmakers to solve the problems of the middle class — not much. It’s time for hardworking Americans to take control of their own destiny and join with their co-workers to gain power in the workplace. That’s what a union can do!

Fraternally,

James P. Hoffa
Teamsters General President
BLET Vice President and National Legislative Representative John P. Tolman urged Congress, the railroads, and governmental regulators to ensure that Positive Train Control (PTC) is fully implemented by the current deadline of December 31, 2018. During his testimony, Vice President Tolman also discussed the problem of electronic device distraction (Trip Optimizer and LEADER); the government and industry’s failure to address rail worker fatigue; the danger of excessive train lengths; and the need for two person train crews.

Tolman began his testimony by expressing his anger and frustration at having to yet again testify at a hearing where preventable rail accidents and fatalities were the main topic of discussion.

“We strongly urge you to take all appropriate measures to ensure the current PTC deadline is met,” Vice President Tolman testified on February 15 before a hearing of the U.S. House of Representatives’ Subcommittee on Railroads, Pipelines and Hazardous Materials. “It is time to get past decades of the industry’s ‘can’t do’ excuses, and it is time for all of Congress to get on board the safety train.”

With passage of the Rail Safety Improvement Act of 2008 (RSIA), Congress mandated the implementation of PTC nationwide by the end of 2015, then — under pressure from railroads — extended the deadline until the end of 2018. Many PTC-preventable crashes and deaths have occurred during the three year deadline extension.

“Some railroads have dragged their feet since the [2008] mandate and persuaded Congress to go along with the dithering and — with the [2015] deadline looming in the face of threats to cripple the economy and strand passengers — Congress granted an eleven hour extension,” Vice President Tolman testified. “We warned Congress in 2015 that their actions would result in people dying from collisions that PTC could prevent. Congress was convinced by the railroad industry that more time was needed. Here we are years later and PTC is not fully implemented. Safety has waited too long and lives have been lost during the last extension.”

According to a 2015 report from the National Transportation Safety Board, PTC could have prevented 145 major rail accidents that killed 288 people and injured 6,574 since 1969, when the agency first recommended the technology.

Regarding electronic device distraction, Brother Tolman was critical of the Trip Optimizer and LEADER systems in use on certain North American rail carriers. “Human factor issues will require close attention to be paid to human-machine interface problems as more screens with more buttons and submenus come online to interface with PTC,” Tolman said. “We also recognize the challenges PTC will place on train crews who will be forced to interact with more computer screens in the locomotive cab. This will only increase the potential for electronic device distraction, given the already widespread use of technologies such as Trip Optimizer and LEADER.”

While PTC was mandated by the RSIA of 2008, the law also addressed the issue of rail worker fatigue. However, the fatigue has not been sufficiently addressed in the past 10 years. Vice President Tolman reminded Congress of this glaring oversight during his testimony.

 “[Fatigue] has been wrestled with for decades and Congress made an attempt to alleviate it in the RSIA in 2008. However, the regulator’s effort in meeting the requirements of the Act has not produced any measurable results a full decade after Congress mandated that the management sit down with labor and work out genuine fatigue mitigation plans.”

Vice President Tolman warned Congress about the danger of excessive train lengths. “Freight trains have been getting longer and heavier in recent years. Some of these trains have been over three miles long. This creates technical challenges with maintaining brake pipe pressure that aids a train in slowing and stopping. There are currently no federal regulations or laws that address train length. This needs to change.”

Vice President Tolman encouraged all members of Congress to consider bipartisan support for two-person crew bills that are progressing through the House and Senate. He thanked Representative Don Young for introducing the Safe Freight Act (H.R. 233) and Senator Heidi Heitkamp for introducing S. 2360, a companion bill in the Senate. Both measures would require two person train crews on freight trains.

“On the railroad, train crews consist of Engineers and Conductors form a solid team that moves trains across the United States safely every day,” Vice President Tolman said. “True safety requires two crew members on every freight train, and such a goal should have no party lines.”

The hearing was titled “Oversight of Positive Train Control Implementation in the United States.” Additional witnesses included: Richard Anderson, Chief Executive Officer, Amtrak; Juan D. Reyes III, Chief Counsel, Federal Railroad Administration; Robert Sumwalt, Chairman, National Transportation Safety Board; Edward Hamberger, President and Chief Executive Officer, Association of American Railroads; and Paul Skoutelas, President and Chief Executive Officer, American Public Transportation Association. A copy of Vice President Tolman’s testimony can be found here: www.ble-t.org/pr/pdf/PTC_final_2.15.18.pdf
Registration open for BLET’s Monterey regional meeting

Registration is now open for the 2018 Monterey regional meeting at the Hyatt Monterey Hotel & Spa in Monterey, Calif., June 18-22, 2018.

The BLET National Division is planning a meeting filled with educational opportunities and entertainment for the golf tournament. Non-golfers will be on their own to experience the many entertainment options that Monterey has to offer.

There is an additional cost to register for the golf tournament. Non-golfers can register for $20, at the Del Monte Golf Course.

Registration will be open soon for the BLET’s regional meetings. Registration options are also available for the June 19 meetings and June 21 workshops only; however, there will be fees for those members who choose to attend the meals. The cost of full registration (including all meals, workshops, the banquet and all BLET sponsored meals) is $200.00 per person. The cost is $150.00 to register for all of the above EXCEPT the banquet. Additionally, reduced children’s registration options are also available. Please visit http://www.bletregionals.org for more information about the registration process.

The website http://www.bletregionals.org is a one-stop shopping opportunity for all current and future BLET regional meetings. Registration will be open soon for the BLET’s second regional meeting in 2018 — in Washington, D.C., which will be held August 13-17, 2018.

Heitkamp introduces two-person crew bill in U.S. Senate

On January 30, 2018, Senator Heidi Heitkamp (D-ND) introduced S. 2360, a bill that would mandate a minimum crew size for freight trains in the United States.

The bill was read twice and referred to the Committee on Commerce, Science and Transportation. It immediately garnered four Senate co-sponsors: Senator Tammy Baldwin (D-WI); Senator Sherrod Brown (D-OH); Senator Angus King (I-ME).

This bill marks the first time a minimum crew-size bill has been introduced in the United States Senate. Representative Don Young (R-AK) introduced a companion bill — H.R. 233, known as The Safe Freight Act — in the 115th House of Representatives on January 3, 2017. It currently has 75 bipartisan co-sponsors.

“The Brotherhood of Locomotive Engineers and Trainmen has long advocated for the safety benefits that come from having a minimum of two persons in the cab of the locomotive,” BLET National President Dennis R. Pierce said. “We support this legislation and are actively lobbying for additional co-sponsors for their support of safe freight train operations in the United States.”

Senator Heitkamp (D-ND) has long been an advocate for rail safety improvements, even more so since a collision between a crude oil train and a derailed grain train in Casselton, N.D., on December 30, 2013, which caused a huge fire and evacuation. The impact of the Casselton derailment was lessened significantly thanks to the bravery of the multiple crew members who were aboard the locomotive. According to the Federal Railroad Administration (FRA), “the heroic actions of the grain train’s (three) crewmembers potentially prevented the environmental and property damages from being much worse” in the Casselton derailment. They pulled a cut of 50 tank cars to safety away from the burning derailed cars. The crew later went back and removed 20 additional cars from the scene of the fire. “That wouldn’t have happened if there were only one-person crews,” President Pierce said. “The BLET continues to oppose single-person freight operations as adverse to worker and public safety.”

Like Senator Heitkamp, Senator King (D-ME) is also an advocate for rail safety. His home state of Maine is near Lac-Megantic, Quebec, where an oil train derailment and subsequent fire resulted in 47 fatalities on July 6, 2013. A one-person train crew operated the oil train in the Lac-Megantic tragedy.

Bill in the U.S. House of Representatives (H.R. 233) and the U.S. Senate (S. 2360) would mandate a minimum crew size for freight trains in the United States.

Details of the bill can be found at: www.congress.gov/bill/115th-congress/senate-bill/2360/cosponsors
Lyons elected BLET National Division Trustee; Matt Wilson retires

William P. Lyons was elected unanimously to the BLET Advisory Board to serve as a National Division Trustee effective February 1, 2018. He replaces outgoing Trustee Matt O. Wilson, who has retired.

Brother Lyons currently serving the Brotherhood as General Chairman of the CSXT-Northern Lines General Committee of Adjustment (GCA), which represents nearly 3,000 active and retired members. He was elected to his first full term of office as General Chairman in May of 2013 and was reelected by acclamation in May of 2017.

Brother Lyons began his railroad career when he hired out as a conductor for CSXT at Columbus, Ohio, on February 28, 2000. He joined BLET Division 34 in Columbus, Ohio, on September 1, 2003, where he immediately became an active and involved leader. In 2004, Brother Lyons became Division 34’s first-ever Local Chairman of railmen after the BLE merged with the International Brotherhood of Teamsters. One year later, he became the GCA’s first-ever conductor to be elected to the office of Regional Vice General Chairman.

In 2009, Brother Lyons was nominated and elected to the GCA’s Second Vice General Chairman office, a full-time position that required him to relocate to Florida. Over the next three years, he was elected to serve the GCA as First Vice General Chairman and Acting General Chairman. In 2013, he was elected General Chairman, and was reelected by acclamation in 2017.

Brother Lyons has served the National Division in various capacities. In 2010, he was elected by acclamation to serve as Fifth Alternate National Vice President at the BLET’s Second National Convention. In 2014, he was elected by acclamation to the office of Fourth Alternate National Vice President, at the BLET’s Third National Convention. He also served as a member of the National Division’s Arrangements Committee during the 2010 and 2014 conventions. He has twice been elected as his GCA’s delegate to the IBT International Convention, in 2013 and 2016.

As General Chairman and Vice General Chairman, Brother Lyons participated in on-property negotiations with CSXT. He also recently led negotiations for an on-property agreement with Bombardier Transportation Services for his members working in MARC passenger rail service. He was assigned to the National Wage Committee in the recently concluded round of national bargaining as the representative of the BLET’s Eastern General Chairman’s Association.

Prior to his railroad career, Brother Lyons attended Eastern Kentucky University where he studied Fire Science Engineering. He and his wife Angie were married in 2003 and reside in Jacksonville, Fla.

“I am grateful to the entire BLET Advisory Board to serve as a National Division Trustee effective February 1, 2018. He replaces Brother Matt O. Wilson, right, who has retired.

On February 6, the National Transportation Safety Board published determinations that two commuter railroad terminal accidents in the New York city area were caused by engineer fatigue resulting from undiagnosed severe obstructive sleep apnea.

The Sept. 29, 2016, accident on the New Jersey Transit railroad at Hobo-

n, N.J., killed one person, injured 110, and resulted in major damage to the station. The Jan. 4, 2017, accident on the Long Island Railroad at the Atlantic Terminal in Brook-

ly, N.Y., injured 108 people. Both accidents involved trains that struck end-of-track bumping posts and crashed into stations.

The NTSB found the two accidents had “almost identical” probable causes and safety issues. The board also determined that these safety issues were not unique to these two properties, but exist throughout the country at many intercity passenger and commuter passenger train terminals.

In a statement issued in August 2017, the NTSB expressed its “disappoin-
tment” with the withdrawal of a Notice of Proposed Rule Making by the Federal Railroad Administration and the Federal Motor Carrier Safety Administration stating, “Obstructive sleep apnea has been in the probable cause of 10 highway and rail accidents investigated by the NTSB in the past 17 years... Medical fitness and fatigue... two of the NTSB’s 10 Most Wanted List of Transportation Safety Improvements for 2017 – 2018, are tied to obstructive sleep apnea.”

“OBSTRUCTIVE SLEEP APNEA HAS BEEN IN THE PROBABLE CAUSE OF 10 HIGHWAY AND RAIL ACCIDENTS INVESTIGATED BY THE NTSB IN THE PAST 17 YEARS... MEDICAL FITNESS AND FATIGUE, TWO OF THE NTSB’S 10 MOST WANTED LIST OF TRANSPORTATION SAFETY IMPROVEMENTS FOR 2017 – 2018, ARE TIED TO OBSTRUCTIVE SLEEP APNEA.” — NTSC Statement excerpt
The U.S. Railroad Retirement Board (RRB) has announced a schedule of dates for the agency’s spring 2018 informational conferences and pre-retirement seminars.

Attendance at the informational conferences is limited to elected union officials with a comprehensive overview of the provisions and financing of the railroad retirement and unemployment insurance systems. These officials, in turn, are better prepared to guide their members through the retirement process.

Online registration is being offered for most conferences. While mail and fax registration is still available, members should register online at the RRB’s website, www.rrb.gov. Informational Conferences are open to union officials and their spouses by invitation only, while the pre-retirement seminars are open to railroad employees and spouses planning to retire within five years or less. Registration is required for both types of meetings.

Informational Conferences

- Started in 1957 by the RRB’s Office of the Labor Member, informational conferences are designed to provide rail union officers with a comprehensive overview of the provisions and financing of the railroad retirement and unemployment insurance systems. These officials, in turn, are better prepared to guide their members through the retirement process.

Tips for attendees:

- Please let RRB know if you register for a conference and then become unable to attend;
- Please bring your photo identification for entry into Federal buildings (no weapons allowed); and
- Expect parking fees at locations marked with an asterisk (*) below.

Dates and locations of the RRB’s spring 2018 informational conferences are as follows:

- **MARCH 23, 2018: Atlanta, GA.** Country Inn & Suites, 4300 Circle 75 Parkway.
- **MARCH 23, 2018: Roseville, Calif.** Maidu Community Center, 1500 Maidu Dr.
- **APRIL 13, 2018: Sandston, VA.** Hilton Garden Inn - Richmond Airport, 41 International Center Dr.
- **APRIL 13, 2018: St. Louis, MO.** Durbet Inn & Suites (St. Louis Forest Park), 2111 Sulphur Ave.
- **APRIL 20, 2018: Cincinnati, Ohio.** Huntington Center, 23rd Floor Conference Room, 525 Vine St.
- **APRIL 20, 2018: New York, N.Y.** Jacob K. Javits Federal Building, 6th Floor Conference Room A/B.
- **APRIL 27, 2018: Romulus, Mich.** Holiday Inn Romulus, 8,400 Merriman Rd.
- **APRIL 27, 2018: Ashland, Neb.** Eugene T. Mahoney State Park, 2800 West Park Highway.
- **MAY 4, 2018: Kansas City, Mo.** Sheet Metal Workers Local Union No. 2, 2902 Blue Ridge Blvd. 64108.
- **MAY 4, 2018: St. Paul, Minn.** Corporate Conference Center, 150 East 5th St., 2nd Floor.
- **MAY 11, 2018: Altoona, PA.** Hampton Inn Altoona, 130 Charlotte Dr.
- **MAY 18, 2018: Parma, Ohio.** Sheet Metal Workers Local Union No. 33, 12351 Corporate Dr.
- **MAY 18, 2018: Lakewood, Colo.** Holiday Inn Lakewood, 7390 West Hampden Ave.

Pre-Retirement Seminars

- Designed for railroad employees and spouses planning to retire within five years or less, Pre-Retirement Seminars will familiarize attendees with the retirement benefits available to them, and also guide them through the application process. Sponsored by the Office of the Labor Member, the program began in 2014 on a pilot basis. Pre-Retirement Seminars are open to rank and file railroad employees. However, persons wishing to attend must register by submitting one of the registration forms available on the RRB website, www.rrb.gov.

- Seminar space is limited and registration is accepted on a first-come, first-served basis. Completed forms should be mailed or faxed to the RRB field office listed on the form as soon as possible. Check-in for each seminar begins at 8:00 a.m., with the program starting at 9:00 a.m. and concluding at 1:00 p.m.

- Individuals who have not previously submitted documents required for filing a railroad retirement annuity application (such as proof of age, marriage, or military service) are encouraged to bring this material to the seminar (original documents or certified copies required). Attendees should also bring along an additional copy of each item to leave with the RRB seminar staff.

- Those unable to attend the seminars but still seeking pre-retirement information should contact the RRB field office where they live. Individual retirement counseling is available in person or by phone. Contact the RRB toll free at (877) 772-5772.

BLET PICKS CORNERSTONE TO MANAGE ITS SHORT TERM DISABILITY PLAN

The BLET is pleased to announce that Cornerstone Benefits Management and their affiliates have been selected as the Third Party Administrator for the BLET Short-Term Disability plan. The program was created pursuant to Article IV, Part A, Section 5 of the December 16, 2003 National Agreement. To improve the overall effectiveness and member experience of the Plan, the BLET’s Disability and Welfare Benefit Trust Fund entered into an agreement to administer the benefits with Cornerstone on December 15, 2017.

Open-enrollment dates for Part B of the Plan (on-the-job STD coverage) are currently being scheduled and will be announced shortly. Eligibility requirements will be described in more detail in the upcoming announcement for open-enrollment. For questions about BLET’s MetLife Short-Term Disability coverage, please call Cornerstone at (224) 848-4941.

BR&CFF Hits the Mark!

The leading provider of job income protection since 1912!

**DAILY BENEFIT**

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CN OIL TRAIN

Canadian National EMD SD70M No. 8901 leads a crude oil train toward Milwaukee on the railroad’s Waukesha Subdivision.

Photo: John Bentley

FEBRUARY 2018

Are you a photographer? The National Division’s Public Relations Department pays for photos used in the CN Rail News. Each week, we receive numerous inquiries for photos relating to the Brotherhood of Locomotive Engineers and Trainmen. We encourage all BLET members volunteering to contribute their images to the “Photo of the Month” section of the News. If you wish to sell your photos, you may call Editor John Bentley at (216) 241-250, ext. 248, or you can email him, kev@ble-t.org.

Please note only high resolution images can be used for this section. Members are also encouraged to review their employers’ policies regarding the use of cameras and other electronic devices while on duty.

SIGN UP FOR BLET NEWSFLASHES!

Register at www.ble-t.org to get Brotherhood news emailed to you.

To register online, just go to www.ble-t.org/newsflash.

This page, you will find an area to enter your email address and click subscribe to begin receiving the most current Brotherhood of Locomotive Engineers and Trainmen news articles from the BLET National Division website that are automatically emailed News Flash alerts via email.

Stay up-to-date with the latest Brotherhood news by going to the BLET website and signing up to receive BLET News Flash alerts via email.

FRA delays deadline for system safety program

The Federal Railroad Administration (FRA) has delayed for another year the effective date of a 2016 final rule it issued that would require commuter and intercity passenger railroads to develop and implement a system safety program. FRA on Feb. 16, 2017, ruled that the stay’s requirements remained in effect until March 21, 2017.

Senate confirms Batory as Administrator of FRA

On February 13, 2018, the U.S. Senate unanimously confirmed former Conrail president Ronald Batory as Administrator of the Federal Railroad Administration. He was first nominated to the post on July 10, 2017. The 46-year rail industry veteran retired from Conrail in the spring of 2017. He previously served as president of The Railway Company. In November 2017, he was appointed as a rail advisor to U.S. Transportation Secretary Elaine Chao.

In accordance with the BLET Bylaws, summaries of BLE Advisory Board members’ activities are published monthly.

Most recently, in

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