

Teamsters Hall

1/11/10 0900

Open meeting without due form. Reading of previous minutes...motion to suspend J Mimick, 2nd by G Sprinkel; passed unanimously.

BLE 183 Report:

RE10 36 turns on, calls for 37 (will leave alone for the time being per J Mimick)
RE01 22 turns on, calls for 20.

BLE 699 report...no 699 members or officers present.

Financial:

109 members

Sick:

R Skalberg

Unfinished Business:

NONE

New Business:

Voted to accept as new members engineers Dwight Zhanow, Ed Abboud, and Waylon Foutch; fall passed unanimously.

New officers installed, and outgoing administration of Bob Billings, Dale Heiman, and Steve Tippery were thanked for services provided.

J Nourse made motion to investigate possibility of moving start time of monthly meeting from 9 AM to 10 AM to facilitate comradely lunchtime afterwards, seconded by M McCollough; motion to be discussed at next meeting (a parallel motion to change start time to 7 PM is also under consideration).

LC Brooner spoke about carrier agreeing to contract negotiations on-property, and much discussion about input for BLE negotiating team (especially in regards to federal rest issues and pay issues). Discussion will be ongoing next meeting as well, provided carrier still amenable to on-property discussions.

LC Brooner, in response to a question about the HDC "authorizing" crews to move trains in violation of the Hours-of-Service law under the recent weather, informed the membership that we are NOT required to move the train...but that it falls under the parameter of a safety and fatigue issue, as opposed to a legal or contractual issue, and any crews that feel it is unsafe to violate should refuse on the grounds of safety and fatigue to avoid potential insubordination. To date, no crews that have refused to violate on the grounds of safety and fatigue have been pulled out-of-service. In addition, further questions will be asked of the International concerning not securing your train within your hours-of-service, pending the "imminent" arrival of a relief crew as advised by the dispatcher, and how the act of "babysitting" your train reflects upon the HOS laws. To be discussed further.

LC Brooner and VLC Mimick brought up a recent issue in regards to being turned enroute, where the carrier asserts that they only have to pay one trip rate instead of the traditional two, and the turned crew goes first-out upon their legal rest. The issue is still under discussion with the carrier, especially as attempting to "chase" one's turn could result in loss of earnings due to the six-start federal rest law.

Motion made by D Heiman, seconded by D Van Dorn, to raise union dues from the existing \$96 per month to \$101 per month, to insure continuing solvency. Passed unanimously.

Problems have arisen at the Oak Tree in North Platte, where crews called to duty at NP are having difficulty getting a van from the hotel to the yard office; LC Brooner will take that up with Sue Anderson and report back. Meanwhile, any crews arriving at the NP Yard office who do not have the Oak Tree van immediately available to them are authorized per DRO Steve Lord to have Armadillo Express take them to the Oak Tree, per LC Brooner. Whether or not Lord's instructions have been relayed to the Armadillo manager on-duty have yet to be determined.

D Heiman brought up the existence of a Nebraska City coal board run out of NX001 and the possibility of us acquiring that from the Kansas City guys. To be discussed further.

B Billings suggested letting BLE 183 members in (otherwise) good standing who are off hurt, disabled, or fired pay reduced (or no) dues for the months they are in that status we will contact the international to see if that is allowed or possible, then report back and discuss.

Regulators' responsibilities...VLC J Mimick will regulate the NX001 RE01 pool and maintain vacations, while LC Brooner and VLC C Yarbrough will regulate the NX039 RE10 pool.

One year remains on the Verizon Wireless contract established by D Heiman for the "local chairman's phone" (402-618-0597), and as it would be cost-prohibitive to cancel the contract, the phone was given to LC Brooner for continued use as the "local chairman's phone"(D Heiman was compensated this meeting for the cost of the phone, \$60, which he had paid out-of-pocket last year). LC Brooner will still continue to answer his 402-980-5385 cell phone in the interim, though, until everyone catches up. (SPECIAL NOTE...the officers of BLE-183 humbly request that if a situation is a non-emergency, such as a Sadie move or someone playing shenanigans on the board, that you wait until regular human daylight hours to contact them. In addition, per the federal cell phone laws instituted after Chatsworth Incident, officers on-duty will not generally answer their cell phones.)

Motion to suspend reading of current meeting minutes by J Mimick, seconded by C Yarbrough, passed unanimously; meeting adjourned at 10:49.

Teamsters Hall
2-8-2010 0900

Open meeting without due form. Reading of previous minutes...motion to read minutes by Bob Billings, 2nd by Dale Heiman; minutes read by S/T Sichta.

BLE 183 Report:

RE01 25 turns on, calls for 26.5

RE10 36 turns on, calls for 38

(will leave both pools alone for now, due to short February month).

BLE 699 Report:

11 turns on, calls for 12; LC Bernhardt said 12th turn will be added shortly.

Financial:

107 members.

Sick:

Randy Skalberg and Dave O'Brien.

Unfinished Business:

Last months minutes amended in regards to taking an Armadillo Express van upon arrival at North Platte yard office when Oak Tree van not available; MTO Steve Lord's intent was to have crews take a company vehicle, NOT an Armadillo.

Meeting time of 9 AM, of which changing was discussed in January meeting, will remain 9 AM.

The turned-enroute situation is still being discussed with the Service Unit and Timekeeping. Continue to claim as before until resolved. Mike Young wants our division to consider a flip-rate instead of two separate trip rates, in an arrangement like North Platte has. We are discussing it further to get it all down in writing, rather than relying upon a handshake or vest-pocket agreement that is often abused.

New Business:

Dan Van Dorn brought to LC Brooner's attention a safety issue regarding small running boards on 4x4 vans in Council Bluffs. LC Brooner will work with the Service Unit to resolve. Meanwhile, watch your footing when climbing in and out of these 4x4 vans with tiny running boards.

Watch your train securement protocols, especially in North Platte. When your conductor has tied down the train, release the automatic and wait to be sure the handbrakes hold, then set the automatic prior to disembarking. Managers are downloading the units to test securement.

Deon Hampton, who belongs to us, wishes to trade seniority with Freddy Marquez, who belongs to the Second District. Motion to accept trade by LC Brooner, seconded by Dale Heiman, passed unanimously. This may have been discussed and voted on at some point last year, but since it was hazy it was voted upon again and upheld.

Motion to suspend reading of minutes by Sam Caruso, seconded by Bob Billings, unanimous; meeting adjourned at 1112.

**Teamsters Hall
3-8-2010 0900**

Open meeting without due form. Motion to order by J Mimick, seconded by B McCoy.

Reading of previous minutes...motion to read minutes suspended by J Mimick, seconded by B McCoy.

BLE 183 Report:

RE01 27 turns on, calls for 27

RE10 36 turns on, calls for 35 (we were half-over and half-under, so will be left alone for now).

BLE 699 Report...no officers present, so no report.

Financial:

108 members.

Sick:

Randy Skalberg, Dave O' Brien, Einer Thomsen.

Unfinished Business:

Nebraska City coal trains...Labor Relations agreed in principle that we should be able to bid on three positions on the RE16 board, but there are side letters to protect the KC crews' rights. If there are no bids on the RE16, then we should be able to bid, but displaced KC engineers can bump us off before going back to train service. Vacancies on the RE16 board are filled by the KC extra boards, per Labor Relations. The debate is ongoing.

Turned enroute:LR has also said there has never been an "actual agreement" that states you are to be paid two trip rates. LR and Mike Young's office are working it out. The 1971 agreement states you are to be "made whole" if you depart the terminal, but there is supposedly a part of the OMC agreement that states otherwise. For the time being, until this issue is resolved you should go to North Platte instead of turning to assure proper payment.

Van issue discussed in last month's meeting still has not been resolved, regarding the running boards on the CB vans.

There is no such animal as "multizone" dogcatching; and RoboCaller tells you what the corridor manager types in, so either record your calls or track call times so they can pull tapes if it states "multizone". Call the CMS crew caller and get it on tape if you are unsure whether or not you are zone or non-zone dogcatch. In addition, the zone dogcatch issues are still being worked on at the general chairman's level.

New Business:

When taking a train to Good Enough Road on a zone dogcatch, it needs to be claimed in your Federal tie-up, times and locations, and in remarks in order to be paid for going off-district. Union officers will work with B McCoy on setting up some kind of tutorial on our webpage.

If you are off OA (there is no OS anymore, only OA) for rules, deposition, etc, don't tie up early; wait until you're done and released instead of jockeying for position on the board or trying to catch your turn...that's messing with Federal tie-ups, and it's nearly impossible for us to get adjusted. If you miss your turn due to OA status you'll get a make-whole anyway, so what is gained? And, they can fine you and fire you for Level 5, false reporting. When you're done in OA status, tie-up promptly.

The contract is being negotiated on-property except for health and welfare, which is being negotiated at the national level. We expect to do well.

Motion to suspend reading of minutes by B McCoy, seconded by J Mimick, unanimous, meeting adjourned at 1058.

Teamsters Hall
4-11-2010 0900

Open meeting without due form.

Motion to order by J Mimick, seconded by D Van Dorn, unanimous

Reading of previous minutes, motion to accept by J Sweeney, seconded by C Yarbrough, (U).

BLE 183 Report:

RE01 25 turns on, calls for 25 turns.

RE10 36 turns on, calls for 35.7.

BLE 699 Report:

no officers present, so no report.

Financial:

109 members, up from 108 last month with addition of Emily Friend.

Sick:

Randy Skalberg, Einer Thomsen, Dave O'Brien.

Unfinished Business:

Nebraska City coal trains...a little closer to being able to bid on those three slots, but not quite there yet. Still underway.

CMS is supposed to be using the locked-in-from-4x-out sequence board with no overrides, but is still overriding it routinely. We are discussing.

New Business:

Voted in three new members...Dan Gauchat (motion to accept by J Sweeney, seconded by C Yarbrough, unanimous), Joe Bravo (motion to accept by C Yarbrough, seconded by D Carman Sr, unanimous), and Jared Carman (motion to accept by M Call, seconded by J Mimick, unanimous).

For those wondering about the correct ratio of RE10 to RE22 turns, it is 46 RE 10 to 54 RE22. Also, eastbound trains out of Fremont are prompted to be called when you go by MP 137.

The annual golf tournament is tentatively scheduled for Thursday, August 12, at 9 AM at Miracle Hills Golf Course in West Omaha. Details will be forthcoming.

It has been brought to the lodge's attention that one of the North Platte Oak Tree housekeepers has made threatening statements regarding not any specific member, but railroaders in general. This will be discussed with Chris Fisher, manager of the NP Oak Tree inn.

Some managers have been ordering crews on outlying jobs to tie-up no later than a certain time, to avoid triggering an hours-of-service report. They cannot order this, especially when at that specific time you may very well be physically still on the train performing work, some distance away from a computer. In addition, when catching an outlying assignment such as Columbus or Grand Island for one-day-only and deadheading/combination-service out there, you are to be paid for the deadhead out and deadhead back regardless if first day/last day of vacation/PL days or not.

Turn in all rough riding units to your MOP. In addition, turn in missing milepost markers and whistle boards; we've noticed as the phone poles are cut down and carted away that some MP markers have just been placed on the ground and will soon be overgrown by weeds. This is especially important to fix in regards to Track Breach Protection issues, where specific mileposts must be given.

There is a pilot program being developed for the First District, to create a FH (Federal Held) status for the CB and FR extra boards. FH status will be given to engineers requesting it on tie-up to CMS with a 5th start. Engineers working five consecutive starts resulting in FR status on the 6th start may request upon tie-up to CMS to be put in FH status until 0001, which will result in a calendar day off starting the 6-day sequence all over again. It must be requested at tie-up time, and will result in NO loss of guarantee. Engineers not utilizing FH status and forced to take FR will have no basis for a time claim. For example, you tie-up at 0630 and it results in UR until 1630 and you notify CMS of your desire to be placed into FH status. At 1630, you go from UR to FH, and FH expires at 0001, resulting in 7 hours 31 minutes of FH status, after which your 6-day start clock begins anew.

Motion to suspend reading of minutes by B McCoy, seconded by J Mimick, unanimous, meeting adjourned at 1033.

Teamsters Hall
5-10-2010, 0900

Open meeting without due form.

Motion to order by J Sweeney, seconded by C Yarbrough, unanimous.

Reading of previous minutes unavailable due to absence of Secretary/Treasurer,

BLE 183 Report:

RE01 24 turns on, calls for 24. RE10 35 turns on, calls for 34.4.

BLE 699 Report:

no officers present, so no report.

Financial:

115 members (111 engineers plus 4 company officers), brought to 116 with inclusion of Dan Westfall.

Sick:

Randy Skalberg, Dave O'Brien, Einer Thomsen

Legislative:

Sam talked about the whistle-blowers laws and cell phone use, the do's and don'ts thereof; State Legislative Rep Randy Meeks wrote a stern letter to the BNSF about an RCO derailment in Lincoln that might affect RCOs in Council Bluffs, and State Senator Lathrop passed 2 bills in favor of union labor.

Unfinished Business:

Mile markers are missing/knocked down, so turn them into the Dispatcher.

A pilot program involving the ratio boards is being tried; will keep you posted. It is supposed to incorporate input from the union, so it may not necessarily be all that we want, but it won't all just be handed down to us.

New Business:

Voted to accept new member Dan Westfall; motion made by C Yarbrough, seconded by D Van Dorn, unanimous.

Motion made to request BLE Vice-President Pruitt or VP Pierce to accompany General Chairman Mike Young to attend a special meeting already scheduled.

There was some discussion about UP's absenteeism policy.

A van audit is to be conducted this month in Council Bluffs and Fremont to check for defects.

Dana Carman, Jr is talking to Randy Shanks, a lawyer in Council Bluffs, about becoming designated legal counsel.

Dale Heiman is working on CMTS to show deadheads on both line-ups, for both the First and Second Districts.

We've noticed that it's hard to get CMS to approve PL days at present, due to "manpower" issues. We're working on that, but if you are getting the runaround by CMS, be sure to point out that the XE01s out of Fremont and Council Bluffs backstop each other, so if you are on a RE10 turn or the XE01 out of NX039 and want to take a PL day(s) and are initially denied, tell the crew caller that there are plenty of guys OK'd on the Bluffs XE01 to fill in (if they ARE, that is).

There was discussion about crews calling the Corridor Manager or CMS shift manager on issues; call the Local Chairman, for that is what he is paid to do and handle. C Yarbrough discussed making the Local Chairman position a company-paid full-time position, as it's a lot of work to do both his normal engineers job and the LC job at the same time.

There was discussion about a Federal Rest adjustment of six days on-one day off, and we will contact the general chairman to petition.

Motion to suspend reading of minutes by C Yarbrough, seconded by R Murray; unanimous.

Teamsters Hall
6-13-2010, 0900

Open meeting without due form.

Motion to order by J Mimick, seconded by C Yarbrough, unanimous.

Reading of previous minutes; motion to suspend by J Sweeney, seconded by B McCoy, unanimous.

BLE 183 Report:

RE01 26 turns on, calls for 26.5. RE10 33 turns on, calls for 32.5. For those of you who look at these numbers and wonder what this all means, the pool boards call for a mileage agreement of 3400-3850 miles per half, which works out to about 3.5 starts on the RE01 and 4 on the RE10.

BLE 699 Report:

no officers present, so no report.

Financial:

116 members (112 engineers plus 4 company officers); brought to 117 with inclusion of T L Smith. Motion to accept financial report and paying of bills by C Yarbrough, seconded by B McCoy, unanimous.

Sick:

Randy Skalberg, Einer Thomsen, Dave O'Brien, Chris Lehman, Kris Everson, Rich Sinkevich, Max Eckert, Dan Van Dorn.

Unfinished Business:

Mile markers that are missing/knocked down are still in the process of being replaced/repaired. Continue to turn them in to the Harriman.

Federal Held ("FH") status is still being worked on, per new business a few months back, to replace the FR status that presently disrupts Engineer guarantee. Management is griping about XE01 engineers taking PL and LV single days to avoid triggering FR status after 4 or 5 starts, but those are due to us in the national agreement and it's not management's place to harass us about taking compensated days. If you receive a phone call from a manager about taking PL or LV, contact LC Brooner.

We are in the process of trying to move the Sioux City pool back to Council Bluffs from Fremont.

Pool turns are at 8-hour windows for deadheads; we are trying to get it down to 4 hours to help prevent them from going over to the Second District guys as often as they seem to be. And regarding deadheads, you CAN deadhead if you're not rested, but you just can't relieve a train and hence have to go all the way through to your destination.

The TRT is operating between Gibbon and Grand Island beginning 6-16 in three cycles, then will move to MP 55 and work east to Mercer the rest of the summer (or until the budget runs out...).

XE01 engineers who catch the Council Bluffs hostler job are NOT supposed to get the \$5.00 FRA certification pay, but they ARE supposed to get a basic day of about \$192, NOT \$155.

New Business:

New Member: TL Smith

The service unit has proposed that six cut-back engineers be on a training board at all times to keep sharp and current, to better allow them to be added out as needed without necessary delays for student trips. We are going to be negotiating this at the service unit level and it sounds like a win-win situation for both parties on the surface, but we have also attached a proposal for the service unit to accept the FH status instead of the FR, in order to salvage engineer guarantee, that we ran by them a few months back but have been stonewalled on (details of this proposal can be found in New Business, in the April minutes). We will monitor this proposal.

If you are involved in a crossing incident or a damage/derailment incident, only the FRA can subpoena your cell phone records, NOT the railroad.

PTC (Positive Train Control) has been postponed until 2015, in order for the railroads to save enough money to pay for it. But it's coming and we'll have to adapt.

Motion to suspend reading of minutes by J Mimick, seconded by B McCoy, unanimous.

Teamsters Hall
7-12-2010, 0900

Open meeting without due form.

Motion to order by J Mimick, seconded by C Yarbrough, unanimous.

Reading of previous minutes, motion to read by J McGruder, seconded by J Mimick, unanimous.

BLE 183 Report:

RE01 26 turns on, calls for 27; RE10 35 turns on, calls for 38; both pools are to be left alone for the time being as due to reroutes and TRT prep they will balance out.

BLE 699 Report:

no officers present, so no report.

Financial:

116 members (112 engineers plus 4 company officers); down from 117 after Mike Lang left us for Tucson. Motion to compensate J Sichte \$128.38 for the pizzas for July 7 special meeting by T Brooner, seconded by C Yarbrough, unanimous. Motion to accept financial report and paying of bills by C Yarbrough, seconded by J Mimick, unanimous.

Sick:

Randy Skalberg, Einer Thomsen, Dan Van Dorn, Dave O'Brien, Chris Lehman, Kris Everson, Max Eckert.

Unfinished Business:

We are still getting several 8000-series units on the point, despite our best efforts. Many of them are rough-riders and/or have faulty air conditioning, and need to be turned in on the safety hotline.

The carrier is complaining that employee unavailability is still an issue with excessive layoffs. On the service unit level, they are griping about our usage of single-day vacations and personal leave days to break the 6-day cycle to avoid triggering federal rest. However, we are permitted to use single-day vacations and personal leave days to our discretion, so continue to do so.

There are safety issues with the four-wheel-drive vans being used by RCX in the Council Bluffs Yards. We are wanting them to install running boards so we don't have as steep a climb to get into them, but they are wanting us to use little footstools with each van, and we believe that is unsafe and they are using the footstools to skirt the running board expense. We are still working on it.

New Business:

A proposal was made to allow BRCF and LECMPA job insurance companies an opportunity to advertise on the BLET183 page like CPA does, \$200 annual payment to Brian McCoy (site administrator, who pays for the page out of his own pocket), to help defray administrative costs.

President Dana Carman, Jr., by constitution, appointed Brian McCoy to the position of Vice-President to replace outgoing VP Mike Lang with the condition he is eligible for the position (President Carman to call Bill Walpert) since Brother McCoy was not eligible at normal election time.

The TRT is coming to our district later this month; full details will be forthcoming after a TRT meeting on 7-20. Expect the extra boards to remain long for the time being, but busy.

Motion to suspend reading of minutes by D Heiman, seconded by J Mimick, unanimous, meeting adjourned at 1110.

Teamsters Hall
8-9-2010, 0900

Open meeting without due form.

Motion to order by J Mimick, seconded by C Yarbrough, unanimous.

Reading of previous minutes...motion to accept minutes by J Mimick, seconded by D Van Dorn, Unanimous.

BLE 183 Report:

RE01 26 turns on, calls for 26.5; RE10 36 turns on, calls for 39; recently added a few turns.

BLE 699 Report:

no officers present, so no report.

Sick:

Max Eckert, Einer Thomsen, Butch Nice

Financial:

\$3069, 117 members (112 active engineers plus 5 company officers). Motion to accept reading of financial report by D Van Dorn, seconded by B Lohr, unanimous.

Unfinished Business:

Brian McCoy was appointed interim Vice-President in July, replacing Mike Lang, but according to the international, we do need to have a special election for Vice-President. We will have nominations at the September meeting.

TRT starts back up 8-16 and will run for one more cycle.

Nebraska City coal trains:Liz DeWalt from Labor Relations has agreed that we are supposed to get three positions on a Nebraska City coal board, working out of Council Bluffs. The Kansas City Service Unit will have to train our guys on refresher trips. They were griping that those are "MoPac jobs" and should not be given over to us; we argued that the YCB 62 and YCB72 are also "MoPac jobs" and that therefore they should work them and not us. So we get the NE City coalies after all. When this session of the TRT is up, they will be posted.

The annual dinner will be held at Pizza King in Council Bluffs at some point in October; the details will be forthcoming.

New Business:

When the TRT is active east of CPB 039, crews will trade out at Ridge Road and Ventura Xing, but (generally) not the depot.

There may be a problem with the Oak Tree Inn in North Platte regarding MRSA staph infections. Two UTU guys have recently developed them, and staying at the Oak Tree appears to be the common denominator. Until this can be explored further, we recommend wearing shower shoes (flip-flops) and pulling the comforter off the beds. The Oak Tree appears to be in the process of removing ALL comforters from the rooms; we don't know if this was planned before these incidents or if this is being done in response to the problems. Further details will follow.

Double-tracking of the Blair Subdivision will begin next year, budget withstanding. Initial double-track will be from Missouri Valley to California Junction, and then from MP 343.8 to B350. According to the project map, double-track will ultimately extend from Mo Valley to the Missouri River bridge, revert to single-track until the new bridge is built parallel to the existing bridge (a few years down the line), then double-track from the western shore to Fremont. East of Fremont, from B361 on in, the map shows there will be four tracks. This is a multi-year project, subject to change and revision. Stay tuned.

Motion to suspend reading of minutes by D Heiman, seconded by J Mimick, unanimous, meeting adjourned at 1048.

Teamsters Hall
9-13-2010, 0900

Open meeting without due form.

Motion to order by J Mimick, seconded by D Van Dorn, unanimous.

Reading of previous minutes...motion to suspend by J Mimick, seconded by C Yarbrough, unanimous.

BLE 183 Report:

RE01:27 turns on, calls for 29; RE10:37 turns on, calls for 36.0 Will leave both alone for now in the aftermath of the Kearney derailment and evaluate later.

BLE 699 Report:

no officers present, so no report.

Sick:

Max Eckert, Einer Thomsen, Butch Nice, Mike Elske.

Financial:

\$XXXX.XX, 117 members (112 active engineers plus 5 company officers). Motion to accept reading of financial report by R Flom, seconded by G Sprinkel.

Unfinished Business:

Nebraska City Coal Trains:3 turns available (NX001, board ID RE16) and there are several bids already. Kansas City Service Unit has prior rights per some "KC Hub Agreement", but that is being looked into with Labor Relations. The Mikrut Award says that any new operations originating in the Omaha Metro Complex belong to us, prior rights be damned, but it is still being figured out so if you think you want it, bid it.If Kansas City has no one who wants them, then they go to us. Right now, there are three KC guys on it; two of which who want it and one who does not and is forced to it. We will keep you posted.

New Business:

Nominations for the position of Vice-President, vacated by Mike Lang who went to be an MOP on the Tucson Service Unit. Brian McCoy was nominated by C Yarbrough, seconded by E Friend. There were no other nominations and the position was posted per the bylaws, so McCoy wins by acclamation. Congratulations, Mister Vice-President...

The annual dinner will be held at the Pizza King in Council Bluffs on October 26; fliers will be posted giving details at the various yard offices. Contact any union officer for details. We are asking for a \$5.00 donation per person from attendees, to defray the expense of the dinner.

When taking an Extra Board free day, you must take that Free Day no later than 11:59 AM on Thursday, as you need to be off a minimum of 12 hours on the Extra Board. You automatically mark-up at 11:59 PM Thursday night. Some callers have been allowing guys to FD after 11:59 AM and it is causing problems and violating the Extra Board agreement.

We discussed possibly rejoining the Total Safety Culture process, which we withdrew from earlier this year as promises by the Service Unit were not kept. The Service Unit, at Steve Lord's urging, agreed to give us what we need to achieve safety, and we are debating it further as a Division. Thus far, there has been vigorous debate and good arguments for and against. A straw poll resulted in 3 votes for rejoining TSC (D Zahnow, C Yarbrough, and J Kellogg), 8 votes against (J Mimick, D Shultz, D Van Dorn, M Elske, J Sichta, R Flom, B McCoy, and J McGruder), and 4 votes abstaining (E Friend, D Carman Jr, G Sprinkel, and T Brooner). Let us know what you think about getting back into TSC on the Message Board, please.

We are working on the issue of CMS giving us late calls at the far-terminal, in some cases thirty-minute calls. The only reason we can think of is they are trying to get us off of Heldaway sooner. The fight continues and we will keep you posted.

Recently, some conductors were turned in for failing to report bad switches and other problems that they were aware of and later caused problems, so turn in anything questionable that even feels unsafe.

We are NOT supposed to turn enroute. There is no agreement for paying two trip rates for turning enroute; just one of those things that they used to pay out of habit but no longer pay. Just continue on your way to your destination. Yeah, I know it sucks, but we can't get them to pay it since they don't HAVE to.

Continue to claim the old Zone under Zone Rule Dogcatch (i.e. Rule 22, Item 2 for breaking the Zone at MP 32.4 on the Omaha Subdivision or MP 10.2 on the Sioux City Subdivision). Remember to turn them into the proper reporting method as detailed in whatever Superintendent Bulletin governs it this week. The Service Unit is of the understanding that the ruling is final and the old Zone has been superseded by the new Zone (at MP 69.7 on the Columbus Subdivision or MP 35.2 on the Sioux City Subdivision), but Mike Young's office has not told us the final ruling on the matter. Keep claiming the old way, and we hope it will go our way.

We are working on obtaining modified rest a la the Burlington "Smart Rest" program at the International level, but this may take some time.

There are no vacation weeks up for bid, as Tom Dein in CMS said they were already paid for in lieu of LV for the guys who have been fired...

Regarding absenteeism, the carrier's policies are actually quite forgiving in comparison to other railroads. On the Burlington, you can only lay-off sick or personal three times in 90 days, and it's even worse on the CSX. A computer-generated list looks at one year's worth of your lay-offs on holidays and 90 days worth of regular non-holiday lay-offs. We have been told that if you lay-off sick on Thanksgiving AND Christmas, you will get a nasty letter from the Service Unit.

Rooms at the Oak Tree:Corporate Lodging has contracted for 80 rooms, but they can and do rent out to the general public. If there is a wait longer than 30 minutes, they must walk you to another hotel. You don't have to have the little walk slip they give you; just show your CLC card at the other hotel and

they know the routine. Do call CMS to let them know where you are, though. There is no need to wait any longer than 30 minutes for a room if you don't want to. The Oak Tree is supposed to maintain two vans, though it seems one of them is frequently broken down.

Motion to read meeting minutes by C Yarbrough, seconded by D Zahnow.

Meeting adjourned at 1048.

Teamsters Hall
10-11-2010, 0900

Open meeting without due form.

Motion to order by C Yarbrough, seconded by J Mimick, unanimous.

Reading of previous minutes by J Sichte, accepted by J Mimick, seconded by J Sweeney, unanimous.

BLE 183 Report:

RE01:31 turns on, calls for 30
RE10:37 turns on, calls for 38.8
Will leave both alone for now.

BLE 699 Report:

no officers present (again...see below), so no report.

Sick:

Max Eckert, Einer Thomsen, Randy Richards, Butch Nice.

Financial:

\$5,537.39; 117 members (112 TE&Y plus 5 company officers). Motion to accept financial report by B McCoy, seconded by C Colley, unanimous.

Unfinished Business:

The Blair Subdivision double-track project is in the works and grading has begun on the first stretch between Kennard and Blair.

Head of CMS Tom Dein has released some vacation weeks; many have already been filled but some remain. Three more weeks are to be posted soon.

Texting while on-duty...Guys, simply DO NOT TEXT! They're really going after it hot and heavy on this one. There's nothing the union can do for you if you're caught; you're just hosed. Hosed, I say! As President Pierce said in July, this is not a fight we're going to win and the best thing to do for continued employment is just to turn off the fracking cell phone when you go to work and leave it off until you tie up. If there's an incident, they may very well get your cell records (in a civil case, they most DEFINITELY will subpoena them...), so why take the chance? NO job insurance will pay for use of electronic devices, as it is viewed as a willful violation.

There had been a pilot program with the Second District to take the deadheads out of the sequene board and it didn't work out, so deadheads are back in the sequence...however, during the pilot program, it was determined that we owed the Seconds some 22 deadheads (11 each way) on the RE01/RE02 side, but they owe us 16 on the RE10/RE22 side. We will make that up over the next month, so don't be alarmed if you see some strange deadheadin' going on.

More discussion on whether or not we should re-enter the Total Safety Culture process in the CB Service Unit. All five members with us today who were not here last two meetings chimed in to give a big, resounding "NAY!" (C Colley, B Schwarzlander, J Sweeney, D Rangel, and R Adams). So far, including those who have posted their thoughts to the website, we have 3 votes for and 12 votes against.

Nebraska City coal trains...you can now put in your bid for that 3-man board, and it goes to us if there are no bids. Right now, there are two KC guys working that board who want to be there, and one who is forced to it.

BLE 183 T-shirts are available to be ordered on the website. Thus far, 22 have been ordered but we need a total of 40 to complete the order.

We need Peer Support volunteers...we have had several members who have had incidents lately and we need a more formal network of guys you can talk to about situations, rather than having no one to turn to when the worst occurs. At the meeting, several brethren came forward to offer their services as Peer Support (J Sweeney, C Colley, R Adams, D Zahnow, and C Yarbrough). A motion was made to petition the carrier for more formal training in Peer Support by C Colley, seconded by J Sweeney, unanimous, so we will get that under way. Meanwhile, reach out to Randy Richards and Justin Nickell and give them your support.

Continue to turn in rough-riding units, especially in the 8000-series. There's no reason the 8000s should be on the point, but the only way we're going to get them OFF the point is to continue to turn 'em in. Don't make up crap; be professional, but we have to get them off.

New Business:

Kelly Nesmith petitioned to enter BLE 183; motion to accept by B McCoy, seconded by J Mimick, unanimous...welcome, Kelly!

The annual re-enrollment packets from United Healthcare have been mailed out and you should have received them by now. If you have children between the ages of 19-25 or a grandchild you have custody of or care for, read the packets closely. You may be able to add those adult children or young grandchildren into your health care, so check the restrictions that accompany the packet. They need to be postmarked by November 3, so don't dilly-dally; get 'em in. If you have any questions, UHC can be reached at 800-842-9905, or on the Web at www.myuhc.com.

Shoving movements are being tested on (pretty heavily for awhile, so be careful), so remember not to go more than half the last stated distance. Stop the movement if you need to in order to be in compliance, and eventually the guy you're working with will get the picture. If they grief on you for it, this IS the way we support our families and, incidentally, keep their no-car-count asses alive, so it's in everyone's best interests in safety and continued employment that we stop the move if we need to in order to comply. Even if they're not watching, which they will be for awhile, it's still a great idea.

As BLE 699 has not shown at our joint meetings but once this calendar year (February), a motion was made by B McCoy and seconded by C Yarbrough that we look into the possibility and procedures for absorbing that small local into BLE 183. The additional side-benefit from this merger would be that our membership in 183 who works the Sioux City pool would be better represented in this fashion instead of being beholden to whatever scraps 699 throws their way. We will keep you posted, and feel free to post to the message board any thoughts you have.

There are mini-GCORs (General Code of Operating Rules rulebooks) around, about half the size of the Bibles we carry now, and we will try to get more of them for those of us who don't want to carry a grip for the GCORs alone.

Motion to suspend reading of minutes by C Yarbrough, seconded by B McCoy, unanimous

Meeting adjourned at 1137.

Teamsters Hall
11-08-2010 0900

Open meeting without due form.

Motion to order by J Mimick, seconded by C Yarbrough, unanimous.

Reading of previous minutes by J Sichte, accepted by C Yarbrough, seconded by B Lohr, unanimous.

BLE 183 Report:

RE01:29 turns on, calls for 28.92. RE10:35 turns on, calls for 35.34. Two RE10 turns cut on Saturday, 11-6, from 37 turns down to 35. May have to cut further as car loadings and trains are down.

BLE 699 Report:

Joining us for the first time since February! Welcome back, guys! Must have heard about our discussion in October of rolling 699 into 183, then. 14 RE58 turns on, calls for 14. MKCSX train eliminated and so a turn was cut.

Sick:

Max Eckert, Einer Thomsen, Randy Richards, Butch Nice.

Financial:

\$7,604.74 before payment of officers' expenses and bills. 118 members (113 TE&Y plus 5 company officers). Motion to accept financial report by J Mimick, seconded by C Yarbrough, unanimous.

Unfinished Business:

The Blair Subdivision double-track project continues and allegedly trains will operate as usual during the project, rather than funneling everything through Council Bluffs.

We are still working on turns owed us by the Second District, but that is being held up by the "other side of the cab", so to speak. The Second's BLE side agrees with us in our assessment of turns (RE10 owes the RE22 sixteen turns, and the RE02 pool owes the RE01 sixteen turns) but until the UTU guys sign off on it, we are unable to remedy the shortage on one side and the overage on the other. The process continues.

Mini-GCOR rule books do NOT have the updated air brake rules, so we are holding off acquiring more of them for now. If you are using one, be advised of the outdated air brake rules content.

Six more BLE 183 members were with us this month that have not been in preceding months, when we were discussing the merits of being involved in Total Safety Culture. They were asked if they wanted to be in TSC, and all six voted it down (H Volquartsen, E Abboud, B Lohr, R Helms, TL Smith, and M Call).

We continue to joust with Labor Relations and the Kansas City guys over the Nebraska City coal trains. It is stated in our OMC agreement that any new business that originates within the OMC is ours and ours alone, and the Nebraska City coal trains certainly fill that description. The KC guys argue that since it's run on former Missouri Pacific territory that it belongs to them, and while LR agrees with is in general, in execution it is letting the KC guys make that call. Our assessment is that if former MP jobs belong to the KC hub, well, they should force two KC guys up to work the YCB62 and YCB72, then! No, we do NOT want to give away jobs, but what is right is right; just like the 15th District runs trains on the Lincoln Subdivision, though we'd benefit from the extra jobs. They can't have it both ways...either give us the NE City trains, or bring guys up to work those two yard jobs.

New Business:

Vacation bids are due December 1. If you do not have one and can't find a bid sheet in the yard office, you can go to the BLE 183 website and download one to print off. They are due to Jeff Mimick by December 1. BY December 1. Not MAILED by December 1, guys and gals.

Additionally, the enrollment period for Short-Term Disability is open now until December 15. It is \$23.00 a month beginning in January, and you can find details on the BLET site at www.ble.org; look in the left-hand column and find MetLife Short Term Disability. Many of you have it but most of you do not, and Dave O'Brien can give great testimony to the good benefits of having that policy. On the BLET website is a form you can print out to enroll. If you do so, LET ME KNOW so that I can properly adjust your deduction in a timely manner, rather than have to double-dip you after the fact. I am at sic1701@cox.net, or 402-321-1858. I will also have copies at the December meeting of the STD enrollment form as well as a brief description of it, just like it is on the website. If you have questions about it that aren't covered on the website, feel free to e-mail Jim Bradford, the program administrator, at bradford@ble.org (NOT ble-t.org, but ble.org). He's a smart guy, and he's here to help.

If you are on an RE58 turn or catch an RE58 off the XE01 and you dogcatch out of Sioux City, you are due two claims...a 130-mile basic day for being called to zone dogcatch, as well as an RE58 trip rate for the trip home. Per Rule 71, you must leave the switching limits at MP 72.8...and correctly do the FRA certification on your tie-up, or Labor Relations will deny your claim.

It was asked if we had to do work that normally requires a brakeman if we didn't have a brakeman. The correct answer is, WE don't have crew consist agreement on the Engineers side...the Conductors have it. If there's a crew consist issue, the Conductor has to be the one to raise it with management. We don't have a voice in the matter. It is the Conductor who has to make the call for whether or not to do the work without a brakeman.

It has been suggested that we will get called in if we lay-off Christmas AND Thanksgiving. The carrier has the right to enforce an attendance or layoff policy. Where the larger issue is is that they refuse to put their policy in writing, other than the "must work full-time" blanket instruction that applies system-wide, not just our service unit. The Christmas/Thanksgiving attendance "policy" does not appear to be in writing, though they have said that if you get called on the carpet about it you will have it on your record for 365 days instead of the usual 90 days, and they don't specify if it's the day of the ACTUAL holiday, or even what day(s) it is. It is NOT insubordination to refuse to sign their attendance letter...in fact, if you DO sign, you're hosed as you're admitting that you're guilty of something that they haven't specified in writing. You have the right to a formal hearing and the right to consult with a union representative. By way of comparison, though, the CSX gets ONE uncompensated layoff a month.

We heard from a member who was refused by CMS to be laid-off sick. They CANNOT refuse to lay you off sick.

When going east out of North Platte, if a Form B covers both Track 2 and Track 3, ask for permission to enter both tracks when leaving town. When you get that advance approach and then get a diverging clear at B283, you don't know if you're going to 2 or 3 until you are already going through the crossover, so to avoid discipline as well as tie plates being flung at your engine when you go by on the wrong track, ask for both mains if a B is in effect.

Remote-controlled locomotives are coming to the CNW North Yard on each job except the YCB84, sometime in the spring. The 84 will be conventional as it is a yard transfer. We weren't given a hard date on implementation, but will keep you posted.

On a personal note from me, I am trying to update the union address and phone book. I've spoken with many of you, but there are some guys missing whose phone numbers I need. If you have phone numbers for the following individuals, please e-mail them to me at sic1701@cox.net Dick Cerny, Mike Darnell, Tom Flegg, Dale Heiman, Dick James, Jim Janovsky, Glenn Johnson, Dan Katis, Bob Kinsella, Mark Kramer, Kenny Lampert, Dean Leaders, Bill Lohr, Jim McGruder, Jerome Pizinger, Phil Reyes, Wayne Russell, Mike Sequenzia, Gary Stawniak, Jim Sykes, and John Walsh. Or, if you have their e-addresses, pass them my way and I'll pester them for that information. No, I will not sell this information to the telemarketers...

Motion to suspend reading of minutes by B McCoy, seconded by J Sweeney, one opposed (J Mimick), meeting adjourned at 1056. See you December 13.

Teamsters Hall
12-13-2010 0900

Open meeting without due form.

Motion to order by S Caruso, seconded by R Flom, unanimous.

Reading of previous minutes by C Yarbrough, accepted by S Caruso, seconded by D Van Dorn, unanimous.

BLE 183 Report:

RE01:30.4 turns on, calls for 29...RE10:32.8 turns on, calls for 33. Will leave both alone for now.

BLE 699 Report:

no officers present, so no report.

Sick:

Max Eckert, Einer Thomsen, Randy Richards, Butch Nice, Rick Flom.

Financial:

\$4,918.28; 118 members (113 TE&Y plus 5 company officers). Motion to accept financial report by S Caruso, seconded by R Murray.

Unfinished Business:

Nebraska City coal train job situation seems to be going backwards. We will step up our efforts and work on Cheyenne to help us make this happen.

New Business:

Motion to accept Andy Vieyra made by R Murray, seconded by S Caruso, unanimous. Motion to accept Rich Weiss by R Flom, seconded by R Murray, unanimous. Welcome, guys.

Sam Caruso talked about the election and General Committee. Dues for GC will go up by \$1.00. The election turnout in our division was 80%. As there was no cost-of-living adjustment this year, Tier 1 and 2 rates will remain the same in 2011.

Vacations should be in the computer by 12-16.

Motion to look into having BLE 183 purchase the 20 BLE 183 T-shirts necessary to complete the order by R Murray, seconded by S Caruso, unanimous; will be further discussed in January. We need to have 20 more orders in order for the overall order to be filled. See the website for details.

Dale Heiman discussed keeping your health insurance current if you are off work for whatever reason. The carrier has paperwork for you and hoops to jump through to continue health insurance for yourself and your dependents; be sure to do what is necessary.

Ladies and gentlemen, please use the Safety Hotline for SAFETY issues, not for pool regulation or other items that need to be handled through the local chairman or at a union meeting.

Permanent resume speed signs at Columbus need to be addressed with the carrier.

There was discussion about allowing engineers to take temporary assignments like the other side of the cab does. We will take this to Mike Young and see what can be done about it.

Be on the lookout for CMS erroneously placing you in LS status if you get a 48-hour extension on vacation.

Motion to suspend reading of minutes by D Van Dorn, seconded by E Abboud, unanimous. Have a great Christmas and New Year...be safe, guys.