

Brotherhood of Locomotive Engineers and Trainmen



GENERAL COMMITTEE OF ADJUSTMENT
BNSF Railway Company
Santa Fe Committee
101 N. Beverly
Crowley, Texas 76036
817-426-9003 * Fax 817-426-9006

PAT WILLIAMS
Chairman

MARK BANTON
Vice Chairman

June 12, 2006

320-220

Mr. Steve Curtright
General Manager Kansas Division
4515 Kansas Avenue
Kansas City, Kansas 66106

Dear Mr. Curtright:

Please find enclosed a copy of a letter that one of my members received from one of your staff. As you can see RFE Hambright sent this letter to Engineer Grafton stating that he is a Whistle Signal Violator according to the Auto Scan Program. Apparently he received the list of violators from General RFE Jensen.

What I take great exception to Steve is a blanket letter which accuses this engineer of being a violator of the Whistle Signal Rules but does not tell him what signal he apparently violated or at what location much less date and time. Sending out blanket letters such as this is unacceptable to say the least. If the Carrier is going to make allegations then they better be able to give specifics.

Apparently the Auto Scan has been programmed to pick up whistle signal failures. What kind of whistle signal failures is it programmed to pick up? Does it know the difference from a set the air signal to a back up signal to a road crossing signal? I doubt it seriously. Is the Auto Scan programmed to determine the difference in a full whistle signal and the use of the whistle to acknowledge the alerter? Again I doubt it seriously.

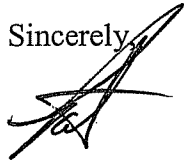
Steve, if the Carrier intends to send out letters like this one then they need to be able to furnish specifics so an engineer knows what he is supposedly guilty of. Everyone of my

schedule agreements require the Carrier to be very specific when making charges or allegations against my members for alleged rule violations and this is no different.

Steve it is getting so bad out there that every engineer on the property seems to have a "BULLSEYE" tattooed on his back just waiting for someone to take a shot at them. No engineer can afford to allow a promoted engineer that happens to be working in demoted status to sit behind the throttle because if anything happens the engineer is responsible. I guess my biggest concern for my membership is how they are using the rest room facilities without stopping the train before hand. Everyone of those engineers that don't stop the train prior to going to the rest room are just asking to lose their jobs and possibly even worse. Maybe now is the time that this office along with the National Division encourage all engineers to stop their trains prior to getting out of the engineers chair for any reason. Doing so definitely puts any engineer in "HARMS WAY".

That being said I'm asking that you issue the necessary instructions to Mr. Hambright to immediately cease the issuance of this blanket accusation against my membership. If he has specifics then bring them forward and we will handle it in the appropriate manner.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pat Williams', written over the word 'Sincerely,'.

Pat Williams

Enclosure

Cc: Mr. Chris Roberts
Mr. Dennis Jensen
Mr. Bob Repola
All BLET GC
All BLET LC
Mr. Don Hahs
Mr. Steve Speagle



Michael R. Hambright
Road Foreman of Engines
Kansas East

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June 5, 2006

Mr. R.P. Grafton
Engineer

Ross:

As you may already be aware, the Autoscan program which automatically evaluates the radio downloads from locomotives and identifies a variety of train handling exceptions like power braking and others, has recently been programmed to scan for possible whistling exceptions as well. Our General Road Foreman, Dennis Jensen, forwards to me a list of engineers on the division who have a significant number of possible whistling exceptions as identified by the Autoscan program. Your name was included on his most recent list.

I need your help in making sure that you do your very best in complying with the regulations concerning whistle signals. In light of recent events, this issue is receiving a great deal of attention at the highest level and is an issue that must not be taken lightly. I, and others, have been charged with stepping up our operations testing on whistling compliance both in the field and from event recorder data. Don't put your livelihood and the lives of other on the line by not doing your very best to comply with the requirements for sounding your horn for both grade crossings and workmen along the right of way.

I'm here to help you in any way I can.

Respectfully,

A handwritten signature in black ink, appearing to read "M. Hambright", written over a horizontal line.

Michael R. Hambright