

**Pennsylvania Federation BMWED - IBT
Northeast System Federation BMWED- IBT
Amtrak Eastern General Committee - BRS
American Railway and Airway
Supervisors Association MW-IAM**

421 North Seventh Street
Suite 299
Philadelphia, PA 19123

Amtrak Safety Up-Date

January 9, 2017

Dear Brothers and Sisters,

Amtrak management continues to take actions which put our lives and limbs at risk. Our new President, Wick Moorman, received a petition from 1500 Engineering Department employees to reinstate an established close call policy that worked well and he chose to ignore it. He has not even had the courtesy to acknowledge these legitimate concerns regarding life and death. Moreover, the new RWP procedures put additional responsibility on our Foreman with requirements regarding others working in their out-of-service track which often cannot be reasonably met. The practice of piggy backing on another Foreman's foul time is still a problem because Dispatchers continue to push the practice to avoid having to take the responsibility themselves. In addition, Amtrak has written big disclaimers on the hot spot Watchman book because they don't want to put the manpower necessary on the job site that will provide the 15 seconds advance notice required by law. Managers now use the disclaimer written by Amtrak lawyers to intimidate the Roadway Worker In Charge into working the job sites with less than the required number of watchmen.

Management believes that all accidents and injuries are the result of improper behavior and of members of the Union violating rules. This philosophy is nonsense, but does permit management not to manage and abdicate their responsibility to operate a safe railroad. Issuing memos and terrorizing workers with their cardinal rule discipline programs is not a safety program. These policies have literally killed our friends and co-workers. The Amtrak legal department drives these programs because they believe Amtrak will pay less money in claims if it is always the employee's fault if they are injured. For Amtrak, it is all about the money and not about safety. For the Amtrak manager, it is all about not being responsible for managing a safe railroad. The irony is that courts see through these management schemes and Amtrak is paying out significantly more in claim settlements than before when we had legitimate labor-management cooperation on the issue of safety.

In the end, we are on our own when it comes to staying alive and in one piece on this railroad. We expect every member of the Union to know and understand the Roadway Worker Protection rules as well as you know the names of your own family. If your job requires NORAC operating rules we expect the same. Your family and co-workers depend upon you to know these rules. We expect the rules to be followed to the letter. If we do not understand and follow these rules it will result in unspeakable tragedy.

Please call your Safety Liaison when you think a safety situation should be investigated. A list of the Safety Liaisons and their contact information is attached for your ready reference. If you see an unsafe condition of any kind please fill out the attached *Notice of Unsafe Condition Form on*

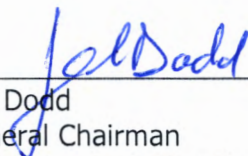
Amtrak and give it to a Safety Liaison, union officer or send it to a union office. We will present it to management and work to get the unsafe condition resolved.

Finally, we would urge all members of the Union to:

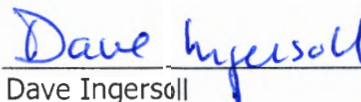
1. Never perform work on an out-of-service track, or under foul time, without a supplemental shunting device being applied and verified.
2. Stop the dangerous practice of piggy backing. No one can require anyone to let another work under your authority. Remember anyone asking to work under your authority requires an additional job briefing and this may not be possible to perform and also ensure that your own work site is safe. Let the Dispatcher issue the additional foul and don't accept this responsibility.
3. The new RWP procedures are more complicated and put a lot of responsibility on the Foreman who has the track out-of-service. Do not permit others to work under your authority as it is not possible to ensure their safety and the safety of your work crew simultaneously.
4. When protecting with gang Watchmen, never use less than the number of Watchmen recommended by the hot spot book. Experienced railroad workers, labor and management made these recommendations. Now the lawyers, and those with no railroad experience, want you to work with less protection. Insist on the number recommended in the hot spot book, or don't work.

We will continue to engage management to ensure a safe work environment. A cooperative approach is the best approach. So far, this management has been unable to engage in this approach effectively. This dysfunction is caused by the Amtrak legal department and the senior managers who have never worked on the railroad. We will continue to engage and push for changes. Hopefully, we can end this year with no fatalities and/or serious life changing injuries.

In Solidarity,



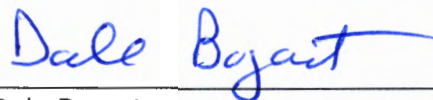
Jed Dodd
General Chairman
Pennsylvania Federation BMWED - IBT



Dave Ingersoll
General Chairman
Amtrak Eastern General Committee - BRS



Sonny Sheltman
General Chairman
America Railway and Airway Supervisors
Association MW



Dale Bogart
General Chairman
Northeastern System Federation BMWED - IBT

Amtrak Engineering Union Safety Liaison Contact Information

New England Division

Arnold Harris	Signal	860 234 9963	harrisa@amtrak.com
David Houlihan	Track	860 961 7996	davidhoulihan@att.net
Mike Carter	Track	401 465 1409	micart1954@yahoo.com
David O'Connor	Track	774 259 8228	amdoc564@yahoo.com

Metropolitan Division

Tim Connely	Signal	917 295 9138	connelti@amtrak.com
Sam Baddessa	Signal	917 295 9302	badesss@amtrak.com
David Longenhagen	Track	917 439 0361	njvikings@msn.com
Michael Dunn	Track	917 882 2198	mdunn2500@aol.com
Bob Deissler	B&B	917 596 6447	BobbyDice@aol.com
vacant	Track		
Carmen Nunes (Soto)	ET	347 572 3337	csoto7@nuc.rr.com

Mid-Atlantic

Hugh Campbell	Signal	215 219 5827	tampbeh@amtrak.com
Bill Riggini	Signal	410 320 8300	riggo7321@gmail.com
George Stuart	Track	215 205 8407	geozd1@verizon.net
Delores Holden	B&B	215 205 4316	deeholden0007@gmail.com
Drew Brown	Track	215 219 6610	drewcasin@gmail.com
John McAteer	ET	215 409 5913	johnmacinpa@gmail.com

Production

Sal Martinez	Production	201 687 8640	smartnez0417@gmail.com
Wes Wilkens	Production	215 783 5263	weswilkins1@verizon.net
Harry Dunfee	Repairmen	267 844 0569	mayorharrydunfee@gmail.com
Devon Burt	Production	267 974 0062	cap2.cb@gmail.com

Michigan

Harold Hamlin	all crafts	269 823 9624	harold.hanlin@amtrak.com
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Albany Division

Kevin Canutesan	Track and B&B	518 461 3037	kevincanutesan@yahoo.com
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System

Bruce Shaffer	Supervisors	202 437 8090	Shaffeb@amtrak.com
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An Injury to One is an Injury to All.

NOTICE OF UNSAFE CONDITION at Amtrak

DATE: _____ LOCATION: _____

DESCRIPTION OF THE CONDITION:

ACTION THAT SHOULD BE TAKEN & OTHER COMMENTS/SUGGESTIONS:

SUPERVISOR: _____ DEPARTMENT: _____

IS THIS AN EXISTING CONDITION? YES _____ NO _____

IS THIS A NEW CONDITION? YES _____ NO _____

HAS ANYONE BEEN NOTIFIED? YES _____ NO _____

IF SO, WHO? _____ WHEN? _____

EMPLOYEE NAME: _____

EMPLOYEE ID: _____

Send completed form to any Union officer, Safety Liaison or fax or mail to the Union office.

The purpose of this form is to report unsafe conditions. Please keep in mind that just because you see the condition doesn't mean other Brothers and Sisters do.

