

**Brotherhood of Maintenance of Way Employees Division  
of the International Brotherhood of Teamsters**



**NEWS CLIPS**

June 27, 2009

Randall Brassell, Director of Communications  
Telephone: 615-521-4097 (Fax) 615-824-2164  
email: [rbrassell1@aol.com](mailto:rbrassell1@aol.com)

# NTSB Finds Water on Rails Where Freight Train Derailed Near Chicago

**Sunday , June 21, 2009**

ROCKFORD, Ill. —

There was high water along the northern Illinois rail line where a freight train derailed, setting off a fiery explosion and killing one person, federal authorities said Sunday.

It's unclear what the exact water levels were during Friday's crash and what role if any water played in the accident, said Robert Sumwalt of the National Transportation Safety Board.

Parts of northern Illinois may have gotten as much as 4 inches of rain Friday, according to the National Weather Service. Chicago's O'Hare International Airport, 40 to 50 miles east of Rockford, measured 3.6 inches, a record for the date.

Sunday was the first full day federal investigators spent at the accident site. Burning tanker cars kept them at bay for much of Saturday.

"We've been busy and productive," Sumwalt said at a news conference Sunday afternoon. "But there's still a long way to go."

The NTSB has said identifying a cause of the derailment could take a year.

The agency has conducted initial interviews with the train's crew, and investigators are looking for witnesses, Sumwalt said.

"We want to reach out to the people who might have witnessed something before, during or immediately after the derailment," Sumwalt said.

Canadian National Railway Company officials say 18 rail cars loaded with ethanol left the tracks, exploding into flames. Zoila Tellez, 41, of Rockford, abandoned her car at a rail crossing and made it 20 feet before she fell and died.

6/22/2009 Government Post

## Hersman's nomination as NTSB chair heads to Senate

On Thursday, President Obama sent his nomination of Deborah Hersman as [National Transportation Safety Board \(NTSB\)](#) chairman to the Senate for confirmation. She would succeed NTSB member Mark Rosenker, whose term as chairman has expired.

An NTSB member since June 2004, Hersman previously was a senior professional staff member of the Senate Committee on Commerce, Science and Transportation, where she was responsible for the legislative agenda and policy initiatives affecting surface transportation, including railroads, trucks, buses, pipelines and hazardous materials. Hersman also previously served as staff director and senior legislative aide to former Rep. Bob Wise (D-W.Va.).

An independent federal agency, the NTSB investigates railroad, aviation, highway, marine and pipeline accidents, and issues safety recommendations aimed at preventing transportation accidents.

## Freight Traffic Outlook

### **Morgan Stanley: Auto forecast will aid rail freight** **June 23, 2009**

Freight railroads could benefit from what Morgan Stanley analysts William Greene and Adam Longson describe as "a large increase in North American auto production" during the third quarter." Citing the latest Wards North American auto production forecast, Greene and Longson "estimate that the likely increase in [railroad] auto volumes could add up to 2.0% and 1.0%-to-3.5% to our EPS [earnings per share] estimates for the railroads in 2009 and 2010, respectively."

**June 23, 2009**

## **Train Crash in Washington Leaves at Least 6 Dead**

By [IAN URBINA](#) and THEO EMERY

WASHINGTON — At least six people were killed and at least 75 injured when one Metro subway train slammed into another on the outskirts of the city during the afternoon rush hour on Monday, emergency officials said.

"It looks to be the worst Metro accident in D.C. history," said Mayor [Adrian M. Fenty](#). "We're going to investigate this and find out what happened."

The general manager of the Metro system, John B. Catoe Jr., said one train had stopped near a platform and was waiting for permission to proceed when it was hit from behind by the second train.

Mr. Catoe did not speculate on whether safety devices intended to prevent such crashes had failed, saying the authorities were still focused on rescuing passengers.

A [National Transportation Safety Board](#) spokesman said that there were nine investigators on the scene and that all recent safety recommendations the board had made to the city transit system were being reviewed.

At the scene, one subway car sat fully on top of a car from the other train. The car on top had part of its floor sheared off, and the wreckage was a jumble of twisted metal. Seats from the smashed cars had spilled onto the tracks.

Several passengers were carried off on stretchers, and rescue crews used ladders and heavy equipment to cut into the wreckage and reach passengers stuck inside.

Helicopters buzzed overhead. The police scrambled to coordinate traffic, onlookers and the rescue workers.

Emergency medical personnel set up a triage site at the nearby Jarboe Printing Company. Rescue officials said about 75 passengers were treated for injuries. At least six people were seriously injured and the rest had only minor injuries. Numerous people

walked away from the crash site wearing bandages, slings and in at least one case, a neck brace.

Among the dead was the operator of the train that crashed into the stopped one. She was identified by the mayor's office as Jeanice McMillan, 42.

In a statement, [President Obama](#) said: "Michelle and I were saddened by the terrible accident in Northeast Washington, D.C., today. Our thoughts and prayers go out to the families and friends affected by this tragedy. I want to thank the brave first responders who arrived immediately to save lives."

The crash occurred around 5 p.m. on a heavily traveled Metro route, the Red Line, that shuttles thousands of commuters every day from the suburbs into the city. It occurred between the Takoma and Fort Totten stations, where there is a long stretch of track, meaning trains often reach high speeds.

"It was a huge impact," said Maya Maroto, 31, of Burtonsville, Md., who was in the third car of the moving train as she headed into the city to see a movie. "Our first inclination was that we hit another train or car."

An elderly woman sitting near them flew out of her seat and landed sprawled on the floor.

Ms. Maroto said she did not realize the seriousness of the accident until she looked out the door and saw the front of her train wedged on top of the other one. Minutes later she looked again and saw a body on the tracks.

Passengers said about 15 minutes passed before officials showed up or any announcements were made.

"It was kind of scary that no one was there," said Allison Miner, 49, a nutritionist from Silver Spring, Md., who was in the same car as Ms. Maroto.

Suzanne Motta, who was riding in the fourth car of the moving train, said, "Anybody standing up got knocked down."

"A gentleman came in carrying a girl with a laceration on her foot," Ms. Motta added. "He had a laceration on his head. Everybody was pretty shook up."

Jervis Bryant, 39, who lives about two blocks from the crash site, arrived at the scene soon after he heard a loud boom. He said he saw people inside the bottom train car. "It was a scene I never thought I'd see," he said.

Much of the Metrorail system, which opened in 1976, runs below ground. Both trains involved in the accident were above ground.

"This is an aging system and one that needs to be looked at very closely," said Peter Goelz, former managing director of the National Transportation Safety Board.

The accident was the second involving passenger fatalities in the system. In 1982, three people died after a train derailed between the Federal Triangle and Smithsonian stations.

*Andrea Fuller contributed reporting.*

## **Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters**

For immediate release

June 25, 2009

## **BMWED SYSTEM FEDERATIONS ANNOUNCE MERGER**

Tulsa, OK – The governing bodies of the Atchison, Topeka & Santa Fe Federation and the Frisco Federation of the Brotherhood of Maintenance of Way Employees Division convened today and finalized a merger between the two federations. The name of the newly formed federation will be the Atchison, Topeka & Santa Fe Frisco System Federation.

The AT&SFF System Federation will now represent more than 3000 members of the Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters and will maintain offices in Newton, Kansas and Tulsa, Oklahoma.

Richard Sandlin was elected to head the new federation as General Chairman and offered, “Our officers and board members worked hard to make this happen because of a deep belief that the best way to represent our members is through strength and unity. I am humbled by the faith placed in me to lead this new federation and look forward to working with the new officers in order to earn the trust of our newly combined membership.”

“After a long hard look at the benefits of merging our federations Rick and I came to the same conclusion – our members will be much better served with a larger, more efficient organization,” said former AT&SF General Chairman Mark Hemphill. “It has taken a lot of preparation and hard work but the end result is that our members will be better served.”

“I would like to extend my congratulations to the officers and members of both the Frisco and the AT&SF Federations,” said BMWED National Division President Freddie Simpson. “AT&SF General Chairman Mark Hemphill and Frisco General Chairman Rick Sandlin have illustrated once again that the leadership of this union places their membership’s interest first. Both federations have done a great job representing their members and I expect that working together they can achieve even more.”

The Atchison, Topeka & Santa Fe Frisco System Federation represents maintenance of way workers who build, construct, inspect and maintain railroad tracks, bridges, buildings and equipment for BNSF and a number of short line railroads operating in states from coast to coast.

## **Rebound still eludes U.S. freight traffic**

June 26, 2009

Freight traffic on U.S. railroads for the week ended June 20 still lagged 17.7% behind comparable levels from the same period a year ago, the Association of American Railroads said Thursday. Intermodal volume was down a nearly identical 17.8% from the year-ago period. Total volume of an estimated 27.76 billion tons miles was down 16.6% compared with the same week in 2008.

Once again, 18 of 19 carload freight commodity groups charted by AAR were down from last year, with declines ranging from 1.8% for farm products other than grain to 65.4% for metallic

ores. As in some previous weeks, the "all other carloads" category defied the overall trend, up 11.9%.

For the first 24 weeks of 2009, U.S. railroads reported cumulative volume down 19.4% from the comparable 2008 period, while intermodal declined 16.9%.

Canadian freightcar traffic declined 23.7% for the week ended June 20 compared with the year-ago period, while intermodal fell 18.2%. For the first 24 weeks of 2009, Canadian volume slumped 24.1%, while intermodal fell 15.3%.

Mexico's two major railroads reported freight car traffic down 8.1% for the week, and intermodal down 19.6%, compared with a year ago. For the first 24 weeks of 2009, Mexican freight car traffic slipped 14.2%, while intermodal slumped 20.9%.

Combined North American rail volume for the first 24 weeks of 2009 on 14 reporting U.S., Canadian, and Mexican railroads was down 20.1% from the comparable 2008 period, while intermodal fell 16.8%.

6/26/2009 Traffic

### **AAR weekly report: U.S. railroads' traffic remains in doldrums**

After showing small signs of improvement the past few weeks, U.S. railroads' traffic took a step back again during the week ending June 20. They originated 261,717 carloads, down 17.7 percent, and 187,759 intermodal loads, down 17.8 percent compared with volume from the same week last year, according to the [Association of American Railroads](#).

Canadian railroads reported weekly volume of 59,912 carloads, down 23.7 percent, and 39,574 containers and trailers, down 18.2 percent.

Mexican railroads reported 13,291 carloads, down 8.1 percent, and 4,816 intermodal loads, down 19.6 percent.