

BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN

DIVISION 171
Hoboken, NJ

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R.A. Brown
Secretary-Treasurer

Brothers & Sisters,

Fri 4/24/2009

The Stuck Diesel Reverser Repair modification currently being installed on NJT F-40PH & GP-40 diesels (30 to date) **does not conform to the BLET/NJT GCA approved design** for the protection of our members. No Plexiglas shield has been installed. It is strongly advised that no member attempt to perform this procedure or even open the high voltage electrical cabinet doors unless the locomotive is shut down, the battery switch is opened and battery cables disconnected.

Please **post this at all locations**. It is vital to the safety of our members that this procedure not be performed by BLET members until such protection has been certified by the BLET as installed properly on all locomotives regardless of instruction stickers, printed instructions or directions to open high voltage electrical cabinet doors unless the engine is shut down, battery switch is open and battery cables disconnected. The BLET will certify that such modifications and protective devices are completed and installed properly on each modified locomotive before revising this recommendation.

The BLET General Committee supports the membership right to a safe workplace and will certify safe operating practice in this instance through the representation process.

Please post this message ASAP at all sign-up location Bulletin Boards and Web Sites.

Fraternally,
R. Darcy
GC BLET/NJT